

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1924-25

Volume II



SIMLA
GOVERNMENT OF INDIA PRESS
1925

Government of India Publications are obtainable from the Government of India Central Publication Branch, 8, Hastings Street, Calcutta and from the following Agents :—

EUROPE.

OFFICE OF THE HIGH COMMISSIONER FOR INDIA,

42, GROSVENOR GARDENS, LONDON, S.W. 1.

And at all Booksellers.

INDIA AND CEYLON.

Provincial Book Depots :

MADRAS :—Office of the Superintendent, Government Press, Mount Road, Madras.

BOMBAY :—Office of the Superintendent of Printing and Stationery, Poona.

SIND :—Library attached to the Office of the Commissioner in Sind, Karachi.

BENGAL :—Office of the Bengal Secretariat Book Depot, Writers' Buildings, Room No. 1, Ground Floor, Calcutta.

UNITED PROVINCES OF AGRA AND OUDH :—Office of the Superintendent of Government Press, United Provinces of Agra and Oudh, Allahabad.

PUNJAB :—Office of the Government of Punjab, Lahore.

BURMA :—Office of the Superintendent, Government Printing, Burma, Rangoon.

CENTRAL PROVINCES AND BERAR :—Office of the Central Provinces Secretariat, Nagpur.

ASSAM :—Office of the Superintendent, Assam Secretariat Press.

BIHAR AND ORISSA :—Office of the Superintendent, Government Printing, Bihar and Orissa, P. O. Gulzarbagh Patna.

COORG :—Office of the Chief Commissioner of Coorg, Bangalore.

NORTH-WEST FRONTIERS PROVINCE :—Government Press, Peshawar.

Thacker, Spink & Co., Calcutta and Simla.

W. Newman & Co., Ltd., Calcutta.

R. Cambay & Co., Calcutta.

S. K. Lahiri & Co., Calcutta.

The Indian School Supply Depot, 309, Bow Bazar Street, Calcutta, and 226, Nawabpur, Dacca.

Butterworth & Co. (India), Ltd., Calcutta.

Rai M. C. Sarcar Bahadur & Sons, 90-2A., Harrison Road, Calcutta.

The Weldon Library, 17, Park Street, Calcutta.

Standard Literature Company, Limited, Calcutta.

Association Press, Calcutta.

Chukervertty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.

The Book Company, Calcutta.

Higginbotham & Co., Madras.

V. Kalyanarama Iyer & Co., Madras.

P. R. Rama Iyer & Co., Madras.

Rochouse and Sons, Madras.

Bright & Co., Trivandrum.

V. S. Swaminathan, Bookseller, West Tower Street, Madura.

Thacker & Co., Ltd., Bombay.

D. B. Taraporevala, Sons & Co., Bombay.

Sunder Pandurang, Bombay.

Ram Chandra Govind & Sons, Kalbadavi, Bombay.

N. M. Tripathi & Co., Bookseller, Princess Street, Kalbadavi Road, Bombay.

Proprietor, New Kitabkhana, Poona.

The Manager, Oriental Book Supplying Agency, 15, Shukrawar, Poona City.

R. S. Gondalekar's Book Depot, Publisher and Bookseller, Budhwar Chawk, Poona City.

Managing Director, Co-operative Bookstall, Booksellers and Publishers, Poona City.

The Standard Bookstall, Karachi, Rawalpindi, Murree, Lahore, Peshawar and Quetta.

H53PAR

Karsandas Narandas & Sons, Surat.

A. H. Wheeler & Co., Allahabad, Calcutta and Bombay.

N. B. Mathur, Supdt., Nazir Kanun Hind Press, Allahabad.

The North India Christian Tract and Book-Society, 18, Clive Road, Allahabad.

Ram Dayal Agarwala, 184, Katra, Allahabad.

Manager, Newal Kishore Press, Lucknow.

The Upper India Publishing House, Ltd., 41, Aminabad Park, Lucknow.

Munshi Seeta Ram, Managing Proprietor, Indian Army Book Depot, Jubi, Cawnpore.

Rai Sahib M. Gulab Singh & Sons, Mufid-i-Am Press, Lahore and Allahabad.

Rama Krishna & Sons, Booksellers, Anarkali, Lahore.

Puri Brothers, Booksellers and Publishers, Katchor, Road, Lahore.

The Tilak School Book-Shop, Lahore.

Manager of the Imperial Book Depot, 63, Chandni Chawk Street, Delhi.

Oxford Book and Stationery Company, Delhi.

Supdt., American Baptist Mission Press, Rangoon.

Proprietor, Rangoon Times Press, Rangoon.

The Modern Publishing House, Ltd., 30, Phayro Street, Rangoon.

The International Buddhist Book Depot, Post Box No. 971, Rangoon.

Burma Book Club, Ltd., Rangoon.

Manager, The "Hitavada," Nagpur.

S. C. Talukdar, Proprietor, Students & Co., Cooch Behar.

Times of Ceylon Co., Ltd.

The Manager, Ceylon Observer, Colombo.

The Manager, The Indian Book Shop, Bonares City.

B. C. Basak, Esq., Proprietor, Albert Library, Dacca.

The Srivilliputtur Co-operative Trading Union, Ltd. Srivilliputtur.

Books and Technical Papers published by the Railway Board.

BOOKS.

- (1) Report by the Railway Board on Indian Railways. Published yearly. Price—Vol. I—Report, Rs. 3-8-0 or 5s. 10d. Volume II, Rs. 3-12-0 or 6s.
- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half yearly. Price Rs. 1.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.
- (4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.
- (5) Pocket Edition of the schedule of dimensions to be observed on 5' 6" and 3' 3½" and 2' 6" gauge railways in India, 1922, Rs. 1-8-0 for the 5' 6" and 3' 3½" gauge edition and Rs. 1-0-0 for the 2' 6" gauge edition.
- (6) Preliminary Abstract of Statistics of Indian Railways. Published yearly. Price Rs. 1-4-0 or 2s.
- (7) Railway Statistics—Class I Indian Railways. Published monthly. Price Rs. 1-6-0 or 2s. 2d.

TECHNICAL PAPERS.

(8) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—

- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Secretary, Railway Board. A few of the more important Technical papers are mentioned below:—

| <i>Name.</i> | <i>Author.</i> |
|---|---------------------|
| The design of well foundations for bridges | (Compiled.) |
| Statistics of railway working expenditure | G. DEUCHARS. |
| River training and control on the guide bank system | F. J. E. SPRING. |
| Mountain railways | G. DEUCHARS. |
| Rules for the preparation of railway projects . . . . . | .... |
| Oil fuel trials on the North Western Railway of India, 1913—16 . . . . . | .... |
| The central control systems for the scheduling of operations in locomotive repairs workshops in England | H. H. SAUNDERS. |
| The Hardinge Bridge over the Lower Ganges at Sara | SIR ROBERT GALES. |
| Technical education in relation to railways in America | H. L. COLE. |
| Indian Standard Locomotives (5' 6" gauge) | H. L. COLE. |
| Railway Statistics and the Operating Officer | MAJOR F. H. BUDDEN. |

The prices of the papers vary from Annas Four to Rupees Eight.

The books and papers can be bought from the Government of India, Central Publications Branch, 8, Hastings Street, Calcutta.

CONTENTS.

SECTION A.—*Financial and Statistical Summaries.**Financial Summaries—*

| | PAGE. |
|---|-------|
| I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25 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 | 2 |
| II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1924 and 1925 | 3 |
| II-B.—Summary of (i) Capital outlay during and (ii) Total Capital outlay to end of the years 1923-24 and 1924-25 of other than State-owned Railways | 4 |
| III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25 | 6 |
| IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25 | 7 |
| V.—Summary of Capital at Charge, Revenue Earnings and Expenses of Railways by Classes for the years 1923-24 and 1924-25 | 7 |
| VI.—Summary of Capital at Charge, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1923-24 and 1924-25 | 8 |

Statistical Summaries—

| | |
|---|----|
| VII.—Summary of the Mileage of Railways on the 31st March 1925 | 9 |
| VIII.—Summary of Equipment on 31st March 1925 | 10 |
| IX.—Summary of Net Additions to Equipment during the year 1924-25 | 10 |
| X.—Summary of Passenger and Goods Revenue Statistics by Classes and Gauges for the years 1923-24 and 1924-25 | 12 |
| XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1923-24 and 1924-25 | 14 |
| XII.—Summary of Train and Engine Mileage for the years 1923-24 and 1924-25 | 15 |
| XIII.—Summary of selected Operating Statistics of Class I Railways by Gauges for the year ended 31st March 1925 | 16 |

SECTION B.—*Financial and Statistical Statements.**Financial Statements—*

| | |
|--|----|
| 1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1924-25 and of the percentage of those figures on the Capital at Charge on 31st March 1925, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts | 20 |
| 2(a).—Statement of Capital at Charge of State-owned Railways on the 31st March 1925 | 22 |
| 2(b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the end of the year 1924-25 of other than State-owned Railways | 26 |
| 3.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State owned Railways for the year 1924-25 | 33 |

| | PAGE |
|---|------|
| 4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1924-25 | 40 |
| 5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 | 41 |
| 6.—Details of Gross Earnings of each Railway System for the years 1923-24 and 1924-25 .. | 46 |
| 7.—Details of Working Expenses of each Railway System for the years 1923-24 and 1924-25 .. | 50 |
| <i>Statistical Statements—</i> | |
| 8.—Mileage Statement for 1924-25 | 58 |
| 9.—Description of Class I Railways worked during the year 1924-25 | 66 |
| 10.—Statement of Equipment of Class I Railways on the 31st March 1925 | 67 |
| 11.—Statement of Net Additions to or Reductions of Equipment of Class I Railways during the year 1924-25 | 77 |
| 12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1923-24 and 1924-25 | 78 |
| 13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1923-24 and 1924-25 | 82 |
| 14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1923-24 and 1924-25 | 86 |
| 15.—Results of Working of Class I Railways for the years 1923-24 and 1924-25 | 88 |
| 16.—Statement of Ton Mileage of Class I Railways for the year 1924-25 | 90 |
| 17.—Statement of Train and Engine Mileage of Class I Railways for the year 1924-25 .. | 91 |
| 18.—Statement of Train and Engine Hours of Class I Railways for the year 1924-25 .. | 94 |
| 19.—Statement of Vehicle Miles of Class I Railways for the year 1924-25 | 96 |
| 20.—Statement of Running of Trains of Class I Railways for the year 1924-25 | 98 |
| 21.—Statement of Shunting and Light running of Class I Railways for the year 1924-25 .. | 99 |
| 22.—Statement of Engine User of Class I Railways for the year 1924-25 | 100 |
| 23.—Statement of Loads of Trains of Class I Railways for the year 1924-25 | 102 |
| 24.—Statement of Vehicle User of Class I Railways for the year 1924-25 | 103 |
| 25.—Statement of Density of traffic on Class I Railways for the years 1923-24 and 1924-25 | 104 |
| 26.—Statement of Repairs of Rolling Stock of Class I Railways for the year ended 31st March 1925 | 106 |
| 27(a).—Statement of the Coal Consumption on Class I Railways for the years 1923-24 and 1924-25 | 108 |
| 27(b).—Statement of the Coal Consumption of Class I Railways for the year 1924-25 .. | 110 |
| 28.—Statement of Efficiency of Class I Railways for the year ended 31st March 1925 .. | 111 |
| 29.—Statement of Principal Commodities excluding live stock carried by Class I Railways and the earnings therefrom for the year 1924-25 | 112 |
| 30.—Analysis of Operating Expenses of Class I Railways for the year 1924-25 | 118 |

| | PAGE. |
|---|-------|
| 31.—Statement of the Oil Consumption on Class I Railways for the year 1924-25 .. | 148 |
| 32.—Statement of Electric Train Statistics of the Great Indian Peninsula Railway for February and March 1925 | 149 |
| 33.—Statement of Equipment of Class II and III Railways on the 31st March 1925 .. | 150 |
| 34.—Statement of the Net Additions to Equipment of Class II and III Railways during the year 1924-25 | 153 |
| 35.—Statement of Passenger and Goods Revenue Statistics of Class II and III Railways for the years 1923-24 and 1924-25.. .. . | 154 |
| 36.—Statistics of Class II and III Railways for the years 1923-24 and 1924-25 .. | 158 |
| <i>Appendices—</i> | |
| A.—Value of Stores purchased by the Principal Railways during the year 1924-25 .. | 164 |
| B.—Details of Working State Collieries, worked by either Railway Companies or the State, for the years 1922-23 to 1924-25 | 168 |
| C.—Statement of Number of Servants of all races employed on each Railway System (open lines only) at the close of the years 1923-24 and 1924-25 | 170 |
| D.—Statements of Accidents during 1924-25 | 171 |
| E.—Rolling-Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1925 .. | 202 |
| F.—Statement showing the cost of the Police Force employed on Railways during 1924-25 | 204 |

INTRODUCTORY NOTE.

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

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

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

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

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

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

A detailed list of the railways in each class will be found in statement 5, pages 41 to 45.

H53RAR

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

H59EAR

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts (In thousands of rupees).

| Classification. | Year. | Capital at Charge on the 31st March 1925. | Net Revenue Receipts. | Percentage of Net Revenue Receipts on Capital at Charge. | CHARGES AGAINST NET REVENUE RECEIPTS. | | | NET GAIN OR LOSS TO GOVT. DIFFERENCE BETWEEN COLUMNS (4) AND (3). | | Percentage of Gain or Loss on Capital at Charge. |
|--|---------|---|-----------------------|--|---|--------------------|----------------|---|-------|--|
| | | | | | Payments on account of shares of surplus profits and of Net Revenue Receipts. | Interest payments. | Total charges. | Gain. | Loss. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| State Lines worked by the State. | 1923-24 | 1,86,99,19 | 6,81,31 | 3.64 | .. | 7,18,75 | 7,18,75 | .. | 37,44 | -0.20 |
| | 1924-25 | 2,88,78,45 | 15,38,13 | 5.33 | 10,05 | 10,68,60 | 10,78,65 | 4,59,48 | - | 1.56 |
| State Lines worked by Companies or by Indian States. | 1923-24 | 4,52,08,78 | 26,78,93 | 5.92 | 1,14,46 | 18,74,70 | 19,89,16 | 6,89,77 | .. | 1.53 |
| | 1924-25 | 3,63,54,90 | 22,86,49 | 6.29 | 1,32,23 | 13,12,76 | 14,44,99 | 8,41,50 | .. | 2.32 |
| Miscellaneous Items | 1923-24 | 2,48,66 | .. | .. | .. | 10,97 | 10,97 | - | 10,97 | -4.41 |
| | 1924-25 | 2,67,88 | .. | .. | .. | 13,10 | 13,10 | .. | 13,10 | -4.89 |
| Total Central | 1923-24 | 6,41,56,63 | 33,60,24 | 5.24 | 1,14,46 | 26,04,42 | 27,18,88 | 6,41,36 | .. | 1.00 |
| | 1924-25 | 6,55,01,23 | 38,24,62 | 5.84 | 1,42,28 | 23,04,46 | 25,36,74 | 12,87,88 | .. | 1.97 |
| Total Provincial | 1923-24 | 19,82 | 74 | 3.83 | .. | 84 | 84 | .. | 10 | -1.42 |
| | 1924-25 | 19,90 | -6 | -0.30 | .. | 84 | 84 | .. | 90 | -4.52 |
| GRAND TOTAL | 1923-24 | 6,41,75,95 | 33,60,93 | 5.24 | 1,14,46 | 26,05,26 | 27,19,72 | 6,41,26 | .. | 1.00 |
| | 1924-25 | 6,55,21,13 | 38,24,56 | 5.84 | 1,42,28 | 23,95,30 | 25,37,58 | 12,86,93 | .. | 1.96 |

*II-A.— Summary of Capital at Charge of State-owned Railways on the 31st March 1924 and 1925
(In thousands of rupees).*

| Details. | State lines worked by the State. | | State lines worked by Companies and other miscellaneous items. | | Total State-owned railways. | |
|--|----------------------------------|------------------|--|------------------|-----------------------------|------------------|
| | 31st March 1924. | 31st March 1925. | 31st March 1924. | 31st March 1925. | 31st March 1924. | 31st March 1925. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. Liabilities incurred in the purchase of railways :— | | | | | | |
| (a) During the year | —39,73 | —1,42 | —1,52,07 | .. | —2,31,80 | —1,42 |
| (b) To end of the year | 36,06,06 | 76,99,78 | 1,45,28,17 | 1,05,33,03 | 1,81,34,23 | 1,81,32,81 |
| 2. Capital outlay during the financial year from funds provided by the State :— | | | | | | |
| (a) Works | 3,11,27 | 4,43,10 | 3,96,49 | 3,35,92 | 12,07,76 | 12,79,02 |
| (b) Rolling-stock | 1,66,23 | 2,78,31 | 7,86,06 | 3,21,20 | 9,51,23 | 6,99,54 |
| (c) General charges | 12,64 | —11,89 | 1,15,05 | 29,37 | 1,27,69 | 17,48 |
| (d) Stores, etc., not finally charged off in the accounts. | —31,01 | —2,55,97 | —2,85,18 | —2,93,51 | —3,16,19 | —5,49,48 |
| (e) Total | 4,58,13 | 4,53,58 | 15,12,41 | 8,92,98 | 19,70,54 | 13,46,56 |
| 3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :— | | | | | | |
| (a) Works | 94,68,82 | 1,29,18,60 | 1,86,99,56 | 1,70,23,20 | 2,81,68,38 | 2,99,41,00 |
| (b) Rolling stock | 41,27,13 | 67,91,96 | 89,15,20 | 69,70,10 | 1,30,42,33 | 1,37,02,06 |
| (c) General charges | 7,59,95 | 6,99,84 | 16,25,90 | 10,80,56 | 23,85,85 | 17,80,40 |
| (d) Stores, etc., not finally charged off in the accounts. | 7,37,23 | 8,68,27 | 17,07,93 | 10,35,89 | 24,45,16 | 19,03,96 |
| (e) Total | 1,50,93,13 | 2,12,78,67 | 3,09,48,59 | 2,61,09,65 | 4,60,41,72 | 4,73,88,32 |
| 4. Total Capital at Charge at the end of the financial year. [Items 1 (b) plus 3 (e).] | 1,86,99,19 | 2,88,78,45 | 4,54,76,76 | 3,66,42,88 | 6,41,75,96 | 6,55,21,13 |

II-B.—Summary of (i) Capital Outlay during and (ii) Total Capital Outlay to the

| 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 | 1923-24 | 1,59 | 27 | 2 | —1,06 | 82 |
| | 1924-25 | 1,03 | 10 | 6 | —52 | 67 |
| (b) Worked by the main line | 1923-24 | 1,51 | —2 | 3 | —19 | 1,38 |
| | 1924-25 | 39 | —1 | .. | —5 | 33 |
| 2. Branch line Companies' Railways under rebate terms worked by the main line. | 1923-24 | 3,32 | 4,49 | 36 | —2,54 | 11,13 |
| | 1924-25 | 5,41 | 3,96 | 17 | —44 | 9,10 |
| 3. Branch line Companies' Railways under guarantee and rebate terms. | 1923-24 | 17,58 | 22 | 23 | —10,13 | 7,90 |
| | 1924-25 | 3,11 | 4 | —74 | —2,13 | 28 |
| 4. Companies' lines subsidized by the Government of India. | 1923-24 | 12,09 | 24,61 | 19 | 44 | 37,33 |
| | 1924-25 | 24,68 | 13,34 | 2,63 | —9,30 | 31,35 |
| 5. Companies' lines subsidized by Local Governments. | 1923-24 | 1,85 | 1,92 | .. | —2,07 | 1,70 |
| | 1924-25 | 19 | 4,13 | .. | 9 | 4,41 |
| 6. Unassisted Companies' lines | 1923-24 | —11 | 56 | 4 | —3 | 41 |
| | 1924-25 | 6 | 5 | 3 | —2 | 12 |
| 7. District Board lines | 1923-24 | 10,66 | 2 | 41 | —6,67 | 4,42 |
| | 1924-25 | 2,37 | 2,44 | 1 | —19 | 4,63 |
| 8. Companies' lines subsidized by District Boards. | 1923-24 | —4 | 1,03 | —5 | —2,01 | —1,07 |
| | 1924-25 | 44 | 1,06 | 2 | 19 | 1,71 |
| 9. Indian State lines worked by Indian States | 1923-24 | 43,09 | 12,19 | 1,37 | —7,36 | 49,29 |
| | 1924-25 | 37,70 | 44,63 | 1,48 | —11,16 | 72,65 |
| 10. Indian State lines worked by the main line | 1923-24 | 23,37 | 7,88 | 3,04 | —63 | 33,66 |
| | 1924-25 | 38,85 | 3,69 | 1,76 | —3,84 | 40,46 |
| 11. Companies' lines guaranteed by Indian States | 1923-24 | 11,23 | 2,18 | 7 | —3,04 | 10,44 |
| | 1924-25 | 16,72 | 1,45 | 2 | 14,75 | 32,94 |
| 12. Lines in Foreign territory worked by British Indian Railway Companies. | 1923-24 | 3 | .. | .. | .. | 3 |
| | 1924-25 | —1 | .. | .. | .. | —1 |
| TOTAL | 1923-24 | 1,31,17 | 55,35 | 6,26 | —35,34 | 1,57,44 |
| | 1924-25 | 1,20,94 | 74,88 | 5,44 | —12,62 | 1,88,64 |
| MISCELLANEOUS | 1923-24 | 3 | .. | 3,83 | .. | 3,91 |
| | 1924-25 | 280 | 190 | .. | .. | 4,70 |
| GRAND TOTAL | 1923-24 | 1,31,20 | 55,35 | 10,14 | —35,34 | 1,61,35 |
| | 1924-25 | 1,33,74 | 76,78 | 5,44 | —12,62 | 2,03,34 |

end of the years 1923-24 and 1924-25 of other than State-owned Railways. (In thousands).

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | REMARKS. |
|--|----------------|--------------------------------------|--|----------|--|
| Works. | Rolling-stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. | |
| 8 | 9 | 10 | 11 | 12 | 13 |
| Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1,13,30 | 16,52 | 11,65 | 2,09 | 1,43,56 | |
| 1,14,33 | 16,62 | 11,71 | 1,57 | 1,44,23 | |
| 74,09 | 1,17 | 5,74 | 6 | 81,06 | |
| 73,78 | 1,16 | 7,57 | 1 | *82,52 | *Includes Rs. 1,13,000 direct outlay on Katakhal-Lalabazar Railway by the Managing Agents. |
| 12,45,16 | 45,31 | 93,90 | 45 | 13,84,82 | |
| 12,38,08 | 49,27 | 1,06,67 | .. | 13,93,92 | |
| 1,63,76 | 3,28 | 10,30 | 4,51 | 1,81,85 | |
| 1,66,87 | 3,32 | 9,56 | 2,38 | 1,82,13 | |
| 12,54,68 | 3,06,36 | 1,24,69 | 30,25 | 17,15,93 | |
| 12,80,90 | 3,19,70 | 1,25,78 | 20,95 | 17,47,33 | |
| 97,49 | 52,15 | 20,96 | 4,56 | 1,75,16 | |
| 97,68 | 56,28 | 20,96 | 4,66 | 1,79,57 | |
| 30,64 | 6,63 | 86 | 29 | 38,42 | |
| 30,70 | 6,68 | 89 | 27 | 38,54 | |
| 1,30,98 | 4,05 | 13,20 | 39 | 1,48,62 | |
| 1,33,35 | 6,49 | 13,21 | 20 | 1,53,25 | |
| 1,07,65 | 34,61 | 5,18 | 3,09 | 1,50,53 | |
| 1,07,82 | 35,50 | 5,64 | 3,28 | 1,52,24 | |
| 11,30,18 | 3,66,66 | 66,25 | 77,21 | 16,40,30 | |
| 11,67,88 | 4,11,29 | 67,73 | 66,05 | 17,12,05 | |
| 11,01,81 | 91,47 | 82,86 | 12,07 | 12,87,71 | |
| 11,38,65 | 95,16 | 86,13 | 8,23 | 13,28,17 | |
| 7,03,30 | 1,89,55 | 44,83 | 25,92 | 9,63,60 | |
| 7,34,50 | 1,91,00 | 30,37 | 40,67 | 9,96,54 | |
| 2,13,16 | .. | 1,51 | .. | 2,14,67 | |
| 2,13,15 | .. | 1,51 | .. | 2,14,66 | |
| 63,65,70 | 11,17,76 | 4,81,93 | 1,60,89 | 81,26,28 | |
| 64,97,69 | 11,92,47 | 4,87,03 | 1,48,26 | 83,26,05 | |
| 16,31 | .. | 2,00,22 | .. | 2,16,53 | |
| 19,11 | 1,90 | 2,00,22 | .. | 2,21,23 | |
| 63,82,01 | 11,17,76 | 6,82,15 | 1,60,89 | 83,42,81 | |
| 65,16,80 | 11,94,37 | 6,87,85 | 1,48,26 | 85,47,28 | |

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railway for the years 1923-24 and 1924-25.

| Particulars. | State lines worked by the State. | | State lines worked by companies or by Indian States. | | Miscellaneous items. | | Total Central. | | Total Provincial. | | Grand Total. | |
|--|----------------------------------|-----------|--|-----------|----------------------|----------|----------------|-----------|-------------------|----------|--------------|-----------|
| | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Interest on sterling debt .. £ | 1,085,201 | 1,085,304 | 4,275,978 | 1,836,212 | .. | .. | 5,341,179 | 3,821,606 | .. | .. | 5,341,179 | 3,821,606 |
| Interest on capital contributed by companies:— | | | | | | | | | | | | |
| On share capital £ | .. | .. | 572,250 | 572,250 | .. | .. | 572,250 | 572,250 | .. | .. | 572,250 | 572,250 |
| On debenture & debenture stock £ | .. | 521,250 | 1,563,438 | 850,299 | .. | .. | 1,563,438 | 1,371,549 | .. | .. | 1,563,438 | 1,371,549 |
| TOTAL .. £ | .. | 521,250 | 2,135,688 | 1,422,549 | .. | .. | 2,135,688 | 1,943,799 | .. | .. | 2,135,688 | 1,943,799 |
| GRAND TOTAL .. £ | 1,065,201 | 2,506,644 | 6,411,666 | 3,258,761 | .. | .. | 7,476,867 | 5,765,405 | .. | .. | 7,476,867 | 5,765,405 |
| Converted into rupees at average rate of exchange .. (In thousands of rupees). | 1,55,03 | 3,41,01 | 9,34,06 | 4,47,30 | .. | .. | 10,89,09 | 7,92,21 | .. | .. | 10,89,09 | 7,92,21 |
| Interest on capital outlay provided by Government .. (In thousands of rupees). | 5,61,84 | 7,21,77 | 9,33,10 | 8,57,96 | 10,97 | 13,10 | 15,05,91 | 15,92,83 | 84 | 84 | 15,06,75 | 15,93,67 |
| Interest on rupee debt .. (In thousands of rupees). | 1,88 | 1,92 | 7,54 | 7,50 | .. | .. | 9,42 | 9,42 | .. | .. | 9,42 | 9,42 |
| GRAND TOTAL .. (In thousands of rupees) | 7,18,75 | 10,68,60 | 18,74,70 | 13,12,76 | 10,97 | 13,10 | 26,04,42 | 23,94,46 | 84 | 84 | 26,05,26 | 23,95,30 |

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1923-24 and 1924-25. (In thousands of rupees.)

| Class of Railways. | Year. | GROSS REVENUE RECEIPTS. | | | WORKING EXPENSES. | | | | Net Revenue Receipts (India). | Percentage of ordinary working expenses on earnings. | REMARKS. |
|--|---------|-------------------------|-----------|------------|-------------------|---------------------------|-----------|----------|-------------------------------|--|----------|
| | | Earnings. | Suspense. | Total. | Ordinary. | Renewals and Replacement. | Suspense. | Total. | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| State lines worked by the State | 1923-24 | 24,10,23 | 7,67 | 24,17,95 | 14,98,84 | 2,52,60 | -14,80 | 17,36,64 | 6,81,31 | 62.18 | |
| | 1924-25 | 43,87,14 | 3,66 | 43,90,80 | 24,95,05 | 3,60,26 | -2,63 | 28,52,67 | 15,38,13 | 66.88 | |
| State lines worked by Companies or by Indian States. | 1923-24 | 70,57,02 | -9,45 | 70,47,57 | 39,12,68 | 4,60,38 | -4,42 | 43,68,64 | 26,78,93 | 65.44 | |
| | 1924-25 | 56,89,27 | 24,49 | 57,13,76 | 30,83,18 | 3,79,10 | -35,01 | 34,27,27 | 22,86,40 | 64.17 | |
| Total Central | 1923-24 | 94,67,30 | -1,78 | 94,65,52 | 54,11,52 | 7,12,98 | -19,22 | 61,25,28 | 33,60,24 | 57.16 | |
| | 1924-25 | 1,00,76,41 | 28,15 | 1,01,04,56 | 55,78,22 | 7,39,36 | -37,64 | 62,79,94 | 36,24,62 | 63.35 | |
| Total Provincial | 1923-24 | 4,05 | -2 | 4,03 | 3,28 | 8 | -7 | 3,29 | 74 | 80.99 | |
| | 1924-25 | 2,66 | -7 | 2,59 | 2,54 | 6 | 5 | 2,65 | -6 | 95.49 | |
| GRAND TOTAL | 1923-24 | 94,71,35 | -1,80 | 94,69,55 | 54,14,80 | 7,13,06 | -19,29 | 61,08,57 | 33,00,98 | 57.17 | |
| | 1924-25 | 1,00,79,07 | 28,08 | 1,01,07,15 | 55,80,76 | 7,39,42 | -37,50 | 62,82,59 | 36,24,56 | 65.36 | |

V.—Summary of Capital at Charge, Revenue Earnings and Expenses of Railways by classes for the years 1923-24 and 1924-25. (In thousands of rupees.)

| Classification. | Year. | Total capital at charge (including ferries and suspense). | Gross earnings. | Working expenses. | Net earnings. | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital at charge given in column 3. |
|----------------------|---------|---|-----------------|-------------------|---------------|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Class I Railways | 1923-24 | 6,96,67,70 | 1,04,64,71 | 66,36,99 | 33,27,72 | 63.42 | 5.49 |
| | 1924-25 | 7,09,78,51 | 1,11,09,26 | 67,03,92 | 44,05,34 | 60.35 | 6.21 |
| Class II Railways | 1923-24 | 14,39,56 | 2,22,71 | 1,48,76 | 73,95 | 66.80 | 5.14 |
| | 1924-25 | 16,41,72 | 2,67,06 | 1,71,93 | 95,13 | 64.38 | 5.79 |
| Class III Railways | 1923-24 | 6,85,76 | 92,24 | 59,02 | 33,22 | 63.99 | 4.34 |
| | 1924-25 | 7,17,15 | 98,88 | 60,83 | 38,05 | 61.51 | 5.31 |
| Total State Railways | 1923-24 | 6,38,34,24 | 94,37,87 | 60,95,29 | 33,42,58 | 64.68 | 5.23 |
| | 1924-25 | 6,52,03,26 | 1,00,33,10 | 61,73,20 | 38,59,90 | 61.53 | 5.92 |
| Total other Railways | 1923-24 | 79,08,78 | 13,41,79 | 7,49,48 | 5,92,31 | 55.86 | 7.48 |
| | 1924-25 | 81,34,12 | 14,42,10 | 7,63,48 | 0,78,02 | 62.94 | 8.34 |
| GRAND TOTAL | 1923-24 | 7,17,93,02 | 1,07,79,66 | 68,44,77 | 39,34,89 | 63.50 | 5.48 |
| | 1924-25 | 7,33,37,38 | 1,14,75,20 | 69,36,68 | 45,38,52 | 60.45 | 6.19 |

VI.—Summary of Capital at Charge, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1923-24 and 1924-25.

[The figures in columns 4 to 7 are in thousands.]

| Classification. | Year. | Route mileage on 31st March. | Total capital at charge including ferries and suspense. | Gross earnings.* | Working expenses.* | Net earnings. | REMARKS. |
|---|---------|------------------------------|---|------------------|--------------------|---------------|----------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | Miles. † | Rs. (a) | Rs. | Rs. | Rs. | |
| State lines worked by the State | 1923-24 | 7,077.56 | 1,85,97,58 | 24,12,08 | 17,54,70 | 6,57,38 | |
| | 1924-25 | 10,154.92 | 2,87,79,28 | 43,88,96 | 28,72,79 | 15,16,17 | |
| State lines worked by companies (c) and (d). | 1923-24 | 19,286.21 | 4,52,86,66 | 70,25,79 | 43,40,59 | 26,85,20 | |
| | 1924-25 | 17,004.20 | 3,64,23,08 | 56,44,14 | 33,00,41 | 23,43,73 | |
| Branch line companies' railways under Guarantee terms, worked by the Branch line company. | 1923-24 | 196.06 | 1,43,56 | 10,57 | 7,77 | 2,80 | |
| | 1924-25 | 196.06 | 1,44,23 | 11,38 | 8,19 | 3,19 | |
| Branch line companies' railways under Guarantee terms, worked by the main line. | 1923-24 | 114.65 | 81,06 | 11,55 | 5,92 | 5,63 | |
| | 1924-25 | 114.65 | 82,52 | 12,79 | 6,53 | 6,26 | |
| Branch line companies' railways under Rebate terms, worked by the main line (f). | 1923-24 | 1,980.99 | 13,84,82 | 2,46,49 | 1,26,71 | 1,19,78 | |
| | 1924-25 | 1,981.04 | 13,93,92 | 2,86,63 | 1,35,59 | 1,31,04 | |
| Branch line companies' railways under Guarantee and rebate terms. | 1923-24 | 166.60 | 1,81,85 | 14,84 | 7,98 | 6,86 | |
| | 1924-25 | 166.60 | 1,82,13 | 14,67 | 8,10 | 6,47 | |
| Companies' lines subsidized by the Government of India. | 1923-24 | 2,169.79 | 17,15,67 | 3,07,29 | 1,45,04 | 1,62,25 | |
| | 1924-25 | 2,171.54 | 17,38,75 | 3,21,85 | 1,50,00 | 1,71,85 | |
| Companies' lines subsidized by Local Governments. | 1923-24 | 137.09 | 1,75,16 | 36,63 | 25,40 | 11,23 | |
| | 1924-25 | 137.02 | 1,79,57 | 41,31 | 25,86 | 15,45 | |
| Unassisted companies' lines | 1923-24 | 69.70 | 38,42 | 3,55 | 3,01 | 54 | |
| | 1924-25 | 69.70 | 38,54 | 3,97 | 2,90 | 1,07 | |
| District Board lines | 1923-24 | 271.27 | 1,48,62 | 35,72 | 20,03 | 15,69 | |
| | 1924-25 | 271.27 | 1,53,25 | 36,73 | 19,67 | 17,06 | |
| Companies' lines subsidized by District Boards. | 1923-24 | 306.10 | 1,50,53 | 35,71 | 19,33 | 16,38 | |
| | 1924-25 | 306.10 | 1,52,24 | 36,19 | 18,68 | 17,51 | |
| Indian State lines worked by Indian States. | 1923-24 | 3,054.18 | 15,86,43 | 2,62,84 | 1,84,47 | 78,37 | |
| | 1924-25 | 3,054.54 | 16,49,35 | 2,85,74 | 1,83,20 | 1,02,54 | |
| Indian State lines worked by the main line. | 1923-24 | 1,780.25 | 11,24,39 | 1,85,84 | 1,07,91 | 77,93 | |
| | 1924-25 | 1,814.01 | 12,08,42 | 2,15,18 | 1,24,00 | 91,18 | |
| Companies' lines guaranteed by Indian States. | 1923-24 | 754.47 | 9,63,60 | 1,72,15 | 84,24 | 87,91 | |
| | 1924-25 | 754.47 | 9,96,54 | 1,76,33 | 68,69 | 1,07,64 | |
| Lines in foreign territory worked by British Indian railway companies. | 1923-24 | 73.60 | 2,14,67 | 18,61 | 11,67 | 6,94 | |
| | 1924-25 | 73.60 | 2,14,66 | 19,43 | 12,07 | 7,36 | |
| TOTAL | 1923-24 | 38,038.52 | (g)7,17,93,02 | 1,07,79,66 | 68,44,77 | 39,34,89 | |
| | 1924-25 | 38,269.78 | (g)7,33,37,38 | 1,14,75,20 | 69,36,68 | 45,38,52 | |

* Do not include items of receipts and charges in England finally accounted for in English Accounts.

(a) Excludes the Delhi (New Capital) Railway works and the figures of net discount involved in raising the money for the purchase of railways but includes Jorhat Provincial railway.

(b) Excludes the Central Indian coal-fields Railway Construction, Delhi (New Capital) Railway works but includes Jorhat Provincial railway.

(c) Includes the Travancore Railway (Indian State Section).

(d) Includes the Alnavar-Dandell and Madaya-Mandalay Light railways.

(e) Includes (i) the share owned by the Bhopal Durbar in the Bhopal-Itarsi Railway (ii) Burma Provincial railways, (iii) Durbar's outlay on Pulanpur Deesa Railway and (iv) Quilon Travandrum Railway.

(f) Excludes the Matheran Light Railway from columns 4 to 7 for which information was not furnished.

(g) Excludes expenditure on account of (1) Interest charges during construction on the Assam-Bengal Railway, (2) State outlay on the Patri Branch charged against civil works grant, (3) Expenditure incurred in England on the South Bihar Railway, (4) Outlay from joint Debenture Stock on the Lucknow-Bareilly Railway, (5) Delhi (New Capital) Railway works, (6) Miscellaneous and (7) United Provinces Distillery sidings.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1925.

| Classification. | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1925. | | | TRACK MILEAGE OPEN ON THE 31ST MARCH 1925. | | | Route mileage opened during the financial year 1924- 25. | ROUTE MILEAGE AUTHO- RISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1925. | |
|------------------------------|---|---|-----------|---|----------|-----------|--|--|-----------------------------|
| | Single line. | Double, treble, etc., lines as the case may be. | Total. | Running track. | Sidings. | Total. | | Sanctioned but not commenced. | Under con- struction. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Class I Railways— | | | | | | | | | |
| 5' 6" gauge | 15,620·11 | 3,161·63 | 18,781·74 | 22,135·66 | 6,391·59 | 28,527·25 | 81·01 | 425·36 | 688·56 |
| 3' 3½" gauge | 13,408·05 | 182·35 | 13,680·40 | 13,862·74 | 2,614·74 | 16,477·48 | 149·90 | 157·86 | 445·70 |
| 2' 6" and 2' 0" gauges .. | 1,962·43 | ... | 1,962·43 | 1,962·43 | 244·61 | 2,206·04 | ... | 40·00 | ... |
| Total | 31,080·59 | 3,343·98 | 34,424·57 | 37,960·83 | 9,250·84 | 47,211·07 | 231·81 | 623·28 | 1,104·26 |
| Class II Railways— | | | | | | | | | |
| 3' 3½" gauge | 1,790·32 | ... | 1,790·32 | 1,790·32 | 228·18 | 2,018·50 | ... | 283·30 | 42·99 |
| 2' 6" and 2' 0" gauges .. | 603·05 | 0·07 | 603·12 | 603·19 | 74·28 | 677·47 | ... | 151·05 | 2·44 |
| Total | 2,393·37 | 0·07 | 2,393·44 | 2,393·51 | 302·46 | 2,695·97 | ... | 434·35 | 45·43 |
| Class III Railways— | | | | | | | | | |
| 3' 3½" gauge | 294·51 | ... | 294·51 | 294·51 | 30·00 | 324·51 | ... | 8·90 | ... |
| 2' 6" and 2' 0" gauges .. | 1,157·26 | ... | 1,157·26 | 1,157·26 | 82·04 | 1,240·20 | 1·67 | 17·70 | 61·07 |
| Total | 1,451·77 | ... | 1,451·77 | 1,451·77 | 112·04 | 1,564·71 | 1·67 | 26·75 | 61·07 |
| Total State Railways— | | | | | | | | | |
| 5' 6" gauge | 13,113·37 | 3,161·11 | 16,274·48 | 19,627·88 | 6,924·78 | 25,652·66 | 71·07 | 302·17 | 520·44 |
| 3' 3½" gauge | 9,408·58 | 184·53 | 9,693·11 | 9,827·63 | 2,614·27 | 11,841·90 | 129·98 | 80·35 | 314·61 |
| 2' 6" and 2' 0" gauges .. | 1,387·23 | ... | 1,387·23 | 1,387·23 | 195·39 | 1,582·62 | ... | 8·43 | ... |
| Total | 23,999·18 | 3,325·64 | 27,324·82 | 30,842·74 | 8,234·44 | 39,077·18 | 198·05 | 450·95 | 835·05 |
| Total Other Railways— | | | | | | | | | |
| 5' 6" gauge | 2,506·74 | 0·52 | 2,507·26 | 2,507·78 | 366·81 | 2,874·59 | 10·84 | 63·19 | 138·12 |
| 3' 3½" gauge | 6,084·30 | 17·82 | 6,102·12 | 6,119·94 | 858·65 | 6,978·59 | 22·92 | 369·83 | 174·08 |
| 2' 6" and 2' 0" gauges .. | 2,335·51 | 0·07 | 2,335·58 | 2,335·65 | 206·34 | 2,541·99 | 1·67 | 200·47 | 53·51 |
| Total | 10,926·55 | 18·41 | 10,944·96 | 10,963·37 | 1,431·80 | 12,395·17 | 35·43 | 633·49 | 365·71 |
| Total— | | | | | | | | | |
| 5' 6" gauge | 15,620·11 | 3,161·63 | 18,781·74 | 22,135·66 | 6,391·59 | 28,527·25 | 81·01 | 425·36 | 688·56 |
| 3' 3½" gauge | 15,582·88 | 182·35 | 15,765·23 | 15,947·57 | 2,872·92 | 18,820·49 | 149·90 | 450·18 | 488·69 |
| 2' 6" and 2' 0" gauges .. | 3,722·74 | 0·07 | 3,722·81 | 3,722·88 | 401·73 | 4,124·61 | 1·67 | 208·90 | 63·61 |
| GRAND TOTAL | 34,925·73 | 3,344·05 | 38,269·78 | 41,806·11 | 9,666·24 | 51,472·35 | 233·48 | 1,084·44 | 1,200·76 |

VIII.—Summary of

| Classification. | LOCOMOTIVES. | | RAIL MOTORS. | | COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | OTHER VEHICLES. |
|----------------------------------|--------------|-------------------------------|--------------|--------|---|--------|--------|--------|---------|-----------------|
| | No. | Total tractive effort in lbs. | No. | Seats. | PASSENGER CARRIAGES. | | | | No. | |
| | | | | | No. | Seats. | | | | |
| | | | | | | 1st. | 2nd. | Inter. |  |  | Third. |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. | 11. |
| CLASS I RAILWAYS. | | | | | | | | | | |
| 5' 6" gauge | 6,550 | 137,347,070 | 49 | 459 | 10,377 | 21,922 | 41,301 | 51,684 | 601,322 | 3,724 |
| { Ordinary | | | | | | | | | | |
| { Electric | *7 | .. | .. | .. | 21 | 105 | 294 | .. | 2,646 | .. |
| 3' 3½" gauge | 2,653 | 32,613,356 | 9 | 165 | 7,652 | 10,021 | 12,947 | 9,878 | 327,556 | 1,276 |
| | Number. | | Number. | | | | | | | |
| 2' 6" and 2' 0" gauges | | 305 | | 13 | 842 | 991 | 1,240 | 1,691 | 25,961 | 56 |
| CLASS II RAILWAYS. | | | | | | | | | | |
| 3' 3½" gauge | | 204 | | .. | 643 | 1,063 | 1,881 | 1,022 | 22,221 | 130 |
| 2' 6" and 2' 0" gauges | | 77 | | .. | 298 | 472 | 598 | .. | 9,687 | 29 |
| CLASS III RAILWAYS. | | | | | | | | | | |
| 3' 3½" gauge | | 34 | | .. | 103 | 142 | 236 | 40 | 2,838 | 20 |
| 2' 6" and 2' 0" gauges | | 164 | | .. | 651 | 523 | 388 | 1,446 | 15,226 | 72 |

IX.—Summary of net Additions

| Classification. | LOCOMOTIVES. | | RAIL MOTORS. | | COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | OTHER VEHICLES. |
|----------------------------------|--------------|-------------------------------|--------------|--------|---|--------|------|--------|--------|-----------------|
| | No. | Total tractive effort in lbs. | No. | Seats. | PASSENGER CARRIAGES. | | | | No. | |
| | | | | | No. | Seats. | | | | |
| | | | | | | 1st. | 2nd. | Inter. |  |  | Third. |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. | 11. |
| CLASS I RAILWAYS. | | | | | | | | | | |
| 5' 6" gauge | -6 | 1,737,252 | 6 | -23 | 366 | 145 | 604 | 2,511 | 33,445 | 228 |
| { Ordinary | | | | | | | | | | |
| { Electric | *7 | .. | .. | .. | 21 | 105 | 294 | .. | 2,646 | .. |
| 3' 3½" gauge | -4 | 187,144 | .. | -13 | 153 | 80 | -61 | 377 | 11,825 | 11 |
| | Number. | | Number. | | | | | | | |
| 2' 6" and 2' 0" gauges | | 12 | | -1 | 39 | -38 | .. | 524 | 1,021 | -3 |
| CLASS II RAILWAYS. | | | | | | | | | | |
| 3' 3½" gauge | | 13 | | .. | -10 | -12 | -9 | 140 | 207 | 37 |
| 2' 6" and 2' 0" gauges | | -1 | | .. | -3 | 31 | -16 | .. | -183 | -5 |
| CLASS III RAILWAYS. | | | | | | | | | | |
| 3' 3½" gauge | | 4 | | .. | 5 | 11 | 61 | .. | 79 | 7 |
| 2' 6" and 2' 0" gauges | | 6 | | .. | 16 | 2 | 12 | 2 | 184 | -7 |
| BY GAUGES. | | | | | | | | | | |
| 5' 6" gauge | -6 | 1,737,252 | 6 | -23 | 366 | 145 | 604 | 2,511 | 33,445 | 228 |
| | *7 | .. | .. | .. | 21 | 105 | 294 | .. | 2,646 | .. |
| | Number. | | Number. | | | | | | | |
| 3' 3½" gauge | | 13 | | .. | 148 | 79 | -9 | 517 | 12,111 | 55 |
| 2' 6" and 2' 0" gauges | | 17 | | -1 | 52 | -5 | -34 | 326 | 1,622 | -15 |

Equipment on 31st March 1925.

| GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | | | REMARKS. |
|--|-------------------------|-------------------------|-------------------------|--------------------------|-------------------------|-----------------|---------------------------|
| COVERED WAGONS. | | OPEN WAGONS, LOW SIDED. | | OPEN WAGONS, HIGH SIDED. | | OTHER VEHICLES. | |
| No. | Total capacity in tons. | No. | Total capacity in tons. | No. | Total capacity in tons. | No. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 93,095 | 1,854,570 | 8,043 | 138,483 | 38,329 | 709,647 | 14,233 | * Motor coach composites. |
| .. | .. | .. | .. | .. | .. | .. | |
| 42,239 | 490,802 | 4,416 | 45,864 | 2,466 | 31,052 | 6,426 | |
| Number. | | | | | | | |
| 3,476 | | | | | | | |
| 4,801 | | | | | | | |
| 1,363 | | | | | | | |
| 590 | | | | | | | |
| 1,783 | | | | | | | |

to Equipment during the year 1924-25.

| GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | REMARKS. |
|--|-------------------------|--------------|-------------------------|-----------------|---------------------------|
| COVERED WAGONS. | | OPEN WAGONS. | | OTHER VEHICLES. | |
| No. | Total capacity in tons. | No. | Total capacity in tons. | No. | |
| 12 | 13 | 14 | 15 | 16 | 17 |
| 884 | 11,217 | 742 | 18,993 | 532 | * Motor coach composites. |
| .. | .. | .. | .. | .. | |
| 798 | 11,603 | 18 | 1,193 | 230 | |
| Total Number. | | | | | |
| 123 | | | | | |
| 448 | | | | | |
| 8 | | | | | |
| 112 | | | | | |
| 36 | | | | | |
| Total capacity in tons. | | | | | |
| 884 | 11,217 | 742 | 18,993 | 532 | |
| Total Number. | | | | | |
| 1,606 | | | | | |
| 167 | | | | | |

X.—Summary of Passenger and Goods

| Headings. | CLASS I RAILWAYS. | | CLASS II RAILWAYS. | | CLASS III RAILWAYS. | |
|--|-------------------|------------|--------------------|----------|---------------------|----------|
| | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. Number of Passengers (in hundreds)— | | | | | | |
| 1st class No. | 1,315,2 | 1,195,0 | 31,4 | 30,8 | 21,9 | 19,8 |
| 2nd class " | 10,358,7 | 9,986,6 | 272,3 | 267,2 | 49,1 | 46,8 |
| Inter class " | 11,624,3 | 12,257,9 | 74,1 | 105,7 | 345,4 | 283,8 |
| 3rd class " | 537,906,5 | 545,583,1 | 20,320,9 | 21,833,0 | 13,956,9 | 14,388,2 |
| TOTAL (a) " | 561,204,7 | 560,022,6 | 20,698,7 | 22,236,7 | 14,373,3 | 14,738,6 |
| 2. Passenger miles (in thousands)— | | | | | | |
| 1st class Miles | 105,596 | 105,240 | 1,455 | 1,607 | 588 | 594 |
| 2nd class " | 357,296 | 360,070 | 9,925 | 9,629 | 1,791 | 1,746 |
| Inter class " | 523,737 | 566,028 | 2,835 | 4,217 | 3,750 | 3,917 |
| 3rd class " | 17,701,233 | 18,071,107 | 517,952 | 546,962 | 239,721 | 239,213 |
| TOTAL " | 18,687,862 | 19,102,445 | 532,167 | 562,435 | 245,850 | 245,470 |
| 3. Average miles a passenger was carried— | | | | | | |
| 1st class " | 80.3 | 88.1 | 43.2 | 52.2 | 28.4 | 31.6 |
| 2nd class " | 34.5 | 36.1 | 30.5 | 36.0 | 33.0 | 33.8 |
| Inter class " | 45.1 | 46.2 | 38.3 | 39.9 | 11.3 | 14.5 |
| 3rd class " | 32.9 | 33.1 | 25.5 | 24.1 | 17.2 | 17.7 |
| TOTAL " | 33.3 | 33.6 | 25.7 | 25.3 | 18.2 | 17.8 |
| 4. Earnings from Passengers carried (in thousands of Rupees)— | | | | | | |
| 1st class Rs. | 1,27,59 | 1,19,57 | 2,95 | 2,75 | 63 | 61 |
| 2nd class " | 1,95,45 | 1,84,79 | 6,20 | 6,16 | 1,08 | 1,05 |
| Inter class " | 1,38,81 | 1,45,29 | 91 | 1,33 | 1,38 | 1,39 |
| 3rd class " | 31,73,24 | 32,46,98 | 1,04,28 | 1,16,53 | 55,30 | 54,94 |
| TOTAL " | 36,35,09 | 36,90,63 | 1,14,34 | 1,20,77 | 58,39 | 57,99 |
| 5. Average rate charged per passenger per mile (in pies)— | | | | | | |
| 1st class Pies | 23.2 | 21.8 | 58.9 | 32.8 | 20.6 | 19.7 |
| 2nd class " | 10.5 | 9.93 | 12.0 | 12.3 | 11.6 | 11.5 |
| Inter class " | 5.09 | 4.92 | 6.16 | 6.06 | 7.07 | 6.54 |
| 3rd class " | 3.44 | 3.45 | 3.87 | 3.89 | 4.43 | 4.29 |
| TOTAL " | 3.73 | 3.71 | 4.13 | 4.12 | 4.56 | 4.42 |
| 6. (b) Tons of goods carried (in thousands) | | | | | | |
| 7. Net ton-miles (in thousands) | 18,638,313 | 21,063,684 | 163,275 | 178,178 | 26,235 | 20,829 |
| 8. Average miles a ton of goods was carried | 198.6 | 206.2 | 55.7 | 57.0 | 32.7 | 32.9 |
| 9. Earnings from goods carried (in thousands of rupees). | 58,80,30 | 64,86,77 | 1,16,20 | 1,23,21 | 31,54 | 34,70 |
| 10. Average rate charged for carrying a ton of goods one mile | 6.06 | 5.91 | 13.7 | 13.3 | 13.7 | 14.1 |

Revenue Statistics by Classes and Gauges for the years 1923-24 and 1924-25.

| 5' 6". | | 3' 3 $\frac{1}{2}$ ". | | 2' 6" and 2' 0". | | All Railways. | | REMARKS. |
|------------|------------|-----------------------|-----------|------------------|----------|---------------|------------|----------|
| 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| 1,017,3 | 922,7 | 304,2 | 280,8 | 47,0 | 42,1 | 1,199,1 | 1,101,9 | |
| 8,625,1 | 8,266,0 | 1,915,4 | 1,897,6 | 139,6 | 137,0 | 10,128,2 | 9,781,2 | |
| 10,622,7 | 11,236,5 | 1,054,8 | 1,042,1 | 366,3 | 368,8 | 11,374,0 | 12,213,1 | |
| 334,242,3 | 340,266,5 | 211,237,5 | 211,916,3 | 26,704,5 | 29,621,5 | 544,621,5 | 553,368,0 | |
| 354,507,4 | 360,691,7 | 214,511,9 | 215,136,8 | 27,257,4 | 30,169,4 | 567,322,8 | 576,464,2 | |
| 84,999 | 85,071 | 20,578 | 20,485 | 2,062 | 1,885 | 107,639 | 107,441 | |
| 277,665 | 281,259 | 85,978 | 85,158 | 5,369 | 5,028 | 359,012 | 371,415 | |
| 470,863 | 511,663 | 51,832 | 54,651 | 7,627 | 7,848 | 630,322 | 574,162 | |
| 11,641,701 | 11,794,152 | 6,285,964 | 6,503,025 | 631,241 | 560,125 | 18,458,906 | 18,857,302 | |
| 12,475,228 | 12,672,145 | 6,444,352 | 6,663,319 | 646,299 | 574,880 | 19,465,879 | 19,910,350 | |
| 83.5 | 92.1 | 67.6 | 73.0 | 43.9 | 44.8 | 89.8 | 67.5 | |
| 32.2 | 31.0 | 44.9 | 44.9 | 38.5 | 36.7 | 35.4 | 33.0 | |
| 44.3 | 45.5 | 49.1 | 52.4 | 20.8 | 21.3 | 46.0 | 47.0 | |
| 34.8 | 34.7 | 29.8 | 30.7 | 19.5 | 18.9 | 33.0 | 31.1 | |
| 35.2 | 33.1 | 30.0 | 31.0 | 20.0 | 19.1 | 34.3 | 31.5 | |
| 98,47 | 92,54 | 27,71 | 23,91 | 4,99 | 4,48 | 1,31,17 | 1,22,03 | |
| 1,46,53 | 1,37,37 | 50,97 | 49,30 | 5,23 | 5,27 | 2,02,73 | 1,92,00 | |
| 1,24,29 | 1,30,27 | 13,70 | 14,55 | 3,11 | 3,10 | 1,41,10 | 1,48,01 | |
| 21,04,55 | 21,42,22 | 11,04,40 | 11,38,11 | 1,23,87 | 1,32,12 | 33,32,82 | 31,12,45 | |
| 24,73,34 | 25,02,40 | 11,06,73 | 12,27,93 | 1,37,20 | 1,45,06 | 38,07,82 | 38,73,30 | |
| 22.2 | 20.8 | 25.9 | 24.3 | 46.4 | 45.6 | 23.4 | 22.0 | |
| 10.1 | 9.38 | 11.4 | 11.1 | 18.7 | 20.1 | 10.5 | 9.92 | |
| 5.07 | 4.80 | 5.07 | 5.11 | 7.33 | 7.80 | 5.72 | 4.05 | |
| 3.47 | 3.40 | 3.37 | 3.36 | 4.48 | 4.52 | 3.46 | 3.47 | |
| 3.81 | 3.79 | 3.57 | 3.54 | 4.82 | 4.81 | 3.75 | 3.74 | |
| 70,564 | 77,355 | 24,150 | 23,354 | 3,364 | 3,673 | 72,815 | 77,796 | |
| 15,433,613 | 17,504,785 | 3,259,827 | 3,626,253 | 134,433 | 137,853 | 18,827,373 | 21,268,601 | |
| 218.7 | 226.3 | 135.0 | 141.9 | 40.0 | 37.5 | 258.6 | 273.4 | |
| 45,12,64 | 49,86,47 | 14,07,43 | 15,40,52 | 1,08,06 | 1,17,69 | 60,28,13 | 66,44,68 | |
| 5.61 | 5.47 | 8.29 | 8.16 | 15.4 | 16.4 | 6.15 | 6.00 | |

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, columns 8 to 13 the total of number carried on individual gauges on all railways and columns 14 and 15 the number originating on all railways.
(b) The above remark applies to tons carried also.

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1923-24 and 1924-25.

| Class or Gauge. | Year. | Net earnings per train mile. | Net earnings per mean mile worked. | Net earnings (in thousands of rupees). | Working expenses per train mile. | Working expenses per mean mile worked per week. | Total working expenses (in thousands of rupees). | Gross earnings per train mile. | Gross earnings per mean mile worked per week. | Gross earnings per mean mile worked. | Gross earnings (in thousands of rupees). |
|------------------------|---------|------------------------------|------------------------------------|--|----------------------------------|---|--|--------------------------------|---|--------------------------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Class I Railways .. | 1923-24 | 2.51 | 11,014 | 38,27,72 | 4.35 | 357 | 68,35,99 | 6.86 | 579 | 30,112 | 1,04,64,71 |
| | 1924-25 | 2.82 | 12,702 | 44,05,34 | 4.30 | 371 | 67,03,92 | 7.12 | 616 | 32,033 | 1,11,09,26 |
| Class II Railways .. | 1923-24 | 1.82 | 4,176 | 73,95 | 3.66 | 162 | 1,48,76 | 5.48 | 242 | 12,575 | 2,22,71 |
| | 1924-25 | 1.83 | 3,975 | 95,13 | 3.32 | 138 | 1,71,93 | 5.15 | 215 | 11,158 | 2,67,06 |
| Class III Railways .. | 1923-24 | 1.39 | 2,214 | 33,22 | 2.47 | 76 | 59,02 | 3.86 | 118 | 6,145 | 92,24 |
| | 1924-25 | 1.53 | 2,620 | 38,05 | 2.44 | 81 | 60,83 | 3.97 | 131 | 6,809 | 98 |
| Total All Railway. | 1923-24 | 2.48 | 10,348 | 39,34,89 | 4.31 | 346 | 68,44,77 | 6.78 | 545 | 28,350 | 1,07,79,66 |
| | 1924-25 | 2.77 | 11,780 | 45,38,52 | 4.24 | 346 | 69,36,68 | 7.01 | 573 | 29,785 | 1,14,75,20 |
| 5' 6" Gauge .. | 1923-24 | 2.68 | 14,246 | 26,93,26 | 4.97 | 507 | 49,84,32 | 7.65 | 781 | 40,609 | 76,77,58 |
| | 1924-25 | 3.02 | 16,564 | 31,63,98 | 4.81 | 507 | 50,31,64 | 7.83 | 825 | 42,901 ^a | 81,95,62 |
| 3' 3½" Gauge .. | 1923-24 | 2.23 | 7,444 | 11,61,09 | 3.20 | 205 | 16,66,07 | 5.43 | 349 | 18,126 | 28,27,16 |
| | 1924-25 | 2.46 | 8,169 | 12,87,51 | 3.27 | 208 | 17,08,23 | 5.73 | 365 | 19,067 | 29,95,74 |
| 2' 6" and 2' 0" Gauges | 1923-24 | 1.23 | 2,987 | 80,54 | 2.98 | 106 | 1,54,38 | 4.21 | 150 | 7,807 | 2,74,92 |
| | 1924-25 | 1.32 | 2,375 | 87,03 | 2.98 | 103 | 1,96,81 | 4.30 | 149 | 7,747 | 2,83,84 |
| Total All Gauges | 1923-24 | 2.48 | 10,348 | 39,34,89 | 4.31 | 346 | 68,44,77 | 6.78 | 545 | 28,350 | 1,07,79,66 |
| | 1924-25 | 2.77 | 11,780 | 45,38,52 | 4.24 | 346 | 69,36,68 | 7.01 | 573 | 29,785 | 1,14,75,20 |

XII.--Summary of Train and Engine Mileage for the years 1923-24 and 1924-25 (In thousands of miles).

| Particulars. | Year. | TRAIN MILES. | | | | ENGINE MILES. | | | Total train and engine miles. | REMARKS. |
|----------------------------------|---------|--------------|--------|--------|-----------------------------------|---------------|---|--------|-------------------------------|----------|
| | | Passenger. | Goods. | Mixed. | Total (included in departmental.) | Shunting. | Miscellaneous (including light, assisting required, assisting not required, siding and departmental). | Total. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Class I Railways | 1923-24 | 63,339 | 56,294 | 26,408 | 152,491 | 33,434 | 14,371 | 47,705 | 200,196 | |
| | 1924-25 | 64,312 | 58,480 | 25,162 | 155,944 | 32,081 | 17,319 | 49,405 | 205,310 | |
| Class II Railways | 1923-24 | 950 | 933 | 1,940 | 4,067 | 783 | 74 | 857 | 4,924 | |
| | 1924-25 | 1,059 | 1,129 | 2,876 | 5,186 | 918 | 123 | 1,046 | 6,232 | |
| Class III Railways | 1923-24 | 196 | 311 | 1,873 | 2,391 | 288 | 134 | 422 | 2,813 | |
| | 1924-25 | 593 | 375 | 1,593 | 2,489 | 337 | 113 | 450 | 2,930 | |
| 5' 6" gauge | 1923-24 | 48,152 | 41,496 | 7,386 | 100,335 | 24,317 | 11,911 | 36,228 | 136,563 | |
| | 1924-25 | 49,084 | 43,472 | 7,536 | 101,691 | 23,138 | 14,325 | 37,463 | 119,154 | |
| 3' 3½" gauge | 1923-24 | 16,613 | 14,776 | 18,474 | 52,084 | 8,943 | 2,283 | 11,226 | 63,310 | |
| | 1924-25 | 16,884 | 15,188 | 17,915 | 52,319 | 8,093 | 2,078 | 11,041 | 61,260 | |
| 2' 6" and 2' 0" gauges | 1923-24 | 719 | 1,266 | 4,362 | 6,530 | 1,245 | 285 | 1,530 | 8,060 | |
| | 1924-25 | 993 | 1,333 | 4,182 | 6,009 | 1,210 | 277 | 1,487 | 8,100 | |
| Total All Railways | 1923-24 | 64,484 | 57,538 | 30,221 | 158,949 | 34,506 | 14,479 | 48,984 | 207,933 | |
| | 1924-25 | 65,964 | 59,093 | 29,633 | 163,619 | 33,341 | 17,560 | 50,901 | 214,520 | |

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1925.

| Particulars. | 5' 6" Gauge. | 3' 3½" Gauge. | 2' 6" and 2' 0" Gauges. |
|--|---------------|---------------|-------------------------|
| 1. Coaching vehicle miles | 821,398,000 | 267,155,000 | 7,067,000 |
| 2. Wagon miles— | | | |
| 2-01 Loaded | 1,307,861,000 | 486,814,000 | 20,044,000 |
| 2-02 Empty | 637,572,000 | 173,194,000 | 9,533,000 |
| 2-03 Total (excluding brake vans) | 1,945,433,000 | 660,008,000 | 29,577,000 |
| 2-04 Percentage loaded of total | 67·2 | 73·8 | 67·8 |
| 3. Net or freight ton miles | 17,458,274 | 3,370,529 | 94,094 |
| 4. Gross ton miles (including weight of engine)— | | | |
| 4-01 Passenger and proportion of mixed | 20,921,386 | 6,059,900 | 260,602 |
| 4-02 Goods and proportion of mixed | 39,588,500 | 7,900,111 | 284,980 |
| 5. Wagon User— | | | |
| 5-01 Average wagon load (Total traffic) | 13·2 | 6·6 | 4·4 |
| 5-02 Wagon miles per wagon day | ·37·0 | 31·3 | 16·8 |
| 5-03 Net ton miles per wagon day | 327·9 | 152·6 | 49·6 |
| 6. Running of trains— | | | |
| Average speed—Train miles per train engine hour— | | | |
| 6-01 Passenger trains | 19·0 | 16·0 | 12·2 |
| 6-02 Mixed trains | 13·0 | 12·0 | 10·9 |
| 6-03 Goods trains—Main lines | 9·23 | 9·17 | } 8·87 |
| 6-04 Goods trains—Branch lines | 8·89 | 9·45 | |
| Passenger and proportion of mixed— | | | |
| 6-05 Train miles per train engine hour | 18·2 | 14·2 | .. |
| 6-06 Train miles per engine hour | 13·0 | 10·4 | .. |
| Goods and proportion of mixed— | | | |
| 6-07 Train miles per train engine hour | 9·33 | 9·94 | .. |
| 6-08 Train miles per engine hour | 4·08 | 4·84 | .. |
| 7. Average train load— | | | |
| Passenger— | | | |
| 7-01 Number of vehicles | 16·7 | 18·0 | .. |
| Passenger and proportion of mixed— | | | |
| 7-02 Gross weight (including weight of engine) | 386·7 | 251·7 | .. |
| Goods— | | | |
| 7-03 Main lines—Loaded wagons | 30·4 | 27·8 | .. |
| 7-04 Main lines.—Empty wagons | 15·2 | 10·3 | .. |
| 7-05 Main lines—Total | 45·6 | 38·2 | .. |
| 7-06 Percentage loaded of total | 66·7 | 72·9 | .. |
| 7-07 Branch lines—Loaded wagons | 22·9 | 21·8 | .. |

| Particulars. | 5' 6" Gauge. | 3' 3½" Gauge. | 2' 6" and 2' 0" Gauges. |
|---|--------------|---------------|-------------------------|
| <i>Average train load—concl'd.</i> | | | |
| <i>Goods—cont'd.</i> | | | |
| 7-08 Branch lines—Empty wagons | 9.3 | 8.4 | .. |
| 7-09 Branch lines—Total | 32.2 | 30.2 | .. |
| 7-10 Percentage loaded of total | 71.1 | 72.2 | .. |
| <i>Main and Branch Lines—</i> | | | |
| <i>Goods and proportion of mixed—</i> | | | |
| 7-11 Net or freight weight | 380.9 | 165.4 | 61.9 |
| 7-12 Gross weight (including weight of engine) | 860.9 | 381.2 | 196.9 |
| 7-13 Gross weight (excluding weight of engine) | 753.4 | 323.6 | 147.0 |
| 8. <i>Light Running.—</i> | | | |
| <i>Light engine miles per 100 train miles—</i> | | | |
| 8-01 Passenger and proportion of mixed | 1.45 | 0.76 | .. |
| 8-02 Goods and proportion of mixed | 8.68 | 1.82 | .. |
| 9. <i>Shunting.—</i> | | | |
| <i>Shunting miles per 100 train miles—</i> | | | |
| 9-01 Passenger and proportion of mixed | 6.65 | 5.92 | .. |
| 9-02 Goods and proportion of mixed | 42.5 | 32.9 | .. |
| 9-03 Wagon miles per shunting engine hour | 497.8 | 483.5 | 287.6 |
| 9-04 Net ton miles per shunting engine hour | 4,467.8 | 2,469.3 | 866.8 |
| 10. <i>Efficiency.—</i> | | | |
| 10-01 Wagon miles per engine hour | 172.5 | 154.0 | 61.3 |
| 10-02 Net ton miles per engine hour | 1,548.1 | 786.6 | 181.0 |
| 10-03 Gross ton miles per engine hour | 3,510.6 | 1,843.7 | 889.3 |
| 11. <i>Engine User.—</i> | | | |
| 11-01 Average authorised stock (excluding engines ordered but not yet handed over to traffic) | 6,402 | 2,562 | 265 |
| 11-02 Average total number on the line | 6,549 | 2,631 | 253 |
| 11-03 Average number available for use | 5,111 | 2,083 | 195 |
| 11-04 Average number in good repair stored | 288 | 5 | 4 |
| 11-05 Engine miles per day per engine on the line | 59.5 | 62.7 | 40.1 |
| 11-06 Net ton miles per locomotive day | 12,443.0 | 6,361.0 | 1,832.0 |
| 12. <i>Density.—</i> | | | |
| 12-01 Passenger miles per running track mile per annum | 572,476 | 480,664 | 292,946 |
| 12-02 Passenger miles per route mile per annum | 674,706 | 487,070 | 292,946 |
| 12-03 Net ton miles per running track mile per annum | 788,695 | 243,136 | 47,948 |
| 12-04 Net ton miles per route mile per annum | 929,534 | 246,376 | 47,948 |
| 12-05 Gross ton miles per running track mile per annum | 2,733,593 | 1,007,017 | 278,013 |
| 12-06 Train miles per running track mile per day | 12.9 | 10.3 | 4.5 |
| 13. <i>Repair of Rolling stock—</i> | | | |
| <i>Engines—</i> | | | |
| 13-01 Average number under or awaiting repair | 1,437 | 549 | 59 |
| 13-02 Percentage of item 13-01 to average number on the line | 21.9 | 20.9 | 23.3 |

| Particulars. | 5' 6" Gauge. | 3' 3½" Gauge. | 2' 6" & 2' 0" Gauges. |
|--|--------------|---------------|-----------------------|
| <i>Repair of Rolling stock—concl.</i> | | | |
| <i>Coaching Stock—</i> | | | |
| 13·03 Average number of passenger carriages under or awaiting repairs | 1,579 | 931 | 65 |
| 13·04 Percentage of item 13·05 to average number on the line | 17·0 | 12·6 | 8·7 |
| 13·05 Average number of other coaching vehicles under or awaiting repairs. | 480 | 161 | 8 |
| 13·06 Percentage of item 13·07 to average number on the line | 11·8 | 10·2 | 8·6 |
| 13·07 Number overdue repairs on 31st March 1925 | 2,579 | 1,318 | 176 |
| 13·08 Percentage of item 13·09 to average authorised stock (excluding stock ordered but not yet handed over to traffic). | 18·3 | 14·4 | 20·3 |
| <i>Goods Stock—</i> | | | |
| 13·09 Number of unserviceable wagons | 9,760 | 4,276 | 157 |
| 13·10 Percentage of item 13·11 to average number on the line daily | 6·7 | 9·3 | 3·4 |
| 13·11 Number overdue repairs on 31st March 1925 | 17,396 | 6,597 | 281 |
| 13·12 Percentage of item 13·13 to average authorised number of wagons owned (excluding wagons ordered but not yet handed over to traffic). | 11·8 | 12·4 | 9·8 |
| 14. Coal consumption— | | | |
| <i>Number of tons of fuel consumed—</i> | | | |
| 14·01 Foreign coal | 10,499 | 18,721 | .. |
| 14·02 Indian coal | 5,027,915 | 1,278,348 | 110,029 |
| 14·03 Wood | 7,469 | 114,573 | 13 |
| 14·04 Oil fuel | 135,206 | 43 | 4 |
| 14·05 Total (in terms of coal) | 5,287,230 | 1,342,976 | 110,039 |
| <i>Passenger and Mixed—</i> | | | |
| 14·06 Total net tons of coal consumed | 1,850,993 | 647,990 | 59,717 |
| 14·07 lbs. per engine mile | 70·7 | 46·5 | 59·7 |
| <i>Goods—</i> | | | |
| 14·08 Total net tons of coal consumed—Goods trains | 2,461,717 | 382,026 | 31,135 |
| 14·09 Ditto Shunting (including siding) | 709,625 | 147,480 | 21,058 |
| 14·10 Ditto Departmental | 172,058 | 66,038 | |
| 14·11 Lbs. per engine mile (Goods trains) | 108·9 | 56·4 | 78·4 |
| 14·12 Lbs. per engine mile (shunting including siding) | 63·2 | 40·1 | .. |
| <i>Lbs. of coal consumed per 1,000 gross ton miles—</i> | | | |
| 14·13 Passenger and proportion of mixed | 189·9 | 185·2 | 372·4 |
| 14·14 Goods and proportion of mixed | 143·5 | 155·8 | 388·7 |
| 15. Oil consumption— | | | |
| <i>Lubricating oil used on engines—</i> | | | |
| 15·01 Total pints (Passenger and Mixed) | 5,155,008 | 1,917,777 | 271,809 |
| 15·02 Total pints (Goods trains) | 4,694,009 | 1,006,185 | |
| 15·03 Pints per 100 engine miles (Passenger and Mixed) | 8·62 | 6·15 | 7·27 |
| 15·04 Pints per 100 engine miles (Goods) | 8·86 | 6·54 | |
| <i>Lubricating oil used on passenger and goods stock—</i> | | | |
| 15·05 Total pints | 8,043,513 | 1,751,745 | .. |
| 15·06 Pints per 1,000 vehicle miles | 2·66 | 1·45 | .. |

SECTION B.

FINANCIAL AND STATISTICAL
STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1924-25 and of the percentage on net Revenue Receipts on Capital at charge after meeting all charges against the net

| Class and Name of Railway. | Capital at charge on 31st March 1925. | Net Revenue Receipts. | Percentage on net Revenue Receipts on Capital at charge. |
|--|---------------------------------------|-----------------------|--|
| 1 | 2 | 3 | 4 |
| <i>Central.</i> | | | |
| STATE LINES WORKED BY THE STATE. | | | |
| Aden | 14,98 | —14 | —0·94 |
| Central Indian Coal-fields | 33,58 | .. | .. |
| Delhi (New Capital) Railway Works Scheme | 78,77 | .. | .. |
| Eastern Bengal | 43,64,69 | 1,72,45 | 3·95 |
| East Indian | 99,57,75 | 6,91,73 | 6·94 |
| North Western (Commercial) | 82,00,63 | 5,86,91 | 7·18 |
| North Western (Military)— | | | |
| Main line | 27,34,62 | —35,90 | —1·31 |
| Khyber | 2,53,73 | .. | .. |
| Rikhikesh Road Construction | 2,84 | .. | .. |
| Oudh and Rohilkhand | 32,36,86 | 96,01 | 2·97 |
| Adjustment of difference between book value and current market price of stores | .. | 27,07 | .. |
| TOTAL | 2,86,78,45 | 15,38,13 | 5·33 |
| STATE LINES WORKED BY COMPANIES OR INDIAN STATES. | | | |
| Assam-Bengal | 18,77,87 | 53,18 | 2·83 |
| Sibsagar Road Khowang | 12,05 | .. | .. |
| Bengal-Nagpur | 63,83,54 | 3,23,43 | 5·07 |
| Bezwa Extension | 17,00 | 1,56 | 9·18 |
| Bombay, Baroda and Central India (including Dholka-Dhanduka) | 65,29,73 | 5,68,69 | 8·71 |
| Burma Railways (including Extensions) | 27,09,43 | 1,76,36 | 6·51 |
| Great Indian Peninsula | 1,01,40,78 | 6,17,87 | 6·09 |
| Jodhpur-Hyderabad (British Section) | 54,17 | 9,24 | 17·06 |
| Lucknow-Bareilly | 1,58,38 | 19,75 | 12·50 |
| Madras and Southern Mahratta | 49,88,99 | 3,56,89 | 7·15 |
| Dhone-Kurnool | 10,18 | 1,03 | 10·12 |
| South Indian | 23,36,86 | 2,23,12 | 9·54 |
| Coonoor-Ootacamund | 50,52 | .. | .. |
| Travancore (British Section) | 46,17 | 9,03 | 4·97 |
| Travancore (Indian State Section) | 1,36,80 | .. | .. |
| Shoranur-Nilamter | 16,23 | .. | .. |
| Tinnevely-Tiruchendur | .. | .. | .. |
| Tirhoot | 8,86,18 | 84,68 | 9·56 |
| Contribution to Depreciation Fund on account of Company worked lines | .. | —1,69,62 | .. |
| Adjustment of difference between book value and current market price of stores | .. | 11,22 | .. |
| TOTAL | 3,63,54,90 | 22,86,49 | 6·29 |
| <i>Miscellaneous Items.</i> | | | |
| Abandoned Projects, etc. | 32,26 | .. | .. |
| Other miscellaneous items | 2,35,62 | .. | .. |
| Total Central | 6,55,01,23 | 38,24,62 | 5·84 |
| <i>Provincial.</i> | | | |
| Assam (Jorhat) | 13,18 | 15 | 1·14 |
| United Provinces (Distillery siding) | 1,72 | .. | .. |
| Burma Provincial | 5,00 | —21 | .. |
| Total Provincial | 19,90 | —6 | —0·30 |
| GRAND TOTAL | 6,55,21,13 | 38,24,56 | 5·84 |

centage of those figures on the Capital at Charge on 31st March 1925 also of the net gain or loss to Revenue Receipts (In thousands of rupees).

| CHARGES AGAINST NET REVENUE RECEIPTS. | | | NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7). | | Percentage of gain or loss on Capital at charge. |
|---|--------------------|---------------|---|---------|--|
| Payment on account of share of surplus profits and of net Revenue Receipts. | Interest payments. | Total charge. | Gain. | Loss. | |
| 5 | 6 | 7 | 8 | 9 | 10 |
| .. | 69 | 69 | .. | 83 | -5.51 |
| .. | 93 | 93 | .. | 93 | -2.77 |
| .. | 409 | 409 | .. | 409 | -5.18 |
| .. | 1,53,07 | 1,56,07 | 16,38 | .. | -0.37 |
| 10,05 | 3,80,75 | 3,90,80 | 3,00,93 | .. | 3.02 |
| .. | 2,96,05 | 2,96,05 | 2,90,86 | .. | 3.55 |
| .. | 1,09,98 | 1,09,88 | .. | 1,45,78 | -5.33 |
| .. | 12,89 | 12,89 | .. | 12,89 | -5.08 |
| .. | 8 | 8 | .. | 8 | 2.82 |
| .. | 1,07,17 | 1,07,17 | .. | 11,16 | -0.34 |
| .. | .. | .. | 27,07 | .. | .. |
| 10,05 | 10 68 60 | 10 78 65 | 4,59,48 | .. | 1.59 |
| .. | 68,21 | 68,21 | .. | 15,03 | -0.80 |
| .. | 33 | 33 | .. | 33 | 2.74 |
| 4,76 | 2,69,00 | 2,73,76 | 49,67 | .. | 0.78 |
| .. | 60 | 60 | 96 | .. | 5.05 |
| 14,65 | 2,25,17 | 2,39,82 | 3,28,87 | .. | 5.04 |
| 32,96 | 92,40 | 1,25,36 | 51,00 | .. | 1.88 |
| 4,46 | 3,32,24 | 3,36,70 | 2,81,17 | .. | 2.77 |
| .. | 1,94 | 1,94 | 7,30 | .. | 13.42 |
| 1,24 | 8,93 | 10,17 | 9,58 | .. | 6.05 |
| 60,86 | 1,86,50 | 2,47,36 | 1,09,53 | .. | 2.19 |
| .. | 34 | 34 | 69 | .. | 6.78 |
| 7,11 | 93,22 | 1,00,33 | 1,22,79 | .. | 5.25 |
| .. | 1,84 | 1,84 | .. | 1,84 | -3.64 |
| 2,50 | 1,16 | 3,66 | 5,43 | .. | 2.97 |
| .. | 46 | 46 | .. | 40 | -2.83 |
| .. | -14 | -14 | 14 | .. | .. |
| 3,69 | 30,56 | 34,25 | 50,43 | .. | 5.60 |
| .. | .. | .. | .. | 1,69,62 | .. |
| .. | .. | .. | 11,22 | .. | .. |
| 1,32,23 | 13,12,76 | 14,44,99 | 8,41,50 | .. | 2.32 |
| .. | 1,07 | 1,07 | .. | 1,07 | -3.32 |
| .. | 12,03 | 12,03 | .. | 12,03 | -5.11 |
| 1,42,28 | 23,94,46 | 25,36,74 | 12,87,88 | .. | 1.97 |
| .. | 46 | 46 | .. | 31 | -2.35 |
| .. | 10 | 10 | .. | 10 | -5.81 |
| .. | 28 | 28 | .. | 49 | -5.60 |
| .. | 84 | 84 | .. | 90 | -4.52 |
| 1,42,28 | 23,95,30 | 25,37,58 | 12,86,98 | .. | 1.96 |

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

| RAILWAYS. | LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 4d. 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 |
| STATE LINES WORKED BY THE STATE. | | | | | | | |
| Aden | .. | .. | —5 | —7 | .. | 6 | —6 |
| Central Indian Coal-fields | .. | .. | 13,75 | .. | 8,44 | 11,39 | 33,58 |
| Delhi (New Capital) Railway Works Scheme. | .. | .. | 5,42 | .. | 1,47 | 3,13 | 10,02 |
| Eastern Bengal | .. | 5,94,92 | 46,99 | 14,68 | —3,76 | —38,76 | 19,16 |
| East Indian | .. | 39,95,14 | 1,59,68 | 1,80,85 | —20,82 | —69,02 | 2,30,69 |
| North Western (Commercial) | .. | 14,17,05 | 93,56 | 66,31 | 34 | —1,10,38 | 49,33 |
| North Western (Military)— | | | | | | | |
| Main Line | .. | .. | 15,03 | .. | —1,77 | —68 | 12,58 |
| Khyber | .. | .. | 47,31 | .. | 3,15 | —8,25 | 42,21 |
| Rikhikesh Road construction | .. | .. | 2,61 | .. | 23 | .. | 2,84 |
| Oudh and Rohilkhand | —1,42 | 15,92,67 | 58,50 | 16,57 | 83 | —23,47 | 52,73 |
| Total | —1,42 | 75,99,78 | 4,43,10 | 2,78,34 | —11,89 | —2,55,97 | 4,53,58 |
| STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES. | | | | | | | |
| Assam-Bengal—I | .. | .. | 59 | .. | .. | .. | 59 |
| Assam-Bengal—II | .. | .. | 16,06 | 2,43 | .. | —6,18 | —12,31 |
| Sibsagar Road Khowang | .. | .. | 8,62 | .. | 57 | 2,56 | 12,05 |
| Bengal-Nagpur | .. | .. | 1,99,91 | 1,46,66 | 14,08 | —29,09 | 3,31,56 |
| Bozwada Extension | .. | .. | 2,27 | .. | .. | .. | 2,27 |
| Bombay, Baroda and Central India (including Dholka-Dhanduka). | .. | 21,83,54 | 1,87,06 | 58,84 | —4,20 | —55,15 | 1,86,55 |
| Burma | .. | .. | 60,81 | 4,78 | 1,31 | —13,95 | 52,95 |
| Burma Extensions | .. | .. | 1,08 | 31 | .. | .. | 1,39 |
| Southern Shan States | .. | .. | 38 | —6 | .. | .. | 32 |
| Moumein-ye, Pyinmana-Taung-dwingyi, Alon-Sainghyin, Segyi-ye, U, Pegu-Kayan and Bankaw-Mingaladon formerly classed as Provincial Railways. | .. | .. | 41,95 | 4,99 | 4,03 | 6 | 51,08 |
| Total Companies' Lines Carried over | .. | 21,83,54 | 5,18,73 | 2,17,95 | 16,84 | —1,01,45 | 6,61,07 |

Railways on the 31st March 1925 (in thousands of rupees).

| CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE. | | | | | Capital at charge at the end of the Financial year. (Columns 3+ 13). | REMARKS. |
|---|-------------------|---------------------|---|------------|--|---|
| Works. | Rolling Stock. | General Charges. | Stores, etc., not finally charged off in the Accounts. | Total. | | |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 7,70 | 5,31 | 16 | 1,81 | 14,98 | 14,98 | |
| 13,75 | .. | 8,44 | 11,39 | 33,58 | 33,58 | |
| 61,40 | .. | 8,86 | 8,31 | (a) 78,77 | 78,77 | (a) Includes Rs. 3,991 brought on to construction account without financial adjustment. |
| 25,13,33 | 9,93,52 | 1,31,42 | 1,31,50 | 37,89,77 | 43,64,69 | |
| 30,71,64 | 25,27,37 | 73,93 | 2,89,67 | 59,62,61 | 99,57,75 | |
| 28,90,74 | 22,80,26 | 3,11,24 | 2,19,98 | 67,32,22 | 81,49,27 | |
| 21,10,88 | 4,61,05 | 1,12,85 | 1,01,20 | 27,85,98 | 27,85,98 | |
| 2,17,39 | .. | 23,93 | 12,41 | 2,53,73 | 2,53,73 | |
| 2,61 | .. | 23 | .. | 2,84 | 2,84 | |
| 10,28,96 | 5,24,45 | 28,78 | 62,00 | 16,41,19 | 32,30,83 | |
| 1,29,18,60 | 67,91,96 | 6,99,84 | 8,63,27 | 2,12,78,67 | 2,88,78,45 | |
| 57,53 | .. | .. | .. | 57,53 | 57,53 | |
| 12,96,75 | 3,57,38 | 1,45,53 | 20,88 | 18,20,34 | 18,20,34 | |
| 8,62 | .. | 57 | 2,96 | 12,05 | 12,05 | |
| 36,34,56 | 22,93,07 | 2,47,54 | 2,03,07 | 63,83,54 | 63,93,54 | |
| 15,83 | .. | 1,17 | .. | 17,00 | 17,00 | |
| 29,43,35 | 10,82,03 | 1,38,79 | 1,82,02 | 43,46,19 | 65,29,73 | |
| 14,44,64 | 3,97,15 | 1,33,44 | 83,27 | 20,58,50 | 20,58,50 | |
| 1,79,13 | 64,51 | 16,14 | .. | 2,59,78 | 2,59,78 | |
| 1,41,87 | 11,56 | 17,47 | .. | 1,70,90 | 1,70,90 | |
| 1,75,66 | 21,03 | 23,41 | 15 | 2,20,23 | 2,20,23 | |
| 98,97,91 | 42,26,73 | 7,24,36 | 14,97,05 | 1,53,43,98 | 1,76,29,92 | |

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

| RAILWAYS. | LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 4d. 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 Brought forward | .. | 21,83,54 | 5,18,73 | 2,17,95 | 15,84 | -1,01,45 | 6,51,07 |
| Great Indian Peninsula | .. | 55,24,35 | 1,64,48 | 63,19 | -7,43 | -1,32,65 | 87,59 |
| Jodhpur-Hyderabad (British Section). | .. | .. | 2,63 | .. | .. | -1 | 2,62 |
| Lucknow-Berrolly | .. | .. | .. | 38 | .. | -2,85 | -2,47 |
| Madras and Southern Mahratta | .. | 19,66,21 | 66,68 | 39,38 | -2,64 | -39,75 | 63,87 |
| Dhone-Kurnool | .. | .. | .. | .. | .. | .. | .. |
| South India | .. | 8,58,93 | 61,32 | -5,30 | -2,69 | -22,10 | 40,11 |
| Coonor-Ootacamund | .. | .. | 15 | -3 | .. | .. | 12 |
| Travancore (British Section) | .. | .. | 1,59 | -1 | 5 | .. | 1,63 |
| Travancore (Indian State Section). | .. | .. | 35 | 81 | .. | .. | 1,16 |
| Shoranur Nilamber | .. | .. | 10,59 | .. | 1,65 | 3,80 | 16,04 |
| Tirhoot | .. | .. | 5,63 | 4,78 | .. | 1,03 | 11,44 |
| TOTAL | .. | 1,05,33,03 | 8,35,85 | 3,21,15 | 10,16 | -2,93,98 | 8,73,18 |
| <i>Miscellaneous Items.</i> | | | | | | | |
| Abandoned Projects, etc. | .. | .. | .. | .. | .. | .. | .. |
| State Railway Stores | .. | .. | .. | .. | .. | .. | .. |
| Expenditure in England for Stores purchased and remaining unappropriated | .. | .. | .. | .. | 19,21 | 1 | 19,22 |
| Adjustment of Capital outlay in England of Railway Coys. at average rates. | .. | .. | .. | .. | .. | .. | .. |
| Total Central | -1,42 | 1,81,32,81 | 12,78,95 | 5,99,49 | 17,48 | -5,49,94 | 13,45,98 |
| <i>Provincial.</i> | | | | | | | |
| Arsam (Jorhat) | .. | .. | 7 | 5 | .. | 46 | 58 |
| United Provinces (Distillery Siding) | .. | .. | .. | .. | .. | .. | .. |
| Burma Provincial | .. | .. | .. | .. | .. | .. | .. |
| Total Provincial | .. | .. | 7 | 5 | .. | 46 | 58 |
| GRAND TOTAL | -1,42 | 1,81,32,81 | 12,79,02 | 5,99,54 | 17,48 | -5,49,48 | 13,46,56 |

on the 31st March 1925 (in thousands of rupees)—concl'd.

| CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE. | | | | | | REMARKS. |
|--|----------------|------------------|--|------------|---|---|
| Works. | Rolling Stock. | General Charges. | Stores, etc., not finally charged off in the Accounts. | Total. | Capital at charge at the end of the Financial year. (Columns 3+13). | |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 98,97,94 | - 42,26,73 | 7,24,36 | 4,97,03 | 1,53,46,08 | 1,75,29,62 | |
| 30,43,71 | 11,93,78 | 1,08,39 | 2,70,55 | 46,16,43 | 1,01,40,78 | |
| 50,64 | 34 | 3,08 | 11 | 54,17 | 54,17 | |
| 1,04,52 | 34,94 | 5,26 | 13,66 | 1,58,38 | 1,58,38 | |
| 20,63,43 | 7,37,83 | 1,02,19 | 1,19,33 | 30,22,78 | 49,88,99 | (a) Includes Rs. 3,06,451 on account of discount in connection with the debt incurred in respect of advances amounting to £2,129,000 to S. M. Ry. Co. |
| 9,35 | .. | 83 | .. | 10,18 | 10,18 | |
| 7,58,94 | 5,43,11 | 63,92 | 81,98 | 14,77,95 | 23,26,88 | |
| 29,71 | 17,75 | 3,06 | .. | 50,52 | 50,52 | |
| 35,57 | 6,00 | 4,00 | .. | 46,17 | 46,17 | |
| 1,00,59 | 24,24 | 11,97 | .. | 1,36,80 | 1,36,80 | |
| 10,65 | .. | 1,78 | 3,80 | 16,23 | 10,23 | |
| 6,06,47 | 1,81,37 | 50,71 | 47,63 | 8,86,18 | 8,86,18 | |
| 1,67,41,52 | 69,06,03 | 10,80,15 | 10,34,11 | 2,58,21,87 | 3,63,54,90 | |
| (b) 32,26 | .. | .. | .. | 32,26 | (b) 32,26 | (b) Distribution over minor heads is not available. |
| 2,35,52 | .. | .. | 10 | 2,35,62 | 2,35,02 | |
| 2,93,27,90 | 1,37,56,03 | 17,73,99 | 19,02,48 | 4,73,68,42 | 6,55,01,23 | |
| 7,28 | 4,01 | 41 | 1,48 | 13,18 | 13,18 | |
| 1,72 | .. | .. | .. | 1,72 | 1,72 | |
| 5,00 | .. | .. | .. | 5,00 | 5,00 | |
| 14,00 | 4,01 | 41 | 1,48 | 19,90 | 19,90 | |
| 2,93,41,00 | 1,37,62,06 | 17,80,40 | 19,03,96 | 4,73,68,32 | 6,55,21,13 | |

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to

| 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. |
| 1. BRANCH LINE COMPANIES | | | | | | |
| (A) Worked by the Branch | | | | | | |
| OPEN LINES. | | | | | | |
| Abmaipur-Katwa | 2' 6" | —8 | .. | .. | —11 | —19 |
| Arakon Light | " | —5 | .. | 5 | —6 | —6 |
| Bankura-Damodar River | " | —4 | .. | .. | —10 | —14 |
| Burdwan-Katwa | " | 22 | .. | .. | —7 | 15 |
| Futwah-Islampur | " | 50 | 10 | 1 | —4 | 57 |
| Kalighat-Falta | " | 48 | .. | .. | —14 | 34 |
| TOTAL 1-(A) | .. | 1,03 | 10 | 6 | —52 | 67 |
| (B) Worked by the | | | | | | |
| OPEN LINES. | | | | | | |
| Hardwar-Dehra | 5' 6" | 11 | .. | .. | .. | 11 |
| Chaparmukh-Silghat | 3' 3½" | 2 | .. | .. | .. | 2 |
| Katakhal Lalabazar | 3' 3½" | 24 | .. | .. | —4 | 20 |
| Dasghara-Jamalpurgunj | 2' 6" | 2 | —1 | .. | —1 | .. |
| TOTAL 1-(B) | .. | 39 | —1 | .. | —5 | 33 |
| 2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE | | | | | | |
| OPEN LINES. | | | | | | |
| Amritsar-Patti | 5' 6" | 47 | .. | .. | .. | 47 |
| Hoshiarpur Doab— | | | | | | |
| Jullundur-Mukerian | " | 52 | .. | .. | .. | 52 |
| Phagwara-Rahon | " | 8 | .. | .. | .. | 8 |
| Mandra-Bhaun | " | 3 | .. | .. | .. | 3 |
| Sara-Sirajganj | " | 68 | .. | .. | .. | 68 |
| Sialkot-Narowal | " | 31 | .. | .. | .. | 31 |
| Southern Punjab— | | | | | | |
| Main line | " | 1,49 | .. | .. | .. | 1,49 |
| Jullundur Doab | " | 89 | .. | .. | .. | 89 |
| Ludhiana Extension | " | .. | .. | .. | .. | .. |
| Sutlej Valley | " | .. | .. | .. | .. | .. |
| Tapti Valley | " | 28 | .. | .. | .. | 28 |
| Ahmedabad-Parantij | 3' 3½" | 1 | .. | —1 | .. | .. |
| Champaner-Shivrajpur-Pani Light | 2' 6" | 4 | 6 | 1 | .. | 11 |
| Dhond-Baramati | " | 1 | .. | .. | .. | 1 |
| Ellichpur-Yeotmal (including Pulgaon-Arvi railway) | " | 11 | —5 | .. | —38 | —32 |
| Godhra-Lunavada | " | —1 | 24 | .. | .. | 23 |
| Jacobabad-Kashmor | " | 55 | .. | .. | .. | 55 |
| Khulna Bagerhat | " | 1 | .. | .. | .. | 1 |
| Larkana-Jacobabad | " | —18 | 2,53 | 8 | —4 | 2,29 |
| Mayurbhanj | " | 3 | 58 | .. | .. | 61 |
| Nadiad-Kapadvanj | " | 13 | 40 | .. | —2 | 51 |
| Pachora-Jamner | " | .. | .. | 9 | .. | 9 |
| Darjeeling-Himalayan Extensions | 2' 0" | 6 | 20 | .. | .. | 26 |
| TOTAL (2) | .. | 5,41 | 3,96 | 17 | —44 | 9,10 |

the end of the year 1924-25 of other than State-owned Railways. (In thousands.)

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | REMARKS. |
|--|----------------|------------------------------------|---|--------|----------|
| Works. | Rolling stock. | General charges (including fares). | Stores, etc., not finally charged of in the accounts. | Total. | |
| 8 | 9 | 10 | 11 | 12 | |
| Ra. | Ra. | Ra. | Ra. | Ra. | 13 |

RAILWAYS UNDER GUARANTEE TERMS.

Line Company.

| | | | | |
|---------|-------|-------|------|---------|
| 15,90 | 2,05* | 1,86 | 12 | 19,93 |
| 28,76 | 10 | 1,60 | 30 | 30,82 |
| 28,01 | 4,45 | 3,67 | 24 | 36,37 |
| 13,62 | 2,87 | 1,64 | 33 | 18,46 |
| 15,05 | 2,01 | 1,32 | 15 | 18,53 |
| 12,99 | 5,08 | 1,62 | 43 | 20,12 |
| 1,14,33 | 16,62 | 11,71 | 1,57 | 1,44,23 |

Main Line.

| | | | | |
|--------|------|------|----|--------|
| 28,16 | .. | 4,41 | .. | 32,57 |
| 28,89 | .. | 1,73 | .. | 30,62 |
| 14,76* | .. | 1,24 | -1 | 15,99* |
| 1,97 | 1,16 | 19 | 2 | 3,34 |
| 73,78 | 1,16 | 7,57 | 1 | 82,52 |

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

TERMS—WORKED BY THE MAIN LINE.

| | | | | |
|----------|-------|---------|----|----------|
| 33,58 | .. | 1,32 | .. | 34,90 |
| 31,46 | .. | 1,94 | .. | 33,40 |
| 24,85 | .. | 1,71 | .. | 26,56 |
| 23,28 | .. | 78 | .. | 24,06 |
| 83,59 | .. | 5,81 | .. | 89,40 |
| 27,27 | .. | 63 | .. | 27,90 |
| 2,76,60 | .. | 15,74 | .. | 2,92,34 |
| 1,27,83 | .. | 7,30 | .. | 1,35,13 |
| 92,37 | .. | 4,68 | .. | 97,05 |
| 1,44,97 | .. | 8,14 | .. | 1,53,11 |
| 1,23,98 | .. | 10,55 | .. | 1,34,53 |
| 33,03 | 3 | 3,75 | .. | 37,41 |
| 11,10 | 6,36 | 3,22 | .. | 20,68 |
| 8,18 | 1,77 | 1,85 | .. | 11,80 |
| 56,89 | 14,64 | 14,60 | .. | 86,13 |
| 8,67 | 1,81 | 3,23 | .. | 13,71 |
| 17,66 | 4,84 | 92 | .. | 23,62 |
| 6,29 | 1,24 | 79 | .. | 8,32 |
| 20,09 | 6,73 | 3,78 | .. | 30,60 |
| 24,02 | 58 | .. | .. | 24,60 |
| 8,82 | 4,59 | 2,52 | .. | 15,93 |
| 12,03 | 1,17 | 3,77 | .. | 16,97 |
| 40,72 | 5,51 | 9,54 | .. | 55,77 |
| 12,33,08 | 49,27 | 1,06,57 | .. | 13,93,92 |

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the

| Railway. | Gauge. | CAPITAL OUTLAY DURING THE YEAR. | | | | |
|---|--------|---------------------------------|----------------|---------------------------------------|--|--------|
| | | Works. | Rolling stock. | General charges. (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | Rs. | Rs. | Rs. | Rs. | Rs. |
| OPEN LINES. | | | | | | |
| 3. BRANCH LINE COMPANIES' RAILWAYS UNDER | | | | | | |
| Jamnagar and Dwarka | 3' 3½" | 1,88 | 4 | 1 | .. | 1,93 |
| Mymensingh-Bhairab Bazar | " | 1,23 | .. | —75 | —2,13 | —1,65 |
| TOTAL (3) | .. | 3,11 | 4 | —74 | —2,13 | 28 |
| 4. COMPANIES' LINES SUBSIDIZED BY THE | | | | | | |
| OPEN LINES. | | | | | | |
| Delhi-Umbala-Kalka | 5' 6" | 21 | .. | .. | .. | 21 |
| Bengal and North-Western* | 3' 3½" | 15,18 | 10,71 | 9 | —8,81 | 17,17 |
| Bengal Dooars Extensions* | " | 37 | 27 | .. | 3 | 67 |
| Mirpur Khas-Jhudo* | " | 44 | .. | .. | .. | 44 |
| Mirpur Khas-Khadro* | " | 3 | .. | .. | .. | 3 |
| Rohilkund and Kumaon | " | 98 | 1,31 | .. | —9 | 2,20 |
| Barai Light* | 2' 6" | 1,39 | 53 | .. | —1,06 | 86 |
| Dehri-Rohtas Light | " | 18 | 22 | .. | 54 | 94 |
| Shahdara (Delhi)-Saharanpur Light* | " | 28 | 30 | .. | —2 | 56 |
| TOTAL | .. | 19,06 | 13,34 | 9 | —9,41 | 23,08 |
| LINE UNDER CONSTRUCTION. | | | | | | |
| Pharenda Nautanwa Extension | 3' 3½" | 4,82 | .. | 63 | 11 | 5,56 |
| Pandharpur Miraj Extension | 2' 6" | 80 | .. | 1,91 | .. | 2,71 |
| TOTAL (4) | .. | 24,68 | 13,34 | 2,63 | —9,70 | 31,35 |
| OPEN LINES. | | | | | | |
| 5. COMPANIES' LINES SUBSIDIZED | | | | | | |
| Dibru-Sadiya | 3' 3½" | 79 | 4,03 | .. | 1,32 | 6,14 |
| Darjeeling-Himalayan | 2' 0" | —60 | 10 | .. | —1,23 | —1,73 |
| TOTAL (5) | .. | 19 | 4,13 | .. | 9 | 4,41 |
| OPEN LINES. | | | | | | |
| 6. UNASSISTED | | | | | | |
| Ledo and Tikak-Margherita Colliery | 3' 3½" | .. | .. | .. | .. | .. |
| Bengal Provincial | 2' 6" | .. | .. | .. | —2 | —2 |
| Jagadhri Light | 2' 0" | .. | .. | .. | .. | .. |
| Kalaekarsapatnam Light | " | .. | —1 | .. | .. | —1 |
| Trivellore Light | " | 6 | 6 | 3 | .. | 15 |
| TOTAL (6) | .. | 6 | 5 | 3 | —2 | 12 |

end of the year 1924-25 of other than State-owned Railways (in thousands)—contd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | REMARKS. |
|--|----------------|--|--|--------|----------|
| Works. | Rolling stock. | General charges (including f r.r.c.s). | Stores, etc., not finally charged off in the accounts. | Total. | |
| 8 | 9 | 10 | 11 | 12 | |
| Rs. | Rs. | Rs. | Rs. | Rs. | |

GUARANTEE AND REBATE TERMS.

| | | | | |
|------------|------|------|------|---------|
| 57,97 | 3,32 | 2,56 | 2,00 | 65,85 |
| ** 1,08,90 | .. | 7,00 | 38 | 1,16,28 |
| 1,66,87 | 3,32 | 9,56 | 2,38 | 1,82,13 |

**Includes 16,92,000 for land.

GOVERNMENT OF INDIA.

| | | | | |
|----------|---------|---------|-------|----------|
| 1,88,45 | .. | 12,47 | .. | 2,00,92 |
| †7,58,60 | 2,21,87 | 80,58 | 12,81 | 10,73,86 |
| 87,98 | 14,02 | 7,81 | 3,24 | 1,13,05 |
| 7,71 | .. | 58 | .. | 8,29 |
| 7,77 | .. | 58 | .. | 8,35 |
| 1,25,08 | 47,69 | 11,96 | 10 | 1,84,93 |
| 62,93 | 21,30 | 4,99 | 2,34 | 91,56 |
| 5,36 | 3,40 | 36 | 1,05 | 10,17 |
| 31,21 | 11,42 | 3,79 | 1,20 | 47,62 |
| 12,75,99 | 3,19,70 | 1,23,12 | 20,84 | 17,38,75 |
| 5,01 | .. | 75 | 11 | 5,87 |
| 80 | .. | 1,91 | .. | 2,71 |
| 12,80,90 | 3,19,70 | 1,25,78 | 20,95 | 17,47,33 |

*Receives land only from Government.

†Includes Rs. 4,000 on account of survey.

BY LOCAL GOVERNMENTS.

| | | | | |
|-------|-------|-------|------|---------|
| 66,09 | 45,97 | 18,18 | 1,32 | 1,32,16 |
| 30,99 | 10,31 | 2,78 | 3,33 | 47,41 |
| 97,68 | 56,28 | 20,96 | 4,65 | 1,79,57 |

COMPANIES' LINES.

| | | | | |
|-------|------------------------|----|----|-------|
| 16,94 | Details not available. | | | 16,94 |
| 8,76 | 2,76 | 1 | 27 | 11,80 |
| 62 | 40 | 12 | .. | 1,14 |
| 4,05 | 2,86 | 67 | .. | 7,58 |
| 33 | 66 | 9 | .. | 1,03 |
| 30,70 | 6,68 | 80 | 27 | 38,54 |

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to 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. | | | | | | |
| 7. DISTRICT | | | | | | |
| Soramangalam-Nalem | 5' 6" | 4 | .. | .. | .. | 4 |
| Tenali-Repalle | " | 17 | .. | .. | .. | 17 |
| Bezwa-da-Masulipatam | 3' 3½" | 10 | .. | .. | .. | 10 |
| Podanur-Pollachi | " | 27 | 2,44 | .. | .. | 2,71 |
| Tanjore District Board | " | 61 | .. | .. | .. | 61 |
| Tinnevely-Tiruchendur | " | 1,18 | .. | 1 | —19 | 1,00 |
| TOTAL (7) | .. | 2,37 | 2,44 | 1 | —19 | 4,63 |
| OPEN LINES. | | | | | | |
| 8. COMPANIES' LINES SUBSIDIZED BY | | | | | | |
| Bengal Doorn | 3' 3½" | 40 | 32 | .. | .. | 72 |
| Arrah-Sasaram Light | 2' 6" | 1 | 10 | .. | —12 | —3 |
| Baraset-Basirhat Light | " | —3 | 11 | 4 | —5 | 7 |
| Bakhtiarpur-Bihar Light | " | 1 | 32 | .. | —3 | 30 |
| Jeasore-Jhenidah | " | .. | .. | .. | —3 | —3 |
| Terpur-Balipara Light | " | .. | .. | .. | .. | .. |
| Howrah-Amta Light | 2' 0" | 6 | 21 | —3 | 45 | 69 |
| Howrah Sheakhala Light | " | —1 | .. | 1 | —1 | —1 |
| TOTAL (8) | .. | 44 | 1,06 | 2 | 19 | 1,71 |

end of the year 1924-25 of other than State-owned Railways (in thousands)—contd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | REMAINS. |
|--|----------------|--------------------------------------|--|--------|----------|
| 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. | |

BOARD LINES.

| | | | | |
|---------|------|-------|----|---------|
| 4,84 | .. | 23 | .. | 5,07 |
| 14,15 | .. | 1,14 | .. | 15,29 |
| 21,38 | .. | 1,59 | .. | 22,97 |
| 8,01 | 0,40 | 1,28 | .. | 10,69 |
| 60,98 | .. | 6,75 | .. | 67,73 |
| 23,09 | .. | 2,22 | 20 | 25,51 |
| 1,33,35 | 0,40 | 13,21 | 20 | 1,53,25 |

DISTRICT BOARDS.

| | | | | |
|---------|-------|------|------|---------|
| 25,51 | 5,00 | 3,52 | .. | 34,03 |
| 18,65 | 4,46 | 11 | 19 | 23,41 |
| 18,54 | 5,07 | 28 | 35 | 24,24 |
| 10,41 | 3,07 | .. | 23 | 14,01 |
| 10,09 | 2,83 | 74 | 3 | 14,29 |
| 3,20 | 1,60 | 7 | .. | 4,87 |
| 16,06 | 9,11 | 20 | 1,93 | 27,93 |
| 4,76 | 2,50 | 12 | 49 | 7,87 |
| 1,07,82 | 35,50 | 5,64 | 3,28 | 1,52,24 |

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to 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 |
| I | 2 | | | | | |
| | | Ra. | Ra. | Ra. | Ra. | Ra. |
| 9. INDIAN STATE LINES WORKED | | | | | | |
| OPEN LINES. | | | | | | |
| Bhavnagar State | 3' 3½" | 1,39 | 84 | 13 | —70 | 1,66 |
| Bikaner | " | 7,60 | 6,72 | .. | 44 | 14,76 |
| Gondal | " | —7 | 1,44 | .. | —2,89 | —1,52 |
| Jetalsar-Rajkot | " | 51 | .. | .. | —46 | 5 |
| Jodhpur | " | 7,74 | 13,66 | 8 | —13,80 | 7,68 |
| Junagad State | " | 75 | 4,47 | .. | —71 | 4,51 |
| Khijadiya-Dhari | " | 1 | .. | —1 | 10 | 10 |
| Morvi | " | 2,29 | 2,85 | 1 | —2,50 | 2,59 |
| Mysore (including Birur-Shimoga and Chikmagalur-Chitaldrug Sections). | " | 3,74 | 1,41 | .. | 11,13 | 16,28 |
| Porbandar State | " | 63 | 2,41 | —1 | 1,84 | 4,87 |
| Udaipur-Chitorgarh. | " | 3 | 9 | .. | —8 | 4 |
| Budeli-Chota Udaipur | 2' 0" | 5 | .. | .. | .. | 5 |
| Cutch State | " | .. | .. | .. | .. | .. |
| Dholpur-Bari (including Mohari-Barauli)* | " | 1 | .. | .. | .. | 1 |
| Gaekwar's Baroda State | " | 3,18 | 9,66 | 34 | —2,27 | 10,91 |
| Kolar District | " | 3 | —6 | .. | —67 | —70 |
| Gwalior Light | 2' 0" | 1,32 | .. | .. | .. | 1,32 |
| Pipar Bilara Light | " | .. | .. | .. | .. | .. |
| Tarakere Narasimbarajapura Light | " | —55 | 1,12 | 38 | —55 | 30 |
| TOTAL | .. | 28,60 | 44,61 | 92 | —11,28 | 62,91 |
| LINES UNDER CONSTRUCTION. | | | | | | |
| Hanumangarh to Siala | 3' 3½" | 6,44 | 1 | 20 | 12 | 6,77 |
| Shimoga to Arsalu | " | 1 | 1 | .. | .. | 2 |
| Marwar Junction to Jujajwar | " | 97 | .. | 7 | .. | 1,04 |
| Prachi Road to Jamwala | " | 2 | .. | 6 | .. | 8 |
| Nanjangud to ChamaraJanagar | " | 9 | .. | 3 | .. | 12 |
| An'ar to Bachan | 2' 6" | .. | .. | .. | .. | .. |
| Dholpur to Rajakhera | " | .. | .. | .. | .. | .. |
| Bilnora Kalamla-Jheria | " | 1,48 | .. | 20 | .. | 1,68 |
| Mahuva to Anaval | " | .. | .. | .. | .. | .. |
| Zankhva v to Unergada | " | 3 | .. | .. | .. | 3 |
| Navsari to Kamrej | " | .. | .. | .. | .. | .. |
| TOTAL | .. | 9,04 | 2 | 56 | 12 | 9,74 |
| TOTAL (9) | .. | 37,70 | 44,63 | 1,48 | —11,16 | 72,65 |

end of the year 1924-25 of other than State-owned Railways (In thousands)—contd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | REMARKS. |
|--|----------------|--------------------------------------|--|----------|---|
| Works. | Rolling stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. | |
| 8 | 9 | 10 | 11 | 12 | |
| Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1,41,18 | 32,14 | 7,15 | 3,02 | 1,84,09 | |
| 1,13,80 | 02,86 | 1,77 | 56 | 1,78,99 | |
| 47,40 | 15,52 | 2,47 | 0,95 | 72,34 | |
| 19,21 | .. | 83 | 5 | 20,09 | |
| 1,56,84 | 1,23,77 | 1,76 | 14,21 | 2,96,58 | |
| 72,08 | 23,21 | 2,91 | 7,01 | 1,06,41 | |
| 18,33 | .. | 1,05 | 3 | 20,01 | |
| 38,66 | 23,19 | 1,60 | 1,77 | 65,22 | |
| 1,56,18 | 54,24 | 15,77 | 14,65 | 2,50,84 | |
| 11,71 | 9,00 | 70 | 1,85 | 23,26 | |
| 17,58 | 5,94 | 1,11 | 1,13 | 25,76 | |
| 9,16 | .. | 1,17 | .. | 10,33 | |
| 8,18 | 1,45 | 1,37 | .. | 11,00 | |
| 9,94 | 4,11 | 49 | .. | 14,54 | |
| 1,78,00 | 33,42 | 16,92 | 13,18 | 2,41,52 | *The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari Barsuli section. |
| 14,17 | 9,01 | 1,50 | 17 | 24,85 | |
| 75,25 | 10,02 | 4,55 | .. | 89,82 | |
| 2,37 | 52 | 4 | .. | 2,93 | |
| 8,37 | 1,66 | 76 | -2 | 10,77 | |
| 11,00,01 | 4,10,06 | 64,52 | 65,76 | 16,40,35 | |
| 39,87 | 93 | 1,13 | 24 | 42,17 | |
| 2,73 | 1 | 84 | .. | 3,58 | |
| 8,17 | .. | 26 | .. | 8,43 | |
| 3,15 | .. | 25 | .. | 3,40 | |
| 1,12 | .. | 35 | 5 | 1,52 | |
| 75 | 29 | .. | .. | 1,04 | |
| 75 | .. | 7 | .. | 82 | |
| 2,16 | .. | 31 | .. | 2,47 | |
| 8 | .. | .. | .. | 8 | |
| 6 | .. | .. | .. | 6 | |
| 3 | .. | .. | .. | 3 | |
| 68,87 | 1,23 | 3,21 | 29 | 63,60 | |
| 11,67,88 | 4,11,29 | 67,73 | 66,05 | 17,12,95 | |

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to 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. | | 10. INDIAN STATE LINES | | | | |
| Balharah-Warangal (Kazipet) | 5' 6" | 5,77 | 2,60 | 30 | .. | 8,67 |
| Bhopal-Itarsi* | " | .. | .. | .. | .. | .. |
| Bhopal Ujjain | " | 12 | .. | .. | .. | 12 |
| Bina-Goona-Baran | " | 77 | .. | 6 | .. | 83 |
| Jammu and Kashmir (Indian State section) | " | .. | .. | .. | .. | .. |
| Jind-Panipat (Indian State section) | " | 1 | .. | .. | .. | 1 |
| Khanpur-Chachran | " | 3 | .. | .. | .. | 3 |
| Ludhiana-Dhuri-Jakhal | " | 1,23 | .. | .. | .. | 1,23 |
| Nagda-Ujjain | " | .. | .. | .. | .. | .. |
| Petlad-Cambay (Anand-Tarapur section) | " | 5 | .. | 1 | .. | 6 |
| Petlad-Cambay (Tarapur-Cambay section) | " | .. | .. | .. | .. | .. |
| Rajpura-Bhatinda | " | 11 | .. | .. | .. | 11 |
| Bangalore-Harihar | 3' 3½" | 1,77 | 54 | .. | -67 | 1,64 |
| Cooch Behar State | " | 25 | .. | .. | .. | 25 |
| Dhrangadra | " | -1 | .. | 1 | .. | .. |
| Gaekwar's Mehsana | " | 1,42 | .. | 5 | .. | 1,47 |
| Hindupur (Yesvantpur-Mysore Frontier) | " | .. | .. | .. | .. | .. |
| Hingoli Branch | " | .. | .. | .. | .. | .. |
| Jaipur State | " | 4,05 | .. | 7 | -34 | 3,19 |
| Kolhapur State | " | .. | .. | .. | .. | .. |
| Okhamandal | " | 36 | -1 | .. | .. | 35 |
| Palanpur-Deesa† | " | .. | .. | .. | .. | .. |
| Quilon-Trivandrum Extension (Travancore Ry.) | " | 33 | 3 | .. | .. | 36 |
| Rajkot-Jamnagar | " | 79 | 20 | .. | .. | 99 |
| Sangli State | " | .. | .. | .. | .. | .. |
| Secunderabad-Gadwal | " | 84 | 3 | .. | 2 | 89 |
| Shoranur-Cochin | " | 22 | 20 | .. | -66 | -15 |
| Parlakimedi Light | 2' 6" | .. | .. | .. | .. | .. |
| Rajpipla State | " | 4 | 1 | 3 | .. | 8 |
| TOTAL | .. | 18,15 | 3,69 | 53 | -2,24 | 20,13 |
| LINES UNDER CONSTRUCTION. | | | | | | |
| Ramgundam to Tandur | 5' 6" | 8,78 | .. | 45 | 2,81 | 12,04 |
| Karepalli-Kothagudium | " | 4,80 | .. | 61 | -3,17 | 2,24 |
| Wagrod to Khareda | 3' 3½" | .. | .. | .. | .. | .. |
| Gadwal to Kurnool | " | 7,12 | .. | 17 | -1,21 | 6,05 |
| Trichinopoly to Pudukkottai | " | .. | .. | .. | .. | .. |
| TOTAL | .. | 20,70 | .. | 1,23 | -1,60 | 20,33 |
| TOTAL (10) | .. | 38,85 | 3,60 | 1,76 | -3,84 | 40,40 |

end of the year 1924-25 of other than State-owned Railways (In thousands)—contd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | REMARKS. |
|--|----------------|--------------------------------------|--|----------|--|
| Works. | Rolling stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. | |
| 8 | 9 | 10 | 11 | 12 | |
| Rs. | Ra. | Ra. | Ra. | Ra. | |
| WORKED BY THE MAIN LINE. | | | | | |
| 27,79 | 2,60 | 3,36 | .. | 33,75 | |
| 50,00 | .. | .. | .. | 50,00 | *A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar. |
| 72,66 | .. | 6,96 | .. | 79,62 | |
| 93,36 | 18 | 8,24 | .. | 1,01,78 | |
| 10,40 | .. | 60 | .. | 11,00 | |
| 15,77 | .. | 1,54 | .. | 17,31 | |
| 13,28 | .. | 88 | .. | 14,16 | |
| 44,12 | .. | 2,29 | .. | 46,41 | |
| 20,85 | .. | 1,71 | .. | 22,56 | |
| 13,05 | .. | 76 | 10 | 13,91 | |
| 8,86 | .. | 30 | .. | 9,16 | |
| 74,47 | .. | 2,69 | .. | 77,16 | |
| 1,08,98 | 33,03 | 5,62 | 5,71 | 1,53,34 | |
| 18,87 | 1,03 | 94 | .. | 20,84 | |
| 14,15 | 4 | 62 | .. | 14,81 | |
| 94,19 | 65 | 7,78 | .. | 1,02,02 | |
| 23,86 | .. | 1,44 | .. | 25,30 | |
| 26,52 | 1,28 | 3,03 | .. | 30,83 | |
| 72,08 | .. | 3,37 | 1,19 | 76,04 | |
| 22,08 | .. | 1,21 | .. | 23,29 | |
| 23,60 | 6,02 | 1,75 | 1,00 | 32,97 | |
| 1,85 | .. | .. | .. | 1,85† | †This line is owned jointly by Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar. |
| 43,43 | 5,06 | 4,25 | 2 | 53,36 | |
| 22,02 | 6,15 | 95 | 2,00 | 31,12 | |
| 1,88 | .. | 10 | .. | 1,98 | |
| 90,59 | 15,31 | 11,26 | —3 | 1,17,13 | |
| 51,42 | —18,22 | 4,70 | 92 | 75,26 | |
| 5,27 | 1,78 | 63 | .. | 7,68 | |
| 14,07 | 2,61 | 1,11 | .. | 17,79 | |
| 10,79,47 | 95,16 | 78,09 | 10,91 | 12,63,83 | |
| 42,27 | .. | 5,11 | 1,84 | 49,22 | |
| 6,95 | .. | 1,33 | —3,19 | 5,09 | |
| 2 | .. | .. | .. | 2 | |
| 9,82 | .. | 1,60 | —1,33 | 10,09 | |
| 12 | .. | .. | .. | 12 | |
| 59,18 | .. | 8,04 | —2,68 | 64,54 | |
| 11,38,65 | 95,16 | 86,13 | 8,23 | 13,28,17 | |

2 (b).—Statement of (i) Capital Outlay during and (ii) Total Capital Outlay to the end

| 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. | | 11. COMPANIES LINES | | | | |
| Nizam's Guaranteed State | 5' 6" | 9,96 | 1,26 | 1 | 12,02 | 23,25 |
| Hyderabad-Godavari Valley | 3' 3½" | 6,08 | 22 | 1 | 2,70 | 9,61 |
| Bangalore-Chik Ballapur Light | 2' 6" | 8 | —3 | .. | 3 | 8 |
| TOTAL (11) | .. | 16,72 | 1,45 | 2 | 14,75 | 32,94 |
| OPEN LINES. | | 12. LINES IN FOREIGN TERRITORY—WORKED | | | | |
| Peralam-Karaikkal | 3' 3½" | .. | .. | .. | .. | .. |
| Pondicherry | " | 2 | .. | .. | .. | 2 |
| West of India Portuguese | " | —3 | .. | .. | .. | —3 |
| TOTAL (12) | .. | —1 | .. | .. | .. | —1 |
| TOTAL (1) TO (12) | .. | 1,30,94 | 74,88 | 5,44 | —12,62 | 1,98,64 |
| Miscellaneous | .. | 2,80 | 1,90 | .. | .. | 4,70 |
| GRAND TOTAL | .. | 1,33,74 | 76,78 | 5,44 | —12,62 | 2,03,34 |

of the year 1924-25 of other than State-owned Railways (In thousands)—concl'd.

| TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR. | | | | | REMARKS |
|--|----------------|--------------------------------------|--|----------|---------|
| Works. | Rolling stock. | General charges (including ferries). | Stores, etc., not finally charged off in the accounts. | Total. | |
| 8 | 9 | 10 | 11 | 12 | 13 |
| Rs. | Rs. | Rs. | Rs. | Rs. | |
| GUARANTEED BY INDIAN STATES. | | | | | |
| 4,52,06 | 1,21,51 | 9,91 | 25,35 | 6,08,86 | |
| 2,74,14 | 64,75 | 18,69 | 16,26 | 3,72,84 | |
| 8,30 | 4,71 | 1,77 | 6 | 14,84 | |
| 7,34 50 | 1,91,00 | 20,37 | 40,67 | 9,96,54 | |
| BY BRITISH INDIAN RAILWAY COMPANIES. | | | | | |
| 6,09 | .. | 1,15 | .. | 7,24 | |
| 5,35 | .. | 33 | .. | 5,71 | |
| 2,01,71 | .. | .. | .. | 2,01,71 | |
| 2,13,15 | .. | 1,51 | .. | 2,14 66 | |
| 64,97,69 | 11,92,47 | 4,87,63 | 1,48,26 | 83,16,05 | |
| 19,11 | 1,90 | 2,00,22 | .. | *2,21,23 | |
| 65,16,80 | 11,94,37 | 6,87,85 | 1,48,26 | 85,47,28 | |

*Made up of—

| | | | |
|---|----|----|--------------------|
| (1) Interest charges during construction of the Assam-Bengal Railway debited to capital | .. | .. | 75,70,000 |
| (2) State outlay on the Patri branch charged against the Civil Works grant | .. | .. | 8,08,000 |
| (3) Expenditure in England on the South Bihar Railway | .. | .. | 52,18,000 |
| (4) Outlay by Forest Department on the Alnavar Dandeli Railway | .. | .. | 8,87,000 |
| (5) Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway | .. | .. | 76,40,000 |
| | | | <u>2,21,23,000</u> |

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

| Class and Name of Railway. | GROSS REVENUE RECEIPTS. | | | | | |
|---|-------------------------|--------------|--|-------------------|--------------------------|-------------------|
| | Earnings. | Suspense. | Interest on depreciation and Reserve Fund. | Total. | Deduct Non-budget Lines. | Gross Receipts. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CENTRAL. | | | | | | |
| <i>Commercial.</i> | | | | | | |
| STATE LINES WORKED BY THE STATE. | | | | | | |
| Aden | 1,83 | 2 | .. | 1,85 | .. | 1,85 |
| East Indian | 17,65,15 | 14,21 | .. | 17,79,36 | 57,09 | 17,22,27 |
| Eastern Bengal | 6,20,10 | —3,75 | .. | 6,16,35 | 17,19 | 5,99,16 |
| North Western | 19,31,39 | —8,37 | .. | 19,23,02 | 2,23,80 | 16,99,22 |
| Oudh and Rohilkhand | 3,75,20 | 1,55 | .. | 3,76,75 | 8,45 | 3,68,30 |
| Adjustment of difference between book value and current market price of stores. | .. | .. | .. | .. | .. | .. |
| Total | 46,93,97 | 3,66 | .. | 43,97,33 | 3,08,53 | 43,90,80 |
| STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES. | | | | | | |
| Assam-Bengal | 1,61,53 | —1,29 | .. | 1,60,27 | 16,13 | 1,44,14 |
| Bengal-Nagpur | 8,31,19 | 12,42 | .. | 8,43,61 | 4,46 | 8,39,15 |
| Bezwada Extension | 7,14 | .. | .. | 7,14 | .. | 7,14 |
| Bombay, Baroda and Central India | 13,11,54 | 7,25 | .. | 13,18,79 | 79,25 | 12,39,54 |
| Burma Railways (including extensions). | 4,30,00 | —11 | .. | 4,29,89 | .. | 4,29,89 |
| Great Indian Peninsula | 15,69,28 | 1,04 | .. | 15,70,92 | 41,24 | 15,29,68 |
| Jodhpur-Hyderabad (British Section). | 32,94 | 91 | .. | 33,85 | 4,44 | 29,41 |
| Lucknow Bareilly | 66,95 | 59 | .. | 67,54 | 30,00 | 37,54 |
| Madras and Southern Mahratta | 8,14,40 | 5,21 | .. | 8,19,61 | 29,12 | 7,90,49 |
| Dhone Kurnool | 2,41 | .. | .. | 2,41 | .. | 2,41 |
| South Indian | 5,33,07 | —2,00 | .. | 5,31,07 | 36,91 | 4,94,16 |
| T. v. n. core | 20,62 | .. | .. | 20,62 | .. | 20,62 |
| Tirhoot | 3,35,49 | —13 | .. | 3,35,36 | 1,85,77 | 1,49,59 |
| Contribution to Depreciation Fund on account of Company Worked Lines. | .. | .. | .. | .. | .. | .. |
| Adjustment of difference between book value and current market price of stores. | .. | .. | .. | .. | .. | .. |
| TOTAL | 61,16,59 | 24,49 | .. | 61,41,08 | 4,27,32 | 57,13,76 |
| TOTAL CENTRAL | 1,08,10,26 | 28,15 | .. | 1,08,38,41 | 7,33,85 | 1,01,04,56 |
| <i>Provincial.</i> | | | | | | |
| Assam (Jorhat) | 1,88 | —7 | .. | 1,81 | .. | 1,81 |
| Burma Provincial | 78 | .. | .. | 78 | .. | 78 |
| GRAND TOTAL | 1,08,12,92 | 28,08 | .. | 1,08,41,00 | 7,33,85 | 1,01,07,15 |

Revenue Receipts of State-owned Railways for the year 1924-25 (In thousands of rupees).

| WORKING EXPENSES. | | | | | | | | | |
|----------------------------|----------------------------|-------------------------------------|-----------|----------|---|-------------------|-----------------------|-----------------------|--|
| Ordinary Working Expenses. | Renewals and Replacements. | Appropriation to Depreciation Fund. | Suspense. | Total. | DEDUCT. | | Net Working Expenses. | Net Revenue Receipts. | Percentage of Ordinary Working Expenses on Earnings. |
| | | | | | Expenditure met from Depreciation Fund. | Non-budget Lines. | | | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 1,98 | .. | .. | 1 | 1,99 | .. | .. | 1,99 | -14 | 107.65 |
| 9,06,24 | 1,38,57 | 1,55,18 | -3,48 | 11,56,51 | 1,38,57 | 27,40 | 10,30,54 | 6,91,73 | 51.34 |
| 3,65,49 | 50,79 | 73,27 | -3,76 | 4,85,79 | 50,79 | 8,29 | 4,20,71 | 1,72,45 | 58.94 |
| 10,45,53 | 1,25,87 | 2,11,97 | 5,77 | 13,89,14 | 1,25,87 | 1,15,06 | 11,48,21 | (a) 5,51,01 | 54.13 |
| 2,32,33 | 45,03 | 45,36 | -1,17 | 3,21,55 | 45,03 | 4,23 | 2,72,29 | 96,01 | 61.92 |
| -27,07 | .. | .. | .. | -27,07 | .. | .. | -27,07 | 27,07 | .. |
| 25,24,50 | 3,60,26 | 4,85,78 | -2,63 | 33,67,91 | 3,60,26 | 1,54,98 | 28,52,67 | 15,39,13 | 53.78 |
| 83,98 | 8,55 | .. | 1,49 | 99,02 | .. | 8,06 | 90,96 | 53,18 | 55.07 |
| 4,94,78 | 41,26 | .. | -16,62 | 5,19,42 | .. | 3,70 | 5,15,72 | 3,23,43 | 59.53 |
| 2,34 | 3,24 | .. | .. | 5,58 | .. | .. | 5,58 | 1,56 | 32.77 |
| 6,51,20 | 70,28 | .. | -7,15 | 7,14,33 | .. | 43,48 | 6,70,85 | 5,68,69 | 49.65 |
| 2,20,41 | 32,90 | .. | 22 | 2,53,53 | .. | .. | 2,53,53 | 1,76,36 | 51.20 |
| 8,49,19 | 92,39 | .. | -7,31 | 9,34,27 | .. | 22,46 | 9,11,81 | 6,17,87 | 54.11 |
| 19,25 | 2,77 | .. | -7 | 21,95 | .. | 1,78 | 20,17 | 9,24 | 58.44 |
| 29,92 | 3,68 | .. | -81 | 32,79 | .. | 15,00 | 17,79 | 19,75 | 44.89 |
| 3,79,54 | 69,43 | .. | 7 | 4,49,04 | .. | 15,44 | 4,33,60 | 3,56,59 | 46.03 |
| 1,33 | 5 | .. | .. | 1,38 | .. | .. | 1,38 | 1,03 | 55.19 |
| 2,67,32 | 26,79 | .. | 98 | 2,94,99 | .. | 23,95 | 2,71,04 | 2,23,12 | 50.24 |
| 10,88 | 65 | .. | .. | 11,53 | .. | .. | 11,53 | 9,09 | 52.76 |
| 1,25,93 | 27,06 | .. | -5,71 | 1,47,28 | .. | 82,37 | 64,91 | 84,68 | 37.53 |
| .. | .. | 5,48,72 | .. | 5,48,72 | 3,79,05 | .. | 1,69,67 | -1,69,67 | .. |
| -11,22 | .. | .. | .. | -11,22 | .. | .. | -11,22 | 11,22 | .. |
| 31,29,85 | 3,79,05 | 5,48,72 | -35,01 | 40,22,61 | 3,79,05 | 2,16,24 | 34,27,32 | 22,86,44 | 51.17 |
| 56,54,35 | 7,39,31 | 10,34,50 | -37,64 | 73,90,52 | 7,39,31 | 3,71,22 | 62,79,99 | 38,24,57 | 52.31 |
| 1,57 | 4 | .. | 5 | 1,66 | .. | .. | 1,66 | 15 | 83.51 |
| 97 | 2 | .. | .. | 99 | .. | .. | 99 | -21 | 124.30 |
| 56,56,89 | 7,39,37 | 10,34,50 | -37,59 | 73,93,17 | 7,39,31 | 3,71,22 | 62,82,64 | 38,24,51 | 52.32 |

(a) N. W. Railway, Commercial Receipts. Working expenses. Net Receipts.
 N. W. Railway, Military 15,31,36 9,52,45 5,86,91
 1,59,86 1,95,76 -35,90

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1924-25.

[Columns 7 to 10 in thousands of rupees.]

| Class and Name of Railway. | Interest on sterling Debt. | INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES. | | | Total. Columns 2 and 5. | Converted into Rupees at average rate of exchange. | Interest on Capital outlay provided by Government. | Interest on Rupee Debt. | GRAND TOTAL |
|---|----------------------------|---|------------------------------------|------------------|-------------------------|--|--|-------------------------|-----------------|
| | | On share capital. | On Debentures and Debenture Stock. | Total. | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| STATE LINES WORKED BY THE STATE. | | | | | | | | | |
| Aden | .. | .. | .. | .. | .. | .. | 69 | .. | 69 |
| Delhi (New Capital) Railway Works Scheme. | .. | .. | .. | .. | .. | .. | 4,09 | .. | 4,09 |
| Central Indian Coals-fields | .. | .. | .. | .. | .. | .. | 93 | .. | 93 |
| Eastern Bengal | 123,843 | .. | .. | .. | 123,843 | 17,09 | 1,38,98 | .. | 1,56,07 |
| East Indian | 1,188,274 | .. | 521,250 | 521,250 | 1,709,524 | 2,35,38 | 1,45,33 | 4 | 3,80,75 |
| North Western (Commercial). | 350,711 | .. | .. | .. | 350,711 | 48,06 | 2,47,99 | .. | 2,96,05 |
| North Western (Military)— | | | | | | | | | |
| Main Line | .. | .. | .. | .. | .. | .. | 1,09,88 | .. | 1,09,88 |
| Khyber | .. | .. | .. | .. | .. | .. | 12,89 | .. | 12,89 |
| Oudh and Rohilkhand | 322,566 | .. | .. | .. | 322,566 | 41,38 | 60,99 | 1,88 | 1,07,25 |
| TOTAL | 1,985,394 | .. | 521,250 | 521,250 | 2,506,644 | 3,44,91 | 7,21,77 | 1,92 | 10,68,60 |
| STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES. | | | | | | | | | |
| Assam-Bengal | .. | 45,000 | 30,736 | 75,736 | 75,736 | 10,38 | 58,16 | .. | 68,54 |
| Bengal-Nagpur | .. | 105,000 | 275,114 | 380,114 | 380,114 | 52,12 | 2,16,88 | .. | 2,69,00 |
| Bezwada Extension | .. | .. | .. | .. | .. | .. | 60 | .. | 60 |
| Bombay, Baroda and Central India (including Dholka Dhanduka). | 385,084 | 60,000 | 34,979 | 94,979 | 480,063 | 66,14 | 1,51,53 | 7,50 | 2,25,17 |
| Burma Railways (including Extensions). | .. | 75,000 | 37,500 | 112,500 | 112,500 | 15,45 | 76,95 | .. | 92,40 |
| Great Indian Peninsula | 861,050 81,250 | 77,250 | 122,500 | 199,750 | 1,142,050 | 1,56,42 | 1,75,82 | .. | 3,32,24 |
| Jodhpur-Hyderabad (British Section). | .. | .. | .. | .. | .. | .. | 1,94 | .. | 1,94 |
| Lucknow-Bareilly | .. | .. | (a)21,977 | 21,977 | 21,977 | 2,74 | 6,19 | .. | 8,93 |
| Madras and Southern Mahratta | 362,193 | 175,000 | 202,045 | 377,045 | 739,238 | 1,01,92 | 84,58 | .. | 1,86,50 |
| Dhone-Kurnool | .. | .. | .. | .. | .. | .. | 34 | .. | 34 |
| South Indian | 146,635 | 35,000 | 125,448 | 160,448 | 307,083 | 42,13 | 51,09 | .. | 93,22 |
| Coonour-Ootacamund | .. | .. | .. | .. | .. | .. | 1,84 | .. | 1,84 |
| Travancore (British Section). | .. | .. | .. | .. | .. | .. | 1,16 | .. | 1,16 |
| Travancore (Indian State Section). | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Tinnevely-Tiruchendur | .. | .. | .. | .. | .. | .. | —14 | .. | —14 |
| Shonnur Nilamber | .. | .. | .. | .. | .. | .. | 46 | .. | 46 |
| Tirhoot | .. | .. | .. | .. | .. | .. | 30,56 | .. | 30,56 |
| TOTAL | 1,836,212 | 572,250 | 850,299 | 1,422,549 | 3,258,761 | 4,47,30 | 8,57,06 | 7,50 | 13,12,76 |
| Miscellaneous Items. | | | | | | | | | |
| Abandoned Projects, etc. | .. | .. | .. | .. | .. | .. | 1,07 | .. | 1,07 |
| Other miscellaneous items | .. | .. | .. | .. | .. | .. | 12,03 | .. | 12,03 |
| Provincial Railways. | | | | | | | | | |
| Assam (Jorhat) | .. | .. | .. | .. | .. | .. | 46 | .. | 46 |
| United Provinces (Distillery Siding). | .. | .. | .. | .. | .. | .. | 10 | .. | 10 |
| Burma Provincial | .. | .. | .. | .. | .. | .. | 28 | .. | 28 |
| GRAND TOTAL | 3,821,606 | 572,250 | 1,371,549 | 1,943,799 | 5,765,405 | 7,92,21 | 15,03,67 | 9,42 | 23,95,30 |

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

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees).

| Railway System. | Gauge. | Year. | Total capital at charge (including ferries and suspense) on open lines.* | Gross earnings. | Working expenses. | Net earnings. | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital at charge given in column 4. |
|--|----------------------------------|----------|--|-----------------|-------------------|---------------|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | | Ra. | Ra. | Ra. | Ra. | | |
| CLASS I. | | | | | | | | |
| Assam-Bengal | 3' 3½" | 1923-24 | 20,23,17 | 1,44,84 | 98,11 | 46,73 | 67.74 | 2.39 |
| | | 1924-25 | 20,52,81 | 1,61,56 | 97,54 | 64,02 | 60.37 | 3.02 |
| Bengal and North-Western | 3' 3½" | 1923-24 | 19,31,43 | 3,15,95 | 1,41,72 | 1,74,23 | 44.86 | 9.03 |
| | | 1924-25 | 19,60,04 | 3,35,49 | 1,52,22 | 1,83,27 | 45.37 | 9.35 |
| Bengal-Nagpur | 5' 6", 2' 6" and 2' 0" | 1923-24 | 60,83,65 | 7,82,69 | 5,11,90 | 2,70,79 | 65.40 | 4.46 |
| | | 1924-25 | 64,15,82 | 8,33,81 | 5,36,00 | 2,97,81 | 64.28 | 4.64 |
| Bombay, Baroda and Central India | 5' 6", 3' 3½" and 2' 6" | 1923-24 | 67,96,54 | 12,74,91 | 7,57,79 | 5,17,12 | 59.44 | 7.61 |
| | | 1924-25 | 70,11,33 | 13,20,51 | 7,57,66 | 5,02,85 | 57.37 | 8.03 |
| Burma | 3' 3½" and 2' 6" | 1923-24 | 26,08,69 | 4,15,04 | 2,53,40 | 1,61,64 | 61.05 | 6.20 |
| | | 1924-25 | 27,14,43 | 4,30,79 | 2,54,31 | 1,76,48 | 59.03 | 6.02 |
| Eastern Bengal | 5' 6", 3' 3½" and 2' 6" | 1923-24 | 44,61,34 | 5,54,05 | 4,02,50 | 1,51,55 | 72.65 | 3.40 |
| | | 1924-25 | 44,83,25 | 6,20,03 | 4,38,80 | 1,81,23 | 70.76 | 4.25 |
| East Indian | 5' 6" | 1923-24 | 89,45,07 | 16,67,74 | 10,11,13 | 6,56,61 | 60.63 | 6.62 |
| | | 1924-25 | 1,01,75,98 | 17,65,03 | 10,53,58 | 7,11,50 | 59.60 | 6.19 |
| Great Indian Peninsula | 5' 6" and 2' 6" | 1923-24 | 1,03,86,83 | 15,01,98 | 10,03,00 | 4,98,98 | 66.78 | 4.80 |
| | | 1924-25 | 1,04,87,08 | 15,00,18 | 9,51,72 | 6,38,86 | 59.83 | 7.42 |
| Jodhpur | 3' 3½" | 1923-24† | 5,20,85 | 1,29,78 | 90,95 | 38,33 | 70.08 | 7.46 |
| | | 1924-25 | 3,07,39 | 1,14,43 | 68,11 | 46,32 | 59.52 | 12.61 |
| | 2' 0" | 1923-24 | 2,93 | 44 | 34 | 10 | 78.23 | 3.23 |
| | | 1924-25 | 2,93 | 50 | 32 | 18 | 63.79 | 6.19 |
| Madras and Southern Mahratta | 5' 6" and 3' 3½" | 1923-24 | 53,76,62 | 7,71,83 | 4,43,35 | 3,28,48 | 57.44 | 6.11 |
| | | 1924-25 | 54,51,92 | 8,16,29 | 4,42,50 | 3,73,79 | 54.21 | 6.86 |

*In the case of State-owned railways outlay on construction is included, as separate information is not available.

†Includes Bikaner State Railway.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

| Railway System. | Gauge. | Year. | Total capital at charge (including ferries and suspense) on open lines.* | Gross earnings. | Working expenses. | Net earnings. | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital at charge given in column 4. |
|--------------------------------------|---------------------------|----------|--|-----------------|-------------------|---------------|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | | Rs. | Rs. | Rs. | Rs. | | |
| CLASS I.—concl'd. | | | | | | | | |
| Nizam's Guaranteed State | 5' 6" { | 1923-24 | 6,20,15 | 1,03,04 | 50,56 | 52,48 | 49.07 | 8.46 |
| | | 1924-25 | 6,59,61 | 1,03,09 | 39,00 | 64,09 | 37.83 | 9.71 |
| | 3' 3½" { | 1923-24 | 5,10,30 | 83,63 | 42,57 | 41,06 | 50.90 | 8.05 |
| | | 1924-25 | 5,20,80 | 80,80 | 40,08 | 48,98 | 45.61 | 9.39 |
| North Western (Commercial) | 5' 6" and 2' 6" { | 1923-24 | 91,79,85 | 15,43,46 | 10,16,04 | 5,20,52 | 65.89 | 5.74 |
| | | 1924-25 | 92,28,03 | 17,71,52 | 10,58,40 | 7,13,12 | 59.75 | 7.73 |
| North Western (Military) | 5' 6" and 2' 6" { | 1923-24 | 29,23,91 | 1,71,15 | 1,89,65 | -18.53 | 110.83 | - |
| | | 1924-25 | 29,88,35 | 1,50,87 | 1,95,76 | -35.61 | 122.45 | - |
| Total North Western | .. { | 1923-24 | 1,21,03,76 | 17,14,61 | 12,06,62 | 5,07,99 | 70.37 | 4.20 |
| | | 1924-25 | 1,22,16,38 | 19,31,39 | 12,54,16 | 6,77,23 | 64.03 | 5.54 |
| Oudh and Rohilkhand | 5' 6" { | 1923-24 | 31,74,33 | 3,72,24 | 2,60,14 | 1,12,10 | 69.68 | 3.53 |
| | | 1924-25 | 32,72,27 | 3,75,20 | 2,77,79 | 97,41 | 74.04 | 2.98 |
| Rohilkund and Kumaon | 3' 3½" { | 1923-24 | 3,43,58 | 63,81 | 34,78 | 29,03 | 64.50 | 8.45 |
| | | 1924-25 | 3,43,31 | 66,95 | 33,00 | 33,35 | 50.19 | 7.95 |
| South Indian | 5' 6", 3' 3½" and 2' 6" { | 1923-24 | 27,74,46 | 5,68,13 | 3,28,13 | 2,40,00 | 57.76 | 86.5 |
| | | 1924-25 | 28,43,16 | 5,53,70 | 3,05,03 | 2,48,07 | 55.20 | 8.72 |
| Total Class I Railways | .. { | 1923-24 | 6,96,67,70 | 1,04,64,71 | 66,36,09 | 33,27,79 | 63.42 | 5.49 |
| | | 1924-25 | 7,09,78,51 | 1,11,09,26 | 67,03,92 | 44,03,34 | 60.35 | 6.21 |
| CLASS II. | | | | | | | | |
| Barai Light | 2' 6" { | 1923-24 | 90,70 | 18,65 | 9,12 | 9,53 | 48.90 | 10.50 |
| | | 1924-25 | 91,56 | 17,80 | 8,87 | 8,93 | 49.83 | 9.75 |
| Bengal Doonams | 3' 3½" { | 1923-24 | 1,46,65 | 20,63 | 10,92 | 9,61 | 53.17 | 6.66 |
| | | 1924-25 | 1,48,04 | 22,64 | 11,53 | 11,11 | 50.02 | 7.55 |
| Bhavnagar State | 3' 3½" { | 1923-24 | 1,82,43 | 32,96 | 18,89 | 14,07 | 57.80 | 7.70 |
| | | 1924-25 | 1,84,09 | 31,95 | 18,27 | 13,68 | 57.10 | 7.43 |
| Bikaner State | 3' 3½" { | 1923-24† | .. | .. | - | .. | .. | .. |
| | | 1924-25 | 1,78,99 | 37,15 | 23,61 | 13,54 | 63.55 | 7.56 |
| Darjeeling-Himalayan | 2' 0" { | 1923-24 | 1,04,65 | 21,71 | 13,01 | 8,70 | 59.93 | 8.31 |
| | | 1924-25 | 1,03,18 | 22,98 | 13,28 | 9,68 | 57.84 | 9.33 |

* In the case of State-owned railways outlay on construction is included, as separate information is not available.
† Included with the Jodhpur Railway.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

| Railway System. | Gauge. | Year. | Total capital at charge (including ferries and suspense) on open lines. | Gross earnings. | Working expenses. | Net earnings. | Per centage of working expenses to gross earnings. | Per centage of net earnings on total capital at charge given in column 4. |
|-----------------------------------|------------------|----------|---|-----------------|-------------------|---------------|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| CLASS II.—contd. | | | Rs. | Rs. | Rs. | Rs. | | |
| Dibru-Sadiya | 3' 3½" | 1923-24 | 1,42,96 | 21,33 | 15,83 | 5,50 | 72.21 | 3.85 |
| | | 1924-25 | 1,49,10 | 25,70 | 16,39 | 9,31 | 63.75 | 6.31 |
| Gaekwar's Baroda State | 2' 6" | 1923-24 | 2,40,88 | 24,27 | 17,83 | 6,44 | 71.45 | 2.67 |
| | | 1924-25 | 2,51,85 | 20,02 | 19,15 | 7,47 | 71.93 | 2.05 |
| Gondal | 3' 3½" | 1923-24* | 1,32,20 | 26,52 | 17,17 | 9,35 | 64.74 | 7.67 |
| | | 1924-25 | 1,12,44 | 23,33 | 16,14 | 7,19 | 69.19 | 6.30 |
| Jamagad State | 3' 3½" | 1923-24 | 1,01,90 | 14,29 | 9,50 | 4,69 | 67.20 | 4.60 |
| | | 1924-25 | 1,06,41 | 14,00 | 7,52 | 6,48 | 53.73 | 6.00 |
| Morvi | 3' 3½" and 2' 6" | 1923-24 | 62,63 | 16,14 | 9,27 | 6,87 | 67.46 | 10.96 |
| | | 1924-25 | 65,22 | 15,08 | 10,08 | 5,00 | 68.12 | 7.67 |
| Mysore† | 3' 3½" | 1923-24 | 2,34,56 | 26,31 | 27,12 | —81 | 103.09 | — |
| | | 1924-25 | 2,50,84 | 29,23 | 26,49 | 2,74 | 90.63 | 1.09 |
| Total Class II Railways | .. | 1923-24 | 14,39,56 | 2,22,71 | 1,48,76 | 73,95 | 66.80 | 5.14 |
| | | 1924-25 | 16,41,72 | 2,67,06 | 1,71,93 | 95,13 | 64.38 | 5.70 |
| CLASS III. | | | | | | | | |
| Aden | 3' 3½" | 1923-24 | 15,03 | 2,02 | 2,07 | —65 | 132.24 | .. |
| | | 1924-25 | 14,98 | 1,83 | 1,93 | —15 | 108.23 | .. |
| Ahmadpur-Katwa | 2' 0" | 1923-24 | 20,12 | 1,27 | 1,10 | 17 | 86.49 | 0.83 |
| | | 1924-25 | 19,93 | 1,35 | 1,15 | 20 | 84.90 | 1.03 |
| Arakan Light | 2' 6" | 1923-24 | 30,88 | 47 | 90 | —43 | 191.49 | .. |
| | | 1924-25 | 30,82 | 42 | 87 | —45 | 209.11 | .. |
| Arrah-Sasaram | 2' 6" | 1923-24 | 23,44 | 3,48 | 2,15 | 1,33 | 61.76 | 5.68 |
| | | 1924-25 | 23,41 | 3,02 | 2,34 | 1,28 | 64.77 | 5.44 |
| Bankura-Damoodar River | 2' 6" | 1923-24 | 36,51 | 1,59 | 1,55 | 44 | 78.98 | 1.19 |
| | | 1924-25 | 36,37 | 2,22 | 1,81 | 41 | 81.69 | 1.12 |
| Baraset-Basirhat Light | 2' 0" | 1923-24 | 24,17 | 5,22 | 3,19 | 2,03 | 61.09 | 8.41 |
| | | 1924-25 | 24,24 | 5,82 | 3,19 | 2,63 | 54.81 | 10.84 |
| Bengal Provincial | 2' 6" | 1923-24 | 15,16 | 1,72 | 1,28 | 44 | 74.21 | 2.84 |
| | | 1924-25 | 15,14 | 1,82 | 1,22 | 60 | 66.44 | 4.07 |
| Bukhtiarpur-Bihar Light | 2' 6" | 1923-24 | 14,31 | 3,82 | 2,08 | 1,74 | 54.38 | 12.17 |
| | | 1924-25 | 14,01 | 3,09 | 1,69 | 1,40 | 51.65 | 9.54 |
| Burdwan-Katwa | 2' 6" | 1923-24 | 18,31 | 2,06 | 1,26 | 80 | 61.29 | 4.35 |
| | | 1924-25 | 18,46 | 2,11 | 1,34 | 77 | 63.01 | 4.17 |

* Includes the Porbandar State Railway.

† Includes the Birur-Shimoga, Chickrajalur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

| Railway System. | Gauge. | Year. | Total capital at charge (including ferries and suspense) on open lines. | Gross earnings. | Working expenses. | Net earnings. | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital at charge given in column 4. |
|----------------------------------|-----------|---------|---|-----------------|-------------------|---------------|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | | Rs. | Rs. | Rs. | Rs. | | |
| <i>CLASS III.—contd.</i> | | | | | | | | |
| Cutch State | 2' 6" | 1923-24 | 71.00 | 1.15 | 72 | 43 | 62.59 | 3.55 |
| | | 1924-25 | 11.00 | 1.05 | 84 | 21 | 80.42 | 1.86 |
| Dehri-Rohas Light | 2' 6" | 1923-24 | 9.23 | 3.19 | 1.75 | 1.44 | 54.39 | 15.60 |
| | | 1924-25 | 10.17 | 3.10 | 1.91 | 1.19 | 61.56 | 11.72 |
| Dholpur-Barl | 2' 6" | 1923-24 | 14.53 | 2.29 | 1.44 | 85 | 62.74 | 5.35 |
| | | 1924-25 | 14.54 | 2.41 | 1.33 | 1.08 | 55.33 | 7.00 |
| Futwah-Jalampur | 2' 6" | 1923-24 | 17.96 | 1.40 | 77 | 63 | 54.75 | 3.53 |
| | | 1924-25 | 18.53 | 1.73 | 74 | 99 | 42.96 | 1.74 |
| Gwalior Light | 2' 0" | 1923-24 | 38.50 | 9.20 | 4.57 | 4.53 | 49.69 | 5.23 |
| | | 1924-25 | 80.82 | 10.36 | 4.76 | 5.60 | 45.92 | 6.29 |
| Howrah-Amta Light | 2' 0" | 1923-24 | 27.27 | 10.13 | 5.58 | 4.55 | 55.12 | 16.68 |
| | | 1924-25 | 27.96 | 10.42 | 5.52 | 4.90 | 52.98 | 17.52 |
| Howrah-Sheakhala Light | 2' 0" | 1923-24 | 7.88 | 2.23 | 1.20 | 1.03 | 53.88 | 13.06 |
| | | 1924-25 | 7.87 | 2.23 | 1.21 | 1.02 | 54.30 | 12.90 |
| Jagadhri Light | 2' 0" | 1923-24 | 1.14 | 31 | 19 | 12 | 62.23 | 10.23 |
| | | 1924-25 | 1.14 | 32 | 20 | 12 | 61.45 | 10.31 |
| Jamnagar and Dwarka | 3' 3 1/2" | 1923-24 | 1,26.67 | 11.36 | 7.29 | 4.07 | 64.20 | 3.21 |
| | | 1924-25 | 1,29.94 | 10.17 | 7.35 | 2.82 | 72.27 | 2.17 |
| Jessore-Jhenidah | 2' 6" | 1923-24 | 14.32 | 1.28 | 1.18 | 10 | 92.58 | 0.66 |
| | | 1924-25 | 14.29 | 1.06 | 89 | 17 | 83.96 | 1.18 |
| Jorhat (Provincial) | 2' 0" | 1923-24 | 13.60 | 1.30 | 2.08 | -23 | 115.91 | - |
| | | 1924-25 | 13.18 | 1.88 | 1.61 | 27 | 85.81 | 2.02 |
| Kalignat-Falta | 2' 6" | 1923-24 | 19.78 | 3.33 | 2.19 | 1.19 | 64.33 | 6.01 |
| | | 1924-25 | 20.12 | 3.55 | 2.28 | 1.27 | 64.21 | 6.32 |

5.—Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1923-24 and 1924-25 (In thousands of rupees)—concl'd.

| Railway System. | Gauge. | Year. | Total capital at charge (including ferris and suspense) on open lines. | Gross earnings. | Working expenses. | Net earnings. | Per-centage of working expenses to gross earnings. | Per-centage of net earnings on total capital at charge given in column 4. |
|-----------------------------------|--------|----------|--|-----------------|-------------------|---------------|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| CLASS III.—concl'd. | | | Rs. | Rs. | Rs. | Rs. | | |
| Kolar District* | 2' 6" | 1923-24 | 40.31 | 4.25 | 3.60 | 65 | 84.70 | 1.61 |
| | | 1924-25 | 39.00 | 4.39 | 3.57 | 82 | 81.32 | 2.03 |
| Kulasekarapatnam Light | 2' 0" | 1923-24 | 7.59 | 63 | 85 | —22 | 134.55 | — |
| | | 1924-25 | 7.58 | 71 | 73 | —2 | 103.75 | — |
| Porbandar State | 3' 3½" | 1923-24† | — | .. | .. | .. | .. | .. |
| | | 1924-25 | 23.50 | 3.05 | 2.82 | 83 | 77.26 | 3.57 |
| Shahdara (Delhi)-Saharanpur Light | 2' 6" | 1923-24 | 47.08 | 10.28 | 4.35 | 5.93 | 42.28 | 12.60 |
| | | 1924-25 | 47.02 | 11.64 | 4.84 | 6.80 | 41.00 | 14.27 |
| Tarikere-Narasimharajapura Light | 2' 0" | 1923-24 | 10.47 | 39 | 33 | 6 | 84.62 | 0.50 |
| | | 1924-25 | 10.77 | 49 | 47 | 2 | 05.92 | 0.24 |
| Tezapore-Balipara Light | 2' 0" | 1923-24 | 4.87 | 2.04 | 1.42 | 62 | 69.38 | 12.83 |
| | | 1924-25 | 4.87 | 1.99 | 1.39 | 60 | 69.97 | 12.26 |
| Trivellore Light | 2' 0" | 1923-24 | 93 | 13 | 11 | 2 | 83.89 | 2.30 |
| | | 1924-25 | 1.08 | 11 | 13 | —2 | 110.00 | .. |
| Udaipur-Chitorgarh | 3' 3½" | 1923-24 | 25.72 | 4.75 | 3.22 | 1.53 | 67.75 | 5.96 |
| | | 1924-25 | 25.70 | 5.34 | 2.65 | 2.69 | 49.65 | 10.43 |
| Total Class III Railways | — | 1923-24 | 6,85.76 | 92.24 | 69.02 | 33.22 | 63.09 | 4.84 |
| | | 1924-25 | 7,17.15 | 98.89 | 60.83 | 38.05 | 61.51 | 5.31 |
| GRAND TOTAL | — | 1923-24 | 7,17,93.02 | 1,07,79.06 | 68,44.77 | 39,34.89 | 63.50 | 5.48 |
| | | 1924-25 | 7,33,37.38 | 1,14,75.50 | 69,36.08 | 45,38.52 | 60.45 | 6.19 |

* Includes the Bangalore-Chik Ballapur Light Railway.

† Included with the Gondal Railway.

6.—Details of Gross Earnings of each Railway System for the years 1923-24 and 1924-25
(In thousands of rupees).

| Railway System. | Gauge. | Year. | Earnings from passengers carried. | Other coaching earnings. | Total coaching earnings. | Total goods earnings. | Electric telegraph earnings. | Steam boat earnings. | Sundry earnings. | Total gross earnings. |
|-----------------------------------|------------------|---------|-----------------------------------|--------------------------|--------------------------|-----------------------|------------------------------|----------------------|------------------|-----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| CLASS L | | | | | | | | | | |
| Assam Bengal .. | 3' 3½" | 1923-24 | 61,17 | 7,93 | 69,10 | 67,73 | 27 | 59 | 6,16 | 1,44,81 |
| | | 1924-25 | 67,50 | 8,75 | 76,25 | 78,87 | 29 | 70 | 6,45 | 1,61,56 |
| Bengal and North-Western .. | 3' 3½" | 1923-24 | 1,54,79 | 13,62 | *1,59,55 | *1,38,57 | 65 | 12,71 | 4,17 | 3,15,95 |
| | | 1924-25 | 1,53,79 | 13,87 | *1,65,68 | *1,49,82 | 63 | 14,06 | 5,35 | 3,35,49 |
| Bengal-Nagpur .. | 5' 6" | 1923-24 | 1,96,62 | 35,86 | 2,31,48 | 4,50,13 | 48 | 1,61 | 14,61 | 7,28,31 |
| | | 1924-25 | 2,00,22 | 36,00 | 2,37,12 | 5,20,43 | 51 | 2,77 | 17,33 | 7,78,16 |
| | 2' 6" | 1923-24 | 21,91 | 2,35 | 27,26 | 26,46 | 10 | .. | 56 | 54,33 |
| | | 1924-25 | 26,01 | 2,54 | 28,55 | 27,48 | 11 | .. | —52 | 55,05 |
| Bombay, Baroda and Central India. | 3' 3½" | 1923-24 | 2,31,96 | 55,57 | 2,87,53 | 4,23,55 | 81 | .. | 12,24 | 7,24,14 |
| | | 1924-25 | 2,32,16 | 52,14 | 2,84,00 | 4,17,21 | 77 | .. | 14,83 | 7,17,41 |
| | 2' 6" | 1923-24 | 2,23,68 | 24,89 | 2,48,57 | 2,81,30 | 85 | .. | 8,99 | 6,32,71 |
| | | 1924-25 | 2,50,86 | 26,43 | 2,57,29 | 3,23,04 | 87 | .. | 10,54 | 6,91,74 |
| Burma .. | 3' 3½" | 1923-24 | 5,66 | 39 | 6,65 | 4,86 | 7 | .. | 8 | 11,06 |
| | | 1924-25 | 6,05 | 47 | 6,52 | 4,75 | 7 | .. | 2 | 11,36 |
| | 2' 6" | 1923-24 | 1,51,25 | 12,55 | 1,64,13 | 2,37,67 | 69 | 1,58 | 10,25 | 4,14,22 |
| | | 1924-25 | 1,54,06 | 13,52 | 1,68,48 | 2,51,11 | 69 | 1,66 | 8,10 | 4,50,00 |
| Eastern Bengal .. | 5' 6" | 1923-24 | 68 | 14 | 82 | .. | .. | .. | .. | 82 |
| | | 1924-25 | 67 | 11 | 78 | .. | .. | .. | 1 | 79 |
| | 3' 3½" and 2' 6" | 1923-24 | 1,23,92 | 21,94 | 1,45,86 | 1,52,81 | 28 | .. | 14,87 | 3,43,82 |
| | | 1924-25 | 1,32,00 | 27,82 | 1,59,82 | 2,10,51 | 32 | .. | 12,46 | 3,83,11 |
| East Indian .. | 5' 6" | 1923-24 | 86,26 | 17,03 | 1,05,29 | 94,35 | 28 | 2,93 | 7,38 | 2,10,23 |
| | | 1924-25 | 97,59 | 17,77 | 1,15,36 | 1,11,48 | 34 | 4,40 | 5,34 | 2,36,92 |
| Great Indian Peninsula .. | 5' 6" | 1923-24 | 4,56,21 | 81,23 | 5,69,44 | 10,69,57 | 1,16 | 74 | 26,53 | 16,67,74 |
| | | 1924-25 | 4,84,70 | 87,22 | 5,71,92 | 11,64,88 | 1,19 | 76 | 26,33 | 17,65,08 |
| | 2' 6" | 1923-24 | 4,47,03 | 1,01,03 | 5,48,06 | 9,12,45 | 1,49 | .. | 22,42 | 14,54,42 |
| | | 1924-25 | 4,52,84 | 1,02,83 | 5,55,67 | 9,81,94 | 1,57 | .. | 30,10 | 15,69,28 |
| Jodhpur .. | 3' 3½" | 1923-24 | 9,35 | 71 | 10,06 | 7,42 | 1 | .. | 7 | 17,56 |
| | | 1924-25 | 11,00 | 81 | 11,81 | 9,36 | 1 | .. | 12 | 21,30 |
| | 2' 0" | 1923-24 | 53,59 | 6,76 | 60,35 | 65,58 | 20 | .. | 3,65 | 1,29,78 |
| | | 1924-25 | 39,01 | 5,71 | 44,72 | 67,60 | 11 | .. | 2,60 | 1,14,43 |
| Madras and Southern Mahratta | 5' 6" | 1923-24 | 30 | 2 | 32 | 12 | .. | .. | .. | 44 |
| | | 1924-25 | 33 | 2 | 35 | 15 | .. | .. | .. | 50 |
| | 3' 3½" | 1923-24 | 1,45,18 | 30,12 | 1,78,30 | 2,46,03 | 22 | .. | 10,62 | 4,35,17 |
| | | 1924-25 | 1,46,53 | 29,91 | 1,76,49 | 2,82,32 | 22 | .. | 6,59 | 4,65,02 |
| Nizam's Guaranteed State | 5' 6" | 1923-24 | 1,15,56 | 20,37 | 1,35,93 | 1,89,56 | 45 | 5,30 | 6,42 | 3,36,66 |
| | | 1924-25 | 1,18,87 | 20,00 | 1,38,87 | 2,01,97 | 45 | 5,73 | 3,65 | 3,50,67 |
| | 3' 3½" | 1923-24 | 23,88 | 4,89 | 28,77 | 67,89 | 50 | .. | 5,38 | 1,03,04 |
| | | 1924-25 | 25,35 | 5,28 | 30,63 | 68,04 | 50 | .. | 3,92 | 1,03,09 |
| 3' 3½" | 1923-24 | 29,51 | 4,23 | 33,74 | 47,64 | 31 | .. | 1,94 | 83,63 | |
| | 1924-25 | 32,34 | 4,20 | 36,54 | 50,78 | 32 | .. | 2,22 | 89,86 | |

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

6.—Details of Gross Earnings of each Railway System for the years 1923-24 and 1924-25
(In thousands of rupees)—contd.

| Railway System. | Gauge. | Year. | Earnings from passengers carried. | Other coaching earnings. | Total coaching earnings. | Total goods earnings. | Electric telegraph earnings. | Steam boat earnings. | Sundry earnings. | Total gross earnings. |
|-----------------------------|-----------|----------|-----------------------------------|--------------------------|--------------------------|-----------------------|------------------------------|----------------------|------------------|-----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| CLASS I—concl. | | | | | | | | | | |
| North Western (Commercial). | 5' 6" | 1923-24 | 5,37,10 | 74,29 | 6,11,39 | 8,47,07 | 1,65 | .. | 40,09 | 15,00,20 |
| | | 1924-25 | 5,57,14 | 78,01 | 6,35,15 | 10,57,16 | 1,88 | .. | 38,27 | 17,32,16 |
| | 2' 6" | 1923-24 | 19,04 | 5,49 | 24,44 | 15,44 | 11 | 2,81 | 43 | 43,26 |
| | | 1924-25 | 17,11 | 4,61 | 21,72 | 14,41 | 7 | 2,59 | 27 | 30,08 |
| North Western (Military). | 5' 6" | 1923-24 | 61,87 | 13,11 | 74,98 | 90,20 | 27 | .. | 1,56 | 1,67,01 |
| | | 1924-25 | 59,67 | 12,15 | 71,82 | 79,95 | 30 | .. | 1,20 | 1,53,27 |
| | 2' 6" | 1923-24 | 1,88 | 36 | 2,24 | 1,75 | .. | .. | 15 | 4,11 |
| | | 1924-25 | 2,64 | 59 | 3,23 | 3,32 | 1 | .. | 4 | 6,00 |
| North Western (Total) | .. | 1923-24 | 6,19,89 | 93,16 | 7,13,05 | 9,51,46 | 2,05 | 2,81 | 42,23 | 17,11,61 |
| | | 1924-25 | 6,36,56 | 95,36 | 7,31,92 | 11,54,84 | 2,26 | 2,59 | 39,78 | 19,31,39 |
| Oudh and Rohilkhand | 5' 6" | 1923-24 | 1,60,94 | 21,66 | 1,82,60 | 1,55,70 | 70 | .. | 33,24 | 3,72,24 |
| | | 1924-25 | 1,58,44 | 22,38 | 1,80,82 | 1,68,30 | 66 | .. | 25,42 | 3,75,20 |
| Rohilkhand and Kumaon | 3' 3 3/4" | 1923-24 | 27,32 | 3,20 | 30,52 | 28,54 | 7 | .. | 4,68 | 63,81 |
| | | 1924-25 | 26,61 | 3,26 | 29,87 | 32,84 | 8 | .. | 4,10 | 60,93 |
| South Indian | 5' 6" | 1923-24 | 56,83 | 8,79 | 65,62 | 74,08 | 9 | .. | 11,70 | 1,51,49 |
| | | 1924-25 | 53,30 | 8,61 | 61,91 | 77,06 | 11 | .. | 13,86 | 1,52,94 |
| | 3' 3 3/4" | 1923-24 | 2,09,91 | 17,33 | 2,27,24 | 1,69,62 | 48 | 5,84 | 10,00 | 4,13,18 |
| | | 1924-25 | 2,01,99 | 17,67 | 2,19,66 | 1,66,49 | 50 | 6,84 | 3,90 | 3,97,45 |
| .. | 2' 6" | 1923-24 | 2,15 | 12 | 2,27 | 1,18 | .. | .. | 1 | 3,46 |
| | | 1924-25 | 1,84 | 15 | 1,99 | 1,31 | .. | .. | 1 | 3,31 |
| TOTAL CLASS I RAILWAYS | .. | 1923-24 | 36,51,53 | 5,89,19 | 42,32,21 | 59,29,28 | 12,12 | 34,11 | 2,56,99 | 1,04,64,71 |
| | | 1924-25 | 36,97,30 | 6,04,33 | 42,93,55 | 63,21,93 | 12,53 | 39,51 | 2,41,60 | 1,11,09,26 |
| CLASS II. | | | | | | | | | | |
| Barsi Light | 2' 6" | 1923-24 | 8,89 | 43 | 9,32 | 8,85 | 9 | .. | 39 | 18,63 |
| | | 1924-25 | 9,36 | 39 | 9,75 | 7,54 | 9 | .. | 42 | 17,80 |
| Bengal Doons | 3' 3 3/4" | 1923-24 | 4,10 | 81 | 4,91 | 15,11 | 3 | 22 | 26 | 20,53 |
| | | 1924-25 | 4,38 | 79 | 5,17 | 16,92 | 4 | 21 | 30 | 22,64 |
| Bhavnagar State | 3' 3 3/4" | 1923-24 | 17,52 | 1,81 | 19,36 | 12,10 | 36 | .. | 1,14 | 32,96 |
| | | 1924-25 | 17,60 | 1,83 | 19,43 | 11,39 | 37 | .. | 76 | 31,93 |
| Bikaner State | 3' 1 1/2" | 1923-24* | .. | .. | .. | .. | .. | .. | .. | .. |
| | | 1924-25 | 17,59 | 1,22 | 18,81 | 17,49 | 15 | .. | 70 | 37,15 |
| Darjeeling-Himalayan | 2' 0" | 1923-24 | 7,36 | 2,32 | 9,74 | 11,79 | 4 | .. | 11 | 21,71 |
| | | 1924-25 | 7,51 | 2,33 | 9,84 | 12,93 | 5 | .. | 14 | 22,96 |
| Dibru-Sadiya | 3' 3 3/4" | 1923-24 | 3,11 | 74 | 3,85 | 17,17 | 5 | .. | 26 | 21,33 |
| | | 1924-25 | 3,70 | 80 | 4,50 | 20,86 | 4 | .. | 30 | 25,10 |
| Gaekwar's Baroda State | 2' 6" | 1923-24 | 13,21 | 1,02 | 14,23 | 9,56 | 15 | .. | 32 | 21,27 |
| | | 1924-25 | 15,45 | 94 | 16,39 | 9,33 | 15 | .. | 75 | 26,62 |
| Gondal | 3' 3 3/4" | 1923-24† | 14,68 | 1,3 | 16,06 | 9,27 | 9 | .. | 1,10 | 26,52 |
| | | 1924-25 | 12,75 | 1,49 | 14,24 | 7,64 | 8 | .. | 1,37 | 23,33 |
| Junagad State | 3' 3 3/4" | 1923-24 | 7,72 | 83 | 8,55 | 5,50 | 5 | .. | 19 | 14,29 |
| | | 1924-25 | 7,63 | 75 | 8,38 | 5,36 | 4 | .. | 22 | 14,00 |

* Included with the Jodhpur Railway.

† Includes the Porbandar State Railway.

6.—Details of Gross earnings of each Railway System for the years 1923-24 and 1924-25 (In thousands of rupees)—contd.

| Railway System. | Gauge. | Year. | Earnings from passengers carried. | Other coaching earnings. | Total coaching earnings. | Total goods earnings. | Electric telegraph earnings. | Steam boat earnings. | Sundry earnings. | Total gross earnings. |
|-----------------------------------|------------------|---------|-----------------------------------|--------------------------|--------------------------|-----------------------|------------------------------|----------------------|------------------|-----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| CLASS II—contd. | | | | | | | | | | |
| Morvi | 3' 3½" and 2' 6" | 1923-24 | 9,00 | 1,25 | 10,25 | 5,62 | 9 | .. | 18 | 16,14 |
| | | 1924-25 | 8,65 | 1,41 | 10,06 | 5,29 | 8 | .. | 25 | 15,68 |
| Mysore* | 3' 3½" | 1923-24 | 14,60 | 1,72 | 16,32 | 9,40 | 3 | .. | 66 | 26,31 |
| | | 1924-25 | 16,21 | 1,56 | 17,77 | 10,85 | 2 | .. | 59 | 29,23 |
| Total Class II Railways | .. | 1923-24 | 1,00,19 | 12,40 | 1,12,59 | 1,04,37 | 99 | 22 | 4,54 | 2,22,71 |
| | | 1924-25 | 1,20,83 | 13,51 | 1,34,34 | 1,25,60 | 1,11 | 21 | 5,80 | 2,67,66 |
| CLASS III. | | | | | | | | | | |
| Aden | 3' 3½" | 1923-24 | 82 | 18 | 1,00 | 99 | .. | .. | 3 | 2,02 |
| | | 1924-25 | 66 | 8 | 74 | 1,06 | .. | .. | 3 | 1,83 |
| Ahmadpur-Katwa | 2' 6" | 1923-24 | 1,10 | 2 | 1,12 | 13 | .. | .. | 2 | 1,27 |
| | | 1924-25 | 1,13 | 3 | 1,16 | 15 | .. | .. | 4 | 1,35 |
| Arakan Light | 2' 6" | 1923-24 | 37 | 4 | 41 | 5 | .. | .. | 1 | 47 |
| | | 1924-25 | 30 | 4 | 34 | 7 | .. | .. | 1 | 42 |
| Arrah-Sasaram | 2' 6" | 1923-24 | 2,67 | 5 | 2,72 | 71 | .. | .. | 5 | 3,48 |
| | | 1924-25 | 2,64 | 7 | 2,71 | 90 | .. | .. | 1 | 3,62 |
| Bankura-Damoodar River | 2' 6" | 1923-24 | 1,38 | 7 | 1,45 | 47 | 1 | .. | 6 | 1,92 |
| | | 1924-25 | 1,35 | 8 | 1,43 | 73 | 1 | .. | 5 | 2,22 |
| Baraset-Basirhat Light | 2' 6" | 1923-24 | 3,95 | 40 | 4,35 | 84 | .. | .. | 3 | 5,22 |
| | | 1924-25 | 4,26 | 62 | 4,83 | 92 | .. | .. | 2 | 5,82 |
| Bengal Provincial | 2' 6" | 1923-24 | 1,05 | 7 | 1,12 | 43 | 1 | .. | 16 | 1,72 |
| | | 1924-25 | 1,15 | 6 | 1,21 | 56 | 1 | .. | 4 | 1,82 |
| Bukhtiarpur-Bihar Light | 2' 6" | 1923-24 | 2,75 | 10 | 2,85 | 94 | .. | .. | 3 | 3,82 |
| | | 1924-25 | 1,78 | 9 | 1,87 | 1,19 | .. | .. | 3 | 3,09 |
| Burdwan-Katwa | 2' 6" | 1923-24 | 1,65 | 9 | 1,74 | 26 | 1 | .. | 5 | 2,06 |
| | | 1924-25 | 1,63 | 10 | 1,73 | 33 | .. | .. | 5 | 2,11 |
| Cutch State | 2' 6" | 1923-24 | 45 | 10 | 55 | 59 | .. | .. | 1 | 1,15 |
| | | 1924-25 | 50 | 8 | 58 | 46 | .. | .. | 1 | 1,05 |
| Dehri-Rohta* Light | 2' 6" | 1923-24 | 28 | 1 | 29 | 2,86 | .. | .. | 4 | 3,19 |
| | | 1924-25 | 30 | 1 | 31 | 2,73 | .. | .. | 6 | 3,10 |
| Dholpur-Bari | 2' 6" | 1923-24 | 70 | 4 | 74 | 1,52 | 1 | .. | 2 | 2,29 |
| | | 1924-25 | 83 | 3 | 86 | 1,52 | 1 | .. | 2 | 2,41 |
| Futwah-Islampur | 2' 6" | 1923-24 | 1,09 | 2 | 1,11 | 29 | .. | .. | .. | 1,40 |
| | | 1924-25 | 1,19 | 2 | 1,21 | 51 | .. | .. | 1 | 1,73 |
| Gwalior Light | 2' 0" | 1923-24 | 4,10 | 36 | 4,46 | 4,50 | 9 | .. | 15 | 9,20 |
| | | 1924-25 | 4,27 | 32 | 4,59 | 5,53 | 12 | .. | 12 | 10,36 |

* Includes the Birur-Shimoga, Chickajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.

6—Details of Gross Earnings of each Railway System for the years 1923-24 and 1924-25
(In thousands of rupees)—contd.

| Railway System. | Gauge. | Year. | Earnings from passengers carried. | Other coaching earnings. | Total coaching earnings. | Total goods earnings. | Electric telegraph earnings. | Steam locomotive earnings. | Sundry earnings. | Total gross earnings. |
|---|-----------|----------|-----------------------------------|--------------------------|--------------------------|-----------------------|------------------------------|----------------------------|------------------|-----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| <i>(CLASS III—contd.)</i> | | | | | | | | | | |
| Howrah-Amta Light | 2' 0" | 1923-24 | 8,46 | 40 | 8,86 | 1,21 | .. | .. | 7 | 10,13 |
| | | 1924-25 | 8,68 | 43 | 9,11 | 1,22 | 1 | .. | 8 | 10,43 |
| Howrah-Sheakhala Light | 2' 0" | 1923-24 | 1,79 | 7 | 1,86 | 33 | .. | .. | 1 | 2,23 |
| | | 1924-25 | 1,65 | 23 | 1,88 | 33 | .. | .. | 2 | 2,33 |
| Jagadhri Light | 2' 0" | 1923-24 | 16 | .. | 16 | 13 | .. | .. | 2 | 31 |
| | | 1924-25 | 13 | .. | 13 | 17 | .. | .. | 2 | 32 |
| Jamnagar and Dwarka | 3' 3 1/2" | 1923-24 | 7,37 | 60 | 7,97 | 3,06 | 6 | .. | 31 | 11,33 |
| | | 1924-25 | 6,67 | 63 | 7,30 | 2,47 | 6 | .. | 28 | 10,17 |
| Jessore-Jhenidah | 2' 6" | 1923-24 | 84 | 7 | 91 | 36 | .. | .. | 1 | 1,28 |
| | | 1924-25 | 72 | 6 | 78 | 28 | .. | .. | .. | 1,06 |
| Jorhat (Provincial) | 2' 0" | 1923-24 | 56 | 10 | 66 | 1,10 | 1 | .. | 3 | 1,30 |
| | | 1924-25 | 59 | 12 | 71 | 1,12 | 1 | .. | 4 | 1,68 |
| Kalighat-Falta | 2' 6" | 1923-24 | 2,68 | 5 | 2,73 | 58 | .. | .. | 7 | 3,38 |
| | | 1924-25 | 2,79 | 5 | 2,84 | 65 | .. | .. | 6 | 3,55 |
| Kolar District* | 2' 6" | 1923-24 | 3,02 | 15 | 3,17 | 1,06 | 1 | .. | 1 | 4,25 |
| | | 1924-25 | 3,01 | 16 | 3,17 | 1,17 | 1 | .. | 4 | 4,39 |
| Kulasekarapatnam Light | 2' 0" | 1923-24 | 33 | .. | 33 | 30 | .. | .. | .. | 63 |
| | | 1924-25 | 31 | .. | 31 | 40 | .. | .. | .. | 71 |
| Perbandar State | 3' 3 1/2" | 1923-24† | .. | .. | .. | .. | .. | .. | .. | .. |
| | | 1924-25 | 1,44 | 16 | 1,60 | 2,01 | .. | .. | 4 | 3,65 |
| Shandara (Delhi)-Saharanpur Light | 2' 6" | 1923-24 | 5,57 | 14 | 5,71 | 4,49 | .. | .. | 8 | 10,28 |
| | | 1924-25 | 5,85 | 16 | 6,01 | 5,53 | .. | .. | 10 | 11,64 |
| Tarikere Narasimharajapura Light | 2' 0" | 1923-24 | 21 | 3 | 24 | 14 | .. | .. | 1 | 39 |
| | | 1924-25 | 21 | .. | 21 | 28 | .. | .. | .. | 49 |
| Tekpore-Palipara Light | 2' 6" | 1923-24 | 64 | 9 | 73 | 1,21 | 2 | .. | 8 | 2,04 |
| | | 1924-25 | 61 | 9 | 70 | 1,20 | 2 | .. | 7 | 1,99 |
| Trivellore Light | 2' 0" | 1923-24 | 9 | .. | 9 | 2 | .. | .. | 2 | 13 |
| | | 1924-25 | 9 | .. | 9 | 2 | .. | .. | .. | 11 |
| Udaipur-Chitorgarh | 3' 3 1/2" | 1923-24 | 2,93 | 27 | 3,20 | 1,45 | 2 | .. | 8 | 4,75 |
| | | 1924-25 | 3,23 | 36 | 3,59 | 1,55 | 2 | .. | 18 | 5,34 |
| Total Class III Railways | .. | 1923-24 | 56,94 | 3,52 | 60,46 | 30,04 | 25 | .. | 1,49 | 92,24 |
| | | 1924-25 | 57,91 | 4,14 | 62,11 | 35,06 | 28 | .. | 1,43 | 98,88 |
| GRAND TOTAL | .. | 1923-24 | 38,08,71 | 6,05,11 | 44,05,28 | 60,63,69 | 13,36 | 34,33 | 2,63,02 | 1,07,79,66 |
| | | 1924-25 | 38,76,10 | 6,21,98 | 44,90,00 | 66,82,64 | 13,92 | 39,72 | 2,48,92 | 1,14,75,20 |

* Includes the Bangalore-Chick Ballapur Light Railway,
† Included with the Gondal Railway.

7.—Details of Working Expenses of each Railway

| Railway System. | Gauge. | Year. | Maintenance of Structural Works. | | Maintenance and supply of Locomotive Power. | | Maintenance of Carriage and wagon stock. | |
|--|------------------|----------|----------------------------------|------------------------------|---|------------------------------|--|------------------------------|
| | | | 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 |
| CLASS I. | | | | | | | | |
| Assam-Bengal | 3' 3½" | 1923-24 | 24,32 | 16.79 | 25,37 | 17.52 | 6,46 | 4.46 |
| | | 1924-25 | 24,95 | 15.44 | 21,12 | 11.93 | 6,93 | 4.32 |
| Bengal and North-Western | 3' 3½" | 1923-24 | 30,18 | 9.55 | 45,33 | 14.35 | 15,93 | 5.04 |
| | | 1924-25 | 39,90 | 11.89 | 42,89 | 12.73 | 19,79 | 5.90 |
| Bengal-Nagpur | 5' 6" | 1923-24 | 82,13 | 11.28 | 1,36,95 | 18.80 | 80,69 | 11.08 |
| | | 1924-25 | 98,00 | 12.60 | 1,45,42 | 18.69 | 77,76 | 9.99 |
| | 2' 0" | 1923-24 | 13,14 | 24.16 | 15,27 | 23.08 | 4,28 | 7.87 |
| | | 1924-25 | 13,86 | 24.90 | 14,89 | 26.75 | 4,53 | 8.14 |
| Bombay, Baroda and Central India | 5' 6" | 1923-24 | 66,33 | 9.16 | 1,81,26 | 25.03 | 59,98 | 8.14 |
| | | 1924-25 | 81,23 | 11.32 | 1,58,91 | 22.15 | 48,64 | 6.78 |
| | 3' 3½" | 1923-24 | 63,26 | 11.72 | 1,26,42 | 23.43 | 22,15 | 4.10 |
| | | 1924-25 | 61,76 | 10.93 | 1,32,89 | 22.46 | 31,24 | 5.23 |
| | 2' 0" | 1923-24 | 1,75 | 15.82 | 2,23 | 20.16 | 84 | 7.60 |
| | | 1924-25 | 1,53 | 13.47 | 1,93 | 17.43 | 41 | 3.61 |
| 3' 3½" | 1923-24 | 60,98 | 14.72 | 88,40 | 21.34 | 37,96 | 7.47 | |
| | 1924-25 | 62,41 | 14.52 | 83,00 | 19.30 | 33,96 | 7.90 | |
| Burma | 2' 6" | 1923-24 | 15 | 18.16 | 37 | 45.85 | 4 | 4.61 |
| | | 1924-25 | 17 | 21.83 | 44 | 55.25 | 13 | 15.97 |
| | 5' 6" | 1923-24 | 65,55 | 19.06 | 65,50 | 19.05 | 30,33 | 8.84 |
| | | 1924-25 | 66,91 | 17.46 | 70,12 | 18.30 | 31,23 | 8.15 |
| Eastern Bengal | 3' 3½" and 2' 0" | 1923-24 | 34,05 | 16.20 | 40,02 | 19.03 | 15,69 | 7.46 |
| | | 1924-25 | 45,76 | 19.31 | 49,15 | 20.75 | 22,43 | 9.46 |
| East Indian | 5' 6" | 1923-24 | 1,69,36 | 10.15 | 2,76,01 | 16.55 | 2,13,12 | 12.78 |
| | | 1924-25 | 1,92,19 | 10.89 | 2,52,11 | 15.93 | 2,28,91 | 12.97 |
| Great Indian Peninsula | 5' 6" | 1923-24 | 1,63,42 | 11.01 | 4,13,57 | 27.86 | 1,20,87 | 8.14 |
| | | 1924-25 | 1,95,84 | 12.48 | 4,00,03 | 25.49 | 1,07,83 | 6.87 |
| | 2' 6" | 1923-24 | .. | .. | .. | .. | .. | .. |
| | | 1924-25 | .. | .. | .. | .. | .. | .. |
| Jodhpur | 3' 3½" | 1923-24* | 31,89 | 24.57 | 29,68 | 22.87 | 6,39 | 4.93 |
| | | 1924-25 | 12,59 | 11.00 | 28,02 | 25.27 | 7,08 | 6.19 |
| | 2' 0" | 1923-24 | 14 | 31.54 | 12 | 27.49 | 2 | 5.05 |
| | | 1924-25 | 12 | 23.05 | 13 | 25.86 | 1 | 2.57 |
| Madras and Southern Mahratta | 5' 6" | 1923-24 | 41,71 | 9.59 | 1,01,31 | 23.28 | 35,18 | 8.09 |
| | | 1924-25 | 59,29 | 12.73 | 97,18 | 20.87 | 38,92 | 8.36 |
| | 3' 3½" | 1923-24 | 51,93 | 15.43 | 73,00 | 23.17 | 15,61 | 4.63 |
| | | 1924-25 | 44,45 | 12.68 | 71,43 | 20.37 | 22,24 | 6.34 |
| Nizam's Guaranteed State | 5' 6" | 1923-24 | 6,39 | 6.19 | 13,07 | 12.69 | 6,05 | 5.87 |
| | | 1924-25 | 22,31 | 21.64 | 14,18 | 13.75 | 10,52 | 10.49 |
| | 3' 3½" | 1923-24 | 9,54 | 11.39 | 15,06 | 18.02 | 3,10 | 3.70 |
| | | 1924-25 | 7,67 | 8.55 | 13,24 | 14.73 | 3,64 | 4.04 |
| North Western (Commercial) | 5' 6" | 1923-24 | 2,30,52 | 15.37 | 3,83,20 | 25.54 | 1,02,38 | 8.62 |
| | | 1924-25 | 1,99,39 | 11.51 | 3,91,72 | 22.61 | 1,69,40 | 9.78 |
| | 2' 6" | 1923-24 | 7,25 | 16.76 | 13,49 | 31.18 | 3,73 | 8.62 |
| | | 1924-25 | 7,94 | 20.33 | 12,55 | 32.13 | 3,09 | 7.91 |

System for the years 1923-24 and 1924-25 (In thousands of rupees).

| Maintenance and working of Ferry Steamers and Harbours. | | Expenses of Traffic Department. | | Expenses of General Departments. | | Miscellaneous Expenses. | | Total Working Expense. | | REMARKS. |
|---|------------------------------|---------------------------------|------------------------------|----------------------------------|------------------------------|-------------------------|------------------------------|------------------------|------------------------------|---------------------------------------|
| Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 98 | 0.68 | 20,90 | 14.43 | 10,59 | 7.31 | 9,49 | 6.55 | 93,11 | 67.74 | |
| 5,61 | 3.47 | 19,95 | 12.35 | 10,28 | 6.36 | 5,65 | 3.50 | 97,54 | 60.37 | |
| 7,18 | 2.27 | 25,07 | 7.94 | 11,63 | 3.68 | 6,40 | 2.03 | 1,41,72 | 44.66 | |
| 7,06 | 2.11 | 25,23 | 7.52 | 11,57 | 3.45 | 5,78 | 1.72 | 1,52,23 | 45.37 | |
| 6,37 | 0.94 | 71,62 | 9.84 | 36,99 | 5.08 | 52,45 | 7.20 | 4,67,70 | 64.22 | |
| 6,31 | 0.81 | 94,68 | 12.17 | 37,95 | 4.88 | 31,41 | 4.03 | 4,91,53 | 63.17 | |
| .. | .. | 5,83 | 10.72 | 4,62 | 3.60 | 1,06 | 1.95 | 44,20 | 81.28 | |
| .. | .. | 6,20 | 11.14 | 4,21 | 7.56 | 78 | 1.40 | 44,47 | 79.89 | |
| .. | .. | 72,39 | 10.00 | 30,25 | 4.18 | 33,19 | 4.58 | 4,42,40 | 61.09 | |
| .. | .. | 81,08 | 11.30 | 28,97 | 4.02 | 21,59 | 3.01 | 4,20,32 | 58.58 | |
| .. | .. | 53,90 | 9.99 | 25,21 | 4.67 | 17,74 | 3.26 | 3,08,63 | 57.19 | |
| .. | .. | 58,73 | 9.92 | 26,07 | 4.41 | 18,30 | 3.09 | 3,31,89 | 56.09 | |
| .. | .. | 1,26 | 11.39 | 49 | 4.43 | 14 | 1.27 | 6,71 | 60.67 | |
| .. | .. | 1,02 | 8.98 | 41 | 3.61 | 10 | 0.88 | 5,45 | 47.98 | |
| 3,60 | 0.87 | 34,02 | 8.22 | 20,94 | 5.06 | 13,33 | 3.33 | 2,52,72 | 61.01 | |
| 3,16 | 0.73 | 36,30 | 8.44 | 20,59 | 4.79 | 13,89 | 3.23 | 2,53,31 | 58.01 | |
| .. | .. | 12 | 14.35 | .. | 0.69 | .. | 0.04 | 68 | 83.60 | |
| .. | .. | 15 | 18.94 | 4 | 5.25 | 7 | 9.45 | 1,60 | 126.69 | |
| .. | .. | 53,74 | 17.08 | 25,41 | 7.39 | 15,14 | 4.39 | 2,60,72 | 75.81 | |
| .. | .. | 59,30 | 15.48 | 10,82 | 5.17 | 17,24 | 4.50 | 2,64,02 | 69.06 | |
| 6,15 | 2.92 | 26,36 | 12.54 | 12,04 | 5.73 | 7,47 | 3.55 | 1,41,78 | 67.43 | |
| 9,39 | 3.96 | 28,48 | 12.02 | 11,21 | 4.73 | 7,76 | 3.28 | 1,74,18 | 73.51 | |
| 76 | 0.05 | 1,75,24 | 10.51 | 63,81 | 3.33 | 1,12,33 | 6.76 | 10,11,13 | 60.63 | |
| 1,30 | 0.07 | 2,32,07 | 13.15 | 63,64 | 3.60 | 83,46 | 3.03 | 10,53,58 | 59.69 | |
| .. | .. | 1,38,49 | 9.33 | 64,92 | 4.37 | 93,32 | 6.32 | 9,95,09 | 67.03 | |
| .. | .. | 1,63,94 | 10.45 | 58,09 | 3.70 | 16,40 | 1.05 | 9,42,13 | 60.04 | |
| .. | .. | .. | .. | .. | .. | .. | .. | 7,91 | 45.06 | |
| .. | .. | .. | .. | .. | .. | .. | .. | 9,19 | 45.05 | |
| .. | .. | 10,77 | 8.30 | 6,66 | 5.28 | 5,36 | 4.13 | 90,95 | 70.08 | * Includes the Bikaner State Railway. |
| .. | .. | 8,72 | 7.62 | 5,23 | 4.57 | 5,57 | 4.87 | 68,11 | 69.62 | |
| .. | .. | 5 | 12.03 | 1 | 1.33 | .. | 0.74 | 34 | 78.23 | |
| .. | .. | 5 | 10.63 | 1 | 1.13 | .. | 0.62 | 32 | 63.79 | |
| .. | .. | 30,12 | 6.92 | 18,50 | 4.25 | 15,08 | 3.46 | 2,41,90 | 65.59 | |
| .. | .. | 29,69 | 6.38 | 19,52 | 4.19 | 8,13 | 1.75 | 2,62,73 | 54.28 | |
| 3,44 | 1.02 | 26,18 | 7.78 | 16,05 | 4.77 | 10,24 | 3.04 | 2,01,45 | 59.84 | |
| 3,78 | 1.08 | 26,88 | 7.06 | 16,02 | 4.07 | 4,97 | 1.42 | 1,89,77 | 54.12 | |
| .. | .. | 7,54 | 7.31 | 6,26 | 6.08 | 11,25 | 10.93 | 50,56 | 49.67 | |
| .. | .. | 8,02 | 7.79 | 6,12 | 5.93 | 22,45 | 21.77 | 59,00 | 37.83 | |
| .. | .. | 7,16 | 8.57 | 7,24 | 8.66 | 47 | 0.56 | 42,57 | 50.90 | |
| .. | .. | 8,21 | 9.13 | 6,61 | 7.35 | 1,61 | 1.81 | 40,98 | 45.61 | |
| .. | .. | 1,61,62 | 10.77 | 64,59 | 4.30 | 30,37 | 2.63 | 9,81,65 | 65.43 | |
| .. | .. | 1,54,46 | 8.92 | 60,33 | 3.51 | 49,77 | 2.87 | 10,25,57 | 59.20 | |
| 1,36 | 3.14 | 6,73 | 15.56 | 2,12 | 4.90 | 61 | 1.41 | 35,29 | 81.57 | |
| 93 | 2.46 | 5,96 | 15.26 | 1,77 | 4.53 | 56 | 1.43 | 32,83 | 84.05 | |

7.—Details of Working Expenses of each Railway

| Railway System. | Gauge. | Year. | Maintenance of structural works. | | Maintenance and Supply of Locomotive Power. | | Maintenance of Carriage and Wagon Stock. | |
|------------------------------------|------------------|---------|----------------------------------|-----------------------------|---|-----------------------------|--|-----------------------------|
| | | | 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 |
| CLASS I—contd. | | | | | | | | |
| North Western (Military) | 5' 6" | 1923-24 | 43,79 | 26.22 | 80,32 | 48.09 | 13,31 | 7.97 |
| | | 1924-25 | 62,22 | 40.59 | 71,90 | 46.52 | 12,86 | 8.39 |
| | 2' 6" | 1923-24 | 2,46 | 69.42 | 4,33 | 104.39 | 1,10 | 26.57 |
| | | 1924-25 | 6,01 | 91.06 | 3,56 | 54.24 | 94 | 14.24 |
| Total North Western | .. | 1923-24 | 2,84,02 | 16.57 | 4,81,34 | 23.07 | 1,20,52 | 7.03 |
| | | 1924-25 | 2,75,56 | 14.26 | 4,79,15 | 24.81 | 1,86,29 | 9.63 |
| Oudh and Rohilkhand | 5' 6" | 1923-24 | 72,77 | 19.55 | 74,41 | 19.99 | 29,98 | 8.05 |
| | | 1924-25 | 59,68 | 15.91 | 82,26 | 21.92 | 48,92 | 13.04 |
| Rohilkhand and Kumaon | 3' 3½" | 1923-24 | 9,21 | 14.46 | 10,85 | 17.60 | 3,60 | 5.65 |
| | | 1924-25 | 9,29 | 13.88 | 9,68 | 14.46 | 3,73 | 5.57 |
| South Indian | 5' 6" | 1923-24 | * | * | * | * | * | * |
| | | 1924-25 | * | * | * | * | * | * |
| | 3' 3½" | 1923-24 | †70,17 | †12.36 | †1,23,10 | †21.67 | †32,73 | †5.76 |
| | | 1924-25 | †58,49 | †10.56 | †1,29,83 | †23.45 | †33,50 | †6.05 |
| 2' 6" | 1923-24 | * | * | * | * | * | * | |
| | 1924-25 | * | * | * | * | * | * | |
| TOTAL CLASS I RAILWAYS | .. | 1923-24 | 13,52,30 | 12.92 | 23,43,64 | 22.32 | 8,53,56 | 8.16 |
| | | 1924-25 | 14,36,86 | 12.93 | 23,31,95 | 20.99 | 9,68,99 | 8.72 |
| CLASS II. | | | | | | | | |
| Barai Light | 2' 6" | 1923-24 | 89 | 4.75 | 3,32 | 17.82 | 53 | 3.09 |
| | | 1924-25 | 96 | 5.40 | 2,95 | 16.57 | 60 | 3.36 |
| Bengal Doonars | 3' 3½" | 1923-24 | 4,05 | 19.72 | 1,99 | 9.69 | 59 | 2.88 |
| | | 1924-25 | 3,73 | 16.47 | 2,52 | 11.13 | 87 | 3.84 |
| Bhavnagar State | 3' 3½" | 1923-24 | 3,17 | 9.60 | 7,52 | 23.73 | 1,25 | 3.79 |
| | | 1924-25 | 3,70 | 10.91 | 6,33 | 19.82 | 1,47 | 4.61 |
| Bikaner State | 3' 3½" | 1923-24 | .. | .. | .. | .. | .. | .. |
| | | 1924-25 | 4,89 | 13.17 | 11,67 | 31.41 | 1,51 | 4.07 |
| Darjeeling-Himalayan | 2' 0" | 1923-24 | 1,39 | 8.54 | 3,65 | 22.44 | 1,10 | 6.75 |
| | | 1924-25 | 1,48 | 8.78 | 3,30 | 19.60 | 1,08 | 6.42 |
| Dibru-Sadiya | 3' 3½" | 1923-24 | 2,57 | 12.05 | 5,86 | 27.45 | 3,97 | 18.60 |
| | | 1924-25 | 3,25 | 12.62 | 7,06 | 27.43 | 2,07 | 8.08 |
| Gackwar's Baroda State | 2' 6" | 1923-24 | 4,54 | 18.69 | 6,66 | 27.44 | 1,87 | 7.71 |
| | | 1924-25 | 4,57 | 17.15 | 7,10 | 26.67 | 2,10 | 7.88 |
| Gondal | 3' 3½" | 1923-24 | 2,71 | 10.22 | 8,06 | 30.38 | 1,58 | 5.94 |
| | | 1924-25 | 2,49 | 10.69 | 7,03 | 30.16 | 2,06 | 8.83 |
| Junagad State | 3' 3½" | 1923-24 | 3,85 | 26.98 | 2,52 | 17.62 | 60 | 4.17 |
| | | 1924-25 | 1,99 | 14.20 | 2,32 | 16.28 | 44 | 3.16 |
| Morv | 3' 3½" and 2' 6" | 1923-24 | 5,50 | 21.67 | 2,70 | 16.75 | 62 | 4.26 |
| | | 1924-25 | 2,47 | 15.73 | 3,21 | 21.11 | 57 | 3.96 |
| Mysore † | 3' 3½" | 1923-24 | 10,36 | 49.39 | 7,62 | 28.96 | 1,34 | 6.99 |
| | | 1924-25 | 7,47 | 25.56 | 8,88 | 30.38 | 2,42 | 8.28 |
| TOTAL CLASS II RAILWAYS | .. | 1923-24 | 37,03 | 16.63 | 59,20 | 22.74 | 14,07 | 6.32 |
| | | 1924-25 | 36,80 | 13.78 | 62,47 | 23.30 | 15,19 | 5.69 |

System for the years 1923-24 and 1924-25 (in thousands of rupees)—contd.

| Maintenance and working of Ferry steamers and Harbours. | | Expenses of Traffic Department. | | Expenses of General Departments. | | Miscellaneous Expenses. | | Total Working Expenses. | | REMARKS. |
|---|------------------------------|---------------------------------|------------------------------|----------------------------------|------------------------------|-------------------------|------------------------------|-------------------------|------------------------------|--|
| Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | Ra. | Per cent. of gross earnings. | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| — | — | 24.81 | 14.86 | 10.69 | 6.40 | 7.88 | 4.72 | 1,80.50 | 108.26 | |
| — | — | 20.46 | 13.55 | 9.50 | 6.20 | 7.24 | 4.72 | 1,83.58 | 119.77 | |
| — | — | 61 | 14.73 | 28 | 6.76 | 16 | 2.42 | 8.88 | 214.49 | |
| .. | .. | 1.04 | 15.76 | 46 | 6.97 | 15 | 2.27 | 12.18 | 184.54 | |
| 1.36 | 0.08 | 1,93.77 | 11.30 | 77.65 | 4.53 | 47.96 | 2.79 | 12,06.62 | 70.37 | |
| 96 | 0.05 | 1,81.92 | 9.42 | 72.56 | 3.76 | 57.72 | 3.99 | 12,54.16 | 61.04 | |
| — | — | 47.54 | 12.77 | 19.71 | 5.30 | 15.73 | 4.22 | 2,60.14 | 69.88 | |
| — | .. | 54.14 | 14.43 | 19.81 | 5.29 | 12.95 | 3.45 | 2,77.79 | 74.01 | |
| — | — | 5.61 | 8.79 | 3.96 | 6.20 | 1.55 | 2.43 | 34.78 | 54.50 | |
| .. | .. | 5.46 | 8.15 | 3.84 | 5.74 | 1.60 | 2.39 | 33.60 | 50.19 | |
| * | * | * | * | * | * | * | * | 92.23 | 60.88 | * Included with the 3' 3½" gauge. |
| * | * | * | * | * | * | * | * | 50.79 | 52.82 | |
| †3.43 | †0.60 | †42.05 | †7.40 | †30.11 | †5.39 | †26.51 | †4.67 | 2,31.82 | 56.10 | †Includes the 5' 0" and 2' 6" gauges. |
| †4.39 | †0.70 | †45.14 | †8.15 | †22.39 | †4.05 | †11.80 | †2.15 | 2,21.20 | 55.65 | |
| * | * | * | * | * | * | * | * | 4.08 | 117.92 | |
| * | * | * | * | * | * | * | * | 3.64 | 110.30 | |
| 33.77 | 0.32 | 10,54.73 | 10.08 | 4,83.25 | 4.71 | 4,97.74 | 4.76 | 66,33.99 | 63.42 | |
| 41.86 | 0.38 | 11,75.36 | 10.58 | 4,64.89 | 4.18 | 2,74.42 | 2.47 | 67,03.92 | 60.35 | |
| — | — | 1.52 | 8.16 | 2.16 | 11.54 | 66 | 3.54 | 9.12 | 48.90 | |
| .. | .. | 1.60 | 9.00 | 2.05 | 11.51 | 71 | 3.99 | 8.87 | 49.83 | |
| 13 | 0.50 | 1.71 | 8.31 | 1.51 | 9.30 | 49 | 2.37 | 10.92 | 53.17 | |
| 16 | 0.71 | 1.50 | 8.39 | 1.75 | 7.73 | 60 | 2.65 | 11.53 | 50.92 | |
| — | — | 3.26 | 9.89 | 2.23 | 7.08 | 1.06 | 3.21 | 18.89 | 57.30 | |
| — | — | 3.28 | 10.27 | 2.57 | 8.03 | 1.12 | 3.52 | 18.27 | 57.19 | |
| .. | .. | .. | .. | .. | .. | — | .. | .. | .. | ‡Included with the Jodhpur Railway. |
| .. | .. | 2.80 | 7.79 | 1.65 | 4.44 | 1.00 | 2.67 | 23.61 | 63.55 | |
| .. | — | 1.99 | 12.25 | 1.27 | 7.83 | 89 | 5.44 | ‡13.01 | ‡59.93 | ‡ Includes the Darjeeling Himalayan Extension Railway not included in details. |
| .. | .. | 2.07 | 12.26 | 1.38 | 8.10 | 91 | 5.42 | ‡13.28 | ‡57.14 | |
| .. | .. | 1.62 | 7.60 | 1.43 | 6.94 | 38 | 1.57 | 15.83 | 74.21 | |
| .. | .. | 1.77 | 6.90 | 1.66 | 6.46 | 58 | 2.28 | 16.30 | 63.75 | |
| .. | .. | 3.34 | 13.76 | 99 | 4.07 | 43 | 1.73 | 17.83 | 73.45 | |
| .. | .. | 3.47 | 13.04 | 1.29 | 4.84 | 62 | 2.35 | 19.15 | 71.93 | |
| .. | .. | 2.10 | 7.94 | 1.15 | 4.35 | 1.57 | 5.91 | 17.17 | 64.74 | ‡‡Includes the Poibandar State Railway. |
| .. | — | 1.76 | 7.53 | 1.34 | 5.74 | 1.46 | 6.24 | 16.14 | 69.19 | |
| .. | .. | 1.34 | 9.39 | 1.06 | 7.02 | 29 | 2.02 | 9.60 | 67.20 | |
| .. | .. | 1.44 | 10.32 | 1.10 | 7.84 | 23 | 1.68 | 7.52 | 53.73 | |
| .. | .. | 98 | 6.07 | 56 | 2.49 | 84 | 5.22 | 9.27 | 57.46 | ‡‡ Includes the Birur-Shimoga, Chikmagalur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways. |
| .. | .. | 1.65 | 10.55 | 83 | 5.28 | 1.85 | 11.80 | 10.68 | 68.12 | |
| .. | .. | 2.31 | 12.58 | 2.22 | 8.44 | 1.77 | 6.73 | 27.12 | 103.69 | |
| .. | .. | 4.50 | 14.71 | 2.75 | 9.41 | 67 | 2.29 | 26.49 | 90.63 | |
| 18 | 0.08 | 21.17 | 9.51 | 15.01 | 6.74 | 3.38 | 3.76 | 1,48.76 | 66.80 | |
| 16 | 0.06 | 20.13 | 9.78 | 18.37 | 6.88 | 9.75 | 3.05 | 1,71.93 | 64.38 | |

7.—Details of Working Expenses of each Railway

| Railway System. | Gauge. | Year. | Maintenance of structural works. | | Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock. | |
|-----------------------------------|--------|---------|----------------------------------|------------------------------|---|------------------------------|
| | | | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CLASS III. | | | | | | |
| Aden | 3' 3½" | 1923-24 | 67 | 28·35 | 1,16 | 57·23 |
| | | 1924-25 | 37 | 20·24 | 81 | 44·50 |
| Ahmadpur-Katwa | 2' 6" | 1923-24 | 22 | 17·21 | 32 | 25·42 |
| | | 1924-25 | 22 | 16·25 | 32 | 24·39 |
| Arakan Light | 2' 6" | 1923-24 | 32 | 67·05 | 30 | 63·83 |
| | | 1924-25 | 25 | 58·99 | 33 | 81·05 |
| Arrah-Sasaram Light | 2' 6" | 1923-24 | 66 | 19·03 | 53 | 15·36 |
| | | 1924-25 | 69 | 19·06 | 73 | 20·18 |
| Bankura-Damoodar River | 2' 6" | 1923-24 | 40 | 20·29 | 48 | 24·29 |
| | | 1924-25 | 51 | 23·18 | 64 | 28·75 |
| Baraset-Basirhat Light | 2' 6" | 1923-24 | 86 | 16·56 | 1,04 | 19·78 |
| | | 1924-25 | 82 | 14·08 | 1,00 | 17·29 |
| Bengal Provincial | 2' 6" | 1923-24 | 25 | 14·71 | 51 | 29·36 |
| | | 1924-25 | 24 | 13·14 | 47 | 25·70 |
| Bukhtiarpur-Bihar Light | 2' 6" | 1923-24 | 55 | 14·29 | 67 | 17·74 |
| | | 1924-25 | 43 | 13·91 | 58 | 18·68 |
| Burdwan-Katwa | 2' 6" | 1923-24 | 28 | 13·67 | 43 | 20·77 |
| | | 1924-25 | 30 | 14·37 | 46 | 21·50 |
| Cutch State | 2' 6" | 1923-24 | 22 | 19·48 | 28 | 24·68 |
| | | 1924-25 | 26 | 25·03 | 33 | 31·55 |
| Dehri-Rohtas Light | 2' 6" | 1923-24 | 26 | 8·25 | 87 | 27·03 |
| | | 1924-25 | 34 | 10·83 | 88 | 28·40 |
| Dholpur-Bari | 2' 6" | 1923-24 | 21 | 9·09 | 59 | 33·68 |
| | | 1924-25 | 19 | 7·85 | 77 | 32·24 |
| Futwah-Islampur | 2' 6" | 1923-24 | 14 | 9·91 | 31 | 21·97 |
| | | 1924-25 | 13 | 7·74 | 24 | 13·80 |
| Gwalior Light | 2' 0" | 1923-24 | 53 | 5·77 | 2,61 | 23·37 |
| | | 1924-25 | 68 | 6·59 | 2,51 | 24·16 |
| Howrah-Amta Light | 2' 0" | 1923-24 | 1,19 | 11·73 | 2,12 | 20·90 |
| | | 1924-25 | 1,13 | 10·83 | 1,96 | 18·83 |

System for the years 1923-24 and 1924-25 (in thousands of rupees)—contd.

| Expenses of Traffic Department. | | Expenses of General Departments. | | Miscellaneous Expenses. | | Total Working Expenses. | | REMARKS. |
|---------------------------------|------------------------------|----------------------------------|------------------------------|-------------------------|------------------------------|-------------------------|------------------------------|----------|
| Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 32 | 15.84 | 55 | 27.18 | 7 | 3.64 | 2.67 | 132.24 | |
| 31 | 16.05 | 46 | 24.40 | 4 | 2.35 | 1.98 | 108.23 | |
| 22 | 17.03 | 23 | 17.93 | 11 | 8.90 | 1.10 | 86.49 | |
| 39 | 28.46 | 20 | 14.51 | 2 | 1.29 | 1.15 | 84.90 | |
| 11 | 23.20 | 12 | 25.91 | 5 | 11.50 | 90 | 191.49 | |
| 10 | 25.18 | 13 | 30.46 | 6 | 13.43 | 87 | 209.11 | |
| 48 | 13.61 | 35 | 9.99 | 13 | 3.77 | 2.15 | 61.76 | |
| 52 | 11.49 | 33 | 9.21 | 7 | 1.83 | 2.34 | 64.77 | |
| 28 | 14.21 | 33 | 16.31 | 6 | 2.98 | 1.55 | 78.08 | |
| 31 | 13.85 | 32 | 14.53 | 3 | 1.38 | 1.81 | 81.69 | |
| 79 | 15.22 | 37 | 7.14 | 13 | 2.39 | 3.19 | 61.09 | |
| 81 | 11.39 | 37 | 6.34 | 16 | 2.71 | 3.19 | 54.81 | |
| 29 | 17.08 | 22 | 12.68 | 1 | 0.38 | 1.28 | 74.21 | |
| 29 | 15.60 | 21 | 11.31 | 1 | 0.36 | 1.22 | 66.44 | |
| 45 | 11.76 | 25 | 6.51 | 16 | 4.08 | 2.08 | 54.38 | |
| 38 | 12.38 | 23 | 7.58 | 7 | 2.10 | 1.69 | 54.65 | |
| 22 | 10.67 | 26 | 12.36 | 8 | 3.82 | 1.26 | 61.29 | |
| 31 | 11.09 | 24 | 11.56 | 3 | 1.40 | 1.34 | 63.61 | |
| 8 | 6.41 | 14 | 12.00 | .. | 0.02 | 72 | 62.59 | |
| 7 | 6.88 | 18 | 16.91 | .. | 0.02 | 81 | 80.42 | |
| 30 | 9.54 | 24 | 7.61 | 8 | 2.46 | 1.75 | 54.89 | |
| 32 | 10.35 | 26 | 8.39 | 11 | 3.53 | 1.91 | 61.56 | |
| 17 | 7.40 | 17 | 7.59 | .. | 0.18 | 1.44 | 62.74 | |
| 18 | 7.33 | 18 | 7.69 | 1 | 0.22 | 1.33 | 55.33 | |
| 17 | 12.37 | 13 | 9.04 | 2 | 1.46 | 77 | 54.75 | |
| 24 | 13.57 | 12 | 7.00 | 1 | 0.85 | 74 | 42.96 | |
| 48 | 5.22 | 65 | 5.98 | 40 | 4.35 | 4.57 | 49.69 | |
| 53 | 5.11 | 65 | 6.32 | 39 | 3.74 | 4.75 | 45.92 | |
| 1,41 | 14.00 | 69 | 5.79 | 27 | 2.70 | 5.53 | 55.12 | |
| 1,57 | 15.12 | 55 | 5.24 | 31 | 2.96 | 5.52 | 52.98 | |

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 |
| <i>CLASS III—contd.</i> | | | | | | |
| Howrah-Sheakhai Light | 2' 0" | 1923-24 | 23 | 10.09 | 39 | 17.39 |
| | | 1924-25 | 28 | 13.18 | 31 | 15.14 |
| Jagadhri Light | 2' 0" | 1923-24 | 2 | 6.97 | 7 | 24.25 |
| | | 1924-25 | 2 | 5.90 | 8 | 23.93 |
| Jamnagar and Dwarka | 3' 3½" | 1923-24 | 1,81 | 15.92 | 3,35 | 29.49 |
| | | 1924-25 | 1,62 | 15.91 | 3,18 | 32.21 |
| Jessore-Jhenidah | 2' 6" | 1923-24 | 17 | 13.60 | 40 | 31.57 |
| | | 1924-25 | 12 | 11.32 | 37 | 31.91 |
| Jorhat (Provincial) | 2' 0" | 1923-24 | 46 | 25.72 | 85 | 47.26 |
| | | 1924-25 | 29 | 15.32 | 82 | 43.41 |
| Kalighat-Falte | 2' 6" | 1923-24 | 41 | 11.99 | 86 | 25.53 |
| | | 1924-25 | 42 | 11.75 | 98 | 26.94 |
| Kolar District * | 2' 6" | 1923-24 | 78 | 18.35 | 1,65 | 38.82 |
| | | 1924-25 | 69 | 15.72 | 1,70 | 38.72 |
| Kulasekarapatnam Light | 2' 0" | 1923-24 | 32 | 51.14 | 40 | 62.62 |
| | | 1924-25 | 24 | 34.10 | 38 | 53.50 |
| Portandar State | 3' 3½" | 1923-24† | — | — | — | — |
| | | 1924-25 | 50 | 13.64 | 1,38 | 37.90 |
| Shahdara (Delhi) Saharanpur Light | 2' 6" | 1923-24 | 73 | 7.10 | 1,74 | 16.94 |
| | | 1924-25 | 1,18 | 10.14 | 1,64 | 14.08 |
| Tarikere Narasimharajapura Light | 2' 6" | 1923-24 | 7 | 17.95 | 16 | 41.03 |
| | | 1924-25 | 14 | 28.57 | 19 | 36.78 |
| Tespore-Balipara | 2' 6" | 1923-24 | 34 | 16.66 | 58 | 28.30 |
| | | 1924-25 | 32 | 16.08 | 56 | 27.89 |
| Trivellore Light | 2' 0" | 1923-24 | 1 | 4.46 | 3 | 20.55 |
| | | 1924-25 | 1 | 4.30 | 9 | 78.84 |
| Udaipur-Chitorgarh | 3' 3½" | 1923-24 | 1,33 | 27.89 | 1,16 | 24.56 |
| | | 1924-25 | 81 | 15.15 | 1,15 | 21.50 |
| TOTAL CLASS III RAILWAYS | — | 1923-24 | 13,34 | 14.46 | 24,16 | 26.19 |
| | | 1924-25 | 13,20 | 13.35 | 24,97 | 25.25 |

System for the years 1923-24 and 1924-25 (in thousands of rupees)—concl'd.

| Expenses of Traffic Department. | | Expenses of General Department's. | | Miscellaneous Expenses. | | Total Working Expenses. | | REMARKS. |
|---------------------------------|------------------------------|-----------------------------------|------------------------------|-------------------------|------------------------------|-------------------------|------------------------------|---|
| Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | Rs. | Per cent. of gross earnings. | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 31 | 14.03 | 23 | 10.35 | 4 | 2.02 | 1,20 | 53.88 | |
| 30 | 13.70 | 23 | 10.42 | 6 | 2.52 | 1,21 | 54.36 | |
| 7 | 21.00 | 3 | 9.31 | .. | 0.70 | 19 | 62.23 | |
| 7 | 21.32 | 3 | 9.69 | .. | 0.61 | 20 | 61.45 | |
| 85 | 7.46 | 81 | 7.12 | 47 | 4.14 | 7,29 | 64.20 | |
| 1,28 | 12.58 | 90 | 8.89 | 27 | 2.68 | 7,35 | 72.27 | |
| 19 | 14.56 | 37 | 28.97 | 5 | 3.88 | 1,18 | 92.58 | |
| 15 | 14.15 | 25 | 23.58 | .. | .. | 89 | 83.96 | |
| 26 | 14.22 | 32 | 18.17 | 19 | 10.54 | 2,08 | 115.91 | |
| 28 | 15.15 | 12 | 6.68 | 10 | 5.25 | 1,61 | 85.81 | |
| 50 | 14.93 | 35 | 10.28 | 7 | 2.06 | 2,19 | 64.83 | |
| 50 | 14.22 | 34 | 9.52 | 6 | 1.78 | 2,28 | 64.21 | |
| 52 | 12.24 | 36 | 8.47 | 29 | 6.82 | 3,60 | 84.70 | * Includes the Bangalore Chik Ballapur Light Railway. |
| 65 | 14.81 | 42 | 9.56 | 11 | 2.51 | 3,57 | 81.32 | |
| 12 | 18.95 | 1 | 1.84 | .. | .. | 85 | 134.55 | |
| 10 | 14.58 | 1 | 1.57 | .. | .. | 73 | 103.75 | |
| .. | .. | .. | .. | .. | .. | .. | .. | |
| 44 | 11.98 | 42 | 11.61 | 8 | 2.13 | 2,82 | 77.26 | † Included with the Gondal Railway. |
| 1,07 | 10.38 | 55 | 5.39 | 26 | 2.47 | 4,35 | 42.28 | |
| 1,21 | 10.37 | 55 | 4.77 | 26 | 2.24 | 4,84 | 41.60 | |
| 4 | 10.26 | 3 | 7.69 | 3 | 7.69 | 33 | 84.62 | |
| 8 | 16.33 | 5 | 10.20 | 1 | 2.04 | 47 | 95.92 | |
| 27 | 13.06 | 20 | 9.98 | 3 | 1.38 | 1,42 | 69.38 | |
| 26 | 13.18 | 21 | 10.80 | 4 | 2.04 | 1,59 | 69.07 | |
| 5 | 42.84 | 2 | 16.05 | .. | .. | 11 | 83.89 | |
| 2 | 22.06 | 1 | 11.72 | .. | 3.48 | 13 | 119.90 | |
| 35 | 7.40 | 26 | 5.38 | 12 | 2.52 | 3,22 | 67.75 | |
| 36 | 6.82 | 22 | 4.16 | 11 | 2.02 | 2,65 | 49.65 | |
| 10,37 | 11.24 | 8,03 | 8.71 | 3,12 | 3.38 | 59,92 | 63.99 | |
| 12,05 | 12.19 | 8,18 | 8.27 | 2,43 | 2.46 | 60,83 | 61.52 | |

STATISTICAL STATEMENTS.

8.—Mileage
CLASS I

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | ROUTE MILEAGE OPEN ON 31ST MARCH 1925. | | | | TRACK MILEAGE OPEN ON 31ST MARCH 1925. | | | |
|------------|-----------------------------------|--------|------------------------------------|--|--------------|---|----------|--|-------------------------|---------------------|----------|
| | | | | 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 | 874-11 | .. | .. | 874-11 | 874-11 | 170-16 | 10-88 | 1,055-16 |
| | Chapawnukh-Silghat .. | 3' 3½" | 30-3-20 | 50-81 | .. | .. | 50-81 | 50-81 | 3-33 | .. | 54-14 |
| | Katakhal-Lalabazar .. | 3' 3½" | 1-4-23 | 23-49 | .. | .. | 23-49 | 23-49 | 0-90 | .. | 24-39 |
| | Mymensingh-Bhalrab Bazar .. | 3' 3½" | 20-3-17 | 100-68 | .. | .. | 100-68 | 100-68 | 12-97 | 0-07 | 113-72 |
| | Total 1 .. | .. | .. | 1,049-09 | .. | .. | 1,049-09 | 1,049-09 | 187-36 | 10-95 | 1,247-40 |
| 2 | Bengal and North-Western— | 3' 3½" | 2-4-94 | 1,250-94 | .. | .. | 1,250-94 | 1,250-94 | 239-28 | 15-38 | 1,505-60 |
| | Tirhoot .. | 3' 3½" | 1-11-75 | 804-80 | 10-05 | .. | 814-85 | 824-90 | 131-95 | 11-04 | 1,017-89 |
| | Total 2 .. | .. | .. | 2,055-74 | 10-05 | .. | 2,065-79 | 2,075-84 | 421-23 | 26-42 | 2,523-49 |
| 3 | Bengal-Nagpur— .. | 5' 6" | 6-4-80 | 1,904-67 | 208-66 | .. | 2,013-33 | 2,221-99 | 524-59 | 112-70 | 2,859-28 |
| | Mayurbhanj .. | 2' 6" | 20-1-05 | 70-64 | .. | .. | 70-64 | 70-64 | 3-61 | 0-10 | 74-35 |
| | Parlakimedi Light .. | 2' 6" | 1-4-00 | 24-62 | .. | .. | 24-62 | 24-62 | 1-77 | .. | 26-39 |
| | Purnia-Ranchi .. | 2' 6" | 15-11-07 | 115-30 | .. | .. | 115-30 | 115-30 | 10-15 | .. | 125-45 |
| | Raipur-Dhamtari .. | 2' 6" | 10-9-00 | 56-94 | .. | .. | 56-94 | 56-94 | 4-41 | .. | 61-35 |
| | Satpura .. | 2' 6" | 18-4-03 | 626-82 | .. | .. | 626-82 | 626-82 | 60-84 | 9-90 | 697-56 |
| | Tumsar-Tirodi Light .. | 2' 0" | 1-4-16 | 46-80 | .. | .. | 46-80 | 46-80 | 9-12 | .. | 54-92 |
| | Total 3 .. | .. | .. | 2,745-79 | 208-66 | .. | 2,954-45 | 3,163-11 | 613-49 | 122-70 | 3,899-30 |
| 4 | Bombay, Baroda and Central India | 5' 6" | 10-2-60 | 748-99 | 255-44 | 3-82 | 1,008-25 | 1,275-17 | 301-84 | 113-00 | 1,690-01 |
| | Nagda-Ujjain .. | 5' 6" | 15-7-96 | 32-51 | .. | (quadrop le) .. | 32-51 | 32-51 | 1-02 | 0-31 | 33-84 |
| | Potlad Cambay (Anand-Tarapur). | 5' 6" | 5-5-90 | 21-42 | .. | .. | 21-42 | 21-42 | 1-18 | 2-34 | 24-94 |
| | Potlad Cambay (Tarapur-Cambay). | 5' 6" | 20-6-01 | 12-36 | .. | .. | 12-36 | 12-36 | 1-48 | 2-37 | 16-21 |
| | Tapti Valley .. | 5' 6" | 1-12-96 | 155-72 | .. | .. | 155-72 | 155-72 | 7-50 | 4-33 | 167-55 |
| | Bombay, Baroda and Central India. | 3' 3½" | 14-2-73 | 1,882-68 | 1-78 | .. | 1,884-46 | 1,886-23 | 360-47 | 24-18 | 2,270-88 |
| | Ahmedabad-Parantij .. | 3' 3½" | 1-5-97 | 88-70 | .. | .. | 88-70 | 88-70 | 17-59 | 1-49 | 107-78 |
| | Dhrangadra .. | 3' 3½" | 1-6-98 | 53-71 | .. | .. | 53-71 | 53-71 | 5-68 | 1-64 | 61-03 |
| | Gaekwar's Mehsana .. | 3' 3½" | 21-3-87 | 230-25 | .. | .. | 230-25 | 230-25 | 25-60 | 3-18 | 259-03 |
| | Jaipur State .. | 3' 3½" | 10-11-05 | 179-10 | .. | .. | 179-10 | 179-10 | 14-03 | .. | 193-13 |
| | Palanpur-Decan† .. | 3' 3½" | 8-11-93 | 17-28 | .. | .. | 17-28 | 17-28 | 1-29 | .. | 18-57 |
| | Brosch-Jambuser .. | 2' 6" | 23-11-14 | 29-69 | .. | .. | 29-69 | 29-69 | 2-64 | 1-19 | 33-62 |
| | Champaner-Shivrajpur-Pani | 2' 6" | 2-2-11 | 30-68 | .. | .. | 30-68 | 30-68 | 2-14 | 5-23 | 38-05 |
| | Godhra-Lunavada .. | 2' 6" | 4-2-13 | 25-43 | .. | .. | 25-43 | 25-43 | 1-51 | 1-08 | 28-02 |
| | Nadiad-Kapadvanj .. | 2' 6" | 5-3-13 | 28-17 | .. | .. | 28-17 | 28-17 | 3-57 | 1-30 | 33-04 |
| | Rajpipla State .. | 2' 6" | 1-7-97 | 39-24 | .. | .. | 39-24 | 39-24 | 2-06 | 0-93 | 42-23 |
| | Total 4 .. | .. | .. | 3,675-93 | 257-22 | 3-82 | 3,936-97 | 4,105-65 | 749-80 | 162-57 | 5,017-83 |

Statement for 1924-25.

RAILWAYS.

| ROUTE MILEAGE OPENED DURING THE YEAR 1924-25. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1925. | | | | Classification. | REMARKS. |
|---|----------|---|--------|--|--------|--|--|
| Section. | Miles. | SANCTIONED BUT NOT COMMENCED. | | UNDER CONSTRUCTION. | | | |
| 13 | 14 | Section. | Miles. | Section. | Miles. | 19 | 20 |
| .. | .. | .. | .. | Sibsagar Rd. to Khowang. | 38-79 | State line. | |
| .. | .. | .. | .. | .. | .. | } Branch lines under guarantee terms. | |
| .. | .. | .. | .. | .. | .. | | Branch line under guarantee and rebate terms. |
| .. | .. | .. | .. | .. | 38-79 | | |
| .. | .. | .. | .. | Pharenda to Nautanwa. | 25-26 | Line subsidized by the Government of India.* | * Receives land only from Government. |
| .. | .. | .. | .. | .. | 25-26 | | |
| Dongooposi to Gua | 18-37 | } Singapur Road to Raipur. Dharmaband to a point on Mohuda Gomoh line. | 223-19 | Parvatipur to Singapur Road. | 37-48 | } State lines. | |
| .. | .. | | 2-50 | Birimtrapur to Guttitangar. | 6-71 | | |
| .. | .. | | .. | Bermo to Doneya .. | 18-75 | | |
| .. | .. | | .. | Doneya to a point near Damoodar River. | 19-26 | | |
| .. | .. | | .. | Kapilas Road to Talcher coal fields. | 62-80 | | |
| .. | .. | | .. | Hesla to Chandil .. | 76-07 | | |
| .. | .. | | .. | Barabil branch .. | 4-89 | | |
| .. | .. | | .. | Argada branch .. | 1-90 | | |
| .. | .. | .. | .. | 227-86 | | | |
| .. | .. | Parlakimedi to Gunurpur. | 31-63 | .. | .. | Branch line under rebate terms. | |
| .. | .. | .. | .. | .. | .. | Indian State line. | |
| .. | .. | .. | .. | .. | .. | } State lines. | |
| .. | .. | .. | .. | .. | .. | | |
| .. | .. | Khirsadob to Sirgona | 8-43 | .. | .. | | |
| .. | 18-37 | .. | 265-75 | .. | 227-86 | | |
| .. | .. | .. | .. | .. | .. | State line. | |
| .. | .. | .. | .. | .. | .. | } Indian State lines. | |
| .. | .. | .. | .. | .. | .. | | |
| .. | .. | .. | .. | .. | .. | } Branch line under rebate terms. | |
| .. | .. | .. | .. | .. | .. | | State line. |
| Koth-Gangad to Dhanduka. | 27-37 | .. | .. | .. | .. | Branch line under rebate terms. | |
| .. | .. | Halvad to Malla .. | 26-00 | .. | .. | | |
| .. | .. | Khalipur to Khakhai | 17-22 | .. | .. | } Indian State lines. | |
| .. | .. | Wagrod to Khareda | 12-44 | .. | .. | | |
| .. | .. | Vijapur to Ransipur | 14-01 | .. | .. | | |
| .. | .. | .. | 43-67 | .. | .. | | |
| Nawalgarh Jhanjhana. | to 22-92 | .. | .. | .. | .. | } State lines | † This line is the joint property of Government and the Palanpur Durbar. |
| .. | .. | .. | .. | .. | .. | | |
| .. | .. | .. | .. | .. | .. | } Branch lines under rebate terms. | |
| .. | .. | .. | .. | .. | .. | | |
| .. | .. | .. | .. | .. | .. | Indian State line. | |
| .. | 50-29 | .. | 69-67 | .. | .. | | |

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | ROUTE MILEAGE OPEN ON 31ST MARCH 1925. | | | | TRACK MILEAGE OPEN ON 31ST MARCH 1925. | | | |
|------------|--------------------------------------|--------|------------------------------------|--|--------------|---|----------|--|-------------------------|---------------------|----------|
| | | | | Single line. | Double line. | Troble 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 |
| 5 | Burma | 3' 3½" | 1-5-77 | 1,196.44 | 145.41 | .. | 1,341.85 | 1,487.26 | 320.51 | 43.06 | 1,860.83 |
| | Alon-Saingbyin | 3' 3½" | 1-7-22 | 26.51 | .. | .. | 26.51 | 26.51 | 2.50 | .. | 29.01 |
| | Burma Extensions | 3' 3½" | 15-4-07 | 187.78 | .. | .. | 187.78 | 187.78 | 36.23 | 16.42 | 240.43 |
| | Moulmein-Ye | 3' 3½" | 2-8-23 | 69.69 | .. | .. | 69.69 | 69.69 | 7.73 | .. | 77.42 |
| | Pyinmana-Taungdwingyi | 3' 3½" | 1-8-22 | 66.79 | .. | .. | 66.79 | 66.79 | 2.48 | .. | 69.27 |
| | Southern Shan States | 3' 3½" | 15-6-12 | 86.48 | .. | .. | 86.48 | 86.48 | 8.61 | 0.24 | 95.33 |
| | Mandalay-Madaya Light | 2' 6" | 10-2-12 | 16.00 | .. | .. | 16.00 | 16.00 | 4.00 | .. | 20.00 |
| | Pegu-Kayan | 3' 3½" | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total 5 | .. | .. | 1,649.69 | 145.41 | .. | 1,795.10 | 1,940.51 | 382.06 | 59.72 | 2,382.29 |
| 6 | Eastern Bengal | 5' 6" | 2-1-62 | 462.01 | 131.84 | *24.29 | 618.14 | 821.16 | 443.31 | 34.73 | 1,299.29 |
| | Sara-Siraganj | 5' 6" | 1-7-15 | 52.96 | .. | .. | 52.96 | 52.96 | 26.73 | .. | 79.69 |
| | Eastern Bengal | 3' 3½" | 28-8-77 | † 955.54 | 7.29 | .. | 962.83 | 970.12 | 258.44 | 5.23 | 1,233.70 |
| | Cooch Behar State | 3' 3½" | 15-9-93 | 33.00 | .. | .. | 33.00 | 33.09 | 2.42 | .. | 35.51 |
| | Eastern Bengal | 2' 6" | 18-7-81 | 35.10 | .. | .. | 35.10 | 35.10 | 1.98 | 0.03 | 37.11 |
| | Khulna-Bagerhat | 2' 6" | 10-6-18 | 19.75 | .. | .. | 19.75 | 19.75 | 2.00 | .. | 21.75 |
| | Total 6 | .. | .. | 1,558.45 | 139.13 | 24.29 | 1,721.87 | 1,932.18 | 734.88 | 39.99 | 2,707.05 |
| 7 | East Indian | 5' 6" | 15-8-54 | 1,682.66 | 749.37 | † 53.05 | 2,485.08 | 3,365.99 | 1,010.07 | 241.95 | 4,618.01 |
| | Delhi-Umballa-Kalka | 5' 6" | 1-3-91 | 206.51 | .. | .. | 206.51 | 206.51 | 32.73 | 0.23 | 265.37 |
| | Jind-Panipat (Indian State Section). | 5' 6" | 1-11-16 | 25.90 | .. | .. | 25.90 | 25.90 | 8.44 | .. | 87.63 |
| | South Bihar | 5' 6" | 5-7-99 | 79.19 | .. | .. | 79.19 | 79.19 | .. | .. | .. |
| | Total 7 | .. | .. | 1,984.26 | 749.37 | 53.05 | 2,796.68 | 3,677.59 | 1,081.24 | 242.18 | 5,001.01 |
| 8 | Great Indian Peninsula | 5' 6" | 18-4-53 | 1,964.87 | 777.96 | 29.62 (quad-ruple). | 2,672.35 | 3,539.08 | 873.98 | 90.31 | 4,493.37 |
| | Agra-Delhi Chord | 5' 6" | 15-11-04 | 123.10 | 2.78 | .. | 125.88 | 128.66 | 51.59 | 1.30 | 181.55 |
| | Baran-Kotah | 5' 6" | 1-7-08 | 40.29 | .. | .. | 40.29 | 40.29 | 6.55 | .. | 46.84 |
| | Bhopal-Itarsi | 5' 6" | 1-6-82 | 57.21 | .. | .. | 57.21 | 57.21 | 24.05 | 1.40 | 82.66 |
| | Bhopal-Ujjain | 5' 6" | 11-11-95 | 113.28 | .. | .. | 113.28 | 113.28 | 9.24 | .. | 122.52 |
| | Bina-Goonn-Baran | 5' 6" | 23-9-95 | 147.07 | .. | .. | 147.07 | 147.07 | 8.48 | .. | 155.55 |
| | Cawnpore-Banda | 5' 6" | 21-4-13 | 76.22 | .. | .. | 76.22 | 76.22 | 6.94 | .. | 83.16 |
| | Dhond-Baramati | 2' 6" | 20-5-14 | 27.26 | .. | .. | 27.26 | 27.26 | 1.25 | 0.45 | 28.96 |
| | Ellichpur-Yeotmal | 2' 6" | 1-12-13 | 117.66 | .. | .. | 117.66 | 117.66 | 6.14 | 3.95 | 127.75 |
| | Pachora-Jamner | 2' 6" | 1-4-18 | 34.62 | .. | .. | 34.62 | 34.62 | 2.92 | .. | 37.54 |
| | Pulgaon-Arvi | 2' 6" | 25-9-17 | 21.83 | .. | .. | 21.83 | 21.83 | 1.17 | 0.85 | 23.85 |
| | Matheran Light | 2' 6" | 22-3-07 | 12.61 | .. | .. | 12.61 | 12.61 | 1.05 | 0.18 | 13.84 |
| | Total 8 | .. | .. | 2,636.02 | 780.64 | 29.62 | 3,446.28 | 4,315.79 | 993.26 | 88.44 | 5,397.59 |
| 9 | Jodhpur | 3' 3½" | 24-6-32 | 609.26 | .. | .. | 609.26 | 609.26 | 57.04 | 4.65 | 680.95 |
| | Jodhpur-Hyderabad (British Section). | 3' 3½" | 18-8-92 | 123.98 | .. | .. | 123.98 | 123.98 | 25.70 | 1.37 | 161.05 |
| | Mirpur Khas-Jhudo | 3' 3½" | 18-4-06 | 50.43 | .. | .. | 50.43 | 50.43 | 3.41 | 0.33 | 54.17 |
| | Mirpur Khas-Khadro | 3' 3½" | 1-1-12 | 49.50 | .. | .. | 49.50 | 49.50 | 3.08 | .. | 52.58 |
| | Pipar-Bilara Light | 2' 6" | 25-10-11 | 25.25 | .. | .. | 25.25 | 25.25 | 0.43 | 0.34 | 26.02 |
| | Total 9 | .. | .. | 858.42 | .. | .. | 858.42 | 858.42 | 99.66 | 6.69 | 964.77 |
| 10 | Madras and Southern Mahratta | 5' 6" | 1-7-56 | 990.17 | 44.48 | .. | 1,040.65 | 1,085.13 | 225.83 | 6.07 | 1,317.00 |
| | Kolar Gold-fields | 5' 6" | 1-0-94 | 9.88 | .. | .. | 9.88 | 9.88 | 4.35 | 1.52 | 15.75 |
| | Tenali-Repalle | 5' 6" | 18-3-16 | 21.41 | .. | .. | 21.41 | 21.41 | 1.17 | .. | 22.58 |
| | Madras and Southern Mahratta | 3' 3½" | 24-3-84 | 1,519.56 | .. | .. | 1,519.56 | 1,619.56 | 178.95 | 1.53 | 1,700.04 |
| | Alnavar-Dandeli (Provincial).. .. . | 3' 3½" | 1-2-19 | 19.12 | .. | .. | 19.12 | 19.12 | 1.06 | .. | 21.09 |
| | Bangalore-Farhat | 3' 3½" | 11-8-84 | 210.25 | .. | .. | 210.25 | 210.25 | 26.58 | .. | 236.83 |
| | Bezwa-da-Masulipatam | 3' 3½" | 4-2-08 | 51.80 | .. | .. | 51.80 | 51.80 | 7.24 | .. | 59.04 |

Statement for 1924-25—contd.

RAILWAYS—contd.

| ROUTE MILEAGE OPENED DURING THE YEAR 1924-25. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1925. | | | | Classification. | REMARKS. |
|---|------------------------|---|--------|------------------------------|---------|---|--|
| Section. | Miles. | SANCTIONED BUT NOT COMMENCED. | | UNDER CONSTRUCTION. | | | |
| | | Section. | Miles. | Section. | Miles. | | |
| 13 | 14. | 15 | 16 | 17 | 18 | 19 | 20 |
| .. | .. | | .. | Bauktaw to Mingaladon. | 11-00 | State lines. | |
| .. | .. | | .. | Segvi to Ye-u | 23-54 | | |
| .. | .. | | .. | | .. | | |
| Kalawthot to Lamsing | 43-08 | .... | .. | Lamsing to Ye | 19-56 | | |
| Lowe to Taungwingyi | 56-53 | Taungwingyi to Kyaukpadang | 71-00 | .... | .. |  |  |
| .. | .. | Hcho to Tayaw | 9-35 | .... | .. |  |  |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | Pegu to Kayan | 36-93 | | |
| .. | 99-61 | .... | 80-35 | .... | 91-01 | | |
| .. | .. | | .. | | .. | State line. | *1-69 miles triple and 22-60 miles quadruple. † Excluding 60 miles (Santabar to Parbatipur, converted to, and included with 5' 6" gauge. |
| .. | .. | | .. | | .. | Branch line under rebate terms. | |
| .. | .. | | .. | | .. | State line. | |
| .. | .. | | .. | | .. | Indian State line. | |
| .. | .. | | .. | | .. | State line. | |
| .. | .. | | .. | | .. | Branch line under rebate terms. | |
| .. | .. | | .. | Bhagalpur to Mandar Hill. | ††31-13 | State line. | ‡31-57 miles triple, 18-39 miles quadruple, 2-24 miles quintuple and 0-25 mile sextuple. †† This is relaying of line dismantled during the war. |
| .. | .. | | .. | Chandrapura to Gomoh | 9-96 | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | Leased line ‡ | ‡ Although a leased line, it is for convenience treated as a State line. |
| .. | .. | | .. | | 41-09 | | |
| { Amia to Narkhed Victoria Terminus to Reay Road. | 50-16 2-54 52-70 | | .. | Majri to Rajur | 18-22 | State lines | ¶ A part of this line is owned by the Bhopal Darbar |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | | |
| .. | 52-70 | | .. | | 13-22 | | |
| .. | .. | | .. | Marwar Junction to Sanderao. | 77-83 | Indian State line. | ‡ Receives land only from Government. |
| .. | .. | | .. | | .. | State line. | |
| .. | .. | | .. | | .. | { Lines subsidized by the Government of India.† | |
| .. | .. | | .. | | .. | .. | |
| .. | .. | | .. | | .. | Indian State line. | |
| .. | .. | | .. | | .. | .. | |
| .. | .. | | .. | | 77-83 | | |
| .. | .. | | .. | | .. | State line. | |
| .. | .. | | .. | | .. | State line. | |
| .. | .. | | .. | | .. | District Board line. | |
| .. | .. | | .. | | .. | State lines. | |
| .. | .. | | .. | | .. | | |
| .. | .. | | .. | | .. | District Board line. | |

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | ROUTE MILEAGE OPEN ON 31ST MARCH 1925. | | | TRACK MILEAGE OPEN ON 31ST MARCH 1925 | | | | |
|------------------------------|---|-----------|------------------------------------|--|--------------|--|---------------------------------------|----------------|-------------------------|---------------------|-----------|
| | | | | Single line. | Double line. | Traffic lines, etc., as the case may be. | Total. | Running track. | Transportation sidings. | Commercial sidings. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 10— Special. | Dhone-Kurnool | 3' 3 1/2" | 1-1-09 | 32-00 | .. | .. | 32-00 | 32-00 | 2-62 | .. | 34-62 |
| | Hindapur (Yesvantpur Mysore Frontier). | 3' 3 1/2" | 15-12-92 | 51-35 | .. | .. | 51-35 | 51-35 | 3-88 | .. | 55-23 |
| | Kolhapur State | 3' 3 1/2" | 21-4-91 | 29-27 | .. | .. | 29-27 | 29-27 | 1-89 | .. | 31-16 |
| | Sangli State | 3' 3 1/2" | 1-4-07 | 4-90 | .. | .. | 4-90 | 4-90 | 0-42 | .. | 5-32 |
| | West of India Portuguese .. | 3' 3 1/2" | 17-1-87 | 51-10 | .. | .. | 51-10 | 51-10 | 16-27 | .. | 67-37 |
| | Total 10 | .. | .. | .. | 2,996-81 | 44-48 | .. | 3,041-29 | 3,085-77 | 471-19 | 9-12 | 3,563-08 |
| 11 | Nizam's Guaranteed State .. | 5' 6" | 9-10-74 | 330-13 | .. | .. | 330-13 | 330-13 | 45-94 | 11-04 | 387-11 |
| | Balharshah-Warangal | 5' 6" | 1-2-24 | 57-78 | .. | .. | 57-78 | 57-78 | 3-46 | .. | 61-24 |
| | Bezwada Extension | 5' 6" | 10-2-89 | 21-47 | .. | .. | 21-47 | 21-47 | 1-45 | .. | 22-92 |
| | Hingoli Branch | 3' 3 1/2" | 15-5-12 | 50-31 | .. | .. | 50-31 | 50-31 | 0-88 | .. | 51-19 |
| | Hyderabad-Godavari Valley .. | 3' 3 1/2" | 21-10-99 | 377-11 | 8-54 | .. | 385-65 | 394-19 | 54-22 | 2-35 | 450-75 |
| | Total 11 | .. | .. | .. | 944-44 | 17-82 | .. | 962-26 | 980-08 | 119-12 | 13-39 |
| 12 | North Western | 5' 6" | 13-5-61 | 3,214-60 | 860-00 | .. | 4,074-60 | 4,931-60 | 1,348-60 | 111-00 | 6,394-20 |
| | Amritsar-Patti | 5' 6" | 21-9-06 | 54-26 | .. | .. | 54-26 | 54-26 | 8-10 | .. | 62-36 |
| | Jullundur-Mukerian | 5' 6" | 1-1-15 | 44-81 | .. | .. | 44-81 | 44-81 | 3-88 | .. | 48-69 |
| | Phagwara-Rahon | 5' 6" | 1-4-15 | 45-21 | .. | .. | 45-21 | 45-21 | 5-13 | .. | 50-34 |
| | Jammu and Kashmir (Indian State Section). | 5' 6" | 15-3-90 | 16-01 | .. | .. | 16-01 | 16-01 | 3-08 | .. | 19-09 |
| | Khanpur-Chachran | 5' 6" | 2-7-11 | 21-98 | .. | .. | 21-98 | 21-98 | 2-84 | .. | 24-82 |
| | Ludhiana-Dhuri-Jakhal .. | 5' 6" | 10-4-01 | 78-65 | .. | .. | 78-65 | 78-65 | 5-88 | .. | 84-53 |
| | Mandra-Bhaun | 5' 6" | 1-5-15 | 46-38 | .. | .. | 46-38 | 46-38 | 4-20 | 0-23 | 50-81 |
| | Rajpura-Bhatinda | 5' 6" | 1-11-84 | 108-04 | .. | .. | 108-04 | 108-04 | 21-85 | .. | 129-89 |
| | Sialkot-Narowal | 5' 6" | 10-11-15 | 38-16 | .. | .. | 38-16 | 38-16 | 4-00 | .. | 42-16 |
| | Southern Punjab (Main line) | 5' 6" | 10-11-07 | 427-11 | 0-52 | .. | 427-63 | 428-15 | 81-50 | 0-60 | 510-25 |
| | Jullundur Doab | 5' 6" | 23-6-12 | 132-79 | .. | .. | 132-79 | 132-79 | 17-14 | .. | 149-93 |
| | Ludhiana Extension .. | 5' 6" | 10-6-05 | 153-35 | .. | .. | 153-35 | 153-35 | 24-40 | .. | 177-75 |
| | Sutlej Valley | 5' 6" | 6-7-10 | 127-04 | .. | .. | 127-04 | 127-04 | 17-60 | .. | 144-64 |
| | Jacobabad-Kashmir | 2' 6" | 1-12-14 | 76-70 | .. | .. | 76-70 | 76-70 | 3-98 | .. | 80-68 |
| | Kalka-Simla | 2' 6" | 9-11-03 | 59-93 | .. | .. | 59-93 | 59-93 | 9-86 | 0-10 | 69-83 |
| | Khanai-Hindubagh | 2' 6" | 1-1-21 | 46-00 | .. | .. | 46-00 | 46-00 | 6-60 | 18-79 | 71-29 |
| | Kohat-Thal | 2' 6" | 1-4-03 | 61-75 | .. | .. | 61-75 | 61-75 | 10-33 | .. | 72-08 |
| | Larkana-Jacobabad | 2' 6" | 16-2-22 | 53-24 | .. | .. | 53-24 | 53-24 | 3-15 | .. | 56-39 |
| Trans Indus (Kalabagh-Bannu) | 2' 6" | 15-6-13 | 161-72 | .. | .. | 161-72 | 161-72 | 16-60 | 21-00 | 192-32 | |
| Total 12 | .. | .. | .. | 4,967-73 | 860-52 | .. | 5,828-25 | 6,688-77 | 1,598-62 | 151-72 | 8,433-11 |
| 13 | Oudh and Rohilkhand | 5' 6" | 23-4-67 | 1,486-10 | 19-90 | .. | 1,505-00 | 1,521-90 | 361-00 | 18-70 | 1,905-60 |
| | Hardwar-Dehra | 5' 6" | 1-3-00 | 32-04 | .. | .. | 32-04 | 32-04 | 4-78 | .. | 36-82 |
| | Cawnpore-Burhwal link .. | 3' 3 1/2" | 24-11-96 | 582-52 | .. | .. | 582-52 | 582-52 | 12-70 | 0-11 | 595-23 |
| Total 13 | .. | .. | .. | 1,600-66 | 19-90 | .. | 1,620-56 | 1,640-46 | 378-48 | 18-81 | 2,037-75 |
| 14 | Rohilkhand and Kumaon | 3' 3 1/2" | 12-10-84 | 258-72 | .. | .. | 258-72 | 258-72 | 33-64 | 2-02 | 294-38 |
| | Lucknow-Bareilly | 3' 3 1/2" | 12-10-84 | 312-66 | .. | .. | 312-65 | 312-65 | 57-28 | 26-82 | 396-75 |
| Total 14 | .. | .. | .. | 571-37 | .. | .. | 571-37 | 571-37 | 90-92 | 28-84 | 691-13 |
| 15 | South Indian | 5' 6" | 23-5-60 | 445-94 | .. | .. | 445-94 | 445-94 | 78-09 | 1-39 | 525-42 |
| | Suramangalam-Salem | 5' 6" | 1-6-17 | 3-86 | .. | .. | 3-86 | 3-86 | 2-05 | .. | 5-91 |
| | South Indian | 3' 3 1/2" | 15-7-61 | 870-93 | .. | .. | 870-93 | 870-93 | 183-82 | 14-29 | 1,089-04 |
| | Nilgiri | 3' 3 1/2" | 15-6-99 | 28-96 | .. | .. | 28-96 | 28-96 | 4-56 | .. | 33-52 |
| | Peralam-Karaiikkal | 3' 3 1/2" | 14-3-08 | 14-65 | .. | .. | 14-65 | 14-65 | 2-13 | .. | 16-78 |
| | Podanur-Pollachi | 3' 3 1/2" | 15-10-15 | 25-04 | .. | .. | 25-04 | 25-04 | 2-02 | .. | 27-06 |
| | Pondicherry | 3' 3 1/2" | 15-12-79 | 7-85 | .. | .. | 7-85 | 7-85 | 2-13 | 0-22 | 10-20 |
| | Shoranur-Cochin | 3' 3 1/2" | 2-6-02 | 64-75 | .. | .. | 64-75 | 64-75 | 10-11 | 1-81 | 76-67 |
| | Tanjore District Board .. | 3' 3 1/2" | 2-4-84 | 130-98 | .. | .. | 130-98 | 130-98 | 16-92 | 0-51 | 148-41 |
| | Tinnevely-Tiruchendur .. | 3' 3 1/2" | 24-2-23 | 38-18 | .. | .. | 38-18 | 38-18 | 2-35 | .. | 40-53 |
| | Travancore (British Section) | 3' 3 1/2" | 1-6-02 | 50-41 | .. | .. | 50-41 | 50-41 | 146-37 | .. | 165-15 |
| | Travancore (Indian State Section) | 3' 3 1/2" | 1-6-04 | 95-96 | .. | .. | 95-96 | 95-96 | 18-78 | .. | 114-74 |
| | Morappur-Hosur | 2' 6" | 18-1-06 | 73-30 | .. | .. | 73-30 | 73-30 | 4-40 | .. | 77-70 |
| Tirupattur-Krishnagiri .. | 2' 6" | 18-9-05 | 25-38 | .. | .. | 25-38 | 25-38 | 2-51 | .. | 27-89 | |
| Total 15 | .. | .. | .. | 1,876-19 | .. | .. | 1,876-19 | 1,876-19 | 329-87 | 19-22 | 2,234-28 |
| .. | Central Indian Coal-fields .. | 5' 6" | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total Class I | .. | .. | .. | 31,080-59 | 3,233-20 | 110-78 | 34,424-57 | 37,960-83 | 8,251-08 | 999-76 | 47,211-67 |

Statement for 1924-25—contd.

RAILWAYS—concl'd.

| ROUTE MILEAGE OPENED DURING THE YEAR 1924-25. | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1925. | | | | Classification. | REMARKS. | |
|---|--------|--|--------|------------------------------|----------|---|---|---------------------------------|
| Section. | Miles. | SANCTIONED BUT NOT COMMENCED. | | UNDER CONSTRUCTION. | | | | |
| Section. | Miles. | Section. | Miles. | Section. | Miles. | | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| .. | .. | .. | .. | .. | .. | } State lines. | | |
| .. | .. | .. | .. | .. | .. | | } Indian State lines. | |
| .. | .. | .. | .. | .. | .. | | | Foreign line. |
| .. | .. | .. | .. | .. | .. | | | |
| Ramgundam to Pedapalli. | 10.84 | Tandur to Balharshah. | 61.20 | Ramgundam to Tandur | 26.70 | Line guaranteed by Indian State. | | |
| .. | .. | .. | .. | .. | .. | Indian State line. | | |
| .. | .. | .. | .. | .. | .. | State line. | | |
| .. | .. | Alampur to Kuruzol | 7.84 | Gadwal to Alampur | 28.00 | Line guaranteed by Indian State. | | |
| .. | .. | Kothagudium to Ramavaram. | 1.99 | Karipalli to Kothagudium. | 24.52 | Indian State line. | | |
| .. | 10.84 | .. | 71.03 | .. | 79.22 | | | |
| .. | .. | .. | .. | Jamrud to Landikhaas. | 26.36 | State line. | | |
| .. | .. | .. | .. | .. | .. | } Branch lines under rebate terms. | | |
| .. | .. | .. | .. | .. | .. | | } Indian State lines. | |
| .. | .. | .. | .. | .. | .. | | | Branch line under rebate terms. |
| .. | .. | .. | .. | .. | .. | Indian State line. | | |
| .. | .. | .. | .. | .. | .. | | | |
| .. | .. | .. | .. | .. | .. | Branch lines under rebate terms. | | |
| .. | .. | .. | .. | Pakpettan to Mailai | *88.90 | | * This is relaying of line dismantled during the war. | |
| .. | .. | .. | .. | .. | .. | State lines. | | |
| .. | .. | .. | .. | .. | .. | Branch line under rebate terms. | | |
| .. | .. | .. | .. | .. | .. | State line. | | |
| .. | .. | .. | .. | .. | 113.25 | | | |
| .. | .. | .. | .. | Rikkikesh Road to Rikkikesh. | 7.12 | State line. | | |
| .. | .. | .. | .. | .. | .. | Branch line under guarantee terms. | | |
| .. | .. | .. | .. | .. | .. | State line.† | | |
| .. | .. | .. | .. | .. | 7.12 | | | |
| .. | .. | .. | .. | .. | .. | Line subsidized by the Government of India. | | |
| .. | .. | .. | .. | .. | .. | State line. | | |
| .. | .. | .. | .. | Shoranur to Nilambur | 41.28 | State line. | | |
| .. | .. | .. | .. | .. | .. | District Board line. | | |
| .. | .. | .. | .. | Villupuram to Trinopoly. | 108.47 | } State lines. | | |
| .. | .. | .. | .. | Virudunagar to Tenkasi. | 75.32 | | | |
| .. | .. | .. | .. | .. | .. | Foreign line. | | |
| .. | .. | .. | .. | .. | .. | District Board line. | | |
| .. | .. | .. | .. | .. | .. | Foreign line. | | |
| .. | .. | .. | .. | .. | .. | Indian State lines. | | |
| .. | .. | .. | .. | .. | .. | District Board line. | | |
| .. | .. | .. | .. | .. | .. | | | |
| .. | .. | .. | .. | .. | .. | State line. | | |
| .. | .. | .. | .. | .. | .. | Indian State line. | | |
| .. | .. | .. | .. | .. | .. | | | |
| .. | .. | .. | .. | .. | .. | State lines. | | |
| .. | .. | .. | .. | .. | 226.07 | | | |
| .. | .. | Semra to Hutar | 136.48 | Daltongunj to Barks Khana. | 113.52 | } State line. | | |
| .. | .. | .. | .. | Anuppur to Semra | 50.00 | | | |
| .. | .. | .. | .. | .. | 163.52 | | | |
| .. | 231.81 | .. | 623.28 | .. | 1,104.26 | | | |

† Including 16.70 miles of mixed (5' 6" and 3' 3 1/4"), gauge line between Burhwal and Barabanki.

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

§ Including the mixed gauge line referred to in the note marked with † above also 2.18 miles of the O. and R. Ry. metre gauge line at Benares.

8.—*Mileage Statement for 1924-25—contd.*

CLASS II RAILWAYS.

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | Route mileage open (Single line) on 31st March 1925. | TRACK MILEAGE OPEN ON 31ST MARCH 1925. | | | Classification. | REMARKS. |
|---------------------------|-----------------------------------|--------|------------------------------------|--|--|----------|----------|--|--|
| | | | | | Running track. | Sidinga. | Total. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| CLASS II RAILWAYS. | | | | | | | | | |
| 1 | Barsi Light | 2' 6" | 1-3-97 | 117.65 | 117.65 | 15.04 | 132.69 | Line subsidized by the Government of India.* | *Receives land only from Government. |
| 2 | Bengal Doon | 3' 3½" | 15-1-93 | 35.23 | 35.23 | 5.53 | 40.81 | | |
| | Bengal Doon Extensions | 3' 3½" | 20-4-00 | 121.46 | 121.46 | 15.66 | 137.12 | Line subsidized by the Government of India.* | |
| | Total 2 | .. | .. | 156.69 | 156.69 | 21.24 | 177.93 | | |
| 3 | Bhavnagar State | 3' 3½" | 20-12-80 | 282.81 | 282.81 | 40.47 | 323.28 | } Indian State Lines. | |
| 4 | Bikaner State | 3' 3½" | 9-12-91 | 568.66 | 568.66 | 42.30 | 610.96 | | |
| 5 | Darjeeling-Himalayan | 2' 0" | 23-8-80 | 51.00† | 51.07 | 10.42 | 61.49 | Line subsidized by Local Government. Branch line under rebate terms. | †Of this 0.07 mile is double line. |
| | Darjeeling-Himalayan Ex-tensions. | 2' 0" | 16-3-14 | 95.44 | 95.44 | 4.15 | 99.59 | | |
| | Total 5 | .. | .. | 146.44 | 146.51 | 14.57 | 161.08 | | |
| 6 | Dibru-Sadiya | 3' 3½" | 15-8-82 | 86.02 | 86.02 | 29.25 | 115.27 | Line subsidized by Local Government. | |
| | Lod and Tikak Margherita | 3' 3½" | 17-2-84 | 5.50 | 5.50 | 16.54 | 22.04 | Unassisted Company's line. | |
| | Total 6 | .. | .. | 91.52 | 91.52 | 45.79 | 137.31 | | |
| 7 | Gaekwar's Baroda State .. | 2' 6" | 8-4-73 | 316.36 | 316.36 | 43.15 | 359.51 | } Indian State lines. | |
| | Bodeli Chhota Udaipur .. | 2' 6" | 1-12-17 | 22.67 | 22.67 | 1.52 | 24.19 | | |
| | Total 7 | .. | .. | 339.03 | 339.03 | 44.67 | 383.70 | | |
| 8 | Gondal | 3' 3½" | 19-1-81 | 106.24 | 106.24 | 12.32 | 118.56 | } Indian State lines. | ‡Includes 0.73 mile of Dungarpur quarry line and 0.30 mile of Veraval Dock Estate worked for goods traffic only. |
| | Jetalpur-Rajkot | 3' 3½" | 12-4-93 | 46.21 | 46.21 | 5.12 | 51.33 | | |
| | Khijadiya-Dhari | 3' 3½" | 1-3-13 | 37.22 | 37.22 | 4.52 | 41.74 | | |
| | Total 8 | .. | .. | 189.67 | 189.67 | 21.96 | 211.63 | | |
| 9 | Junagad State | 3' 3½" | 1-0-88 | 148.10‡ | 148.10 | 15.44 | 163.54 | | |
| 10 | Morvi | 3' 3½" | 4-3-05 | 89.77 | 89.77 | 9.88 | 99.65 | | |
| 11 | Mysore | 3' 3½" | 1-12-99 | 263.10 | 263.10 | 31.10 | 294.20 | | §Includes the 2' 6" gauge section converted to 3' 3½" gauge. |
| | Total Class II | .. | .. | 2,393.44 | 2,393.51 | 302.46 | 2,695.97 | | |

ROUTE MILEAGE OPENED DURING THE YEAR 1924-25.

ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1925.

| ROUTE MILEAGE OPENED DURING THE YEAR 1924-25. | | | ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1925. | | | | | |
|---|--------|--------|---|--------|--------|---|--------|--------|
| Section. | Gauge. | Miles. | SANCTIONED BUT NOT COMMENCED. | | | UNDER CONSTRUCTION. | | |
| | | | Section. | Gauge. | Miles. | Section. | Gauge. | Miles. |
| | | | Barsi Light— Pandharpur to Miraj .. | 2' 6" | 84.32 | Bikaner State— Suratgarh to Raisingh Nagar. | 3' 3½" | 35.44 |
| | | | Bikaner State— Hanumangarh to Siala .. | 3' 3½" | 120.00 | Gaekwar's Baroda State— Kalamba to Jheria. | 2' 6" | 2.44 |
| | | | Raisingh Nagar to Sri Ganga Nagar. | 3' 3½" | 47.51 | | | |
| | | | Jetsar to Anupgarh .. | 3' 3½" | 32.00 | Junagad State— Prachi Road to Jamwala. | 3' 3½" | 7.60 |
| | | | | | 199.51 | | | |
| | | | Gaekwar's Baroda State— Mahuva to Anaval .. | 2' 6" | 17.91 | | | |
| | | | Zankhvav to Bardipada | 2' 6" | 22.57 | | | |
| | | | Navsari to Kamrej .. | 2' 6" | 26.25 | | | |
| | | | | | 66.73 | | | |
| | | | Gondal— Sidpur to Patan | 3' 3½" | 7.85 | | | |
| | | | Junagad State— Jamwala to Una | 3' 3½" | 22.08 | | | |
| | | | Mysore— Nanjangud town to Har- danhalli. | 3' 3½" | 27.12 | | | |
| | | | Shimoga to Arasalu .. | 3' 3½" | 26.80 | | | |
| | | | | | 53.92 | | | |
| | | | | | 434.41 | .... |  | 45.43 |

8.—Mileage Statement for 1924-25—concl'd.

CLASS III RAILWAYS.

| Serial No. | Name of Railway. | Gauge. | Date of first opening for traffic. | Route mileage open (Single line) on 31st March 1925. | TRACK MILEAGE OPEN ON 31st MARCH 1925. | | | Classification. | REMARKS. |
|---------------------|---|-----------|------------------------------------|--|--|----------|----------|--|---|
| | | | | | Running track. | Sidings. | Total. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| CLASS III—RAILWAYS. | | | | | | | | | |
| 1 | Aden | 3' 3 3/4" | 1-1-10 | 28-75 | 28-75 | 4-43 | 33-18 | State Line. | |
| 2 | Ahmadpur-Katwa | 2' 6" | 30-5-17 | 32-26 | 32-26 | 2-35 | 34-61 | | |
| 3 | Arakan Light | 2' 6" | 15-2-19 | 18-13 | 18-13 | 0-03 | 18-16 | Branch Lines under guarantee terms. | |
| 4 | Arrah-Syram | 2' 6" | 0-3-11 | 65-16 | 65-16 | 5-00 | 70-16 | | |
| 5 | Bangalore-Chik Ballapur Light | 2' 6" | 15-9-14 | 38-69 | 38-69 | " | 38-69 | Line subsidised by District Board. Line guaranteed by Indian State. | * Included with Kolar District Ry. |
| 6 | Bankura-Damoodar River | 2' 6" | 15-12-16 | 59-05 | 59-05 | 4-61 | 64-66 | | |
| 7 | Barnaul-Boairhat Light | 2' 0" | 1-2-05 | 52-24 | 52-24 | 4-44 | 56-68 | Line subsidised by District Board. Unassisted Company's line. | |
| 8 | Bengal-Provincial | 2' 6" | 7-11-01 | 33-27 | 33-27 | 2-31 | 35-58 | | |
| | Dasghara-Jamalpurgunj | 2' 0" | 1-9-17 | 8-31 | 8-31 | 0-77 | 9-08 | Branch line under guarantee terms. | |
| | Total 8 | | | 41-58 | 41-58 | 3-08 | 44-66 | | |
| 9 | Bukhtiarpur-Bihar Light | 2' 6" | 1-7-03 | 33-00 | 33-00 | 3-32 | 36-32 | Line subsidised by District Board. Branch line under guarantee terms. | |
| 10 | Burdwan-Katwa | 2' 6" | 1-12-15 | 32-47 | 32-47 | 3-12 | 35-59 | | |
| 11 | Cutch State | 2' 6" | 18-5-05 | 36-78 | 36-78 | 2-70 | 39-48 | Indian State line. Line subsidised by the Government of India. | |
| 12 | Dehri-Rohas Light | 2' 6" | 0-2-11 | 23-83 | 23-83 | 4-76 | 28-59 | | |
| 13 | Dholpur-Bari | 2' 6" | 24-2-08 | 36-38 | 36-38 | 4-67 | 41-05 | Indian State lines. | † Although for convenience classed as an Indian State railway this line is the property of Govt. |
| | Mohari-Barauli | 2' 6" | 10-2-17 | 15-25 | 15-25 | 0-72 | 15-97 | | |
| | Total 13 | | | 51-63 | 51-63 | 5-39 | 57-02 | | |
| 14 | Futwah-Islampur | 2' 0" | 24-1-22 | 27-00 | 27-00 | 1-58 | 28-58 | Branch line under guarantee terms. Indian State line. | |
| 15 | Gwalior Light | 2' 0" | 2-12-00 | 251-63 | 251-63 | 0-82 | 261-45 | | |
| 16 | Howrah-Amta Light | 2' 0" | 1-7-97 | 43-87 | 43-87 | 6-11 | 49-98 | Subsidized by District Boards. | |
| 17 | Howrah-Sheakhala Light | 2' 0" | 2-8-97 | 19-75 | 19-75 | 1-22 | 20-97 | | |
| 18 | Jagadhri Light | 2' 0" | 11-8-11 | 3-31 | 3-31 | 0-55 | 3-86 | Unassisted Coy.'s line. | |
| 19 | Jamnagar and Dwarka | 3' 3 3/4" | 7-11-22 | 65-92 | 65-92 | 3-65 | 69-57 | | |
| | Rajkot-Jamnagar | 3' 3 3/4" | 8-4-97 | 54-22 | 54-22 | 4-87 | 59-09 | Indian State lines. | ‡ Includes 3-03 miles, Jamnagar to Bodi Bunder, worked for goods traffic only. |
| | Okhamandal | 3' 3 3/4" | 15-11-22 | 37-03 | 37-03 | 3-56 | 40-50 | | |
| | Total 19 | | | 157-17 | 157-17 | 12-08 | 169-25 | | |
| 20 | Jessore-Jhenidah | 2' 0" | 1-10-13 | 36-75 | 36-75 | 1-76 | 38-51 | Subsidized by District Board. State line. | |
| 21 | Jorhat (Provincial) | 2' 0" | 13-9-83 | 32-50 | 32-50 | 2-04 | 34-54 | | |
| 22 | Kalighat-Falta | 2' 6" | 28-5-17 | 26-25 | 26-25 | 4-23 | 30-48 | Branch line under guarantee terms. Indian State line. | |
| 23 | Kolar District | 2' 0" | 15-12-13 | 63-51 | 63-51 | 4-40 | 67-91 | | |
| 24 | Kulasekarapatnam Light | 2' 0" | 18-7-15 | 25-25 | 25-25 | " | 25-25 | Unassisted Coy.'s line. Indian State line. | § Includes 1-55 miles of Porbandar Dook Estate line and 3-70 miles of Ranawoo quarry line worked for goods traffic only. \|\| Receives land only from Government. |
| 25 | Porbandar State | 3' 3 3/4" | 1-10-89 | 41-29 | 41-29 | 8-41 | 49-70 | | |
| 26 | Shahdara (Delhi)—Saharanpur Light | 2' 0" | 7-5-07 | 92-50 | 92-50 | 8-62 | 101-12 | Subsidized by the Government of India. \|\| Indian State line. | |
| 27 | Tarikere-Narasimharajapura | 2' 0" | 15-1-15 | 26-75 | 26-75 | 2-50 | 29-25 | | |
| 28 | Tezpur-Balipara Light | 2' 6" | 9-8-94 | 20-10 | 20-10 | 1-11 | 21-21 | Subsidized by District Board. Unassisted Coy.'s line. Indian State line. | |
| 29 | Trivellore Light | 2' 0" | 17-9-21 | 2-37 | 2-37 | 0-20 | 2-57 | | |
| 30 | Udaipur-Chitorgarh | 3' 3 3/4" | 1-8-05 | 67-30 | 67-30 | 5-08 | 72-38 | | |
| | Total Class III | | | 1,451-77 | 1,451-77 | 112-94 | 1,564-71 | | |

ROUTE MILEAGE OPENED DURING THE FINANCIAL YEAR 1924-25.

ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1925.

| ROUTE MILEAGE OPENED DURING THE FINANCIAL YEAR 1924-25. | | | ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1925. | | | | | |
|---|--------|--------|---|-----------|--------|---|--------|--------|
| Section. | Gauge. | Miles. | SANCTIONED BUT NOT COMMENCED. | | | UNDER CONSTRUCTION. | | |
| | | | Section. | Gauge. | Miles. | Section. | Gauge. | Miles. |
| Gwalior Light—City Extension | 2' 0" | 1-67 | Jamnagar-Dwarka—Khambhajia to Saliya | 3' 3 3/4" | 8-96 | Cutch State—Anjar to Bachan | 2' 6" | 23-75 |
| | | | Singri-Orang Light—Singri to Orang | 2' 6" | 14-79 | Dholpur-Bari—Dholpur to Bajakhera | 2' 0" | 22-34 |
| | | | Tirupati-Tiruchanur Light—Tirupati to Tiruchanur | 2' 0" | 3-00 | Gwalior Light—City Extension | 2' 0" | 4-98 |
| Total Class III | | 1-67 | ..... |  | 26-75 | ..... |  | 51-07 |

9.—Description of Class I Railways worked during the year 1924-1925.

| Railway. | Mean mileage worked. | Number of Stations. | 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 | Length. | Inclination. | Degree. | Radius in feet. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 5' 6" GAUGE. | | | | | | | | | | | | | |
| Bengal-Nagpur | 1,992.5 | 355 | Nil. | 8.11 | 162.34 | 693.5 | 162.2 | 2.30 | 1 in 60 | 5.45 | 1,000 | 15.5 | 13.6 |
| Bombay, Baroda and Central India. | 1,324.3 | 238 | Nil. | 1.38 | 0.53 | 262.4 | 95.3 | 0.88 | 1 in 80 | 6.0 | 955 | 13.8 | 10.3 |
| Eastern Bengal | 672.4 | 190 | Nil. | Nil. | 0.32 | Nil. | 7.1 | 0.32 | 1 in 100 | 6.0 | 955 | 13.7 | 11.2 |
| East Indian | 2,875.0 | 527 | 6.05 | 18.60 | 53.20 | 225.9 | 175.0 | 3.98 | 1 in 40 | 8.0 | 712 | 15.6 | 9.6 |
| Great Indian Peninsula | 3,268.4 | 526 | 19.70 | 8.74 | 74.93 | 838.9 | 282.4 | 0.16 | 1 in 34 | 6.2 | 924 | 27.8 | 17.1 |
| Madras and Southern Mahratta | 1,078.7 | 222 | Nil. | 13.22 | 33.59 | 172.5 | 93.7 | 0.81 | 1 in 60 | 7.0 | 800 | 24.3 | 11.0 |
| Nizam's Guaranteed State | 409.8 | 70 | Nil. | Nil. | 79.19 | 144.5 | 18.5 | 2.52 | 1 in 100 | 5.73 | 1,000 | 8.0 | 15.9 |
| North Western | 5,336.1 | 847 | 78.70 | 87.70 | 235.90 | 265.6 | 195.3 | 6.54 | 1 in 25 | 12.6 | 455 | 12.8 | 14.6 |
| Oudh and Rohilkhand | 1,621.4 | 289 | Nil. | 9.30 | 6.41 | 19.0 | 24.0 | 2.25 | 1 in 75 | 6.0 | 955 | 12.4 | 7.1 |
| South Indian | 581.8 | 88 | Nil. | 8.12 | 28.53 | 113.0 | 40.8 | 1.57 | 1 in 62 | 8.19 | 700 | 39.3 | 21.2 |
| 3' 3½" GAUGE. | | | | | | | | | | | | | |
| Assam-Bengal | 1,072.3 | 220 | 10.29 | 47.83 | 37.02 | 127.7 | 31.9 | 10.05 | 1 in 37 | 15.0 | 382 | 10.5 | 35.0 |
| Bengal and North Western | 2,146.5 | 376 | 0.11 | 1.52 | 3.73 | 8.7 | 8.7 | 0.11 | 1 in 50 | 8.73 | 656 | 10.2 | 5.0 |
| Bombay, Baroda and Central India. | 2,417.8 | 381 | 3.40 | 0.48 | 19.39 | 394.5 | 236.5 | 3.40 | 1 in 40 | 8.0 | 716 | 10.0 | 10.3 |
| Burma | 1,721.3 | 353 | 100.46 | 46.27 | 65.77 | 186.4 | 154.8 | 23.81 | 1 in 25 | 17.0 | 337 | 15.3 | 37.2 |
| Eastern Bengal | 997.0 | 182 | 0.34 | 0.52 | 2.02 | 43.2 | 40.1 | 0.34 | 1 in 50 | 14.3 | 400 | 9.5 | 10.9 |
| Jodhpur | 828.3 | 123 | Nil. | Nil. | Nil. | 163.5 | 64.0 | 1.17 | 1 in 130 | 6.0 | 955 | 9.9 | 11.0 |
| Madras and Southern Mahratta | 1,969.4 | 310 | 16.31 | 44.26 | 659.12 | 327.3 | 135.0 | 2.00 | 1 in 40 | 10.5 | 545 | 19.8 | 33.1 |
| Nizam's Guaranteed State | 552.9 | 95 | Nil. | Nil. | Nil. | 318.7 | 17.6 | 5.50 | 1 in 133 | 4.0 | 1,433 | 13.8 | 15.4 |
| Rohilkund and Kumaon | 561.0 | 100 | Nil. | 4.85 | 8.44 | 13.9 | 23.6 | 3.31 | 1 in 70 | 12.0 | 479 | 8.7 | 8.2 |
| South Indian | 1,327.7 | 343 | 23.56 | 44.80 | 48.90 | 197.6 | 87.1 | 7.74 | 1 in 50 | 11.46 | 500 | 19.9 | 18.2 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | | | | | |
| Bengal-Nagpur | 894.3 | 133 | 0.51 | 44.22 | 152.37 | 194.1 | 48.7 | 0.51 | 1 in 50 | 14.0 | 409 | 18.8 | 39.1 |
| Bombay, Baroda and Central India. | 153.2 | 39 | Nil. | Nil. | 19.56 | 30.2 | 10.2 | 2.00 | 1 in 100 | 9.0 | 600 | 16.0 | 30.6 |
| Burma | 16.0 | 4 | Nil. | Nil. | 0.57 | Nil. | Nil. | 0.57 | 1 in 100 | .. | .. | .. | .. |
| Eastern Bengal | 54.9 | 20 | Nil. | Nil. | Nil. | 0.2 | 0.3 | 0.23 | 1 in 200 | 11.4 | 500 | 24.0 | 48.6 |
| Great Indian Peninsula | 201.4 | 37 | 0.76 | 1.24 | 50.78 | 48.9 | 14.2 | 0.76 | 1 in 25 | 12.0 | 478 | 19.2 | 42.2 |
| Jodhpur | 25.0 | 4 | Nil. | Nil. | 0.66 | 2.7 | 3.3 | 0.68 | 1 in 100 | 12.0 | 478 | 5.3 | 16.4 |
| North Western | 446.7 | 70 | 57.60 | 42.50 | 69.50 | 44.9 | 16.7 | 0.66 | 1 in 15 | 52.1 | 110 | 14.6 | 76.9 |
| South Indian | 98.7 | 15 | Nil. | 32.62 | 9.81 | 19.7 | 2.4 | 2.96 | 1 in 66 | 6.0 | 955 | 30.2 | 62.2 |

10.—Statements of Equipment of Class I Railways on the 31st March 1925.

A.—Locomotives and Rail Motors.

| Railway. | LOCOMOTIVES. | | | | RAIL MOTORS. | | REMARKS. |
|--|--------------|-------|--------|-----------------------------|--------------|--------|-------------------------------|
| | Tender. | Tank. | Total. | Total tractive effort. lbs. | No. | Seats. | |
| I | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 5' 6" GAUGE. | | | | | | | |
| Bengal-Nagpur | 600 | 84 | 684 | 16,373,824 | .. | .. | |
| Bombay, Baroda and Central India | 385 | 66 | 451 | 9,567,643 | .. | .. | |
| Eastern Bengal | 235 | 00 | 295 | 6,188,682 | 4 | 26 | |
| East Indian | 1,030 | 319 | 1,349 | 25,665,442 | .. | .. | |
| Great Indian Peninsula | 1,032 | 220 | 1,313 | 29,764,982 | 19 | 104 | |
| | | | | | | | *Motor coach compo- sites. |
| { Steam | 1,032 | 220 | 1,313 | 29,764,982 | 19 | 104 | |
| { Electric | .. | .. | *7 | .. | .. | .. | |
| Madras and Southern Mahratta | 262 | 38 | 300 | 6,373,827 | 2 | 168 | |
| Nizam's Guaranteed State | 77 | 4 | 81 | 1,499,256 | .. | .. | |
| North Western | 1,518 | 89 | 1,607 | 33,027,190 | 24 | 161 | |
| Oudh and Rohilkhand | 292 | 26 | 318 | 5,705,016 | .. | .. | |
| South Indian | 142 | 10 | 152 | 2,021,172 | .. | .. | |
| Total | 5,634 | 916 | 6,550 | 137,347,070 | 49 | 469 | |
| | | | | | | | |
| { Steam | 5,634 | 916 | 6,550 | 137,347,070 | 49 | 469 | |
| { Electric | .. | .. | *7 | .. | .. | .. | |
| 3' 3½" GAUGE. | | | | | | | |
| Assam-Bengal | 150 | 15 | 165 | 2,060,739 | .. | .. | |
| Bengal and North-Western | 344 | 10 | 354 | 3,783,216 | .. | .. | |
| Bombay, Baroda and Central India | 401 | 54 | 515 | 5,453,078 | .. | .. | |
| Burma | 314 | 50 | 364 | 4,027,267 | .. | .. | |
| Eastern Bengal | 232 | 4 | 236 | 3,705,503 | 4 | 18 | |
| Jodhpur | 90 | 1 | 100 | 1,139,912 | 3 | 7 | |
| Madras and Southern Mahratta | 333 | 19 | 352 | 4,708,477 | .. | .. | |
| Nizam's Guaranteed State | 70 | 12 | 82 | 1,120,784 | .. | .. | |
| Rohilkund and Kumaon | 71 | 4 | 75 | 853,477 | .. | .. | |
| South Indian | 326 | 84 | 410 | 4,860,903 | 2 | 140 | |
| Total | 2,400 | 253 | 2,653 | 32,613,036 | 9 | 165 | |
| 2' 6" GAUGE. | | | | | | | |
| | | | Number | | | | |
| Bengal-Nagpur | .. | .. | 133 | 1,788,569 | .. | .. | |
| Bombay, Baroda and Central India | .. | .. | 19 | 157,484 | .. | .. | |
| Eastern Bengal | .. | .. | 10 | 44,682 | .. | .. | |
| Great Indian Peninsula | .. | .. | 15 | 157,720 | .. | .. | |
| North Western | .. | .. | 100 | 12,317,606 | 13 | 83 | |
| South Indian | .. | .. | 11 | 136,009 | .. | .. | |
| Total | .. | .. | 288 | 14,614,069 | 13 | 83 | |
| 2' 0" GAUGE. | | | | | | | |
| Bengal-Nagpur | .. | .. | 15 | 55,747 | .. | .. | |
| Jodhpur | .. | .. | 2 | 12,401 | .. | .. | |
| Total | .. | .. | 17 | 68,148 | .. | .. | |

10.—Statements of Equipment of Class I Railways on the 31st March 1925—contd.

B.—Coaching Stock.

| CARRIAGES OF UNIFORM CLASS. | | | | | | | | | | |
|--|---------|-------------------|-------|--------|---------|----------------|-------------------|-------|--------|---------|
| Railway. | Bojies. | | | | | Four-wheelers. | | | | |
| | No. | Seats by classes. | | | | No. | Seats by classes. | | | |
| | | 1st. | 2nd. | Inter. | Third. | | 1st. | 2nd. | Inter. | Third. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 5' 6" GAUGE. | | | | | | | | | | |
| Bengal-Nagpur | 353 | 50 | 96 | 2,346 | 32,578 | 359 | 276 | 414 | 1,236 | 13,384 |
| Bombay, Baroda and Central India | 409 | 98 | 1,881 | .. | 43,624 | 65 | 32 | 576 | .. | 2,465 |
| Eastern Bengal | 231 | 142 | 93 | 798 | 26,063 | 108 | 44 | 72 | 371 | 1,748 |
| East Indian | 572 | 672 | 861 | 3,528 | 57,881 | 686 | 540 | 1,104 | 1,853 | 31,839 |
| Great Indian Peninsula | 502 | 1,038 | 1,357 | 64 | 46,324 | 577 | 578 | 2,406 | .. | 20,182 |
| { Ordinary | .. | .. | .. | .. | 1,680 | .. | .. | .. | .. | .. |
| { Electric | *14 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Madras and Southern Mahratta | 156 | 38 | 108 | .. | 17,176 | 314 | 112 | 509 | 141 | 14,863 |
| Nizam's Guaranteed State | 33 | .. | .. | .. | 4,358 | 40 | 60 | 269 | .. | 1,330 |
| North Western | 783 | 240 | 380 | 1,904 | 84,351 | 854 | 361 | 630 | 3,827 | 37,062 |
| Oudh and Rohilkhand | 209 | .. | .. | 808 | 23,057 | 312 | 376 | 500 | 1,100 | 11,334 |
| South Indian | 66 | .. | .. | .. | 8,930 | 82 | 44 | 197 | .. | 4,180 |
| Total | 3,314 | 2,281 | 4,788 | 9,418 | 338,342 | 3,427 | 2,426 | 6,718 | 8,537 | 138,387 |
| { Ordinary | .. | .. | .. | .. | 1,680 | .. | .. | .. | .. | .. |
| { Electric | *14 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3' 3½" GAUGE. | | | | | | | | | | |
| Assam-Bengal | 212 | .. | .. | .. | 14,969 | .. | .. | .. | .. | .. |
| Bengal and North-Western | 320 | .. | .. | 176 | 28,938 | 667 | 312 | 576 | 1,384 | 23,600 |
| Bombay, Baroda and Central India | 650 | 48 | 80 | 338 | 40,790 | 466 | 378 | 624 | 267 | 11,022 |
| Burma | 341 | 36 | .. | .. | 23,519 | 250 | 196 | 250 | .. | 7,593 |
| Eastern Bengal | 275 | 228 | .. | 484 | 18,501 | 159 | 192 | 24 | 444 | 3,300 |
| Jodhpur | 61 | 12 | .. | 289 | 4,226 | 70 | 48 | 76 | 468 | 1,200 |
| Madras and Southern Mahratta | 280 | 128 | 243 | .. | 17,754 | 345 | 176 | 324 | .. | 8,834 |
| Nizam's Guaranteed State | 41 | .. | .. | .. | 3,953 | 65 | 108 | 240 | .. | 2,141 |
| Rohilkund and Kumaon | 61 | .. | .. | .. | 5,624 | 115 | 96 | 78 | 82 | 3,632 |
| South Indian | 779 | 489 | 439 | .. | 47,668 | 243 | 120 | 320 | .. | 6,744 |
| Total | 3,026 | 941 | 763 | 1,277 | 215,012 | 2,380 | 1,626 | 2,512 | 2,645 | 68,066 |

*Includes 7 driving trailers.

10.—Statements of Equipment of Class I Railways on the 31st March 1925—contd.

B.—Coaching Stock—contd.

| COMPOSITE CARRIAGES EXCLUDING THOSE FITTED WITH BRAKE OR MAIL COMPARTMENTS. | | | | | | | | | | |
|---|---------|-------------------|--------|--------|--------|----------------|-------------------|-------|--------|--------|
| Railway. | Bopics. | | | | | Four-wheelers. | | | | |
| | No. | Seats by classes. | | | | No. | Seats by classes. | | | |
| | | 1st. | 2nd. | Inter. | Third | | 1st. | 2nd. | Inter. | Third. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 5' 6" GAUGE. | | | | | | | | | | |
| Bengal-Nagpur | 61 | 759 | 864 | 369 | 815 | 57 | 282 | 449 | 154 | 290 |
| Bombay, Baroda and Central India | 108 | 1,764 | 2,085 | 150 | 1,357 | 26 | 158 | 394 | .. | .. |
| Eastern Bengal | 119 | 733 | 1,154 | 3,022 | 4,801 | 32 | 212 | 288 | 96 | 104 |
| East Indian | 312 | 1,090 | 3,566 | 8,565 | 10,282 | 60 | 280 | 513 | 476 | 480 |
| Great Indian Peninsula | 238 | 2,812 | 6,035 | 1,088 | 4,520 | 49 | 318 | 604 | .. | 10 |
| { Ordinary | 7 | 105 | 294 | .. | 966† | .. | .. | .. | .. | .. |
| { Electric | 7 | 105 | 294 | .. | 966† | .. | .. | .. | .. | .. |
| Madras and Southern Mahratta | 84 | 386 | 1,272 | 697 | 2,834 | 59 | 247 | 420 | 119 | 203 |
| Nizam's Guaranteed State | 9 | 108 | 332 | .. | 36 | 10 | 60 | 130 | .. | .. |
| North Western | 583 | 4,145 | 5,760 | 10,812 | 24,742 | 134 | 572 | 700 | 912 | 1,677 |
| Oudh and Rohilkhand | 116 | 957 | 1,455 | 1,820 | 3,478 | 103 | 423 | 421 | 816 | 1,433 |
| South Indian | 47 | 487 | 1,106 | .. | 1,136 | 12 | 74 | 106 | .. | .. |
| Total | 1,703 | 13,880 | 24,229 | 27,424 | 54,001 | 512 | 2,626 | 4,025 | 2,603 | 4,208 |
| { Ordinary | 7 | 105 | 294 | .. | 966† | .. | .. | .. | .. | .. |
| { Electric | 7 | 105 | 294 | .. | 966† | .. | .. | .. | .. | .. |
| 3' 3½" GAUGE. | | | | | | | | | | |
| Assam-Bengal | 125 | 1,042 | 936 | 769 | 1,792 | .. | .. | .. | .. | .. |
| Bengal and North-Western | 53 | 324 | 486 | 852 | 852 | 95 | 306 | 366 | 470 | 986 |
| Bombay, Baroda and Central India | 121 | 1,062 | 1,215 | .. | 1,409 | 42 | 210 | 210 | 91 | 100 |
| Burma | 110* | 895 | 1,544 | .. | 1,864 | 25 | 150 | 200 | .. | .. |
| Eastern Bengal | 108 | 621 | 609 | 1,356 | 1,966 | 70 | 252 | 252 | 258 | 338 |
| Jodhpur | 11 | 168 | 191 | 138 | 132 | 20 | 108 | 126 | 16 | .. |
| Madras and Southern Mahratta | 57 | 232 | 468 | 200 | 1,092 | 41 | 164 | 216 | .. | .. |
| Nizam's Guaranteed State | 12 | 108 | 255 | .. | 196 | 10 | 63 | 138 | .. | .. |
| Rohilkund and Kumaon | 17 | 135 | 198 | 146 | 350 | 23 | 72 | 75 | 104 | 152 |
| South Indian | 133 | 1,002 | 1,528 | 75 | 1,824 | 42 | 252 | 336 | .. | .. |
| Total | 759 | 5,529 | 7,430 | 3,536 | 11,378 | 368 | 1,637 | 1,949 | 920 | 1,585 |

*Includes 3 motor cars now running as ordinary 2nd and 3rd class carriages

†Includes 672 seats in the 7 Motor coaches shown in column 1 of Statement 10-A (Locomotives).

10.—Statements of Equipment of Class I Railways on the 31st March 1925—contd.

B.—Coaching Stock—contd.

| Railway. | COMPOSITE CARRIAGES WITH BRAKE OR MAIL COMPARTMENTS. | | | | | | | | | |
|--|--|-------------------|-------|--------|--------|----------------|-------------------|------|--------|--------|
| | Bogies. | | | | | Four-wheelers. | | | | |
| | No. | Seats by classes. | | | | No. | Seats by classes. | | | |
| | | 1st. | 2nd. | Inter. | Third. | | 1st. | 2nd. | Inter. | Third. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 5' 6" GAUGE. | | | | | | | | | | |
| Bengal-Nagpur | 93 | .. | 120 | 405 | 3,981 | 14 | .. | .. | 78 | 384 |
| Bombay, Baroda and Central India | 96 | .. | .. | .. | 8,027 | 4 | .. | .. | .. | 104 |
| Eastern Bengal | 104 | 552 | 860 | 2,333 | 3,860 | 10 | 8 | .. | 196 | 117 |
| East Indian | 207 | 62 | 10 | 552 | 11,523 | 5 | .. | .. | .. | 189 |
| Great Indian Peninsula | 197 | .. | 72 | 108 | 9,122 | 98 | .. | 320 | .. | 2,930 |
| { Ordinary | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| { Electric | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Madras and Southern Mahratta | 79 | .. | .. | .. | 4,119 | 38 | .. | .. | .. | 500 |
| Nizam's Guaranteed State | 12 | .. | .. | .. | 516 | .. | .. | .. | .. | .. |
| North Western | 272 | 12 | 15 | .. | 15,007 | 9 | .. | .. | .. | 304 |
| Oudh and Rohilkhand | 43 | .. | .. | .. | 2,630 | 23 | .. | .. | .. | 877 |
| South Indian | 49 | 72 | 144 | .. | 2,021 | 8 | .. | .. | .. | 170 |
| Total { Ordinary | 1,152 | 698 | 1,221 | 3,398 | 60,806 | 209 | 8 | 320 | 274 | 5,575 |
| { Electric | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3' 3½" GAUGE. | | | | | | | | | | |
| Assam-Bengal | 33 | .. | .. | 528 | .. | 63 | .. | .. | 252 | .. |
| Bengal and North-Western | 20 | .. | .. | .. | 980 | 21 | .. | .. | .. | 564 |
| Bombay, Baroda and Central India | 129 | .. | .. | 138 | 6,107 | 19 | .. | .. | .. | 378 |
| Burma | 131 | 88 | 48 | .. | 5,370 | 36 | .. | .. | .. | 714 |
| Eastern Bengal | 104 | 144 | 116 | 360 | 3,331 | 6 | .. | .. | .. | 96 |
| Jodhpur | 21 | .. | .. | .. | 1,220 | 2 | .. | .. | .. | 41 |
| Madras and Southern Mahratta | 94 | .. | .. | 22 | 3,394 | 207 | .. | .. | .. | 1,361 |
| Nizam's Guaranteed State | 20 | 24 | 96 | .. | 498 | 2 | .. | .. | .. | 48 |
| Rohilkund and Kumaon | 21 | 12 | 18 | 165 | 886 | 1 | .. | .. | 16 | 8 |
| South Indian | 176 | 20* | 16 | .. | 6,262 | 13 | .. | .. | .. | 194 |
| Total | 749 | 288 | 294 | 1,213 | 28,108 | 370 | .. | .. | 268 | 3,407 |

*Includes 12 dining seats.

'10 --Statement of Equipment of Class I Railways on the 31st March 1925--contd.

B.—Coaching Stock—contd.

| Railway. | MILITARY CARS. | | DINING CARS. | | SALOONS, ROYAL AND STATE. | | RESERVED CARRIAGES (FOR USE OF THE PUBLIC). | |
|---|----------------|--------------|--------------|--------------|---------------------------|----------------|---|----------------|
| | No. | Seats. | No. | Seats. | Bogies. | Four-wheelers. | Bogies. | Four-wheelers. |
| | | | | | No. | No. | No. | No. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur | .. | .. | 12 | 322 | 1 | .. | 3 | .. |
| Bombay, Baroda and Central India | .. | .. | *8 | †224 | ‡2 | .. | 5 | 10 |
| Eastern Bengal | .. | .. | 2 | 72 | 2 | 1 | 4 | 3 |
| East Indian | 20 | 1,680 | 14 | 390 | .. | .. | 7 | .. |
| Great Indian Peninsula { Ordinary | 18 | 1,980 | 28 | 1,211 | 3 | .. | .. | 6 |
| { Electric | .. | .. | .. | .. | .. | .. | .. | .. |
| Madras and Southern Mahratta | .. | .. | 4 | 90 | 2 | 1 | 2 | 2 |
| Nizam's Guaranteed State | .. | .. | .. | .. | 11 | 5 | .. | 3 |
| North Western | 12 | 792 | 23 | 653 | 16 | .. | 11 | .. |
| Oudh and Rohilkhand | .. | .. | 3 | 84 | 17 | .. | 5 | .. |
| South Indian | .. | .. | 1 | 11 | 1 | .. | .. | .. |
| Total | 60 | 4,452 | 95 | 3,027 | 55 | 7 | 37 | 33 |
| { Ordinary | .. | .. | .. | .. | .. | .. | .. | .. |
| { Electric | .. | .. | .. | .. | .. | .. | .. | .. |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam-Bengal | .. | .. | 1 | 22 | 1 | 2 | .. | .. |
| Bengal and North-Western | .. | .. | 3 | 36 | 1 | 2 | .. | 8 |
| Bombay, Baroda and Central India | .. | .. | 6 | 93 | §10 | §2 | 8 | .. |
| Burma | .. | .. | 2 | 25 | 3 | .. | 3 | .. |
| Eastern Bengal | .. | .. | 1 | 18 | 3 | .. | .. | 1 |
| Jodhpur | .. | .. | 3 | 57 | 2 | .. | .. | .. |
| Madras and Southern Mahratta | .. | .. | 8 | 64 | 2 | .. | .. | 11 |
| Nizam's Guaranteed State | .. | .. | .. | .. | 4 | 1 | .. | 1 |
| Rohilkund and Kumaon | .. | .. | 1 | 24 | .. | .. | .. | 5 |
| South Indian | .. | .. | 6 | 108 | 4 | .. | 511 | .. |
| Total | .. | .. | 31 | 447 | 30 | 7 | 522 | 16 |

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

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

‡ Bogie Saloons built from other than Railway Funds.

§ Includes 5 bogie and one 4-wheeled saloons built from Government Funds.

|| Includes 2 saloons for High Government officials.

10.—Statement of Equipment of Class I Railways on the 31st March 1925—contd.

B.—Coaching Stock—contd.

| Railway. | Brake vans used exclusively on passenger service. | Mails (newspaper letter sorting). | Carriage and motor vans. | Horse vans. | Luggage vans. | Miscellaneous (excluding departmental). | Total coaching vehicles. | Departmental (including officers' carriages) |
|---|---|-----------------------------------|--------------------------|-------------|---------------|---|--------------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur | 32 | .. | 55 | 38 | 29 | 5 | 1,112 | 73 |
| Bombay, Baroda and Central India | 70 | .. | 41 | 28 | 121 | *12 | 1,014 | 16 |
| Eastern Bengal | 38 | .. | 27 | 32 | 59 | 110 | 882 | 44 |
| East Indian | 161 | 16 | 88 | 100 | 81 | 17 | 2,346 | 232 |
| Great Indian Peninsula { Ordinary | 183 | 1 | 94 | 125 | 271 | 51 | 2,461 | 115 |
| { Electric | .. | .. | .. | .. | .. | .. | 21 | .. |
| Madras and Southern Mahratta | .. | 4 | 36 | 27 | 105 | 1 | 944 | 60 |
| Nizam's Guaranteed State | 9 | 1 | 10 | 15 | .. | 10 | 168 | 10 |
| North Western | 326 | .. | 113 | 191 | 162 | 202 | 3,697 | 188 |
| Oudh and Rohilkhand | 149 | .. | 10 | 80 | 26 | 19 | 1,115 | 52 |
| South Indian | .. | 4 | 23 | 18 | 21 | .. | 362 | 17 |
| Total { Ordinary | 968 | 26 | 497 | 654 | 875 | 427 | 14,101 | 807 |
| { Electric | .. | .. | .. | .. | .. | .. | 21 | .. |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam-Bengal | 5 | 28 | 14 | 20 | 14 | 3 | 521 | 64 |
| Bengal and North-Western | .. | .. | 5 | 30 | 1 | 2 | 1,228 | 15 |
| Bombay, Baroda and Central India | 126 | .. | 41 | 82 | 29 | 6 | 1,737 | 40 |
| Burma | .. | .. | 26 | 37 | 46 | 54 | 1,073 | 102 |
| Eastern Bengal | 51 | 1 | 15 | 32 | 81 | 73 | 980 | 76 |
| Jodhpur | 4 | .. | 3 | 8 | 4 | 6 | 218 | 13 |
| Madras and Southern Mahratta | .. | .. | 25 | 42 | 34 | 6 | 1,158 | 45 |
| Nizam's Guaranteed State | 15 | .. | 4 | 12 | .. | 1 | 188 | 24 |
| Rohilkund and Kumaon | .. | 7 | 2 | 12 | .. | 3 | 268 | 4 |
| South Indian | 56 | .. | 24 | 20 | 13 | 43 | 1,557 | 34 |
| Total | 257 | 36 | 159 | 295 | 222 | 197 | 8,928 | 417 |

* Includes ten postal vans built from other than Railway Funds.

10.—Statements of Equipment of Class I Railways on the 31st March 1925—contd.

B.—Coaching Stock—concl'd.

| Railway. | PASSENGER VEHICLES. | | | | | Other coaching vehicles. | Total. | Departmental (including officers' carriages). | REMARKS. |
|-----------------------------------|---------------------|-------------------|--------------|--------------|---------------|--------------------------|------------|---|----------|
| | No. | SEATS BY CLASSES. | | | | | | | |
| | | 1st. | 2nd. | Inter. | 3rd. | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 2' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 381 | 426 | 487 | 1,014 | 12,140 | 19 | 400 | 17 | |
| Bombay, Baroda and Central India. | 57 | -- | 158 | -- | 2,850 | -- | 57 | -- | |
| Eastern Bengal | 67 | 70 | 36 | 162 | 1,226 | -- | 67 | 3 | |
| Great Indian Peninsula | 44 | 54 | -- | -- | 1,878 | 3 | 46 | 1 | |
| North Western | 253 | 387 | 553 | 515 | 6,944 | 34 | 287 | 12 | |
| South Indian | 35 | 48 | -- | -- | 819 | -- | 35 | -- | |
| TOTAL | 837 | 985 | 1,234 | 1,691 | 25,857 | 55 | 892 | 33 | |
| 2' 0" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | -- | -- | -- | -- | -- | 1 | 1 | -- | |
| Jodhpur | 5 | 6 | 6 | -- | 104 | -- | 5 | -- | |
| TOTAL | 5 | 6 | 6 | -- | 104 | 1 | 6 | -- | |

10.—Statement of Equipment of Class I

C.—Goods

| Railway. | COVERED WAGONS. | | | | | OPEN WAGONS (LOW-SIDED). | | | | | OPEN | |
|---------------------------------|--------------------|----------------------------|----------------------------|---------------|-------------------------|--------------------------|----------------------------|----------------------------|---------------|-------------------------|--------------------|----------------------------|
| | 17 tons and under. | Over 17 and up to 24 tons. | Over 24 and up to 36 tons. | Over 36 tons. | Total capacity in tons. | 17 tons and under. | Over 17 and up to 24 tons. | Over 24 and up to 36 tons. | Over 36 tons. | Total capacity in tons. | 17 tons and under. | Over 17 and up to 24 tons. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 5' 6" GAUGE. | | | | | | | | | | | | |
| Bengal-Nagpur . | 3,712 | 3,860 | .. | .. | 141,335 | 248 | .. | .. | .. | 3,782 | 1,356 | 10,887 |
| Bombay, Baroda & Central India. | 1,360 | 3,796 | .. | .. | 105,272 | 11 | 34 | 51 | 160 | 8,732 | 804 | 1,003 |
| Eastern Bengal . | 2,532 | 4,403 | 2 | .. | 124,337 | 480 | 409 | .. | .. | 15,923 | 101 | 161 |
| East Indian . | 755 | 26,249 | .. | .. | 504,359 | 3,652 | *150 | .. | .. | *57,378 | 2,492 | 8,738 |
| Great Indian Peninsula | 3,174 | 5,157 | .. | 1,062 | 197,066 | 25 | .. | .. | .. | 375 | 3,513 | 1,598 |
| Madras & Southern Mahratta. | 1,117 | 2,904 | .. | .. | 79,465 | 205 | .. | .. | .. | 2,829 | 448 | 719 |
| Nizam's Guaranteed State. | .. | 633 | .. | .. | 13,108 | .. | .. | .. | .. | .. | .. | 1,284 |
| North Western . | 322 | 22,570 | 712 | .. | 519,227 | 959 | 1,104 | 275 | .. | 46,474 | 216 | 2,252 |
| Oudh & Rohilkhand. | 2,179 | 5,341 | .. | .. | 147,806 | 280 | .. | .. | .. | 2,990 | .. | 150 |
| South Indian . | 356 | 813 | .. | .. | 22,595 | .. | .. | .. | .. | .. | 176 | 310 |
| TOTAL . | 15,498 | 75,821 | 714 | 1,032 | 1,854,570 | 5,860 | 1,697 | 326 | 160 | 138,453 | 9,506 | 28,012 |

| Railway. | COVERED WAGONS. | | | | | OPEN WAGONS (LOW-SIDED). | | | | | OPEN | |
|---------------------------------|--------------------|----------------------------|----------------------------|---------------|-------------------------|--------------------------|----------------------------|----------------------------|---------------|-------------------------|--------------------|----------------------------|
| | 10 tons and under. | Over 10 and up to 15 tons. | Over 15 and up to 20 tons. | Over 20 tons. | Total capacity in tons. | 10 tons and under. | Over 10 and up to 15 tons. | Over 15 and up to 20 tons. | Over 20 tons. | Total capacity in tons. | 10 tons and under. | Over 10 and up to 15 tons. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 3' 3½" GAUGE. | | | | | | | | | | | | |
| Assam-Bengal . | 692 | 3,482 | 100 | .. | 45,927 | .. | .. | .. | .. | .. | 155 | .. |
| Bengal & North-Western. | 4,302 | 4,046 | 1,138 | .. | 107,479 | 403 | .. | 28 | .. | 4,425 | .. | .. |
| Bombay, Baroda & Central India. | 759 | 4,363 | 474 | 95 | 68,051 | .. | 243 | 555 | .. | 11,990 | 235 | 132 |
| Burma . | 565 | 5,207 | 176 | 106 | 70,228 | 1,245 | 317 | .. | 164 | 16,095 | .. | 3 |
| Eastern Bengal . | 1,826 | 621 | 757 | 600 | 51,758 | 545 | 138 | .. | 2 | 6,550 | .. | 4 |
| Jodhpur . | .. | 1,551 | 291 | 4 | 18,924 | .. | 87 | .. | 163 | 2,647 | .. | 25 |
| Madras & Southern Mahratta. | 2,312 | 2,740 | 127 | .. | 49,998 | 174 | .. | .. | .. | 1,274 | .. | 134 |
| Nizam's Guaranteed State. | .. | 740 | .. | .. | 9,000 | .. | .. | .. | .. | .. | .. | 281 |
| Rohilkund & Kumaon. | 765 | 476 | 875 | .. | 28,461 | 79 | 150 | .. | .. | 2,317 | .. | .. |
| South Indian . | 1,414 | .. | 1,440 | 45 | 40,976 | .. | 20 | .. | 13 | 556 | 603 | .. |
| TOTAL .. | 12,635 | 23,226 | 5,378 | 1,000 | 490,802 | 2,536 | 955 | 583 | 342 | 45,864 | 993 | 579 |

* Includes 150 Broad Gauge coal wagons belonging to B. & N. W. Ry., kept for use on the E. I. Ry. The total capa-

Railways on the 31st March 1925—contd.

Stock.

| WAGONS (HIGH-SIDED). | | | SPECIAL WAGONS. | | | | | | Travel- ling Cranes. | Brake vans used indiscrimi- nately on passen- ger, mixed or goods service. | Total goods vehicles. | Railway service vehicles (includ- ing inspec- tion trolleys). | Road Motors. |
|-------------------------------------|------------------|----------------------------------|---------------------------------|-----------------------------------|---------------------------|------------------|-----------------|------------------------------|----------------------------|--|-----------------------------|--|-----------------|
| Over 24 and up to 36 tons. | Over 36 tons. | Total capacity in tons. | Wagons for Live Stock. | Wagons for explo- sives. | Timber or rail wagons. | | Tank Wagons. | Misce- laneous Wagons. | | | | | |
| 14 | 15 | 16 | 17 | 18 | 24 tons and under. | Over 24 tons. | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| .. | 781 | 291,955 | 46 | 10 | 362 | 550 | 146 | 57 | 38 | 536 | 22,589 | 141 | 1 |
| 7 | .. | 56,336 | 1,209 | 14 | 2 | .. | 100 | 185 | 19 | 253 | 10,013 | 829 | 13 |
| 2 | .. | 4,895 | .. | 5 | 65 | 12 | 83 | 116 | 7 | 143 | 8,616 | 150 | 7 |
| .. | .. | 205,666 | 30 | 31 | .. | 200 | 236 | 705 | 37 | 1,035 | 44,340 | 898 | 14 |
| .. | 221 | 97,197 | 3,427 | 34 | 346 | 63 | 178 | 15 | 87 | 940 | 19,845 | 809 | 14 |
| 10 | .. | 21,970 | 2 | 24 | 107 | 7 | 85 | 19 | 17 | 273 | 5,937 | 147 | 1 |
| .. | .. | 26,571 | .. | .. | 18 | .. | .. | .. | 2 | 43 | 1,980 | 116 | 1 |
| .. | 70 | 52,035 | .. | 80 | 274 | 233 | 343 | 15 | 76 | 584 | 30,085 | 463 | 7 |
| .. | .. | 3,450 | .. | 8 | 152 | 51 | 14 | 23 | 25 | 87 | 8,331 | 381 | 7 |
| .. | .. | 9,572 | .. | 13 | 197 | 12 | 7 | .. | 4 | 76 | 1,964 | 122 | .. |
| 19 | 1,072 | 769,647 | 4,714 | 219 | 1,523 | 1,133 | 1,192 | 1,135 | 312 | 4,005 | 153,700 | 4,056 | 64 |

| WAGONS (HIGH-SIDED). | | | SPECIAL WAGONS. | | | | | | Travel- ling Cranes. | Brake vans used indiscrimi- nately on passen- ger, mixed or goods service. | Total goods vehicles. | Railway service vehicles (includ- ing inspec- tion trolleys). | Road Motors. |
|-------------------------------------|------------------|----------------------------------|---------------------------------|-----------------------------------|---------------------------|-----------------|-----------------|------------------------------|----------------------------|--|-----------------------------|--|-----------------|
| Over 15 and up to 20 tons. | Over 20 tons. | Total capacity in tons. | Wagons for Live Stock. | Wagons for explo- sives. | Timber or rail wagons. | | Tank Wagons. | Misce- laneous Wagons. | | | | | |
| 14 | 15 | 16 | 17 | 18 | 15 tons and under. | Over 15 tons | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 48 | .. | 2,496 | 8 | 3 | .. | 149 | 35 | 28 | 18 | 12 | 4,730 | 630 | 2 |
| .. | .. | .. | .. | 1 | 267 | 60 | 16 | 22 | 23 | 279 | 10,675 | .. | .. |
| 482 | 10 | 12,292 | 1,015 | 33 | 21 | 50 | 25 | 100 | 27 | 180 | 8,701 | 600 | .. |
| .. | 4 | 122 | 460 | 9 | 280 | 361 | 56 | 49 | 45 | 213 | 9,320 | 109 | .. |
| 2 | 4 | 167 | .. | 2 | 219 | 127 | 26 | 12 | 3 | 55 | 5,013 | 202 | .. |
| .. | .. | 250 | .. | 3 | .. | .. | 8 | 39 | .. | 59 | 2,230 | 5 | .. |
| 53 | .. | 2,191 | 127 | 13 | 176 | .. | 50 | 812 | 22 | 184 | 6,924 | 278 | .. |
| .. | 2 | 3,413 | .. | .. | 10 | .. | 2 | .. | 3 | 38 | 1,086 | 130 | .. |
| 30 | .. | 540 | .. | 2 | 100 | .. | .. | 7 | 12 | 53 | 2,549 | .. | .. |
| 95 | 164 | 9,581 | .. | 9 | 63 | 55 | 63 | 5 | 13 | 199 | 4,201 | 1,011 | .. |
| 710 | 184 | 31,052 | 1,610 | 75 | 1,146 | 802 | 281 | 1,074 | 166 | 1,272 | 55,547 | 2,965 | 2 |

city of these wagons is 2,850 tons.

10.—Statement of Equipment of Class I Railways on the 31st March 1925—concl'd.
C.—Goods Stock—concl'd.

| Railway System. | GOODS VEHICLES. | | Railway service vehicles. | REMARKS. |
|--|-----------------|-------------------------|---------------------------|--|
| | Number. | Total capacity in tons. | | |
| 1 | 2 | 3 | 4 | 5 |
| 2' 6" GAUGE. | | | | |
| Bengal-Nagpur | 1,638 | 25,352 | 32 | |
| Bombay, Baroda and Central India | 259 | 2,605 | .. | |
| Eastern Bengal | 95 | 445 | .. | |
| Great Indian Peninsula | 153 | 2,358 | 29 | |
| North Western | 725 | 8,668 | 75* | * Includes 13 motor Inspection trollies. |
| South Indian | 78 | 765 | 1† | † Motor Inspection trolley. |
| TOTAL .. | 2,948 | 40,193 | 137 | |
| 2' 0" GAUGE. | | | | |
| Bengal-Nagpur | 520 | 1,352 | .. | |
| Jodhpur | 8 | 45 | 2 | |
| TOTAL .. | 528 | 1,397 | 2 | |

11.—Statement of net additions to or reductions of equipment of Class I Railways during the year 1924-25.

| Railway. | LOCOMOTIVES. | | COACHING (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | | GOODS STOCK (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | |
|---|--------------|----------------------------|--|--------|------|--------|--------------------------|-----------------|---|--------------|---------------------|---------------|------|
| | No. | Tractive effort (in lbs.). | PASSENGER CARRIAGES. | | | | Other coaching vehicles. | COVERED WAGONS. | | OPEN WAGONS. | | Other wagons. | |
| | | | No. | Seats. | | | | No. | Capacity (in tons). | No. | Capacity (in tons). | | |
| | | | | 1st. | 2nd. | Inter. | | | | | | | 3rd. |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. | 11. | 12. | 13. | 14. |
| 5' 6" GAUGE. | | | | | | | | | | | | | |
| Bengal-Nagpur | 30 | 875,568 | -7 | -8 | .. | -72 | 280 | 1 | 340 | 9,384 | 171 | 7,152 | 101 |
| Bombay, Baroda and Central India. | 14 | 398,908 | 5 | 146 | 57 | .. | 1,329 | 10 | 237 | 5,214 | -57 | -912 | 24 |
| Eastern Bengal | -1 | 304,066 | 10 | -10 | 68 | 105 | 1,439 | -2 | -200 | -5,819 | -9 | -247 | 9 |
| East Indian | .. | 422,923 | 67 | 136 | 275 | 605 | 6,350 | 24 | 416 | 9,161 | 584 | 7,789 | 138 |
| Great Indian Peninsula { Ordinary | -28 | 301,090 | 117 | 75 | 396 | 131 | 3,330 | 14 | 239 | 4,972 | -62 | -749 | 191 |
| { Electric | *7 | .. | 21 | 105 | 294 | .. | †2,616 | .. | .. | .. | .. | .. | .. |
| Madras and Southern Mahratta. | -12 | -99,096 | -1 | -48 | -141 | .. | 2,290 | 10 | 67 | 1,584 | 10 | 300 | 35 |
| Nizam's Guaranteed State | -1 | -10,662 | 7 | .. | .. | .. | 980 | 3 | 20 | 439 | 98 | 2,202 | 4 |
| North Western | -9 | 69,537 | 158 | -98 | -112 | 1,563 | 15,185 | 140 | -130 | -13,582 | 8 | 3,479 | -15 |
| Oudh and Rohilkhand | 1 | 77,098 | 15 | -58 | 84 | 179 | 2,500 | 28 | -15 | -150 | .. | .. | 44 |
| South Indian | .. | .. | -5 | .. | -23 | .. | -208 | .. | .. | 14 | -1 | -21 | 1 |
| TOTAL { Ordinary | -6 | 1,737,252 | 366 | 145 | 604 | 2,511 | 33,445 | 228 | 884 | 11,217 | 742 | 18,993 | 532 |
| { Electric | *7 | .. | 21 | 105 | 294 | .. | †2,616 | .. | .. | .. | .. | .. | .. |
| 3' 3½" GAUGE. | | | | | | | | | | | | | |
| Assam-Bengal | -12 | -81,644 | 30 | -8 | -12 | 14 | 2,516 | 5 | -7 | -70 | 1 | .. | 23 |
| Bengal and North-Western | .. | .. | 16 | 12 | 18 | 102 | 1,206 | .. | 157 | 1,774 | .. | .. | 10 |
| Bombay, Baroda and Central India. | 8 | 47,647 | 11 | -60 | -152 | -122 | 2,486 | -6 | 254 | 4,485 | -40 | 434 | -4 |
| Burma | 1 | 37,700 | 6 | 42 | -108 | .. | 554 | .. | -15 | -204 | 50 | 575 | 151 |
| Eastern Bengal | -2 | 99,054 | 5 | 27 | 8 | 82 | 712 | -1 | -56 | -445 | -1 | -11 | -28 |
| Jodhpur | 8 | 156,381 | 30 | 50 | 67 | 183 | 1,562 | 1 | 294 | 4,199 | .. | .. | 5 |
| Madras and Southern Mahratta. | -7 | -71,994 | 23 | -8 | -12 | .. | 1,865 | 2 | 94 | 987 | .. | .. | 35 |
| Nizam's Guaranteed State | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. |
| Rohilkund and Kumaon | .. | .. | 5 | 15 | 18 | 118 | 48 | .. | 78 | 877 | .. | .. | 30 |
| South Indian | .. | .. | 27 | 10 | 112 | .. | 876 | 9 | -1 | .. | 8 | 195 | 8 |
| TOTAL | -4 | 187,144 | 153 | 80 | -61 | 377 | 11,825 | 11 | 798 | 11,803 | 18 | 1,193 | 230 |
| 2' 6" & 2' 0" GAUGES. | | | | | | | | | | | | | |
| Bengal-Nagpur | 8 | .. | 25 | .. | .. | 288 | 698 | .. | .. | .. | 120 | 330 | .. |
| Bombay, Baroda and Central India. | .. | .. | 15 | .. | 36 | .. | 747 | .. | .. | .. | .. | -36 | .. |
| Eastern Bengal | .. | 2,003 | -1 | .. | .. | .. | -32 | -3 | .. | .. | .. | .. | .. |
| Great Indian Peninsula | -3 | -10,966 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Jodhpur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| North Western | 7 | 110,589 | .. | -38 | -36 | 36 | 208 | .. | 2 | 34 | .. | -17 | 1 |
| South Indian | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| TOTAL | 12 | 101,606 | 89 | -38 | .. | 324 | 1,621 | -3 | 2 | 34 | 120 | 277 | .. |

*Motor coach composites. †Includes 672 seats in motor coach composites.

12.—Statement of Passenger Revenue Statistics

| Railway. | Year. | NUMBER OF PASSENGERS (IN | | | |
|--|----------|--------------------------|----------|----------|-----------|
| | | 1st. | 2nd. | Inter. | 3rd. |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 5' 6" GAUGE. | | | | | |
| Bengal-Nagpur | 1923-24 | 37,8 | 217,7 | 908,9 | 18,121,1 |
| | 1924-25 | 37,1 | 201,8 | 990,9 | 19,075,1 |
| Bombay, Baroda and Central India | 1923-24* | 434,9 | 4,830,8 | 8,4 | 58,613,0 |
| | 1924-25 | 362,9 | 4,569,1 | 0,0 | 58,612,2 |
| Eastern Bengal | 1923-24 | 125,8 | 429,7 | 2,164,7 | 26,768,0 |
| | 1924-25 | 121,1 | 436,3 | 2,437,6 | 28,506,9 |
| East Indian | 1923-24 | 89,1 | 520,0 | 3,023,9 | 40,588,8 |
| | 1924-25 | 96,0 | 536,0 | 3,108,7 | 51,208,0 |
| Great Indian Peninsula | 1923-24 | 146,7 | 1,532,8 | 121,8 | 63,125,4 |
| | 1924-25 | 139,9 | 1,538,0 | 104,2 | 64,597,3 |
| Madras and Southern Mahratta | 1923-24 | 23,6 | 167,0 | 218,1 | 22,861,6 |
| | 1924-25 | 21,4 | 163,1 | 236,0 | 22,351,8 |
| Nizam's Guaranteed State | 1923-24 | 9,6 | 69,2 | Nil | 3,990,1 |
| | 1924-25 | 9,5 | 67,6 | Nil | 4,093,7 |
| North Western (Commercial) | 1923-24 | 89,8 | 552,7 | 3,088,1 | 66,667,7 |
| | 1921-25 | 84,1 | 489,4 | 3,255,1 | 67,824,9 |
| Do. (Military) | 1923-24 | 15,9 | 76,3 | 272,8 | 8,082,9 |
| | 1921-25 | 13,6 | 65,9 | 269,1 | 7,943,6 |
| Do. (Total) | 1923-24 | 95,8 | 629,0 | 3,189,4 | 71,731,4 |
| | 1924-25 | 86,5 | 490,2 | 3,303,3 | 72,858,2 |
| Oudh and Rohilkhand | 1923-24 | 40,5 | 170,5 | 987,5 | 19,647,5 |
| | 1924-25 | 36,7 | 158,4 | 986,2 | 19,628,8 |
| South Indian | 1923-24 | 13,5 | 127,1 | Nil | 9,795,4 |
| | 1924-25 | 11,6 | 104,5 | Nil | 8,644,5 |
| TOTAL | 1923-24 | 1,017,3 | 8,625,1 | 10,622,7 | 334,242,3 |
| | 1924-25 | 922,7 | 8,266,0 | 11,236,5 | 340,266,5 |
| 3' 3½" GAUGE. | | | | | |
| Assam-Bengal | 1923-24 | 17,3 | 40,6 | 174,8 | 8,715,0 |
| | 1924-25 | 16,2 | 38,0 | 183,8 | 9,630,5 |
| Bengal and North-Western | 1923-24 | 15,8 | 34,5 | 235,2 | 31,307,5 |
| | 1924-25 | 16,5 | 94,4 | 228,6 | 32,403,4 |
| Bombay, Baroda and Central India | 1923-24 | 30,7 | 166,4 | 30,9 | 31,560,7 |
| | 1924-25 | 31,2 | 173,1 | 10,2 | 33,030,2 |
| Burma | 1923-24 | 100,3 | 541,9 | Nil | 34,065,3 |
| | 1924-25 | 90,7 | 581,4 | Nil | 35,031,9 |
| Eastern Bengal | 1923-24 | 19,0 | 72,7 | 242,3 | 13,342,4 |
| | 1921-25 | 19,7 | 71,4 | 274,3 | 12,593,9 |
| Jodhpur | 1923-24 | 5,8 | 28,7 | 95,5 | 3,317,2 |
| | 1924-25 | 4,2 | 23,2 | 92,0 | 3,040,3 |
| Madras and Southern Mahratta | 1923-24 | 18,0 | 158,0 | 55,8 | 18,211,9 |
| | 1924-25 | 14,3 | 150,7 | 57,8 | 18,250,7 |
| Nizam's Guaranteed State | 1923-24 | 6,5 | 60,9 | Nil | 6,295,6 |
| | 1924-25 | 6,9 | 75,7 | Nil | 6,269,2 |
| Rohilkund and Kumaon | 1923-24 | 8,2 | 80,1 | 51,1 | 6,565,2 |
| | 1924-25 | 7,3 | 29,8 | 47,6 | 6,357,9 |
| South Indian | 1923-24 | 57,2 | 474,1 | 11,8 | 41,827,9 |
| | 1924-25 | 48,1 | 418,3 | 14,8 | 38,200,6 |
| TOTAL | 1923-24 | 278,8 | 1,665,9 | 897,4 | 194,708,7 |
| | 1924-25 | 255,1 | 1,650,0 | 909,1 | 194,808,6 |
| 2' 6" AND 2' 0" GAUGES. | | | | | |
| Bengal-Nagpur | 1923-24 | 5,0 | 21,6 | 58,4 | 3,702,4 |
| | 1924-25 | 4,7 | 19,6 | 57,6 | 3,887,8 |
| Bombay, Baroda and Central India | 1923-24† | Nil | 4,1 | Nil | 1,159,0 |
| | 1924-25 | Nil | 6,2 | Nil | 1,665,0 |
| Eastern Bengal | 1923-24† | .. | .. | .. | .. |
| | 1924-25 | 2 | 4,5 | 7,5 | 780,1 |
| Great Indian Peninsula | 1923-24 | Nil | 2,5 | Nil | 1,723,2 |
| | 1924-25 | Nil | 3,1 | Nil | 2,045,6 |
| Jodhpur (2' 0" GAUGE) | 1923-24 | Nil | 5 | Nil | 65,7 |
| | 1924-25 | Nil | 4 | Nil | 76,0 |
| North Western (Commercial) | 1923-24 | 22,8 | 34,5 | 49,2 | 1,370,6 |
| | 1924-25 | 18,4 | 26,5 | 48,5 | 1,210,6 |
| Do. (Military) | 1923-24 | 6 | 4,4 | 8 | 351,9 |
| | 1924-25 | 1,0 | 4,8 | 1,9 | 385,4 |
| Do. (Total) | 1923-24 | 14,1 | 37,6 | 46,8 | 1,687,7 |
| | 1924-25 | 12,3 | 29,7 | 47,2 | 1,623,1 |
| South Indian | 1923-24 | Nil | 1,4 | Nil | 617,5 |
| | 1924-25 | Nil | 1,1 | Nil | 530,4 |
| TOTAL | 1923-24 | 19,1 | 67,7 | 104,2 | 8,955,5 |
| | 1924-25 | 17,2 | 64,6 | 112,3 | 10,502,0 |
| TOTAL CLASS I RAILWAYS | 1923-24 | 1,315,2 | 10,358,7 | 11,624,3 | 537,906,5 |
| | 1924-25 | 1,195,0 | 9,986,6 | 12,257,9 | 545,583,1 |

12.—Statement of Passenger Revenue Statistics

| Railway. | Year. | AVERAGE MILES A PASSENGER WAS CARRIED. | | | | |
|--|---------|--|-------|--------|------|--------|
| | | 1st. | 2nd. | Inter. | 3rd. | Total. |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 5' 6" GAUGE. | | | | | | |
| Bengal Nagpur | 1923-24 | 102.7 | 69.9 | 44.8 | 50.0 | 50.3 |
| | 1924-25 | 205.1 | 77.0 | 43.9 | 48.9 | 49.2 |
| Bombay, Baroda and Central India | 1923-24 | 23.0 | 12.0 | 207.0 | 21.0 | 21.0 |
| | 1924-25 | 29.7 | 12.5 | 169.1 | 21.2 | 20.7 |
| Eastern Bengal | 1923-24 | 31.9 | 21.4 | 16.7 | 22.5 | 22.1 |
| | 1924-25 | 38.4 | 24.5 | 17.3 | 22.4 | 22.1 |
| East Indian | 1923-24 | 157.3 | 77.8 | 41.0 | 45.4 | 45.6 |
| | 1924-25 | 159.6 | 77.9 | 41.7 | 44.6 | 45.0 |
| Great Indian Peninsula | 1923-24 | 152.8 | 38.6 | 186.9 | 36.3 | 37.0 |
| | 1924-25 | 155.7 | 42.8 | 202.1 | 35.8 | 36.6 |
| Madras and Southern Mahratta | 1923-24 | 192.0 | 87.3 | 65.9 | 31.2 | 32.1 |
| | 1924-25 | 206.9 | 87.8 | 71.4 | 31.7 | 32.7 |
| Nizam's Guaranteed State | 1923-24 | 84.6 | 70.1 | Nil | 33.1 | 33.8 |
| | 1924-25 | 82.4 | 61.6 | Nil | 30.3 | 30.8 |
| North Western (Commercial) | 1923-24 | 155.2 | 87.3 | 55.2 | 38.9 | 40.2 |
| | 1924-25 | 153.6 | 93.9 | 59.7 | 38.6 | 40.6 |
| Do. (Military) | 1923-24 | 106.0 | 78.4 | 52.8 | 35.8 | 36.9 |
| | 1924-25 | 108.9 | 75.9 | 47.2 | 35.8 | 36.6 |
| Do. (Total) | 1923-24 | 163.0 | 95.2 | 57.9 | 40.2 | 41.5 |
| | 1924-25 | 166.6 | 103.9 | 61.6 | 39.8 | 41.3 |
| Oudh and Rohilkhand | 1923-24 | 115.4 | 94.6 | 46.9 | 37.7 | 38.7 |
| | 1924-25 | 104.4 | 94.8 | 50.2 | 38.8 | 39.9 |
| South Indian | 1923-24 | 115.5 | 50.6 | Nil | 24.4 | 24.9 |
| | 1924-25 | 126.8 | 55.7 | Nil | 25.7 | 26.2 |
| TOTAL | 1923-24 | 83.5 | 32.2 | 44.3 | 34.8 | 35.2 |
| | 1924-25 | 92.1 | 34.0 | 45.5 | 37.7 | 35.1 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 1923-24 | 87.6 | 60.9 | 57.9 | 32.7 | 33.5 |
| | 1924-25 | 93.5 | 66.6 | 56.1 | 32.9 | 33.7 |
| Bengal and North Western | 1923-24 | 74.8 | 63.0 | 49.1 | 35.9 | 36.1 |
| | 1924-25 | 74.7 | 66.3 | 50.8 | 37.7 | 36.8 |
| Bombay, Baroda and Central India | 1923-24 | 101.0 | 89.0 | 44.0 | 40.0 | 40.0 |
| | 1924-25 | 108.7 | 78.8 | 50.2 | 39.3 | 39.6 |
| Burma | 1923-24 | 51.0 | 28.4 | Nil | 19.7 | 19.9 |
| | 1924-25 | 52.0 | 27.0 | Nil | 19.6 | 19.2 |
| Eastern Bengal | 1923-24 | 81.8 | 51.7 | 51.4 | 32.9 | 33.4 |
| | 1924-25 | 94.2 | 59.0 | 47.4 | 38.1 | 38.5 |
| Jodhpur | 1923-24 | 91.6 | 93.6 | 53.9 | 47.4 | 48.1 |
| | 1924-25 | 117.3 | 114.7 | 59.0 | 53.7 | 54.3 |
| Madras and Southern Mahratta | 1923-24 | 100.6 | 58.8 | 70.2 | 31.7 | 32.1 |
| | 1924-25 | 117.0 | 65.3 | 79.6 | 33.0 | 33.5 |
| Nizam's Guaranteed State | 1923-24 | 93.5 | 60.8 | Nil | 33.2 | 33.6 |
| | 1924-25 | 90.5 | 51.4 | Nil | 31.0 | 31.3 |
| Rohilkund & Kumaon | 1923-24 | 82.0 | 65.7 | 44.6 | 26.0 | 26.4 |
| | 1924-25 | 82.4 | 67.6 | 43.1 | 26.6 | 27.0 |
| South Indian | 1923-24 | 56.3 | 34.4 | 147.8 | 22.6 | 22.8 |
| | 1924-25 | 61.3 | 36.2 | 157.2 | 24.2 | 24.4 |
| TOTAL | 1923-24 | 69.3 | 45.8 | 54.1 | 29.8 | 31.6 |
| | 1924-25 | 74.7 | 45.8 | 54.8 | 30.9 | 31.1 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | |
| Bengal-Nagpur | 1923-24 | 67.7 | 59.9 | 44.1 | 33.7 | 34.1 |
| | 1924-25 | 66.9 | 60.5 | 46.3 | 33.7 | 34.1 |
| Bombay, Baroda and Central India | 1923-24 | Nil | 24.0 | Nil | 16.0 | 16.0 |
| | 1924-25 | Nil | 24.6 | Nil | 15.2 | 15.2 |
| Eastern Bengal | 1923-24 | 16.9 | 14.3 | 14.8 | 10.8 | 10.8 |
| | 1924-25 | 16.9 | 14.3 | 14.8 | 10.8 | 10.8 |
| Great Indian Peninsula | 1923-24 | Nil | 25.0 | Nil | 20.6 | 20.6 |
| | 1924-25 | Nil | 24.7 | Nil | 20.4 | 20.4 |
| Jodhpur (2' 0" gauge) | 1923-24 | 20.6 | 16.4 | Nil | 17.8 | 17.8 |
| | 1924-25 | 21.2 | 15.7 | Nil | 13.8 | 13.8 |
| North Western (Commercial) | 1923-24 | 40.2 | 49.6 | 34.6 | 33.1 | 33.7 |
| | 1924-25 | 41.6 | 48.2 | 34.3 | 26.6 | 27.5 |
| Do. (Military) | 1923-24 | 34.1 | 27.4 | 24.8 | 27.7 | 27.7 |
| | 1924-25 | 38.9 | 33.2 | 30.8 | 28.0 | 29.0 |
| Do. (Total) | 1923-24 | 66.8 | 48.8 | 37.6 | 32.7 | 33.4 |
| | 1924-25 | 65.3 | 48.5 | 36.5 | 28.4 | 29.3 |
| South Indian | 1923-24 | Nil | 23.4 | Nil | 17.6 | 17.6 |
| | 1924-25 | Nil | 23.3 | Nil | 17.6 | 17.6 |
| TOTAL | 1923-24 | 67.2 | 49.2 | 41.2 | 27.4 | 27.8 |
| | 1924-25 | 65.1 | 45.7 | 40.1 | 24.8 | 25.1 |
| TOTAL CLASS I RAILWAYS | 1923-24 | 80.3 | 34.5 | 45.1 | 32.9 | 33.3 |
| | 1924-25 | 88.1 | 36.1 | 46.2 | 33.1 | 33.6 |

13.—Statement of Goods Revenue Statistics

| Railway. | Year. | NUMBER OF | | | | |
|--|----------|---|--|--|--|---------|
| | | General merchandise including live-stock. | Coal and coke for the public and foreign railways. | Coal and coke on Revenue account and for construction. | Other revenue stores including materials for construction. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5' 6" GAUGE. | | | | | | |
| Bengal-Nagpur | 1923-24 | 4,769 | 3,820 | 698 | 870 | 10,157 |
| | 1924-25 | 5,665 | 4,386 | 832 | 928 | 11,811 |
| Bombay, Baroda and Central India | 1923-24 | 3,409 | 411 | 355 | 959 | 5,134 |
| | 1924-25 | 3,173 | 457 | 398 | 514 | 4,542 |
| Eastern Bengal | 1923-24 | 2,396 | 1,250 | 265 | 287 | 4,198 |
| | 1924-25 | 2,668 | 1,429 | 283 | 475 | 4,855 |
| East Indian | 1923-24 | 5,585 | 10,610 | 1,410 | 1,410 | 19,015 |
| | 1924-25 | 6,348 | 12,082 | 1,488 | 1,441 | 21,359 |
| Great Indian Peninsula | 1923-24 | 5,760 | 956 | 1,076 | 1,832 | 9,624 |
| | 1924-25 | 6,171 | 1,115 | 1,217 | 1,640 | 10,143 |
| Madras and Southern Mahratta | 1923-24 | 2,245 | 307 | 436 | 260 | 3,248 |
| | 1924-25 | 2,592 | 313 | 375 | 327 | 3,607 |
| Nizam's Guaranteed State | 1923-24 | 675 | 407 | 123 | 78 | 1,283 |
| | 1924-25 | 670 | 396 | 117 | 128 | 1,311 |
| North Western (Commercial) | 1923-24 | 6,515 | 527 | 1,024 | 3,670 | 11,736 |
| | 1924-25 | 7,254 | 876 | 1,038 | 3,038 | 12,206 |
| Do. (Military) | 1923-24 | 1,264 | 60 | 223 | 1,064 | 2,611 |
| | 1924-25 | 1,359 | 75 | 157 | 938 | 2,529 |
| Do. (Total) | 1923-24 | 5,952 | 569 | 1,185 | 3,944 | 12,651 |
| | 1924-25 | 8,443 | 863 | 1,105 | 3,367 | 13,778 |
| Oudh and Rohilkhand | 1923-24 | 1,656 | 772 | 192 | 1,345 | 3,965 |
| | 1924-25 | 1,806 | 923 | 214 | 1,701 | 4,644 |
| South Indian | 1923-24 | 1,039 | 5 | 128 | 117 | 1,289 |
| | 1924-25 | 1,053 | 11 | 162 | 79 | 1,305 |
| TOTAL | 1923-24 | 34,487 | 19,107 | 5,868 | 11,102 | 70,564 |
| | 1924-25 | 38,589 | 21,975 | 6,191 | 10,600 | 77,355 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 1923-24 | 705 | 122 | 66 | 195 | 1,088 |
| | 1924-25 | 797 | 135 | 117 | 137 | 1,186 |
| Bengal and North-Western | 1923-24 | 2,226 | 221 | 255 | 223 | 2,925 |
| | 1924-25 | 2,461 | 287 | 253 | 287 | 3,288 |
| Bombay, Baroda and Central India | 1923-24 | 2,548 | 269 | 243 | 360 | 3,420 |
| | 1924-25 | 2,833 | 356 | 298 | 214 | 3,699 |
| Burma | 1923-24 | 2,738 | 36 | 214 | 1,054 | 4,092 |
| | 1924-25 | 3,112 | 48 | 136 | 1,107 | 4,403 |
| Eastern Bengal | 1923-24 | 1,532 | 238 | 172 | 248 | 2,190 |
| | 1924-25 | 1,656 | 280 | 168 | 395 | 2,489 |
| Jodhpur | 1923-24 | 752 | 10 | 69 | 96 | 927 |
| | 1924-25 | 769 | 10 | 106 | 167 | 1,052 |
| Madras and Southern Mahratta | 1923-24 | 1,850 | 27 | 254 | 179 | 2,310 |
| | 1924-25 | 2,004 | 30 | 167 | 194 | 2,395 |
| Nizam's Guaranteed State | 1923-24 | 440 | 35 | 23 | 138 | 641 |
| | 1924-25 | 473 | 31 | 32 | 69 | 605 |
| Rohilkund & Kumaon | 1923-24 | 708 | 10 | 38 | 79 | 835 |
| | 1924-25 | 761 | 12 | 34 | 96 | 903 |
| South Indian | 1923-24 | 2,379 | 31 | 177 | 529 | 3,116 |
| | 1924-25 | 1,999 | 34 | 185 | 558 | 2,776 |
| TOTAL | 1923-24 | 15,928 | 999 | 1,516 | 3,101 | 21,544 |
| | 1924-25 | 16,865 | 1,223 | 1,484 | 3,224 | 22,796 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | |
| Bengal-Nagpur | 1923-24 | 672 | 85 | 35 | 103 | 895 |
| | 1924-25 | 772 | 83 | 55 | 108 | 1,018 |
| Bombay, Baroda and Central India | 1923-24 | 192 | 5 | 2 | 3 | 202 |
| | 1924-25 | 220 | 4 | 2 | 2 | 228 |
| Eastern Bengal | 1923-24* | .. | .. | .. | .. | .. |
| | 1924-25 | 17 | 1 | .. | 5 | 23 |
| Great Indian Peninsula | 1923-24 | 153 | 11 | .. | .. | 169 |
| | 1924-25 | 204 | 11 | .. | .. | 215 |
| Jodhpur (2' 0" gauge) | 1923-24 | 4 | .. | .. | 1 | 5 |
| | 1924-25 | 5 | .. | .. | .. | 5 |
| North Western (Commercial) | 1923-24 | 224 | 26 | 18 | 111 | 379 |
| | 1924-25 | 199 | 28 | 10 | 79 | 316 |
| Do. (Military) | 1923-24 | 63 | 1 | .. | 12 | 76 |
| | 1924-25 | 130 | 4 | 4 | 11 | 149 |
| Do. (Total) | 1923-24 | 279 | 27 | 18 | 123 | 447 |
| | 1924-25 | 312 | 30 | 12 | 89 | 443 |
| South Indian | 1923-24 | 39 | .. | .. | 3 | 42 |
| | 1924-25 | 44 | .. | 1 | 1 | 46 |
| TOTAL | 1923-24 | 1,344 | 128 | 55 | 233 | 1,760 |
| | 1924-25 | 1,574 | 129 | 70 | 205 | 1,978 |
| TOTAL CLASS I RAILWAYS | 1923-24 | 51,759 | 20,234 | 7,439 | 14,436 | 93,868 |
| | 1924-25 | 57,028 | 23,327 | 7,745 | 14,029 | 102,129 |

of Class I Railways for the years 1923-24 and 1924-25. (In thousands).

| TONS CARRIED. | | | NET TON MILES. | | | | | REMARKS. |
|--|----------------|---------|---|--|--|--|------------|---|
| Originating on home line whether local or foreign. | Other traffic. | Total. | General merchandise including live-stock. | Coal and coke for the public and foreign railways. | Coal and coke on Revenue account and for construction. | Other revenue stores including materials for construction. | Total. | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| 8,782 | 1,375 | 10,157 | 941,042 | 880,129 | 186,277 | 87,818 | 2,095,266 | |
| 10,344 | 1,467 | 11,811 | 1,115,978 | 875,238 | 196,920 | 72,428 | 2,260,564 | |
| 3,473 | 1,391 | 5,134 | 664,748 | 154,948 | 111,558 | 42,517 | 973,771 | |
| 2,641 | 1,901 | 4,542 | 708,822 | 161,559 | 84,166 | 30,889 | 985,435 | |
| 1,352 | 2,846 | 4,198 | 239,800 | 68,269 | 32,943 | 28,364 | 369,376 | |
| 1,787 | 3,068 | 4,855 | 293,663 | 83,921 | 37,798 | 22,152 | 437,534 | |
| 16,577 | 2,438 | 19,015 | 1,500,210 | 3,229,819 | 343,671 | 110,618 | 5,184,318 | |
| 18,413 | 2,946 | 21,359 | 1,513,014 | 3,824,850 | 346,900 | 114,109 | 5,798,933 | |
| 5,808 | 3,816 | 9,624 | 1,715,592 | 363,946 | 359,747 | 90,254 | 2,529,539 | |
| 6,220 | 3,923 | 10,143 | 2,044,832 | 403,027 | 372,053 | 91,866 | 2,911,778 | |
| 1,702 | 1,546 | 3,248 | 374,813 | 104,568 | 80,567 | 29,388 | 589,326 | |
| 1,927 | 1,680 | 3,607 | 482,766 | 101,695 | 77,689 | 36,402 | 698,552 | |
| 1,634 | 249 | 1,283 | 85,669 | 45,262 | 14,995 | 2,854 | 148,780 | |
| 1,042 | 269 | 1,311 | 86,327 | 50,101 | 14,754 | 4,964 | 156,146 | |
| 8,770 | 2,966 | 11,736 | 1,721,058 | 129,237 | 465,039 | 156,836 | 2,472,170 | |
| 9,208 | 2,998 | 12,206 | 2,412,490 | 181,949 | 355,418 | 172,426 | 3,122,283 | |
| 1,660 | 951 | 2,611 | 160,057 | 12,236 | 36,571 | 44,179 | 253,043 | |
| 1,657 | 872 | 2,529 | 143,861 | 13,493 | 21,286 | 38,743 | 217,383 | |
| 10,431 | 2,220 | 12,651 | 1,881,116 | 141,472 | 501,610 | 201,014 | 2,725,212 | |
| 10,866 | 2,912 | 13,778 | 2,556,351 | 195,443 | 376,703 | 211,169 | 3,339,666 | |
| 2,265 | 1,700 | 3,965 | 267,153 | 334,588 | 52,917 | 28,269 | 682,927 | |
| 2,779 | 1,865 | 4,644 | 275,682 | 383,561 | 61,055 | 43,356 | 763,534 | |
| 920 | 369 | 1,289 | 113,164 | 719 | 14,763 | 6,452 | 136,098 | |
| 742 | 563 | 1,305 | 129,373 | 1,671 | 15,543 | 5,856 | 152,443 | |
| 52,614 | 17,950 | 70,564 | 7,783,307 | 5,323,720 | 1,699,038 | 627,548 | 15,433,613 | |
| 56,761 | 10,594 | 77,355 | 9,206,698 | 6,081,066 | 1,583,580 | 633,251 | 17,504,585 | |
| 881 | 207 | 1,088 | 110,163 | 17,329 | 8,112 | 14,457 | 150,061 | |
| 869 | 317 | 1,185 | 128,277 | 17,086 | 14,092 | 14,142 | 174,197 | |
| 2,051 | 874 | 2,925 | 345,694 | 25,172 | 38,059 | 16,062 | 424,937 | |
| 2,296 | 992 | 3,288 | 378,087 | 32,943 | 40,335 | 22,459 | 473,824 | |
| 1,545 | 1,875 | 3,420 | 580,393 | 61,798 | 71,117 | 31,513 | 744,821 | |
| 1,727 | 1,972 | 3,699 | 645,178 | 89,433 | 85,602 | 28,286 | 848,499 | |
| 4,092 | .. | 4,092 | 451,200 | 18,428 | 34,280 | 89,118 | 593,026 | |
| 4,403 | .. | 4,403 | 496,558 | 26,250 | 20,607 | 91,830 | 638,245 | |
| 1,162 | 1,028 | 2,190 | 148,355 | 23,162 | 16,110 | 29,973 | 217,600 | |
| 1,335 | 1,154 | 2,489 | 171,163 | 34,765 | 16,120 | 27,852 | 249,800 | |
| 443 | 484 | 927 | 107,423 | 1,534 | 12,273 | 7,806 | 129,036 | |
| 492 | 560 | 1,052 | 177,475 | 2,008 | 14,333 | 10,529 | 204,345 | |
| 1,579 | 731 | 2,310 | 301,335 | 5,362 | 75,435 | 20,823 | 402,955 | |
| 1,589 | 806 | 2,395 | 341,231 | 4,927 | 58,580 | 22,743 | 421,481 | |
| 417 | 224 | 641 | 61,026 | 5,293 | 6,074 | 2,449 | 74,842 | |
| 369 | 236 | 605 | 67,800 | 5,980 | 6,227 | 2,624 | 81,731 | |
| 747 | 88 | 835 | 69,560 | 469 | 2,528 | 3,937 | 76,494 | |
| 770 | 133 | 903 | 73,211 | 497 | 2,505 | 4,284 | 80,497 | |
| 2,912 | 204 | 3,116 | 234,037 | 2,212 | 32,173 | 28,230 | 296,552 | |
| 2,465 | 311 | 2,776 | 230,472 | 2,971 | 22,038 | 27,080 | 282,561 | |
| 15,829 | 5,715 | 21,544 | 2,409,186 | 160,759 | 296,161 | 244,368 | 3,110,474 | |
| 16,315 | 6,481 | 22,796 | 2,709,452 | 215,960 | 281,039 | 254,829 | 3,461,280 | |
| 799 | 96 | 895 | 39,590 | 10,355 | 4,063 | 5,461 | 59,469 | |
| 887 | 131 | 1,018 | 42,607 | 9,077 | 7,256 | 5,192 | 64,132 | |
| 202 | .. | 202 | 4,041 | 163 | 86 | 49 | 4,339 | |
| 188 | 40 | 228 | 4,744 | 120 | 88 | 51 | 5,003 | |
| .. | .. | .. | .. | .. | .. | .. | .. | |
| 13 | 10 | 23 | 257 | 14 | .. | 72 | 343 | *Included with the Eastern Bengal railway (3'3 1/2" gauge). |
| 80 | 89 | 169 | 9,543 | 317 | .. | .. | 6,860 | |
| 97 | 118 | 215 | 7,805 | 331 | .. | .. | 8,136 | |
| 4 | 1 | 5 | 93 | .. | .. | 24 | 117 | |
| 4 | 1 | 5 | 73 | 3 | .. | 6 | 82 | |
| 270 | 109 | 379 | 14,748 | 1,368 | 684 | 1,905 | 18,705 | |
| 214 | 102 | 316 | 9,567 | 1,172 | 466 | 1,939 | 13,144 | |
| 59 | 17 | 76 | 3,091 | 50 | 2 | 185 | 3,328 | |
| 122 | 27 | 149 | 4,619 | 233 | 193 | 344 | 5,389 | |
| 329 | 118 | 447 | 17,839 | 1,418 | 686 | 2,089 | 22,032 | |
| 335 | 108 | 443 | 14,186 | 1,405 | 659 | 2,283 | 18,533 | |
| 28 | 14 | 42 | 1,291 | .. | 2 | 116 | 1,409 | |
| 28 | 18 | 46 | 1,511 | .. | 19 | 60 | 1,590 | |
| 1,442 | 318 | 1,760 | 69,397 | 12,253 | 4,837 | 7,739 | 94,226 | |
| 1,552 | 426 | 1,978 | 71,183 | 10,950 | 8,022 | 7,664 | 97,819 | |
| 69,885 | 23,983 | 93,868 | 10,261,890 | 5,496,732 | 2,000,036 | 879,655 | 18,638,318 | |
| 74,628 | 27,501 | 102,129 | 11,987,323 | 6,307,976 | 1,872,641 | 895,744 | 21,003,664 | |

13.—Statement of Goods Revenue Statistics

| Railway. | Year. | AVERAGE MILES A TON OF GOODS WAS CARRIED. | | | | | Total. |
|--|---------|---|--|--|--|-------|--------|
| | | General merchandise including live stock. | Coal & coke for the public & foreign railways. | Coal & coke on revenue account and for construction. | Other Revenue stores including materials for construction. | | |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
| 5' 6" GAUGE. | | | | | | | |
| Bengal-Nagpur | 1923-24 | 197.3 | 230.4 | 266.8 | 100.8 | 206.3 | |
| | 1924-25 | 197.0 | 199.5 | 236.8 | 78.0 | 191.4 | |
| Bombay, Baroda and Central India | 1923-24 | 195.0 | 377.0 | 314.2 | 44.3 | 189.0 | |
| | 1924-25 | 223.0 | 353.0 | 212.0 | 60.0 | 217.7 | |
| Eastern Bengal | 1923-24 | 100.1 | 54.6 | 124.3 | 98.7 | 88.0 | |
| | 1924-25 | 110.1 | 58.7 | 133.4 | 46.7 | 90.1 | |
| East Indian | 1923-24 | 268.7 | 304.4 | 243.7 | 78.5 | 272.7 | |
| | 1924-25 | 238.4 | 316.6 | 233.1 | 70.2 | 271.5 | |
| Great Indian Peninsula | 1923-24 | 297.9 | 380.6 | 334.5 | 49.3 | 262.8 | |
| | 1924-25 | 331.4 | 361.4 | 305.7 | 56.0 | 237.1 | |
| Madras and Southern Mahratta | 1923-24 | 166.9 | 340.5 | 185.0 | 113.0 | 181.5 | |
| | 1924-25 | 186.3 | 324.6 | 107.1 | 111.2 | 193.7 | |
| Nizam's Guaranteed State | 1923-24 | 127.0 | 111.3 | 121.4 | 36.7 | 116.0 | |
| | 1924-25 | 128.8 | 126.7 | 126.4 | 38.7 | 119.1 | |
| North Western (Commercial) | 1923-24 | 264.1 | 245.1 | 454.2 | 42.7 | 210.6 | |
| | 1924-25 | 332.6 | 207.8 | 342.3 | 56.8 | 255.8 | |
| Do. (Military) | 1923-24 | 126.6 | 202.5 | 163.7 | 41.6 | 96.9 | |
| | 1924-25 | 105.8 | 179.8 | 135.3 | 41.3 | 86.0 | |
| Do. (Total) | 1923-24 | 270.5 | 248.6 | 423.2 | 51.0 | 215.4 | |
| | 1924-25 | 302.8 | 226.5 | 340.9 | 62.7 | 242.4 | |
| Oudh and Rohilkhand | 1923-24 | 161.3 | 433.6 | 275.5 | 21.0 | 172.2 | |
| | 1924-25 | 152.6 | 415.6 | 285.8 | 25.5 | 164.4 | |
| South Indian | 1923-24 | 108.9 | 159.3 | 114.9 | 55.3 | 104.8 | |
| | 1924-25 | 122.8 | 160.8 | 95.9 | 73.9 | 116.8 | |
| TOTAL | 1923-24 | 225.7 | 278.6 | 289.5 | 56.5 | 218.7 | |
| | 1924-25 | 238.6 | 276.7 | 255.8 | 59.7 | 226.2 | |
| 3' 3½" GAUGE. | | | | | | | |
| Assam-Bengal | 1923-24 | 156.3 | 141.5 | 122.2 | 74.3 | 137.9 | |
| | 1924-25 | 161.1 | 126.6 | 125.0 | 102.9 | 146.8 | |
| Bengal and North-Western | 1923-24 | 155.3 | 113.9 | 149.4 | 71.9 | 145.3 | |
| | 1924-25 | 153.6 | 114.8 | 159.5 | 78.1 | 144.1 | |
| Bombay, Baroda and Central India | 1923-24 | 227.8 | 229.7 | 292.7 | 37.5 | 217.8 | |
| | 1924-25 | 228.0 | 251.0 | 289.0 | 132.0 | 229.0 | |
| Burma | 1923-24 | 161.8 | 512.0 | 160.5 | 84.6 | 144.9 | |
| | 1924-25 | 159.6 | 547.2 | 151.6 | 85.6 | 144.9 | |
| Eastern Bengal | 1923-24 | 96.9 | 97.4 | 93.4 | 121.1 | 99.4 | |
| | 1924-25 | 103.3 | 124.4 | 102.3 | 70.4 | 100.4 | |
| Jodhpur | 1923-24 | 142.8 | 153.4 | 177.8 | 81.3 | 139.2 | |
| | 1924-25 | 230.9 | 196.0 | 134.7 | 63.0 | 194.2 | |
| Madras and Southern Mahratta | 1923-24 | 162.9 | 203.1 | 297.0 | 116.1 | 174.5 | |
| | 1924-25 | 170.3 | 162.6 | 349.9 | 117.5 | 178.5 | |
| Nizam's Guaranteed State | 1923-24 | 138.5 | 151.5 | 215.5 | 17.8 | 116.7 | |
| | 1924-25 | 143.3 | 164.4 | 198.0 | 37.9 | 135.2 | |
| Rohilkund & Kumaon | 1923-24 | 98.3 | 44.7 | 67.0 | 50.0 | 91.6 | |
| | 1924-25 | 96.2 | 41.4 | 73.7 | 44.7 | 89.2 | |
| South Indian | 1923-24 | 98.4 | 72.2 | 181.8 | 53.3 | 95.2 | |
| | 1924-25 | 115.3 | 67.1 | 119.0 | 48.6 | 101.8 | |
| TOTAL | 1923-24 | 151.3 | 160.9 | 195.4 | 79.6 | 144.4 | |
| | 1924-25 | 160.6 | 176.6 | 169.4 | 79.0 | 161.8 | |
| 2' 6" AND 2' 0" GAUGES | | | | | | | |
| Bengal-Nagpur | 1923-24 | 58.9 | 122.1 | 116.9 | 53.1 | 66.4 | |
| | 1924-25 | 55.2 | 109.0 | 132.4 | 48.0 | 63.0 | |
| Bombay, Baroda and Central India | 1923-24 | 21.0 | 30.2 | 47.8 | 17.5 | 22.5 | |
| | 1924-25 | 22.0 | 29.0 | 55.0 | 25.0 | 22.0 | |
| Eastern Bengal | 1923-24 | .. | .. | .. | .. | .. | |
| | 1924-25 | 15.3 | 15.6 | .. | 14.5 | 15.1 | |
| Great Indian Peninsula | 1923-24 | 41.6 | 28.5 | .. | .. | 40.7 | |
| | 1924-25 | 38.3 | 28.6 | .. | .. | 37.8 | |
| Jodhpur (2' 0" gauge) | 1923-24 | 23.3 | .. | .. | 24.0 | 23.4 | |
| | 1924-25 | 16.4 | 22.7 | .. | .. | 16.7 | |
| North Western (Commercial) | 1923-24 | 65.8 | 52.8 | 37.7 | 18.1 | 49.3 | |
| | 1924-25 | 46.0 | 41.8 | 49.0 | 24.6 | 41.0 | |
| Do. (Military) | 1923-24 | 49.8 | 46.0 | 32.8 | 14.9 | 44.0 | |
| | 1924-25 | 35.5 | 54.7 | 52.5 | 31.0 | 36.1 | |
| Do. (Total) | 1923-24 | 63.9 | 53.0 | 37.7 | 17.0 | 49.3 | |
| | 1924-25 | 45.5 | 46.9 | 55.2 | 25.7 | 41.9 | |
| South Indian | 1923-24 | 32.7 | .. | 19.0 | 41.5 | 33.2 | |
| | 1924-25 | 31.4 | .. | 19.3 | 42.1 | 34.3 | |
| TOTAL | 1923-24 | 51.6 | 95.7 | 87.9 | 33.2 | 53.5 | |
| | 1924-25 | 45.2 | 81.9 | 114.6 | 37.4 | 49.5 | |
| TOTAL CLASS I RAILWAYS | 1923-24 | 198.3 | 271.7 | 268.9 | 60.9 | 198.6 | |
| | 1924-25 | 210.2 | 270.4 | 241.8 | 63.8 | 203.2 | |

14.—Statement of Revenue Earnings and Expenses

| Railway. | Gauge. | Year. | Capital at charge per route mile. | Gross earnings (in thousands of rupees). | Gross earnings per mean mile worked. |
|----------------------------------|---------|---------|-----------------------------------|--|--------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Assam-Bengal | 3' 3½" | 1923-24 | 1,93,326 | 1,44,84 | 13,452 |
| | | 1924-25 | 1,95,676 | 1,61,56 | 14,741 |
| Bengal and North-Western | 3' 3½" | 1923-24 | 93,650 | 3,15,95 | 15,190 |
| | | 1924-25 | 91,881 | 3,35,49 | 16,033 |
| Bengal-Nagpu | 5' 6" | 1923-24 | 2,06,972 | 7,28,31 | 37,073 |
| | | 1924-25 | 2,17,158 | 7,78,16 | 38,778 |
| | 2' 6" | 1923-24 | * | 54,38 | 6,495 |
| | | 1924-25 | * | 55,65 | 6,222 |
| Bombay, Baroda and Central India | 5' 6" | 1923-24 | 1,81,042 | 7,24,14 | 53,618 |
| | | 1924-25 | 1,82,683 | 7,17,41 | 54,172 |
| | 3' 3½" | 1923-24 | * | 5,39,71 | 22,730 |
| | | 1924-25 | * | 5,91,74 | 24,474 |
| 2' 6" | 1923-24 | * | 11,06 | 8,919 | |
| | 1924-25 | * | 11,36 | 7,410 | |
| Burma | 3' 3½" | 1923-24 | 1,53,860 | 4,14,22 | 24,822 |
| | | 1924-25 | 1,51,213 | 4,30,00 | 24,886 |
| | 2' 6" | 1923-24 | † | 82 | 5,125 |
| | | 1924-25 | † | 79 | 4,938 |
| Eastern Bengal | 5' 6" | 1923-24 | 2,58,200 | 3,43,82 | 55,957 |
| | | 1924-25 | 2,80,371 | 3,83,11 | 57,087 |
| East Indian | 3' 3½" | 1923-24 | * | 2,10,23 | 18,632 |
| | | 1924-25 | * | 2,36,92 | 22,046 |
| Great Indian Peninsula | 5' 6" | 1923-24 | 3,56,103 | 16,67,74 | 57,997 |
| | | 1924-25 | 3,63,859 | 17,65,08 | 61,368 |
| | 2' 6" | 1923-24 | 3,06,413 | 14,84,42 | 45,948 |
| | | 1924-25 | 3,04,301 | 15,69,28 | 48,013 |
| Jodhpur | 3' 3½" | 1923-24 | 37,175 | 1,29,78 | 9,357 |
| | | 1924-25 | 44,095 | 1,14,43 | 13,816 |
| Madras and Southern Mahratta | 2' 0" | 1923-24 | 11,720 | 44 | 1,913 |
| | | 1924-25 | 11,604 | 50 | 2,007 |
| | 5' 6" | 1923-24 | 1,71,603 | 4,35,17 | 40,342 |
| | | 1924-25 | 1,79,263 | 4,65,62 | 43,165 |
| Nizam's Guaranteed State | 3' 3½" | 1923-24 | * | 3,36,66 | 17,264 |
| | | 1924-25 | * | 3,50,67 | 17,516 |
| North Western (Commercial) | 5' 6" | 1923-24 | 1,55,605 | 1,03,04 | 28,432 |
| | | 1924-25 | 1,61,124 | 1,03,09 | 25,157 |
| | 3' 3½" | 1923-24 | 92,361 | 83,63 | 15,127 |
| | | 1924-25 | 91,198 | 89,66 | 16,254 |
| Do. (Military) | 5' 6" | 1923-24 | 2,17,402 | 15,00,20 | 38,997 |
| | | 1924-25 | 2,21,004 | 17,32,46 | 44,343 |
| | 2' 6" | 1923-24 | * | 43,26 | 13,777 |
| | | 1924-25 | * | 39,06 | 13,084 |
| Do. (Total) | 5' 6" | 1923-24 | 1,82,124 | 1,67,01 | 11,346 |
| | | 1924-25 | 1,80,811 | 1,53,27 | 10,052 |
| Oudh and Rohilkhand | 5' 6" | 1923-24 | 1,82,124 | 1,67,01 | 11,346 |
| | | 1924-25 | 1,80,811 | 1,53,27 | 10,052 |
| Rohilkund and Kumaon | 2' 6" | 1923-24 | * | 4,14 | 3,113 |
| | | 1924-25 | * | 6,00 | 3,656 |
| South Indian | 5' 6" | 1923-24 | 2,07,683 | 17,14,61 | 29,737 |
| | | 1924-25 | 2,09,606 | 19,31,59 | 33,399 |
| TOTAL CLASS I RAILWAYS | 5' 6" | 1923-24 | 2,07,683 | 17,14,61 | 29,737 |
| | | 1924-25 | 2,09,606 | 19,31,59 | 33,399 |
| Oudh and Rohilkhand | 5' 6" | 1923-24 | 1,95,641 | 3,72,24 | 22,957 |
| | | 1924-25 | 2,01,922 | 3,75,20 | 23,141 |
| Rohilkund and Kumaon | 3' 3½" | 1923-24 | 59,762 | 63,81 | 11,150 |
| | | 1924-25 | 60,085 | 66,95 | 11,666 |
| South Indian | 5' 6" | 1923-24 | 1,45,050 | 1,51,49 | 33,682 |
| | | 1924-25 | 1,48,695 | 1,52,94 | 34,000 |
| | 3' 3½" | 1923-24 | * | 4,13,18 | 30,678 |
| | | 1924-25 | * | 3,97,45 | 29,419 |
| 2' 6" | 1923-24 | * | 3,46 | 3,511 | |
| | 1924-25 | * | 3,31 | 3,355 | |
| TOTAL CLASS I RAILWAYS | 5' 6" | 1923-24 | 1,99,978 | 1,04,64,71 | 30,112 |
| | | 1924-25 | 2,06,025 | 1,11,09,26 | 32,003 |

* Included in 5' 6" gauge.

† Included in 3' 3½" gauge.

‡ Not available.

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

|| Includes figures for the Bikaner Railway.

of Class I Railways rated against selected units for the years 1923-24 and 1924-25.

| Gross earnings per mean mile worked per week. | Gross earnings per train mile. | Total working expenses (in thousands of rupees). § | Working expenses per mean mile worked per week. | Working expenses per train mile. | Net earnings (in thousands of rupees). § | Net earnings per mean mile worked. | Net earnings per train mile. |
|---|--------------------------------|---|---|----------------------------------|---|------------------------------------|------------------------------|
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 258·7 | 5·57 | 98,11 | 174·2 | 3·75 | 46,73 | 4,393·9 | 1·82 |
| 283·5 | 5·92 | 97,54 | 164·8 | 3·44 | 64,02 | 6,169·0 | 2·48 |
| 292·1 | 4·80 | 1,41,72 | 124·7 | 2·09 | 1,74,23 | 3,705·0 | 2·80 |
| 307·3 | 5·10 | 1,52,22 | 133·7 | 2·22 | 1,83,27 | 9,058·5 | 2·88 |
| 712·9 | 6·73 | 4,67,70 | 452·1 | 4·27 | 2,60,61 | 13,563·1 | 2·46 |
| 743·7 | 7·40 | 4,91,53 | 465·4 | 4·63 | 2,96,63 | 14,511·3 | 2·77 |
| 124·9 | 3·63 | 44,20 | 103·0 | 2·99 | 70,18 | 1,739·8 | 0·64 |
| 119·3 | 3·61 | 44,47 | 95·3 | 2·88 | 11,18 | 1,250·7 | 0·73 |
| 1,031·0 | 8·76 | 4,42,40 | 629·0 | 5·35 | 2,81,74 | 20,902·0 | 3·41 |
| 1,041·8 | 8·89 | 4,20,32 | 610·3 | 5·21 | 2,97,09 | 22,433·4 | 3·61 |
| 437·0 | 5·33 | 3,08,68 | 250·0 | 3·08 | 2,31,03 | 9,739·0 | 2·30 |
| 470·7 | 5·87 | 3,31,89 | 264·0 | 3·29 | 2,59,85 | 10,747·4 | 2·58 |
| 171·5 | 5·73 | 6,71 | 104·1 | 3·48 | 4,35 | 3,503·1 | 2·25 |
| 142·1 | 6·09 | 5,45 | 68·2 | 2·93 | 5,91 | 3,851·1 | 3·16 |
| 474·7 | 5·89 | 2,52,72 | 286·6 | 3·56 | 1,61,50 | 9,836·7 | 2·33 |
| 477·3 | 5·87 | 2,53,31 | 278·7 | 3·43 | 1,70,09 | 10,352·0 | 2·44 |
| 98·6 | ‡ | 68 | 81·7 | ‡ | 14 | 375·0 | ‡ |
| 95·0 | | 1,00 | 120·2 | | -21 | -1,312·5 | |
| 1,076·1 | 7·39 | 2,60,72 | 815·9 | 5·61 | 83,10 | 13,525·6 | 1·79 |
| 1,097·0 | 8·00 | 2,64,02 | 756·0 | 5·52 | 1,18,49 | 17,716·0 | 2·00 |
| 358·3 | 5·56 | 1,41,78 | 234·4 | 3·64 | 68,45 | 6,443·8 | 1·92 |
| 424·0 | 6·15 | 1,74,18 | 301·0 | 4·37 | 62,74 | 6,379·0 | 2·00 |
| 1,115·3 | 6·75 | 10,11,13 | 676·0 | 4·09 | 6,66,61 | 22,845·0 | 2·66 |
| 1,176·9 | 7·02 | 10,53,58 | 702·0 | 4·19 | 7,11,50 | 24,703·1 | 2·83 |
| 883·6 | 7·64 | 9,96,09 | 592·0 | 5·12 | 4,89,33 | 16,162·1 | 2·52 |
| 920·5 | 7·04 | 9,42,13 | 552·3 | 4·58 | 6,27,15 | 10,205·0 | 3·06 |
| 167·8 | 5·64 | 7,91 | 75·5 | 2·54 | 9,65 | 4,791·1 | 3·10 |
| 203·0 | 6·43 | 9,59 | 91·0 | 2·90 | 11,71 | 5,818·4 | 3·53 |
| 179·9 | 4·96 | 90,95 | 126·1 | 3·48 | 38,83 | 2,799·5 | 1·48 |
| 264·9 | 5·29 | 68,11 | 167·7 | 3·15 | 46,32 | 5,592·7 | 2·14 |
| 36·8 | 2·44 | 34 | 28·4 | 1·85 | 10 | 434·8 | 0·56 |
| 38·5 | 2·72 | 32 | 24·6 | 1·74 | 18 | 726·7 | 0·98 |
| 775·8 | 7·68 | 2,41,96 | 431·3 | 4·27 | 1,93,27 | 17,916·4 | 3·41 |
| 828·1 | 8·08 | 2,52,73 | 449·4 | 4·38 | 2,12,80 | 19,735·7 | 3·70 |
| 332·0 | 4·74 | 2,01,45 | 193·7 | 2·83 | 1,35,21 | 6,933·3 | 1·90 |
| 336·0 | 4·82 | 1,89,77 | 181·3 | 2·60 | 1,00,9 | 8,071·2 | 2·22 |
| 547·0 | 7·16 | 50,56 | 268·0 | 3·51 | 52,45 | 14,479·0 | 3·65 |
| 482·5 | 7·24 | 39,00 | 182·5 | 2·74 | 64,09 | 15,640·8 | 4·60 |
| 291·0 | 6·10 | 42,57 | 148·0 | 3·10 | 41,06 | 7,428·0 | 2·99 |
| 311·7 | 6·35 | 40,98 | 142·2 | 2·90 | 48,88 | 8,840·1 | 3·46 |
| 749·9 | 8·89 | 9,81,65 | 490·7 | 5·83 | 5,18,55 | 13,470·3 | 3·08 |
| 850·4 | 9·55 | 10,25,57 | 501·6 | 5·63 | 7,06,89 | 18,187·0 | 3·92 |
| 264·9 | 4·83 | 35,29 | 216·1 | 3·94 | 7,97 | 2,538·2 | 0·89 |
| 250·9 | 5·55 | 32,83 | 244·4 | 5·41 | 6,23 | 339·0 | 0·14 |
| 218·2 | 5·28 | 1,80,80 | 236·2 | 5·72 | -13,70 | -936·8 | -0·44 |
| 192·8 | 5·13 | 1,83,58 | 230·9 | 6·14 | -30,31 | -1,987·9 | -1·01 |
| 59·5 | 2·16 | 8,88 | 123·4 | 4·65 | -4,74 | -3,563·9 | -2·48 |
| 70·1 | 3·05 | 12,18 | 129·4 | 5·64 | -5,58 | -3,094·8 | -2·58 |
| 571·8 | 8·12 | 12,06,62 | 402·4 | 5·72 | 5,07,99 | 8,810·1 | 2·41 |
| 642·3 | 8·78 | 12,54,16 | 417·1 | 5·70 | 6,77,23 | 11,711·1 | 3·06 |
| 441·5 | 7·04 | 2,60,14 | 308·4 | 4·92 | 1,12,10 | 6,900·2 | 2·12 |
| 443·8 | 7·05 | 2,77,79 | 368·1 | 5·82 | 97,41 | 4,040·8 | 1·23 |
| 214·4 | 5·78 | 34,78 | 116·9 | 3·15 | 29,03 | 5,073·3 | 2·63 |
| 224·3 | 5·69 | 33,60 | 112·6 | 2·86 | 33,35 | 5,811·4 | 2·83 |
| 647·7 | 6·74 | 92,23 | 395·5 | 4·12 | 59,26 | 13,115·4 | 2·62 |
| 65·1 | 7·40 | 80,79 | 344·4 | 3·91 | 72,15 | 16,043·2 | 3·49 |
| 590·0 | 5·72 | 2,31,82 | 330·4 | 3·20 | 1,51,36 | 13,407·7 | 2·52 |
| 564·2 | 5·70 | 2,21,20 | 313·2 | 3·16 | 1,76,25 | 13,088·9 | 2·53 |
| 67·5 | 2·11 | 4,08 | 79·6 | 2·49 | -62 | -630·1 | -0·38 |
| 64·3 | 2·04 | 3,64 | 71·0 | 2·25 | -33 | -348·4 | -0·21 |
| 579·1 | 6·86 | 66,36,99 | 367·3 | 4·35 | 38,27,72 | 11,014·0 | 2·51 |
| 616·0 | 7·12 | 67,03,92 | 371·2 | 4·20 | 44,05,34 | 12,702·5 | 2·82 |

but while calculating working results, the Steam Boat earnings and expenses have been excluded.

15.—Results of working of Class I Railways

| Railway. | Year. | DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC. | | | COACHING TRAFFIC. | | |
|----------------------------------|---------|---|---|-----------------|-----------------------------------|---|---|
| | | Total working expenses for coaching and goods traffic including the balance only of the payments to other lines for mileage, hire, etc., charges & excluding steam boat expenses. | COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE. | | Coaching earnings per train mile. | Cost of hauling a passenger train one mile. | Profit on working a passenger train one mile. |
| | | | Coaching. | Goods. | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 5' 6" GAUGE. | | | | | | | |
| Bengal Nagpur | 1923-24 | Rs. 4,45,74,810 | Rs. 1,15,66,225 | Rs. 3,30,08,585 | 5.49 | 2.74 | 2.75 |
| | 1924-25 | 4,67,39,115 | 1,20,61,715 | 3,46,77,400 | 5.64 | 2.87 | 2.77 |
| Bombay, Baroda and Central India | 1923-24 | 4,30,15,674 | 1,76,80,414 | 2,53,35,260 | 6.00 | 3.67 | 2.33 |
| | 1924-25 | 4,07,93,888 | 1,68,82,854 | 2,39,11,034 | 5.96 | 3.63 | 2.33 |
| Eastern Bengal | 1923-24 | 2,54,98,803 | 1,54,96,505 | 1,00,02,298 | 4.52 | 4.81 | -0.29 |
| | 1924-25 | 2,56,88,544 | 1,53,43,995 | 1,03,44,549 | 4.75 | 4.56 | 0.19 |
| East Indian | 1923-24 | 9,82,37,753 | 2,39,77,361 | 7,42,60,392 | 6.57 | 2.34 | 3.23 |
| | 1924-25 | 10,33,04,568 | 2,54,46,347 | 7,78,58,221 | 5.44 | 2.45 | 2.99 |
| Great Indian Peninsula | 1923-24 | 9,70,67,263 | 3,68,88,029 | 6,01,79,234 | 5.11 | 3.44 | 1.67 |
| | 1924-25 | 9,15,53,896 | 3,23,77,204 | 5,91,76,692 | 5.02 | 2.92 | 2.10 |
| Madras and Southern Mahratta | 1923-24 | 2,35,82,867 | 1,07,16,899 | 1,28,63,968 | 5.32 | 3.20 | 2.12 |
| | 1924-25 | 2,46,07,788 | 1,03,22,177 | 1,42,85,611 | 5.28 | 3.09 | 2.19 |
| Nizam's Guaranteed State | 1923-24 | 45,04,579 | 16,98,081 | 28,06,498 | 3.90 | 2.30 | 1.60 |
| | 1924-25 | 35,86,870 | 13,95,243 | 21,91,627 | 3.88 | 1.77 | 2.11 |
| North Western. | 1923-24 | 11,34,65,914 | 4,75,88,750 | 6,58,77,164 | 5.73 | 3.98 | 1.75 |
| | 1924-25 | 11,87,71,488 | 4,57,84,596 | 7,29,86,532 | 5.97 | 3.87 | 2.10 |
| Oudh and Rohilkhand | 1923-24 | 2,51,62,332 | 1,10,16,301 | 1,41,47,031 | 5.78 | 3.49 | 2.29 |
| | 1924-25 | 2,72,59,207 | 1,15,70,400 | 1,56,88,866 | 6.02 | 3.85 | 2.17 |
| South Indian | 1923-24 | 80,43,884 | 44,58,019 | 35,85,865 | 4.45 | 3.02 | 1.43 |
| | 1924-25 | 67,95,810 | 36,01,509 | 31,94,361 | 4.60 | 2.67 | 1.93 |
| 3' 3½" GAUGE. | | | | | | | |
| Assam-Bengal | 1923-24 | 90,37,460 | 41,61,750 | 48,75,710 | 5.82 | 3.51 | 2.31 |
| | 1924-25 | 88,96,323 | 43,14,717 | 45,81,606 | 5.71 | 3.24 | 2.47 |
| Bengal and North-Western | 1923-24 | 1,34,15,099 | 62,06,730 | 72,08,369 | 4.77 | 1.76 | 3.01 |
| | 1924-25 | 1,42,41,005 | 68,16,527 | 74,24,478 | 4.88 | 1.91 | 2.97 |
| Bombay, Baroda and Central India | 1923-24 | 3,00,40,686 | 1,21,67,697 | 1,78,72,989 | 4.94 | 2.42 | 2.52 |
| | 1924-25 | 3,22,26,149 | 1,25,51,454 | 1,96,74,695 | 5.24 | 2.56 | 2.68 |
| Burma | 1923-24 | 2,38,27,923 | 80,80,369 | 1,57,47,554 | 5.73 | 2.82 | 2.91 |
| | 1924-25 | 2,41,40,424 | 81,15,975 | 1,60,24,449 | 5.56 | 2.68 | 2.88 |
| Eastern-Bengal* | 1923-24 | 1,31,13,669 | 81,69,026 | 49,44,643 | 4.65 | 3.61 | 1.04 |
| | 1924-25 | 1,61,23,051 | 87,42,520 | 73,80,531 | 5.34 | 4.04 | 1.30 |
| Jodhpur | 1923-24 | 87,09,732 | 32,97,519 | 54,12,213 | 5.05 | 2.76 | 2.29 |
| | 1924-25 | 65,39,247 | 19,58,104 | 45,81,143 | 5.76 | 2.52 | 3.24 |
| Madras and Southern Mahratta | 1923-24 | 1,93,16,882 | 74,43,476 | 1,18,73,406 | 4.30 | 2.35 | 1.95 |
| | 1924-25 | 1,82,17,943 | 73,13,648 | 1,09,04,295 | 4.32 | 2.28 | 2.04 |
| Nizam's Guaranteed State. | 1923-24 | 40,30,887 | 19,65,358 | 20,65,529 | 3.63 | 2.11 | 1.52 |
| | 1924-25 | 38,44,292 | 19,09,877 | 18,74,415 | 3.67 | 1.98 | 1.69 |
| Rohilkund and Kumaon | 1923-24 | 33,67,268 | 14,01,874 | 19,65,394 | 6.49 | 2.52 | 2.97 |
| | 1924-25 | 32,61,372 | 13,52,389 | 19,08,983 | 6.70 | 3.03 | 3.67 |
| South Indian | 1923-24 | 2,19,16,496 | 1,10,67,296 | 1,08,49,200 | 5.39 | 2.62 | 2.77 |
| | 1924-25 | 2,12,50,705 | 1,11,49,170 | 1,01,01,535 | 5.41 | 2.75 | 2.66 |

* Includes figures for narrow gauge line.

for the years 1923-24 and 1924-25.

| Goods Traffic. | | | | | | |
|--------------------------------|---|---|--|---|---|--|
| Goods earnings per train mile. | Earnings per goods vehicle per mile (excluding brakes.) | Cost of hauling a goods vehicle one mile. | Cost of hauling a goods unit (viz., one ton) one mile. | Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum. | Profit on working a goods vehicle one mile. | Profit on working a goods unit (viz., one ton) one mile. |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Rs. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. |
| 7.30 | 46.0 | 31.7 | 3.02 | 4.72 | 14.3 | 1.37 |
| 9.00 | 45.9 | 30.5 | 3.01 | 4.88 | 15.4 | 1.39 |
| 12.22 | 61.2 | 35.5 | 4.22 | 6.90 | 24.7 | 3.33 |
| 13.30 | 62.1 | 35.0 | 4.57 | 8.45 | 27.1 | 3.64 |
| 12.80 | 50.4 | 27.6 | 5.46 | 8.40 | 22.8 | 4.52 |
| 16.50 | 62.9 | 30.9 | 4.67 | 11.50 | 32.0 | 4.40 |
| 7.40 | 34.0 | 23.6 | 2.75 | 4.06 | 10.4 | 1.21 |
| 7.97 | 34.3 | 23.7 | 2.69 | 4.34 | 10.6 | 1.25 |
| 10.50 | 65.3 | 43.1 | 4.57 | 6.49 | 22.2 | 2.36 |
| 11.70 | 61.1 | 36.8 | 3.96 | 5.98 | 24.3 | 2.47 |
| 10.60 | 60.0 | 31.4 | 4.19 | 6.24 | 28.6 | 3.83 |
| 13.00 | 62.5 | 31.6 | 4.04 | 6.16 | 30.9 | 3.69 |
| 9.68 | 72.3 | 29.9 | 3.62 | 6.21 | 42.4 | 5.14 |
| 12.10 | 74.7 | 24.1 | 2.72 | 7.46 | 50.6 | 5.59 |
| 10.00 | 53.2 | 37.4 | 4.64 | 6.90 | 15.8 | 1.80 |
| 13.60 | 55.9 | 35.2 | 4.23 | 6.52 | 20.7 | 2.11 |
| 7.32 | 45.6 | 39.6 | 3.98 | 5.99 | 4.0 | 0.40 |
| 8.73 | 39.2 | 36.5 | 4.13 | 6.82 | 2.7 | 0.07 |
| 9.55 | 84.7 | 41.0 | 5.10 | 7.77 | 43.7 | 5.43 |
| 11.80 | 83.9 | 34.8 | 4.07 | 9.56 | 49.1 | 5.57 |
| 4.97 | 42.8 | 29.9 | 6.24 | 13.10 | 12.9 | 2.68 |
| 6.30 | 43.2 | 25.1 | 5.29 | 13.30 | 18.1 | 3.33 |
| 4.88 | 31.0 | 13.9 | 3.26 | 5.56 | 17.2 | 3.62 |
| 5.83 | 38.9 | 17.5 | 2.52 | 6.11 | 21.4 | 4.08 |
| 5.62 | 34.1 | 11.6 | 4.61 | 6.28 | 12.4 | 2.64 |
| 6.50 | 36.7 | 22.4 | 4.52 | 7.31 | 14.4 | 2.78 |
| 5.75 | 40.9 | 27.1 | 5.10 | 7.74 | 13.8 | 2.59 |
| 7.97 | 46.7 | 29.8 | 4.82 | 9.19 | 16.9 | 2.73 |
| 6.44 | 30.2 | 15.8 | 4.87 | 7.55 | 14.4 | 4.42 |
| 8.53 | 38.8 | 25.7 | 6.17 | 12.70 | 13.1 | 2.38 |
| 4.44 | 29.5 | 24.4 | 6.18 | 3.15 | 5.2 | 1.32 |
| 4.93 | 26.3 | 18.0 | 4.30 | 6.20 | 8.3 | 1.99 |
| 4.66 | 33.3 | 24.0 | 5.66 | 3.25 | 14.3 | 3.37 |
| 5.54 | 40.9 | 22.1 | 5.03 | 7.78 | 18.8 | 4.00 |
| 10.78 | 62.5 | 27.1 | 5.20 | 3.66 | 35.4 | 6.92 |
| 13.40 | 67.6 | 25.0 | 4.46 | 11.30 | 42.6 | 7.34 |
| 4.92 | 34.7 | 23.9 | 4.93 | 7.97 | 10.8 | 2.27 |
| 5.20 | 44.1 | 25.6 | 4.55 | 7.78 | 19.5 | 3.28 |
| 5.55 | 40.9 | 26.2 | 7.62 | 10.14 | 14.7 | 3.96 |
| 8.03 | 45.0 | 27.3 | 7.19 | 14.60 | 17.7 | 4.01 |

16.—Statement of ton mileage of Class I Railways for the year 1924-25. (In thousands.)

| Railway. | Net or freight ton miles. | GROSS TON MILES (EXCLUDING WEIGHT OF ENGINE). | | GROSS TON MILES (INCLUDING WEIGHT OF ENGINE). | |
|--|---------------------------|---|--------------------------------|---|--------------------------------|
| | | Passenger and proportion of mixed. | Goods and proportion of mixed. | Passenger and proportion of mixed. | Goods and proportion of mixed. |
| I | 2 | 3 | 4 | 5 | 6 |
| 5' 6" GAUGE. | | | | | |
| Bengal-Nagpur | 2,213,898 | 1,257,806 | 4,151,820 | 1,673,359 | 4,810,903 |
| Bombay, Baroda and Central India | 985,435 | 1,333,486 | 2,190,268 | 1,827,125 | 2,480,587 |
| Eastern Bengal | 425,394 | 1,410,514 | 1,029,198 | 1,675,273 | 1,129,429 |
| East Indian | 5,771,887 | 3,155,199 | 11,216,784 | 4,109,086 | 12,572,575 |
| Great Indian Peninsula | 3,081,910 | 2,910,788 | 5,914,949 | 3,864,710 | 7,063,034 |
| Madras and Southern Mahratta | 678,512 | 916,759 | 1,476,080 | 1,245,173 | 1,723,285 |
| Nizam's Guaranteed State | 156,146 | 153,136 | 311,580 | 232,265 | 364,871 |
| North Western | 3,264,869 | 3,522,295 | 6,599,584 | 4,662,413 | 7,432,428 |
| Oudh and Rohilkhand | 729,453 | 915,898 | 1,435,413 | 1,201,127 | 1,628,666 |
| South Indian | 150,770 | 299,366 | 319,951 | 430,835 | 382,122 |
| Total | 17,458,274 | 15,875,237 | 34,045,627 | 20,921,388 | 39,588,509 |
| 3' 3 1/2" GAUGE. | | | | | |
| Assam-Bengal | 166,249 | 324,692 | 348,796 | 395,705 | 421,171 |
| Bengal and North Western | 565,746 | 771,775 | 878,697 | 947,530 | 1,032,038 |
| Bombay, Baroda and Central India | 835,595 | 941,812 | 1,610,240 | 1,186,778 | 1,860,302 |
| Burma | 638,245 | 588,345 | 1,261,334 | 762,775 | 1,506,048 |
| Eastern Bengal | 229,412 | 668,449 | 595,117 | 779,602 | 662,118 |
| Jodhpur* | 87,128 | 80,698 | 180,982 | 105,519 | 220,817 |
| Madras and Southern Mahratta | 416,397 | 551,028 | 889,691 | 730,076 | 1,088,507 |
| Nizam's Guaranteed State | 81,731 | 137,533 | 157,109 | 192,187 | 183,874 |
| Rohilkund and Kumaon | 80,497 | 108,675 | 147,562 | 129,985 | 173,460 |
| South Indian | 269,619 | 625,468 | 636,757 | 829,743 | 751,111 |
| Total | 3,370,529 | 4,793,475 | 6,706,485 | 6,059,900 | 7,900,111 |
| 2' 6" & 2' 0" GAUGES: | | | | | |
| Bengal Nagpur | 59,729 | 111,892 | 132,438 | 151,249 | 173,243 |
| Bombay, Baroda and Central India | 5,003 | 12,690 | 10,708 | 15,201 | 13,601 |
| Eastern Bengal | 276 | 4,494 | 712 | 5,755 | 889 |
| Great Indian Peninsula | 10,837 | 18,956 | 22,035 | 26,323 | 29,384 |
| Jodhpur* | 47 | 57 | 116 | 156 | 149 |
| North-Western | 16,671 | 33,827 | 42,031 | 49,233 | 61,463 |
| South Indian | 1,531 | 7,760 | 4,643 | 12,685 | 6,251 |
| Total | 94,094 | 169,676 | 212,683 | 260,602 | 284,980 |
| TOTAL CLASS I RAILWAYS | 20,922,897 | 20,858,388 | 41,564,795 | 27,241,888 | 47,773,591 |

* For six months ended 31st March 1925.

17.—Statement of Train and Engine Mileage of Class I Railways for the year 1924-25 (In thousands.)

| Railway. | TRAIN MILES. | | | | | | | | |
|--|---------------|--------------|---------------|---------------|--------------|--------------|------------------------------|---------------|---------------|
| | MAIN LINES. | | | BRANCH LINES. | | | TOTAL MAIN AND BRANCH LINES. | | |
| | Passenger. | Mixed. | Goods. | Passenger. | Mixed. | Goods. | Passenger. | Mixed. | Goods. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 4,040 | 135 | 5,542 | .. | 147 | 123 | 4,040 | 282 | 5,665 |
| Bombay, Baroda and Central India | 4,201 | 473 | 2,179 | 362 | 373 | 316 | 4,563 | 846 | 2,405 |
| Eastern Bengal | 3,159 | 42 | 1,210 | 127 | 37 | 40 | 3,316 | 79 | 1,250 |
| East Indian | 7,917 | 210 | 11,935 | 1,331 | 655 | 1,578 | 9,748 | 865 | 13,563 |
| Great Indian Peninsula | 9,021 | 24 | 6,451 | 1,001 | 707 | 1,015 | 10,622 | 731 | 8,006 |
| Madras and Southern Mahratta | 3,131 | 166 | 1,004 | 89 | 122 | 14 | 3,220 | 284 | 2,008 |
| Nizam's Guaranteed State | 756 | .. | 511 | .. | 75 | 6 | 756 | 75 | 517 |
| North Western | 5,510 | 964 | 5,042 | 3,029 | 2,368 | 2,655 | 8,148 | 3,329 | 7,097 |
| Outh and Rohilkhand | 1,978 | 55 | 1,539 | 546 | 633 | 150 | 2,524 | 689 | 1,719 |
| South Indian | 1,033 | 344 | 492 | 114 | 8 | .. | 1,147 | 352 | 492 |
| Total | 40,785 | 2,411 | 36,945 | 8,299 | 6,122 | 6,227 | 49,034 | 7,526 | 43,472 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam-Bengal | 400 | 985 | 263 | 18 | 731 | 185 | 418 | 1,716 | 448 |
| Bengal and North-Western | 1,215 | 309 | 1,094 | 325 | 3,089 | 259 | 1,541 | 3,488 | 1,353 |
| Bombay, Baroda and Central India | 1,734 | 559 | 2,105 | 1,801 | 1,731 | 1,941 | 3,535 | 2,202 | 4,046 |
| Burma | 1,073 | 1,683 | 1,456 | 2 | 1,446 | 519 | 1,075 | 3,129 | 1,974 |
| Eastern Bengal | 1,102 | 939 | 906 | .. | 208 | 17 | 1,192 | 1,147 | 1,013 |
| Jodhpur* | 182 | 312 | 402 | .. | 78 | 17 | 182 | 420 | 419 |
| Madras and Southern Mahratta | 2,293 | 1,529 | 2,658 | 106 | 215 | 61 | 2,399 | 1,744 | 2,719 |
| Nizam's Guaranteed State | 822 | .. | 307 | 107 | 122 | 17 | 929 | 122 | 321 |
| Rohilkund and Kumaon | 224 | 492 | 95 | .. | 221 | 10 | 224 | 713 | 111 |
| South Indian | 2,223 | 104 | 1,127 | 1,136 | 888 | 593 | 3,369 | 1,082 | 1,723 |
| Total | 11,358 | 7,992 | 19,503 | 3,496 | 8,731 | 3,626 | 14,834 | 15,823 | 14,128 |
| 2' 6" & 2' 0" GAUGES. | | | | | | | | | |
| Bengal-Nagpur | | | | | | | 231 | 730 | 544 |
| Bombay, Baroda and Central India | | | | | | | 1 | 181 | 4 |
| Eastern Bengal | | | | | | | .. | 168 | .. |
| Great Indian Peninsula | | | | | | | .. | 204 | 1 |
| Jodhpur* | | | | | | | .. | 9 | .. |
| North Western | | | | | | | 142 | 321 | 339 |
| South Indian | | | | | | | .. | 160 | .. |
| Total | | | | | | | 374 | 1,803 | 888 |
| Total Class I Railways | | | | | | | 64,312 | 25,162 | 58,480 |

* For the half year ended 31st March 1925.

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

| Railway. | TRAIN MILES. | | | | | Rail motor car miles. | SHUNTING MILES. | | | | | |
|---|------------------------------------|--------------------------------|----------------|----------------|--------------|-----------------------|------------------------------------|----------------|--------------|--------------------------------|----------------|---------------|
| | Main and Branch lines. | | | Departmental.* | | | Passenger and proportion of mixed. | | | Goods and proportion of mixed. | | |
| | Passenger and proportion of mixed. | Goods and proportion of mixed. | Total. | Passen-gur. | Goods. | | Shunting Engines. | Train Engines. | Total. | Shunting Engines. | Train Engines. | Total. |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 5' 6" GAUGE. | | | | | | | | | | | | |
| Bengal-Nagpur | 4,207 | 5,780 | 9,987 | 11 | 479 | .. | 479 | 1 | 480 | 2,731 | 138 | 2,907 |
| Bombay, Baroda and Central India. | 4,772 | 3,132 | 7,904 | 4 | 162 | .. | 163 | 27 | 195 | 966 | 34 | 1,000 |
| Eastern Bengal | 3,367 | 1,278 | 4,645 | 9 | 142 | .. | 230 | 2 | 282 | 1,431 | 1 | 1,432 |
| East Indian | 10,337 | 13,779 | 24,116 | 121 | 843 | .. | 544 | .. | 644 | 6,120 | 2 | 6,122 |
| Great Indian Peninsula | 11,039 | 8,380 | 19,419 | 16 | 1,066 | 17 | 402 | 152 | 614 | 2,664 | 60 | 2,733 |
| Madras and Southern Mahratta | 3,345 | 2,171 | 5,516 | 41 | 203 | 8 | 153 | .. | 154 | 853 | 10 | 863 |
| Nizam's Guaranteed State | 788 | 560 | 1,348 | 3 | 72 | .. | 14 | .. | 14 | 166 | 2 | 168 |
| North Western | 11,845 | 8,329 | 20,174 | 41 | 919 | .. | 926 | 3 | 929 | 3,438 | 35 | 3,473 |
| Odish and Rohilkhand | 3,003 | 1,929 | 4,932 | 8 | 333 | .. | 308 | 14 | 322 | 605 | 25 | 630 |
| South Indian | 1,348 | 645 | 1,991 | 7 | 69 | .. | 62 | .. | 62 | 204 | .. | 204 |
| Total | 54,109 | 45,993 | 100,092 | 261 | 4,338 | 25 | 3,401 | 199 | 3,600 | 19,192 | 346 | 19,538 |
| 3' 3½" GAUGE. | | | | | | | | | | | | |
| Assam-Bengal | 1,330 | 1,252 | 2,582 | 7 | 80 | .. | 92 | 1 | 93 | 502 | 16 | 518 |
| Bengal and North-Western | 3,562 | 2,820 | 6,382 | 17 | 353 | .. | 134 | .. | 134 | 1,282 | 7 | 1,259 |
| Bombay, Baroda and Central India. | 4,910 | 4,963 | 9,873 | 4 | 199 | .. | 225 | 4 | 229 | 1,162 | 21 | 1,183 |
| Burma | 3,028 | 3,150 | 6,178 | 11 | 1,108 | .. | 267 | 2 | 269 | 1,094 | 19 | 1,103 |
| Eastern Bengal | 2,067 | 1,235 | 3,362 | 1 | 296 | .. | 297 | 1 | 298 | 886 | 5 | 891 |
| Jodhpur* | 394 | 637 | 1,021 | 2 | 3 | .. | .. | 27 | 27 | 122 | 4 | 126 |
| Madras and Southern Mahratta. | 3,213 | 3,640 | 6,862 | 12 | 276 | .. | 163 | 2 | 165 | 784 | 5 | 789 |
| Nizam's Guaranteed State | 997 | 378 | 1,375 | 7 | 33 | .. | 24 | .. | 24 | 100 | .. | 100 |
| Rohilkhand and Kumaon | 529 | 519 | 1,048 | 4 | 84 | .. | 27 | 9 | 36 | 210 | 32 | 242 |
| South Indian | 4,059 | 2,074 | 6,133 | 21 | 702 | 30 | 180 | .. | 180 | 603 | 11 | 614 |
| Total | 24,079 | 20,727 | 44,806 | 86 | 3,134 | 30 | 1,379 | 46 | 1,425 | 6,705 | 120 | 6,825 |
| 2' 6" & 2' 0" GAUGES. | | | | | | | | | | | | |
| Bengal-Nagpur | 748 | 757 | 1,505 | | 38 | | | 400 | | 7 | | 407 |
| Bombay, Baroda and Central India. | 87 | 99 | 186 | | 1 | | | .. | | 27 | | 27 |
| Eastern Bengal | 95 | 13 | 108 | | 14 | | | 10 | | .. | | 10 |
| Great Indian Peninsula | 171 | 124 | 295 | | 36 | | | 42 | | 1 | | 43 |
| Jodhpur* | 7 | 2 | 9 | | .. | | | .. | | .. | | .. |
| North Western | 389 | 413 | 802 | | 71 | | | 208 | | 1 | | 209 |
| South Indian | 121 | 39 | 160 | | 2 | | | 2 | | .. | | 2 |
| Total | 1,618 | 1,447 | 3,065 | | 162 | | | 662 | | 36 | | 698 |
| Total Class I Railways | 79,806 | 68,157 | 147,963 | | 7,981 | | | 31,339 | | 747 | | 32,086 |

* For the half year ended 31st March 1925.

for the year 1924-25. (In thousands)—concl.

| ENGINE MILES (OTHER THAN TRAIN AND SHUNTING MILES.) | | | | | | | | | | | | | | Total Engine miles (including train engine miles) Main and Branch Lines. |
|---|-----------------------------|--------|-------------------|--------------------|------------------------------------|-----------------------------|--------|-------------------|---------|---------------|-------|-------|--------|--|
| Passenger and proportion of mixed. | | | | | Goods and proportion of mixed. | | | | | | | | | |
| Assist- ing not required. | Assist- ing required. | Light. | Total 'Other.' | Depart- mental. | Assist- ing not required. | Assist- ing required. | Light. | Total 'Other.' | Siding. | Departmental. | | | | |
| | | | | | | | | | | Loco. | Engs. | Misc. | Total. | |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |
| 4 | 12 | 41 | 57 | 5 | 20 | 735 | 601 | 1,356 | 468 | 346 | 18 | 0 | 373 | 16,123 |
| 2 | 3 | 261 | 266 | 1 | 2 | .. | 84 | 86 | .. | 93 | 4 | 2 | 99 | 9,717 |
| 2 | .. | 2 | 4 | .. | 11 | .. | 2 | 13 | 93 | 105 | 1 | 2 | 108 | 6,798 |
| 70 | 140 | 127 | 337 | 78 | 258 | 251 | 1,101 | 1,700 | 1,937 | 382 | 77 | 254 | 743 | 36,607 |
| 18 | 108 | 122 | 308 | 9 | 90 | 718 | 1,093 | 1,811 | 1 | 163 | 101 | 92 | 356 | 26,333 |
| .. | 23 | 88 | 111 | 12 | 89 | 152 | 146 | 357 | .. | 142 | 1 | .. | 143 | 7,404 |
| .. | 1 | 5 | 6 | 15 | 3 | 3 | 6 | 66 | .. | 30 | 26 | 12 | 68 | 1,760 |
| 140 | 258 | 96 | 494 | 20 | 175 | 440 | 695 | 1,310 | 60 | 540 | 39 | 158 | 737 | 28,157 |
| 26 | 14 | 40 | 74 | 17 | 13 | .. | 144 | 157 | 8 | 147 | 28 | 10 | 194 | 6,723 |
| 18 | 14 | 3 | 35 | 73 | 28 | 45 | 18 | 91 | .. | 62 | 6 | 2 | 70 | 2,602 |
| 274 | 633 | 785 | 1,602 | 228 | 659 | 2,344 | 3,944 | 6,947 | 2,567 | 2,010 | 301 | 680 | 2,691 | 142,15 |
| .. | 4 | 0 | 13 | 3 | 5 | 21 | 43 | 69 | 2 | 25 | 4 | 1 | 30 | 3,397 |
| 3 | .. | 2 | 5 | 22 | 9 | 12 | 2 | 23 | .. | 159 | 1 | 1 | 161 | 8,366 |
| 92 | 0 | 72 | 173 | .. | 91 | 12 | 75 | 178 | 5 | 341 | 3 | 4 | 348 | 12,112 |
| 2 | 20 | 30 | 58 | .. | 18 | 45 | 95 | 158 | 199 | 25 | 2 | 45 | 72 | 9,146 |
| .. | .. | 4 | 4 | .. | 1 | .. | 1 | 2 | 5 | 151 | 0 | 3 | 163 | 5,002 |
| 3 | 1 | 3 | 7 | .. | 7 | .. | 7 | 14 | .. | 4 | .. | 4 | 8 | 1,268 |
| .. | 14 | 24 | 38 | 6 | 107 | 204 | 108 | 479 | .. | 75 | .. | .. | 75 | 8,692 |
| 1 | .. | 14 | 15 | 21 | .. | .. | 17 | 17 | .. | 29 | 16 | 6 | 61 | 1,643 |
| 4 | 6 | 8 | 18 | 2 | 7 | 3 | 10 | 20 | 1 | 6 | .. | 6 | 12 | 1,467 |
| 22 | .. | 11 | 33 | 126 | 17 | 29 | 19 | 65 | .. | 116 | 26 | 2 | 144 | 8,018 |
| 127 | 54 | 183 | 364 | 180 | 262 | 386 | 377 | 1,025 | 212 | 931 | 61 | 72 | 1,004 | 69,121 |
| *OTHER ENGINE MILES. | | | | | | | | | | DEPARTMENTAL. | | | | |
| | | | | | | | | | | 36 | | | 21 | 2,007 |
| | | | | | | | | | | 3 | | | .. | 217 |
| | | | | | | | | | | .. | | | .. | 132 |
| | | | | | | | | | | .. | | | 1 | 375 |
| | | | | | | | | | | .. | | | .. | 9 |
| | | | | | | | | | | 86 | | | 2 | 1,170 |
| | | | | | | | | | | .. | | | .. | 164 |
| | | | | | | | | | | 125 | | | 24 | 4,074 |
| | | | | | | | | | | 13,340 | | | 3,070 | 205,349 |

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

18.—Statement of Train and Engine hours of Class I Railways for the

| Railway. | MAIN LINES. | | | BRANCH LINES. | | | MAIN AND | | |
|--|----------------|--------------|----------------|---------------|--------------|--------------|----------------|----------------|----------------|
| | Passenger. | Mixed. | Goods. | Passenger. | Mixed. | Goods. | Passenger. | Mixed. | Goods. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 227,4 | 13,6 | 644,7 | .. | 13,0 | 13,4 | 227,4 | 26,6 | 658,1 |
| Bombay, Baroda and Central India | 241,6 | 30,3 | 223,7 | 19,9 | 26,8 | 34,1 | 261,5 | 57,1 | 257,9 |
| Eastern Bengal | 185,5 | 4,0 | 163,2 | 9,6 | 3,2 | 5,8 | 195,1 | 7,2 | 174,0 |
| East Indian | 364,4 | 13,2 | 1,320,3 | 104,8 | 46,8 | 214,2 | 469,2 | 60,0 | 1,534,5 |
| Great Indian Peninsula | 458,4 | 1,8 | 654,0 | 81,0 | 56,3 | 159,0 | 540,3 | 58,1 | 813,0 |
| Madras and Southern Mahratta | 173,3 | 18,7 | 217,4 | 6,3 | 9,0 | 2,0 | 179,6 | 27,7 | 220,0 |
| Nizam's Guaranteed State | 36,9 | Nil. | 54,6 | .. | 6,0 | 5 | 36,9 | 6,0 | 55,1 |
| North Western | 282,1 | 67,9 | 501,8 | 206,9 | 188,4 | 283,4 | 489,0 | 256,3 | 785,2 |
| Oudh and Rohilkhand | 97,0 | 4,5 | 164,6 | 31,6 | 48,2 | 21,0 | 128,6 | 52,7 | 185,6 |
| South-Indian | 53,3 | 26,7 | 52,1 | 5,1 | 1,2 | Nil. | 58,4 | 27,9 | 52,1 |
| Total | 2,119,9 | 180,7 | 4,001,4 | 466,1 | 398,9 | 734,0 | 2,586,0 | 579,6 | 4,735,4 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam-Bengal | 22,9 | 82,3 | 28,4 | 2,2 | 71,1 | 21,2 | 25,1 | 153,4 | 49,6 |
| Bengal and North-Western | 70,8 | 33,4 | 136,0 | 24,3 | 273,6 | 32,3 | 101,1 | 307,0 | 168,3 |
| Bombay, Baroda and Central India | 96,5 | 42,2 | 189,5 | 114,6 | 133,8 | 194,0 | 211,1 | 176,0 | 353,5 |
| Burma | 60,5 | 124,4 | 158,7 | 2 | 122,0 | 50,1 | 69,7 | 246,4 | 208,8 |
| Eastern Bengal | 75,9 | 72,2 | 129,6 | 1 | 19,7 | 2,5 | 76,0 | 91,9 | 132,1 |
| Jodhpur† | 10,2 | 27,4 | 42,3 | .. | 7,9 | 2,1 | 10,2 | 35,3 | 44,4 |
| Madras and Southern Mahratta | 147,5 | 136,0 | 293,3 | 7,6 | 19,0 | 6,8 | 155,1 | 155,0 | 305,1 |
| Nizam's Guaranteed State | 43,6 | Nil. | 35,4 | 8,7 | 10,4 | 1,4 | 52,3 | 10,4 | 36,8 |
| Rohilkund and Kumaon | 13,8 | 40,7 | 9,0 | .. | 20,0 | 1,6 | 13,8 | 60,7 | 10,6 |
| South Indian | 134,0 | 12,5 | 117,5 | 80,6 | 74,5 | 71,6 | 214,6 | 87,0 | 189,1 |
| Total | 690,7 | 571,1 | 1,144,7 | 238,3 | 752,0 | 383,6 | 929,0 | 1,323,1 | 1,528,3 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal-Nagpur | | | | | | | 15,9 | 67,9 | 59,6 |
| Bombay, Baroda and Central India | | | | | | | 1 | 17,6 | 4 |
| Eastern Bengal | | | | | | | .. | 11,6 | .. |
| Great Indian Peninsula | | | | | | | .. | 25,1 | 1 |
| Jodhpur | | | | | | | .. | 1,1 | .. |
| North Western | | | | | | | 14,7 | 28,8 | 40,0 |
| South Indian | | | | | | | .. | 13,0 | .. |
| Total | | | | | | | 30,7 | 165,1 | 100,1 |
| Total Class I Railways | | | | | | | 3,545,7 | 2,067,8 | 6,363,8 |

† For the half year ended 31st March 1925.

year 1924-25. (In hundreds).

| BRANCH LINES. | | SHUNTING. | | ** OTHER **. | | Total siding. | DEPARTMENTAL. | | Total Engine hours including train engine hours. |
|------------------------------------|--------------------------------|------------------------------------|--------------------------------|------------------------------------|--------------------------------|---------------|---------------|--------|--|
| Passenger and proportion of mixed. | Goods and proportion of mixed. | Passenger and proportion of mixed. | Goods and proportion of mixed. | Passenger and proportion of mixed. | Goods and proportion of mixed. | | Passenger. | Goods. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 243,8 | 668,5 | 95,8 | 547,9 | 34,3 | 225,7 | 93,8 | 1,1 | 116,6 | 2,027,3 |
| 275,7 | 300,7 | 39,1 | 200,1 | 24,4 | 15,3 | N/L | 5 | 20,2 | 870,0 |
| 199,7 | 176,6 | 55,9 | 286,3 | 9 | 1,2 | 18,5 | 8 | 36,5 | 775,8 |
| 514,2 | 1,549,5 | 108,9 | 1,224,1 | 137,4 | 395,2 | 281,6 | 27,3 | 214,7 | 4,452,8 |
| 573,4 | 838,0 | 95,1 | 538,8 | 128,4 | 285,5 | 5 | 4,7 | 178,0 | 2,642,4 |
| 190,1 | 237,2 | 31,4 | 171,0 | 9,5 | 33,5 | N/L | 4,4 | 46,0 | 723,1 |
| 39,4 | 58,6 | 2,8 | 33,3 | 9,4 | 7,3 | N/L | 1,9 | 17,7 | 170,4 |
| 695,1 | 835,4 | 185,3 | 687,5 | 40,2 | 110,9 | 12,1 | 8,8 | 240,0 | 2,815,3 |
| 165,2 | 201,7 | 51,7 | 121,0 | 7,2 | 19,3 | 1,6 | 3,9 | 85,1 | 666,7 |
| 74,2 | 64,2 | 12,3 | 40,8 | 28,9 | 16,2 | N/L | 15,8 | 22,9 | 275,3 |
| 2,970,6 | 4,830,4 | 683,2 | 3,850,8 | 420,0 | 1,110,1 | 408,1 | 69,2 | 977,7 | 15,425,1 |
| 106,5 | 121,6 | 18,0 | 98,7 | 19,7 | 29,7 | 2 | 1,1 | 11,3 | 406,8 |
| 279,3 | 297,1 | 26,8 | 249,5 | 50,4 | 59,8 | N/L | 2,0 | 78,4 | 1,044,3 |
| 316,9 | 453,7 | 45,1 | 231,8 | 79,1 | 51,4 | 9 | 8 | 88,8 | 1,208,2 |
| 220,6 | 304,3 | 51,7 | 219,2 | 36,3 | 19,1 | 39,9 | 1,6 | 143,4 | 1,036,1 |
| 145,5 | 154,5 | 57,3 | 177,3 | 3 | 3 | 1,0 | 1 | 66,7 | 603,0 |
| 27,4 | 62,5 | 5,3 | 25,2 | 9 | 1,2 | .. | 2 | 9 | 123,6 |
| 227,4 | 387,8 | 30,5 | 156,6 | 4,0 | 49,7 | N/L | 1,5 | 40,7 | 898,2 |
| 58,1 | 41,4 | 4,8 | 19,8 | 7,9 | 2,2 | N/L | 2,6 | 10,7 | 147,5 |
| 40,0 | 45,1 | 6,3 | 44,0 | 3,5 | 5 | 1 | 9 | 10,6 | 151,0 |
| 272,6 | 218,1 | 36,0 | 120,6 | 92,6 | 36,3 | N/L | 31,5 | 111,1 | 918,8 |
| 1,694,3 | 2,086,1 | 281,8 | 1,342,7 | 294,7 | 250,2 | 42,1 | 42,0 | 563,6 | 6,597,5 |
| 143,4 | | 80,0 | | | 20,0 | | 10,4 | | 253,8 |
| 18,1 | | 5,3 | | | 3 | | 1 | | 23,8 |
| 11,6 | | 2,0 | | | .. | | 2,7 | | 16,3 |
| 25,2 | | 8,5 | | | 2,2 | | 4,6 | | 40,5 |
| 1,1 | | .. | | | .. | | .. | | 1,1 |
| 83,5 | | 41,7 | | | 11,9 | | 9,1 | | 146,2 |
| 13,0 | | 4 | | | 5,0 | | 3 | | 18,7 |
| 295,9 | | 137,9 | | | 39,4 | | 27,2 | | 500,4 |
| 11,977,3 | | 6,301,4 | | | 2,534,6 | | 1,679,7 | | 22,523,0 |

** Other ** includes Assisting required, Assisting not required and Light.

19.—Statement of vehicle Miles of Class 1

| Railway. | PASSENGER AND PROPORTION OF MIXED. | | | GOODS | | | |
|--|------------------------------------|--------------------------------|-----------|-------------|---------|-----------|-----------------------------|
| | Passenger. | Passenger proportion of mixed. | Total. | Goods. | | | |
| | | | | Main lines. | | | |
| | | | | Loaded. | Empty. | Total. | Percentage loaded of total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 5' 6" GAUGE. | | | | | | | |
| Bengal-Nagpur | 65,804 | 2,055 | 67,859 | 151,818 | 60,159 | 211,977 | 71.6 |
| Bombay, Baroda and Central India | 66,925 | 7,339 | 74,264 | 74,104 | 28,409 | 102,513 | 72.3 |
| Eastern Bengal | 55,891 | 633 | 56,524 | 42,580 | 19,031 | 61,611 | 69.1 |
| East Indian | 180,448 | 9,405 | 189,853 | 363,781 | 224,815 | 588,596 | 61.8 |
| Great Indian Peninsula | 158,217 | 7,380 | 165,597 | 177,120 | 78,810 | 255,930 | 69.2 |
| Madras and Southern Mahratta | 47,914 | 1,740 | 49,654 | 58,432 | 25,370 | 83,802 | 69.7 |
| Nizam's Guaranteed State | 8,816 | 474 | 9,290 | 11,070 | 4,349 | 16,319 | 73.0 |
| North Western | 175,148 | 47,780 | 222,928 | 185,224 | 90,296 | 275,520 | 67.2 |
| Oudh and Rohilkhand | 47,657 | 7,839 | 55,496 | 46,457 | 26,349 | 72,806 | 63.8 |
| South Indian | 14,578 | 3,705 | 18,283 | 10,971 | 3,806 | 14,777 | 74.2 |
| Total | 821,398 | 88,950 | 910,248 | 1,122,457 | 561,394 | 1,683,851 | 66.7 |
| 3' 3½" GAUGE. | | | | | | | |
| Assam-Bengal | 8,723 | 24,471 | 33,194 | 4,897 | 2,182 | 7,079 | 69.2 |
| Bengal and North-Western | 27,932 | 39,790 | 67,722 | 36,344 | 10,251 | 46,595 | 80.0 |
| Bombay, Baroda and Central India | 63,615 | 36,368 | 99,983 | 56,778 | 24,074 | 80,852 | 70.2 |
| Burma | 22,838 | 47,140 | 69,978 | 48,501 | 16,435 | 64,936 | 74.7 |
| Eastern Bengal | 27,700 | 22,033 | 49,742 | 35,068 | 12,859 | 47,927 | 73.2 |
| Jodhpur | 3,736 | 4,319 | 8,055 | 11,151 | 5,822 | 16,973 | 65.7 |
| Madras and Southern Mahratta | 37,808 | 17,883 | 55,781 | 54,466 | 18,689 | 73,155 | 74.4 |
| Nizam's Guaranteed State | 11,038 | 1,502 | 12,590 | 10,097 | 2,954 | 13,051 | 77.0 |
| Rohilkund and Kumaon | 3,572 | 7,375 | 10,947 | 2,230 | 950 | 3,180 | 70.1 |
| South Indian | 60,014 | 12,990 | 73,034 | 32,956 | 14,261 | 47,217 | 69.8 |
| Total | 267,155 | 213,871 | 481,026 | 292,488 | 108,477 | 400,965 | 72.9 |
| 2' 6" & 2' 0" GAUGES. | | | | | | | |
| Bengal-Nagpur | 5,254 | 14,066 | 19,320 | 8,433 | | 5,289 | |
| Bombay, Baroda and Central India | 2 | 1,127 | 1,129 | 34 | | 8 | |
| Eastern Bengal | 4 | 1,038 | 1,042 | .. | | .. | |
| Great Indian Peninsula | 3 | 3,335 | 3,338 | 6 | | 4 | |
| Jodhpur | .. | 73 | 73 | .. | | 1 | |
| North Western | 1,204 | 4,031 | 6,735 | 3,474 | | 1,790 | |
| South Indian | .. | 2,068 | 2,068 | .. | | .. | |
| Total | 7,067 | 20,688 | 33,755 | 11,947 | | 7,098 | |
| Total Class I Railways | 1,095,020 | 329,409 | 1,425,029 | 1,655,623 | | 768,440 | |

Railways for the year 1924-25. (In thousands.)

| AND PROPORTION OF MIXED. | | | | | | | | | | DEPARTMENTAL. | |
|--------------------------|--------|---------------------------|-----------------------------|----------------------------|-----------|-----------|---------|-----------|-----------------------------|---------------|---------|
| Branch lines. | | | | GOODS PROPORTION OF MIXED. | | TOTAL. | | | | Passenger. | Goods. |
| Loaded. | Empty. | Total. | Percentage loaded of total. | Loaded. | Empty. | Loaded. | Empty. | Total. | Percentage loaded of total. | | |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1,778 | 1,752 | 3,530 | 50.4 | 1,456 | 727 | 155,052 | 62,638 | 217,690 | 71.2 | 176 | 6,148 |
| 7,122 | 3,753 | 10,875 | 65.5 | 9,644 | 5,995 | 90,870 | 38,157 | 129,027 | 78.2 | 52 | 4,727 |
| 1,434 | 856 | 2,290 | 62.6 | 312 | 85 | 44,326 | 19,972 | 64,298 | 68.9 | 71 | 5,128 |
| 29,226 | 8,680 | 37,906 | 77.1 | 3,746 | 1,323 | 396,753 | 234,818 | 631,571 | 62.8 | 2,169 | 20,328 |
| 29,723 | 16,408 | 46,221 | 64.3 | 4,227 | 1,982 | 211,070 | 97,290 | 308,360 | 68.4 | 140 | 7,421 |
| 128 | 47 | 175 | 73.0 | 2,231 | 493 | 60,791 | 25,910 | 86,701 | 70.1 | 484 | 3,739 |
| 108 | 36 | 144 | 75.0 | 536 | 495 | 12,611 | 4,880 | 17,491 | 72.0 | 26 | 1,267 |
| 75,556 | 27,758 | 103,314 | 73.1 | 8,876 | 2,515 | 269,656 | 120,569 | 390,225 | 69.1 | 364 | 23,006 |
| 4,545 | 1,572 | 6,117 | 74.3 | 2,523 | 984 | 53,525 | 28,905 | 82,430 | 64.9 | 58 | 14,336 |
| .. | .. | .. | .. | 2,233 | 627 | 13,204 | 4,433 | 17,637 | 74.9 | 66 | 1,024 |
| 149,620 | 60,952 | 210,572 | 71.1 | 35,784 | 15,226 | 1,307,861 | 637,572 | 1,945,433 | 67.2 | 3,606 | 87,724 |
| 2,152 | 653 | 2,805 | 76.7 | 19,471 | 5,657 | 26,520 | 8,492 | 35,012 | 75.7 | 81 | 2,578 |
| 6,542 | 2,479 | 9,021 | 72.5 | 19,789 | 5,836 | 62,675 | 18,566 | 81,241 | 77.1 | 189 | 13,998 |
| 50,533 | 19,507 | 70,040 | 72.1 | 13,958 | 4,080 | 121,269 | 47,061 | 168,930 | 71.8 | 89 | 3,774 |
| 6,280 | 3,102 | 9,382 | 66.9 | 23,310 | 5,502 | 78,091 | 25,039 | 103,130 | 75.7 | 136 | 18,801 |
| 265 | 171 | 436 | 60.7 | 5,269 | 1,356 | 40,602 | 14,386 | 54,988 | 73.8 | 17 | 12,985 |
| 150 | 144 | 294 | 51.1 | 4,071 | 1,471 | 15,372 | 7,437 | 22,809 | 67.4 | 13 | 66 |
| 661 | 310 | 971 | 68.0 | 15,532 | 5,053 | 70,659 | 24,052 | 94,711 | 74.6 | 66 | 4,806 |
| 136 | 118 | 254 | 54.0 | 886 | 229 | 11,119 | 3,301 | 14,420 | 77.0 | 33 | 617 |
| 164 | 118 | 282 | 58.2 | 7,225 | 2,970 | 9,619 | 4,038 | 13,657 | 70.4 | 73 | 2,727 |
| 12,228 | 3,923 | 16,151 | 75.7 | 5,704 | 2,038 | 50,883 | 20,222 | 71,110 | 71.6 | 342 | 12,217 |
| 79,111 | 30,525 | 109,636 | 72.1 | 115,215 | 34,192 | 486,814 | 173,194 | 660,008 | 73.8 | 1,039 | 72,569 |
| Total. | | Percent. loaded of total. | | | | | | | | | |
| 13,722 | | 61.5 | | 4,133 | 1,459 | 12,566 | 6,748 | 19,314 | 65.1 | | 854 |
| 42 | | 81.3 | | 787 | 469 | 821 | 477 | 1,298 | 63.2 | | 8 |
| .. | | .. | | 129 | 24 | 129 | 24 | 153 | 84.3 | | 147 |
| 10 | | 62.9 | | *1,360 | † | 1,366 | 4 | 1,370 | .. | | 277 |
| 1 | | 39.5 | | 19 | 4 | 19 | 5 | 24 | 80.2 | | .. |
| 5,270 | | 65.9 | | 1,146 | 330 | 4,620 | 2,126 | 6,746 | 68.5 | | 973 |
| .. | | .. | | 523 | 149 | 523 | 149 | 672 | 77.9 | | 38 |
| 19,045 | | 62.7 | | 8,097 | 2,435 | 20,044 | 9,533 | 29,577 | 67.8 | | 2,297 |
| 2,424,069 | | 68.3 | | 159,096 | 1,814,719 | 1,814,719 | 520,299 | 2,635,018 | 68.9 | | 167,235 |

20.—Statement of Running of Trains of Class I Railways for the year 1924-25.

| Railway. | PASSENGER. | MIXED. | PASSENGER AND PRO- PORTION OF MIXED. | | GOODS. | | GOODS AND PROPOR- TION OF MIXED. | |
|---|------------------------------------|------------------------------------|---|------------------------------|------------------------------------|---------------|-------------------------------------|------------------------------|
| | Train miles per train engine hour. | Train miles per train engine hour. | Train miles per train engine hour. | Train miles per engine hour. | Train miles per train engine hour. | | Train miles per train engine hour. | Train miles per engine hour. |
| | | | | | Main lines. | Branch lines. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur | 17·8 | 10·6 | 17·3 | 11·2 | 8·60 | 9·20 | 8·65 | 3·50 |
| Bombay, Baroda and Central India | 17·5 | 14·8 | 17·3 | 14·1 | 9·74 | 9·25 | 10·40 | 5·84 |
| Eastern Bengal | 17·0 | 11·1 | 16·9 | 13·1 | 7·19 | 6·83 | 7·24 | 2·46 |
| East Indian | 20·8 | 14·4 | 20·2 | 13·2 | 9·08 | 7·37 | 8·89 | 3·76 |
| Great Indian Peninsula | 19·7 | 12·6 | 19·3 | 13·8 | 9·86 | 10·20 | 10·00 | 4·55 |
| Madras and Southern Mahratta | 17·9 | 10·4 | 17·6 | 14·2 | 9·17 | 5·47 | 9·15 | 4·45 |
| Nizam's Guaranteed State | 20·5 | 12·4 | 20·0 | 14·7 | 9·35 | 12·00 | 9·56 | 4·79 |
| North Western | 18·7 | 13·0 | 17·0 | 12·7 | 10·00 | 9·37 | 9·97 | 4·42 |
| Oudh and Rohilkhand | 19·6 | 13·1 | 18·2 | 12·6 | 9·35 | 8·58 | 9·56 | 4·50 |
| South Indian | 19·6 | 12·6 | 18·1 | 10·3 | 9·44 | <i>Nil</i> | 10·00 | 4·47 |
| AVERAGE FOR 5' 6" GAUGE | 19·0 | 13·0 | 18·2 | 13·0 | 9·23 | 8·89 | 9·33 | 4·06 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam Bengal | 16·7 | 11·2 | 12·5 | 9·2 | 9·25 | 8·73 | 10·30 | 4·79 |
| Bengal and North Western | 15·2 | 11·4 | 12·8 | 9·9 | 8·05 | 8·00 | 9·49 | 4·11 |
| Bombay, Baroda and Central India | 16·7 | 13·0 | 15·5 | 11·1 | 11·10 | 10·00 | 10·90 | 6·00 |
| Burma | 15·4 | 12·7 | 13·7 | 9·8 | 9·17 | 10·30 | 10·30 | 4·34 |
| Eastern Bengal | 15·7 | 12·5 | 14·2 | 10·2 | 7·68 | 6·90 | 8·32 | 3·21 |
| Jodhpur* | 17·8 | 11·9 | 14·0 | 11·4 | 9·51 | 8·06 | 10·18 | 7·09 |
| Madras and Southern Mahratta | 15·5 | 11·2 | 14·1 | 12·2 | 8·91 | 8·92 | 9·41 | 5·75 |
| Nizam's Guaranteed State | 17·8 | 11·7 | 17·2 | 13·6 | 8·69 | 12·20 | 9·11 | 5·10 |
| Rohilkund and Kumaon | 16·3 | 11·8 | 13·2 | 10·5 | 10·60 | 9·66 | 11·50 | 5·18 |
| South Indian | 15·7 | 12·1 | 14·9 | 9·4 | 9·59 | 8·31 | 9·51 | 4·27 |
| AVERAGE FOR 3' 3½" GAUGE | 16·0 | 12·0 | 14·2 | 10·4 | 9·17 | 9·45 | 9·94 | 4·84 |
| 2' 6" & 2' 0" GAUGES. | | | | | | | | |
| Bengal-Nagpur | 14·5 | 10·8 | .. | .. | 9·12 | .. | .. | .. |
| Bombay, Baroda and Central India | 13·4 | 10·3 | .. | .. | 10·30 | .. | .. | .. |
| Eastern Bengal | 8·0 | 9·3 | .. | .. | 10·00 | .. | .. | .. |
| Great Indian Peninsula | 14·1 | 11·7 | .. | .. | 11·10 | .. | .. | .. |
| Jodhpur* | <i>Nil</i> | 8·2 | .. | .. | 8·60 | .. | .. | .. |
| North Western | 9·6 | 11·1 | .. | .. | 8·47 | .. | .. | .. |
| South Indian | <i>Nil</i> | 12·3 | .. | .. | <i>Nil</i> | .. | .. | .. |
| AVERAGE FOR 2' 6" & 2' 0" GAUGES | 12·2 | 10·9 | .. | .. | 8·87 | .. | .. | .. |

*For six months ended 31st March 1925.

21.—Statement of Shunting and Light Running of Class I Railways for the year 1924-25.

| RAILWAY. | PASSENGER AND PROPORTION OF MIXED. | | GOODS AND PROPORTION OF MIXED. | |
|--|-------------------------------------|---|--|---|
| | Shunting miles per 100 train miles. | Light engine miles per 100 train miles. | Shunting miles per 100 train miles. | Light engine miles per 100 train miles. |
| 1 | 2 | 3 | 4 | 5 |
| 5' 6" GAUGE. | | | | |
| Bengal-Nagpur | 11.40 | 0.98 | 50.3 | 10.40 |
| Bombay, Baroda and Central India | 4.10 | 5.47 | 32.0 | 2.69 |
| Eastern Bengal | 8.37 | 0.07 | 112.1 | 0.14 |
| East Indian | 5.24 | 1.22 | 44.5 | 8.64 |
| Great Indian Peninsula | 5.56 | 1.11 | 32.6 | 12.00 |
| Madras and Southern Mahratta | 4.72 | 2.62 | 39.8 | 6.73 |
| Nizam's Guaranteed State | 1.80 | 0.66 | 29.9 | 10.80 |
| North Western | 7.84 | 0.81 | 41.7 | 8.34 |
| Oudh and Rohilkhand | 10.70 | 1.35 | 32.6 | 7.48 |
| South Indian | 4.59 | 0.25 | 31.7 | 2.77 |
| AVERAGE FOR 5' 0" GAUGE | 6.65 | 1.45 | 42.5 | 8.58 |
| 3' 3½" GAUGE. | | | | |
| Assam-Bengal | 6.99 | 0.69 | 41.4 | 3.44 |
| Bengal and North-Western | 3.76 | 0.06 | 44.6 | 0.69 |
| Bombay, Baroda and Central India | 4.67 | 1.46 | 23.8 | 1.52 |
| Burma | 8.55 | 1.18 | 35.0 | 3.01 |
| Eastern Bengal | 13.90 | 0.19 | 69.4 | 0.11 |
| Jodhpur* | 6.97 | 0.94 | 19.8 | 1.10 |
| Madras and Southern Mahratta | 4.82 | 0.76 | 21.6 | 2.96 |
| Nizam's Guaranteed State | 2.40 | 1.43 | 26.5 | 4.48 |
| Rohilkund and Kumaon | 6.79 | 1.54 | 46.6 | 1.84 |
| South Indian | 4.44 | 0.26 | 29.6 | 0.93 |
| AVERAGE FOR 3' 3½" GAUGE | 5.92 | 0.76 | 32.0 | 1.82 |
| 2' 6" and 2' 0" GAUGES. | | | | |
| Bengal Nagpur | | | Other engine miles per 100 train miles.† | |
| Bombay, Baroda and Central India | | | 20.4 | |
| Eastern Bengal | | | 16.1 | |
| Great Indian Peninsula | | | 9.5 | |
| Jodhpur* | | | 14.5 | |
| North Western | | | N I | |
| South Indian | | | 36.7 | |
| AVERAGE FOR 2' 6" AND 2' 0" GAUGES | | | 1.4 | |
| | | | 26.8 | |

* For six months ended 31st March 1925.

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

22.—Statement of Engine User of Class I

| Railway. | Average authorized stock (excluding engines ordered but not yet handed over to traffic). | Average total number on the line. | Average number available for use. | Average number in good repair stored. | AVERAGE NUMBER IN | | |
|--|--|-----------------------------------|-----------------------------------|---------------------------------------|---|------------------|----------------|
| | | | | | Ordinary passenger traffic (including mixed). | Special service. | Goods service. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 5' 6" GAUGE. | | | | | | | |
| Bengal Nagpur | 608 | 661 | 489 | . | 86.70 | 1.11 | 209.40 |
| Bombay, Baroda and Central India | 434 | 449 | 364 | .. | 122.00 | .. | 87.00 |
| Eastern Bengal | 296 | 296 | 208 | .. | 79.10 | 0.40 | 45.10 |
| East Indian | 1,343 | 1,339 | 1,168 | .. | 246.20 | 6.00 | 495.50 |
| Great Indian Peninsula | 1,274 | 1,327 | 954 | 22 | 233.00 | 2.00 | 391.00 |
| Madras and Southern Mahratta | 237 | 309 | 230 | .. | 79.40 | 0.96 | 65.70 |
| Nizam's Guaranteed State | 73 | 79 | 58 | .. | 18.20 | 0.14 | 16.40 |
| North Western | 1,559 | 1,619 | 1,257 | 266 | 316.70 | 10.70 | 288.40 |
| Oudh and Rohilkhand | 316 | 319 | 264 | .. | 72.10 | 1.91 | 51.70 |
| South Indian | 146 | 151 | 119 | .. | 42.00 | 0.10 | 27.00 |
| Total | 6,402 | 6,549 | 5,111 | 288 | 1,295.40 | 23.32 | 1,677.20 |
| 3' 3½" GAUGE. | | | | | | | |
| Assam Bengal | 173 | 170 | 125 | 4 | 66.42 | 0.20 | 12.87 |
| Bengal and North Western | 330 | 354 | 280 | .. | 127.00 | .. | 43.00 |
| Bombay, Baroda and Central India | 501 | 512 | 402 | 1 | 152.00 | 2.00 | 113.00 |
| Burma | 363 | 358 | 310 | .. | 113.00 | .. | 63.00 |
| Eastern Bengal | 245 | 235 | 176 | .. | 65.60 | 0.30 | 39.30 |
| Jodhpur* | 96 | 97 | 71 | .. | 30.00 | .. | 20.00 |
| Madras and Southern Mahratta | 316 | 355 | 272 | .. | 102.90 | 1.40 | 90.10 |
| Nizam's Guaranteed State | 76 | 81 | 60 | .. | 21.10 | 0.08 | 8.37 |
| Rohilkhand and Kumaon | 75 | 75 | 64 | .. | 28.70 | .. | 5.10 |
| South Indian | 387 | 394 | 323 | .. | 123.00 | 0.23 | 66.00 |
| Total | 2,562 | 2,631 | 2,083 | 5 | 834.72 | 4.21 | 460.74 |
| 2' 6" AND 2' 0" GAUGE. | | | | | | | |
| Bengal Nagpur | 130 | 111 | 82 | .. | 31.20 | 0.21 | 17.40 |
| Bombay, Baroda and Central India | 19 | 19 | 17 | .. | 16.00 | .. | .. |
| Eastern Bengal | 10 | 10 | 7 | .. | 5.43 | 0.01 | .. |
| Great Indian Peninsula | † | † | † | † | † | † | † |
| Jodhpur* | 2 | 2 | 2 | .. | 1.00 | .. | .. |
| North Western | 93 | 100 | 77 | 4 | 16.80 | 0.82 | 16.00 |
| South Indian | 11 | 11 | 10 | .. | 5.00 | .. | .. |
| Total | 265 | 253 | 195 | 4 | 75.43 | 1.04 | 33.40 |

* Jodhpur Railway figures are for the half year ended
† Information not available.

Railways for the year 1924-25.

| DAILY USE ON— | | | Spare. | Maximum number in use on any one day. | Engine miles per passenger engine per day. | Engine miles per goods engine per day. | Engine miles per day per engine in use. | Engine miles per day per engine on the line. | Net ton miles per locomotive day. |
|-----------------------|----------------------------|----------|--------|---------------------------------------|--|--|---|--|-----------------------------------|
| Departmental Service. | Shunting including siding. | Total. | | | | | | | |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 18·03 | 85·90 | 401·11 | 88·20 | 442 | 136·9 | 91·8 | 110·1 | 66·8 | 12,088·3 |
| 5·00 | 63·00 | 277·00 | 87·00 | 296 | 132·0 | 93·0 | 94·0 | 61·0 | 13,792·5 |
| 5·00 | 58·40 | 188·00 | 10·60 | 197 | 117·1 | 76·7 | 98·0 | 62·3 | 7,040·9 |
| 55·53 | 332·30 | 1 135·50 | 32·63 | 1,198 | 119·1 | 84·3 | 88·3 | 74·0 | 15,416·3 |
| 27·00 | 129·00 | 782·00 | 150·00 | 849 | 136·0 | 69·2 | 92·3 | 54·4 | 9,485·9 |
| 13·10 | 34·00 | 193·16 | 36·60 | 214 | 126·0 | 98·6 | 105·5 | 66·0 | 10,468·6 |
| 3·42 | 6·52 | 44·68 | 13·60 | 54 | 125·2 | 97·4 | 107·0 | 60·5 | 9,454·2 |
| 44·00 | 160·40 | 821·10 | 170·10 | 929 | 109·0 | 85·0 | 94·0 | 47·6 | 14,007·0 |
| 17·90 | 26·90 | 170·51 | 93·50 | 213 | 121·9 | 99·4 | 108·7 | 57·6 | 11,841·7 |
| 2·00 | 11·00 | 82·10 | 37·00 | 107 | 101·1 | 60·1 | 87·5 | 47·3 | 5,099·1 |
| 191·82 | 907·42 | 4,095·16 | 728·20 | .. | 118·5 | 82·2 | 94·7 | 59·5 | 12,443·0 |
| 3·07 | 14·02 | 97·18 | 24·30 | 108 | 88·5 | 106·4 | 95·1 | 55·6 | 5,200·3 |
| 20·00 | 33·00 | 223·00 | 57·00 | 257 | 109·0 | 88·0 | 103·0 | 65·0 | 7,906·5 |
| 18·00 | 56·00 | 341·00 | 60·00 | 344 | 108·0 | 111·0 | 103·0 | 68·0 | 8,375·7 |
| 25·00 | 45·00 | 246·00 | 64·00 | 279 | 104·0 | 91·6 | 101·8 | 70·0 | 7,600·0 |
| 11·60 | 41·70 | 158·50 | 17·10 | 169 | 97·4 | 70·8 | 86·5 | 58·3 | 5,367·4 |
| 2·00 | 9·00 | 61·00 | 10·00 | 61 | 109·7 | 119·1 | 108·4 | 69·8 | 6,582·2 |
| 12·20 | 26·00 | 232·00 | 39·70 | 257 | 112·1 | 97·0 | 102·6 | 67·3 | 5,044·5 |
| 1·89 | 7·40 | 38·84 | 21·10 | 47 | 138·0 | 111·5 | 116·0 | 55·3 | 6,983·9 |
| 3·60 | 9·00 | 46·40 | 17·00 | 56 | 92·5 | 67·2 | 86·6 | 53·6 | 4,605·1 |
| 22·00 | 26·00 | 242·23 | 81·00 | 282 | 94·8 | 74·3 | 90·9 | 55·8 | 4,080·3 |
| 119·36 | 267·72 | 1,686·75 | 391·20 | .. | 104·0 | 93·5 | 98·6 | 62·7 | 6,361·0 |
| 2·64 | 9·42 | 60·87 | 21·30 | .. | 85·1 | 88·5 | 90·2 | 49·6 | 2,532·0 |
| .. | .. | 16·00 | 1·00 | .. | 37·0 | † | 37·0 | 31·0 | 1,522·9 |
| 0·64 | 0·08 | 6·16 | 0·98 | .. | 54·5 | .. | 54·5 | 33·0 | 674·9 |
| † | † | † | † | .. | † | † | † | † | † |
| .. | .. | 1·00 | 1·00 | .. | 50·0 | 5·8 | 51·9 | 26·0 | 511·3 |
| 2·65 | 9·04 | 45·31 | 28·00 | .. | 74·8 | 67·9 | 70·6 | 32·0 | 1,051·0 |
| .. | .. | 5·00 | 5·00 | .. | 87·6 | .. | 90·1 | 41·0 | 1,669·9 |
| 5·93 | 18·54 | 134·34 | 57·28 | .. | 69·2 | 78·3 | 75·4 | 40·1 | 1,832·0 |

23.—Statement of Loads of Trains of Class I Railways for the year ended 31st March 1925.

| AVERAGE TRAIN LOAD (IN VEHICLES AND TONS). | | | | | | | | | | | | | |
|--|---------------------------------|--|-----------------------------|---|----------------|---------------|------------|-----------------------------|----------------|---------------|--------------------------------|-----------------------------|------------------------|
| Railway. | PASSENGER TRAINS ² . | PASSENGER INCLUDING PROPORTION OF MIXED. | GOODS TRAINS ¹ . | | | | | | | | GOODS AND PROPORTION OF MIXED. | | |
| | | | Main lines. | | | | | Branch lines. | | | Main and Branch lines. | | |
| | | | No. of vehicles. | Gross weight, including weight of engine. | Loaded wagons. | Empty wagons. | Total. | Percentage loaded of total. | Loaded wagons. | Empty wagons. | Total. | Percentage 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 | 14 |
| 5' 6" GAUGE. | | | | | | | | | | | Tons. | Tons. | Tons. |
| Bengal Nagpur | 16.3 | 397.8 | 27.4 | 10.9 | 38.3 | 71.6 | 14.5 | 14.2 | 28.7 | 50.4 | 383.0 | 832.3 | 718.3 |
| Bombay, Baroda and Central India. | 14.7 | 337.8 | 34.1 | 13.0 | 47.1 | 72.3 | 22.5 | 11.9 | 34.4 | 65.5 | 314.7 | 792.2 | 699.5 |
| Eastern Bengal | 16.9 | 497.6 | 35.0 | 15.6 | 50.6 | 69.1 | 36.2 | 21.6 | 57.8 | 62.6 | 331.3 | 879.0 | 801.6 |
| East Indian | 18.5 | 305.2 | 30.4 | 18.8 | 49.2 | 61.8 | 18.5 | 5.5 | 24.0 | 77.1 | 418.9 | 912.4 | 814.1 |
| Great Indian Peninsula | 14.0 | 348.6 | 27.5 | 12.2 | 39.7 | 69.3 | 18.4 | 10.2 | 28.6 | 64.3 | 342.4 | 825.6 | 697.1 |
| Madras and Southern Mahratta. | 14.9 | 372.2 | 29.3 | 12.7 | 42.0 | 69.7 | 9.0 | 3.3 | 12.3 | 73.0 | 312.5 | 793.6 | 679.8 |
| Nizam's Guaranteed State. | 11.7 | 294.6 | 23.4 | 8.5 | 31.9 | 73.4 | 18.5 | 6.2 | 24.7 | 74.9 | 276.3 | 657.9 | 556.1 |
| North Western | 19.1 | 393.6 | 36.7 | 17.9 | 54.6 | 67.2 | 28.5 | 10.4 | 38.9 | 73.1 | 392.0 | 892.4 | 792.4 |
| Dudh and Rohilkhand | 18.5 | 390.9 | 30.2 | 17.1 | 47.3 | 63.8 | 25.2 | 8.7 | 33.9 | 74.3 | 378.3 | 837.6 | 744.4 |
| South Indian | 13.6 | 320.0 | 22.3 | 7.7 | 30.0 | 74.2 | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> | <i>Nil</i> | 233.8 | 590.2 | 496.2 |
| Average for 5' 6" gauge | 16.7 | 386.7 | 30.4 | 15.2 | 45.6 | 66.7 | 22.9 | 9.3 | 32.2 | 71.1 | 380.9 | 860.9 | 753.4 |
| 3' 3½" GAUGE. | | | | | | | | | | | | | |
| Assam-Bengal | 20.9 | 297.6 | 18.7 | 8.3 | 27.0 | 69.2 | 11.6 | 3.52 | 15.1 | 76.7 | 132.7 | 336.3 | 278.0 |
| Bengal and North-Western. | 19.1 | 265.8 | 33.2 | 9.4 | 42.6 | 80.0 | 25.2 | 9.55 | 34.8 | 72.5 | 163.0 | 365.9 | 311.0 |
| Bombay, Baroda and Central India. | 18.0 | 241.5 | 27.0 | 11.4 | 38.4 | 70.2 | 26.0 | 10.10 | 36.1 | 72.0 | 168.4 | 374.9 | 324.5 |
| Burma | 23.1 | 251.9 | 33.3 | 11.3 | 44.6 | 74.7 | 12.1 | 5.99 | 18.1 | 66.8 | 184.4 | 411.8 | 352.2 |
| Eastern Bengal | 23.2 | 377.2 | 35.2 | 12.9 | 48.1 | 73.2 | 15.4 | 9.98 | 25.4 | 60.7 | 178.6 | 515.4 | 463.2 |
| Jodhpur* | 21.0 | 274.0 | 27.7 | 14.5 | 42.2 | 65.7 | 9.0 | 8.64 | 17.7 | 51.1 | 136.8 | 346.1 | 284.2 |
| Madras and Southern Mahratta. | 15.8 | 227.2 | 20.5 | 7.0 | 27.5 | 74.4 | 10.8 | 5.07 | 15.8 | 68.0 | 114.1 | 298.3 | 243.8 |
| Nizam's Guaranteed State. | 11.9 | 192.6 | 32.9 | 9.6 | 42.5 | 77.4 | 8.1 | 6.99 | 15.1 | 53.8 | 213.5 | 496.4 | 415.6 |
| Rohilkund and Kumaon | 15.9 | 322.0 | 23.4 | 10.0 | 33.4 | 70.1 | 10.6 | 7.61 | 18.2 | 58.2 | 150.3 | 333.2 | 284.2 |
| South Indian | 18.0 | 204.4 | 20.2 | 12.7 | 41.9 | 69.8 | 20.6 | 6.59 | 27.2 | 75.7 | 130.0 | 362.0 | 307.1 |
| Average for 3' 3½" gauge | 18.0 | 251.7 | 27.8 | 10.3 | 38.2 | 72.9 | 21.8 | 8.42 | 30.2 | 72.2 | 165.4 | 381.2 | 323.6 |
| 2' 6" AND 2' 0" GAUGES | | | | | | | | | | | | | |
| Bengal-Nagpur | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 78.9 | 228.8 | 174.9 |
| Bombay, Baroda and Central India. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 50.3 | 136.7 | 107.6 |
| Eastern Bengal | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 20.7 | 66.7 | 53.4 |
| Great Indian Peninsula. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 65.5 | 236.7 | 177.5 |
| Jodhpur* | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 19.5 | 66.3 | 43.6 |
| North Western | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 40.4 | 149.0 | 101.9 |
| South Indian | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39.3 | 160.4 | 119.1 |
| Average for 2' 6" and 2' 0" gauges. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 61.9 | 196.9 | 147.0 |

* For six months ended 31st March 1925.

24.—Statement of Vehicle User of Class I Railways for the year 1924-25.

| Railway. | COACHING STOCK. | | | | GOODS STOCK. | | Average wagon load. (Total traffic). | Wagon miles per wagon day. | Net ton miles per wagon day. |
|--|--|--------------------------|-----------------------------|--------------------------|---|---|--------------------------------------|----------------------------|------------------------------|
| | AVERAGE AUTHORISED STOCK (EXCLUDING STOCK ORDERED BUT NOT YET HANDED OVER TO TRAFFIC). | | AVERAGE NUMBER ON THE LINE. | | Average authorised stock (excluding wagons ordered but not yet handed over to traffic). In units. | Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers). | | | |
| | Passenger carriages. | Other coaching vehicles. | Passenger carriages. | Other coaching vehicles. | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 934 | 240 | 807 | 222 | 21,680 | 22,065 | 14.3 | 26.4 | 208.6 |
| Bombay, Baroda and Central India | 715 | 288 | 709 | 274 | 9,427 | 9,677 | 10.8 | 26.0 | 281.6 |
| Eastern Bengal | 616 | 309 | 544 | 267 | 8,759 | 8,747 | 9.5 | 20.1 | 133.2 |
| East Indian | 1,880 | 872 | 1,384 | 706 | 42,872 | 41,277 | 14.5 | 41.0 | 382.9 |
| Great Indian Peninsula | 1,560 | 747 | 1,651 | 859 | 18,666 | 19,415 | 13.6 | 43.5 | 404.9 |
| Madras and Southern Mahratta | 651 | 209 | 740 | 218 | 5,548 | 5,420 | 11.2 | 43.6 | 341.6 |
| Nizam's Guaranteed State | 69 | 51 | 106 | 53 | 1,835 | 1,598 | 12.8 | 30.0 | 265.6 |
| North-Western | 2,466 | 1,117 | 2,374 | 1,078 | 29,312 | 27,947 | 12.1 | 38.3 | 320.2 |
| Oudh and Rohilkhand | 800 | 332 | 763 | 329 | 8,111 | 6,051 | 13.6 | 38.2 | 337.6 |
| South Indian | 199 | 74 | 202 | 70 | 1,502 | 1,565 | 11.4 | 30.0 | 264.0 |
| TOTAL AND AVERAGE | 9,890 | 4,239 | 9,280 | 4,076 | 147,712 | 144,862 | 13.2 | 37.0 | 327.9 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam Bengal | 456 | 115 | 453 | 119 | 4,602 | 4,849 | 6.3 | 20.0 | 95.4 |
| Bengal and North Western | 1,220 | 205 | 1,081 | 91 | 9,139 | 9,899 | 6.7 | 21.9 | 123.9 |
| Bombay, Baroda and Central India | 1,435 | 337 | 1,435 | 337 | 9,065 | 10,201 | 6.9 | 46.5 | 225.2 |
| Burma | 916 | 264 | 916 | 264 | 8,866 | .. | 7.4 | 31.9 | 179.9 |
| Eastern Bengal | 702 | 326 | 713 | 322 | 5,573 | 6,908 | 5.7 | 21.6 | 90.2 |
| Jodhpur* | 172 | 39 | 185 | 40 | 2,114 | 2,616 | 5.2 | 47.9 | 183.0 |
| Madras and Southern Mahratta | 988 | 124 | 996 | 146 | 6,573 | 6,769 | 5.9 | 38.5 | 169.3 |
| Nizam's Guaranteed State | 152 | 42 | 151 | 42 | 1,081 | 1,047 | 7.9 | 38.7 | 217.0 |
| Rohilkund and Kumaon | 250 | 52 | 249 | 54 | 2,519 | .. | 8.1 | 17.5 | 99.9 |
| South Indian | 1,175 | 164 | 1,182 | 160 | 3,745 | 5,862 | 5.3 | 34.4 | 130.5 |
| TOTAL AND AVERAGE | 7,466 | 1,668 | 7,361 | 1,575 | 53,337 | 48,011 | 6.6 | 31.3 | 152.6 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | |
| Bengal Nagpur | 359 | 42 | 340 | 42 | 1,612 | 2,985 | 4.7 | 18.1 | 55.7 |
| Bombay, Baroda and Central India | 57 | .. | 57 | .. | 380 | 353 | 6.1 | 9.9 | 38.0 |
| Eastern Bengal | 67 | 3 | 66 | 3 | 95 | 87 | 2.1 | 4.8 | 8.7 |
| Great Indian Peninsula | ..† | ..† | ..† | ..† | ..† | ..† | ..† | 20.5 | 122.5 |
| Jodhpur* | 5 | .. | 5 | .. | 8 | 9 | 2.0 | 14.5 | 28.4 |
| North Western | 253 | 46 | 246 | 48 | 686 | 1,063 | 3.6 | 17.4 | 43.0 |
| South Indian | 35 | .. | 35 | .. | 78 | 156 | 2.9 | 11.8 | 26.9 |
| TOTAL AND AVERAGE | 776 | 91 | 749 | 93 | 2,859 | 4,653 | 4.4 | 16.8 | 49.6 |

* Jodhpur Railway figures are for the half-year ended 31st March 1925.

† Information not available.

25.—Statement of Density of Traffic on Class I Railways for the years 1923-24 and 1924-25.

| Railway. | Year. | Passenger miles per running track mile per annum. | Passenger miles per route mile per annum. | Net ton miles per running track mile per annum. | Net ton miles per route mile per annum. | Gross ton miles per running track mile per annum. | Gross ton miles per route mile per annum. | Train miles per running track mile per day. |
|---|------------|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal Nagpur | 1923-24 .. | 465,076 | 494,612 | 1,005,973 | 1,068,903 | 2,812,683 | 3,039,345 | 14.1 |
| | 1924-25 .. | 456,313 | 499,776 | 1,011,933 | 1,107,818 | 2,960,891 | 3,242,909 | 13.1 |
| Bombay, Baroda and Central India. | 1923-24 .. | 828,587 | 996,801 | 613,196 | 737,673 | 2,745,875 | 3,342,311 | 14.8 |
| | 1924-25 .. | 826,878 | 993,754 | 619,771 | 744,849 | 2,712,024 | 3,259,349 | 14.0 |
| Eastern Bengal | 1923-24 .. | 796,013 | 1,062,205 | 429,904 | 671,538 | 3,139,536 | 4,176,429 | 14.8 |
| | 1924-25 .. | 798,872 | 1,040,521 | 496,665 | 633,876 | 4,208,801 | 4,179,261 | 15.0 |
| East Indian | 1923-24 .. | 662,314 | 866,102 | 1,419,568 | 1,856,352 | 4,255,379 | 5,564,155 | 18.5 |
| | 1924-25 .. | 677,136 | 892,412 | 1,535,158 | 2,004,893 | 4,536,020 | 5,964,787 | 18.7 |
| Great Indian Peninsula | 1923-24 .. | 498,638 | 534,132 | 670,915 | 853,219 | 2,524,455 | 3,209,906 | 13.1 |
| | 1924-25 .. | 500,259 | 634,832 | 744,218 | 944,416 | 2,623,439 | 3,335,504 | 13.0 |
| Madras and Southern Mahratta. | 1923-24 .. | 662,277 | 689,910 | 524,295 | 546,122 | 2,412,691 | 2,512,665 | 13.8 |
| | 1924-25 .. | 661,938 | 689,544 | 603,659 | 628,834 | 2,640,977 | 2,751,120 | 14.1 |
| Nizam's Guaranteed State. | 1923-24 .. | 381,262 | 381,262 | 414,092 | 414,092 | 1,486,982 | 1,486,982 | 10.7 |
| | 1924-25 .. | 359,314 | 359,314 | 378,211 | 378,211 | 1,456,684 | 1,456,684 | 9.5 |
| North Western | 1923-24 .. | 603,818 | 584,771 | 437,346 | 507,618 | 1,762,266 | 2,045,279 | 8.8 |
| | 1924-25 .. | 592,927 | 583,922 | 517,199 | 600,599 | 1,915,894 | 2,224,584 | 8.8 |
| Oudh and Rohilkhand | 1923-24 .. | 511,741 | 518,732 | 437,443 | 443,446 | 1,656,489 | 1,679,314 | 9.3 |
| | 1924-25 .. | 526,275 | 533,453 | 467,233 | 473,671 | 1,043,201 | 1,057,575 | 9.3 |
| South Indian | 1923-24 .. | 539,008 | 539,008 | 302,060 | 302,060 | 1,760,783 | 1,760,783 | 9.9 |
| | 1924-25 .. | 511,061 | 511,051 | 335,193 | 335,193 | 1,807,375 | 1,807,375 | 12.0 |
| Total | 1923-24 .. | 570,292 | 670,677 | 704,040 | 827,967 | 2,560,579 | 3,011,303 | 12.5 |
| | 1924-25 .. | 572,476 | 674,706 | 788,695 | 929,534 | 2,733,593 | 3,221,740 | 12.9 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam Bengal | 1923-24 .. | 281,783 | 281,783 | 139,922 | 139,922 | 667,176 | 667,176 | 6.6 |
| | 1924-25 .. | 310,513 | 310,513 | 155,034 | 155,034 | 761,770 | 761,770 | 6.8 |
| Bengal and North Western | 1923-24 .. | 538,203 | 540,728 | 196,908 | 197,823 | 881,444 | 921,174 | 8.4 |
| | 1924-25 .. | 534,926 | 557,518 | 212,674 | 213,668 | 477,382 | 479,612 | 8.6 |
| Bombay, Baroda and Central India. | 1923-24 .. | 532,603 | 533,262 | 272,377 | 313,466 | 1,186,239 | 1,187,658 | 11.5 |
| | 1924-25 .. | 538,216 | 538,879 | 346,789 | 347,216 | 1,246,937 | 1,248,554 | 11.5 |
| Burma | 1923-24 .. | 383,531 | 410,689 | 296,972 | 318,017 | 1,157,922 | 1,239,509 | 10.6 |
| | 1924-25 .. | 367,624 | 397,660 | 301,817 | 326,477 | 1,072,993 | 1,160,661 | 8.8 |

25.—Statement of Density of Traffic on Class I Railways for the years 1923-24 and 1924-25—concl'd.

| Railway. | Year. | Passenger miles per running track mile per annum. | Passenger miles per route mile per annum. | Net ton miles per running track mile per annum. | Net ton miles per route mile per annum. | Gross ton miles per running track mile per annum. | Gross ton miles per route mile per annum. | Train miles per running track mile per day. |
|-----------------------------------|-------------|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 3' 3½" GAUGE—concl'd. | | | | | | | | |
| Eastern Bengal . . . | 1923-24 .. | 405,748 | 408,310 | 174,033 | 175,131 | 1,198,776 | 1,206,790 | 8·1 |
| | 1924-25 .. | 498,077 | 501,728 | 228,680 | 230,357 | 1,437,107 | 1,447,826 | 10·0 |
| Jodhpur . . . | 1923-24* .. | 169,068 | 169,068 | 119,710 | 119,710 | 493,232 | 493,232 | 5·1 |
| | 1924-25 .. | 206,075 | 206,075 | 245,262 | 245,262 | 824,976 | 824,976 | 7·1 |
| Madras and Southern Mahratta. | 1923-24 .. | 300,815 | 300,815 | 204,667 | 204,667 | 874,032 | 874,032 | 10·0 |
| | 1924-25 .. | 314,338 | 314,338 | 211,476 | 211,476 | 923,007 | 923,607 | 10·0 |
| Nizam's Guaranteed State. | 1923-24 .. | 325,923 | 326,179 | 134,908 | 136,383 | 640,379 | 640,680 | 6·8 |
| | 1924-25 .. | 348,303 | 359,529 | 141,441 | 145,999 | 657,195 | 678,377 | 6·8 |
| Rohilkund and Kumaon | 1923-24 .. | 304,841 | 305,390 | 132,985 | 133,041 | 545,049 | 545,049 | 5·4 |
| | 1924-25 .. | 303,792 | 304,409 | 136,283 | 136,560 | 531,084 | 531,084 | 5·5 |
| South Indian . . . | 1923-24 .. | 682,558 | 682,558 | 235,155 | 235,155 | 1,274,108 | 1,274,108 | 14·5 |
| | 1924-25 .. | 710,349 | 710,349 | 203,073 | 203,073 | 1,101,172 | 1,101,172 | 14·1 |
| Total . . . | 1923-24 .. | 420,790 | 424,928 | 219,871 | 222,084 | 953,900 | 965,252 | 9·3 |
| | 1924-25 .. | 480,664 | 487,070 | 243,136 | 246,376 | 1,007,017 | 1,020,430 | 10·3 |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | |
| Bengal-Nagpur . . . | 1923-24 .. | 155,879 | 155,879 | 74,408 | 74,408 | 328,267 | 328,267 | 4·9 |
| | 1924-25 .. | 151,227 | 151,227 | 66,787 | 66,787 | 302,836 | 302,836 | 4·7 |
| Bombay, Baroda and Central India. | 1923-24 .. | 118,765 | 118,765 | 28,321 | 28,321 | 149,024 | 149,024 | 3·4 |
| | 1924-25 .. | 165,823 | 165,823 | 32,693 | 32,698 | 183,216 | 188,246 | 3·31 |
| Eastern Bengal . . . | 1923-24† .. | † | † | † | † | † | † | † |
| | 1924-25 .. | 157,063 | 157,063 | 5,025 | 5,025 | 121,138 | 121,138 | 6·1 |
| Great Indian Peninsula | 1923-24 .. | 176,632 | 176,632 | 46,555 | 46,555 | † | † | 4·2 |
| | 1924-25 .. | 207,981 | 207,981 | 53,815 | 53,815 | 276,030 | 276,030 | 4·0 |
| Jodhpur . . . | 1923-24* .. | 46,574 | 46,574 | 4,634 | 4,634 | 23,791 | 23,791 | 2·0 |
| | 1924-25 .. | 41,638 | 41,638 | 3,253 | 3,253 | 22,817 | 22,817 | 2·0 |
| North Western . . . | 1923-24 .. | 129,919 | 129,919 | 47,964 | 47,964 | 304,622 | 304,622 | 6·5 |
| | 1924-25 .. | 114,469 | 114,469 | 36,296 | 36,296 | 241,010 | 241,010 | 4·8 |
| South Indian . . . | 1923-24 .. | 97,576 | 97,576 | 14,457 | 14,457 | 184,353 | 184,353 | 4·6 |
| | 1924-25 .. | 94,987 | 94,987 | 15,516 | 15,516 | 191,856 | 191,856 | 4·5 |
| Total . . . | 1923-24 .. | 278,378 | 278,378 | 49,996 | 49,996 | 249,633 | 249,633 | 4·7 |
| | 1924-25 .. | 292,946 | 292,946 | 47,948 | 47,948 | 278,013 | 278,013 | 4·5 |
| Total Class I Railways . | 1923-24 .. | 492,207 | 540,684 | 489,544 | 537,759 | 1,853,300 | 2,022,013 | 10·9 |
| | 1924-25 .. | 524,497 | 578,376 | 551,171 | 607,790 | 1,976,129 | 2,179,126 | 11·8 |

* Includes figures of the Bikaner Railway.

† Included with Eastern Bengal Railway 3' 3½" gauge.

‡ Information not available.

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

| Railway. | ENGINES. | | | |
|--|--|---|---|---|
| | Average number under or awaiting repair. | Percentage of column 2 to average number on the line. | Average number of passenger carriages under or awaiting repair. | Percentage of column 4 to average number on the line. |
| 1 | 2 | 3 | 4 | 5 |
| 5' 6" GAUGE. | | | | |
| Bengal-Nagpur | 172 | 26·0 | 146 | 18·1 |
| Bombay, Baroda and Central India | 84 | 18·7 | 129 | 18·2 |
| Eastern Bengal | 88 | 29·8 | 81 | 14·9 |
| East Indian | 171 | 12·8 | 244 | 17·6 |
| Great Indian Peninsula | 373 | 28·1 | 329 | 19·9 |
| Madras and Southern Mahratta | 79 | 25·7 | 118 | 16·0 |
| Nizam's Guaranteed State | 21 | 20·7 | 13 | 12·6 |
| North Western | 362 | 21·3 | 398 | 16·8 |
| Oudh and Rohilkhand | 55 | 17·3 | 96 | 12·6 |
| South Indian | 32 | 21·2 | 25 | 12·4 |
| TOTAL | 1,437 | 21·9 | 1,579 | 17·0 |
| 3' 3½" GAUGE. | | | | |
| Assam-Bengal | 45 | 27·0 | 57 | 12·5 |
| Bengal and North-Western | 75 | 21·1 | 124 | 11·5 |
| Bombay, Baroda and Central India | 110 | 21·5 | 198 | 13·8 |
| Burma | 48 | 13·4 | 137 | 15·0 |
| Eastern Bengal | 59 | 25·2 | 100 | 14·0 |
| Jodhpur | 26 | 26·8 | 21 | 10·8 |
| Madras and Southern Mahratta | 83 | 23·3 | 106 | 10·6 |
| Nizam's Guaranteed State | 21 | 26·3 | 16 | 10·5 |
| Rohilkund and Kumaon | 11 | 15·3 | 38 | 15·1 |
| South Indian | 71 | 18·0 | 134 | 11·3 |
| TOTAL | 549 | 20·9 | 931 | 12·6 |
| 2' 6" AND 2' 0" GAUGES. | | | | |
| Bengal-Nagpur | 29 | 25·7 | 33 | 9·8 |
| Bombay, Baroda and Central India | 2 | 10·5 | 3 | 5·3 |
| Eastern Bengal | 3 | 28·6 | 3 | 4·1 |
| Great Indian Peninsula | † | † | † | † |
| Jodhpur* | 1 | 50·0 | Nil | Nil |
| North Western | 23 | 23·4 | 24 | 9·8 |
| South Indian | 1 | 9·1 | 2 | 5·7 |
| TOTAL | 59 | 23·3 | 65 | 8·7 |
| TOTAL CLASS I RAILWAYS | 2,045 | 21·7 | 2,575 | 14·8 |

* For half-year ended 31st March 1925.

† Information not available.

for the year ended 31st March 1925.

| COACHING STOCK. | | | | Goods Stock. | | | Percentage of column 12 to average authorized number of wagons owned (excluding wagons ordered but not yet handed over to traffic.) |
|---|---|---|--|---------------------------------|--|---|---|
| Average number of other coaching vehicles under or awaiting repair. | Percentage of column 6 to average number on the line. | Number over due repairs on 31st March 1925. | Percentage of column 8 to average authorized stock (excluding stock ordered but not yet handed over to traffic.) | Number of unserviceable wagons. | Percentage of column 10 to average number on the line daily. | Number over due repairs on 31st March 1925. | |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 22 | 10.1 | 31 | 2.6 | 1,686 | 7.6 | 5,007 | 23.1 |
| 41 | 15.0 | 183 | 18.5 | 476 | 4.9 | 364 | 3.4 |
| 38 | 14.2 | 125 | 13.5 | 626 | 7.2 | 2,354 | 27.1 |
| 89 | 12.6 | 334 | 12.1 | 1,946 | 4.7 | 3,154 | 7.4 |
| 111 | 12.9 | 1,162 | 50.4 | 1,232 | 6.4 | 3,200 | 18.3 |
| 15 | 7.1 | 245 | 28.5 | 525 | 9.7 | 526 | 9.5 |
| 6 | 10.6 | 7 | 5.8 | 145 | 9.1 | 60 | 3.7 |
| 112 | 10.4 | 224 | 6.3 | 2,256 | 8.1 | 1,721 | 5.9 |
| 41 | 12.5 | 258 | 22.3 | 537 | 8.9 | 700 | 9.0 |
| 5 | 7.14 | 10 | 3.7 | 321 | 20.5 | 142 | 9.5 |
| 480 | 11.8 | 2,579 | 18.3 | 9,750 | 6.7 | 17,396 | 11.8 |
| 9 | 7.6 | 86 | 15.1 | 267 | 5.5 | 180 | 3.9 |
| 8 | 8.2 | 37 | 2.6 | 442 | 4.5 | Nil | Nil |
| 61 | 18.1 | 280 | 14.9 | 622 | 6.1 | 2,258 | 24.9 |
| 20 | 7.6 | 71 | 6.0 | 1,039 | .. | 1,300 | 14.5 |
| 28 | 8.8 | 371 | 36.1 | 491 | 7.0 | 1,538 | 29.0 |
| 2 | 5.0 | 31 | 14.7 | 61 | 2.3 | 376 | 17.8 |
| 8 | 5.7 | 210 | 18.9 | 564 | 8.3 | 307 | 4.7 |
| 5 | 11.0 | 13 | 6.7 | 39 | 3.7 | 40 | 3.7 |
| 6 | 11.0 | 15 | 5.0 | 101 | 4.2 | Nil | Nil |
| 14 | 8.8 | 204 | 15.2 | 650 | 11.5 | 600 | 16.0 |
| 161 | 10.2 | 1,318 | 14.4 | 4,270 | 9.3 | 6,597 | 12.4 |
| 3 | 7.4 | 17 | 4.2 | 88 | 5.8 | 64 | 4.0 |
| Nil | Nil | 28 | 49.1 | 13 | 3.7 | Nil | Nil |
| Nil | Nil | 39 | 55.7 | 3 | 3.4 | 48 | 50.5 |
| † | † | † | † | † | † | † | † |
| Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| 5 | 10.4 | 92 | 30.8 | 51 | 4.8 | 164 | 23.9 |
| Nil | Nil | Nil | Nil | 2 | 1.3 | 5 | 6.4 |
| 8 | 8.6 | 1.6 | 20.3 | 157 | 3.4 | 281 | 9.6 |
| 649 | 11.3 | 4,073 | 16.9 | 14,183 | 7.3 | 24,274 | 11.9 |

27-(a).—Statement of Coal Consumption

| Railway. | Year. | NUMBER OF TONS OF FUEL CONSUMED. | | | | | Total (in terms of coal.) |
|--|-------------------|----------------------------------|--------------|-----------|-----------|-----------|---------------------------|
| | | Foreign coal. | Indian coal. | Wood. | Oil fuel. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| 5' 6" GAUGE. | | | | | | | |
| Bengal-Nagpur | 1923-24 | .. | 615,736 | .. | .. | 615,736 | |
| | 1924-25 | .. | 637,797 | .. | .. | 637,797 | |
| Bombay, Baroda and Central India | 1923-24 | 53,387 | 289,980 | 4,110 | .. | 345,011 | |
| | 1924-25 | 5,578 | 356,785 | 4,571 | .. | 364,191 | |
| Eastern Bengal | 1923-24 | .. | 235,017 | .. | .. | 235,017 | |
| | 1924-25 | .. | 260,529 | .. | .. | 260,529 | |
| East Indian | 1923-24 | .. | 1,126,192 | .. | .. | 1,126,192 | |
| | 1924-25 | .. | 1,228,907 | .. | .. | 1,228,107 | |
| Great Indian Peninsula | 1923-24 | 19 | 984,974 | 188 | 68,018 | 1,108,737 | |
| | 1924-25 | .. | 1,028,863 | 42 | 78,058 | 1,170,829 | |
| Madras and Southern Mahratta | 1923-24 | 5,236 | 217,694 | .. | 48 | 223,017 | |
| | 1924-25 | 4,921 | 212,893 | .. | 44 | 217,894 | |
| Nizam's Guaranteed State | 1923-24 | .. | 52,445 | .. | .. | 52,445 | |
| | 1924-25 | .. | 55,437 | .. | .. | 55,437 | |
| North Western | 1923-24 | 15,310 | 831,557 | 349 | 59,450 | 955,698 | |
| | 1924-25 | .. | 955,508 | 2,673 | 57,104 | 1,000,402 | |
| Oudh and Rohilkhand | 1923-24 | .. | 212,340 | .. | .. | 212,340 | |
| | 1924-25 | .. | 231,169 | .. | .. | 231,169 | |
| South Indian | 1923-24 | .. | 75,571 | 1,025 | .. | 75,981 | |
| | 1924-25 | .. | 70,001 | 183 | .. | 70,075 | |
| TOTAL | 1923-24 | 73,952 | 4,642,006 | 5,672 | 127,516 | 4,950,674 | |
| | 1924-25 | 10,499 | 5,079,915 | 7,469 | 135,206 | 5,287,230 | |
| 3' 3½" GAUGE. | | | | | | | |
| Assam-Bengal | 1923-24 | 2,114 | 62,925 | .. | .. | 65,039 | |
| | 1924-25 | 1,368 | 69,271 | .. | .. | 70,639 | |
| Bengal and North-Western | 1923-24 | .. | 171,518 | .. | .. | 171,518 | |
| | 1924-25 | .. | 171,287 | .. | .. | 171,287 | |
| Bombay, Baroda and Central India | 1923-24 | .. | 262,652 | 2,231 | .. | 263,544 | |
| | 1924-25 | .. | 286,061 | 4,318 | .. | 287,788 | |
| Burma | 1923-24 | 3,775 | 148,007 | 80,412 | .. | 183,847 | |
| | 1924-25 | 4,315 | 144,113 | 83,946 | .. | 182,006 | |
| Eastern Bengal † | 1923-24 | .. | 126,570 | .. | .. | 126,570 | |
| | 1924-25 | .. | 148,168 | .. | .. | 148,168 | |
| Jodhpur | 1923-24 | * | * | * | * | * | |
| | 1924-25 | .. | 75,145 | 347 | .. | 75,284 | |
| Madras and Southern Mahratta | 1923-24 | 29,128 | 153,648 | 26,913 | 34 | 193,603 | |
| | 1924-25 | 12,664 | 158,264 | 24,522 | 28 | 180,788 | |
| Nizam's Guaranteed State | 1923-24 | .. | 41,023 | .. | .. | 41,023 | |
| | 1924-25 | .. | 44,948 | .. | .. | 44,948 | |
| Rohilkund and Kumaon | 1923-24 | .. | 31,110 | .. | .. | 31,110 | |
| | 1924-25 | .. | 32,509 | .. | .. | 32,509 | |
| South Indian | 1923-24 | 605 | 161,731 | 5,286 | 60 | 164,559 | |
| | 1924-25 | 374 | 148,582 | 1,440 | 15 | 149,559 | |
| TOTAL | 1923-24 | 35,622 | 1,159,184 | 114,842 | 94 | 1,240,913 | |
| | 1924-25 | 18,721 | 1,278,348 | 114,573 | 43 | 1,342,976 | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | |
| Bengal-Nagpur | 1923-24 | .. | 63,365 | .. | .. | 63,365 | |
| | 1924-25 | .. | 66,138 | .. | .. | 66,138 | |
| Bombay, Baroda and Central India | 1923-24 | .. | 4,996 | 74 | .. | 5,026 | |
| | 1924-25 | * | * | * | * | * | |
| Eastern Bengal | 1923-24 | * | * | * | * | * | |
| | 1924-25 | .. | 2,237 | .. | 2 | 2,237 | |
| Great Indian Peninsula | 1923-24 | .. | 11,639 | .. | .. | 11,639 | |
| | 1924-25 | .. | 12,451 | .. | 2 | 12,451 | |
| Jodhpur | 1923-24 | * | * | * | * | * | |
| | 1924-25 | .. | 249 | 2 | .. | 250 | |
| North Western | 1923-24 | 60 | 35,077 | 25 | .. | 35,077 | |
| | 1924-25 | .. | 26,791 | .. | .. | 26,791 | |
| South Indian | 1923-24 | * | 2,276 | 91 | .. | 2,312 | |
| | 1924-25 | .. | 2,163 | 11 | .. | 2,167 | |
| TOTAL | 1923-24 | 60 | 117,293 | 190 | .. | 117,419 | |
| | 1924-25 | .. | 110,029 | 13 | 4 | 110,039 | |
| TOTAL CLASS I RAILWAYS | 1923-24 | 109,634 | 5,918,473 | 120,704 | 127,610 | 6,308,476 | |
| | 1924-25 | 29,220 | 6,416,292 | 122,055 | 135,253 | 6,740,247 | |

27.(b).—Statement of Coal Consumption on Class I Railways for the year 1924-25.

| Railways. | Passenger and Mixed. | | Passenger and proportion of Mixed. | Goods. | | | | | Goods and proportion of Mixed. | REMARKS. |
|-----------------------------------|----------------------------------|-----------------------|------------------------------------|--|--------------------------------|---|--------------------------------|--------------------------------------|--------------------------------|--|
| | Total net tons of coal consumed. | Lbs. per engine mile. | | Coal consumed. | | | | | | |
| | | | | Lbs. of Coal consumed per 1,000 gross ton miles. | Goods trains (Total net tons). | Shunting including siding (Total net tons). | Departmental (Total net tons). | Lbs. per engine mile (Goods trains). |  |  | Lbs. per engine mile (Shunting including siding). | Lbs. of Coal consumed per 1,000 gross ton miles. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 5' 6" GAUGE. | | | | | | | | | | |
| Bengal-Nagpur | 156,134 | 79.7 | 199.5 | 351,433 | 95,491 | 18,395 | 109.7 | 58.0 | 164.7 | |
| Bombay, Baroda and Central India. | 173,234 | 67.9 | 187.2 | 116,958 | 47,378 | 6,132 | 96.6 | 93.5 | 134.0 | |
| Eastern Bengal | 128,005 | 84.3 | 170.0 | 61,838 | 47,189 | 9,632 | 109.7 | 58.6 | 124.4 | |
| East Indian | 322,994 | 66.0 | 175.7 | 702,491 | 199,988 | 26,062 | 103.2 | 52.0 | 124.0 | |
| Great Indian Peninsula. | 427,911 | 81.1 | 242.1 | 572,210 | 107,219 | 35,288 | 128.9 | 76.8 | 188.2 | |
| Madras and Southern Mahratta. | 86,522 | 53.4 | 147.7 | 92,438 | 12,443 | 5,848 | 87.6 | 27.6 | 125.9 | |
| Nizam's Guaranteed State. | 20,633 | 55.0 | 185.7 | 22,998 | 4,752 | 2,736 | 88.0 | 59.0 | 149.4 | |
| North Western | 395,887 | 68.1 | 179.3 | 438,019 | 168,196 | 50,974 | 109.2 | 85.2 | 134.8 | |
| Oudh and Rohilkhand | 104,240 | 69.4 | 181.5 | 84,056 | 22,091 | 13,806 | 97.8 | 59.4 | 125.2 | |
| South Indian | 35,453 | 51.7 | 162.1 | 19,306 | 4,878 | 3,185 | 74.3 | 41.1 | 138.2 | |
| TOTAL | 1,850,993 | 70.7 | 189.9 | 2,461,717 | 709,625 | 172,058 | 108.9 | 63.2 | 143.5 | |
| 3' 3½" GAUGE. | | | | | | | | | | |
| Assam-Bengal | 42,551 | 43.0 | 142.1 | 12,301 | 10,730 | 2,020 | 54.0 | 47.1 | 158.6 | |
| Bengal and North-Western. | 102,700 | 45.7 | 155.1 | 28,564 | 28,531 | 11,491 | 46.3 | 46.1 | 126.5 | |
| Bombay, Baroda and Central India. | 132,895 | 49.6 | 206.5 | 114,757 | 22,764 | 8,065 | 60.6 | 36.6 | 175.3 | |
| Burma | 90,515 | 47.2 | 192.4 | 53,773 | 23,839 | 12,209 | 56.8 | 34.7 | 138.5 | |
| Eastern Bengal | 61,455 | 58.7 | 155.8 | 35,088 | 32,475 | 13,114 | 77.0 | 61.8 | 143.1 | |
| Jodhpur* | 16,605 | 60.8 | 227.5 | 13,865 | 2,082 | 272 | 71.6 | 31.4 | 208.5 | *For six months ended 31st March 1925. |
| Madras and Southern Mahratta. | 77,636 | 41.4 | 186.1 | 70,519 | 10,932 | 5,740 | 49.6 | 26.1 | 180.1 | |
| Nizam's Guaranteed State. | 23,374 | 49.0 | 256.1 | 13,453 | 3,443 | 1,590 | 88.3 | 62.3 | 181.6 | |
| Rohilkund and Kumaon. | 21,199 | 48.3 | 203.4 | 3,338 | 4,455 | 2,006 | 52.1 | 41.9 | 164.4 | |
| South Indian | 79,060 | 39.8 | 194.1 | 36,368 | 8,229 | 9,531 | 45.4 | 23.5 | 129.7 | |
| TOTAL | 647,990 | 46.5 | 185.2 | 382,026 | 147,480 | 66,038 | 56.4 | 40.1 | 155.8 | |
| 2' 6" AND 2' 0" GAUGES. | | | | | | | | | | |
| Bengal-Nagpur | 31,576 | 73.5 | 365.1 | 21,674 | 11,853 | | 88.4 | .. | 371.2 | |
| Bombay, Baroda and Central India. | 5,089 | 52.7 | 367.4 | † | † | | † | .. | 438.7 | |
| Eastern Bengal | 1,683 | 34.8 | 574.5 | .. | Nil | | 25.4 | .. | 523.2 | |
| Great Indian Peninsula. | 9,384 | 72.4 | 463.8 | 23 | 1,475 | | 54.2 | .. | 301.7 | |
| Jodhpur* | 126 | 31.0 | † | 3 | Nil | | 19.5 | .. | 473.5 | †No. available. |
| North Western | 9,938 | 48.1 | 402.6 | 9,435 | 7,730 | | 62.3 | .. | 447.1 | |
| South Indian | 1,921 | 26.9 | 256.6 | Nil | Nil | | Nil | .. | 167.7 | |
| TOTAL | 59,717 | 59.7 | 372.4 | 31,135 | 21,058 | | 78.4 | .. | 388.7 | |

28.—Statement of Efficiency of Class I Railways for the year ended 31st March 1925.

| Railway. | GOODS AND PROPORTION OF MIXED. | | | | |
|--|---------------------------------------|------------------------------|---|--------------------------------|----------------------------------|
| | Wagon miles per shunting engine hour. | Wagon miles per engine hour. | Net ton miles per shunting engine hour. | Net ton miles per engine hour. | Gross ton miles per engine hour. |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 5' 6" GAUGE. | | | | | |
| Bengal-Nagpur | 374·3 | 131·7 | 3,607·0 | 1,339·6 | 2,911·1 |
| Bombay, Baroda and Central India | 644·7 | 240·6 | 4,923·9 | 1,837·4 | 4,617·5 |
| Eastern Bengal | 224·5 | 123·8 | 1,466·0 | 819·5 | 2,176·8 |
| East Indian | 515·3 | 172·3 | 4,709·0 | 1,574·9 | 3,430·4 |
| Great Indian Peninsula | 564·3 | 167·5 | 5,261·1 | 1,558·9 | 3,758·5 |
| Madras and Southern Mahratta | 502·1 | 177·8 | 3,921·4 | 1,391·3 | 3,533·6 |
| Nizam's Guaranteed State | 521·6 | 149·7 | 4,808·2 | 1,325·0 | 3,122·3 |
| North Western | 561·8 | 206·9 | 4,700·4 | 1,731·3 | 3,961·2 |
| Oudh and Rohilkhand | 654·9 | 192·3 | 5,795·0 | 1,711·0 | 3,788·8 |
| South Indian | 432·0 | 122·4 | 3,093·1 | 1,046·1 | 2,041·0 |
| Average for 5' 6" gauge | 497·8 | 172·5 | 4,467·8 | 1,518·1 | 3,610·6 |
| 3' 3½" GAUGE. | | | | | |
| Assam-Bengal | 336·7 | 133·4 | 1,604·5 | 635·5 | 1,609·9 |
| Bengal and North-Western | 322·8 | 118·5 | 1,826·6 | 670·4 | 1,504·9 |
| Bombay, Baroda and Central India | 728·6 | 204·4 | 3,003·8 | 1,010·7 | 2,250·5 |
| Burma | 467·5 | 142·1 | 2,650·9 | 800·3 | 1,787·3 |
| Eastern Bengal | 308·3 | 137·6 | 1,294·0 | 573·9 | 1,656·4 |
| Jodhpur* | 905·0 | 253·8 | 3,457·0 | 969·6 | 2,452·6 |
| Madras and Southern Mahratta | 600·5 | 149·2 | 2,643·3 | 655·9 | 1,714·7 |
| Nizam's Guaranteed State | 721·1 | 194·5 | 4,004·3 | 1,088·9 | 2,416·0 |
| Rohilkund and Kumaon | 282·1 | 136·1 | 1,611·9 | 777·8 | 1,724·5 |
| South Indian | 579·6 | 146·3 | 2,197·6 | 554·6 | 1,544·4 |
| Average for 3' 3½" gauge | 483·5 | 154·0 | 2,469·3 | 786·6 | 1,843·7 |
| 2' 6" AND 2' 0" GAUGES. | | | | | |
| Bengal-Nagpur | 260·8 | 110·9 | 805·4 | 343·0 | 994·7 |
| Bombay, Baroda and Central India | 242·5 | 54·4 | 934·9 | 209·8 | 1,508·0 |
| Eastern Bengal | 74·7 | 9·4 | 134·5 | 16·9 | 54·4 |
| Great Indian Peninsula | .. | .. | .. | .. | .. |
| Jodhpur* | .. | 78·1 | .. | 160·5 | 548·1 |
| North-Western | 293·4 | 76·3 | 724·9 | 188·5 | 605·1 |
| South Indian | 2,027·5 | 140·4 | 4,024·0 | 320·3 | 1,307·0 |
| Average for 2' 6" and 2' 0" gauges | 287·6 | 61·3 | 866·8 | 181·0 | 889·3 |

* For six months ended 31st March 1925.

29.—Statement of Principal Commodities, excluding live-stock, carried

| RAILWAY SYSTEM. | QUANTITY. | | | | Earnings. | QUANTITY. | | | |
|--|--|----------------|-------------|-------------|--------------------------|--|----------------|-------------|-----------|
| | Originating on Home line whether Local or Foreign. | Other traffic. | Total. | Earnings. | | Originating on Home line whether Local or Foreign. | Other traffic. | Total. | Earnings. |
| | Tons. | Tons. | Tons. | | | Tons. | Tons. | Tons. |  | Tons. | Rs. |
| | 1. Coal and Coke. | | | | | 2. Cotton, raw. | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| Assam-Bengal | 51,542 | 83,434 | 134,976 | 4,14,881 | .. | .. | .. | .. | |
| Benga ¹ and North-Western | 27,117 | 259,906 | 287,023 | 8,89,970 | .. | .. | .. | .. | |
| Bengal-Nagpur | 3,881,059 | 532,921 | 4,413,980 | 1,25,08,109 | 6,651 | 6,153 | 12,804 | 3,42,858 | |
| Bombay, Baroda and Central India | 3,500 | 753,922 | 757,422 | 32,13,020 | 183,439 | 77,510 | 200,949 | 82,06,913 | |
| Burma | .. | .. | .. | .. | .. | .. | .. | .. | |
| Eastern Bengal | 8,815 | 1,435,725 | 1,444,540 | 28,54,124 | .. | .. | .. | .. | |
| East Indian | 11,324,218 | 767,654 | 12,081,872 | 6,54,39,414 | 15,302 | 21,167 | 36,469 | 5,90,898 | |
| Great Indian Peninsula | 418,691 | 696,646 | 1,115,337 | 64,33,573 | 290,441 | 121,869 | 412,310 | 1,65,22,945 | |
| Jodhpur* | 129 | 10,246 | 10,375 | 29,359 | 30,139 | 2,335 | 32,474 | 2,49,006 | |
| Madras and Southern Mahratta | 95,480 | 232,678 | 328,158 | 19,72,890 | 91,051 | 15,035 | 106,086 | 17,90,908 | |
| Nizam's Guaranteed State | 395,220 | 31,197 | 426,417 | 16,85,490 | 64,812 | 6,430 | 71,242 | 13,73,904 | |
| North-Western | 156,109 | 716,516 | 872,625 | 26,42,071 | 275,362 | 15,952 | 200,414 | 73,24,117 | |
| Oudh and Rohilkhand | 2,961 | 919,905 | 922,866 | 43,94,112 | .. | .. | .. | .. | |
| Rohilkund and Kumaon | 849 | 11,167 | 12,016 | 13,198 | 397 | 346 | 743 | 4,009 | |
| South Indian | 26,098 | 18,039 | 44,137 | 1,65,728 | 59,224 | 2,347 | 61,571 | 7,55,466 | |
| Total, 1924-25 | 16,391,848 | 6,459,956 | 22,851,804 | 9,16,55,939 | 1,016,818 | 268,244 | 1,285,062 | 3,61,62,012 | |
| Total, 1923-24 | 14,671,171 | 5,156,013 | *19,850,820 | 8,22,32,129 | 1,029,524 | 290,892 | *1,370,998 | 3,60,83,519 | |
| Increase | 1,720,677 | 1,303,943 | 3,000,984 | 94,23,810 | .. | .. | .. | 78,493 | |
| Decrease | .. | .. | .. | .. | 12,706 | 22,648 | 85,936 | .. | |
| Railway System. | 6. Rice in the husk. | | | | 7. Rice not in the husk. | | | | |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| Assam-Bengal | 77,098 | 3,117 | 80,215 | 5,31,698 | 49,099 | 21,381 | 70,480 | 5,83,578 | |
| Bengal and North-Western | 61,665 | 16,896 | 78,561 | 3,31,121 | 228,576 | 51,212 | 279,788 | 15,49,615 | |
| Bengal-Nagpur | 200,407 | 15,616 | 216,023 | 23,21,269 | 496,378 | 3,461 | 499,839 | 52,97,861 | |
| Bombay, Baroda and Central India | 14,474 | 1,157 | 15,631 | 94,752 | 79,622 | 84,775 | 164,397 | 21,31,490 | |
| Burma | 652,020 | .. | 652,020 | 35,76,511 | 523,292 | .. | 523,292 | 37,02,915 | |
| Eastern Bengal | 179,750 | 85,861 | 265,611 | 11,34,926 | 161,995 | 37,186 | 199,181 | 8,51,195 | |
| East Indian | 176,149 | 23,270 | 199,428 | 7,59,242 | 277,610 | 68,400 | 346,010 | 23,06,844 | |
| Great Indian Peninsula | 3,304 | 719 | 4,023 | 21,408 | 76,842 | 131,719 | 208,561 | 18,84,055 | |
| Jodhpur* | 849 | 103 | 952 | 3,443 | 4,757 | 26,422 | 33,179 | 3,87,926 | |
| Madras and Southern Mahratta | 93,384 | 44,174 | 137,558 | 10,62,741 | 349,997 | 145,811 | 495,808 | 63,94,598 | |
| Nizam's Guaranteed State | .. | .. | .. | .. | 59,606 | 31,385 | 90,991 | 8,97,542 | |
| North-Western | 51,526 | 1,420 | 52,946 | 2,39,037 | 280,801 | 12,565 | 293,366 | 27,18,086 | |
| Oudh and Rohilkhand | .. | .. | .. | .. | 5,751 | 35,953 | 41,704 | 2,54,117 | |
| Rohilkund and Kumaon | 13,273 | 156 | 13,429 | 70,649 | 10,112 | 3,631 | 13,743 | 62,365 | |
| South Indian | 129,876 | 33,341 | 163,217 | 12,91,878 | 162,319 | 1,16,705 | 279,024 | 29,90,890 | |
| Total, 1924-25 | 1,653,775 | 225,839 | 1,879,614 | 1,14,38,744 | 2,766,757 | 772,606 | 3,539,363 | 3,20,93,057 | |
| Total, 1923-24 | 1,632,507 | 246,271 | *1,781,774 | 1,16,46,670 | 2,450,210 | 635,323 | *3,053,358 | 2,68,97,679 | |
| Increase | 121,268 | .. | 97,840 | .. | 316,547 | 237,283 | 486,005 | 51,95,378 | |
| Decrease | .. | 20,432 | .. | 2,07,926 | .. | .. | .. | .. | |

*Jodhpur Railway figures for 1923-24 are included in total only.

by Class I Railways and the earnings therefrom for the year 1924-25.

| QUANTITY. | | | | Earnings. | QUANTITY. | | | | Earnings. | QUANTITY. | | | | Earnings. |
|--|----------------|------------|-------------|-----------|--|----------------|-------------|----------|-----------|--|----------------|----------|-----|-----------|
| Originating on Home line whether Local or Foreign. | Other traffic. | Total. | Ra. | | Originating on Home line whether Local or Foreign. | Other traffic. | Total. | Ra. | | Originating on Home line whether Local or Foreign. | Other traffic. | Total. | Ra. | |
| Tons. | Tons. | Tons. | | | Tons. | Tons. | Tons. | | | Tons. | Tons. | Tons. | | |
| 3. Cotton, manufactured. | | | | | 4. Fodder. | | | | | 5. Fruits and vegetables, fresh. | | | | |
| 10 | 11 | 12 | 13 | | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 16,722 | 4,050 | 20,772 | 1,02,524 | | |
| 13,760 | 25,115 | 38,875 | 3,25,063 | 24,719 | 2,490 | 27,209 | 1,10,950 | 3,12,209 | 6,273 | 3,18,572 | 5,91,033 | | | |
| 20,626 | 31,473 | 52,099 | 14,53,223 | 40,471 | 6,383 | 46,854 | 2,54,685 | 11,884 | 11,118 | 23,002 | 2,97,476 | | | |
| 127,025 | 4,527 | 131,552 | 55,85,510 | 249,000 | 20,888 | 269,948 | 16,61,636 | 62,164 | 8,915 | 71,099 | 2,78,465 | | | |
| 14,874 | .. | 14,874 | 4,36,588 | 53,884 | .. | 53,884 | 2,45,386 | 93,790 | .. | 93,790 | 10,86,535 | | | |
| 18,546 | 13,363 | 31,909 | 5,33,062 | 41,314 | 5,098 | 46,412 | 1,78,668 | 14,793 | 41,799 | 56,592 | 4,26,846 | | | |
| 53,948 | 11,296 | 65,244 | 21,35,468 | 102,668 | 23,194 | 125,760 | 7,63,542 | 52,400 | 31,794 | 84,203 | 9,93,838 | | | |
| 96,652 | 36,721 | 133,373 | 44,47,611 | 70,613 | 20,981 | 91,594 | 7,42,606 | 44,932 | 22,479 | 67,411 | 7,84,304 | | | |
| 827 | 8,315 | 9,142 | 1,61,523 | 10,953 | 3,189 | 14,142 | 46,186 | 3,061 | 2,784 | 5,846 | 41,677 | | | |
| 32,043 | 32,652 | 64,695 | 12,56,185 | 41,684 | 9,087 | 50,761 | 4,06,352 | 79,333 | 20,990 | 100,323 | 10,60,537 | | | |
| 3,525 | 17,414 | 20,939 | 3,52,604 | 18,419 | 5,520 | 23,939 | 1,57,923 | .. | .. | .. | .. | | | |
| 57,770 | 26,820 | 84,590 | 32,02,739 | 110,162 | 40,322 | 150,484 | 10,22,459 | 73,424 | 11,574 | 84,998 | 9,21,026 | | | |
| 14,119 | 12,667 | 26,786 | 3,63,459 | 15,497 | 10,744 | 26,241 | 1,67,536 | 15,904 | 8,227 | 19,131 | 1,18,742 | | | |
| 1,398 | 5,169 | 6,557 | 60,922 | 12,730 | 331 | 13,061 | 24,489 | 2,401 | 298 | 2,702 | 12,801 | | | |
| 29,509 | 5,045 | 34,554 | 5,79,615 | 40,227 | 3,248 | 43,475 | 4,04,011 | 79,061 | 4,458 | 83,519 | 7,70,436 | | | |
| 494,612 | 230,477 | 716,089 | 2,13,92,557 | 832,289 | 151,465 | 983,744 | 61,70,229 | 862,203 | 109,759 | 1,031,982 | 81,38,300 | | | |
| 460,345 | 196,950 | *670,399 | 2,08,54,358 | 773,817 | 135,819 | *924,636 | 59,75,813 | 721,109 | 130,771 | *861,269 | 70,83,350 | | | |
| 24,267 | 33,527 | 44,690 | 5,38,199 | 58,472 | 15,636 | 59,063 | 2,00,416 | 141,004 | 38,988 | 170,693 | 11,05,010 | | | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| 8. Gram and Pulse. | | | | | 9. Wheat. | | | | | 10. Jowar and Bajra. | | | | |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | | | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| 110,333 | 16,832 | 127,215 | 3,20,617 | 72,933 | 2,047 | 74,980 | 5,42,999 | .. | .. | .. | .. | .. | | |
| 107,417 | 34,496 | 141,913 | 15,06,115 | 85,283 | 6,358 | 91,641 | 9,58,304 | 2,647 | 346 | 2,995 | 17,780 | | | |
| 260,072 | 80,593 | 340,665 | 41,54,446 | 151,782 | 111,924 | 263,706 | 34,53,299 | 50,603 | 37,308 | 93,913 | 12,56,076 | | | |
| 71,778 | .. | 71,778 | 8,84,613 | .. | .. | .. | .. | 5,944 | .. | 5,944 | 82,589 | | | |
| 42,635 | 39,276 | 81,911 | 4,44,149 | .. | .. | .. | .. | .. | .. | .. | .. | | | |
| 339,653 | 163,678 | 493,331 | 42,56,695 | 147,141 | 187,719 | 334,860 | 29,71,854 | 23,000 | 5,357 | 33,357 | 150,033 | | | |
| 357,072 | 206,670 | 563,742 | 92,13,040 | 273,291 | 118,470 | 391,761 | 56,92,472 | 138,073 | 98,821 | 231,894 | 25,07,520 | | | |
| 26,070 | 33,534 | 59,604 | 4,79,095 | 17,493 | 35,728 | 53,221 | 4,15,137 | 7,550 | 6,635 | 16,185 | 89,283 | | | |
| 81,398 | 255,291 | 336,687 | 38,26,504 | 15,017 | 31,268 | 46,285 | 478,772 | 65,175 | 132,764 | 197,939 | 21,47,733 | | | |
| 25,261 | 28,192 | 53,453 | 3,78,585 | 2,964 | 20,434 | 23,398 | 2,07,961 | 86,461 | 13,061 | 99,522 | 6,73,183 | | | |
| 501,965 | 104,407 | 606,372 | 63,71,504 | 1,600,373 | 91,227 | 1,691,600 | 2,47,79,654 | 76,270 | 3,214 | 79,484 | 6,52,837 | | | |
| 41,423 | 63,393 | 104,816 | 5,44,291 | 141,168 | 22,861 | 164,029 | 11,90,557 | 4,198 | 2,521 | 6,719 | 41,951 | | | |
| 55,101 | 23,103 | 78,204 | 2,93,221 | 37,756 | 790 | 38,546 | 1,21,561 | 2,791 | 4,985 | 7,776 | 28,279 | | | |
| 141,033 | 44,051 | 185,084 | 14,72,011 | .. | .. | .. | .. | 19,414 | 47,897 | 67,311 | 5,63,795 | | | |
| 2,161,209 | 1,093,666 | 3,244,775 | 3,46,54,866 | 2,545,201 | 628,826 | 3,174,027 | 4,03,02,570 | 496,128 | 352,911 | 846,039 | 82,11,937 | | | |
| 1,779,922 | 745,707 | *2,525,629 | 2,83,08,587 | 1,762,143 | 442,055 | *2,273,996 | 2,74,83,829 | 488,276 | 275,841 | *761,117 | 82,46,874 | | | |
| 381,267 | 337,859 | 719,146 | 63,48,299 | 763,058 | 186,771 | 900,031 | 1,33,18,741 | 4,852 | 77,070 | 81,922 | .. | | | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34,037 | | | |

29.—Statement of Principal Commodities, excluding live-stock, carried by Class 1 Railways

| Railway system. | QUANTITY. | | | Earnings. | QUANTITY. | | | Earnings. |
|--|--|----------------|------------|-------------|--|----------------|------------|-------------|
| | Originating on Home line whether Local or Foreign. | Other traffic. | Total. | | Originating on Home line whether Local or Foreign. | Other traffic. | Total. | |
| | Tons. | Tons. | Tons. | | Tons. | Tons. | Tons. | |
| | 11. Other grains. | | | | 12. Jute, raw. | | | |
| 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 |
| Assam-Bengal | .. | .. | .. | .. | 129,793 | 5,731 | 135,524 | 9,48,495 |
| Bengal and North-Western | 193,476 | 22,547 | 216,023 | 13,79,693 | .. | .. | .. | .. |
| Bengal Nagpur | 9,431 | 1,946 | 11,377 | 94,374 | 13,638 | 41,588 | 55,226 | 3,87,368 |
| Bombay, Baroda and Central India | 169,152 | 60,776 | 229,928 | 20,67,474 | 48 | 58 | 106 | 1,237 |
| Burma | 3,438 | .. | 3,438 | 32,491 | .. | .. | .. | .. |
| Eastern Bengal | 42,090 | 32,864 | 74,954 | 3,98,372 | 827,240 | 142,125 | 969,365 | 1,25,30,991 |
| East Indian | 78,580 | 57,478 | 136,058 | 12,21,840 | 8,993 | 69,895 | 78,888 | 3,10,880 |
| Great Indian Peninsula | 67,894 | 27,538 | 95,432 | 10,06,683 | .. | .. | .. | .. |
| Jodhpur | 85,688 | 94,033 | 179,721 | 15,28,078 | 8 | 22 | 30 | 167 |
| Madras and Southern Mahratta | 41,063 | 14,037 | 55,100 | 6,04,919 | .. | .. | .. | .. |
| Nizam's Guaranteed State | .. | .. | .. | .. | .. | .. | .. | .. |
| North Western | 444,934 | 214,918 | 659,852 | 76,79,704 | .. | .. | .. | .. |
| Oudh and Rohilkhand | 143,389 | 26,051 | 169,440 | 11,27,456 | .. | .. | .. | .. |
| Rohilkund and Kumaon | 27,594 | 951 | 28,545 | 1,30,591 | 28 | 53 | 81 | 363 |
| South Indian | 27,085 | 16,858 | 44,843 | 4,34,407 | .. | .. | .. | .. |
| Total, 1924-25 | 1,334,714 | 569,097 | 1,904,711 | 1,77,06,682 | 979,748 | 259,472 | 1,239,220 | 1,41,79,501 |
| Total, 1923-24 | 1,274,102 | 364,300 | *1,871,144 | 1,82,12,972 | 885,986 | 320,542 | *1,206,540 | 1,26,32,666 |
| Increase | 60,612 | 205,697 | 33,567 | .. | 93,762 | .. | 32,680 | 14,08,835 |
| Decrease | .. | .. | .. | 5,06,290 | .. | 61,070 | .. | .. |
| Railway system. | 16. Oilseeds. | | | | 17. Tobacco. | | | |
| 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| Assam Bengal | .. | .. | .. | .. | 1,923 | 6,291 | 8,213 | 1,12,139 |
| Bengal and North-Western | 195,806 | 2,049 | 198,755 | 11,61,582 | 35,911 | 5,265 | 41,176 | 5,16,356 |
| Bengal Nagpur | 161,176 | 9,329 | 170,505 | 17,65,589 | 9,419 | 18,636 | 28,055 | 5,37,414 |
| Bombay, Baroda and Central India | 272,203 | 109,139 | 381,342 | 42,09,579 | 32,484 | 5,207 | 37,691 | 7,65,938 |
| Burma | 19,582 | .. | 19,582 | 1,77,426 | 17,422 | .. | 17,422 | 2,05,493 |
| Eastern Bengal | 59,720 | 17,433 | 77,153 | 4,74,321 | 32,966 | 18,140 | 51,106 | 8,46,134 |
| East Indian | 208,272 | 288,537 | 496,809 | 43,37,399 | 17,059 | 25,097 | 42,156 | 7,23,677 |
| Great Indian Peninsula | 363,303 | 330,494 | 693,797 | 95,44,395 | 4,211 | 16,313 | 20,524 | 4,32,612 |
| Jodhpur | 21,551 | 54,533 | 76,084 | 6,46,156 | 568 | 2,963 | 3,531 | 51,147 |
| Madras and Southern Mahratta | 333,071 | 96,608 | 429,679 | 54,69,694 | 44,933 | 6,319 | 51,252 | 8,80,546 |
| Nizam's Guaranteed State | 197,454 | 28,828 | 226,282 | 17,69,521 | 1,264 | 4,076 | 5,340 | 82,525 |
| North Western | 365,045 | 102,325 | 467,370 | 53,37,431 | 26,412 | 4,681 | 31,093 | 6,65,080 |
| Oudh and Rohilkhand | 78,195 | 9,883 | 88,078 | 5,53,373 | 1,552 | 3,545 | 5,097 | 60,945 |
| Rohilkund and Kumaon | 20,051 | 588 | 20,639 | 1,03,503 | 2,781 | 754 | 3,535 | 34,027 |
| South Indian | 214,680 | 43,412 | 258,092 | 24,43,580 | 22,734 | 2,302 | 25,126 | 3,30,576 |
| Total, 1924-25 | 2,530,109 | 1,094,058 | 3,624,167 | 3,84,96,539 | 251,638 | 119,679 | 371,317 | 62,44,608 |
| Total, 1923-24 | 2,286,572 | 1,005,938 | *3,437,990 | 3,56,46,020 | 236,225 | 120,074 | *361,284 | 58,18,213 |
| Increase | 243,537 | 88,120 | 186,177 | 28,50,519 | 15,413 | .. | 10,033 | 4,26,395 |
| Decrease | .. | .. | .. | .. | .. | 395 | .. | .. |

* Includes the Jodhpur Railway figures for 1923-24 not included in the details.

and the earnings therefrom for the year 1924-25—contd.

| QUANTITY. | | | Earnings. | QUANTITY. | | | Earnings. | QUANTITY. | | | Earnings. |
|--|----------------------|--------------|-------------|-----------------------|--|----------------------|-------------|-----------------------------------|---------|--|-------------|
| Originating on Home line whether Local or Foreign. Tons. | Other traffic. Tons. | Total. Tons. | | Ra. | Originating on Home line whether Local or Foreign. Tons. | Other traffic. Tons. | | Total. Tons. | Ra. | Originating on Home line whether Local or Foreign. Tons. |  | Other traffic. Tons. | Total. Tons. | Ra. |
| 13. Iron and Steel, wrought. | | | | 14. Marble and stone. | | | | 15. Kerococ. | | | |
| 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 |
| 12,753 | 14,595 | 27,348 | 3,40,153 | .. | .. | .. | .. | 61,109 | 15,474 | 76,583 | 0,74,446 |
| 7,909 | 11,643 | 18,552 | 1,63,139 | 1,893 | 6,227 | 8,120 | 36,238 | 3,876 | 39,349 | 43,225 | 4,17,738 |
| 136,539 | 17,989 | 158,528 | 10,60,346 | 56,815 | 3,523 | 60,338 | 1,48,034 | 49,356 | 5,291 | 54,647 | 10,75,076 |
| 130,753 | 10,685 | 141,438 | 31,61,149 | 234,488 | 58,571 | 293,059 | 9,85,250 | 56,576 | 5,947 | 62,523 | 12,03,437 |
| 30,755 | .. | 30,755 | 3,62,490 | 434,447 | .. | 434,447 | 7,79,225 | 51,811 | .. | 51,811 | 8,58,778 |
| 26,558 | 63,407 | 89,965 | 8,84,551 | 3,025 | 17,156 | 20,181 | 30,387 | 255,613 | 11,641 | 267,254 | 13,15,031 |
| 118,225 | 58,467 | 176,692 | 27,56,032 | 377,724 | 43,806 | 421,532 | 11,99,149 | 1,578 | 142,060 | 143,638 | 31,91,910 |
| 192,303 | 35,700 | 228,003 | 35,28,701 | 255,354 | 101,869 | 357,223 | 15,18,535 | 105,003 | 2,334 | 107,337 | 24,50,117 |
| 980 | 9,724 | 10,704 | 1,15,677 | 81,436 | 3,239 | 84,675 | 2,38,025 | 267 | 7,512 | 7,779 | 1,25,535 |
| 62,181 | 30,638 | 92,819 | 12,53,376 | 96,204 | 2,025 | 98,229 | 4,84,875 | 118,792 | 4,850 | 123,642 | 16,81,462 |
| 3,194 | 25,792 | 28,986 | 3,05,314 | 91,146 | 8,028 | 99,174 | 2,75,766 | 716 | 17,913 | 18,629 | 2,20,982 |
| 112,241 | 31,760 | 144,001 | 37,13,775 | 794,441 | 35,125 | 829,566 | 13,42,470 | 100,021 | 667 | 100,688 | 31,72,410 |
| 8,164 | 42,997 | 51,161 | 4,45,778 | 38,025 | 53,251 | 91,276 | 1,13,950 | 1,694 | 29,220 | 30,914 | 3,87,702 |
| 2,707 | 7,790 | 10,497 | 67,898 | 736 | 3,065 | 3,801 | 10,961 | 1,350 | 3,840 | 5,190 | 27,654 |
| 35,786 | 9,285 | 45,071 | 4,88,502 | 175,861 | 3,683 | 179,544 | 4,35,678 | 70,382 | 11,747 | 82,129 | 10,62,346 |
| 882,348 | 370,472 | 1,252,820 | 1,86,72,141 | 2,661,595 | 340,170 | 2,991,765 | 70,98,543 | 888,106 | 297,845 | 1,185,951 | 1,70,31,251 |
| 781,616 | 297,106 | *1,088,562 | 1,57,56,375 | 2,160,461 | 374,680 | *2,619,803 | 78,29,037 | 762,569 | 275,953 | *1,030,950 | 1,07,27,020 |
| 100,732 | 73,366 | 164,258 | 29,15,766 | 491,134 | .. | 371,872 | .. | 125,537 | 21,887 | 134,992 | 12,03,3 |
| .. | .. | .. | .. | .. | 34,519 | .. | 1,29,494 | .. | .. | .. | .. |
| 18. Provisions. | | | | 19. Salt. | | | | 20. Sugar, refined and unrefined. | | | |
| 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 |
| 7,074 | 1,966 | 9,040 | 97,548 | 42,412 | 3,260 | 45,672 | 3,58,298 | .. | .. | .. | .. |
| 6,977 | 2,696 | 9,673 | 1,16,093 | 15,128 | 175,487 | 190,615 | 10,90,142 | 79,731 | 6,596 | 86,327 | 9,63,723 |
| 55,988 | 14,164 | 70,152 | 9,03,735 | 94,830 | 70,726 | 165,556 | 17,27,221 | 24,981 | 5,301 | 30,282 | 5,39,884 |
| 62,209 | 22,497 | 84,706 | 13,71,204 | 505,558 | 31,556 | 537,114 | 54,58,784 | 78,578 | 66,366 | 144,944 | 20,68,203 |
| 18,017 | .. | 18,017 | 3,10,679 | 44,372 | .. | 44,372 | 7,09,407 | 9,253 | .. | 9,253 | 1,38,235 |
| .. | .. | .. | .. | 43,430 | 69,521 | 112,951 | 9,07,192 | 24,629 | 3,530 | 28,159 | 3,31,431 |
| 46,432 | 24,905 | 71,337 | 13,67,872 | 261,452 | 84,174 | 345,626 | 19,14,574 | 110,700 | 38,855 | 149,555 | 28,27,344 |
| 73,068 | 30,332 | 103,400 | 18,38,693 | 109,516 | 170,974 | 280,490 | 39,92,513 | 81,479 | 20,214 | 101,693 | 15,74,318 |
| 2,504 | 7,033 | 9,537 | 99,329 | 44,896 | 1,211 | 46,107 | 2,18,825 | 1,375 | 13,148 | 14,523 | 1,28,757 |
| 81,125 | 35,081 | 116,206 | 13,81,769 | 99,505 | 54,195 | 153,700 | 14,20,275 | 25,187 | 14,977 | 40,164 | 4,92,734 |
| 7,830 | 25,226 | 33,056 | 3,40,068 | 1,111 | 64,015 | 65,129 | 5,80,270 | 774 | 11,708 | 12,480 | 1,32,940 |
| 124,727 | 26,626 | 151,353 | 21,57,736 | 242,788 | 15,304 | 258,092 | 23,91,544 | 186,738 | 40,043 | 226,781 | 60,10,549 |
| 4,101 | 3,855 | 7,956 | 92,036 | 8,083 | 70,667 | 79,050 | 5,47,730 | 40,195 | 41,370 | 81,565 | 8,18,421 |
| 2,262 | 1,476 | 3,738 | 31,370 | 4,878 | 37,485 | 42,363 | 2,30,746 | 18,432 | 2,906 | 21,338 | 97,159 |
| 76,777 | 7,961 | 84,738 | 11,65,464 | 140,242 | 11,853 | 152,095 | 12,33,833 | 19,358 | 3,260 | 22,618 | 2,64,702 |
| 569,141 | 203,818 | 772,959 | 1,12,77,596 | 1,658,491 | 860,731 | 2,519,222 | 2,21,59,355 | 701,410 | 268,352 | 969,762 | 1,63,77,096 |
| 522,120 | 209,337 | *745,685 | 1,12,73,111 | 1,124,244 | 535,961 | *1,684,076 | 1,42,94,494 | 555,116 | 227,745 | *803,211 | 1,21,89,740 |
| 47,021 | .. | 27,374 | 4,485 | 594,247 | 324,770 | 835,146 | 78,94,861 | 146,294 | 40,607 | 186,551 | 41,87,955 |
| .. | 5,519 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

29.—Statement of Principal Commodities, excluding live-stock, carried by Class I Railways

| Railway system. | Originating on Home line, whether Local or Foreign. Tons. | QUANTITY. | | Earnings. Rs. |
|--|--|----------------------------------|-----------------|------------------|
| | | Other traffic. Tons. | Total. Tons. | |
| | | 21. Gur, Jaggree, molasses, etc. | | |
| 85 | 86 | 87 | 88 | 89 |
| Assam Bengal | .. | .. | .. | .. |
| Bengal and North-Western | 152,747 | 2,979 | 155,726 | 13,78,601 |
| Bengal Nagpur | 8,409 | 20,598 | 29,007 | 3,83,202 |
| Bombay, Baroda and Central India | 21,761 | 135,518 | 157,209 | 22,87,890 |
| Burma | 31,662 | .. | 31,662 | 4,39,203 |
| Eastern Bengal | 11,507 | 28,294 | 39,801 | 2,89,970 |
| East Indian | 85,066 | 65,712 | 151,678 | 11,03,747 |
| Great Indian Peninsula | 54,097 | 80,954 | 135,051 | 16,85,691 |
| Jodhpur | 824 | 9,073 | 10,497 | 97,071 |
| Madras and Southern Mahratta | 95,310 | 12,485 | 107,795 | 11,16,598 |
| Nizam's Guaranteed State | 2,206 | 20,669 | 22,875 | 2,37,431 |
| North Western | 130,833 | 29,217 | 150,050 | 15,42,111 |
| Oudh and Rohilkhand | 56,910 | 12,169 | 69,079 | 4,66,611 |
| Rohilkhand and Kumaon | 34,387 | 2,162 | 36,549 | 2,37,060 |
| South Indian | 40,725 | 866 | 41,393 | 4,63,272 |
| Total, 1924-25 | 717,334 | 421,098 | 1,138,432 | 1,16,34,107 |
| Total, 1923-24 | 829,282 | 442,932 | *1,289,419 | 1,35,09,348 |
| Increase | .. | .. | .. | .. |
| Decrease | 111,948 | 21,834 | 150,987 | 18,75,241 |
| Railway system. | 24. Railway materials carried for the public and foreign railways. | | | |
| 98 | 99 | 100 | 101 | 102 |
| Assam Bengal | 108 | 707 | 815 | 4,134 |
| Bengal and North-Western | 46,846 | .. | 46,846 | 1,90,108 |
| Bengal Nagpur | 153,520 | 5,088 | 158,608 | 9,81,279 |
| Bombay, Baroda and Central India | 37,079 | 9,365 | 46,444 | 1,78,713 |
| Burma | 4,304 | .. | 4,592 | 24,607 |
| Eastern Bengal | 8,249 | 7,030 | 15,279 | 24,337 |
| East Indian | 123,170 | 93,205 | 216,375 | 10,39,998 |
| Great Indian Peninsula | 13,248 | 13,491 | 26,739 | 2,01,594 |
| Jodhpur | 788 | 4,672 | 5,460 | 21,530 |
| Madras and Southern Mahratta | 9,707 | 15,696 | 25,403 | 1,37,622 |
| Nizam's Guaranteed State | .. | .. | .. | .. |
| North Western | 17,082 | 87,166 | 54,248 | 3,03,215 |
| Oudh and Rohilkhand | 5,912 | 1,705 | 7,617 | 33,544 |
| Rohilkhand and Kumaon | .. | .. | .. | .. |
| South Indian | 5,731 | 3,904 | 9,635 | 57,334 |
| Total, 1924-25 | 426,034 | 192,029 | 618,063 | 31,98,315 |
| Total, 1923-24 | 357,780 | 176,762 | *537,197 | 29,67,646 |
| Increase | 68,254 | 15,267 | 80,866 | 2,30,669 |
| Decrease | .. | .. | .. | .. |

* Includes the Jodhpur Railway figures for 1923-24 not included in the details.

| Railway. | TABLE A.—MAINTENANCE OF STRUCTURAL | | | | | | |
|--|------------------------------------|------------------------------|--------------------------------------|----------------------------|---|-----------------------|------------------------------|
| | GENERAL ADMINISTRATION. | | | | | TRACK (RUNNING LINES) | |
| | Total amount. | Per mile of line maintained. | Per mile of track including sidings. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. | Total amount. | Per mile of line maintained. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 5' 6" GAUGE. | | | | | | | |
| Bengal-Nagpur | 16,14,536 | 801·9 | 564·7 | 0·25 | 16·5 | 24,19,665 | 1,201·8 |
| Bombay, Baroda and Central India | 11,08,800 | 837·3 | 549·1 | 0·26 | 13·7 | 15,78,161 | 1,191·7 |
| Eastern Bengal | 13,02,918 | 1,941·5 | 944·9 | 0·46 | 19·5 | 10,74,418 | 1,501·0 |
| East Indian | 26,13,017 | 934·3 | 522·5 | 0·16 | 13·6 | 43,64,252 | 1,500·5 |
| Great Indian Peninsula | 25,81,003 | 793·5 | 499·6 | 0·24 | 13·2 | 40,34,715 | 1,248·2 |
| Madras and Southern Mahratta | 7,83,783 | 728·4 | 576·6 | 0·27 | 13·2 | 8,66,296 | 808·1 |
| Nizam's Guaranteed State | 2,18,655 | 535·7 | 465·2 | 0·37 | 9·8 | 19,02,172 | 4,660·5 |
| North Western | 29,27,737 | 545·3 | 371·1 | 0·24 | 11·4 | 57,30,279 | 1,067·4 |
| Oudh and Rohilkhand | 8,93,653 | 557·2 | 442·2 | 0·32 | 15·0 | 13,70,229 | 854·4 |
| South Indian | 2,77,224 | 616·3 | 521·8 | 0·34 | 21·7 | 3,42,792 | 762·1 |
| 3' 3½" GAUGE. | | | | | | | |
| Assam-Bengal | 5,55,591 | 529·6 | 445·4 | 0·69 | 22·3 | 6,97,928 | 635·3 |
| Bengal and North-Western | 5,27,156 | 255·2 | 208·9 | 0·27 | 13·2 | 19,42,473 | 940·3 |
| Bombay, Baroda and Central India | 9,33,983 | 380·6 | 321·9 | 0·50 | 14·5 | 17,39,532 | 709·0 |
| Burma | 9,11,212 | 512·2 | 385·7 | 0·40 | 14·6 | 37,07,106 | 2 083·7 |
| Eastern Bengal* | 5,79,679 | 551·7 | 436·4 | 0·40 | 12·7 | 10,30,853 | 981·0 |
| Jodhpur | 1,02,131 | 122·6 | 103·8 | 0·15 | 8·1 | 8,59,411 | 1,031·5 |
| Madras and Southern Mahratta | 6,12,710 | 314·2 | 279·9 | 0·33 | 13·9 | 10,71,317 | 549·3 |
| Nizam's Guaranteed State | 2,63,790 | 368·6 | 318·1 | 0·54 | 26·5 | 4,03,105 | 729·1 |
| Rohilkund and Kumaon | 1,46,569 | 256·5 | 211·6 | 0·48 | 15·8 | 2,50,769 | 438·9 |
| South Indian | 7,69,458 | 579·5 | 484·7 | 0·49 | 17·2 | 8,90,960 | 671·1 |
| 2' 6" GAUGE. | | | | | | | |
| Bengal-Nagpur† | 2,32,034 | 259·4 | 235·5 | 0·72 | 18·8 | 5,32,381 | 595·3 |
| Bombay, Baroda and Central India | 28 071 | 183·2 | 160·5 | 0·97 | 18·3 | 65 343 | 426·4 |
| North Western | 1,83,646 | 399·9 | 334·1 | 1·66 | 10·6 | 3,97,544 | 865·7 |
| South Indian | 26,630 | 270·0 | 252·4 | 1·41 | 26·0 | 48,103 | 487·4 |

*Includes figures for Eastern Bengal (2' 6" gauge) Railway.

†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25.

WORKS.

| SIDINGS AND YARDS.) | | | BRIDGES AND TUNNELS. | | | | |
|--------------------------------------|----------------------------|---|----------------------|------------------------------|--------------------------------------|----------------------------|---|
| Per mile of track including sidings. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. | Total amount. | Per mile of line maintained. | Per mile of track including sidings. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 846.2 | 0.37 | 24.7 | 1,37,075 | 68.4 | 48.1 | 0.02 | 1.40 |
| 781.5 | 0.37 | 19.4 | 1,85,384 | 110.0 | 91.8 | 0.04 | 2.28 |
| 779.2 | 0.38 | 16.1 | 2,25,776 | 336.4 | 163.7 | 0.08 | 3.37 |
| 872.7 | 0.26 | 22.7 | 2,82,809 | 101.1 | 56.5 | 0.02 | 1.47 |
| 781.1 | 0.37 | 20.0 | 3,57,775 | 110.7 | 69.3 | 0.03 | 1.83 |
| 639.7 | .. | 11.6 | 79,653 | 74.3 | 58.8 | 0.03 | 1.34 |
| 4,046.8 | .. | 85.3 | —36,598 | —89.7 | —77.9 | —0.06 | —1.04 |
| 726.4 | 0.47 | 22.4 | 4,46,247 | 83.1 | 56.6 | 0.04 | 1.74 |
| 678.0 | 0.48 | 23.0 | 1,26,424 | 78.8 | 62.5 | 0.05 | 2.12 |
| 645.2 | 0.42 | 26.8 | 33,090 | 73.6 | 62.3 | 0.04 | 2.58 |
| 559.5 | 0.87 | 28.0 | 60,835 | 57.9 | 48.8 | 0.07 | 2.40 |
| 769.8 | 0.98 | 48.7 | 9,33,957 | 451.7 | 369.7 | 0.47 | 23.39 |
| 599.6 | 0.57 | 26.0 | 77,367 | 31.5 | 26.7 | 0.02 | 1.20 |
| 1,569.3 | 1.63 | 59.4 | 2,478 | 1.4 | 1.0 | 0.00 | 0.03 |
| 776.0 | 0.71 | 22.5 | 2,20,671 | 209.4 | 165.7 | 0.15 | 4.81 |
| 915.5 | 1.25 | 68.8 | 51,142 | 61.4 | 54.5 | 0.07 | 4.06 |
| 489.5 | 0.59 | 24.2 | 99,300 | 50.9 | 45.4 | 0.05 | 2.24 |
| 629.3 | 1.08 | 52.5 | 8,092 | 14.6 | 12.6 | 0.02 | 1.05 |
| 362.0 | 0.83 | 27.0 | 23,951 | 41.9 | 34.6 | 0.08 | 2.58 |
| 561.3 | 0.56 | 19.9 | 65,018 | 40.0 | 41.0 | 0.04 | 1.46 |
| 540.4 | 1.64 | 38.4 | 3,124 | 3.5 | 3.2 | 0.01 | 0.22 |
| 373.7 | 2.27 | 42.6 | 3,785 | 24.7 | 21.6 | 0.13 | 2.47 |
| 723.3 | 3.59 | 23.0 | 44,895 | 97.8 | 81.7 | 0.41 | 2.60 |
| 455.5 | 2.54 | 47.0 | 878 | 8.9 | 8.3 | 0.05 | 0.86 |

TABLE A.—MAINTENANCE OF STRUCTURAL

| Railway. | OTHER STRUCTURAL WORKS. | | | | | EQUIPMENT. | | |
|--|-------------------------|------------------------------|--------------------------------------|----------------------------|---|---------------|------------------------------|--------------------------------------|
| | Total amount. | Per mile of line maintained. | Per mile of track including sidings. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. | Total amount. | Per mile of line maintained. | Per mile of track including sidings. |
| | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur | 12,88,081 | 639·8 | 450·5 | 0·20 | 13·1 | 1,05,987 | 52·6 | 37·1 |
| Bombay, Baroda and Central India | 6,83,204 | 515·9 | 338·4 | 0·13 | 8·4 | 43,524 | 32·9 | 21·6 |
| Eastern Bengal | 17,12,016 | 2,551·1 | 1,241·6 | 0·61 | 25·6 | 87,755 | 130·8 | 63·6 |
| East Indian | 29,56,610 | 1,057·2 | 591·2 | 0·17 | 15·4 | 2,96,962 | 106·2 | 59·4 |
| Great Indian Peninsula | 28,17,658 | 871·7 | 545·5 | 0·26 | 14·4 | 4,30,249 | 133·1 | 83·3 |
| Madras and Southern Mahratta | 6,53,211 | 609·4 | 482·4 | 0·21 | 11·0 | .. | .. | .. |
| Nizam's Guaranteed State | 1,13,803 | 278·8 | 242·1 | 0·19 | 5·1 | .. | .. | .. |
| North Western | 27,83,197 | 518·4 | 352·8 | 0·23 | 10·9 | 1,08,976 | 20·3 | 13·8 |
| Oudh and Rohilkhand | 5,59,439 | 318·9 | 276·8 | 0·20 | 9·4 | 67,451 | 42·1 | 33·4 |
| South Indian | 1,42,255 | 316·3 | 267·7 | 0·18 | 11·1 | 10,192 | 22·6 | 19·2 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam-Bengal | 3,46,822 | 330·6 | 278·0 | 0·45 | 13·9 | 26,039 | 24·8 | 20·9 |
| Bengal and North-Western | 3,51,127 | 163·9 | 139·1 | 0·19 | 8·8 | .. | .. | .. |
| Bombay, Baroda and Central India | 7,21,037 | 295·1 | 249·5 | 0·24 | 11·2 | 47,493 | 19·4 | 16·4 |
| Burma | 11,44,203 | 643·2 | 544·3 | 0·51 | 18·4 | .. | .. | .. |
| Eastern Bengal* | 5,71,216 | 543·6 | 430·1 | 0·39 | 12·5 | 52,371 | 49·8 | 39·4 |
| Jodhpur | 1,27,743 | 153·3 | 136·1 | 0·17 | 10·1 | .. | .. | .. |
| Madras and Southern Mahratta | 5,30,443 | 272·0 | 242·3 | 0·30 | 12·0 | .. | .. | .. |
| Nizam's Guaranteed State | 98,223 | 177·6 | 153·3 | 0·26 | 12·8 | .. | .. | .. |
| Rohilkund and Kumaon | 78,833 | 138·0 | 113·8 | 0·26 | 8·5 | 7,758 | 13·6 | 11·2 |
| South Indian | 3,02,337 | 295·5 | 247·2 | 0·25 | 8·8 | 30,712 | 23·1 | 19·3 |
| 2' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur† | 1,07,870 | 120·4 | 109·3 | 0·33 | 7·8 | 14,387 | 16·1 | 14·6 |
| Bombay, Baroda and Central India | 5,648 | 36·9 | 32·3 | 0·20 | 3·08 | —1,911 | —12·5 | —10·9 |
| North Western | 1,23,518 | 269·0 | 224·7 | 1·11 | 7·14 | 7,614 | 16·6 | 13·9 |
| South Indian | 7,809 | 80·0 | 74·8 | 0·42 | 7·71 | 1,260 | 12·8 | 11·9 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25—contd.

WORKS—contd.

| | | CONSERVANCY OF RIVERS. | | | | | NEW MINOR WORKS AND OTHER MISCELLANEOUS EXPENSES, ETC. | | | | Percentage of total expenditure under Abstract A. |
|----------------------------|---|------------------------|------------------------------|--------------------------------------|----------------------------|---|--|------------------------------|--------------------------------------|----------------------------|---|
| Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. | Total amount. | Per mile of line maintained. | Per mile of track including sidings. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. | Total amount. | Per mile of line maintained. | Per mile of track including sidings. | Per 1,000 gross ton miles. | |
| 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 |
| Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 0·01 | 1·08 | 3,040 | 1·5 | 1·06 | 0·00 | 0·03 | 4,70,555 | 233·7 | 164·6 | 0·08 | 4·80 |
| 0·01 | 0·54 | .. | .. | .. | .. | .. | 3,19,017 | 241·5 | 158·4 | 0·07 | 3·94 |
| 0·03 | 1·31 | 40,280 | 60·0 | 29·2 | 0·02 | 0·60 | 3,52,754 | 525·6 | 255·9 | 0·13 | 5·29 |
| 0·02 | 1·55 | 2,829 | 1·0 | 0·57 | 0·00 | 0·01 | 6,93,833 | 246·1 | 138·7 | 0·04 | 3·61 |
| 0·04 | 2·20 | 2,195 | 0·7 | 0·43 | 0·00 | 0·01 | 6,29,782 | 194·9 | 121·9 | 0·06 | 3·20 |
| .. | .. | .. | .. | .. | .. | .. | 42,853 | 40·0 | 31·6 | 0·01 | 0·72 |
| .. | .. | .. | .. | .. | .. | .. | 32,810 | 80·4 | 69·9 | 0·05 | 1·47 |
| 0·01 | 0·43 | 1,15,252 | 21·5 | 14·60 | 0·01 | 0·45 | 18,36,459 | 342·1 | 232·8 | 0·15 | 7·17 |
| 0·02 | 0·13 | 1,31,663 | 82·1 | 65·10 | 0·05 | 2·21 | 2,37,370 | 148·0 | 117·5 | 0·08 | 3·93 |
| 0·01 | 0·50 | .. | .. | .. | .. | .. | 65,851 | 146·2 | 123·9 | 0·08 | 5·15 |
| 0·03 | 1·04 | 653 | 0·6 | 0·52 | .. | 0·03 | 50,909 | 48·0 | 40·7 | 0·06 | 2·04 |
| .. | .. | 1,679 | 0·8 | 0·66 | 0·00 | 0·04 | 234,507 | 113·5 | 92·9 | 0·24 | 5·83 |
| 0·02 | 0·73 | .. | .. | .. | .. | .. | 2,39,703 | 97·7 | 82·6 | 0·08 | 3·71 |
| .. | .. | 13,100 | 7·4 | 5·54 | 0·01 | 0·10 | 4,82,968 | 260·2 | 196·0 | 0·20 | 7·41 |
| 0·04 | 1·14 | 30,754 | 29·3 | 23·2 | 0·02 | 0·67 | 2,79,706 | 361·4 | 285·8 | 0·27 | 8·30 |
| .. | .. | .. | .. | .. | .. | .. | 1,18,198 | 141·9 | 125·9 | 0·17 | 9·38 |
| .. | .. | .. | .. | .. | .. | .. | —48,898 | —25·1 | —22·3 | —0·03 | —1·10 |
| .. | .. | .. | .. | .. | .. | .. | 54,641 | 98·8 | 85·3 | 0·15 | 7·12 |
| 0·03 | 0·83 | 578 | 1·0 | 0·53 | 0·00 | 0·06 | 52,225 | 91·4 | 75·4 | 0·17 | 5·08 |
| 0·02 | 0·69 | .. | .. | .. | .. | .. | 2,34,317 | 176·5 | 147·6 | 0·14 | 5·24 |
| 0·05 | 1·04 | .. | .. | .. | .. | .. | 95,683 | 197·0 | 97·1 | 0·29 | 6·91 |
| —0·07 | —1·24 | .. | .. | .. | .. | .. | 3,068 | 20·0 | 17·5 | 0·11 | 2·00 |
| 0·07 | 0·43 | 182 | 0·4 | 0·28 | .. | 0·01 | 60,275 | 131·2 | 109·7 | 0·55 | 3·49 |
| 0·07 | 1·23 | .. | .. | .. | .. | .. | 3,402 | 34·5 | 32·2 | 0·17 | 3·32 |

| TABLE A.—MAINTENANCE OF STRUCTURAL | | | | | | | | |
|--|---|------------------------------|--------------------------------------|----------------------------|---|-----------------------|------------------------------|--------------------------------------|
| Railway. | TOTAL ORDINARY REPAIRS AND MAINTENANCE. | | | | | TOTAL REPLACEMENT AND | | |
| | Total amount. | Per mile of line maintained. | Per mile of track including sidings. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. | Total amount. | Per mile of line maintained. | Per mile of track including sidings. |
| 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 47 |
| | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur | 44,25,006 | 2,197·8 | 1,547·6 | 0·68 | 45·1 | 37,69,466 | 1,872·3 | 1,318·3 |
| Bombay, Baroda and Central India | 28,10,280 | 2,122·0 | 1,391·7 | 0·65 | 34·6 | 42,03,503 | 3,174·1 | 2,081·6 |
| Eastern Bengal | 34,92,999 | 5,204·9 | 2,533·2 | 1·25 | 52·2 | 19,94,945 | 2,823·6 | 1,374·2 |
| East Indian | 85,97,295 | 3,074·1 | 1,719·1 | 0·51 | 44·7 | 80,09,000 | 2,863·7 | 1,601·5 |
| Great Indian Peninsula | 82,72,344 | 2,559·3 | 1,601·5 | 0·76 | 42·2 | 87,30,056 | 2,700·9 | 1,690·0 |
| Madras and Southern Mahratta | 16,42,013 | 1,631·8 | 1,212·5 | 0·55 | 27·7 | 35,06,304 | 3,271·0 | 2,589·1 |
| Nizam's Guaranteed State | 20,12,187 | 4,930·0 | 4,250·9 | 3·37 | 90·2 | .. | .. | .. |
| North Western | 1,10,21,110 | 2,052·8 | 1,397·0 | 0·91 | 43·1 | 1,16,54,429 | 2,170·7 | 477·2 |
| Oudh and Rohilkhand | 24,92,576 | 1,554·3 | 1,233·3 | 0·83 | 41·8 | 25,80,570 | 1,609·1 | 1,276·9 |
| South Indian | 5,94,180 | 1,321·0 | 1,118·3 | 0·73 | 46·4 | 4,08,437 | 908·1 | 768·8 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam-Bengal | 11,83,216 | 1,127·8 | 948·5 | 1·48 | 47·4 | 7,90,873 | 753·9 | 634·0 |
| Bengal and North-Western | 34,62,843 | 1,676·3 | 1,372·2 | 1·88 | 86·8 | .. | .. | .. |
| Bombay, Baroda and Central India | 28,28,140 | 1,152·7 | 974·8 | 0·93 | 43·7 | 27,02,451 | 1,101·5 | 931·5 |
| Burma | 80,94,833 | 1,739·5 | 1,310·1 | 1·36 | 49·6 | 22,35,017 | 1,250·3 | 946·1 |
| Eastern Bengal* | 22,84,975 | 2,174·5 | 1,720·3 | 1·58 | 49·9 | 17,11,239 | 1,628·5 | 1,288·4 |
| Jodhpur | 11,56,494 | 1,388·1 | 1,231·9 | 1·66 | 92·8 | .. | .. | .. |
| Madras and Southern Mahratta | 16,52,162 | 847·1 | 754·9 | 0·91 | 37·3 | 21,61,391 | 1,108·3 | 987·6 |
| Nizam's Guaranteed State | 5,64,061 | 1,020·2 | 860·6 | 1·51 | 73·5 | .. | .. | .. |
| Rohilkhand and Kumaon | 4,14,104 | 724·8 | 597·8 | 1·37 | 44·6 | 3,08,327 | 644·6 | 531·8 |
| South Indian | 16,13,374 | 1,215·2 | 1,016·4 | 1·01 | 36·1 | 20,84,137 | 1,500·7 | 1,312·0 |
| 2' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur† | 7,53,245 | 842·2 | 764·6 | 2·32 | 54·4 | 3,99,525 | 446·7 | 405·0 |
| Bombay, Baroda and Central India | 75,933 | 495·5 | 434·2 | 2·64 | 49·5 | 49,541 | 323·3 | 283·3 |
| North Western | 6,34,018 | 1,380·7 | 1,153·6 | 5·73 | 36·7 | 9,11,371 | 1,984·7 | 1,558·2 |
| South Indian | 61,544 | 623·6 | 582·8 | 3·25 | 60·1 | 14,207 | 143·9 | 134·5 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakinedi Light Railways

expenses of Class I Railways for the year 1924-25—contd.

WORKS—contd.

| RENEWAL | | TOTAL MAINTENANCE OF STRUCTURAL WORKS. | | | | | TOTAL MAINTENANCE OF STRUCTURAL WORKS LESS VALUE OF STORES RETURNED TO STOCK. | | | | |
|----------------------------|---|--|------------------------------|--------------------------------------|----------------------------|---|---|------------------------------|--------------------------------------|----------------------------|---|
| Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. | Total amount. | Per mile of line maintained. | Per mile of track including sidings. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. | Total amount. | Per mile of line maintained. | Per mile of track including sidings. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract A. |
| 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 |
| Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 0.58 | 38.5 | 98,09,008 | 4,872.0 | 3,130.6 | 1.51 | 100.1 | 97,99,907 | 4,867.5 | 3,427.4 | 1.51 | 100.0 |
| 0.98 | 51.7 | 81,22,533 | 6,133.4 | 4,022.4 | 1.89 | 100.0 | 81,22,583 | 6,133.4 | 4,062.4 | 1.89 | 100.0 |
| 0.68 | 28.3 | 66,90,862 | 9,970.0 | 4,852.3 | 2.39 | 100.0 | 66,60,862 | 9,970.0 | 4,852.3 | 2.39 | 100.0 |
| 0.48 | 41.7 | 1,92,19,312 | 6,872.1 | 3,813.1 | 1.15 | 100.0 | 1,92,10,312 | 6,872.1 | 3,813.1 | 1.15 | 100.0 |
| 0.10 | 44.6 | 1,93,83,408 | 6,058.7 | 3,791.1 | 1.79 | 100.0 | 1,89,36,036 | 5,858.4 | 3,665.8 | 1.73 | 96.7 |
| 1.18 | 59.1 | 59,29,100 | 5,531.2 | 4,378.2 | 2.00 | 100.0 | 59,23,100 | 5,531.2 | 4,378.2 | 2.00 | 100.0 |
| .. | .. | 22,30,842 | 5,465.7 | 4,746.1 | 3.74 | 100.0 | 22,30,842 | 5,465.7 | 4,746.1 | 3.74 | 100.0 |
| 0.96 | 45.5 | 2,53,03,276 | 4,768.8 | 3,245.3 | 2.11 | 100.0 | 2,53,03,276 | 4,768.8 | 3,245.3 | 2.11 | 100.0 |
| 0.91 | 43.2 | 59,66,799 | 3,720.6 | 2,952.4 | 2.11 | 100.0 | 59,66,799 | 3,720.6 | 2,952.4 | 2.11 | 100.0 |
| 0.50 | 31.9 | 12,79,841 | 2,845.4 | 2,408.9 | 1.57 | 100.0 | 12,79,841 | 2,845.4 | 2,408.9 | 1.57 | 100.0 |
| 0.98 | 31.7 | 25,29,680 | 2,411.3 | 2,027.9 | 3.15 | 101.4 | 24,91,697 | 2,378.0 | 1,999.9 | 3.11 | 100.0 |
| .. | .. | 39,89,999 | 1,931.5 | 1,581.1 | 2.15 | 100.0 | 39,89,999 | 1,931.5 | 1,581.1 | 2.15 | 100.0 |
| 0.89 | 41.8 | 64,64,574 | 2,634.8 | 2,228.2 | 2.12 | 100.0 | 64,64,574 | 2,634.8 | 2,228.3 | 2.12 | 100.0 |
| 0.99 | 35.8 | 62,41,062 | 3,508.0 | 2,641.9 | 2.75 | 100.0 | 62,41,062 | 3,508.0 | 2,641.9 | 2.75 | 100.0 |
| 1.18 | 37.4 | 45,75,893 | 4,354.7 | 3,445.1 | 3.16 | 100.0 | 45,75,893 | 4,354.7 | 3,445.1 | 3.16 | 100.0 |
| .. | .. | 12,58,625 | 1,510.6 | 1,340.8 | 1.81 | 100.0 | 12,58,625 | 1,510.6 | 1,340.8 | 1.81 | 100.0 |
| 1.19 | 48.8 | 44,26,263 | 2,269.6 | 2,022.4 | 2.43 | 100.0 | 44,26,263 | 2,269.6 | 2,022.4 | 2.43 | 100.0 |
| .. | .. | 7,67,851 | 1,388.8 | 1,198.7 | 2.05 | 100.0 | 7,67,851 | 1,388.8 | 1,198.7 | 2.05 | 100.0 |
| 1.21 | 39.6 | 9,29,000 | 1,025.9 | 1,341.2 | 3.06 | 100.0 | 9,29,000 | 1,625.9 | 1,341.2 | 3.03 | 100.0 |
| 1.32 | 46.7 | 44,66,969 | 3,364.4 | 2,814.0 | 2.82 | 100.0 | 44,66,969 | 3,364.4 | 2,814.0 | 2.82 | 100.0 |
| 1.23 | 28.8 | 13,84,804 | 1,548.4 | 1,405.7 | 4.27 | 100.0 | 13,84,764 | 1,548.4 | 1,405.7 | 4.27 | 100.0 |
| 1.72 | 32.2 | 1,53,545 | 1,002.0 | 878.0 | 5.33 | 100.0 | 1,53,545 | 1,002.0 | 878.0 | 5.33 | 100.0 |
| 8.23 | 62.7 | 17,29,035 | 3,765.3 | 3,145.9 | 15.60 | 100.0 | 17,29,035 | 3,765.3 | 3,145.9 | 15.60 | 100.0 |
| 0.7 | 13.9 | 1,02,401 | 1,037.5 | 969.7 | 5.43 | 100.0 | 1,02,401 | 1,037.5 | 969.7 | 5.41 | 100.0 |

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

| Railway. | GENERAL ADMINISTRATION. | | | | LOCOMOTIVES—(a) RUNNING REPAIRS. | | | |
|--|-------------------------|------------------|----------------------------|---|----------------------------------|------------------|----------------------------|---|
| | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur | Rs. 10,52,121 | Rs. 0·03 | Rs. 0·16 | 7·24 | Rs. 11,24,603 | Rs. 0·07 | Rs. 0·17 | 7·73 |
| Bombay, Baroda and Central India | 6,65,953 | 0·07 | 0·15 | 4·19 | 10,02,421 | 0·10 | 0·23 | 6·31 |
| Eastern Bengal | 4,04,740 | 0·06 | 0·14 | 5·77 | 2,99,873 | 0·05 | 0·11 | 4·28 |
| East Indian | 21,52,327 | 0·06 | 0·13 | 7·03 | 18,19,643 | 0·05 | 0·11 | 6·45 |
| Great Indian Peninsula | 10,23,802 | 0·06 | 0·15 | 4·00 | 26,56,783 | 0·10 | 0·24 | 6·64 |
| Madras and Southern Mahratta | 5,08,656 | 0·07 | 0·17 | 5·24 | †21,66,866 | 0·29 | 0·73 | 22·30 |
| Nizam's Guaranteed State | 1,16,428 | 0·07 | 0·19 | 8·24 | †3,59,189 | 0·20 | 0·60 | 25·43 |
| North Western | 16,08,647 | 0·06 | 0·13 | 3·47 | 29,75,388 | 0·11 | 0·25 | 6·42 |
| Oudh and Rohilkhand | 3,58,841 | 0·06 | 0·14 | 4·73 | 1,66,513 | 0·03 | 0·06 | 2·03 |
| South Indian | 1,99,460 | 0·07 | 0·21 | 4·51 | 2,15,625 | 0·09 | 0·27 | 5·74 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam-Bengal | 2,30,274 | 0·07 | 0·29 | 9·92 | 93,893 | 0·03 | 0·12 | 3·89 |
| Bengal and North-Western | 2,48,101 | 0·03 | 0·13 | 5·49 | †5,61,224 | 0·10 | 0·44 | 19·11 |
| Bombay, Baroda and Central India | 9,43,381 | 0·08 | 0·31 | 7·10 | 5,68,193 | 0·05 | 0·19 | 4·28 |
| Burma | 6,13,790 | 6·71 | 0·27 | 7·40 | †15,59,292 | 17·10 | 0·68 | 18·80 |
| Eastern Bengal* | 3,55,836 | 0·07 | 0·25 | 7·24 | 3,11,287 | 0·08 | 0·22 | 6·33 |
| Jodhpur | 97,857 | 0·04 | 0·14 | 3·38 | †7,10,064 | 0·28 | 1·04 | 24·58 |
| Madras and Southern Mahratta | 4,65,247 | 0·05 | 0·20 | 6·51 | †16,35,895 | 0·19 | 0·90 | 22·90 |
| Nizam's Guaranteed State | 1,20,928 | 0·07 | 0·32 | 9·22 | †2,84,399 | 0·17 | 0·76 | 21·60 |
| Rohilkund and Kumaon | 71,464 | 0·78 | 0·24 | 7·33 | 2,22,385 | 2·42 | 0·73 | 22·97 |
| South Indian | 4,61,435 | 0·05 | 0·29 | 5·09 | 6,34,978 | 0·08 | 0·40 | 7·01 |
| 2' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur† | 1,07,417 | 0·05 | 0·33 | 7·21 | 1,15,419 | 0·06 | 0·36 | 7·74 |
| Bombay, Baroda and Central India | 12,134 | 0·06 | 0·42 | 6·13 | 11,560 | 0·05 | 0·40 | 6·85 |
| North Western | 1,07,444 | 0·03 | 0·97 | 6·80 | 2,59,867 | 0·22 | 2·35 | 16·50 |
| South Indian | 13,855 | 0·00 | 0·73 | 8·81 | 19,627 | 0·12 | 1·04 | 12·50 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

‡ Includes expenditure incurred in workshop repairs.

M53RAR

expenses of Class I Railways for the year 1924-25—contd.

POWER.

| LOCOMOTIVES —(b) WORKSHOP REPAIRS. | | | | EQUIPMENT. | | | | NEW MINOR WORKS, ETC. | | | |
|------------------------------------|------------------|----------------------------|---|---------------|------------------|----------------------------|---|-----------------------|------------------|----------------------------|---|
| Amount. | Per Engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| Ra. | Ra. | Ra. | | Ra. | Ra. | Ra. | | Ra. | Ra. | Ra. | |
| 19,98,119 | 0·13 | 0·31 | 13·7 | 5,18,994 | 0·03 | 0·08 | 3·57 | 6,137 | .. | .. | 0·01 |
| 24,66,780 | 0·26 | 0·57 | 15·5 | 4,17,139 | 0·05 | 0·10 | 2·62 | 5,333 | .. | .. | 0·03 |
| 10,89,926 | 0·16 | 0·39 | 15·5 | 2,58,639 | 0·04 | 0·09 | 3·69 | 6,932 | .. | .. | 0·10 |
| 35,78,204 | 0·10 | 0·21 | 12·7 | 4,38,682 | 0·01 | 0·02 | 1·55 | 13,835 | .. | .. | 0·05 |
| 55,08,643 | 0·21 | 0·50 | 13·8 | 5,96,293 | 0·02 | 0·06 | 1·49 | 14,333 | .. | .. | 0·03 |
| .. | .. | .. | .. | 4,53,550 | 0·06 | 0·15 | 4·67 | 2,511 | .. | .. | 0·02 |
| .. | .. | .. | .. | 9,070 | 0·01 | 0·02 | 0·64 | 23 | .. | .. | .. |
| 78,49,132 | 0·28 | 0·65 | 16·9 | 7,31,808 | 0·02 | 0·06 | 1·59 | 10,800 | .. | .. | 0·02 |
| 13,03,990 | 0·19 | 0·46 | 15·9 | 3,14,413 | 0·05 | 0·11 | 3·82 | 6,621 | .. | .. | 0·08 |
| 5,71,224 | 0·22 | 0·70 | 15·2 | 64,166 | 0·02 | 0·03 | 1·71 | 2 | .. | .. | .. |
| 1,83,325 | 0·05 | 0·22 | 7·61 | 59,933 | 0·02 | 0·07 | 2·50 | —125 | .. | .. | .. |
| .. | .. | .. | .. | 5,88,120 | 0·07 | 0·28 | 12·6 | 1,776 | .. | .. | 0·03 |
| 23,93,171 | 0·19 | 0·78 | 18·0 | 5,01,857 | 0·04 | 0·17 | 3·79 | 107 | .. | .. | .. |
| .. | .. | .. | .. | 4,86,008 | 5·31 | 0·21 | 5·87 | .. | .. | .. | .. |
| 4,81,054 | 0·10 | 0·33 | 9·8 | 1,05,520 | 0·02 | 0·07 | 2·15 | 7,793 | .. | .. | 0·16 |
| .. | .. | .. | .. | 4,70,832 | 0·10 | 0·69 | 16·28 | 1,600 | .. | .. | 0·06 |
| .. | .. | .. | .. | 1,70,759 | 0·02 | 0·09 | 2·36 | .. | .. | .. | .. |
| .. | .. | .. | .. | 7,589 | 0·01 | 0·02 | 0·58 | 23 | .. | .. | .. |
| 20,390 | 0·22 | 0·07 | 2·10 | .. | .. | .. | .. | 750 | 0·01 | .. | 0·68 |
| 12,08,591 | 0·15 | 0·76 | 13·3 | 1,13,779 | 0·02 | 0·07 | 1·23 | 3,500 | .. | .. | 0·03 |
| 2,22,314 | 0·11 | 0·68 | 14·9 | 2,754 | .. | 0·01 | 0·19 | 15 | .. | .. | .. |
| 35,406 | 0·16 | 1·23 | 17·9 | .. | .. | .. | .. | .. | .. | .. | .. |
| 2,61,248 | 0·23 | 2·36 | 10·5 | 14,717 | 0·01 | 0·13 | 10·93 | 40,083 | .. | .. | 2·54 |
| 14,005 | 0·09 | 0·74 | 8·90 | 643 | .. | 0·03 | 0·41 | .. | .. | .. | .. |

30.—Analysis of operating expenses of

| TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE | | | | | | | | |
|---|---|------------------|----------------------------|---|----------------|------------------|----------------------------|---|
| Railway. | TOTAL ORDINARY REPAIRS AND MAINTENANCE. | | | | RUNNING STAFF. | | | |
| | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 5' 6" GAUGE. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| Bengal Nagpur | 36,47,858 | 0·23 | 0·53 | 25·1 | 33,01,638 | 0·21 | 0·51 | 22·7 |
| Bombay, Baroda and Central India | 38,91,673 | 0·41 | 0·90 | 24·5 | 28,87,292 | 0·30 | 0·67 | 18·1 |
| Eastern Bengal | 10,55,370 | 0·25 | 0·59 | 23·6 | 10,17,402 | 0·15 | 0·36 | 14·5 |
| East Indian | 58,50,394 | 0·16 | 0·35 | 20·7 | 62,85,319 | 0·17 | 0·38 | 22·3 |
| Great Indian Peninsula | 57,76,052 | 0·33 | 0·80 | 22·0 | 69,77,869 | 0·26 | 0·64 | 17·4 |
| Madras and Southern Mahratta | 26,22,927 | 0·35 | 0·88 | 27·0 | 13,56,694 | 0·18 | 0·46 | 14·0 |
| Nizam's Guaranteed State | 3,68,282 | 0·21 | 0·62 | 26·1 | 2,36,246 | 0·13 | 0·40 | 16·7 |
| North Western | 1,15,70,128 | 0·41 | 0·93 | 24·9 | 52,30,433 | 0·18 | 0·43 | 11·3 |
| Oudh and Rohilkhand | 17,94,537 | 0·27 | 0·63 | 21·8 | 12,96,559 | 0·19 | 0·46 | 15·8 |
| South Indian | 8,51,017 | 0·32 | 1·05 | 22·7 | 5,95,878 | 0·23 | 0·73 | 15·9 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam Bengal | 3,37,059 | 0·10 | 0·41 | 14·0 | 3,60,989 | 0·11 | 0·44 | 15·01 |
| Bengal and North-Western | .. | .. | .. | .. | .. | .. | .. | .. |
| Bombay, Baroda and Central India | 34,06,328 | 0·28 | 1·14 | 26·1 | 22,62,456 | 0·19 | 0·74 | 17·0 |
| Burma | 11,68,011 | 12·80 | 0·51 | 14·1 | 10,89,561 | 11·9 | 0·48 | 13·1 |
| Eastern Bengal*. | 9,05,654 | 0·18 | 0·62 | 18·4 | 7,47,093 | 0·15 | 0·52 | 15·2 |
| Jodhpur | .. | .. | .. | .. | .. | .. | .. | .. |
| Madras and Southern Mahratta | 18,06,653 | 0·21 | 0·99 | 25·3 | 14,44,803 | 0·17 | 0·79 | 20·2 |
| Nizam's Guaranteed State | 2,92,001 | 0·18 | 0·78 | 22·3 | 2,02,012 | 0·12 | 0·54 | 15·4 |
| Rohilkund and Kumaon | 2,43,525 | 2·65 | 0·50 | 25·1 | 1,02,068 | 1·12 | 0·34 | 63·5 |
| South Indian | 19,60,818 | 0·24 | 1·23 | 21·6 | 14,76,224 | 0·18 | 0·93 | 16·3 |
| 2' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur†. | 3,40,502 | 0·17 | 1·05 | 22·8 | 2,21,559 | 0·11 | 0·69 | 14·9 |
| Bombay, Baroda and Central India | 46,966 | 0·21 | 1·63 | 23·8 | 26,673 | 0·13 | 0·93 | 13·5 |
| North Western | 5,75,915 | 0·46 | 4·84 | 36·4 | 2,27,769 | 0·26 | 2·78 | 19·5 |
| South Indian | 34,275 | 0·21 | 1·81 | 21·8 | 26,162 | 0·16 | 1·38 | 16·5 |

* includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

POWER—contd.

| FUEL. | | | | OIL, TALLOW AND OTHER STORES. | | | | WATER WAGES AND STORES. | | | |
|---------------|------------------|----------------------------|---|-------------------------------|------------------|----------------------------|---|-------------------------|------------------|----------------------------|---|
| Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Total amount. | Per engine mile. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 |
| Ra. | Ra. | Ra. | | Ra. | Ra. | Ra. | | Ra. | Ra. | Ra. | |
| 56,42,938 | 0·35 | 0·87 | 38·8 | 2,74,357 | 0·02 | 0·05 | 1·89 | 3,99,399 | 0·02 | 0·06 | 2·75 |
| 75,15,032 | 0·77 | 1·75 | 47·3 | 5,16,061 | 0·05 | 0·12 | 3·25 | 4,26,232 | 0·04 | 0·10 | 2·63 |
| 29,43,171 | 0·44 | 1·05 | 42·0 | 94,637 | 0·01 | 0·03 | 1·31 | 1,26,176 | 0·02 | 0·05 | 1·81 |
| 89,74,866 | 0·24 | 0·54 | 31·8 | 15,93,035 | 0·04 | 0·10 | 5·65 | 5,60,578 | 0·02 | 0·03 | 1·99 |
| 1,63,98,378 | 0·62 | 1·50 | 41·0 | 5,13,874 | 0·02 | 0·05 | 1·28 | 8,23,058 | 0·03 | 0·07 | 2·03 |
| 43,49,532 | 0·59 | 1·46 | 44·8 | 1,12,345 | 0·02 | 0·04 | 1·15 | 2,55,831 | 0·03 | 0·09 | 2·03 |
| 5,14,120 | 0·29 | 0·86 | 36·4 | 41,698 | 0·02 | 0·07 | 2·95 | 54,209 | 0·03 | 0·09 | 3·81 |
| 2,26,13,793 | 0·80 | 1·84 | 48·2 | 4,68,287 | 0·02 | 0·04 | 1·01 | 11,60,405 | 0·04 | 0·10 | 2·50 |
| 36,04,351 | 0·54 | 1·27 | 43·8 | 90,251 | 0·01 | 0·08 | 1·10 | 1,15,322 | 0·02 | 0·04 | 1·40 |
| 18,88,724 | 0·72 | 2·32 | 50·3 | 95,363 | 0·04 | 0·12 | 2·54 | 77,944 | 0·03 | 0·09 | 2·08 |
| 13,56,627 | 0·40 | 1·06 | 50·2 | 35,871 | 0·01 | 0·04 | 1·49 | 70,615 | 0·02 | 0·09 | 2·03 |
| 20,52,870 | 0·24 | 1·04 | 45·4 | 1,51,181 | 0·01 | 0·06 | 2·55 | 1,55,118 | 0·01 | 0·08 | 3·43 |
| 57,61,146 | 0·47 | 1·89 | 43·4 | 3,70,493 | 0·03 | 0·12 | 2·79 | 2,55,240 | 0·02 | 0·08 | 1·92 |
| 41,93,351 | 45·80 | 1·85 | 50·5 | 1,08,286 | 1·18 | 0·50 | 1·30 | 2,48,170 | 2·71 | 0·11 | 3·00 |
| 23,02,285 | 0·45 | 1·58 | 46·8 | 66,264 | 0·01 | 0·05 | 1·35 | 68,910 | 0·01 | 0·05 | 1·40 |
| 13,45,185 | 0·54 | 1·97 | 46·5 | 82,145 | 0·03 | 0·12 | 2·84 | 1,81,919 | 0·07 | 0·23 | 6·29 |
| 27,27,095 | 0·31 | 1·50 | 38·2 | 1,19,702 | 0·01 | 0·07 | 1·03 | 2,60,041 | 0·03 | 0·14 | 3·61 |
| 4,20,033 | 0·26 | 1·12 | 32·0 | 31,037 | 0·02 | 0·08 | 2·37 | 57,653 | 0·04 | 0·10 | 4·40 |
| 4,61,837 | 5·04 | 1·52 | 47·7 | 28,239 | 0·31 | 0·09 | 2·92 | 29,512 | 0·32 | 0·10 | 3·05 |
| 46,43,482 | 0·58 | 2·04 | 51·3 | 1,35,473 | 0·02 | 0·03 | 1·50 | 1,50,523 | 0·02 | 0·09 | 1·66 |
| 5,91,909 | 0·29 | 1·82 | 39·7 | 23,678 | 0·01 | 0·07 | 1·59 | 59,878 | 0·03 | 0·18 | 4·02 |
| 1,00,500 | 0·46 | 3·49 | 50·8 | 2,866 | 0·01 | 0·10 | 1·45 | 7,700 | 0·04 | 0·27 | 3·89 |
| 5,53,079 | 0·47 | 4·99 | 25·0 | 21,269 | 0·02 | 0·19 | 1·35 | 49,651 | 0·04 | 0·45 | 3·14 |
| 63,215 | 0·33 | 3·34 | 40·2 | 6,043 | 0·04 | 0·32 | 3·84 | 11,501 | 0·07 | 0·61 | 7·37 |

| Railway. | TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE | | | | | | | |
|--|--|------------------|----------------------------|---|---------------------------|------------------|----------------------------|---|
| | PAYMENTS TO OTHER LINES AND MISCELLANEOUS EXPENSES, ETC. | | | | TOTAL OPERATING EXPENSES. | | | |
| | Total amount. | Per engine m.le. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Total amount. | Per Engine m.le. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. |
| 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 |
| 5' 6" GAUGE. | | | | | | | | |
| Bengal Nagpur | Rs. 73,213 | Rs. .. | Rs. 0·01 | 0·53 | Rs. 56,96,785 | Rs. 0·60 | Rs. 1·50 | 66·7 |
| Bombay, Baroda and Central Ind'a | 52,873 | 0·01 | 0·01 | 0·34 | 1,13,97,520 | 1·17 | 2·65 | 71·7 |
| Eastern Bengal | 91,779 | 0·01 | 0·03 | 1·31 | 42,73,165 | 0·63 | 1·52 | 60·9 |
| East Indian | 57,756 | .. | 0·01 | 0·20 | 1,73,56,012 | 0·47 | 1·04 | 61·5 |
| Great Indian Peninsula | 49,16,076 | 0·13 | 0·45 | 12·30 | 2,96,29,255 | 1·12 | 2·71 | 74·1 |
| Madras and Southern Mahratta | 7,63,735 | 0·10 | 0·20 | 7·80 | 63,41,187 | 0·92 | 2·31 | 70·4 |
| Nizam's Guaranteed State | 81,616 | 0·05 | 0·14 | 5·78 | 9,27,839 | 0·52 | 1·56 | 65·7 |
| North Western | 3,38,449 | 0·01 | 0·03 | 0·73 | 2,95,10,989 | 1·05 | 2·44 | 64·0 |
| Oudh and Rohilkhand | 3,57,692 | 0·05 | 0·13 | 4·36 | 54,64,375 | 0·81 | 1·93 | 66·5 |
| South Indian | 87,222 | 0·03 | 0·11 | 2·32 | 27,45,131 | 1·05 | 3·37 | 73·1 |
| 3' 3½" GAUGE. | | | | | | | | |
| Assam Bengal | 2,328 | .. | .. | 0·10 | 18,26,428 | 0·54 | 2·23 | 75·7 |
| Bengal and North-Western | 5,16,626 | 0·03 | 0·26 | 11·43 | .. | .. | .. | .. |
| Bombay, Baroda and Central India | 74,535 | 0·01 | 0·03 | 0·56 | 87,23,870 | 0·72 | 2·86 | 65·7 |
| Burma | .. | .. | .. | .. | 65,12,940 | 71·20 | 2·87 | 78·5 |
| Eastern Bengal* | 68,329 | 0·01 | 0·05 | 1·39 | 32,52,895 | 0·63 | 2·25 | 66·2 |
| Jodhpur | .. | .. | .. | .. | .. | .. | .. | .. |
| Madras and Southern Mahratta | 7,01,273 | 0·08 | 0·39 | 9·82 | 52,52,914 | 0·60 | 2·89 | 73·5 |
| Nizam's Guaranteed State | 1,87,669 | 0·11 | 0·50 | 14·31 | 8,98,404 | 0·55 | 2·40 | 68·5 |
| Rohilkund and Kumaon | 31,646 | 0·33 | 0·10 | 3·27 | 6,53,301 | 7·12 | 2·15 | 67·5 |
| South Indian | 2,69,273 | 0·03 | 0·17 | 2·84 | 66,76,975 | 0·83 | 4·22 | 73·6 |
| 2' 6" GAUGE. | | | | | | | | |
| Bengal-Nagpur† | 1,95,882 | 0·10 | 0·61 | 13·14 | 10,92,006 | 0·54 | 3·37 | 73·3 |
| Bombay, Baroda and Central India | 1,014 | .. | 0·03 | 0·51 | 1,38,753 | 0·64 | 4·82 | 70·1 |
| North Western | 20,422 | 0·01 | 0·04 | 1·59 | 9,50,927 | 0·80 | 3·45 | 60·9 |
| South Indian | 2,215 | 0·01 | 0·12 | 1·41 | 1,09,216 | 0·66 | 5·77 | 63·4 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

POWER—contd.

| TOTAL REPLACEMENT AND RENEWAL. | | | | TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER. | | | | TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—LESS VALUE OF STORES RETURNED TO STOCK. | | | |
|--------------------------------|------------------|----------------------------|---|---|------------------|----------------------------|---|--|-------------------|----------------------------|---|
| Total amount. | Per engine m.le. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Total amount. | Per engine m.le. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. | Total amount. | Per engine miles. | Per 1,000 gross ton miles. | Percentage of total expenditure under Abstract B. |
| 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1,52,737 | 0·01 | 0·02 | 1·05 | 1,45,49,501 | 0·90 | 2·24 | 100·0 | 1,45,42,611 | 0·90 | 2·24 | 100·0 |
| -63,882 | -0·01 | -0·01 | -0·40 | 1,58,91,264 | 1·64 | 3·69 | 100·0 | 1,58,91,264 | 1·64 | 3·69 | 100·0 |
| 6,78,544 | 0·10 | 0·24 | 9·68 | 70,11,819 | 1·04 | 2·43 | 100·0 | 70,11,819 | 1·04 | 2·43 | 100·0 |
| 28,52,000 | 0·08 | 0·17 | 10·10 | 2,82,10,763 | 0·77 | 1·69 | 100·0 | 2,82,10,763 | 0·77 | 1·69 | 100·0 |
| -26,047 | .. | .. | -0·07 | 4,00,03,122 | 1·51 | 3·06 | 100·0 | 3,90,20,032 | 1·47 | 3·57 | 97·5 |
| -2,58,349 | -0·03 | -0·09 | -2·06 | 97,14,420 | 1·31 | 3·27 | 100·0 | 97,14,420 | 1·31 | 3·27 | 100·0 |
| .. | .. | .. | .. | 14,12,590 | 0·80 | 2·37 | 100·0 | 14,12,599 | 0·80 | 2·37 | 100·0 |
| 36,71,997 | 0·15 | 0·30 | 7·92 | 4,63,83,159 | .. | .. | .. | 4,63,38,604 | 1·05 | 3·83 | 100·0 |
| 5,73,670 | 0·08 | 0·20 | 6·98 | 82,21,423 | 1·22 | 2·90 | 100·0 | 82,21,423 | 1·22 | 2·90 | 100·0 |
| -10,480 | .. | -0·01 | -0·28 | 37,55,128 | 1·44 | 4·62 | 100·0 | 37,55,131 | 1·44 | 4·62 | 100·0 |
| 11,441 | .. | 0·02 | 0·48 | 24,14,109 | 0·71 | 2·95 | 100·1 | 24,12,019 | 0·71 | 2·95 | 90·0 |
| .. | .. | .. | .. | 42,89,136 | 0·50 | 2·17 | 94·8 | 42,89,136 | 0·50 | 2·17 | 94·8 |
| 1,55,212 | 0·01 | 0·05 | 1·17 | 1,32,88,791 | 1·09 | 4·36 | 100·0 | 1,32,88,791 | 1·09 | 4·36 | 100·0 |
| 2,717 | 0·02 | .. | 0·03 | 82,97,458 | 90·70 | 3·65 | 100·0 | 82,97,458 | 90·70 | 3·65 | 100·0 |
| 4,00,821 | 0·08 | 0·27 | 8·15 | 49,15,211 | 0·96 | 3·39 | 100·0 | 49,15,211 | 0·93 | 3·39 | 100·0 |
| .. | .. | .. | .. | 28,91,548 | 1·15 | 4·22 | 100·0 | 28,91,548 | 1·15 | 4·22 | 100·0 |
| -3,81,603 | -0·04 | -0·21 | -5·34 | 71,43,211 | 0·82 | 3·93 | 100·0 | 71,43,211 | 0·82 | 3·93 | 100·0 |
| .. | .. | .. | .. | 13,11,343 | 0·80 | 3·50 | 100·0 | 13,11,343 | 0·80 | 3·50 | 100·0 |
| .. | .. | .. | .. | 9,68,290 | 10·55 | 3·19 | 100·0 | 9,68,290 | 10·55 | 3·19 | 100·0 |
| -29,147 | .. | -0·02 | -0·32 | 90,70,081 | 1·13 | 5·74 | 100·0 | 90,70,081 | 1·13 | 5·74 | 100·0 |
| -50,757 | -0·02 | -0·16 | -3·40 | 14,90,068 | 0·74 | 4·59 | 100·0 | 14,89,901 | 0·74 | 4·59 | 100·0 |
| .. | .. | .. | .. | 1,97,853 | 0·91 | 6·87 | 100·0 | 1,97,853 | 0·91 | 6·87 | 100·0 |
| 150 | .. | .. | .. | 16,34,416 | .. | .. | .. | 15,78,674 | 1·35 | 14·30 | 100·0 |
| .. | .. | .. | .. | 1,57,346 | 0·93 | 8·31 | 100·0 | 1,57,346 | 0·93 | 8·31 | 100·0 |

| TABLE C.—MAINTENANCE OF CARRIAGE | | | | | | |
|--|-------------------------|---|---|--------------------|--|---|
| Railway. | GENERAL ADMINISTRATION. | | | COACHING VEHICLES. | | |
| | Total amount. | Per 1,000 vehicle miles run by home and foreign vehicles. | Percentage of total expenditure under Abstract C. | Total amount. | Per 1000 vehicle miles run by home and foreign vehicles. | Percentage of total expenditure under Abstract C. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5' 0" GAUGE. | | | | | | |
| | Rs. | Rs. | | Rs. | Rs. | |
| Bengal Nagpur | 3,56,841 | 1·22 | 4·59 | 18,22,073 | 6·24 | 23·4 |
| Bombay, Baroda and Central India | 2,52,587 | 1·21 | 5·19 | 20,20,647 | 27·00 | 41·5 |
| Eastern Bengal | 2,22,695 | 1·77 | 7·13 | 9,03,670 | 7·17 | 28·9 |
| East Indian | 7,08,285 | 0·83 | 3·09 | 34,80,922 | 4·12 | 15·2 |
| Great Indian Peninsula | 6,69,815 | 1·39 | 6·21 | 42,49,796 | 25·68 | 39·2 |
| Madras and Southern Mahratta | 2,14,704 | 1·53 | 5·52 | 11,37,748 | 22·70 | 29·3 |
| Nizam's Guaranteed State | 54,377 | 1·94 | 5·03 | 3,87,377 | 13·44 | 35·8 |
| North Western | 7,81,347 | 1·23 | 4·27 | 43,94,704 | 19·69 | 24·0 |
| Oudh and Rohilkhand | 1,81,652 | 1·19 | 3·71 | 12,32,590 | 8·10 | 25·2 |
| South Indian | 57,713 | 1·56 | 6·40 | 3,50,404 | 9·47 | 38·8 |
| 3' 3½" GAUGE. | | | | | | |
| Assam Bengal | 84,264 | 1·19 | 12·10 | 1,95,809 | 5·89 | 28·0 |
| Bengal and North-Western | 93,353 | 0·57 | 4·60 | 4,21,442 | 2·58 | 20·8 |
| Bombay, Baroda and Central India | 4,15,485 | 1·52 | 13·30 | 14,69,383 | 14·68 | 47·1 |
| Burma | 2,36,551 | 1·23 | 6·96 | 10,16,986 | 5·30 | 29·9 |
| Eastern Bengal* | 1,63,492 | 1·54 | 8·17 | 4,72,483 | 3·96 | 21·1 |
| Jodhpur | 59,716 | 0·91 | 8·42 | 2,52,581 | 15·5 | 35·0 |
| Madras and Southern Mahratta | 1,45,836 | 0·94 | 6·56 | 5,84,564 | 10·10 | 25·4 |
| Nizam's Guaranteed State | 57,762 | 2·09 | 16·64 | 1,23,029 | 4·45 | 35·4 |
| Rohilkund and Kumaon | 32,436 | 1·18 | 8·70 | 1,47,394 | 5·38 | 39·5 |
| South Indian | 1,52,858 | 0·98 | 6·29 | 10,00,605 | 6·77 | 43·1 |
| 2' 6" GAUGE. | | | | | | |
| Bengal-Nagpur† | 38,362 | 0·98 | 8·58 | 1,72,560 | 4·37 | 38·1 |
| Bombay, Baroda and Central India | 2,831 | 1·16 | 6·77 | 14,998 | 13·29 | 35·8 |
| North Western | 21,617 | 1·49 | 5·44 | 1,56,699 | 23·24 | 39·4 |
| South Indian | 4,608 | 1·66 | 22·70 | 5,241 | 1·89 | 25·8 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

AND WAGON STOCK.

| GOODS VEHICLES. | | | EQUIPMENT AND NEW MINOR WORKS, E.C. | | | TOTAL ORDINARY REPAIRS AND MAINTENANCE. | | Percentage of total expenditure under Abstract C. |
|-----------------|---|---|-------------------------------------|---|---|---|---|---|
| Amount. | Per 1,000 vehicle miles run by home and foreign vehicles. | Percentage of total expenditure under Abstract C. | Amount. | Per 1,000 vehicle miles run by home and foreign vehicles. | Percentage of total expenditure under Abstract C. | Total amount. | Per 1,000 vehicle miles run by home and foreign vehicles. | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 44,02,990 | 15·09 | 56·6 | 2,86,120 | 0·07 | 3·67 | 65,11,093 | 22·3 | 83·7 |
| 16,89,805 | 12·63 | 34·7 | 1,71,085 | 0·82 | 3·52 | 39,81,537 | 18·6 | 79·8 |
| 8,65,863 | 6·87 | 27·7 | —6,17,671 | —4·90 | —19·78 | 11,51,862 | 9·1 | 30·9 |
| 56,19,207 | 6·66 | 24·6 | 54,34,078 | 6·44 | 23·79 | 1,45,34,207 | 17·2 | 63·5 |
| 37,11,327 | 11·75 | 34·4 | —2,80,123 | 0·59 | —2·59 | 76,81,000 | 16·0 | 71·2 |
| 10,35,991 | 11·50 | 26·6 | 69,636 | 0·49 | 1·79 | 22,43,375 | 16·0 | 57·7 |
| 5,64,715 | 20·11 | 52·2 | 7,569 | 0·27 | 0·70 | 9,59,661 | 33·8 | 88·7 |
| 43,44,425 | 10·50 | 23·7 | 7,78,171 | 1·23 | 4·26 | 95,17,300 | 14·9 | 62·0 |
| 12,62,078 | 8·28 | 25·8 | 4,63,654 | 3·06 | 9·48 | 29,53,322 | 19·4 | 60·5 |
| 3,43,271 | 9·27 | 39·1 | 21,450 | 0·58 | 2·38 | 7,15,131 | 19·3 | 79·4 |
| 2,39,131 | 6·36 | 34·2 | 7,490 | 0·12 | 1·10 | 4,42,340 | 6·24 | 63·4 |
| 13,32,236 | 8·17 | 65·6 | 1,83,040 | —1·12 | 9·02 | .. | .. | .. |
| 8,84,025 | 5·12 | 28·2 | 1,31,905 | 0·48 | 4·23 | 24,85,318 | 9·1 | 79·6 |
| 18,76,257 | 9·77 | 55·3 | 2,65,747 | 1·38 | 7·83 | 19,92,999 | 10·4 | 58·7 |
| 4,66,170 | 3·92 | 20·8 | 27,487 | 0·23 | 1·22 | 9,66,140 | 8·1 | 43·1 |
| 2,99,692 | 6·06 | 42·3 | 96,724 | 1·46 | 13·6 | .. | .. | .. |
| 5,53,249 | 5·56 | 24·9 | 48,298 | 0·31 | 2·17 | 11,66,111 | 7·5 | 52·5 |
| 1,20,598 | 4·36 | 34·7 | 6,215 | 0·22 | 1·79 | 2,49,842 | 9·0 | 71·9 |
| 1,10,707 | 4·04 | 29·7 | 10,162 | 0·37 | 2·72 | 2,68,263 | 9·8 | 71·9 |
| 5,83,474 | 3·72 | 24·0 | 42,611 | 0·27 | 1·76 | 16,86,690 | 10·8 | 69·4 |
| 1,67,937 | 4·26 | 37·1 | 938 | 0·02 | 0·21 | 3,41,435 | 8·6 | 75·4 |
| 16,409 | 12·56 | 39·2 | .. | .. | .. | 31,407 | 12·9 | 75·1 |
| 63,708 | 8·26 | 16·0 | 4,735 | 0·32 | 1·19 | 2,25,142 | 15·6 | 56·6 |
| 1,228 | 0·44 | 6·0 | 193 | 0·07 | 0·95 | 6,662 | 2·40 | 32·8 |

30.—Analysis of operating expenses of

| Railway. | TABLE C.—MAINTENANCE OF CARRIAGE | | | | |
|--|----------------------------------|---|---|-----------------|---|
| | OPERATING EXPENSES. | | | REPLACEMENT AND | |
| | Total amount. | Per 1,000 vehicle miles run by home and foreign vehicles. | Percentage of total expenditure under Abstract C. | Total amount. | Per 1,000 vehicle miles run by home and foreign vehicles. |
| 17 | 18 | 19 | 20 | 21 | 22 |
| 5' 6" GAUGE. | | | | | |
| | Rs. | Rs. | | Rs. | Rs. |
| Bengal-Nagpur | 10,68,104 | 3·66 | 13·7 | —1,56,122 | —0·63 |
| Bombay, Baroda and Central India | 5,12,682 | 2·46 | 10·5 | 2,17,266 | 1·04 |
| Eastern Bengal | 2,94,180 | 2·33 | 9·4 | 14,54,060 | 11·54 |
| East Indian | 30,01,065 | 3·56 | 13·1 | 46,50,000 | 5·61 |
| Great Indian Peninsula | 18,97,828 | 3·94 | 17·6 | 5,34,550 | 1·11 |
| Madras and Southern Mahratta | 3,46,519 | —2·46 | 8·9 | 10,87,255 | —7·73 |
| Nizam's Guaranteed State | 67,669 | 2·41 | 6·2 | .. | .. |
| North Western | 30,52,889 | 4·79 | 16·7 | 49,26,865 | 7·73 |
| Oudh and Rohilkhand | 4,07,367 | 2·67 | 8·3 | 13,44,360 | 8·83 |
| South Indian | 1,24,020 | 3·35 | 13·8 | 4,156 | 0·11 |
| 3' 3½" GAUGE. | | | | | |
| Assam-Bengal | 87,213 | 1·23 | 12·5 | 85,480 | 1·20 |
| Bengal and North-Western | .. | .. | .. | .. | .. |
| Bombay, Baroda and Central India | 4,22,072 | 1·55 | 13·5 | —1,99,603 | —0·73 |
| Burma | 1,82,513 | 0·95 | 5·3 | 9,83,478 | 5·12 |
| Eastern Bengal* | 2,36,413 | 1·98 | 10·5 | 8,57,442 | 7·20 |
| Jodhpur | 1,39,787 | .. | .. | .. | .. |
| Madras and Southern Mahratta | 39,475 | 0·90 | 6·3 | 7,72,492 | 4·97 |
| Nizam's Guaranteed State | .. | —1·43 | 11·4 | .. | .. |
| Rohilkund and Kumaon | 72,123 | 2·63 | 19·3 | .. | .. |
| South Indian | 3,17,541 | 2·03 | 13·1 | 2,71,925 | 1·73 |
| 2' 6" GAUGE. | | | | | |
| Bengal-Nagpur† | 72,464 | 1·84 | 16·0 | 148 | .. |
| Bombay, Baroda and Central India | 7,854 | 3·22 | 18·8 | —296 | —0·12 |
| North Western | 1,50,862 | 10·40 | 37·9 | 7 | .. |
| South Indian | 8,738 | 3·15 | 43·1 | 288 | 0·10 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

AND WAGON STOCK—concl.

| RENEWAL RETURNED STOCK. | TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK. | | | TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK —LESS VALUE OF STORES RETURNED TO STOCK. | | |
|---|--|---|---|---|---|---|
| Percentage of total expenditure under Abstract C. | Total amount. | Per 1,000 vehicle miles run by home and foreign vehicles. | Percentage of expenditure under Abstract C. | Total amount. | Per 1,000 vehicle miles run by home and foreign vehicles. | Percentage of expenditure under Abstract C. |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| | Rs. | Rs. | | Rs. | Rs. | |
| —2·0 | 77,79,916 | 26·8 | 100·0 | 77,76,544 | 26·8 | 100·0 |
| 4·5 | 48,64,072 | 23·3 | 100·0 | 48,64,072 | 23·3 | 100·0 |
| 46·6 | 31,22,797 | 24·8 | 100·0 | 31,22,797 | 24·8 | 100·0 |
| 20·3 | 2,28,91,557 | 27·1 | 100·0 | 2,28,91,557 | 27·1 | 100·0 |
| 5·0 | 1,07,83,193 | 22·4 | 100·0 | 1,03,33,492 | 21·5 | 95·8 |
| 27·9 | 38,91,853 | 27·7 | 100·0 | 38,91,853 | 27·7 | 100·0 |
| .. | 10,81,607 | 38·5 | 100·0 | 10,81,607 | 38·5 | 100·0 |
| 26·9 | 1,82,78,401 | 28·7 | 100·0 | 1,82,78,401 | 28·7 | 100·0 |
| 27·5 | 48,91,701 | 32·1 | 100·0 | 48,91,701 | 32·1 | 100·0 |
| 0·5 | 9,01,020 | 24·3 | 100·0 | 9,01,020 | 24·3 | 100·0 |
| 12·3 | 6,99,297 | 9·9 | 106·3 | 6,97,386 | 9·8 | 100·0 |
| .. | 19,78,943 | 12·1 | 97·5 | 19,78,943 | 12·1 | 97·5 |
| —6·4 | 31,23,272 | 11·4 | 100·0 | 31,23,272 | 11·4 | 100·0 |
| 29·0 | 33,95,451 | 17·7 | 100·0 | 33,95,541 | 17·7 | 100·0 |
| 38·2 | 22,43,487 | 18·8 | 100·0 | 22,43,487 | 18·8 | 100·0 |
| .. | 7,08,713 | 10·8 | 100·0 | 7,08,713 | 10·8 | 100·0 |
| 34·7 | 22,24,226 | 14·3 | 100·0 | 22,24,226 | 14·3 | 100·0 |
| .. | 3,47,079 | 12·6 | 100·0 | 3,47,079 | 12·6 | 100·0 |
| .. | 3,72,822 | 13·6 | 100·0 | 3,72,822 | 13·6 | 100·0 |
| 11·2 | 24,29,014 | 15·5 | 100·0 | 24,29,014 | 15·5 | 100·0 |
| 0·03 | 4,52,909 | 11·5 | 100·0 | 4,52,909 | 11·5 | 100·0 |
| —0·7 | 41,796 | 17·2 | 100·0 | 41,796 | 17·2 | 100·0 |
| .. | 3,97,628 | 27·5 | 100·0 | 3,97,628 | 27·5 | 100·0 |
| 1·4 | 20,296 | 7·31 | 100·0 | 20,296 | 7·31 | 100·0 |

30.—Analysis of operating expenses of

| TABLE E.—EXPENSES OF | | | | | | |
|--|-------------------------|-----------------------|---|---|-----------------------|--|
| Railway. | GENERAL ADMINISTRATION. | | | TOTAL ORDINARY MAINTENANCE AND REPAIRS. | | |
| | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. | Per cent. of total expenditure under Abstract E. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7. |
| 5' 6" GAUGE. | | | | | | |
| | Ra. | As. | | Ra. | As. | |
| Bengal-Nagpur | 11,40,047 | 1·74 | 12·0 | 1,47,259 | 0·23 | 1·56 |
| Bombay, Baroda and Central India | 7,50,176 | 1·49 | 9·2 | 97,915 | 0·19 | 1·21 |
| Eastern Bengal | 6,98,929 | 2·34 | 11·8 | 33,649 | 0·11 | 0·56 |
| East Indian | 23,16,453 | 1·47 | 10·0 | 3,35,038 | 0·21 | 1·41 |
| Great Indian Peninsula | 16,08,482 | 1·25 | 9·8 | 4,60,341 | 0·36 | 2·81 |
| Madras and Southern Mahratta | 3,35,135 | 0·03 | 11·3 | 44,681 | 0·13 | 1·50 |
| Nizam's Guaranteed State | 1,26,861 | 1·42 | 16·2 | .. | .. | .. |
| North Western | 18,39,714 | 1·39 | 10·5 | 1,44,346 | 0·11 | 0·82 |
| Oudh and Rohilkhand | 6,32,041 | 1·90 | 11·7 | 41,271 | 0·12 | 0·76 |
| South Indian | 1,18,649 | 0·92 | 8·9 | 13,335 | 0·10 | 1·01 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 2,50,919 | 1·63 | 13·6 | 25,526 | 0·15 | 1·28 |
| Bengal and North-Western | 3,80,779 | 0·90 | 14·7 | .. | .. | .. |
| Bombay, Baroda and Central India | 5,54,352 | 0·88 | 9·4 | 60,758 | 0·10 | 1·03 |
| Burma | 5,21,869 | 1·14 | 14·4 | 45,570 | 0·10 | 1·25 |
| Eastern Bengal* | 4,43,019 | 1·88 | 15·6 | 21,783 | 0·09 | 0·76 |
| Jodhpur | 1,33,903 | 0·99 | 15·4 | .. | .. | .. |
| Madras and Southern Mahratta | 3,44,777 | 0·77 | 12·8 | 36,042 | 0·08 | 1·34 |
| Nizam's Guaranteed State | 1,33,415 | 1·51 | 18·3 | .. | .. | .. |
| Rohilkund and Kumaon | 76,525 | 1·16 | 13·6 | 14,840 | 0·23 | 2·63 |
| South Indian | 3,12,207 | 0·73 | 9·9 | 22,822 | 0·03 | 0·73 |
| 2' 6" GAUGE. † | | | | | | |
| Bengal-Nagpur† | 83,946 | 0·87 | 13·5 | 3,456 | 0·03 | 0·55 |
| Bombay, Baroda and Central India | 6,719 | 0·58 | 6·6 | 7,267 | 0·62 | 7·19 |
| North Western | 76,951 | 1·41 | 10·7 | 6,771 | 0·12 | 0·94 |
| South Indian | 10,845 | 1·05 | 23·3 | 707 | 0·06 | 1·33 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

TRAFFIC DEPARTMENT.

| STATION STAFF. | | | TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME. | | | OTHER STAFF. | | |
|----------------|-----------------------|---|---|-----------------------|---|---------------|-----------------------|---|
| Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Rs. | As. | | Rs. | As. | | Rs. | As. | |
| 28,91,534 | 4.42 | 30.5 | 10,37,100 | 1.58 | 10.9 | 2,25,657 | 0.35 | 2.38 |
| 40,13,038 | 7.96 | 49.5 | 8,83,368 | 1.75 | 10.9 | 2,29,448 | 0.46 | 2.84 |
| 26,24,456 | 8.75 | 44.2 | 5,81,011 | 1.93 | 9.8 | 3,13,982 | 1.05 | 5.30 |
| 69,29,640 | 4.41 | 29.0 | 25,21,095 | 1.60 | 10.9 | 6,35,986 | 0.40 | 2.72 |
| 55,29,683 | 4.54 | 35.0 | 25,82,177 | 2.01 | 15.7 | 4,77,946 | 0.37 | 2.93 |
| 14,60,730 | 4.06 | 49.2 | 4,60,649 | 1.28 | 15.5 | 37,406 | 0.10 | 1.25 |
| 3,12,885 | 3.52 | 39.8 | 1,40,425 | 1.58 | 17.8 | .. | .. | .. |
| 87,79,884 | 0.65 | 50.2 | 23,10,034 | 1.74 | 13.2 | 3,68,157 | 0.28 | 2.10 |
| 22,18,018 | 0.60 | 41.0 | 6,29,680 | 1.59 | 11.6 | 1,87,771 | 0.37 | 3.46 |
| 4,42,512 | 3.43 | 33.4 | 1,70,095 | 1.32 | 12.8 | 36,372 | 0.28 | 2.74 |
| 7,10,766 | 4.20 | 35.0 | 1,34,184 | 0.80 | 5.73 | 72,270 | 0.44 | 3.62 |
| 12,27,905 | 2.91 | 47.4 | 3,17,338 | 0.75 | 12.2 | .. | .. | .. |
| 25,91,279 | 4.11 | 44.1 | 6,88,660 | 1.10 | 11.7 | 2,17,389 | 0.35 | 3.70 |
| 17,91,024 | 3.93 | 49.4 | 5,56,563 | 1.22 | 15.3 | .. | .. | .. |
| 12,16,804 | 5.17 | 42.7 | 4,00,306 | 1.70 | 14.0 | 58,236 | 0.25 | 2.04 |
| 3,11,500 | 2.31 | 35.7 | 84,853 | 0.63 | 9.7 | .. | .. | .. |
| 12,66,790 | 2.83 | 47.1 | 4,24,114 | 0.95 | 15.8 | 31,566 | 0.07 | .. |
| 2,86,871 | 3.24 | 39.3 | 99,764 | 1.13 | 13.6 | .. | .. | .. |
| 2,44,680 | 3.72 | 43.3 | 42,089 | 0.64 | 7.4 | 16,528 | 0.25 | 2.92 |
| 13,04,246 | 3.05 | 41.5 | 4,36,370 | 1.02 | 13.9 | 1,26,254 | 0.31 | 4.01 |
| 2,97,123 | 3.08 | 47.9 | 95,499 | 0.99 | 15.4 | 9,559 | 0.10 | 1.55 |
| 34,425 | 2.95 | 34.1 | 8,033 | 0.69 | 7.9 | 454 | 0.04 | 0.45 |
| 4,28,113 | 7.85 | 59.6 | 89,998 | 1.65 | 12.5 | 15,037 | 0.28 | 2.10 |
| 21,476 | 2.12 | 47.0 | 7,642 | 0.75 | 16.7 | 2,229 | 0.23 | 4.88 |

| Railway. | TABLE E.—EXPENSES OF TRAFFIC | | | | | |
|--|--|-----------------------|---|---------------|-----------------------|---|
| | FIRE, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT. | | | CLOTHING. | | |
| | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 5' 6" GAUGE. | | | | | | |
| | Rs. | As. | | Rs. | As. | |
| Bengal-Nagpur | 8,16,370 | 1-24 | 8-62 | 1,27,544 | 0-20 | 1-35 |
| Bombay, Baroda and Central India | 8,51,364 | 1-69 | 10-50 | 1,48,690 | 0-29 | 1-84 |
| Eastern Bengal | 5,61,931 | 1-87 | 9-48 | 81,980 | 0-27 | 1-38 |
| East Indian | 22,27,446 | 1-41 | 9-60 | 3,10,523 | 0-20 | 1-34 |
| Great Indian Peninsula | 15,47,600 | 1-20 | 9-44 | 94,106 | 0-07 | 0-57 |
| Madras and Southern Mahratta | 4,07,087 | 1-13 | 13-7 | 43,085 | 0-12 | 1-45 |
| Nizam's Guaranteed State | 80,355 | 0-90 | 10-21 | 14,775 | 0-17 | 1-88 |
| North Western | 10,08,754 | 0-76 | 5-76 | 4,77,777 | 0-36 | 2-73 |
| Oudh and Rohilkhand | 6,77,899 | 2-23 | 12-52 | 1,12,424 | 0-34 | 2-08 |
| South Indian | 1,35,935 | 1-05 | 10-25 | 13,143 | 0-10 | 0-99 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 2,15,539 | 1-29 | 10-81 | 12,848 | 0-08 | 0-64 |
| Bengal and North-Western | 3,70,271 | 0-88 | -14-29 | 41,627 | 0-11 | 1-72 |
| Bombay, Baroda and Central India | 7,28,972 | 1-16 | 12-42 | 1,26,627 | 0-20 | 2-16 |
| Burma | 3,35,176 | 0-74 | 9-23 | 60,890 | 0-13 | 1-67 |
| Eastern Bengal* | 2,36,079 | 0-99 | 8-30 | 51,451 | 0-22 | 1-81 |
| Jodhpur | 2,03,777 | 1-51 | 23-37 | 21,385 | 0-18 | 2-80 |
| Madras and Southern Mahratta | 2,68,255 | 0-60 | 9-98 | 45,626 | 0-10 | 1-70 |
| Nizam's Guaranteed State | 76,597 | 0-87 | 10-48 | 12,830 | 0-15 | 1-75 |
| Rohilkund and Kumaon | 82,086 | 1-25 | 14-50 | 9,852 | 0-15 | 1-75 |
| South Indian | 6,07,331 | 1-41 | 19-31 | 28,340 | 0-07 | 0-90 |
| 2' 6" GAUGE. | | | | | | |
| Bengal Nagpur† | 63,230 | 0-66 | 10-21 | 1,432 | 0-02 | 0-23 |
| Bombay, Baroda and Central India | 5,355 | 0-46 | 5-29 | 1,087 | 0-09 | 1-07 |
| North Western | 41,538 | 0-76 | 5-78 | 3,839 | 0-07 | 0-53 |
| South Indian | 1,384 | 0-14 | 3-03 | 25 | 0-02 | 0-05 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mavurbhanj and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25—contd.

DEPARTMENT—contd.

| STATIONERY, FORMS AND TICKETS. | | | COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED. | | | OTHER OPERATING EXPENSES. | | |
|--------------------------------|-----------------------|---|--|-----------------------|---|---------------------------|-----------------------|---|
| Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| Rs. | As. | | Rs. | As. | | Rs. | As. | |
| 2,28,510 | 0·34 | 2·41 | 1,78,029 | 0·27 | 1·88 | 26,82,665 | 4·10 | 28·33 |
| 3,16,289 | 0·63 | 3·90 | 3,30,971 | 0·66 | 4·08 | 4,86,926 | 0·96 | 6·00 |
| 1,84,510 | 0·61 | 3·11 | 1,10,078 | 0·37 | 1·86 | 6,19,507 | 2·05 | 10·44 |
| 4,56,127 | 0·29 | 1·97 | 29,07,558 | 1·85 | 12·50 | 45,66,861 | 2·92 | 19·68 |
| 3,85,412 | 0·30 | 2·35 | 6,63,609 | 0·52 | 4·05 | 27,44,832 | 2·16 | 16·74 |
| 1,28,449 | 0·36 | 4·33 | .. | .. | .. | 51,963 | 0·14 | 1·70 |
| 44,978 | 0·50 | 5·72 | .. | .. | .. | 66,715 | 0·75 | 8·47 |
| 4,43,345 | 0·33 | 2·53 | 6,28,666 | 0·47 | 3·59 | 15,07,568 | 1·16 | 8·58 |
| 1,41,233 | 0·43 | 2·61 | 1,53,793 | 0·46 | 2·84 | 5,83,117 | 1·70 | 10·76 |
| 63,998 | 0·50 | 4·83 | 11,286 | 0·09 | 0·85 | 3,20,338 | 2·43 | 24·28 |
| 50,502 | 0·30 | 2·53 | 17,587 | 0·11 | 0·88 | 4,87,800 | 2·92 | 24·51 |
| 1,44,235 | 0·34 | 5·57 | .. | .. | .. | 1,05,846 | 0·25 | 4·09 |
| 2,07,054 | 0·33 | 3·52 | 2,72,093 | 0·43 | 4·63 | 4,26,343 | 0·67 | 7·26 |
| 2,19,866 | 0·48 | 6·05 | 33,662 | 0·07 | 0·92 | 1,09,871 | 0·24 | 3·02 |
| 89,104 | 0·38 | 3·13 | 57,942 | 0·24 | 2·03 | 2,00,739 | 0·85 | 7·05 |
| 50,639 | 0·37 | 5·81 | .. | .. | .. | 62,766 | 0·06 | 7·20 |
| 1,46,212 | 0·33 | 5·44 | .. | .. | .. | 1,23,969 | 0·28 | 4·61 |
| 45,473 | 0·51 | 6·22 | .. | .. | .. | 76,102 | 0·86 | 10·40 |
| 36,088 | 0·54 | 6·39 | 21,746 | 0·33 | 3·85 | 20,348 | 0·31 | 3·60 |
| 1,65,998 | 0·39 | 5·28 | 20,759 | 0·05 | 0·66 | 1,18,751 | 0·26 | 3·79 |
| 6,954 | 0·07 | 1·12 | 23,860 | 0·25 | 3·85 | 34,596 | 0·35 | 5·58 |
| 2,050 | 0·18 | 2·03 | 6,874 | 0·59 | 6·79 | 28,868 | 2·48 | 28·53 |
| 10,767 | 0·20 | 1·50 | 5,086 | 0·09 | 0·71 | 45,769 | 0·83 | 6·36 |
| | | 3·27 | .. | .. | .. | 167 | 0·01 | 0·36 |

| Railway. | TABLE E.—EXPENSES OF TRAFFIC | | | | |
|--|------------------------------|-----------------------|---|-----------------|-----------------------|
| | TOTAL OPERATING EXPENSES. | | | REPLACEMENT AND | |
| | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. |
| 33 | 34 | 35 | 36 | 37 | 38 |
| | Rs. | As. | | Rs. | As. |
| 5' 6" GAUGE. | | | | | |
| Bengal-Nagpur | 81,86,429 | 12·5 | 86·5 | .. | .. |
| Bombay, Baroda and Central India | 72,60,094 | 14·4 | 89·5 | .. | .. |
| Eastern Bengal | 50,77,455 | 16·9 | 85·6 | 1,20,765 | 0·40 |
| East Indian | 2,05,55,216 | 13·1 | 88·5 | .. | .. |
| Great Indian Peninsula | 1,43,25,365 | 11·2 | 87·4 | .. | .. |
| Madras and Southern Mahratta | 25,89,374 | 7·2 | 87·2 | .. | .. |
| Nizam's Guaranteed State | 6,60,133 | 7·4 | 83·9 | .. | .. |
| North Western | 1,55,24,185 | 11·8 | 88·7 | .. | .. |
| Oudh and Rohilkhand | 47,03,935 | 14·1 | 86·9 | 36,740 | 0·11 |
| South Indian | 11,93,679 | 9·2 | 90·0 | .. | .. |
| 3' 3½" GAUGE. | | | | | |
| Assam-Bengal | 17,01,496 | 10·2 | 85·3 | .. | .. |
| Bengal and North-Western | 21,42,051 | 5·1 | 82·7 | .. | .. |
| Bombay, Baroda and Central India | 52,58,423 | 8·3 | 89·5 | .. | .. |
| Burma | 30,62,072 | 6·7 | 84·4 | .. | .. |
| Eastern Bengal* | 23,10,661 | 9·8 | 81·1 | 71,769 | 0·30 |
| Jodhpur | .. | .. | .. | .. | .. |
| Madras and Southern Mahratta | 23,06,532 | 5·2 | 85·8 | .. | .. |
| Nizam's Guaranteed State | 5,97,637 | 6·8 | 81·7 | .. | .. |
| Rohilkhand and Kumaon | 4,73,417 | 7·19 | 83·8 | .. | .. |
| South Indian | 28,08,049 | 6·56 | 89·3 | .. | .. |
| 2' 6" GAUGE. | | | | | |
| Bengal Nagpur† | 5,32,253 | 5·52 | 85·9 | .. | .. |
| Bombay, Baroda and Central India | 87,139 | 7·5 | 86·2 | .. | .. |
| North Western | 6,35,037 | 11·6 | 88·4 | .. | .. |
| South Indian | 34,416 | 3·40 | 75·40 | .. | .. |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Ma, urban, and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25—contd.

DEPARTMENT—concl.

| RENEWAL. | TOTAL EXPENDITURE OF TRAFFIC DEPARTMENT. | | | TOTAL EXPENSES OF TRAFFIC DEPARTMENTS —LESS VALUE OF STORES RETURNED TO STOCK. | | |
|----------|---|---------------|-----------------------|---|---------------|-----------------------|
| | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. | Total amount. | Per total train mile. | Percentage of total expenditure under Abstract E. |
| 39 | 40 | 41 | 42 | 43 | 44 | 45 |
| | Rs. | As. | | Rs. | As. | |
| .. | 94,73,699 | 14·5 | 100·1 | 94,67,935 | 14·5 | 100·00 |
| .. | 81,08,235 | 16·1 | 100·0 | 81,08,235 | 16·1 | 100·09 |
| 2·04 | 59,30,798 | 19·8 | 100·0 | 59,30,798 | 19·8 | 100·00 |
| .. | 2,32,06,707 | 14·8 | 100·0 | 2,32,06,707 | 14·8 | 100·00 |
| .. | 1,63,94,188 | 12·8 | 100·0 | 1,63,92,002 | 12·8 | 100·00 |
| .. | 29,69,190 | 8·25 | 100·0 | 29,69,190 | 8·2 | 100·00 |
| .. | 7,86,994 | 8·84 | 100·0 | 7,86,994 | 8·8 | 100·0 |
| .. | 1,75,08,245 | 13·3 | 100·0 | 1,75,08,245 | 13·3 | 100·00 |
| 0·67 | 54,13,987 | 16·3 | 100·0 | 54,13,987 | 16·3 | 100·00 |
| .. | 13,25,663 | 10·3 | 100·0 | 13,25,663 | 10·3 | 100·00 |
| .. | 19,97,941 | 12·0 | 100·2 | 19,94,523 | 12·0 | 100·00 |
| .. | 25,22,830 | 5·98 | 97·4 | 25,22,830 | 5·98 | 97·4 |
| .. | 58,73,533 | 9·3 | 100·0 | 58,73,533 | 9·3 | 100·0 |
| .. | 36,29,511 | 7·9 | 100·0 | 36,29,511 | 7·9 | 100·0 |
| 2·53 | 28,47,252 | 12·1 | 100·0 | 28,47,252 | 12·1 | 100·0 |
| .. | 8,71,823 | 6·4 | 100·0 | 8,71,823 | 6·4 | 100·0 |
| .. | 26,87,351 | 6·01 | 100·0 | 26,87,351 | 6·0 | 100·0 |
| .. | 7,31,052 | 8·27 | 100·0 | 7,31,052 | 8·27 | 100·0 |
| .. | 5,64,782 | 8·58 | 100·0 | 5,64,782 | 8·58 | 100·0 |
| .. | 31,43,078 | 7·34 | 100·0 | 31,43,078 | 7·34 | 100·0 |
| .. | 6,19,655 | 6·4 | 100·0 | 6,19,655 | 6·4 | 100·0 |
| .. | 1,01,125 | 8·7 | 100·0 | 1,01,125 | 8·7 | 100·0 |
| .. | 7,18,759 | 13·1 | 100·0 | 7,18,759 | 13·1 | 100·0 |
| .. | 45,668 | 4·51 | 100·0 | 45,668 | 4·51 | 100·0 |

TABLE F.—EXPENSES OF GENERAL

| Railway. | GENERAL ADMINISTRATION, HOME EXPENDITURE, INDIAN MANAGEMENT AND CONTROL. | | | AGENT'S OFFICE. | | | ACCOUNTS AND AUDIT DEPARTMENT. | | |
|--------------------------------------|--|-----------------------------|-------------------------------------|------------------|-----------------------------|-------------------------------------|-----------------------------------|-----------------------------|-------------------------------------|
| | Total amount. | Per total train mile. | Percentage of total earnings. | Total amount. | Per total train mile. | Percentage of total earnings. | Total amount. | Per total train mile. | Percentage of total earnings. |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Rs. | As. | | Rs. | As. | | Rs. | As. | |
| 5' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur | 3,80,597 | 0.58 | 0.49 | 2,62,836 | 0.40 | 0.34 | 7,80,323 | 1.19 | 1.00 |
| Bombay, Baroda and Central India. | 1,96,852 | 0.39 | 0.28 | 1,74,725 | 0.35 | 0.24 | 6,98,993 | 1.39 | 0.98 |
| Eastern Bengal | 1,00,630 | 0.34 | 0.26 | 1,85,336 | 0.62 | 0.48 | 4,88,364 | 1.63 | 1.27 |
| East Indian | 5,24,734 | 0.33 | 0.30 | 5,77,710 | 0.37 | 0.33 | 11,32,024 | 0.72 | 0.64 |
| Great Indian Peninsula | 4,69,082 | 0.37 | 0.30 | 3,99,878 | 0.31 | 0.26 | 13,54,467 | 1.06 | 0.86 |
| Madras and Southern Mah- ratta. | 1,89,747 | 0.53 | 0.41 | 1,60,483 | 0.45 | 0.34 | 3,53,639 | 0.98 | 0.76 |
| Nizam's Guaranteed State | 81,391 | 0.92 | 0.79 | 53,303 | 0.60 | 0.52 | 1,49,535 | 1.68 | 1.45 |
| North Western | 5,36,690 | 0.41 | 0.29 | 6,20,109 | 0.47 | 0.32 | 16,37,387 | 1.24 | 0.88 |
| Oudh and Rohilkhand | 1,72,709 | 0.52 | 0.46 | 1,88,878 | 0.57 | 0.50 | 6,14,302 | 1.85 | 1.64 |
| South Indian | 98,343 | 0.76 | 0.64 | 48,453 | 0.37 | 0.32 | 1,18,373 | 0.92 | 0.77 |
| 3' 3½" GAUGE. | | | | | | | | | |
| Assam-Bengal | 1,67,678 | 1.00 | 1.04 | 1,38,260 | 0.83 | 0.86 | 2,24,078 | 1.34 | 1.39 |
| Bengal and North-Western | 2,10,611 | 0.50 | 0.59 | 67,075 | 0.16 | 0.19 | 3,34,190 | 0.79 | 0.93 |
| Bombay, Baroda and Central India. | 2,74,493 | 0.44 | 0.47 | 1,43,642 | 0.23 | 0.24 | 5,74,645 | 0.91 | 0.97 |
| Burma | 3,61,902 | 0.79 | 0.84 | 1,89,604 | 0.42 | 0.44 | 3,43,434 | 0.75 | 0.79 |
| Eastern Bengal * | 62,945 | 0.27 | 0.27 | 1,15,930 | 0.60 | 0.49 | 3,05,483 | 1.30 | 1.29 |
| Jodhpur | 25,897 | 0.19 | 4.96 | 53,979 | 0.40 | 10.32 | 1,21,632 | 0.90 | .. |
| Madras & Southern Mahratta | 2,16,307 | 0.48 | 0.63 | 1,25,243 | 0.28 | 0.36 | 2,59,352 | 0.58 | 0.76 |
| Nizam's Guaranteed State | 88,330 | 1.00 | 0.98 | 56,427 | 0.64 | 0.63 | 1,58,077 | 1.78 | 1.75 |
| Rohilkund and Kumaon | 66,071 | 1.01 | 0.99 | 45,054 | 0.68 | 0.67 | 1,13,599 | 1.73 | 1.70 |
| South Indian | 2,47,071 | 0.58 | 0.62 | 1,25,932 | 0.29 | 0.32 | 3,14,664 | 0.73 | 0.79 |
| 2' 6" GAUGE. | | | | | | | | | |
| Bengal-Nagpur† | 1,58,404 | 1.64 | 2.85 | 13,163 | 0.14 | 0.24 | 42,411 | 0.44 | 0.76 |
| Bombay, Baroda and Central India. | 2,375 | 0.21 | 0.21 | 6,719 | 0.58 | 0.59 | 18,550 | 1.59 | 1.63 |
| North Western | 2,295 | 0.04 | 0.05 | 25,820 | 0.47 | 0.56 | 15,117 | 0.28 | 0.33 |
| South Indian | 9,256 | 0.91 | 2.79 | 1,053 | 0.10 | 0.32 | 3,356 | 0.33 | 1.01 |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

expenses of Class I Railways for the year 1924-25—contd.

DEPARTMENTS.

| STORES DEPARTMENT. | | | CASH AND PAY DEPARTMENT. | | | MEDICAL DEPARTMENT. | | | TELEGRAPH. | | |
|--------------------|-----------------------|-------------------------------|--------------------------|-----------------------|-------------------------------|---------------------|-----------------------|-------------------------------|---------------|-----------------------|-------------------------------|
| Total amount. | Per total train mile. | Percentage of gross earnings. | Total amount. | Per total train mile. | Percentage of gross earnings. | Total amount. | Per total train mile. | Percentage of gross earnings. | Total amount. | Per total train mile. | Percentage of gross earnings. |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| Ra. | As. | | Ra. | As. | | Ra. | As. | | Ra. | As. | |
| 4,08,809 | 0·62 | 0·53 | 1,21,842 | 0·19 | 0·16 | 2,91,641 | 0·45 | 0·37 | 6,44,636 | 0·98 | 0·83 |
| 4,04,581 | 0·80 | 0·56 | 1,03,398 | 0·21 | 0·14 | 1,82,417 | 0·36 | 0·25 | 4,64,642 | 0·92 | 0·66 |
| 4,54,852 | 1·52 | 1·18 | 44,333 | 0·15 | 0·12 | 1,76,406 | 0·58 | 0·46 | 1,40,228 | 0·46 | 0·37 |
| 4,98,334 | 0·32 | 0·28 | 1,77,567 | 0·11 | 0·10 | 6,07,244 | 0·30 | 0·34 | 8,19,567 | 0·52 | 0·47 |
| 6,53,148 | 0·51 | 0·42 | 1,72,054 | 0·13 | 0·11 | 4,53,367 | 0·35 | 0·29 | 9,59,830 | 0·75 | 0·61 |
| 1,52,499 | 0·42 | 0·33 | 52,167 | 0·15 | 0·11 | 1,75,012 | 0·49 | 0·37 | 2,92,500 | 0·80 | 0·63 |
| 61,449 | 0·69 | 0·59 | 13,225 | 0·15 | 0·13 | 42,742 | 0·48 | 0·42 | 1,13,756 | 1·28 | 1·10 |
| 9,00,741 | 0·73 | 0·51 | 1,73,433 | 0·13 | 0·09 | 5,87,869 | 0·44 | 0·32 | 10,52,732 | 0·80 | 0·56 |
| 2,73,369 | 0·82 | 0·73 | 41,677 | 0·13 | 0·11 | 93,664 | 0·28 | 0·25 | 2,50,311 | 0·75 | 0·67 |
| 73,013 | 0·56 | 0·48 | 14,167 | 0·11 | 0·09 | 37,112 | 0·29 | 0·24 | 71,995 | 0·56 | 0·47 |
| 77,097 | 0·46 | 0·48 | 29,448 | 0·18 | 0·18 | 1,24,666 | 0·75 | 0·77 | 92,815 | 0·56 | 0·57 |
| 56,049 | 0·13 | 0·16 | 31,632 | 0·08 | 0·09 | 1,26,406 | 0·30 | 0·35 | 2,63,039 | 0·62 | 0·73 |
| 2,19,986 | 0·35 | 0·37 | 91,781 | 0·14 | 0·15 | 2,20,226 | 0·35 | 0·37 | 4,78,071 | 0·76 | 0·81 |
| 1,49,166 | 0·33 | 0·35 | 54,032 | 0·12 | 0·13 | 2,37,309 | 0·52 | 0·55 | 4,47,448 | 0·98 | 1·04 |
| 1,24,557 | 0·53 | 0·53 | 27,733 | 0·12 | 0·12 | 1,14,630 | 0·48 | 0·48 | 1,40,590 | 0·59 | 0·59 |
| 46,484 | 0·34 | .. | 8,178 | 0·06 | .. | 52,190 | 0·39 | .. | 1,03,849 | 0·78 | .. |
| 1,02,966 | 0·23 | 0·30 | 39,268 | 0·09 | 0·11 | 1,28,200 | 0·29 | 0·37 | 2,94,222 | 0·66 | 0·85 |
| 67,140 | 0·76 | 0·75 | 13,971 | 0·16 | 0·16 | 48,179 | 0·54 | 0·53 | 1,12,092 | 1·27 | 1·25 |
| 13,237 | 0·20 | 0·20 | 14,607 | 0·22 | 0·22 | 18,925 | 0·29 | 0·28 | .. | .. | .. |
| 1,99,174 | 0·46 | 0·50 | 37,757 | 0·09 | 0·09 | 1,15,683 | 0·27 | 0·29 | 2,04,687 | 0·48 | 0·52 |
| 22,156 | 0·23 | 0·40 | 16,928 | 0·18 | 0·30 | 38,002 | 0·39 | 0·68 | 68,584 | 0·71 | 1·23 |
| 1,802 | 0·15 | 0·16 | —183 | —0·02 | —0·01 | 281 | 0·03 | 0·02 | 1,789 | 0·15 | 0·16 |
| 8,905 | 0·17 | 0·19 | 1,619 | 0·03 | 0·04 | 37,166 | 0·68 | 0·81 | 43,792 | 0·80 | 0·97 |
| 2,275 | 0·22 | 0·69 | 1,167 | 0·12 | 0·35 | 2,615 | 0·26 | 0·79 | 4,059 | 0·40 | 1·23 |

30.—Analysis of operating expenses of

| TABLE F.—EXPENSES | | | | | | |
|--|---------------|-----------------------|-------------------------------|-------------------------|-----------------------|-------------------------------|
| Railway. | POLICE. | | | MISCELLANEOUS EXPENSES. | | |
| | Total amount. | Per total train mile. | Percentage of gross earnings. | Total amount. | Per total train mile. | Percentage of gross earnings. |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 5' 6" GAUGE. | | | | | | |
| Bengal-Nagpur | Ra. 3,44,007 | As. 0.53 | 0.44 | Ra. 13,318 | As. 0.02 | 0.02 |
| Bombay, Baroda and Central India | 4,05,478 | 0.80 | 0.57 | —1,198 | .. | .. |
| Eastern Bengal | 1,56,925 | 0.53 | 0.41 | 54,625 | 0.18 | 0.14 |
| East Indian | 7,65,523 | 0.49 | 0.43 | 37,830 | 0.02 | 0.02 |
| Great Indian Peninsula | 5,25,824 | 0.41 | 0.33 | 1,555 | .. | .. |
| Madras and Southern Mahratta | 2,57,205 | 0.71 | 0.55 | 29,280 | 0.09 | 0.07 |
| Nizam's Guaranteed State | 79,260 | 0.89 | 0.77 | 34,424 | 0.38 | 0.33 |
| North Western | 6,90,118 | 0.50 | 0.34 | 1,84,296 | 0.14 | 0.10 |
| Oudh and Rohilkhand | 1,84,303 | 0.55 | 0.49 | 9,317 | 0.03 | 0.02 |
| South Indian | 74,797 | 0.58 | 0.49 | 17,764 | 0.14 | 0.12 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 93,413 | 0.56 | 0.58 | 12,216 | 0.07 | 0.07 |
| Bengal and North-Western | 99,993 | 0.24 | 0.28 | 13,676 | 0.02 | 0.03 |
| Bombay, Baroda and Central India | 3,76,752 | 0.00 | 0.64 | —985 | .. | .. |
| Burma | 1,98,614 | 0.43 | 0.46 | 80,106 | 0.17 | 0.18 |
| Eastern Bengal* | 34,915 | 0.14 | 0.15 | 52,559 | 0.22 | 0.22 |
| Jodhpur | 26,013 | 0.19 | .. | 84,831 | 0.62 | .. |
| Madras and Southern Mahratta | 1,76,113 | 0.38 | 0.51 | 14,064 | 0.04 | 0.04 |
| Nizam's Guaranteed State | 97,091 | 1.10 | 1.09 | 32,273 | 0.37 | 0.36 |
| Rohilkund and Kumaon | 31,697 | 0.48 | 0.47 | 19,309 | 0.29 | 0.29 |
| South Indian | 1,82,376 | 0.43 | 0.46 | 42,028 | 0.10 | 0.11 |
| 2' 6" GAUGE. | | | | | | |
| Bengal-Nagpur† | 13,658 | 0.14 | 0.25 | .. | .. | .. |
| Bombay, Baroda and Central India | 4,791 | 0.41 | 0.42 | .. | .. | .. |
| North Western | 81,395 | 1.49 | 1.78 | 2,377 | 0.06 | 0.08 |
| South Indian | 2,937 | 0.29 | 0.89 | 1,089 | 0.11 | 0.23 |

*Includes figures for Eastern Bengal (2' 6" gauge) Railway.

†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

Class I Railways for the year 1924-25—contd.

OF GENERAL DEPARTMENTS—contd.

| TOTAL GENERAL ADMINISTRATION. | | | ORDINARY REPAIRS AND MAINTENANCE. | | | TOTAL EXPENSES OF GENERAL DEPARTMENTS. | | | TOTAL EXPENSES OF GENERAL DEPARTMENT—LESS VALUE OF STORES RETURNED TO STOCK. | | |
|-------------------------------|-----------------------|-------------------------------|-----------------------------------|-----------------------|-------------------------------|--|-----------------------|-------------------------------|--|-----------------------|-------------------------------|
| Total amount. | Per total train mile. | Percentage of gross earnings. | Total amount. | Per total train mile. | Percentage of gross earnings. | Total amount. | Per total train mile. | Percentage of gross earnings. | Total amount. | Per total train mile. | Percentage of gross earnings. |
| 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| Rs. | As. | | Rs. | As. | | Rs. | As. | | Rs. | As. | |
| 32,48,029 | 4-96 | 4-18 | 5,51,660 | 0-84 | 0-71 | 37,99,689 | 5-90 | 4-80 | 37,91,885 | 5-80 | 4-88 |
| 26,29,888 | 5-22 | 3-67 | 2,57,334 | 0-51 | 0-36 | 28,87,222 | 5-73 | 4-03 | 28,87,222 | 5-73 | 4-03 |
| 18,01,699 | 6-01 | 4-69 | 1,78,986 | 0-60 | 0-47 | 19,81,096 | 6-61 | 5-16 | 19,81,086 | 6-61 | 5-16 |
| 51,40,533 | 3-27 | 2-91 | 12,23,430 | 0-78 | 0-69 | 63,63,963 | 4-05 | 3-60 | 63,63,963 | 4-05 | 3-60 |
| 49,89,205 | 3-89 | 3-18 | 8,19,807 | 0-64 | 0-52 | 58,09,012 | 4-53 | 3-70 | 58,08,997 | 4-53 | 3-70 |
| 16,62,533 | 4-62 | 3-57 | 2,00,838 | 0-56 | 0-43 | 19,52,990 | 5-42 | 4-19 | 19,52,990 | 5-42 | 4-19 |
| 6,30,229 | 7-08 | 6-11 | .. | .. | .. | 6,30,229 | 7-08 | 6-11 | 6,30,229 | 7-08 | 6-11 |
| 61,22,375 | 4-86 | 3-41 | 6,48,052 | 0-49 | 0-34 | 70,70,427 | 5-35 | 3-75 | 70,70,427 | 5-35 | 3-75 |
| 18,28,530 | 5-50 | 4-87 | 1,55,530 | 0-47 | 0-42 | 19,84,060 | 5-97 | 5-29 | 19,84,060 | 5-07 | 5-29 |
| 5,54,017 | 4-29 | 3-62 | 43,197 | 0-33 | 0-28 | 5,97,214 | 4-62 | 3-90 | 5,97,214 | 4-62 | 3-90 |
| 9,59,671 | 5-75 | 5-94 | 67,959 | 0-41 | 0-42 | 10,27,630 | 6-16 | 6-36 | 10,27,353 | 6-16 | 6-30 |
| 11,57,224 | 2-74 | 3-23 | .. | .. | .. | 11,57,224 | 2-74 | 3-23 | 11,57,224 | 2-74 | 3-23 |
| 23,78,311 | 3-78 | 4-02 | 2,30,449 | 0-36 | 0-39 | 26,08,760 | 4-14 | 4-41 | 23,03,760 | 4-14 | 4-41 |
| 18,96,825 | 4-15 | 4-41 | 1,62,790 | 0-36 | 0-37 | 20,59,615 | 4-51 | 4-78 | 20,59,615 | 4-51 | 4-78 |
| 9,79,342 | 4-15 | 4-14 | 1,42,379 | 0-61 | 0-60 | 11,21,721 | 4-76 | 4-74 | 11,21,721 | 4-76 | 4-74 |
| .. | .. | .. | .. | .. | .. | 5,23,053 | 3-87 | .. | 5,23,053 | 3-87 | .. |
| 13,55,755 | 3-03 | 3-93 | 2,03,142 | 0-45 | 0-59 | 16,01,219 | 3-58 | 4-64 | 16,01,219 | 3-58 | 4-64 |
| 6,75,323 | 7-63 | 7-51 | .. | .. | .. | 6,75,323 | 7-63 | 7-51 | 6,75,323 | 7-03 | 7-51 |
| 3,22,559 | 4-90 | 4-82 | 56,447 | 0-85 | 0-84 | 3,79,003 | 5-75 | 5-66 | 3,79,003 | 5-75 | 5-66 |
| 14,69,372 | 3-43 | 3-70 | 1,39,895 | 0-32 | 0-35 | 16,09,237 | 3-75 | 4-05 | 16,09,237 | 3-75 | 4-05 |
| 36,124 | 3-18 | 3-18 | 5,143 | 0-44 | 0-45 | 41,267 | 3-54 | 3-63 | 41,267 | 3-54 | 3-63 |
| 3,73,306 | 3-87 | 6-71 | 48,233 | 0-50 | 0-87 | 4,21,539 | 4-37 | 7-58 | 4,21,539 | 4-37 | 7-58 |
| 2,17,211 | 3-98 | 4-76 | 1,459 | 0-03 | 0-03 | 2,18,670 | 4-01 | 4-79 | 2,18,670 | 4-01 | 4-70 |
| 27,807 | 2-74 | 8-40 | 5,016 | 0-50 | 1-52 | 32,353 | 3-24 | 9-92 | 32,853 | 3-24 | 9-92 |

30.—Analysis of operating expenses of

| Railway. | LAW CHARGES. | | | COMPENSATION |
|--|---------------|----------------------|-------------------------------|---------------|
| | Total amount. | Cost per train mile. | Percentage of total earnings. | Total amount. |
| | 2 | 3 | 4 | 5 |
| | Rs. | Rs. | | Rs. |
| 5' 6" GAUGE. | | | | |
| Bengal-Nagpur | 29,561 | .. | 0·04 | 12,722 |
| Bombay, Baroda and Central India | 45,684 | 0·01 | 0·07 | 15,485 |
| Eastern Bengal | 10,336 | .. | 0·03 | 14,045 |
| East Indian | 3,09,785 | 0·01 | 0·18 | 37,150 |
| Great Indian Peninsula | 1,19,870 | 0·01 | 0·08 | —27,599 |
| Madras and Southern Mahratta | 22,791 | .. | 0·05 | ‡40,089 |
| Nizam's Guaranteed State | 713 | .. | 0·01 | ‡13,996 |
| North Western | 48,369 | .. | 0·03 | 1,78,256 |
| Oudh and Rohilkhand | 6,003 | .. | 0·02 | 4,698 |
| South Indian | 1,833 | .. | 0·01 | 31 |
| 3' 3½" GAUGE. | | | | |
| Assam-Bengal | 8,605 | 0·05 | 0·05 | 721 |
| Bengal and North-Western | 19,435 | .. | 0·05 | ‡80,680 |
| Bombay, Baroda and Central India | 37,556 | 0·01 | 0·06 | 12,731 |
| Burma | 7,746 | 0·11 | 0·02 | 16,469 |
| Eastern Bengal* | 6,416 | .. | 0·03 | 8,718 |
| Jodhpur | 1,045 | .. | 0·19 | ‡15,565 |
| Madras and Southern Mahratta | 2,554 | .. | .. | 50,979 |
| Nizam's Guaranteed State | 1,239 | .. | 0·01 | ‡3,026 |
| Rohilkund and Kumaon | 2,256 | 0·03 | 0·03 | 3,722 |
| South Indian | 7,351 | .. | 0·02 | .. |
| 2' 6" GAUGE. | | | | |
| Bengal-Nagpur† | — | — | .. | .. |
| Bombay, Baroda and Central India | 401 | .. | 0·04 | .. |
| North Western | 333 | .. | 0·01 | 14 |
| South Indian | 25 | .. | 0·01 | .. |

* Includes figures for Eastern Bengal (2' 6" gauge) Railway.

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

‡ Includes figures for goods lost or damaged.

Class I Railways for the year 1924-25—contd.

MISCELLANEOUS EXPENSES.

| OTHER THAN THOSE INCLUDED IN E. 111,10. | | RATES AND TAXES. | | | OTHER EXPENSES. | | |
|--|-------------------------------------|------------------|----------------------------|-------------------------------------|------------------|----------------------------|-------------------------------------|
| Cost per train mile. | Percentage of total earnings. | Total amount. | Cost per train mile. | Percentage of total earnings. | Total amount. | Cost per train mile. | Percentage of total earnings. |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| As. | | Rs. | As. | | Rs. | As. | |
| ... | 0·02 | 1,57,976 | 0·02 | 0·20 | 24,76,739 | 0·24 | 3·18 |
| .. | 0·02 | 1,58,958 | 0·02 | 0·22 | 18,24,575 | 0·23 | 2·51 |
| .. | 0·04 | 2,22,773 | 0·05 | 0·58 | 13,23,291 | 0·28 | 3·44 |
| .. | 0·02 | 4,78,238 | 0·02 | 0·27 | 47,92,203 | 0·18 | 2·71 |
| .. | —0·02 | 4,57,466 | 0·02 | 0·29 | 62,40,376 | 0·30 | 3·98 |
| 0·01 | 0·08 | 1,66,758 | 0·03 | 0·36 | 11,52,714 | 0·20 | 2·47 |
| 0·01 | 0·13 | 857 | .. | 0·01 | —22,59,000 | —1·59 | —21·91 |
| 0·01 | 0·10 | 22,557 | .. | 0·01 | 43,45,480 | 0·21 | 2·30 |
| .. | 0·01 | 30,760 | 0·01 | 0·08 | 10,79,935 | 0·20 | 2·88 |
| .. | .. | 16,831 | 0·01 | 0·11 | 3,42,299 | 0·16 | 2·24 |
| .. | .. | 27,468 | 0·16 | 0·17 | 4,40,832 | 2·65 | 2·74 |
| .. | 0·23 | 17,350 | .. | 0·05 | 5,17,394 | .. | 1·44 |
| .. | 0·02 | 25,994 | .. | 0·04 | 17,19,018 | 0·17 | 2·91 |
| 0·22 | 0·04 | 1,78,581 | 2·45 | 0·41 | 11,86,781 | 16·26 | 0·12 |
| .. | 0·01 | 41,148 | 0·01 | 0·17 | 6,67,982 | 0·18 | 2·82 |
| 0·01 | .. | .. | .. | .. | 5,40,678 | 0·25 | .. |
| .. | 0·15 | 26,961 | .. | 0·08 | 9,04,861 | 0·13 | 2·62 |
| .. | 0·03 | 872 | .. | .. | 2,59,606 | 0·18 | 2·86 |
| 0·06 | 0·06 | 7,279 | 0·11 | 0·11 | 1,30,843 | 1·99 | 1·95 |
| .. | .. | 1,91,923 | 0·03 | 0·48 | 9,75,229 | 0·14 | 2·45 |
| .. | .. | 879 | .. | 0·02 | 76,557 | 0·05 | 1·31 |
| .. | .. | 583 | .. | 0·05 | 8,827 | 0·05 | 0·77 |
| .. | .. | 10,566 | 0·01 | 0·23 | 61,103 | 0·07 | 1·35 |
| .. | .. | 369 | .. | 0·12 | 9,015 | 0·06 | 2·72 |

30.—Analysis of operating expenses of Class I Railways for the

TABLE G.—MISCELLANEOUS

| Railways. | TOTAL GENERAL ADMINISTRATION. | | | OPERATION |
|--|-------------------------------|----------------------|-------------------------------|---------------|
| | Total amount. | Cost per train mile. | Percentage of total earnings. | Total amount. |
| 14 | 15 | 16 | 17 | 18 |
| 5' 6" GAUGE. | Rs. | Rs. | | Rs. |
| Bengal Nagpur | 26,76,998 | 0·26 | 3·44 | 4,63,778 |
| Bombay, Baroda and Central India | 20,44,702 | 0·26 | 2·85 | 1,13,187 |
| Eastern Bengal | 15,70,445 | 0·33 | 4·09 | 1,52,411 |
| East Indian | 56,17,416 | 0·22 | 3·18 | —2,70,987 |
| Great Indian Peninsula | 67,90,113 | 0·33 | 4·33 | —52,04,969 |
| Madras and Southern Mahratta | 13,47,783 | 0·23 | 2·89 | —5,48,467 |
| Nizam's Guaranteed State | —22,43,434 | —1·58 | —21·76 | .. |
| North Western | 45,94,662 | 0·22 | 2·44 | 11,09,558 |
| Oudh and Rohil'hand. | 11,21,396 | 0·21 | 2·99 | 1,63,792 |
| South Indian | 3,60,994 | 0·17 | 2·36 | —1,35,661 |
| 3' 3½" GAUGE. | | | | |
| Assam Bengal | 4,77,623 | 2·86 | 2·96 | 88,454 |
| Bengal and North-Western | 5,78,050 | .. | 1·61 | .. |
| Bombay, Baroda and Central India | 17,94,999 | 0·18 | 3·03 | 23,973 |
| Burma | 12,25,582 | 16·80 | 2·85 | 1,64,015 |
| Eastern Bengal * | 7,24,264 | 0·19 | 3·06 | 50,839 |
| Jodhpur | 5,57,286 | 0·26 | .. | .. |
| Madras and Southern Mahratta. | 9,34,376 | 0·13 | 2·70 | —5,00,766 |
| Nizam's Guaranteed State | 2,64,743 | 0·18 | 2·80 | .. |
| Rohilkund and Kumaon | 1,44,100 | 2·19 | 2·15 | 749 |
| South Indian | 11,74,503 | 0·17 | 2·95 | —3,31,660 |
| 2' 6" GAUGE. | | | | |
| Bengal-Nagpur† | 77,436 | 0·05 | 1·39 | .. |
| Bombay, Baroda and Central India | 9,811 | 0·05 | 0·86 | .. |
| North Western | 72,851 | 0·08 | 1·59 | 339 |
| South Indian | 9,429 | 0·08 | 2·85 | —2,516 |

* Includes figures for Eastern Bengal (2' 6") gauges Railway.

† Excludes figures for Mayurbhanj and Parakimedi Light Railways.

year 1924-25—concl'd.

EXPENSES—cont'd.

| EXPENSES. | | TOTAL MISCELLANEOUS EXPENSES. | | | TOTAL MISCELLANEOUS EXPENSES—LESS VALUE OF STORES RETURNED TO STOCK. | | |
|----------------------|-------------------------------|-------------------------------|----------------------|-------------------------------|--|----------------------|-------------------------------|
| Cost per train mile. | Percentage of total earnings. | Total amount. | Cost per train mile. | Percentage of total earnings. | Total amount. | Cost per train mile. | Percentage of total earnings. |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| Ra. | | Rs. | Rs. | | Rs. | Rs. | |
| 0·04 | 0·60 | 31,40,776 | 0·30 | 4·04 | 31,40,735 | 0·30 | 4·04 |
| 0·01 | 0·16 | 21,57,889 | 0·27 | 3·01 | 21,57,889 | 0·27 | 3·01 |
| 0·03 | 0·40 | 17,24,161 | 0·36 | 4·49 | 17,24,161 | 0·36 | 4·49 |
| —0·01 | —0·15 | 53,46,419 | 0·21 | 3·03 | 53,46,419 | 0·21 | 3·03 |
| —0·25 | —3·32 | 15,85,144 | 0·08 | 1·01 | 15,85,144 | 0·08 | 1·01 |
| —0·09 | —1·17 | 7,99,316 | 0·14 | 1·72 | 7,99,316 | 0·14 | 1·72 |
| .. | .. | —22,43,434 | —1·58 | —21·76 | —22,43,434 | —1·58 | —31·76 |
| 0·05 | 0·59 | 57,04,220 | 0·27 | 3·03 | 57,04,220 | 0·27 | 3·03 |
| 0·03 | 0·44 | 12,85,188 | 0·24 | 3·43 | 12,85,188 | 0·24 | 3·43 |
| —0·06 | —0·89 | 2,33,115 | 0·11 | 1·52 | 2,33,115 | 0·11 | 1·52 |
| 0·53 | 0·54 | 5,66,080 | 3·39 | 3·50 | 5,66,078 | 3·39 | 3·50 |
| .. | .. | 5,78,050 | .. | 1·61 | 5,78,050 | .. | 1·61 |
| .. | 0·04 | 18,18,972 | 0·18 | 3·07 | 18,18,972 | 0·18 | 3·07 |
| 2·24 | 0·38 | 13,89,577 | 19·04 | 3·23 | 13,89,577 | 19·04 | 3·23 |
| 0·01 | 0·22 | 7,75,103 | 0·20 | 3·28 | 7,75,103 | 0·20 | 3·28 |
| .. | .. | 5,57,288 | 0·26 | .. | 5,57,288 | 0·26 | .. |
| —0·07 | —1·45 | 4,33,610 | 0·06 | 1·25 | 4,33,610 | 0·06 | 1·25 |
| .. | .. | 2,64,743 | 0·18 | 2·90 | 2,64,743 | 0·26 | 2·90 |
| 0·01 | 0·01 | 1,44,849 | 2·20 | 2·16 | 1,44,849 | 2·20 | 2·16 |
| —0·05 | —0·83 | 9,48,980 | 0·14 | 2·39 | 9,48,980 | 0·14 | 2·39 |
| .. | .. | 77,436 | 0·05 | 1·39 | 77,436 | 0·05 | 1·39 |
| .. | .. | 9,811 | 0·05 | 0·86 | 9,811 | 0·05 | 0·86 |
| .. | 0·01 | 73,190 | 0·06 | 1·60 | 73,190 | 0·08 | 1·60 |
| .. | —0·76 | 6,913 | 0·04 | 2·09 | 6,913 | 0·04 | 2·09 |

31.—Statement of Oil Consumption on Class I Railways during the year 1924-25.

| Railway. | LUBRICATING OIL USED ON ENGINES. | | | | LUBRICATING OIL USED ON PASSENGER AND GOODS STOCK. | |
|--|------------------------------------|-----------------------------|---|--|--|--------------------------------|
| | Total pints (Passenger and mixed). | Total pints (Goods trains). | Pints per 100 engine miles (Passenger and mixed). | Pints per 100 engine miles (Goods trains). | Total pints. | Pints per 1,000 vehicle miles. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5' 6" GAUGE. | | | | | | |
| Bengal-Nagpur | 299,201 | 469,311 | 6·81 | 6·54 | 2,128,032 | 7·09 |
| Bombay, Baroda and Central India | 498,998 | 216,549 | 8·74 | 7·99 | 638,586 | 2·87 |
| Eastern Bengal | 318,155 | 116,378 | 9·35 | 9·21 | 432,798 | 3·37 |
| East Indian | 859,168 | 1,317,184 | 7·84 | 8·64 | 2,127,280 | 2·47 |
| Great Indian Peninsula | 1,087,707 | 1,028,808 | 9·21 | 10·30 | 1,088,059 | 2·14 |
| Madras and Southern Mahratta | 350,570 | 222,390 | 9·10 | 9·41 | 222,137 | 1·51 |
| Nizam's Guaranteed State | 64,414 | 43,406 | 7·68 | 7·42 | 44,708 | 1·57 |
| North-Western | 1,274,564 | 1,085,876 | 9·78 | 12·10 | 983,814 | 1·51 |
| Oudh and Rohilkhand | 276,351 | 136,346 | 8·21 | 7·08 | 289,398 | 1·82 |
| South Indian | 145,880 | 57,761 | 9·51 | 9·92 | 88,701 | 2·28 |
| Total | 5,155,008 | 4,694,009 | 8·62 | 8·86 | 8,043,513 | 2·66 |
| 3' 3½" GAUGE. | | | | | | |
| Assam-Bengal | 128,562 | 33,288 | 5·92 | 6·53 | 117,621 | 1·65 |
| Bengal and North-Western | 248,747 | 67,160 | 4·94 | 4·86 | 225,182 | 1·29 |
| Bombay, Baroda and Central India | 412,312 | 302,015 | 6·87 | 7·12 | 475,928 | 1·67 |
| Burma | 260,175 | 136,437 | 6·06 | 6·43 | 207,882 | 1·06 |
| Eastern Bengal | 149,612 | 63,911 | 6·38 | 6·26 | 154,183 | 1·27 |
| Jodhpur | 47,702 | 39,052 | 7·47 | 9·00 | 27,333 | 0·85 |
| Madras and Southern Mahratta | 273,233 | 207,672 | 6·50 | 6·53 | 206,864 | 1·26 |
| Nizam's Guaranteed State | 67,306 | 26,260 | 6·30 | 7·70 | 27,497 | 0·99 |
| Rohilkund and Kumaon | 46,347 | 5,731 | 4·71 | 3·99 | 93,070 | 3·16 |
| South Indian | 283,781 | 124,659 | 6·38 | 6·95 | 216,185 | 1·34 |
| Total | 1,917,777 | 1,006,185 | 6·15 | 6·54 | 1,751,745 | 1·45 |
| 2' 6" AND 2' 0" GAUGE. | | | | | | |
| | Total Pints (all Engines) | | Pints per 100 Engine miles (all Engines) | | | |
| Bengal-Nagpur | 82,877 | | 4·13 | | | |
| Bombay, Baroda and Central India | 14,896 | | 6·38 | | | |
| Eastern Bengal | 12,730 | | 9·58 | | | |
| Great Indian Peninsula | 33,381 | | 8·91 | | | |
| Jodhpur | 582 | | 6·16 | | | |
| North Western | 119,088 | | 10·20 | | | |
| South Indian | 8,255 | | 5·02 | | | |
| Total | 271,809 | | 7·27 | | | |

32.—Statement of Electric Train Statistics of the Great Indian Peninsula Railway for February and March 1925.

| PHYSICAL STATISTICS. | | OPERATING STATISTICS—(contd.) | |
|--|---------|---|-----------|
| 1. Section electrified—Victoria Terminus to Kurla. | | 14. No. of passengers carried— | |
| 2. Date of first opening for public service | 3-2-25 | 14-01 First class | 3,900 |
| 3. Mileage equipped for electric service on 31st March 1925— | | 14-02 Second class | 61,483 |
| 3-01 Route miles | 8-45 | 14-03 Third class | 603,007 |
| 3-02 Track miles | 17-13 | 14-04 Total | 668,390 |
| 4. No. of sub-power stations on 31st March 1925 | 2 | 15. Passenger miles— | |
| 5. No. of electric railway stations on 31st March 1925. | 11 | 15-01 First class | 16,415 |
| 6. Mileage of transmission cable on 31st March 1925. | 17-79 | 15-02 Second class | 222,514 |
| | | 15-03 Third class | 2,124,720 |
| | | 15-04 Total | 2,363,649 |
| OPERATING STATISTICS. | | 16. Average speed— | |
| 7. Average No. on the line— | | 16-01 Train miles per train hour | 17-0 |
| 7-01 Motor coaches | 5 | 16-02 Train miles per total hour | 10-9 |
| 7-02 Trailers | 15 | 17. Train unit* miles per day per train unit— | |
| 7-03 Train units* | 5 | 17-01 In use | 140-9 |
| 8. Average No. in use daily— | | 17-02 On the line | 84-5 |
| 8-01 Motor coaches | 3 | 18. Total power for traction and train lighting in K lo-watt hours. | 593,460 |
| 8-02 Trailers | 9 | 19. Kilo-watt hours per train unit* mile | 25-5 |
| 8-02 Trains units* | 3 | 20. Watt hours per gross ton mile | 126-8 |
| 9. Total passenger train miles | 23,167 | 21. Lubricating oil used— | |
| 10. Total vehicle miles | 185,976 | 21-01 Total pints | 4,595 |
| 11. Train hours | 1,361-4 | 21-02 Pints per 1,000 train unit* miles | 197-7 |
| 12. Other hours | 763-2 | 21-03 Pints per 100,000 gross ton miles | 98-2 |
| 13. Total hours | 2,124-6 | | |

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

| Railway. | Locomotives. | COACHING STOCK (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | | |
|---|--------------|--|---------------------|-------|--------|--------|--------------------------|--------|
| | | Number. | PASSENGER VEHICLES. | | | | Other coaching vehicles. | Total. |
| | | | Seats by classes. | | | | | |
| | | | 1st. | 2nd. | Inter. | Third. | No. | No. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| CLASS II RAILWAYS. | | | | | | | | |
| <i>3' 3½" Gauge.</i> | | | | | | | | |
| Bengal Doars | 16 | 51 | 118 | 102 | 294 | 2,030 | 7 | 58 |
| Bhavnagar State | 27 | 108 | 167 | 347 | .. | 3,411 | 30 | 138 |
| Bikaner State | 52 | 114 | 162 | 273 | 329 | 5,165 | 36 | 150 |
| Dibru-Sadiya | 26 | 41 | 191 | 144 | 239 | 1,318 | 9 | 50 |
| Gondal | 20 | 86 | 120 | 303 | .. | 2,197 | 11 | 97 |
| Junagad State | 18 | 71 | 126 | 312 | .. | 2,331 | 5 | 76 |
| Morvi | 18 | 63 | 69 | 192 | .. | 2,130 | 11 | 74 |
| Mysore | 27 | 109 | 110 | 208 | 160 | 3,639 | 21 | 130 |
| Total | 204 | 643 | 1,063 | 1,881 | 1,022 | 22,221 | 130 | 773 |
| <i>2' 6" Gauge.</i> | | | | | | | | |
| Barai Light | 16 | 48 | 80 | 152 | .. | 2,234 | .. | 48 |
| Gaekwar's Baroda State | 32 | 126 | 84 | 116 | .. | 5,538 | 4 | 130 |
| Total | 48 | 174 | 164 | 268 | .. | 7,772 | 4 | 178 |
| <i>2' 0" Gauge.</i> | | | | | | | | |
| Darjeeling-Himalayan | 29 | 114 | 308 | 330 | .. | 1,915 | 25 | 139 |
| CLASS III RAILWAYS. | | | | | | | | |
| <i>3' 3½" Gauge.</i> | | | | | | | | |
| Aden | 6 | 8 | 16 | 18 | .. | 308 | .. | 8 |
| Jamnagar and Dwarka | 14 | 43 | 66 | 88 | .. | 1,323 | 7 | 50 |
| Porbandar State | 8 | 17 | 26 | 76 | .. | 352 | 4 | 21 |
| Udaipur-Chitorgarh | 6 | 35 | 34 | 54 | 40 | 855 | 9 | 44 |
| Total | 34 | 103 | 142 | 236 | 40 | 2,838 | 20 | 123 |
| <i>2' 6" Gauge.</i> | | | | | | | | |
| Ahmadpur-Katwa | 4 | 19 | 18 | 18 | 64 | 448 | .. | 19 |
| Arakan Light | 3 | 10 | 24 | .. | .. | 320 | .. | 10 |
| Arrah-Sasaram Light | 6 | 24 | 12 | .. | 72 | 520 | 4 | 28 |
| Bangalore-Chick Ballapur Light* | 10 | 21 | 24 | 61 | .. | 870 | .. | 21 |
| Bankura-Damoodar River | 6 | 27 | 24 | 24 | 112 | 616 | .. | 27 |
| Baraset-Basirhat Light | 8 | 46 | 44 | .. | 120 | 1,085 | 3 | 49 |
| Carried over | 37 | 147 | 146 | 103 | 368 | 3,859 | 7 | 154 |

Class II and III Railways on the 31st March 1925.

| GOODS STOCK. (excluding vehicles used exclusively on railway service.) | | | RAILWAY SERVICE VEHICLES. | | REMARKS. |
|---|-----------------|--------|---|--|----------|
| Covered and open Wagons. | Other vehicles. | Total. | Coaching (including officers' carriages.) | Goods (including inspection trollies.) | |
| 10 | 11 | 12 | 13 | 14 | 15 |
| 452 | .. | 452 | 5 | 9 | |
| 558 | 33 | 591 | 5 | 8 | |
| 1,034 | .. | 1,034 | 9 | 23 | |
| 1,346 | 174 | 1,520 | 54 | .. | |
| 292 | 12 | 304 | 4 | 1 | |
| 290 | 14 | 304 | 5 | 10 | |
| 210 | 2 | 212 | 1 | .. | |
| 378 | 6 | 384 | 9 | 5 | |
| 4,560 | 241 | 4,801 | 92 | 56 | |
| 200 | 3 | 203 | 1 | 2 | |
| 668 | 26 | 694 | .. | .. | |
| 868 | 29 | 897 | 1 | 2 | |
| 466 | .. | 466 | .. | .. | |
| 51 | 29 | 80 | .. | .. | |
| 125 | .. | 125 | 3 | 2 | |
| 326 | 8 | 334 | 1 | 1 | |
| 51 | .. | 51 | 1 | .. | |
| 553 | 37 | 590 | 5 | 3 | |
| 22 | 4 | 26 | .. | .. | |
| 8 | .. | 8 | .. | .. | |
| 49 | .. | 49 | 1 | .. | |
| 85 | 2 | 87 | 2 | 2 | |
| 72 | 6 | 78 | .. | 1 | |
| 47 | .. | 47 | 1 | 1 | |
| 293 | 12 | 295 | 4 | 4 | |

*Includes Kolar District Railway.

33.—Statement of Equipment of Class II and III Railways on the 31st March 1925—concl'd.

| Railway. | Locomotives. | COACHING STOCK (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | | | | GOODS STOCK (excluding vehicles used exclusively on railway service.) | | | RAILWAY SERVICE VEHICLES | |
|---|--------------|--|-------------------|------------|------------|--------------|--------------------------|------------|---|-----------------|--------------|--------------------------|-----------|
| | | PASSENGER VEHICLES. | | | | | Other coaching vehicles. | Total. | Covered and open Wagons. | Other vehicles. | Total. | Coaching. | Goods. |
| | | No. | Seats by classes. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| Brought forward . | 37 | 147 | 146 | 103 | 208 | 3,859 | 7 | 154 | 283 | 12 | 295 | 4 | 4 |
| CLASS III RAILWAYS—concl'd. | | | | | | | | | | | | | |
| <i>2' 6" Gauge.</i> | | | | | | | | | | | | | |
| Bengal Provincial | 8 | 28 | 20 | 20 | 82 | 614 | 2 | 30 | 62 | .. | 62 | 1 | 2 |
| Bakhtiarpur-Bihar Light | 5 | 19 | 18 | 12 | 24 | 304 | 3 | 22 | 68 | .. | 68 | .. | .. |
| Burdwan-Katwa | 4 | 22 | 18 | 18 | 96 | 512 | .. | 22 | 36 | 4 | 40 | .. | 1 |
| Cutch State | 3 | 7 | .. | 48 | .. | 159 | .. | 7 | 32 | 2 | 34 | 1 | 1 |
| Dehri-Rohas Light | 5 | 6 | 20 | .. | 12 | 158 | .. | 6 | 128 | 4 | 132 | 1 | 3 |
| Dholpur-Bari | 6 | 8 | 18 | .. | .. | 400 | .. | 8 | 8 | 73 | 81 | .. | .. |
| Futwah-Jalampur | 3 | 7 | 6 | .. | 78 | 338 | .. | 7 | 14 | .. | 14 | .. | .. |
| Jessore-Jhenidah | 7 | 19 | 18 | 22 | 88 | 408 | 2 | 21 | 34 | .. | 34 | .. | .. |
| Kalighat-Falta | 5 | 38 | 30 | 34 | 112 | 1,080 | .. | 38 | 45 | 8 | 53 | .. | .. |
| Shabdara-(Delhi)-Saharanpur Light | 10 | 41 | 27 | .. | 66 | 870 | 1 | 42 | 205 | 4 | 209 | 1 | 1 |
| Tezporc-Balipara Light | 5 | 15 | 24 | .. | 60 | 480 | 3 | 18 | 90 | .. | 90 | .. | .. |
| Total | 98 | 357 | 345 | 257 | 986 | 9,182 | 18 | 375 | 1,005 | 107 | 1,112 | 8 | 12 |
| <i>2' 0" Gauge.</i> | | | | | | | | | | | | | |
| Gwalior Light | 25 | 68 | 48 | 83 | .. | 1,734 | 37 | 105 | 373 | 1 | 374 | 3 | .. |
| Howrah-Amra Light | 18 | 126 | 54 | .. | 296 | 2,458 | 11 | 137 | 76 | .. | 76 | 2 | 1 |
| Howrah-Sheakhala Light | 3 | 32 | 26 | .. | 75 | 608 | 1 | 33 | 13 | .. | 13 | .. | .. |
| Jagadhri Light | 2 | 5 | 2 | .. | 3 | 12 | *1 | 6 | 7 | .. | 7 | .. | .. |
| Jarhat (Provincial) | 8 | 25 | 48 | 32 | 86 | 596 | 4 | 29 | 103 | 5 | 108 | 2 | 1 |
| Kulasekarapatnam Light | 1 | 19 | .. | .. | .. | 456 | .. | 19 | 40 | .. | 40 | .. | 2 |
| Tarikere Narasimharajapura Light | 6 | 4 | .. | 16 | .. | 96 | .. | 4 | 46 | 2 | 48 | .. | .. |
| Trivellore Light | 3 | 15 | .. | .. | .. | 84 | .. | 15 | 4 | 1 | 5 | .. | 1 |
| Total | 66 | 294 | 178 | 131 | 480 | 6,044 | 54 | 348 | 662 | 9 | 671 | 7 | 5 |

34.—Statement of Net Additions to Equipment of Class II and III Railways during the year 1924-25.

| Railway | Locomotives. | COACHING STOCK. (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | | | GOODS STOCK. (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). | | REMARKS. | |
|-----------------------------------|--------------|---|-------------------|------------|------------|--|-----------------------------------|------------|--------------------|
| | | No. | Seats by classes. | | | | Covered and open wagons. | | Other vehicles. |
| | | | 1st. | 2nd. | Inter. | 3rd. | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| CLASS II RAILWAYS. | | | | | | | | | |
| 3' 3½" Gauge. | | | | | | | | | |
| Bengal Doonars | .. | 1 | .. | .. | 92 | 16 | 92 | -92 | |
| Bhavnagar State | .. | -2 | .. | -20 | .. | .. | 13 | 8 | |
| Bikaner State | 12 | -18 | .. | .. | .. | .. | 199 | -39 | |
| Dibru-Sadiya | .. | .. | .. | .. | .. | .. | 100 | 20 | |
| Gondal | .. | -1 | 2 | -16 | .. | -7 | 3 | 4 | |
| Junagad State | 3 | 4 | 6 | 27 | .. | -54 | 50 | .. | |
| Morvi | 1 | .. | .. | .. | .. | .. | 90 | .. | |
| Mysore | -3 | 6 | -20 | .. | 48 | 252 | .. | .. | |
| Total | 13 | -10 | -12 | -9 | 140 | 207 | 547 | -99 | |
| 2' 6" Gauge. | | | | | | | | | |
| Barsi Light | -1 | .. | .. | .. | .. | -50 | .. | .. | |
| Gaekwar's Baroda State | .. | .. | 44 | -92 | .. | -182 | -23 | 26 | |
| Total | -1 | .. | 44 | -92 | .. | -232 | -23 | 26 | |
| 2' 0" Gauge. | | | | | | | | | |
| Darjeeling-Himalayan | .. | -3 | -13 | 46 | .. | 49 | 5 | .. | |
| CLASS III RAILWAYS. | | | | | | | | | |
| 3' 3½" Gauge. | | | | | | | | | |
| Aden | .. | .. | .. | .. | .. | .. | -6 | 9 | |
| Jamnagar and Dwarka | .. | 1 | 6 | 18 | .. | 63 | -9 | .. | |
| Porbandar | 4 | 4 | 5 | 19 | .. | 60 | 112 | 6 | |
| Udaipur-Chitorgarh | .. | .. | .. | 24 | .. | -44 | .. | .. | |
| Total | 4 | 5 | 11 | 61 | .. | 79 | 97 | 15 | |
| 2' 6" Gauge. | | | | | | | | | |
| Ahmadpur-Katwa | .. | .. | .. | .. | .. | .. | .. | .. | |
| Arakan Light | .. | .. | .. | .. | .. | .. | .. | .. | |
| Arrah-Sasaram Light | .. | 2 | .. | .. | .. | 136 | 1 | .. | |
| Bangalore-Chik Ballapur Light* | .. | .. | .. | .. | .. | .. | .. | .. | |
| Bankura-Damoodar River | .. | .. | .. | .. | .. | .. | .. | .. | |
| Baraset Basirhat Light. | .. | 1 | .. | .. | .. | 56 | 1 | .. | |
| Bengal Provincial | .. | 1 | -4 | -5 | 6 | -98 | .. | .. | |
| Bukhtiarpur-Bihar Light | .. | .. | .. | .. | .. | .. | .. | .. | |
| Burdwan-Katwa | .. | .. | .. | .. | .. | .. | .. | .. | |
| Cutch State | .. | 1 | .. | 20 | .. | .. | .. | .. | |
| Dehri-Rohtas Light | .. | -4 | -6 | .. | -4 | 4 | 19 | 4 | |
| Dholpur-Bari | .. | .. | .. | .. | .. | .. | .. | .. | |
| Futwah-Islampur | .. | 2 | .. | .. | .. | 136 | 2 | .. | |
| Jessore-Jhenidah | 1 | .. | .. | .. | .. | .. | -1 | .. | |
| Kalighat-Falta | .. | .. | .. | .. | .. | .. | .. | .. | |
| Shahdara (Delhi)-Saharanpur Light | .. | 2 | -6 | .. | .. | -14 | 1 | -1 | |
| Tezpur-Balipara | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total | 1 | 5 | -16 | 15 | 2 | 220 | 23 | 3 | |
| 2' 0" Gauge. | | | | | | | | | |
| Gwalior Light | 1 | 1 | 18 | -3 | .. | 28 | -2 | .. | |
| Howrah-Amta Light | 1 | .. | .. | .. | .. | .. | .. | .. | |
| Howrah-Sheakhala Light | .. | .. | .. | .. | .. | .. | .. | .. | |
| Jagadhri Light | .. | .. | .. | .. | .. | .. | .. | .. | |
| Jorhat (Provincial) | .. | .. | .. | .. | .. | .. | .. | .. | |
| Kulasekarapatnam Light | .. | 2 | .. | .. | .. | 48 | .. | .. | |
| Tarikere Narasimharajapura Light | 2 | .. | .. | .. | .. | .. | 12 | .. | |
| Trivellore Light | 1 | 8 | .. | .. | .. | -112 | 1 | -1 | |
| Total | 5 | 11 | 18 | -3 | .. | -36 | 11 | -1 | |

* Includes Kolar District Railway.

35.—Statement of Passenger and Goods Revenue Statistics

| Railway. | Gauge. | Year. | NUMBER OF PASSENGERS CARRIED (IN HUNDREDS). | | | | | PASSENGER MILES (IN THOUSANDS). | | | | |
|--|-----------------|---------|--|-------|--------|----------|----------|------------------------------------|-------|--------|---------|---------|
| | | | 1st. | 2nd. | Inter. | 3rd. | Total. | 1st. | 2nd. | Inter. | 3rd. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| CLASS II RAILWAYS. | | | | | | | | | | | | |
| Barsi Light | 2' 6" | 1923-24 | 6 | 4.0 | .. | 1,096.8 | 1,100.4 | 22 | 169 | .. | 41,902 | 42,09 |
| | | 1924-25 | 3 | 4.1 | .. | 1,225.3 | 1,229.7 | 15 | 176 | .. | 44,130 | 44,32 |
| Bengal Doocars | 3' 3½" | 1923-24 | 2.7 | 3.7 | 23.1 | 1,183.0 | 1,212.5 | 80 | 97 | 560 | 24,253 | 24,59 |
| | | 1924-25 | 2.5 | 3.2 | 28.9 | 1,239.0 | 1,273.6 | 78 | 102 | 701 | 26,880 | 27,76 |
| Bhavnagar State | 3' 3½" | 1923-24 | 2.4 | 35.3 | .. | 3,000.8 | 3,107.5 | 141 | 1,786 | .. | 90,709 | 92,62 |
| | | 1924-25 | 2.3 | 36.5 | .. | 3,070.3 | 3,118.1 | 163 | 1,788 | .. | 91,413 | 93,36 |
| Bikaner State | 3' 3½" | 1923-24 | 1.5 | 8.3 | 28.0 | 1,707.5 | 1,745.3 | 115 | 621 | 1,546 | 68,928 | 71,210 |
| | | 1924-25 | 1.9 | 11.2 | 40.0 | 1,848.6 | 1,901.7 | 203 | 696 | 2,118 | 73,990 | 77,007 |
| Darjeeling-Himalayan | 2' 0" | 1923-24 | 8.3 | 30.3 | .. | 523.6 | 562.2 | 348 | 954 | .. | 8,869 | 10,101 |
| | | 1924-25 | 7.3 | 29.3 | .. | 573.2 | 609.8 | 336 | 990 | .. | 9,713 | 11,031 |
| Dibru-Sadiya | 3' 3½" | 1923-24 | 4.3 | 5.9 | 9.9 | 788.6 | 805.7 | 101 | 151 | 247 | 13,177 | 13,671 |
| | | 1924-25 | 4.9 | 7.8 | 10.1 | 884.4 | 907.2 | 109 | 190 | 246 | 15,538 | 16,08 |
| Gackwar's Baroda State | 2' 6" | 1923-24 | 4 | 14.5 | .. | 3,935.6 | 4,000.5 | 11 | 277 | .. | 55,334 | 55,62 |
| | | 1924-25 | 1.0 | 16.3 | .. | 4,720.6 | 4,737.9 | 30 | 284 | .. | 64,999 | 65,28 |
| Gondal | 3' 3½" | 1923-24 | 3.1 | 64.2 | .. | 2,658.2 | 2,724.5 | 190 | 2,048 | .. | 65,228 | 67,46 |
| | | 1924-25 | 2.8 | 56.0 | .. | 2,660.6 | 2,721.4 | 243 | 1,858 | .. | 63,927 | 66,02 |
| Junagad State | 3' 3½" | 1923-24 | 1.9 | 42.1 | .. | 1,742.2 | 1,786.2 | 66 | 1,100 | .. | 39,271 | 40,437 |
| | | 1924-25 | 1.9 | 39.5 | .. | 1,723.9 | 1,770.3 | 58 | 1,010 | .. | 39,041 | 40,109 |
| Morvi | 3' 3½" 2' 6" | 1923-24 | 2.9 | 27.2 | .. | 981.3 | 991.6 | 183 | 1,626 | .. | 42,538 | 44,347 |
| | | 1924-25 | 2.8 | 23.9 | .. | 943.6 | 970.3 | 178 | 1,429 | .. | 41,790 | 43,397 |
| Mysor | 3' 3½" | 1923-24 | 3.3 | 36.8 | 13.1 | 2,605.1 | 2,658.3 | 198 | 1,096 | 482 | 67,753 | 69,59 |
| | | 1924-25 | 3.1 | 37.4 | 26.7 | 2,929.5 | 2,996.7 | 194 | 1,106 | 1,152 | 75,591 | 78,03 |
| TOTAL CLASS II RAILWAYS | | 1923-24 | 31.4 | 272.3 | 74.1 | 20,320.9 | 20,694.7 | 1,455 | 9,925 | 2,835 | 517,952 | 532,167 |
| | | 1924-25 | 30.8 | 267.2 | 105.7 | 21,833.0 | 22,236.7 | 1,607 | 9,629 | 4,217 | 546,932 | 562,435 |
| CLASS III RAILWAYS. | | | | | | | | | | | | |
| Aden | 3' 3½" | 1923-24 | 3 | 1.5 | 80.6 | 110.8 | 193.2 | 6 | 33 | 285 | 2,087 | 2,411 |
| | | 1924-25 | 1 | 7 | 24.3 | 80.5 | 105.6 | 3 | 16 | 417 | 1,409 | 1,845 |
| Ahmadpur-Katwa | 2' 6" | 1923-24 | .. | 7 | 4.8 | 264.1 | 269.6 | .. | 11 | 67 | 3,408 | 3,466 |
| | | 1924-25 | .. | 7 | 5.5 | 275.9 | 282.1 | 1 | 11 | 78 | 3,483 | 3,573 |
| Arakan Light | 2' 6" | 1923-24 | 6 | .. | .. | 74.8 | 75.4 | 8 | .. | .. | 1,128 | 1,136 |
| | | 1924-25 | 5 | .. | .. | 59.3 | 59.8 | 7 | .. | .. | 928 | 936 |
| Arrah-Sassaram Light | 2' 6" | 1923-24 | 1.0 | .. | 5.3 | 516.3 | 522.1 | 35 | .. | 164 | 10,936 | 11,135 |
| | | 1924-25 | 1.0 | .. | 4.4 | 526.2 | 531.6 | 35 | .. | 136 | 10,132 | 10,303 |
| Bangalore-Chik Ballapur Light | 2' 6" | 1923-24 | 2 | 4.3 | .. | 916.3 | 920.8 | 4 | 96 | .. | 16,275 | 16,375 |
| | | 1924-25 | 1 | 4.0 | .. | 895.1 | 899.2 | 3 | 95 | .. | 16,253 | 16,351 |
| Bankura-Damoodar River | 2' 6" | 1923-24 | .. | 7 | 3.1 | 235.6 | 239.4 | 1 | 16 | 75 | 4,272 | 4,364 |
| | | 1924-25 | .. | 5 | 2.9 | 226.8 | 229.6 | 1 | 12 | 63 | 4,222 | 4,288 |
| Baraset-Basirhat Light | 2' 6" | 1923-24 | 4.2 | .. | 34.8 | 1,083.6 | 1,122.6 | 111 | .. | 661 | 17,075 | 17,847 |
| | | 1924-25 | 4.4 | .. | 36.6 | 1,205.5 | 1,246.5 | 128 | .. | 721 | 18,335 | 19,184 |
| Bengal Provincial | 2' 6" | 1923-24 | 3 | 2.0 | 10.9 | 510.1 | 523.3 | .. | .. | .. | .. | .. |
| | | 1924-25 | 2 | 1.8 | 10.6 | 567.4 | 580.0 | .. | .. | .. | .. | .. |
| Bukhtiarpur-Bihar Light | 2' 6" | 1923-24 | 4 | 2.5 | 15.7 | 737.6 | 756.2 | 8 | 46 | 277 | 12,489 | 12,829 |
| | | 1924-25 | 3 | 2.6 | 14.8 | 547.7 | 565.4 | 8 | 49 | 285 | 7,880 | 8,222 |

* Information not available.

35.—Statement of Passenger and Goods Revenue

| Railway. | Gauge. | Year. | NUMBER OF PASSENGERS CARRIED. (IN HUNDREDS). | | | | | PASSENGER MILES. (IN THOUSANDS). | | | | |
|-----------------------------------|-----------|---------|---|------|--------|----------|----------|-------------------------------------|-------|--------|---------|----------|
| | | | 1st. | 2nd. | Inter. | 3rd. | Total. | 1st. | 2nd. | Inter. | 3rd. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| CLASS III—contd. | | | | | | | | | | | | |
| Burdwan-Katwa | 2' 6" | 1923-24 | .. | 1.0 | 7.2 | 347.0 | 355.2 | 2 | 22 | 135 | 5,042 | 5,201 |
| | | 1924-25 | 1 | 1.0 | 7.3 | 352.8 | 361.2 | 1 | 23 | 133 | 4,981 | 5,138 |
| Cutch State | 2' 6" | 1923-24 | .. | 9 | .. | 72.7 | 73.6 | .. | 26 | .. | 1,389 | 1,416 |
| | | 1924-25 | .. | 1.2 | .. | 75.4 | 76.6 | .. | 33 | .. | 1,528 | 1,561 |
| Dehri-Rohtas Light | 2' 6" | 1923-24 | 3 | .. | 4 | 114.6 | 116.3 | * | * | * | * | * |
| | | 1924-25 | 3 | .. | 4 | 125.2 | 125.9 | * | * | * | * | * |
| Dholpur-Bari | 2' 6" | 1923-24 | .. | 2 | .. | 178.0 | 178.2 | .. | 5 | .. | 3,334 | 3,339 |
| | | 1924-25 | .. | 3 | .. | 197.9 | 198.2 | .. | 6 | .. | 3,917 | 3,923 |
| Futwah-Jalampur | 2' 6" | 1923-24 | 9 | .. | 7.4 | 364.3 | 372.6 | 12 | .. | 105 | 5,000 | 5,117 |
| | | 1924-25 | 7 | .. | 5.7 | 397.7 | 404.1 | 12 | .. | 86 | 5,464 | 5,552 |
| Gwallor Light | 2' 6" | 1923-24 | 1.2 | 6.2 | .. | 424.0 | 431.4 | 80 | 340 | .. | 14,088 | 14,508 |
| | | 1924-25 | 1.0 | 6.5 | .. | 491.4 | 498.9 | 65 | 336 | .. | 14,840 | 15,241 |
| Howrah-Amta Light | 2' 0" | 1923-24 | 6.1 | .. | 102.9 | 2,613.1 | 2,722.1 | 89 | .. | 1,041 | 37,327 | 38,457 |
| | | 1924-25 | 5.2 | .. | 95.8 | 2,827.6 | 2,928.6 | 87 | .. | 1,027 | 33,567 | 34,561 |
| Howrah-Sheakhala Light | 2' 0" | 1923-24 | 1.3 | .. | 23.6 | 791.7 | 816.6 | 13 | .. | 146 | 8,938 | 9,097 |
| | | 1924-25 | 7 | .. | 28.4 | 861.6 | 890.7 | 10 | .. | 178 | 8,373 | 8,561 |
| Jagadhri Light | 2' 0" | 1923-24 | 2 | .. | 1.6 | 90.4 | 92.2 | 1 | .. | 5 | 299 | 305 |
| | | 1924-25 | 2 | .. | 1.3 | 92.4 | 93.9 | 1 | .. | 4 | 306 | 311 |
| Jamnagar and Dwarka | 3' 3 1/2" | 1923-24 | 1.1 | 14.2 | .. | 855.4 | 871.7 | 63 | 711 | .. | 33,348 | 34,127 |
| | | 1924-25 | 1.4 | 13.6 | .. | 822.6 | 837.6 | 83 | 702 | .. | 30,578 | 31,283 |
| Jessore-Jhoidah | 2' 6" | 1923-24 | 1 | 9 | 3.0 | 165.1 | 169.1 | 4 | 19 | 60 | 2,562 | 2,645 |
| | | 1924-25 | 1 | 6 | 1.9 | 136.3 | 138.9 | 3 | 12 | 36 | 2,222 | 2,273 |
| Jorhat (Provincial) | 2' 0" | 1923-24 | .. | .. | .. | 238.4 | 238.4 | .. | .. | .. | 2,312 | 2,313 |
| | | 1924-25 | .. | .. | .. | 227.7 | 227.7 | .. | .. | .. | 2,492 | 2,492 |
| Kalighat-Falta | 2' 6" | 1923-24 | 1 | 1.5 | 20.3 | 761.3 | 763.2 | 2 | 21 | 127 | 8,363 | 8,73 |
| | | 1924-25 | 1 | 1.8 | 20.1 | 790.1 | 812.1 | 1 | 22 | 141 | 8,524 | 8,688 |
| Kulasekarapatnam Light | 2' 0" | 1923-24 | .. | .. | .. | 99.0 | 99.0 | .. | .. | .. | 1,036 | 1,036 |
| | | 1924-25 | .. | .. | .. | 97.1 | 97.1 | .. | .. | .. | 992 | 992 |
| Porbandar State | 3' 3 1/2" | 1923-24 | 6 | 6.5 | .. | 365.7 | 372.8 | 34 | 190 | .. | 7,718 | 7,942 |
| | | 1924-25 | 5 | 5.7 | .. | 358.9 | 365.1 | 20 | 168 | .. | 7,445 | 7,633 |
| Tarikere-Narsimharsapur Light | 2' 0" | 1923-24 | .. | 2.2 | .. | 59.0 | 61.2 | .. | 38 | .. | 1,048 | 1,086 |
| | | 1924-25 | .. | 1.7 | .. | 59.3 | 61.0 | .. | 27 | .. | 1,046 | 1,073 |
| Shahdara (Delhi)-Saharanpur Light | 2' 6" | 1923-24 | 1.1 | .. | 18.2 | 1,078.6 | 1,097.9 | 27 | .. | 466 | 22,856 | 23,349 |
| | | 1924-25 | 9 | .. | 18.3 | 1,165.2 | 1,184.4 | 22 | .. | 469 | 26,186 | 26,877 |
| Tezporo-Baligara | 2' 6" | 1923-24 | 6 | .. | 3.0 | 259.7 | 263.3 | * | * | * | * | * |
| | | 1924-25 | 5 | .. | 3.1 | 242.0 | 245.6 | * | * | * | * | * |
| Trijeoco Light | 2' 0" | 1923-24 | .. | .. | .. | 148.8 | 148.8 | .. | .. | .. | 307 | 307 |
| | | 1924-25 | .. | .. | .. | 150.8 | 150.8 | .. | .. | .. | 358 | 358 |
| Udaipur-Chitorgarh | 3' 3 1/2" | 1923-24 | 1.3 | 3.8 | 2.7 | 480.0 | 487.8 | 83 | 217 | 136 | 17,083 | 17,519 |
| | | 1924-25 | 1.5 | 4.1 | 3.0 | 531.8 | 540.4 | 103 | 234 | 153 | 18,752 | 19,242 |
| TOTAL CLASS III RAILWAYS | .. | 1923-24 | 21.9 | 49.1 | 345.4 | 13,956.9 | 14,373.3 | 588 | 1,791 | 3,750 | 239,721 | 2,45,850 |
| | | 1924-25 | 19.8 | 46.8 | 283.8 | 14,388.2 | 14,738.6 | 594 | 1,746 | 3,917 | 239,213 | 2,45,470 |

* Information not available.

Statistics for Class II and III Railways for the years 1923-24 and 1924-25—concl'd.

| AVERAGE MILES & PASSENGERS WAS CARRIED. | | | | | EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS). | | | | | AVERAGE RATE (IN PIR) CHARGED PER PASSENGER PER MILE. | | | | | Tons of goods carried. (In thousands.) | Net ton miles. (In thousands.) | Average miles a ton of goods was carried. | Earnings from goods carried (In thousands of rupees.) | Average rate charged for carrying a ton of goods one mile. (In pice.) |
|---|------|--------|------|--------|--|------|--------|-------|--------|---|-------|--------|------|--------|--|--------------------------------|---|---|---|
| 1st. | 2nd. | Inter. | 3rd. | Total. | 1st. | 2nd. | Inter. | 3rd. | Total. | 1st. | 2nd. | Inter. | 3rd. | Total. | | | | | |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 |
| 28.0 | 22.0 | 19.0 | 14.0 | 14.6 | .. | 1 | 6 | 1.58 | 1.65 | 24.00 | 12.00 | 8.00 | 6.00 | 6.09 | 15 | 336 | 22.0 | 26 | 14.9 |
| 24.0 | 22.0 | 18.0 | 14.0 | 14.2 | .. | 1 | 6 | 1.56 | 1.63 | 24.00 | 12.00 | 8.00 | 6.00 | 6.09 | 23 | 532 | 24.0 | 33 | 11.9 |
| .. | 28.8 | .. | 18.8 | 19.2 | .. | 2 | .. | .43 | .45 | .. | 12.00 | .. | 6.00 | 6.11 | 20 | 275 | 13.6 | 49 | 34.2 |
| .. | 27.9 | .. | 20.3 | 20.4 | .. | 2 | .. | .48 | .50 | .. | 12.00 | .. | 6.00 | 6.15 | 16 | 240 | 15.1 | 38 | 30.4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .28 | .28 | .. | .. | .. | .. | .. | 165 | .. | .. | 2.81 | .. |
| .. | .. | .. | .. | .. | 1 | .. | .. | .30 | .31 | .. | .. | .. | .. | .. | 161 | .. | .. | 2.67 | .. |
| .. | 26.0 | .. | 18.7 | 18.7 | .. | 1 | .. | .69 | .70 | .. | 24.00 | .. | 4.00 | 4.03 | 108 | 3,958 | 36.5 | 1.59 | 7.4 |
| .. | 20.0 | .. | 19.8 | 19.8 | .. | 1 | .. | .82 | .83 | .. | 24.10 | .. | 4.00 | 4.03 | 108 | 3,713 | 34.5 | 1.52 | 7.0 |
| 13.8 | .. | 14.2 | 13.7 | 13.7 | 1 | .. | 4 | 1.05 | 1.10 | 19.93 | .. | 7.30 | 4.00 | 4.00 | 15 | .. | .. | .28 | .. |
| 17.1 | .. | 15.1 | 13.7 | 13.7 | 1 | .. | 3 | 1.14 | 1.18 | 16.00 | .. | 6.70 | 4.00 | 4.00 | 25 | .. | .. | .51 | .. |
| 66.7 | 64.8 | .. | 33.2 | 33.6 | 13 | 24 | .. | 3.73 | 4.10 | 31.20 | 13.85 | .. | 5.08 | 5.43 | 122 | 6,392 | 52.1 | 4.59 | 13.6 |
| 64.1 | 51.7 | .. | 30.2 | 30.5 | 11 | 24 | .. | 3.92 | 4.27 | 32.49 | 13.71 | .. | 5.07 | 5.38 | 127 | 6,197 | 50.7 | 5.53 | 13.0 |
| 14.6 | .. | 10.1 | 14.3 | 14.1 | 6 | .. | 32 | 8.08 | 8.46 | 12.94 | .. | 5.81 | 4.17 | 4.21 | 50 | .. | .. | 1.30 | .. |
| 17.0 | .. | 11.0 | 14.0 | 14.0 | 5 | .. | 29 | 8.34 | 8.68 | 12.00 | .. | 6.00 | 4.00 | 4.00 | 50 | .. | .. | 1.22 | .. |
| 10.0 | .. | 6.2 | 11.3 | 11.1 | 1 | .. | 5 | 1.74 | 1.80 | 14.78 | .. | 6.37 | 3.73 | 3.80 | 17 | .. | .. | .36 | .. |
| 13.0 | .. | 6.0 | 10.0 | 10.0 | 1 | .. | 4 | 1.60 | 1.65 | 12.00 | .. | 6.00 | 4.00 | 4.00 | 15 | .. | .. | .33 | .. |
| 5.0 | .. | 3.1 | 3.2 | 3.3 | .. | .. | 1 | .14 | .16 | .. | .. | 14.51 | 9.00 | 9.44 | 9 | 30 | 3.31 | .13 | 53.8 |
| 5.0 | .. | 3.1 | 3.3 | 3.3 | .. | .. | .. | .13 | .13 | .. | .. | .. | 8.00 | 8.00 | 14 | 47 | 3.31 | .17 | 60.4 |
| 60.0 | 50.0 | .. | 39.0 | 39.0 | 7 | 40 | .. | 6.83 | 7.30 | 19.70 | 10.78 | .. | 3.93 | 4.11 | 112 | 5,526 | 49.0 | 2.96 | 9.6 |
| 58.0 | 52.0 | .. | 37.0 | 37.0 | 8 | 39 | .. | 6.20 | 6.67 | 19.55 | 10.63 | .. | 3.89 | 4.08 | 90 | 4,014 | 44.6 | 2.45 | 11.7 |
| 40.0 | 21.1 | 20.0 | 15.5 | 15.6 | .. | 1 | 3 | .80 | .84 | .. | 10.10 | 9.60 | 6.00 | 6.10 | 13 | 298 | 22.9 | .36 | 23.2 |
| 30.0 | 20.0 | 18.9 | 16.4 | 16.3 | .. | 1 | 1 | .70 | .72 | 15.41 | 6.93 | 4.16 | 6.07 | 6.10 | 11 | 205 | 10.0 | .28 | 20.2 |
| .. | .. | .. | 9.7 | 9.7 | .. | .. | .. | .56 | .56 | .. | .. | .. | 4.66 | 4.66 | 20 | 304 | 15.1 | 1.08 | 63.7 |
| .. | .. | .. | 10.9 | 10.9 | .. | .. | .. | .59 | .59 | .. | .. | .. | 4.52 | 4.52 | 10 | 289 | 15.2 | 1.08 | 71.8 |
| 21.0 | 13.0 | 6.0 | 10.0 | 10.9 | .. | 1 | 5 | 2.02 | 2.68 | 24.00 | 12.00 | 8.00 | 6.00 | 6.04 | 37 | 878 | 24.0 | .68 | 12.7 |
| 17.0 | 12.0 | 7.0 | 11.0 | 10.7 | .. | 2 | 6 | 2.72 | 2.80 | 14.00 | 12.00 | 8.00 | 6.00 | 6.18 | 47 | 985 | 21.0 | .65 | 12.7 |
| .. | .. | .. | 10.5 | 10.5 | .. | .. | .. | .32 | .32 | .. | .. | .. | 6.90 | 6.00 | 15 | 98 | 6.6 | .30 | 54.8 |
| .. | .. | .. | 10.2 | 10.2 | .. | .. | .. | .31 | .31 | .. | .. | .. | 6.00 | 6.00 | 16 | 132 | 8.3 | .39 | 36.7 |
| 56.7 | 29.2 | .. | 21.1 | 21.3 | 7 | 9 | .. | 1.40 | 1.50 | 39.63 | 9.99 | .. | 3.48 | 3.77 | 130 | 3,426 | .. | 1.92 | .. |
| 43.0 | 30.0 | .. | 21.0 | 21.0 | 2 | 8 | .. | 1.34 | 1.44 | 18.00 | 0.00 | .. | 3.50 | 3.05 | 128 | 3,057 | 24.0 | 2.01 | 12.6 |
| .. | 17.0 | .. | 18.0 | 18.0 | .. | 2 | .. | .19 | .21 | .. | 12.00 | .. | 4.00 | 4.00 | 4 | 72 | 17.2 | .14 | 37.2 |
| .. | 16.0 | .. | 18.0 | 18.0 | .. | 2 | .. | .19 | .21 | .. | 12.00 | .. | 4.00 | 4.00 | 6 | 78 | 13.7 | .28 | 68.9 |
| 26.0 | .. | 24.0 | 21.0 | 21.0 | 3 | .. | 18 | 5.36 | 5.57 | 20.00 | .. | 7.5 | 4.50 | 4.50 | 111 | .. | .. | 4.46 | .. |
| 25.0 | .. | 25.0 | 22.0 | 22.0 | 3 | .. | 18 | 5.64 | 5.85 | 21.00 | .. | 7.5 | 4.00 | 4.00 | 131 | .. | .. | 5.50 | .. |
| .. | .. | .. | .. | .. | 1 | .. | 2 | .61 | .64 | .. | .. | .. | .. | .. | 22 | .. | .. | 1.21 | .. |
| .. | .. | .. | .. | .. | 1 | .. | 2 | .58 | .61 | .. | .. | .. | .. | .. | 22 | .. | .. | 1.20 | .. |
| .. | .. | .. | 2.1 | 2.1 | .. | .. | .. | .9 | .9 | .. | .. | .. | 5.63 | 5.63 | 1 | 3 | 3.0 | .. | .. |
| .. | .. | .. | 2.1 | 2.1 | .. | .. | .. | .9 | .9 | .. | .. | .. | 4.83 | 4.83 | .. | 4 | 2.4 | .2 | 96.0 |
| 64.0 | 57.0 | 60.0 | 36.0 | 36.0 | 10 | 14 | 3 | 2.86 | 2.93 | 24.00 | 12.00 | 4.48 | 2.99 | 3.21 | 30 | 1,455 | 48.0 | 1.43 | 18.9 |
| 68.0 | 58.0 | 51.0 | 35.0 | 36.0 | 13 | 14 | 4 | 2.92 | 3.23 | 24.00 | 12.00 | 4.48 | 2.90 | 3.22 | 31 | 1,305 | 44.0 | 1.51 | 21.2 |
| 23.4 | 38.0 | 11.3 | 17.2 | 18.2 | 63 | 1,08 | 1,38 | 55.39 | 58.48 | 20.57 | 11.58 | 7.07 | 4.43 | 4.55 | 1,276 | 26,285 | 32.7 | 31.54 | 13.7 |
| 31.6 | 38.8 | 14.5 | 17.7 | 17.8 | 61 | 1,05 | 1,35 | 54.94 | 57.99 | 19.07 | 11.55 | 6.54 | 4.29 | 4.42 | 1,327 | 26,829 | 32.9 | 34.70 | 14.1 |

| Railway. | Gauge. | Year. | TRAIN MILES (IN TH USANDS). | | | | ENGINE MILES (IN THOUSANDS). | | | |
|--|--------|-----------------------|-----------------------------|----------------|--------------|--|------------------------------|---|--------------|---|
| | | | Passages. | Mixed. | Goods. | Total (including depart- mental). | Shunting. | Miscellaneous (including light, assisting required, assisting not required, siding and departmental). | Total. | Total train engine and engine miles. |
| | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| CLASS II. | | | | | | | | | | |
| Barsi Light | 2' 6" | { 1923-24 1924-25 | 27 34 | 186 185 | 35 23 | 248 242 | 47 50 | 8 7 | 55 57 | 303 299 |
| Bengal Dooars | 3' 3½" | { 1923-24 1924-25 | 1 1 | 289 287 | 28 50 | 324 372 | 28 27 | 16 14 | 44 41 | 363 413 |
| Bhavnagar State | 3' 3½" | { 1923-24 1924-25 | 381 334 | 165 180 | 124 123 | 699 662 | 95 96 | 14 15 | 109 111 | 808 773 |
| Bikaner State | 3' 3½" | { 1923-24* 1924-25 | .. 10 | .. 609 | .. 280 | .. 1,007 | .. 86 | .. 34 | .. 120 | .. 1,127 |
| Darjeeling-Himalayan | 2' 0" | { 1923-24 1924-25 | 60 44 | 253 253 | 192 224 | 495 521 | 50 54 | .. .. | 60 54 | 545 576 |
| Dibru-Sadiya | 3' 3½" | { 1923-24 1924-25 | .. .. | 124 125 | 125 120 | 249 245 | 201 201 | 2 3 | 203 204 | 452 449 |
| Gackwar's Baroda State. | 2' 0" | { 1923-24 1924-25 | 62 20 | 358 503 | 29 4 | 453 538 | 113 142 | 11 10 | 124 152 | 577 690 |
| Gondal | 3' 3½" | { 1923-24† 1924-25 | 252 273 | 159 108 | 157 107 | 568 488 | 115 109 | 5 18 | 120 127 | 688 616 |
| Junagad State | 3' 3½" | { 1923-24 1924-25 | 67 64 | 108 111 | 56 42 | 232 230 | 47 54 | 13 20 | 60 74 | 292 304 |
| Morvi | 3' 3½" | { 1923-24 1924-25 | 90 88 | 116 123 | 57 36 | 268 262 | 15 23 | .. .. | 15 23 | 283 285 |
| Mysore | 3' 3½" | { 1923-24 1924-25 | 20 192 | 182 293 | 130 114 | 531 618 | 72 76 | 5 7 | 77 83 | 608 701 |
| Total Class II Railways | .. | { 1923-24 1924-25 | 950 1,059 | 1,940 2,876 | 933 1,120 | 4,067 5,186 | 783 918 | 74 128 | 857 1,046 | 4,924 6,232 |
| CLASS III. | | | | | | | | | | |
| Aden | 3' 3½" | { 1923-24 1924-25 | 20 13 | 31 26 | .. .. | 52 39 | 3 2 | .. .. | 3 2 | 55 41 |
| Ahmadpur-Katwa | 2' 6" | { 1923-24 1924-25 | 31 29 | 29 37 | .. .. | 60 66 | 7 8 | 19 20 | 26 28 | 86 94 |
| Arakan Light | 2' 6" | { 1923-24 1924-25 | .. .. | 18 16 | .. .. | 18 16 | 2 2 | .. .. | 2 2 | 20 18 |
| Arrah-Sasaram Light | 2' 6" | { 1923-24 1924-25 | .. .. | 84 88 | 2 4 | 86 92 | 6 7 | .. .. | 6 7 | 92 99 |
| Bangalore-Chik Ballapur Light† | 2' 6" | { 1923-24 1924-25 | 19 .. | 136 149 | 4 2 | 160 152 | 27 13 | 5 1 | 32 14 | 192 166 |
| Bankura Damoodar River | 2' 6" | { 1923-24 1924-25 | .. .. | 93 87 | 2 .. | 95 87 | 19 23 | 16 17 | 35 40 | 130 127 |
| Baraset-Basirhat Light | 2' 6" | { 1923-24 1924-25 | .. 40 | 137 86 | .. 7 | 137 133 | 3 6 | 9 .. | 12 6 | 149 139 |
| Bengal Provincial | 2' 6" | { 1923-24 1924-25 | .. .. | 92 97 | .. .. | 92 97 | 8 7 | 1 .. | 9 7 | 101 104 |
| Bukhtiarpur Bihar Light | 2' 6" | { 1923-24 1924-25 | 14 .. | 48 60 | 2 1 | 64 61 | 12 13 | 2 .. | 14 13 | 78 74 |
| Burdwan-Katwa | 2' 6" | { 1923-24 1924-25 | 34 34 | 42 40 | .. 1 | 76 81 | 9 9 | 19 21 | 28 30 | 104 111 |
| Cutch State | 2' 6" | { 1923-24 1924-25 | .. .. | 27 27 | .. .. | 27 27 | 7 7 | .. .. | 7 7 | 34 34 |

*Information
†Includes figures
‡Includes the

and III Railways for the years 1923-24 and 1924-25.

| NUMBER OF TONS OF FUEL CONSUMED. | | | | AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY. | | | 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. | | |
|----------------------------------|--------------|-------|---------------------------|--|--------------|-------|---|--------------|-------|
| Foreign Coal. | Indian Coal. | Wood. | Total (in terms of Coal). | Foreign Coal. | Indian Coal. | Wood. | Foreign Coal. | Indian Coal. | Wood. |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | | | | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. |
| .. | 5,301 | 7 | 5,304 | .. | 9.75 | 12.00 | .. | 24.00 | 12.00 |
| .. | 5,090 | 7 | 5,093 | .. | 10.25 | 12.50 | .. | 23.75 | 12.50 |
| .. | 8,040 | .. | 8,040 | .. | 6.50 | .. | .. | 13.20 | .. |
| .. | 9,518 | .. | 9,518 | .. | 6.25 | .. | .. | 14.43 | .. |
| 6,066 | 11,422 | 87 | 17,523 | 29.5 | 6.52 | 12.00 | 29.6 | 21.40 | 12.00 |
| 101 | 17,878 | 94 | 18,017 | 20.5 | 6.63 | 12.00 | 29.6 | 21.40 | 12.00 |
| .. | 27,578 | .. | 27,605 | .. | 7.35 | 11.30 | .. | 19.90 | 11.30 |
| .. | 12,553 | .. | 12,553 | .. | 8.00 | .. | .. | 16.10 | .. |
| .. | 13,115 | .. | 13,115 | .. | 6.75 | .. | .. | 14.75 | .. |
| .. | 10,005 | .. | 10,005 | .. | 16.00 | .. | .. | 16.00 | .. |
| .. | 11,945 | .. | 11,945 | .. | 10.00 | .. | .. | 16.00 | .. |
| 73 | 9,246 | 49 | 9,339 | 43.0 | 8.84 | 4.50 | 48.0 | 21.50 | 4.50 |
| .. | 11,930 | 82 | 11,963 | .. | 8.60 | 4.50 | .. | 18.70 | 4.50 |
| 6,562 | 10,927 | 55 | 17,511 | * | 6.50 | * | 41.4 | 20.40 | 25.00 |
| 3,624 | 10,072 | 41 | 13,712 | * | 5.75 | * | 44.1 | 23.10 | 24.70 |
| 450 | 6,006 | 53 | 6,477 | 32.7 | 6.00 | 10.00 | 43.6 | 21.50 | 10.00 |
| .. | 5,856 | 52 | 5,877 | .. | 5.75 | 10.00 | .. | 22.12 | 10.00 |
| .. | 7,451 | 85 | 7,485 | .. | 5.50 | 5.50 | .. | 19.50 | 5.50 |
| .. | 7,858 | 88 | 7,803 | .. | 5.40 | 7.10 | .. | 23.90 | .. |
| .. | 16,824 | 229 | 16,916 | .. | 7.87 | 11.50 | .. | 25.50 | 11.50 |
| .. | 19,766 | 246 | 19,864 | .. | 5.75 | 10.50 | .. | 25.00 | 10.00 |
| 13,151 | 97,775 | 565 | 111,132 | .. | .. | .. | .. | .. | .. |
| 3,725 | 140,606 | 679 | 144,603 | .. | .. | .. | .. | .. | .. |
| 576 | .. | .. | 576 | 38.5 | .. | .. | 38.5 | .. | .. |
| 548 | .. | .. | 548 | 33.1 | .. | .. | 33.1 | .. | .. |
| .. | 1,040 | .. | 1,040 | .. | 7.25 | .. | .. | 10.10 | .. |
| .. | 1,222 | .. | 1,222 | .. | 6.00 | .. | .. | 8.80 | .. |
| .. | 243 | 281 | 355 | .. | * | * | .. | 29.00 | 6.00 |
| .. | 157 | 1,722 | 846 | .. | * | * | .. | 29.00 | 10.00 |
| .. | 742 | .. | 742 | .. | 5.50 | .. | .. | 10.20 | .. |
| .. | 1,690 | .. | 1,690 | .. | 5.75 | .. | .. | 10.40 | .. |
| .. | 3,046 | 63 | 3,071 | .. | 7.87 | 11.50 | .. | 25.50 | 11.50 |
| .. | 3,057 | 79 | 3,089 | .. | 5.75 | 10.50 | .. | 25.00 | 10.50 |
| .. | 2,395 | .. | 2,395 | .. | 7.25 | .. | .. | 9.00 | .. |
| .. | 2,647 | .. | 2,617 | .. | 6.00 | .. | .. | 7.73 | .. |
| .. | 1,328 | .. | 1,328 | .. | 5.50 | .. | .. | 9.90 | .. |
| .. | 2,376 | .. | 2,376 | .. | 5.75 | .. | .. | 10.10 | .. |
| .. | 1,792 | .. | 1,792 | .. | 6.25 | .. | .. | 9.70 | .. |
| .. | 1,725 | .. | 1,725 | .. | 7.00 | .. | .. | 10.50 | .. |
| .. | 588 | .. | 588 | .. | 5.50 | .. | .. | 10.20 | .. |
| .. | 1,107 | .. | 1,107 | .. | 5.75 | .. | .. | 10.40 | .. |
| .. | 1,851 | .. | 1,851 | .. | 7.25 | .. | .. | 10.10 | .. |
| .. | 1,865 | .. | 1,865 | .. | 6.00 | .. | .. | 8.80 | .. |
| .. | 403 | 6 | 406 | .. | * | * | .. | 39.00 | 7.50 |
| .. | 368 | 5 | 370 | .. | * | * | .. | 41.50 | 7.60 |

not available.
for Porbandar Railway.
Kolar District Light Railway.

36.—Statistics of Class II and III Railway

| Railway. | Gauge. | Year. | TRAIN MILES (IN THOUSANDS). | | | | ENGINE MILES (IN THOUSANDS). | | | Total train engine and engine miles. | |
|------------------------------------|-----------|-----------------------|-----------------------------|----------------|------------|---------------------------------|------------------------------|---|------------|--------------------------------------|-----------|
| | | | Passenger. | Mixed. | Goods. | Total (including departmental). | Shunting. | Miscellaneous (including light, assisting required, assisting not required, siding and departmental). | Total. | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| CLASS III—concl'd. | | | | | | | | | | | |
| Dehri-Rohas Light | 2' 6" | { 1923-24 1924-25 | .. | 56 54 | .. | 56 54 | .. | .. | .. | 56 54 | |
| Dholpur-Bari | 2' 6" | { 1923-24 1924-25 | 4 4 | 80 60 | .. 3 | 84 73 | 17 8 | 2 2 | 13 10 | 97 83 | |
| Futwah-Jalampur | 2' 6" | { 1923-24 1924-25 | .. | 40 40 | .. | 40 40 | .. 1 | .. | .. 1 | 40 41 | |
| Gwalior Light | 2' 0" | { 1923-24 1924-25 | 2 143 | 189 209 | 81 67 | 274 331 | 32 43 | 4 3 | 36 40 | 310 377 | |
| Howrah-Amta Light | 2' 0" | { 1923-24 1924-25 | .. 159 | 222 51 | .. 23 | 272 233 | 7 5 | 14 4 | 21 9 | 243 242 | |
| Howrah-Sheakhala Light | 2' 0" | { 1923-24 1924-25 | .. 21 | 56 38 | .. | 56 59 | 2 1 | 3 1 | 5 2 | 61 61 | |
| Jagadhri Light | 2' 0" | { 1923-24 1924-25 | .. | 10 10 | .. | 10 10 | .. 1 | .. | .. 1 | 10 11 | |
| Jamnagar and Dwarka | 3' 3 1/2" | { 1923-24 1924-25 | 2 3 | 24 30 | 194 152 | 220 185 | 23 24 | 2 1 | 25 25 | 245 210 | |
| Jessore-Jhenidah | 2' 6" | { 1923-24 1924-25 | .. | 58 42 | 1 2 | 59 44 | 24 20 | 20 21 | 44 41 | 103 85 | |
| Jorhat (Provincial) | 2' 0" | { 1923-24 1924-25 | .. 32 | 38 44 | 13 11 | 51 87 | .. | .. | .. | 51 87 | |
| Kalighat Falta | 2' 6" | { 1923-24 1924-25 | 46 40 | 60 61 | .. | 106 110 | 74 78 | 16 20 | 90 98 | 196 208 | |
| Kolar District* | 2' 6" | { 1923-24 1924-25 | .. | .. | .. | .. | .. | .. | .. | .. | |
| Kulasekarapatnam Light | 2' 0" | { 1923-24 1924-25 | 10 .. | 8 17 | 2 1 | 20 18 | .. | .. | .. | 20 18 | |
| Porbandar State | 3' 3 1/2" | { 1923-24† 1924-25 | .. 51 | .. | .. 29 | .. 81 | .. 27 | .. | .. 1 | .. 28 | .. 109 |
| Tarikore-Narasimharajapura Light. | 2' 0" | { 1923-24 1924-25 | .. | 19 20 | 6 3 | 33 29 | 5 3 | 2 1 | 7 4 | 40 33 | |
| Shahdara (Delhi)-Saharanpur Light. | 2' 6" | { 1923-24 1924-25 | .. | 136 90 | .. 38 | 136 128 | .. 21 | .. | .. 21 | 136 149 | |
| Tezpur-Balipara Light | 2' 6" | { 1923-24 1924-25 | .. | 38 37 | .. | 38 37 | .. | .. | .. | 38 37 | |
| Trivellore Light | 2' 0" | { 1923-24 1924-25 | 11 13 | .. | 4 3 | 15 16 | .. | .. | .. | 15 16 | |
| Udaipur Chittorgurh | 3' 3 1/2" | { 1923-24 1924-25 | 2 2 | 102 101 | .. | 104 103 | 7 8 | .. | 7 8 | 111 111 | |
| Total Class III Railways | .. | { 1923-24 1924-25 | 195 593 | 1,873 1,690 | 311 375 | 2,391 2,489 | 288 337 | 134 113 | 422 450 | 2,813 2,939 | |

*Included with the Bangalore
†Included with the Gcnd. I

for the years 1923-24 and 1924-25—concl'd.

| NUMBER OF TONS OF FUEL CONSUMED. | | | | AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY. | | | 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. | | |
|----------------------------------|--------------|-------|---------------------------|--|--------------|-------|---|--------------|-------|
| Foreign Coal. | Indian Coal. | Wood. | Total (in terms of Coal). | Foreign Coal. | Indian Coal. | Wood. | Foreign Coal. | Indian Coal. | Wood. |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| .. | 2,486 | .. | 2,486 | .. | 12-52 | .. | .. | 16-20 | .. |
| .. | 2,514 | .. | 2,514 | .. | 9 09 | .. | .. | 13-06 | .. |
| .. | 1,441 | 3 | 1,442 | .. | 13-28 | 20-00 | .. | 23-10 | 20-00 |
| .. | 1,445 | 4 | 1,446 | .. | 11-06 | 10-40 | .. | 20-97 | 10-40 |
| .. | 311 | .. | 311 | .. | 5-50 | .. | .. | 10-60 | .. |
| .. | 709 | .. | 709 | .. | 5-75 | .. | .. | 10-75 | .. |
| .. | 5,452 | 5 | 5,454 | .. | 12-00 | 6-00 | .. | 21-30 | 6-00 |
| .. | 6,958 | 513 | 7,163 | .. | 10-25 | 6-00 | .. | 19-75 | 6-00 |
| .. | 2,419 | .. | 2,419 | .. | 5-42 | .. | .. | 9-80 | .. |
| .. | 4,802 | .. | 4,802 | .. | 5-75 | .. | .. | 10-12 | .. |
| .. | 580 | .. | 580 | .. | 5-69 | .. | .. | 10-20 | .. |
| .. | 1,200 | .. | 1,200 | .. | 5-75 | .. | .. | 10-12 | .. |
| .. | 138 | 3 | 139 | .. | 6-12 | 27-00 | .. | 24-00 | 27-00 |
| .. | 140 | 3 | 141 | .. | 6-12 | 27-00 | .. | 24-00 | 27-00 |
| .. | 7,383 | 35 | 7,397 | .. | 7-00 | 31-00 | .. | 24-00 | 33-00 |
| .. | 6,200 | 30 | 6,212 | .. | 7-00 | 17-53 | .. | 23-64 | 17-53 |
| .. | 1,106 | .. | 1,106 | .. | 7-25 | .. | .. | 12-50 | .. |
| .. | 1,399 | .. | 1,399 | .. | 6-00 | .. | .. | 11-28 | .. |
| .. | 1,507 | .. | 1,507 | .. | 19-50 | .. | .. | 19-60 | .. |
| .. | 1,003 | .. | 1,003 | .. | 18-73 | .. | .. | 18-82 | .. |
| .. | 3,020 | .. | 3,020 | .. | 7-25 | .. | .. | 12-20 | .. |
| .. | 3,413 | .. | 3,413 | .. | 6-00 | .. | .. | 10-90 | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| .. | 2,548 | 8 | 2,551 | .. | 8-00 | 21-00 | .. | 26-00 | 21-00 |
| .. | 611 | 21 | 619 | .. | 7-87 | 11-50 | .. | 25-50 | 11-50 |
| .. | 444 | 22 | 453 | .. | 5-75 | 10-50 | .. | 25-09 | 10-50 |
| .. | 2,157 | .. | 2,157 | .. | .. | .. | .. | .. | .. |
| .. | 2,842 | 17 | 2,849 | .. | 8-00 | 27-00 | .. | 17-88 | 27-00 |
| .. | 820 | .. | 820 | .. | .. | .. | .. | 27-00 | .. |
| .. | 781 | .. | 781 | .. | .. | .. | .. | 27-00 | .. |
| .. | 20 | 207 | 103 | .. | .. | 8-50 | .. | 21-00 | 8-50 |
| .. | 35 | 294 | 152 | .. | .. | 8-50 | .. | 21-37 | 8-50 |
| .. | 1,566 | 39 | 1,582 | .. | 13-50 | 7-00 | .. | 24-20 | 7-00 |
| .. | 1,544 | 28 | 1,555 | .. | 8-25 | 7-00 | .. | 20-31 | 7-00 |
| 576 | 44,445 | 662 | 45,286 | .. | .. | .. | .. | .. | .. |
| 548 | 37,977 | 2,725 | 39,615 | .. | .. | .. | .. | .. | .. |

Chik Balapur Light Railway.
Railway.

APPENDICES.

Value of Stores Purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials commonly purchased in India such as coal and coke,

| Stores purchased. | Bengal Nagpur. | | | Bombay, Baroda and Central India. | | | Eastern Bengal. | | |
|--|----------------|-------|---------|-----------------------------------|-------|---------|-----------------|-------|-------|
| | A | B | C | A | B | C | A | B | C |
| 1. Bridge work | 1,42 | .. | 2,86 | 16,58 | .. | 1 | .. | 1 | 32 |
| 2. Engineer's plant, excluding petty tools. | .. | 3,55 | .. | 67 | 1,02 | 9 | 87 | 10 | 6 |
| 3. Workshop machinery and heavy tools. | 1,65 | 63 | 1 | 4,17 | 1,13 | .. | 2,04 | 1,36 | .. |
| 4. Permanent-way :— | | | | | | | | | |
| (a) Rails | .. | 48 | 27,64 | 5 | 15 | 12,19 | .. | .. | 1,39 |
| (b) Steel sleepers .. | 14,94 | .. | .. | 1 | .. | 17 | .. | .. | .. |
| (c) Cast iron sleepers | .. | .. | .. | .. | .. | 2 | .. | .. | 7 |
| (d) Wooden sleepers | 56 | .. | 38,26 | 99 | .. | 27,96 | .. | .. | 29,76 |
| (e) Chairs and fastenings. | 43 | 15,39 | 9,25 | 99 | 6,71 | 1,48 | 92 | 18 | 1,46 |
| (f) Concrete sleepers | .. | .. | .. | .. | .. | .. | .. | .. | 27 |
| 5. Rolling-stock :— | | | | | | | | | |
| (a) Locomotives and spare parts. | 26,33 | 1,67 | 4 | 5,93 | 2,40 | 6,42 | 7,51 | 2 | 22 |
| (b) Coaching stock .. | 11,99 | .. | .. | .. | .. | .. | .. | .. | 6,22 |
| (c) Goods stock .. | 51,23 | 1,09 | .. | .. | .. | .. | .. | .. | 70 |
| (d) Spare parts-coaching and goods stock. | 17,14 | 19,58 | 51 | 17,05 | 3,84 | 7,90 | 3,41 | 79 | 39 |
| (e) Motor cars .. | .. | .. | .. | .. | 11 | .. | .. | .. | .. |
| 6. Building and station materials and fencing. | .. | 68 | 4,04 | 22 | 3,09 | 16 | 1,59 | 1,10 | 1,36 |
| 7. Tools and Stores :— | | | | | | | | | |
| (a) Tools and cutlery | 3 | 2,05 | 32 | 74 | 2,15 | 48 | 6 | 75 | 9 |
| (b) Steel (excluding permanent-way materials). | 63 | 77 | 5 | 9,82 | 5,49 | 25 | 1 | 8 | .. |
| (c) Iron (excluding permanent-way materials). | 1,94 | 1,23 | 40 | 1,16 | 1,40 | 17 | 6 | 1,06 | 1,40 |
| (d) Other metals .. | .. | 88 | .. | 1,31 | 5,04 | 14 | 43 | 32 | 57 |
| (e) Timber .. | .. | .. | 6,98 | .. | .. | 10,91 | .. | .. | 6,90 |
| (f) Oils | .. | 8,32 | 2,16 | .. | 5,61 | 6,88 | .. | 5,52 | 1,97 |
| (g) Portland cement | .. | 61 | 87 | .. | 1,03 | 12 | .. | .. | 63 |
| (h) All other stores | 2,06 | 21,97 | 9,01 | 4,80 | 16,87 | 29,54 | 64 | 5,95 | 6,04 |
| 8. Electrical plant and materials. | 9 | 3,34 | .. | 2,56 | 5,55 | 1 | 35 | 3,67 | 10 |
| Total .. | 1,30,44 | 76,17 | 1,02,45 | 67,05 | 61,74 | 1,04,85 | 17,89 | 20,50 | 60,03 |

DIX A.

year 1924-25 (In thousands of rupees).

imported direct.

Stores purchased in India.

Indian manufacture or of indigenous origin.

stones, bricks, lime, ball st, etc., are not included.

| East Indian. | | | Great Indian Peninsula. | | | Madras and Southern Mahratta. | | | North Western. | | |
|--------------|-------|---------|-------------------------|-------|-------|-------------------------------|-------|-------|----------------|-------|---------|
| A | B | C | A | B | C | A | B | C | A | B | C |
| 8,76 | 15 | 21 | 1,19 | .. | .. | 5,74 | .. | .. | 1,27 | 1,03 | .. |
| 1,82 | 2,75 | .. | 172 | 87 | 3 | 52 | 8 | .. | 92 | 63 | 24 |
| 5,75 | 3,50 | .. | 6,11 | 60 | 1 | 4,69 | 63 | .. | 2,10 | 60 | 37 |
| .. | .. | 19,67 | 7,81 | .. | .. | 4 | .. | 2,91 | .. | .. | 21,31 |
| .. | .. | .. | 15,96 | .. | .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | 3,02 | .. | .. | .. | .. | 1,10 | .. | .. | 6,62 |
| .. | 2,33 | 29,61 | .. | .. | 17,53 | .. | .. | 18,56 | .. | .. | 65,68 |
| 1,34 | 47 | 29 | 2,27 | 18 | 8 | 4,63 | .. | 58 | 6,17 | .. | 14,55 |
| .. | .. | .. | .. | .. | 17 | .. | .. | .. | .. | .. | 36 |
| 49,31 | 1,01 | 5 | 95 | 32 | 1 | 13,94 | 44 | 6 | 10,41 | 25 | 42 |
| .. | .. | .. | 17,27 | .. | .. | 4,77 | 3 | 3 | .. | .. | 5,87 |
| .. | .. | .. | 37,30 | .. | .. | 13,38 | 1 | .. | .. | .. | 1,61 |
| 1,34,19 | 7,37 | 1,23 | 13,54 | 4,91 | 65 | 13,03 | 29 | 10 | 29,18 | 1,30 | 2,31 |
| .. | .. | .. | .. | 17 | .. | 8 | .. | .. | 12 | 23 | .. |
| 1,35 | 6,32 | 3,24 | 1,77 | 2,66 | 1,83 | 1,73 | 39 | 71 | 2,10 | 2,98 | 2,24 |
| 1,19 | 1,27 | 11 | 70 | 60 | 12 | 80 | 22 | 12 | 1,04 | 1,37 | 32 |
| 2,58 | 2,77 | 54 | 3,08 | 53 | 2 | 67 | 39 | .. | 4,15 | 2,33 | 8,92 |
| 52 | 2,30 | 28,18 | 2 | 6 | 4 | 53 | 100 | 49 | .. | 19 | 21 |
| 4,69 | 89 | 1,10 | 1,24 | 1,99 | 1,55 | 80 | 106 | 1,32 | .. | 4,86 | 21 |
| .. | 33 | 12,39 | .. | .. | 7,36 | .. | .. | 6,12 | .. | .. | 12,72 |
| .. | 19,28 | 5,83 | .. | 7,66 | 5,57 | 4 | 6,78 | 1,80 | .. | 61 | 22,36 |
| .. | .. | 1,38 | 7 | 2 | 57 | 45 | 23 | .. | .. | 2 | 3,23 |
| 9,24 | 20,58 | 46,59 | 11,36 | 7,45 | 13,61 | 1,99 | 4,31 | 5,31 | 8,73 | 5,72 | 11,13 |
| 9,26 | 5,61 | 16 | 41,04 | 1,49 | 2 | 6,37 | 1,03 | .. | 1,05 | 8,50 | 25 |
| 2,30,00 | 76,83 | 1,50,44 | 1,66,42 | 29,51 | 49,22 | 74,20 | 16,89 | 38,21 | 73,84 | 20,97 | 1,80,95 |

Value of Stores purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials commonly purchased in India, such as coal and coke,

| Stores purchased. | Oudh and Rohilkhand. | | | South Indian. | | | Assam Bengal. | | |
|--|----------------------|-------|-------|---------------|-------|-------|---------------|------|------|
| | A | B | C | A | B | C | A | B | C |
| 1. Bridge work | 2,14 | 1,48 | 1,27 | 1,26 | 2 | 2 | .. | .. | 5 |
| 2. Engineer's plant, excluding petty tools. | 3,27 | 25 | 10 | 113 | 46 | 4 | .. | 4 | 3 |
| 3. Workshop machinery and heavy tools. | 2,34 | 2,06 | 11 | 96 | 69 | 1 | 81 | 12 | 5 |
| 4. Permanent-way :— | | | | | | | | | |
| (a) Rails | .. | .. | 6,31 | 29 | .. | 2,77 | .. | .. | 17 |
| (b) Steel sleepers .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Cast iron sleepers | .. | .. | .. | 1 | .. | .. | .. | .. | .. |
| (d) Wooden sleepers | .. | .. | 33,64 | .. | .. | 6,02 | .. | .. | 2,63 |
| (e) Chairs and fastenings. | 94 | 9 | 83 | 1,81 | 2 | 1,18 | .. | 1 | 22 |
| (f) Concrete sleepers | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Rolling-stock :— | | | | | | | | | |
| (a) Locomotives and spare parts. | 3,64 | 6 | .. | 2,24 | 11 | .. | 37 | 31 | 5 |
| (b) Coaching stock .. | .. | 5,81 | .. | 77 | .. | .. | .. | .. | .. |
| (c) Goods stock .. | 6 | .. | .. | 3,10 | .. | .. | .. | .. | .. |
| (d) Spare parts—coaching and goods stock. | 4,14 | 1,04 | 1,43 | 2,84 | 56 | 13 | 86 | 22 | 7 |
| (e) Motor cars .. | .. | 4 | .. | 1 | .. | .. | .. | .. | .. |
| 6. Building and station materials and fencing. | 48 | 1,90 | 27 | 12,03 | 2,69 | 81 | 64 | 67 | 22 |
| 7. Tools and stores :— | | | | | | | | | |
| (a) Tools and outlery | 93 | 35 | 31 | 47 | 27 | 4 | 6 | 21 | 8 |
| (b) Steel (excluding permanent-way materials). | 28 | 81 | 65 | 33 | 51 | .. | 6 | 33 | 11 |
| (c) Iron (excluding permanent-way materials). | 3 | 25 | 61 | 67 | 67 | 11 | .. | 17 | 4 |
| (d) Other metals .. | 19 | 53 | 40 | 38 | 14 | .. | 1 | 25 | 2 |
| (e) Timber | .. | .. | 1,81 | .. | 1 | 3,94 | .. | .. | 1,38 |
| (f) Oils | .. | 2,88 | 1,83 | .. | 1,57 | 3,86 | .. | 64 | 99 |
| (g) Portland cement | .. | 1 | 14 | 27 | 71 | 23 | .. | .. | 39 |
| (h) All other stores | 66 | 1,60 | 3,51 | 1,72 | 2,61 | 3,57 | 18 | 1,43 | 1,29 |
| 8. Electrical plant and materials. | 2,80 | 3,14 | 4 | 3,63 | 90 | 19 | 5,36 | 1,11 | .. |
| Total | 21,90 | 22,30 | 53,26 | 33,92 | 11,94 | 22,92 | 8,35 | 5,51 | 7,79 |

DIX A—concl'd.

year 1924-25 (In thousands of rupees)—concl'd.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

stones, bricks, lime, ballast, etc., are not included.

| Bengal and North-Western. | | | Burma. | | | Rohilkund and Kumaon. | | | Total expenditure for railways who have reported for 1924-25. | | |
|---------------------------|------|-------|--------|------|-------|-----------------------|------|------|---|---------|----------------------|
| A | B | C | A | B | C | A | B | C | A | B | C |
| 36 | .. | .. | 4,32 | 63 | 42 | .. | .. | .. | 43,04 | 3,32 | 5,16 |
| 9 | 7 | 1 | 25 | 51 | .. | .. | 1 | .. | 11,26 | 10,34 | 60 |
| 22 | 3 | 1 | 3,45 | 1 | .. | .. | 4 | .. | 34,20 | 11,00 | 57 |
| .. | .. | 6,59 | 2,13 | 5 | 14,52 | .. | .. | .. | 10,32 | 68 | 1,15,47 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 30,91 | .. | 17 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,03 | .. | 7,81 |
| .. | .. | 4,79 | .. | .. | 17,80 | .. | .. | 2,11 | 1,55 | 2,33 | 2,94,45 ⁰ |
| 25 | 11 | 35 | 2,51 | 51 | 20 | 23 | .. | .. | 22,51 | 23,67 | 30,53 ⁰ |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 80 ⁰ |
| 66 | 5 | 1 | 2,95 | 4 | .. | 20 | 4 | .. | 1,30,44 | 6,72 | 7,38 |
| 88 | .. | 1 | .. | 2 | 2 | 4 | 4 | .. | 35,72 | 5,00 | 12,15 |
| 1,39 | .. | .. | 5,72 | .. | .. | 10 | .. | .. | 1,12,28 | 1,03 | 2,31 |
| 4,29 | 10 | 3 | 8,60 | .. | .. | 13 | 8 | .. | 2,48,40 | 33,88 | 14,81 |
| .. | .. | .. | .. | 2 | 1 | .. | .. | .. | 21 | 57 | 1 ⁰ |
| 2 | 14 | 8 | 30 | 41 | 76 | .. | 14 | .. | 22,23 | 23,26 | 15,77 |
| 11 | 34 | 5 | 32 | 48 | 2 | .. | 17 | 4 | 7,05 | 10,23 | 2,05 |
| .. | 29 | .. | 2,40 | 64 | 18 | .. | 3 | .. | 24,01 | 14,97 | 10,72 |
| 1,61 | 97 | 12 | 80 | 62 | 7 | 6 | 25 | .. | 7,40 | 10,17 | 31,90 |
| 51 | 50 | 3 | 21 | 1 | 70 | 6 | 17 | .. | 9,83 | 16,64 | 6,04 ⁰ |
| .. | .. | 1,67 | .. | .. | 4,62 | .. | .. | 43 | .. | 34 | 76,18 ⁰ |
| .. | 2,70 | 81 | .. | 1,23 | 2,72 | .. | 5 | 74 | 4 | 62,70 | 57,32 ⁰ |
| .. | .. | 7 | 50 | 64 | .. | .. | .. | 2 | 1,29 | 3,32 | 7,67 ⁰ |
| 1,23 | 1,66 | 2,29 | 3,81 | 2,11 | 3,87 | 14 | 91 | 61 | 46,56 | 93,47 | 1,36,37 |
| 30 | 53 | 1 | 1,02 | 23 | 2 | 2 | 22 | .. | 73,85 | 35,92 | 80 |
| 11,92 | 7,49 | 16,93 | 39,29 | 8,16 | 45,99 | 1,00 | 2,15 | 3,95 | 8,76,22 | 3,70,46 | 8,37,04 |

Details of working of State collieries

| Colliery: | Owned by | Province. | Year. | Capital outlay. | OUTPUT. | | | |
|----------------------------|---|--------------------|---------|-----------------|-------------|-------------|-------------|---------|
| | | | | | Large coal. | Sma'l coal. | Slack coal. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | | | Rs. | Tons. | Tons. | Tons. | Tons. |
| Bokharo-Ramgarh | East Indian and Bengal-Nagpur Railways. | Bihar and Orissa. | 1922-23 | 25,59,006 | 465,904 | 6,704 | 88,454 | 561,062 |
| | | | 1923-24 | 25,51,998 | 452,311 | 6,836 | 70,309 | 529,456 |
| | | | 1924-25 | 29,37,572 | 617,996 | 7,345 | 73,511 | 698,852 |
| Swang | East Indian and Bengal-Nagpur Railways. | Bihar and Orissa. | 1924-25 | 7,13,874 | 39,321 | .. | 5,305 | 43,626 |
| Kurharbaroo and Serampore. | East Indian Railway. | Bihar and Orissa. | 1922-23 | 39,44,558 | 460,462 | 11,497 | 89,122 | 561,081 |
| | | | 1923-24 | 52,21,600 | 516,167 | 8,908 | 105,269 | 630,344 |
| | | | 1924-25 | 52,79,523 | 520,353 | 7,882 | 124,410 | 652,645 |
| Mohpani | Great Indian Peninsula Railway. | Central Provinces. | 1922-23 | 9,58,625 | 67,548 | 16,536 | 492 | 84,576 |
| | | | 1923-24 | 8,99,935 | 69,352 | 15,947 | 35 | 83,334 |
| | | | 1924-25 | 9,09,201 | 67,716 | 3,623 | .. | 71,341 |
| Kargali | Great Indian Peninsula Railway. | Bihar and Orissa. | 1922-23 | 28,62,171 | 371,403 | .. | †10,634 | 382,037 |
| | | | 1923-24 | 28,61,784 | 362,924 | 21,067 | 572 | 384,563 |
| | | | 1924-25 | 30,63,420 | 510,611 | 9,527 | 8,707 | 528,845 |
| Khat | North Western Railway. | Baluchistan .. | 1922-23 | 2,73,915 | 2,891 | .. | †20,308 | 23,199 |
| | | | 1923-24 | 2,73,915 | 3,122 | .. | †21,030 | 24,152 |
| | | | 1924-25 | 2,73,916 | 2,498 | .. | 18,888 | 21,386 |
| Khost Pressed Fuel Factory | North Western Railway. | Baluchistan .. | 1922-23 | 23,498 | .. | .. | .. | 16,079 |
| | | | 1923-24 | 23,408 | .. | .. | .. | 13,955 |
| | | | 1924-25 | 20,028 | .. | .. | .. | 16,773 |

† Includes small coal.

‡ Dust coal.

DIX B.

for the years 1922-23 to 1924-25.

| 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. | REMARKS. |
|------------------|-------------------|--------------------------------|---|--|---------------------------|----------------------------|--|
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| Tons. | Ra. | Ra. | | Tons. | | | |
| 560,942 | 13,51,614 | 2-41 | 4,286 | 131 | 1 | 4 | The decrease in the capital outlay in 1923-24 is due to credits to the Sinking Fund. |
| 529,836 | 13,77,071 | 2-00 | 4,800 | 110 | .. | 11 | |
| 698,482 | 17,64,185 | 2-52 | 6,002 | 116 | 2 | 20 | |
| 40,631 | † | † | 775 | 56 | .. | .. | † No working account has been started as yet. |
| 581,882 | 20,40,978 | 5-24 | 7,351 | 70 | 2 | 25 | |
| 629,925 | 31,06,590 | 4-92 | 7,500 | 84 | 7 | 27 | |
| 652,792 | 35,29,003 | 5-41 | 8,468 | 77 | 8 | 19 | |
| 79,768 | 8,76,696 | 10-37 | 2,021 | 42 | 1 | 3 | |
| 86,001 | 7,63,022 | 8-94 | 1,613 | 53 | 2 | .. | The decrease in the capital outlay in 1923-24 is due to credits to the Sinking Fund and other credits. |
| 76,589 | 6,94,117 | 9-73 | 1,345 | 53 | 2 | 2 | |
| 874,387 | 13,79,064 | 3-61 | 3,217 | 119 | 3 | 4 | |
| 380,063 | 15,35,497 | 3-99 | 2,907 | 132 | .. | 10 | |
| 529,097 | 18,50,604 | 3-50 | 3,605 | 141 | 3 | 5 | |
| 25,610 | 4,55,753 | 19-64 | 730 | 32 | 2 | 3 | |
| 22,249 | 3,41,782 | 14-15 | 556 | 43 | 5 | 3 | |
| 23,329 | 3,07,970 | 14-40 | 484 | 44 | 6 | 8 | |
| 10,079 | 3,53,087 | 21-96 | 30 | 536 | .. | .. | |
| 13,955 | 3,45,599 | 24-76 | 26 | 537 | .. | .. | The decrease in the capital outlay in 1924-25 is due to adjustments. |
| 16,773 | 3,77,441 | 22-50 | 22 | 762 | 1 | .. | |

APPENDIX C.

Statement of Number of Servants of all races employed on each Railway system (open lines only) at the close of the years 1923-24 and 1924-25.

| Railway. | NUMBER OF SERVANTS EMPLOYED. | | | | | | | |
|--|------------------------------|--------------|----------------|---------------|----------------|----------------|----------------|----------------|
| | Europeans. | | Anglo-Indians. | | Indians. | | Total. | |
| | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| CLASS I. | | | | | | | | |
| Assam-Bengal | 91 | 79 | 267 | 292 | 11,618 | 11,107 | 11,976 | 11,478 |
| Bengal and North-Western | 111 | 117 | 229 | 210 | 25,473 | 26,010 | 25,813 | 26,337 |
| Bengal-Nagpur | 709 | 714 | 1,216 | 1,282 | 59,366 | 62,951 | 61,291 | 64,947 |
| Bombay, Baroda and Central India | 697 | 605 | 873 | 944 | 70,246 | 63,400 | 71,816 | 70,949 |
| Burma | 137 | 137 | 559 | 530 | 22,722 | 24,071 | 23,418 | 24,747 |
| Eastern Bengal | 285 | 289 | 526 | 520 | 46,181 | 47,082 | 46,991 | 47,891 |
| East Indian | 1,461 | 1,473 | 1,699 | 1,754 | 118,535 | 131,181 | 121,695 | 134,406 |
| Great Indian Peninsula | 1,125 | 998 | 1,216 | 1,414 | 90,448 | 82,856 | 92,789 | 85,268 |
| Jodhpur | 29 | 25 | 19 | 19 | 8,940 | 7,344 | 8,983 | 7,388 |
| Madras and Southern Mahratta | 277 | 283 | 2,016 | 2,093 | 46,451 | 48,479 | 48,744 | 50,855 |
| Nizam's Guaranteed State | 84 | 84 | 350 | 374 | 13,736 | 13,948 | 14,170 | 14,406 |
| North Western | 1,055 | 995 | 855 | 804 | 101,008 | 104,297 | 102,916 | 106,096 |
| Oadh and Rohilkhand | 228 | 216 | 362 | 383 | 28,368 | 29,386 | 28,958 | 29,985 |
| Rohilkhand and Kumaon | 28 | 21 | 20 | 24 | 5,487 | 5,362 | 5,533 | 5,407 |
| South Indian | 164 | 169 | 1,166 | 1,175 | 29,532 | 30,030 | 30,862 | 31,374 |
| Total | 6,479 | 6,205 | 11,373 | 11,827 | 678,108 | 693,504 | 695,060 | 711,536 |
| CLASS II. | | | | | | | | |
| Barsi Light | 6 | 5 | 1 | 1 | 963 | 966 | 970 | 972 |
| Bengal-Dooars | 7 | 6 | 2 | 3 | 1,877 | 1,635 | 1,836 | 1,644 |
| Bhavnagar State | 2 | 3 | 15 | 17 | 2,596 | 2,802 | 2,613 | 2,822 |
| Bikaner State | .. | 8 | .. | 1 | .. | 3,092 | .. | 3,101 |
| Darjeeling-Himalayan | 17 | 14 | 19 | 19 | 1,874 | 1,907 | 1,910 | 1,940 |
| Dibru-Sadiya | 11 | 12 | 4 | 6 | 2,534 | 2,697 | 2,549 | 2,715 |
| Gaskwar's Baroda State | 3 | 4 | 7 | 6 | 2,816 | 2,950 | 2,826 | 2,960 |
| Gondal | 1 | 1 | 2 | .. | 1,545 | 1,369 | 1,548 | 1,370 |
| Junagad State | 1 | 1 | 6 | 5 | 1,124 | 1,094 | 1,131 | 1,100 |
| Morvi | .. | .. | .. | .. | 723 | 619 | 728 | 619 |
| Mysore | 5 | 5 | 45 | 47 | 1,104 | 1,084 | 1,154 | 1,146 |
| Total | 53 | 59 | 101 | 105 | 17,161 | 20,225 | 17,315 | 20,369 |
| Class III, Total | 33 | 33 | 26 | 33 | 7,420 | 8,861 | 7,479 | 8,929 |
| GRAND TOTAL | 6,565 | 6,299 | 11,500 | 11,965 | 702,689 | 722,590 | 720,754 | 740,854 |

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1924-25 and the preceding four years.

| Class of accidents. | 1920-21. | 1921-22. | 1922-23. | 1923-24. | 1924-25. | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
| I.—Accidents to trains— | | | | | | | | | | |
| Collisions— | | | | | | | | | | |
| Passenger trains | 75 | 86 | 68 | 82 | 79 | | | | | |
| Other trains and light engines | 244 | 237 | 236 | 346 | 403 | | | | | |
| Derailments— | | | | | | | | | | |
| Passenger trains | 317 | 378 | 300 | 346 | 404 | | | | | |
| Other trains | 3,468 | 4,068 | 3,230 | 3,543 | 4,011 | | | | | |
| II.—Accidents due to failure of engines and rolling-stock— | | | | | | | | | | |
| Bursting of boilers or tubes, etc., of engines. | 405 | 374 | 363 | 364 | 276 | | | | | |
| Failure of machinery, springs, etc., of engines. | 2,024 | 1,760 | 1,720 | 1,750 | 1,879 | | | | | |
| Failure of tyres and wheels | 33 | 22 | 29 | 30 | 34 | | | | | |
| ditto axles | 184 | 102 | 78 | 166 | 170 | | | | | |
| ditto couplings | 3,098 | 2,575 | 2,401 | 2,864 | 3,080 | | | | | |
| ditto brake apparatus | 37 | 23 | 18 | 42 | 32 | | | | | |
| III.—Accidents due to failure of permanent-way, etc.— | | | | | | | | | | |
| Broken rails | 391 | 379 | 325 | 356 | 298 | | | | | |
| Failure of tunnels, bridges, viaducts, culverts, etc. | 4 | 2 | 3 | 4 | 6 | | | | | |
| Flooding of portions of permanent-way. | 83 | 139 | 93 | 112 | 141 | | | | | |
| Slips in cuttings or embankments . | 49 | 47 | 86 | 69 | 75 | | | | | |
| IV.—Accidents due to fire— | | | | | | | | | | |
| Fire in trains | 534 | 488 | 418 | 333 | 296 | | | | | |
| Fire at stations or involving injury to bridges or viaducts. | 138 | 126 | 85 | 54 | 72 | | | | | |
| V.—Other accidents— | | | | | | | | | | |
| Trains running over cattle on the line. | 7,192 | 7,528 | 8,042 | 8,749 | 8,350 | | | | | |
| Trains running over obstructions on the line. | 276 | 273 | 250 | 259 | 287 | | | | | |
| Miscellaneous | 877 | 735 | 572 | 561 | 593 | | | | | |
| TOTAL | 19,429 | 19,359 | 18,312 | 19,820 | 20,486 | | | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| NUMBER OF PERSONS KILLED OR INJURED— | | | | | | | | | | |
| A.—In accidents to trains, rolling-stock and permanent-way— | | | | | | | | | | |
| Passengers | 143 | 275 | 181 | 228 | 30 | 154 | 63 | 214 | 117 | 209 |
| Railway servants | 37 | 188 | 28 | 131 | 30 | 125 | 21 | 374 | 36 | 168 |
| Other persons | 29 | 37 | 18 | 32 | 17 | 24 | 65 | 39 | 10 | 34 |
| TOTAL | 209 | 500 | 227 | 394 | 77 | 303 | 149 | 627 | 172 | 408 |
| B.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.— | | | | | | | | | | |
| Passengers | 439 | 1,135 | 455 | 1,299 | 364 | 1,170 | 300 | 1,038 | 295 | 1,085 |
| Railway servants | 430 | 799 | 417 | 739 | 345 | 671 | 355 | 585 | 386 | 721 |
| Other persons | 1,967 | 642 | 2,040 | 669 | 1,890 | 712 | 1,045 | 678 | 2,016 | 764 |
| TOTAL | 2,836 | 2,576 | 2,912 | 2,707 | 2,599 | 2,553 | 2,600 | 2,301 | 2,697 | 2,570 |
| C.—In accidents on railway premises not connected with the movement of railway vehicles— | | | | | | | | | | |
| Passengers | * | * | 92 | 42 | 11 | 44 | 9 | 20 | 6 | 21 |
| Railway servants | * | * | 58 | 457 | 47 | 554 | 41 | 461 | 44 | 600 |
| Other persons | * | * | 16 | 8 | 6 | 15 | 19 | 38 | 26 | 59 |
| TOTAL | * | * | 166 | 507 | 64 | 613 | 69 | 519 | 76 | 680 |
| TOTAL PASSENGERS | †582 | †1,410 | 728 | 1,569 | 405 | 1,368 | 372 | 1,272 | 418 | 1,312 |
| TOTAL RAILWAY SERVANTS | †467 | †987 | 503 | 1,330 | 422 | 1,350 | 417 | 1,420 | 460 | 1,489 |
| TOTAL OTHER PERSONS | †1,996 | †679 | 2,074 | 709 | 1,913 | 751 | 2,029 | 755 | 2,001 | 857 |
| GRAND TOTAL | †3,045 | †3,076 | 3,305 | 3,608 | 2,740 | 3,409 | 2,818 | 3,447 | 2,945 | 3,658 |

*Not available.

†Excludes accidents under C.

Number of persons killed or injured during the year 1924-25 by the movement of trains and railway vehicles between passengers, railway servants and other persons, and classifying, as far as practicable

| Serial No. | Class of accident. | | Assam- | Bengal | Bengal | Bombay, | Burma. | Eastern | East | Great |
|--|---|------------|---------|--------------------|---------|---------------------------|--------|---------|---------|-------------------|
| | | | Bengal. | and North-Western. | Nagpur. | Baroda and Central India. | | Bengal. | Indian. | Indian Peninsula. |
| PASSENGERS. | | | | | | | | | | |
| FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC. | | | | | | | | | | |
| 1 | From falling between trains and platforms .. | Killed .. | .. | .. | .. | 3 | 6 | .. | 13 | 8 |
| | | Injured .. | .. | .. | .. | 0 | 1 | 4 | 18 | 3 |
| 2 | From falling on to the platforms, ballast, etc., when getting into or out of trains. | Killed .. | .. | 4 | 2 | 2 | 3 | .. | .. | 3 |
| | | Injured .. | 1 | 3 | 7 | 56 | 7 | 1 | 19 | 8 |
| 3 | Whilst crossing the line at stations .. | Killed .. | .. | 2 | .. | 3 | .. | .. | 6 | 9 |
| | | Injured .. | .. | .. | .. | 4 | 1 | 1 | 7 | 1 |
| 4 | By closing of carriage doors .. | Killed .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | Injured .. | .. | .. | .. | 5 | .. | .. | 1 | 2 |
| 5 | From falling or jumping out of carriages during the running of trains. | Killed .. | 2 | 2 | 7 | 6 | 11 | 3 | 18 | 23 |
| | | Injured .. | 6 | 53 | 71 | 152 | 20 | 38 | 39 | 17 |
| 6 | By other accidents .. | Killed .. | .. | .. | 2 | 3 | .. | .. | 5 | .. |
| | | Injured .. | .. | .. | 3 | 24 | 1 | .. | 10 | 2 |
| | TOTAL PASSENGERS .. | Killed .. | 2 | 8 | 11 | 17 | 20 | 3 | 42 | 43 |
| | | Injured .. | 7 | 53 | 81 | 250 | 30 | 44 | 94 | 33 |
| RAILWAY SERVANTS. | | | | | | | | | | |
| ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES. | | | | | | | | | | |
| 1 | Whilst coupling or uncoupling vehicles .. | Killed .. | .. | .. | 1 | 4 | .. | 1 | 2 | 7 |
| | | Injured .. | 1 | 1 | 9 | 14 | 9 | .. | 12 | 20 |
| 2 | By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines. | Killed .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | Injured .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3 | Whilst passing over or standing upon buffers during shunting. | Killed .. | .. | .. | .. | 1 | .. | .. | .. | .. |
| | | Injured .. | .. | .. | .. | .. | 1 | .. | 1 | .. |
| 4 | When getting on or off or falling off, engines, wagons, etc., during shunting. | Killed .. | .. | .. | .. | .. | 2 | 1 | 1 | 1 |
| | | Injured .. | .. | .. | 1 | 1 | 2 | 1 | 10 | 6 |
| 5 | Whilst braking, spragging or chocking wheels | Killed .. | .. | .. | .. | .. | .. | 1 | .. | 2 |
| | | Injured .. | .. | .. | .. | .. | .. | 1 | .. | 6 |
| 6 | Whilst attending to ground points, marshalling trains, etc. | Killed .. | .. | .. | .. | 2 | .. | .. | 1 | .. |
| | | Injured .. | .. | .. | .. | 2 | .. | 1 | 1 | .. |
| 7 | Whilst moving vehicles by capstans, turntables, props, etc., during shunting. | Killed .. | 1 | .. | .. | .. | .. | .. | 1 | .. |
| | | Injured .. | .. | .. | .. | .. | .. | .. | 5 | .. |
| 8 | By other accidents during shunting operations not included in the preceding. | Killed .. | .. | .. | .. | .. | 2 | .. | 5 | 2 |
| | | Injured .. | .. | 3 | 4 | 1 | 1 | 2 | 5 | 3 |
| 9 | TOTAL .. | Killed .. | 1 | .. | 1 | 7 | 4 | 3 | 10 | 12 |
| | | Injured .. | 1 | .. | 14 | 18 | 13 | 5 | 34 | 25 |

IX D(ii).

Exclusive of trains, etc., accidents included in Appendix C (iii) on all railways open for traffic, distinguishing the nature and causes of the accidents occasioning death or injury.

| Jodhpur | Madras and Southern Mah-ratta. | Nizam's Guarant eed State. | North Western. | Oudh and Rohil-khand. | Rohil-kund and Kumaon. | South India. | TOTAL CLASS I RAILWAYS. | | TOTAL CLASS II RAILWAYS. | | TOTAL CLASS III RAILWAYS. | | TOTAL ALL RAILWAYS. | | Serial No. |
|---------|--------------------------------|----------------------------|----------------|-----------------------|------------------------|--------------|-------------------------|----------|--------------------------|----------|---------------------------|----------|---------------------|----------|------------|
| | | | | | | | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | |
| .. | .. | .. | 6 | 4 | .. | .. | 40 | 42 | .. | 2 | 1 | .. | 41 | 44 | 1 |
| .. | .. | .. | 6 | 4 | .. | 2 | 47 | 66 | .. | .. | .. | 1 | 47 | 67 | |
| .. | 3 | .. | 14 | 3 | 3 | 2 | 39 | 33 | 2 | .. | 2 | .. | 43 | 33 | 2 |
| .. | 5 | .. | 29 | 3 | .. | 1 | 139 | 132 | .. | .. | 2 | 1 | 141 | 123 | |
| .. | .. | .. | 5 | .. | .. | .. | 25 | 27 | 1 | 1 | .. | .. | 26 | 28 | 3 |
| .. | .. | .. | 12 | .. | .. | .. | 26 | 27 | 3 | .. | .. | 1 | 29 | 28 | |
| .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. | .. | .. | .. | .. | 8 | 4 |
| .. | .. | 1 | 1 | .. | .. | 1 | 11 | 23 | .. | .. | .. | .. | 11 | 23 | |
| .. | 5 | 3 | 67 | 7 | 1 | 7 | 162 | 165 | 4 | 1 | 1 | 5 | 167 | 171 | 5 |
| 10 | 78 | 25 | 174 | 21 | 14 | 43 | 759 | 686 | 59 | 24 | 14 | 11 | 801 | 721 | |
| .. | .. | .. | 3 | .. | 1 | .. | 14 | 16 | 4 | .. | .. | .. | 18 | 16 | 6 |
| 1 | 7 | 1 | 3 | .. | 1 | 2 | 55 | 61 | .. | 5 | 1 | .. | 56 | 60 | |
| .. | 8 | 3 | 95 | 14 | 5 | 9 | 250 | 291 | 11 | 4 | 4 | 5 | 295 | 300 | 7 |
| 11 | 90 | 27 | 224 | 28 | 15 | 49 | 1,036 | 995 | 32 | 29 | 17 | 14 | 1,085 | 1,038 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| .. | .. | .. | 6 | 1 | .. | .. | 22 | 22 | .. | 3 | 1 | .. | 23 | 25 | |
| 2 | 11 | 9 | 12 | 2 | .. | 8 | 110 | 74 | 1 | 1 | .. | .. | 111 | 75 | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 2 | .. | .. | .. | 2 | 1 | |
| .. | .. | .. | 1 | .. | .. | .. | 1 | 1 | 2 | 1 | .. | .. | 3 | 2 | 3 |
| .. | .. | .. | .. | .. | .. | .. | 1 | 2 | .. | .. | .. | .. | 1 | 2 | |
| .. | 2 | .. | 3 | .. | .. | .. | 7 | 5 | 2 | 2 | .. | .. | 9 | 7 | 4 |
| .. | .. | .. | 4 | .. | .. | .. | 9 | 10 | .. | 1 | .. | .. | 9 | 11 | |
| .. | 1 | .. | 5 | .. | .. | .. | 27 | 32 | .. | 1 | .. | 1 | 27 | 34 | 5 |
| .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | 3 | .. | |
| .. | .. | .. | 5 | .. | .. | .. | 12 | 8 | .. | .. | .. | .. | 12 | 8 | 6 |
| .. | .. | .. | 1 | .. | .. | .. | 4 | 11 | .. | .. | .. | .. | 4 | 11 | |
| .. | .. | 3 | 2 | .. | .. | .. | 9 | 10 | .. | .. | 1 | .. | 10 | 10 | 7 |
| .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | .. | 2 | 2 | |
| 1 | .. | .. | .. | .. | .. | 1 | 7 | 5 | .. | .. | .. | .. | 7 | 5 | 8 |
| .. | 1 | .. | 10 | .. | .. | 1 | 30 | 23 | .. | .. | .. | .. | 30 | 23 | |
| .. | 8 | 1 | 22 | .. | .. | 2 | 52 | 44 | 1 | 2 | .. | .. | 53 | 46 | 9 |
| .. | 1 | .. | 30 | 1 | .. | 1 | 71 | 71 | 2 | 4 | 1 | .. | 74 | 75 | |
| 3 | 22 | 13 | 50 | 2 | .. | 11 | 225 | 179 | 6 | 7 | 1 | 1 | 232 | 187 | |

Number of persons killed or injured during the year 1924-25 by the movement of trains and railways, distinguishing between passengers, railway servants and other persons, and classifying, &c.

| Serial No. | Class of accident. | | Assam-Bengal. | Bengal and Ncrth-We:ern. | Bengal Nagpur. | Bombay, Barods and Central India. | Burma. | Eastern Bengal. | East Indian. | Great Indian Penin-sula. |
|------------|---|---------|---------------|--------------------------|----------------|-----------------------------------|--------|-----------------|--------------|--------------------------|
| | RAILWAY SERVANTS—concl'd. | | | | | | | | | |
| | Brought forward | Killed | 1 | .. | 1 | 7 | 4 | 3 | 10 | 15 |
| | | Injured | 1 | 4 | 14 | 18 | 13 | 5 | 34 | 31 |
| | OTHER ACCIDENTS. | | | | | | | | | |
| 10 | From falling off engines, etc., during the running of trains. | Killed | .. | .. | .. | 2 | .. | 3 | 1 | 2 |
| | | Injured | 1 | 1 | 4 | 5 | 2 | 4 | 4 | 7 |
| 11 | By coming in contact with over-bridges, or erections on the sides of the line during the running of trains. | Killed | .. | .. | .. | .. | 1 | .. | .. | 2 |
| | | Injured | .. | .. | .. | .. | 1 | 1 | .. | 4 |
| 12 | When getting on or off engines, vans, etc., during the running of trains. | Killed | .. | .. | .. | 1 | 1 | 3 | .. | 4 |
| | | Injured | 1 | 1 | 1 | 4 | 2 | 1 | 10 | 7 |
| 13 | Whilst attending to or by the failure of machinery, etc., of engines in steam. | Killed | .. | .. | .. | .. | .. | .. | 1 | .. |
| | | Injured | .. | .. | 8 | 1 | 1 | .. | 3 | 20 |
| 14 | Whilst working on the permanent-way, sidings, etc. | Killed | .. | .. | 1 | .. | 4 | 2 | 8 | 1 |
| | | Injured | .. | .. | 5 | 1 | 4 | 1 | 4 | .. |
| 15 | Whilst attending to gates at level-crossings | Killed | .. | .. | .. | 2 | 1 | 2 | 1 | .. |
| | | Injured | .. | .. | .. | 1 | 2 | .. | 1 | .. |
| 16 | Whilst walking, crossing, or standing on the line on duty. | Killed | .. | 3 | 1 | 13 | 4 | 11 | 33 | 41 |
| | | Injured | .. | 1 | 1 | 13 | 4 | 9 | 35 | 15 |
| 17 | From being caught between vehicles | Killed | .. | .. | .. | .. | 1 | .. | 3 | 1 |
| | | Injured | .. | .. | 2 | .. | 1 | .. | 2 | 2 |
| 18 | From falling or being caught between trains and platforms, walls, etc. | Killed | .. | .. | 1 | 8 | 1 | .. | 4 | .. |
| | | Injured | .. | .. | 2 | 5 | .. | .. | 8 | .. |
| 19 | Whilst walking, etc., on the line on the way home or to work. | Killed | .. | .. | .. | 14 | 2 | 1 | 11 | 4 |
| | | Injured | .. | .. | .. | 12 | 1 | .. | 4 | 2 |
| 20 | Miscellaneous | Killed | 2 | 2 | 8 | 5 | 3 | .. | 2 | 2 |
| | | Injured | 2 | 3 | 48 | 10 | 7 | 5 | 12 | 4 |
| 21 | TOTAL | Killed | 2 | 5 | 11 | 45 | 18 | 22 | 64 | 65 |
| | | Injured | 4 | 6 | 71 | 52 | 25 | 21 | 83 | 58 |
| | TOTAL RAILWAY SERVANTS | Killed | 3 | 5 | 12 | 52 | 22 | 25 | 74 | 77 |
| | | Injured | 5 | 10 | 85 | 70 | 38 | 26 | 117 | 93 |
| | OTHER PERSONS. | | | | | | | | | |
| 1 | Whilst passing over the railway at level crossings. | Killed | .. | .. | .. | 7 | 1 | .. | 10 | 1 |
| | | Injured | .. | 1 | .. | 7 | .. | .. | 3 | .. |
| 2 | While trespassing on the line | Killed | 24 | 129 | 165 | 144 | 74 | 142 | 281 | 195 |
| | | Injured | 16 | 50 | 86 | 60 | 39 | 84 | 132 | 20 |
| 3 | Suicides | Killed | .. | 6 | 18 | 14 | 1 | .. | 71 | 32 |
| | | Injured | .. | .. | 4 | .. | .. | .. | 3 | .. |
| 4 | Miscellaneous | Killed | .. | 1 | 7 | 1 | 1 | .. | 9 | 1 |
| | | Injured | 3 | 4 | 15 | 3 | 2 | 1 | 10 | .. |
| | TOTAL OTHER PERSONS | Killed | 24 | 136 | 160 | 166 | 77 | 142 | 371 | 130 |
| | | Injured | 19 | 55 | 105 | 70 | 41 | 85 | 148 | 20 |
| | GRAND TOTAL | Killed | 29 | 149 | 213 | 235 | 119 | 170 | 487 | 250 |
| | | Injured | 31 | 118 | 271 | 390 | 109 | 155 | 550 | 146 |

IX D(ii)—concl'd.

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

| No. | Madr as and Southern Mah- ratta. | Nizam's Guarant- eed State. | North Western. | Ondh and Rohil- khand. | Rohil- kund and Kumaon. | South Indian. | TOTAL CLASS I RAILWAYS. | | TOTAL CLASS II RAILWAYS. | | TOTAL CLASS III RAILWAYS. | | TOTAL ALL RAILWAYS. | | Serial No. |
|-----|----------------------------------|-----------------------------|----------------|------------------------|-------------------------|---------------|-------------------------|----------|--------------------------|----------|---------------------------|----------|---------------------|----------|------------|
| | | | | | | | 1921-25. | 1923-24. | 1921-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | |
| .. | 1 | .. | 30 | 1 | .. | 1 | 71 | 71 | 2 | 4 | 1 | .. | 74 | 75 | 9 |
| 3 | 22 | 13 | 50 | 2 | .. | 11 | 225 | 179 | 6 | 7 | 1 | 1 | 232 | 187 | |
| .. | .. | .. | 1 | 2 | .. | .. | 11 | 17 | 1 | .. | .. | .. | 12 | 17 | 10 |
| 2 | 2 | 2 | 10 | 1 | .. | .. | 45 | 44 | 3 | 4 | 2 | 1 | 70 | 49 | |
| .. | .. | .. | 3 | .. | .. | .. | 6 | 4 | .. | 1 | .. | .. | 6 | 5 | 11 |
| .. | .. | .. | 6 | .. | .. | .. | 12 | 8 | .. | 1 | .. | .. | 12 | 9 | |
| .. | .. | .. | 3 | .. | 1 | .. | 13 | 17 | 3 | .. | .. | .. | 16 | 17 | 12 |
| .. | 4 | .. | 4 | .. | .. | .. | 35 | 45 | .. | 1 | .. | 1 | 35 | 47 | |
| .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 | .. | 2 | .. | 13 |
| .. | 3 | .. | 2 | 1 | .. | .. | 39 | 37 | 5 | .. | .. | .. | 44 | 37 | |
| .. | .. | 3 | 3 | .. | .. | .. | 22 | 22 | .. | .. | .. | .. | 22 | 22 | 14 |
| .. | .. | 3 | 3 | 1 | .. | .. | 22 | 15 | 4 | .. | .. | .. | 26 | 15 | |
| .. | .. | .. | 1 | .. | .. | .. | 7 | 11 | 1 | 1 | .. | .. | 8 | 12 | 15 |
| .. | .. | .. | 3 | .. | .. | .. | 7 | 5 | .. | 1 | 1 | .. | 8 | 6 | |
| .. | 4 | 1 | 14 | 5 | .. | .. | 138 | 119 | 2 | 1 | .. | .. | 140 | 120 | 16 |
| 1 | 1 | .. | 12 | 1 | .. | .. | 90 | 82 | .. | .. | .. | .. | 80 | 82 | |
| .. | .. | .. | 2 | .. | .. | .. | 7 | 19 | .. | .. | .. | .. | 7 | 10 | 17 |
| 2 | 1 | .. | 3 | .. | 2 | .. | 15 | 14 | 3 | 1 | .. | .. | 18 | 15 | |
| .. | .. | 1 | 2 | 1 | 1 | .. | 10 | 9 | .. | .. | .. | .. | 19 | 9 | 18 |
| .. | 4 | .. | 2 | 1 | 1 | .. | 23 | 16 | .. | 1 | .. | .. | 23 | 17 | |
| .. | 1 | .. | 1 | 1 | .. | .. | 35 | 26 | .. | .. | .. | .. | 35 | 26 | 19 |
| .. | 2 | .. | 2 | .. | .. | .. | 23 | 13 | .. | 1 | .. | .. | 23 | 14 | |
| 2 | 6 | .. | 8 | 1 | .. | 3 | 44 | 32 | 1 | 1 | .. | .. | 45 | 33 | 20 |
| 7 | 41 | 1 | 4 | .. | .. | 11 | 155 | 104 | 5 | 3 | .. | .. | 160 | 107 | |
| 2 | 11 | 5 | 38 | 10 | 2 | 3 | 303 | 273 | 8 | 4 | 1 | .. | 312 | 280 | 21 |
| 12 | 59 | 6 | 51 | 5 | 3 | 11 | 466 | 383 | 20 | 13 | 3 | 2 | 483 | 398 | |
| 2 | 12 | 5 | 68 | 11 | 2 | 4 | 374 | 347 | 10 | 8 | 2 | .. | 383 | 355 | 22 |
| 15 | 80 | 13 | 101 | 7 | 3 | 22 | 691 | 562 | 26 | 20 | 4 | 3 | 721 | 585 | |
| .. | 3 | 1 | 6 | .. | .. | .. | 29 | 37 | 1 | 4 | .. | .. | 50 | 41 | 1 |
| .. | 10 | .. | 3 | 1 | .. | .. | 25 | 33 | .. | 2 | .. | .. | 25 | 35 | |
| 3 | 103 | 22 | 170 | 81 | 16 | 107 | 1,022 | 1,579 | 26 | 22 | 17 | 6 | 1,005 | 1,007 | 2 |
| 9 | 38 | 5 | 38 | 31 | 4 | 33 | 645 | 553 | 11 | 13 | 10 | 10 | 666 | 576 | |
| .. | 30 | 6 | 18 | 28 | 2 | 31 | 257 | 250 | 1 | 1 | 4 | 2 | 262 | 243 | 3 |
| 1 | 1 | .. | 1 | .. | 1 | .. | 11 | 11 | .. | .. | .. | .. | 11 | 11 | |
| 4 | 1 | .. | 18 | .. | .. | 10 | 53 | 46 | 5 | 2 | 1 | 6 | 59 | 54 | 4 |
| 5 | 3 | 1 | 11 | .. | .. | 2 | 60 | 53 | 1 | .. | 1 | 3 | 62 | 56 | |
| 7 | 142 | 29 | 172 | 109 | 13 | 148 | 1,001 | 1,902 | 33 | 29 | 22 | 14 | 2,016 | 1,945 | 5 |
| 15 | 52 | 6 | 53 | 32 | 5 | 35 | 741 | 650 | 12 | 15 | 11 | 13 | 764 | 678 | |
| 9 | 162 | 37 | 335 | 134 | 25 | 161 | 2,615 | 2,540 | 54 | 41 | 28 | 19 | 2,697 | 2,600 | 6 |
| 41 | 222 | 62 | 379 | 67 | 23 | 106 | 2,448 | 2,207 | 70 | 64 | 32 | 30 | 2,570 | 2,501 | |

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways open servants and other persons,

ASSAM-BENGAL.

| Class of accident. | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1930. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | |
|---|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | | | | |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. 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. | .. | 4 | 4 | .. | .. | .. | 2 | .. | .. | .. | 2 |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto axles | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Ditto couplings | .. | 21 | 21 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Accidents due to failure of permanent-way, etc.— | | | | | | | | | | | |
| (a) Broken rails | .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Accidents due to fire— | | | | | | | | | | | |
| (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 | .. | 140 | 140 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line | .. | 9 | 9 | .. | .. | .. | 1 | .. | .. | .. | 1 |
| (d) Trains running through gates at level-crossings. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Miscellaneous | .. | 3 | 3 | .. | .. | .. | 4 | .. | .. | .. | 4 |
| Total | .. | 197 | 197 | .. | .. | .. | 7 | .. | .. | .. | 7 |

IX D (iii).

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

| BENGAL AND NORTH-WESTERN. | | | | | | | | | | | |
|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|-----------------|
| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | | No. of Heading. |
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| .. | 1 | 1 | .. | 6 | .. | 1 | .. | .. | .. | 7 | 1 |
| 1 | 2 | 3 | 2 | 4 | .. | 1 | .. | .. | 2 | 5 | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 58 | 58 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (f) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (g) |
| .. | 28 | 28 | .. | .. | .. | .. | .. | .. | .. | .. | (h) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 167 | 167 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 4 | 4 | .. | .. | .. | .. | 1 | 4 | 1 | 4 | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | (e) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| 1 | 284 | 285 | 2 | 10 | .. | 2 | 1 | 5 | 3 | 17 | Total. |

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways railway servants and other persons,

| Class of accident. | BENGAL NAAGPUR. | | | | | | | | | | |
|---|---|------------------|--------------|-------------|----------|-------------------|-----------|----------------|----------|-----------|-----------|
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1900. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | 1 | 1 | .. | .. | .. | .. | 1 | 3 | 1 | 3 |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | 2 | 4 | 6 | .. | .. | 9 | 4 | .. | .. | 9 | 4 |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | 2 | 2 | .. | 7 | .. | .. | .. | .. | .. | 7 |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | .. | 56 | 56 | .. | .. | 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 | 6 | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | .. | 9 | 9 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | 64 | 64 | .. | .. | .. | 1 | .. | .. | .. | 1 |
| (b) other causes | .. | 89 | 89 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines. | .. | 41 | 41 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines. | .. | 67 | 67 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto axles | .. | 53 | 53 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto brake apparatus | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Ditto couplings | .. | 279 | 279 | .. | .. | .. | 1 | .. | .. | .. | 1 |
| 10. Accidents due to failure of permanent-way, etc.— | | | | | | | | | | | |
| (a) Broken rails | .. | 46 | 46 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | 11 | 11 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Accidents due to fire— | | | | | | | | | | | |
| (a) Fire in trains | .. | 14 | 14 | .. | .. | .. | .. | 1 | 1 | 1 | 1 |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | 14 | 14 | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | 1 | 1 | .. | .. | .. | 1 | .. | .. | .. | 1 |
| (b) Trains running over cattle on the line | .. | 165 | 165 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line | .. | 36 | 36 | .. | .. | .. | .. | 2 | 4 | 2 | 4 |
| (d) Trains running through gates at level-crossings | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Miscellaneous | .. | 64 | 64 | .. | 1 | .. | 3 | .. | 1 | .. | 5 |
| Total | 2 | 1,036 | 1,038 | .. | 8 | 10 | 10 | 4 | 9 | 14 | 27 |

IX D (iii)—contd.

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

BOMBAY, BARODA AND CENTRAL INDIA.

| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | | No. of Heading. |
|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|-----------------|
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| 1 | .. | 1 | 1 | 25 | .. | 1 | .. | .. | 1 | 26 | 1 |
| 1 | 1 | 2 | .. | .. | .. | 3 | .. | .. | .. | 3 | 2 |
| .. | 1 | 1 | .. | .. | .. | 7 | .. | .. | .. | 7 | 3 |
| 1 | 28 | 29 | .. | .. | .. | 6 | .. | .. | .. | 6 | 4 |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | 7 | 7 | .. | .. | .. | 6 | .. | .. | .. | 6 | 6 |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| 1 | 12 | 13 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 49 | 49 | .. | .. | .. | 2 | .. | .. | .. | 2 | (b) |
| 2 | 596 | 593 | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 12 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 201 | 201 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| 2 | 13 | 15 | .. | .. | .. | 9 | .. | .. | .. | 9 | (f) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (g) |
| 1 | 394 | 395 | .. | .. | .. | 2 | .. | .. | .. | 2 | (h) |
| .. | 85 | 85 | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 2 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| 2 | 4 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| 15 | 7 | 22 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 |
| 5 | 26 | 31 | 4 | .. | .. | 1 | .. | .. | 4 | 1 | (a) |
| .. | 8 | 8 | .. | .. | 2 | .. | .. | .. | 2 | .. | (b) |
| .. | 18 | 18 | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| .. | 742 | 742 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 12 | 27 | .. | .. | 1 | .. | .. | 1 | 1 | 1 | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 48 | 48 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| 43 | 2,579 | 2,622 | 5 | 25 | 3 | 37 | .. | 1 | 8 | 63 | Total |

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railway railway servants and other persons

| Class of accident. | BURMA. | | | | | | | | | | |
|---|---|------------------|------------|-------------|-----------|-------------------|-----------|----------------|-----------|----------|-----------|
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. 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. | 2 | 8 | 10 | .. | .. | 2 | 1 | .. | .. | 2 | 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. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | 19 | .. | 19 | 2 | 29 | .. | .. | .. | .. | 2 | 29 |
| 8. Other derailments— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | 1 | 5 | 6 | .. | .. | .. | 7 | .. | .. | .. | 7 |
| (b) other causes | 1 | 65 | 66 | .. | .. | 1 | 4 | .. | .. | 1 | 4 |
| 9. Accidents due to failures of engines and rolling stock— | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines | .. | 52 | 52 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto axles | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Ditto couplings | .. | 38 | 38 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Accidents due to failure of permanent-way, etc.— | | | | | | | | | | | |
| (a) Broken rails | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | .. | 27 | 27 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | 6 | 6 | .. | .. | 1 | 5 | .. | .. | 1 | 5 |
| 11. Accidents due to fire— | | | | | | | | | | | |
| (a) Fire in trains | .. | 61 | 61 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 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 | .. | 255 | 255 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line | .. | 33 | 33 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running through gates at level-crossings | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Miscellaneous | .. | 56 | 56 | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 23 | 627 | 650 | 2 | 29 | 4 | 17 | .. | .. | 6 | 46 |

IX D (iii)—contd.

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

EASTERN BENGAL.

| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | | No. of Hoading. |
|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|-----------------|
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| | | | | | | | | | | | |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| 16 | .. | 16 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 40 | 40 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 51 | 51 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (f) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (g) |
| .. | 80 | 80 | .. | .. | .. | .. | .. | .. | .. | .. | (h) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| .. | 13 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| 5 | 260 | 265 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| 13 | 8 | 16 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | 11 | 11 | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| 39 | 485 | 524 | .. | 5 | .. | .. | .. | .. | .. | 5 | Total. |

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railway railway servants and other persons

| Class of accident. | EAST INDIAN. | | | | | | | | | | |
|--|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line. | 3 | 1 | 4 | .. | 2 | 1 | 2 | .. | .. | 1 | 4 |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed. | 2 | 1 | 3 | .. | 3 | .. | 1 | .. | 1 | .. | 1 |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | 4 | 5 | 9 | .. | .. | 1 | 9 | .. | .. | 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 | 2 | 2 | 4 | .. | .. | 1 | 3 | .. | .. | 1 | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 4 | 3 | 7 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 3 | 11 | 14 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | 5 | 5 | .. | .. | .. | 1 | .. | .. | .. | .. |
| (b) Other causes | 3 | 19 | 22 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines | .. | 37 | 37 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines | .. | 131 | 131 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | 1 | 14 | 15 | .. | .. | .. | 1 | .. | .. | .. | .. |
| (f) Ditto axles | .. | 43 | 43 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto brake apparatus | .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Ditto couplings | 4 | 602 | 606 | .. | .. | .. | 9 | .. | .. | .. | .. |
| 10. Accidents due to failure of permanent-way, etc.— | | | | | | | | | | | |
| (a) Broken rails | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Accidents due to fire— | | | | | | | | | | | |
| (a) Fire in trains | 1 | 12 | 13 | .. | .. | .. | .. | 2 | .. | 2 | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | 10 | 10 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 817 | 817 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line | 4 | 27 | 31 | .. | .. | .. | .. | 1 | 4 | 1 | .. |
| (d) Trains running through gates at level-crossings | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Miscellaneous | 3 | 65 | 68 | .. | .. | 2 | 5 | 1 | .. | 3 | .. |
| Total | 36 | 1,853 | 1,889 | .. | 5 | 5 | 31 | 4 | 5 | 9 | 41 |

)IX D (iii)—contd.

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

| GREAT INDIAN PENINSULA. | | | | | | | | | | | |
|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|-----------------|
| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | | No. of Heading. |
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| | | | | | | | | | | | |
| .. | 6 | 6 | .. | .. | .. | 3 | .. | .. | .. | 3 | 1 |
| .. | 8 | 8 | .. | .. | .. | 2 | .. | .. | .. | 2 | 2 |
| - | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| 3 | 62 | 65 | .. | .. | 3 | 5 | .. | .. | 3 | 5 | 4 |
| 1 | 20 | 21 | .. | .. | .. | 4 | .. | .. | .. | 4 | 5 |
| .. | 31 | 31 | .. | .. | .. | 1 | .. | .. | .. | 1 | 6 |
| .. | .. | - | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| .. | 47 | 47 | .. | .. | .. | 1 | .. | .. | .. | 1 | (a) |
| .. | 49 | 49 | .. | .. | .. | 1 | .. | .. | .. | 1 | (b) |
| .. | 49 | 49 | .. | .. | .. | 1 | .. | .. | .. | 1 | (a) |
| 2 | 903 | 905 | .. | .. | .. | 4 | .. | .. | .. | 4 | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 0 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 47 | 47 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 505 | 505 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| .. | 12 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | (f) |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | (g) |
| 1 | 695 | 698 | .. | .. | .. | 2 | .. | .. | .. | 2 | (h) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| .. | 49 | 49 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 |
| 3 | 110 | 113 | .. | 1 | .. | 5 | .. | .. | .. | 6 | (a) |
| .. | 10 | 10 | .. | .. | .. | 1 | .. | 1 | .. | 2 | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 1,019 | 1,019 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| 2 | 17 | 19 | .. | .. | 1 | .. | 1 | 2 | 2 | 2 | (c) |
| .. | 5 | 5 | - | - | - | .. | - | .. | - | - | (d) |
| 1 | 101 | 102 | - | .. | 1 | 5 | - | 1 | 1 | 6 | (e) |
| 13 | 3,713 | 3,726 | .. | 1 | 5 | 31 | 1 | 4 | 6 | 39 | Total. |

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways passengers, railway servants and other persons,

| Class of accident. | JODHPUR. | | | | | | | | | | |
|---|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains or parts of passenger trains. | 1 | .. | 1 | .. | 3 | .. | .. | .. | .. | .. | 3 |
| 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. | 6 | .. | 6 | .. | .. | .. | 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 | 1 | 2 | .. | .. | .. | 2 | .. | .. | .. | 2 |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 1 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 2 | 3 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 1 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 1 | 24 | 25 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines. | .. | 65 | 65 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto axles | 1 | 6 | 7 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Ditto couplings | .. | 55 | 55 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Accidents due to failure of permanent-way, etc. | | | | | | | | | | | |
| (a) Broken rails | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | 3 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | 1 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Accidents due to fire— | | | | | | | | | | | |
| (a) Fire in trains | 2 | 2 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (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 | .. | 212 | 212 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line | 3 | 1 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running through gates at level-crossings. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Miscellaneous | .. | 27 | 27 | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 19 | 407 | 426 | .. | 3 | .. | 3 | .. | .. | .. | 6 |

IX D (iii)—contd.

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

MADRAS AND SOUTHERN MAHARAJA.

| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Killed by servants. | | Other persons. | | Total. | | No. of Heading. |
|---|------------------|--------|-------------|----------|---------------------|----------|----------------|----------|---------|----------|-----------------|
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| 1 | — | 1 | .. | 1 | .. | .. | .. | .. | .. | 1 | 1 |
| 2 | 3 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| 2 | 5 | 7 | .. | .. | 1 | .. | .. | .. | 1 | .. | 4 |
| .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| 3 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| 2 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 10 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| 3 | 14 | 17 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 10 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 149 | 149 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| 1 | 4 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | (f) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (g) |
| .. | 65 | 65 | .. | .. | .. | .. | .. | .. | .. | .. | (h) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| .. | 25 | 25 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| 1 | 4 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| 1 | 28 | 29 | .. | .. | .. | .. | .. | 2 | .. | 2 | (a) |
| 1 | 3 | 4 | .. | .. | .. | .. | 1 | .. | 1 | .. | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| .. | 18 | 18 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| 1 | 763 | 764 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| 11 | 8 | 19 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| 1 | 3 | 4 | .. | 7 | .. | .. | .. | .. | .. | 7 | (e) |
| 81 | 1,126 | 1,157 | .. | 8 | 1 | .. | 1 | 2 | 2 | 10 | Total |

Number of accidents to trains, rolling stock, permanent-way, etc., during the year 1924-25 on all railways servants and other persons, killed or

| Class of accident. | Nizam's Guaranteed State. | | | | | | | | | | |
|--|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. 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 | .. | .. | .. | 10 | .. | .. | .. | 10 |
| 8. Other derailments— | | | | | | | | | | | |
| (a) due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) other causes | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines | .. | 32 | 32 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) The failure of tyres | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto axles | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto brake apparatus | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Ditto couplings | .. | 19 | 19 | .. | .. | 2 | .. | .. | .. | 2 | .. |
| 10. Accidents due to failure of permanent-way, etc. | | | | | | | | | | | |
| (a) Broken rails | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way, | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Accidents due to fire— | | | | | | | | | | | |
| (a) Fire in trains | .. | 6 | 6 | .. | .. | .. | .. | .. | .. | .. | .. |
| (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 | .. | 608 | 608 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line | .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Trains running through gates at level-crossings | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Miscellaneous | .. | 23 | 23 | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | .. | 700 | 700 | .. | .. | 2 | 10 | .. | .. | 2 | 10 |

DIX D (iii)—contd.

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

| NORTH WESTERN. | | | | | | | | | | | |
|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|-----------------|
| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total | | No. of Heading. |
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| 1 | .. | 1 | 107 | 88 | 2 | 5 | .. | .. | 109 | 93 | 1 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 75 | 75 | .. | .. | 1 | .. | .. | .. | 1 | .. | 4 |
| .. | 22 | 22 | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | 10 | 10 | .. | .. | .. | .. | 1 | .. | 1 | .. | 6 |
| 3 | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | (a) 7 |
| 11 | 8 | 19 | .. | .. | .. | .. | .. | .. | .. | .. | (b) 8 |
| .. | 719 | 719 | .. | .. | .. | .. | .. | .. | .. | .. | (a) 9 |
| .. | 766 | 766 | .. | .. | .. | .. | .. | .. | .. | .. | (b) 10 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) 11 |
| .. | 40 | 40 | .. | .. | .. | .. | .. | .. | .. | .. | (b) 12 |
| .. | 255 | 255 | .. | .. | .. | .. | .. | .. | .. | .. | (c) 13 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (d) 14 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (e) 15 |
| .. | 7 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | (f) 16 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (g) 17 |
| .. | 560 | 560 | .. | .. | .. | .. | .. | .. | .. | .. | (h) 18 |
| .. | 30 | 30 | .. | .. | .. | .. | .. | .. | .. | .. | (a) 19 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) 20 |
| 3 | 18 | 21 | .. | .. | .. | .. | .. | .. | .. | .. | (c) 21 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (d) 22 |
| .. | 8 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | (a) 23 |
| .. | 12 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | (b) 24 |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | (a) 25 |
| .. | 610 | 610 | .. | .. | .. | .. | .. | .. | .. | .. | (b) 26 |
| 2 | 6 | 8 | .. | .. | .. | 2 | 3 | 5 | 3 | 7 | (c) 27 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (d) 28 |
| 1 | 32 | 33 | .. | .. | .. | 4 | .. | .. | .. | 4 | (e) 29 |
| 21 | 3,184 | 3,203 | 107 | 88 | 3 | 11 | 4 | 5 | 114 | 104 | Total. |

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25 on all railways servants and others persons,

| Class of accident. | ODISH AND ROHMABHAND. | | | | | | | | | | |
|---|---|------------------|------------|-------------|-----------|-------------------|----------|----------------|-----------|----------|----------|
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Collisions between passenger trains or parts of passenger trains. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | 1 | 1 | 2 | .. | .. | .. | 1 | .. | .. | .. | 1 |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 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 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | 11 | 11 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | .. | 24 | 24 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines. | .. | 21 | 21 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto axles | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Ditto couplings | .. | 93 | 93 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Accidents due to failure of permanent-way, etc.— | | | | | | | | | | | |
| (a) Broken rails | .. | 14 | 14 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | 26 | .. | 26 | .. | .. | 1 | .. | .. | .. | 1 | .. |
| (d) Slips in cuttings or embankments | 4 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| 11. Accidents due to fire— | | | | | | | | | | | |
| (a) Fire in trains | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| (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. | .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 359 | 359 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line | .. | 5 | 5 | .. | .. | .. | 1 | .. | .. | .. | 1 |
| (d) Trains running through gates at level crossings. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Miscellaneous | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 32 | 547 | 579 | .. | .. | 1 | 2 | .. | .. | 1 | 2 |

DIX D (iii)—contd.

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

ROHILKUND AND KUMAON.

| Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | Other accidents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | | No. of Heading. |
|---|------------------|--------|-------------|----------|-------------------|----------|----------------|----------|---------|----------|-----------------|
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| | | | | | | | | | | | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 20 | 20 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 8 |
| .. | 10 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 10 | 10 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| .. | 2 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | (f) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (g) |
| .. | 12 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | (h) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| 1 | 2 | 3 | .. | 3 | .. | .. | .. | .. | .. | 3 | 11 |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 12 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 80 | 80 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (e) |
| 1 | 163 | 164 | .. | 3 | .. | .. | .. | .. | .. | 3 | Total |

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1924-25, on all railways railway servants and other persons killed

| Class of accident. | SOUTH INDIAN. | | | | | | | | | | |
|---|--|--------------------------|--------|-------------|---------------|----------------------|---------------|-------------------|---------------|---------|---------------|
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | |
| | | | | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. | Killed. | In- jured. |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | 1 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Collisions between light engines | .. | 1 | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 7 | .. | 7 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. Other derailments— | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Other causes | 5 | 12 | 17 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines | .. | 101 | 101 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (f) Ditto axles | 8 | .. | 8 | .. | .. | .. | .. | .. | .. | .. | .. |
| (g) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (h) Ditto couplings | 44 | .. | 44 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. Accidents due to failure of permanent-way, etc.— | | | | | | | | | | | |
| (a) Broken rails | 5 | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way | 7 | .. | 7 | .. | .. | .. | .. | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | 5 | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| II. Accidents due to fire— | | | | | | | | | | | |
| (a) Fire in trains | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Fire at stations, or involving injury to bridges or viaducts, | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | .. | 1,611 | 1,611 | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line | 17 | .. | 17 | .. | .. | .. | .. | .. | 1 | .. | 1 |
| (d) Trains running through gates at level-crossings | 4 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Miscellaneous | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 108 | 1,726 | 1,834 | .. | .. | .. | .. | .. | 1 | .. | 1 |

)IX D (iii)—contd.

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

TOTAL CLASS I RAILWAYS.

| Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | Passengers. | | Railway servants. | | Other persons. | | Total. | | No. of Heading. |
|--|--------------------------|--------|-------------|----------|----------------------|----------|-------------------|----------|---------|----------|--------------------|
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| 6 | 8 | 14 | 108 | 123 | 2 | 10 | 1 | 3 | 111 | 136 | 1 |
| 15 | 23 | 38 | 2 | 11 | 10 | 13 | .. | .. | 12 | 24 | 2 |
| 8 | 7 | 15 | .. | 10 | .. | 9 | .. | 1 | .. | 20 | 3 |
| 14 | 253 | 267 | .. | .. | 9 | 25 | .. | .. | 9 | 25 | 4 |
| 1 | 60 | 61 | .. | .. | .. | 4 | .. | .. | .. | 4 | 5 |
| 2 | 67 | 69 | .. | .. | 1 | 10 | 1 | .. | 2 | 10 | 6 |
| 14 | 10 | 24 | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| 61 | 120 | 181 | 2 | 29 | .. | 11 | .. | .. | 2 | 40 | (b) |
| 4 | 915 | 919 | .. | .. | .. | 12 | .. | .. | .. | 12 | (a) |
| 17 | 2,870 | 2,887 | .. | .. | 1 | 8 | .. | .. | 1 | 8 | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 |
| .. | 207 | 207 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 1,698 | 1,698 | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 9 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | (c) |
| .. | 9 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| 1 | 16 | 17 | .. | .. | .. | 1 | .. | .. | .. | 1 | (e) |
| 12 | 142 | 154 | .. | .. | .. | 9 | .. | .. | .. | 9 | (f) |
| .. | 18 | 18 | .. | .. | .. | .. | .. | .. | .. | .. | (g) |
| 50 | 2,941 | 2,991 | .. | .. | 2 | 14 | .. | .. | 2 | 14 | (h) |
| 5 | 280 | 285 | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| 49 | 71 | 120 | .. | .. | 1 | .. | .. | .. | 1 | .. | (b) |
| 25 | 34 | 59 | .. | .. | 1 | 5 | .. | .. | 1 | 5 | (c) |
| 14 | 276 | 290 | 4 | 4 | .. | 6 | 3 | 3 | 7 | 13 | (d) |
| 1 | 63 | 64 | .. | .. | 2 | 1 | 1 | 1 | 3 | 2 | (e) |
| .. | 72 | 72 | .. | .. | .. | 1 | .. | .. | .. | 1 | 12 |
| 6 | 7,838 | 7,844 | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| 64 | 169 | 233 | .. | .. | 2 | 4 | 8 | 21 | 10 | 25 | (b) |
| 4 | 21 | 25 | .. | .. | .. | .. | .. | 1 | .. | 1 | (c) |
| 6 | 434 | 440 | .. | 8 | 3 | 21 | 1 | 2 | 4 | 31 | (d) |
| 379 | 18,627 | 19,006 | 116 | 185 | 34 | 164 | 15 | 32 | 165 | 381 | Total |

Number of accidents to trains, rolling stock, permanent-way, etc., during the year 1924-25 on all railway railway servants and other persons, killed or

| Class of accident. | BARSI LIGHT. | | | BENGAL DOOARS. | | | BHAVNAGAR STATE. | | | BIKANER STATE. | | |
|--|--|--------------------------|--------|--|--------------------------|--------|--|--------------------------|--------|--|--------------------------|--------|
| | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. |
| 1. Collisions between passenger trains or parts of passenger trains. | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | .. | .. | .. |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 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 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 3 | 4 |
| 7. Derailments of passenger trains— | | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | .. | .. | .. | 1 | 1 | .. | 1 | 1 | .. | .. | .. |
| (b) Other causes | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | 5 | 1 | 6 |
| 8. Other derailments— | | | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | .. | .. | .. | .. | .. | .. | .. | 3 | 3 | .. | .. | .. |
| (b) Other causes | .. | .. | .. | .. | 2 | 2 | .. | 1 | 2 | 2 | 10 | 12 |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | | | |
| (a) The bursting of boilers of engines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines. | .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | 17 | 17 |
| (c) The failure of machinery, springs, etc., of engines. | .. | .. | .. | .. | 4 | 4 | .. | 11 | 11 | .. | 18 | 18 |
| (d) The failure of tyres | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (e) Ditto wheels | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | 1 | 1 |
| (f) Ditto axles | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 |
| (g) Ditto brake apparatus | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 |
| (h) Ditto couplings | .. | .. | .. | .. | 2 | 2 | 1 | .. | .. | .. | 6 | 6 |
| 10. Accidents due to failure of permanent-way, etc.— | | | | | | | | | | | | |
| (a) Broken rails | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | 5 |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | 1 | .. | 1 |
| (d) Slips in cuttings or embankments | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | 1 | 1 |
| 11. Accidents due to fire— | | | | | | | | | | | | |
| (a) Fire in trains | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | 2 | .. | 2 |
| (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. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2 |
| (f) Trains running over cattle on the line. | .. | 16 | 16 | .. | 3 | 3 | .. | 42 | 42 | .. | 130 | 130 |
| (c) Trains running over obstructions on the line. | .. | .. | .. | .. | 2 | 2 | .. | 7 | 7 | .. | .. | .. |
| (d) Trains running through gates at level-crossings. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 |
| (e) Miscellaneous | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | 15 |
| Total | .. | 16 | 16 | .. | 18 | 18 | 1 | 70 | 71 | 11 | 213 | 224 |

DIX D (iii)—contd.

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

| DARJEELING-HIMALAYAN. | | | DIBRU-SADIYA. | | | GAKHWAR'S BARODA STATE. | | | GONDAL. | | | JUNAGAD STATE. | | | No. of Head- ing. |
|---|--------------------------|--------|--|--------------------------|--------|--|--------------------------|--------|--|--------------------------|--------|--|--------------------------|--------|----------------------|
| Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX 1890. | Other acci- dents. | Total. | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. | Other acci- dents. | Total. | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | 2 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | 5 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 |
| 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| 75 | 4 | 79 | .. | 1 | 1 | .. | 16 | 16 | .. | .. | .. | .. | .. | .. | (b) |
| .. | 2 | 2 | .. | .. | .. | 9 | 12 | 21 | .. | .. | .. | .. | 3 | 3 | (a) |
| 4 | 89 | 93 | .. | 3 | 3 | .. | .. | .. | 1 | .. | 1 | .. | 1 | 1 | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 3 | 3 | .. | 14 | 14 | .. | 1 | 1 | 2 | .. | 2 | .. | 3 | 3 | (b) |
| .. | 8 | 8 | .. | 7 | 7 | .. | 4 | 4 | 16 | .. | 16 | .. | 5 | .. | (c) |
| .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| 1 | 5 | 6 | .. | .. | .. | 1 | 2 | 3 | .. | .. | .. | .. | .. | .. | (e) |
| 3 | 8 | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (f) |
| .. | .. | .. | .. | 24 | 24 | .. | 17 | 17 | .. | .. | .. | .. | .. | .. | (g) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (h) |
| 3 | .. | 3 | .. | .. | .. | .. | .. | .. | 2 | .. | 2 | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 1 | 1 | .. | .. | .. | 1 | 1 | 2 | 2 | .. | 2 | 1 | .. | 1 | (c) |
| 4 | 8 | 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | .. | .. | .. | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | 1 | .. | 1 | (b) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | 4 | 4 | .. | 30 | 30 | .. | 13 | 13 | 24 | .. | 24 | .. | 5 | 5 | (b) |
| 6 | .. | 6 | .. | 1 | 1 | 3 | 2 | 5 | .. | .. | .. | .. | 1 | 1 | (c) |
| .. | .. | .. | .. | 1 | 1 | .. | .. | .. | 1 | .. | 1 | .. | .. | .. | (d) |
| 1 | 1 | 2 | .. | .. | .. | .. | 12 | 12 | .. | .. | .. | .. | 1 | 1 | (e) |
| 104 | 130 | 234 | .. | 81 | 81 | 14 | 89 | 103 | 48 | .. | 48 | 2 | 19 | 21 | Total |

Number of accidents to trains, rolling-stock, permanent-way, etc., during the years 1923-24 and 1924-25
passengers, railway servants and other persons, killed

| Class of accident. | TOTAL ALL RAILWAYS. | | | | | | | | | |
|---|---|------------|------------------|---------------|---------------|---------------|-------------|------------|------------|------------|
| | Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. | | Other accidents. | | Total. | | Passengers. | | | |
| | | | | | | | Killed. | | Injured. | |
| | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. |
| 1. Collisions between passenger trains or parts of passenger trains. | 3 | 6 | 5 | 9 | 8 | 15 | .. | 108 | 20 | 123 |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line. | 32 | 22 | 32 | 27 | 64 | 49 | 27 | 2 | 63 | 19 |
| 3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed. | 3 | 8 | 7 | 7 | 10 | 15 | 3 | .. | 26 | 10 |
| 4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line. | 10 | 14 | 231 | 253 | 241 | 267 | .. | .. | .. | .. |
| 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 | 48 | 62 | 49 | 63 | .. | .. | .. | .. |
| 6. Collisions between light engines | 8 | 3 | 48 | 70 | 56 | 73 | .. | .. | .. | .. |
| 7. Derailments of passenger trains— | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 14 | 16 | 19 | 16 | 33 | 32 | 1 | .. | 1 | .. |
| (b) Other causes | 142 | 196 | 171 | 176 | 313 | 372 | 29 | 3 | 59 | 31 |
| 8. Other derailments— | | | | | | | | | | |
| (a) Due to trains running in the wrong direction through points. | 9 | 13 | 258 | 940 | 267 | 933 | .. | .. | .. | .. |
| (b) Other causes | 38 | 38 | 3,238 | 3,020 | 3,276 | 3,058 | .. | .. | 1 | 0 |
| 9. Accidents due to failures of engines and rolling-stock— | | | | | | | | | | |
| (a) The bursting of boilers of engines | 1 | .. | 11 | .. | 12 | .. | .. | .. | .. | .. |
| (b) The bursting of tubes, etc., of engines | .. | 3 | 352 | 273 | 352 | 276 | .. | .. | .. | .. |
| (c) The failure of machinery, springs, etc., of engines. | 1 | 17 | 1,749 | 1,862 | 1,750 | 1,879 | .. | .. | .. | .. |
| (d) The failure of tyres | 1 | .. | 13 | 9 | 14 | 9 | .. | .. | .. | .. |
| (e) Ditto wheels | 1 | 3 | 15 | 22 | 16 | 25 | .. | .. | .. | .. |
| (f) Ditto axles | 22 | 17 | 134 | 15 | 156 | 170 | .. | .. | .. | .. |
| (g) Ditto brake apparatus | 10 | 3 | 32 | 29 | 42 | 32 | .. | .. | .. | .. |
| (h) Ditto couplings | 67 | 53 | 2,597 | 3,027 | 2,664 | 3,080 | .. | .. | 27 | .. |
| 10. Accidents due to failure of permanent-way, etc.— | | | | | | | | | | |
| (a) Broken rails | 10 | 11 | 346 | 287 | 356 | 298 | .. | .. | .. | .. |
| (b) The failure of tunnels, bridges, viaducts, culverts, etc. | 2 | 1 | 2 | 5 | 4 | 6 | .. | .. | .. | .. |
| (c) The flooding of portions of permanent-way. | 23 | 64 | 89 | 77 | 112 | 141 | .. | .. | .. | .. |
| (d) Slips in cuttings or embankments | 12 | 30 | 57 | 45 | 69 | 75 | .. | .. | .. | .. |
| 11. Accidents due to fire— | | | | | | | | | | |
| (a) Fire in trains | 22 | 16 | 317 | 280 | 333 | 296 | .. | 4 | 4 | 4 |
| (b) Fire at stations, or involving injury to bridges or viaducts. | 2 | 4 | 52 | 68 | 54 | 72 | .. | .. | .. | .. |
| 12. Other accidents— | | | | | | | | | | |
| (a) Passenger trains running in the wrong direction through points but not derailed. | 1 | .. | 68 | 75 | 69 | 75 | .. | .. | .. | .. |
| (b) Trains running over cattle on the line | 12 | 33 | 8,737 | 8,317 | 8,749 | 8,350 | .. | .. | .. | .. |
| (c) Trains running over obstructions on the line. | 70 | 82 | 189 | 205 | 259 | 287 | .. | .. | .. | 2 |
| (d) Trains running through gates at level crossings. | 3 | 6 | 31 | 25 | 34 | 31 | .. | .. | 3 | 2 |
| (e) Miscellaneous | 18 | 17 | 440 | 470 | 458 | 487 | 3 | .. | 10 | 9 |
| Total | 538 | 677 | 19,282 | 19,803 | 19,820 | 20,486 | 63 | 117 | 214 | 206 |

PIX D. (iii)—concl'd.

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

TOTAL ALL RAILWAYS.

| Railway servants. | | | | Other persons. | | | | Grand Total. | | | | No. of Head- ing. |
|-------------------|----------|----------|----------|----------------|----------|----------|----------|--------------|----------|----------|----------|----------------------|
| Killed. | | Injured. | | Killed. | | Injured. | | Killed. | | Injured. | | |
| 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | 1923-24. | 1924-25. | |
| .. | 2 | 4 | 10 | .. | 1 | 2 | 3 | .. | 111 | 25 | 136 | 1 |
| 3 | 10 | 258 | 13 | .. | .. | 1 | .. | 30 | 12 | 322 | 32 | 2 |
| 1 | .. | 3 | 9 | .. | .. | .. | 1 | 4 | .. | 29 | 20 | 3 |
| 1 | 9 | 9 | 25 | .. | .. | .. | .. | 1 | 9 | 9 | 25 | 4 |
| .. | .. | 3 | 4 | .. | .. | .. | .. | .. | .. | 3 | 4 | 5 |
| .. | 1 | 12 | 10 | 1 | 1 | .. | .. | 1 | 2 | 13 | 10 | 6 |
| .. | .. | 11 | .. | .. | .. | .. | .. | 1 | .. | 12 | .. | 7 |
| 4 | .. | 25 | 11 | 2 | .. | .. | .. | 35 | 3 | 84 | 42 | (b) |
| 2 | .. | 4 | 12 | .. | .. | .. | .. | 2 | .. | 4 | 12 | (a) |
| .. | 2 | 3 | 11 | 7 | .. | .. | .. | 7 | 2 | 4 | 17 | (b) |
| 7 | .. | 11 | .. | .. | .. | .. | .. | 7 | .. | 11 | .. | (a) |
| .. | 1 | 2 | .. | .. | .. | .. | .. | .. | 1 | 2 | .. | (b) |
| .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | .. | (c) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (d) |
| .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | (e) |
| .. | .. | 1 | 9 | .. | .. | .. | .. | .. | .. | 1 | 9 | (f) |
| .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | .. | (g) |
| .. | 2 | 3 | 14 | .. | .. | .. | .. | .. | 2 | 30 | 14 | (h) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (a) |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | (b) |
| .. | 1 | .. | .. | 10 | .. | .. | .. | 10 | 1 | .. | .. | (c) |
| .. | 1 | .. | 5 | .. | .. | .. | .. | .. | 1 | .. | 5 | (d) |
| .. | .. | 1 | 6 | .. | 3 | .. | 3 | .. | 7 | 5 | 13 | (a) |
| .. | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 4 | 3 | 2 | (b) |
| .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | 12 |
| .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | (a) |
| 1 | 2 | 4 | 4 | 28 | 9 | 6 | 22 | 28 | 11 | 6 | 28 | (b) |
| .. | .. | .. | .. | 9 | 9 | 21 | 22 | 10 | .. | 25 | .. | (c) |
| .. | .. | .. | .. | 3 | .. | 4 | 1 | 3 | .. | 7 | 3 | (d) |
| 2 | 3 | 15 | 22 | 3 | 3 | 5 | 3 | 8 | 6 | 30 | 34 | (e) |
| 21 | 36 | 374 | 168 | 65 | 19 | 39 | 34 | 149 | 172 | 627 | 408 | Total |

Number of persons killed or injured during the year 1924-25 on all railways open for traffic, distinguishing movement of vehicles used exclusively

| Class of accident. | CLASS I RAILWAYS. | | | | | | | | CLASS II RAILWAYS. | | | | | | | |
|---|-------------------|----------|-------------------|----------|----------------|----------|---------|----------|--------------------|----------|-------------------|----------|----------------|----------|---------|----------|
| | PASSENGERS. | | RAILWAY SERVANTS. | | OTHER PERSONS. | | TOTAL. | | PASSENGERS. | | RAILWAY SERVANTS. | | OTHER PERSONS. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. When ascending or descending steps at stations. | .. | 3 | 2 | .. | 1 | .. | 3 | 3 | .. | .. | .. | .. | .. | .. | .. | .. |
| 2. By being struck by barrows, by falling over packages, etc., on platform. | .. | .. | .. | 4 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| 3. From falling off platforms | .. | 3 | .. | 5 | .. | .. | .. | 8 | .. | .. | .. | .. | .. | .. | .. | .. |
| 4. Whilst loading, unloading or sheeting wagons. | .. | .. | 5 | 93 | 3 | 8 | 8 | 101 | .. | .. | .. | .. | .. | .. | .. | .. |
| 5. Whilst moving or carrying goods at stations, etc. | .. | .. | .. | 35 | 2 | 3 | 2 | 38 | .. | .. | .. | .. | .. | .. | .. | .. |
| 6. Whilst working at cranes or capstans. | .. | .. | 1 | 13 | .. | .. | 1 | 13 | .. | .. | .. | .. | .. | .. | .. | .. |
| 7. By the falling of wagon doors, lamps, bales of goods, etc. | .. | .. | 3 | 39 | .. | 7 | 3 | 46 | .. | .. | .. | .. | .. | .. | .. | .. |
| 8. From falling off, or when getting on or off, stationary engines or vehicles. | 2 | 1 | 2 | 15 | .. | 1 | 4 | 17 | .. | .. | .. | .. | .. | .. | .. | .. |
| 9. From falling off platforms, ladders, scaffolds, etc. | .. | .. | 5 | 40 | 3 | 4 | 8 | 44 | .. | .. | .. | .. | .. | .. | .. | .. |
| 10. By stumbling whilst walking on the line or platforms. | 2 | 5 | 1 | 14 | 7 | 6 | 10 | 25 | .. | .. | .. | 2 | .. | .. | .. | 2 |
| 11. Whilst attending to stationary engines in sheds. | .. | .. | 2 | 103 | .. | .. | 2 | 103 | .. | .. | .. | 2 | .. | .. | .. | 2 |
| 12. By being trampled on or kicked by horses. | .. | 3 | .. | 1 | .. | 2 | .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. |
| 13. Whilst working on the line or in sidings. | .. | .. | 2 | 53 | 2 | 4 | 4 | 57 | .. | .. | .. | 3 | .. | .. | .. | 3 |
| 14. Miscellaneous .. | 2 | 2 | 21 | 170 | 8 | 24 | 31 | 196 | .. | 3 | .. | 5 | .. | .. | .. | 3 |
| TOTAL .. | 6 | 17 | 44 | 585 | 26 | 59 | 76 | 661 | .. | 3 | .. | 1 | .. | .. | .. | 11 |

DIX D (iv).

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

| CLASS III RAILWAYS. | | | | | | | | TOTAL ALL RAILWAYS. | | | | | | | |
|---------------------|----------|-------------------|----------|----------------|----------|---------|----------|---------------------|----------|-------------------|----------|----------------|----------|---------|----------|
| PASSENGERS. | | RAILWAY SERVANTS. | | OTHER PERSONS. | | TOTAL. | | PASSENGERS. | | RAILWAY SERVANTS. | | OTHER PERSONS. | | TOTAL. | |
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 2 | .. | 1 | .. | 3 | 3 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | 4 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | 5 | .. | .. | .. | 8 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | 93 | 3 | 8 | 8 | 101 |
| .. | .. | .. | 1 | .. | .. | .. | 1 | .. | .. | .. | 36 | 2 | 3 | 2 | 39 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 13 | .. | .. | 1 | 13 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 39 | .. | 7 | 3 | 46 |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 1 | 2 | 15 | .. | 1 | 4 | 17 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | 40 | 3 | 4 | 8 | 44 |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 5 | 1 | 16 | 7 | 6 | 10 | 27 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 105 | .. | .. | 2 | 105 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | 1 | .. | 2 | .. | 6 |
| .. | .. | .. | 1 | .. | .. | .. | 1 | .. | .. | 2 | 57 | 2 | 4 | 4 | 61 |
| .. | 1 | .. | 1 | .. | .. | .. | 2 | 2 | 6 | 21 | 176 | 8 | 24 | 31 | 206 |
| .. | 1 | .. | 3 | .. | .. | .. | 4 | 6 | 21 | 44 | 600 | 25 | 54 | 76 | 680 |

Accidents to railway servants on Class I Railways during the year 1924-25 caused by the movement primarily

| 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. | Percentage of total. | Injured. | Percentage of total. | Killed. | Percentage of total. | Injured. | Percentage of total. | Killed. | Percentage of total. | Injured. | Percentage of total. |
| Assam-Bengal | 1 | 33.33 | 4 | 80.00 | 2 | 66.67 | .. | .. | .. | .. | 1 | 20.00 |
| Bengal and North-Western | .. | .. | 6 | 60.00 | 1 | 20.00 | .. | .. | 4 | 80.00 | 4 | 40.00 |
| Bengal-Nagpur | .. | .. | 85 | 100.00 | 12 | 100.00 | .. | .. | .. | .. | .. | .. |
| Bombay, Baroda and Central India. | 24 | 46.16 | 44 | 62.85 | 27 | 51.92 | 25 | 35.71 | 1 | 1.92 | 1 | 1.4 |
| Burma | 19 | 86.36 | 28 | 73.68 | 3 | 13.64 | 10 | 26.32 | .. | .. | .. | .. |
| Eastern Bengal | .. | .. | 1 | 3.85 | 24 | 96.00 | 23 | 88.46 | 1 | 4.00 | 2 | 7.69 |
| East Indian | 49 | 66.22 | 83 | 70.94 | 25 | 33.78 | 21 | 17.95 | .. | .. | 13 | 11.11 |
| Great Indian Peninsula | 42 | 54.55 | 68 | 73.12 | 35 | 45.45 | 23 | 24.73 | .. | .. | 2 | 2.15 |
| Jodhpur | 2 | 100.00 | 8 | 53.33 | .. | .. | 3 | 20.00 | .. | .. | 3 | 20.00 |
| Madras and Southern Mahratta | 6 | 50.00 | 56 | 70.00 | 6 | 50.00 | 20 | 25.00 | .. | .. | 4 | 5.00 |
| Nizam's Guaranteed State | 4 | 80.00 | 4 | 21.05 | 1 | 20.00 | 15 | 78.95 | .. | .. | .. | .. |
| North Western | 63 | 92.65 | 87 | 86.14 | 3 | 4.41 | 4 | 3.96 | 1 | 1.47 | 8 | 7.92 |
| Oudh and Rohilkhand | 5 | 45.46 | 5 | 71.43 | 5 | 45.45 | 1 | 14.28 | .. | .. | .. | .. |
| Rohilkhand and Kumaon | 2 | 100.00 | .. | .. | .. | .. | 3 | 100.00 | .. | .. | .. | .. |
| South Indian | .. | .. | 5 | 22.73 | 4 | 100.00 | 17 | 77.27 | .. | .. | .. | .. |
| TOTAL | 217 | 58.02 | 484 | 70.04 | 148 | 39.67 | 165 | 23.88 | 7 | 1.87 | 38 | 5.50 |

DIX D (v).

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

| Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working. | | | | Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc. | | | | TOTAL. | | Railway system. |
|--|----------------------|----------|----------------------|---|----------------------|----------|----------------------|---------|----------|-----------------------------------|
| Killed. | Percentage of total. | Injured. | Percentage of total. | Killed. | Percentage of total. | Injured. | Percentage of total. | Killed. | Injured. | |
| .. | .. | .. | .. | .. | .. | .. | .. | 3 | 5 | Assam-Bengal. |
| .. | .. | .. | .. | .. | .. | .. | .. | 5 | 10 | Bengal and North-Western. |
| .. | .. | .. | .. | .. | .. | .. | .. | 12 | 85 | Bengal-Nagpur. |
| .. | .. | .. | .. | .. | .. | .. | .. | 52 | 70 | Bombay, Baroda and Central India. |
| .. | .. | .. | .. | .. | .. | .. | .. | 22 | 38 | Burma. |
| .. | .. | .. | .. | .. | .. | .. | .. | 25 | 26 | Eastern Bengal. |
| .. | .. | .. | .. | .. | .. | .. | .. | 74 | 117 | East Indian. |
| .. | .. | .. | .. | .. | .. | .. | .. | 77 | 93 | Great Indian Peninsula. |
| .. | .. | 1 | 0.67 | .. | .. | .. | .. | 2 | 15 | Jodhpur. |
| .. | .. | .. | .. | .. | .. | .. | .. | 13 | 80 | Madras and Southern Mahratta. |
| .. | .. | .. | .. | .. | .. | .. | .. | 5 | 19 | Nizam's Guaranteed State. |
| .. | .. | .. | .. | 1 | 1.47 | 2 | 1.98 | 68 | 101 | North Western. |
| 1 | 9.09 | 1 | 14.29 | .. | .. | .. | .. | 11 | 7 | Oudh and Rohilkhand. |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 3 | Rohilkund and Kumaon. |
| .. | .. | .. | .. | .. | .. | .. | .. | 4 | 22 | South Indian. |
| 1 | 0.27 | 2 | 0.29 | 1 | 0.27 | 2 | 0.29 | 374 | 691 | Total. |

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

| 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 number on the line. | Percentage of number fitted with automatic brakes on the total number 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" | 165 | 97.0 | 585 | 98.1 | 1.88 | 5,237 | 83.3 | 4.56 |
| Bengal & North-Western | 3' 3½" | 354 | 52.5 | 1,243 | 60.9 | 17.30 | 10,630 | 1.1 | 0.40 |
| Bengal Nagpur | 5' 6" | 684 | 89.8 | 1,185 | 97.0 | 2.95 | 22,873 | 65.3 | 7.23 |
| | 2' 6" | 133 | 82.7 | 417 | 86.8 | Nil | 1,661 | 88.4 | 0.12 |
| Bombay, Baroda and Central India. | 5' 6" | 451 | 95.1 | 1,017 | 100.0 | Nil | 10,819 | 73.6 | 12.17 |
| | 3' 3½" | 513 | 96.3 | 1,777 | 99.9 | 0.06 | 9,352 | 10.5 | 0.28 |
| | 2' 6" | 19 | Nil | 57 | Nil | Nil | 259 | Nil | Nil |
| Burma | 3' 3½" | 364 | 81.6 | 1,175 | 67.9 | 5.02 | 9,333 | 33.9 | 0.18 |
| Eastern Bengal | 5' 6" | 294 | 88.8 | 810 | 96.9 | 3.00 | 8,698 | 44.6 | 25.80 |
| | 3' 3½" | 236 | 100.0 | 1,049 | 84.1 | 15.40 | 5,188 | 12.1 | 1.52 |
| | 2' 6" | 10 | Nil | 69 | Nil | Nil | 95 | Nil | Nil |
| East Indian | 5' 6" | 1,349 | 95.0 | 2,495 | 94.7 | 2.48 | 44,998 | 65.9 | 13.70 |
| Great Indian Peninsula | 5' 6" | 1,313 | 98.4 | 2,557 | 100.0 | Nil | 20,567 | 70.5 | 21.70 |
| | 2' 6" | 15 | Nil | 47 | Nil | Nil | 182 | Nil | Nil |
| Jodhpur | 3' 3½" | 100 | 22.0 | 231 | 16.0 | 25.1 | 2,232 | Nil | Nil |
| | 2' 0" | 2 | Nil | 5 | Nil | Nil | 10 | Nil | Nil |
| Madras and Southern Mahratta. | 5' 6" | 300 | 95.7 | 956 | 98.5 | 1.05 | 5,866 | 72.7 | 27.30 |
| | 3' 3½" | 352 | 54.0 | 1,145 | 68.7 | 8.20 | 6,944 | 4.4 | 5.43 |
| Nizam's Guaranteed State. | 5' 6" | 81 | 85.2 | 178 | 98.9 | 1.12 | 2,091 | 48.7 | 46.60 |
| | 3' 3½" | 82 | 72.0 | 199 | 99.5 | Nil | 1,209 | 18.9 | 0.83 |
| North Western | 5' 6" | 1,607 | 99.6 | 3,453 | 99.1 | 0.90 | 29,314 | 87.8 | 9.20 |
| | 2' 6" | 100 | 78.0 | 294 | 62.6 | Nil | 757 | 62.3 | 1.45 |
| Oudh and Rohilkhand . | 5' 6" | 318 | 99.7 | 1,169 | 98.5 | 1.45 | 8,874 | 53.6 | 26.00 |
| Rohilkund & Kumaon | 3' 3½" | 75 | 64.0 | 239 | 43.5 | 23.00 | 2,525 | 0.7 | 0.04 |
| | 5' 6" | 152 | 94.1 | 379 | 100.0 | Nil | 2,081 | 79.4 | 8.02 |
| South Indian | 3' 3½" | 410 | 98.0 | 1,576 | 71.7 | 5.14 | 5,194 | 4.9 | 4.41 |
| | 2' 6" | 11 | 54.5 | 35 | Nil | Nil | 78 | Nil | Nil |
| CLASS II RAILWAYS. | | | | | | | | | |
| Barsi Light | 2' 6" | 16 | 100.0 | 49 | 100.0 | Nil | 200 | 36.0 | 64.0 |
| Bengal Dooms | 3' 3½" | 16 | 37.5 | 63 | 19.0 | 27.10 | 452 | 0.2 | Nil |
| Bhavnagar State | 3' 3½" | 27 | 63.0 | 143 | 55.2 | 44.8 | 595 | Nil | 1.34 |
| Bikaner State | 3' 3½" | 52 | 32.7 | 159 | 2.5 | 20.12 | 1,053 | Nil | Nil |
| Darjeeling Himalayan . | 2' 0" | 29 | 3.4 | *133 | Nil | Nil | †472 | Nil | Nil |
| Dibru Sadiya | 3' 3½" | 26 | 84.6 | 50 | 74.0 | 18.00 | 1,519 | 24.6 | 46.6 |
| Gackwar's Baroda State | 2' 6" | 32 | Nil | 130 | 0.8 | Nil | 694 | Nil | Nil |
| Gondal | 3' 3½" | 20 | 60.0 | 101 | 49.5 | 41.60 | 302 | Nil | 1.32 |
| Junagad State | 3' 3½" | 18 | 55.6 | 81 | 63.0 | 24.70 | 313 | Nil | 2.56 |
| Morvi | 3' 3½" | 18 | 66.6 | 75 | 68.0 | 32.00 | 212 | 0.94 | Nil |
| Mysore | 3' 3½" | 27 | 77.8 | 139 | 73.4 | 3.60 | 377 | 28.9 | 6.10 |
| | 2' 6" | 10 | 30.0 | 23 | Nil | Nil | 85 | Nil | Nil |

*Excludes 6 vehicles used indiscriminately on passenger and goods service.
†Includes 6 vehicles used indiscriminately on passenger and goods service.

DIX E

provided with latrine accommodation on the 31st March 1925.

| 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 case. | | | |
|---|---|---|---|--------------|--|--------|--|--------------|--|--------|
| 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 |
| 583 | 54.2 | 44.9 | Nil | 197 | 25 | 222 | Nil | 92.9 | 100.0 | 93.7 |
| 1,518 | Nil | 96.2 | 54 | 333 | 73 | 460 | 100.0 | 36.0 | 100.0 | 43.8 |
| 1,063 | 71.6 | 28.4 | 63 | 390 | 114 | 567 | 100.0 | 72.8 | 62.6 | 72.6 |
| 369 | 79.1 | 20.9 | 11 | 182 | 39 | 232 | 100.0 | 80.2 | 50.0 | 73.4 |
| 748 | 63.1 | 36.9 | Nil | 323 | 105 | 428 | Nil | 81.6 | 68.2 | 77.8 |
| 1,060 | Nil | 97.5 | 14 | 736 | 181 | 931 | 100.0 | 73.7 | 91.0 | 76.9 |
| 42 | Nil | Nil | Nil | 25 | 14 | 39 | Nil | 62.5 | 100.0 | 72.2 |
| 686 | Nil | 97.6 | Nil | 407 | 159 | 566 | Nil | 73.3 | 68.5 | 71.9 |
| 755 | 37.5 | 52.1 | 14 | 168 | 138 | 320 | 87.5 | 81.6 | 65.7 | 74.1 |
| 944 | 56.0 | 40.1 | 32 | 371 | 182 | 585 | 100.0 | 99.7 | 100.0 | 99.8 |
| 69 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| 2,246 | 56.5 | 36.0 | 85 | 620 | 381 | 1,086 | 93.4 | 59.0 | 88.6 | 69.1 |
| 2,067 | 65.2 | 34.8 | 1 | 541 | 253 | 796 | 100.0 | 65.7 | 86.6 | 71.2 |
| 45 | 100.0 | Nil | Nil | 24 | 18 | 42 | Nil | 92.3 | 100.0 | 95.5 |
| 271 | Nil | 83.0 | 22 | 73 | 39 | 134 | 100.0 | 100.0 | 100.0 | 100.0 |
| Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| 1,200 | 78.8 | 21.2 | 3 | 353 | 151 | 507 | 100.0 | 84.2 | 78.6 | 82.6 |
| 1,296 | 93.9 | 6.1 | Nil | 508 | 235 | 743 | Nil | 93.2 | 77.8 | 87.8 |
| 148 | 72.3 | 27.7 | Nil | 56 | 13 | 69 | Nil | 100.0 | 86.7 | 97.2 |
| 183 | 80.9 | 10.9 | Nil | 84 | 22 | 106 | Nil | 93.3 | 100.0 | 94.6 |
| 2,985 | 61.7 | 38.3 | 88 | 1,094 | 619 | 1,801 | 100.0 | 100.0 | 100.0 | 100.0 |
| 292 | Nil | 61.3 | 8 | 94 | 42 | 144 | 88.8 | 64.4 | 82.3 | 70.4 |
| 1,222 | 51.7 | 36.0 | 39 | 399 | 150 | 588 | 100.0 | 92.1 | 98.0 | 94.1 |
| 262 | Nil | 89.0 | 3 | 63 | 37 | 103 | 100.0 | 50.0 | 92.5 | 60.6 |
| 210 | Nil | 91.4 | Nil | 110 | 59 | 169 | Nil | 65.9 | 88.0 | 72.2 |
| 1,140 | Nil | 91.2 | Nil | 514 | 98 | 612 | Nil | 54.3 | 40.3 | 51.4 |
| 35 | Nil | Nil | Nil | 8 | 17 | 25 | Nil | 44.4 | 100.0 | 71.4 |
| 179 | Nil | 100.0 | Nil | 7 | Nil | 7 | Nil | 20.6 | Nil | 20.0 |
| 57 | Nil | 100.0 | 2 | 14 | 8 | 24 | 100.0 | 46.7 | 100.0 | 60.0 |
| 134 | Nil | 86.6 | Nil | 63 | 2 | 65 | Nil | 84.0 | 33.3 | 80.2 |
| 159 | Nil | 98.7 | 3 | 77 | 12 | 92 | 100.0 | 100.0 | 100.0 | 100.0 |
| 83 | Nil | 94.0 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil |
| 50 | Nil | 92.0 | 11 | 14 | 12 | 37 | 100.0 | 66.7 | 100.0 | 84.0 |
| 82 | Nil | 61.2 | Nil | 38 | 14 | 52 | Nil | 39.6 | 100.0 | 47.3 |
| 102 | Nil | 100.0 | Nil | 53 | 3 | 56 | Nil | 96.3 | 60.0 | 93.3 |
| 76 | Nil | 86.8 | Nil | 26 | 4 | 30 | Nil | 83.9 | 40.0 | 73.2 |
| 77 | Nil | 100.0 | Nil | 38 | 7 | 45 | Nil | 100.0 | 100.0 | 100.0 |
| 139 | 38.1 | 48.9 | Nil | 89 | 1 | 91 | Nil | 78.4 | 100.0 | 80.5 |
| 23 | Nil | 100.0 | Nil | 18 | Nil | 18 | Nil | 100.0 | Nil | 100.0 |

APPENDIX F.

Statement showing the cost of the Police Force employed on railways during the year 1924-25.

| Railway System. | Crime and Order Contribution to Local Government. | WATCH AND WARD. | | Total cost to the Railway. | Cost. | |
|--|---|------------------|---------------------|----------------------------|--------------------|--------------------|
| | | Watchmen. | Contingen- cies. | | Per Route Mile. | Per train mile. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| CLASS I. | | | | | | |
| Assam-Bengal | 39,616 | 67,627 | 3,175 | 1,10,418 | 105.25 | 0.04 |
| Bengal and North-Western | 30,000 | 69,528 | 465 | 99,993 | 48.40 | 0.02 |
| Bengal-Nagpur | 72,000 | 2,42,796 | 42,258 | 3,57,054 | 120.85 | 0.03 |
| Bombay, Baroda and Central India | 1,51,655 | 5,76,238 | 59,129 | 7,87,022 | 205.84 | 0.04 |
| Burma | 1,28,000 | 65,786 | 2,828 | 1,96,614 | 110.51 | 0.27 |
| Eastern Bengal | 4,489 | 1,85,010 | 2,340 | 1,91,839 | 111.41 | 0.02 |
| East Indian | 1,66,500 | 5,13,311 | 85,712 | 7,65,523 | 273.70 | 0.03 |
| Great Indian Peninsula | 2,42,065 | 2,68,572 | 15,187 | 5,25,824 | 153.14 | 0.03 |
| Jodhpur | 14,827 | 10,792 | 396 | 26,015 | 30.32 | 0.01 |
| Madras and Southern Mahratta | 2,06,877 | 2,04,200 | 22,442 | 4,33,319 | 142.50 | 0.03 |
| Nizam's Guaranteed State | 1,70,338 | * | 6,613 | 1,76,951 | 183.89 | 0.06 |
| North Western | 8,055 | 7,30,494 | 3,702 | 7,42,251 | 127.36 | 0.03 |
| Oudh and Rohilkhand | .. | 1,64,584 | 19,719 | 1,84,303 | 113.73 | 0.03 |
| Rohilkund and Kumaon | 10,000 | 21,697 | † | 31,697 | 55.48 | 0.03 |
| South Indian | 1,55,723 | 99,850 | 4,536 | 2,60,109 | 138.06 | 0.03 |
| Total | 13,99,945 | 32,20,485 | 2,68,502 | 48,88,932 | 142.02 | 0.03 |
| CLASS II. | | | | | | |
| Barai Light | 2,500 | 4,455 | 242 | 7,197 | 61.17 | 0.03 |
| Bengal Doars | .. | 3,857 | 86 | 3,943 | 25.16 | 0.01 |
| Bhavnagar State | 25,397 | 10,804 | † | 36,201 | 128.00 | 0.05 |
| Bikaner State | 1,040 | 1,688 | 159 | 2,887 | 5.07 | 0.00 |
| Darjeeling Himalayan | .. | 1,441 | .. | 1,441 | 9.84 | 0.00 |
| Dibru Sadiya | .. | 4,660 | .. | 4,660 | 50.92 | 0.02 |
| Gaekwar's Baroda State | 674 | 8,496 | 453 | 9,623 | 28.38 | 0.02 |
| Gondal | 18,838 | 7,359 | 433 | 26,630 | 140.40 | 0.05 |
| Junagad State | 6,038 | 4,000 | 1,618 | 11,656 | 78.70 | 0.05 |
| Morvi | 32,373 | 2,450 | .. | 34,823 | 387.91 | 0.13 |
| Mysore‡ | .. | .. | .. | 24,962 | 63.67 | 0.03 |
| Total | 56,860 | 49,210 | 2,991 | 1,64,023 | 65.03 | 0.03 |
| Class III, Total | 25,549 | 20,796 | 680 | 47,025 | 32.39 | 0.02 |
| GRAND TOTAL | 15,12,354 | 32,90,491 | 2,72,173 | 50,99,980 | 132.77 | 0.03 |

* Included in column 2.

† Included under watchmen.

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