

146

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

REPORT
BY THE
RAILWAY BOARD
ON
INDIAN RAILWAYS

FOR
1927-28

Volume I



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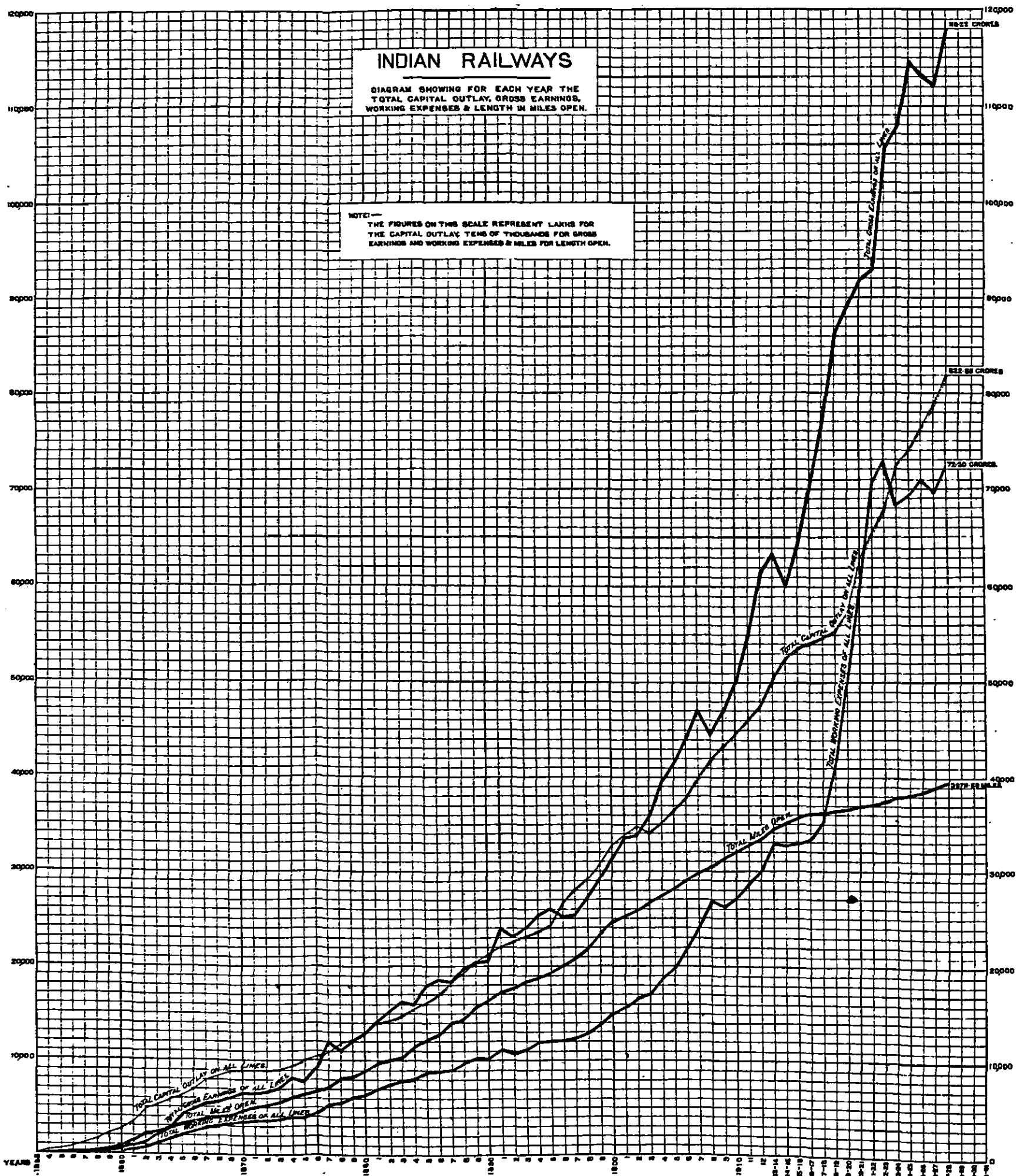
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INDIAN RAILWAYS

DIAGRAM SHOWING FOR EACH YEAR THE
TOTAL CAPITAL OUTLAY, GROSS EARNINGS,
WORKING EXPENSES & LENGTH IN MILES OPEN.

NOTE:—
THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR
THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS
EARNINGS AND WORKING EXPENSES & MILES FOR LENGTH OPEN.



CHAPTER I.

GENERAL ADMINISTRATION.

1. General Review.—This report deals with the results of the working of Indian Railways in the financial year 1927-28 and with the events of that year as affecting those railways. The monsoon of 1927 was, on the whole, normal; and well distributed rain fell generally over the country except in the south-western part of the Punjab where the rainfall was in great defect. Averaged over the plains of India, the rainfall during the monsoon period was in defect by only 2 per cent. During the retreating period of the monsoon, the rainfall was somewhat below normal in the southern half of the Peninsula and in moderate to large excess in the northern half. In Gujrat and Orissa floods occurred as a result of excessive rains towards the end of July 1927 and in both areas were the cause of extensive damage to railway embankments and bridges and of serious interruption of traffic on main lines of communication.

2. Taken all round the year was a most profitable one for Railways, the gross earnings of State-owned lines reaching the record figure of 104 crores, or an increase of $5\frac{3}{4}$ crores compared with 1926-27. Goods traffic was responsible for most of the increase in gross receipts, the earnings from goods carried on all railways amounting to $69\frac{1}{2}$ crores as compared with 65 crores in 1926-27. This large rise in goods traffic was considerably influenced by a marked increase in the cotton crop and in the export of raw jute. There were also considerable increases in the export of wheat, rice, oilseeds and tea. The increase of one crore in passenger earnings is accounted for by an increase of over 18 million in the number of passengers carried, largely the effect of reductions of fares.

3. Steady progress continues to be made with the development of the country by extending the net work of railways, approximately 700 miles having been opened during the year as compared with 421 in 1926-27. In addition there were 2,425 miles under construction on March 31st, 1928, and a further 1,000 miles sanctioned.

4. One of the principal features of the year's working was the opening of the electrification of the Bombay Local and Suburban Section of the Bombay, Baroda and Central India Railway on January 5th, 1928, by His Excellency the Governor of Bombay. It is hoped that with the introduction of this electric service a large amount of passenger traffic which has been lost to the railway will be regained. In common with most other railways throughout the world Indian Railways are increasingly feeling the pressure of road motor competition and reports all over the country show that where roads short circuit or run parallel to the railway, short distance passenger traffic is steadily decreasing.

5. Another feature of the year's working was the rapid development of publicity work on the State Railways, as a direct result of the formation of a Central Bureau and the appointment of a Chief Publicity Officer under the Railway Board. This development was soon followed by the establishment of a Publicity Office in London in July 1927.

6. Among other matters of interest may be mentioned the conclusion of the investigation into Railway Accounts by Sir Arthur Dickinson, whose report was submitted in August 1927 and is at present under consideration, the progress made in the establishment of a Central Clearing Accounts Office at Delhi, the continuance of the work done by the Rates Advisory Committee and the increase both in the number of meetings held and in the interest shown in Local Advisory Committees.

7. Railways and the Legislature.—The interest taken by members of the Council of State and Legislative Assembly in the working of Railways

has in no way lessened as is shown by the large proportion of questions on railway subjects. Out of a total of 2,765 questions asked in the Legislature on all subjects during the year 845 or over 30 per cent. dealt with railway matters. The subjects in which the greatest interest was shown were Indianisation, the recruitment and training of staff, communal questions, grievances of passengers, stores indents and purchases, projected lines, consumption and purchase of coal and the Railway Clearing Accounts Office. Apart from questions the following resolutions or adjournment motions were moved in connection with railway subjects:—

- On 5th September 1927 a resolution was moved in the Council of State recommending that a Committee of 3 members consisting of the Member for Commerce and Railways as Chairman and two other members, one from the Legislative Assembly and the other from the Council of State, elected from among the elected members of these bodies, should be appointed to enquire into the grievances of railway employees throughout India and suggest ways and means for the amelioration of their lot. The resolution was negatived.
- ✓ On the 7th September 1927 the adjournment of the Legislative Assembly was moved to discuss the decision of the Bengal Nagpur Railway authorities to retrench 2,000 men of the Kharagpur workshops. The motion was ruled out of order on the ground that the matter was not urgent.
- ✓ On 14th September 1927 the adjournment of the Legislative Assembly was again moved to discuss the serious situation that had arisen in the Bengal Nagpur Railway workshops at Kharagpur as evidenced by the fact that the railway authorities thought it necessary to close the workshops and call in the aid of military police. Leave was granted on this occasion and after a long debate the motion was adopted by 44 votes to 38.
- On 14th September 1927 a resolution was moved in the Council of State recommending that the Government should take necessary steps to reconstitute the Local Advisory Committees for Railways with a view to giving them larger powers and responsibilities and to make them more thoroughly representative of the people. Government could not agree to undertake the wholesale reconstitution of these Committees but they agreed to circulate a copy of the debate to the Agents of Railways. The resolution was withdrawn.
- On 19th September 1927 a resolution was moved in the Council of State recommending that railway construction be started during the year 1928-29 for connecting Burma with India by rail and that necessary steps be taken forthwith. The resolution was negatived.
- On 27th February 1928 a resolution was moved in the Council of State recommending the establishment of a Central College of Railway Engineering in India with a view to stopping recruitment of non-Indians and of training and recruiting in India all officers of the Mechanical Engineering and Transportation Services of Indian Railways. An amendment to this Resolution was moved recommending that substantial subsidies and grants-in-aid and proper facilities for practical training in railway workshops be given to the already existing mechanical engineering colleges in different provinces and their graduates be appointed to fill the vacancies in State Railways with a view to restricting recruitment of non-Indians and to train and recruit in India officers of the Mechanical services of Indian Railways. This amendment was subsequently with the leave of the House withdrawn and the original resolution was negatived.
- ✓ On 10th March 1928 the adjournment of the Legislative Assembly was moved to consider the serious situation that had arisen in the

EAST INDIAN RAILWAY



Howrah Station

Lillooah workshops on the East Indian Railway on account of the railway strike. The motion was ruled out of order.

8. Railway Budget.—In accordance with the practice set up when railway finances were separated from general finances, the railway budget was introduced in the legislature in advance of the general budget. It was presented to both Houses on the 20th February 1928 after having been discussed with the Standing Finance Committee for Railways in meetings held at the end of January. The general discussion on the budget took place in the Assembly on the 22nd February and in the Council of State on the following day. Demands for grants were discussed and voted by the Assembly during the four days, February 24th to 28th.

There was a note of congratulation running through most of the speeches in the general discussion on the Railway Budget, though there were criticisms on individual points such as the grievances of railway employees, hardships of 3rd class passengers and Indianisation. The discussion in the Assembly was briefer than usual as it was brought to an abrupt conclusion for want of a quorum.

32 motions of reduction were actually made during the motions for demands for grants, but none were carried; only four of them being pressed to a division. The majority of these motions for reduction were, as usual, under the first demand, "Railway Board". The main motion to reduce the grant under that head to Re. 1, as a token of the dissatisfaction of the House with the entire railway policy of Government, was negatived by a majority of 12.

9. Standing Finance Committee for Railways.—The Standing Finance Committee for Railways held twelve meetings in the course of the year at Bombay, Calcutta, Simla, Madras and Delhi. They scrutinised in detail at one of the earlier meetings the programmes of railways for the purchase of rolling stock in 1928-29 and the rest of their capital programmes for that year at a later meeting. The budget proposals as a whole for 1928-29 were placed before them and discussed by them in their meetings in January at Delhi. The Committee also examined and approved the proposals of the Railway Board for the construction of several new lines and for the creation of a number of superior posts on Indian Railways.

10. Local Advisory Committees.—108 meetings were held of the Local Advisory Committees on State-owned Railways during the year as compared with 92 in the previous year and 84 in 1925-26. Two new Committees were formed by the Bengal Nagpur Railway, at Ranchi for Bihar and Orissa and at Nagpur for the Central Provinces. The number of meetings held on the different railways during the year was as follows:—

Railways.	No. of Meetings.
Assam Bengal	2
Bengal and North Western—	
Muzaffarpur	3
Gorakhpur	3
Bengal Nagpur—	
Calcutta	9
Bihar and Orissa	3
Central Provinces	2
Bombay, Baroda and Central India	8
Burma	2
Eastern Bengal	10
East Indian—	
Calcutta	12
Cawnpore	3
Lucknow	3
Great Indian Peninsula—	
Bombay	12
Nagpur	3

Railways.	No. of Meetings.
Madras and Southern Mahratta	10
North-Western—	
Lahore	12
Karachi	4
Rohilkhund and Kumaon	3
South Indian	4
TOTAL	108

Many different subjects were discussed at the meetings, indicating the increasing importance attached by the public to the existence of the Committees. The following may be mentioned as typical of the subjects discussed:—

- Overcrowding in trains.
- Alterations in time tables.
- Arrangements for the provision of refreshments and drinking water for passengers.
- Remodelling of and improvements to stations.
- Facilities for 3rd class passengers.
- Reduction in fares.
- Concessions in fares.
- Rates for goods traffic.
- Opening of new stations.
- Electrification schemes.
- Design of railway carriages.
- Sanitary arrangements in lavatories of 3rd class carriages.
- Settlement of claims.
- Passengers travelling without tickets.
- Construction of new lines.
- Running of through trains and carriages.
- Return tickets.
- Arrangements in connection with fairs and during rush periods.
- Late running of trains.
- Intermediate class accommodation on certain trains.
- Mileage coupon tickets.
- Railway risk notes.
- Waiting rooms for intermediate class passengers.
- Travelling cinema cars.
- Provision of lavatories in servants' compartments.
- Electric fans in intermediate compartments.
- Checking of passengers' luggage in trains.
- Cold storage transit for fish and refrigerator vans for perishables.
- Road motor competition.

11. Rates Advisory Committee.—Mention was made in last year's report of the establishment of a Rates Advisory Committee to investigate and make recommendations to Government on the following subjects:—

- (1) Complaints of undue preference;
- (2) Complaints that rates are unreasonable in themselves;
- (3) Complaints or disputes in respect of terminals;
- (4) The reasonableness or otherwise of any conditions as to the packing of articles specially liable to damage in transit or liable to cause damage to other merchandise;

- (5) Complaints in respect of conditions as to packing attached to a rate;
- (6) Complaints that Railways do not fulfil their obligations to provide reasonable facilities under Section 42 (3) of the Indian Railways Act.

At the end of 1926-27 there remained 5 cases outstanding with the Committee and 9 new cases were referred to the Committee during 1927-28. Up to 31st March 1928 the Committee had submitted their report on the following four cases :—

- (1) Complaint of undue preference from the Grain merchants of Ajmer against the Bombay, Baroda and Central India Railway in the matter of concession rates for the carriage of food grains consigned to the Bombay, Baroda and Central India Railway Indian Co-operative Association, Ajmer.
- (2) Complaint from the Central Provinces Portland Cement Company against the Great Indian Peninsula Railway as regards the unreasonableness of the terminal charge levied on coal delivered at the siding leading to the Company's works at Jukehi.
- (3) Complaint of the Amritsar Sugar Mills Co. against the East Indian and North Western Railways that the rates for jagree from stations on the Bengal and North Western Railway, *via* Barabanki and Saharanpur to Amritsar were unreasonable.
- (4) Complaint of undue preference from the Katni Lime Manufacturers Association against the Great Indian Peninsula Railway regarding the rates for lime from Katni Merwara to and *via* Naini for stations north and west of Naini.

As regards (1) the Committee recommended the withdrawal of the concession and this was agreed to by the Government of India. In the case of (2) the Committee were of opinion that the terminal charge at Jukehi should be remitted. This recommendation was not accepted by the Government of India. In the case of the Amritsar Sugar Mills Company, the Committee recommended that the North Western Railway should quote a rate of 28 pies per maund per mile for jagree for refining purposes, subject to the ordinary terminal charge at destination. This recommendation was accepted with certain modifications. As regards the fourth case it was held by the Committee that the rates charged did not affect the complainants adversely, their real cause of grievance being delays to consignments. The Committee therefore had no recommendations to make as regards the rates.

Owing to the serious illness of Sir Narsimha Sarma, K.C.S.I., President of the Committee, the sittings of the Committee were temporarily suspended from 21st January 1928. The suspension of the sittings of the Committee, however, did not preclude the submission of applications to the Railway Department and Agents of Railways in accordance with the procedure in force. Preliminary enquiries in connection with such applications continued to be made and those of them which were to be submitted to the Committee were sent to them when the Committee resumed their sittings in April 1928.

12. Meetings with Agents and Local Governments.—The Railway Board held general meetings with the Agents of the principal railways in October 1927 at Simla and in March 1928 at Delhi when a number of important subjects were discussed. Visits were also paid to the Board at different times during the year by several Agents. Apart from these meetings and visits 37 visits were paid by the Chief Commissioner, Financial Commissioner or a Member of the Board to the headquarters of Railway Administrations and 11 to Local Governments. Notices are inserted in the newspapers notifying beforehand the tours of the Hon'ble Member for Railways, the Chief Commissioner, Financial Commissioner and Members and information is also sent in advance to Local Governments' Chambers of

Commerce and other public bodies. By these means the Railway Board are able to keep in close contact with the public on the one side and Railway Administrations on the other.

13. Clearing Accounts Office:—It was stated in last year's report that a Clearing Accounts Office, with a Statutory Audit Office attached thereto, was opened in December 1926 to take over work relating to the check and apportionment of traffic interchanged between State-managed Railways. The work of the different railways was gradually transferred to this office, the North Western Railway work being taken over first on the 1st January 1927, that of the East Indian Railway following on the 1st April, and that of the Eastern Bengal Railway on the 1st January 1928. The Great Indian Peninsula Railway work was not transferred till after the close of the year.

At the request of the Bombay, Baroda and Central India Railway an exhaustive experiment was conducted to check the accuracy of the results obtained by the revised procedure, and as the experiment was completely successful, the Board of Directors of the Bombay, Baroda and Central India Railway have recently agreed to the transfer of the check and apportionment of their foreign traffic to the Clearing Accounts Office.

During the year under review demonstrations explaining the Clearing Accounts Office procedure were given to the representatives of the Press as well as to the representatives of various railways who visited the office to study the new procedure. An important demonstration was given to representatives of the Southern railways at Madras who were so impressed with the superiority of the new procedure that they unanimously recommended to their Home Boards the transfer of the work of check and apportionment of earnings from interchanged traffic to the Clearing Accounts Office, and it is hoped that a branch Clearing Accounts Office will be opened at Madras early in 1929 to deal with such traffic.

14. Investigation into the present form of Railway Accounts.—Mention was made in paragraph 16 of last year's report of the investigation by Sir Arthur Dickinson into the system of accounts followed on Indian railways. Sir Arthur Dickinson completed his investigation in March 1927 and submitted his report in August 1927. His recommendations which are of a far reaching character are at present under consideration.

15. Termination of the Contract with the Burma Railways Company.—After the transfer of the East Indian and the Great Indian Peninsula Railways to State-management, the next State-owned company-managed railway system whose contract can be determined is the Burma Railways. The contract for working this line being terminable on the 31st December 1928, notice had to be given before 31st December 1927 and the future management of the line engaged the attention of the Government during the year under review. After careful consideration, and having full regard to the views of the Government and the Legislative Council of Burma who expressed themselves in favour of State-management, it was decided, with the approval of the Secretary of State to take over the Burma Railways for management by the State after the termination of the present contract with the Burma Railways Company on the 31st December 1928. While the transfer of the line to State-management will entail the payment to the Burma Railways Company of a sum of £3,000,000 it is likely to result in an increase of about half a crore in net annual revenue to Government.

16. Stores Department Re-organisation and Stores Standardisation Committee.—For some time the Railway Board have had under their consideration the question of reorganising the Superior Establishment of the Stores Department on State Railways. This reform had, in their opinion, become a good deal overdue, for the gradual increase in the purchase of stores in India had for many years tended to enhance the importance of the Stores Department and to make it necessary to relieve the Agent of the detailed control of local purchases by increasing the responsibility of the Controller of Stores and by putting that officer into his proper position as the principal supply officer of the Railway. The lower status of the Controller of Stores.

as compared with other Heads of Departments of each Railway, was in fact a survival of the early times when a very large proportion of the materials and stores required for the day to day working of the Railways had to be imported. Purchases in India, however, will certainly tend to go on increasing, as they have done in the past, in view of the policy of the Government of India which has, for its object, the local purchase of all stores as far as this can be done; and not only will the scope of the business of local purchase be further extended, but it will be necessary also that inspection, analysis and testing must be provided for more adequately and the responsibilities of the Controller will be greatly increased.

In these circumstances, therefore, the Board decided that a reorganisation was necessary and that the Controller of Stores must become the Agent's general adviser on matters of supply, and that, as a result, his duties would rank in importance with those of the heads of the other main departments. It is clear that, in order to carry these responsibilities satisfactorily the Controller of Stores and a proportion of his officers must possess technical engineering qualifications which have hitherto not been demanded in recruits for the Stores Department, and it is intended that this need shall be met by seconding officers of the Civil and Mechanical Engineering departments to serve in the Stores Department. Reorganisation is consequently being carried out on these lines.

In pursuance of this plan, which they had in view, the Railway Board appointed a selected officer in November 1926 to report on the supply, distribution and custody of stores on the State-worked railways, and to make recommendations for modification of procedure and methods to meet the changed conditions. The report was submitted in March 1927 and the orders of the Board in regard to it were finally issued to Railways in November 1927. The recommendations in the report were accepted in the main by the Railway Board who, when supplying copies of the report to the Agents of the State-worked Railways, mentioned certain points in which they did not fully accept the recommendations and gave general instructions on other points. Emphasis was specially laid on the necessity of standardisation of stores and for purchase against specifications, and the Board subsequently established a Stores Standardisation Committee on the same lines as other Standardisation Committees which have been brought into existence. The appointment of this Committee is referred to again in Chapter V below.

17. Standardization Committees.—In pursuance of the Railway Board's declared policy of progressive standardization, to which a reference was made in last year's report, the various Standardization Committees continued to function during the year under review. A brief account of their activities is given below.

Track Standards Committee.

The Track Standards Committee held their fourth meeting in October 1927. The more important subjects dealt with were the preparation of standard designs for points and crossings for use with 115 lbs. rails; standard designs for steel sleepers for use with 115 lbs. and 75 lbs. rails (broad gauge) and 60 lbs. rails (metre gauge); standard designs for cast iron sleepers for use with 115 lbs. and 75 lbs. rails (broad gauge); and standard designs for Broad Gauge and Metre Gauge dogspikes. The Committee's designs for points and crossings for 115 lbs. rails are being given a trial on the Bhor Ghat realignment of the Great Indian Peninsula Railway. The Committee's recommendations in regard to steel sleepers are under investigation, in consultation with the Consulting Engineers, Messrs. Rendel, Palmer and Tritton. As regards cast iron sleepers, the Committee have deferred the preparation of standard designs of cast iron sleepers for use with 115 lbs. and 75 lbs. rails, pending the results of the trial of three types of cast iron plate sleepers which have been ordered for use with 90 lbs. rails on the State-managed Railways. The Committee's designs for broad gauge and metre gauge dogspikes have been approved for general adoption.

At this session the Committee also prepared a specification for built-up points and crossings, which after consideration by the Railway Board has been adopted as a standard for the State-managed Railways and has been recommended for adoption by the other main line Administrations.

Bridge Standards Committee.

The Bridge Standards Committee met twice during the year under review. They held their fourth session from the 18th to the 30th July 1927, and their fifth session in January 1928. Among the various subjects dealt with may be mentioned the revision of the "Special Rules for Arched Masonry Bridges"; the investigation of the main features to be adopted in preparing designs for (a) arched masonry bridges, and (b) abutments and wing walls of girder bridges, suitable for the Heavy Mineral Standard of Loading; the examination of designs for plate girders, suitable for the Heavy Mineral and Main Line Standards of Loading; the preparation of revised Tables of the Equivalent Uniformly Distributed Loads for the three Standards of Loading, both for Bending Moments and Shears; and the consideration of proposals and type designs for Standard Skew Spans.

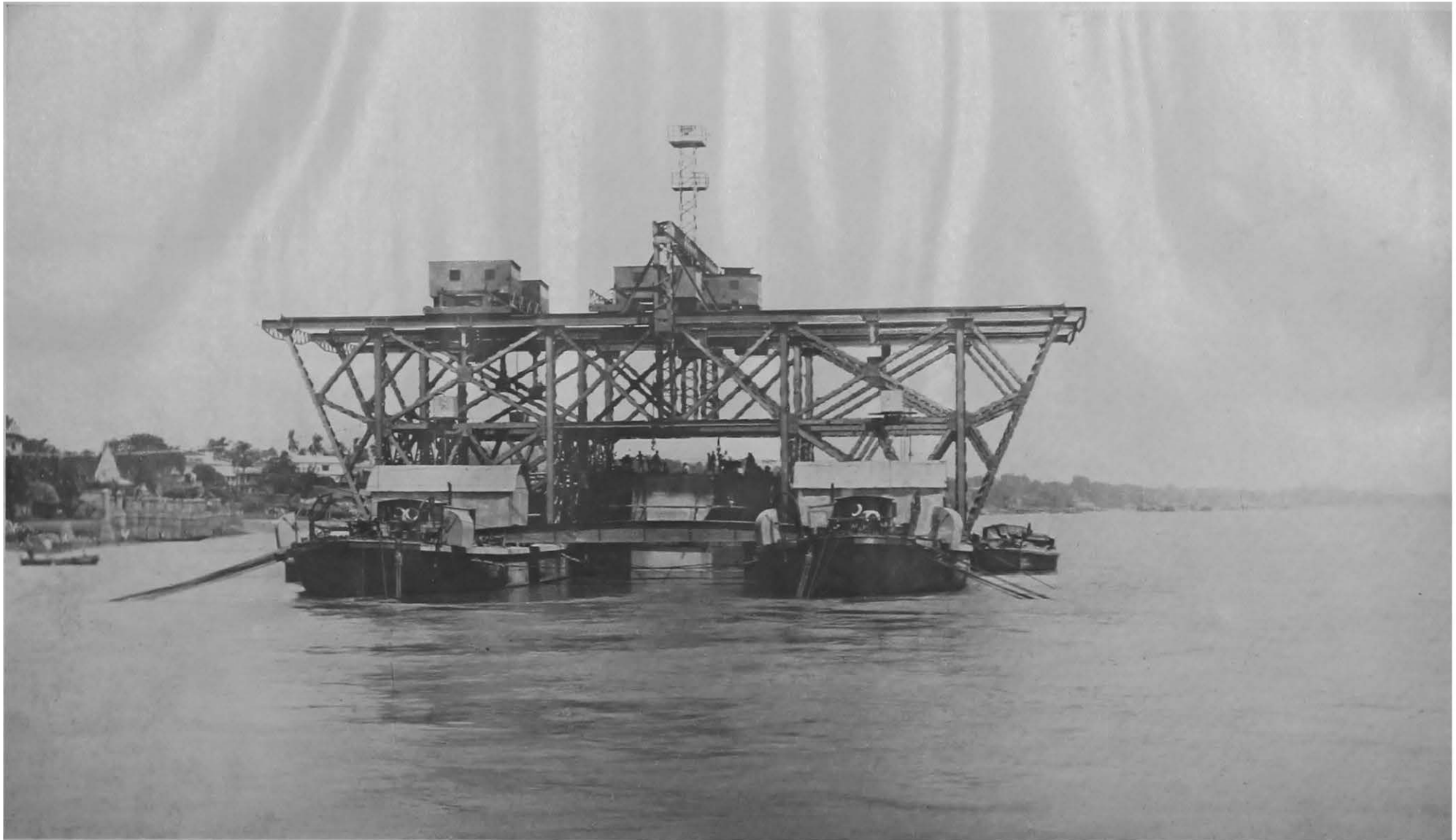
Mention was made in last year's Report of experiments being carried out on metre gauge railways with a view to arriving at the impact formula to be adopted for metre gauge bridge girders. These experiments continued during the year under review and have not yet been completed. The impact formula has not, therefore, been definitely decided upon, and this question will receive consideration at some future session of the committee.

Signal and Interlocking Standards Committee.

The Signal and Interlocking Standards Committee did not hold a session during the year under review. The preliminary work (that is, the preparation of drawings, etc.), in connection with the standardization of signal equipment and fittings on Indian Railways, to which a reference is made in last year's report, was, however, proceeded with.

The Committee's recommendations, framed at their second session in February 1927, and mentioned in last year's report, with regard to the isolation of through running lines at stations, have been accepted by the Railway Board, and definite rules governing the isolation of such lines have been issued to all Railway Administrations. The Committee's recommendations regarding standardization of systems of signalling and interlocking are under further investigation.

CONSTRUCTION OF BALLY BRIDGE, EAST INDIAN RAILWAY



Steel Work of Caisson No. 2 in course of erection

CHAPTER II.

FINANCIAL RESULTS OF THE YEAR'S WORKING.

18. The principal results of the working of railways are summarised in the table below :—

		Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage open for traffic.	1926-27	35,132	3,917	39,049
	1927-28	35,587	4,125	39,712
(ii) Number of passengers originating.	1926-27	570,726,100	33,645,700	604,371,800
	1927-28	588,663,200	34,451,600	623,114,800
(iii) Number of passenger miles.	1926-27	19,603,413,000	762,837,000	20,366,250,000
	1927-28	20,908,343,000	795,947,000	21,704,290,000
(iv) Tons originating	1926-27	82,080,000	3,753,000	85,833,000
	1927-28	85,823,000	3,968,000	89,791,000
(v) Number of ton miles.	1926-27	20,103,214,000	*272,444,000	*20,375,658,000
	1927-28	21,620,094,000	282,128,000	21,902,222,000

* Revised figures.

19. Trade Review.—*Exports.*—Exports of Indian merchandise were valued at 319 crores, an increase of 6 per cent. over 1926-27. With the exception of cotton and cotton manufactures all the staple commodities recorded an increase. Despite an improvement of 17 per cent. in the production of cotton, shipments of raw cotton fell from 569,000 tons valued at Rs. 58½ crores to 480,000 tons valued at Rs. 47¾ crores. The value of cotton manufactures exported also declined by Rs. 2.08 crores. On the other hand the exports of raw jute rose by 184,000 tons to 892,000 tons in quantity and by Rs. 4 crores to Rs. 31 crores in value, notwithstanding a decrease in the outturn of the jute crop by 16 per cent. as compared with the preceding year. The wheat crop of 1926-27, which was mostly moved during the year under review, was slightly better than in the preceding year and the exports rose from 176,000 tons valued at Rs. 2.71 crores in 1926-27 to 300,000 tons valued at Rs. 4.41 crores in 1927-28. The rice crop of the season showed a deficiency of 6 per cent. in comparison with the preceding year but the exports showed an increase of 5 per cent. in quantity amounting to 2,152,000 tons (valued at Rs. 33½ crores) in 1927-28 as against 2,035,000 tons (valued at Rs. 33 crores) in 1926-27. Shipments of oil seeds advanced from 838,000 tons valued at Rs. 19 crores in 1926-27 to 1,210,000 tons valued at Rs. 27 crores in 1927-28. an increase of 372,000 tons in quantity and of Rs. 8 crores in value. Groundnuts alone contributed Rs. 6 crores to this increase. The tea industry experienced another prosperous year and the exports increased from 349 million lbs. to 362 million

lbs. in quantity and from Rs. 29.04 crores to Rs. 32.48 crores in value. The exports of lac rose by Rs. 1.52 crores in value but decreased in quantity by 48,000 cwts.

Imports.—Imports of private merchandise increased by Rs. 19 crores to Rs. 250 crores, more important items contributing to this increase being iron and steel and manufactures thereof (+ Rs. 4 $\frac{2}{3}$ crores) machinery of all kinds, including belting for machinery (+ Rs. 2 $\frac{3}{4}$ crores) cotton, raw and waste (+ Rs. 1 $\frac{2}{3}$ crores), mineral oils (+ Rs. 1 $\frac{1}{2}$ crores), Railway plant and rolling stock (+ Rs. 1 $\frac{1}{2}$ crores) vehicles, excluding locomotives, for railways (+ Rs. 1 $\frac{1}{3}$ crores) and artificial silk (+ Rs. 1 $\frac{1}{4}$ crores). Bombay mills continued to use foreign cotton in appreciable quantities and the imports, chiefly from the United States of America and Kenya Colony, totalled 65,800 tons, valued at Rs. 6.71 crores as against 45,100 tons, valued at Rs. 4.97 crores in the preceding year. On the other hand there was a substantial decline in the imports of sugar (— Rs. 4 crores), the quantity having fallen from 923,000 tons to 823,000 tons.

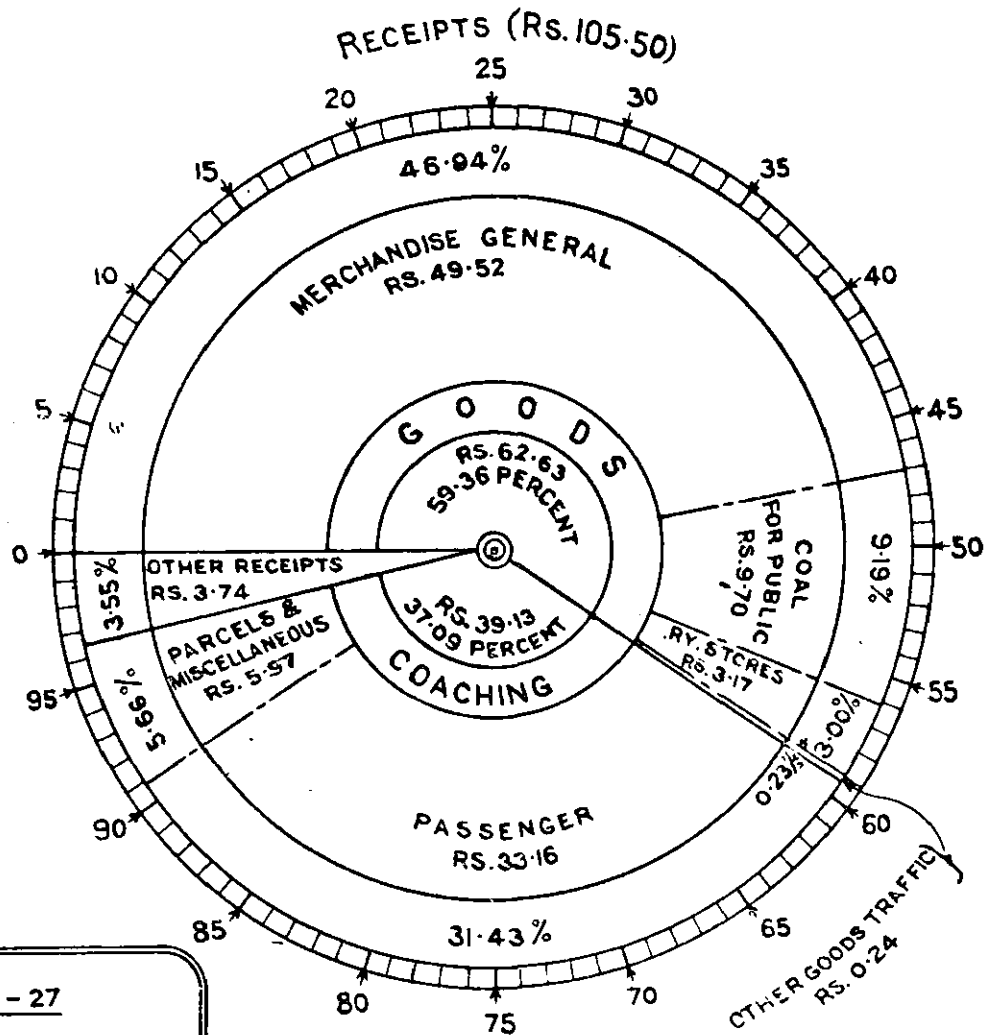
The visible balance of trade in merchandise and treasure in 1927-28 was Rs. 50 crores in favour of India as compared with Rs. 40 crores in 1926-27.

20. Financial results of working.—The financial results of working of railways in India during 1927-28 and 1926-27 are compared in the table below. It takes into account only those Railways with which the Government of India is directly concerned:—

		(Figures in thousands.)	
		1926-27.	1927-28
		Rs.	Rs.
(i) (a)	Gross Earnings	99,03,98	1,04,23,72
(b)	Surplus profits from subsidised companies	39,72	35,61
(c)	Interest on Depreciation and Reserve Funds	63,92	82,20
(d)	Other Miscellaneous Railway Receipts	4,75	8,17
TOTAL RECEIPTS		1,00,12,37	1,05,49,70
(ii) (a)	Working expenses (excluding Depreciation)	53,51,14	53,86,80
(b)	Depreciation	10,88,58	11,37,55
(c)	Surplus profits paid to Companies	1,65,56	1,57,14
(d)	Land and Subsidy to Companies	5,21	5,33
(e)	Interest	25,86,70	27,18,30
(f)	Miscellaneous Railway Expenditure	65,52	50,17
TOTAL EXPENDITURE		92,62,71	94,55,29
(iii)	Net Gain	7,49,66	10,94,41
(iv) (a)	Contribution from railway to general revenues (including $\frac{1}{3}$ excess of railway surplus over three crores)	6,01,13	6,30,77
(b)	Surplus railway revenue transferred to Railway Reserve Fund	1,48,53	4,63,64
TOTAL		7,49,66	10,94,41

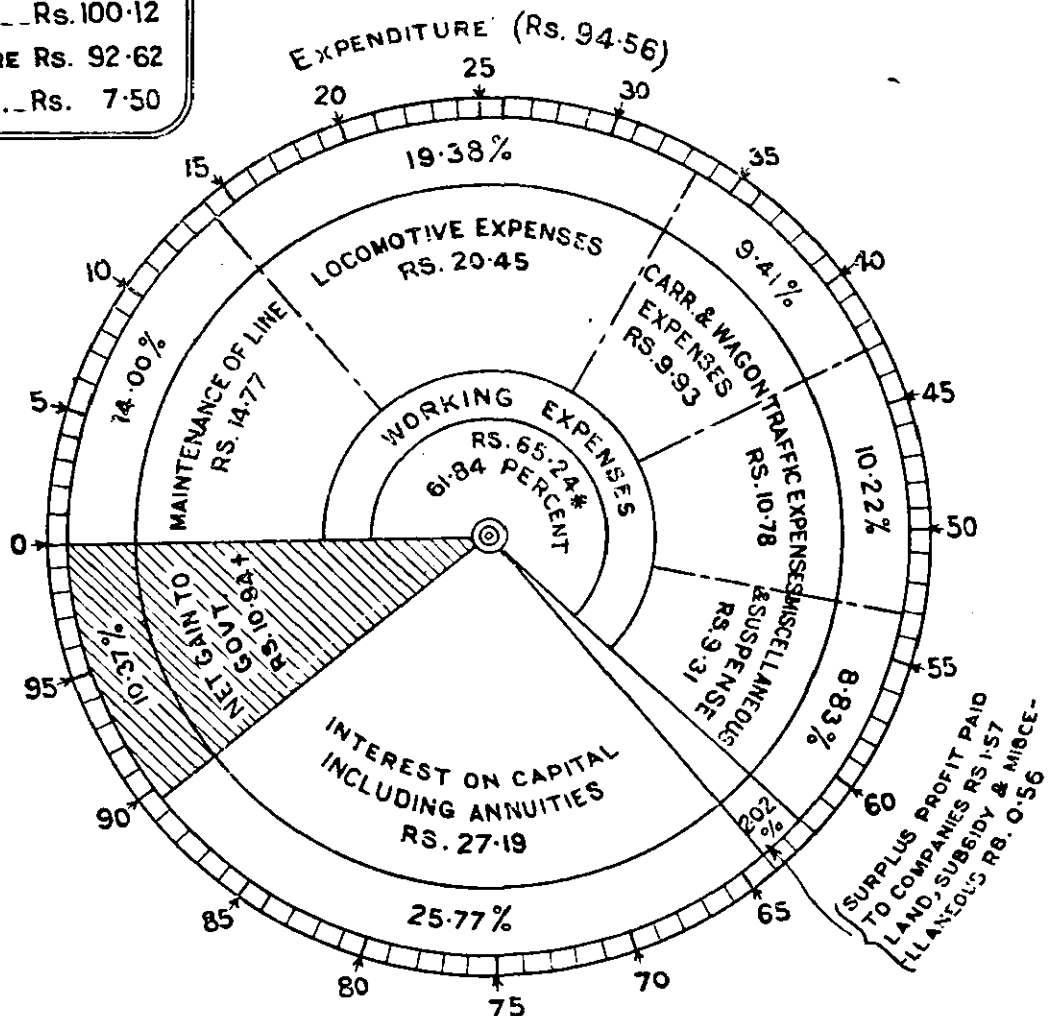
RAILWAY RECEIPTS AND EXPENDITURE ON STATE OWNED LINES IN INDIA IN 1927-28.

FIGURES IN CRORES.



IN 1926 - 27

TOTAL RECEIPTS ... Rs. 100.12
 TOTAL EXPENDITURE Rs. 92.62
 NET GAIN TO GOVT. ... Rs. 7.50



* THE DIFFERENCE OF RS. 8.65 LAKHS IN EXPENDITURE AS COMPARED WITH ST. NO. 3 OF VOLUME II OF THE REPORT FOR 1927-28 IS DUE TO ADJUSTMENTS HAVING BEEN MADE IN THE STATE RY. STORES ACCOUNTS & TO THE WORKING EXPENSES OF THE E. B. RAILWAY HAVING BEEN REVISED.

† THE DIFFERENCE OF RS. 79.03 LAKHS IN NET GAIN TO GOVT. AS COMPARED WITH SUMMARY NO. 1 OF VOLUME II OF THE REPORT FOR 1927-28 IS DUE TO INCLUSION OF RS. 30.28 LAKHS ON ACCOUNT OF NET RECEIPTS FROM SUBSIDIZED RYS, RS. 90.37 LAKHS ON ACCOUNT OF MISCELLANEOUS RAILWAY RECEIPTS, RS. 50.31 LAKHS ON ACCOUNT OF EXPENDITURE CHARGED TO HEAD 12-MISCELLANEOUS RY. EXPENDITURE AND RS. 8.68 LAKHS ON ACCOUNT OF ADJUSTMENTS MADE SUBSEQUENT TO THE PUBLICATION OF VOLUME II.

21. The net gain in 1927-28 from railways amounted to 11 crores or $3\frac{1}{2}$ crores more than the preceding year. Of this amount about $6\frac{1}{3}$ crores accrued under the convention to general revenues and the balance was transferred to railway reserves.

22. This satisfactory result is attributable mainly to the very large increase realised in earnings without a corresponding addition to working expenses. Whereas the former exceeded the figures for the preceding year by nearly $5\frac{1}{4}$ crores or over 5 per cent., the rise in ordinary working expenses excluding depreciation was only about $\frac{1}{3}$ of a crore or less than one per cent. The variations under other items are comparatively small, though the increase of half a crore under depreciation and of $1\frac{1}{3}$ crores in interest charges following large additions to capital deserves mention.

23. Most railways have contributed substantially to the increase of 5.20 crores in the gross earnings of the year. The total is made up as follows:—

	Lakhs.
Bengal Nagpur Railway	95
East Indian Railway	89
North Western Railway	89
Madras and Southern Mahratta Railway	53
Burma Railways	44
Great Indian Peninsula Railway	42
South Indian Railway	32
Eastern Bengal Railway	31
Other railways	45
	—
	5,20
	—

It is noteworthy that the increase on almost all railways occurs under goods earnings, though passenger traffic has also contributed its share towards the general improvement. But for the disastrous floods between the middle of July and the middle of August in Guzarat and on the East Coast, affecting seriously the earnings of the Bombay, Baroda and Central India and Bengal Nagpur Railways, the receipts would have been still higher. Taking individual railways, special mention must be made of the increase on the Bengal Nagpur Railway, whose earnings during the year constituted a record, though, it must be added, this is in part due to the strike at the end of 1926-27 which held up goods traffic and threw forward earnings to the next year. The East Indian Railway improved both in coaching and goods earnings, the former on account of the 12-yearly Kumbh Mela at Hardwar and the increased traffic following the general extension of week-end tickets and other concessions in fares. The earnings of the North Western Railway were nearly a crore higher than the previous year mainly on account of increased receipts from raw cotton and wheat and other grains. The Southern railways too showed a large increase, earnings having been stimulated by the heavy demand in the European market for ground-nuts, and the prosperity brought about by favourable monsoons resulting in a larger movement of passengers.

24. The increase of about $\frac{1}{3}$ of a crore in ordinary working expenses of State owned Railways during 1927-28 is specially noteworthy, as the rise in expenditure in most railways is trifling when compared with the increase in earnings. Except on the Bengal Nagpur Railway, where there is an increase of 60 lakhs which is, in its way, almost as much of a record as the increase in earnings, of which it is a direct result, and has been swelled by the cost of heavy repairs to breaches undertaken during the year, the

growth of working expenses is small. The more important figures are given below—

	Increase + Decrease -
	Lakhs.
Bengal Nagpur Railway	+ 60
North Western Railway	+ 27
Eastern Bengal Railway	+ 13
Burma Railways	+ 11
Bombay, Baroda and Central India Railway	- 18
Great Indian Peninsula Railway	- 58
Other railways and suspense	+ 1
	—
	+ 36
	—

The decrease on the Great Indian Peninsula Railway is mainly due to large credits from relaying track and to a lower unit cost of repairs to rolling stock, but there has also been a welcome fall in operating charges. The Bombay, Baroda and Central India Railway is the only other railway which shows a decrease in expenditure; the reduction is mainly under operating expenses as a result of cheaper cost and reduced consumption of fuel. On other railways the increase is attributable to various causes, such as, increased cost of track maintenance due to opening of new lines, increments to staff, arrear payments on introduction of time-scales on certain railways, etc.

25. The following table compares the working expenses of 1926-27 and 1927-28 under the Major Heads for which grants are voted by the Assembly :—

	(Figures in thousands.)		
	1926-27. Rs.	1927-28 Rs.	Difference. Rs.
1. General Administration	13,06,00	13,44,26	+ 38,26
2. Repairs and Maintenance and Operation	43,83,32	43,90,60	+ 7,28
3. Appropriation to Depreciation Fund	10,88,58	11,37,55	+ 48,97
	—	—	—
TOTAL	67,77,90	68,72,41	+ 94,51
	—	—	—
<i>Deduct</i> —Worked lines and Suspense	3,38,18	3,48,06	+ 9,88
	—	—	—
TOTAL WORKING EXPENSES	64,39,72	65,24,35	+ 84,63
	—	—	—

The increase under general administration is due, as usual, to extra staff employed on new lines opened during the year, to annual increments to staff with consequential increases in the payment of provident fund bonuses and gratuity, and to heavy payments to workshop staff brought under reduction on certain railways.

Under repairs and maintenance and operation, there is a net increase of 7 lakhs, a decrease of 9 lakhs under repairs and maintenance being set off by an increase of 2 lakhs under fuel and of 14 lakhs under other operating charges.

JODHPUR RAILWAY



Saloon for His Highness the Maharaja of Jodhpur

26. The contribution to General Revenues amounted to 6,31 lakhs or 30 lakhs more than in 1926-27. The statement below shows how this is arrived at:—

(Based on actuals of penultimate year 1925-26.)

		(Figures in thousands of rupees.)	
		Rs.	Rs.
1.	1 per cent. on Capital of 6,00,36,80 at charge—Commercial lines—to end of 1925-26 . . . . .	...	6,00,37
2.	(a) Receipts (1925-26)—		
	Gross traffic receipts—Commercial lines	98,05,94	
	Subsidised Companies—Share of surplus profits	35,07	
	Interest on Depreciation and Reserve Fund balances and dividends on investments in Branch lines and miscellaneous receipts	53,36	
	TOTAL RECEIPTS . . . . .	...	98,94,37
	(ii) Charges (1925-26)—		
	Working expenses—Commercial lines	62,61,82	
	Indian States and Railway Companies' share of surplus profits	1,77,42	
	Land and Subsidy	4,38	
	Interest—		
	On capital at charge—Commercial lines	21,83,19	
	On capital contributed by Indian States and Companies	1,66,99	
	Miscellaneous Railway expenditure	25,95	
	Contribution at 1 per cent. on capital at charge—Commercial lines	6,00,37	
	TOTAL CHARGES . . . . .	...	94,20,12
	(iii) Surplus . . . . .	...	4,74,25
	(iv) Contribution of one-fifth of surplus . . . . .	...	94,85
3.	(i) Total contribution from railway revenues 1 plus 2 (iv) . . . . .	...	6,95,22
	Deduct—Loss on strategic lines—		
	(i) Interest on Capital of 30,94,89	1,30,94	
	(ii) Loss in working	15,33	
		-----	1,46,27
	(iii) Net payment due from Railway to General Revenues in 1927-28 . . . . .	...	5,48,95
4.	Add $\frac{1}{3}$ of excess over 3 crores of surplus in 1927-28 arrived at as follows:—		
	(i) Total receipts including Government share of surplus profits from subsidized companies and interest on Depreciation and Reserve Fund balances and other miscellaneous receipts	1,05,49,70	
	(ii) Total charges (including surplus profits paid to companies, interests and other miscellaneous charges)	94,55,29	
	(iii) Total gain from Railways during 1927-28	10,94,41	
	(iv) Excess of gain over contribution 4 (iii)—3 (iii)	5,45,46	
	(v) Contribution equal to $\frac{1}{3}$ of excess over 3 crores	81,82	
5.	Total contribution to General Revenues during 1927-28, 3 (iii) plus 4 (v) . . . . .	...	6,30,77

27. The return during 1927-28 on the total capital at charge of both Commercial and Strategic lines is 5.41 per cent. or .36 per cent. more than in 1926-27. This improvement is chiefly due to the large increase in gross

earnings in the year under review and compares with the returns during the last 5 years as follows:—

1922-23	4.38
1923-24	5.24
1924-25	5.85
1925-26	5.81
1926-27	5.05
1927-28	5.41

The percentages take into account the Capital at charge of both Commercial and Strategic lines.

28. The amounts appropriated to the depreciation fund by a charge on the working expenses of the State-owned railways and the amounts drawn from this fund to meet the expenditure actually incurred on replacements and renewals during 1926-27 and 1927-28 are given in the statement below:—

(Figures in thousands of rupees).

Railways.	Credit to Depreciation Fund by debit to Revenue on account of depreciation in 1926-27.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1926-27.	Credit to Depreciation Fund by debit to Revenue on account of depreciation in 1927-28.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1927-28.
<i>State Lines managed by State.</i>				
North Western	2,10,48	1,93,37	2,28,04	1,96,79
Eastern Bengal	77,28	52,25	79,04	51,72
East Indian	1,99,27	1,66,42	2,07,27	1,18,76
Great Indian Peninsula	1,51,56	1,02,09	1,57,93	2,73,46
Aden . . . . .	..	...	36	...
<i>State Lines managed by Companies.</i>				
Bengal Nagpur	1,14,43	28,08	1,16,45	57,25
Bombay, Baroda and Central India	1,16,12	99,59	1,23,69	1,14,43
Burma	43,25	40,67	45,11	36,99
Madras and Southern Mahratta	82,06	59,53	81,12	1,20,98
South Indian	49,71	38,83	53,47	93,15
Other Railways	44,42	23,82	45,07	31,60
TOTAL	10,88,58	8,04,65	11,37,55	10,95,13

The appropriation to the depreciation fund in 1927-28 was about half a crore more than during the previous year. The actual expenditure on Replacements and Renewals of wasting assets amounted to nearly 3 crores more than during the previous year, but it was still within the amount appropriated for the purpose in the year.

29. An analysis of the financial results of the working of the Railways owned by the State is given in the statement below for the last three years, by each railway:—

(Figures in thousands of Rupees.)

Railways.	Year.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
<i>State Lines managed by State.</i>												
North Western	1925-26	1,15,92,75	..	1,15,92,75	15,42,99	10,76,22	4,66,17	4.0	..	4,37,08	29,09	..
	1926-27	1,25,50,02	..	1,25,50,02	16,70,70	11,50,40	4,20,30	3.3	..	4,63,97	..	43,67
	1927-28	1,33,10,61	..	1,33,10,61	16,59,28	11,94,93	4,64,35	3.5	..	5,05,18	..	40,83
Eastern Bengal	1925-26	44,69,27	..	44,69,27	6,33,87	4,64,18	1,69,69	3.8	..	1,59,60	10,09	..
	1926-27	45,06,73	..	45,06,73	6,77,12	4,45,39	2,31,73	5.1	..	1,61,52	70,21	..
	1927-28	46,81,70	..	46,81,70	7,08,20	4,59,64	2,48,56	5.3	..	1,67,78	80,78	..
East Indian	1925-26	1,29,62,73	..	1,29,62,73	19,92,11	12,22,71	7,69,40	5.9	..	4,65,26	2,81,14	..
	1926-27	1,34,78,85	..	1,34,73,85	19,77,51	12,02,37	7,75,14	5.7	..	5,08,17	2,66,97	..
	1927-28	1,40,16,48	..	1,40,16,48	20,66,85	12,15,10	8,51,75	6.1	..	5,32,71	3,19,04	..
Great Indian Peninsula	1925-26	1,07,97,56	..	1,07,97,56	14,79,90	10,68,03	4,11,87	3.8	12,54	3,51,96	47,37	..
	1926-27	1,09,69,26	..	1,09,69,26	14,80,21	10,42,40	4,37,81	4.0	..	3,63,41	71,40	..
	1927-28	1,13,92,91	..	1,13,92,91	15,22,67	9,91,02	5,31,65	4.7	..	3,84,74	1,46,91	..
<i>State Lines managed by Companies.</i>												
Bengal Nagpur	1925-26	66,58,90	13,16,87	53,42,03	8,39,99	5,92,88	2,47,11	3.7	6.80	2,86,91	..	46,60
	1926-27	68,47,92	11,19,91	57,28,01	8,22,29	5,60,55	2,61,74	3.8	6.02	2,95,28	..	40,16
	1927-28	70,18,68	10,53,13	59,65,55	9,17,45	6,22,94	2,94,51	4.2	8.72	3,06,10	..	20,31
Bombay, Baroda and Central India	1925-26	67,06,79	2,51,50	(a) 64,55,29	12,25,95	7,44,89	4,81,06	7.2	(c) 26.41	2,34,34	2,20,31	..
	1926-27	68,82,57	2,52,10	66,30,47	11,35,35	7,30,82	4,04,73	5.9	20.90	2,41,47	1,42,36	..
	1927-28	71,49,30	2,52,32	68,96,98	11,45,28	7,20,04	4,25,24	5.9	15.12	2,52,60	1,57,52	..

(Figures in thousands of rupees).

Railways.	Year.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
<i>State Lines managed by Companies—contd.</i>												
Burma	1925-26	23,23,15	6,69,67	21,53,48	4,93,82	2,76,20	2,17,62	7.7	37,66	98,67	81,29	...
	1926-27	29,44,23	6,69,07	22,74,56	4,62,69	2,85,09	1,77,60	6.0	49,48	1,03,31	24,31	...
	1927-28	31,35,12	6,69,67	24,65,45	5,06,63	2,97,71	2,08,92	6.1	35,63	1,11,83	61,46	...
Madras and Southern Mahratta	1925-26	51,26,96	10,73,86	40,53,10	8,19,24	4,65,76	3,53,48	6.9	(d) 77,67	1,90,96	84,85	...
	1926-27	52,81,15	10,07,08	42,74,07	8,12,55	4,77,13	3,35,42	6.8	76,10	1,95,90	63,42	...
	1927-28	55,30,58	10,07,08	45,23,50	8,65,90	4,77,47	3,88,43	7.0	76,27	2,06,57	1,05,59	...
South Indian	1925-26	28,00,42	4,15,34	(b) 23,85,08	5,44,12	3,15,56	2,28,56	8.2	(e) 10,68	1,04,76	1,13,12	...
	1926-27	30,71,60	4,15,33	26,56,27	5,48,91	3,04,69	2,44,22	7.9	8,67	1,15,90	1,19,65	...
	1927-28	33,96,76	4,15,33	29,81,43	5,80,67	3,13,80	2,66,87	7.1	10,54	1,31,68	1,24,65	...
Other Railways	1925-26	35,20,19	5,14,56	30,05,63	3,98,61	2,15,55	1,83,08	5.2	5,66	1,31,58	45,84	...
	1926-27	35,68,34	5,14,56	30,53,78	4,16,65	2,32,00	1,84,65	5.1	3,49	1,34,27	46,89	...
	1927-28	37,11,95	5,14,56	31,97,39	4,50,79	2,40,47	2,10,32	5.7	10,86	1,19,11	80,35	...
Suspense	1926-27	...	...	...	...	9,08	-9,08	...	...	...	...	9,08
	1927-28	...	...	...	...	-8,77	+8,77	...	...	...	+8,77	...
Interest on Depreciation and Reserve Fund balances	1925-26	...	...	...	53,77	...	53,77	...	...	...	53,77	...
	1926-27	...	...	...	63,92	...	63,92	...	...	...	63,92	...
	1927-28	...	...	...	82,20	...	82,20	...	...	...	82,20	...

30. From the foregoing analysis, it will be observed that the year under review discloses very satisfactory financial results. Except the Bengal Nagpur Railway, all the principal commercial lines show considerable increases in the gain to the State from their working as compared with last year.

The Great Indian Peninsula, Burma and Madras and Southern Mahratta Railways show remarkably good results and the gain to the State on these Railways amounted to Rs. 1,47, 61 and 1,06 lakhs respectively against Rs. 71, 24 and 63 lakhs in the year 1926-27 or an increase of 76, 37 and 43 lakhs respectively. The very satisfactory results on the Great Indian Peninsula Railway is made up of a decrease of 51 lakhs in working expenses (including depreciation) and an increase of Rs. 42 lakhs in earnings set off partly by an increase in interest charges. On the Burma Railways the development of traffic of all kinds on the main and feeder lines has contributed to the satisfactory result. The total contribution of earnings from the feeder line to the parent line amounted to 1,09 lakhs or 21.41 per cent. of the gross earnings of the whole system for the year. The increase in traffic earnings on the Madras and Southern Mahratta Railway constitutes a new record in the history of that Railway.

The working of the Bengal Nagpur Railway has again resulted in a loss but a much smaller loss than in the previous year. The amount of loss fell from 40½ lakhs in 1926-27 to 20 lakhs during the year under review. This improvement is due as already explained to the phenomenal increase of nearly a crore of rupees in gross earnings.

The working of the Commercial Section of the North Western Railway resulted in an increase of 40½ lakhs in the net gain as compared with the previous year, but there has been a more than corresponding increase in the net loss (42 lakhs) from the working of the Strategic Sections.

On the Commercial Sections alone, the net gain from working amounted to over 1,61 lakhs.

31. **Analysis of Earnings.**—The total earnings of all Indian Railways including those with which the Government of India is not directly concerned, amounted to Rs. 118.22 crores of which Rs. 69.58 crores or 58.9 per cent. were from goods traffic, Rs. 39.18 crores or 33.1 per cent. from passenger traffic and Rs. 9.46 crores or 8.0 per cent. from parcels, luggage and miscellaneous earnings.

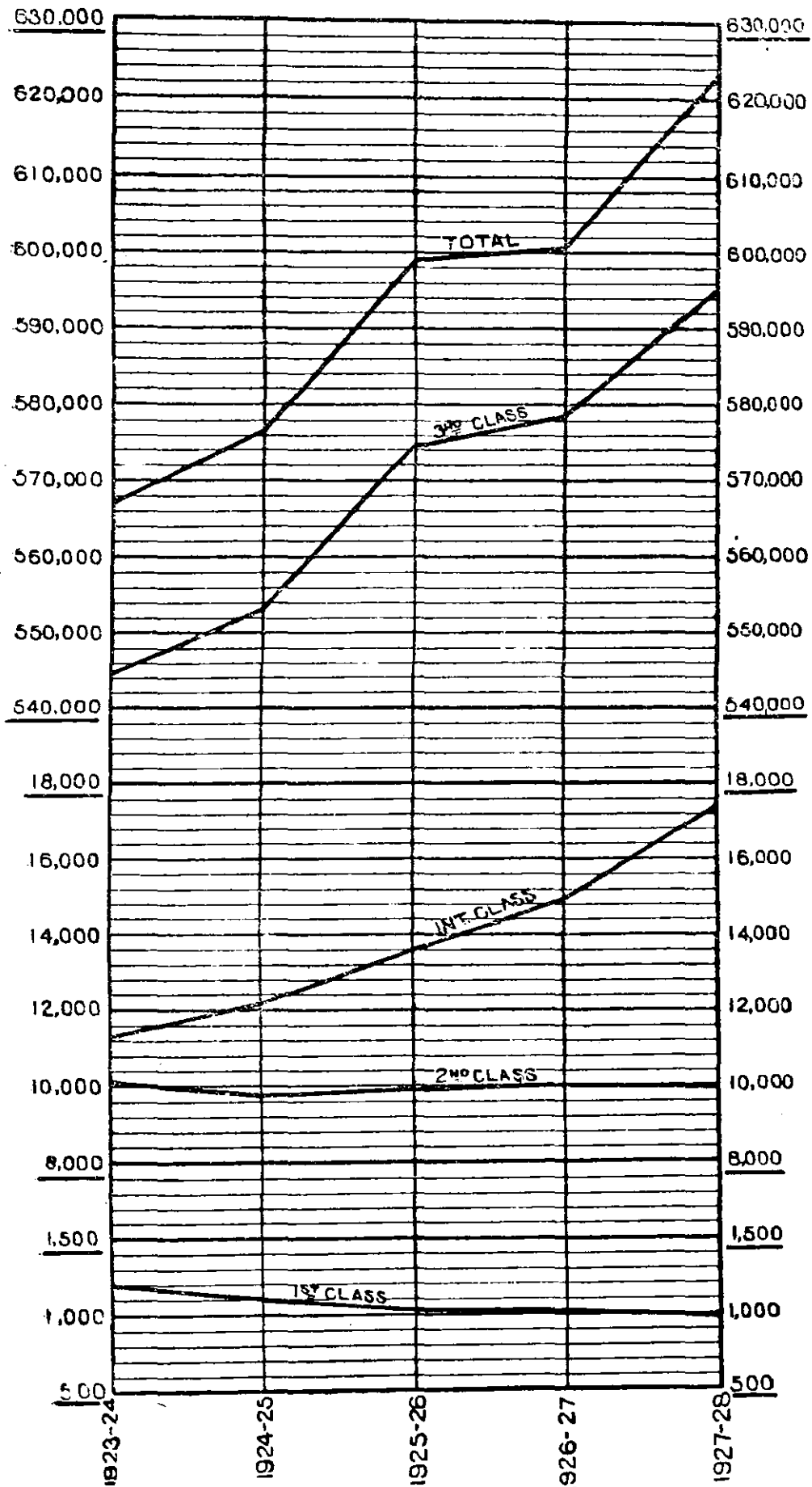
Passenger earnings.—Passenger earnings showed an increase of 2.77 per cent. from Rs. 38.13 to 39.18 crores. The following table shows the numbers of, and earnings from passengers separately for each class for the 4 years previous to the War and for the 5 latest years. Graphs are also inserted showing the progressive increases in the number of passengers carried and passenger miles by classes from the beginning of 1923-24:—

Year.	NUMBER OF PASSENGERS CARRIED (IN THOUSANDS)					EARNINGS FROM PASSENGERS (IN THOUSANDS OF RUPEES).				
	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.	1st Class.	2nd Class.	Inter. Class.	3rd Class.	Season and Vendor's tickets.
1910	685	2,784	10,702	315,839	24,341	58,82	77,23	94,99	14,65,16	15,85
1911	703	2,947	11,409	331,055	25,687	66,38	83,83	1,08,88	15,73,15	16,85
1912	700	3,030	10,508	356,789	26,810	62,90	83,31	91,37	17,01,35	17,55
1913-14	715	3,253	12,000	390,412	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1923-24	1,199	10,128	11,374	544,622	†	1,31,17	2,02,73	1,41,10	33,32,82	†
1924-25	1,101	9,778	12,201	553,266	†	1,22,93	1,92,09	1,48,01	34,12,45	†
1925-26	1,033	9,901	13,802	574,608	†	1,20,42	1,89,42	1,59,61	34,76,54	†
1926-27	1,012	10,006	14,945	578,409	†	1,17,78	1,88,31	1,61,79	33,44,63	†
1927-28	980	9,963	17,351	594,821	†	1,13,71	1,95,67	1,69,33	34,39,38	†

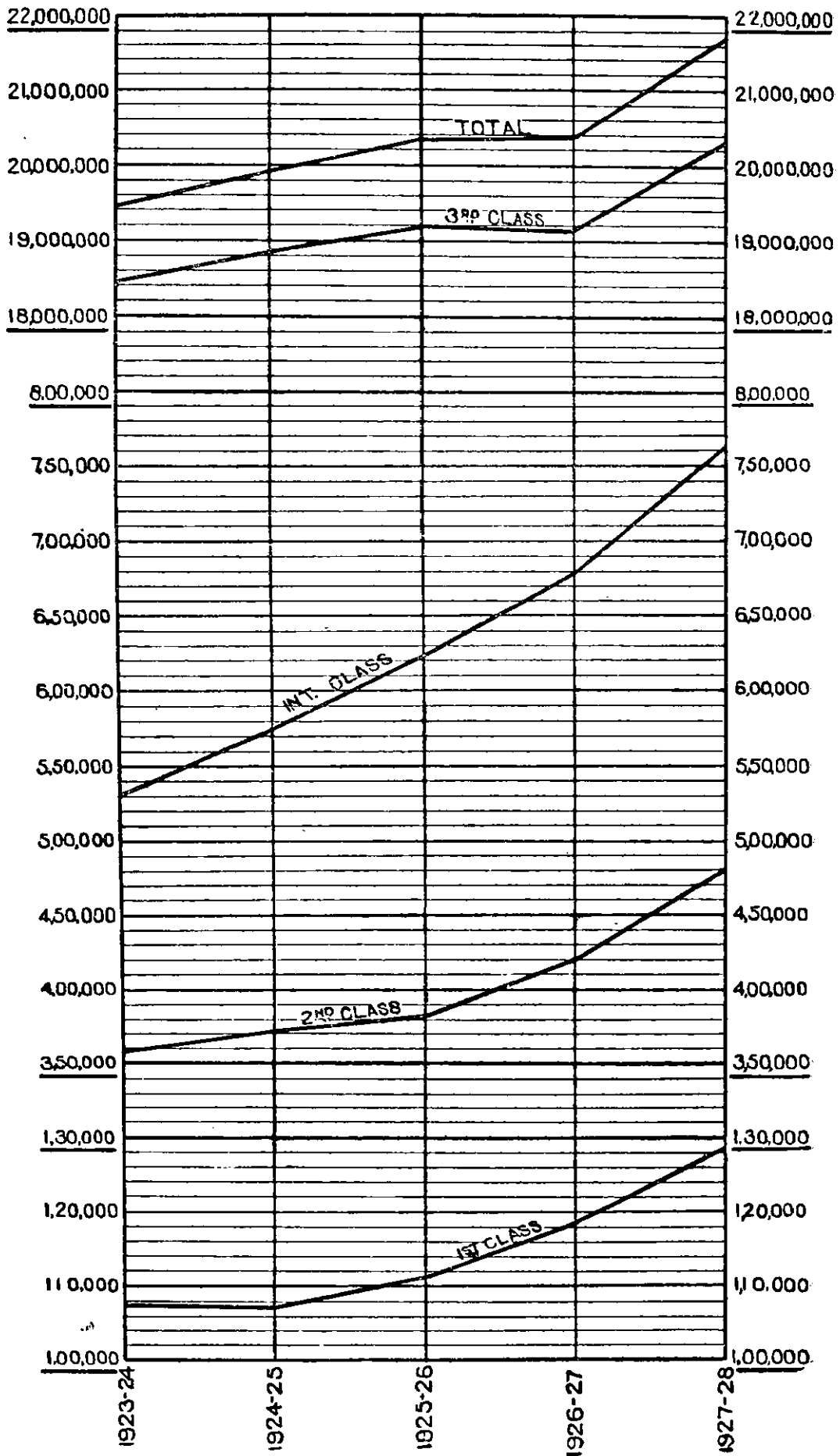
† The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—In pre-war reports the sum of the number of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for 'number of passengers carried' in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been adjusted.

**NUMBER OF PASSENGERS CARRIED ON
INDIAN RAILWAYS.
(IN THOUSANDS)**



**PASSENGER MILES
INDIAN RAILWAYS.
(IN THOUSANDS)**



32. Reductions in Passenger Fares.—Mention was made in last year's report of reductions in passenger fares which were made by the Bombay, Baroda and Central India, Great Indian Peninsula, North Western, Burma, Madras and Southern Mahratta, East Indian and South Indian Railways.

In the year under review the following further reductions were made:—

Bengal and North-Western Railway.—With effect from the first of April 1927, this railway reduced its 1st and 2nd class fares for distances over 150 miles from 18 to 12 pies and from 9 to 6 pies per mile respectively. From the same date inter class fares were reduced for all distances from $4\frac{1}{2}$ to 4 pies per mile and 3rd class fares for distances over 50 miles from $2\frac{1}{2}$ to 2 pies per mile.

Eastern Bengal Railway.—With effect from the 1st August 1927, this railway reduced its 1st class fares for the first 150 miles from 30 to 24 pies per mile and for distances over 150 miles from 20 to 18 pies per mile. From the same date 3rd class fares by mail trains were reduced as under:—

<i>Previous.</i>	<i>Revised.</i>
1-150 miles 5 pies	All distances $3\frac{1}{2}$ pies.
151 and over 4 pies	

East Indian Railway.—With effect from 1st March 1928 this railway reduced its inter class mail fares for the first 300 miles from 7 to 5 pies per mile. From the same date 3rd class fares by mail trains were reduced for the first 50 miles from 5 to $3\frac{1}{2}$ pies, for distances from 51 to 300 miles from 4 to 3 pies, and for distances over 300 miles from $2\frac{1}{2}$ to 2 pies per mile.

Great Indian Peninsula Railway.—With effect from the 1st March 1928, this railway reduced its 3rd class mail fares for the first 150 miles from 5 to 4 pies per mile, for distances from 151 to 300 miles from 5 to $3\frac{1}{2}$ pies per mile and for distances over 300 miles from $4\frac{1}{2}$ to 3 pies per mile.

33. During 1927-28, $18\frac{1}{2}$ million more passengers were carried on Class I Railways than in 1926-27 and passenger earnings increased by Rs. 1 crore. The following statement shows how these increases were distributed over the various railway administrations:—

Name of Railway.	Additional No. of Passengers carried.	Additional Earnings.
Assam Bengal	1,024,300	6,34,000
Bengal and North Western	3,259,000	3,35,000
Bengal Nagpur	1,333,600	8,89,000
Bombay, Baroda and Central India	-1,663,500	-2,47,000
Burma	1,539,500	10,81,000
Eastern Bengal	2,722,500	12,62,000
East Indian	4,375,800	38,09,000
Great Indian Peninsula	412,700	18,000
Jodhpur	107,200	1,000
Madras and Southern Mahratta	575,800	5,80,000
Nizam's Guaranteed State	1,769,000	1,62,000
North Western	-888,700	-45,000
Rohilkund and Kumaon	609,900	1,35,000
South Indian	3,404,600	13,79,000
TOTAL	18,581,700	99,93,000

This very large increase in earnings from passengers carried (except on the Bombay, Baroda and Central India and North Western Railways) is partly due to the rise in the average number of miles a passenger was carried on the Broad Gauge from 34.3 in 1926-27 to 36.1 in 1927-28 (a consequence of the reduction in long distance fares) but the increase in both numbers of passengers and earnings is mainly attributable to the stimulus given to passenger traffic generally by the reductions of fares.

34. Passengers travelling without tickets.—It was stated in last year's report that a system which might possibly lead to the prevention of this evil had been introduced on parts of the East Indian Railway. Under

this system which is known as the 'Crew System of ticket checking', a crew of ticket checkers under a responsible supervisor accompanies each passenger train throughout its run. One ticket checker is posted to each coach and it is his duty to prevent any passenger entering the carriage unless he holds a proper ticket. The ticket checkers are further responsible for the collection of tickets from passengers before they alight at their destination stations. This arrangement is designed to prevent misappropriation of recoveries and to protect illiterate passengers against excess recoveries.

During the year under review the Eastern Bengal Railway introduced the system in a modified form over part of the line and arrangements were made to introduce it on the Great Indian Peninsula Railway over certain sections for a period of six months from the 1st April 1928. Sanction was also given in October 1927 to the introduction of the system on the South Indian Railway for one year.

35. Goods Earnings.—There was a large increase in earnings from goods traffic on all railways amounting to Rs. 4.31 crores, chiefly due to improved earnings from oilseeds, fuel, metallic ores and iron and steel.

The tonnage of and earnings from the principal commodities on Class I Railways during the last two years are shown in the statement below. Apart from the main increases, mentioned above, there were increased earnings under all heads except gram and pulse, wood unwrought, sugar, jute, fodder, gur, jaggree, molasses, etc., and livestock.

Commodity.	1926-27.		1927-28.		Increase + Decrease — in Earnings (lakhs).
	No. of tons originat- ing (in millions).	Rs. (in crores).	No. of tons originat- ing (in millions).	Rs. (in crores).	
(1) Fuel for public and Foreign Railways.	18.95	9.65	20.38	10.17	+52
(2) Materials and stores on Revenue account.	16.13	2.89	14.84	3.37	+48
(3) Wheat	1.76	2.53	1.76	2.62	+9
(4) Rice in the husk and rice not in the husk.	4.11	3.85	4.40	4.11	+26
(5) Gram and Pulse, Jowar and Bajra and other grains.	3.05	4.35	3.00	4.15	—20
(6) Marble and stone	2.99	0.88	3.33	1.02	+14
(7) Metallic ores	2.45	1.04	2.95	1.35	+31
(8) Salt	1.42	1.89	1.48	1.98	+9
(9) Wood, unwrought	1.32	0.89	1.32	0.89	...
(10) Sugar, refined and unrefined.	0.77	1.88	0.79	1.81	—7
(11) Oilseeds	2.35	3.43	2.74	4.15	+72
(12) Cotton raw and manufactured.	1.53	5.80	1.54	5.98	+18
(13) Jute, Raw	1.20	1.78	1.18	1.70	—8
(14) Fodder	0.80	0.60	0.75	0.60	...
(15) Fruits and vegetables fresh.	1.08	0.91	1.19	1.08	+17
(16) Iron and steel wrought	1.02	1.97	1.20	2.28	+31
(17) Kerosine oil	0.92	2.04	1.06	2.26	+22
(18) Gur, Jaggree, Molasses, etc.	0.78	1.19	0.75	1.15	—4
(19) Tobacco	0.26	0.66	0.28	0.69	+3
(20) Provisions	0.63	1.31	0.69	1.41	+10
(21) Military stores	0.38	0.37	0.38	0.42	+5
(22) Railway materials	3.30	1.20	9.91	1.51	+31
(23) Live stock	0.22	0.69	0.22	0.68	—1
(24) Other commodities	9.65	11.44	9.68	11.96	+52
TOTAL	82.07	63.24	85.82	67.34	4.10

NORTH-WESTERN RAILWAY



His Majesty the King of Afghanistan's Train

36. Stores balances.—The table below compares the figures of Stores balances since 1921-22 :—

Stores Balances (in thousands).							
Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	24,81	31,48	18,36	12,30	9,49	12,59	13,01
Bengal-Nagpur	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64	1,17,17	1,07,87
Bombay, Baroda and Central India	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48	1,46,28	1,07,17
Burma	66,62	84,85	98,71	84,62	75,00	44,82	59,41
East Indian (including Oudh and Rohilkhand).	3,92,50	4,39,19	4,10,66	3,14,19	2,81,46	2,48,17	2,08,92
Eastern Bengal	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27	84,07	84,39
Great Indian Peninsula	4,66,49	3,88,35	3,97,77	2,89,49	2,38,07	2,23,13	2,53,49
Madras and Southern Mahratta	1,50,52	1,66,09	1,50,91	1,02,86	84,31	76,76	93,91
North Western	3,94,12	3,92,69	3,79,78	3,24,39	3,23,75	3,67,81	4,82,73
South Indian	1,14,45	1,38,68	99,02	77,04	1,13,30	1,06,60	1,23,76
Other Railways	41,13	46,98	63,50	54,94	40,08	41,46	48,15
TOTAL	23,19,36	22,98,78	21,57,92	17,08,65	15,68,45*	14,68,85	17,32,81

* Final figures.

There has been a set back in the year under review to the steady progress that has been made in the past years in reducing the heavy stocks. This is due mainly to materials obtained for the heavy renewal and construction programmes in progress, which could not be utilised on works before the close of the year.

37. Compensation claims for goods.—A further marked improvement is noticeable under this head due to the sustained attention that has been paid to the subject by railway administrations. The table below shows the amounts paid by each Class I Railway in the last six years. It will be seen that there has been a steady fall in the total figures from Rs. 1,20 lakhs in 1922-23 to Rs. 9½ lakhs in 1927-28, the latter amount being 8 per cent. of the former.

Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1922-23 to 1927-28.

Railways.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	PERCENTAGE TO GOODS EARNINGS.		
						1926-27.	1927-28.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Assam Bengal	23,085	17,069	17,587	21,841	20,979	18,008	0.22	0.16
Bengal and North-Western.	1,70,516	1,62,461	80,680	92,932	85,369	59,875	0.50	0.31
Bengal Nagpur	1,98,972	2,63,703	2,01,889	80,093	54,988	65,248	0.10	0.10
Bombay, Baroda and Central India.	15,68,672	6,44,678	6,03,064	4,40,465	2,60,213	1,57,447	0.38	0.22
Burma	45,183	29,319	33,662	30,982	41,295	42,791	0.15	0.14
Eastern Bengal	1,98,554	1,77,020	1,68,020	1,86,736	1,83,822	1,71,266	0.48	0.45
East Indian	57,99,225	42,72,620	30,61,451	11,73,008	3,82,219	2,36,368	0.30	0.18
Great Indian Peninsula	19,68,436	16,17,133	6,03,609	3,41,130	1,92,400	1,18,333	0.20	0.12
Madras and Southern Mahratta.	2,21,125	1,54,162	85,548	91,018	84,859	80,517	0.17	0.14
Nizam's Guaranteed State.	38,222	24,208	17,022	18,219	11,211	11,270	0.09	0.09
North Western	16,89,608	4,73,339	6,84,162	3,89,771	1,55,097	36,383	0.16	0.03
Rohilkhand and Kumaon.	45,015	16,681	21,860	17,088	4,318	7,347	0.13	0.21
South Indian	63,951	44,502	32,045	48,536	45,169	17,691	0.17	0.08
TOTAL	1,20,30,554	78,96,893	56,70,499	29,31,819	15,21,939	9,49,776	0.24	0.14

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

38. Capital Expenditure.—At the end of March 1928 the total Capital at charge on all railways including those under construction amounted to Rs. 822·86 crores of which Rs. 733·30 crores was Capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder 89·41 crores represented Capital raised by Indian States, Companies and District Boards.

The Capital at charge of State-owned Railways is composed as follows :—

£	
Liability and debt incurred in purchase of railways	150,109,299
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	29,248,929
Net amount outstanding	120,860,370*

Rs. (omitting 000).	
The above figure converted at Rs. 15=£1	1,80,85,01
Direct expenditure by Government	5,52,44,96
TOTAL	7,33,29,97

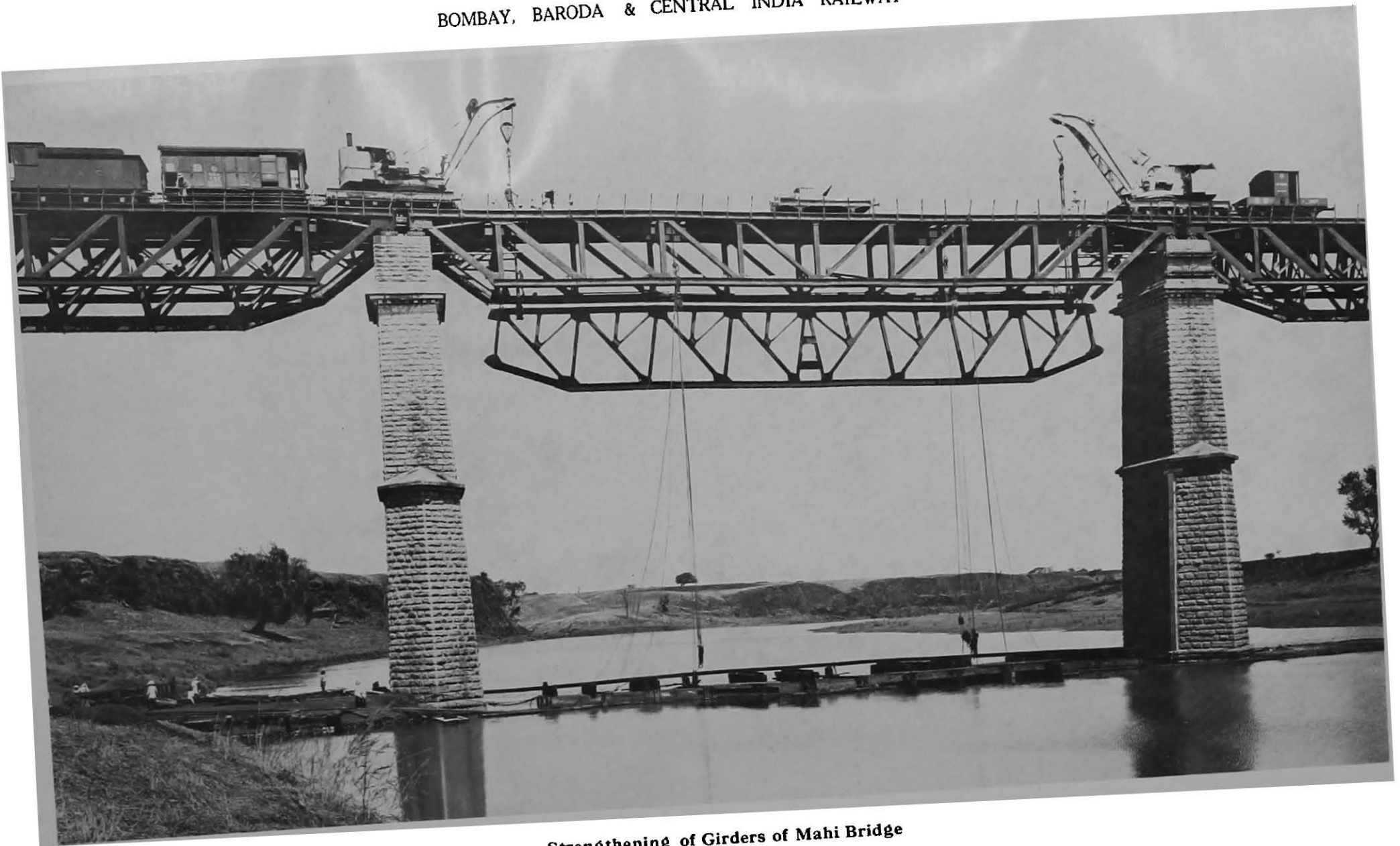
By far the greater portion of this amount, namely, Rs. 6,94,17,88,000 is Government Capital and only 1/19th or Rs. 39,12,09,000 is owned by Companies. These figures include Rs. 32·38 crores on account of Capital expenditure to the end of March 1928 on strategic lines.

39. The total Capital outlay on all railways during 1927-28 was 34·41 crores of which Rs. 32·44 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 32·44 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works including Stores.	Rolling-stock.	TOTAL.		
	Rs. crores.	Rs. crores.	Rs. crores.		
1913-14	9·30	7·31	16·61	1·86	18·47
1923-24	7·69	9·51	17·20	2·51	19·71
1924-25	4·66	6·42	11·08	2·39	13·47
1925-26	9·44	5·80	15·24	4·01	19·25
1926-27	16·74	4·13	20·87	6·27	27·14
1927-28	17·21	5·37	22·58	9·86	32·44

* £118,274,695 converted at the rate of £1=Rs. 15, £10,675 at the rate of £1=Rs. 10 and the balance of £2,575,000 representing the G. I. P. Ry. Co.'s share capital paid off during 1925-26, converted at the average rate of exchange.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY



Strengthening of Girders of Mahi Bridge

40. The distribution of the capital outlay in 1927-28 over the different State-owned lines is shown in the summary below :—

Railways.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works, etc.	Rolling-stock.	TOTAL.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal-Nagpur	0.91	0.08	0.99	0.72	1.71
Bombay, Baroda and Central India	1.66	0.97	2.63	0.04	2.67
Eastern Bengal	1.18	0.24	1.42	0.33	1.75
East Indian	2.96	0.83	3.79	1.65	5.44
Great Indian Peninsula	3.99	0.09	4.08	0.15	4.23
Madras and Southern Mahratta	1.41	0.36	1.77	0.72	2.49
North-Western	3.04	1.60	4.64	2.99	7.63
South Indian	0.99	0.44	1.43	1.82	3.25
Other Railways	1.07	0.76	1.83	1.44	3.27
TOTAL	17.21	5.37	22.58	9.86	32.44

Lines opened and under construction.

41. Lines opened during 1927-28.—699.14 miles of railways were opened to public traffic during the year and consisted of :—

224.55 miles on the 5' 6" gauge.

333.20 " " 3' 3 $\frac{3}{8}$ " " "

141.39 " " 2' 6" " "

The details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working agency.	Date of opening.
Raiwala-Bikhikesh	5' 6"	7.10	State	East Indian Railway.	2nd April 1927.
Dalman-Daryapur (Relaying)	5' 6"	15.00		Do.	8th August 1927.
Dharmaband Kharkharee with main line connection.	5' 6"	0.73		Bengal Nagpur Railway.	9th December 1927.
Verka-Dera Baba Nanak	5' 6"	27.80		North-Western Railway	3rd May 1927.
Lyalpur-Jaranwala	5' 6"	22.10		Do.	3rd December 1927.
Narowal-Jassar	5' 6"	5.74		Do.	21st December 1927.
New Delhi Capital Works	5' 6"	4.79		Do.	December 1927.
Jassar-Chak Amru	5' 6"	26.59		Do.	21st December 1927.
Chak Jhumra-Chiniot	5' 6"	16.93		Do.	29th January 1928.
Chembur-Mandala	5' 6"	2.96		Great Indian Peninsula Railway.	1st July 1927.
Angadipuram-Vaniambalam	5' 6"	17.06		South Indian Railway.	3rd August 1927.
Vaniambalam-Nilambur Road	5' 6"	6.92		Do.	26th October 1927.
Ramgundum Asifabad Road	5' 6"	35.47		N. G. S.	Nizam's Guaranteed Railway.	15th October 1927.

Name of line.	Gauge.	Mileage.	Owner.	Working agency.	Date of opening.
Main line near Jalarpet Station	5' 6"	2.15	State	Madras and South- ern Mahratta Railway.	16th August 1927.
Sirhind-Rupar	5' 6"	30.53	Patiala Durbar .	North Western Railway.	16th February 1928.
Barrackpore Race Course siding	5' 6"	1.54	} State	Eastern Bengal Railway.	27th January 1928.
Nashipur Road-Azinganj	5' 6"	1.23		Do.	31st January 1928.
Virudnagar-Tenkasi	3' 3½"	75.90		South Indian Railway	30th June 1927.
Pamban to Rameswaram Road (Re- alignment).	3' 3½"	6.77		Do.	15th September 1927.
Golden Rock-Srirangam	3' 3½"	5.55		Do.	22nd August 1927.
Srirangam-Bikshandarkoil	3' 3½"	2.75		Do.	12th December 1927.
Bikshandarkoil-Lalgudi	3' 3½"	6.61		Do.	10th March 1928.
Villupuram-Vridhdhachalam	3' 3½"	34.14		Do.	1st December 1927.
Hotgi-Sholapur	3' 3½"	9.25		Madras and South- ern Mahratta Railway.	15th May 1927.
Kanivihalli-Swamihalli	3' 3½"	10.26		Do.	15th March 1928.
Dinajpur-Pirganj	3' 3½"	24.05	Eastern Bengal Railway.	15th February 1928.	
Simalguri-Sepon	3' 3½"	26.79	Assam-Bengal Railway.	1st July 1927.	
Sepon-Khowang	3' 3½"	12.00	Do.	10th November 1927.	
Thanliw-Wa-Murtaban	3' 3½"	0.89	Burma Railways	12th October 1927.	
Taungdingyi-Natmank	3' 3½"	25.00	Do.	16th March 1928.	
Rajula Road-Rajula	3' 3½"	5.84	} Bhavnagar State.	Bhavnagar State Railway.	20th June 1927.
Dungar-Port Albert Victor	3' 3½"	4.80		Do.	15th March 1928.
Port Albert Victor-Dock Estate	3' 3½"	2.86	} Bikaner State	Do.	15th March 1928.
Kerisinghpur-Raisinghnagar	3' 3½"	33.98		Bikaner State Railway.	1st September 1927.
Hanumangarh-Nohar	3' 3½"	45.76		Do.	15th September 1927.
Hindubagh-Killa Saifulla	2' 6"	39.42	State	North Western Railway.	2nd May 1927.
Pandharpur-Miraj	2' 6"	84.92	Barsi Light Rail- way Company.	Barsi Light Rail- way.	3rd November 1927.
Anjar-Warsamedi Kaudla	2' 6"	15.37	Cutch State	Cutch State Rail- way.	16th November 1927.
Rohtas-Rohtas Fort	2' 6"	1.68	Dehri Rohtas Light Railway Company.	Dehri-Rohtas Light Railway.	1st December 1927.

No lines were quadrupled during the year.

42. The following sections of line were doubled and opened for traffic:—

Name of line.	Gauge.	Mileage.	Working agency	Date of opening.
Block Hut (mile 220.2)—Posoita (mile 224).	5' 6"	4.55	Bengal Nagpur Railway .	28th December 1927.
Cosaye River-Midnapore	5' 6"	1.33	Do.	13th January 1928.
Manharpur-Goilkera Doubling.	} 5' 6"	8.94	Do.	25th April 1927.
				26th April 1927.

No alterations to gauge were made during the year.

43. Lines under construction on 31st March 1928.—At the end of the financial year 1927-28 a total of 3,628·76 miles of new lines was under construction distributed as follows:—

	Miles.
5' 6" Gauge	1,429·81
3' 3 $\frac{3}{8}$ " ,,	1,820·61
2' 6" ,,	378·34

During the year under review sanction was accorded to the construction of new lines totalling 1,616·38 miles.

	Miles.
5' 6" Gauge	697·46
3' 3 $\frac{3}{8}$ " ,,	760·11
2' 6" ,,	158·81

44. The lines under construction are given in the table below which also shows the construction agencies and the progress reached:—

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	Progress of work. Proportion completed.		
Guttitnagar Branch	5' 6"	8·29	Bengal-Nagpur Railway.	39. Works suspended till 1932. 30		
Raipur Vizianagram (Raipur Parbatipur Section).	5' 6"	241·56				
Boriavi-Vadtal	5' 6"	3·71	Bombay, Baroda and Central India Railway.	00 Construction recently sanctioned.		
Vasad-Katana	5' 6"	26·27				
Baranpur Lakshmikantapur	5' 6"	23·80	Eastern Bengal Railway.	75 30 01		
Abdulpur-Nawabganj	6' 6"	55·18				
Kalukhali-Bhateapara	5' 6"	53·13				
Central India Coalfields	5' 6"	168·80	East Indian Railway.	87 on Daltonganj Barkakhana Section 82 on Anupur-Karimati Section. 25 on Jhagrakhand and Chirmiri sidings. 55 00 00 00 65 07 70 15 95		
Calcutta Chord	5' 6"	10·53				
Unao-Madhoganj	5' 6"	48·00				
Chandpur-Bijnor-Muazzampur Narain.	5' 6"	37·08				
Lucknow-Sultaupur-Jannpur	5' 6"	142·00				
Agra Bah	5' 6"	43·19				
Khangson-Chikli	5' 6"	38·50			Great Indian Peninsula Railway.	Construction recently sanctioned.
Kartal-Kamasin	5' 6"	59·23				
Nidadavolu—Narasapur	5' 6"	47·01			Madras and Southern Mahratta Railway.	70 15
Cocanada—Kotipalli	5' 6"	27·03				
Asifabad Road-Balharshah section of the Kazipat Balharshah.	5' 6"	52·44	Nizam's Guaranteed State Railway.	95		
Bahawalnagar (Cholistan) Phulra	5' 6"	63·09	North Western Railway.	99 on Bahawalnagar-Faqirwali section. 50 on Faqirwali-Fort Abbas section. 80 05 85		
Rohtak-Panipat	5' 6"	44·21				
Kalabagh Bridge	5' 6"	42				
Dera Baba Nanak-Jassar section of the Amritsar-Narowal.	5' 6"	5·78				

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	Progress of work. Proportion completed.
Chiniot-Khushab	5' 6"	53.99	North Western Railway.	.20 on Chiniot-Hundewali section. .85 on Sargodha-Shahpur City section. .05 on Shahpur City-Khushab section.
Batala-Butari	5' 6"	41.64		.01
Lyalpur-Chenanwala	5' 6"	109.62		.01
Salem-Mettur Dam	5' 6"	25.32	South Indian Railway	.02
Furkating-Badulipara-Jorhat	3' 3½"	42.17	Assam-Bengal Railway.	.82
Karimganj-Longai Valley	3' 3½"	47.52		.65
Netrakona-Mohanganj	3' 3½"	17.43		.42
Shaistaganj-Habiganj	3' 3½"	8.47		.45
Feni-Belonia	3' 3½"	16.88		Construction recently sanctioned.
Senchoa-Mairabari	3' 3½"	30.25		Ditto.
Natmauk-Kyaukpadaung	3' 3½"	47.10		.45
Kayan-Thongwa Extension	3' 3½"	10.54		.80
Heho-Shwenyaung	3' 3½"	11.16		.95
Myingyan-Natogyi-Paleik	3' 3½"	69.49		Burma Railways .	.60 on Myingyan-Myotha section. .40 on Myotha-Paleik section.
Nyaunglebin-Madank	3' 3½"	11.17	.30	
Minbu and Pakkoku District Railways.	3' 3½"	311.87	Eastern Bengal Railway.	.02 on Taungdwingyi-Patanago section. Construction recently sanctioned.
Irrawaddy Bridge at Sagaung	3' 3½"	4.86		.03
Dinajpur Ruhea	3' 3½"	23.75		.90 upto Pirganj 24.05 miles opened.
Purnea-Murliganj	3' 3½"	53.00	Madras and Southern Mahratta Railway.	.33
Gudivada-Bhinavaram	3' 3½"	40.90		.85
Guntur-Gurzala-Macherla	3' 3½"	80.44	Nizam's Guaranteed State Railway.	.40
Dronachalam (Dhone) Kurnool Extension.	3' 3½"	4.89		.80
Kurnool Extension of the S. G. Railway.	3' 3½"	11.50	Bombay, Baroda and Central India Railway.	.70 on Allurpur Road—British Frontier section.
Parbhani-Purli	3' 3½"	39.49		.13
Dindigul-Pollachi	3' 3½"	75.49	South Indian Railway.	.75
Villupuram-Trichinopoly	3' 3½"	93.61		49.05 miles opened for public traffic.
Madura-Bodinayakanur	3' 3½"	55.19		.56
Cuddalore-Vriddhachalam	3' 3½"	34.99		.80
Trichinopoly-Manmadura	3' 3½"	94.22		.09
Salem-Attur-Vriddhachalam	3' 3½"	83.00	Construction recently sanctioned.	
Vijapur-Ambalasan Extension of Kalol-Vijapur Railway.	3' 3½"	25.76	Bombay, Baroda and Central India Railway.	.85
Patan-Kakoshi-Kakhal	3' 3½"	26.13		Patan-Kakoshi (16 miles) opened. Work on remaining section held in abeyance since 1916.
Vijapur-Ransipur	3' 3½"	14.10		Construction deferred since 1922.
Nohar-Sirsia section of Hanuman-garb-Sirsia chord	3' 3½"	74.24	Bikaner State Railway.	.28 on Nohar-Gogameri section. .21 on Gogameri-Bhadran section.
Sarupsar-Anupgarh section of Canal loop Line.	3' 3½"	35.00		.05
Halvad-Maliya Extension	3' 3½"	26.00	Bombay, Baroda and Central India Railway.	.00

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	Progress of work. Proportion completed.
Sidsar (Paneli Moti) Patan	3' 3 $\frac{3}{4}$ "	7.85	Gondal	Work held in abeyance since 1922.
Marwar-Sanderao	3' 3 $\frac{3}{4}$ "	77.83	Jodhpur . . . . .	.46 on Marwara Junction to Jujawar.
Phalodi-Pokaran	3' 3 $\frac{3}{4}$ "	33.00		.18 on Jujawar-Dasuri. Works stopped since 1921.
Makrana-Parbatsar	3' 3 $\frac{3}{4}$ "	13.21		.00
Samdari-Bhinmal	3' 3 $\frac{3}{4}$ "	75.00	Junagad . . . . .	.00
Bantwa-Kutiyana	3' 3 $\frac{3}{4}$ "	4.17		.81. (Bantwa-Sardiya opened). Works on Saradiya-Kutiyana held in abeyance since 1916.
Veraval-Una	3' 3 $\frac{3}{4}$ "	48.00	Mysore	1.00 (section upto Jambur and Prachi Road opened).
Shimoga-Arasalu	3' 3 $\frac{3}{4}$ "	26.80		.37 on Prachi Road-Jamwala section; work deferred since 1925.
Nanjangud-Mysore Frontier	3' 3 $\frac{3}{4}$ "	10.71	Travancore . . . . .	.80. (Works stopped since 1921). Nanjangud-Chamrajanagar Section opened.
Extension of the Quilon-Trivandrum Railway to Thambannur.	3' 3 $\frac{3}{4}$ "	3.48		.05 on Nanjangud-Hardianhalli section which has been temporarily closed since 1920.
Jambusar-Kavi	2' 6"	17.83	Bombay, Baroda and Central India Railway. {	Construction recently sanctioned.
Sanni-Dehaj	2' 6"	24.72		.45
Dharwa-Pusad	2' 6"	41.81	Great Indian Peninsula Railway.	.40
Kangra Valley (Pathankot-Jogindar Nagar).	2' 6"	103.00	North Western Railway.	.06
Piplod-Devgad-Baria	2' 6"	9.54	Baria . . . . .	.80
Zankhvav-Umerpada	2' 6"	13.17	Baroda	Construction recently sanctioned.
Dungarda (Jherria) Waghai Extension.	2' 6"	2.10		.72
Anjar-Bachan	2' 6"	20.02	Cutch . . . . .	.15
Dholpur-Rajkhera	2' 6"	22.34	Dholpur . . . . .	.03. (Anjar-Warsamed, 3.73 miles, opened).
Mohari-Barauli Branch Extension of the Dholpur Bari Railway.	2' 6"	3.63		.16
Killa Saifullah-Fort Sandeman Extension of the Zhob Valley Railway.	2' 6"	88.55	North Western Railway.	Construction held in abeyance since 1923.
Parlakimedi-Gunupur Extension	2' 6"	31.63	Bengal-Nagpur Railway.	Construction recently sanctioned.
				.35
				.45 on Parlakimedi-Varanasi.
				.30 on Varanasi-Gunupur.

45. Lines opened.—During the year under review no line of outstanding importance was opened for traffic but mention may be made of two lines :—

- (1) *Virudunagar-Tenkasi.*—This line was constructed by the S. I. Railway on the metre gauge. It is about 76 miles in length and provides an alternative route between the places mentioned. It will serve well cultivated and thickly populated parts of the Ramnad and Tinnevely districts in which there are good cotton producing areas. In order to touch the more important trade centres the alignment has had to be located at the expense of some increase in length. A short length of the line lies in Travancore State territory.

- (2) *Pandharpur-Miraj*.—This branch line has been constructed on the 2'—6" gauge by the Barsi Light Railway Company and is about 85 miles in length. It will open up the district between Pandharpur and Miraj and besides affording transportation facilities to the ryots in marketing their surplus produce in a district which is badly provided with roads, it will also provide rail connection for pilgrims visiting Pandharpur, the chief pilgrimage centre in the Deccan, for districts served by the M. and S. M. Railway. The district served by the railway has a small average rainfall and scarcity prevails at times, the effects of which can be mitigated by the importation of supplies by rail.

The Hindubagh-Killa Saifullah section of the line between Hindubagh and Fort-Sandeman, the Ramgudam-Asifabad section of the Kazipet-Balharshah and the Villupuram-Vriddhachalam section of the Villupuram-Trichinopoly Chord Railway were also opened during the year.

46. Lines under construction.—The following is a brief account of some of the more important lines sanctioned or under construction during the year which have not been specially mentioned in previous reports :—

Lyallpur-Chananwala (N. W. Ry.).

The construction of the Lyallpur-Chananwala Railway, on the 5'-6" gauge, was sanctioned in February 1928, and with the Chak Jhumra-Khushab line, described in the report for 1926-27, will provide a cross connection from Kundian to Chananwala which will probably be extended to Bhatinda. The line, which is about 110 miles in length, will connect up the important towns of Sargodha, Chiniot, Lyallpur, Samundri, Tandlianwala, Okara, Dipalpur and Fazilka, and will probably be open for traffic about the middle of 1930.

Lucknow-Sultanpur-Jaunpur (E. I. Ry.).

The question of constructing a railway between Jaunpur and Lucknow *viâ* Sultanpur has been long under consideration. The object of the scheme is to open out the country along the Goomti river between the Oudh and Rohilkhand Railway main and loop lines. The railway will run more or less along the watershed between the Goomti and Sai rivers and will cross a well cultivated fertile tract of country. The construction of the line which is about 142 miles long on the 5'-6" gauge was sanctioned in August 1927 and will take about 2½ years to complete.

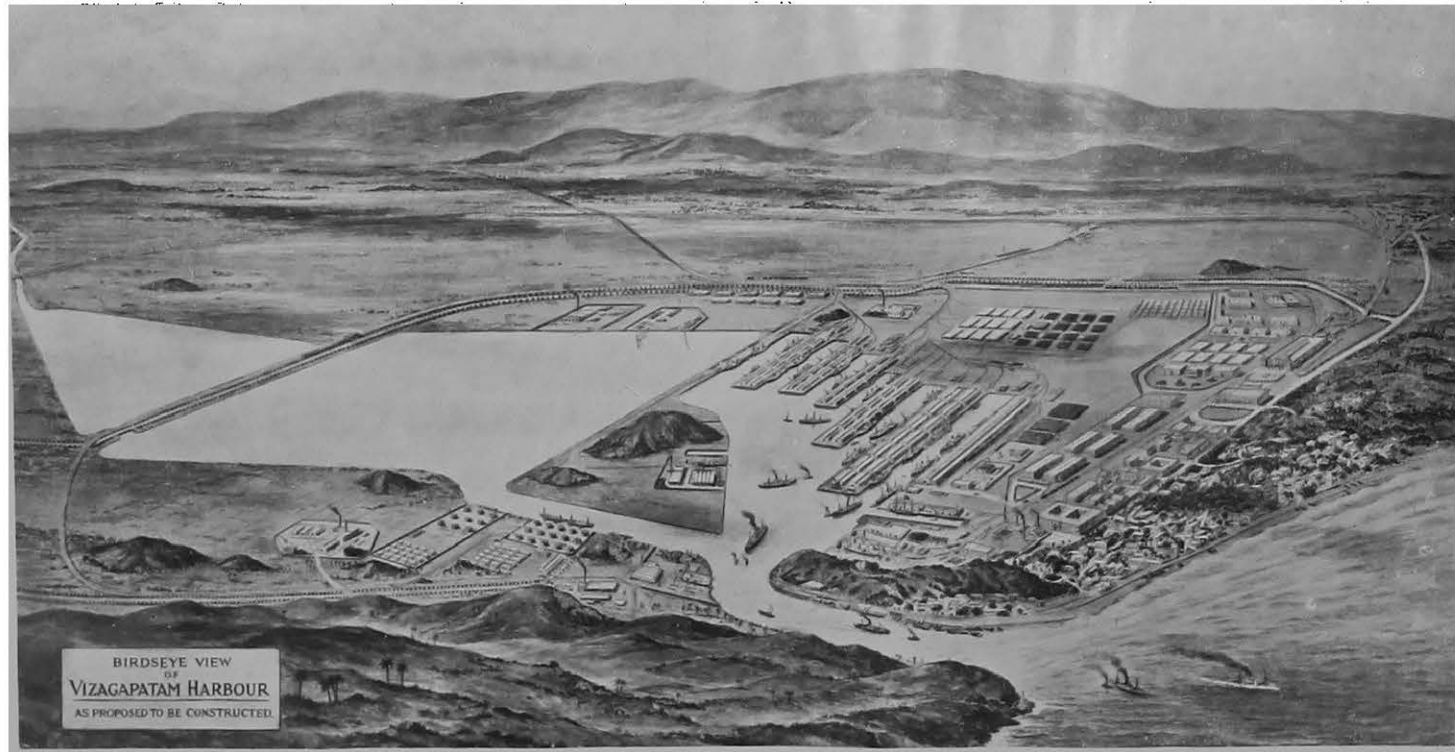
Unao-Madhoganj (E. I. Ry.).

The construction of a line between Unao and Madhoganj a distance of 48 miles on the 5'-6" gauge was sanctioned in August 1927. The principal object of this line is to open up the tract of country bounded on the west by the Ganges, on the east by the East Indian Railway main line Bareilly to Lucknow and on the south by the Lucknow-Cawnpore Branch. The line may eventually form part of a larger scheme for a through line between Unao and Chandausi *viâ* Jalalabad and Budaon; but as it was financially sound on its own merits and would not conflict with further developments it was decided to proceed with it independently, especially in view of the fact that the area which the line would traverse would be watered by the Sarda Canal under construction. It is hoped to have the line open for public traffic by the end of 1929.

Abdulpur-Nawabganj (E. B. Ry.).

The construction of this broad gauge line about 57 miles long was sanctioned in October 1927. From the railway point of view the line is very important as it will permit of traffic being diverted from the Godagari ferry

BENGAL-NAGPUR RAILWAY



Bird's-eye View of Vizagapatam Harbour as proposed to be constructed

to *viâ* the Sara bridge with a considerable reduction in working expenses. The line will serve Rampur Boalia or Rajshahi, a district town of considerable local importance. It is expected that the section from Abdulpur to Rampur Boalia 28 miles will be open for traffic early in 1929.

Salem-Vriddhachalam (S. I. Ry.).

This railway is the outcome of several proposals, some dating as far back as 1909, for lines to serve the Salem and South Arcot district. The line, which is to be on the metre gauge, will be about 83 miles long and together with the Vriddhachalam-Cuddalore Railway now under construction, will form a cross feeder connecting Salem Junction on the broad-gauge with Cuddalore on the metre-gauge. It will cross the Villupuram-Trichinopoly Chord at Vriddhachalam, will pass through fairly populous country and busy trade centres, and will afford facilities for the general development of trade besides developing the well irrigated country to be traversed.

Trichinopoly-Manamadura (S. I. Ry.).

The construction of this line, 94.22 miles in length and on the metre gauge, was sanctioned in the year under review. It is one of the lines recommended by Mr. Izat, who was deputed in the year 1921 to investigate the railway requirements of Southern India. The line will traverse a thickly populated country and serve several important towns including Sivaganga in the vicinity of which there are several renowned temples largely attended by pilgrims. It will also afford the relief to the Trichinopoly-Madura section of the South Indian Railway main line, which will be needed when the Villupuram-Trichinopoly line is open.

Salem-Mecheri-Metur Dam (S. I. Ry.).

This line is required for the transport of stores, machinery and materials for the Dam which the Madras Government are constructing across the Cauvery river at Metur. From Salem to Mecheri the line will be built as a permanent light line on 5'-6" gauge to be guaranteed against loss by the Madras Government, and from Mecheri to the site of the Dam as an assisted siding. The total length is 25.62 miles.

Minbu-Pakokku Project (Burma Railways).

The construction of this important metre gauge project, 312 miles in length, as part of the Burma Railways system, was sanctioned in December 1927. The main object, for which it is designed is to open up the Minbu and Pakokku districts on the west of the Irrawaddy, which are seriously lacking in means of communication at present, and to connect them by means of a rail wagon ferry across the river with the Burma Railways on the east. It will consist of a main line from Malun, about 20 miles South of Minbu, to Yesagyo, North of Pakokku, along the west bank of the Irrawaddy, with 3 branches, and a connecting line from Patango, on the East bank of the river, to Taungdwingyi, where a junction will be made with the Pinyinmana Kyaukpadaung branch of the Burma Railways; there will be a wagon ferry between Patango and Malun for which the ferry plant now in use at the Sagaing crossing will be available when the bridge there is completed. The work has been started and some progress had been made with the Taungdwingyi-Patango section by the end of the year.

Bridge over the Irrawady at Sagaing.

The project to take the main line of the Burma Railways over the Irrawady by a bridge at Sagaing was sanctioned during the year. The bridge will take the place of the existing wagon ferry between Amarapura and Sagaing and will obviate the delay to passenger traffic, which at present takes about an hour to make the crossing, besides saving about 24 hours delay to goods traffic. The work is making good progress. Land has been acquired

and about 150 lakhs cubic feet earthwork has been done in the approaches. Well sinking has been started and arrangements are being made for the supply of the steelwork. The work is estimated to cost Rs. 155 lakhs.

By arrangement with the local Government, which will contribute towards the cost, the bridge will also accommodate road traffic.

Bridge over the Indus at Kalabagh.

A proposal has been under consideration for some years to build a bridge over the Indus at Kalabagh to take the place of the existing wagon ferry between Mari Ghat and Kalabagh. This work has been sanctioned at an estimated cost of Rs. 42.76 lakhs. The savings due to the replacement of the ferry are estimated to give a return of 5 per cent. on the capital cost of the bridge.

47. Important new works.—Among the important new works in hand may be mentioned the following:—

Electrification of the Madras Suburban Section—South Indian Railway.—As a result of the investigations mentioned in last year's report, a scheme for the electrification of the suburban lines of the South Indian Railway from Madras Beach to Tambaram was sanctioned during the year under review at an estimated cost of Rs. 42 lakhs approximately. It is anticipated that the introduction of electric traction on this section will not only enable the railway administration to cope with the normal increase in traffic, but will also considerably encourage the development of suburban passenger traffic in the area.

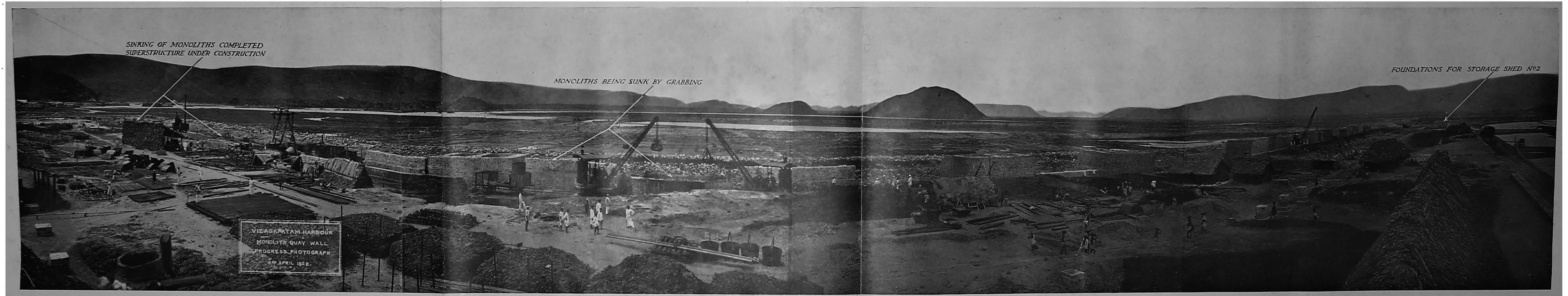
Madras Hydro-Electric Schemes.—Further examination had to be made of the Madras Hydro-Electric projects and of the schemes for the electrification of the Madura-Trichinopoly and certain other sections of the South Indian Railway for which it is proposed to obtain power from hydro-electric sources, and the question was not yet ripe for settlement at the close of the year under review.

Electrification of suburban lines near Calcutta.—With regard to the Calcutta suburban electrification scheme, it was found necessary in view of the heavy expenditure involved to carry out further investigations both as to the probable development of traffic in the suburban area and the estimated cost of the project, in order to ascertain to what extent the introduction of electric traction on the section would be justified financially.

Vizagapatam Harbour.—Considerable progress was made with the construction of the new Vizagapatam Harbour during the year. The suction dredger, "Vizagapatam", which met with a serious accident last year, arrived back from Calcutta after the necessary repairs about the end of December and started work inside the harbour about a month later. The reclamation work was vigorously pushed on and bunds were constructed round the railway and the manganese wharf area, on the north side of the dock reclamation area and the storage canal. Good progress was made with the sinking of the monoliths of the wharf wall though work was at first somewhat hampered owing to the late delivery of the two loco. cranes which had been ordered from England. The provision of a dry dock was sanctioned during the year and a start was made with its construction. The work on the construction of the staff quarters is now well in hand. The general layout of the railway connections was approved. Certain anti-malarial measures were also carried out in accordance with the advice of the Director of the Central Malaria Organization with the Government of India. A scheme for the administration of the port during the period of the construction of the harbour is at present under consideration by the Government of India.

Training School and hostels near Kot Lakhpat on the North-Western Railway.—A scheme for the Lyallpur Area School, which was to include and expand the then existing Railway Training School was sanctioned by the Railway Board in November 1926. Subsequently it was decided that a still

BENGAL-NAGPUR RAILWAY



SINKING OF MONOLITHS COMPLETED
SUPERSTRUCTURE UNDER CONSTRUCTION

MONOLITHS BEING SUNK BY GRABBING

FOUNDATIONS FOR STORAGE SHED No2

VIZAGAPATAM HARBOUR
MONOLITH QUAY WALL
PROGRESS PHOTOGRAPH
29 APRIL 1928.

Vizagapatam Harbour Monolith Quay Wall

bigger scheme should be prepared, making immediate provision for certain courses not originally contemplated and that the hostel should be redesigned. Work on the original scheme was therefore not commenced.

The new scheme necessitated the provision of extra accommodation and a much bigger area of land was therefore required and as land at Lyallpur is very expensive, a suitable and inexpensive plot of Government Forest land near Kot Lakhpat at Lahore has been selected for the location of the new Training School. An estimate amounting to Rs. 8,79,470 for the new scheme was sanctioned shortly after the close of the year, and it is expected that the buildings for the school and hostels will be ready for the session commencing in September 1929. The hostels will provide accommodation for 312 students.

Accommodation for special apprentices for superior services at Jamalpur.—For the system of special apprenticeship for the Mechanical Engineer and Transportation (Power) Departments described in paragraph 80 of the Report for 1925-26, it has been decided that the apprentices will be sent for workshop training to the Jamalpur Workshops on the East Indian Railway and an estimate providing hostel accommodation for 36 special class apprentices at a cost of Rs. 2,15,000 was sanctioned in May last.

Jhansi Workshops, Great Indian Peninsula Railway.—These shops are being remodelled on the lines suggested by the State Railways' Workshops Committee and will provide facilities for both locomotive and carriage and wagon repairs and for an expansion of the Manufacturing Department of the Workshop which is necessary to ensure an adequate supply of spare parts. The scheme involves the transfer from Matunga of certain shops, and allows for the introduction of the initial works connected with the policy of transferring all manufacture work from Parel to Jhansi.

Jamalpur Workshops, East Indian Railway.—The Jamalpur workshops were constructed about 1862 and have from time to time been added to or altered to meet requirements, with the result that the layout is now very inconvenient, while the buildings are cramped and badly lit. The necessity for remodelling the shops in accordance with the recommendations of the Workshops Committee has been accepted, and it is recognised that very extensive additions and alterations will have to be carried out. The preparation of a scheme is in hand.

Tatanagar Workshops, East Indian Railway.—The Peninsular Locomotive Company's works at Tatanagar which were purchased by Government are being adapted for the construction of bogie coaching under frames to meet the needs of the State-managed Railways. These works will now be known as the East Indian Railway Tatanagar Workshops.

New Store Yard at Belur.—The Sulkea store yard at Howrah was found to be inadequate for the requirements of the East Indian Railway, as there was no room at the site for expansion. Moreover, more economical and efficient methods for the custody and distribution of the railway's stores could be made if such work was centralised. It was decided to construct a new store yard at Belur, which would deal not only with the Howrah work but also with the Lucknow work. The cost of the scheme is estimated at Rs. 23 lakhs, of which a little over 3 lakhs is for land. It is estimated that an annual saving of about Rs. 1,55,000 in working will result from this move.

48. Open line improvements.—The following are the more important open line schemes which were completed during the year :—

Assam Bengal Railway.

The ballasting of the Sylhet Branch was completed thus enabling the speed of trains to be increased and the running of an additional passenger train with the existing stock.

At Chandpur where the erosion of the river foreshore threatened the maintenance of the station, it was necessary to undertake at short notice work

on a retired alignment so as to make the stone pitching conform to the general direction of the flow of the river. The work of transferring the transshipment point between the Railway and the Steamer Companies from Gauhati to Pandu was commenced during the year and is expected to be completed in July 1928. The transfer to Pandu was necessitated by the silting of the foreshore at Gauhati Ghat which involved a long carry of over 200 yards for all goods interchanged.

Bengal and North-Western Railway.

The train control system was introduced on the Hajipur-Samastipur-Bachhwara and Samastipur-Sakri sections on and from October 3rd, 1927, and on the Sonapore-Katihar section on and from 16th October, 1927. The total mileage now under control is 569.

The interlocking of Gorakhpur yard and 8 way-side stations between Hajipur and Bachhwara was completed during the year. Forty-one and a quarter lbs. rails were replaced by fifty lbs. rails in passenger loops at certain stations between Sonapore and Burhwal. A transshipment platform and siding was completed at Darbhanga and bridge No. 80 between Riga and Dhang was reconstructed. An overhead bridge and passenger platform were completed at Raxaul.

Bengal Nagpur Railway.

Six yards were remodelled during the year and interlocking or revised interlocking arrangements were provided at eleven stations.

The train control was extended from Palasa to Waltair and the headquarters were removed to Waltair.

Work on replacing understrength girders has made good progress, 20 spans of 60 feet, 20 spans of 20 feet, 40 spans of 12 feet, 5 spans of 6 feet, and 2 spans of 10 feet having been replaced. At the Johilla Bridge on the Katni Branch where the girders were carried away by the floods in August 1926, temporary spans were fabricated by utilising old understrength spans of 60 feet bolted together and were erected in June 1927. These spans were strong enough to permit of wagons being shunted across but were not strong enough for whole trains. The new girders were received in the beginning of the cold weather of 1927-28, and have since been erected on shore. It is expected that the bridge will be complete before the commencement of the 1928 monsoon.

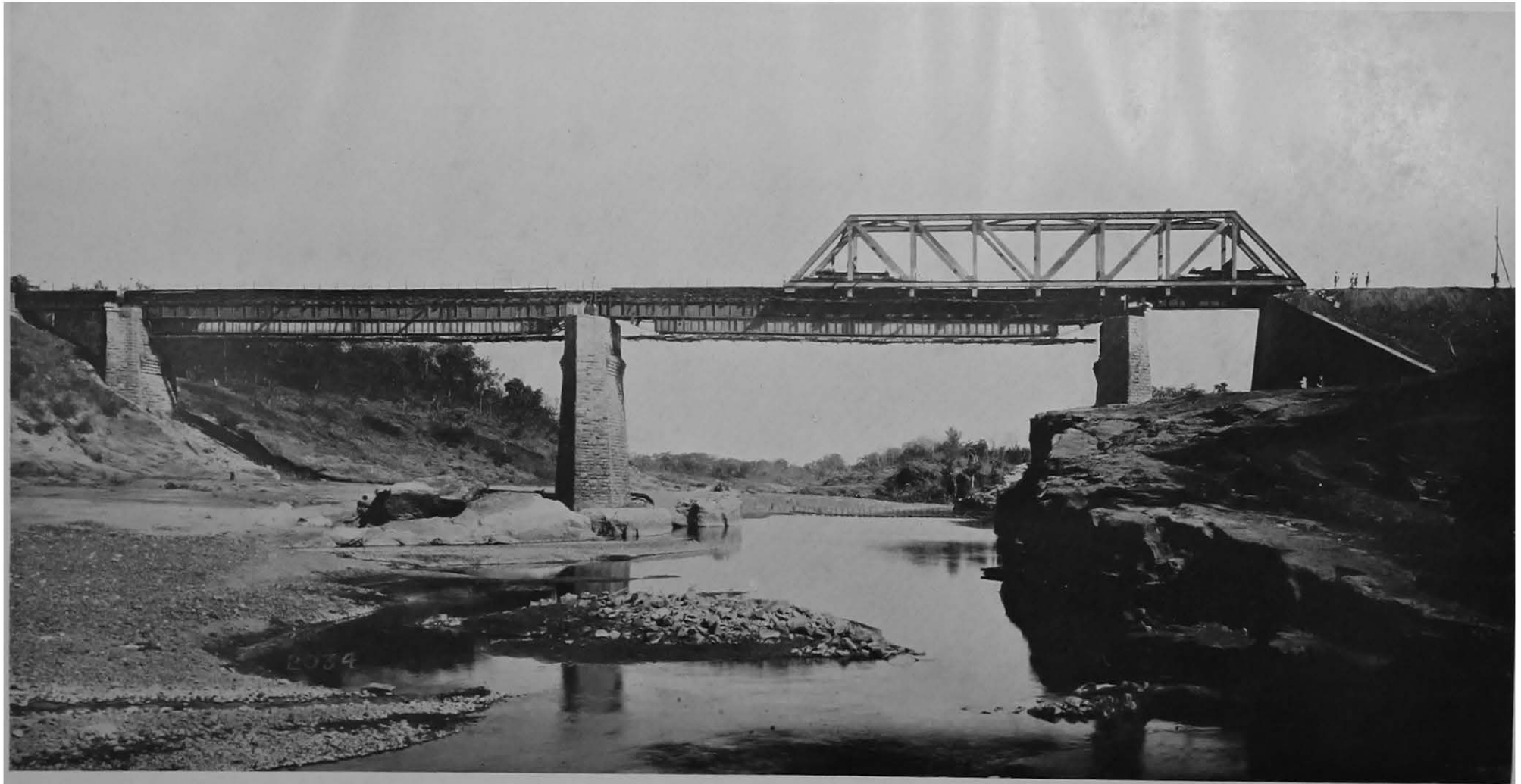
The Nerbudda Bridge on the Satpura Railway, which was wrecked by the same storm which damaged the Johilla bridge, consists of 5 spans of 200 feet and 1 span of 150 feet. All the girders were washed away with the exception of 1 span of 200 feet. Three of the old spans were recovered during the dry season of 1927, and have since been reconditioned while two new spans have been received. This bridge also is expected to be ready before the 1928 monsoon.

Burma Railways.

At Rangoon the passenger platform with shed and stairways was completed and the interlocking, water columns and ash pits will be taken in hand shortly. At Pegu the work on the south end has been completed and the north end will be commenced shortly. The coverings over the platforms at Mandalay, Toungo, Thazi and Pyinmana will be completed in the near future.

Important changes are being made in regard to the Goods terminal arrangements in Rangoon in order to relieve the Goods work at Rangoon Main Station and to allow of Latter Street Station being closed to suit the requirements of the Port Commissioners. A new Station has already been completed at Botataung and another new Station is in hand at Keighly Street which will deal with traffic to and from Stations west of Rangoon.

BENGAL-NAGPUR RAILWAY



Reconstruction of Johilla Bridge (New Span being launched)

Bombay, Baroda and Central India Railway.

The piers of 14 broad gauge bridges were strengthened. Three additional spans of 30' each were provided at Malin river between Bhortek and Amalner on the Tapti Valley Railway and girders were strengthened on the Broach-Jambusar Railway.

The construction of a new road overbridge at Mahalakshmi station has been practically completed with the exception of the road surfacing, the details and allocation of cost of which are still under discussion with the Bombay Municipality. The remodelling of Ahmedabad and Kankaria yards was practically completed with the exception of track circuiting which was in progress. The construction of the new locomotive shops at Dohad is expected to be completed by the end of 1928.

Satisfactory progress in connection with the new Bombay Central station was made during the year, the permanent-way having already been laid in the various yards. The work of providing automatic signalling between Church Gate and Grant Road was in progress.

A new smithy forge, spring and die shop were constructed at Ajmere.

Eastern Bengal Railway.

The remodelling of Sealdah, phase 1, was completed during the year and phase 2 was in progress.

An extensive programme of improvements to interlocking arrangements was undertaken during the year and the following works were completed:—

Installation of Neale's common battery system of working at all single line stations between Ishurdi and Siliguri.

Alterations to signals and interlocking arrangements at Chuadanga, Kankurgachi, Belghuriah and Sealdah South station.

Provision of a new 40-lever cabin at the south end of Barrackpore station.

New features in signalling introduced during the year include a colour light starting signal at Sealdah and three position colour light signal repeaters at Belliaghata South Cabin and Sealdah B Cabin.

To permit of through trains running at booked speeds without restriction, the running roads at 17 stations on the broad gauge have been isolated during the year. At 21 other stations on the broad gauge and 41 stations on the metre gauge isolation is in progress.

Train control was brought into use between Lalmanirhat and Santahar, and between Kaunia and Parbatipur it was installed ready for bringing into use.

The renewal of weak girders on 5 bridges between Calcutta and Dum Dum and on 8 bridges on the Lalmanirhat district was completed during the year. The regirdering of the Cobbaduck bridge was completed and that of the Jaboona and Bhetna bridges was in hand during the year. An existing wooden pile bridge was replaced by a pucca bridge on the Rangiya-Tangla branch. Additional waterways were provided at two bridges one on the Santipur-Krishnagar section and the other on the Sara-Sirajganj Railway.

East Indian Railway.

The overhead bracings of the Bally Khal and Banka Nullah bridges were raised during the year.

Additional facilities on the Gaya-Moghal Sarai section in connection with the doubling of the Grand Chord were completed together with a second down line between Barakar and Asansol. The Raiwala-Rikhikesh Railway was opened during the year and the Dalmau-Daryapur and Sitapur branches were reopened.

The remodelling of the yard at Gaya and the electric installation at the same place were finished. Lucknow Yard was remodelled and a new loco-

motive shed constructed at Rosa. The new paint shop, Lucknow carriage and wagon shops, was completed and the locomotive shops at Lucknow were nearing completion. Divisional offices at Asansol and Dinapore were under construction and the Dinapore Electricity Supply was partially finished.

Other works in hand include additions and alterations to the yard at Bandel, remodelling the yards at Burdwan, Baidyanath Dham, Ondal, Moghal Sarai, Moradabad and Ajodhya, additions to Dhanbad marshalling yard and remodelling of Asansol station building and Moradabad Locomotive Shed. The regirdering of the down track of Lower Sone Bridge and strengthening of the down track of Upper Sone Bridge were also in progress.

Great Indian Peninsula Railway.

Dudhi bridge was reconstructed and the widening of the local lines on the Mumbra bridge was completed. Eight bridges were reconstructed or rebuilt and the replacement of the Nerbudda bridge on a new alignment consequent on being washed away by high floods in September 1926 was in hand. The remodelling and provision of a new main line station building at Victoria Terminus was in progress.

The Kurla-Trombay line was taken over from the Bombay Development Department and after being extended from Chembur to Mandala was opened for traffic on June 1st, 1927.

The Central Salsette Tramway, 4' 8½" gauge, was also taken over from the Bombay Development Department and opened for passenger traffic on January 9th, 1928.

Jodhpur Railway.

The remodelling of Luni yard is approaching completion, and considerable progress was made in the remodelling of Degana yard. The programme of extending the station yards at Nagaur, Alai, Khajwana and Marwar Mundwa was completed. The transshipment yard at Mirpur Khas was completed and the marshalling yard was practically finished.

The train control system has been installed between Kuchaman Road and Luni Junction from July 1st, 1927, and between Khokhropar and Hyderabad (Sind) from 1st October 1927. The section from Luni Junction to Khokhropar will be completed in 1928-29.

Madras and Southern Mahratta Railway.

The remodelling of the Perambur Workshops has made good progress.

Good progress has been made on the Tondiarpet Salt Depôt and it is expected to be ready for the Salt Department in January 1929, after which work will proceed on the Tondiarpet marshalling yard.

An overbridge was sanctioned in July 1927, to eliminate the objectionable Elephant Gate level crossing. The pile foundations for the bridge over the railway have been completed.

The remodelling of Arkonam and Londa was completed while the remodelling of Jalarpet and Guntakal was nearing completion. The train control system has been established on the following sections and is now working satisfactorily:—

Bezwada to Waltair.

Madras to Bangalore.

Arkonam to Raichur.

This completes the Broad Gauge section. The work of installing train control on the Belgaum-Londa, Castle Rock-Gadag, Gadag-Guntakal, and Guntakal-Bezwada sections of the Metre Gauge is nearing completion and is expected to be brought into use shortly.

NORTH-WESTERN RAILWAY



Regirding of Jhelum Bridge

His Exalted Highness the Nizam's Guaranteed State Railways.

The roofing of the metre gauge main line passenger platform, Secunderabad, was completed. Tanks to conserve water used for washing out engines at Lallaguda were constructed and good progress was made in the construction of a church for railway employees at Lallaguda. Several works under the sewerage system were completed during the year. Work was continued on the remodelling of the workshops at Lallaguda. The conversion of the old fitting shop into a machine shop was completed. Good progress was made in equipping the locomotive shops with electric power.

North Western Railway.

New station buildings or pucca buildings in place of temporary buildings were constructed at 7 stations. Additions and alterations to station buildings were carried out at Peshawar City for defence purposes and at Wazirabad, Sialkot, Jullundur City and Jhang Maghiana. The remodelling of the following stations and goods yards were completed :—

Kotri Yard, Tarki Station, Peshawar Cantonment Locomotive Yard, and Lahore Transit Yard.

Additions and alterations to station yards were carried out at 23 stations, and running lines were isolated at 13 stations.

A road overbridge was completed at Peshawar and foot overbridges at Karachi Cantonment, Tando Adam, Kotri and Rohri and one is in hand at Lahore near Victoria Road.

The reconstruction of the Alexandra Bridge over the Chenab at Wazirabad was completed in June 1927. The road overbridge and foot overbridge at Rawalpindi were replaced with larger spans in connection with the remodelling of the yard and the three track railway bridge was replaced with a new bridge carrying four tracks. The Jail Road overbridge has been completed at Peshawar and the Pakpattan Canal Bridge on the Sutlej Valley Railway. Good progress has also been made on the Attock Bridge, Adamwahan Bridge, Jhelum Bridge, Ferozpur Weir, Ghaggar Bridge and the Lower Jhajra Bridge. The last two are on the Ambala-Kalka section.

A large programme of signalling and interlocking improvements was carried out during the year. Train control telephones have been installed on the Multan-Lyallpur, Multan-Khanpur, Delhi-Jhind, and Jhind-Bhatinda sections. Single line token instruments have been installed on the Saharanpur-Ghaziabad, Golra-Kohat, Raewind-Montgomery, Montgomery-Khanewal, Shahdara-Lalamusa and Raewind-Bhatinda sections.

The progress of electric installations has been satisfactory. Works involving railway-owned generating plants were completed at Ferozepur, Bhatinda, and Peshawar and were in hand at Ambala, Amritsar, Khanewal and Kalka. Installations obtaining energy from local supply companies were completed at Hyderabad, Shikarpur, and Karachi Cantonment, and were in hand at Sukkur, Rohri, Badamibagh, Chaklala, and Shahdara. The electrical installation in Delhi station and yard was completely remodelled, and the existing steam plant is in process of being replaced by the provision of power in bulk from the Delhi Electric Supply Company.

A new record was established this year with track renewals exceeding even the notable figure of last year. All second hand released rails were transferred to new branch lines under construction. No less than 348 miles of rails were renewed and 737 miles of sleepers. In addition 105 miles of sleepers were replaced by second hand sleepers as casual renewals.

South Indian Railway.

The reconstruction of the Ferok and Kallayi bridges on the broad gauge was completed during the year and the bridges were opened to traffic on June 8th, and October 21st 1927. The Tambarparni bridge on the metre gauge was opened to traffic on May 20th, 1927.

258 quarters for subordinates and menials were constructed during the year. The work of remodelling Trichinopoly Junction proceeded but progress was necessarily slow as it was necessary to keep traffic moving, while the work was going on.

Good progress was made with the Erode Branch conversion. .

In the Central Workshops and Town scheme the work in the Carriage body shop and Foundry shop, Scantling shed, Machine shop, Underframe shop and Sawmill has been completed, and the buildings handed over to the Mechanical Department. The work in the Engineer's shop, Forge and Smithy shop is well in hand.

CHAPTER IV.

TRANSPORTATION AND WORKING.

49. Statistics of working.—It has been explained in previous reports that on account of the vast size of a railway's business it is difficult to make it readily intelligible unless the operations are reduced to comprehensible terms by means of statistics. Moreover in addition to presenting a record of the work done statistics are being increasingly used as an indication of the direction in which improvements may be needed and as a check on the efficiency of working.

Business handled.—In a review of a year's working the first point to notice is the business handled or total output. The best method of expressing this is by the terms "net ton miles" for goods traffic and "passenger miles" for passenger traffic, which mean the total number of tons or passengers carried multiplied by the distance over which they are moved. The figures for Class I Railways which carry 97 per cent. of the total traffic of Indian Railways are given in the table below and show an increase of 7.5 per cent. in net ton miles and 6.7 per cent. in passenger miles over 1926-27 :—

	CLASS I—RAILWAYS, ALL GAUGES (IN THOUSANDS).			
	1925-26.	1926-27.	1927-28.	Percentage increase or decrease compared with 1926-27.
Net ton miles	19,661,723	20,109,214	21,620,094	+7.5
Passenger miles	19,512,534	19,603,413	20,908,343	+6.7

Service Performed.—The medium used by railways for handling their business consists of trains, and the measure of the service performed is expressed by the number of train miles. Full details of train and engine miles of Class I Railways will be found in Statement No. 17 of Vol. II and that of Class II and III Railways in Statement No. 37. The following table shows the passenger and goods train miles for the last three years and shows that there was an increase in passenger train miles of 6.6 per cent. in the broad gauge and 6.2 per cent. on the metre gauge. The increase in goods train miles was 5.1 per cent. on the broad gauge and 3.2 per cent. on the metre gauge.

	CLASS I—RAILWAYS, BROAD GAUGE (IN THOUSANDS).				CLASS I—RAILWAYS, METRE GAUGE (IN THOUSANDS).			
	1925-26.	1926-27.	1927-28.	Percentage of variations with 1926-27.	1925-26.	1926-27.	1927-28.	Percentage of variations with 1926-27.
Passenger train miles	51,787	56,211	59,893	+6.6	15,650	16,452	17,467	+6.2
Goods train miles .	40,888	40,594	42,679	+5.1	14,349	14,600	15,067	+3.2

Shunting engine miles.—Apart from *train* engine miles many thousands of *other* engine miles are run, such as shunting, light, assisting and departmental, which not being directly concerned with the hauling of trains are termed unproductive miles. Of this mileage the largest portion consists of shunting engine miles and it behoves all railway administrations to maintain a constant watch on this mileage by means of statistics and to endeavour to keep the proportion of shunting miles to train miles to the lowest possible

dimension. That railways are fully alive to the importance of this matter is borne out by the following figures:—

	BROAD GAUGE.				METRE GAUGE.			
	1925-26.	1926-27.	1927-28.	Percentage of variations with 1926-27.	1925-26.	1926-27.	1927-28.	Percentage of variations with 1926-27.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	6.46	5.62	5.25	-6.58	5.85	5.64	5.49	-2.66
Shunting miles per 100 train miles (Goods and proportion of mixed).	40.5	39.7	38.0	-4.28	32.2	31.8	32.4	-1.89

Goods trains.—The average through speed of goods trains, which is the average speed of a train from start to finish of its run inclusive of stops *en route*, slightly improved from 9.8 to 9.9 miles per hour on the broad gauge and from 9.3 to 9.5 on the metre gauge. The average net load of a goods train advanced from 381 to 390 tons on the broad gauge and from 157 to 164 tons on the metre gauge. As a result of these improvements in speed and load the final index of goods train working, net ton miles per engine hour, shows an increase from 1,613 to 1,665 net ton miles on the broad gauge and from 733 to 759 on the metre gauge.

Engines.—The work done by engines is expressed by the figure engine miles per engine per day. Based on the number of engines on the line this figure shows an increase on the broad gauge from 60.8 to 66.1 and on the metre gauge from 65.4 to 69.2. Based on the number of engines in use, the number of engine miles per engine per day has risen on the broad gauge and metre gauge alike from 99 to 102. At the same time the percentage of engines under or awaiting repairs has again decreased from 21.9 to 20.6 on the broad gauge and from 19.0 to 17.7 on the metre gauge. This means that 1.3 per cent. more engines were available for use both on the broad gauge and on the metre gauge, the equivalent of 80 broad gauge engines and 34 metre gauge engines.

Wagons.—The amount of work got out of the available wagon stock is expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average number of net ton miles performed by a wagon per day. As an empty wagon performs no net ton miles the latter figure is an index of the work done by loaded wagons only. The following table shows these two results for 1927-28 compared with the previous year:—

	WAGON MILES PER WAGON DAY.		NET TON MILES PER WAGON DAY.	
	1926-27.	1927-28.	1926-27.	1927-28.
Broad Gauge	33.1	34.8	292.7	311.2
Metre Gauge	30.5	31.5	145.6	158.0

The average percentage of unserviceable wagons to the total number of goods wagons also shows an improvement from 5.78 to 5.46 per cent. or .32 per cent. on the broad gauge and from 6.41 to 4.06 or 2.35 per cent. on the metre gauge, the equivalent of 489 broad gauge wagons and 1,490 metre gauge wagons.

NORTH-WESTERN RAILWAY



Kalka-Simla Train approaching the 59th Mile Post

Passenger vehicles.—Similar figures with regard to repairs of passenger vehicles show a decrease from 13·4 to 11·4 per cent. on the broad gauge and from 11·1 to 9·9 per cent. on the metre gauge. On the same basis as adopted for engines this represents a saving of 201 broad gauge carriages and 89 metre gauge carriages.

50. Turning to individual railways the principal features of the year's working are as follows:—

Bengal Nagpur Railway.

The wagon user figures of net ton miles per wagon day and wagon miles per wagon day increased from 281 to 304 and from 27·4 to 29·7 respectively.

The shunting miles per 100 train miles (Goods) improved from 50·1 in 1925-26 and 47·9 in 1926-27 to 45·3 in the year under review.

The oil consumption on vehicles shows a sustained improvement mainly due to efforts by the Watch and Ward Department for checking pilferage. The figures are:—

	Pints of oil consumed per 1,000 vehicle miles (Passenger and Goods).
1925-26	3·50
1926-27	2·71
1927-28	1·88

Eastern Bengal Railway.

The most noteworthy feature is the reduction in the period of detention in shops of engines and vehicles for repairs:—

	BROAD GAUGE.		METRE GAUGE.	
	1926-27.	1927-28.	1926-27.	1927-28.
Average number of days engines were in shops for heavy repairs.	101	68	102	74
Average number of days vehicles were in shops:—				
Passenger carriages	60	30	42	22
Other coaching vehicles	59	32	49	26
Wagons	25	7	30	7

Mention was made in last year's report of the special efforts being made by the use of "servis" recorders and marshalling yard statistics to cut down shunting. A further improvement was effected this year, the shunting miles per 100 train miles broad gauge (Goods) now standing at 85 as against 112·1 in 1924-25.

A marked improvement is noticeable in the figures of engine usage:—

	1925-26.	1926-27.	1927-28.
Engine miles per day per engine in use Broad Gauge	89·9	93·4	96·6
Ditto ditto Metre Gauge	82·1	87·5	96·9

The wagon user figures similarly show an improvement.

	BROAD GAUGE.		METRE GAUGE.	
	1926-27.	1927-28.	1926-27.	1927-28.
Net ton miles per wagon day	155·4	169·3	105·1	107·9
Wagon miles per wagon day	21·7	23·0	24·9	26·0

East Indian Railway.

The engine miles per day per engine in use improved from 93·6 to 98·6 and the engine miles per day per engine on the line from 66·8 to 69·8. The net ton miles per wagon day increased from 329 to 338 and the average goods train load in tons from 434 to 446. The gross ton miles per engine hour advanced from 4,145 to 4,430.

Great Indian Peninsula Railway.

The net ton miles per wagon day improved from 372 to 417 and the wagon miles per wagon day from 44·7 to 48·3. The average goods train load in tons went up from 802 to 825.

An improvement was also effected in the use made of coaching vehicles. The figures being :—

Year.	Vehicle miles per vehicle day.
1924-25	182
1925-26	191
1926-27	210
1927-28	230

North Western Railway.

With a further reduction in the number of engines on the line by the elimination of obsolete types and with the decrease in the average number of engines under repairs which fell from 25·7 to 23·9 per cent. there has been a further substantial improvement in the engine usage figures as follows :—

	1925-26.	1926-27.	1927-28.
Engine miles per day per engine in use	90·3	97·1	101·0
Engine miles per day per engine on the line	48·9	55·8	64·7

The shunting engine miles per 100 train miles (passenger) improved from 7·3 to 5·96.

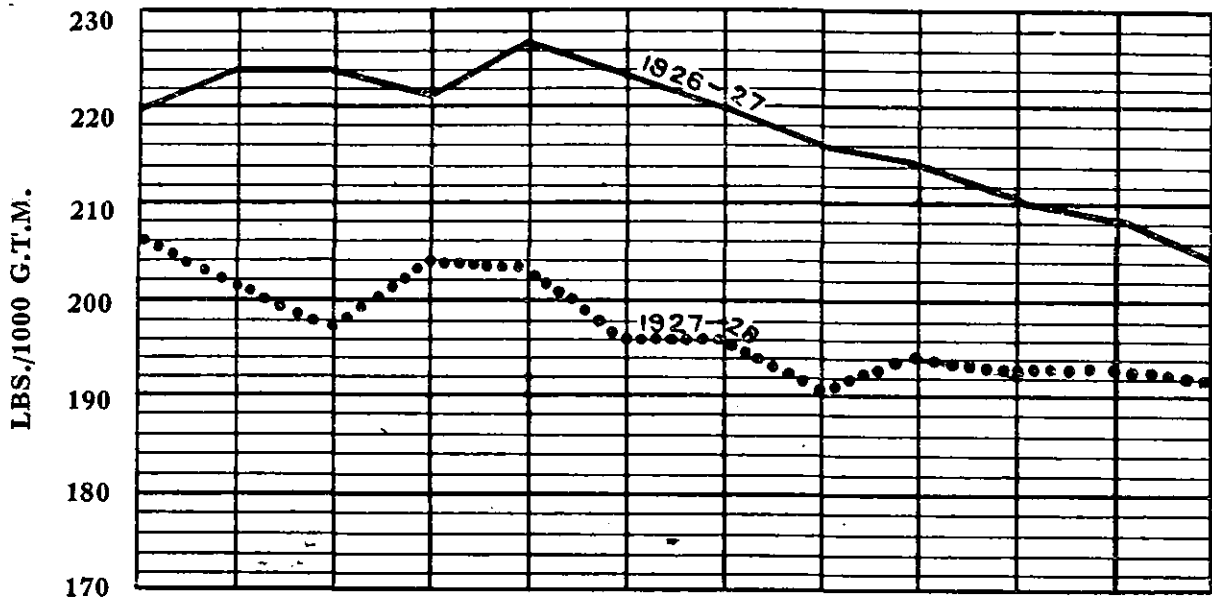
South Indian Railway.

The percentage of engines under or awaiting repair on the broad gauge shows a reduction from 19·0 to 17·3. Similar figures of coaching stock show an improvement from 10·7 to 10·3 on the broad gauge and from 10·9 to 9·4 on the metre gauge. The best improvement, however, is in the percentage of unserviceable wagons which shows a most satisfactory decline on the broad

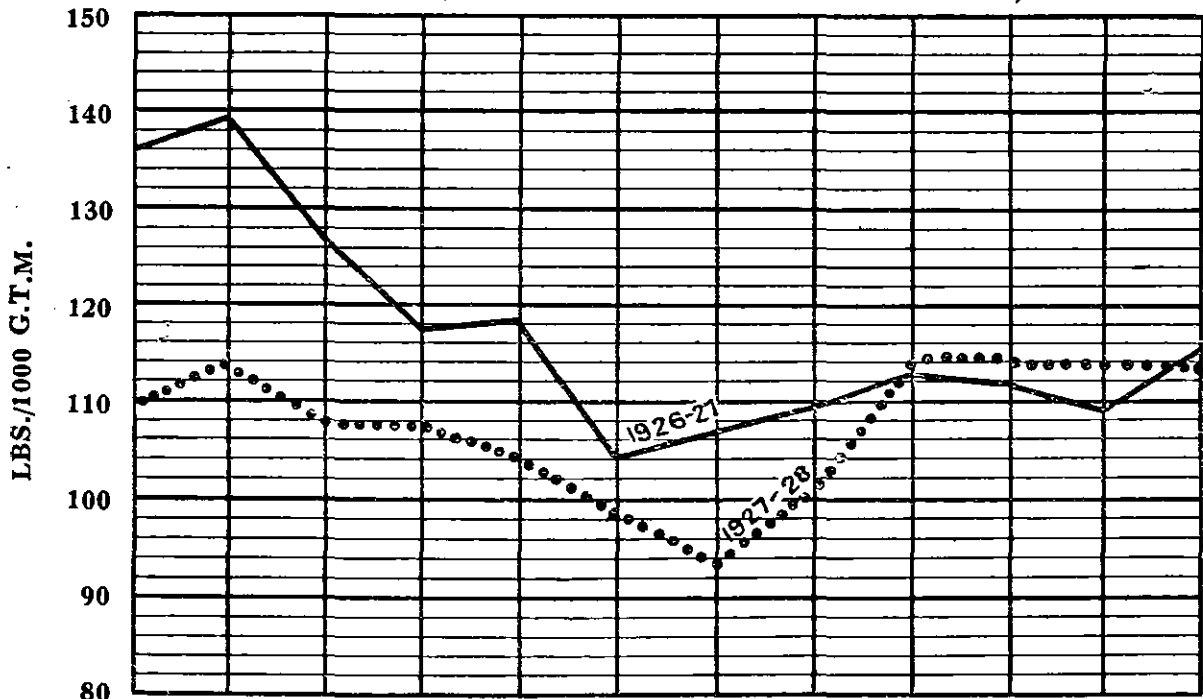
FUEL ECONOMY GRAPHS.

(BROAD GAUGE.)

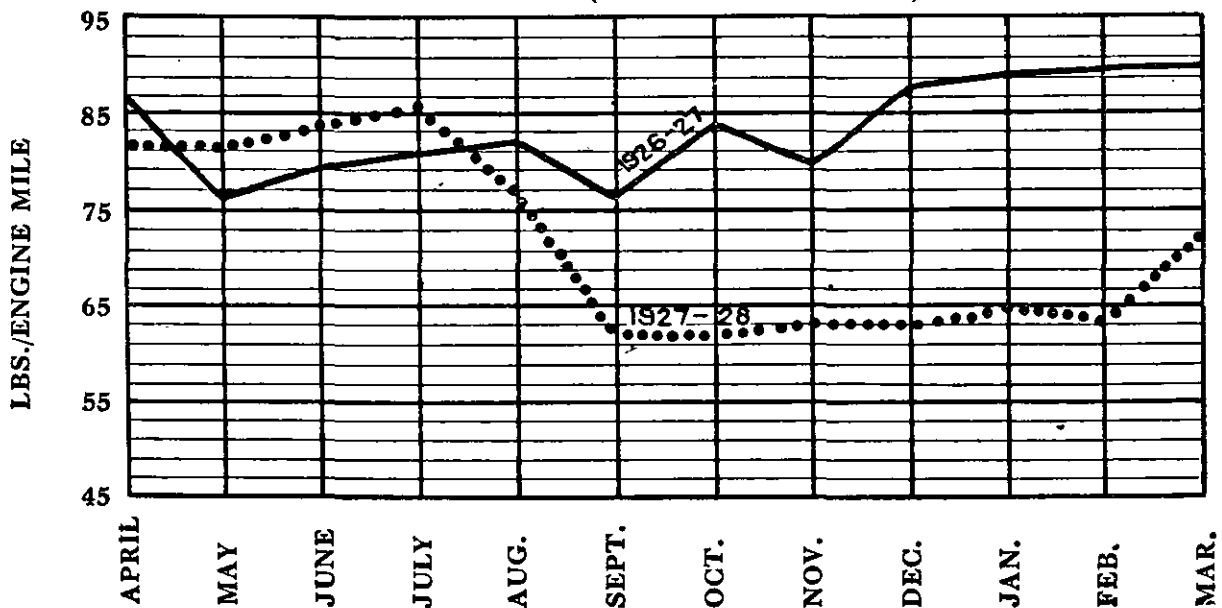
GREAT INDIAN PENINSULA RAILWAY. PASSENGER (INCLUDING PROPORTION OF MIXED).



EASTERN BENGAL RAILWAY. GOODS (INCLUDING PROPORTION OF MIXED).



NORTH WESTERN RAILWAY. SHUNTING (INCLUDING SIDINGS).



gauge while on the metre gauge also the percentage is lower than in the preceding year. The following are the figures:—

Year.	Broad Gauge.	Metre Gauge.
1926-27	8.57	12.44
1927-28	4.64	11.58

The engine miles per day per engine in use continued to show an improvement both on the broad gauge from 93 to 96 and on the metre gauge from 95 to 100.

51. Fuel economy.—The 1926-27 report contained a reference to progress made in the conservation of locomotive fuel, and experience has shown that the developments forecasted have materialised and that still further economies may be expected in future.

Since then a standing committee has been appointed consisting of the Technical Member of the Railway Board, the Director of Mechanical Engineering and the Director of Traffic. This Committee with the Fuel Officers of the State-managed Railways meets every six months and submits its recommendations to the Railway Board. These recommendations, together with the Board's orders thereon, are circulated to all Railways for information and guidance.

The success of these efforts to conserve locomotive fuel may best be judged from the graphs reproduced on the opposite page which illustrate some of the results obtained on different services by various State-managed Railways.

52. Running of passenger trains.—Steady improvement continues to be made in the punctual running of passenger trains on the broad gauge. Of the total number of trains run in January 1928 (mail, passenger, suburban and mixed) over 90 per cent. arrived right time or less than ten minutes late. The improvement over the figures for February 1927 is due to the proportion of right time arrivals having increased from 73.6 per cent. to 77.8 per cent. The metre gauge results were not quite so good as in the previous year except for mail and important through trains which show a slight improvement.

1	ALL TRAINS.			PERCENTAGE OF TRAINS ARRIVING RIGHT TIME OR LESS THAN 10 MINUTES LATE TO NUMBER OF TRAINS RUN.			
	Percentage of trains arriving right time to number of trains run.	Percentage of trains arriving 10 minutes late to number of trains run.	Percentage of trains arriving right time or less than 10 minutes late to number of trains run (Column 2 + Column 3).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
	2	3	4	5	6	7	8
<i>Broad Gauge.</i>							
February 1927	73.6	15.4	89.0	77.9	84.4	97.5	83.7
January 1928	77.8	12.5	90.3	80.6	87.1	96.9	87.3
<i>Metre Gauge.</i>							
February 1927	68.2	13.4	81.6	72.2	77.1	93.8	89.1
January 1928	65.6	12.1	77.7	72.6	75.7	87.5	75.7

The heavy programmes of renewals of permanent way and improvement schemes make it by no means an easy matter to keep trains to time but every effort is made to foresee the effect of such works and allow sufficient time in the time tables without lowering the average speed. It is therefore inter-

esting to compare the average through speed (miles per hour) of passenger trains :—

Year.	Train miles per train engine hour.	
	Broad Gauge.	Metre Gauge.
1925-26	19.5	16.1
1926-27	19.9	16.2
1927-28	20.1	16.3

53. Bombay Electric Services.—The electrification of the Local and Suburban Sections of both railways which serve Bombay has been practically completed.

Bombay, Baroda and Central India Railway.

The section Colaba to Borivli (23 miles) on the Bombay, Baroda and Central India Railway was opened for a regular passenger service on 5th January 1928 by His Excellency the Governor of Bombay. A total of 120 electric coaches were received in India during the year of which 15 four coach train units had been put into service up to 31st March 1928 and one train unit was on trial running. These trains ran 171,269 unit train miles during the year. The training of motormen made good progress, 34 locomotive drivers and firemen being passed out and certified as competent. The overhead equipment and rail return circuit for electric traction service between Mahim Junction and Bandra was maintained throughout the year in good working order. Power on this section for all Great Indian Peninsula Railway trains running between the junction and Bandra was supplied from the Bombay, Baroda and Central India Railway sub-station at Bandra from 21st December 1927.

Great Indian Peninsula Railway.

No new sections were opened during the year, the sections worked being Victoria Terminus to Thana *via* Main line and to Kurla and Bandra *via* Harbour Branch. As a result of three more 4 car units being put into traffic an increase in the electric train service was effected from 1st September 1927. There were no breakdowns in the sub-stations and no failures on the 22,000 volt feeders. A certain amount of trouble has been experienced with gear wheels and pinions and traction motor armatures but otherwise the operation has been generally satisfactory, the difficulties which have occurred being such as must be expected in service and as are usual in electric traction equipment operating under similar conditions. Further improvements in the maintenance of the equipment should result when the new car shed at Kurla is completed and the repairs and inspection of equipment can be carried out under the improved conditions which will be available in the new shed.

The following statement shows the traffic carried by Great Indian Peninsula Railway electric trains and the earnings therefrom for the last 3 years :—

Year.	No. of passengers.	Earnings.
		Rs.
1925-26	4,844,244	3,17,755
1926-27	16,220,076	13,10,889
1927-28	27,360,690	21,26,667

It should however be borne in mind that the electrified area differed in each year as follows :—

3rd February 1925	The through electric route was opened between Victoria Terminus and Kurla <i>via</i> Harbour Branch.
3rd February 1926	The electric service was opened to Bandra.
21st June 1926	The electric service was opened to Thana <i>via</i> Harbour Branch.
1st November 1926	The electric service was opened to Thana <i>via</i> Main line.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY



The Off Loading of Coaching Stock at Alexandra Docks

54. Road Motor Competition.—The position regarding road motor competition has not materially changed since it was described in last year's report, although reports from many parts of the country show that, where roads short circuit or run parallel to railway lines, encroachment on short distance railway passenger traffic is steadily increasing. The following is a brief account of the position on different railways:—

Assam Bengal Railway.

Except in the tea gardens districts road motors are not seriously competing with passenger traffic. In the tea districts, however, the planters practically only use the railway for long distance journeys preferring to use their motor cars for short distances even if the roads are bad. On this account short distance upper class passenger traffic has fallen off.

In other parts of the system motor cars and buses have actually helped the passenger traffic of the railway by carrying people to the stations.

Bengal Nagpur Railway.

Motor bus services have set up an appreciable competition for passenger traffic on certain sections of the line, particularly on the sections Midnapur-Garbeta, Vishnupur-Bankura, Purulia-Thulin, Chaibasa-Chakardharpur, Nagpur-Khapa and Nagpur-Umrer and Mandla Fort-Jubbulpore. Vigorous efforts, which met with a considerable amount of success, were made to counteract this competition by the introduction of more suitable train services and by utilising Sentinel-Cammell coaches. On the Purulia-Thulin and Nagpur-Khapa sections, the introduction of Sentinel-Cammell coach services resulted in the bus services being stopped. On the Nagpur-Umrer section the introduction of special third class two-day return tickets at reduced fares between these points in conjunction with the use of a Sentinel-Cammell coach has had the effect of increasing the earnings and attracting more passengers to the Railway.

Bombay, Baroda and Central India Railway.

The following sections have been severely hit by this competition:—

Broach-Jambusar Railway.

Nadiad Kapadvanj Railway.

In certain cases the railway has been able to regain the traffic by providing additional train services, but generally speaking the most effective means of doing so appear to be the employment of light and economical power units. The requirements of such units for the broad and narrow gauges have now been estimated and the needs of the metre gauge are under examination.

Burma Railways.

The decrease of 7,720 first class suburban passengers compared with 1926-27 is said to be due to the cheapness of motor cars and motor cycles. The steady decrease in third class suburban traffic, amounting to a drop of 391,590 passengers in 1927-28, is due to the strong competition of trams and motor buses. The number of buses is said to be increasing rapidly.

Darjeeling Himalayan Railways.

It is estimated that this Railway, which has been especially hit by motor competition on the road running parallel to the Railway, has lost about half of its upper class passengers and 25 per cent. of the third class traffic, or a loss in earnings of between Rs. 300 to Rs. 500 a day.

Eastern Bengal Railway.

Motor buses and motor lorries run in connection with this Railway on the following sections:—

Motor Buses—

Budge Budge-Calcutta.
Dacca-Narayanganj.
Murshidabad-Beldanga.
Purnea Court-Kishenganj.
Phultala-Khulna.

Motor Lorries—

Mogra Hat-Calcutta.

On the Budge Budge-Calcutta and Dacca-Narayanganj sections, which have suffered the most, the loss is estimated at Rs. 3,000 and Rs. 4,500 per mensem respectively. To counteract the effect of the motor bus competition additional trains have been arranged on the following sections:—

Calcutta-Budge Budge	2 trains each way.
Phultala-Khulna	1 train „ „
Daulatpur-Khulna	4 trains „ „
Narayanganj-Dacca	3 trains „ „
Kishenganj-Katihar	1 train „ „
Calcutta-Barrackpore	2 trains „ „

The steps taken to counteract the effects of the motor bus competition on the Dacca-Narayanganj section have proved beneficial inasmuch as, prior to the introduction of Sentinel trains, the earnings from single tickets averaged Rs. 9,116 per month for six months and subsequent to the introduction of the Sentinel trains the earnings averaged Rs. 10,645 per month for a similar period. So far as Calcutta suburbs are concerned the only real and effective solution of the problem appears to be the electrification of the Calcutta suburban railways.

Two Sentinel trains, one broad gauge and one metre gauge, consisting of one Sentinel tractor and three third class four wheeled carriages were introduced last year as an experimental measure. These trains have not proved suitable owing to the tractor not being powerful enough to take any additional coaches. It is considered that a light tank engine capable of hauling 8 or 9 four wheeler vehicles is the type that would meet requirements. This type of engine would admit of an experimental train being run with a load varying from one to eight or nine vehicles and as soon as the traffic is sufficiently developed it could be replaced by a regular train.

East Indian Railway.

Competition with road motor transport companies was keenest on the following sections of the line:—

Section of Line.	Mileage affected.
	Miles.
Howrah-Bally	6
Bally-Serampore	7
Dhanbad-Katrasgarh-Phularitand-Jamuniatand	16
Dhanbad-Jherriah-Pathardihi	10
Moradabad-Gajraula-Chandpur-Siau	55
Moradabad-Raja-ka-Sahaspur-Sambhal Hat-in Sarai	30
Balamau-Auhadpur	31
Cawnpore-Lucknow	46
Hardwar-Rikhikesh	15

In the Calcutta suburban area although motor buses continue to attract a large number of passengers there is no marked increase in the number of

passengers carried by them. An arrangement has been made with the Calcutta Tramways Company by which rail-cum-bus monthly tickets are issued as a means of competing with the road motor services.

The Katrasgarh-Phularitand rail omnibus service which commenced running from 1st December 1926 was extended to Dhanbad from 1st August 1927 and from Phularitand to Jamuniatand from the 12th December 1927. A similar service was inaugurated on the Dhanbad-Jherriah-Pathardihi section from 1st August 1927. The figures indicate that satisfactory progress is being made in attracting passengers to the rail route.

Competition from motor buses between Lucknow and Cawnpore has scarcely had any effect on the railway earnings, a state of affairs which is attributable to the week end and return fares in force on the railway. Intensive motor competition is being encountered on the Hardwar-Rikhikesh line. On completion of the necessary stock it is intended to put rail buses in service on this section.

Great Indian Peninsula Railway.

The competition with road motors is confined with one exception to short distance traffic. The exception is with traffic between Nasik and Poona. In this case the rail route is circuitous, being 170 miles against the road route of 130 miles. There are indications that the bus services competing against the railway over moderate distances have gained ground. The measures taken to meet the competition are to improve the services and to introduce competitive fares.

On the narrow gauge there has been keen competition by bus services especially in the area served by the Central Provinces Railways and the earnings have been seriously affected. The roads in the area are good and in some cases short circuit the railway. The introduction of road services has created a demand for more frequent and conveniently timed services than have been provided in the past and the matter has been taken in hand by improving the train services and charging competitive fares.

Madras and Southern Mahratta Railway.

The effect of road motor competition continues to be felt more particularly in the neighbourhood of Madras on the Bezwada-Masulipatam section and on the section between Belgaum and Poona. Until the advent of motor competition, places on the coast such as Karwar and Vengurla were served by the railway line running down the Ghats to Mormugao, whence the journey was completed by sea. Motor buses now afford a more direct route and a quicker service than can be given by the combined rail and sea routes.

His Exalted Highness the Nizam's Guaranteed State Railways.

This railway states that road motor vehicles are not competing with the long distance trains, but the suburban services are feeling the competition of motor buses. Additional facilities are being provided for the suburban traffic.

North Western Railway.

Severe competition from road motor buses is reported on sections where metalled roads run parallel to the railway. To counteract the effects of this competition special attention has been given to the question of augmenting passenger train services. 52 additional passenger trains and 48 short distance shuttle services have been put on during the year and timings of trains have been improved.

The number of passengers carried during the year fell by 900,000 as compared with the previous year. Passenger earnings, however, were maintained practically at the same level in spite of the reduction in numbers carried, the reason being that the average distance travelled shows an increase in each class.

Rohilkund and Kumaon Railway.

Keen competition still exists on the Bareilly-Kathgodam road, where the number of buses working has greatly increased though it is certain that not more than 25 per cent. pay their way. Motoring from considerable distances to the Kumaon hill stations is becoming increasingly popular and it is not possible to compete with this traffic as the motor cars are brought up for use in the hills.

South Indian Railway.

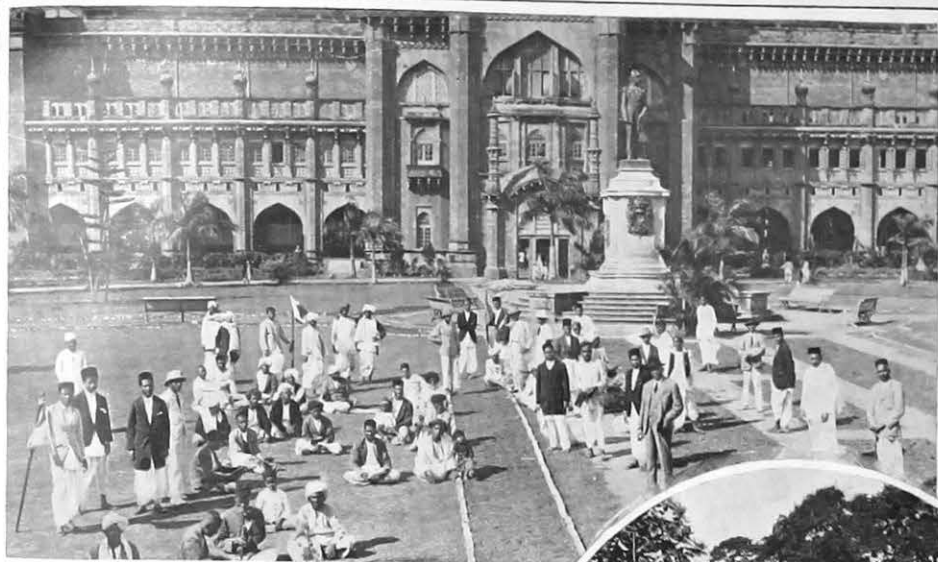
First class traffic shows a progressive decline both in numbers and in earnings due to the more extended use of motor cars by private owners. The effect of motor bus competition is also being felt by the South Indian Railway in common with other railways and although every effort is being made to regain the traffic by running rail motors and introducing additional train services the result has not been entirely effective. The sections of the line that have been more or less severely hit by competition of motor buses are the Quilon-Trivandrum section of the Travancore Railway, the Tinnevely-Tiruchendur Railway, the Pondicherry Railway, and the Coonoor-Ootacamund section of the Nilgiri Railway, not to mention various small sections of the main line. The position is being carefully watched and all that is possible is being done to combat the competition. At the same time in other places the development of motor traffic has assisted the railway in that motor buses are running as feeders to the railway.

55. Imperial Indian Mail, Punjab Limited and P. & O. Express.— In last year's report it was mentioned that a new standard of travel in India was instituted in November 1926 by a weekly service between Bombay and Calcutta in connection with the English Mail steamers. The Imperial Indian Mail, as the train is called, is a joint service of the East Indian and Great Indian Peninsula Railways. The popularity of the train has been firmly established, and during the seasonal months the accommodation has been filled to capacity. The special features of this train are the provision of a parlour car, a compartment for luggage wanted on journey, bedding, the services of an experienced conductor and staff and high class catering. The train is vestibuled throughout, giving passengers access to all parts without the necessity of waiting for station halts. Accommodation is provided for 32 passengers, in 14 two-berth and 4 single-berth compartments. Seven of the two-berth compartments have two lower berths and the remainder a lower and an upper berth. The additional floor space in the latter compartments enables two easy chairs to be provided. The exterior of the Imperial Indian Mail is finished in cream and gold, and the service as a whole compares favourably with the finest luxury train service provided by any railway in the world.

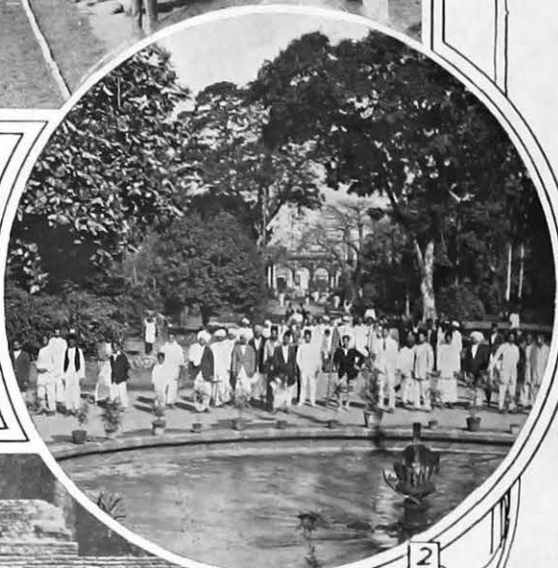
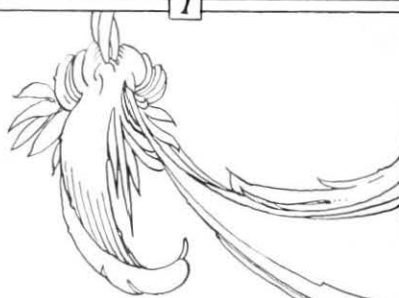
The great success of this train has naturally led to the introduction of similar services between Bombay and the north of India *via* Delhi, and from October 7th, 1927, a special train called "The Punjab Limited" was inaugurated by the Great Indian Peninsula Railway for the benefit of overseas passengers travelling between Bombay and the Punjab. The train accommodates 48 passengers, each compartment having 3 berths, two lower and one upper, with an upper shelf for luggage. A cane easy chair and carpets are provided in each compartment. The services of a train conductor are placed at the disposal of passengers, and bedding, blankets and pillows are provided at a cost of Rs. 5 per journey. The Punjab Limited is painted cream with gold lettering, and a special feature of the service lies in the accelerated timings. The journey from Bombay to Delhi is accomplished in 27 hours 15 minutes. The latest type of dining car, with special fittings such as bracket table lamps with silk shades, etc., is attached to this service.

From the same date the Bombay, Baroda and Central India Railway introduced, in conjunction with the North Western Railway, a new weekly train for first class long distance passengers and mails between Bombay and

EXCURSION PARTIES ON RAILWAYS



1



2



3



4

1. In front of the Prince of Wales Museum Bombay (G.I.P.R.)
2. In the Victoria Gardens, Bombay (G.I.P.R.)
3. A Party at Lucknow (E.I.R.)
4. A Group in Front of the Tour Special (E.I.R.)

Peshawar connecting with the outward mail steamers at Ballard Pier. This train reduced the time of the journey to Delhi and the Punjab as under :—

	Previous time.		New time.		Difference.	
	Hrs.	Mts.	Hrs.	Mts.	Hrs.	Mts.
Delhi	27	50	23	50	4	00
Lahore	30	5	32	0	7	5
Peshawar	51	55	42	35	9	20

With the close of the outward season, second class and local (1st and 2nd class) passengers were also carried on this train. The performance of this train has been uniformly excellent and has been freely commented on by the Press both in India and in England. On two occasions, when the mail steamer has been late, the run between Bombay and Delhi has been performed in 21 hours, or at an average speed of 41 miles per hour for the 865 miles. The running of this train has given a delivery of the English mails a day earlier in Delhi and in most places in the Punjab. From 1st September 1928 a new train, "The Frontier Mail", will run daily from Bombay to Peshawar to approximately the same timings.

56. Lower Class Tourist Cars.—During the year under review the question of providing additional facilities for the special convenience of pilgrim and marriage parties has been engaging the attention of railways in India. The South Indian Railway has, as an experiment, provided a third class metre gauge tourist car for the purpose. This car provides accommodation to seat 56 and sleep 28 passengers and is provided with a kitchen, dining room, separate baths and lavatories for men and women. The East Indian Railway have two broad gauge cars under construction and the North Western Railway will have a similar one available for traffic next year.

57. Kumbh Mela, 1927.—This exceptionally large mela in the spring of 1927 occurs once in 12 years at Hardwar and, although there are melas every year and a large mela half way between each Kumbh mela, yet the number of pilgrims visiting Hardwar at any of these melas does not approach the number attending the Kumbh mela. The total number of inward and outward passengers carried by rail between March 12th and April 21st 1927 was 356,473 and 335,728 respectively which necessitated the running of 143 inward and 206 outward special trains. Hardwar is situated on a branch line and both the branch and the adjoining main lines are single track. The normal traffic to and from Hardwar can be quite easily carried on a single line and the expenditure which would be incurred in doubling the track merely for the Kumbh Mela traffic once in 12 years would not be justified. To ensure that there should be no hitch in the running of such a large number of trains on a single line section very careful preparations were made by the East Indian Railway beforehand, such as, the installation of train control at Hardwar, the building of extra mela platforms and other facilities at Hardwar, the increase of facilities, such as extra crossing stations on the sections Hardwar-Lhaksar and Lhaksar-Saharanpore, careful selection of staff and the issue of detailed instructions to all the staff concerned. The traffic was worked by means of the "Flow" system under which trains run in one direction only for certain definite periods during the 24 hours. The 24 hours were divided into four periods, 7 to 11 hours, 11 to 15 hours, 15 to 23 hours, and 23 to 7 hours. Specials were despatched from Hardwar one after the other from 7 to 11 hours and again from 15 to 23 hours, while empty trains were worked in from 11 to 15 hours and from 23 to 7 hours.

All necessary steps were taken in conjunction with the Civil authorities to prevent overcrowding and to secure the convenience of passengers by

the appointment of additional supervising and other staff, medical and sanitary arrangements, drinking water, refreshment and waiting rooms and other measures. It is specially worthy of note that no goods wagons were used during the whole period for the carriage of passengers. The public press were unanimous in praising the railway arrangements. Many of the pilgrims thanked the officials on the spot, while important bodies like the Chief Khalsa Diwan passed resolutions placing on record their appreciation of the facilities provided by the Railway.

58. Working of the Wagon Pool.—The broad gauge wagon pool continued to function satisfactorily during the year under review. The busy season commenced earlier than usual, and from the beginning of December demands for wagons were heavy. During the period from 1st December 1927 to 31st May 1928 about 2,382,376 wagons were loaded, or an increase of about 193,564 wagons over the corresponding period of the previous year.

Some difficulty was experienced during the winter in meeting demands for open wagons on the Bengal Nagpur Railway. The demands for this type of wagon have increased very considerably of late owing to the development of mechanical loading in the coalfields for which covered wagons are unsuitable. Up to the present time railways have been permitted to equalize at junctions of interchange with any type of wagon, but it will probably be necessary in the future to maintain a separate control over open and covered wagons to ensure a fair distribution of the former.

In the report for 1926-27 reference was made to the method adopted for the division of hire charges. Under this method, a railway paid hire only on such debit balance as was incurred to meet its traffic requirements, and this hire was divided among other railways which at the time had no debit balance, in proportion to the stock they owned. This arrangement worked well enough so long as the supply of wagons was in excess of the demand, but has not proved equitable when the demand for stock approximates to the total stock available. In the latter case it has been found that certain railways receive a larger credit for hire than they are entitled to, although they may not be in a position to lend more wagons if called on to do so. To remove this anomaly, the Operating Committee for Interchange decided that from the 1st January 1928 the amount of hire available should be divided among railways to whom credit was due in proportion to their credits. It has not been easy to find an equitable method of dividing hire charges when the supply of wagons is in excess of the demand, and the existing arrangement may therefore be considered as tentative.

The system of neutral control of wagon examination at junctions under the Director of Wagon Interchange was continued at the stations at which it was in force in 1926-27, but was not extended, as proposals for alterations and modifications of the scheme were under consideration. A further decrease has taken place in the average debit per wagon interchanged as the following table shows:—

Nine months ending March 1927.			Nine months ending March 1928.		
No. of wagons interchanged.	Total of bills for damages and deficiencies.	Average debit per wagon.	No. of wagons interchanged.	Total of bills for damages and deficiencies.	Average debit per wagon.
	Rs.	Rs.		Rs.	Rs.
5,57,062	41,04,514	7.4	5,77,288	14,12,139	2.4

This reduction is partly due to a revision of the rules for train examiners under which wagons which were formerly accepted and charged for are now rejected, and partly to a general improvement of the condition of wagon stock.

MADRAS & SOUTHERN MAHRATTA RAILWAY



New Loco Office at Perambur

With effect from November 1st, 1927, the offices of Director of Wagon Interchange and Secretary, Indian Railway Conference Association, were amalgamated under one officer designated General Secretary.

59. Coal Department.—In 1927 the coal mined in British India amounted to 21,108,976 tons against 20,093,024 tons in 1926 or an increase of 1,015,952 tons.

The total quantity of coal carried from the main Coal-fields in India by Railways was as follows:—

	Tons.
Umaria	55,762
Singareni	341,398
Pench Valley	505,913
Bengal, Behar and Orissa Coal-fields	21,003,387
TOTAL	21,906,460

Of this amount the East Indian and Bengal Nagpur Railways despatched 21,670,145 tons—the East Indian Railway 14,279,284 tons and the Bengal Nagpur Railway 7,390,861 tons.

Including bunker coal, shipments from the Port of Calcutta to Indian and Foreign Ports during 1927-28 amounted to 3,412,957 tons, of which 584,570 tons was on account of Indian Railways and 208,363 tons for Ceylon Railways or a total of 792,933 tons as compared with 414,246 tons in 1926-27.

The State Railway's Coal Department inspected 5,498,539 tons of coal during 1927-28 as compared with 6,578,378 tons in 1926-27.

Railway Collieries.—The total output from the principal railway-owned collieries was as follows compared with the previous year:—

Name of colliery.	Owned by	Total output in tons.		Distribution in 1927-28 (in tons).					Sales and consumption at Colliery.
		1926-27.	1927-28.	E. I. R.	B. N. R.	E. B. R.	G. I. P. R.	N. W. R.	
Bokharo Ramgarh.	E. I. & B. N.	652,068	999,727	482,517	486,337	...	...	...	20,573
Kuhurbaree and Serampore.	E. I.	755,319	777,250	460,121	...	...	...	...	315,389
Bhukunda	State	8,048	39,543	...	...	...	...	39,545	...
Kargali	State	678,514	885,886	139,300	...	149,568	590,710	...	6,108
Sawang	E. I. & B. N.	56,427	112,900	96,603	4,130	...	...	...	11,767

Kargali.—(a) *Central Power Station.*—The trouble with the Stokers is not yet over and the matter is in the hands of the Consulting Engineers. The East Indian and Bengal Nagpur Railway's Joint Bokharo Colliery started taking current during the year. The Joint Jarangdih Colliery is also taking current.

(b) *Colliery.*—The working of this Colliery has been very satisfactory. The whole of the broad gauge line in the quarry was re-aligned twice during the year without any loss of output. The Electric Pumps were in use during the monsoon and the Steam Pumps were dispensed with. The raising and despatching of coal from the shaft working was commenced in November and both electric winding engines are now in use. This Colliery may now be said to be completely electrified.

Mohpani.—The Colliery was finally closed down during the year and the property made over to the Civil Authorities.

Bhurkunda.—Development work underground is proceeding satisfactorily. The Colliery commenced despatches to the North Western Railway from June 1927.

The Power House has been completed and by the end of the year it is hoped that all Steam Engines and Pumps will have been dispensed with.

60. Revised General Rules for working Open lines of Railways.—In 1925 a Committee was appointed to examine and recommend necessary modifications in the General Rules for working open lines of Railways in India. The draft revised rules drawn up by the Committee were then circulated to Railways for remarks and criticisms. On receipt of these Lt.-Col. C. J. Clarke, Senior Government Inspector of Railways, was placed on special duty to consider the suggestions of the various Railways and the recommendations of the Committee. The redrafted rules were then considered by the Railway Board and the revised rules were issued in December 1927 with a view to bringing them into force with effect from the 1st January 1929.

GREAT INDIAN PENINSULA RAILWAY



Goods Electric Locomotive

CHAPTER V.

ROLLING STOCK AND MATERIALS.

61. Additions to equipment.—The equipment and the net additions to equipment of Indian Railways during 1927-28, are tabulated in summaries Nos. VIII and IX in Volume II of this Report. The details for individual lines will be found in statements Nos. 10,11,33 and 34.

During the year the following rolling stock, including arrears brought forward from previous years, was on order for broad and metre gauge railways respectively :—

Item.	Broad gauge.	Metre gauge.
Locomotives	172	174
Coaching stock	2,415	1,163
Goods stock	2,770	4,391

The numbers of these actually placed on the line by the end of the year were as follows :—

Item.	Broad gauge.	Metre gauge.
Locomotives	54	64
Coaching stock	1,399	695
Goods stock	2,467	3,671

The numbers of coaching and goods stock are stated in terms of four wheeler units, a bogie being reckoned as two four-wheelers. These figures shown as placed on the line in the course of the year, do not, however, represent the actual net additions to rolling stock as they include also stock built in replacement of existing engines and vehicles which had reached the end of their useful life.

For instance, no broad gauge Locomotives were obtained as additions and the number of broad gauge locomotives at the end of the year was 290 less than at the beginning so that 344 were scrapped during the year, 54 of them being replaced with new ones. On the metre gauge, 24 out of the 64 new locomotives were additions, the rest being replacements. The policy of replacing older engines of low tractive effort by modern engines of higher tractive effort was continued and the average tractive effort per engine rose in the course of the year from 21,717 lbs. to 22,422 lbs. on the broad gauge and from 12,530 lbs. to 12,919 lbs. on the metre gauge.

For some years it has been the practice of the Railway Board to judge demands for additional or more powerful locomotives, submitted by Railways, by statistics and formulæ specially devised for this purpose. Moreover, certain railways have already introduced methods by which it is hoped successfully to utilise locomotive power more intensively than has been possible in the past, in order to reduce the number of engines required and this subject was brought specially to the notice of Agents in March 1928. A Committee appointed by the Indian Railway Conference Association also has this subject under consideration and it is hoped that their report will be submitted towards the end of 1928. If these proposals materialise and their large scale adoption proves practicable, large economies in outlay on locomotives and plant required for their maintenance will be made possible.

Coaching vehicles.—1,474 units of old type broad gauge carriages were replaced during the year by modern vehicles of higher capacity, with the result that 2,219 intermediate class seats and 23,154 third class seats were added to the broad gauge seating accommodation during the year. On the metre gauge there was an increase of 497 seats in the 1st and 2nd class, 356 in the Inter class and 13,407 in the 3rd class

Wagons.—It was explained in last year's report that the question of wagon requirements had been carefully reviewed by the Railway Board in 1926-27, in the light of improved methods of working and organisation, aided by the large sums of money which had been made available in recent years. As a result of this examination the conclusion was arrived at that none of the broad gauge systems would require any additional general service wagons in 1927-28, nor probably in 1928-29, so far as could be foreseen, and further that on most broad gauge railways it would be possible to scrap without replacement a number of old general service wagons of obsolete types, which otherwise would have been renewed. The effect of this policy has been that 4,569 wagons were scrapped during 1927-28, 2,467 of them only being replaced. There was thus a net reduction of 2,102 in the number of broad gauge wagons during the year although at the same time due to replacement of certain old types of vehicles by vehicles of larger capacity there has been a slight increase in the total tonnage capacity of 1,008 tons.

On the metre gauge 1,767 wagons were added during the year representing an increase in capacity of 24,555 tons.

62. Standardization of Locomotives.—Out of the 8 new types of Broad and Metre Gauge locomotives referred to in last year's Report* and included in the original trial orders, XB and XD types (Broad Gauge) and YD types (Metre Gauge) were placed in service during the latter part of the year. The preliminary trials of each of these three types gave every satisfaction. The designs for the remaining five types were completed, and trial locomotives of four types are expected to arrive in India during the first six months of the year 1928-29.

The Locomotives Standards Committee met twice during the year and decided upon three further types of locomotives, including

- 1 Broad Gauge, 4 cylindered, 28 ton axle load, goods locomotive,
- 1 Broad Gauge, small tank locomotive, intended for short distance passenger service,

and 1 Metre Gauge small tank locomotive for similar service.

At the close of the year, 8 Broad Gauge, 4 Metre Gauge and 2 Narrow Gauge standard types of locomotives were on order.

63. Standardization of Rolling Stock.—Progress has also been made with the design of the Indian Railway Standard Broad and Metre Gauge wagons and Coaching underframes during the year.

Pattern Broad Gauge wagons of three types and pattern 68' 0" Broad Gauge coaching underframes were received. The designs for other types are well advanced and pattern vehicles of all the Broad and Metre Gauge Standard types originally proposed are expected to arrive in India during the next twelve months.

Three further types of Broad Gauge wagons, a Broad Gauge four-wheeled coaching underframe and one Metre Gauge wagon were decided upon during the year and orders were placed for the necessary pattern vehicles for these types together with pattern vehicles for the original 2' 6" gauge standard types.

Designs for standard Broad Gauge lower class coaching bodies of the following types were finally approved during the year under review:—

- Bogie III Class.
- „ Inter and III.
- „ Full Inter.
- „ III Luggage and Brake.

Designs for standard Broad Gauge bodies for Horsebox, Motor Van, Goods Brake Van and a Metre Gauge Goods Brake Van were under preparation in India at the close of the year. The design and construction of

* Note:—

Broad Gauge Standard locomotive types XB, XD, XC, XE and XA.
Metre Gauge Standard locomotive types YD, YB and YC.

pattern vehicles for a Broad Gauge standard steel-bodied 4-wheel Motor Van are also being arranged by the Consulting Engineers.

64. Electric Headlights for locomotives.—Out of a total of 3,352 locomotives working mail, passenger and mixed trains, 2,785 had been equipped with headlights at the end of March 1928. The Railway Board are now considering the advisability of making the provision of electric headlights compulsory on all train engines.

65. Supply of Rails and Fishplates from indigenous sources.—A new contract for the supply of the State and Company managed railways requirements of rails and fishplates for a period of seven years was entered into with Messrs. The Tata Iron and Steel Company. The requirements for the year for which orders were accepted by the Company amounted to 182,389 tons of rails and 6,425 tons of fishplates. At the end of the year the quantities supplied amounted to 169,258 tons of rails and 6,418 tons of fishplates, leaving an undelivered balance of 13,131 tons of rails and 7 tons of fishplates. The balance was carried over into the year 1928-29.

66. Development of the use of Indigenous Timbers for Sleepers and Carriage Building.—Investigations have been continued, with the collaboration of the staff of the Forest Research Institute, Dehra Dun, into the possibilities of the increased use of various indigenous timbers for sleepers and for coach building. Much useful work has been done and more can be done but some years must elapse before definite conclusions can be obtained as to the suitability of all the various species now being tried out.

Five lacs of Himalayan coniferous sleepers, chiefly chir (*Pinus Longifolia*), were treated during the year in the North-Western Railway sleeper treating plant at Dhilwan in the Punjab. This plant plays a very important part in the sleeper supply of Northern India and has had considerable influence in regulating the price of deodar sleepers. An incising machine for use with fir and spruce sleepers has been obtained. It is expected that the use of this machine will result in the utilization of a larger number of fir and spruce sleepers of which a large supply is available in the Himalayas. Another creosoting plant was under erection during the year at Naharkatiya in Assam. This plant will treat Assam hard woods and is expected to begin work during the cold weather of 1928-29. The Mysore Government have also erected a plant at Bhadravati to treat local hard woods with wood tar creosote. The erection of a plant for the treatment of sal half round sleepers and other hard woods at a station in Orissa on the Bengal Nagpur Railway has recently been sanctioned by the Board. Investigations are also being made for the establishment of a powellizing plant to treat local species on the West Coast in South India.

The Railway Board have sanctioned the erection by the East Indian Railway of a kiln-seasoning plant of the Sturtevant type with an annual capacity of 3,000 tons of converted timber at Lillooah. This plant will be used for kiln-seasoning miscellaneous timbers from India, Burma, and the Andamans, selected by the Forest Economist, Forest Research Institute. The kiln-seasoned timber will be distributed among the four State Railways for carriage building and repair work, and in this way much valuable knowledge will be obtained in the Carriage and Wagon Works of the State Railways concerning the suitability of these timbers.

Meanwhile trials of small lots of some of the more common indigenous timbers for carriage building were continued at the Carriage Shops of many Railways and results are being carefully watched. The timbers selected were :—

- from Burma, Tavoy wood,
- from the Andamans, Pyinma, and
- from India, C. P. teak.

The former was seasoned in the Forest Department kilns at Rangoon and the two latter by the Forest Research Institute at Dehra Dun. A selection was made of mixed Andaman timbers and mixed Burmese timbers for two further coaches to be built during 1928-29. This selection was made when

the members of the Mechanical Section of the Indian Railway Conference Association met at Dehra Dun in February 1927 and were given the opportunity of seeing over the Forest Research Institute and becoming better acquainted with the work being carried on there.

67. Sleeper Pool Committee.—The Sleeper Pool Committee, with the Director, Civil Engineering, Railway Board, as Chairman, and the Timber Advisory Officer to the Railway Board as Secretary, held its annual meeting at Simla in July 1927. The working of the Pool, and the various Groups it comprises, was considered to have been satisfactory. The total numbers of sleepers purchased and distributed were 2,856,523 Broad Gauge, 1,514,813 Metre Gauge and 176,105 Narrow Gauge. The only wooden sleepers imported during the year, to meet special unforeseen demands, were 51,223 Broad Gauge Jarrah sleepers for the Eastern Bengal Railway and 40,417 Metre Gauge Jarrah sleepers for the Assam Bengal Railway. A meeting between the Committee of the Eastern Sleeper Group and representatives of the Governments of Bengal, Madras, Burma, Assam, the Central Provinces, Bihar and Orissa and other States concerned was held at Calcutta in January 1928, to make arrangements for the future supply of, and to fix prices for, sleepers in this area. No definite decision was obtained and the matter is now under the consideration of the Governments concerned and the Railway Board.

68. Stores Standardization Committee.—In Chapter I of this Report reference has been made to the steps which have been taken to reorganise the Stores Department of the State-worked railways and to the appointment of a Stores Standardization Committee. This Committee consists of the Technical Member of the Board and the Controllers of Stores of the four State-worked railways. It held its first meeting in January 1928, when the standard specifications for various classes of iron, steel, and non-ferrous metals, for oils, paints, and lubricants were taken into consideration. It is intended that the Committee shall meet quarterly and that the proceedings of these meetings with the orders of the Board on their recommendations shall be communicated to all railways periodically.

69. Value of railway materials purchased.—The value of stores purchased by Indian Railways in 1927-28 shows a large increase from Rs. 28·03 crores to Rs. 35·87 crores. The principal increases were under Permanent Way (377 lakhs), Rolling Stock (244 lakhs), Electric plant (80 lakhs), Building and Station materials and Fencing (33 lakhs), Tools and Stores (25 lakhs) and Bridge work (15 lakhs). The value of indigenous material fell slightly from Rs. 15·49 crores to 15·16 crores inspite of an increase in permanent way of 21 lakhs, in Tools and Stores of 8 lakhs, and under Building and Station materials and Fencing of 8 lakhs. The fall was due to a decrease of 34 lakhs under the head 'Rolling Stock' and 31 lakhs under 'Other Materials'.

Heading.	VALUE OF IMPORTED MATERIALS.			Value of indigenous materials.	Total purchases 1927-28.	Total purchases 1926-27.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.			
Rolling-stock	5·76	0·98	6·74	0·49	7·23	4·79
Tools and stores	0·99	2·98	3·97	3·94	7·91	7·66
Permanent-way	4·42	0·37	4·79	5·61	10·40	6·63
Electric plant	1·45	0·91	2·36	0·02	2·38	1·58
Building and station materials and fencing	0·30	0·56	0·86	0·33	1·19	0·86
Bridge work	0·34	0·15	0·49	0·16	0·65	0·50
Workshop machinery	0·43	0·39	0·82	0·01	0·83	0·70
Engineer's plant	0·26	0·18	0·44	0·02	0·46	0·42
Other materials* . . . . .	...	0·24	0·24	4·58	4·82	4·89
TOTAL	13·95	6·76	20·71	15·16	35·87	28·03

* Other materials consist of coal and coke, stone, bricks, lime and ballast, etc.

70. Purchases through the Indian Stores Department.—The purchases by Class I Railways, excluding His Exalted Highness the Nizam's Guaranteed State Railways, through the Indian Stores Department for the years 1926-27 and 1927-28, were as follows:—

	(In thousands of rupees.)	
	1926-27.	1927-28.
Textiles	26,02	28,12
Cement	7,31	14,48
Creosote . . . . .	...	12,58
Lubricating and other Oils and greases	11,96	4,63
Paints and varnishes	2,60	4,34
Electric fans, lamps and other electrical stores	2,46	4,29
Plant and machinery	6,64	4,08
Steel and steel sections including steel spring	8,24	...
Water supply materials . . . . .	...	88
Parts of Rolling stock	75	...
Miscellaneous	1,37	88
Total	67,35	74,28

71. Expenditure on the fabrication and manufacture of stores in India.—The statement in paragraph 69 showing the value of stores purchased under principal headings does not, however, take into account the very large expenditure incurred by the railways themselves on subsequent fabrication and manufacture nor the cost of large engineering works carried out 'in situ'. The following statement shows the approximate expenditure on the fabrication of purchased stores, separate figures being given in the case of stores imported and stores of Indian manufacture or of indigenous origin. These figures are exclusive of the value of the stores used in the fabrication and manufacture or in the engineering works.

	Cost of fabrication and manufacture of stores imported direct or of imported stores purchased in India.	Cost of fabrication and manufacture of stores of Indian manufacture or of indigenous origin.
	(In thousands of rupees.)	
1. Construction of Locomotives	32,04	29,74
2. Construction of Boilers	94	14
3. Construction of coaching stock including underframes	44,41	23,82
4. Construction of Goods stock including underframes	67,73	24,53
5. Construction of spare parts of Locomotives	40,93	28,55
6. Construction of spare parts of Coaching and Goods stock	31,50	28,67
7. Construction of Other Stores	19,31	42,06
8. Work done for other Departments, i.e., departments other than that supervising the workshops	83,72	70,02
9. Engineer's plant	9,95	3,12
10. Permanent way	7,72	40,26
11. Bridge work	9,48	1,60
12. Structural or other engineering works	81,75	22,94
Total	4,29,48	3,15,45

Cost of structural and other engineering works carried out ' *in situ* '.

	(In thousands of rupees.)
Bridge work	76,11
Structural and other engineering works	4,34,40
	<hr/>
	5,10,51
	<hr/>

ASSAM-BENGAL RAILWAY



Garrett Engine

CHAPTER VI.

STAFF.

72. Number of staff.—The total number of employees on Indian Railways and in the Railway Board and other offices at the end of the year 1927-28 was 800,102 as compared with 772,563 at the end of 1926-27. The increase in route mileage during the same period was 699 miles. The following table shows the number of employees by communities on 31st March 1927 and 1928 :—

Year.	Europeans.	STATUTORY INDIANS.					GRAND TOTAL.
		Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	
1926-27	5,076	558,764	170,018	14,852	24,358	767,487	772,563
1927-28	5,110	573,901	179,262	14,374	27,455	794,992	800,102

73. Cost of staff.—The following statement shows the cost of staff employed on Class I Railways during the years 1926-27 and 1927-28 :—

Railway System.	1926-27.	1927-28.
	Rs.	Rs.
Assam Bengal	58,13,675	63,39,743
Bengal and North-Western	71,11,372	72,82,815
Bengal Nagpur	2,77,16,540	3,01,06,532
Bombay, Baroda and Central India	4,39,14,424	4,58,89,057
Burma	1,52,35,564	1,61,96,893
Eastern Bengal	2,44,66,745	2,58,07,927
East Indian	6,53,76,520*	6,78,49,730
Great Indian Peninsula	5,84,93,346	5,76,62,205
Jodhpur	24,51,578	26,29,419
Madras and Southern Mahratta	2,43,14,075*	2,50,65,117
Nizam's Guaranteed State	54,86,340	55,01,479
North-Western	6,29,39,027*	6,73,40,471
Rohilkund and Kumaon	17,27,683	17,04,378
South Indian	1,83,05,534	1,93,45,913
TOTAL	36,33,52,423*	37,83,21,679

These figures of cost include not only the total pay of the staff but their allowances (except travelling allowances), gratuities and provident fund bonuses. With the exception of the Great Indian Peninsula and Rohilkund and Kumaon Railways all Railways show an increase in expenditure on staff in 1927-28, which is attributable to the large construction programme and to ordinary increments in the time scale of pay.

74. Recruitment and training of officers.—The regulations for the recruitment and training of officers in India for the Indian Railway Service of Engineers, the Transportation (Traffic) and Commercial Departments; and the Mechanical Engineering and Transportation (Power) Departments were

revised in form and republished. Regulations for the recruitment and training in India of officers for the Electrical Engineering and Signal Engineering Departments were incorporated in the Regulations for the Mechanical Engineering and Transportation (Power) Departments.

Six vacancies in the Indian Railway Service of Engineers and seven in the Transportation (Traffic) and Commercial Departments were filled during the year under these regulations. The quota committees formed by Provincial and Local Administrations nominated 88 candidates to appear for the two competitive examinations.

Towards the close of the year arrangements were started for the selection of the first batch of special class apprentices for the Mechanical Engineering and Transportation (Power) Departments under the new regulations.

The Board have under preparation a scheme for the recruitment and training in India of officers for the State Railway Coal Department and also regulations for the recruitment in India of Medical officers for State-managed railways.

It has also been considered whether any special arrangements are necessary for the recruitment of engineers for the Bridge Department of State railways. As the practical work in connection with bridges, including construction and erection, can be performed by officers of the Civil Engineering Department who have to deal constantly with problems of bridge maintenance and erection, and as the number of specialist Bridge Engineers, required for designing bridges and devising methods for girder strengthening, is small, the Railway Board have come to the conclusion that no special scheme of recruitment is required.

75. Indianisation.—The following statement shows by Class I Railways the number of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed Railways on 1st April 1928 as compared with 1st April 1927. Full details of the numbers by departments will be found in Appendix F which also contains similar information relating to subordinates on scales of pay rising to Rs. 250 per mensem and over.

Statement of gazetted officers on State-managed Railways and officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927.

Name of Railway.	1st APRIL 1927.							1st APRIL 1928.							INCREASE +, DECREASE -						
	Europeans.	Statutory Indians.					Grand Total.	Europeans.	Statutory Indians.					Grand Total.	Europeans.	Statutory Indians.					Grand Total.
		Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.			Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.			Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	
A. B.	53	10	3	6	...	19	72	52	11	4	7	...	22	74	-1	+1	+1	+1	...	+3	+2
B. N.	162	28	5	13	...	45	207	159	35	5	16	2	56	217	-3	+7	...	+4	+2	+13	+10
B. & N. W.	61	5	...	...	...	6	66	64	5	...	1	...	6	70	+3	...	...	+1	...	+1	+4
B., B. & C. I.	148	21	1	10	15	47	195	140	21	2	11	15	40	189	-8	...	+1	+1	...	+2	-6
Burma	94	4	...	14	6	24	118	96	7	1	10	6	24	120	+2	+3	+1	-4	...	...	+2
E. B.	78	36	3	11*	4	54*	132*	84	37	5	10	5	63	147	+6	+1	+2	+5	+1	+9	+15
E. I.	226	60	15	55	6	130	362	213	74	17	56	7	154	367	-13	+14	+2	+1	+1	+18	+5
G. I. P.	192	25	6	15	9	55	247	190	28	4	14	10	56	246	-2	+3	-2	-1	+1	+1	-1
M. & S. M.	128	30	...	7	3	40	168	125	20	1	9	3	42	167	-3	-1	+1	+2	...	+2	-1
N. W.	201*	78*	21	21*	6*	126*	327*	166	64	21	24	12	141	327	-15	+6	...	+3	+6	+15	..
R. & K.	12	2	1	...	...	3	15	11	2	1	...	...	3	14	-1	...	...	...	...	...	-1
S. I.	105	40*	2	4	3	49*	154*	102	43	2	5	1	51	153	-3	+3	...	+1	-2	+2	-1
Railway Board and Miscellaneous officers.	50*	10*	1	11*	2*	24*	80*	63	8	2	13	1	24	87	+7	-2	+1	+2	-1	...	+7
TOTAL	1,516*	349*	58	166*	54	627*	2,143	1,435	324	65	182	62	693	2,178	-31	+35	+7	+16	+8	+66	+35

* Revised figures.

Statement showing percentages of total officers employed.

	EASTERN BENGAL, EAST INDIAN, GREAT INDIAN PENINSULA AND NORTH-WESTERN RAILWAYS.		TOTAL CLASS I RAILWAYS (EXCLUDING NIZAM'S GUARANTEED STATE AND JODHPUR RAILWAYS).	
	1st April 1927.	1st April 1928.	1st April 1927.	1st April 1928.
Europeans	65.26*	61.91	70.74*	68.18
Statutory Indians--				
Hindus	18.63*	20.51	16.28*	17.63
Muslims	4.22*	4.33	2.71	2.98
Anglo-Indians	9.55*	10.12	7.75*	8.36
Other classes	2.34*	3.13	2.52	2.85
TOTAL	34.74*	38.09	29.26*	31.82

* Revised figures.

The number of Indians filling gazetted posts increased from 29.26 per cent. to 31.82 per cent. On the four State-managed lines the increase was from 34.74 per cent. to 38.09 per cent.

76. Vacancies among officers and how filled.—In accordance with the practice of the last two years a detailed statement is included as Appendix G of this report showing the number of appointments created and vacancies which occurred among officers of gazetted rank on State-managed railways and of corresponding rank on Company-managed railways and how they were filled in the last two years. These figures are summarised in the tables below, separate statements being given for *permanent* vacancies as distinct from *total* vacancies (temporary as well as permanent).

State-managed Railways.—Statement showing the number of *permanent* appointments created and vacancies which occurred among officers of gazetted rank on State Railways during the year 1927-28, and how they were filled.

Items.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY					
								Statutory Indians.					
								Europeans.	Hindus	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	5*	...	19	2	2	2	27	6	13	1	6	1	21
2. Engineering	11*	...	7	10	28	8	20	4	7	1	6	...	16
3. Transportation and Commercial.	9*	...	4	1	14	3	11	7	2	1	...	1	4
4. Mechanical Engineering	...	...	2	...	2	2	...	...	...	...	...	...	...
5. Stores Department	9*	...	6	...	15	1	14	6	5	...	2	1	8
6. Other Departments	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Total	38	...	38	13	69	17	72	28	27	3	16	8	49
{ 1927-28	15	6	34	18	61	13	48	18	23	3	1	2	30
{ 1926-27	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Percentage of Europeans to No. of vacancies filled.	37.5	...	...	...	...	...	...	...	...	...	...	...	...
{ 1927-28	32.0	...	...	...	...	...	...	...	...	...	...	...	...
{ 1926-27	62.5	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to No. of vacancies filled.	68.0	...	...	...	...	...	...	...	...	...	...	...	...
{ 1927-28	...	...	...	...	...	...	...	...	...	...	...	...	...
{ 1926-27	...	...	...	...	...	...	...	...	...	...	...	...	...

* Include posts created for the training of probationers.

Statement showing the **total** number of appointments created and vacancies which occurred among officers of gazetted rank on State Railways during the year 1927-28, and how they were filled.

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY						
								Europeans.	Statutory Indians.					
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1. Agency	2	2	2
2. Engineering	23*	...	19	2	43	6	37	14	15	1	6	1	23	
3. Transportation and Commercial.	12*	...	7	10	29	8	21	4	8	1	8	...	17	
4. Mechanical Engineering	10*	...	4	18	27	5	22	18	2	1	...	1	4	
5. Stores Department . . . . .	..	..	2	...	2	2	...	...	...	...	...	...	...
6. Other Departments	12*	...	6	...	18	2	16	8	5	...	2	1	8	
7. Total	1927-28	56	...	38	27	121	25	96	44	30	3	16	3	52
	1926-27	54	6	34	25	107	27	80	42	26	7	8	2	36
8. Percentage of Europeans of to number of vacancies filled.	1926-27	52.5
	1927-28	46.0
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	47.5
	1927-28	54.0

* Includes posts created for the training of probationers.

Of the officers appointed to the permanent staff during the year 68 per cent. were Indians as compared with 62 per cent. in 1926-27 and 32 per cent. in 1925-26. Of the total vacancies filled during the year 54 per cent. were filled by Indians as compared with 47.5 per cent. in 1926-27 and 44 per cent. in 1925-26.

Analysed by Branches the figures for appointments to the permanent staff show that the percentages of Indians appointed were to the Engineering Branch 78 per cent., to the Transportation and Commercial Branch 80 per cent., to the Mechanical Branch 36 per cent. and to other Branches 57 per cent. Other Branches include Electrical, Signal, Bridge, Medical, Statistical and Coal.

Company-managed Railways.—

Statement showing the number of **permanent** appointments created and vacancies which occurred among officers on (Class I) Company-managed Railways excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28.

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY					
								Europeans.	Statutory Indians.				
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...	1	2	3	4	4	...	3	6	...	1	1	...
2. Engineering	1	1	13	4	17	6	11	3	...	...	...	...	...
3. Transportation and Commercial.	7	1	10	2	18	13	5	3	...	1	1	...	...
4. Mechanical	5	1	9	5	18	5	13	10	1	1	1	...	...
5. Stores	...	...	3	2	5	1	4	1	...	...	2	1	...
6. Other Departments	3	1	10	6	18	6	12	6	4	...	...	...	...
7. Total	16	5	47	22	80	35	45	23	11	2	7	2	22
	18	5	40	18	71	20	51	22	18	2	6	3	29
8. Percentage of Europeans to No. of vacancies filled.	49.1	5	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to No. of vacancies filled.	51.1	...	...	...	...	...	...	...	...	...	...	...	...
	56.9	...	...	...	...	...	...	...	...	...	...	...	...
	48.9	...	...	...	...	...	...	...	...	...	...	...	...

Statement showing the **total** number of appointments created and vacancies which occurred among officers on Company-managed Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28.

Item.	No. of new appointments created during the year.	No. of appointments abolished during the year.	No. of vacancies which occurred during the year.	No. of vacancies which occurred in previous years not filled in these years remaining to be filled.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY					
								Europeans.	Statutory Indians.				
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Agency	...	1	2	1	2	2	...	19	16	2	6	3	...
2. Engineering	24	13	36	17	64	18	46	5	2	1	1	...	...
3. Transportation and Commercial.	9	1	10	5	23	14	9	...	...	...	...	...	...
4. Mechanical	6	1	9	5	19	5	14	11	1	1	1	...	...
5. Stores	1	...	3	2	6	1	5	1	5	...	2	1	...
6. Other Departments	5	1	10	7	21	7	14	7	...	...	...	...	...
7. Total	45	17	70	37	135	47	88	43	25	4	12	4	45
	48	12	58	30	124	36	88	35	36	4	9	...	58
8. Percentage of Europeans to number of vacancies filled.	39.8	...	...	...	...	...	...	...	...	...	...	...	...
9. Percentage of Statutory Indians to number of vacancies filled.	48.9	...	...	...	...	...	...	...	...	...	...	...	...
	60.2	...	...	...	...	...	...	...	...	...	...	...	...
	51.1	...	...	...	...	...	...	...	...	...	...	...	...

Taking all the Company-managed Railways together the number of Indians appointed during 1927-28 was 49 per cent. of the total vacancies filled in the case of permanent appointments, and 51 per cent. if temporary posts are also taken into account. The drop which these figures show as

compared with the figures for 1926-27 is mainly due to the fact that only 5 appointments were made to the Transportation and Commercial Branches during 1927-28 as compared with 18 appointments in 1926-27. Of the permanent appointments, in the Engineering Branch 70 per cent. were filled by Indians, in the Transportation and Commercial Branches 40 per cent., in the Mechanical Branch 23 per cent., in the Stores Branch 75 per cent. and in other Branches 50 per cent. Corresponding percentages for 1926-27 were Engineering 60 per cent., Transportation and Commercial 78 per cent., Mechanical *nil*, Stores 64 per cent. and others 55 per cent. Taking the years 1926-27 and 1927-28 together 53 per cent. of the officers appointed to the permanent staff of Company-managed Railways have been Indians.

77. As regards the higher subordinate grades a detailed statement will be found in Appendix F showing by Railways, the number of employees on scales of pay rising to Rs. 250 and over on the 1st April 1928 as compared with 1st April 1927. A summary of the figures is given below:—

Statement of Subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927.

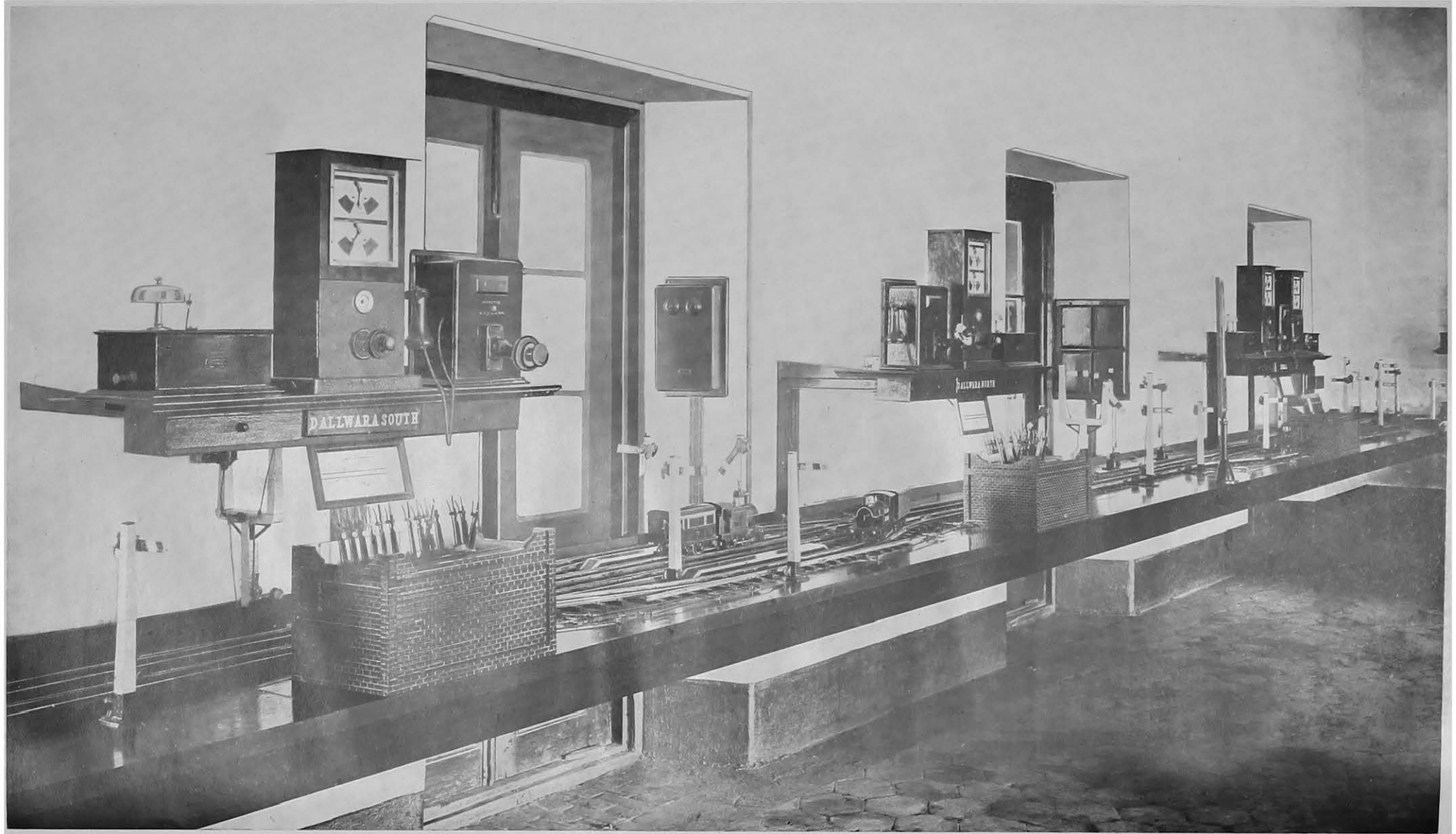
Name of Railway.	1ST APRIL 1927.							1ST APRIL 1928.							INCREASE +, DECREASE —						
	Europeans.	Statutory Indians.					Grand Total.	Europeans.	Statutory Indians.					Grand Total.	Europeans.	Statutory Indians.					Grand Total.
		Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.			Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.			Hindus.	Muslims.	Anglo-Indians.	Other classes.	Total.	
A. B.	19	28	3	37	9	77	96	32	27	3	41	7	78	100	+3	-1	...	+4	-3	+1	+4
B. N.	322	178	14	400	13	614	936	317	171	13	350	9	573	910	-5	-7	-1	-20	-1	-41	-46
B. & N. W.	33	14	4	55	...	73	106	30	13	6	59	1	78	108	-8	-1	+1	+4	+1	+8	+3
B., B. & C. I.	144	261	32	37	169	623	973	148	257	80	350	169	620	674	+4	-4	-3	+3	...	-3	+1
Burma	32	57	9	227	41	366	388	10	105	12	248	45	410	429	-3	+18	+3	+31	+4	+46	+43
E. B.	126*	128	7	173*	6	314*	440	108	141	9	188	11	340	457	-18	+13	+2	+15	+5	+35	+17
E. I.	621	378	34	1,005	10	1,427	2,048	594	419	43	1,069	10	1,491	2,075	-27	+41	+0	+4	...	+54	+27
G. I. P.	335	165	30	720	142	1,067	1,392	305	217	36	742	157	1,152	1,457	-30	+53	+6	+22	+15	+95	+65
M. & S. M.	75	36	1	182	15	234	309	75	36	2	176	15	220	304	...	...	+1	-6	...	-5	-5
N. W.	322	343	147*	404*	72*	606*	1,255*	350	262	100	564	96	662	1,341	+37	+19	+13	-40	+24	+16	+53
R. & K.	6	4	1	12	1	18	24	7	4	1	12	1	16	25	+1	...	...	...	...	...	+1
S. I.	40	66*	5	168	9	211*	300*	53	75	3	175	7	260	313	+4	+6	-2	+7	-2	+0	+13
Railway Board and other railway offices.	4	84	9	18	7	118	122	5	92	10	18	6	126	133	+1	+8	+1	...	+1	+10	+11
Total	2,078*	1,775*	196*	3,787*	484*	6,342*	8,420*	2,042	1,619	327	3,702	526	6,864	8,606	-56	+144	+31	+5	+42	+222	+188

Statement showing percentages of total senior subordinates employed.

	EASTERN BENGAL, EAST INDIAN, GREAT INDIAN PENINSULA AND NORTH WESTERN RAILWAYS.		TOTAL CLASS I RAILWAYS (EXCLUDING H. E. H. THE NIZAM'S GUARANTEED STATE AND JODHPUR RAILWAYS).	
	1st April 1927.	1st April 1928.	1st April 1927.	1st April 1928.
Europeans	27.17*	25.63	24.68*	23.73
Statutory Indians—				
Hindus	19.62*	21.37	21.08*	22.30
Muslims	4.22*	4.65	3.51*	3.80
Anglo-Indians	44.54*	43.21	44.98*	44.06
Other classes	4.45*	5.14	5.75*	6.11
TOTAL	72.83*	74.37	75.32*	76.27

* Revised figures.

RAILWAY SCHOOL OF TRANSPORTATION, CHANDAUSI



Model Room

During the year there was an increase of 222 in the number of Indians holding these posts and a decrease of 36 Europeans. More than three-quarters of the posts are now held by Indians.

78. Training of staff.—During the year 80 officers, 486 subordinates and 20 probationary signallers, or 586 in all attended the Railway School of Transportation, Chandausi. The courses held were as follows:—

Special course for Senior Scale officers.—Two short courses of six days each.

Special courses for Commercial officers.—Two courses of fourteen days each, in railway economics, accounts and commercial working.

Senior courses.—Seven courses of 30 days each for junior officers and senior subordinates.

Junior courses.—Eight courses of 30 days each for Transportation subordinates.

Area courses.—Eight courses of three weeks each for Transportation staff of the Lucknow, Allahabad and Moradabad Divisions of the East Indian Railway and of the Delhi and Ferozepore Divisions of the North-Western Railway.

Probationary Signallers' course.—A nine months' course for Probationers from the Lucknow, Allahabad and Moradabad Divisions of the East Indian Railway commenced on November 1st, 1927.

In addition to the above courses a two months' course was held for training selected candidates as Instructors for Area schools.

The Transportation model room contains a miniature railway 2½" gauge. This railway which is 150 feet in length (60' single line and the remainder double line) has ten stations and twelve signal cabins. Full size block instruments are operated throughout and all stations are interlocked. The number of students who can be taught conveniently on this model at one time is 14. The electric engines pick up current from a third rail. During the year a new model tank engine was obtained from Messrs. Bassett Lowke, Ltd., London. Each model cabin is in communication with train controllers where charts of the train-running are plotted as is done in actual working. During the year an improvement has been introduced by dividing the control office into two and separating the control office from the model room, where loud speakers have been installed and all the students of one class can work simultaneously, thereby getting very much more practice.

There is a full size lay out consisting of two cabins and locking frames, a bracket home signal, and a pair of facing points with facing point lock, locking bar and detectors. The main line signal arm is mechanically slotted from the second cabin and the loop line arm is electrically slotted, the latter being connected with a Siemens mercury treadle which acts as a replacer and is operated by rolling a pair of wheels over the track.

The Locomotive model room is equipped with a engine cab and foot plate, also part of the locomotive boiler showing the fire box, boiler stays, etc. Fitted on the foot plate is a vacuum ejector and indicator, a steam regulator, gauge glasses and injectors.

The catering continues to be in the hands of a contractor, who also keeps a small shop where stores and provisions can be obtained. For the senior students there are separate mess rooms for officers, European subordinates, Muhammadans and Hindus, while the juniors are provided with messes for orthodox Hindus, unorthodox Hindus and Muhammadans. There are two tennis courts, a seven-hole golf course and hockey and cricket grounds. The health of the school has remained excellent throughout the year in spite of periodical plague epidemic in Chandausi city and the surrounding villages.

79. Area Schools.—There has not been very much change in the Area Schools since the last report.

The East Indian Railway Asansol school is still very handicapped for lack of accommodation. Arrangements are being made to provide another

lecture room by adding an upper storey to the present building. But, as stated in the last annual report, it is intended to remove the school from Asansol to Gomoh eventually and designs and estimates are being prepared.

The Lyallpur school has been improved somewhat since the last report. The Transportation model room is now equipped with a 2½" gauge track. The instruments in use are Neal's Token instruments single line, Pryce and Ferreira's new type block instruments double line, and Tyres Block instruments double line. The Locomotive section is well equipped with models of the different locomotive gears, section models of the vacuum brake, etc. Further development of this school has, however, been stopped as it is found that the expansion of it would entail the acquisition of very high-priced land, which would make the whole scheme too expensive; it has recently been decided to move the school to Kot Lakhpat (near Lahore), where a suitable and inexpensive site has been selected. An estimate for the Kot Lakhpat scheme was sanctioned shortly after the close of the year under review.

The Bina school is also only a temporary one, accommodated in buildings designed for other purposes. Some improvements have been made. The model room is equipped and working with a 3" gauge track. The instruments in use are Neal's Token instruments single line and Tyres three-way one wire Block Instrument double line. Plans and estimates are under preparation for a new school at Dhond.

80. Railway Staff College, Dehra Dun.—It was mentioned in last year's report that the Railway Board had decided to build a Staff College at Dehra Dun to give training in the various sides of Railway work to junior officers, just as Chandausi and other area schools do for the subordinate staff. The Board have recently sanctioned a scheme for this Railway Staff College at an estimated cost of Rs. 23,37,840. The college is intended primarily for the training of probationary and junior officers already employed on railways but classes for more senior officers will be held in time. For the present it will meet the needs of State-managed Railways and will deal with transportation and commercial work and with certain allied subjects connected with these aspects of railway working. Good progress has been made on the work.

81. Labour Position on Indian Railways.—In Chapter V of the last Annual Report reference was made to the investigations of the State Railways Workshops Committee in the early months of 1926 and some account was given of the advantages which it was hoped would be attained as a result of the introduction of improved workshop methods and organisation. Improvement in fact actually became apparent in 1927-28 in reduction of cost of repairs of rolling stock, but there is one important effect of these measures, which was not mentioned in last year's Report, namely, the resulting possibility of an appreciable reduction in the labour force of workshops owing to improved machinery and better organisation, and some embarrassment has arisen in several places on account of this.

Unrest in Khargpur Workshops.—For instance, an examination by the Bengal Nagpur Railway Administration showed that an immediate reduction of about 1,600 men in the workshops at Khargpur had become possible, and in August 1927 the Agent announced his intention of reducing the labour force at Khargpur by this number. At the same time, he offered special terms to workmen who were willing to resign and these were accepted by about 300 men. The reduction was, however, resented by the workmen and on the 7th of September, when notices of discharge to the number required were issued, they adopted a policy of passive resistance attending the workshops but doing no work. This continued until, on the 12th of September, the Agent was constrained, by the fear of disturbances among the men, to close the workshops until such time as he should receive an assurance from the men's leaders that they were willing to work. The workshops were eventually re-opened on the 8th of December 1927. As vague charges of victimisation and unfair treatment had been made, the Agent decided to depute an officer of the B. N. Railway, who was not connected with the management.

RAILWAY SCHOOL OF TRANSPORTATION, CHANDAUSI



General View of Grounds

of the workshops, to examine the list of discharges and to report to him. At the request of the Agent, the Government of India also agreed to depute an officer to be associated with the officer nominated by the Agent in this enquiry, the object of which was not only to review the list of selections for discharge in order that any cases of unfair treatment might be brought to notice, but also to examine the application to individual cases of the rules and orders under which the sums due to the men discharged had been determined and to see that due consideration had been or would be paid to any cases of special hardship. As a result of this enquiry 23 workmen who had been discharged were reinstated, and in a few cases the compensation given to the men who had been discharged was enhanced.

Further, in view of the anticipated necessity of effecting reductions of labour in the workshops of other railways, as well as a further reduction at Khargpur, the Government of India considered it desirable that the question how such reduction could best be effected should be fully investigated, and therefore deputed two officers, one a railway officer with workshop experience and the other a non-railway officer of administrative experience with a knowledge of labour conditions, to visit the railways on which the need for reduction in workshop labour was understood to be imminent. The duties of these officers were to report to the Government regarding the arrangements which should be made in order to secure as far as possible efficient and economical working in the workshops concerned and at the same time to safeguard the interests of the workmen when a large reduction of establishment was found necessary. In particular, the non-railway officer was specially charged to report in each case what terms would suffice to secure a substantial number of voluntary resignations and the terms which ought in fairness to be given to the men selected for compulsory discharge when that became unavoidable. By the end of the year these officers had examined the position in the workshops of the South Indian Railway and had made their recommendations to Government.

Lillooah Workshops.—Early in 1928 demands were received from workmen in the Carriage and Wagon Workshops of the East Indian Railway at Lillooah for increased wages. On the 5th of March, before the examination of these demands had been completed, the men resorted to passive resistance, entering the shops but refusing to work. On the 6th of March, the Agent announced that the examination showed no justification for any general increase in wages, but that an investigation, whether the wages earned by any class or classes of workmen at Lillooah were lower than those earned under similar conditions in other workshops in Calcutta and its vicinity, was still proceeding. On the 7th of March the men came into the workshops, but again refused to work and it became necessary to close the shops until an assurance should be received that the men were prepared to work. The workshops had not been re-opened by the end of the year.

CHAPTER VII.

MISCELLANEOUS.

82. Amenities and improvements for the general public.—In accordance with usual practice a brief description is given below of the steps taken by the principal railways in the provision of amenities and improvements for the travelling public. 14 Indian refreshment rooms were built during the year and vendors' stalls were provided at 80 stations. 41 additional waiting rooms were opened and 75 waiting halls for 3rd class passengers. Extensions or additions were carried out to 80 waiting halls. Special attention has been devoted by railway administrations in recent years to the necessity for providing a good supply of drinking water at stations and many improvements have been carried out or taken in hand on all railways.

Assam Bengal Railway.

Six additional mixed trains were introduced during the year. Refreshment rooms were provided at two stations. Hindu and Muhammadan hotels were built at one station and vendors' stalls were provided at two stations. Additional waiting accommodation was provided at 23 stations and ladies waiting rooms at four stations. The lighting arrangements at two stations were improved by the provision of high power lamps.

Bengal and North-Western Railway.

Six additional mixed trains were introduced on different branches.

75 additional watermen were appointed during the hot weather for supply of water to passengers at stations and on certain sections of the railway the system of carrying cool drinking water in buckets and earthen pots in trains was introduced on trial.

3rd class passenger halls were completed at Hajipur, Naugachia, and Raxaul during the year. 1st and 2nd class waiting rooms were provided at Pharenda and the waiting room at Mahendrughat for 1st and 2nd class passengers was enlarged and bathrooms added to it.

Bengal Nagpur Railway.

With the opening of the Chandil-Barkakana line, a new express between Ranchi and Howrah was introduced to run *via* Tatanagar, the old train *via* Adra becoming the Gomoh Express. Extra passenger services were introduced on eleven sections and sentinel coaches on five sections.

In order to facilitate the supply of water to trains at stations an experiment was made with water drums on wheels and 100 of them have been distributed among stations. Special sheds for keeping the water clean and cool were put up at Tangerbansli, Bishnupur and Salboni and the supply of water was improved at Bermo.

An Indian refreshment room was opened at Waltair, and stalls and kitchens for Indians have been put in at 14 stations and tea stalls at 10 stations.

An inter class waiting room for Indian ladies was opened at Gondia and new passenger halls were provided at 7 stations. Waiting rooms were provided for 1st, 2nd and inter class passengers at Chandrakona Road and a waiting hall at Posoita.

Burma Railways.

Electric berth lights were in the course of being provided in first class compartments, electric lights and fans were installed in three rakes of four wheeled coaching stock, and panel shutters of 3rd class coaches were substituted by venetians.

Extra platform hydrants were provided and Hindu watermen appointed at certain important stations. Waiting halls were extended in size at several stations to meet the growth of passenger traffic.

Bombay, Baroda and Central India Railway.

On the broad gauge the electrification of the suburban section between Colaba and Borivli was inaugurated on the 15th January 1928 from which date a mixed service of steam and electric trains was introduced.

Special attention was given to the convenience of pilgrims attending the monthly Poonam Fair at Dakor, additional special trains being run and through carriages put on as an experiment from Bombay. The latter venture unfortunately was not well patronised.

Very successful results were obtained by the introduction of Holiday Excursion trains for passengers of all classes during the Christmas Holidays, an inclusive charge being made to cover not only the special reduced fares but the catering charges *en route*.

The system of providing travelling watermen during the hot weather, which has proved very popular in the past, has been continued and the watering arrangements at 13 stations have been improved by the provision of extra hydrants and taps, etc.

The existing arrangement to provide hot Indian meals and refreshments on 19 Down and 20 Up, 3 Down and 4 Up, has become increasingly popular with the travelling public. An Indian refreshment room was opened at Anand and Hindu and Muhammadan tea-stalls were built at 12 stations at an aggregate cost of Rs. 57,000 either as additions or to replace unsatisfactory types.

As regards waiting halls a priority list of stations for all gauges has been prepared and it has been arranged either to provide additional halls or to increase the existing accommodation at all these stations within the next quinquennial period.

During 1927-28 waiting halls were constructed or extended at 17 stations, extra waiting rooms were provided at 5 stations.

14 stations were equipped with foot-overbridges during the year and a programme has been drawn up for the erection or extension of foot-bridges at other stations within the next 2 years.

The comforts of passengers waiting for trains were enhanced by the provision of platform benches, train indicator boards and the better lighting of waiting halls at many stations.

18 stations and yards were equipped with electric light and numerous electric lights have been added at other stations for the convenience of passengers. At 16 stations high power lamps were installed on the platforms.

Eastern Bengal Railway.

On the broad gauge 23 additional suburban and local trains were introduced on different sections and 5 down suburban trains were extended from the inner to the outer zones.

On the metre gauge instead of the Bengal and North-Western Railway train terminating at Katihar and involving a change into the Eastern Bengal Railway train for stations on the Amingaon section, one through train from Allahabad to Amingaon and *vice versa* has been introduced running over both railways. This through train has afforded convenience especially to the cooly

traffic between the United Provinces, Bihar and Assam. Three Sentinel trains were introduced each way between Narayanganj and Dacca to counteract motor bus competition.

The supply of drinking water has been receiving the special attention of the Administration. Pure drinking water is not ordinarily available in the country traversed by this railway and the position was worse than usual during the year on account of the exceptional dryness of the weather. The difficulty was, however, solved to a certain extent partly by the supply of filtered water to certain stations by means of travelling tanks and partly by the provision of tube wells and extra masonry wells. Improvements in water supply have been carried out at 17 stations at a cost of one lakh

At Parbatipur a new masonry building was constructed to replace the old structure for the Hindu and Muhammadan refreshment rooms. Minor additions were also made to the Hindu and Muhammadan refreshment rooms at Katihar. The Administration has provided waiting halls at 8 stations, extensions and improvements to waiting halls at 8 stations, latrines for passengers at 6 stations, extension, widening and raising of platforms at 7 stations, masonry benches at several stations and a new platform at one station. Inter and third class ladies waiting rooms were provided at 6 stations and a new upper class waiting room was constructed at one station.

East Indian Railway.

The fitting of external lights to carriages was proceeded with during the year. These lights illuminate badly lit platforms and also the doorways of carriages, reducing mishaps in entraining and detraining to a minimum. Another purpose served is the easy detection of unauthorised persons attempting to board a moving train.

A tube well was sunk at Patna Junction and a reinforced concrete drinking water tank was provided at Asansol. At Moradabad water taps were provided on the main station platform.

At Benares Cantonment additional vendors' shops were provided in the 3rd class waiting halls and additions and alterations were carried out to the Hindu refreshment room. The vendors' stalls at Dinapore were dismantled and rebuilt and 4 additional vendors' stalls were constructed at Gaya.

Passenger platforms were raised at Simbhaoli, Jowalapur, Maholi and Sitapur Cantonment while the platforms at Amroha, Rajghat, Kathghar and Banthra were extended.

Bathing places were provided at Kiul, Moghalsarai, Shahjahanpur and Bareilly. At Prayag Ghat considerable improvements were made in connection with the Magh Mela, such as raising the palisading, providing five new gates and watering arrangements.

Great Indian Peninsula Railway.

Improvements in the supply of drinking water to passengers have been completed at 8 stations during the year and are in hand at 7 other stations.

One dining room, 3 tea stalls and 10 food stalls were brought into use for the convenience of 3rd class passengers during the year. Waiting halls have been completed at 18 stations.

The passenger platforms at 54 stations have been lengthened. The platform sheds at 8 stations in the Bombay Suburban area have been extended to afford more protection to passengers and the platforms at 3 stations on the Harbour Branch have been paved. Upper class waiting rooms were provided at 3 stations. The foot overbridges at 10 stations have been provided with coverings and a covered way was provided between the broad and narrow gauge platforms at Nagpur. Foot overbridges have been constructed at five stations, electric lights have been provided in the platform halls at two stations and the floor of one third class waiting hall was paved. A pilgrim shed was provided at Kurduwadi. High level platforms were provided at 2 stations and a new passenger platform was provided at Poona.

Jodhpur Railway.

Improvements made in rolling stock include the adoption of elliptical roofs on all stock giving greater air space, the abolition of centre luggage racks making carriages more airy, and the provision of top drop windows in upper class stock for ventilation of upper bunks. Three bogie inter class carriages were provided with complete cooking compartments for Hindus.

Third class passenger halls have been provided at four stations and waiting rooms have been constructed at 2 stations.

Madras and Southern Mahratta Railway.

The passenger train services have been extended and improved on several sections.

The water supply at 7 stations was improved and water taps provided on platforms at 9 stations. An Indian refreshment room at Cuddapah and at Madanapalle Road and a Muhammadan refreshment room at Jalarpet were opened during the year. Refreshment stalls were provided at 10 stations on the broad gauge and 7 stations on the metre gauge.

Extensions to 3rd class waiting halls were completed at 7 stations on the broad gauge and 9 stations on the metre gauge. Waiting halls were constructed at 2 stations and special waiting rooms for Gosha ladies were opened at Cuddapah and Nellore. The station at Jalarpet has been completely remodelled on modern lines, spacious waiting rooms and refreshment rooms being provided for passengers of all classes.

His Exalted Highness the Nizam's Guaranteed State Railways.

Refreshment rooms for Hindus and Muhammadans have been opened at Dornakal, Kazipet and Purna. Separate Indian sweet-meat and refreshment stalls were provided at Aurangabad. Waiting halls were provided on the platform at Hyderabad (metre gauge) and Jadcharla. The roofing of No. 2 platform Secunderabad broad gauge and the metre gauge island platform were completed. High level platforms and waiting halls with benches and improved approaches were provided at several local halts.

North Western Railway.

Excluding new sections opened for traffic 45 additional passenger trains were introduced during the year on various sections. In addition extra shuttle trains were run for different periods on 17 sections to compete with road-motor traffic.

Many tube wells, some with mechanical pumps and some with hand pumps, have been installed at about 35 stations. Cool water tanks with taps have been provided at Jullundur City. Water cooling shelters have been constructed at 16 stations.

Separate Hindu and Muhammadan refreshment rooms have been opened at Rohri and Indian refreshment rooms have been opened at Lyallpur, Jullundur City and Rohtak. Vendors' shops have been constructed at 9 stations.

Waiting sheds have been provided on passenger platforms at 14 stations.

Third class passenger waiting halls have been provided at 11 stations, and have been extended at 5 stations. Platform benches have been provided at most of the stations on the Karachi and Multan Divisions. Inter class ladies' waiting rooms have been provided at Wazirabad, Sialkot, Bhatinda and Khairpur Mir's, and 3rd class waiting rooms have been provided at 4 stations.

Additional booking offices for 3rd class passengers have been opened at 3 stations. Branch booking or parcel offices have been opened in Karachi, Lahore, Kartarpur, Amritsar, Delhi and Rawalpindi.

Arrangements have been made for booking luggage in the 3rd class waiting halls at Lahore, Amritsar, Jullundur City, Pathankot, Sialkot and Gujranwala. The object of these arrangements is to enable 3rd class passengers to book their luggage immediately after procuring their tickets instead of having to go some distance to the existing luggage office.

At several large stations including Lahore, Jullundur City, Amritsar, Kasur, Sialkot and Gujranwala enquiry clerks selected from experienced railway hands have been posted in waiting halls to look after and give information to inter and 3rd class passengers.

Rohilkund and Kumaon Railway.

Three inter and 3rd and eight 3rd class carriages 4 wheeled were rebuilt and converted into new type omnibus sided carriages and fitted with electric light.

A waiting hall was built at Lalkua station for 3rd class passengers and a tiled floor was put down in the Indian ladies waiting room at Kathgodam. Platforms were extended at Mailani and Sitapur and sheds over platforms are under construction at Lucknow Junction and Lucknow City.

South Indian Railway.

The new alignment from Pamban to Dhanushkodi *via* Rameswaram was opened from December 1st, 1927 resulting in the Pamban Rameswaram section being treated as a separate branch line and a daily service of 5 passenger trains each way was introduced.

The drinking water supply of 20 stations was examined by the King Institute, Guindy, and of 86 stations by the Chief Medical Officer, and wherever the water was not up to standard the wells were cleaned and chlorinated. Nine additional hydrants were provided on station platforms during the year.

An Indian refreshment room was opened at Tiruvarur on 26th March 1928, and light refreshment rooms were opened at Tiruvannamalai and Cannanore. 3rd class waiting halls were provided at 10 stations and were extended at 6 stations. Additional benches were provided at ten stations. Upper class waiting rooms were opened during the year at Panruti.

Mayavaram, Kumbakonam and Salem stations were lit with electricity and the lighting arrangements at 18 stations were improved by the provision of additional high power lights.

83. Flood damages.—The year 1927-28 was notable for very serious damage by floods on two large railways, namely the Bombay, Baroda and Central India Railway and the Bengal Nagpur Railway, which suffered not only in the extent of the damage done but in the length of time that important lines of communication were interrupted. Other railways also were affected to a less extent.

Bombay, Baroda and Central India Railway.

The floods on important Broad gauge sections of this line were serious and extensive. Generally speaking the whole broad gauge system and the connecting branches in the triangle Baroda-Godhra-Viramgam were to a varying degree rendered impracticable for traffic by floods on July 25th to 27th, 1927. The most serious breaches were on the double line section south of Baroda, the section between Nadiad and Mehmabad, and the Anand Godhra branch. Two main line trains No. 9 Down at Vishvamitri and 15 Down Punjab Mail at Kola were completely marooned by the floods and special arrangements had to be made to release the passengers. The passengers of the Punjab Mail were rescued by boats which were brought from Broach. After 10 days single line communication was restored up to Baroda which enabled traffic to be freely resumed on the north east main line between Delhi and Bombay. The breach between Nadiad and Mehmabad was restored to regular traffic on August 21st. With the restoration of this section the conditions of the broad gauge became virtually normal.

BOMBAY. BARODA, & CENTRAL INDIA RAILWAY



Breaches in Main Line near Itola, July 1927

On the metre gauge the line between Sanawad and Nimar-kheri and Nimar-kheri and Attar was breached on 12th July 1927 and passenger trains had to be transhipped. In the same month there were several breaches on the Ahmedabad-Dholka Railway causing dislocation of train service of this section and stoppage of goods booking *via* Dhandhuka Junction. Through communication was restored from 1st March, 1928. On the 24th July 1927 owing to heavy rain the Dhrangadra branch was breached at several places between Wadhwan and Halvad resulting in complete suspension of traffic to and from this Branch. Through communication was restored on 30th August between Raj-Seetapur and Dhrangadra and on 3rd November between Dhrangadhra and Halvad. Other breaches which occurred in July were between Bechraji and Dethali, Moodhera Road and Bechraji, and on the Wadhwan and Viramgam section.

Bengal Nagpur Railway.

Very bad floods occurred at the end of July 1927. The line for a distance of over 11 miles in the vicinity of Kenduapada was completely wiped out and traffic was interrupted for a period of nearly 2 months. The same storm completely washed away the bridge over the Khorkhai river near Rairangpur station on the Onlajori—Badampahar branch and damaged the Khorkhai bridge at Tatanagar and the Brahmini bridge at Panposh. The storm was a phenomenal one and not likely to recur more than once in a century. At Kenduapada the track has been restored and four Irish bridges have been put in to prevent similar damages in future. The rebuilding of the bridge at Rairangpur and repairs to the damaged bridges are in hand.

Assam Bengal Railway.

On the night of 30th September 1927 owing to a heavy flood in the Fatinga river the retaining wall at mile 288½ on the hill section was washed away. Through communication was restored on 3rd October. A 90' bank at mile 353 was also washed away on 14th October, through communication being restored on 19th October.

The Matijuri bridge at mile 210 was seriously endangered by heavy flood in the stream, causing a pier to move. Transshipment was resorted to for one day until communication was restored.

Bengal and North-Western Railway.

Between August 11th to 13th, 1927, a heavy flood in the Kosi river breached the line between Parsarma and Supaul and between Supaul and Thurbhita and train service between these points had to be suspended. Through running of trains was restored on August 25th. Simultaneously the line between Bhaptiahi and Raghupur Ghat was seriously damaged and the running of trains on this branch had to be suspended indefinitely.

Burma Railways.

Except for serious floods on the Mu Valley district interruptions to traffic were few in number during the year. The principal breaches were as follows:—

Between Pidaung and Namti from 7th to 17th September 1927.

Between Alon to Kanzwe from 14th to 19th September 1927.

Between Mogaung and Namti from 3rd to 10th October 1927.

Between Kinu and Tantabin from 10th to 23rd October 1927.

Between Bonchaung and Mawlu from 16th to 22nd October 1927.

East Indian Railway.

The Tari Ghat branch was breached on 1st August 1927 and was repaired the next day. It was again breached on the 3rd August and repaired the same day.

The Raiwala-Rikhikesh Branch was breached in several places on 24th August 1927. Repairs were effected by the 29th August. Further breaches occurred on 9th September and it was not until 21st September that through running could be resumed.

Breaches also occurred on 9th September on the Hardwar-Dehra Dun Branch and were repaired the same day.

Jodhpur Railway.

Considerable floods occurred in Sind in August and September 1927 which caused interruption to traffic and the closing of the Khadro and Jhudo Branch lines for approximately six weeks.

Owing to the overflowing of the Pichiak Bund the Pipar Bilara Light Railway was seriously breached on 21st August between Bhawi and Bilara.

Madras and Southern Mahratta Railway.

On November 1st, 1927, a cyclone crossed the North East line near Nellore and later crossed the North West line in the neighbourhood of Nandalur. 21 wagons of a goods train capsized at Padugupadu and 11 wagons of another goods train at Talamanchi. All communication was interrupted between Madras and Tanguturu and serious damage was caused to railway buildings and Signal posts from Kavali to Manubolu. Through running was resumed on November 4th. On the North West line all communication was interrupted beyond Puttur from Madras and from Yerraguntla from Gooty. Very serious delays were caused to trains but through running was not interrupted. Damage was caused to the roofing of station buildings, quarters, goods sheds, etc.

On November 2nd, 1927, a small bridge at mile 402 between Gollaprolu and Durgada on the North East line was damaged by floods rendering the passage of trains impossible. Through running was resumed on November 6th.

North Western Railway.

No serious breaches occurred on the main line but sections of the railway were breached as follows:—

Nushki to Duzdap—

From 22nd May to 23rd May 1927.

„ 16th July to 18th July 1927.

„ 11th February to 13th February 1928.

„ 12th February to 16th February 1928.

Phagwara-Rahon-Jaijon for three days.

Hyderabad-Badin from 3rd to 13th August 1927.

Kalabagh-Bannu from 25th August to 27th August 1927.

Tank-Girni Road from 25th August to 29th August 1927.

Sibi-Bostan from 30th September to 3rd October 1927.

Khanai-Killa Saifulla from 13th to 15th February 1928.

On August 21st, 1927, a cyclonic storm overturned 7 coaches and a goods vehicle of a train on the Larkana-Dodapur section and blocked the line for 30 hours. There was no loss of life or injury to passengers or staff.

South Indian Railway.

On the broad gauge the Shoranur-Nilambar Railway was breached for a length of about 4 telegraph posts on April 26th, 1927, and was restored for traffic on April 27th. Several slips of earth and boulders occurred between Kallar and Runneymede on the Nilgiri Railway on the 8th and 9th February

1928 resulting in a complete cessation of traffic between Mettupalaiyam and Coonoor. The slips were cleared and through running was resumed on February 14th.

Accidents.

84. Accidents.—The following table shows the numbers of passengers, railway servants and other persons killed and injured, apart from accidents in Railway Workshops, in 1926-27 and 1927-28 :—

Cause.	KILLED.		INJURED.	
	1926-27.	1927-28.	1926-27.	1927-28.
<i>A.—Passengers.</i>				
(1) In accidents to trains, rolling-stock, permanent way, etc.	16	45	126	104
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	324	339	1,117	1,046
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	7	3	21	29
TOTAL	347	387	1,264	1,179
<i>B.—Railway Servants.</i>				
(1) In accidents to trains, rolling-stock, permanent-way, etc.	25	23	126	166
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	319	323	1,253	1,323
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	46	54	2,204	2,713
TOTAL	390	400	3,583	4,202
<i>C.—Other persons.</i>				
(1) In accidents to trains, rolling-stock, permanent-way, etc.	19	39	35	84
(2) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,107	2,203	793	732
(3) In accidents on railway premises in which the movement of trains, vehicles, etc., were not concerned.	30	41	61	68
TOTAL	2,156	2,283	889	884
GRAND TOTAL	2,893	3,070	5,736	6,265

85. The number of passengers killed increased by 40 and the number of passengers injured decreased by 85. Passenger train miles increased by 4,635,000 over the previous year. The following statement shows the number of passengers killed and injured on all railways in the last 5 years :—

Year.	PASSENGERS.	
	Killed.	Injured.
1923-24	372	1,272
1924-25	418	1,312
1925-26	377	1,323
1926-27	347	1,264
1927-28	387	1,179

Accidents in workshops during the year accounted for the death of 24 railway servants and injuries to 6,114.

86. On Class I Railways the number of railway servants killed in accidents which occurred by movements of trains and railway vehicles exclusive of train accidents increased by one and the number injured by 67. The following table analyses the main causes of the accidents :—

Cause.	NUMBERS KILLED.		NUMBERS INJURED.	
	1926-27.	1927-28.	1926-27.	1927-28.
1. Misadventure or accidental	203	226	883	935
2. Want of caution or misconduct on the part of the injured person.	98	84	265	267
3. Want of caution or breach of rules, etc., on the part of servants other than the persons injured.	11	2	37	40
4. Defective apparatus or system of working, dangerous places, dangerous conditions of work or want of rules or systems of working.	1	2	4	14
TOTAL	313	314	1,189	1,256

87. Out of a total of 3,069 persons killed on railways 1,831 were trespassers and 310 committed suicide.

88. The following statement analyses the accidents which occurred on all railways during the last two years grouped under the principal causes. A

fuller statement showing the accidents in greater detail under the separate railways is to be found in Appendix D of Volume II of this report :—

	1926-27	1927-28
1. Running over cattle	10,053	9,684
2. Derailment not involving passenger trains	4,946	4,343
3. Accidents due to failure of couplings and draw gear	2,930	3,368
4. Accidents due to failure of machinery of engines, springs, etc., or faulty working of crew, or other causes	2,211	2,212
5. Bursting of tubes and boilers of engines	604	568
6. Derailment of passenger trains	381	383
7. Broken rails	330	353
8. Collision involving goods trains or goods vehicles	378	254
9. Fires in trains or at stations or bridges	283	245
10. Running over obstructions on the line	320	258
11. Trains running over obstructions or vehicles at level crossings	37	136
12. Flooding of permanent way	132	164
13. Passenger trains running in the wrong direction through points but not derailed	90	115
14. Collisions between light engines	68	89
15. Collisions involving passenger trains	75	67
16. Accidents due to failure of axles	46	60
17. Land slips	44	38
18. Accidents due to failure of tyres or wheels	49	30
19. Accidents due to failure of brake apparatus	19	20
20. Failure of bridges or tunnels	20	15
21. Miscellaneous	447	445
Total	23,463	22,847

The total number of accidents shows a decrease of 616 compared with the previous year in spite of an increase in total train miles of 8·9 million miles.

'Running over cattle' still accounts for the largest number of accidents, 42 per cent. of the whole, followed by 'derailments not involving passenger trains' (19 per cent.) and 'accidents due to failure of couplings and draw bars' (15 per cent.).

'Collisions involving passenger trains' show a decrease although passenger train miles increased by over 4½ million miles.

'Fires in trains or at stations or bridges', 'collisions involving goods trains or goods vehicles' and 'bursting of tubes and boilers of engines' show a decrease, but 'broken rails', 'accidents due to failure of axles' and 'collisions between light engines' were rather more numerous. 'Floodings of permanent way' again show an increase.

Cases of "trains running over obstructions or vehicles at level crossings" show a considerable increase which is partly due to the increasing number of motor vehicles on the roads but also to the fact that in the previous year level crossing accidents were not all shown under this head but also under "trains running over obstructions on the line." It will be noticed that under the latter head there was a decrease of 62 accidents this year.

89. A short description is given below of the more serious accidents which occurred during the year:—

Level crossing accident in Verka Station yard.—On the 1st October 1927 at 14-10 hours No. 82 down passenger train collided with motor bus No. 2180-A, at the level crossing in Verka station yard on the Amritsar-Pathankot section of the North-Western Railway. 10 bus passengers were killed and 18 injured. The motor bus was badly smashed and was carried 414 feet on the cowcatcher of the engine to the point where the engine stopped. The accident is reported to have been due to the rash and negligent driving of the driver of the bus.

Derailment of 30 Down Mixed on the Bengal and North-Western Railway.—At about 20-30 hours on the 22nd January 1928 whilst 30 Down Mixed was travelling between Haiya Ghat and Kishanpur stations on the Bengal and North-Western Railway an empty road-van attached next to the engine was derailed on Bridge No. 11-A. (10 spans of 20 ft. girders) at mile 8/8 and striking the parapet wall of the abutment was thrown against the superstructure of the 3rd class bogie carriage, following immediately behind, which was torn off the under-carriage and completely wrecked. The under-carriage was derailed to the left of the line and the road-van to the right of the line in the direction the train was travelling. The coupling between the road-van and the engine was broken and the engine ran on ahead and was pulled up some 80 ft. beyond the wreck. The remainder of the train remained on the track and was practically undamaged. In this accident eight persons were killed and fifteen injured and the damage to rolling stock is estimated at Rs. 10,000. The finding of the Senior Government Inspector was that the accident was due to the derailment of an empty road-van between the engine and the heavy bogie passenger stock which caused the breaking of the coupling and the parting of the train.

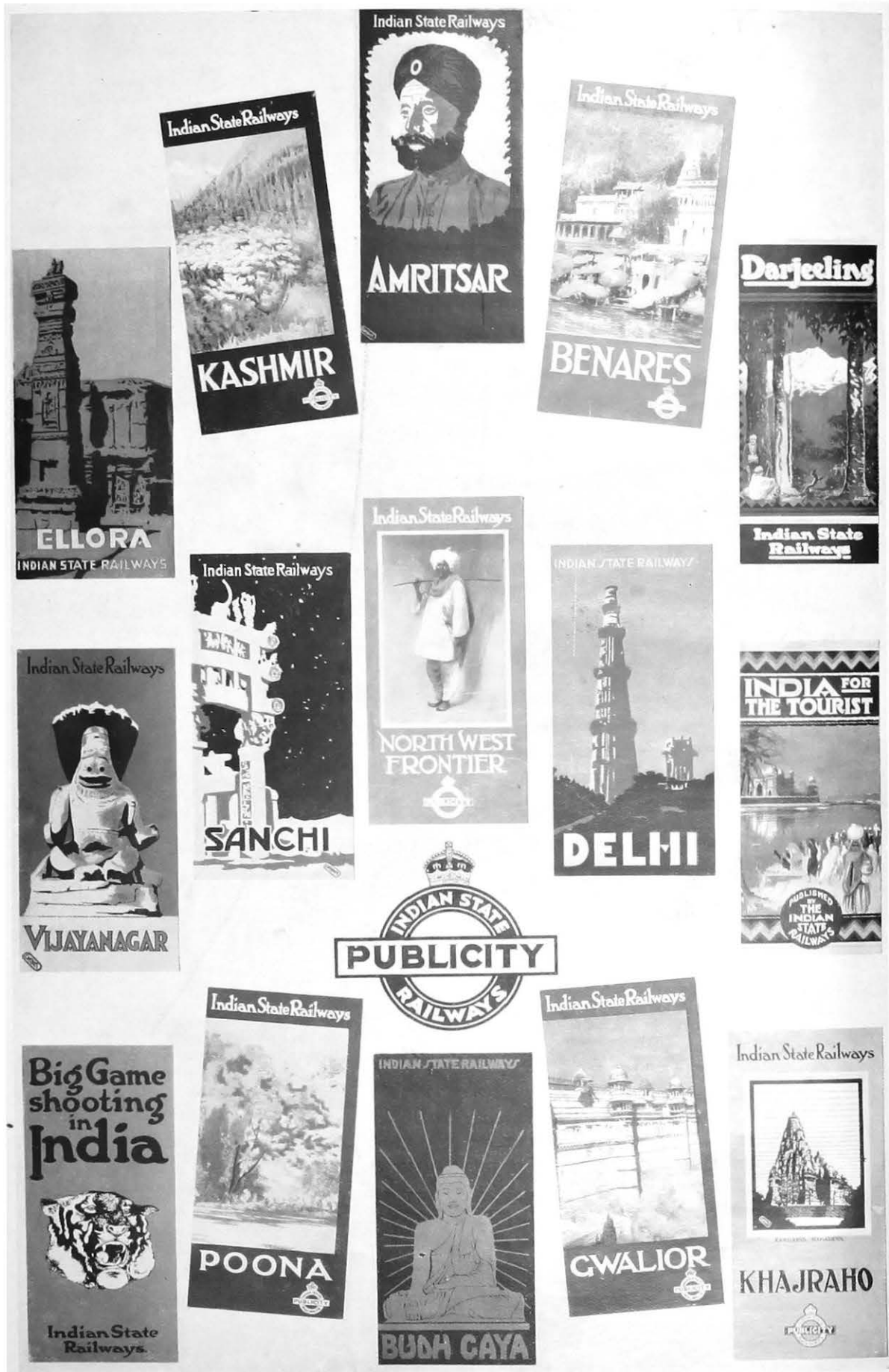
Derailment of No. 4 Down Mail on the Burma Railways.—At about 3-12 on the morning of 28th January 1928, No. 4 Down Mail while travelling at 30 miles per hour derailed 24 feet short of Bridge No. 161 at mile 110/1 on the main line of the Burma Railways system, due to the malicious removal of fishplates and bolts by a person or persons unknown. The engine tender and three third class passenger coaches capsized into the nullah bed and were entirely wrecked. Two brakevans following the tender got across the gap and were partially destroyed, while the remaining vehicles pulled up unharmed just short of the bridge. The engine crew and twenty-three third class passengers were killed outright, fourteen more died in hospital as a result of extensive scalds and shock. The guard and twenty third class passengers suffered from slight injuries and shock.

The up and down lines were both interrupted by the wreckage and the total damage was about one lakh of rupees. The injured were promptly evacuated and the up line was cleared by 17-55 the same day, but the down line was blocked till the 21st February.

Four persons who were suspected of train wrecking were sent up for trial. One of them who confessed was convicted and sentenced to death and the other three were acquitted by the Sessions Judge, Pegu. The condemned prisoner was however subsequently acquitted on appeal to the High Court.

Level crossing accident at Henzada Shore (Burma Railways).—On March 12th, 1928, at about 18-15 hours Down Light Engine No. F. 84, travelling tender foremost, was approaching the level crossing near the home signal at Henzada Shore (Burma Railways), when a motor lorry loaded with rice, attempted to cross in front of it. The lorry partially 'stalled' across the line and failing to get clear in time, was smashed and carried 100 feet along the track before the engine could be stopped. Of the five people sitting in the front seat two were killed outright, two died in hospital and one received serious injuries. A sixth man was seated outside on the rice bags, but he saw the engine approaching and jumped clear. The driver of the

CENTRAL PUBLICITY BUREAU, RAILWAY BOARD



Samples of Pamphlets produced

lorry, who subsequently died as a result of his injuries, was considered primarily to blame for rash and negligent driving.

Level crossing accident between Thayagon and Okpo on the Burma Railways.—On 18th March 1928, at about 1-10 hours a light engine proceeding towards Rangoon at 20 miles per hour collided with a motor bus on the level crossing at mile 103/22 P. between Thayagon and Okpo on the main line of the Burma Railways. Both gates were open and the engine hit the back of the bus killing three of its passengers and injuring eight others. The gate-keeper was tried and convicted under section 101 of the Indian Railways Act (1890) and sentenced to rigorous imprisonment for one year.

90. Safety First.—The Central Publicity Bureau completed a film on Safety First during the year and copies of the film were distributed to Railways and displayed widely by the railways' travelling cinemas. A "Safety First" pamphlet applicable to the conditions on Indian railways generally is under preparation by the Central Publicity Bureau assisted by the Publicity Officers of railways. When the pamphlet is ready, vernacular translations of the different sections relating to different classes of staff will be published in the shape of small brochures.

The following is a brief account of Safety First measures on some of the railways:—

Bengal Nagpur Railway.—The principles of Safety First have been impressed on the staff by photographs and articles in the Railway Magazine and by special headings in the Weekly Gazette. Safety First appliances in accordance with the Factory Act are provided in the workshops.

Eastern Bengal Railway.—The measures taken to promote Safety First propaganda in the workshops were two-fold, namely, the provision of Safety First appliances in accordance with the Factory Act and secondly instructions to staff. In the way of appliances, protection guards to machinery, under-slung hangers or troughs for beltings, goggles for men working in electric or acetylene welding, overcoats and head caps for men working with spray painters and caution plates for high tension electric wires have been provided where necessary. As regards the second, the supervising staff are required to instruct those employed under them in the avoidance of accidents, and at all times to encourage habits of thought and consideration which will prevent injuries to themselves or to their fellow workers. Warning notices are frequently issued drawing attention to the possibility of accident if rivet heads and chippings are allowed to fly in the direction where other men are working. Only authorised beltmen are permitted to attend to belting. The staff are prohibited from doing any work where high tension wires exist, without a written guarantee from the electrical representative that the current has been cut off, from that particular line.

Great Indian Peninsula Railway.—The Safety First campaign was continued with the aid of the booklets published in the previous year. The Safety First film consisting of three parts, 3,690 feet altogether, was exhibited in the cinema shows given at different stations. Local bodies are taking an interest in the Safety First propaganda and the railway has been asked to supply copies of the booklet for the use of municipal school teachers.

North-Western Railway.—In order to impress on the public mind the importance of Safety First a number of sketches on the subject were prepared and exhibited in the North-Western Railway Demonstration Car. The Safety First film referred to above was also shown demonstrating forcibly the precautions to be observed by passengers while travelling by railway and the serious consequences if those precautions are ignored. The Railway Magazine was also used as a medium for propaganda on the subject and several illustrative sketches were published pointing out the moral. Appropriate slides also were shown in the cinema displays.

91. Publicity.—The year 1927-28 marked a very considerable advance in the Publicity activities of the Indian railways. The Central Publicity Bureau of the Railway Board was inaugurated on 1st April 1927, a Chief

Publicity Officer was appointed and provided with an Assistant and a small clerical staff. The office was located in Victoria Terminus, Bombay, but was transferred to Delhi in March 1928.

The first three months were spent in organising and in working out schemes for the development of existing Publicity business and in formulating a programme for progress in new fields. Among some of the principal lines upon which it was decided to concentrate attention are :—

- Cinema film production and display;
- Poster production and display;
- Pamphlet production and display;
- Publication of an Indian State Railways Magazine;
- Demonstration trains;
- Upper and lower class special excursion trains;
- Press propaganda in India;
- Press propaganda in Europe, America and other parts of the world;
- Reciprocal publicity with the leading railways of the world.

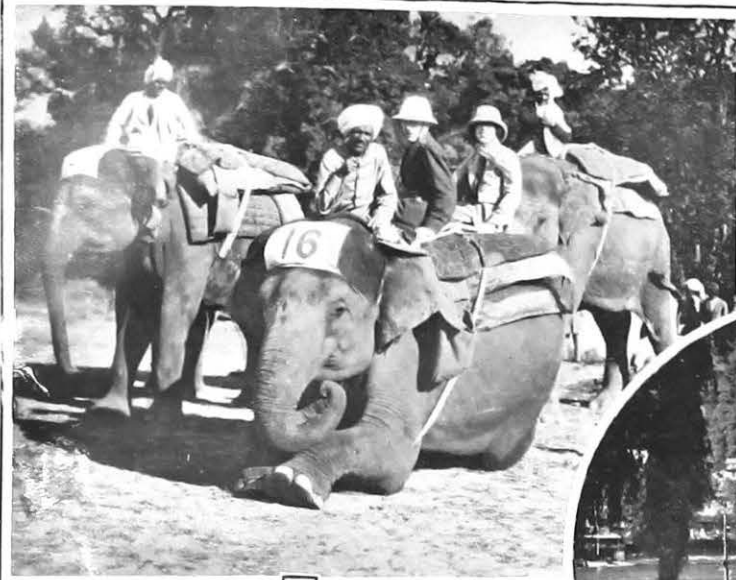
The most important of these activities is undoubtedly the cinema film production and display as 80 per cent. of this is directed towards encouraging railway travelling, primary industries and the welfare of agriculturists and villagers. It must be remembered in this connection that owing to the very large proportion of illiterate people in India, the cinema is the outstanding method of conveying information to the masses. Each State Railway is now provided with a travelling cinema projection outfit which moves continuously from place to place over the system and by this means the propaganda films issued from the Central Publicity Bureau are widely circulated. That these displays, which are free, are fully appreciated is proved by the patronage accorded to them. For the six months ending December 1927 with a total of 396 displays, an attendance of 7½ lakhs of spectators was registered. Progressive census shows that this figure is steadily mounting. The work in this branch of the Publicity work has so much increased that the appointment of a special Assistant became essential, and has been created.

A large number of posters by leading artists has been prepared for display in India and in the principal countries of the world focussing attention on the attractions which India has to offer to travellers and tourists. Following up these posters many attractive pamphlets have been written up by first class journalists and are now available in the leading Information and Travel Bureaux in India, Europe, America and other countries.

The production of the " Indian State Railways Magazine " commenced in the month of October 1927, and from the outset proved extremely popular. This publication is intended to be partly a publicity medium and partly to encourage the railwaymen of India to take a wider outlook on railway and general affairs; it contains a variety of articles on travel, archæology, shikar, transportation, welfare, fiction and natural history.

Upper and third class conducted tours and bazar specials have been run by several of the railways with considerable success and the extension of these is contemplated in the near future.

An intensive advertising campaign has been carried out in Great Britain and from the number of enquiries received regarding tours in India there can be no doubt that it has proved successful. This publicity was carried out jointly with the Peninsular and Oriental Company, who report that there has been an increase of 300 per cent. in their cold weather short period passenger traffic to India. Shortly after the inauguration of the Central Publicity Bureau, the need was felt for a representative in England for the purpose of giving information and advice to potential travellers at Home and to handle enquiries arising out of press propaganda. A Publicity Officer was appointed and temporary offices secured in the West end of London in which a State Railways Bureau was opened. There is no doubt that this



1



2



3



4



1. Pigsticking in India
2. Nainital

3. The Dance of the Yellow Sect
4. Jute—The Wealth of Bengal

departure has entirely justified itself and it has been decided that in 1929 a similar appointment will be created and an office opened in New York.

A brief account of the Publicity work on the principal railways is given below:--

Assam Bengal Railway.

A small pamphlet with photographs illustrating the handling of tea on the Railway at the jetties was printed and largely distributed to tea garden managers and tea agency houses in England and India to endeavour to show the advantages of shipping of tea from Assam direct to the United Kingdom.

Bengal-Nagpur Railway.

In addition to press advertisements, posters and pamphlets were issued during the year and others are under preparation. A film of the Rath Jatra Festival at Puri in 1927 has been shown by the Cinema Car at various stations and also at Cinema theatres throughout the country. In connection with the visit of British sea-planes to Rambha on the Chilka lakes in January 1928 pamphlets in the vernaculars were distributed in the surrounding districts informing people of the proposed visit of the sea-planes and of the special reduced return fares to Rambha. On the occasion of the Mahadeo Mela in the Central Provinces vernacular pamphlets were distributed advertising intending pilgrims of the conveniences provided by the Railway and of the reduction in fares for travelling to the Mela.

Bombay, Baroda and Central India Railway.

Two Christmas Tourist trains for residents in India, one for first class passengers and the other for second and third class passengers were run from Bombay; both trains were widely advertised and proved very successful.

Early in 1928 a Hospital fête on a large scale extending for a fortnight took place in Bombay. An attractive stall was provided by the Railway and was devoted to advertising the Electric Suburban Service and the advantages of living in the country. Cinema performances were given every $\frac{1}{2}$ hour or even more frequently and the stall attracted much attention. An offer of free-season tickets for a year to purchasers of land adjoining the Railway met with a satisfactory response.

Close touch is maintained with the Indian Press and a large number of paragraphs and photographs have been published drawing attention to the facilities offered by this Railway. The vernacular papers are also assisting in the matter. 40,000 Gujerati pamphlets on the pilgrim centre of Dakor have been printed and circulated with the assistance of Government. 20,000 Gujerati and 20,000 Hindi pamphlets on Muttra have also been distributed. A large number of pictorial posters have been prepared dealing with the following subjects:—Muttra, the Peninsular and Oriental Punjab Express, Week-end concession tickets, Tourist resorts, etc. Advertisement cards are printed at frequent intervals in the railway press and distributed widely by post and hand. A number of postal circulars have been issued from time to time drawing attention to the numerous tourist centres and the advantages of a holiday in hill stations reached by this Railway. A number of enlarged photographs of places of interest on the Railway have been supplied to the American Express Company for display in their offices in America. About 5,000 packs of playing cards advertising the Railway have been designed and are on sale on trains and at bookstalls, clubs and hotels.

Eastern Bengal Railway.

In addition to press advertisements several posters and pamphlets were issued during the year and others are under consideration. A broad gauge cinema car was built and put into service in August 1927 and more than 150 exhibitions were given at different stations.

An excursion train at cheap fares was run in conjunction with the Darjeeling-Himalayan Railway from Sealdab to Kurseong and Darjeeling in June 1927 for upper class passengers and their servants. All the accommodation in the train was fully booked up some days before the running of the train. 146 upper class passengers were carried and the financial results were satisfactory. An account of a 3rd class conducted excursion and two Bazar Specials run on this railway is given in a separate paragraph.

East Indian Railway.

An intensive publicity campaign was carried on during the year by means of advertisements in the Press, pamphlets and folders, the travelling Cinema Car, handbills and pictorial menu cards.

The Poultry demonstration car visited 90 stations, where suitable lectures illustrated by lantern slides or cinema films were delivered and literature distributed.

Great Indian Peninsula Railway.

A reprint was issued of the Imperial Indian Mail booklet and of the vernacular leaflets dealing with Muttra, Nasik and Pandharpur—A booklet on Pachmari is now in the press and one on Mahableshwar is under preparation. A booklet was also issued on the 'Punjab Limited'. Special posters were issued in connection with 5-H-week fête, 3rd Class Excursion Tours, the Punjab Limited, Junnerdeo Fair and Wedding Specials. The Easter Holiday concessions were widely advertised, posters and hand bills being issued in English and three vernaculars.

The shows by the Cinema Car continued to be popular and the attendance has been very satisfactory. Displays were given at the following agricultural fairs: Burman (12 miles from Kareli station), Palwal, Muttra, Ahmadnagar and Kurduwadi. Each fair lasted about a week and films of agricultural interest were shown each night together with other films. Audiences numbered about 2,000 at each show. The Information Bureau continues to increase in popularity and a large number of over-seas tourists are entrusting their travel arrangements to it. Complete travel arrangements including reservation of hotel accommodation and sight seeing arrangements were made for several parties all of whom expressed their satisfaction for the help received.

Jodhpur Railway.

Notices were published in newspapers and posters were distributed in connection with the following fairs held on places adjacent to this railway:—

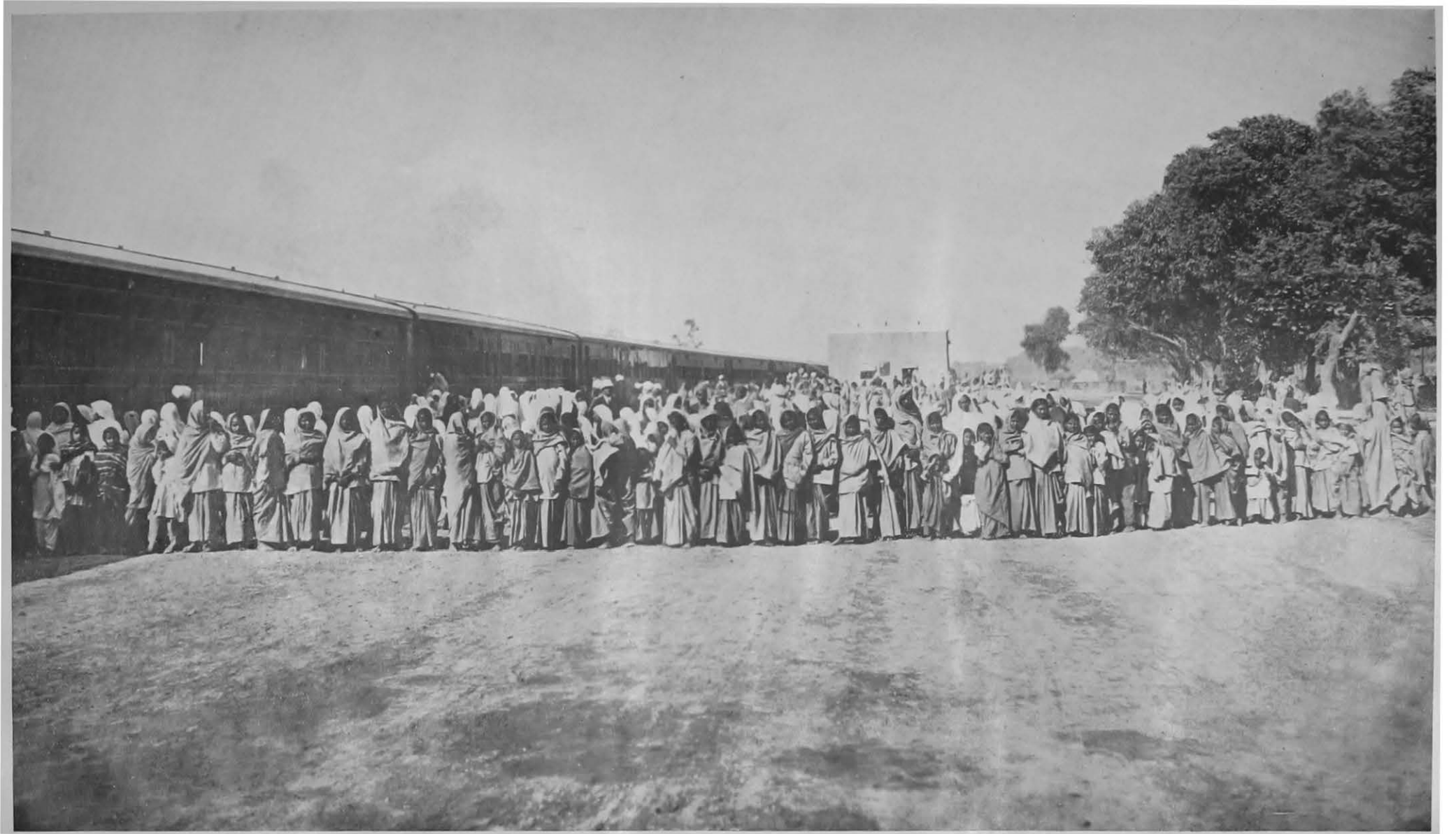
Ramdeo Fair at Runicha near Phalodi station; Cattle Fair at Parbatsar near Makrana station, Pir Pithoro Fair, Oderolal Fair near Khesano station and Chaitri Fair near Tilwara station.

North-Western Railway.

The Cinema Car visited 217 stations on the line, the total number of visitors being about 582,000. The films were obtained either through the Chief Publicity Officer or hired from film companies and consisted of educational, dramatic and comic films. Slides on Safety First and those giving publicity to railway concessions, etc., were also shown besides propaganda slides which included pictures of famous shrines.

An illustrated pamphlet in Gurmukhi was prepared to give publicity to the famous Sikh shrine at Nankana Sahab and a large number of copies were widely distributed among the Sikh community. Some of the Sikh papers reproduced the whole pamphlet in their issues. That this pamphlet served its purpose is shown by the fact that the number of pilgrims who travelled to Nankana Sahab by rail was 65,671 in 1927 as against 45,730 in 1926 and 55,000 in 1925. These figures are exclusive of pilgrims who travelled on foot or by motor lorries.

NORTH-WESTERN RAILWAY



Visitors to the Demonstration Train

Two illustrated Folders entitled "Through the Khyber Pass" and "The Queen of our Hill stations (Simla)" were also widely distributed. Posters were issued during the year advertising Nankana Sahab, the Demonstration Train, the Punjab Limited, the Lahore-Lucknow Express, Lahore Christmas Week and the Khyber Pass. During the year under review hundreds of thousands of handbills were distributed in the areas concerned on the occasion of the opening of new lines or branch booking offices, the introduction of new train services and the granting of holiday concessions.

South Indian Railway.

A Publicity Branch was inaugurated on the 1st March 1927 under a whole time officer and considerable progress was made during the year in all branches of publicity work. Stimulation of pilgrim traffic especially engaged its attention. An advertising campaign was conducted with the object of attracting pilgrims to 12 selected festivals. Pamphlets on the more important pilgrim centres, "Conjeeveram and Tiruchendur," "Rameswaram and Chidambaran" and "Trichinopoly and Srirangam" were published in English, Hindi, Tamil and Telugu.

The concession fares granted to the holiday resorts in the south were advertised with good results. Black and white posters and booklets were issued to advertise cheap return fares to the Nilgiris and Tenkasi during the Congress and Christmas and Easter seasons. Illustrated pamphlets on the Nilgiri and Kodai Hills were widely distributed abroad as well as in India.

Special publicity work was organised during the Madras Congress week of 1927, a special enquiry office being opened during the period and a liberal distribution of propaganda literature being made. The advertising of the special trains and cheap return fares contributed in no small measure to the large returns received during the period. Enquiry offices of this nature were also opened during large festivals in or near temples and were found to be of great assistance to pilgrims.

92. Demonstration Trains.—An account was given in last year's report of the Eastern Bengal Railway Demonstration Train. This was the first Demonstration Train used in India. The train was again run for one month during the year under review from February 22nd to March 23rd, 1928. Several improvements were carried out in the light of the experience gained in the previous year and both the general public and the participating departments of the Government of Bengal were satisfied with the usefulness of the train. Sufficient charges were recovered from the participating departments to cover the running expenses.

The experiment of the Eastern Bengal Railway was followed by the introduction of a similar train on the North-Western Railway. This train was arranged in collaboration with the Punjab Government and the following departments participated:—

Agriculture, Veterinary, Co-operative Societies, Public Health and Industries.

The aim of the train was to educate and impart knowledge of modern productive methods to the rural community of the Punjab. Six third class bogies were converted into Demonstration cars in which proper exhibits relating to the activities of each department were shown. A separate car was furnished by the North-Western Railway and contained exhibits pertaining to railway activities. The train toured throughout the Punjab from December 2nd 1927, to March 14th 1928, visiting 69 important rural centres and travelling a distance of nearly 4,500 miles. The success of the tour surpassed all expectations and public opinion was unanimous that the train served a most useful purpose.

93. Eastern Bengal Railway Third Class Conducted Excursion And Bazar Specials.—In October 1927 a cheap 3rd class conducted excursion limited to 700 passengers was arranged from 4 stations on the Goalundo Section

of the Eastern Bengal Railway to Calcutta. The average distance of the stations to Calcutta was 128 miles and a lump sum fare of Rs. 4 per passenger was charged. This fare included 3rd class conveyance by special train to Calcutta and back, the cost of conveyances in Calcutta, gate money at the principal places of interest, Puja fee at Kalighat, a free cinema show by the railway cinema and three meals. Out of the 639 passengers, 619 had never visited Calcutta before and 130 had never performed a railway journey. The value of the excursion lay in publicity and good will secured rather than the immediate financial gain.

In January 1928 a similar excursion limited to 100 passengers was run from Calcutta to Kamakhya, a place of Hindu pilgrimage reached *via* Amingaon. No special train was arranged on this occasion, the pilgrims being carried in two bogie carriages attached to the Assam Mail. The demand for tickets exceeded the supply and the excursion was most successful in every way.

Another experiment undertaken by the Eastern Bengal Railway was the running of two Trade or Bazar Specials, the Pujah Bazar Special in September 1927, and the Winter Bazar Special in December 1927. Each train consisted of seven third class carriages specially adapted for use as travelling shops, a catering car, an electric charging van and a cinema car. Space in the travelling shops was let to firms who did profitable business in the course of the 30 days during which each train toured over the Broad Gauge system. On the first occasion some difficulty was experienced in letting out the available accommodation, such a train being an innovation and looked upon somewhat doubtfully by the trade. The success achieved, however, was so pronounced that on the second occasion the demand for space was considerably more than the supply. Although direct profit was not the aim, yet in framing the scale of charges payable by firms for space in the train, care was taken to keep the rates high enough to obviate any justifiable complaint from local traders as to preferential treatment being given to the firms participating in the train.

94. Anti-Malarial Work.—In many cases there are opportunities for intensive malarial work in railway settlements and the Railway Board have recently referred the whole question for consideration by the Standing Committee of Railway Medical Officers.

Eastern Bengal Railway.—This railway has submitted a detailed scheme for the reorganisation of their medical service and in connection with this scheme a special post of Malariologist has been created. Special Malaria Medical Officers have been posted at Calcutta, Khulna, Paksey and Saidpur. Anti-malarial measures were taken during the year based on previous experience as well as on the advice of experts from the Tropical School of Medicine, Calcutta. A special investigation of the larvae inhabiting every tank, stream and burrow pit within the railway area was carried out on the Saidpur District and malarial diagrams of all station yards were prepared by the District Medical Officer, Saidpur, who established the fact that a gigas tribe of mosquito formerly supposed to be entirely a hill breeder could occasionally be found in the plains. The larvae identified by him were confirmed at the Tropical School of Medicine at Calcutta. In consequence of the experience gained from the special investigation on the Saidpur District and with the introduction of intensive anti-malarial measures all over the Railway under the supervision of the Malariologist, it is expected that there will be a substantial reduction in sickness among the staff from malaria during the next year.

Assam Bengal Railway.—Anti-Malarial work and campaign against Kala Azar was continued by the Medical Department and the results obtained were satisfactory. The portion of the railway situated in Upper Assam, especially the Lumding district, still has a bad name for unhealthiness with the staff. An X-Ray apparatus was installed in the Cottage Hospital at Chittagong and has frequently proved its usefulness since erected.

NORTH-WESTERN RAILWAY



Interior of Demonstration Train (Public Health Car)

Bengal-Nagpur Railway.—A post of a Malariologist was created from February 1st, 1928, and measures have been taken to combat malaria in those areas where its incidence is greatest. In the Raipur-Vizianagram Construction special attention has been paid from the beginning to the southern stretch from the Madras frontier to Parvatipuram owing to the virulent type of malaria which was prevalent there, and an anti-malarial campaign was organised to give protection to the staff and labour working on the construction. The efforts to combat this disease have met with great success and the condition of this area remained good during the year. In the Saranda tunnel works although the results were not so good as in 1926-27 the amount of malaria was not sufficient to hamper the work of the construction. At Dangoaposi station the anti-malarial drains were almost completely obliterated when the yard was washed out and the line breached in August 1927. There was a short outbreak of malaria in consequence but the drains have since been repaired and the oiling resumed.

Bombay, Baroda and Central India Railway.—Larval destruction has been carried out as far as possible on the Bombay section and though the results are not entirely satisfactory the number of admissions for malaria in Grant Road and Parel Dispensaries were slightly less for the year. It is realised, however, that the conversion of all malarial places into non-malarial places can be effected only by a complete metamorphosis in the character of the site which can only occur in the course of the next decade. During inspection rounds 40 female anophelines were caught in gangmen's chawls between Parel and Santa Cruz, out of which 31 were *A. Subpictus*, 5 were *A. Stephensi*, 3 were *A. Vagus* and 1 was *A. Culcifacies*. The upper subordinates would not tolerate the domiciliary visits by an outside inspector although asked to do so by the Medical Officer in the interests of anti-malarial work, hence a systematic inspection of the quarters could not be made. During the dry season the staff was only sufficient to do the fringe work of the whole area from Colaba to Santa Cruz but in the wet season the area could hardly be covered once a fortnight. From November 1927 to March 1928 about 3,000 cubic feet of hollows and depressions were filled in by the Medical Department during spare hours. 2½ cwt. of Paris Green and 3 tons of crude oil were used as larvicides during the year.

Great Indian Peninsula Railway.—Anti-malarial measures have been continued as in former years. These consist of filling in or draining swamps and collections of water where malaria carrying mosquitoes have been discovered and spraying with oil such collections of water which could not otherwise be dealt with. At important centres there are inspectors charged with the duty of searching out actual and likely breeding places and action is being taken to prevent the spread of infection by mosquitoes. The measures are carried out in close co operation with the local authorities.

Madras and Southern Mahratta Railway.—Malaria while not so severe as on some of the other Railways, accounts for a great deal of time lost in consequence of illness. It is particularly bad in the Guntakal District and between Hubli and Collem, causing at times definite difficulty in carrying on the running of trains on the Ghat section between Castle Rock and Collem. It is intended during the coming year to depute a member of the Medical Department to study the most recent methods of mosquito control at Kasauli with a view to undertaking if possible more efficient methods of malaria prevention in some of the worst affected areas.

His Exalted Highness the Nizam's Guaranteed State Railways.—Infection from malaria during the year was less than usual and the incidence of this disease was not serious, although malaria still causes more sickness than any other single disease. In addition to the customary measures taken to prevent or minimise the disease, copies of the book entitled "Malaria" by Knowles and R. Senior White were distributed among members of the Medical Department. Many of the yards on the system which were formerly hot beds of malaria are now almost free consequent on the burrow pits at these places having been filled with ashes. In burrow pits, drains and swamps

which it was not possible to fill with ashes, mosquito larvæ-eating fish were introduced. For the local type of malaria cinchona febrifuge has been found extremely useful and during the year 252 lbs. of this substance and 40 lbs. of quinine sulphate was used. Intra-muscular or intervenous injection of quinine was found to be most efficacious and safe and a new treatment has recently been started by a substance named plasmoguin.

North-Western Railway.—Pools and drains were oiled and depressions where water lodged were filled up at a number of stations. No regular campaign of anti-malarial measures has yet been in operation but it is proposed to institute a campaign in the near future when the necessary staff have been secured.

95. Distinguished Visitors.—During the year under review India was honoured by the visit of Their Majesties the King and Queen of Afghanistan on their way to Europe, and by a short sojourn in Calcutta just after Christmas by His Highness the Prime Minister of Nepal. Their Afghan Majesties travelled from Chaman to Karachi by rail in a train specially built for the purpose in record time by the North-Western Railway, and thence to Bombay by sea.

In addition to these distinguished visitors the Railway Administrations had also to make arrangements for the long and extensive tours of the Royal Commission on Agriculture and later in the year for the first visit of the Indian Statutory Commission. Every endeavour was made to provide for the Commissioners as much comfort and convenience during their journey as possible, and the Agricultural Commission in a special letter to the Railway Board expressed their high appreciation of the assistance rendered by the railways in making their tour a success.

NORTH-WESTERN RAILWAY



Drawing Room of His Majesty the King of Afghanistan's Train

APPENDIX A.

List showing Railways in India alphabetically arranged under each gauge according to system of working.

[NOTE.—The railways under construction or sanctioned for construction on the 31st March 1928, are shown in italics.]

Name of Railway.	Working or Constructing Agency.
I.—STATE LINES WORKED BY THE STATE.	
5' 6" gauge.	
Eastern Bengal	Eastern Bengal Railway.
East Indian	East Indian Railway.
Great Indian Peninsula	Great Indian Peninsula Railway.
North Western	North Western Railway.
South Bihar*	East Indian Railway.
3' 3³/₈" gauge.	
Aden	Aden Railway.
Cawnpore-Burhwal Link	East Indian Railway.
Eastern Bengal	Eastern Bengal Railway.
2' 6" gauge.	
Eastern Bengal	Eastern Bengal Railway.
Kalka-Simla	} North Western Railway.
<i>Kangra Valley</i>	
Kohat-Thal	
Trans-Indus (Kalabagh-Bannu)	
Zhob Valley (Khanai-Hindubagh)	
Killa Saifulla	
2' 0" gauge.	
Dera Ismail Khan-Tank Decauville	North Western Railway.
Jorhat (Provincial)	MacNeill & Co.
II.—STATE LINES WORKED BY COMPANIES.	
5' 6" gauge.	
Bengal-Nagpur	Bengal Nagpur Railway Company.
Bezwada Extension	Nizam's Guaranteed State Railways Company.
Bombay, Baroda and Central India	Bombay, Baroda and Central India Railway Company.
Kolar Gold-fields	} Madras and Southern Mahratta Railway Company.
Madras and Southern Mahratta	
South Indian	South Indian Railway Company.
3' 3³/₈" gauge.	
Alnavar-Dandeli (Provincial)	Madras and Southern Mahratta Railway Company.
Alon-Ye-U	Burma Railways Company.
Assam-Bengal	Assam Bengal Railway Company.
Bangalore-Harihar	Madras and Southern Mahratta Railway Company.
Bombay, Baroda and Central India	Bombay, Baroda and Central India Railway Company.
Burma	} Burma Railways Company.
Burma Extensions	
Dhone-Kurnool	
<i>Dronachellam (Dhone) Kurnool Extension</i>	Nizam's Guaranteed State Railways Company.
Hindupur (Yesvantpur-Mysore Frontier).	Madras and Southern Mahratta Railway Company.
Jodhpur-Hyderabad (British Section). †	Jodhpur Durbar.

* Although a leased line, it is, for convenience, shown under the head "State lines worked by the State".

† The Indian State Section of this railway forms an integral part of the Jodhpur Railway. This line is worked by the administration of the Jodhpur Railway.

Name of Railway.	Working or Constructing Agency.
II.—STATE LINES WORKED BY COMPANIES—concl'd.	
3' 3³/₈" gauge—concl'd.	
Lucknow-Bareilly	Rohilkhund and Kumaon Railway Company.
Madras and Southern Mahratta	Madras and Southern Mahratta Railway Company.
Moulmein-Ye	Burma Railways Company.
Nilgiri	South Indian Railway Company.
Palanpur-Deesa.*	Bombay, Baroda and Central India Railway Company.
Pegu-Kayan	} Burma Railways Company.
Pyinmana-Taungdwingyi	
Taungdwingyi-Kyaukpadaung	
South Indian	South Indian Railway Company.
Southern Shan States	Burma Railways Company.
Travancore (British Section)	} South Indian Railway Company.
Travancore (Indian State Section).†	
Tirhoot	Bengal and North Western Railway Company.
2' 6" gauge.	
Broach-Jambusar	Bombay, Baroda and Central India Railway Company.
Morappur-Hosur	South Indian Railway Company.
Purulia-Ranchi	} Bengal Nagpur Railway Company.
Raipur-Dhamtari	
Satpura	} South Indian Railway Company.
Tirupattur-Krishnagiri	
2' 0" gauge.	
Tumsar-Tirodi Light	Bengal Nagpur Railway Company.
III.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.	
(A) WORKED BY THE BRANCH LINE COMPANY.	
2' 6" gauge.	
Ahmadpur-Katwa	Ahmadpur-Katwa Railway Company.
Bankura-Damoodar River	Bankura-Damoodar River Railway Company.
Burdwan-Katwa	Burdwan-Katwa Railway Company.
Futwah-Islampur	Futwah-Islampur Railway Company.
Kalighat-Falta	Kalighat-Falta Railway Company.
(B) WORKED BY THE MAIN LINE.	
5' 6" gauge.	
Hardwar-Dehra	East Indian Railway.
3' 3³/₈" gauge.	
Chaparmukh-Silghat‡	} Assam-Bengal Railway Company.
Katakhal-Lalabazar‡	
2' 6" gauge.	
Dasghara-Jamalpurgunj	Bengal Provincial Railway Company.
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE.	
5' 6" gauge.	
Amritsar-Patti	} North Western Railway.
Hoshiarpur-Doab (Jullundur-Mukerian).	

* This line is owned jointly by Government and the Palanpur Durbar.

† Although for convenience classed among State railways, this line is the property of the Travancore Durbar.

‡ Also receives a subsidy from the Assam Government.

Name of Railway.	Working or Constructing Agency.
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE—contd.	
5' 6" gauge—concl'd.	
Hoshiarpur-Doab (Phagwara-Rahon)	} North Western Railway.
Mandra-Bhaun	
Sara-Sirajganj	} Eastern Bengal Railway.
Sialkot-Narowal	
Southern Punjab (Main Line)	} North Western Railway.
Southern Punjab (Jullundur-Doab)	
Southern Punjab (Ludhiana Extension).	
Southern Punjab (Sutlej Valley)	
Tapti Valley	Bombay, Baroda and Central India Railway Company.
3' 3³/₈" gauge.	
Ahmedabad-Parantij	Bombay, Baroda and Central India Railway Company.
2' 6" gauge.	
Champaner-Shivrajpur-Pani Light	Bombay, Baroda and Central India Railway Company.
Dhond-Baramati	} Great Indian Peninsula Railway.
Ellichpur-Yeotmal	
Godhra-Lunavada	
	Bombay, Baroda and Central India Railway Company.
Jacobabad-Kashmor	North Western Railway.
Khulna-Bagerhat	Eastern Bengal Railway.
Larkana-Jacobabad	North Western Railway.
Mayurbhanj	Bengal Nagpur Railway Company.
Nadiad-Kapadvanj	Bombay, Baroda and Central India Railway Company.
Pachora-Jamner	} Great Indian Peninsula Railway.
Pulgaon-Arvi	
2' 0" gauge.	
Darjeeling-Himalayan Extensions	Darjeeling-Himalayan Railway Company.
V.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.	
3' 3³/₈" gauge.	
Jamnagar-Dwarka†	Jamnagar and Dwarka Railway Company.
Mymensingh-Bhairab Bazar	Assam-Bengal Railway Company.
VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.	
3' 3³/₈" gauge.	
Bengal and North Western*	Bengal and North-Western Railway Company.
Bengal-Dooars Extensions*	Bengal Dooars Railway Company.
Mirpur Khas Jhudo*	} Jodhpur Durbar.
Mirpur Khas Khadro*	
Rohilkund and Kumaon	Rohilkund and Kumaon Railway Company.
2' 6" gauge.	
Barsi Light*	Barsi Light Railway Company.
Dehri-Rohtas Light	Dehri-Rohtas Light Railway Company.
Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.
2' 0" gauge.	
Matheran Light	Matheran Light Railway Company.

* Receives land only from Government.

† Jamnagar Dwarka Railway financed only on rebate terms given by the Durbar.

Name of Railway.	Working or Constructing Agency.
VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.	
3' 3³/₈" gauge.	
Dibru-Sadiya	Assam Railways and Trading Company.
2' 0" gauge.	
Darjeeling-Himalayan	Darjeeling-Himalayan Railway Company.
VIII.—UNASSISTED COMPANIES' LINES.	
3' 3³/₈" gauge.	
Ledo and Tikak-Margherita Colliery.	Assam Railways and Trading Company.
2' 6" gauge.	
Bengal Provincial	Bengal Provincial Railway Company.
Jessore-Jhenidah	Jhenidah Railway Syndicate.
Singri-Panchnoi River	Singri Panchnoi River Tramway Company.
2' 0" gauge.	
Jagadhri Light	Jagadhri Light Railway Company.
Kulasekarapatnam Light	East India Distilleries and Sugar Factories Limited of Madras.
Tirupati-Tiruchanur Light	Tirupati-Tiruchanur Light Railway Company.
Trivellore Light	T. N. Chetty & Sons, Madras.
IX.—DISTRICT BOARD LINES.	
5' 6" gauge.	
Suramangalam-Salem	South Indian Railway Company.
Tenali-Repalle	Madras and Southern Mahratta Railway Company.
3' 3³/₈" gauge.	
Bezwada-Masulipatam	Madras and Southern Mahratta Railway Company.
Podanur-Pollachi	} South Indian Railway Company.
Tanjore District Board	
Tinnevelly-Tirchendur	
X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARD.	
3' 3³/₈" gauge.	
Bengal Dooars	Bengal Dooars Railway Company.
2' 6" gauge.	
Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.
Baraset-Basirhat Light	Baraset-Basirhat Light Railway Company.
Bukhtiarpur-Bihar Light	Bukhtiarpur Bihar Light Railway Company.
Tezapore-Balipara Light	Tezapore-Balipara Light Railway Company.
2' 0" gauge.	
Howrah-Amta Light	Howrah-Amta Light Railway Company.
Howrah-Sheakhala Light	Howrah-Sheakhala Light Railway Company.
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.	
3' 3³/₈" gauge.	
Bhavnagar State	Bhavnagar Durbar.
Bikaner State	Bikaner Durbar.
Gondal	Gondal Durbar.
Jetalsar-Rajkot	Gondal Railway.
Jodhpur	Jodhpur Durbar.

Name of Railway.	Working or Constructing Agency.
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES— concl'd.	
3' 3³/₈" gauge—concl'd.	
Junagad State	Junagad Durbar.
Khijadiya-Dhari	Gondal Railway.
Morvi	Morvi Durbar.
Mysore	Mysore Durbar.
Porbandar State	Porbandar Durbar.
Udaipur-Chitorgarh	Mewar Durbar.
2' 6" gauge.	
Bodeli-Chhota Udaipur	Baroda Durbar.
Cutch State	Cutch Durbar.
Dholpur-Bari	Dholpur Durbar.
Gaekwar's Baroda State	Baroda Durbar.
Kolar District	Mysore Durbar.
Mohari-Barauli	Dholpur Durbar.
2' 0" gauge.	
Gwalior Light	Gwalior Durbar.
Pipar-Bilara Light	Jodhpur Durbar.
Tarikere-Narasimharajapura Light	Mysore Durbar.
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.	
5' 6" gauge.	
<i>Bahawalnagar-Cholistan</i> (Indian State Section). } North Western Railway.	
Bhopal Itarsi (Indian State Section). } Great Indian Peninsula Railway.	
Bhopal-Ujjain } Great Indian Peninsula Railway.	
Bina-Goonna-Baran } Great Indian Peninsula Railway.	
Jammu and Kashmir (Indian State Section).† } North Western Railway.	
Jind-Panipat (Indian State Section).‡ } North Western Railway.	
Karepalli-Kothagudium } Nizam's Guaranteed State Railways Company.	
Kazipet-Balharshah } Nizam's Guaranteed State Railways Company.	
Khanpur-Chachran } North Western Railway.	
Ludhiana-Dhuri-Jakhal } North Western Railway.	
Nagda-Ujjain } Bombay, Baroda and Central India Railway Company.	
Petlad-Cambay (Anand-Tarapur Section). } Bombay, Baroda and Central India Railway Company.	
Petlad-Cambay (Tarapur-Cambay Section). } Bombay, Baroda and Central India Railway Company.	
Rajpura-Bhatinda } North Western Railway.	
Sirhind-Rupar } North Western Railway.	
3' 3³/₈" gauge.	
Cooch Behar State	Eastern Bengal Railway.
Dhrangadra } Bombay, Baroda and Central India Railway Company.	
Gaekwar's Mehsana } Bombay, Baroda and Central India Railway Company.	
Hingoli Branch } Nizam's Guaranteed State Railways Company.	
Jaipur State } Bombay, Baroda and Central India Railway Company.	
Jamnagar } Jamnagar and Dwarka Railway Company.	
Kolhapur State } Madras and Southern Mahratta Railway Company.	
Okhamandal } Jamnagar and Dwarka Railway Company.	
Palanpur-Deesa.§ } Bombay, Baroda and Central India Railway Company.	
<i>Parbhani to Purli</i> } Nizam's Guaranteed State Railways Company.	

† The British section of this railway forms an integral part of the North Western Railway.
 ‡ The section of this railway in British territory forms an integral part of the North Western Railway.
 § This line is owned jointly by Government and the Palanpur Durbar.

Name of Railway.	Working or Constructing Agency.
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE—concl'd.	
3' 3$\frac{3}{8}$" gauge—concl'd.	
Sangli State	Madras and Southern Mahratta Railway Company.
Secunderabad-Gadwal	Nizam's Guaranteed State Railways Company.
Shoranur-Cochin	South Indian Railway Company.
2' 6" gauge.	
Jhagadia-Thawe Road*	Bombay, Baroda and Central India Railway Company.
Piplod Devgad-Baria	Bombay, Baroda and Central India Railway Company.
Parlakimedi Light	Bengal Nagpur Railway Company.
Rajpipla State	Bombay, Baroda and Central India Railway Company.
XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.	
5' 6" gauge.	
Nizam's Guranteed State	Nizam's Guaranteed State Railways Company.
3' 3$\frac{3}{8}$" gauge.	
Hyderabad-Godavari Valley	Nizam's Guaranteed State Railways Company.
2' 6" gauge.	
Bangalore-Chick Ballapur Light	Mysore Durbar.
XIV.—LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.	
3' 3$\frac{3}{8}$" gauge.	
Peralam-Karaikkal	} South Indian Railway Company.
Pondicherry	
West of India Portuguese	Madras and Southern Mahratta Railway Company.

* Closed for traffic from 25th July 1927.

APPENDIX B.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought upto date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, four (the North-Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925) and Great Indian Peninsula Railways) are owned and worked by the State; six (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur, South Indian and Burma) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; three important lines (the Bengal and North-Western, Rohilkhand and Kumaon and Southern Punjab) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the Railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi Umballa Kalka Railway which was purchased by the Secretary of State on 31st March 1926.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company—see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies' interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line, with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways in India, should be continued. The Government of India expressed their objections to

this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Naihati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioners remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkhand and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkhand and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operation were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of

approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam-Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was $3\frac{1}{2}$ per cent. for the first six years and thereafter 3 per cent. The Burma Railways Company was formed in 1897 to manage and develop the line in that Province that had been constructed by the State. Interest at $2\frac{1}{2}$ per cent. was guaranteed on the share capital raised by the company, and the surplus profits were originally divisible in the proportion of four-fifths to the Secretary of State and one-fifth to the company, but since 1908 the division has been proportional to the capital invested by each in the undertaking. The contract with the Burma Railways Company is terminable by the Secretary of State in 1928, or on subsequent occasions, on repayment of the company's capital at par.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, Oudh and Rohilkhand and Sind-Punjab and Delhi lines were purchased and transferred to State management, the last named now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by State from those dates.

Arrangements between the Government and Companies at present.

—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interests on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkhund and Kumaon Railway. (The Rohilkhund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1932 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1932, the lines will become the property of the State in 1981. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western, and	927 miles.
North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

- (1) Director of Railway Construction and Deputy Secretary and *ex-officio* Director of Stores.
- (2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.
- (3) Two Under-Secretaries.
- (4) Two Assistant Secretaries.
- (5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway matters, and two other Commissioners who should be men of high railway standing

and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

- (1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.
- (2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.
- (3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

- 1 Secretary.
- 3 Assistant Secretaries; one each for Establishment, Construction and Traffic.
- 1 Registrar.
- 1 Director of Railway Construction.
- 1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

1. The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.
2. The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.
3. The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board, however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:--

- (a) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,
- (b) representative of the predominant owning partner in systems aggregating 22,949 miles,
- (c) the guarantor of many of the smaller companies,
- (d) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:--

- (1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,
- (2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,
- (3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as now constituted consists of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being

Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board is now divided on the basis of subjects and not on a territorial basis. One Member deals with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The reorganisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acts as *ex-officio* Secretary to the permanent Standardisation Committees which have been appointed to deal progressively with all questions of standards of equipment.

The present superior staff under the Railway Board, therefore, consists of 5 Directors, 4 Deputy Directors, a Technical Officer, 2 Assistant Directors, a Secretary and a Deputy Secretary

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

“ This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

- (1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.
- (2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

- (3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.
- (4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.
- (5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.
- (6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

- (7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

- (8) These arrangements shall be subject to periodic revision but shall be provisionally tried for at least three years.
- (9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

- (i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and
- (ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

**Government of India, Railway Department, Resolution No. 2131-F.,
dated the 19th February 1925, on the subject of the financing
of branch lines of railways.**

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of Financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

- (i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.
- (ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.
- (iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.
- (iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

- (i) That money had been raised which the Government of India was unable to furnish.
- (ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.
- (iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee require to be ever further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked

for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are "successful," that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less "prosperous" Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. 10 $\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. 2 $\frac{1}{4}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the

matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken "with the previous sanction of the Government of India." Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises "light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation." That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5(a)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is "subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line," the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (f) of sub-section (3) of section 80 A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution are not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposals that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or, at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the construction of branch or feeder lines expected to prove remunerative from the point of view

* "Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (d) of Part II of this Schedule."

of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927.

APPENDIX F.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway offices (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927.

Item.	A. B.		B. N.		B. & N. W.		B., B. & G. I.		BUEMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		TOTAL.	
	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. Agency Department—																												
1-01. Europeans	3	3	5	4	3	4	7	7	4	3	4	4	7	5	7	8	5	4	7*	7	1	1	3	3	2*	2	58	65
1-02. Statutory Indians—																												
(a) Hindus . . . . .	..	..	1	2	..	..	..	..	..	..	..	..	1	1	..	..	2	2	..	..	..	..	1	2	..	..	5	7
(b) Muslims . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(c) Anglo-Indians . . . . .	..	..	1	1	..	..	1	1	1	1	..	..	3	2	1	..	..	..	..	..	..	..	..	..	..	..	7	5
(d) Other classes . . . . .	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	7	5
(e) Total . . . . .	..	..	2	3	..	..	1	1	2	2	..	..	5	4	2	1	2	2	2	2	..	..	1	2	..	..	17	17
1-03. GRAND TOTAL	3	3	7	7	3	4	8	8	6	5	4	4	12	9	9	9	7	6	9*	9	1	1	4	5	2*	2	75	72
2. Engineering Department—																												
2-01. Europeans	20	19	67	69	21	21	51	44	33	34	31	36	79	64	71	77	47	47	87*	75	5	5	51	46	19	22	582*	559
2-02. Statutory Indians—																												
(a) Hindus	4	5	10	10	2	2	12	12	1	3	17	17	41	45	8	9	20	18	48*	47	..	..	25	23	1	..	189*	197
(b) Muslims	2	2	2	2	..	..	..	..	..	1	..	..	5	6	4	2	..	1	9	8	..	..	2	2	..	..	24	24
(c) Anglo-Indians	3	3	8	10	..	..	3	3	10	6	2	2	6	17	3	2	2	3	16	18	..	..	1	2	1	1	55	67
(d) Other classes . . . . .	..	..	..	2	..	..	4	4	..	..	2	3	4	5	6	?	..	..	2	8	..	..	3	1	1	..	22	30
(e) Total	9	10	20	30	2	2	19	19	11	10	21	22	56	73	21	20	22	22	76*	81	..	..	31	28	3	1	290*	318
2-03. GRAND TOTAL	29	29	87	99	23	23	70	63	44	44	52	58	135	137	92	97	69	69	102*	156	5	5	82	74	22	23	872*	877
3. Transportation—																												
3-01. Europeans	9	10	32	32	11	12	30	29	26	21	22	19	32	37	42	43	23	22	44*	41	Included under Commercial		14	13	11*	16	296*	300
3-02. Statutory Indians—																												
(a) Hindus	1	1	11	10	2	2	6	5	..	..	9	10	5	6	2	2	6	6	9	11	..	..	6	6	1	2	57	61
(b) Muslims	1	1	3	3	..	..	1	2	..	..	3	4	6	7	1	1	..	..	8	7	..	..	..	..	1	1	24	26
(c) Anglo-Indians	2	2	1	2	..	..	2	2	1	1	1	5	14	10	3	3	3	3	1	2	..	..	1	1	..	1	29	32
(d) Other classes . . . . .	..	..	..	..	..	..	5	5	6	5	..	..	1	1	..	..	..	..	2	1	..	..	..	..	..	..	13	12
(e) Total	4	4	15	15	2	2	14	14	6	6	13	19	26	24	6	6	9	9	20	21	..	..	6	7	2	4	123	131
3-03. GRAND TOTAL	13	14	47	47	13	14	44	43	32	33	35	38	58	61	48	49	32	31	64*	62	..	..	20	20	13*	19	419*	431

APPENDIX F—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on the 1st April 1928 as compared with 1st April 1927—concl'd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		TOTAL.		
	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
8. Total—																													
8-01. Europeans	53	52	162	159	61	64	143	140	94	98	78	84	226	213	102	100	128	125	201*	186	12	11	105	102	56*	63	1,516*	1,485	
8-02. Statutory Indians—																													
(a) Hindus	10	11	28	35	5	5	21	21	4	7	30	37	60	74	25	28	30	29	78*	84	2	2	40*	43	10*	8	340*	384	
(b) Muslims	3	4	5	5	..	..	1	2	..	1	3	5	15	17	6	4	..	1	21	21	1	1	2	2	1	2	58	66
(c) Anglo-Indians	6	7	12	16	..	1	10	11	14	10	11*	16	55	56	15	14	7	9	21*	24	..	..	4	5	11*	13	166*	182
(d) Other classes . . . . .	..	..	..	2	..	..	15	15	6	6	4	5	6	7	9	10	3	3	6*	12	..	..	3	1	2*	1	54	62
(e) Total	19	22	45	58	5	6	47	40	24	24	54*	63	136	154	55	56	40	42	126*	141	3	3	49*	51	24*	24	627*	693	
8-03. GRAND TOTAL	72	74	207	217	66	70	195	189	118	120	132*	147	362	367	247	246	168	167	327*	327	15	14	154*	153	80*	87	2,143	2,178	
9. Increase + Decrease—																													
9-01. Europeans . . . . .	..	-1	..	-3	..	+3	..	-8	..	+2	..	+6	..	-13	..	-2	..	-3	..	-15	..	-1	..	-8	..	+7	..	-31
9-02. Statutory Indians—																													
(a) Hindus . . . . .	..	+1	..	+7	..	..	..	..	..	+3	..	+1	..	+14	..	+3	..	-1	..	+6	..	..	..	+3	..	-2	..	+35
(b) Muslims . . . . .	..	+1	..	..	..	..	..	+1	..	+1	..	+2	..	+2	..	-2	..	+1	..	..	..	..	..	..	..	+1	..	+7
(c) Anglo-Indians . . . . .	..	+1	..	+4	..	+1	..	+1	..	-4	..	+5	..	+1	..	-1	..	+2	..	+3	..	..	..	+1	..	+2	..	+16
(d) Other classes . . . . .	..	..	..	+2	..	..	..	..	..	..	..	+1	..	+1	..	+1	..	-	..	+6	..	..	..	-2	..	-1	..	+8
(e) Total . . . . .	..	+3	..	+13	..	+1	..	+2	..	..	..	+9	..	+13	..	+1	..	+2	..	+15	..	..	..	+2	..	..	..	+60
9-03. GRAND TOTAL	+2	..	+10	..	+4	..	-6	..	+2	..	+15	..	+5	..	-1	..	-1	-1	..	-1	..	+7	..	+35
10. Percentage of total—																													
10-01. Europeans	73.6	70.2	78.3	73.8	92.4	91.4	75.9	74.1	79.7	80.0	58.6	57.1	62.4	58.0	77.7	77.2	76.2	74.8	61.5	56.9	50.0	73.0	63.2	66.7	70.0	73.0	70.7	68.2	
10-02. Statutory Indians—																													
(a) Hindus	13.9	14.9	13.5	16.1	7.6	7.2	10.8	11.1	3.4	5.8	27.1	25.2	16.6	20.2	10.1	11.4	17.8	17.4	23.9	25.7	13.3	14.3	26.0	28.1	12.5	9.0	16.3	17.6	
(b) Muslims	4.2	5.4	2.4	2.3	..	..	0.5	1.1	..	0.9	2.3	3.4	4.1	4.6	2.4	1.6	..	0.6	6.4	6.4	6.7	7.1	1.3	1.3	1.3	2.3	2.7	3.0
(c) Anglo-Indians	8.3	9.5	6.8	7.4	..	1.4	5.1	5.8	11.8	8.3	9.0	10.9	15.2	15.3	6.1	5.7	4.2	5.4	6.4	7.3	..	..	2.6	3.3	13.7	14.6	7.8	3.4
(d) Other classes . . . . .	..	..	..	0.9	..	..	7.7	7.9	5.1	5.0	3.0	3.4	1.7	1.9	3.7	4.1	1.8	1.8	1.8	3.7	..	..	1.0	0.6	2.5	1.1	2.5	2.8

* Revised figures.

APPENDIX F—contd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways, Railway Board and other Railway offices (excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways) on 1st April 1928 as compared with 1st April 1927.

Item.	A. B.		B. N.		B. & N. W.		B.; B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		E. & K.		S. I.		TOTAL.			
	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
1. Agency Department—																												
1-01. Europeans	3	3	3	3	1	1	2	9	7
1-02. Statutory Indians—																												
(a) Hindus	4	3	4	4	1	1	2	4	5	5	8	8	13	13	2	2	3	3	7	7	1	1	4	4	54	55		
(b) Muslims . . . . .	..	..	..	..	..	..	3*	3	..	..	..	..	1	..	..	..	..	..	2	..	..	..	..	..	6*	3
(c) Anglo-Indians	1	1	2	2	1	1	2	2	5	4	..	..	..	..	4	4	1	1	2	3	..	..	1	1	10	19
(d) Other classes . . . . .	..	..	..	..	..	..	7*	6	..	2	..	..	..	..	4	4	..	..	1	2	..	..	..	..	12*	14
(e) Total	5	4	6	6	2	2	14*	15	10	11	8	8	14	13	10	10	4	4	12	12	1	1	5	5	91*	91		
1-03. GRAND TOTAL	5	4	6	6	2	2	14*	15	10	11	11	11	17	16	11	11	4	4	14	12	1	1	5	5	100*	98		
2. Engineering Department—																												
2-01. Europeans	1	1	11	11	4	2	9	12	..	..	10*	8	50	53	26	26	12	13	40	36	2	3	8	6	173*	176
2-02. Statutory Indians—																												
(a) Hindus	8	8	84	85	4	4	81	71	40	57	32	37	153	140	69	98	15	12	161	150	..	..	28*	29	676*	671
(b) Muslims	2	2	9	6	2	3	12	12	1	4	4	5	8	10	21	25	..	1	76	80	1	1	3	2	139	151		
(c) Anglo-Indians	5	4	54	51	16	17	15	12	34	32	26*	29	136	118	58	58	24	25	61	51	1	1	20	23	450*	421		
(d) Other classes . . . . .	..	..	2	..	..	..	28	28	11	10	5	4	5	2	24	23	2	2	7	12	..	..	4	3	89	89
(e) Total	15	14	149	122	22	24	136	123	86	103	67*	75	302	270	172	209	41	40	305	293	2	2	55*	57	1,352	1,332		
2-03. GRAND TOTAL	16	15	160	133	26	26	145	135	86	103	77	83	362	323	198	235	53	53	345	329	4	5	68*	63	1,525*	1,508		
3. Transportation—																												
3-01. Europeans	1	..	19	21	10	9	36	39	8	6	47	30	30	107	223	213	..	..	99	132	Included under commercial.		10*	11	544	563
3-02. Statutory Indians—																												
(a) Hindus	4	4	15	33	2	2	93	94	9	10	27	27	46	47	25	41	2	2	45	49	..	..	9	11	277	320
(b) Muslims . . . . .	..	..	2	5	1	1	8	8	2	2	1	2	0	12	4	0	..	..	12	16	..	..	2	1	41	53
(c) Anglo-Indians	15	15	76	69	6	4	39	36	73	33	48	57	215	188	501	548	27	29	120	85	..	..	14	18	1,133	1,092
(d) Other classes	1	1	1	2	..	..	40	52	13	10	..	5	1	3	61	68	..	..	29	32	..	..	..	..	155	173
(e) Total	20	20	94	109	8	7	189	190	97	105	76	91	271	250	501	623	29	31	206	182	..	..	25	30	1,606	1,538
3-03. GRAND TOTAL	21	20	113	130	18	16	225	229	105	111	123	121	357	357	319	336	29	31	305	314	..	..	35	41	2,160	2,206

* Revised figures.

SENIOR SUBORDINATES EMPLOYED ON CLASS I RAILWAYS.

APPENDIX F—concl'd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over, employed on Class I Railways, Railway Board and other Railway offices (excluding H. E. H. the Nizami's Guaranteed State and Jodhpur Railways) on 1st April 1928 as compared with 1st April 1927—concl'd.

Item.	A. B.		B. N.		B. & N. W.		B., E. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.			
	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.	1927.	1928.		
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
4. Commercial—																												
4-01. Europeans	Included under Transportation.				Included under Transportation.						11	10	10	6	Included under Transportation.				6	12	1	1	31	31
4-02. Statutory Indians—			Included under Transportation.				Included under Transportation.								Included under Transportation.													
(a) Hindus	1	1											30	30	25	27					11	11	3	4	71	73
(b) Muslims											4	5	2	4					4	3	10	12
(c) Anglo-Indians											10	10	6	13					4	3	7	7	27	33
(d) Other classes	6	8					..	2	6	10
(e) Total	1	1	1				1						44	45	39	52	19				19	7	7	3	4	114	128	
4-03. GRAND TOTAL	1	1	4				2						55	55	49	58	25				31	7	7	4	5	145	159	
5. Mechanical Engineering—																												
5-01. Europeans	11	17	205	255	14	14	77	75	14	13	66	66	385	326	64	53	60	60	164	163	4	4	29	34	1,158	1,080		
5-02. Statutory Indians—																												
(a) Hindus	3	3	21	13	..	..	25	27	8	9	16	17	18	47	17	20	4	6	49	56	1	1	7	6	169	204
(b) Muslims	1	1	2	2	1	1	6	5	1	1	1	1	5	7	3	1	1	1	27	38	..	..	..	..	47	58
(c) Anglo-Indians	13	16	193	179	16	18	266	295	100	113	73	78	564	602	124	129	103	96	193	206	3	3	127	126	1,795	1,861		
(d) Other classes	7	6	7	4	..	..	47	44	7	12	1	1	3	4	25	28	6	6	21	30	1	1	2	1	127	137
(e) Total	24	26	223	198	17	19	363	371	116	135	91	97	590	660	189	178	114	109	200	330	5	5	136	132	2,188	2,260		
5-03. GRAND TOTAL	35	43	488	453	31	33	440	446	130	148	157	163	975	986	233	231	174	169	454	493	9	9	165	166	3,291	3,340		
6. Stores Department—																												
6-01. Europeans					3		3				7		6		1		1									
6-02. Statutory Indians—																												
(a) Hindus	1	1	6	8	..	..	5	6	8	8	6	6	18	15	2	2	1	1	19	23	..	..	1	2	62	67
(b) Muslims					1			8		5			9	
(c) Anglo-Indians	1	1	10	10	1	1	4	3	..	..	5	5	16	14	5	8	5	5	8	6	..	..	2	3	57	56
(d) Other classes . . . . .	..	..	1	1	..	..	3	3	..	..	..	..	..	..	2	1	..	..	3	3	..	..	..	..	9	8
(e) Total	2	2	17	19	1	1	13	12	3	3	11	11	34	29	9	11	6	6	38	37	..	..	3	5	137	136
6-03. GRAND TOTAL	2	2	17	19	1	1	16	15	3	3	11	11	41	35	10	12	6	6	44	45	..	..	3	6	164	164

7. Other Departments—

7-01 Europeans	6	4	27	30	2	3	10	19	—	—	..	1	70	84	5	5	3	2	5	8	..	..	1	1	147	157
7-02. Statutory Indians—																										
(a) Hindus	7	7	48	48	6	6	55	55	22	21	39	46	100	127	25	27	11	12	51	66	2	2	17	20	383	437
(b) Muslims . . . . .	..	..	1	..	..	..	8*	2	5	5	1	1	7	9	..	..	..	..	18*	18	..	..	..	..	35*	35
(c) Anglo-Indians	2	4	74	69	16	18	81	82	15	16	21	19	64	77	22	22	22	20	16*	10	1	1	4	4	288*	292
(d) Other classes	1	..	2	2	..	1	25*	26	10	11	..	1	1	1	20	20	7	7	11*	15	..	..	3	3	80	87
(e) Total	10	11	125	119	22	25	114*	115	62	53	61	67	172	214	67	69	40	39	96*	109	3	3	24	27	786*	851
7-03. GRAND TOTAL	16	15	152	149	24	28	133*	134	62	53	61	68	251	298	72	74	43	41	101*	117	3	3	25	28	933*	1,008

8. Railway Board and other Railway offices—

8-01. Europeans . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	5
8-02. Statutory Indians—																											
(a) Hindus . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	84	92
(b) Muslims . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	10
(c) Anglo-Indians . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16	19
(d) Other classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	8
(e) Total . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	118	128
8-03. GRAND TOTAL . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	122	133

9. Total—

9-01. Europeans	19	22	322	317	33	30	144	148	22	19	126*	108	621	594	335	305	75	75	322	359	6	7	49	53*	2,078*	2,042	
9-02. Statutory Indians—																											
(a) Hindus	28	27	178	171	14	13	261	257	37	105	128	141	378	419	165	217	36	36	343	362	4	4	69*	75	1,775*	1,919	
(b) Muslims	3	3	14	13	4	5	32	30	9	12	7	9	34	43	30	26	1	2	147*	160	1	1	5	3	296*	327	
(c) Anglo-Indians	37	41	409	380	56	59	377	380	227	248	173*	188	1,005	1,009	720	742	182	176	404*	364	12	12	168	175	3,787*	3,792	
(d) Other classes	9	7	13	9	..	1	159	159	41	45	6	11	10	10	142	157	15	15	72*	96	1	1	9	7	484*	526	
(e) Total	77	78	614	573	73	78	629	626	364	410	314*	349	1,427	1,431	1,057	1,152	234	229	966*	932	18	18	251*	260	6,842*	6,564	
9-03. GRAND TOTAL	96	100	936	890	106	108	972	974	386	429	440	457	2,048	2,075	1,392	1,457	309	304	1,288*	1,341	24	25	300*	313	8,420*	8,606	

10. Increase + Decrease—

10-01. Europeans . . . . .	..	+8	..	-5	..	-3	..	+4	..	-3	..	-18	..	-27	..	-30	..	..	..	+37	..	+1	..	+4	..	-56
10-02. Statutory Indians—																											
(a) Hindus . . . . .	..	-1	..	-7	..	-1	..	-4	..	+18	..	+13	..	+41	..	+52	..	..	..	+19	..	..	..	+6	..	+144
(b) Muslims . . . . .	..	..	..	-1	..	+1	..	-2	..	+3	..	+2	..	+9	..	+6	..	+1	..	+18	..	..	..	-2	..	+81
(c) Anglo-Indians . . . . .	..	+4	..	-29	..	+4	..	+3	..	+21	..	+15	..	+4	..	+22	..	-6	..	-40	..	..	..	+7	..	+6
(d) Other classes . . . . .	..	-2	..	-4	..	+1	..	..	..	+4	..	+5	..	..	..	+15	..	..	..	+24	..	..	..	-2	..	+42
(e) Total . . . . .	..	+1	..	-41	..	+5	..	-3	..	+46	..	+35	..	+54	..	+95	..	-5	..	+16	..	..	..	+9	..	+222
10-03. GRAND TOTAL . . . . .	..	+4	..	-46	..	+2	..	+1	..	+43	..	+17	..	+27	..	+65	..	-5	..	+53	..	+1	..	+13	..	+166

11: Percentage of total—

11-01. Europeans	19.8	22.0	34.4	35.6	31.1	27.8	14.8	15.2	5.7	4.4	28.7	23.6	30.3	28.6	24.1	20.9	24.3	24.7	25.0	26.8	25.0	28.0	16.2	16.9	24.7	23.7	
11-02. Statutory Indians—																											
(a) Hindus	29.2	27.0	19.0	19.2	13.2	12.1	26.8	26.4	22.6	24.5	29.1	30.9	18.4	20.2	11.8	14.9	11.6	11.8	26.6	27.0	16.6	16.0	23.5	24.0	21.1	22.3	
(b) Muslims	3.1	3.0	1.5	1.5	3.8	4.6	3.3	3.1	2.3	2.8	1.6	2.0	1.7	2.1	2.2	2.5	0.3	0.7	11.4	11.9	4.2	4.0	1.7	1.0	3.5	3.8	
(c) Anglo-Indians	38.5	41.0	43.7	42.7	51.9	54.6	38.8	39.0	58.8	57.8	39.3	41.1	49.1	48.6	51.7	50.9	58.9	57.9	31.4	27.1	50.0	48.0	55.6	55.9	45.0	44.1	
(d) Other classes	9.4	7.0	1.4	1.0	..	0.0	16.3	16.3	10.6	10.5	1.3	2.4	0.5	0.5	10.2	10.8	4.9	4.9	5.6	7.2	4.2	4.0	3.0	2.2	5.7	6.1	

* Revised figures.

APPENDIX G.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28.

Departments.	Number of new appointments created during the year.	Number of appointments abolished during the year.	Number of vacancies which occurred during the year.	Number of vacancies which occurred in previous years not filled in these years remaining to be filled.	Number of net vacancies to be filled.	Number of vacancies not filled up during the year.	Number of vacancies actually filled.	FILLED BY					
								Europeans.	STATUTORY INDIANS.				TOTAL.
									Hindus.	Muslims.	Anglo-Indians.	Other classes.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Worked Railways.													
1. Agency . . . . .		..	..	2	2	2	..	..	..	..	..	..	..
2. Engineering	(a) 22	..	19	2	43	6	37	14	15	1	8	1	23
3. Transportation and Commercial.	(a) 12	..	7	10	29	8	21	4	8	1	8	..	17
4. Mechanical	(a) 10	..	4	19	27	5	22	18	2	1	..	1	4
5. Stores . . . . .		..	2	..	2	2	..	..	..	..	..	..	..
6. Other Departments	(a) 12	..	6	..	18	2	16	8	5	..	2	1	8
7. TOTAL													
{ 1927-28	56	..	38	27	121	25	96	44	30	8	16	8	52
{ 1926-27	54	6	34	25	107	27	80	42	26	7	8	2	38
8. Percentage of Europeans to number of vacancies filled.	1926-27	52.5											
{ 1927-28	46.8												
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	47.5											
{ 1927-28	54.2												
Other Railways.													
Assam Bengal Railway.													
1. Agency . . . . .	..	1	1	..	..	..	..	..	..	..	..	..	..
2. Engineering . . . . .	..	..	..	1	1	1	1	..	1	..	..	..	1
3. Transportation and Commercial. . . . .	..	..	2	..	2	1	1	1	..	..	..	..	..
4. Mechanical . . . . .	..	..	2	1	3	1	2	1	..	1	..	..	1
5. Stores . . . . .	..	..	1	..	1	..	1	..	..	..	1	..	1
6. Other Departments	1	..	1	..	2	..	2	1	1	..	..	..	1
7. TOTAL													
{ 1927-28	1	1	7	2	9	2	7	3	2	1	1	..	4
{ 1926-27	7	..	4	3	14	2	12	4	3	2	3	..	8
8. Percentage of Europeans to number of vacancies filled.	1926-27	33.3											
{ 1927-28	42.9												
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	66.7											
{ 1927-28	57.1												
Bengal and North-Western Railway.													
1. Agency . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Engineering	1	..	..	..	1	..	1	1	..	..	..	..	..
3. Transportation and Commercial. . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Mechanical . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Stores . . . . .	..	..	..	1	1	..	1	..	..	..	1	..	1
6. Other Departments . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
7. TOTAL													
{ 1927-28	1	..	..	1	2	..	2	1	..	..	1	..	1
{ 1926-27	..	..	8	1	4	1	3	1	2	..	..	..	2
8. Percentage of Europeans to number of vacancies filled.	1926-27	33.3											
{ 1927-28	50.0												
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27	66.7											
{ 1927-28	50.0												

(a) Includes posts created for the training of probationers.

APPENDIX G—contd.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's Guaranteed State and Jodhpur Railways, and how they were filled during 1927-28—contd.

Departments 1	Number of new appointments created during the year. 2	Number of appointments abolished during the year. 3	Number of vacancies which occurred during the year. 4	Number of vacancies which occurred in previous years not filled in these years remaining to be filled. 5	Number of net vacancies to be filled. 6	Number of vacancies not filled up during the year. 7	Number of vacancies actually filled. 8	FILLED BY										
								STATUTORY INDIANS					Euro-peans. 9	Hindus. 10	Muslims. 11	Anglo-Indians. 12	Other classes. 13	TOTAL 14
<i>Bengal Nagpur Railway.</i>																		
1. Agency . . .	--	--	..	..	--	--	--	--	..	..	--	..	..	..
2. Engineering . . .	11	1	6	1	17	--	17	5	7	..	8	2	..	12				
3. Transportation and Commercial.	1	1	2	2	4	..	4	3	..	..	1	..	..	1
4. Mechanical . . .	2	1	3	1	5	2	3	2	1	..	--	..	..	1		
5. Stores . . .	..	..	..	..	..	..	..	..	..	..	--	..	..	..
6. Other Departments . . .	2	1	5	..	6	2	4	3	..	..	1	..	..	1
7. TOTAL . . .	1927-28 16	4	16	4	32	4	28	18	8	..	6	2	..	16				
	1926-27 1	4	6	3	6	4	2	1	1	..	..	..	..	1
8. Percentage of Europeans to number of vacancies filled.	1926-27 50.0	--	--	..	--	--	--	..	--	--	--	--	--	--				
	1927-28 46.4	--	--	..	--	--	--	..	--	--	--	--	--	--				
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27 50.0	--	--	..	--	--	--	..	--	--	--	--	--	--				
	1927-28 53.6	--	--	..	--	--	--	..	--	--	--	--	--	--				
<i>Bombay, Baroda and Central India Railway.</i>																		
1. Agency . . .	..	..	..	..	..	--	--	..	..	..	..	..	..	..
2. Engineering . . .	1	7	11	3	8	4	4	2	..	1	..	1	..	2				
3. Transportation and Commercial.	..	..	2	2	4	3	1	..	..	1	..	..	..	1
4. Mechanical . . .	..	..	..	2	2	--	2	1	..	..	1	..	..	1
5. Stores . . .	..	..	..	..	..	--	--	..	..	..	..	..	..	..
6. Other Departments . . .	..	..	1	1	2	--	2	2	..	..	..	..	..	..
7. TOTAL . . .	1927-28 1	7	14	8	16	7	9	5	..	2	1	1	..	4				
	1926-27 7	4	(a)17	(a)2	22	8	14	4	4	2	2	2	..	10				
8. Percentage of Europeans to number of vacancies filled.	1926-27 28.6	--	--	..	--	--	--	..	--	--	--	--	--	--				
	1927-28 55.6	--	--	..	--	--	--	..	--	--	--	--	--	--				
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27 71.4	--	--	..	--	--	--	..	--	--	--	--	--	--				
	1927-28 44.4	--	--	..	--	--	--	..	--	--	--	--	--	--				
<i>Burma Railways.</i>																		
1. Agency . . .	..	..	..	..	..	--	--	..	..	..	..	..	..	..
2. Engineering . . .	2	..	2	7	11	1	10	6	2	..	2	..	..	4		
3. Transportation and Commercial.	5	..	1	..	6	5	1	1	..	..	..	..	..	..
4. Mechanical . . .	2	..	1	1	4	--	4	4	..	..	..	..	..	..
5. Stores . . .	..	..	..	..	..	--	--	..	..	..	..	..	..	..
6. Other Departments . . .	..	..	1	..	1	--	1	..	1	..	..	..	..	1
7. TOTAL . . .	1927-28 9	..	5	8	22	6	16	11	3	..	2	..	..	5		
	1926-27 8	2	5	7	18	7	11	9	1	..	..	1	..	2		
8. Percentage of Europeans to number of vacancies filled.	1926-27 81.8	--	--	..	--	--	--	..	--	--	--	--	--	--				
	1927-28 68.7	--	--	..	--	--	--	..	--	--	--	--	--	--				
9. Percentage of Statutory Indians to number of vacancies filled.	1926-27 18.2	--	--	..	--	--	--	..	--	--	--	--	--	--				
	1927-28 31.3	--	--	..	--	--	--	..	--	--	--	--	--	--				

(a) Revised figures.

APPENDIX H.**Officers of the Railway Department (Railway Board) on 31st March, 1928.**

The Hon'ble Sir GEORGE RAINY, K.C.I.E., C.S.I., I.C.S.
Member of Council of Governor General.

Railway Board.

Sir Clement Hindley, Kt.	Chief Commissioner of Railways (on leave).
Sir Austen Hadow, Kt., C.V.O.	Chief Commissioner of Railways (Offg.).
Mr. A. A. L. Parsons, C.I.E., I.C.S.	Financial Commissioner of Railways.
Sir Austen Hadow, Kt., C.V.O.	Member (Officiating Chief Commissioner).
Mr. P. C. Sheridan, C.M.G.	Member.
Mr. J. M. D. Wrench	Member (Offg.).

Mr. A. Lines	Director, Civil Engineering.
Mr. A. J. Chase, O.B.E.	Director, Mechanical Engineering.
Mr. A. M. Hayman, O.B.E.	Director, Finance (on leave).
Mr. P. R. Rau, M.A.	Director, Finance (Offg.).
Mr. J. C. Highet	Director, Establishment (Offg.).
Mr. H. C. Sparke	Director, Traffic.
Mr. J. Kaul, M.A.	Secretary (Offg.).
Mr. J. Kaul, M.A.	Deputy Secretary (Offg. Secretary).
Mr. I. T. St. C. Pringle	Deputy Secretary (Offg.).
Mr. J. F. Blackwood	Temporary Officer, Programme.
Mr. P. R. Rau	Deputy Director, Finance (Offg. Director).
Mr. H. J. M. DeLange	Deputy Director, Finance (Offg.).
Mr. R. C. Case	Deputy Director, Stores.
Mr. B. Moody	Deputy Director, Traffic and Statistics.
Rai Bahadur B. D. Puri	Assistant Director, Finance (on deputation).
Khan Sahib Barkat Ali	Assistant Director, Finance (Offg.).
Mr. Gopal Nath Mehra	Assistant Director, Statistics.
Mr. E. C. Rundlett	Chief Superintendent.

Attached Officers.

Mr. A. F. Harvey	Technical Officer (on leave).
Mr. F. E. Cole	Technical Officer (Offg.).
Mr. W. A. Bailey	Timber Advisory Officer.
Mr. P. H. Maffin, O.B.E., M.C.	Officer on Special Duty.
Mr. A. D. Green	Officer on Special Duty.
Mr. D. S. Burn	Officer on Special Duty.
Mr. H. Dale Green	Officer on Special Duty.
Major F. H. Budden, M.C., R.E.	Officer on Special Duty.
Mr. J. A. Tomlinson	Officer on Special Duty.

Accountant General, Railways.

Mr. J. M. Hartley	Accountant General, Railways.
Mr. B. N. Mitra, B.A.	Officer on Special Duty.
Mr. C. H. James	Deputy Accountant General, Railways (Inspection).
Mr. I. S. Puri, M.A.	Deputy Accountant General, Railways (Head Quarters).
Mr. R. V. Ramchandani, M.A., LL.B.	Assistant Audit Officer.

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(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1927—28

Volume II



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1928

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INTRODUCTORY NOTE.

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

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

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

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

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

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

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

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

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1926-27 and 1927-28 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts (In thousands of rupees).

Classification.	Year.	Capital at Charge (including ferries and suspense) on open lines and on lines partly or wholly under construction.	Net Revenue Receipts	Percentage of Net Revenue Receipts on Capital at Charge.	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMN (4) AND (8)].		Percentage of Gain or Loss on Capital at Charge.
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
State Lines worked by the State.	1926-27	4,16,00,56	18,65,63	4.49	..	15,02,42	15,02,42	3,63,21	..	0.87
	1927-28	4,35,73,31	20,96,18	4.81	..	15,09,67	15,99,67	4,96,51	..	1.14
State Lines worked by Companies or by Indian States.	1926-27	2,81,97,31	16,07,72	5.70	1,65,56	10,69,66	12,35,22	3,72,50	..	1.32
	1927-28	2,94,67,58	17,94,54	6.07	1,67,14	11,29,61	12,86,75	5,07,79	..	1.70
Miscellaneous items	1926-27	2,89,08	..	..	..	13.96	13,96	..	13,96	-4.83
	1927-28	2,89,08	..	..	..	-10.94	-10,94	10,94	..	-3.78
Total Central	1926-27	7,00,86,95	34,73,35	4.95	1,65,56	25,86,04	27,51,60	7,21,75	..	1.03
	1927-28	7,33,29,97	38,90,72	5.31	1,67,14	27,18,34	28,75,48	10,15,24	..	1.38
Total Provincial	1926-27	19,98	8	0.40	..	87	87	..	79	-3.95
	1927-28	14,94	12	0.67	..	57	57	..	45	3.15
GRAND TOTAL	1926-27	7,01,06,93	34,73,43	4.95	1,65,56	25,86,91	27,52,47	7,20,96	..	1.02
	1927-28	7,33,44,91	38,90,84	5.30	1,67,14	27,18,91	28,76,05	10,14,79	..	1.38

*II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1927 and 1928
(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 1927.	31st March 1928.	31st March 1927.	31st March 1928.	31st March 1927.	31st March 1928.
1	2	3	4	5	6	7
1. Liabilities incurred in the purchase of railways :—						
(a) During the year	—1,31	—1,16	..	..	—1,31	—1,16
(b) To end of the year	1,30,78,02	1,30,76,86	50,08,68	50,08,68	1,80,86,70	1,80,85,54
2. Capital outlay during the financial year from funds provided by the State :—						
(a) Works	14,13,89	13,53,19	8,56,82	8,00,57	22,70,71	22,43,76
(b) Rolling-stock	2,54,49	2,74,50	1,58,66	2,62,59	4,13,16	5,37,09
(c) General charges	40,05	65,19	69,34	83,31	1,09,39	1,48,50
(d) Stores, etc., not finally charged off in the accounts.	17,08	2,13,44	—96,45	1,01,34	—79,37	3,14,78
(e) Total	17,25,51	19,06,32	9,88,37	13,37,81	27,13,88	32,44,13
3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—						
(a) Works	1,80,19,97	1,93,73,17	1,56,17,15	1,65,02,74	3,36,37,12	3,58,75,91
(b) Rolling stock	85,31,05	88,05,55	62,20,62	64,83,21	1,47,51,67	1,52,88,76
(c) General charges	8,72,57	9,37,75	10,86,06	11,69,59	19,58,63	21,07,24
(d) Stores, etc., not finally charged off in the accounts.	10,98,95	13,12,39	5,73,86	6,74,97	16,72,81	19,87,36
(e) Total	2,85,22,54	3,04,28,86	2,34,97,69	2,48,30,51	6,20,20,23	5,52,59,37
4. Total Capital at Charge at the end of the financial year. [Items 1 (b) plus 3 (e).]	4,16,00,56	4,35,05,72	2,85,06,37	2,98,39,19	7,01,06,93	7,33,44,91

II-B.—Summary of Capital Outlay to the end of the years 1926-27

Classification.	Year.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
I	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	1926-27	1,78	40	1	45	2,64
	1927-28	1,32	27	..	45	2,04
(b) Worked by the main line	1926-27	23	..	—3	..	20
	1927-28	1,59	..	..	..	1,59
2. Branch line Companies' Railways under rebate terms worked by the main line.	1926-27	6,24	2,78	..	..	9,02
	1927-28	6,03	2,84	7	..	8,94
3. Branch line Companies' Railways under guarantee and rebate terms.	1926-27	2,08	2	..	..	2,10
	1927-28	94	..	..	4	98
4. Companies' lines subsidized by the Government of India.	1926-27	25,17	20,59	1,26	—3,42	43,60
	1927-28	34,94	8,10	61	—12,17	31,48
5. Companies' lines subsidized by Local Governments.	1926-27	1,96	7	..	—1,00	1,02
	1927-28	1,01	2,27	..	—63	2,65
6. Unassisted Companies' lines	1926-27	4	3	..	—1	6
	1927-28	7	2	..	—5	4
7. District Board lines	1926-27	1,46	45	..	—9	1,81
	1927-28	1,27	2	..	..	1,29
8. Companies' lines subsidized by District Boards	1926-27	63	48	10	17	1,38
	1927-28	1,60	1,43	—2	1	3,02
9. Indian State lines worked by Indian States	1926-27	50,97	27,34	1,75	—3,10	76,96
	1927-28	56,02	21,91	1,74	1,47	81,14
10. Indian State lines worked by the main line	1926-27	32,42	3,44	3,06	25,88	64,80
	1927-28	68,72	11,12	3,78	—21,59	62,03
11. Companies' lines guaranteed by Indian States	1926-27	1,09	47	..	—2,69	—1,13
	1927-28	2,28	20	..	—3,33	—85
12. Lines in Foreign territory worked by British Indian Railway Companies.	1926-27	..	..	..	..	..
	1927-28	5	..	..	..	5
TOTAL	1926-27	1,24,05	56,07	6,15	16,19	2,02,16
	1927-28	1,76,84	48,18	6,18	—35,80	1,94,40
MISCELLANEOUS	1926-27	3,04	13	..	17	3,34
	1927-28	2,60	..	..	..	2,60
GRAND TOTAL	1926-27	1,27,09	56,20	6,15	16,36	2,05,80
	1927-28	1,78,44	48,18	6,18	—35,80	1,97,00

and 1927-28 of other than State-owned Railways. (In thousands.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
88,26	17,89	70,08	1,80	*1,18,03	*Excludes Rs. 30,67,000 being the Capital outlay to the end of 1925-26 of Arakan Light Ry. which has been closed for all kinds of traffic from 1st June 1926.
89,58	18,16	10,08	2,25	1,20,07	
74,40	1,16	7,71	2	† 83,29	
75,99	1,16	7,71	2	†84,88	†Includes Rs. 1,13,000 direct outlay on Katakhal Lalabazar by the Managing Agents.
12,52,49	53,06	1,07,61	..	14,13,16	
12,58,52	55,90	1,07,68	..	14,22,10	
1,70,40	3,37	9,56	2,14	1,85,47	
1,71,34	3,37	9,56	2,18	1,86,45	
11,45,95	3,61,63	1,14,58	32,31	†16,54,47	†Excludes Rs. 2,00,92,000 being the capital outlay to the end of 1925-26 of D. U. K. Railway which has been amalgamated with the N. W. Railway.
11,80,89	3,69,73	1,15,19	20,14	16,85,95	
1,01,21	63,24	20,96	5,11	1,90,52	
94,55	59,71	18,94	4,48	§1,77,68	§ Excludes Rs. 15,49,000 (which is made up of Rs. 7,67,000 in respect of works, Rs. 5,80,000 for rolling stock, and Rs. 2,02,000 for general charges) due to change of the rate of conversion from 1s. 4d. to 1s. 6d. by the Home Board with effect from 1st April 1926.
30,88	6,73	90	36	38,87	
30,95	6,75	90	31	38,91	
1,34,98	6,96	13,22	..	1,55,15	
1,36,25	6,97	13,22	..	1,56,44	
1,09,27	37,07	5,77	3,76	1,55,87	
1,10,87	38,50	5,75	3,77	1,58,89	
12,84,14	4,77,91	71,58	64,94	18,98,57	
13,40,16	4,99,82	73,32	66,41	19,79,71	
11,96,21	1,08,38	92,25	39,08	14,35,92||	||Includes Rs. 10,710 capital outlay incurred by the B., B. and C. I. Railway (a) Includes outlay of Rs. 10,000 on Vijapur-Ambhavan Railway under construction by the Baroda Durbar.
12,64,93	1,19,50	96,03	17,49	14,98,05 (a)	
7,38,26	1,92,48	30,37	28,37	9,89,48	
7,40,54	1,92,68	30,37	25,04	9,88,63	
2,13,18	..	1,61	..	2,14,69	
2,13,23	..	1,51	..	2,14,74	
65,39,63	13,29,87	4,86,10	1,77,89	85,33,49	
67,07,80	13,72,25	4,90,26	1,42,09	87,12,50(a)	
22,84	2,03	2,01,09	28	2,26,24	
25,44	2,03	2,01,09	28	2,28,84(b)	
65,62,47	13,31,90	6,87,19	1,78,17	87,59,73	
67,33,24	13,74,28	6,91,35	1,42,37	89,41,34(a)	

(b) See remarks at the bottom of page 39.

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railway, for the years 1926-27 and 1927-28.

Particulars.	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total Central.		Total Provincial.		Grand Total.	
	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.
	2	3	4	5	6	7	8	9	10	11	12	13
Interest on sterling debt .. £	3,514,714	3,529,766	893,913	893,913	..	..	4,408,627	4,423,679	..	..	4,408,627	4,423,679
Interest on capital contributed by companies—												
On share capital £	..	..	495,000	495,000	..	..	495,000	495,000	..	..	495,000	495,000
On debenture & debenture stock £	..	..	678,573	641,578	..	..	678,573	641,578	..	..	678,573	641,578
TOTAL .. £	..	..	1,173,573	1,136,578	..	..	1,173,573	1,136,578	..	..	1,173,573	1,136,578
GRAND TOTAL .. £	3,514,714	3,529,766	2,067,486	2,030,491	..	..	5,582,200	5,560,257	..	..	5,582,200	5,560,257
Converted into rupees at average rate of exchange .. (In thousands of rupees).	4,71,09	4,72,82	2,76,82	2,71,72	..	..	7,47,91	7,44,54	..	..	7,47,91	7,44,54
Interest on capital outlay provided by Government .. (In thousands of rupees).	10,29,41	11,24,93	7,85,34	8,50,39	13,96	—10,94	18,28,71	19,64,38	87	57	18,29,58	19,64,95
Interest on rupee debt.. (In thousands of rupees).	1,92	1,92	7,50	7,50	..	..	9,42	9,42	..	..	9,42	9,42
GRAND TOTAL .. (In thousands of rupees).	15,02,42	15,99,67	10,69,66	11,29,61	13,96	—10,94	25,86,04	27,18,34	87	57	25,86,91	27,18,91

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1926-27 and 1927-28. (In thousands of rupees.)

Class of Railways.	Year.	GROSS REVENUE RECEIPTS.			WORKING EXPENSES.				Net Revenue Receipts.	Percentage of ordinary working expenses on earnings.	REMARKS.
		Earnings.	Suspense.	Total.	Ordinary.	Renewals and Replacements.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State lines worked by the State	1926-27	57,12,84	-5,86	57,06,98	33,33,32	5,19,91	-11,88	38,41,35	18,65,63	58.35	
	1927-28	59,60,59	-2,27	59,58,32	32,12,18	6,41,71	8,25	38,82,14	20,96,18	53.89	
State lines worked by Companies or by Indian States.	1926-27	41,96,99	7	41,97,06	23,01,69	2,90,51	-2,86	25,89,34	16,07,72	64.84	
	1927-28	44,72,49	-7,09	44,65,40	22,13,97	4,53,42	3,47	26,70,86	17,04,54	49.50	
Total Central	1926-27	99,09,83	-5,79	99,04,04	56,35,01	8,10,42	-14,74	64,30,69	34,73,35	56.83	
Total Provincial	1927-28	1,04,33,08	-9,36	1,04,23,72	54,26,15	10,95,13	11,72	65,33,00	38,90,72	52.01	
	1926-27	2,64	-2	2,62	2,39	13	2	2,54	8	90.53	
GRAND TOTAL	1927-28	93	20	1,13	1,01	-3	3	1,01	12	108.60	
	1926-27	99,12,47	-5,81	99,06,66	56,37,40	8,10,55	-14,72	64,33,23	34,73,43	56.85	
	1927-28	1,04,34,01	-9,16	1,04,24,85	54,27,16	10,95,10	11,75	65,34,01	38,90,84	52.01	

V.—Summary of Capital at Charge*, Revenue Earnings and Expenses of Railways by classes for the years 1926-27 and 1927-28. (In thousands of rupees.)

Classification.	Year.	† Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	§ Gross earnings.	§ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 3.	REMARKS.
1	2	3	4	5	6	7	8	9
Class I Railways	1926-27	7,58,02,89	1,68,72,42	67,28,15	41,44,27	61.88	5.47	
	1927-28	7,91,36,11	1,14,36,74	69,84,37	44,52,37	61.07	5.63	
Class II Railways	1926-27	21,09,82	2,39,08	1,96,63	1,02,45	65.74	4.86	
	1927-28	21,85,46	3,18,97	1,97,16	1,21,81	61.81	5.87	
Class III Railways	1926-27	4,98,73	64,16	45,30	18,86	70.60	3.78	
	1927-28	5,07,58	66,64	47,95	18,69	71.95	3.68	
Other items not included in the preceding heads	1926-27	(a) 4,55,22	..	..	..	..	..
	1927-28	(b) 4,57,10	..	..	..	..	..
Total State Railways	1926-27	(c) 6,96,51,71	(g) 98,62,18	(g) 52,39,35	36,22,83	63.27	5.20	
	1927-28	(d) 7,28,87,81	(h) 1,04,30,17	(i) 64,91,68	39,38,49	62.25	5.40	
Total other Railways	1926-27	85,33,49	13,72,78	7,30,27	6,42,51	53.20	7.53	
	1927-28	87,12,50	13,91,65	7,37,30	6,54,35	52.98	7.51	
Other items not included in the preceding heads	1926-27	(a) 4,55,22	..	..	..	..	..
	1927-28	(b) 4,57,10	..	..	..	..	..
Miscellaneous	1926-27	(e) 2,26,24	70	46	24	..	..
	1927-28	(f) 2,28,84	53	50	3	..	..
GRAND TOTAL	1926-27	7,88,66,66	1,12,35,66	69,70,08	42,65,58	62.04	5.41	
	1927-28	8,22,86,25	1,18,22,35	72,20,48	45,92,87	61.16	5.58	

* In the case of State-owned railways.

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

‡ The figures of total capital at charge in column 3 are for the system as a whole, i.e., State-owned portion plus other than State-owned portion.

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

(a) See details at the bottom of statement 5 in the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(b) As detailed at the end of Statement 5.

(c) For difference with Summary No. 1, see foot-note (b) in Summary V of the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(d) The difference in the figures of capital at charge shown in Summary V as compared with those shown in Summary I is due to the exclusion of Rs. 4,57,10 shown against "other items not included in the preceding heads" in the above Summary.

(e) For details see foot-note (f) in Summary V of the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(f) Made up of— (In thousands of rupees).

(1) Interest charges during construction of Assam Bengal Railway debited to capital	75,70
(2) State outlay on the Patri Branch	8,08
(3) Expenditure in England on the South Bihar railway	52,18
(4) Outlay by Forest Department on the Alnavar Dandeli railway	8,87
(5) Outlay from Joint Debenture Stock on the Lucknow Bareilly Railway	84,01
Total	2,28,84

(g) For details see foot-notes (c) and (d) in Summary V of the Report by the Railway Board on Indian Railways for 1926-27—Volume II.

(h) The difference of Rs.—3,84,000 as compared with the earnings shown in column 3 of Summary IV above is made up of—

Excludes	Rs.	—4,000	Dividend on Government holdings (B. N. Railway).
"	"	—6,45,000	Interest on capital deposited by companies, M. S. Railway.
Includes	"	+1,08,000	gross earnings of Jorhat (Provl.) Railway.
"	"	+6,000	" " Bezwada Extension Railway.
"	"	+1,51,000	" " Shoranur Nilambar and Villupuram Trichinopoly Railways.
Total		—3,84,000	

(i) The difference of Rs.—30,58,000 as compared with the expenses shown under columns 6 and 7 of Summary IV above is made up of—

Excludes	Rs.	—20,05,000	on account of rebate, etc.
"	"	—1,25,000	Interest adjustment of Tirhoot Railway.
"	"	—11,49,000	contribution to Depreciation Fund on account of Company-worked lines.
Includes	"	+1,09,000	working expenses of Jorhat (Provincial) Railway.
"	"	+20,000	" " Bezwada Extension Railway.
"	"	+92,000	" " Shoranur Nilambar and Villupuram Trichinopoly Railways.
Total		—30,58,000	

VI.—Summary of *Capital at Charge**, *Revenue Earnings and Expenses and Mileage of Railway*
Capital outlay†, classified according to methods of working for the years 1926-27 and 1927-28.

Classification.	Year.	Route mileage on 31st March.	Total capital at charge (including ferries and suspense) on open lines & on lines wholly or partly under construction.	Gross earnings. ‡	Working expenses. ‡	Net earnings.	REMARKS.
1	2	3	4||	5||	6||	7||	8
		Miles.	Rs.	Rs.	Rs.	Rs.	
State lines worked by the State	1926-27	13,548·92	\$4,14,49,40	(a) 57,14,94	(b) 33,46,66	18,63,28	*In the case of State-owned Railways.
	1927-28	13,737·28	\$4,33,52,64	(a) 59,62,60	(b) 38,48,39	21,14,21	
State lines worked by companies	1926-27	14,315·33	\$2,82,02,31	(a) 41,47,24	(b) 23,92,69	17,54,55	†In the case of other than State-owned Railways.
	1927-28	14,759·07	\$2,95,35,17	(a) 44,67,67	(b) 26,43,29	18,24,28	
Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1926-27	177·93	1,18,03	10,12	7,99	2,13	‡The difference in the figures of capital at charge shown in summary No. VI as compared with those shown in summary No. 1 is due to the exclusion of figures detailed in the last head "other items not included in the preceding heads".
	1927-28	177·93	1,20,07	10,27	8,50	1,77	
Branch line companies' railways under Guarantee terms, worked by the main line.	1926-27	114·65	83,29	13,41	6,84	6,57	§The difference in the figures of capital at charge shown in summary No. VI as compared with those shown in summary No. 1 is due to the exclusion of figures detailed in the last head "other items not included in the preceding heads".
	1927-28	114·65	84,88	14,14	7,20	6,94	
Branch line companies' railways under Rebate terms, worked by the main line.	1926-27	2,067·24	14,13,16	2,51,27	1,28,72	1,22,55	||The figures in columns 4 to 7 are in thousands.
	1927-28	2,053·06	14,22,10	2,54,72	1,30,32	1,24,40	
Branch line companies' railways under Guarantee and rebate terms.	1926-27	166·60	1,85,47	17,39	9,12	8,27	
	1927-28	166·60	1,86,45	19,54	10,04	9,50	
Companies' lines subsidized by the Government of India.	1926-27	1,983·52	16,54,47	2,72,05	1,16,16	1,55,89	
	1927-28	2,082·44	16,85,95	2,88,83	1,19,67	1,69,16	
Companies' lines subsidized by Local Governments.	1926-27	137·62	1,90,52	46,46	26,95	19,51	
	1927-28	137·02	1,77,68	46,27	27,94	18,33	
Unassisted companies' lines	1926-27	69·70	38,87	4,15	3,31	84	
	1927-28	69·70	38,91	4,15	3,16	1,29	
District Board lines	1926-27	271·27	1,55,15	39,86	22,25	17,61	
	1927-28	271·27	1,56,44	42,90	25,48	17,42	
Companies' lines subsidized by District Boards.	1926-27	305·93	1,55,87	37,70	22,58	15,12	
	1927-28	305·91	1,58,89	38,29	23,08	15,21	
Indian State lines worked by Indian States.	1926-27	3,153·19	18,98,57	2,69,24	1,77,20	82,04	
	1927-28	3,261·86	19,86,38	2,79,05	1,88,25	90,80	
Indian State lines worked by the main line.	1926-27	1,890·39	14,35,92	2,14,21	1,23,82	90,39	
	1927-28	1,727·66	14,91,38	1,81,82	1,06,25	75,57	
Companies' lines guaranteed by Indian States.	1926-27	754·47	9,89,48	1,81,44	70,35	1,11,09	
	1927-28	754·41	9,88,63	1,81,89	70,58	1,11,31	
Lines in foreign territory worked by British Indian railway companies.	1926-27	73·60	2,14,69	25,48	14,98	10,50	
	1927-28	73·60	2,14,74	29,48	16,83	12,65	
Miscellaneous	1926-27	19·12	(d) 2,26,24	70	46	24	
	1927-28	19·12	(e) 2,28,84	53	50	3	
Other items not included in the preceding heads	1926-27	..	(f) 4,55,22	..	..	..
	1927-28	..	(g) 4,57,10	..	..	..
TOTAL	1926-27	39,048·88	7,88,66,66	1,12,35,66	69,70,08	42,65,58	
	1927-28	39,711·58	8,22,86,25	1,18,22,35	72,29,48	45,92,87	

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

(a) For the difference in the figures of gross earnings shown in Summary No. VI as compared with those shown in column 3 of Summary No. IV, see foot-notes (c) and (h) of Summary No. V in the Report by Railway Board on Indian Railways for 1926-27 and 1927-28 (Volume II) respectively.

(b) For the difference in the figures of working expenses shown in Summary No. VI as compared with those shown in columns 6 and 7 of Summary No. IV, see foot-notes (d) and (i) of Summary No. V in the Report by Railway Board on Indian Railways for 1926-27 and 1927-28 (Volume II), respectively.

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

(d) For details see foot-note (f) of Summary No. V in the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(e) As detailed in foot-note (f) of Summary No. V.

(f) For details see foot-note 11 of Statement No. 5 in the Report by Railway Board on Indian Railways for 1926-27—Volume II.

(g) As detailed at the end of statement No. 5.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1928.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1928.			TRACK MILEAGE OPEN ON THE 31st MARCH 1928.			Route mileage opened during the financial year 1927-28.	ROUTE MILEAGE AUTHO- RISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1928.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under con- struction.
1	2	3	4	5	6	7	8	9	10
Class I Railways—									
5' 6" gauge	16,274·14	3,310·54	19,584·68	23,131·24	6,758·64	29,889·88	224·55	355·42	1,060·46
3' 3½" gauge	13,745·40	244·95	13,990·35	14,235·30	2,840·85	17,076·15	239·96	507·66	906·05
2' 6" and 2' 0" gauges	2,011·78	Nil	2,011·78	2,011·78	261·25	2,283·03	39·42	9·54	307·37
Total	32,031·32	3,555·49	35,586·81	39,378·32	9,860·74	49,229·06	503·93	872·62	2,273·88
Class II Railways—									
3' 3½" gauge	2,126·94	Nil	2,126·94	2,126·94	288·69	2,415·63	93·24	91·56	86·46
2' 6" and 2' 0" gauges	826·55	Nil	826·55	826·62	100·06	926·67	84·92	53·56	15·37
Total	2,953·49	Nil	2,953·49	2,953·56	388·74	3,342·30	178·16	145·12	101·83
Class III Railways—									
3' 3½" gauge	137·34	Nil	137·34	137·34	17·24	154·58	Nil	Nil	Nil
2' 6" and 2' 0" gauges	1,033·94	Nil	1,033·94	1,035·29	85·25	1,120·54	17·05	23·12	49·39
Total	1,171·28	Nil	1,171·28	1,172·63	102·49	1,275·12	17·05	23·12	49·39
Total State-Owned Railways—									
5' 6" gauge	13,751·23	3,310·02	17,061·25	20,607·29	6,380·78	26,987·07	158·55	353·43	944·94
3' 3½" gauge	9,688·70	227·13	9,915·83	10,142·96	2,201·01	12,343·97	239·96	401·56	750·69
2' 6" and 2' 0" gauges	1,449·05	Nil	1,449·05	1,449·05	202·67	1,651·72	39·42	Nil	275·74
Total	24,888·98	3,537·15	28,426·13	32,199·30	8,793·46	40,992·76	437·93	754·99	1,971·37
Total Other Railways—									
5' 6" gauge	2,522·91	0·52	2,523·43	2,523·95	368·86	2,892·81	61·00	1·99	115·52
3' 3½" gauge	6,320·98	17·82	6,338·80	6,356·62	945·77	7,302·39	93·24	197·66	241·82
2' 6" and 2' 0" gauges	2,423·22	Nil	2,423·22	2,424·64	233·88	2,658·52	101·97	86·22	96·39
Total	11,267·11	18·34	11,285·45	11,305·21	1,548·51	12,853·72	261·21	285·87	453·73
Total State-Managed Railways—									
5' 6" gauge	11,359·25	2,758·23	14,117·48	17,073·06	5,158·55	22,231·61	162·22	323·45	657·00
3' 3½" gauge	948·24	7·29	955·53	962·82	202·92	1,255·74	24·06	Nil	76·95
2' 6" and 2' 0" gauges	793·95	..	793·95	793·95	116·79	910·74	39·42	Nil	233·15
Total	13,101·44	2,765·52	15,866·96	18,829·83	5,568·26	24,398·09	225·69	323·45	967·10
Total Other Railways—									
5' 6" gauge	4,914·89	552·31	5,467·20	6,058·18	1,600·09	7,658·27	62·33	31·97	401·46
3' 3½" gauge	15,061·44	237·66	15,299·10	15,636·76	2,853·86	18,390·62	309·16	599·22	915·56
2' 6" and 2' 0" gauges	3,078·32	Nil	3,078·32	3,079·74	319·76	3,399·50	101·97	86·22	138·98
Total	23,054·65	789·97	23,844·62	24,774·68	4,773·71	29,448·39	473·45	717·41	1,456·00
Total by gauges—									
5' 6" gauge	16,274·14	3,310·54	19,584·68	23,131·24	6,758·64	29,889·88	224·55	355·42	1,060·46
3' 3½" gauge	16,009·68	244·95	16,254·63	16,499·58	3,146·78	19,646·36	333·20	599·22	992·51
2' 6" and 2' 0" gauges	3,872·27	Nil	3,872·27	3,873·69	436·55	4,310·24	141·39	86·22	372·13
GRAND TOTAL	36,156·09	3,555·49	39,711·58	43,504·51	10,341·97	53,846·48	699·14	1,040·86	2,425·10

NOTE.—The route mileage open on 31st March 1927 viz., 39,048·88 plus the mileage opened during 1927-28 (column 8) does not agree with the mileage open on 31st March 1928 (column 4) and the difference of 36·44 miles is as follows:—

- (a) Jhagadia-Thawa Road 18·75 miles closed for traffic during the year.
 (b) Exclusion of Sambher salt sidings 9·27 miles which was handed over to Salt Department.
 (c) Minor adjustments 9·42 miles due to realignments and remeasurements.

VIII.—Summary of Equipment showing

Classification.	LOCOMOTIVES.		RAIL MOTORS.		STEAM COACHES.		**ELECTRIC MOTOR COACHES.		COACHING VEHICLES							Railway Service Vehicles (including officers, carriages).	
	No.	Total tractive effort in lbs.	No.	Seats	No.	Seats	No.	3rd class seats.	Average weight in tons.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.					OTHER VEHICLES INCLUDING BRAKE VANS.		
										PASSENGER CARRIAGES.				No.			
										Seats.							
1	2	3	4	5	6	7	8	9	10	11	1st.	2nd.	Inter.	Third.	15	16	17
CLASS I RAILWAYS.																	
5' 6" gauge	6,004	136,080,238	2	12	10†	785	54	5,168	68.7	9,859*	22,467	38,797	69,178	6,6511	3,742	842	
3' 3½" gauge	2,658	34,319,023	4	36	3†	224	..	..	..	7,061*	8,952	13,410	10,023	348,456	1,314	415
2' 6" and 2' 0" gauges	Number. 304		Number. 9		3	..	..	..	..	807	1,054	1,365	1,683	24,621	72	41
CLASS II RAILWAYS.																	
3' 3½" gauge	237		1	..	..	..	..	..	..	735	1,148	2,075	878	26,449	167	114
2' 6" and 2' 0" gauges	127		4	3	..	..	..	..	..	531	627	770	473	16,603	47	13
CLASS III RAILWAYS.																	
3' 3½" gauge	17		..	..	..	..	..	..	..	59	81	154	40	1,597	17	3
2' 6" and 2' 0" gauges	137		12	2	..	..	..	..	..	460	424	390	1,153	11,063	47	15

IX.—Summary of net Additions

Classification.	LOCOMOTIVES.		RAIL MOTORS.		STEAM COACHES.		**ELECTRIC MOTOR COACHES.		COACHING VEHICLES							Railway Service Vehicles (including officers, carriages).	
	No.	Total tractive effort in lbs.	No.	Seats	No.	Seats	No.	Seats	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.					OTHER VEHICLES INCLUDING BRAKE VANS.			
									PASSENGER CARRIAGES.				No.				
									Seats.								
1	2	3	4	5	6	7	8	9	10	1st.	2nd.	Inter.	Third.	15	16		
CLASS I RAILWAYS.																	
5' 6" gauge	-290	-1,961,570	..	..	1	101	20	2,240	9	-102	-2,282	2,219	23,154	-84	-16
3' 3½" gauge	24	1,234,232	..	..	2	224	..	..	136	126	371	350	13,407	43	9
2' 6" and 2' 0" gauges	Number. -23		Number. 4		..	..	..	..	-36	-21	-13	-22	-1,236	1	..
CLASS II RAILWAYS.																	
3' 3½" gauge	5		..	..	..	..	..	..	10	-62	44	-46	595	2	15
2' 6" and 2' 0" gauges	5		..	..	2	..	..	..	46	63	127	49	2,174	-23	..
CLASS III RAILWAYS.																	
3' 3½" gauge	..		-1	..	..	..	..	..	-1	-9	..	..	86	1	..
2' 6" and 2' 0" gauges	-2		1	..	..	..	..	..	-8	13	-23	3	235	-2	1
BY GAUGES.																	
5' 6" gauge	-290	-1,961,570	..	..	1	101	20	2,240	9	-102	-2,282	2,219	23,154	-84	-16
3' 3½" gauge	29		-1	2	224	..	..	..	145	55	415	310	14,088	46	24
2' 6" and 2' 0" gauges	-20		5	2	..	..	..	..	4	60	91	30	1,173	-24	1

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

**Motor Coach composite.

actual stock running on 31st March 1928.

Trailer coaches.				GOODS VEHICLES.								Railway Service Vehicles including inspection trolleys.	Road Motors.
				EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.									
Electric.		Steam.		COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		OTHER VEHICLES INCLUDING BRAKE VANS.	No.	No.	
No.	Seats.	No.	Seats.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.			No.
18	19	20	21	22	23	24	25	26	27	28	29	30	
159	16,720	2	80	96,437	1,967,202	39,433	820,456	6,712	130,570	12,250	3,944	80	
..	..	..	..	45,680	550,274	2,647	35,881	5,483	64,481	6,723	3,130	7	
Number.													
3,827												147	..
5,305												145	..
1,806												23	..
468												2	..
1,500												29	..

to or reduction of Equipment during the year 1927-28.

Trailer coaches.				GOODS VEHICLES.					Railway Service Vehicles including inspection trolleys.	Road Motors.		
				EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.								
Electric.		Steam.		COVERED WAGONS.		OPEN WAGONS.		OTHER VEHICLES INCLUDING BRAKE VANS.	No.	No.		
No.	Seats.	No.	Seats.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.			No.	No.
17	18	19	20	21	22	23	24	25	26	27		
48	5,616	..	..	340	23,827	-2,331	-22,819	-1,271	-111	9		
..	..	..	..	1,347	22,283	204	2,272	43	216	4		
Number.												
38											9	..
273											14	..
90											..	..
11											1	..
-15											-3	..
48	5,616	..	..	340	23,827	-2,331	-22,819	-1,271	-111	9		
Total Number.												
1,878											231	4
119											6	..

X.—Summary of Passenger and Goods

Headings.	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.
	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	1,105.9	1,076.1	35.7	41.5	9.6	11.3
2nd class "	10,393.7	10,335.4	241.5	267.6	30.6	42.9
Inter class "	14,985.0	17,431.2	240.5	257.5	136.9	149.4
3rd class "	568,592.1	584,698.9	25,818.5	26,789.8	10,381.6	10,229.0
TOTAL (a)	595,076.7	613,541.6	26,336.2	27,356.4	10,558.7	10,432.6
2. Passenger miles (in thousands)—						
1st class Miles	116,792	126,688	1,409	1,813	291	285
2nd class "	410,017	468,624	9,080	9,992	842	923
Inter class "	670,437	753,708	5,868	6,231	1,939	2,258
3rd class "	18,406,167	19,559,423	589,566	621,862	153,842	152,583
TOTAL	19,603,413	20,908,343	605,923	639,898	156,914	156,049
3. Average miles a passenger was carried—						
1st class "	105.6	117.7	39.5	43.8	30.3	25.2
2nd class "	39.4	45.3	37.6	37.3	27.5	21.5
Inter class "	44.7	43.2	24.4	24.2	14.2	15.1
3rd class "	32.4	33.6	22.8	23.2	14.8	14.9
TOTAL	32.9	34.1	23.0	23.4	14.8	15.0
4. Earnings from passengers carried (in thousands of Rupees)—						
1st class Rs.	1,15,09	1,10,78	2,38	2,53	29	40
2nd class "	1,82,18	1,88,86	5,59	5,87	52	94
Inter class "	1,59,36	1,66,73	1,81	1,88	2	72
3rd class "	31,89,90	32,80,37	1,20,26	1,25,66	33,85	33,35
TOTAL	36,46,53	37,46,74	1,30,04	1,35,94	35,28	35,41
5. Average rate charged per passenger per mile (in pies)—						
1st class Pie	18.9	16.8	32.4	26.3	19.1	26.9
2nd class "	8.53	7.74	11.8	11.3	11.8	19.6
Inter class "	4.56	4.25	5.92	5.79	6.14	6.12
3rd class "	3.33	3.22	3.92	3.88	4.22	4.20
TOTAL	3.57	3.44	4.12	4.08	4.30	4.36
6. Tons of goods carried (in thousands) (t)	107,684	112,615	4,194	4,486	1,088	1,156
7. Net ton-miles (in thousands)	20,103,214	21,620,094	243,393	254,410	29,051	27,718
8. Average miles a ton of goods was carried	186.7	192.0	58.0	56.7	30.6	24.0
9. Earnings from goods carried (in thousands of rupees).	63,40,38	67,59,01	1,43,56	1,57,86	23,84	23,78
10. Average rate charged for carrying a ton of goods one mile	6.05	6.00	11.3	11.9	14.4	16.5

Revenue Statistics for the years 1926-27 and 1927-28.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		REMARKS.
1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	
8	9	10	11	12	13	14	15	
844.5	824.1	272.2	268.0	34.5	36.8	1,012.1	980.1	
8,572.2	8,391.3	1,953.0	2,094.8	140.6	159.8	10,006.3	9,962.9	
13,304.9	15,459.6	1,627.7	1,898.2	429.8	480.3	14,944.8	17,350.6	
352,472.0	358,273.6	223,118.0	234,796.3	29,202.2	28,647.8	578,408.6	594,821.2	
375,193.6	382,948.6	226,970.9	239,057.3	29,807.1	29,324.7	604,371.8	623,114.8	
95,760	104,891	21,344	22,536	1,388	1,359	118,492	128,786	
322,384	371,409	92,871	103,059	4,684	4,971	419,939	479,439	
594,237	667,175	74,834	84,590	9,173	10,432	678,244	762,197	
11,843,334	12,692,451	6,778,767	7,124,229	527,474	517,188	19,149,575	20,333,808	
12,855,715	13,835,926	6,967,816	7,334,414	542,719	533,950	20,366,250	21,704,290	
111.4	127.3	78.4	84.1	40.2	36.8	117.1	131.4	
37.6	44.3	47.6	49.2	33.3	31.1	42.0	48.1	
44.7	43.2	46.0	44.6	21.3	21.7	45.4	43.9	
33.6	35.4	30.4	30.3	18.1	18.1	33.1	34.2	
34.3	36.1	30.7	30.7	18.2	18.2	33.7	34.8	
90.81	87.38	23.49	23.49	3.46	2.84	1,17.76	1,13.71	
1,36.35	1,41.39	47.54	50.06	4.40	4.22	1,88.29	1,95.67	
1,40.79	1,47.11	17.82	19.09	3.18	3.13	1,61.79	1,69.33	
20,69.70	21,29.52	11,54.43	11,94.12	1,20.48	1,15.74	33,44.01	34,39.38	
24,37.05	25,05.40	12,43.28	12,86.76	1,31.52	1,25.93	38,11.85	39,18.09	
18.2	15.9	21.1	20.0	47.9	39.8	19.1	17.0	
8.12	7.31	9.83	9.33	18.0	16.3	8.60	7.84	
4.55	4.23	4.57	4.33	6.66	5.76	4.58	4.27	
3.35	3.22	3.27	3.22	4.39	4.30	3.35	3.25	
3.64	3.48	3.42	3.37	4.65	4.53	3.59	3.47	
80,918	84,118	28,456	30,279	3,592	3,860	85,833	89,791	
16,565,936	17,776,189	3,670,246	3,988,023	139,476	138,010	20,375,658	21,902,222	
204.7	211.3	129.0	131.7	38.6	35.8	237.4	243.9	
47,57.03	50,81.12	16,42.35	17,46.07	1,08.90	1,13.46	65,08.28	69,40.65	
5.51	5.49	8.55	8.41	15.1	15.8	6.12	6.08	

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of gauges travelled over by each passenger.

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

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1926-27 and 1927-28.

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.*			GROSS EARNINGS.			
		Total (in thousands of rupees).	Per train mile.	Per mean mile worked.	Total (in thousands of rupees).	Per train mile.	Per mean mile worked per week.	Total (in thousands of rupees).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
		3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I Railways	1926-27	41,45,87	2.55	11,685	67,28,15	4.14	365	1,08,74,02	6.69	30,657	590
	1927-28	44,51,91	2.60	12,404	69,84,37	4.08	374	1,14,36,74	6.68	31,864	613
Class II Railways	1926-27	1,02,45	1.67	3,709	1,96,63	3.20	137	2,99,08	4.87	10,827	208
	1927-28	1,21,81	1.94	4,258	1,97,16	3.13	133	3,18,97	5.07	11,152	214
Class III Railways	1926-27	18,86	0.89	1,652	45,30	2.16	76	64,16	3.06	5,620	108
	1927-28	18,60	0.80	1,532	47,95	2.22	82	66,64	3.02	5,771	111
Total All Railways	1926-27	42,67,18	2.50	10,835	69,70,08	4.08	340	1,12,37,26	6.58	28,540	549
	1927-28	45,92,41	2.56	11,505	72,29,48	4.02	348	1,18,22,35	6.58	29,624	569
5' 6" Gauge	1926-27	28,31,53	2.62	14,449	50,46,08	4.67	495	78,80,61	7.29	40,181	773
	1927-28	31,14,92	2.73	15,571	51,82,96	4.53	498	82,98,34	7.26	41,482	798
3' 3½" Gauge	1926-27	13,76,42	2.47	8,599	17,21,46	3.10	207	30,97,88	5.57	19,359	372
	1927-28	14,31,75	2.47	8,890	18,31,33	3.16	219	32,63,08	5.63	20,275	390
2' 6" and 2' 0" Gauges	1926-27	56,23	0.80	1,496	2,02,53	2.88	103	2,58,76	3.68	6,885	132
	1927-28	45,74	0.62	1,201	2,15,19	2.93	109	2,60,93	3.55	6,851	132
Total All Gauges	1926-27	42,67,18	2.50	10,835	69,70,08	4.08	340	1,12,37,26	6.58	28,540	549
	1927-28	45,92,41	2.56	11,505	72,29,48	4.02	348	1,18,22,35	6.58	29,624	569

* Includes Replacement and Renewal or contribution to Depreciation Fund.

XII.—Summary of Train and Engine Mileage for the years 1926-27 and 1927-28 (In thousands of miles).

Particulars.	Year.	TRAIN MILES.				SHUNTING AND OTHER ENGINE MILES.			Total engine miles. (Colms. 6 + 9).	REMARKS.
		Passenger.	Goods.	Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Colms. 7 + 8.)		
1	2	3	4	5	6	7	8	9	10	11
Class I Railways	1926-27	73,117	66,016	24,853	162,478	29,159	16,202	45,361	207,839	*Includes light, assisting required, assisting not required, siding and departmental.
	1927-28	77,919	58,592	25,315	171,164	29,695	16,988	46,683	217,847	
Class II Railways	1926-27	1,567	1,178	3,298	6,145	1,120	154	1,274	7,419	
	1927-28	1,369	1,133	3,671	6,290	1,203	151	1,354	7,644	
Class III Railways	1926-27	283	134	1,566	2,097	357	133	490	2,587	
	1927-28	314	149	1,698	2,207	369	146	515	2,722	
5' 6" gauge	1926-27	56,211	40,594	6,310	108,101	20,301	12,772	33,073	141,174	
	1927-28	59,893	42,679	6,308	114,373	20,351	13,295	33,646	148,019	
3' 3½" gauge	1926-27	17,564	15,475	19,160	55,586	9,088	3,392	12,480	68,066	
	1927-28	18,378	15,889	19,950	57,931	9,562	3,644	13,206	71,137	
2' 6" and 2' 0" gauges	1926-27	1,192	1,259	4,247	7,033	1,247	325	1,572	8,605	
	1927-28	1,331	1,306	4,426	7,357	1,354	346	1,700	9,057	
Total All Railways	1926-27	74,967	57,328	29,717	170,720	30,636	16,489	47,125	217,845	
	1927-28	79,602	59,874	30,694	179,661	31,267	17,265	48,552	228,213	

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1928.

Particulars.	5' 6" Gauge.	3' 3 $\frac{3}{8}$ " Gauge.	2' 6" and 2' 0" Gauges.
*1. Coaching vehicle miles	1,096,558,000	552,718,000	36,498,000
*2. Wagon miles—			
2-01 Loaded	1,345,052,000	543,143,000	20,360,000
2-02 Empty	625,226,000	188,763,000	9,484,000
2-03 Total (excluding brake vans)	1,970,278,000	731,906,000	29,844,000
2-04 Percentage loaded of total	68.2	73.5	67.8
*3. Net or freight ton miles	17,450,389,000	3,581,440,000	79,298,000
4. Gross ton miles (including weight of engine)—			
4-01 Passenger and proportion of mixed	{ Excluding departmental 25,029,959,000 Including departmental 25,136,813,000	{ 6,690,902,000 6,708,895,000	{ 274,990,000 275,339,000
4-02 Goods and proportion of mixed	{ Excluding departmental 40,569,996,000 Including departmental 42,358,821,000	{ 8,410,119,000 9,051,106,000	{ 264,744,000 290,157,000
*5. Vehicle and Wagon Usage—			
5-01 Vehicle Miles per vehicle day	135.0	107.2	63.9
5-02 Wagon miles per wagon day	34.8	31.5	14.0
5-03 Net ton miles per wagon day	311.2	156.0	38.0
5-04 Average wagon load (Total traffic)	13.0	6.59	3.89
*6. Running of trains—			
Average speed—Train miles per train hour—			
6-01 Passenger trains	20.1	16.3	11.7
6-02 Mixed trains	13.5	12.3	11.3
6-03 Goods trains—Main lines	10.2	9.44	} 8.78
6-04 Goods trains—Branch lines	9.02	9.63	
*7. Average train load—			
Passenger—			
7-01 Number of vehicles	17.1	18.3	—
Passenger and proportion of mixed—			
7-02 Gross weight (including weight of engine)	390.1	240.0	—
Goods—			
7-03 Main lines—Loaded wagons	33.0	30.7	—
7-04 Main lines—Empty wagons	15.2	10.8	—
7-05 Main lines—Total	48.2	41.5	—
7-06 Percentage loaded of total	68.5	73.8	—
7-07 Branch lines—Loaded wagons	23.6	21.2	—

*Excluding departmental.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
Average train load—concl'd.			
<i>Goods—cont'd.</i>			
7·08 Branch lines—Empty wagons	11·8	7·65	..
7·09 Branch lines—Total	35·4	28·8	..
7·10 Percentage loaded of total	66·7	73·5	..
Main and Branch Lines—			
<i>Goods and proportion of mixed—</i>			
7·11 Net or freight weight	390·2	164·1	54·1
7·12 Gross weight (<i>including</i> weight of engine)	907·2	385·5	180·5
7·13 Gross weight (<i>excluding</i> weight of engine)	797·5	328·0	132·9
*8. Light Running.—			
<i>Light engine miles per 100 train miles—</i>			
8·01 Passenger and proportion of mixed	1·88	0·84	..
8·02 Goods and proportion of mixed	7·10	2·51	..
*9. Shunting.—			
<i>Shunting miles per 100 train miles—</i>			
9·01 Passenger and proportion of mixed	5·25	4·40	..
9·02 Goods and proportion of mixed	38·0	32·4	..
9·03 Wagon miles per shunting engine hour	580·1	517·2	..
10. Efficiency.—			
* (a)			
10·01 Wagon miles per engine hour	187·5	155·1	..
* (a)			
10·02 Net ton miles per engine hour	1,665·2	759·0	..
* (b) (a)			
10·03 Gross ton miles per engine hour	4,042·2	1,918·2	..
(a) 11. Engines and Engine Usage.—			
11·01 Average authorised stock (<i>excluding engines ordered but not yet handed over to traffic</i>)	6,309	2,559	312
11·02 Average total number on the line	6,130	2,620	280
11·03 Average number available for use	4,867	2,155	223
11·04 Average number in good repair stored	154	9	13
11·05 Engine miles per day per engine on the line	66·1	69·2	42·4
11·06 Net ton miles per goods locomotive day on the line	12,444·7	6,621·1	2,182·1
11·07 Net ton miles per locomotive day of locomotives in use on Goods Service	19,650	9,710·3	2,810·4
(a) 12. Density.—			
12·01 Passenger miles per running track mile per annum	598,149	479,932	119,515
12·02 Passenger miles per route mile per annum	706,467	488,335	119,515
12·03 Net ton miles per running track mile per annum	768,493	264,077	42,093
12·04 Net ton miles per route mile per annum	907,658	268,701	42,039
(b)			
12·05 Gross ton miles per running track mile per annum	2,917,943	1,107,107	281,092
(b)			
12·06 Gross ton miles per route mile per annum	3,446,349	1,126,491	281,092
12·07 Train miles per running track mile per day	13·5	10·3	4·69
13. Repair of Rolling stock.—			
(a) Engines—			
<i>Average number under or awaiting repair</i>			
In Mechanical workshops.—			
13·01 Number	507	240	23
13·02 Percentage of item 13·01 to average number on the line	8·27	9·16	8·21

* Excluding departmental.

(a) Including departmental.

(b) Including weight of engine.

Particulars.	5' 6" Gauge.	3' 3 $\frac{1}{2}$ " Gauge.	2' 6" & 2' 0" Gauges.
In sheds and transportation workshops—			
13-03. Number	757	225	34
13-04. Percentage of item 13-03 to average total No. on the line .	12.3	8.59	12.1
Engines undergoing repairs not available for traffic (daily)—			
13-05. Average number undergoing heavy repairs	166	66	7
13-06. Average number undergoing light repairs	35	12	..
13-07. Average number of days engines undergoing heavy repairs were not available for traffic.	106	108	118
13-08. Average number of days engines undergoing light repairs were not available for traffic.	55	47	..
(a) Coaching Stock—			
Average number under or awaiting repairs (daily)—			
13-09. Passenger carriages	1,145	734	64
13-10. Other coaching vehicles	364	128	9
13-11. Percentage of item 13-09 to average total No. on the line .	11.4	9.85	7.75
13-12. Percentage of item 13-10 do. do.	7.92	7.12	8.74
*Goods Stock—			
13-13. Average number of unserviceable wagons daily	8,332	2,572	213
13-14. Percentage of items 13-13 to average No. on the line .	5.46	4.06	3.66
Hot boxes—			
13-15. Coaching vehicles—Number. (Monthly)	76	38	2
13-16. Wagons—Number. (Monthly)	2,232	337	9
14. Coal consumption for locomotive services.—			
Number of tons of fuel consumed—			
(a) 14-01 Foreign coal . . . . .	..	..	..
(a) 14-02 Indian coal	5,042,900	1,304,990	106,794
(a) 14-03 Wood	5,399	81,579	108
(a) 14-04 Oil fuel	121,512	70	..
(a) 14-05 Total (in terms of coal)	5,265,991	1,337,750	106,837
†Passenger and Mixed—			
*14-06 Total net tons of coal consumed	2,088,704	722,927	60,512
*14-07 lbs. per engine mile	67.7	45.2	53.6
†Goods—			
*14-08 Total net tons of coal consumed—Goods service . . .	2,381,581	416,353	28,148
*14-09 Ditto Shunting (including siding)	590,641	129,115	15,767
14-10 Ditto Departmental	206,732	72,456	

(a) Including Departmental.

* Excluding Departmental.

† See footnotes (a) to (d) under statement 27 (b).

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
<i>Goods—concl'd.</i>			
*14·11 Lbs. per engine mile (Goods service)	108·7	56·3	71·5
*14·12 Lbs. per engine mile (shunting including siding) (b)	62·0	34·5	
Lbs. of coal consumed per 1,000 gross ton miles—			
*14·13 Passenger and proportion of mixed	180·6	192·1	371·6
*14·14 Goods and proportion of mixed	135·7	151·0	384·6
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental).—			
15·01 Total pints (Passenger and Mixed)	5,900,127	2,111,862	} 269,192
15·02 Total pints (Goods trains)	4,394,547	1,059,780	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·23	5·81	} 6·19
15·04 Pints per 100 engine miles (Goods)	8·67	6·03	
Lubricating oil used on coaching goods, and departmental vehicles—			
15·05 Total pints	6,849,974	1,776,933	..
15·06 Pints per 1,000 vehicle miles	2·13	1·26	..

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

SECTION B.

FINANCIAL AND STATISTICAL
STATEMENTS.

FINANCIAL STATEMENTS

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1927-28 and of the per Government after meeting all charges against the

Class and Name of Railway.	Capital at charge on 31st March 1928.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge.
1	2	3	4
<i>Central.</i>			
STATE LINES WORKED BY THE STATE.			
1. Aden	14,12	—26	—8·92
2. Delhi (New Capital) Railway Works Scheme	76,23	..	..
3. Eastern Bengal	46,81,50	2,48,67	5·31
4. East Indian (including South Bihar)	1,40,84,28	8,51,75	6·07
5. North Western (Commercial)	99,96,44	4,98,18	4·98
North Western (Military)—			
6. Main line	32,37,76	—33,81	—1·04
7. Great Indian Peninsula	1,13,92,91	5,31,65	4·66
8. Coal Department	90,02	..	..
TOTAL	4,35,73,31	20,96,18	4·81
STATE LINES WORKED BY COMPANIES OR INDIAN STATES.			
9. Assam-Bengal	20,71,85	97,35	4·69
10. Bengal-Nagpur	70,18,65	3,53,71	5·03
11. Bezwada Extension including D. K. extension (N. G. S.)	27,72	4,59	26·48
12. Bombay, Baroda and Central India (including Dholka Dhanduka, Jambusar Kavi and Samni Dehej)	71,49,30	4,34,50	6·07
13. Burma Railways (including Extensions)	31,35,12	2,17,02	6·92
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	69,75	2,67	3·84
15. Lucknow-Bareilly (R. & K.)	1,55,14	20,97	13·51
16. Madras and Southern Mahratta	55,30,58	3,48,58	6·30
17. Dhone-Kurnool (M. & S. M.) . . . . .	..	..	..
18. South Indian	31,56,76	} 2,27,19	7·19
19. Coonoor-Ootacamund (S. I.)	50,29		
20. Travancore (British Section) (S. I.)	51,01		
21. Travancore (Indian State Section) (S. I.)	1,38,70	} 99,45	10·89
22. Tirhoot (B. & N. W.)	9,12,71		
23. Contribution to Depreciation Fund on account of Company worked lines . . . . .	..	—11,49	..
TOTAL	2,94,67,58	17,94,54	6·07
<i>Miscellaneous Items.</i>			
Abandoned Projects, etc.	32,26	..	..
Other miscellaneous items	2,56,82	..	..
Interest on the equivalent at 102 of India 7 per cent. Stock purchased with Railway Sinking Funds the Credit for Interest on which has been eliminated from specific Debt in England by transfer to non specific debt in India.	..	..	..
Deduct—Interest during construction . . . . .	..	..	..
Total Central	7,33,29,97	38,90,72	5·31
<i>Provincial.</i>			
Assam (Jorhat)	13,22	12	0·75
United Provinces (Distillery siding)	1,72	..	..
Total Provincial	14,94	10	0·67
GRAND TOTAL	7,33,44,91	38,90,84	5·30

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

centage of those figures on the Capital at Charge on 31st March 1928 also of the net gain or loss to net Revenue Receipts (In thousands of rupees).

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
5	6	7	8	9	10
..	65	65	..	91	-13.53
..	4,17	4,17	..	4,17	-5.47
..	1,87,78	1,87,78	80,89	..	1.73
..	5,32,69	5,32,69	3,19,06	..	2.27
..	3,32,65	3,32,65	1,65,53	..	1.66
..	1,72,52	1,72,52	..	2,06,33	-6.37
..	3,84,74	3,84,74	1,46,91	..	1.29
..	4,47	4,47	..	4,47	-4.96
..	15,99,67	15,99,67	4,96,51	..	1.14
4,04	76,07	80,11	17,24	..	0.83
8,72	3,06,10	3,14,82	38,89	..	0.55
..	99	99	3,60	..	12.98
15,12	2,52,60	2,67,72	1,66,78	..	2.33
35,63	1,11,83	1,47,46	69,56	..	2.21
..	2,67	2,67	..	..	0.01
1,56	9,06	10,62	10,35	..	6.66
76,27	2,06,57	2,82,84	65,74	..	1.19
..
10,54	1,28,31	1,38,85	84,97	..	2.69
..	1,85	1,85			
..	46	46	..	..	..
5,26	1,06	1,06	62,15	..	6.81
..	32,04	37,30	..	11,49	..
..
1,57,14	11,24,61	12,86,75	5,07,79	..	1.70
..	1,07	1,07	..	1,97	-3.32
..	13,82	13,82	..	13,82	-5.38
..	-1,58	-1,58	1,58	..	..
..	-24,25	-24,25	24,25	..	..
1,57,14	27,18,34	28,75,48	10,15,24	..	1.38
..	47	47	..	35	-2.94
..	10	10	..	10	-5.81
..	57	57	..	47	-3.15
1,57,14	27,18,91	28,76,05	10,14,79	..	1.38

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

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
I.—STATE LINES WORKED BY THE STATE.							
(i) OPEN LINES.							
Aden	6	—77	..	—15	—86
Delhi (New Capital) Railway Works Scheme.	—1,74	..	26	—87	—2,35
Eastern Bengal	5,94,92	1,11,44	23,62	3,07	3,37	1,41,50
East Indian	—1,16	55,84,05	2,17,70	82,55	3,51	75,09	3,78,85
Great Indian Peninsula (including Bhopal State).	..	54,80,84	3,28,01	8,82	16,23	55,37	4,08,43
North Western (Commercial)	14,17,05	2,06,69	1,45,19	3,27	54,72	4,09,87
North Western (Military)	38,93	15,09	11	..	54,13
Coal Department	4,68	..	..	—45	4,23
Total I (i)	—1,16	1,30,76,86	9,05,77	2,74,50	26,45	1,87,08	13,93,60
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal	31,84	..	1,63	..	33,47
East Indian	1,50,53	..	16,32	—1,95	1,64,90
Great Indian Peninsula	14,75	..	47	1	15,23
North-Western (Commercial)	2,25,25	..	17,14	14,40	2,56,79
North-Western (Military)	25,05	..	3,18	13,90	42,13
Total I (ii)	4,47,42	..	38,74	26,36	5,12,52
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES.							
Assam-Bengal—I	10	..	..	..	10
Assam-Bengal—II	14,19	36,25	..	2,17	52,61
Bengal-Nagpur	88,92	7,51	3,93	—1,72	98,64
Bezwada Extension (N. G. S.)	2	..	..	..	2
Bombay, Baroda and Central India	21,83,54	1,26,01	97,42	7,79	31,79	2,63,01
Burma	47,90	33,66	56	10,10	92,22
Burma Extensions	3,45	4,24	5	..	7,74
Southern Shan States	92	—3	..	..	89
Total Companies' Lines (Open lines) Carried over.	..	21,83,54	2,81,51	1,79,05	12,33	42,34	5,15,23

Railways on the 31st March 1928 (In thousands of rupees).

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3 + 13).	REMARKS.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
8.12	4.53	16	1.31	14.12	14.12	
61.31	..	12.41	2.56	76.28	76.28	
27,80.17	10,50.61	1,87.07	1,05.20	(a) 40,53.05	46,47.97	(a) Excludes Rs. 29,78,885 on account of the capital expenditure on Burkhuda colliery transferred to the Audit Officer, Railway Collieries without financial adjustment.
42,23.01	33,53.00	1,08.93	3,32.04 3	80,16.98 3	1,38,01.03 3	
40,62.95	14,02.79	1,37.13	2,88.52	(b) 58,91.39	1,13,72.23	
49,47.02	25,11.19	3,19.05	4,07.60	81,84.86	96,01.91	(b) Excludes Rs. 39,62,490 on account of the capital expenditure on collieries transferred without financial adjustment to the Audit Officer, Railway Collieries.
22,32.28	4,83.43	1,11.89	—74	28,26.86	28,26.86	
89.46	..	..	56	(c) 90.02	90.02	(c) Includes Rs. 29,78,885 and Rs. 39,62,490 transferred without financial adjustment from the E. B. and G. I. P. Railways on account of capital expenditure on collieries.
1,83,84.32	88,05.55	8,26.64	11,37.08	2,91,53.59	4,22,30.45	
31.90	..	1.63	..	33.53	33.53	
3,36.65	..	50.34	28.64	4,15.63	4,15.63	
18.73	..	1.94	1	20.68	20.68	
3,18.47	..	26.43	49.63	3,94.53	3,94.53	
2,83.10	..	30.77	97.03	4,10.90	4,10.90	
9,88.85	..	1,11.11	1,75.31	12,75.27	12,75.27	
61.65	..	..	..	61.65	61.65	
13,41.95	4,00.16	1,45.53	18.54	19,06.18	19,06.18	
40,50.34	24,60.13	2,62.94	1,21.08	68,94.49	68,94.49	
16.16	..	1.17	..	17.33	17.33	
33,21.20	13,00.33	1,61.31	1,74.30	49,57.14	71,40.68	
17,50.03	4,94.17	1,60.16	58.74	24,63.10	24,63.10	
1,96.04	78.24	16.47	..	2,90.75	2,90.75	
1,43.19	11.77	17.44	..	1,72.40	1,72.40	
1,08,80.56	47,44.80	7,65.02	3,72.66	1,67,63.04	1,89,46.58	

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 (open lines) Brought forward	21,83,54	2,81,51	1,79,05	12,33	42,34	5,15,23
Jodhpur	6,35	..	..	—28	6,07
Lucknow-Bareilly (R. & K.).	—55	—55
Madras and Southern Mahratta including Dhone-Kurnool South Indian	19,66,21	1,28,75	36,47	4,34	8,06	1,77,62
Coonoor-Ootacamund (S. I.)	84,57	45,58	4,88	8,00	1,43,03
Travancore (British Section) (S. I.)	2	—1,02	..	..	—1,00
Travancore (Indian State Section) (S. I.)	47	4	—8	..	43
South Bihar (E. I.)	96	4	..	..	1,00
Tirhoot (B. & N. W.)
Tirhoot (B. & N. W.)	3,79	2,41	..	16,65	22,85
TOTAL II (i)	50,08,68	5,06,42	2,62,57	21,47	74,22	8,64,68
II (ii) New Constructions
Assam Bengal	42,89	..	2,81	—1,08	44,62
Bengal Nagpur	57,37	..	12,48	2,25	72,10
Dhone-Kurnool Extension	8,41	..	64	13	9,18
Bombay, Baroda and Central India	3,38	..	33	..	3,71
Burma	80,33	..	9,69	2	90,04
Madras and Southern Mahratta	53,99	..	5,84	12,00	71,83
South Indian	1,37,78	..	30,05	13,86	1,81,69
Total II (ii)	3,84,15	..	61,84	27,18	4,73,17
III.—Miscellaneous Items.							
Abandoned Projects, etc.
Accountant General, Railways Account current.
Total III
Total Central I(i)—III	—1,16	1,80,85,54	22,43,76	5,37,07	1,48,50	3,14,84	32,44,17
IV.—Provincial.							
Assam (Jorhat)	2	..	—6	—4
United Provinces (Distillery Siding)
Total IV.—Provincial	2	..	—6	—4
GRAND TOTAL I(i)—IV	—1,16	1,80,85,54	22,43,76	5,37,09	1,48,50	3,14,78	32,44,13

on the 31st March 1928 (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
1,08,80,56	47,44,80	7,65,02	3,72,66	1,67,63,04	1,89,46,58	
66,10	34	3,08	23	69,75	69,75	
1,04,52	35,57	5,26	9,79	1,55,14	1,55,14	
24,18,60	8,28,15	1,11,20	81,13	34,39,08	54,05,29	
10,57,80	6,17,84	63,00	91,35	18,29,99	26,88,92	
29,95	17,28	3,06	..	50,29	50,29	
40,28	6,04	4,69	..	51,01	51,01	
1,01,61	25,13	11,96	..	1,38,70	1,38,70	
59,74	..	7,85	..	67,59	67,59	
6,20,54	2,03,36	50,71	38,10	9,12,71	9,12,71	
1,53,79,70	64,78,51	10,25,83	5,93,26	2,34,77,30	2,84,85,98	
95,66	..	7,52	84	1,04,02	1,04,02	
95,75	..	25,86	2,55	1,24,16	1,24,16	
8,70	..	73	96	10,39	10,39	
8,08	..	54	..	8,62	8,62	
1,89,57	..	19,25	5	2,08,87	2,08,87	
92,65	..	9,14	23,50	1,25,29	1,25,29	
3,55,70	..	59,46	52,68	4,67,84	4,67,84	
8,46,11	..	1,22,50	80,58	10,49,19	10,49,19	
32,26	..	..	..	32,26	(a) 32,26	(a) Distribution over minor heads is not available.
2,35,52	..	(b) 20,85	45	2,56,82	2,56,82	(b) Represents investment in share of Branch Line companies.
2,67,78	..	20,85	45	2,89,08	2,89,08	
3,58,66,76	1,52,84,06	21,06,93	19,86,68	5,52,44,43	7,33,29,97	
7,43	4,70	41	68	13,22	13,22	
1,72	..	..	..	1,72	1,72	
9,15	4,70	41	68	14,94	14,94	
3,58,75,91	1,52,88,76	21,07,34	19,87,36	5,52,59,37	7,33,44,91	

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.		
		3	4	5	6	7	
1	2	Rs.	Rs.	Rs.	Rs.	Rs.	
1. BRANCH LINE COMPANIES							
(A) Worked by the Branch							
OPEN LINES.							
Ahmadpur-Katwa	2' 6"	24	2	..	..	26
Bankura-Damodar River	"	45	2	..	38	85	
Burdwan-Katwa	"	49	..	..	25	74
Futwah-Islampur	"	—2	16	..	11	25	
Kalighat-Falta	"	16	7	..	—29	—6	
TOTAL 1 (A) . . . . .	..	1,32	27	..	45	2,04
(B) Worked by the							
OPEN LINES							
Hardwar-Dehra (E. I.)	5' 6"	85	..	..	..	85
Ch. parmukh-Silghat (A. B.)	3' 3½"	30	..	..	..	30
Katakhal Lalabazar (A. B.)	3' 3½"	44	..	..	..	44
Daeghara-Jamalpurgunj (Bengal Provincial)	2' 6"	..	..	..	..	..
TOTAL 1-(B). . . . . .	..	1,59	..	..	..	1,59
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE							
OPEN LINES.							
Amritsar-Patti (N. W.)	5' 6"	14	..	..	..	14
Hoshiarpur Doab (N. W.)—							
Jullundur-Mukerian (N. W.)	"	33	..	..	..	33
Phagwara-Rahon (N. W.)	"	31	..	..	..	31
Mandra-Bhaun (N. W.)	"	2	..	..	..	2
Sara-Sirajganj (E. B.)	"	1,88	..	..	..	1,88
Sialkot-Narowal (N. W.)	"	14	..	..	..	14
Southern Punjab (N. W.)—							
Main line	"	2,21	..	..	..	2,21
Jullundur Doab (N. W.) . . . . .	"	..	..	..	..	..
Ludhiana Extension (N. W.)	"	21	..	..	..	21
Sutlej Valley (N. W.)	"	21	..	..	..	21
Tapti Valley (B., B. & C. I.)	"	29	..	4	..	33	
Ahmedabad-Parantij (B., B. & C. I.)	3' 3½"	6	..	..	..	6
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2' 6"	1	..	1	..	2	
Dhond-Baramati (G. I. P.)	"	1	1	..	..	2
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.)	"	18	2,21	..	..	2,39
Godhra-Lunavada (B., B. & C. I.)	"	3	..	..	..	3
Jacobabad-Kashmor (N. W.)	"	—10	..	..	..	—10
Khulna Bagerhat (E. B.)	"	—5	..	..	..	—5
Larkana-Jacobabad (N. W.)	"	4	..	..	..	4
Mayurbhanj (B. N.) . . . . .	"	..	..	..	..	..
Nadiad Kapadvanj (B., B. & C. I.) . . . . .	"	..	..	2	..	2
Pachora-Jamner (G. I. P.)	"	..	3	..	..	3
Darjeeling-Himalayan Extensions	2' 0"	11	50	..	..	70
TOTAL (2) . . . . .	..	6,03	2,84	7	..	8,94

year 1927-28 of other than State-owned Railways (In thousands).

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

RAILWAYS UNDER GUARANTEE TERMS.

Line Company.

16,27	2,15	1,85	2	20,29
29,07	4,52	3,66	81	38,06
14,27	2,95	1,63	67	19,47
15,36	2,60	1,32	18	19,46
14,61	5,99	1,62	57	22,79
89,58	18,16	10,08	2,25	1,20,07*

*Excludes Rs. 30,67,000 being the capital outlay to the end of 1925-26 of Arakan L. Ry. which has been closed for all kinds of traffic from 1st June 1926.

Main Line.

29,55	..	4,41	..	33,96
29,37	..	1,72	..	31,09
15,05	..	1,39	..	16,44†
2,02	1,16	19	2	3,39
75,99	1,16	7,71	2	84,88

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

TERMS WORKED BY THE MAIN LINE.

33,97	..	1,32	..	35,29
33,08	..	1,94	..	35,02
26,10	..	1,71	..	27,81
23,33	..	78	..	24,11
86,59	..	5,81	..	92,40
28,33	..	63	..	28,96
2,82,40	..	15,74	..	2,98,14
1,28,42	..	7,30	..	1,35,72
94,76	..	4,68	..	99,44
1,45,22	..	8,14	..	1,53,36
1,25,40	..	10,64	..	1,36,04
33,88	3	3,76	..	37,67
11,18	6,42	3,40	..	21,00
8,21	2,25	1,85	..	12,31
57,81	18,09	15,10	..	91,00
8,76	1,80	3,38	..	13,94
18,09	5,26	92	..	24,27
6,53	1,24	79	..	8,56
20,19	6,73	3,78	..	30,69
24,12	58	..	..	24,70
8,53	4,72	2,70	..	16,25
12,03	2,09	3,77	..	17,89
41,30	6,69	9,54	..	57,53
12,58,52	55,90	1,07,68	..	14,22,10

2 (b).—Statement of 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.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.

OPEN LINES.

3. BRANCH LINE COMPANIES' RAILWAYS UNDER

Jamnagar and Dwarka	3' 3½"	16	..	..	..	16
Mymensingh-Bhairab Bazar (A. B.)	"	78	..	..	4	82
TOTAL (3)	..	94	..	..	4	98

4. COMPANIES' LINES SUBSIDIZED BY THE

OPEN LINES.

Bengal and North-Western*	3' 3½"	7,80	—20	—1	2,50	10,09
Bengal Dooars Extensions*	"	58	49	..	25	1,32
Mirpur Khas-Jhudo* (Jodhpur)	"	41	..	..	..	41
Mirpur Khas-Khadro* (Jodhpur) . . . . .	"	..	..	..	..	..
Rohilkund and Kumaon	"	58	40	..	14	1,12
Barsi Light*	2' 6"	25,28	7,41	61	—15,30	18,00
Dehri-Rohtas Light	"	27	..	1	10	38
Shahdara (Delhi)-Saharanpur Light*	"	2	..	..	14	16
atheran Light*	2' 0"	Information	not furnished.			
TOTAL	..	34,94	8,10	61	—12,17	31,48

OPEN LINES.

5. COMPANIES' LINES SUBSIDIZED

Dibru-Sadiya	3' 3½"	70	—1,27	..	..	1,97
Darjeeling-Himalayan]	2' 0"	31	1,00	..	—63	68
TOTAL (5)	..	1,01	2,27	..	—63	2,65

OPEN LINES.

6. UNASSISTED

Ledo and Tikal-Margherita Colliery (Dibru-Sadiya)	3' 3½"	..	..	..	..	—
Bengal Provincial	2' 6"	..	..	..	—5	—5
Jagadhri Light	2' 0"	..	..	..	..	..
Kulasekarapatnam Light	"	7	2	..	..	9
Trivellore Light . . . . .	"	..	..	..	..	..
TOTAL (6)	..	7	2	..	—5	4

the end of the year 1927-28 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.	13

GUARANTEE AND REBATE TERMS.

59,84	3,37	2,56	2,00	67,77
1,11,50	..	7,00	18	1,18,08
1,71,34	3,37	9,56	2,18	1,86,45

GOVERNMENT OF INDIA.

†7,91,03	2,48,23	82,35	10,03	11,31,64
90,65	14,35	7,81	4,33	1,17,14
8,68	..	58	..	9,26
7,95	..	58	..	8,53
1,27,89	49,37	11,96	20	1,89,42
1,15,84	40,28	7,70	3,85	1,67,65
7,51	3,85	42	52	12,30
31,34	13,87	3,79	1,21	50,01
11,80,89	3,69,73	1,15,19	20,14	16,85,95

*Receives land only from Government.

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

BY LOCAL GOVERNMENTS.

62,08	47,61	16,16	1,50	1,27,35‡
32,47	12,10	2,78	2,98	50,33
94,55	59,71	18,94	4,48	1,77,68

‡ Excludes Rs. 15,49,000 (which is made up of Rs. 7,67,000 in respect of works, Rs. 5,80,000 for rolling stock and Rs. 2,02,000 for general charges) due to the change of the rate of conversion from 1/4d. to 1/6d. by the Home Board with effect from 1st April 1928.

COMPANIES' LINES.

16,94	Details not available.			16,94
8,77	2,76	1	31	11,85
62	40	12	..	1,14
4,23	2,92	67	..	7,82
39	67	10	..	1,16
30,95	6,75	90	31	38,01

2 (b).—Statement of Capital Outlay to

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
		3	4	5	6	7	
1	2	Rs.	Rs.	Rs.	Rs.	Rs.	
OPEN LINES.		7. DISTRICT					
Suramangalam-Salem (S. I.)	5' 6"	..	..	..	..	..
Tenali-Repalle (M. & S. M.)	"	8	..	..	..	8
Bezwada-Masulipatam (M. & S. M.)	3' 3½"	5	..	..	..	5
Podanur-Pollachi (S. I.)	"	9	2	..	..	11
Tanjore District Board (S. I.)	"	43	..	..	..	43
Tinnevely-Tiruchendur (S. I.)	"	62	..	..	..	62
TOTAL (7) . . . . .	..	1,27	2	..	..	1,29
OPEN LINES.		8. COMPANIES' LINES SUBSIDIZED BY					
Bengal Doonah	3' 3½"	1,03	..	..	..	1,03
Arrah-Sasaram Light	2' 6"	..	11	..	—2	9	
Baraset-Basirhat Light	"	14	42	—1	30	85	
Bukhtiarpur-Bihar Light	"	4	..	..	1	5
Jessore-Jhenidah	"	8	4	2	3	11	
Tezpur-Balipara Light . . . . .	"	..	..	..	..	..
Howrah-Amta Light	2' 0"	30	70	—3	—12	85	
Howrah-Sheakhala Light	"	1	16	..	—13	4	
TOTAL (8) . . . . .	..	1,60	1,43	—2	1	3,02

the end of the year 1927-28 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.	13

BOARD LINES.

5,04	..	23	—	5,27
14,40	..	1,14	—	15,54
21,76	—	1,59	—	23,35
9,03	6,97	1,28	—	17,28
62,28	—	6,75	—	69,03
23,74	..	2,23	..	25,97
1,36,25	6,97	13,22	..	1,56,44

DISTRICT BOARDS.

27,29	6,05	3,53	..	36,97
18,66	4,60	11	14	23,51
18,72	5,62	31	47	25,12
10,52	4,17	—	14	14,83
10,94	3,15	76	..	14,85
3,20	1,60	7	..	4,87
16,75	10,65	85	2,35	30,60
4,79	2,86	12	67	8,24
1,10,87	38,80	5,75	3,77	1,58,89

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
		3	4	5	6	7	
1	2	Rs.	Rs.	Rs.	Rs.	Rs.	
9. INDIAN STATE LINES WORKED							
OPEN LINES.							
Bhavnagar State	3' 3½"	3,58	1,38	16	81	5,93	
Bikaner	"	14,23	45	33	—5,38	9,63	
Gondal	"	34	1,11	—	95	2,40	
Jetalsar-Rajkot (Gondal)	"	23	—	—1	—17	5	
Jodhpur	"	12,67	13,37	..	—37	25,67	
Junagad State	"	79	14	..	—51	42	
Khijadiya-Dhari (Gondal)	"	..	—	..	1	1	
Morvi	"	82	60	..	1,15	2,57	
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug and Nanjangud Chamara-Janagar Sections).	"	1,22	1,25	..	—39	2,08	
Porbandar State	"	67	30	..	—2	95	
Udaipur-Chitorgash.	"	6	63	..	—25	44	
Bodeli-Chota Udaipur (Gaekwar's Baroda State).	2' 0"	..	..	..	..	..
Cutch State	"	2,20	4	20	..	2,44	
Dholpur-Bari (including Mohari-Barauli)*	"	5	6	..	..	11
Gaekwar's Baroda State	"	5,71	2,08	4	5,63	13,46	
Kolar District	"	..	16	..	..	16
Gwalior Light	2' 0"	1,39	31	..	..	1,70
Pipar Bilara Light (Jodhpur) . . . . .	"	..	..	..	..	..
Tarikere-Narasimharajapura Light	"	7	4	..	..	11
TOTAL . . . . .	..	44,03	21,92	72	1,46	68,13
LINES UNDER CONSTRUCTION.							
Nohar to Sadulpur (Bikaner State)	3' 3½"	48	..	..	..	48
Shimoga to Arasalu (Mysore)	"	4,15	—1	46	1	4,61	
Samdari-Jalore, Makrana-Parbatar, Phalodi Pokran (Jodhpur).	"	3,36	..	14	..	3,50	
Prachi Road to Jamwala (Junagad State) . . . . .	"	..	..	4	..	4
Dholpur to Rajakhera (Dholpur-Bari)	2' 6"	..	..	..	..	..
Barauli-Sirmuttra section (Dholpur-Bari)	"	33	..	..	..	33
Mahuva to Anaval (Gaekwar's Baroda State) . . . . .	"	..	..	..	..	..
Dungarda Waghai (Gaekwar's Baroda State)	"	1	..	1	..	2	
Bilimora Bunder Siding (Gaekwar's Baroda State)	"	25	..	2	..	27	
Zaukhvav to Umerpada (Gaekwar's Baroda State)	"	3,41	..	35	..	3,76	
Navsari to Kamrej (Gaekwar's Baroda State) . . . . .	"	..	..	..	..	..
TOTAL . . . . .	..	11,99	—1	1,02	1	13,01
TOTAL (9) . . . . .	..	56,02	21,91	1,74	1,47	81,14

end of the year 1927-28 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.	13
BY INDIAN STATES.					
1,49,27	37,94	7,34	4,04	1,98,59	
2,13,98	76,25	3,98	5,13	2,99,34	
48,50	23,24	2,47	5,53	79,74	
20,89	..	89	31	22,09	
1,93,68	1,64,14	1,81	14,22	3,73,85	
75,15	23,71	2,91	7,14	1,08,91	
18,35	..	1,65	6	20,06	
45,77	27,12	1,76	1,96	76,61	
1,80,68	56,80	16,82	7,92	2,62,22	
12,50	10,06	70	1,69	24,95	
17,83	6,93	1,11	80	26,67	
9,16	..	1,17	..	10,33	
11,13	1,78	1,57	..	14,48	
10,16	4,33	49	..	14,98	
1,96,54	45,04	19,14	17,45	2,78,17	*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli section.
14,24	9,77	1,50	17	25,68	
81,71	10,33	4,55	..	96,59	
2,37	52	4	..	2,93	
8,67	1,86	76	-2	11,27	
13,10,58	4,99,82	70,66	66,40	18,47,46	
48	..	..	..	48	
7,10	..	1,34	1	8,45	
12,87	..	45	-	13,32	
3,15	..	36	-	3,51	
95	..	7	-	1,02	
33	..	-	-	33	
8	..	-	-	8	
23	..	3	..	26	
40	..	2	..	42	
3,96	..	39	..	4,35	
3	..	..	..	3	
29,58	..	2,66	1	32,25	
13,40,16	4,99,82	73,32	66,41	18,79,71	

2 (b).—Statement of 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
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.		10. INDIAN STATE LINES				
Kazipet Balharshah (N. G. S.)	5' 6"	68,85	2,00	0,21	..	77,06
Bhopal-Itarsi* (G. I. P.) . . . . .	"	..	..	..	..	..
Bhopal Ujjain (G. I. P.)	"	20	..	..	..	20
Bina-Goonna-Baran (G. I. P.)	"	29	..	..	..	29
Jammu and Kashmir (Indian State section) (N. W.)	"	1	..	..	..	1
Jind-Panipat (Indian State section) (N. W.)	"	15	..	..	..	15
Karepalli-Kothagudam (N. G. S.) . . . . .	"	..	..	..	6	6
Khanpur-Chachran (N. W.)	"	5	..	..	..	5
Ludhiana-Dhuri-Jakhal (N. W.)	"	5	..	..	..	5
Nagda-Ujjain (B., B. & C. I.)	"	2	..	..	..	2
Petlad-Cambay (Anand-Tarapur section) (B., B. & C. I.)	"	4	..	..	..	4
Petlad-Cambay (Tarapur-Cambay section) (B., B. & C. I.)	"	..	..	..	..	..
Rajpura-Bhatinda (N. W.)	"	54	..	..	..	54
Bangalore-Harihara (M. & S. M.)	3' 3 1/2"	05	94	..	11	2,09
Cooch Behar State (E. B.)	"	25	..	..	..	25
Dhrangadra (B., B. & C. I.) . . . . .	"	..	..	..	..	..
Gaekwar's Mehsana (B., B. & C. I.)	"	1,64	..	34	..	1,98
Hindupur (Yesvantpur-Mysore Frontier)(M. & S. M.)	"	13	..	..	..	13
Hingoli Branch (N. G. S.)	"	3	1,12	..	—1	1,14
Jaipur State (B., B. & C. I.)	"	12	..	..	—2	10
Kolhapur State (M. & S. M.)	"	5	..	..	..	5
Okhamandal (Jamnagar and Dwarka)	"	5	— 33	3	..	—25
Palanpur-Deesa† (B., B. & C. I.) . . . . .	"	..	..	..	..	..
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	2	..	..	..	2
Rajkot-Jamnagar (Jamnagar and Dwarka)	"	3,82	5,74	..	4,55	14,11
Sangli State (M. & S. M.) . . . . .	"	..	..	..	..	..
Secunderabad-Gadwal (N. G. S.)	"	27	1,60	..	—5	1,82
Shoranur-Cochin (S. I.)	"	7	5	..	—3	9
Jhagadia Thewa (B., B. & C. I.)‡	2' 6"	1	..	4	..	5
Parlakimedi Light (B. N.) . . . . .	"	..	..	..	..	..
Rajpipla State (B., B. & C. I.)	"	16	..	3	..	19
TOTAL . . . . .	..	77,77	11,12	6,65	4,61	1,00,15
LINES UNDER CONSTRUCTION.						
Asifabad Road to Balharshah (N. G. S.)	5' 6"	—16,63	..	—3,50	—25,89	—46,12
Wagrod to Khareda (B., B. & C. I.)	3' 3 1/2"	..	..	..	..	..
Allumpur Road-Kurnool (N. G. S.)	"	—10	..	3	—1	—8
Parbhani-Purli (N. G. S.)	"	1,38	..	33	—20	1,51
Trichinopoly to Pudukkottai (S. I.) . . . . .	"	..	..	..	..	..
Vijapur-Ambliasan (B., B. & C. I.)	"	6,30	..	27	..	6,57
TOTAL . . . . .	..	—9,05	..	—2,87	—26,20	—38,12
TOTAL (10) . . . . .	..	68,72	11,12	3,78	—21,59	62,03

end of the year 1927-28 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.	13
WORKED BY THE MAIN LINE.					
1,10,98	8,04	11,63	..	1,30,65	
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.
72,99	..	6,96	..	79,95	
93,68	18	8,24	..	1,02,10	
10,45	..	60	..	11,05	
15,72	..	1,73	..	17,45	
13,82	..	1,23	..	15,05	
13,37	..	88	..	14,25	
45,37	..	2,29	..	47,66	
20,87	..	1,71	..	22,58	
13,18	..	77	10	14,05	
8,80	..	30	..	9,16	
75,35	..	2,69	..	78,04	
1,12,07	38,92	5,52	3,15	1,59,66	
19,50	1,03	94	..	21,47	
14,27	4	65	..	14,96	
96,99	65	8,19	..	1,05,93†	† Includes outlay of Rs. 10,000 on Vijapur-Amblasan Railway under construction by the Baroda Durbar.
24,36	..	1,44	..	25,80	
26,57	2,40	3,03	-1	31,99	
72,57	..	2,40	99	76,96	
22,28	..	1,21	..	23,49	
23,56	9,15	2,04	1,00	35,75	
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.
43,49	5,72	4,25	..	53,46	
26,64	13,07	95	6,55	47,21	
1,88	..	9	..	1,97	
1,01,54	17,05	12,97	-8	1,31,48	
52,08	18,32	4,70	56	75,66	
4,66	44	40	..	5,50	§ Closed for traffic from 26th July 1927.
5,27	1,78	63	..	7,68	
14,49	2,71	1,17	..	18,37	
12,08,71	1,19,50	90,61	12,26	14,31,18	
47,44	..	4,75	5,33	57,52	
2	..	..	..	2	
87	..	6	10	1,03	
1,38	..	33	-20	1,51	
12	..	..	..	12	
6,39	..	28	..	6,67	
56,22	..	5,42	5,23	66,87	
12,64,93	1,19,50	96,03	17,49	14,98,05	

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
		3	4	5	6	7	
1	2	3	4	5	6	7	
		Rs.	Rs.	Rs.	Rs.	Rs.	
11. COMPANIES' LINES							
OPEN LINES.							
Nizam's Guaranteed State	5' 6"	1,39	5	..	—2,80	—1,36	
Hyderabad-Godavari Valley	3' 3½"	1,05	7	..	—52	80	
Bangalore-Chik Ballapur Light	2' 6"	—16	8	..	—1	—9	
TOTAL (11) . . . . .	..	2,28	20	..	—3,33	—85
12. LINES IN FOREIGN TERRITORY WORKED							
OPEN LINES.							
Peralam-Karaikkal (S. I.)	3' 3½"	1	..	..	..	1
Pondicherry (S. I.) . . . . .	"	..	..	..	..	..
West of India Portuguese (M. & S. M.)	"	4	..	..	..	4
TOTAL (12) . . . . .	..	5	..	..	..	5
TOTAL (1) TO (12) . . . . .	..	1,75,84	48,18	6,18	—35,80	1,94,40
Miscellaneous . . . . .	..	2,60	..	..	..	2,60
GRAND TOTAL . . . . .	..	1,78,44	48,18	6,18	—35,80	1,97,00

of the year 1927-28 of other than State-owned Railways (In thousands)—concl'd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	REMARKS.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
4,53,77	1,22,73	9,91	14,38	6,00,79	
2,78,52	64,86	18,69	10,65	3,72,72	
8,25	5,09	1,77	1	15,12	
7,40,54	1,92,68	30,37	25,04	9,88,63	
BY BRITISH INDIAN RAILWAY COMPANIES.					
6,10	..	1,15	..	7,25	
5,36	..	30	..	5,72	
2,01,77	..	..	..	2,01,77	
2,13,23	..	1,51	..	2,14,74	
67,07,80	13,72,25	4,90,26	1,42,09	87,12,50	
25,44	2,03	2,01,09	28	2,28,84*	
67,33,24	13,74,28	6,91,35	1,42,37	89,41,34	

*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 Alnagar Dandell Railway	..	..	..	8,87,000
(5) Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway	..	..	..	84,01,000
				8,90,82,000

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

Class and Name of Railway.	GROSS REVENUE RECEIPTS.					
	Earnings.	Suspense.	Total.	Deduct.		Gross Receipts.
				Refunds.	Non-budget Lines.	
1	2	3	4	5	6	7
CENTRAL.						
<i>Commercial.</i>						
STATE LINES WORKED BY THE STATE.						
Aden	1,32	..	1,32	..	..	1,32
East Indian	20,83,54	—2,42	20,81,12	5,32	8,95	20,66,85
Eastern Bengal	7,26,21	3,13	7,29,34	3,00	18,14	7,08,20
North Western	18,82,44	5,51	18,87,95	7,62	2,21,05	16,59,28
Great Indian Peninsula	15,79,48	—8,49	15,70,99	8,43	39,89	15,22,67
Total	62,72,99	—2,27	62,70,72	24,37	2,88,03	59,58,32
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	2,26,29	43	2,26,72	76	20,74	2,05,22
Bengal-Nagpur	9,17,50	1,18	9,18,68	1,23	..	9,17,45
Bezawada Extension (N. G. S.)	7,78	..	7,78	..	..	7,78
Bombay, Baroda and Central India	12,35,08	—4,82	12,30,26	3,15	81,83	11,45,28
Burma Railways (including extensions).	5,08,85	—1,25	5,07,60	97	..	5,06,63
Jodhpur-Hyderabad (British Section) (Jodhpur).	24,85	3,65	28,50	8	3,28	25,14
Lucknow-Bareilly (R. & K.)	72,57	1	72,58	27	29,82	42,49
Madras and Southern Mahratta including Mysore State and Dhone-Kurnool.	9,11,26	—6,12	9,05,14	1,79	37,45	8,65,90
South Indian (including Travancore)	6,30,00	—36	6,29,64	90	48,07	5,80,67
Tirhoot (B. & N. W.)	3,80,29	19	3,80,48	2,80	2,08,84	1,68,84
Contribution to Depreciation Fund on account of Company-worked Lines. . . . .	..	..	..	..	..	..
TOTAL	49,14,47	—7,09	49,07,38	11,95	4,30,03	44,65,40
TOTAL CENTRAL	1,11,87,46	—9,36	1,11,78,10	36,32	7,18,06	1,04,23,72
<i>Provincial.</i>						
Assam (Jorhat)	93	20	1,13	..	..	1,13
GRAND TOTAL	1,11,88,39	—9,16	1,11,79,23	36,32	7,18,06	1,04,24,85

Revenue Receipts of State-owned Railways for the year 1927-28 (In thousands of rupees).

WORKING EXPENSES.									
Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Fund.	Suspense.	Total.	DEDUCT.		Net Working Expenses.	Net Revenue Receipts.	Percentage of Ordinary Working Expenses on Earnings for budget lines only.
					Expenditure met from Depreciation Fund.	Non-budget Lines.			
8	9	10	11	12	13	14	15	16	17
1,24	99	36	—2	2,57	99	..	1,58	(b)—26	46·21
10,06,41	1,18,76	2,07,27	5,84	13,38,28	1,18,76	4,42	12,15,10	6,51,75	52·70
3,90,40	51,72	79,03	—1,19	5,19,96	51,72	8,71	4,59,53	2,48,67	58·01
10,73,94	1,96,78	2,28,05	5,28	15,04,05	1,96,78	1,12,36	11,94,91	(a) 4,04,37	60·04
8,59,35	2,73,46	1,57,93	—1,66	12,89,08	2,73,46	24,60	9,91,02	5,31,05	46·97
33,31,34	6,41,71	6,72,64	8,25	46,53,94	6,41,71	1,50,09	38,02,14	20,96,18	53·89
1,06,87	10,54	..	83	1,18,24	..	10,37	1,07,87	97,35	47·12
5,05,16	57,25	..	2,25	5,64,66	..	92	5,63,74	3,53,71	55·03
3,31	—12	..	..	3,19	..	..	3,19	4,59	42·54
6,48,33	1,14,43	..	—5,35	7,57,41	..	46,63	7,10,78	4,34,50	52·32
2,52,82	37,00	..	—21	2,89,61	..	..	2,89,61	2,17,02	49·78
17,82	6,45	..	—51	23,76	..	1,29	22,47	2,67	76·02
31,27	4,38	..	50	36,24	..	14,72	21,52	20,97	38·96
4,17,51	1,20,98	..	—45	5,38,04	..	20,72	5,17,32	3,48,58	45·50
2,87,47	93,15	..	2,13	3,82,75	..	29,27	3,53,48	2,27,19	44·44
1,32,86	9,36	..	4,19	1,46,41	..	77,02	69,39	99,45	33·11
..	..	4,64,91	..	4,64,91	4,53,42	..	11,49	—11,49	..
24,03,42	4,53,42	4,64,91	3,47	33,25,22	4,53,42	2,00,94	26,70,86	17,94,54	49·50
57,34,76	10,95,13	11,37,55	11,72	79,79,16	10,95,13	3,51,03	65,33,00	38,90,72	52·01
1,01	—3	..	3	1,01	..	..	1,01	12	108·60
57,35,77	10,95,10	11,37,55	11,75	79,80,17	10,95,13	3,51,03	65,34,01	38,90,84	52·01

	Receipts.	Working expenses.	Net Receipts.
(a) N. W. Railway, Commercial	14,99,38	10,01,20	4,98,18
N. W. Railway, Military ..	1,59,96	1,93,71	—3,381
Total ..	16,59,28	11,94,91	4,64,37
(b) Aden Railway Commercial	..	36)	..
Aden Railway, Military	..	96)	1,58
Total ..	1,32	1,58	—26

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1927-28.

[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 . . . . .	..	..	..	..	..	..	65	..	65
Delhi (New Capital) Railway Works Scheme.	..	..	..	..	..	..	4.17	..	4.17
Eastern Bengal	124,553	..	..	..	124,553	16,70	1,51,08	..	1,67,78
East Indian including South Bihar.	2,066,027	..	..	..	2,066,027	2,77,03	2,53,74	1,92	5,32,69
North Western (Commercial) .	355,639	..	..	..	355,639	47,57	2,85,08	..	3,32,65
North Western (Military)—Main Line . . . . .	..	..	..	..	..	..	1,57,44	..	1,57,44
Khyber . . . . .	..	..	..	..	..	..	15,08	..	15,08
Great Indian Peninsula	983,547	..	..	..	983,547	1,31,52	2,53,22	..	3,84,74
Coal Dept. (Ry. Collieries) . . . . .	..	..	..	..	..	..	4.47	..	4.47
TOTAL	3,529,766	..	..	..	3,529,766	4,72,82	11,24,93	1,92	15,99,67
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.									
Assam-Bengal . . . . .	..	45,000	34,390	79,390	79,390	10,62	65,45	..	76,07
Bengal-Nagpur . . . . .	..	105,000	205,215	310,215	310,215	41,50	2,64,60	..	3,06,10
Bezwada including Dhone Kurnool.	..	..	..	..	..	..	99	..	99
Bombay, Baroda and Central India (including Dholka Dhanduka, Jumbusar Kavi and Samni Dehej).	385,084	60,000	34,999	94,999	480,083	64,31	1,80,79	7,50	2,52,60
Burma Railways (including Extensions).	..	75,000	37,500	112,500	112,500	15,05	96,78	..	1,11,83
Jodhpur-Hyderabad (British Section). (Jodhpur)	..	..	..	..	..	..	2,67	..	2,67
Lucknow-Bareilly (R. & K.) . . . . .	..	..	(a)25,649	25,649	25,649	3,16	5,90	..	9,06
Madras and Southern Mahratta	362,194	175,000	157,645	332,645	694,239	93,11	1,13,46	..	2,06,57
South Indian	146,635	35,000	110,505	145,505	292,140	39,10	89,21	..	1,28,31
Coonoor-Ootacamund (S. I.) . . . . .	..	..	..	..	..	..	1,85	..	1,85
Travancore (British Section). (S. I.) . . . . .	..	..	..	..	..	..	46	..	46
Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,06	..	1,06
Tirhoot (B. & N. W.) . . . . .	..	..	36,275	36,275	36,275	4,87	27,17	..	32,04
TOTAL	893,913	495,000	641,578	1,136,578	2,030,491	2,71,72	8,50,39	7,50	11,29,61
<i>Miscellaneous Items.</i>									
Abandoned Projects, etc. . . . .	..	..	..	..	..	..	1,07	..	1,07
Other miscellaneous items . . . . .	..	..	..	..	..	..	13,82	..	13,82
Interest on the equivalent at 102 of India 7 per cent. stock purchased with Railway Sinking Funds the credit for Interest on which has been eliminated from specific Debt in England by transfer to Non-Specific debt in India—vide details below*	..	..	..	..	..	..	-1,58	..	-1,58
Deduct—Interest during construction.	..	..	..	..	..	..	-24,25	..	-24,25
<i>Provincial Railways.</i>									
Assam (Jorhat) . . . . .	..	..	..	..	..	..	47	..	47
United Provinces (Distillery Siding).	..	..	..	..	..	..	10	..	10
GRAND TOTAL	4,423,679	495,000	641,578	1,136,578	5,560,257	7,44,54	19,64,95	9,42	27,18,91

	India 7 per cent. stock.			Equivalent at 102.		
	£	s.	d.	£	s.	d.
*East Indian Railway	133,991	18	10	136,671	15	7
Eastern Bengal Railway	10,140	18	6	10,343	14	10
Scinde-Punjab and Delhi Railway	70,402	10	0	71,810	11	0
Total	214,535	7	4	218,826	1	5

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

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1926-27 and 1927-28 (In thousands of rupees).

Railway System.	Gauge.	Year.	I Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly un- der con- struction.	II Gross earnings.	III Working expenses.	Net earn- ings.	Percent- age of working expens- es to gross earnings.	Percent- age of net earn- ings on total capital at charge given in column 4.	REMARKS.	
1	2	3	4	5	6	7	8	9	10	
			Rs.	Rs.	Rs.	Rs.				
CLASS I.										
Assam-Bengal	3' 3½"	1926-27	(a) 22,14,85	1,96,68	1,05,56	91,12	53·67	4·11	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.	
		1927-28	(a) 23,13,76	2,25,53	1,17,41	1,08,12	52·06	4·67		
Bengal and North-Western	3' 3½"	1926-27	20,11,41	3,64,55	1,40,94	2,23,61	38·66	11·12		
		1927-28	20,44,35	3,74,74	1,40,98	2,33,76	37·62	11·43		
Bengal-Nagpur	5' 6", 2' 6" and 2' 0"	1926-27	68,80,29	8,34,38	4,81,93	3,52,45	57·76	5·12		
		1927-28	70,51,03	9,19,16	5,62,56	3,56,60	61·20	5·06		
Bombay, Baroda and Central India.	5' 6", 3' 3½" and 2' 6"	1926-27	(b) 73,82,10	12,15,71	7,64,00	4,51,71	62·84	6·12		(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1927-28	(b) 76,51,66	12,39,46	7,67,96	4,71,49	61·96	6·16		
Burma	3' 3½"	1926-27	29,49,23	4,62,96	2,83,55	1,79,41	61·25	6·08		
		1927-28	31,35,12	5,07,88	2,89,81	2,18,07	57·06	7·25		
Eastern Bengal	5' 6", 3' 3½" and 2' 6"	1926-27	46,26,88	7,00,42	4,57,49	2,42,93	65·32	5·25		
		1927-28	48,03,93	7,23,13	4,69,49	2,53,64	64·93	5·28		
East Indian	5' 6"	1926-27	(c) 1,36,26,98	19,80,78	12,11,14	7,69,64	61·14	5·65	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.	
		1927-28	(c) 1,41,70,42	20,78,12	12,09,31	8,68,81	58·39	6·13		
Great Indian Peninsula	5' 6" and 2' 6"	1926-27	1,13,19,57	15,25,18	10,73,77	4,51,41	70·40	3·99		
		1927-28	1,17,46,16	15,86,63	10,24,46	5,62,15	64·56	4·78		
Jodhpur	3' 3½"	1926-27	4,39,06	88,45	56,68	31,77	64·08	7·24		
		1927-28	4,74,71	93,68	73,68	20,00	78·65	4·21		
	2' 0"	1926-27	2,93	53	29	24	53·87	8·28		
		1927-28	2,93	55	25	30	44·62	10·36		
Madras and Southern Mah- ratta.	5' 6" and 3' 3½"	1926-27	57,39,24	§8,49,74	§4,67,11	§3,82,63	54·90	6·67		
		1927-28	59,91,03	§9,12,41	§5,31,04	§3,81,37	58·20	6·37		

* In the case of State-owned railways.

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

‡ The figures of total capital at charge in column 4 are for the system as a whole, i.e., State-owned portion plus other than State owned portion.

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

¶ Include Harbour receipts and expenditure.

5.—Statement of *Capital at Charge**, Revenue Earnings and Expenses for the years 1926-27 and 1927-28 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	† Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	§ Gross earnings.	§ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I—concd.									
Nizam's Guaranteed State	5' 6"	1926-27	7,91,68	1,13,86	41,76	72,10	36.68	9.11	
		1927-28	8,31,73	1,12,65	43,04	69,61	38.20	8.37	
	3' 3½"	1926-27	6,34,95	87,89	40,04	47,85	45.56	8.94	
		1927-28	5,38,73	89,36	39,20	50,16	43.87	9.31	
North Western (Commercial).	5' 6" and 2' 6"	1926-27	1,03,73,88	16,43,45	10,65,53	5,77,92	64.83	5.57	
		1927-28	1,10,57,70	17,12,89	11,05,26	6,07,63	64.53	5.49	
North Western (Military)	5' 6", 2' 6" and 2' 0"	1926-27	31,54,35	1,51,18	1,85,84	—34,66	122.93	—	
		1927-28	32,37,76	1,59,43	1,93,63	—34,20	121.45	—	
Total North Western	..	1926-27	1,35,28,23	17,94,63	12,51,37	5,43,26	69.73	4.02	
		1927-28	1,42,95,46	18,72,32	12,98,89	5,73,43	69.37	4.01	
Rohilkund and Kumaon	3' 3½"	1926-27	(a)4,25,40	66,14	32,61	33,53	49.31	7.88	
		1927-28	(a)4,28,57	72,11	35,65	36,46	49.44	8.51	(a) Includes Rs. 81,41,000 (1926-27) and Rs. 84,01,000 (1927-28) being the outlay from Joint Debenture Stock on Lucknow-Bareilly Railway.
South Indian	5' 6", 3' 3½" and 2' 6"	1926-27	33,30,09	5,90,52	3,19,91	2,70,61	64.17	8.13	
		1927-28	36,56,52	6,29,02	3,80,62	2,48,40	60.51	6.79	
Total Class I Railways	..	1926-27	7,58,02,89	1,08,72,42	67,28,15	41,44,27	61.88	5.47	
		1927-28	7,91,36,11	1,14,36,74	69,84,37	44,52,37	61.07	5.63	
CLASS II.									
Barsi Light	2' 6"	1926-27	1,49,65	17,50	9,50	8,00	64.27	5.35	
		1927-28	1,67,65	18,67	9,36	9,31	50.16	5.55	
Bengal Doon	3' 3½"	1926-27	1,51,66	23,44	12,34	11,10	52.64	9.25	
		1927-28	1,54,01	25,12	12,98	12,14	51.69	7.88	
Bhavnagar State	3' 3½"	1926-27	1,92,66	28,77	18,64	10,13	64.80	5.26	
		1927-28	1,98,59	29,13	17,54	11,59	60.20	5.90	
Bikaner State	3' 3½"	1926-27	2,89,71	38,46	32,07	6,39	83.40	2.21	
		1927-28	2,99,82	42,57	28,88	13,69	67.84	4.57	
Darjeeling-Himalayan.	2' 0"	1926-27	1,06,48	24,07	15,30	8,77	63.63	8.24	
		1927-28	1,07,86	23,08	15,24	7,84	66.03	7.26	

* In the case of State-owned railways.

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

‡ The figures of total capital at charge in column 4 are for the system as a whole, i.e., State-owned portion plus other than State-owned portion.

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

5.—Statement of *Capital at Charge**, *Capital outlay†*, *Revenue Earnings and Expenses for the years 1925-27 and 1927-28 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	† Gross earnings.	† Working expenses.	Net earnings.	Per-centage of working expenses to gross earnings.	Per-centage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
			Ra.	Ra.	Ra.	Ra.			
CLASS II—concl'd.									
Dibru-Sadiya	3' 3½"	1926-27	1,57,81	30,33	15,66	14,68	51.63	9.38	
		1927-28	1,44,29	30,91	16,64	14,27	53.85	9.88	
Gaekwar's Baroda State	2' 6"	1926-27	2,76,13	22,35	19,03	3,32	85.14	1.20	
		1927-28	3,00,31	23,24	20,57	2,67	88.52	0.89	
Gondal	3' 3½"	1926-27	1,19,43	22,61	13,61	9,00	60.18	7.54	
		1927-28	1,21,89	24,75	12,00	12,75	48.50	10.46	
Howrah-Amta Light	2' 0"	1926-27	29,75	10,38	6,83	3,75	63.88	12.61	
		1927-28	30,60	10,69	6,99	3,70	65.37	12.09	
Jamnagar and Dwarka	3' 3½"	1926-27	1,36,71	11,06	7,04	4,02	63.61	2.94	
		1927-28	1,50,73	15,29	8,96	6,33	58.58	4.20	
Junagad State	3' 3½"	1926-27	1,11,96	13,76	8,47	5,29	61.53	4.72	
		1927-28	1,12,42	14,00	9,05	4,95	64.65	4.40	
Morvi	3' 3½"	1926-27	74,04	16,65	10,50	6,15	63.07	9.30	
		1927-28	76,61	18,48	10,46	8,02	56.60	10.47	
Mysore‡	3' 3½"	1926-27	2,63,98	30,09	22,86	7,23	75.97	2.74	
		1927-28	2,70,67	32,71	23,88	8,83	73.00	3.26	
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1926-27	49,85	9,61	4,99	4,62	51.92	9.26	
		1927-28	50,01	10,33	4,61	5,72	44.60	11.44	
Total Class II Railways . . . . .	..	1926-27	21,09,82	2,99,08	1,96,63	1,02,46	65.74	4.86	
		1927-28	21,85,46	3,18,97	1,97,16	1,21,81	61.81	5.57	
CLASS III.									
Aden	3' 3½"	1926-27	14,98	1,42	78	64	55.18	4.24	
		1927-28	14,12	1,32	1,60	—28	121.21	..	
Ahmadpur-Katwa	2' 6"	1926-27	20,03	1,53	1,26	27	82.49	1.34	
		1927-28	20,29	1,38	1,28	10	92.47	0.51	
Arrah-Sasaram	2' 6"	1926-27	23,42	4,13	2,48	1,65	60.03	7.05	
		1927-28	23,51	4,11	2,58	1,55	62.35	6.59	
Bankura-Damoodar River	2' 6"	1926-27	37,21	2,15	2,00	15	93.10	0.40	
		1927-28	38,06	2,12	2,28	—16	107.84	..	

* In the case of State-owned railways.

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

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

§ Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, and Mysore-Nanjangud Chamrajanagar Railways.

5.—Statement of *Capital at Charge**, *Revenue Earnings and Expenses for the years 1926-27*
Capital outlay†
and 1927-28 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	† Gross earnings.	† Working expenses.	Net earnings.	Per-centage of working expenses to gross earnings.	Per-centage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
<i>Class III—contd.</i>			Rs.	Rs.	Rs.	Rs.			
Baraset-Basirhat Light	2' 6"	1926-27	24,27	5,67	3,99	1,68	70.45	6.90	
		1927-28	25,12	5,82	3,88	1,94	66.71	7.72	
Bengal Provincial	2' 6"	1926-27	16,29	1,85	1,32	53	71.27	3.44	
		1927-28	15,24	1,87	1,37	50	73.06	3.31	
Bukhtiarpur-Bihar Light	2' 6"	1926-27	14,78	4,32	2,54	1,78	53.80	12.03	
		1927-28	14,83	3,87	2,28	1,59	59.02	10.72	
Burdwan-Katwa	2' 6"	1926-27	18,73	2,14	1,46	68	68.19	3.64	
		1927-28	19,47	2,11	1,60	51	70.04	2.59	
Cutch State	2' 6"	1926-27	12,04	77	58	19	75.19	1.58	
		1927-28	14,48	90	55	35	61.09	2.42	
Dehri-Rohtas Light	2' 6"	1926-27	11,92	3,28	1,77	1,51	53.85	12.67	
		1927-28	12,30	3,28	1,67	1,61	50.94	12.17	
Dholpur-Bari	2' 6"	1926-27	15,89	2,30	1,14	1,16	49.58	7.30	
		1927-28	16,33	2,21	1,22	99	55.42	6.58	
Futwah-Jalampur	2' 6"	1926-27	19,21	1,87	89	98	47.71	5.08	
		1927-28	19,46	1,77	92	85	52.27	4.37	
Gwalior Light	2' 0"	1926-27	94,89	7,60	5,24	2,36	69.01	2.48	
		1927-28	96,59	8,22	6,30	1,92	76.65	1.99	
Howrah-Sheakhala Light	2' 0"	1926-27	8,20	2,25	1,57	68	69.82	8.30	
		1927-28	8,24	2,25	1,53	72	68.17	8.74	
Jagadhri Light	2' 0"	1926-27	1,14	23	19	4	31.94	3.71	
		1927-28	1,14	26	20	6	76.95	5.35	
Meesore-Jhenidah	2' 6"	1926-27	14,74	1,42	1,02	40	71.92	2.71	
		1927-28	14,85	1,23	1,03	20	83.64	1.34	
Jornat (Provincial)	2' 0"	1926-27	13,26	2,10	2,16	—6	102.80	..	
		1927-28	13,22	2,01	2,07	—6	102.99	..	

* In the case of State-owned railways.

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

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

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1926-27 and 1927-28 (In thousands of rupees)—concl'd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	† Gross earnings.	† Working expenses.	Net earnings.	Per-centage of working expenses to gross earnings.	Per-centage of net earnings on total capital at charge given in column 4.	Remarks.
1	2	3	4	5	6	7	8	9	10
CLASS III—concl'd.									
Kalighat-Falta	2' 6"	{ 1926-27 1927-28	Rs. 22,85 22,79	Rs. 2,43 2,89	Rs. 2,38 2,42	Rs. 5 47	97.87 83.83	0.23 2.05	
Kolar District‡	2' 6"	{ 1926-27 1927-28	40,73 40,80	4,51 5,04	3,46 3,57	1,05 1,47	76.72 70.95	2.58 3.60	
Kulasekarapatnam Light	2' 0"	{ 1926-27 1927-28	7,73 7,82	70 88	1,02 76	—32 12	145.11 86.82	— 1.47	
Matheran Light	2' 0"	{ 1926-27 1927-28	In ..	cluded wi 93	th G. I. P. 1,33	Railway. —40	143.01	..	
Porbandar State	3' 3½"	{ 1926-27 1927-28	24,00 24,95	3,98 4,44	3,16 2,71	82 1,73	79.36 61.01	3.43 6.94	
Tarikere-Narasimharajapura Light.	2' 0"	{ 1926-27 1927-28	11,16 11,27	50 58	54 34	—4 24	107.84 58.35	.. 2.16	
Tezporo-Balipara Light	2' 0"	{ 1926-27 1927-28	4,87 4,87	1,92 1,87	1,42 1,49	50 38	73.84 79.74	10.30 7.76	
Trivellore Light	2' 0"	{ 1926-27 1927-28	1,16 1,16	7 4	11 7	—4 —3	157.14 187.22	.. ..
Udaipur-Chitorgarh	3' 3½"	{ 1926-27 1927-28	26,23 26,67	5,02 5,24	2,82 2,92	2,20 2,32	56.15 55.71	8.39 8.70	
Total Class III Railways	..	{ 1926-27 1927-28	4,98,73 5,07,58	64,16 66,64	45,30 47,95	18,86 18,69	70.60 71.95	3.78 3.68	
Other items not included in the preceding heads.	..	{ 1926-27 1927-28	||4,55,22 (a)4,57,10	.. ..	.. ..	.. ..	.. ..	.. ..
GRAND TOTAL	..	{ 1926-27 1927-28	(b) 7,88,66,66 (c) 8,22,86,25	1,12,35,66 1,18,22,35	69,70,08 72,29,48	42,65,58 45,92,87	62.04 61.16	5.41 5.58	

* In the case of State-owned railways.

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

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

§ Includes the Bangalore-Chik Ballapur Light Railway.

|| For details see foot-note 11 in statement 5 of Volume II of Report by Railway Board on Indian Railways for 1926-27.

In thousands of rupees.

(a) Delhi (New Capital) Railway works	..	..	76,28
Coal Department	..	..	90,02
Abandoned Projects	..	..	32,26
A. G. Railways Account current..	..	..	2,56,82
United Provinces (Distillery siding)	..	..	1,72

Total = 4,57,10

(b) For details see foot-note (b) in statement 5 of Volume II of Report by Railway Board on Indian Railways for 1926-27.

In thousands of rupees.

(c) Total capital at charge to end of 31st March, 1928 as shown in statement No. 2 (a)	..	7,33,44,91
Do. do. do. do. do. do. do. do. 2 (b)	..	89,41,34

Total .. 8,22,86,25

6.—Details of Gross Earnings of each Railway System for the years 1926-27 and 1927-28.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds and remissions.)
			Earnings from passengers carried. (including refunds and remissions.)	Other coaching earnings. (including refunds and remissions.)	Total coaching earnings. (excluding refunds and remissions.)	Earnings from goods carried. (including refunds and remissions.)	Other goods earnings (including refunds and remissions.)	Total goods earnings (excluding refunds and remissions.)	Electric telegraph earnings. (excluding refunds and remissions.)	Other miscellaneous earnings. (excluding refunds and remissions.)	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I.											
Assam Bengal	3' 3½"	1926-27	81,46	11,62	92,93	97,24	79	97,48	36	5,91	1,96,68
		1927-28	87,70	12,13	99,73	1,15,33	97	1,15,77	38	9,65	2,25,53
Bengal and North-Western.	3' 3½"	1926-27	1,78,34	17,65	†1,87,99	1,83,63	2,43	†1,69,91	61	6,11	3,64,55
		1927-28	1,81,62	16,68	†1,90,64	1,94,31	6,08	†1,79,16	57	4,37	3,74,74
Bengal-Nagpur	5' 6"	1926-27	1,94,63	38,47	2,33,06	5,23,45	9,74	5,32,14	43	18,43	7,84,06
		1927-28	2,03,71	39,28	2,42,94	6,02,62	6,84	6,06,42	46	17,79	8,69,61
	2' 6"	1926-27	23,54	2,26	25,80	23,97	11	24,01	10	41	50,32
		1927-28	23,35	1,99	25,34	23,60	22	23,73	9	39	49,55
	5' 6"	1926-27	2,11,49	54,81	2,66,16	3,78,02	-1,81	3,71,32	66	14,43	6,52,57
		1927-28	2,09,07	50,15	2,65,10	4,02,25	-1,44	3,99,17	69	17,61	6,82,57
Bombay, Baroda and Central India.	3' 3½"	1926-27	2,13,59	25,94	2,39,47	3,04,34	1,04	3,03,12	68	10,54	5,53,81
		1927-28	2,14,40	28,94	2,42,48	2,94,07	85	2,93,39	70	11,07	5,47,64
	2' 6"	1926-27	5,10	42	5,52	3,69	1	3,70	2	9	9,33
		1927-28	4,15	40	4,55	4,62	1	4,59	3	7	9,24
Burma	3' 3½"	1926-27	1,53,25	15,71	1,68,81	2,82,43	83	2,82,26	65	11,24	4,62,96
		1927-28	1,63,40	17,98	1,81,13	3,13,22	61	3,13,16	60	12,99	5,07,88
	5' 6"	1926-27	1,43,17	31,62	1,74,60	2,49,53	6,04	2,53,30	34	13,43	4,41,67
		1927-28	1,53,89	30,36	1,84,14	2,59,91	4,73	2,62,72	36	15,60	4,62,82
Eastern Bengal	3' 3½" and 2' 6"	1926-27	1,09,31	18,43	1,28,17	1,27,38	1,36	1,27,62	34	2,62	2,58,75
		1927-28	1,11,85	17,80	1,29,57	1,24,54	1,59	1,25,24	31	5,19	2,60,31
East Indian	5' 6"	1926-27	5,79,95	96,59	6,76,28	12,66,36	11,91	12,74,03	1,47	29,00	19,80,78
		1927-28	6,18,05	94,42	7,12,36	13,13,83	11,99	13,20,52	1,52	43,72	20,78,12
	5' 6"	1926-27	4,26,42	1,03,70	5,29,10	9,44,86	9,53	9,49,51	1,45	28,50	15,08,86
		1927-28	4,28,05	1,06,48	5,33,96	10,10,35	7,88	10,10,32	1,43	25,35	15,71,06
Great Indian Peninsula	2' 6"	1926-27	7,72	58	8,30	7,66	6	7,88	1	13	16,32
		1927-28	6,48	60	7,08	8,51	4	8,42	1	6	15,57
	3' 3½"	1926-27	35,99	5,55	41,48	42,59	15	42,45	9	4,43	58,45
		1927-28	35,99	5,94	41,83	46,41	24	46,28	10	5,47	93,68
Jodhpur	2' 6"	1926-27	35	2	37	16	..	16	..	..	53
		1927-28	36	3	39	17	..	16	..	..	55
	5' 6"	1926-27	1,59,05	33,17	1,91,99	2,80,29	1,22	2,80,66	25	8,28	4,81,18
		1927-28	1,63,80	33,62	1,97,11	3,06,10	1,41	3,06,54	25	10,93	5,14,83
Madras and Southern Maharashtra.	3' 3½"	1926-27	1,14,62	21,30	1,35,86	†2,26,68	98	2,27,20	54	4,96	†3,68,66
		1927-28	1,15,78	22,66	1,38,37	†2,51,40	1,31	2,52,03	47	6,71	†3,97,58
	5' 6"	1926-27*	26,70	5,50	32,20	77,55	36	77,91	49	3,26	1,13,86
		1927-28	27,81	5,43	33,20	75,09	51	75,48	45	3,52	1,12,65
Nizam's Guaranteed State	3' 3½"	1926-27*	31,23	3,93	35,16	49,07	24	49,31	32	3,10	87,89
		1927-28	31,74	4,34	36,06	50,17	53	50,61	28	2,41	89,36
	5' 6"	1926-27	5,34,56	89,65	6,73,55	8,30,17	25,42	8,97,24	1,73	36,52	16,09,04
		1927-28	5,81,98	91,02	6,72,47	9,46,74	22,66	9,61,23	1,63	46,08	16,81,41
North Western (Commercial)	2' 6"	1926-27	15,51	4,16	19,65	14,22	45	14,53	4	19	34,41
		1927-28	13,12	3,86	16,97	14,05	30	14,32	5	14	31,48

* Excludes refunds and remissions.

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

‡ Includes Harbour receipts.

6.—Details of Gross Earnings of each Railway System for the years 1926-27 and 1927-28—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		
			Earnings from passengers carried. (including refunds & remissions.)	Other coaching earnings. (including refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (including refunds & remissions.)	Other goods earnings. (including refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)	Total gross earnings. (excluding refunds & remissions.)
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—concd.											
North Western (Military).	5' 6"	1926-27	55.83	13.78	69.54	73.59	1.09	73.99	24	1.10	1,44.87
		1927-28	60.44	13.25	73.60	77.29	80	77.74	23	1.48	1,53.03
	2' 6"	1926-27	2.69	38	3.07	2.34	6	2.36	1	4	5.68
		1927-28	2.61	31	2.92	2.02	6	2.66	1	7	5.66
	2' 0"	1926-27	28	10	38	45	1	45	..	..	53
		1927-28	27	15	42	31	..	31	..	1	74
North Western (Total)	..	1926-27	6,58.87	1,08.07	7,66.19	9,70.77	27.02	9,88.57	2.02	37.85	17,94.63
		1927-28	6,58.42	1,08.59	7,66.38	10,41.01	23.81	10,56.26	1.92	47.76	18,72.32
Rohilkund and Kumaon	3' 3 1/2"	1926-27	26.88	3.10	29.96	33.23	22	33.25	8	2.85	66.14
		1927-28	28.24	3.74	31.95	35.51	37	35.45	10	4.01	72.11
South Indian	5' 6"	1926-27	55.25	10.44	65.62	83.44	35	83.70	10	13.15	1,62.57
		1927-28	58.72	11.96	70.64	86.94	37	87.21	10	14.29	1,72.24
	3' 3 1/2"	1926-27	2,07.79	19.82	2,27.42	1,84.67	2.07	1,86.31	44	10.40	4,24.57
		1927-28	2,18.07	20.88	2,38.76	1,97.52	2.30	1,99.24	42	14.65	4,53.07
	2' 6"	1926-27	1.99	13	2.12	1.24	1	1.25	..	1	3.38
		1927-28	2.03	13	2.16	1.53	1	1.54	..	1	3.71
Total Class I Railways.	..	1926-27*	36,47.19	6,28.63	42,64.79	63,42.45	71.66	63,67.05	11.45	2,29.13	1,08,72.49
		1927-28	37,46.75	6,39.63	43,75.87	67,59.01	71.23	67,75.41	11.24	2,74.22	1,14,36.74
CLASS II.*											
Bansi Light	2' 6"	1926-27	7.95	34	8.29	8.50	9	8.59	9	53	17.60
		1927-28	8.18	30	8.48	9.60	8	9.66	4	47	18.67
Bengal Dooars	3' 3 1/2"	1926-27	4.90	1.03	5.93	17.17	5	17.22	4	25	23.44
		1927-28	4.90	1.04	5.94	18.75	6	18.81	5	32	25.12
Bhavnagar State	3' 3 1/2"	1926-27	14.20	1.61	15.81	10.72	13	10.85	35	1.76	28.77
		1927-28	14.07	1.65	15.72	12.06	9	12.15	35	91	29.13
Bikaner State	3' 3 1/2"	1926-27	16.65	1.53	18.18	19.47	7	19.54	60	14	38.45
		1927-28	19.76	2.47	22.23	19.23	8	19.31	17	86	42.57
Darjeeling-Himalayan	2' 0"	1926-27	7.16	2.74	9.90	13.90	7	13.97	4	18	24.07
		1927-28	6.24	2.56	8.80	14.03	6	14.09	4	15	23.08
Dibru-Sadiya	3' 3 1/2"	1926-27	4.37	96	5.33	24.25	3	24.23	4	65	30.33
		1927-28	4.87	1.05	5.92	24.26	7	24.33	4	62	30.91
Gaekwar's Baroda State.	2' 6"	1926-27	13.19	83	14.02	7.59	4	7.63	11	59	22.35
		1927-28	12.29	89	13.18	9.48	5	9.53	12	41	23.24
Gondal	3' 3 1/2"	1926-27	11.15	1.25	12.40	8.70	2	8.72	7	1.42	22.61
		1927-28	11.76	1.26	13.02	10.69	1	10.70	7	96	24.75

* Excludes refunds and remissions.

6.—Details of Gross Earnings of each Railway System for the years 1926-27 and 1927-28—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.			Total gross earnings. (excluding refunds & remissions.)
			Earnings from passengers carried. (excluding refunds & remissions.)	Other coaching earnings. (excluding refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (excluding refunds & remissions.)	Other goods earnings. (excluding refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)		
1	2	3	4	5	6	7	8	9	10	11	12	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Class II—contd.												
Howrah-Amta Light	2' 0"	1926-27	8.38	42	8.80	1.48	..	1.48	..	10	10.38	
		1927-28	8.70	41	9.11	1.50	..	1.50	..	8	10.60	
Jamnagar and Dwaraka	3' 3½"	1926-27	6.34	47	6.81	3.26	5	3.31	6	88	11.06	
		1927-28	7.07	73	7.80	6.91	6	6.96	6	47	15.29	
Junagad State	3' 3½"	1926-27	6.70	83	7.53	5.86	2	5.88	5	30	13.76	
		1927-28	6.88	72	7.60	6.11	2	6.13	6	21	14.00	
Morvi	3' 3½"	1926-27	7.69	1.17	8.86	7.36	1	7.37	7	35	16.65	
		1927-28	8.08	1.32	9.40	8.66	1	8.67	8	33	18.48	
Mysore*	3' 3½"	1926-27	16.04	1.59	17.63	11.47	21	11.68	3	75	30.09	
		1927-28	17.47	1.77	19.24	12.57	25	12.82	2	63	32.71	
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1926-27	5.32	23	5.55	3.83	3	3.86	..	20	9.61	
		1927-28	5.67	37	6.04	4.01	1	4.02	..	27	10.33	
Total Class II Railways.	..	1926-27	1,30.04	15.00	1,45.04	1,43.56	82	1,44.38	1.55	8.11	2,99.08	
		1927-28	1,35.94	16.54	1,52.48	1,57.86	84	1,58.70	1.10	6.89	3,18.97	
Class III.												
Aden	3' 3½"	1926-27	65	11	76	59	4	63	..	3	1,42	
		1927-28	65	5	70	57	2	59	..	3	1,32	
Ahmadpur-Katwa	2' 6"	1926-27	1.22	6	1.28	22	..	22	..	3	1.53	
		1927-28	1.13	7	1.20	17	..	17	..	1	1.38	
Arrah-Sasaram	2' 6"	1926-27	3.06	17	3.23	87	..	87	..	3	4.13	
		1927-28	3.11	11	3.22	87	..	87	..	2	4.11	
Bankura-Damoodar River.	2' 6"	1926-27	1.32	6	1.38	71	..	71	1	5	2.15	
		1927-28	1.36	6	1.42	64	..	64	1	5	2.12	
Baraset-Basirhat Light	2' 6"	1926-27	3.99	58	4.57	1.07	..	1.07	..	3	5.67	
		1927-28	3.90	62	4.72	1.07	..	1.07	..	3	5.82	
Bengal Provincial.	2' 6"	1926-27	1.08	17	1.25	51	4	55	1	4	1.85	
		1927-28	1.15	18	1.33	47	1	48	1	5	1.87	
Bokhtiarpur-Bihar Light.	2' 6"	1926-27	2.34	13	2.97	1.30	1	1.31	..	4	4.38	
		1927-28	2.17	29	2.46	1.36	1	1.37	..	4	3.87	
Burdwan-Katwa	2' 6"	1926-27	1.57	10	1.67	42	..	42	..	5	2.14	
		1927-28	1.63	12	1.75	31	..	31	1	4	2.11	

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

6.—Details of Gross Earnings of each Railway System for the years 1926-27 and 1927-28—concl'd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		
			Earnings from passengers carried. (excluding refunds & remissions.)	Other coaching earnings. (excluding refunds & remissions.)	Total coaching earnings. (excluding refunds & remissions.)	Earnings from goods carried. (excluding refunds & remissions.)	Other goods earnings. (excluding refunds & remissions.)	Total goods earnings. (excluding refunds & remissions.)	Electric telegraph earnings. (excluding refunds & remissions.)	Other miscellaneous earnings. (excluding refunds & remissions.)	Gross earnings. (excluding refunds & remissions.)
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—concl'd.											
Cutch State	2' 6"	1926-27	40	7	47	23	6	29	..	1	77
		1927-28	45	12	57	25	6	31	..	2	90
Dehri-Rohas Light	2' 6"	1926-27	32	1	33	2,79	8	2,87	..	8	3,28
		1927-28	33	1	34	2,82	7	2,89	..	5	3,28
Dholpur-Bari	2' 6"	1926-27	73	4	77	1,50	..	1,50	1	2	2,30
		1927-28	69	4	73	1,44	..	1,44	1	3	2,31
Futwah-Islampur	2' 6"	1926-27	1,32	3	1,35	49	2	51	..	1	1,87
		1927-28	1,25	11	1,36	38	1	39	..	2	1,77
Gwalior Light	2' 0"	1926-27	3,55	28	3,83	3,55	..	3,55	8	14	7,60
		1927-28	3,74	24	3,98	3,87	18	4,05	8	11	8,22
Howrah-Sheakhala Light.	2' 0"	1926-27	1,38	43	1,81	42	..	42	..	2	2,25
		1927-28	1,41	44	1,85	38	..	38	..	2	2,25
Jagadhri Light	2' 0"	1926-27	12	1	13	8	..	8	..	2	23
		1927-28	11	1	12	12	..	12	..	2	26
Jessore-Jhenidah	2' 6"	1926-27	75	7	82	58	1	59	..	1	1,42
		1927-28	64	7	71	50	1	51	..	1	1,23
Jorhat (Provincial).	2' 0"	1926-27	68	11	82	1,18	5	1,23	1	4	2,10
		1927-28	..	..	..	..	..	..	..	..	12,01
Kalighat-Palta	2' 6"	1926-27	1,88	4	1,92	43	..	43	..	8	2,43
		1927-28	2,17	4	2,21	59	..	59	..	9	2,80
Kolar District*	2' 6"	1926-27	3,02	14	3,16	1,31	1	1,32	1	2	4,51
		1927-28	3,08	15	3,23	1,78	1	1,79	1	1	5,04
Kulasekarapatnam Light	2' 0"	1926-27	35	2	37	33	..	33	..	..	70
		1927-28	46	2	48	40	..	40	..	..	88
Matheran Light	2' 0"	1926-27†	..	..	..	..	..	..	..	..	..
		1927-28*	69	..	69	24	..	24	..	..	96
Porbandar State	3' 3½"	1926-27	1,35	14	1,49	2,06	1	2,07	..	42	3,98
		1927-28	1,39	14	1,53	2,47	1	2,48	..	43	4,44
Tarikere Narasimharajapura Light.	2' 0"	1926-27	17	1	18	32	..	32	..	..	5
		1927-28	17	1	18	40	..	40	..	..	58
Tezpur-Balipara Light	2' 0"	1926-27	61	12	73	1,12	..	1,12	2	5	1,92
		1927-28	59	12	71	1,08	..	1,08	2	6	1,87
Trivellore Light	2' 0"	1926-27	6	..	6	1	..	1	..	..	7
		1927-28	4	..	4	..	..	..	..	..	4
Udaipur-Chitorgarh	3' 3½"	1926-27	2,26	31	3,17	1,75	3	1,78	2	5	5,02
		1927-28	3,10	42	3,52	1,60	4	1,64	1	7	5,24
Total Class III Railways . . . . .	..	1926-27	35,28	3,24	38,52	23,84	36	24,20	17	1,27	64,16
		1927-28	35,41	3,64	39,05	23,78	43	24,21	16	1,21	66,64
GRAND TOTAL. . . . .	..	1926-27	(a) 38,12,51	(a) 6,46,87	44,48,35	(a) 65,09,86	(a) 72,84	65,36,83	13,17	2,38,51	1,12,36,66
		1927-28	(a) 39,18,10	(a) 6,59,81	45,67,40	(a) 69,40,65	72,60	69,58,32	12,50	2,82,12	1,18,22,35

* Includes the Bangalore-Chick Ballapur Light Railway.

† Included with the Great Indian Peninsula Railway.

‡ Details are not available.

(a) Includes refunds and remissions in the case of Class I Railways (except Nizam's Guaranteed State Railways) but excludes the same in the case of Class II and III Railways.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS L										
Assam-Bengal	3' 3½"	1926-27	23,61	12.01	26,23	13.33	8,50	4.32	..	..
		1927-28	25,69	11.39	31,91	14.15	9,03	4.00	..	..
Bengal and North-Western	3' 3½"	1926-27	34,89	9.57	40,96	11.24	12,06	3.31	..	..
		1927-28	30,98	8.27	40,58	10.83	14,93	3.98	..	..
Bengal-Nagpur	5' 6"	1926-27	88,85	11.33	1,24,32	15.85	65,29	8.33	..	..
		1927-28	1,18,84	13.67	1,47,60	16.97	72,30	8.31	..	..
	2' 6"	1926-27	12,57	24.97	12,54	24.92	4,75	9.44	..	..
		1927-28	11,33	22.87	12,85	25.93	5,59	11.28	..	..
	5' 6"	1926-27	89,36	13.69	1,47,15	22.55	54,79	8.40	..	..
		1927-28	94,82	13.89	1,38,70	20.32	51,50	7.55	14,68	2.15
Bombay, Baroda and Central India.	3' 3½"	1926-27	63,72	11.50	1,21,74	21.98	38,87	7.02	..	..
		1927-28	71,67	13.09	1,12,52	20.54	40,43	7.38	9,92	1.81
	2' 6"	1926-27	1,66	17.80	2,01	21.63	57	6.11	..	..
		1927-28	2,59	27.97	1,81	19.02	50	5.46	5	0.55
	3' 3½"	1926-27	85,97	18.59	76,97	16.64	36,47	7.89	..	..
		1927-28	78,89	15.53	89,19	17.56	34,67	6.83	..	..
Burma	2' 6"	1926-27	13	23.40	24	4.432	3	5.05	..	..
		1927-28		Included in		3' 3½" Gauge.			..	..
	5' 6"	1926-27	71,31	16.14	69,59	15.76	47,61	10.78	..	..
		1927-28	71,06	15.35	73,61	15.90	42,52	9.19	..	..
Eastern Bengal	3' 3½" and 2' 6"	1926-27	37,59	14.53	42,92	16.59	25,32	9.79	..	..
		1927-28	46,02	17.68	41,96	16.12	24,90	9.56	..	..
East Indian	5' 6"	1926-27	2,21,82	11.20	3,49,88	17.66	2,36,81	11.96	..	..
		1927-28	2,48,19	11.95	3,40,65	16.39	2,13,66	10.28	..	..
Great Indian Peninsula	5' 6"	1926-27	2,06,73	13.70	3,96,75	26.30	1,62,23	10.75	21,12	1.40
		1927-28	1,91,00	12.16	3,67,43	23.38	1,54,44	9.83	34,97	2.22
	2' 6"	1926-27	..	..	..	..	..	..	..	..
		1927-28	..	..	..	..	..	..	..	..
	3' 3½"	1926-27	13,74	15.53	19,51	22.06	6,74	7.62	..	..
		1927-28	26,13	27.89	20,94	22.35	8,75	9.35	..	..
Jodhpur	2' 0"	1926-27	11	20.63	10	19.35	1	1.22	..	..
		1927-28	8	14.74	8	15.00	2	2.45	..	..
	5' 6"	1926-27	66,48	11.74	96,01	19.94	36,27	7.54	..	..
		1927-28	85,75	16.66	99,58	19.34	34,90	6.78	..	..
Madras and Southern Mahratta.	3' 3½"	1926-27	46,62	12.64	76,19	20.67	17,09	4.65	..	..
		1927-28	57,33	14.42	73,64	18.52	39,89	10.03	..	..
	5' 6"	1926-27	7,05	6.19	11,88	10.44	4,51	3.96	..	..
		1927-28	7,18	6.37	13,98	12.41	5,10	4.53	..	..
Nizam's Guaranteed State	3' 3½"	1926-27	7,35	8.36	11,88	13.52	3,59	4.09	..	..
		1927-28	7,61	8.52	11,85	13.26	3,46	3.87	..	..
	5' 6"	1926-27	2,20,70	13.72	3,49,04	21.69	1,50,94	9.38	..	..
		1927-28	2,36,21	14.05	3,60,16	21.42	1,64,28	9.77	..	..
North Western (Commercial).	2' 6"	1926-27	7,95	23.10	12,96	37.66	2,81	8.17	..	..
		1927-28	8,90	28.27	12,41	39.42	3,82	12.14	..	..

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

System for the years 1926-27 and 1927-28 (In thousands of rupees).

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
5.62	2.86	22.35	11.36	11.27	5.73	7.98	4.06	1,05.56	53.67	
8.35	3.71	24.15	10.71	11.30	5.01	6.98	3.09	1,17.41	52.06	
6.99	1.92	26.53	7.27	13.23	3.63	6.28	1.72	1,40.94	38.66	
7.29	1.95	27.38	7.31	13.62	3.63	6.20	1.65	1,40.98	37.62	
7.47	0.95	79.75	10.17	38.55	4.92	36.35	4.64	4,40.58	56.19	
7.95	0.91	90.92	10.46	41.03	4.72	40.45	4.65	5,19.09	59.69	
..	..	6.81	13.53	3.79	7.54	89	1.77	41.35	82.17	
..	..	8.97	18.11	3.80	7.66	93	1.88	43.47	87.73	
..	..	86.44	13.25	31.04	4.76	22.09	3.38	4,30.87	66.03	
..	..	80.74	11.83	28.20	4.13	23.44	3.43	4,32.08	63.30	
..	..	65.77	10.07	28.26	5.11	18.72	3.36	3,27.08	59.04	
..	..	51.74	9.45	24.73	4.52	18.20	3.32	3,29.21	60.11	
..	..	1.11	11.88	59	6.27	11	1.27	6.05	64.96	
..	..	1.16	12.48	43	4.64	13	1.41	6.67	72.13	
3.83	0.83	41.18	8.91	22.32	4.83	16.25	3.51	2,82.99	61.20	
2.55	0.50	44.06	8.68	23.17	4.56	17.28	3.40	2,89.81	57.06	
..	..	11	20.66	2	4.23	3	5.58	56	103.24	
..	
..	..	63.39	14.35	21.91	4.96	20.33	4.60	2,94.14	66.59	
..	..	71.86	15.53	23.05	4.98	22.46	4.85	3,04.56	65.80	
8.47	3.27	27.64	10.63	13.13	5.08	8.28	3.20	1,63.35	63.14	
7.34	2.82	25.12	9.65	10.61	4.07	8.98	3.45	1,64.93	63.35	
1.07	0.05	2,32.77	11.75	87.82	4.43	80.97	4.09	12,11.14	61.14	
1.24	0.06	2,36.10	11.36	85.07	4.09	84.40	4.06	12,09.31	58.19	
..	..	1,56.96	10.40	60.95	4.04	61.69	4.09	10,66.43	70.63	
..	..	1,55.20	9.88	61.70	3.93	52.73	3.36	10,17.47	64.76	
..	..	..	..	..	..	..	..	7.34	45.00	
..	..	..	..	..	..	..	..	7.01	45.00	
..	..	8.60	9.72	5.28	5.97	2.81	3.18	56.68	64.08	
..	..	8.95	9.55	5.71	6.10	3.20	3.41	73.68	78.65	
..	..	6	11.13	1	0.93	..	0.61	29	53.87	
..	..	6	10.77	1	1.03	..	0.63	25	44.62	
..	..	35.59	7.39	22.45	4.67	18.75	3.89	2,65.55	55.17	
..	..	36.55	7.10	21.02	4.08	19.14	3.72	2,98.94	57.68	
4.35*	1.18	28.31	7.68	16.62	4.51	12.38	3.36	2,01.56*	54.69	
4.84*	1.22	28.38	7.14	16.53	4.16	13.49	3.39	2,34.10*	58.88	
..	..	8.52	7.48	6.28	5.51	3.52	3.10	41.76	36.68	
..	..	7.59	6.73	5.89	5.23	3.30	2.93	43.04	38.20	
..	..	7.94	9.03	6.61	7.52	2.67	3.04	40.04	45.58	
..	..	7.68	8.59	6.27	7.02	2.33	2.61	39.20	43.87	
..	..	1,68.94	10.50	74.27	4.62	68.44	4.25	10,32.33	64.16	
..	..	1,68.05	9.99	77.70	4.82	64.55	3.84	10,70.95	63.89	
1.52	4.42	5.63	16.36	1.61	4.68	72	2.09	33.20	96.48	
1.44	4.57	5.52	17.54	1.46	4.64	76	2.41	34.31	1,08.99	

*Includes Harbour expenditure.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of structural works.		Maintenance and Supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—concl.										
North Western (Military)	5' 6"	1926-27	41,22	28.45	63,97	44.03	22,52	15.54	..	..
		1927-28	54,91	35.88	60,24	39.37	17,85	11.66	..	..
	2' 6"	1926-27	5,00	91.24	4,28	73.11	1,09	19.89	..	..
1927-28		7,41	130.92	5,77	101.94	1,08	19.08	..	..
2' 0"	1926-27	82	98.79	1,10	132.53	20	24.10	..	..
	1927-28	1,09	147.30	1,01	136.44	35	47.30	..	..
Total North Western	..	1926-27	2,75,69	15.36	4,31,17	24.03	1,77,56	9.89	..	..
		1927-28	3,08,52	16.48	4,39,59	23.48	1,87,38	10.00	..	..
Rohilkund and Kumson	3' 3½"	1926-27	7,06	10.67	9,72	14.70	4,73	7.15	..	..
		1927-28	8,98	12.45	10,51	14.58	4,99	6.92	..	..
South Indian	5' 6"	1926-27	†	†	†	†	†	†	..	..
		1927-28	†	†	†	†	†	†	..	..
	3' 3½"	1926-27	†64,02	†10.84	†1,18,29	†20.03	†11,20	†6.98	..	..
1927-28		†1,07,72	†17.12	†1,29,11	†20.53	†1,38	†6.58	..	..
2' 6"	1926-27	†	†	†	†	†	†	..	..
	1927-28	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	1926-27	11,16,33	13.03	21,86,05	20.11	9,85,00	9.06	21,12	0.19
		1927-28	16,00,38	13.99	21,98,09	19.22	9,90,34	8.66	59,62	0.52
CLASS II.										
Barvi Light	2' 6"	1926-27	1,00	5.72	2,08	17.60	97	5.54	..	..
		1927-28	1,09	5.81	3,23	17.32	71	3.79	..	..
Bengal Dooars	3' 3½"	1926-27	4,67	19.92	2,28	9.73	69	2.94	..	..
		1927-28	4,84	19.27	2,33	9.29	76	3.02	..	..
Bhavnagar State	3' 3½"	1926-27	3,33	11.57	6,65	23.11	1,44	4.99	..	..
		1927-28	3,33	11.43	6,28	21.56	1,19	4.07	..	..
Bikaner State	3' 3½"	1926-27	5,84	15.20	15,29	39.75	2,98	7.76	..	..
		1927-28	5,73	13.47	12,99	30.50	2,34	5.50	..	..
Darjeeling-Himalayan	2' 0"	1926-27	2,25	12.73	3,60	20.38	1,34	7.59	..	..
		1927-28	2,19	12.88	3,69	21.73	1,44	8.52	..	..
Dibru-Sadiya	3' 3½"	1926-27	3,24	11.25	4,87	16.91	3,32	11.52	..	..
		1927-28	3,36	10.87	4,55	14.74	4,35	14.07	..	..
Gaekwar's Baroda State	2' 6"	1926-27	4,98	22.30	6,37	28.49	2,44	10.90	..	..
		1927-28	5,55	23.89	5,84	25.14	3,09	13.30	..	..
Gondal	3' 3½"	1926-27	2,25	9.97	5,46	24.16	1,36	6.00	..	..
		1927-28	1,09	4.39	4,70	19.01	1,12	4.54	..	..
Howrah-Amta Light	2' 0"	1926-27	1,35	13.01	1,08	10.40	18	1.73	..	..
		1927-28	1,79	16.75	1,43	13.41	1,00	9.31	..	..
Jamnagar and Dwarka	3' 3½"	1926-27	1,51	13.63	2,78	25.12	54	4.88	..	..
		1927-28	2,39	15.60	3,31	21.66	69	4.52	..	..
Junagad State	3' 3½"	1926-27	2,02	14.65	3,52	25.59	65	4.74	..	..
		1927-28	1,73	12.37	3,82	27.29	63	4.50	..	..
Morvi	3' 3½" and 2' 6"	1926-27	1,15	6.92	3,78	22.71	74	4.46	..	..
		1927-28	1,04	5.62	3,46	18.73	79	4.28	..	..
Mysore II	3' 3½"	1926-27	4,45	14.79	8,84	29.38	2,86	9.50	..	..
		1927-28	4,88	14.92	8,87	27.10	2,74	8.38	..	..
Shahdara (Delhi) Saharanpur Light).	2' 6"	1926-27	1,59	16.55	1,07	11.13	29	3.02	..	..
		1927-28	99	9.58	1,20	11.60	28	2.73	..	..
TOTAL CLASS II RAILWAYS	..	1926-27	39,63	13.25	63,67	22.96	19,80	6.62	..	..
		1927-28	40,00	12.54	65,70	20.60	21,13	6.62	..	..

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

System for the years 1926-27 and 1927-28 (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
..	..	21.91	15.13	12.21	8.43	9.03	6.24	1,70.68	117.82	
..	..	21.92	14.32	11.28	7.37	7.72	5.05	173.92	113.65	
..	..	1.17	26.82	61	11.13	20	3.65	12.65	230.84	
..	..	1.39	24.66	1.00	17.67	27	4.77	16.92	29.894	
..	..	25	30.12	12	14.46	2	2.41	2.51	302.41	
..	..	26	35.13	7	9.46	1	1.3	2.79	377.03	
1.52	0.08	1,98.20	11.05	88.82	4.95	78.41	4.37	12,51.37	69.73	
1.44	0.07	1,97.14	10.53	91.51	4.89	73.31	3.92	12,98.89	69.37	
..	..	5.79	8.76	3.64	5.51	1.67	2.52	32.61	49.31	
..	..	5.59	7.75	4.17	5.78	1.41	1.96	35.65	49.44	
†	†	†	†	†	†	†	†	92.60	56.96	† Included with 3' 3½" gauge.
†	†	†	†	†	†	†	†	1,16.60	67.11	
‡4.70	‡0.79	‡45.17	‡7.65	‡23.55	‡3.99	‡22.98	‡3.89	‡2,22.71	‡52.46	‡ Includes the 5' 0" and 2' 6" gauges.
‡4.02	‡0.64	‡46.57	‡7.40	‡25.16	‡4.00	‡26.66	‡4.24	‡2,60.77	‡57.55	
†	†	†	†	†	†	†	†	4.60	135.98	
†	†	†	†	†	†	†	†	4.25	114.55	
44.02	0.40	11,38.99	10.48	5,06.14	4.66	4,23.16	3.89	67,28.15	61.83	
45.02	0.39	11,56.91	10.10	5,02.98	4.40	4,25.02	3.71	69,84.37	61.07	
..	..	1.51	8.63	2.11	12.06	83	4.74	9.50	54.29	
..	..	1.53	8.22	2.06	11.05	74	3.97	9.36	50.16	
20	0.85	1.98	8.45	1.87	7.98	65	2.77	12.34	52.64	
19	0.75	2.24	8.90	1.85	7.39	77	3.07	12.98	51.69	
..	..	4.11	14.29	2.39	8.31	72	2.53	13.64	64.80	
..	..	3.65	12.52	2.33	8.01	76	2.61	17.54	60.20	
..	..	4.61	12.00	2.53	6.57	82	2.12	32.07	83.40	
..	..	4.34	10.20	2.65	6.22	83	1.95	28.88	67.84	
..	..	2.26	12.84	1.50	8.49	1.15	6.51	‡15.30	‡43.56	‡ Includes the Darjeeling Himalayan Extension Railway not included in details.
..	..	2.48	14.66	1.30	7.62	1.10	6.48	‡15.24	‡46.03	
..	..	2.09	7.26	1.80	6.25	33	1.15	15.65	54.34	
..	..	2.30	7.45	1.81	5.84	27	0.88	16.64	53.85	
..	..	3.78	16.91	1.14	5.09	32	1.45	19.03	85.14	
..	..	3.82	10.43	1.90	8.15	37	1.61	20.57	88.52	
..	..	2.99	13.20	1.10	4.89	45	1.97	13.61	60.18	
..	..	3.25	13.14	1.37	5.53	47	1.89	12.00	48.50	
..	..	1.62	15.61	58	5.59	1.82	17.53	6.63	63.87	
..	..	1.65	15.41	62	5.77	50	4.72	6.99	65.37	
..	..	1.18	10.61	74	6.71	29	2.66	7.04	63.61	
..	..	1.23	8.39	96	6.25	33	2.16	8.96	68.68	
..	..	1.58	11.45	34	2.50	36	2.60	8.47	61.53	
..	..	1.66	11.15	1.04	7.41	27	1.93	9.05	64.65	
..	..	1.98	11.87	64	3.87	2.21	13.24	10.50	63.07	
..	..	1.74	9.39	63	3.41	2.80	15.17	10.46	56.60	
..	..	3.86	12.83	2.02	6.71	83	2.76	22.86	75.97	|| Includes the Birur Shimoga, Chikjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.
..	..	4.28	13.09	2.10	6.42	1.01	3.09	23.88	73.00	
..	..	1.10	11.45	47	4.89	47	4.89	4.99	51.93	
..	..	1.19	11.56	51	4.88	44	4.25	4.61	44.60	
20	0.07	34.65	11.59	19.23	6.43	11.25	3.76	1,96.63	65.74	
19	0.06	35.31	11.07	21.13	6.63	10.66	3.34	1,97.16	61.81	

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"	1926-27	29	20·42	38	26·76
		1927-28	46	34·85	68	51·60
Ahmadpur-Katwa	2' 6"	1926-27	22	14·07	47	30·72
		1927-28	29	20·87	39	28·32
Arrah-Sasaram Light	2' 6"	1926-27	88	21·31	77	18·65
		1927-28	72	17·60	83	20·22
Bankura-Damoodar River	2' 6"	1926-27	50	23·29	78	36·17
		1927-28	68	32·28	80	37·90
Baraset-Basirhat Light	2' 6"	1926-27	86	15·21	1,15	20·28
		1927-28	1,13	19·49	1,20	20·64
Bengal Provincial	2' 6"	1926-27	31	16·76	50	27·02
		1927-28	29	15·71	56	29·81
Buxtiarpur-Bihar Light	2' 6"	1926-27	89	20·60	84	19·45
		1927-28	89	22·96	53	13·86
Burdwan-Katwa	2' 6"	1926-27	32	15·01	47	21·88
		1927-28	48	22·62	47	22·39
Cutch State	2' 6"	1926-27	19	24·68	20	25·97
		1927-28	13	14·58	20	22·31
Dehri-Rohtas Light	2' 6"	1926-27	41	12·50	80	24·29
		1927-28	30	9·29	76	23·13
Dholpur-Bari	2' 6"	1926-27	20	8·70	56	24·35
		1927-28	23	10·36	62	28·39
Futwah-Islampur	2' 6"	1926-27	20	10·69	29	15·51
		1927-28	28	14·58	25	14·19

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

System for the years 1926-27 and 1927-28 (in thousands of rupees)—contd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		REMARKS.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
8	5.63	1	0.71	2	1.41	78	54.93	
14	10.62	30	22.73	2	1.51	1,60	121.21	
35	23.04	20	13.04	2	1.62	1,26	82.49	
36	25.94	21	15.14	3	2.20	1,28	92.47	
45	10.89	27	6.54	11	2.66	2,48	60.05	
50	12.25	34	8.25	17	4.03	2,56	62.35	
30	13.91	35	16.24	7	3.49	2,00	93.10	
36	16.98	35	16.46	9	4.22	2,28	107.84	
93	16.36	40	7.11	65	11.49	3,99	73.45	
95	16.25	42	7.19	16	3.14	3,88	66.71	
30	16.22	19	10.27	2	1.08	1,32	71.35	
30	16.12	20	10.43	2	0.99	1,37	73.06	
48	11.11	25	5.79	8	1.85	2,54	58.80	
45	11.60	26	6.80	15	3.80	2,28	59.02	
36	16.84	25	11.75	6	2.71	1,46	68.19	
35	16.79	25	12.08	5	2.16	1,60	70.04	
6	7.79	13	16.88	..	..	58	75.32	
6	6.86	16	17.34	..	..	55	61.09	
26	7.93	26	7.93	4	1.22	1,77	53.97	
29	8.79	26	7.81	6	1.92	1,67	50.94	
19	8.26	18	7.83	1	0.43	1.14	49.57	
17	7.84	19	8.52	1	0.31	1,22	55.42	
24	12.83	13	6.96	3	1.61	89	47.59	
24	13.43	15	8.85	2	1.22	92	52.27	

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.	
			Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—concl'd.						
Gwalior Light	2' 0"	1926-27	95	12.38	2,95	34.89
		1927-28	95	11.58	3,63	44.15
Howrah-Sheakhala Light	2' 0"	1926-27	37	16.44	28	12.44
		1927-28	49	21.92	42	18.43
Jagadhri Light	2' 0"	1926-27	2	8.70	8	34.80
		1927-28	2	6.84	9	34.65
Jessore-Jhenidab	2' 6"	1926-27	14	10.09	46	27.71
		1927-28	17	13.54	44	36.41
Jorhat (Provincial)	2' 0"	1926-27	54	25.89	85	40.61
		1927-28	..	..	..	..
Kalighat-Falta	2' 6"	1926-27	48	19.57	1,00	41.39
		1927-28	51	17.63	1,00	34.55
Kolar District †	2' 6"	1926-27	68	15.08	1,76	39.02
		1927-28	61	12.25	1,83	36.20
Kulasekarapatnam Light	2' 0"	1926-27	57	81.43	35	50.00
		1927-28	36	41.52	32	35.94
Matheran Light	2' 0"	1926-27 ‡	..	..	..	..
		1927-28	26	27.96	56	60.22
Porbandar State	3' 3½"	1926-27	45	11.32	1,75	43.84
		1927-28	40	9.03	1,35	30.31
Tatkere Narasimharajapura Light	2' 6"	1926-27	10	20.00	33	66.00
		1927-28	12	20.41	9	15.58
Tespore-Balipara	2' 6"	1926-27	27	14.06	59	30.73
		1927-28	33	17.75	60	32.15
Trivellore Light	2' 0"	1926-27	..	..	6	85.71
		1927-28	..	..	4	97.89
Udaipur-Chitorgarb	3' 3½"	1926-27	88	17.52	1,16	23.12
		1927-28	89	17.00	1,22	23.22
TOTAL CLASS III RAILWAYS	..	1926-27	10,72	16.71	18,47	28.79
		1927-28	10,97	16.46	18,88	28.33

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

† Included with the Great Indian Peninsula Railway.

System for the years 1926-27 and 1927-28 (in thousands of rupees)—concl'd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		REMARKS.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	
54	7.17	65	8.59	45	5.84	5.24	68.87	
60	7.27	66	8.05	46	5.60	6.30	76.65	
33	14.67	23	10.22	36	16.00	1.57	69.77	
31	13.68	24	10.83	7	3.31	1.53	68.17	
6	26.10	3	13.01	..	..	19	32.61	
6	21.79	3	13.67	..	..	20	76.95	
20	13.99	27	19.13	1	1.00	1.02	71.92	
20	16.05	20	16.23	2	1.41	1.03	83.64	
34	16.22	34	15.91	9	4.17	2.16	102.80	
..	..	..	..	..	..	2.07	102.99	
49	20.10	34	13.82	7	2.99	2.38	97.87	
50	17.45	34	11.73	7	2.47	2.42	83.83	† Includes the Bang- lore Chik Ballapur Light Railway.
59	13.08	31	6.87	12	2.67	3.46	76.72	
65	12.88	33	6.53	15	3.09	3.57	70.95	
9	12.85	1	1.43	..	..	1.02	145.71	
7	8.05	1	1.31	..	..	76	86.82	
..	
12	12.90	27	29.03	12	12.90	1.33	143.01	
46	11.50	43	10.84	7	1.86	3.16	79.36	
40	8.96	48	10.87	8	1.84	2.71	61.01	
7	14.09	3	6.00	1	2.00	54	108.00	
7	12.75	4	6.54	2	3.07	34	58.35	
28	14.58	22	11.46	6	3.13	1.42	73.96	
31	16.58	22	11.92	3	1.34	1.49	79.74	
3	42.86	2	28.57	..	..	11	157.14	
2	68.25	1	21.08	..	..	7	187.22	
42	8.37	27	5.38	9	1.79	2.82	56.18	
43	8.13	28	5.38	10	1.98	2.92	55.71	
7.90	12.31	5.77	8.99	2.44	3.80	45.30	70.60	
7.91	11.87	6.20	9.30	1.92	2.88	47.95	71.05	

STATISTICAL STATEMENTS.

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.				TRACK MILEAGE OPEN ON 31ST MARCH 1928.			
				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	912·00	..	..	912·00	912·00	182·54	11·71	1,107·15
	Chaparmukh-Silghat	3' 3½"	30-3-20	50·81	..	..	50·81	50·81	3·41	..	54·22
	Katakhal-Lalsabzar	3' 3½"	1-4-23	23·49	..	..	23·49	23·49	0·90	..	24·39
	Mymensingh-Bhairab Bazar ..	3' 3½"	20-3-17	100·68	..	..	100·68	100·68	16·56	0·19	117·43
	Total—1	..	..	1,087·88	..	..	1,087·88	1,087·88	203·41	11·90	1,303·19
2	Bengal and North-Western—	3' 3½"	2-4-84	1,269·51	..	..	1,269·51	1,269·51	259·50	15·74	1,544·75
	Tirhoot	3' 3½"	1-11-75	797·05	10·05	..	807·10	817·15	187·54	10·49	1,015·18
	Total—2	..	..	2,066·56	10·05	..	2,076·61	2,086·66	447·04	26·23	2,559·93
3	Bengal-Nagpur—	5' 6"	6-4-80	1,953·24	248·15	..	2,201·39	2,449·54	593·92	122·93	3,166·39
	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
	Purulia-Ranchi	2' 6"	15-11-07	116·54	..	..	116·54	116·54	10·70	0·05	127·29
	Raipur-Dhamtari	2' 6"	10-9-00	56·94	..	..	56·94	56·94	4·61	0·55	62·10
	Satpura	2' 6"	18-4-03	625·15	..	..	625·15	625·15	61·88	13·12	700·15
	Tumsar-Tirodi Light	2' 6"	1-4-16	46·80	..	..	46·80	46·80	7·99	..	54·79
	Total—3	..	..	2,893·93	248·15	..	3,142·08	3,390·23	684·48	136·75	4,211·46
4	Bombay, Baroda and Central India.	5' 6"	10-2-80	746·43	240·22	†19·46	1,006·11	1,304·46	311·65	120·75	1,736·86
	Nagda-Ujjain	5' 6"	15-7-86	34·61	..	..	34·61	34·61	2·99	1·78	39·38
	Petlad Cambay (Anand-Tarapur).	5' 6"	5-5-90	21·42	..	..	21·42	21·42	1·28	2·34	25·04
	Petlad Cambay (Tarapur-Cambay).	5' 6"	20-6-01	12·36	..	..	12·36	12·36	1·48	2·37	16·21
	Tapti Valley	5' 6"	1-12-98	155·72	..	..	155·72	155·72	7·48	4·37	167·57
	Bombay, Baroda and Central India.	3' 3½"	14-2-73	1,874·41	1·78	..	1,876·19	1,877·97	366·55	25·49	2,270·01

Statement for 1927-28.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
13	14	Section.	Miles.	Section.	Miles.	19	20
Simalguri to Khowang.	38·79	Feni to Belonia ..	16·88	Netrakona to Mohanganj. Furkating Badulpura Jorhat.	17·43 42·29	} State line.	
		Senhua to Mairabari	30·25	Karimganj to Longai Valley. Shaistaganj Habiganj.	39·52 8·47		
..	} Branch lines under guarantee terms.	
..		
..		Branch line under guarantee and rebate terms.
..	38·79	..	47·13	..	107·70		
..	Line subsidized by the Government of India.*	*Receives land only from Government.
..	State line.	
..		
Dharmaband Kharkharce with-main line connection.	0·73	..	..	Birmitrapur to Gut-titanagar.	7·23	} State line.	
..	Dharmaband Kharkharce Chord.	2·57		
..	Raipur to Vizianagram.	241·56		
..	Branch line under rebate terms.	
..	Parlekimedi Gunpur.	31·63	Indian State line.	
..	} Statelines	
..		
..		
..		
..	0·73	..	..	..	282·99		
..	..	Vasad to Katana ..	26·27	} ..	..	State line.	
..	..	Boriavi-Vadtal ..	3·71		..	..
..	} Indian State lines.	
..		
..		
..	Branch line under rebate terms.	
..	State line.	

†0·25 mile triple and †9·21 miles quadraple.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.			TRACK MILEAGE OPEN ON 31ST MARCH 1928.				
				Single line.	Double line.	Treble lines, etc. as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4— soneld.	Ahmedabad-Parantij ..	3' 3½"	1-5-97	88.70	..	..	88.70	88.70	14.36	1.40	104.55
	Dhrangadra ..	3' 3½"	1-6-98	53.84	..	..	53.84	53.84	5.68	1.64	61.16
	Gackwar's Mehsana ..	3' 3½"	21-3-97	230.25	..	..	230.25	230.25	25.56	3.18	258.99
	Jaipur State ..	3' 3½"	10-11-05	181.11	..	..	181.11	181.11	11.95	..	193.06
	Palanji w. Leesa ..	3' 3½"	8-11-93	17.11	..	..	17.11	17.11	1.47	..	18.58
	Broach-Jambusar ..	2' 6"	23-11-14	29.69	..	..	29.69	29.69	2.83	1.30	33.82
	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	1.57	1.08	28.08
	Nadiad-Kapadvanj ..	2' 6"	5-3-13	28.17	..	..	28.17	28.17	3.57	1.83	33.57
	Rajpipla State ..	2' 6"	1-7-97	39.24	..	..	39.24	39.24	2.36	0.99	42.59
	Jhagadia-Thawa Roadf ..	2' 6"	8-3-26	..	..	..	..	..	..	..	..
	Samni-Dehej ..	2' 6"	..	..	..	..	..	..	..	..	..
	Piplod-Devgad Baria ..	2' 6"	..	..	..	..	..	..	..	..	..
	Total—4	3,569.17	242.00	19.46	3,830.63	4,130.76	762.92	173.34	5,067.02
Burma ..	3' 3½"	1-5-77	1,158.98	206.85	..	1,365.83	1,572.68	348.05	79.17	1,999.90	
Alon-Ye-U.. ..	3' 3½"	1-7-22	49.48	..	..	49.48	49.48	4.90	..	54.38	
Burma Extensions ..	3' 3½"	15-4-07	188.67	..	..	188.67	188.67	36.33	16.74	241.74	
Moulmein-Ye ..	3' 3½"	2-8-23	89.25	..	..	89.25	89.25	11.00	0.37	100.62	
Pyinwans-Taungdwingyi ..	3' 3½"	1-8-22	91.79	..	..	91.79	91.79	8.05	..	99.84	
Southern Shan States ..	3' 3½"	15-6-12	86.48	..	..	86.48	86.48	8.74	..	95.22	
Pegu-Kayan ..	3' 3½"	15-1-27	36.96	..	..	36.96	36.96	3.05	..	40.01	
Total—4 ..	..	..	..	1,701.61	206.85	..	1,908.46	2,115.31	420.12	96.28	2,631.71
6 Eastern Bengal ..	5' 6"	2-1-62	554.42	131.56	124.29	710.27	913.01	483.85	39.63	1,436.42	
Sara-Sirajganj ..	5' 6"	1-7-15	51.06	..	..	51.06	51.06	27.17	..	78.23	
Eastern Bengal ..	3' 3½"	28-8-77	886.40	7.29	..	893.69	900.98	276.29	9.40	1,186.77	
Coeh Behar State ..	3' 3½"	15-9-03	33.09	..	..	33.09	33.09	2.42	0.28	35.79	

Statement for 1927-28.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1928.				Classification.	REMARKS.	
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.				
13	14	Section.	Miles.	Section.	Miles.	19	20	
..	Branch line under rebate terms.		
..	..	Halvad to Malis ..	26.00	..	..	} Indian State lines.	
..	..	Khalipur to Khakhhal	17.22	} Vijapur to Ambalasan.	26.00			
..	..	Wagrod to Khareda	12.44					
..	..	Vijapur to Ransipur	14.01					
..	..		43.67					
..	} State lines	* This line is the joint property of Government and the Palanpur Darbar.	
..	Jambusar to Kavi	17.87			
..	} Branch lines under rebate terms.		
..			
..	} Indian State lines.	† Closed for all kinds of Traffic with effect from the 25th July 1927.	
..			
..	Samri to Debej ..	24.72	State line.		
..	..	Piplod to Devgad Baria.	9.54	..	..	Indian State line.	
..	109.19	..	68.59			
..	..	Minbu to Pakaku	270.87	Taungdwingyi to Patanago.	41.00	} State line.		
..	Myingyin to Paleik	69.00			
..	Nyaunglo-bin to Madauk.	11.30			
..			
Taungdwingyi to Natmauk.	25.00	..	..	Natmauk to Kyaukp daung.	47.10		
Thaulwin to Wa Martaban.	0.89	..	..	Heho to Shwenyaung	11.25		
..	Kayan to Thongwa	10.54			
..	25.89	..	270.87	..	120.19			
Nashipur Road to Azimganj.	1.23	..	..	Abdulpur to Nawabganj.	55.18	} State line.	‡ 1.60 miles triple and 22.60 miles quadruple.
Barrackpore Race Course.	1.54	..	..	Barrupur to Lakshmi-santipur.	23.00		
..	Kalukhali to Bhatipara.	53.13	} Branch line under rebate terms.		
..			
Dinajpur (Kanchan Jn.) to Pirganj.	24.05	..	..	Pirganj to Ruha	23.95	} State line.	
..	Purnea to Murliganj	53.00			
..	Indian State line.		

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.				TRACK MILEAGE OPEN ON 31ST MARCH 1928.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6— contd.	Eastern Bengal	2' 6"	18-7-81	31·96	..	..	31·96	31·96	2·43	0·04	34·43
	Khulna-Bagerhat	2' 6"	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6 .. ..	..	..	1,576·68	138·85	24·29	1,739·82	1,949·85	794·21	49·35	2,793·41
7	East Indian	5' 6"	18-8-84	*2,902·67	869·27	†55·54	3,817·48	4,816·88	1,290·30	334·62	6,441·80
	Hardwar-Dehra	5' 6"	1-3-00	32·04	..	..	32·04	32·04	..	4·78	36·82
	South Bihar	5' 6"	5-7-99	76·56	2·70	..	79·26	81·96	7·95	..	89·91
	Cawnpore-Burhwal link	3' 3½"	24-11-96	(a) 82·52	..	..	(a) 82·52	82·52	12·18	1·17	95·87
	Total—7 .. ..	..	..	3,093·79	861·97	55·54	4,011·30	5,013·40	1,310·43	340·57	6,664·40
8	Great Indian Peninsula (b)	5' 6"	18-4-83	2,389·02	772·11	32·94 (quad- ruple).	3,194·07	4,064·99	999·30	113·16	5,177·45
	Bhopal-Ujjain	5' 6"	11-11-95	113·29	..	..	113·29	113·29	9·24	..	122·53
	Bina-Coona-Baran	5' 6"	23-9-95	147·07	..	..	147·07	147·07	10·71	..	157·78
	Dharwa Pusa	2' 6"	..	..	..	..	..	..	..	..	..
	Dhond-Baramati	2' 6"	20-5-14	27·26	..	..	27·26	27·26	1·25	0·45	28·96
	Ellichpur Yeotmal	2' 6"	1-12-13	117·66	..	..	117·66	117·66	10·42	0·17	128·25
	Pachora-Jamner	2' 6"	1-4-18	34·76	..	..	34·76	34·76	2·06	0·85	37·67
	Pulgaon-Arvi	2' 6"	25-9-17	21·83	..	..	21·83	21·83	1·18	0·54	23·55
	Total—8 .. ..	..	..	2,850·89	772·11	32·94	3,655·94	4,526·86	1,034·16	115·17	5,676·19
9	Jodhpur	3' 3½"	24-6-82	617·68	..	..	617·68	617·68	87·66	7·87	713·19
	Jodhpur-Hyderabad (British Section)	3' 3½"	18-8-92	123·98	..	..	123·98	123·98	33·18	4·44	161·60
	Mirpur Khas-Jhudo	3' 3½"	18-4-06	50·43	..	..	50·43	50·43	3·68	0·58	54·69
	Mirpur Khas-Khadro	3' 3½"	1-1-12	49·50	..	..	49·50	49·50	3·14	0·46	53·10
	Pipar-Bilara Light	2' 0"	25-10-11	25·25	..	..	25·25	25·25	0·43	0·34	26·02
Total—9 .. ..	..	..	866·82	..	..	866·82	866·82	128·09	13·69	1,008·60	

Statement for 1927-28—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	Branch line under rebate terms.	
..	26·82	....	..	....	208·26		
Dalmau to Darlapur.	116·00	Lucknow to Jaunpur Chandpur to Muzzampur.	141·59 37·00	Calcutta Chord ... Daltonganj to Barakakbana.	10·53 113·61	} State line.	* Including 16·79 miles of mixed (5' 0" and 3' 3 1/2") gauge line between Barakakbana and Barabanki. †33·25 miles triple, 17·29 miles quadruple, 3·26 miles quintuple and 1·74 miles sextuple. ‡ This is relaying of line dismantled during the war.
Raiwala to Bikhikesh.	7·10	Unao to Madhoganj	47·70	Anuppur to Kariantli.	40·08		
..	..	..	..	..	..	Branch line under guarantee terms.	§ Although a leased line, it is for convenience treated as a State line.
..	..	..	..	..	..	Leased line.¶	|| Under running power agreement, the B. and N. W. Railway Company, run and haul their trains and traffic over this line.
..	..	..	..	..	..	|| State line.	(a) Including the mixed gauge line referred to in the note marked with * above and also 2·18 miles of E. I. Railway metre gauge line at Benares.
..	22·10	..	226·29	..	104·22		
Chambur to Mandala.	2·96	Kartal to Kamsin .. Khamgaon to Chikli	58·66 38·50	Agra to Bah ..	43·19	State line.	
..	..	..	..	..	..	} Indian State lines.	
..		
..	..	..	..	Dharwa to Pusad..	41·81	State line.	
..	..	..	..	..	..	} Branch lines under rebate terms.	(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (a part of this line is owned by the Bhopal Durbar) and Cawnpore Banda Railways.
..		
..	2·96	..	97·16	..	85·00		
..	..	Phalodi to Pokaran	33·00	Samdari to Bhimal	75·00	} Indian State line.	(c) Receives land only from Government.
..	..	..	..	Makraon to Parbatpur	13·21		
..	..	..	..	..	..	} Lines subsidized by the Government of India.(c).	
..		
..	..	..	..	..	..	Indian State line.	
..	..	..	33·00	..	88·21		

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1928.				TRACK MILEAGE OPEN ON 31st MARCH 1928.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
10	Madras and Southern Mahratta	5' 6"	1-7-56	998-51	44-48	..	1,042-99	1,087-47	243-17	5-32	1,335-96
	Kolar Gold-fields ..	5' 6"	1-6-94	9-88	..	..	9-88	9-88	2-77	3-10	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	1,540-55	..	..	1,540-55	1,540-55	187-49	1-53	1,729-57
	Alnavar-Dandell (Provincial)..	3' 3½"	1-2-19	19-12	..	..	19-12	19-12	1-96	..	21-08
	Bangalore-Berhar	3' 3½"	11-8-84	209-98	..	..	209-98	209-98	26-86	..	236-84
	Bezawada-Masulipatam ..	3' 3½"	4-2-08	51-80	..	..	51-80	51-80	7-26	..	59-06
	Dhone-Kurnool	3' 3½"	1-1-09	32-00	..	..	32-00	32-00	1-96	..	33-96
	Hindupur (Yeavantpur Mysore Frontier).	3' 3½"	15-12-82	51-62	..	..	51-62	51-62	4-35	..	55-97
	Kolhapur State	3' 3½"	21-4-91	29-27	..	..	29-27	29-27	1-89	..	31-16
	Sangli State	3' 3½"	1-4-07	4-90	..	..	4-90	4-90	0-42	..	5-32
	West of India Portuguese ..	3' 3½"	17-1-87	51-10	..	..	51-10	51-10	16-65	..	67-75
	Total—10 .. ..	..	..	3,020-14	44-48	..	3,064-62	3,109-10	495-95	9-95	3,615-00
11	Nizam's Guaranteed State ..	5' 6"	9-10-74	330-13	..	..	330-13	330-13	59-85	10-33	400-31
	Bezawada Extension	5' 6"	10-2-89	21-47	..	..	21-47	21-47	1-45	..	22-92
	Kazipet-Belharah	5' 6"	1-2-24	93-25	..	..	93-25	93-25	4-33	..	97-58
	Karipalli-Kothagudam	5' 6"	21-3-27	24-52	..	..	24-52	24-52	1-30	..	25-82
	Hingoli Branch	3' 3½"	15-5-12	50-31	..	..	50-31	50-31	0-83	..	51-14
	Hyderabad-Godavari Valley ..	3' 3½"	21-10-99	377-11	8-54	..	385-65	394-19	60-19	1-88	456-26
	Parbhani to Purl	3' 3½"	..	..	..	..	..	..	..	..	..
	Secunderabad Gadwal	3' 3½"	1-2-16	135-76	9-28	..	145-04	154-32	13-55	0-05	167-92
	Dronachalam (Dhone) Kurnool Extension.	3' 3½"	..	..	..	..	..	..	..	..	..
	Total—11 .. ..	..	..	1,032-55	17-82	..	1,050-37	1,068-19	141-50	12-26	1,221-95
12	North Western	5' 6"	13-5-81	*3,655-95	879-30	..	*4,535-25	5,414-55	1,472-40	151-60	7,038-55
	Amritsar-Patti	5' 6"	21-9-06	54-30	..	..	54-30	54-30	7-44	..	61-74
	Bahawalnagar-Uholistan ..	5' 6"	..	..	..	..	..	..	..	..	..
	Jind Panipat (Indian State Section).	5' 6"	1-11-16	25-94	..	..	25-94	25-94	2-14	0-86	28-94
	Jullundur-Mokerian	5' 6"	1-1-15	44-80	..	..	44-80	44-80	3-90	..	48-70
	Phagwara-Rahon	5' 6"	1-4-15	45-40	..	..	45-40	45-40	5-11	..	50-51

Statement for 1927-28—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Re-alignment of Jalarpet-Mangalore section.	2·15	Coonada to Kotipalli.	27·03	} State lines.	
..	..	..	..	Nidadavolu to Narasapur.	47·01	
..	..	..	..	..	..	} District Board line.
Hotgi to Sholapur.	9·25	..	..	..	..
..	..	..	..	Gudivada to Bhimavaram.	40·90	} State lines.
Kanivihalli to Swamihalli.	10·26	..	..	Guntur to Macharla	80·44	
..	..	..	..	..	..	} District Board line.
..		
..	..	..	..	..	..	} State lines.
..		
..	..	..	..	..	..	} Indian State lines.
..		
..	..	..	..	..	..	} Foreign line.
..		
..	21·06	..	..	..	195·38	
..	..	..	..	..	..	Line guaranteed by Indian State.
..	..	..	..	..	..	State line.
Rangundam to Asifabad Road.	35·47	..	..	Asifabad Road to Balharshah.	52·44	Indian State line.
..	..	Kothagudam to Ramaram	1·99	..	..	Indian State line.
..	..	..	..	..	..	Indian State line.
..	..	..	..	..	..	Line guaranteed by Indian State.
..	..	..	..	Parbhani to Purli ..	38·20	} Indian State line.
..	..	..	..	Allumpur Road to British Frontier.	2·95	
..	..	..	..	British Frontier to Kurnool.	4·89	State line.
..	35·47	..	1·99	..	98·48		
Verka to Dera Baba Nauak.	27·80	..	..	Jessar to Dera Baba Nauak.	5·76	} State line
Jessar to Narowal	5·74	..	..	Batala to Butari ..	41·04	
Jessar to Chak Amru.	26·50	..	..	Chiniot to Hundewali	25·77	
New Delhi Capital Works.	4·79	..	..	Lyalpur to Chanawala.	109·60	
Chak Jhumra to Chiniot.	16·93	..	..	Rohtak to Panipat	44·21	
Lyalpur to Jaranwala.	22·10	..	..	Sargodha to Khushab	28·22	
..	..	..	..	..	..	Branch line under rebate terms.
..	..	..	..	Bahawalnagar to Cholistan.	63·08	} Indian State lines.
..		
..	..	..	..	..	..	} Branch lines under rebate terms.
..		

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

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.				TRACK MILEAGE OPEN ON 31ST MARCH 1928.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12 concl'd.	Jammu and Kashmir (Indian State Section).	5' 6"	18-3-90	16-01	..	..	16-01	16-01	3-08	..	10-09
	Khanpur-Chachran ..	5' 6"	2-7-11	21-98	..	..	21-98	21-98	2-83	..	24-81
	Ludhiana-Dhuri-Jakhal ..	5' 6"	10-4-01	78-65	..	..	78-65	78-65	5-89	..	84-54
	Mandra-Bhau ..	5' 6"	1-5-15	46-38	..	..	46-38	46-38	3-92	0-23	50-53
	Rajpora-Bhatinda ..	5' 6"	1-11-84	108-56	..	..	108-56	108-56	21-30	0-02	129-88
	Salokot-Narowal ..	5' 6"	10-11-15	38-59	..	..	38-59	38-59	5-56	..	44-25
	Sirhind Rupur ..	5' 6"	26-2-28	30-53	..	..	30-53	30-53	2-61	..	33-14
	Southern Punjab (Main line)	5' 6"	10-11-07	427-11	0-52	..	427-63	428-15	62-53	0-58	511-26
	" " Jalandur Doab ..	5' 6"	23-6-12	132-79	..	..	132-79	132-79	17-13	..	149-92
	" " Ludhiana Extension ..	5' 6"	10-8-05	153-35	..	..	153-35	153-35	25-09	..	178-44
	" " Sutlej Valley ..	5' 6"	6-7-10	212-78	..	..	212-78	212-78	23-52	..	236-30
	Jacobabad-Kashmir ..	2' 6"	1-12-14	76-70	..	..	76-70	76-70	3-98	..	80-68
	Kalka-Sirsa ..	2' 6"	9-11-03	59-92	..	..	59-92	59-92	8-30	1-83	70-05
	Kangra Valley ..	2' 6"	..	..	..	..	..	..	..	..	..
	Zhob Valley (Khanai Killa Saifullah.	2' 6"	1-1-21	85-42	..	..	85-42	85-42	9-74	18-87	114-03
	Kohat-Thal ..	2' 6"	1-4-03	61-75	..	..	61-75	61-75	10-33	0-13	72-21
	Larkana-Jacobabad ..	2' 6"	16-2-22	53-94	..	..	53-24	53-24	3-25	..	56-49
Trans Indus (Kalabagh-Banna)	2' 6"	15-6-13	161-70	..	..	161-70	161-70	15-81	19-91	197-42	
Dera Ismail Khan Tank Deccanville.	2' 0"	12-3-20	42-00	..	..	42-00	42-00	3-30	..	45-30	
	Total—12 ..	..	..	5,633-85	879-82	..	6,513-67	7,393-49	1,739-26	194-03	9,328-78
13	Rohilkund and Kumaon ..	3' 3½"	12-10-94	258-72	..	..	258-72	258-72	33-90	2-46	295-08
	Lucknow-Bareilly ..	3' 3½"	12-10-94	310-90	1-16	..	312-08	313-22	61-59	10-08	384-89
		Total—13	569-62	1-16	..	570-78	571-94	95-49	12-54	679-97
14	South Indian ..	5' 6"	23-5-60	488-08	..	..	488-08	488-08	90-52	1-39	579-99
	Suramangalam-Salem ..	5' 6"	1-6-17	3-86	..	..	3-86	3-86	2-05	..	5-61
	South Indian ..	3' 3½"	15-7-61	1,020-42	..	..	1,020-42	1,020-42	222-39	15-33	1,258-14

Statement for 1927-28—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
13	14	Section.	Miles.	Section.	Miles.	19	20
..	..	..	..	..	..	} Indian State lines.	
..		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Branch line under rebate terms.	
Sirhind to Rupar	30·53	..	..	..	..	Indian State line.	
..	..	..	..	..	..	} Branch lines under rebate terms.	
..		
..	..	..	..	..	..	} State lines.	
..		
..	..	..	..	..	..	} State lines.	
..		
Hindubagh to Killa Saifullah.	39·42	..	..	Pathankot to Sheonon	103·10	} State lines.	
..	..	..	..	Killa Saifullah to Fort Sandeman.	88·24		
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	} State lines.	
..		
..	173·81	..	..	..	509·82		
..	..	..	..	..	..	Line subsidized by the Government of India.	
..	..	..	..	..	..	State line.	
..		
Angadipuram to Nilambur.	23·98	..	..	Salem to Mettur Dam	25·69	State line.	
..	..	..	..	..	..	District Board line.	
Golden Rock to Lalgudi.	14·91	Salem to Vriddhachalam.	83·56	Vriddhachalem to Lalgudi.	59·33	} State lines.	
Pamban to Rameswaram.*	6·77	..	..	Trichinopoly to Manmadura.	93·48		
Villupuram to Vriddhachalam.	34·14	..	..	Madura to Bodinayakanur.	55·94		
Virudnagar to Tenkasi.	75·90	..	..	Dindigul to Pollachi	75·28		
				Cuddalore to Vriddhachalam.	35·59		

*This is the realignment of the Rameswaram line. The line from Rameswaram to Pamban which formed a part of the main line has been converted into a branch line.

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1928.				TRACK MILEAGE OPEN ON 31ST MARCH 1928.				
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	
14 <i>concd.</i>	Nilgiri	3' 3½"	15-6-09	28-00	..	..	28-00	28-00	4-56	..	33-53
	Peralam-Karakkai	3' 3½"	14-3-06	14-65	..	..	14-65	14-65	2-18	..	16-78
	Podanur-Pollachi	3' 3½"	15-10-15	25-04	..	..	25-04	25-04	2-59	..	27-63
	Pondicherry	3' 3½"	15-12-79	7-85	..	..	7-85	7-85	2-14	0-22	10-21
	Bhoranur-Cochin	3' 3½"	2-6-02	64-75	..	..	64-75	64-75	10-11	1-81	76-67
	Tanjore District Board	3' 3½"	2-4-94	130-98	..	..	130-98	130-98	17-09	0-50	148-57
	Tinnevely-Tirochundur	3' 3½"	24-2-23	38-18	..	..	38-18	38-18	2-35	..	40-53
	Travancore (British Section)	3' 3½"	1-6-02	50-42	..	..	50-42	146-38	19-53	..	165-91
	Travancore (Indian State Section)	3' 3½"	1-6-04	95-96	..	..	95-96				
	Morappur-Hoaur	3' 6"	18-1-06	73-30	..	..	73-30	73-30	4-40	..	77-70
	Tirupattur-Krishnagiri	3' 6"	18-9-05	25-38	..	..	25-38	25-38	2-51	..	27-89
		Total—14	2,067-83	2,067-83	2,067-83	382-37	*19-25	2,469-45
		Total Class I	32,031-32	3,423-26	132-23	35,586-81	39,378-32	8,639-43	1,211-31	49,229-0

Statement for 1927-28—contd.

RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1928.				Classification.	REMARKS
Section. 13	Miles. 14	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section. 15	Miles. 16	Section. 17	Miles. 18	19	20
..	State line.	
..	Foreign line.	
..	District Board line.	
..	Foreign line.	
..	Indian State line.	
..	} District Board lines.	
..		
..	State line.	
..	..	Trivandrum Thambanur	to 3·43	..	..	Indian State line.	
..	} State lines.	
..		
..	155·70	..	86·99	..	345·24	..	*Includes 0·62 broad gauge and 8·06 metre gauge miles of Permanent way in sidings outside Com- pany's limits worked by private owners.
..	503·93	..	72·62	..	2,273·88	..	

8.—*Mileage Statement for 1927-28—contd.*

CLASS II RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1928.	TRACK MILEAGE OPEN ON 31st MARCH 1928.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
CLASS II RAILWAYS.									
1	Bard Light	2' 6"	1-3-07	202·57	202·57	10·58	222·15	Line subsidized by the Government of India.*	*Receives land only from Government.
2	Bengal Doonars	3' 3½"	15-1-98	35·04	35·04	5·84	40·88	Line subsidized by District Board.	
	Bengal Doonars Extensions	3' 3½"	20-4-00	121·09	121·09	17·28	138·37	Line subsidized by the Government of India.*	
	Total—2 .. ..	..	..	156·13	156·13	23·12	179·25		
3	Bhavnagar State	3' 3½"	20-12-80	297·49	297·49	44·77	342·26	} Indian State Lines.	
4	Bikaner State	3' 3½"	9-12-91	698·89	698·89	59·90	758·79		
5	Darjeeling-Himalayan	2' 0"	23-8-80	51·00†	51·07	9·44	60·51	Line subsidized by Local Government.	†Of this 0·07 mile is double line.
	Darjeeling-Himalayan Extensions.	2' 0"	16-3-14	95·44	95·44	4·09	99·53	Branch line under rebate terms.	
	Total—5 .. ..	..	..	146·44	146·51	13·53	160·04		
6	Dibru-Sadiya	3' 3½"	15-8-82	86·02	86·02	34·91	120·93	Line subsidized by Local Government.	
	Ledo and Tikak Margharita	3' 3½"	17-2-84	5·50	5·50	20·37	25·87	Unassisted Company's line.	
	Total—6 .. ..	..	..	91·52	91·52	55·28	146·80		
7	Gaekwar's Baroda State ..	2' 6"	8-4-73	318·50	318·50	50·40	368·90	} Indian State lines.	
	Bodoli Chhota Udaipur ..	2' 6"	1-12-17	22·67	22·67	1·61	24·28		
	Total—7 .. ..	..	..	341·17	341·17	52·01	393·18		
8	Gondal	3' 3½"	10-1-81	106·24	106·24	13·30	119·54	} Indian State lines.	
	Jatalsar-Rajkot	3' 3½"	12-4-93	46·21	46·21	7·63	53·84		
	Khijadiya-Dhari	3' 3½"	1-3-13	37·22	37·22	4·47	41·69		
	Total—8 .. ..	..	..	189·67	189·67	25·40	215·07		
9	Howrah-Amra Light ..	2' 0"	1-7-97	43·87	43·87	6·31	50·18	Line subsidized by District Board.	‡Includes 3·93 miles, Jamnagar to Bedi B u n d e r, worked for goods traffic only.
10	Jamnagar-Dwaraka	3' 3½"	7-11-22	65·92	65·92	3·73	69·65	Branch line under guarantee and rebate terms.	
	Rajkot-Jamnagar	3' 3½"	8-4-97	154·22	154·22	8·35	162·57		
	Okhananda	3' 3½"	15-11-22	37·21	37·21	3·85	41·06		§Includes 0·73 mile of Dungarpur quarry line and 0·30 mile of Veraval Stock Estate worked for goods traffic only.
	Total—10 .. ..	..	..	167·35	167·35	15·93	173·28		
11	Junagad State	3' 3½"	1-9-88	148·10§	148·10§	16·62	164·72	} Indian State lines.	
12	Muzri	3' 3½"	4-3-05	102·33	102·33	14·01	116·34		
13	Mysore	3' 3½"	1-12-99	285·46	285·46	33·66	319·12		
14	Shahdara (Delhi)-Saharanpur Light.	2' 6"	7-5-07	92·50	92·50	8·62	101·12	Line subsidized by the Government of India.*	
	Total Class II .. ..	..	..	2,953·40	2,953·56	388·74	3,342·30		

8.—Mileage Statement for 1927-28—contd.

CLASS II RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1927-28.			ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1928.					
Section.	Gauge.	Miles.	SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
			Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
<i>Barsi Light—</i>								
Pandharpur to Miraj.	2' 6"	84.92						
<i>Bhavnagar State—</i>						<i>Bikaner State—</i>		
Rajula Road to Rajula.	3' 3½"	5.84				Nohar to Bhadran	3' 3½"	25.00
Dungar to Port Albert Victor.	3' 3½"	4.80	<i>Bikaner State—</i>			Sarupsar to Anupgarh.	3' 3½"	35.00
Port Albert Victor to Dock Estate.	3' 3½"	*2.86	Bhadran to Sadulpur ..	3' 3½"	40.00			
<i>Bikaner State—</i>		13.50						60.00
Hanumangarh to Nohar..	3' 3½"	45.76				<i>Gaekwar's Baroda State—</i>		
Kerisringhpur to Raisinghnagar.	3' 3½"	33.98				Zankhvay to Umerpada.	2' 6"	13.17
		79.74				Dungarda to Waghai.	2' 6"	2.20
								15.37
			<i>Gaekwar's Baroda State—</i>			<i>Junagad State—</i>		
			Mahuva to Anaval ..	2' 6"	17.91	Prachi Road to Janwala.	3' 3½"	7.50
			Umerpada to Bardipada	2' 6"	9.40			
			Navsari to Kamrej ..	2' 6"	26.25			
					53.50			
			<i>Gondal—</i>			<i>Mysore—</i>		
			Sidsar to Patan ..	3' 3½"	7.85	Shimoga to Ragihosahalli.	3' 3½"	18.96
			<i>Junagad State—</i>					
			Janwala to Una ..	3' 3½"	22.08			
			<i>Jamnagar and Dwarka—</i>					
			Khambalis to Saliya ..	3' 3½"	8.96			
			<i>Mysore—</i>					
			Ragihosahalli to Arasalu	3' 3½"	7.81			
			Chamaraonagar to Hardanahalli.	3' 3½"	4.83			
					12.67			
Total Class II ..	..	178.16	....	..	145.12	....		191.83

HOKRAR

*Opened only for goods traffic.

8.—*Mileage Statement for 1927-28—contd.*

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1928.	TRACK MILEAGE OPEN ON 31ST MARCH 1928.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
CLASS III—RAILWAYS.									
1	Aden	3' 3½"	1-1-16	28·75	28·75	4·43	33·18	State Line.	
2	Ahmadpur-Katwa ..	2' 6"	30-5-17	32·26	32·67	2·09	34·76	Branch Line under guarantee terms.	
3	Arrah-Sasaram	2' 6"	6-3-11	65·16	65·16	5·15	70·31	Line subsidized by District Board.	
4	Bangalore-Chik Ballapur Light.	2' 6"	15-9-14	83·63	38·63	*	38·63	Line guaranteed by Indian State.	* Included with Kolar District Ry.
5	Bankura-Damoodar River ..	2' 6"	15-12-16	59·95	60·33	6·75	67·08	Branch line under guarantee terms.	
6	Baraset-Basirhat Light ..	2' 6"	1-2-05	52·24	52·24	4·57	56·81	Line subsidized by District Board.	
7	Bengal-Provincial ..	2' 6"	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.	
	Dasghara-Jamshpurgunj ..	2' 6"	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		
8	Bukhtiarpur-Bihar Light ..	2' 6"	1-7-03	33·00	33·00	2·87	35·87	Line subsidized by District Board.	
9	Burdwan-Katwa	2' 6"	1-12-15	32·47	32·86	3·42	36·28	Branch line under guarantee terms.	† Includes 15·37 miles, Anjar to Warsamed and Warsamed to Kandla sections, which were opened but not brought into use for traffic during the year.
10	Cutch State	2' 6"	18-5-06	†52·15	†52·15	2·70	†54·85	Indian State line.	
11	Dehri-Rohas Light ..	2' 6"	6-2-11	25·51	25·51	5·59	31·10	Line subsidized by the Government of India.	
12	Dhoipur-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-Baraoli† ..	2' 6"	10-2-17	15·25	15·25	0·79	16·04		
	Total—12 ..	..	..	51·63	51·63	5·46	57·09		
13	Fatwah-Islampur	2' 6"	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.	
14	Gwalior Light	2' 0"	2-12-99	253·20	253·20	21·51	274·71	Indian State line.	
15	Howrah-Sheakhala Light ..	2' 0"	2-8-97	19·75	19·75	1·37	21·12	Line subsidized by District Board.	
16	Jagadhri Light	2' 0"	11-8-11	3·31	3·31	0·55	3·86	Unassisted Coy.'s line.	
17	Jessore-Jhenidah ..	2' 6"	1-10-13	36·75	36·75	1·76	38·51	Line subsidized by District Board.	
18	Jorhat (Provincial) ..	2' 0"	13-9-83	32·50	32·50	2·04	34·54	State line.	
19	Kalighat-Falta	2' 6"	28-5-17	26·25	26·42	5·23	31·65	Branch line under guarantee terms.	

8.—Mileage Statement for 1927-28—concl'd.

CLASS III RAILWAYS—cont'd.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1928.	TRACK MILEAGE OPEN ON 31st MARCH 1928.			Classification.	REMARKS.	
					Running track.	Sidings.	Total.			
1	2	3	4	5	6	7	8	9	10	
CLASS III—RAILWAYS—cont'd.										
20	Kolar District	2' 6"	15-12-13	63·57	63·57	4·63	68·20	Indian State line.		
21	Kulasekarapatnam Light ..	2' 0"	18-7-15	25·25	25·25	..	25·25	Unassisted Coy.'s line.		
22	Matheran Light	2' 0"	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.		
23	Porbandar State	3' 3½"	1-10-88	441·29	441·29	7·73	449·02	Indian State line.	§Includes 1·55 miles of Porbandar Dock Estate line and 3·70 miles of Ranawao quarry line worked for goods traffic only.	
24	Tarikere-Narasimharejapura	2' 0"	15-1-15	26·70	26·70	2·50	29·20	Indian State line.		
25	Tezporo-Balipara Light ..	2' 6"	9-8-04	20·10	20·10	1·11	21·21	Subsidized by District Board.		
26	Trivellore Light	2' 0"	17-9-21	2·37	2·37	0·20	2·57	Unassisted Coy.'s line.		
27	Udaipur-Chitorgarh	3' 3½"	1-8-95	67·30	67·30	5·08	72·38	Indian State line.		
Total Class III				1,171·28	1,172·63	102·49	1,275·12			

ROUTE MILEAGE OPENED DURING YEAR 1927-28.			ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1928.					
Section.	Gauge.	Miles.	SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
			Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
<i>Cutch State—</i>			<i>Singri-Panchnoi River Light—</i>			<i>Ouch State—</i>		
* Anjar to Warsamede ..	2' 6"	3·73	Singri to Panchnoi ..	2' 6"	20·12	Warsamede to Beshan.	2' 6"	20·42
* Warsamede to Kandla ..	2' 6"	11·64	<i>Tirupati-Tiruchanur Light—</i>			<i>Dholpur-Bari—</i>		
			Tirupati to Tiruchanur ..	2' 0"	3·00	Barauli to Sirmuttra.	2' 6"	3·63
<i>Dehri Rohtas Light—</i>						<i>Dholpur to</i>		
Rohtas to Rohtas Fort ..	2' 6"	1·68				Rajakhera.	2' 6"	22·34
								25·97
						<i>Kulasekarapatnam—</i>		
						Kulasekarapatnam to Odangudi.	2' 0"	3·00
Total Class III .. ..	..	17·05	....	..	23·12	....	..	49·39

* The section was not brought into use for public traffic.

9.—Description of Class I Railways worked during the year 1927-28.

Railway.	Mean Mileage worked.	†Number of Stations.	Total length of gradients (in miles).					Total.	Steepest gradient worked.		Maximum Degree of Curvature and Radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees.)
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.		Length.	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal Nagpur .	2,203.4	380	Nil.	8.11	186.3	775.1	177.2	1,146.7	2.30	1 in 60	5.75	1,000	16.0	14.8
Bombay, Baroda and Central India.	1,323.4	240	Nil.	1.35	0.48	260.8	96.0	358.6	0.88	1 in 80	5.45	996	13.6	18.2
Eastern Bengal .	759.8	205	Nil.	Nil.	0.64	0.34	10.3	11.3	0.64	1 in 100	6.00	955	13.5	10.9
East Indian] .	4,157.0	761	0.15	23.0	60.1	234.2	111.6	429.0	0.15	1 in 50	8.00	712	14.6	8.83
Great Indian Peninsula.	3,528.2	525	19.7	8.74	74.9	863.9	350.8	1,318.1	0.16	1 in 34	6.20	924	27.4	16.9
Madras and Southern Mahratta.	1,080.3	226	Nil.	13.4	34.4	163.0	104.4	315.2	0.80	1 in 60	7.00	818	21.5	11.3
Nizam's Guaranteed State.	450.3	70	Nil.	Nil.	85.0	175.7	21.2	281.9	2.52	1 in 100	4.40	1,300	8.18	16.0
North Western .	5,887.7	948	104.7	120.0	266.2	285.8	224.2	1,000.9	6.54	1 in 25	12.6	455	12.3	14.0
South Indian .	613.9	100	Nil.	8.12	28.5	113.0	46.8	196.5	1.57	1 in 62	8.19	700	39.3	21.2
Total .	20,004.0	3,455	124.6	182.7	736.5	2,871.8	1,142.5	5,058.2	..	..	..	..	..	..
3' 3½" GAUGE.														
Assam Bengal .	1,097.3	238	10.2	47.8	37.0	144.9	29.9	269.8	10.1	1 in 37	15.0	382	16.5	35.0
Bengal and North Western.	2,162.5	369	0.11	1.52	3.73	8.70	8.86	22.9	0.11	1 in 50	8.73	656	10.2	7.99
Bombay, Baroda and Central India. †	2,447.2	391	3.40	0.48	19.4	394.5	236.6	654.4	3.40	1 in 400	8.00	716	9.55	10.3
Burma. . . .	1,884.1	413	100.5	46.5	72.0	198.9	174.7	592.6	23.8	1 in 25	17.0	337	14.8	35.6
Eastern Bengal .	905.0	184	0.24	0.52	2.92	43.2	40.1	87.1	0.34	1 in 50	14.3	400	9.60	11.0
East Indian . .	*	21	Nil.	Nil.	Nil.	0.65	2.80	3.45	0.65	1 in 200	7.67	748	14.7	11.6
Jodhpur	831.4	128	0.51	Nil.	1.47	166.6	64.5	233.1	0.51	1 in 50	8.00	716	8.86	11.6
Madras and Southern Mahratta.	1,979.5	308	16.3	50.5	659.3	319.5	124.6	1,170.2	15.7	1 in 40	10.0	573	21.1	33.2
Nizam's Guaranteed State.	581.0	101	Nil.	Nil.	Nil.	323.8	22.2	346.0	5.50	1 in 133	4.00	1,433	13.8	15.4
Rohilkund and Kumaon. †	563.7	102	Nil.	4.85	8.44	13.9	23.6	50.8	3.31	1 in 70	12.0	479	8.70	8.22
South Indian .	1,422.2	392	23.6	44.8	48.9	197.6	87.1	402.0	7.74	1 in 50	11.5	500	19.9	18.3
Total .	13,873.9	2,647	155.0	197.0	853.2	1,812.3	815.0	3,832.4	..	..	..	..	..	..
2' 6" AND 2' 0" GAUGES.														
Bengal Nagpur .	940.7	135	0.51	44.2	152.5	195.5	48.7	441.3	0.51	1 in 50	14.2	409	18.8	39.1
Bombay, Baroda and Central India.	159.1	45	4.62	0.99	23.5	31.1	10.45	70.7	0.19	1 in 40	28.7	200	13.3	44.6
Eastern Bengal .	51.7	18	Nil.	Nil.	0.12	0.23	0.33	0.68	0.12	1 in 100	15.0	382	25.0	42.3
Great Indian Peninsula.	201.5	41	0.76	1.24	50.8	48.9	14.2	115.9	0.76	1 in 25	12.0	478	19.2	42.2
Jodhpur	24.7	4	Nil.	Nil.	0.66	2.75	3.33	6.7	0.68	1 in 100	12.0	478	5.95	16.4
North Western. { 2' 6"	495.5	74	57.9	21.2	81.8	69.0	30.0	259.9	0.02	1 in 26	52.1	110	17.0	133.3
{ 2' 0"	42.0	7	Nil.	0.16	0.26	1.35	2.51	4.28	0.08	1 in 60	52.1	110	7.16	20.6
South Indian .	98.7	15	Nil.	32.6	9.81	19.7	2.40	64.6	2.96	1 in 67	6.00	955	30.2	62.2
Total .	2,013.9	339	63.8	100.4	319.5	368.5	111.9	964.1	..	..	..	..	..	..

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

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

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928.

A.—Locomotives and Rail Motors, etc.

Railway.	LOCOMOTIVES.				RAIL MOTORS.			STREAM COACHES.			ELECTRIC MOTOR COACHES.*			Average weight in tons.
	Tender.	Tank.	Total.	Total tractive effort. lbs.	No.	Seats.		No.	Seats.		No.	Seats.		
						Upper.	Lower.		Upper.	Lower.		Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal-Nagpur	628	78	706	18,782,846	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	351	64	415	9,859,205	..	..	..	..	..	..	16	..	1,020	70.1
Eastern Bengal	243	85	328	6,587,903	..	..	..	†1	..	..	..	..	..	..
East Indian	1,275	344	1,619	32,427,903	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	993	181	1,174	27,805,129	..	..	..	2	16	135	38	..	3,248	68.1
Madras and Southern Mahratta.	253	60	313	7,213,905	..	..	..	1	..	84	..	..	..	..
Nizam's Guaranteed State	69	4	73	1,463,344	..	..	..	..	..	..	..	..	..	..
North Western	1,206	82	1,288	28,979,189	2	..	12	4	..	342	..	..	..	..
South Indian	143	5	148	2,966,814	..	..	..	..	..	..	..	..	..	..
Total	5,161	903	6,064	136,086,238	2	..	12	10	64	721	54	..	5,168	68.7
3' 3½" GAUGE.														
Assam-Bengal	167	15	182	2,429,970	..	..	..	..	..	..	..	..	..	..
Bengal and North-Western.	335	14	349	3,966,323	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	464	60	524	6,147,823	..	..	..	..	..	..	..	..	..	..
Burma	317	64	381	5,477,708	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	220	4	224	3,071,428	..	..	..	†1	..	..	..	..	..	..
Jodhpur	104	4	108	1,359,141	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	337	13	350	5,037,228	..	..	..	..	..	..	..	..	..	..
Nizam's Guaranteed State	70	12	82	1,120,784	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	70	2	72	860,736	..	..	..	..	..	..	..	..	..	..
South Indian	319	67	386	4,848,482	4	16	220	..	..	..	..	..	..	..
Total	2,403	255	2,658	34,319,623	4	16	220	3	..	224	..	..	..	..
2' 6" GAUGE.														
	Number.													
Bengal-Nagpur	115			1,534,184	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	15			151,548	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	11			39,195	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	19			260,564	..	..	..	..	..	..	..	..	..	..
North Western	97			1,235,349	9	..	127	..	..	..	..	..	..	..
South Indian	11			158,009	..	..	..	..	..	..	..	..	..	..
Total	268			3,358,849	9	..	127	3	18	96	..	..	..	..
2' 0" GAUGE.														
Bengal-Nagpur	17			65,522	..	..	..	..	..	..	..	..	..	..
Jodhpur	2			7,159	..	..	..	..	..	..	..	..	..	..
North Western	17			93,840	..	..	..	..	..	..	..	..	..	..
Total	36			166,521	..	..	..	..	..	..	..	..	..	..

*Motor coach composites.
†Sentinel engine.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928— contd.

B.—Coaching Stock.

Railway	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5' 0" GAUGE.										
Bengal-Nagpur	446	191	340	3,400	38,402	144	144	90	732	5,594
Bombay, Baroda and Central India	385	102	1,881	..	40,814	47	—	320	..	2,060
Eastern Bengal	219	371	93	798	24,276	42	60	72	371	1,746
East Indian	1,126	1,200	1,632	9,128	104,518	565	764	1,416	1,243	9,717
Great Indian Peninsula	596	1,551	354	137	55,253	345	288	1,280	44	12,760
Madras and Southern Mahratta	185	40	204	..	20,706	248	80	331	36	10,654
Nizam's Guaranteed State	39	..	..	..	5,178	37	60	265	..	1,204
North Western	985	240	389	4,354	105,524	402	182	540	1,826	15,992
South Indian	98	..	104	..	9,140	3	24	23	..	..
Total	4,079	3,695	4,997	17,817	403,811	1,833	1,602	4,337	4,252	59,727
3' 3½" GAUGE.										
Assam-Bengal	231	..	..	..	16,327	..	..	..	..	..
Bengal and North-Western	385	..	..	536	34,416	657	276	504	1,352	23,488
Bombay, Baroda and Central India	750	48	70	..	55,959	408	387	600	..	8,410
Burma	390	44	..	..	27,188	232	172	218	..	7,493
Eastern Bengal	259	226	..	484	17,503	155	192	24	428	3,208
Jodhpur	68	..	..	..	5,527	64	33	80	312	966
Madras and Southern Mahratta	326	128	243	..	20,436	212	176	258	..	5,053
Nizam's Guaranteed State	41	..	..	..	3,953	62	108	240	..	2,015
Rohilkund and Kumaon	73	..	..	..	6,776	113	96	78	66	3,536
South Indian	715	532	477	30	45,280	32	..	..	..	1,001
Total	3,238	978	790	1,050	233,365	1,935	1,440	2,002	2,158	55,170

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
12	13	14	15	16	17	18	19	20	21	
5' 6" GAUGE.										
Bengal-Nagpur	84	1,023	1,176	603	1,131	27	144	242	47	89
Bombay, Baroda and Central India	114	1,713	2,869	150	1,812	20	100	300	..	..
Eastern Bengal	172	1,452	2,302	6,233	6,513	23	204	276	96	104
East Indian	440	2,739	5,259	10,814	13,748	130	589	649	781	989
Great Indian Peninsula	238	2,522	4,798	1,122	3,867	32	190	360	64	75
Madras and Southern Mahratta	102	444	1,463	1,107	3,576	51	164	285	176	278
Nizam's Guaranteed State	15	180	572	..	36	9	54	117	..	..
North Western	678	4,286	6,167	13,012	32,449	92	522	636	356	661
South Indian	52	547	1,266	..	1,136	2	12	16	..	..
Total	1,895	14,906	25,872	33,041	64,268	386	1,979	3,081	1,520	2,196
3' 3½" GAUGE.										
Assam-Bengal	137	1,104	988	1,028	1,885	..	..	..	..	..
Bengal and North-Western	55	372	540	795	807	103	429	438	460	964
Bombay, Baroda and Central India	131	1,086	1,287	231	1,609	38	228	228	..	..
Burma	143	1,085	2,292	..	2,069	21	126	168	..	—
Eastern Bengal	118	781	711	1,406	1,946	67	240	240	258	336
Jodhpur	39	128	186	601	875	11	28	42	13	..
Madras and Southern Mahratta	83	280	612	250	1,522	29	212	174	..	..
Nizam's Guaranteed State	12	108	255	..	196	10	63	138	..	..
Rohilkund and Kumaon	19	147	216	182	400	21	73	75	139	139
South Indian	133	876	1,738	135	1,632	10	60	80	..	..
Total	870	5,967	8,825	4,628	12,941	310	1,459	1,583	870	1,441

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					Four-wheelers.					No.	Seats.	No.	Seats.
	No.	Seats by classes.				No.	Seats by classes.							
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	No.	Seats.	No.	Seats.
22	23	24	25	26	27	28	29	30	31	32	33	34	35	
5' 6" GAUGE.														
Bengal-Nagpur . . .	70	..	..	276	4,184	31	..	..	78	988	..	..	12	322
Bombay, Baroda and Central India.	86	..	..	..	6,993	3	..	..	..	78	..	..	8*	224†
Eastern Bengal . . .	140	..	..	1,363	11,293	11	..	..	176	247	..	..	2	72
East Indian . . .	394	8	10	552	25,031	25	..	—	..	962	..	..	19	504
Great Indian Peninsula	185	6	58	103	10,159	61	..	140	..	1,882	56	4,344	33	1,370
Madras and Southern Mahratta.	94	..	..	..	5,140	45	..	..	..	1,188	..	..	4	90
Nizam's Guaranteed State.	12	..	..	..	516	2	..	..	..	72	..	..	..	..
North Western . . .	416	199	158	..	23,435	1	..	..	..	36	18	1,188	22	595
South Indian . . .	81	72	144	..	4,305	..	..	..	..	..	..	..	1	18
Total . . .	1,487	285	370	2,294	91,056	179	..	140	254	5,453	74	5,532	101	3,195
3' 3½" GAUGE.														
Assam-Bengal . . .	73	..	..	760	1,144	58	..	..	232	..	..	..	1	22
Bengal and North Western.	30	..	..	..	1,408	21	..	..	..	564	..	..	2	24
Bombay, Baroda and Central India.	139	..	..	..	6,389	16	..	..	..	346	..	..	5	80
Burma . . .	152	100	48	..	6,419	30	..	..	..	616	..	..	2	25
Eastern Bengal . . .	88	..	..	156	3,555	6	..	..	..	96	..	..	2	30
Jodhpur . . .	44	..	..	..	2,585	4	..	..	..	88	..	..	3	52
Madras and Southern Mahratta.	104	..	..	24	3,718	212	..	..	..	3,084	..	..	..	..
Nizam's Guaranteed State.	20	..	128	..	498	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon.	19	..	..	129	888	1	..	..	16	20	..	..	1	24
South Indian . . .	283	8	34	..	13,931	1	..	..	..	22	..	..	6	108
Total . . .	952	108	210	1,069	40,535	356	..	..	248	5,004	..	..	22	365

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

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

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—contd.

Railway.	SALOONS, ROYAL AND STATE.		RESERVED CARRIAGES (FOR USE OF THE PUBLIC).		Total Passenger carriages.
	Bogies.	Four-wheelers.	Bogies.	Four-wheelers.	
	No.	No.	No.	No.	
35	36	37	38	39	40
5' 6" GAUGE.					
Bengal-Nagpur	1	..	6	..	830
Bombay, Baroda and Central India	*2	..	8	14	687
Eastern Bengal	2	..	3	3	617
East Indian	17	..	14	..	2,730
Great Indian Peninsula	3	..	..	8	1,557
Madras and Southern Mahratta	2	1	3	2	737
Nizam's Guaranteed State	11	5	4	..	134
North Western	18	..	15	..	2,647
South Indian	1	..	..	..	238
Total	57	6	53	27	10,177
3' 3½" GAUGE.					
Assam-Bengal	1	2	..	..	503
Bengal and North-Western	1	2	..	8	1,264
Bombay, Baroda and Central India	†10	†2	8	..	1,509
Burma	3	..	4	..	977
Eastern Bengal	2	..	1	1	699
Jodhpur	*7	..	1	..	241
Madras and Southern Mahratta	2	..	1	8	977
Nizam's Guaranteed State	4	1	1	1	157
Rohilkund and Kumaon . . . . .	..	..	..	3	250
South Indian	4	..	2	..	1,186
Total	34	7	18	21	7,703

*Bogie saloons built from other than Railway Funds.

†Includes 7 bogies and 1 four wheeler built from Government Funds.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—contd.

Railway.	Other Coaching Vehicles.								Total other coaching vehicles.
	Luggage and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.	Luggage vans.	Miscellaneous (excluding departmental).	
	Bogies.	Four-wheelers.							
	No.	No.	No.	No.	No.	No.	No.	No.	
41	42	43	44	45	46	47	48	49	
5' 6" GAUGE.									
Bengal-Nagpur . . . . .	..	..	9	..	75	45	22	15	166
Bombay, Baroda and Central India.	..	..	..	..	50	27	127	*10	214
Eastern Bengal	2	4	..	..	22	27	84	67	206
East Indian . . . . .	..	..	4	15	138	119	60	19	355
Great Indian Peninsula	12	..	2	..	113	86	278	53	544
Madras and Southern Mahratta	..	..	..	4	44	27	98	2	175
Nizam's Guaranteed State . . . . .	..	..	..	1	10	15	..	10	36
North Western	15	..	..	..	92	196	213	363	879
South Indian . . . . .	..	..	3	..	19	18	26	..	66
Total	29	4	18	20	563	560	908	539	2,641
3' 3½" GAUGE.									
Assam-Bengal	3	12	..	..	18	15	8	3	59
Bengal and North-Western . . . . .	..	..	..	..	5	30	..	4	39
Bombay, Baroda and Central India.	..	..	..	..	39	59	24	6	128
Burma	31	..	..	..	46	37	31	88	233
Eastern Bengal	7	..	..	1	16	32	98	55	209
Jodhpur . . . . .	..	..	..	..	4	8	7	†3	22
Madras and Southern Mahratta	..	..	..	..	38	41	58	14	151
Nizam's Guaranteed State . . . . .	..	..	..	..	4	12	..	2	18
Rohilkund and Kumaon . . . . .	..	..	3	..	7	12	..	7	29
South Indian . . . . .	..	..	5	..	35	8	13	59	120
Total	41	12	8	1	212	254	239	241	1,008

*Includes 8 postal vans built from other than Railway funds.
† Bogie Fruit vans.

10. Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B—Coaching Stock—contd.

Railway.	BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.				Total coaching vehicles.	Departmental (including officers' carriages).	Trailer Coaches.			
	Bogies.	Four-wheelers.	No.	No.			Electric.		Steam.	
							No.	Seats.	No.	Seats.
	50	51	52	53			54	55	56	57
5' 6" GAUGE.										
Bengal Nagpur . . . . .	..	9	1,005	72	..	..	..	..	..	..
Bombay, Baroda and Central India	25	37	963	17	48	5,616	..	..	..	..
Eastern Bengal . . . . .	..	34	857	38	..	..	..	..	..	..
East Indian . . . . .	..	226	3,311	300	..	..	..	..	..	..
Great Indian Peninsula	13	122	2,236	109	111	11,104	..	..	..	..
Madras and Southern Mahratta . . . . .	..	18	930	70	..	..	..	..	..	..
Nizam's Guaranteed State . . . . .	..	9	179	10	..	..	..	..	..	..
North Western . . . . .	..	290	3,816	207	..	..	2	80	..	..
South Indian . . . . .	..	..	304	19	..	..	..	..	..	..
Total	38	745	13,601	842	159	16,720	2	80	..	..
3' 3½" GAUGE.										
Assam Bengal . . . . .	..	..	562	69	..	..	..	..	..	..
Bengal and North-Western . . . . .	..	..	1,303	16	..	..	..	..	..	..
Bombay, Baroda and Central India	17	89	1,743	41	..	..	..	..	..	..
Burma . . . . .	..	..	1,210	56	..	..	..	..	..	..
Eastern Bengal . . . . .	..	46	954	73	..	..	..	..	..	..
Jodhpur	4	15	282	19	..	..	..	..	..	..
Madras and Southern Mahratta . . . . .	..	..	1,128	52	..	..	..	..	..	..
Nizam's Guaranteed State . . . . .	..	15	190	25	..	..	..	..	..	..
Rohilkund and Kumaon . . . . .	..	..	279	9	..	..	..	..	..	..
South Indian	6	12	1,324	55	..	..	..	..	..	..
Total	27	177	8,975	415	..	..	..	..	..	..

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—contd.

B.—Coaching Stock—concl'd.

Railway.	PASSENGER VEHICLES.					Other coaching vehicles including brake vans.	Total.	Departmental (including officers' carriages).	Steam coach trailers.
	No.	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal-Nagpur	354	468	541	1,014	11,108	20	374	18	..
Bombay Baroda and Central India	57	..	158	..	2,850	..	57	..	..
Eastern Bengal	65	70	36	137	1,181	..	65	3	..
Great Indian Peninsula	44	54	45	..	1,818	2	46	1	..
North Western	246	411	561	532	6,680	33	279	21	..
South Indian	23	40	..	..	628	11	34	1	..
TOTAL	789	1,043	1,341	1,683	24,265	66	855	35	..
2' 0" GAUGE.									
Bengal-Nagpur	1	..	..	..	..	..	1	..	..
Jodhpur	5	6	6	..	110	..	5	..	..
North Western	12	5	8	..	246	6	18	6	..
TOTAL	18	11	14	..	356	6	24	6	..

**10.—STATEMENT OF EQUIPMENT SHOWING THE ACTUAL
STOCK RUNNING ON CLASS I RAILWAYS ON THE 31ST
MARCH 1928—*contd.***

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

C.—Goods

Railway.	COVERED WAGONS.					OPEN WAGONS (HIGH-SIDED).					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal-Nagpur .	3,671	4,057	..	..	147,990	1,099	11,307	..	981	312,563	244	..
Bombay, Baroda & Central India.	1,317	4,974	..	..	130,500	583	1,851	44	7	51,024	11	34
Eastern Bengal .	3,209	3,718	..	2	126,280	104	157	4	2	5,343	425	269
East Indian .	1,552	32,649	..	..	664,272	2,148	11,289*	10	..	251,548*	1,841	2
Great Indian Peninsula.	2,810	7,149	..	1,081	239,878	2,020	2,645	..	220	98,099	21	180
Madras & Southern Mahratta.	746	3,234	..	..	82,133	220	887	..	10	22,971	144	45
Nizam's Guaranteed State.	..	632	..	..	13,116	..	750	..	..	16,050	..	580
North Western .	226	24,103	204	100	540,209	148	2,390	..	99	56,136	772	1,553
South Indian .	15	1,008	..	..	22,824	41	417	..	..	9,722	..	..
TOTAL .	13,546	81,524	204	1,163	1,967,202	6,363	31,693	58	1,319	820,456	3,458	2,663

Railway.	COVERED WAGONS.					OPEN WAGONS (HIGH-SIDED).					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3½" GAUGE.												
Assam-Bengal .	660	3,482	100	..	45,631	57	..	44	..	1,438	54	..
Bengal & North-Western.	4,231	4,848	1,132	..	115,976	..	..	..	..	..	478	250
Bombay, Baroda & Central India.	747	5,453	473	95	84,638	228	129	480	14	12,603	..	369
Burma . . .	332	5,957	..	198	83,374	..	..	..	..	..	997	891
Eastern Bengal .	1,012	1,365	686	761	53,306	..	4	2	4	179	548	137
Jodhpur . . .	..	1,518	498	4	21,772	..	93	70	..	1,633	..	..
Madras & Southern Mahratta.	2,099	3,539	127	..	57,897	..	491	73	..	6,478	80	237
Nizam's Guaranteed State.	..	740	..	..	9,157	..	25	..	..	329	..	256
Rohilkund & Kumaon.	641	674	874	..	29,939	..	..	30	..	540	67	150
South Indian	1,303	582	1,504	45	48,584	390	90	95	328	12,681	..	..
TOTAL .	11,025	28,158	5,394	1,103	550,274	675	832	794	346	35,881	2,224	2,290

*Includes 149 Broad Gauge coal wagons belonging to B. & N. W. Ry., kept for use on the E. I. Ry. The total

Railways on the 31st March 1928—contd.

Stock.

WAGONS (LOW-SIDED).			SPECIAL WAGONS.						Total goods vehicles.	Brake vans used indiscriminately on passenger, mixed or goods service.	Railway service vehicles (including inspection trolleys).	Traveling Cranes and their dummy trucks.	Road Motors.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	Timber or rail wagons.		Tank Wagons.	Miscellaneous Wagons.					
14	15	16			19	20			21	22	23	24	25	26	27
..	..	3,904	34	10	295	549	147	57	22,451	510	128	48	2
51	220	11,156	1,145	12	2	..	102	206	10,559	268	650	19	8
158	..	16,665	..	5	61	18	89	110	8,331	97	124	25	9
..	..	27,493	40	33	144	301	238	537	50,784	1,010	1,276	110	23
..	..	4,275	2,530	30	202	68	178	18	19,132	656	669	78	21
..	..	2,921	2	28	99	9	85	5	5,514	234	365	27	..
..	..	11,515	..	..	10	..	..	..	1,972	43	116	4	11
17	145	52,641	..	70	80	307	405	15	30,634	462	434	92	7
..	..	..	..	13	175	12	7	..	1,688	80	182	4	..
226	365	130,570	3,751	201	1,068	1,204	1,251	948	151,065	3,360	3,944	407	80

WAGONS (LOW-SIDED).			SPECIAL WAGONS.						Total goods vehicles.	Brake vans used indiscriminately on passenger, mixed or goods service.	Railway service vehicles (including inspection trolleys).	Traveling Cranes and their dummy trucks.	Road Motors.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	Timber or rail wagons.		Tank Wagons.	Miscellaneous Wagons.					
14	15	16			17	18			19	20	21	22	23	24	25	26	27
..	..	540	20	3	..	144	59	..	4,623	10	634	18	2
28	..	7,637	..	..	281	90	16	22	11,378	279	3	23	1
514	..	13,422	1,035	28	18	50	25	99	9,757	169	657	46	..
..	164	23,092	657	9	276	415	56	15	9,967	227	87	102	..
..	17	6,297	..	4	171	163	26	9	4,909	53	177	30	..
..	223	4,347	46	3	..	..	14	..	2,469	44	102	..	..
..	..	3,451	127	12	194	6	50	567	7,602	229	246	42	..
..	2	3,115	..	..	20	..	4	..	1,047	38	129	6	3
..	..	2,221	..	2	100	10	..	7	2,555	57	34	24	1
21	..	359	..	9	37	110	92	6	4,612	204	1,061	15	..
563	406	64,481	1,885	70	1,097	988	342	725	58,917	1,310	3,130	306	7

capacity of these wagons is 2,831 tons.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1928—concl'd.

C.—Goods Stock—concl'd.

Railway.	GOODS VEHICLES.		Railway service vehicles.	REMARKS.
	Number.	Total capacity in tons.		
1	2	3	4	5
2' 6" GAUGE.				
Bengal-Nagpur -- -- -- --	1,876	29,819·7	37	
Bombay, Baroda and Central India -- --	248	2,518·3	..	
Eastern Bengal -- -- -- --	90	419·2	..	
Great Indian Peninsula -- -- -- --	184	2,854·0	29	
North Western -- -- -- --	711	8,776·0	70	
South Indian -- -- -- --	78	765·0	..	
TOTAL --	3,187	45,152·2	136	
2' 0" GAUGE.				
Bengal-Nagpur -- -- -- --	520	1,352·0	--	
Jodhpur -- -- -- --	8	45·0	2	
North-Western -- -- -- --	112	515·7	9	
TOTAL --	640	1,912·7	11	

**11.—STATEMENT OF NET ADDITIONS TO OR REDUC-
TIONS OF EQUIPMENT OF CLASS I RAILWAYS
DURING THE YEAR 1927-28.**

11.—Statement of net additions to or reductions of

Railway.	LOCOMOTIVES		RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICULUSIVELY.	
	No.	Tractive effort (in lbs.).	No.	Seats.	No.	Seats.	No.	Seats.	Pass.	
									No.	1st.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal-Nagpur	—63	—92,284	..	..	..	..	..	..	—198	—141
Bombay, Baroda and Central India	—14	126,167	..	..	..	..	16	1,920	—50	—208
Eastern Bengal	—8	66,759	..	..	..	..	..	..	12	—21
East Indian	—15	—42,546	..	..	..	..	..	..	130	193
Great Indian Peninsula	—82	—1,338,627	..	..	1	101	4	320	—74	—52
Madras and Southern Mahratta . .	..	235,680	..	..	..	..	..	..	—3	—48
Nizam's Guaranteed State	—6	—96,624	..	..	..	..	..	..	..	..
North Western	—109	—996,948	..	..	..	..	..	..	163	139
South Indian	7	176,853	..	..	..	..	..	..	29	36
Total	—290	—1,961,570	..	..	1	101	20	2,240	9	—102
3' 3½" GAUGE.										
Assam-Bengal	17	368,020	..	..	..	..	..	..	33	—6
Bengal and North-Western	—2	34,529	..	..	..	..	..	..	4	—9
Bombay, Baroda and Central India	2	44,217	..	..	..	..	..	..	..	..
Burma	2	164,923	..	..	..	..	..	..	68	153
Eastern Bengal	—10	148,591	..	..	..	..	..	..	—21	—138
Jodhpur	4	78,016	..	..	..	..	..	..	38	32
Madras and Southern Mahratta . .	—5	137,251	..	..	..	..	..	..	—40	100
Nizam's Guaranteed State . . . .	..	..	..	..	2	224	..	..	..	—24
Rohilkund and Kumaon . . . . .	..	..	..	..	..	..	..	..	—1	..
South Indian	16	258,685	..	..	..	..	..	..	55	18
Total	24	1,234,232	..	..	2	224	..	..	136	126
2' 6" & 2' 0" GAUGES.										
Bengal-Nagpur	—19	—262,785	..	..	..	..	..	..	—32	—21
Bombay, Baroda and Central India	—3	—17,638	..	..	..	..	..	..	..	..
Eastern Bengal	1	962	..	..	..	..	..	..	—2	..
Great Indian Peninsula . . . . .	..	4,348	..	..	..	..	..	..	..	..
Jodhpur . . . . .	..	..	..	..	..	..	..	..	..	..
North Western	—2	—11,264	4	..	..	..	..	..	—2	..
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..
Total	—23	—286,377	4	..	..	..	..	..	—36	—21

equipment of Class I Railways during the year 1927-28.

PASSENGER CARRIAGES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.)				TRAILER COACHES.				GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.)					Railway Service vehicles.		
Passenger carriages.			Other coaching vehicles including brake vans.	Electric.		Steam.		Covered wagons.		Open wagons.		Other wagons including brake vans.	Passenger.	Goods.	Road Motors.
2nd.	Inter.	3rd.		No.	Seats.	No.	Seats.	No.	Capacity (in tons).	No.	Capacity (in tons).				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
-504	-471	-5,840	-17	..	..	..	..	-42	-690	-277	-4,803	-164	-6	..	..
-455	..	-3,355	7	48	5,616	..	..	-41	-674	-52	302	-37	..	33	-2
114	314	1,544	5	..	..	..	..	-36	-2,952	-8	1,021	16	-7	-35	..
170	1,432	6,699	-10	..	..	..	..	-153	10,196	-1,428	-18,442	-3	-3	-52	1
-1,902	-11	3,282	-114	..	..	..	..	-96	-1,252	-882	-14,009	-988	-5	-68	4
-55	60	2,032	26	..	..	..	..	25	827	-12	701	-35	3	-3	..
..	..	..	..	..	..	..	..	..	16	40	892	..	..	3	6
254	895	17,324	9	..	..	..	..	662	17,604	266	10,945	-53	4	5	..
96	..	1,468	10	..	..	..	..	21	752	22	484	-6	-2	6	..
-2,282	2,219	23,154	-84	48	5,616	..	..	340	23,827	-2,331	-22,819	-1,271	-16	-111	9
-6	218	1,984	2	..	..	..	..	-12	-118	-31	-308	15	1	..	..
-63	201	157	..	..	..	..	..	93	1,174	60	823	4	..	3	1
..	..	..	..	..	..	..	..	..	..	..	..	..	1	83	..
296	..	4,186	4	..	..	..	..	74	4,183	-106	-597	23	..	9	..
-6	-108	-1,073	-1	..	..	..	..	..	1,397	21	278	-12	-1	-31	..
72	15	2,368	8	..	..	..	..	59	1,245	-1	91	50	5	5	..
-18	..	1,415	24	..	..	..	..	475	6,364	223	1,171	-73	1	..	..
32	..	-6	..	..	..	..	..	..	51	..	20	..	..	..	3
..	..	-48	7	..	..	..	..	50	708	-12	-96	12	1	32	..
64	30	4,424	-1	..	..	..	..	608	7,279	50	890	24	1	115	..
371	356	13,407	43	..	..	..	..	1,347	22,283	204	2,272	43	9	216	4
-9	..	-1,140	-1	..	..	..	-9	5	80	-11	76	-1	..	7	..
..	..	..	..	..	..	..	..	-2	-15	-6	-72	1	..	..	..
-4	-22	-36	..	..	..	..	..	-1	-5	..	..	..	..	..	..
..	..	..	..	..	..	..	..	17	272	14	224	..	..	..	..
..
..	..	-60	2	..	..	..	..	-1	-16	12	223	11	..	3	..
..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	-1	..
-13	-22	-1,236	1	..	..	..	-9	18	316	9	451	11	..	9	..

12.—Statement of Passenger Revenue Statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.
		1st.	2nd.	Inter.	3rd.	Total.	
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal-Nagpur	1926-27	32,9	165,7	1,665,4	18,145,6	20,009,6	773,2
	1927-28	31,9	169,8	1,946,3	18,979,0	21,127,0	844,5
Bombay, Baroda and Central India	1926-27	255,7	3,981,2	27,2	53,736,2	58,000,3	2,235,2
	1927-28	213,1	3,659,6	28,5	52,904,5	56,805,7	2,263,0
Eastern Bengal	1926-27	100,7	430,5	3,234,6	27,644,9	31,410,7	1,122,6
	1927-28	111,2	435,1	3,478,7	29,785,9	33,810,9	1,086,1
East Indian	1926-27	91,0	583,4	3,946,4	64,688,9	69,308,7	2,680,6
	1927-28	102,2	671,1	5,734,7	66,807,8	73,315,8	3,049,3
Great Indian Peninsula	1926-27	147,8	1,911,0	124,0	57,851,5	60,034,3	2,436,8
	1927-28	138,0	1,931,1	121,1	58,332,0	60,522,2	2,478,1
Madras and Southern Mahratta	1926-27	16,3	139,6	317,9	23,948,9	24,427,7	1,294,0
	1927-28	16,1	145,5	374,3	24,203,3	24,739,2	1,273,7
Nizam's Guaranteed State	1926-27	5,5	51,5	Nil	4,352,2	4,409,2	403,0
	1927-28	6,1	57,3	Nil	4,745,9	4,809,3	676,1
North Western (Commercial)	1926-27	91,3	736,0	3,571,1	73,833,8	78,232,2	2,833,4
	1927-28	95,0	712,3	3,285,6	72,645,3	76,738,2	3,215,4
Do. (Military)	1926-27	10,5	67,8	182,4	6,925,7	7,186,4	1,867,7
	1927-28	10,3	76,1	177,3	7,228,5	7,492,2	1,867,6
Do. (Total)	1926-27	101,8	803,8	3,753,5	80,759,5	85,418,6	1,161,1
	1927-28	105,3	788,4	3,462,9	79,873,8	84,230,4	1,457,4
South Indian	1926-27	7,8	90,1	Nil	9,209,6	9,307,5	766,5
	1927-28	7,6	91,9	Nil	9,485,1	9,584,6	875,3
TOTAL	1926-27	758,5	8,156,8	13,068,0	340,337,3	362,320,6	*12,873,0
	1927-28	731,5	7,949,8	15,146,5	345,117,3	368,945,1	*14,003,5
3' 3 1/2" GAUGE.							
Assam Bengal	1926-27	16,1	43,1	339,3	11,336,0	11,734,5	495,3
	1927-28	15,9	46,3	446,3	12,252,2	12,759,7	494,4
Bengal and North-Western	1926-27	14,4	94,8	238,1	34,152,7	34,500,0	1,550,6
	1927-28	13,1	96,7	307,1	37,234,3	37,651,2	1,658,4
Bombay, Baroda and Central India	1926-27	17,2	122,6	12,7	29,285,9	29,438,4	3,011,1
	1927-28	17,4	120,6	13,7	29,105,2	29,256,9	2,948,8
Burma	1926-27	92,4	653,7	Nil	34,839,9	35,536,0	Nil
	1927-28	90,3	737,1	Nil	36,298,1	37,125,5	Nil
Eastern Bengal	1926-27	10,6	57,1	561,4	12,405,7	13,034,8	1,844,7
	1927-28	10,5	53,6	636,3	12,662,6	13,363,0	1,743,4
Jodhpur	1926-27	2,4	19,8	98,7	2,853,8	2,971,7	408,2
	1927-28	2,4	21,6	93,7	2,966,6	3,084,3	417,4
Madras and Southern Mahratta	1926-27	10,5	137,7	49,4	17,711,6	17,909,2	993,4
	1927-28	10,9	138,8	59,4	18,078,1	18,287,2	887,7
Nizam's Guaranteed State	1926-27	3,8	49,0	Nil	5,602,1	5,654,9	219,1
	1927-28	4,1	61,0	Nil	6,535,1	6,601,2	368,8
Rohilkund and Kumaon	1926-27	5,3	22,1	49,7	6,159,5	6,236,6	261,5
	1927-28	4,3	21,0	55,3	6,774,1	6,854,7	253,3
South Indian	1926-27	34,6	393,1	16,9	41,610,8	42,065,4	1,749,5
	1927-28	32,1	427,7	14,4	45,216,0	45,690,2	1,123,7
TOTAL	1926-27	207,3	1,593,0	1,366,2	195,958,0	199,124,5	*10,533,4
	1927-28	201,0	1,723,4	1,626,2	207,123,3	210,673,9	*9,895,9
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1926-27	2,1	13,1	101,2	3,393,3	3,509,7	248,2
	1927-28	2,5	14,9	125,8	3,477,2	3,620,4	282,4
Bombay, Baroda and Central India	1926-27	Nil	3,6	Nil	1,305,8	1,309,4	160,3
	1927-28	Nil	3,4	Nil	1,070,0	1,073,4	143,4
Eastern Bengal	1926-27	1	5,0	14,9	934,5	954,5	124,2
	1927-28	2	5,9	19,5	1,033,1	1,058,7	151,9
Great Indian Peninsula	1926-27	Nil	3,5	Nil	1,333,9	1,337,4	174,2
	1927-28	Nil	2,0	Nil	1,118,2	1,121,1	146,3
Jodhpur (2' 0" GAUGE)	1926-27	Nil	3	Nil	59,6	59,9	20,5
	1927-28	1	3	Nil	66,1	66,5	19,3
North Western (Commercial, 2' 6" gauge).	1926-27	7,2	24,1	39,1	1,035,1	1,105,5	146,0
	1927-28	6,3	27,0	47,3	1,002,6	1,083,2	139,4
Do. (Military, 2' 6" gauge)	1926-27	4	3,2	9	391,2	395,7	40,6
	1927-28	3	3,3	9	386,5	391,0	46,3
Do. (Total, 2' 6" gauge)	1926-27	7,6	27,3	40,0	1,426,3	1,501,2	139,5
	1927-28	6,6	30,3	48,2	1,389,1	1,474,2	140,6
North Western (Military, 2' 0" gauge)	1926-27	..	..	..	35,3	35,3	..
	1927-28	..	..	..	64,4	64,4	..
South Indian	1926-27	Nil	5	Nil	573,1	573,6	77,3
	1927-28	Nil	4	Nil	565,1	565,5	95,1
TOTAL	1926-27	9,8	53,3	156,1	9,061,8	9,281,0	*944,2
	1927-28	9,4	58,1	193,5	8,783,2	9,044,2	*979,0
TOTAL CLASS I RAILWAYS	1926-27	975,6	9,803,1	14,590,3	545,357,1	570,726,1	*24,350,6
	1927-28	941,9	9,731,3	16,966,2	561,023,8	588,663,2	*24,878,4

of Class I Railways for the years 1926-27 and 1927-28

Passengers carried (in hundreds.)					Passenger miles (in thousands).					REMARKS.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
9	10	11	12	13	14	15	16	17	18	
37,8	177,5	1,691,3	18,876,2	20,782,8	8,098	15,978	63,921	929,022	1,017,019	*Columns 8 to 13— In these totals passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.
37,5	183,8	1,976,4	19,773,8	21,971,5	8,493	17,090	74,875	936,392	1,036,850	
263,3	4,019,3	27,2	55,925,7	60,235,5	10,956	55,653	2,854	1,156,703	1,225,066	
221,4	3,701,8	28,5	55,117,0	59,068,7	10,666	55,645	3,182	1,141,743	1,211,236	
107,2	447,1	3,308,7	28,670,3	32,633,3	6,776	13,321	79,808	649,610	747,915	
117,6	451,7	3,543,3	30,784,4	34,897,0	6,262	14,777	73,226	708,613	802,878	
100,4	615,3	4,013,3	67,260,3	71,989,3	18,461	56,856	208,514	2,868,478	3,152,310	
115,2	716,3	5,842,9	69,691,7	76,365,1	22,545	76,338	273,808	3,300,220	3,762,911	
179,1	2,129,7	138,1	60,024,2	62,471,1	25,868	76,317	21,959	1,951,979	2,076,123	
168,5	2,148,2	139,1	60,544,5	61,000,3	27,279	89,754	22,282	1,956,432	2,095,747	
22,7	168,7	327,8	25,196,5	25,715,7	5,158	15,663	24,736	773,897	819,454	
24,5	175,4	385,4	25,427,6	26,012,9	5,581	18,170	26,580	803,880	864,211	
7,2	61,0	Nil	4,744,0	4,812,2	697	4,334	Nil	150,192	155,223	
7,9	71,9	Nil	5,405,6	5,485,4	782	4,628	Nil	156,685	162,095	
108,8	804,6	3,685,0	76,467,2	81,065,6	17,576	69,253	180,856	2,820,771	3,088,456	
113,5	788,0	3,432,8	75,619,3	79,953,6	19,473	78,047	181,057	2,990,442	3,269,019	
17,6	104,6	268,5	8,603,4	8,944,1	1,861	6,987	11,589	276,874	297,311	
17,2	115,4	251,4	8,965,8	9,349,8	1,916	8,831	12,165	319,019	341,931	
113,4	838,9	3,798,5	81,828,9	86,679,7	19,437	76,240	192,445	3,097,645	3,386,767	
118,1	827,8	3,544,0	81,198,1	85,687,8	21,389	86,878	193,222	3,309,461	3,610,960	
13,4	114,7	Nil	9,945,9	10,074,0	1,909	8,121	Nil	266,808	276,838	
13,4	115,6	Nil	10,330,9	10,459,9	1,894	8,129	Nil	289,025	299,048	
*844,5	*8,572,2	*13,004,9	*362,472,0	*375,193,6	95,760	322,384	694,237	11,843,334	12,855,715	
*824,1	*8,391,3	*15,459,6	*358,273,6	*382,948,6	104,891	371,409	667,175	12,692,451	13,835,926	
18,6	47,4	356,4	11,807,4	12,229,8	1,685	3,159	18,418	370,821	394,083	
18,4	50,2	467,1	12,718,4	13,254,1	1,680	3,214	22,547	397,404	424,845	
16,7	100,9	253,4	35,680,6	36,050,6	1,204	6,663	13,058	1,319,188	1,340,113	
15,1	105,6	332,6	38,866,3	39,309,6	1,190	7,310	19,668	1,420,112	1,448,280	
26,3	170,7	13,0	32,239,5	32,449,5	3,314	14,017	663	1,185,261	1,203,283	
24,9	166,9	13,9	32,000,0	32,205,7	3,209	14,663	665	1,191,639	1,210,176	
92,4	653,7	Nil	34,839,9	35,586,0	5,111	18,844	Nil	745,893	769,848	
90,3	737,1	Nil	36,298,1	37,125,5	5,864	23,751	Nil	812,625	842,240	
17,3	74,4	634,8	14,153,0	14,879,5	1,714	4,213	22,907	568,679	597,513	
15,0	63,2	691,4	14,336,8	15,106,4	1,518	3,362	21,705	577,099	603,684	
4,2	28,2	107,5	3,243,0	3,382,9	599	3,409	5,460	150,363	159,831	
4,4	30,3	102,5	3,364,5	3,501,7	628	3,219	4,848	151,233	159,026	
12,9	148,2	54,0	18,687,5	18,902,6	1,833	9,962	4,868	589,936	606,599	
12,9	151,0	66,6	18,944,4	19,174,9	1,982	10,521	5,674	597,798	615,975	
4,2	52,3	Nil	5,817,5	6,874,0	500	3,979	Nil	187,613	192,092	
4,6	66,6	Nil	6,898,8	6,970,0	581	4,334	Nil	193,109	198,024	
7,4	29,4	54,1	6,407,2	6,498,1	634	2,054	2,390	169,718	174,796	
6,2	27,5	58,6	7,015,7	7,108,0	547	1,865	2,277	181,445	186,134	
47,6	444,5	20,9	43,291,9	43,804,9	3,628	18,454	2,492	1,038,938	1,063,512	
46,3	469,2	16,7	46,281,7	46,813,9	3,868	21,787	2,257	1,114,783	1,142,695	
*246,6	*1,749,7	*1,494,1	*206,167,5	*209,657,9	20,222	84,782	70,256	6,326,410	6,501,670	
*238,1	*1,867,6	*1,749,4	*216,714,7	*220,569,8	21,067	94,026	79,639	6,637,247	6,831,970	
3,3	18,7	115,3	3,620,6	3,757,9	197	1,043	4,187	119,285	124,712	
3,7	20,0	139,2	3,739,9	3,902,8	195	1,118	4,979	120,735	127,027	
Nil	4,4	Nil	1,465,3	1,469,7	Nil	109	Nil	21,393	21,502	
N	4,1	Nil	1,212,7	1,216,8	Nil	98	Nil	17,391	17,489	
3	6,5	22,6	1,049,3	1,078,7	3	83	227	9,989	10,302	
4	7,3	26,7	1,176,2	1,210,6	4	89	278	10,974	11,345	
Nil	3,0	Nil	1,507,6	1,511,6	Nil	93	Nil	29,331	29,424	
Nil	3,4	Nil	1,264,0	1,267,4	Nil	82	Nil	24,628	24,710	
1	4	Nil	79,9	80,4	1	6	Nil	1,090	1,097	
1	4	Nil	85,3	85,8	2	6	Nil	1,130	1,138	
10,8	34,0	47,1	1,159,6	1,251,5	582	1,333	1,470	30,932	34,317	
9,5	37,2	55,2	1,120,7	1,222,6	507	1,507	1,567	29,990	33,571	
6	3,9	1,6	430,3	436,3	27	156	60	12,497	12,740	
5	4,7	1,6	430,5	437,3	22	168	70	12,187	12,447	
11,1	36,9	48,1	1,544,6	1,640,7	609	1,189	1,530	43,429	47,057	
9,7	40,6	56,3	1,508,2	1,614,8	529	1,875	1,637	42,177	46,018	
..	..	..	35,3	35,3	..	..	..	906	906
..	..	..	64,4	64,4	..	..	..	1,333	1,333
Nil	9	Nil	650,0	650,9	Nil	28	Nil	11,000	11,028	
Nil	7	Nil	659,9	660,6	Nil	21	Nil	11,357	11,378	
*14,8	*71,8	*186,0	*9,952,6	*10,225,2	810	2,851	5,944	236,123	246,028	
*13,9	*76,5	*222,2	*9,710,6	*10,021,2	730	3,089	6,894	229,725	240,438	
*1,105,9	*10,393,7	*14,985,0	*568,592,1	*595,076,7	116,792	410,017	670,437	18,406,167	19,603,413	
*1,076,1	*10,335,4	*17,431,2	*584,898,9	*613,541,6	126,888	488,524	753,708	19,559,423	20,908,343	

12.—Statement of Passenger Revenue Statistics

Railway.	Year.	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					
		1st.	2nd.	Inter.	3rd.	Total.	
		22	23	24	25	26	
20	21						
5' 6" GAUGE.							
Bengal-Nagpur	1926-27	214.0	90.0	37.8	49.2	48.9	
	1927-28	220.3	93.0	37.9	47.4	47.2	
Bombay, Baroda and Central India	1926-27	41.6	13.8	104.9	20.7	20.3	
	1927-28	48.2	15.0	111.5	20.7	20.5	
Eastern Bengal	1926-27	48.3	29.8	24.1	22.7	23.0	
	1927-28	53.2	32.7	20.7	23.0	23.0	
East Indian	1926-27	183.9	92.4	52.0	42.6	43.8	
	1927-28	195.7	106.7	46.9	48.6	49.3	
Great Indian Peninsula	1926-27	144.5	35.8	159.0	32.5	33.2	
	1927-28	161.8	41.8	160.1	32.3	33.3	
Madras and Southern Mahratta	1926-27	226.7	92.9	75.5	30.7	31.9	
	1927-28	228.1	103.6	69.0	31.6	32.8	
Nizam's Guaranteed State	1926-27	96.4	71.1	Nil	31.7	32.3	
	1927-28	99.6	65.1	Nil	28.9	29.5	
North Western (Commercial)	1926-27	161.6	86.1	49.1	36.9	38.1	
	1927-28	171.6	99.1	52.7	39.6	40.9	
Do. (Military)	1926-27	106.0	66.8	43.2	32.2	33.1	
	1927-28	111.4	76.6	48.4	35.6	36.6	
Do. (Total)	1926-27	171.4	90.9	50.7	37.9	39.1	
	1927-28	181.2	105.0	54.5	40.8	42.1	
South Indian	1926-27	141.9	70.8	Nil	26.8	27.5	
	1927-28	141.1	70.3	Nil	28.0	28.6	
TOTAL		1926-27	*111.4	*37.6	*14.7	*33.6	*34.3
	1927-28	*127.3	*44.3	*13.2	*35.4	*36.1	
3' 3½" GAUGE.							
Assam Bengal	1926-27	90.5	66.6	51.7	31.4	32.2	
	1927-28	91.3	64.1	48.3	31.2	32.1	
Bengal and North-Western	1926-27	76.7	66.0	51.5	37.0	37.2	
	1927-28	78.6	69.2	59.1	36.6	36.8	
Bombay, Baroda and Central India	1926-27	126.2	82.3	51.1	36.8	37.1	
	1927-28	129.1	87.8	47.7	37.2	37.6	
Burma	1926-27	55.3	28.8	Nil	21.4	21.6	
	1927-28	64.9	32.2	Nil	22.4	22.7	
Eastern Bengal	1926-27	98.9	66.6	36.1	40.2	40.2	
	1927-28	101.4	53.2	31.4	40.3	40.0	
Jodhpur	1926-27	141.0	121.1	50.8	46.4	47.3	
	1927-28	143.5	106.1	47.3	45.0	44.7	
Madras and Southern Mahratta	1926-27	142.4	67.2	90.1	31.6	32.1	
	1927-28	153.5	69.7	85.2	31.6	32.1	
Nizam's Guaranteed State	1926-27	118.5	76.1	Nil	32.2	32.7	
	1927-28	125.4	65.1	Nil	27.1	28.4	
Rohilkund & Kumaon	1926-27	85.7	69.9	44.2	26.5	26.9	
	1927-28	87.4	67.9	38.9	25.9	26.2	
South Indian	1926-27	76.5	41.6	119.3	24.0	24.3	
	1927-28	83.6	46.4	135.1	24.1	24.4	
TOTAL		1926-27	*82.0	*18.5	*17.0	*30.7	*31.0
	1927-28	*88.5	*50.3	*45.5	*30.6	*31.0	
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1926-27	59.5	55.6	36.3	32.9	33.2	
	1927-28	52.6	55.8	35.8	32.3	32.5	
Bombay, Baroda and Central India	1926-27	Nil	24.7	Nil	14.6	14.6	
	1927-28	Nil	23.8	Nil	14.3	14.4	
Eastern Bengal	1926-27	9.78	12.7	10.0	9.52	9.55	
	1927-28	11.5	12.1	10.4	9.33	9.37	
Great Indian Peninsula	1926-27	Nil	22.9	Nil	19.5	19.5	
	1927-28	Nil	24.1	Nil	19.5	19.5	
Jodhpur (2' 0" gauge)	1926-27	20.7	16.6	Nil	13.6	13.6	
	1927-28	20.5	15.0	Nil	13.3	13.3	
North Western (Commercial, 2' 6" gauge)	1926-27	54.0	39.2	31.2	26.7	27.4	
	1927-28	53.5	40.5	28.4	26.8	27.5	
Do. (Military, 2' 6" gauge)	1926-27	44.0	39.6	41.3	29.0	29.2	
	1927-28	42.3	38.0	44.2	28.3	28.5	
Do. (Total, 2' 6" gauge)	1926-27	54.8	40.4	31.8	28.1	28.7	
	1927-28	54.4	41.3	29.1	28.0	28.5	
North Western (Military, 2' 0" gauge)	1926-27	..	..	..	25.7	25.7
	1927-28	..	42.0	..	20.7	20.7	
South Indian	1926-27	Nil	31.7	Nil	16.9	16.9	
	1927-28	Nil	29.3	Nil	17.2	17.2	
TOTAL		1926-27	*54.7	*39.7	*32.0	*23.8	*24.1
	1927-28	*51.4	*40.5	*31.0	*23.7	*24.0	
TOTAL CLASS I RAILWAYS		1926-27	*105.6	*39.4	*44.7	*32.4	*32.9
	1927-28	*117.7	*45.3	*43.2	*33.5	*34.1	

of Class I Railways for the years 1926-27 and 1927-28—concl'd.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					REMARKS.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
27	28	29	30	31	32	33	34	35	36	
Rs.	Ra	Rs.	Rs.	Rs.						
8.47	8.03	15.67	1,62.46	1,94.63	20.1	9.65	4.71	3.36	3.67	
8.56	8.49	17.35	1,69.31	2,03.71	19.3	9.53	4.45	3.47	3.77	
8.37	18.39	87	1,83.86	2,11.49	14.7	6.35	5.87	3.05	3.31	
8.03	18.87	95	1,81.22	2,09.07	14.4	6.51	5.75	3.04	3.31	
5.41	7.09	17.26	1,13.41	1,43.17	20.1	10.2	4.15	3.35	3.68	
5.72	7.66	15.52	1,24.99	1,53.89	17.5	9.94	4.06	3.37	3.67	
18.22	25.04	44.97	4,91.72	5,79.95	19.0	8.46	4.14	3.29	3.53	
17.43	27.55	53.13	5,19.93	6,18.04	14.8	6.93	3.73	2.94	3.15	
23.81	31.71	7.79	3,63.11	4,26.42	17.7	7.98	6.81	3.57	3.94	
24.01	32.25	7.87	3,63.92	4,28.05	16.9	6.89	6.78	3.57	3.92	
5.42	7.97	6.40	1,39.26	1,59.05	20.2	9.77	4.97	3.45	3.73	
5.42	8.78	6.88	1,42.61	1,63.69	18.6	9.27	4.97	3.41	3.68	
58	1.81	Nil	24.31	26.70	15.9	8.01	Nil	3.11	3.30	
64	1.93	Nil	25.24	27.81	15.8	7.99	Nil	3.40	3.29	
16.73	29.49	44.94	4,93.40	5,84.56	18.3	8.18	4.77	3.36	3.63	
14.16	28.75	42.54	4,96.53	5,81.98	14.0	7.07	4.51	3.19	3.42	
1.75	2.84	2.89	48.35	55.83	18.1	7.79	4.79	3.35	3.61	
1.39	3.05	2.87	53.13	60.44	13.9	6.63	4.53	3.20	3.39	
18.48	32.33	47.83	5,41.75	6,40.39	18.3	8.14	4.77	3.36	3.63	
15.55	31.80	45.41	5,49.66	6,42.42	14.0	7.03	4.51	3.19	3.42	
2.05	3.98	Nil	49.22	55.25	20.6	9.42	Nil	3.54	3.83	
2.02	4.06	Nil	52.54	58.72	20.4	9.57	Nil	3.50	3.77	
90.81	1,36.35	1,40.79	20,69.10	24,37.05	18.2	8.12	4.55	3.35	3.64	
87.38	1,41.39	1,47.11	21,29.52	25,05.40	15.9	7.31	4.23	3.22	3.48	
2.30	2.08	3.97	73.11	81.46	26.4	12.7	4.13	3.78	3.97	
2.28	2.11	4.83	78.57	87.79	26.3	12.7	4.12	3.80	3.97	
1.11	2.92	3.03	1,71.28	1,78.34	17.6	8.43	4.46	2.49	2.56	
1.05	3.01	3.71	1,73.85	1,81.62	17.1	7.92	3.62	2.35	2.41	
3.28	7.50	16	2,02.65	2,13.59	19.0	10.2	4.73	3.28	3.41	
3.22	7.67	17	2,03.43	2,14.49	19.3	10.0	4.82	3.27	3.40	
4.84	8.49	Nil	1,39.36	1,52.59	18.2	8.65	Nil	3.58	3.81	
5.12	9.81	Nil	1,48.47	1,63.40	16.8	7.96	Nil	3.51	3.73	
1.81	2.26	4.95	98.87	1,07.89	20.3	10.3	4.15	3.34	3.47	
1.39	1.75	4.62	1,01.88	1,09.64	17.5	9.88	4.05	3.35	3.45	
65	1.94	1.45	31.95	35.99	20.9	10.9	5.11	4.08	4.32	
75	1.97	1.29	31.98	35.99	23.1	11.7	5.09	4.06	4.32	
1.87	5.26	1.26	1,06.23	1,14.62	19.6	10.1	4.99	3.46	3.63	
1.96	5.37	1.47	1,06.98	1,15.78	19.0	9.80	4.98	3.44	3.61	
42	1.65	Nil	29.16	31.23	16.0	7.97	Nil	2.98	3.12	
46	1.75	Nil	29.53	31.74	15.4	7.74	Nil	2.93	3.08	
84	1.20	56	24.28	26.88	25.4	11.2	4.50	2.75	2.95	
73	1.11	57	25.83	28.24	25.6	11.4	4.83	2.73	2.91	
5.11	10.00	1.06	1,91.62	2,07.79	25.3	9.70	8.13	3.48	3.67	
4.96	10.86	97	2,01.28	2,18.07	22.8	8.87	8.24	3.40	3.58	
22.23	43.30	16.44	10,68.41	11,50.38	21.1	9.81	4.49	3.24	3.40	
21.92	45.41	17.63	11,01.80	11,86.76	20.0	9.27	4.25	3.19	3.33	
21	56	1.02	21.75	23.54	20.4	10.2	4.68	3.50	3.62	
19	52	1.07	21.57	23.35	19.0	8.90	4.10	3.43	3.53	
Nil	10	Nil	5.00	5.10	Nil	17.5	Nil	4.49	4.55	
Nil	9	Nil	4.06	4.15	Nil	17.8	Nil	4.48	4.55	
..	5	5	1.82	1.92	20.4	11.2	4.12	3.49	3.58	
..	6	6	2.09	2.21	18.1	13.0	4.10	3.66	3.75	
Nil	9	Nil	7.63	7.72	Nil	17.8	Nil	5.00	5.04	
Nil	7	Nil	6.41	6.48	Nil	17.2	Nil	5.00	5.04	
Nil	1	Nil	34	36	35.9	18.0	Nil	6.01	6.10	
..	1	..	35	36	36.0	18.0	..	6.00	6.11	
1.80	1.63	1.04	11.04	15.51	69.5	23.6	13.5	6.85	8.68	
1.27	1.22	83	9.80	13.12	48.1	15.5	10.2	6.27	7.50	
4	7	2	2.56	2.69	24.8	9.06	7.96	3.93	4.06	
2	7	3	2.49	2.61	19.4	8.16	8.29	3.92	4.03	
1.84	1.70	1.06	13.60	18.20	67.9	22.0	13.3	6.01	7.43	
1.9	1.29	86	12.29	15.73	46.9	14.8	10.1	5.59	6.56	
..	..	..	28	28	..	..	..	5.94	5.94	
..	..	..	27	27	..	4.57	..	3.82	3.82	
Nil	2	Nil	1.97	1.99	Nil	13.8	Nil	3.44	3.47	
Nil	2	Nil	2.01	2.03	Nil	13.3	Nil	3.40	3.42	
2.05	2.53	2.13	52.39	59.10	48.6	17.0	6.88	4.26	4.61	
1.48	2.06	1.99	49.05	54.58	38.3	12.8	5.54	4.10	4.36	
1,15.09	1,82.18	1,59.36	31,89.90	36,46.53	18.9	8.53	4.56	3.33	3.57	
1,10.78	1,88.86	1,66.73	32,80.37	37,46.74	16.8	7.74	4.25	3.22	3.44	

*Columns 22 to 26.—
In these totals passengers travelling over two or more railways or two or more gauges on the same railway, are considered as having made two or more separate journeys.

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

Railway.	Year.	Tons originating (whether local or foreign).					Other traffic.
		General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.	
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal-Nagpur	1926-27	5,078	5,333	589	411	11,411	1,283
	1927-28	5,847	6,118	786	432	13,183	1,613
Bombay, Baroda and Central India	1926-27	2,556	11	1	280	2,848	1,747
	1927-28	2,581	13	24	405	3,023	1,746
Eastern Bengal	1926-27	2,057	25	10	783	2,875	3,198
	1927-28	2,059	26	6	566	2,657	3,378
East Indian	1926-27	5,087	10,945	1,549	1,160	18,741	3,235
	1927-28	5,455	11,353	1,728	1,355	19,901	3,341
Great Indian Peninsula	1926-27	5,401	568	177	1,666	7,812	3,713
	1927-28	5,887	494	188	1,771	8,340	4,054
Madras and Southern Mahratta	1926-27	1,788	101	117	245	2,249	1,646
	1927-28	1,936	85	134	320	2,475	1,753
Nizam's Guaranteed State	1926-27	498	452	114	105	1,169	314
	1927-28	462	496	120	37	1,115	291
North Western (Commercial)	1926-27	8,060	536	148	3,691	12,435	3,517
	1927-28	8,585	442	167	1,884	11,078	3,884
Do. Do. (Military)	1926-27	1,177	79	14	518	1,788	859
	1927-28	1,095	63	25	234	1,417	1,024
Do. Do. (Total)	1926-27	9,237	615	162	4,209	14,223	3,023
	1927-28	9,680	505	192	2,118	12,495	3,103
South Indian	1926-27	529	24	56	139	748	683
	1927-28	669	31	96	301	1,097	653
TOTAL	1926-27	32,229	18,074	2,775	8,998	62,076	†18,842
	1927-28	34,576	19,121	3,274	7,315	64,286	†19,832
3' 3½" GAUGE.							
Assam-Bengal	1926-27	831	78	47	45	1,001	393
	1927-28	1,026	70	63	80	1,239	404
Bengal and North-Western	1926-27	*	*	*	*	2,354	1,053
	1927-28	2,213	4	44	164	2,425	1,142
Bombay, Baroda and Central India	1926-27	1,515	2	10	375	1,902	2,009
	1927-28	1,685	2	12	299	1,998	1,855
Burma	1926-27	3,563	65	190	1,206	5,024	Nil
	1927-28	3,801	104	345	1,244	5,494	Nil
Eastern Bengal	1926-27	1,156	4	18	400	1,578	1,220
	1927-28	1,014	3	22	206	1,245	1,269
Jodhpur	1926-27	293	Nil	Nil	103	396	325
	1927-28	331	4	1	82	418	332
Madras and Southern Mahratta	1926-27	1,478	84	193	183	1,938	650
	1927-28	1,610	81	148	278	2,117	768
Nizam's Guaranteed State	1926-27	386	Nil	2	50	438	159
	1927-28	328	Nil	2	77	407	200
Rohilkund and Kumaon	1926-27	726	1	Nil	171	898	113
	1927-28	613	159	40	97	909	122
South Indian	1926-27	2,121	130	199	730	3,180	391
	1927-28	2,931	144	216	605	3,896	382
TOTAL	1926-27	12,069	364	659	3,263	18,709	†6,318
	1927-28	15,552	671	893	3,132	20,148	†6,474
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1926-27	468	98	48	101	715	137
	1927-28	532	93	50	88	763	158
Bombay, Baroda and Central India	1926-27	131	Nil	Nil	3	134	56
	1927-28	150	Nil	Nil	2	152	60
Eastern Bengal	1926-27	13	Nil	Nil	2	15	11
	1927-28	16	Nil	Nil	3	19	12
Great Indian Peninsula	1926-27	107	Nil	Nil	19	126	91
	1927-28	117	Nil	Nil	34	151	101
Jodhpur (2' 0" GAUGE)	1926-27	3	Nil	Nil	Nil	3	4
	1927-28	6	Nil	Nil	Nil	6	3
North Western (Commercial, 2' 6" gauge)	1926-27	135	20	8	20	183	114
	1927-28	135	17	10	16	178	110
Do. Do. (Military, 2' 6" gauge)	1926-27	61	1	1	13	76	38
	1927-28	56	1	2	12	71	44
Do. Do. (Total, 2' 6" gauge)	1926-27	196	21	9	33	259	127
	1927-28	191	18	12	28	249	130
North Western (Military, 2' 0" gauge)	1926-27	10	Nil	Nil	1	11	Nil
	1927-28	10	1	Nil	Nil	11	Nil
South Indian	1926-27	24	4	Nil	4	32	18
	1927-28	27	6	Nil	5	38	23
TOTAL	1926-27	952	123	57	163	1,295	†444
	1927-28	1,049	118	62	160	1,389	†486
TOTAL CLASS I RAILWAYS	1926-27	45,250	18,561	3,491	12,424	82,080	†25,604
	1927-28	51,177	19,810	4,229	10,607	85,823	†26,792

* Information not

† Columns 8 to 13—In these totals consignments passing over two or more railways or two or more gauges on the same railway

for the years 1926-27 and 1927-28 (In thousands).

Tons carried.					Tons terminating.	Tons of cross traffic.	Net ton miles.				
General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.			General merchandise including live stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.
9	10	11	12	13	14	15	16	17	18	19	20
5,892	5,790	592	420	12,694	9,321	228	1,155,866	1,053,012	132,055	18,607	2,389,540
6,782	6,678	789	447	14,696	10,846	299	1,305,276	1,194,161	180,646	26,230	2,706,322
3,503	456	372	264	4,595	3,515	236	626,878	178,562	113,028	16,730	935,198
3,505	473	322	409	4,709	3,564	260	680,437	176,140	81,023	24,324	961,924
3,393	1,578	272	830	6,073	4,672	862	351,730	112,769	38,432	23,527	531,458
3,437	1,611	309	678	6,035	4,570	863	379,216	120,044	45,009	32,880	577,209
7,404	11,863	1,549	1,160	21,976	13,786	1,116	1,880,096	3,594,297	421,212	117,245	6,012,850
7,598	12,551	1,728	1,365	23,242	15,131	1,105	1,833,309	3,853,989	458,838	140,344	6,286,570
7,646	1,377	896	1,666	11,525	9,163	791	1,789,833	543,107	348,052	67,734	2,748,726
8,122	1,358	1,142	1,772	12,394	9,844	808	1,964,417	525,517	454,519	61,812	3,006,265
2,899	354	392	250	3,895	2,818	322	546,866	119,263	49,271	16,395	731,795
3,144	394	367	323	4,228	3,070	327	580,851	139,002	45,050	29,284	794,787
810	463	114	106	1,483	672	127	103,959	58,645	13,935	2,828	179,361
746	498	120	42	1,406	573	105	98,188	73,405	14,792	1,187	187,572
9,580	1,499	1,192	3,771	15,952	13,868	*	1,780,311	337,458	334,527	193,648	2,646,444
10,220	1,392	1,267	2,083	14,962	13,117	*	1,948,869	346,446	404,139	162,316	2,861,770
1,732	223	118	574	2,647	2,005	*	149,862	26,195	15,733	39,697	231,487
1,773	202	164	302	2,441	1,521	*	160,809	23,078	22,401	21,997	228,375
10,332	1,463	1,205	4,246	17,246	15,873	71	1,930,673	363,653	350,260	233,345	2,877,931
10,638	1,406	1,291	2,263	15,598	14,638	67	2,109,678	369,524	426,680	184,313	3,000,145
1,138	46	102	145	1,431	1,009	49	140,182	3,054	8,093	7,742	159,071
1,249	53	140	308	1,750	1,249	62	140,786	3,374	10,017	11,218	165,395
†43,017	†23,320	†6,494	†9,087	†80,918	60,829	3,801	8,526,083	6,056,362	1,474,338	509,153	16,565,936
†45,281	†25,022	†6,208	†7,607	†84,118	63,485	3,876	9,092,248	6,455,756	1,716,584	511,601	17,776,189
1,053	200	94	47	1,394	1,137	34	163,646	25,997	10,614	3,639	203,896
1,275	193	86	89	1,643	1,370	31	204,149	23,490	11,862	6,358	245,859
2,660	335	237	175	3,407	2,594	67	385,405	40,025	34,124	13,758	473,312
2,814	326	263	164	3,567	2,736	61	429,721	40,855	41,300	11,655	523,540
2,966	290	287	368	3,911	2,403	517	566,075	66,469	78,066	33,848	744,393
2,979	335	233	306	3,853	2,356	612	568,416	68,757	62,350	34,403	733,926
3,563	65	190	1,206	5,024	5,024	Nil	557,413	35,559	25,404	65,036	683,432
3,801	104	345	1,244	5,494	5,494	Nil	619,594	51,812	46,759	82,947	801,112
1,908	334	137	419	2,798	1,621	692	180,550	48,748	13,399	19,749	262,446
1,819	314	144	237	2,514	1,319	526	187,000	40,986	14,801	19,913	262,700
565	7	36	113	721	483	130	90,068	1,791	8,022	6,457	105,238
595	13	54	88	750	485	151	100,668	2,340	11,421	4,781	119,210
2,090	116	193	189	2,588	1,929	94	388,308	9,615	66,338	12,307	476,495
2,315	134	148	288	2,885	2,117	122	438,424	14,599	47,298	27,685	529,006
455	36	25	51	597	332	5	66,667	5,406	4,656	1,107	77,336
452	47	30	78	607	365	4	66,695	8,294	6,176	1,554	82,719
519	25	46	126	1,016	784	2	79,025	1,425	2,102	7,177	89,729
714	180	40	97	1,031	757	1	67,451	20,118	1,315	5,669	94,553
2,487	142	198	744	3,571	3,279	Nil	272,999	9,936	18,858	36,620	338,113
3,282	160	220	616	4,278	3,958	Nil	305,488	12,425	10,735	28,940	366,588
†18,596	†1,550	†1,443	†3,438	†25,027	19,586	1,351	2,750,146	244,781	261,523	198,718	3,455,168
†20,046	†1,806	†1,563	†3,207	†26,622	20,957	1,508	2,988,606	283,685	263,026	223,905	3,759,222
580	122	48	102	852	566	3	30,168	10,432	6,315	4,298	51,213
654	125	53	9	921	562	8	29,816	10,177	6,754	4,129	50,876
181	4	2	3	190	73	3	3,535	117	109	92	3,553
202	5	2	3	212	73	4	4,606	174	54	43	4,877
22	1	Nil	3	26	15	Nil	299	21	Nil	15	335
26	2	Nil	3	31	10	Nil	394	19	Nil	58	471
178	20	Nil	19	217	124	Nil	6,498	605	Nil	284	7,387
198	21	Nil	33	252	145	Nil	7,353	687	Nil	448	8,488
7	Nil	Nil	Nil	7	4	Nil	95	5	Nil	2	102
8	Nil	Nil	Nil	8	6	Nil	129	8	Nil	1	138
226	33	12	26	297	187	*	10,193	1,340	494	536	12,663
222	33	11	22	288	182	*	9,670	1,324	431	515	11,940
58	5	4	17	114	89	Nil	3,560	242	198	448	4,448
87	5	4	19	115	90	*	4,172	267	222	749	5,410
297	36	13	40	386	276	Nil	13,763	1,582	692	984	17,011
294	34	12	39	379	272	*	13,842	1,591	653	1,264	17,350
10	Nil	Nil	1	11	11	Nil	365	16	6	25	411
10	1	Nil	Nil	11	11	*	325	18	8	15	396
42	4	Nil	4	50	24	Nil	1,363	116	Nil	319	1,798
48	6	2	5	61	32	Nil	1,700	195	39	183	2,117
†1,317	†187	†63	†172	†1,739	1,093	6	56,076	12,893	7,122	6,019	82,110
†1,440	†193	†69	†173	†1,875	1,111	12	58,165	12,869	7,508	6,141	84,682
†62,930	†25,057	†7,000	†12,697	†107,684	81,508	5,158	11,332,305	6,314,036	1,742,983	713,890	20,103,214
†66,767	†27,021	†7,840	†10,987	†112,615	85,553	5,396	12,139,019	6,752,310	1,987,118	741,647	21,620,694

available.

are considered as two or more separate consignments

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13.—Statement of Goods Revenue Statistics of Class I

Railway.	Year.	AVERAGE MILES A TON OF GOODS WAS CARRIED.				
		General merchandise including live stock.	Fuel for the public, foreign rail-ways and Home line construction.	Fuel on revenue account.	Other Revenue stores.	Total.
21	22	23	24	25	26	27
5' 6" GAUGE.						
Bengal-Nagpur	1926-27	196·2	187·0	222·9	44·3	188·2
	1927-28	192·5	180·0	228·9	58·7	184·7
Bombay, Baroda and Central India	1926-27	179·0	392·0	304·0	63·0	204·0
	1927-28	191·0	372·0	252·0	59·0	202·0
Eastern Bengal	1926-27	103·7	71·5	141·3	34·4	87·5
	1927-28	110·3	74·5	146·0	48·5	95·6
East Indian	1926-27	263·9	303·0	271·9	101·1	273·6
	1927-28	243·4	307·1	265·5	110·1	272·3
Great Indian Peninsula	1926-27	234·1	412·3	388·6	40·7	238·5
	1927-28	241·9	387·0	397·9	34·9	242·6
Madras and Southern Mahratta	1926-27	188·6	337·1	125·6	66·6	187·9
	1927-28	184·8	354·4	122·5	90·6	191·3
Nizam's Guaranteed State	1926-27	128·2	129·5	122·4	26·6	120·9
	1927-28	131·5	147·5	123·5	28·2	133·4
North Western (Commercial)	1926-27	185·9	239·5	280·8	51·4	165·9
	1927-28	202·1	248·9	319·9	87·2	200·8
Do. (Military)	1926-27	86·5	117·2	133·4	69·2	87·5
	1927-28	100·0	114·5	137·3	80·5	101·6
Do. (Total)	1926-27	186·9	248·5	290·8	55·0	166·9
	1927-28	211·3	262·8	331·4	91·6	210·3
South Indian	1926-27	123·2	66·6	78·9	53·5	111·2
	1927-28	112·7	64·4	71·4	36·4	94·5
TOTAL	1926-27	*198·2	*259·7	*268·4	*56·0	*204·7
	1927-28	*200·8	*258·0	*276·5	*67·3	*211·3
3' 3½" GAUGE.						
Assam-Bengal	1926-27	155·5	130·0	112·3	77·8	146·3
	1927-28	160·0	121·6	137·9	85·0	150·9
Bengal and North-Western	1926-27	144·9	119·5	144·2	78·5	138·9
	1927-28	152·7	125·1	157·0	71·2	147·6
Bombay, Baroda and Central India	1926-27	191·0	229·0	272·0	92·0	190·0
	1927-28	191·0	205·0	268·0	112·0	190·0
Burma	1926-27	156·4	548·5	133·5	54·0	136·0
	1927-28	163·0	498·4	135·5	66·7	145·8
Eastern Bengal	1926-27	94·6	146·1	97·7	47·1	93·8
	1927-28	102·8	130·5	103·0	84·2	104·5
Jodhpur	1926-27	159·5	237·9	219·9	48·3	145·9
	1927-28	169·2	180·0	210·6	54·2	158·9
Madras and Southern Mahratta	1926-27	185·7	82·0	343·5	65·2	184·1
	1927-28	189·8	109·4	319·2	96·0	184·4
Nizam's Guaranteed State	1926-27	137·3	149·8	189·7	21·5	130·3
	1927-28	147·4	177·2	204·7	19·9	136·2
Rohilkund & Kumaon	1926-27	96·5	57·0	45·7	56·9	88·3
	1927-28	94·5	111·9	32·9	58·4	91·7
South Indian	1926-27	109·8	70·1	95·0	49·2	94·8
	1927-28	93·1	77·5	89·7	47·0	85·7
TOTAL	1926-27	*147·9	*157·9	*181·2	*57·8	*138·1
	1927-28	*149·1	*157·1	*168·3	*69·8	*141·2
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1926-27	52·0	85·7	130·5	42·1	60·1
	1927-28	45·6	81·7	126·6	46·2	55·2
Bombay, Baroda and Central India	1926-27	20·0	29·0	54·0	31·0	20·0
	1927-28	23·0	31·0	27·0	14·0	23·0
Eastern Bengal	1926-27	13·7	14·9	8·00	4·83	12·7
	1927-28	15·0	14·9	Nil	18·1	15·3
Great Indian Peninsula	1926-27	36·4	30·2	Nil	15·2	34·0
	1927-28	37·2	33·1	Nil	13·3	33·7
Jodhpur (2' 0" gauge)	1926-27	15·4	12·6	Nil	16·8	15·2
	1927-28	16·0	20·0	Nil	16·9	16·1
North Western (Commercial, 2' 6" gauge)	1926-27	45·0	41·2	41·6	20·6	42·3
	1927-28	44·5	40·5	41·1	23·4	42·3
Do. (Military, 2' 6" gauge)	1926-27	40·5	47·7	45·4	27·2	39·1
	1927-28	48·1	57·9	49·0	40·0	47·2
Do. (Total, 2' 6" gauge)	1926-27	46·4	43·8	51·9	24·9	44·1
	1927-28	47·9	47·5	53·1	32·6	46·5
Do. (Military, 2' 0" gauge)	1926-27	36·2	39·0	45·0	39·1	36·6
	1927-28	33·8	40·2	24·1	35·4	33·8
South Indian	1926-27	32·9	28·3	Nil	73·5	36·1
	1927-28	35·8	30·9	19·1	35·0	34·7
TOTAL	1926-27	*42·6	*68·9	*113·3	*35·0	*47·2
	1927-28	*40·4	*66·7	*108·8	*35·5	*45·2
TOTAL CLASS I RAILWAYS						
	1926-27	*180·1	*252·0	*249·0	*56·2	*186·7
	1927-28	*181·8	*249·9	*253·5	*67·5	*192·0

* Columns 23 to 27.—In these totals consignments passing over two or

Railways for the years 1926-27 and 1927-28—concl'd.

EARNINGS FROM GOODS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED FOR CARRYING A TON OF GOODS ONE MILE.				
General merchandise including live stock.	Fuel for the public, foreign railways & Home line construction.	Fuel on revenue account.	Other revenue stores.	Total.	General merchandise including live stock.	Fuel for the public, foreign railways & home line construction.	Fuel on revenue account.	Other revenue stores.	Total.
28	29	30	31	32	33	34	35	36	37
Rs. 3,57,16	Rs. 1,46,25	Rs. 16,85	Rs. 3,19	Rs. 5,23,45	5.93	2.59	2.45	3.29	4.21
4,15,54	1,60,60	23,05	3,53	6,02,62	6.11	2.58	2.45	2.68	4.27
3,42,96	21,85	10,64	2,56	3,78,01	10.5	2.35	1.81	2.94	7.76
3,68,84	21,61	7,62	4,18	4,02,25	10.4	2.36	1.81	3.29	8.03
2,14,03	24,11	5,64	5,75	2,49,53	11.7	4.10	2.32	3.87	9.01
2,20,47	26,23	6,87	6,34	2,59,91	11.2	4.20	2.93	3.79	8.64
6,61,51	5,41,67	60,50	12,46	12,66,14	6.76	2.89	2.30	2.04	4.04
6,70,01	5,63,98	63,01	16,83	13,13,83	7.02	2.81	2.64	2.30	4.01
8,28,58	66,51	42,07	7,70	9,44,86	8.89	2.36	2.32	2.18	6.60
8,86,54	64,82	52,29	6,70	10,10,35	8.61	2.37	2.21	2.03	6.42
2,46,61	25,33	6,56	2,79	2,80,29	8.66	4.08	2.17	3.27	7.35
2,72,97	24,80	4,97	3,36	3,06,10	9.02	3.41	2.12	2.20	7.39
58,37	17,05	1,80	33	77,55	10.8	5.58	2.48	2.22	8.30
53,46	19,41	1,97	25	75,09	10.5	5.08	2.56	3.96	7.69
7,74,01	49,38	36,93	19,35	8,80,17	8.35	2.84	2.12	1.92	6.39
8,32,19	47,57	43,81	23,38	9,46,74	8.18	2.62	2.08	2.67	6.33
64,00	4,58	1,77	3,24	73,59	8.20	3.36	2.16	1.57	6.10
67,44	4,22	2,51	3,12	77,29	7.98	3.51	2.14	2.59	6.44
8,38,01	54,46	38,70	22,59	9,53,76	8.33	2.88	2.12	1.86	6.36
8,99,63	51,79	46,32	26,50	10,24,03	8.16	2.68	2.08	2.66	6.34
79,91	1,72	1,00	81	83,44	10.9	10.8	2.37	2.01	10.1
82,74	1,92	1,34	94	86,94	11.3	10.9	2.58	1.60	10.1
36,27,14	8,98,95	1,72,76	58,18	47,57,03	8.17	2.85	2.25	2.20	5.51
38,70,20	9,34,85	2,07,44	68,63	50,81,12	8.17	2.78	2.32	2.57	5.49
88,99	5,89	1,36	56	96,80	10.4	4.35	2.45	2.97	9.12
1,07,01	5,83	1,51	98	1,15,33	10.0	4.77	2.45	2.97	8.97
1,67,90	9,20	4,72	1,81	1,83,63	8.36	4.41	2.66	2.53	7.43
1,78,31	8,94	5,43	1,63	1,94,31	7.97	4.20	2.53	2.68	7.12
2,85,09	8,18	7,32	3,75	3,04,34	9.67	2.36	1.80	2.13	7.85
2,75,18	9,19	5,86	3,84	2,94,07	9.30	2.57	1.80	2.14	7.69
2,60,76	7,60	3,31	9,84	2,8,51	8.98	4.11	2.50	2.91	7.91
2,84,72	10,79	5,91	11,80	3,13,22	8.82	4.00	2.43	2.73	7.51
1,10,79	10,56	1,98	3,84	1,27,17	11.8	4.16	2.84	3.73	9.30
1,09,83	8,84	2,29	3,29	1,24,25	10.8	3.97	2.92	3.17	8.74
40,50	22	92	95	42,59	8.63	2.47	2.21	3.32	7.77
44,37	29	1,26	49	46,41	8.46	2.36	2.13	1.98	7.47
2,05,27	4,92	6,79	2,07	2,26,68†	10.1	9.93	1.96	3.23	8.83
2,28,97	4,36	4,81	3,71	2,51,40†	10.0	5.74	1.95	2.57	8.78
46,73	1,55	65	14	49,07	13.5	5.51	2.67	2.44	12.1
47,11	2,06	85	15	50,17	13.6	4.77	2.64	1.94	11.6
32,06	24	27	66	33,23	7.78	3.23	2.47	1.77	7.11
31,19	3,61	17	54	35,51	8.87	3.45	2.45	1.83	7.32
1,72,95	6,09	2,56	3,07	1,84,67	12.0	11.8	2.60	1.61	10.4
1,85,98	6,78	2,68	2,08	1,97,52	11.5	10.5	2.60	1.38	10.2
14,11,04	54,45	29,88	26,69	15,29,69	9.85	4.27	2.19	2.58	8.50
14,92,67	60,69	30,77	28,51	16,22,19	9.59	4.11	2.25	2.44	8.28
19,53	2,86	80	78	23,97	12.4	5.27	2.45	3.48	8.99
19,56	2,76	86	42	23,60	12.6	5.21	2.45	1.94	8.91
3,62	7	1	1	3,71	19.7	11.5	1.80	2.08	18.5
4,51	9	1	1	4,62	18.8	9.93	3.56	4.47	18.2
21	Nil	Nil	Nil	21	13.2	4.07	4.80	1.23	12.1
27	Nil	Nil	2	29	12.9	4.06	Nil	7.34	11.8
7,62	21	Nil	3	7,86	22.5	6.53	Nil	2.35	20.4
8,24	22	Nil	5	8,51	21.2	6.14	Nil	2.19	19.0
16	Nil	Nil	Nil	16	31.9	3.15	Nil	4.97	30.0
17	Nil	Nil	Nil	17	25.5	5.22	Nil	14.2	24.3
12,85	1,03	15	19	14,22	24.2	14.8	5.76	6.74	21.7
12,62	1,12	13	18	14,05	25.4	16.3	5.63	6.58	22.5
2,15	7	4	8	2,34	11.6	5.16	3.62	3.52	10.1
2,35	6	4	17	2,62	10.8	3.86	3.55	4.50	9.31
15,00	1,10	19	27	16,56	21.0	13.3	5.15	5.27	18.6
14,97	1,18	17	35	16,67	20.7	14.2	4.91	5.35	18.4
43	2	Nil	Nil	45	22.5	20.8	2.86	2.79	21.0
29	2	Nil	Nil	31	17.5	16.2	5.29	2.18	16.3
1,15	7	Nil	2	1,24	16.2	12.2	Nil	1.33	13.3
1,38	12	1	2	1,53	15.6	11.9	2.64	2.36	13.9
47,72	4,33	1,00	1,11	54,16	16.3	6.45	2.70	3.54	12.7
49,39	4,39	1,05	87	55,70	16.3	6.55	2.69	2.72	12.6
50,85,90	9,57,73	2,03,64	85,98	63,40,88	8.61	2.91	2.24	2.31	6.05
54,12,05	10,00,14	2,39,26	98,01	67,59,01	8.56	2.84	2.31	2.54	6.00

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

†Includes Mormugao Harbour receipts.

14.—Statement of Revenue Earnings and Expenses

Railway.	Gauge.	Year.	Capital at	Gross earnings	Gross earnings
			charge*			(in thousands	per mean mile
1	2	3	Capital outlay† per route mile.	of rupees).‡	worked.
			4	5	6
Assam-Bengal	3' 3½"	1926-27	2,11,121	1,96,68	17,986
		1927-28	2,12,685	2,26,53	19,908
Bengal and North-Western	3' 3½"	1926-27	96,744	3,64,56	17,143
		1927-28	98,447	3,74,74	17,621
Bengal Nagpur	5' 6"	1926-27	2,19,023	7,84,06	37,428
		1927-28	2,24,406	8,69,61	39,083
	2' 6"	1926-27	†	50,32	5,636
		1927-28	†	49,56	5,543
5' 6"	1926-27	1,91,363	6,52,57	49,277	
	1927-28	1,99,749	6,82,57	61,677	
Bombay, Baroda and Central India	3' 3½"	1926-27	†	5,53,82	22,633
		1927-28	†	5,47,64	22,378
	2' 6"	1926-27	†	9,32	5,504
		1927-28	†	9,24	5,813
3' 3½"	1926-27	1,56,660	4,62,42	25,129	
	1927-28	1,64,275	5,07,88	26,857	
Burma	2' 6" ||	1926-27	††	54	4,016
Eastern Bengal	5' 6"	1926-27	2,69,493	4,41,68	61,382
		1927-28	2,76,116	4,62,82	60,838
	3' 3½"	1926-27	†	2,56,33	26,473
		1927-28	†	2,57,53	27,803
2' 6"	1926-27	†	2,41	4,813	
	1927-28	†	2,78	6,387	
East Indian	5' 6"	1926-27	3,41,644	19,50,78	47,850
		1927-28	3,53,263	20,78,12	49,175
Great Indian Peninsula	5' 6"	1926-27	3,08,388	15,08,87	43,670
		1927-28	3,21,290	15,71,06	44,526
	2' 6"	1926-27	†	16,31	8,097
		1927-28	†	16,57	7,728
Jodhpur	3' 3½"	1926-27	50,990	88,45	10,514
		1927-28	55,096	93,68	11,268
	2' 6"	1926-27	††	53	2,082
		1927-28	††	55	2,220
Madras and Southern Mahratta	5' 6"	1926-27	1,58,683	4,82,26	44,591
		1927-28	1,95,490	5,14,83	47,655
	3' 3½"	1926-27	†	3,69,08	18,327
		1927-28	†	3,97,58	19,603
Nizam's Guaranteed State	5' 6"	1926-27	1,82,457	1,13,86	27,555
		1927-28	1,77,201	1,12,65	24,846
	3' 3½"	1926-27	92,074	87,88	15,127
		1927-28	92,725	89,36	15,380
North Western (Commercial)	5' 6"	1926-27	2,25,265	16,09,04	37,861
		1927-28	2,33,309	16,81,41	38,799
	2' 6"	1926-27	†	34,41	11,497
		1927-28	†	31,48	10,540
Do. (Military)	5' 6"	1926-27	1,81,834	1,44,87	9,322
		1927-28	1,82,495	1,53,03	10,188
	2' 6"	1926-27	†	5,48	3,036
		1927-28	†	5,66	2,614
Do. (Total)	2' 0"	1926-27	†	83	1,984
		1927-28	†	74	1,763
	1926-27	1926-27	2,13,381	17,94,63	28,695
		1927-28	2,19,469	18,72,32	29,140
Rohilkund and Kumson	3' 3½"	1926-27	74,530	66,14	11,513
		1927-28	76,085	72,11	12,792
	5' 6"	1926-27	1,74,174	1,62,57	35,923
		1927-28	1,76,829	1,72,24	28,067
South Indian	3' 3½"	1926-27	†	4,24,57	31,311
		1927-28	†	4,53,07	31,289
	2' 6"	1926-27	†	3,38	3,429
		1927-28	†	3,71	3,758
TOTAL CLASS I RAILWAYS	..	1926-27	2,15,766	1,08,74,02	30,657
		1927-28	2,22,375	1,14,36,74	31,864

* In the case of State-owned railways. † In the case of other than State-owned railways. ‡ Included in 5' 6" gauge.
 * The gross earnings [col.(6)], working expenses [col.(9)] and net earnings [col.(12)] include figures relating to steam boat service.

||Converted to 3' 3½" gauge on 5th February 1927.

of Class I Railways rated against selected units for the years 1926-27 and 1927-28.

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
345.9	6.43	1,05,56	181.4	3.37	91.12	8,551.6	3.06
382.8	6.70	1,17,41	193.3	3.38	1,08,12	9,857.1	3.32
328.8	5.31	1,40,94	122.6	1.98	2,23,61	10,750.5	3.33
337.0	5.22	1,40,98	122.4	1.89	2,33,76	11,223.0	3.32
717.8	7.41	4,40,58	400.1	4.13	3,43,48	16,566.1	3.28
747.5	7.18	5,19,09	443.7	4.26	3,50,52	15,885.6	2.92
108.1	3.31	41,35	88.8	2.72	8,97	1,005.0	0.59
106.0	3.08	43,47	93.0	2.70	6,08	680.4	0.38
945.0	8.29	1,30,87	624.0	5.47	2,21,70	16,741.4	2.82
986.5	8.92	1,32,08	626.0	5.65	2,50,49	18,927.8	3.27
434.1	5.65	3,27,08	256.3	3.34	2,26,74	9,270.4	2.31
428.0	5.50	3,29,21	257.2	3.31	2,18,43	8,929.2	2.19
106.6	4.52	6,05	68.6	2.93	3,27	1,928.5	1.59
111.2	4.87	6,87	80.2	3.51	2,57	1,621.1	1.36
482.0	6.00	2,83,00	292.0	3.64	1,79,42	9,902.6	2.36
513.7	6.09	2,89,81	291.6	3.46	2,18,07	11,610.4	2.63
77.2	††	56	80.1	††	-2	-148.7	††
1,180.0	8.07	2,94,14	738.0	5.39	1,47,54	20,411.0	2.68
1,170.0	7.53	3,04,66	771.0	4.95	1,58,26	20,752.0	2.68
509.0	6.81	1,61,70	312.0	4.01	94,63	10,270.0	2.54
535.0	6.64	1,62,89	331.0	4.20	94,64	9,962.0	2.44
92.0	2.09	1,65	63.0	1.43	76	1,523.0	0.66
104.0	1.84	2,04	76.0	1.35	74	1,443.0	0.49
917.7	6.72	12,11,14	560.9	4.11	7,69,64	18,604.6	2.61
940.5	6.71	12,09,31	547.2	3.90	8,68,81	20,562.2	2.80
837.2	6.50	10,66,43	591.5	4.59	4,42,44	12,810.5	1.91
851.9	6.57	10,17,47	551.6	4.25	5,53,50	15,699.5	2.32
155.4	5.15	7,34	69.9	2.32	8,97	4,453.5	2.83
147.7	5.00	7,01	66.5	2.25	8,56	4,250.5	2.75
201.6	5.18	56,68	129.2	3.32	31,77	3,776.8	1.86
215.5	5.32	73,68	169.5	4.19	20,00	2,405.7	1.13
39.9	2.88	29	21.5	1.55	24	960.6	1.33
42.5	2.86	25	19.0	1.28	30	1,229.8	1.68
855.4	7.83	2,65,56	471.5	4.32	2,16,70	19,981.8	3.51
911.4	8.32	2,96,94	525.7	4.80	2,17,89	20,169.1	3.82
351.4	4.81	2,01,55	191.8	2.63	1,67,53	8,313.0	2.13
375.2	5.03	2,34,10	221.2	2.97	1,83,48	8,020.8	2.06
528.4	8.34	41,76	193.8	3.06	72,70	17,448.3	5.28
475.2	7.97	43,04	181.5	3.05	69,61	15,353.6	4.92
290.1	6.45	40,04	132.2	2.94	47,84	8,234.7	3.51
294.1	6.42	39,20	129.0	2.82	50,16	8,633.1	3.60
726.1	8.09	10,32,33	463.7	5.17	5,76,71	13,680.2	2.92
742.1	7.68	10,70,95	470.1	4.86	6,10,46	14,219.2	2.82
220.5	4.68	33,20	250.1	5.31	1,21	1,544.5	0.63
201.6	4.31	34,31	265.0	5.67	-2,83	-3,318.5	-1.36
178.8	4.90	1,70,68	210.6	5.77	-25,81	-1,660.8	-0.87
194.9	4.88	1,73,92	221.4	5.54	-20,89	-1,390.2	-0.66
58.2	2.57	12,65	134.4	5.93	-7,17	-3,973.3	-3.36
50.0	2.18	16,92	149.4	6.51	-11,26	-5,196.3	-4.33
38.1	1.33	2,51	114.8	4.01	-1,68	-4,002.2	-2.68
33.7	1.40	2,79	126.8	5.28	-2,05	-4,868.2	-3.88
551.8	7.64	12,51,37	384.8	5.26	5,43,28	8,686.5	2.28
580.4	7.19	12,98,89	388.8	4.99	5,73,43	8,925.0	2.20
221.4	5.14	32,61	109.2	2.54	33,53	5,835.8	2.60
246.0	5.20	35,65	121.6	2.57	36,46	6,467.1	2.62
688.9	6.90	92,60	393.1	3.94	69,97	16,423.5	2.96
636.6	6.80	1,15,60	393.4	4.99	56,64	7,488.3	1.81
600.5	5.28	2,22,71	313.1	2.75	2,01,86	14,985.0	2.53
598.4	5.31	2,60,77	344.4	3.05	1,92,30	13,283.4	2.26
65.8	2.06	4,60	89.4	2.80	-1,22	-1,238.8	-0.74
71.9	2.22	4,25	82.4	2.55	-54	-549.7	-0.33
590.0	6.69	67,38,15	365.0	4.14	41,45,87	11,686.1	2.55
612.8	6.68	69,84,37	374.2	4.08	44,52,37	12,403.6	2.60

†† Included in 3' 3" gauge.

but while calculating working results, in columns 6, 7, 8, 10, 11, 13 and 14, the Steam Boat earnings and expenses have been excluded. These remarks do not apply to Total which have been worked out including Steam Boat earnings and expenses.

15.—Results of working of Class I Railways

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	1926-27	4,14,24,558	1,00,97,496	3,13,27,062	6.33	2.31	3.02
	1927-28	4,92,88,625	1,17,47,024	3,75,41,601	4.79	2.31	2.48
Bombay, Baroda and Central India	1926-27	4,16,78,943	1,89,87,466	2,26,91,477	5.32	3.80	1.52
	1927-28	4,16,60,760	1,83,72,358	2,32,88,402	5.49	3.80	1.69
Eastern Bengal	1926-27	2,84,58,921	1,41,32,523	1,43,26,398	4.64	3.75	0.89
	1927-28	2,94,54,630	1,50,52,048	1,44,01,682	4.23	3.47	0.76
East Indian	1926-27	11,91,71,385	3,67,71,842	8,23,99,543	4.62	2.51	2.11
	1927-28	11,86,37,114	3,68,66,963	8,17,70,151	4.54	2.35	2.19
Great Indian Peninsula	1926-27	10,43,02,810	4,27,85,401	6,15,17,409	3.89	3.15	0.74
	1927-28	10,04,05,185	4,12,05,760	5,91,99,425	3.78	2.92	0.86
Madras and Southern Mahratta	1926-27	2,57,02,062	1,12,50,168	1,44,51,894	5.39	3.16	2.23
	1927-28	2,85,75,784	1,21,87,787	1,64,07,997	5.38	3.32	2.06
Nizam's Guaranteed State	1926-27	38,01,146	13,98,939	24,02,207	4.28	1.86	2.42
	1927-28	39,06,910	14,73,031	24,33,879	4.14	1.84	2.30
North Western.	1926-27	11,70,74,754	5,34,87,780	6,35,86,974	5.18	3.73	1.45
	1927-28	12,00,94,590	5,38,28,059	6,62,66,531	4.73	3.41	1.32
South Indian	1926-27	91,55,003	49,31,409	42,23,594	4.25	3.19	1.06
	1927-28	1,14,70,354	63,07,647	51,62,707	4.19	3.74	0.45
3' 3½" GAUGE.							
Assam-Bengal	1926-27	98,33,936	45,13,777	53,20,159	6.57	3.19	3.38
	1927-28	1,07,34,077	46,15,653	61,18,424	6.76	3.13	3.63
Bengal and North-Western	1926-27	1,35,21,360	62,70,630	72,50,730	5.07	1.63	3.44
	1927-28	1,35,36,179	62,74,153	72,62,026	4.63	1.51	3.12
Bombay, Baroda and Central India	1926-27	3,16,74,843	1,33,41,177	1,82,33,666	4.42	2.46	1.96
	1927-28	3,17,35,611	1,33,71,366	1,83,64,245	4.37	2.41	1.96
Burma	1926-27	2,67,25,672	93,57,681	1,73,67,991	5.16	2.87	2.29
	1927-28	2,73,62,762	92,47,056	1,81,15,706	5.18	2.66	2.52
Eastern-Bengal	1926-27	1,51,16,575	73,38,011	77,78,564	5.58	3.25	2.33
	1927-28	1,52,05,241	74,82,586	77,22,655	5.43	3.23	2.20
Jodhpur	1926-27	52,15,782	21,53,856	30,61,926	5.19	2.70	2.49
	1927-28	68,46,059	27,76,885	40,69,174	4.97	3.30	1.67
Madras and Southern Mahratta	1926-27	1,91,78,530	73,61,875	1,18,16,655	4.05	2.19	1.86
	1927-28	2,22,72,268	81,22,413	1,41,49,855	4.00	2.35	1.65
Nizam's Guaranteed State	1926-27	36,62,776	18,64,659	17,98,117	3.58	1.90	1.68
	1927-28	36,50,485	18,37,385	18,13,100	3.58	1.82	1.76
Rohilkund and Kumaon	1926-27	32,09,387	12,72,662	19,36,725	5.02	2.13	2.89
	1927-28	34,93,523	14,06,009	20,87,514	4.82	2.12	2.70
South Indian	1926-27	2,08,59,030	1,09,44,106	99,14,924	4.66	2.31	2.35
	1927-28	2,41,09,666	1,27,12,579	1,13,97,087	4.64	2.53	2.11

NOTE.—The results in columns 6 to 17 exclude steam boat
 * Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

for the years 1926-27 and 1927-28.

Goods Traffic.								
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods vehicle per mile (excluding brakes).	Cost of hauling a goods vehicle one mile.	Profit on working a goods vehicle one mile.	Cost of hauling a goods unit (viz., one ton) one mile.	Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum).	Profit on working a goods unit (viz., one ton) one mile.
9	10	11	12	13	14	15	16	17
Rs.	Rs.	Rs.	Pica.	Pica.	Pica.	Pica.	Pica.	Pica.
9.01	5.31	3.70	43.7	25.7	18.0	2.52	4.46	1.70
8.66	5.42	3.24	43.3	27.1	16.2	2.66	4.50	1.62
13.0	7.92	5.08	64.9	39.7	25.2	4.66	9.04	3.10
14.2	8.26	5.94	70.0	40.8	29.2	4.65	7.16	3.38
15.1	8.52	6.68	68.6	38.8	29.8	5.18	8.08	3.83
14.5	7.96	6.54	67.3	36.9	30.4	4.80	7.46	3.84
8.69	5.62	3.07	37.0	23.9	13.1	2.63	4.10	1.41
9.63	5.35	3.28	36.7	22.7	14.0	2.50	3.94	1.51
9.92	6.43	3.49	56.1	36.4	19.7	4.30	6.92	2.30
10.3	6.03	4.27	56.4	33.1	23.3	3.78	6.26	2.64
11.1	5.70	5.40	65.0	33.5	31.5	3.79	6.82	3.54
12.1	6.50	5.60	67.7	36.2	31.5	3.96	5.94	3.43
12.8	3.95	8.85	74.5	23.0	51.5	2.57	5.21	5.73
12.3	3.98	8.32	69.1	22.3	46.6	2.49	5.17	5.20
11.5	7.52	3.98	59.6	39.0	20.6	4.24	6.69	2.12
11.2	7.16	4.04	55.8	35.6	20.2	4.12	6.52	2.22
10.4	5.22	5.18	80.4	40.6	39.8	5.10	7.84	5.00
10.3	6.11	4.20	85.7	50.7	35.0	5.99	8.80	4.11
6.17	3.37	2.80	41.6	22.7	18.9	5.01	10.9	4.11
6.49	3.43	3.06	44.3	23.4	20.9	4.78	10.1	4.10
6.46	2.53	3.93	37.9	14.9	23.0	2.94	5.32	4.49
5.87	2.31	3.56	37.7	14.8	22.9	2.66	4.84	4.46
6.91	4.16	2.75	38.6	23.2	15.4	4.70	6.59	3.15
6.64	4.15	2.49	35.3	22.2	13.1	4.80	6.78	2.89
6.40	3.94	2.46	49.6	30.6	19.0	4.88	7.74	3.03
6.47	3.76	2.71	49.7	28.8	20.9	4.34	6.94	3.17
8.18	5.00	3.18	42.0	25.6	16.4	5.69	8.73	3.61
7.71	4.95	2.76	38.1	24.5	13.6	5.64	8.70	3.10
4.70	3.39	1.31	27.6	19.9	7.69	5.59	8.11	2.13
5.04	4.43	0.61	28.2	24.8	3.40	6.55	8.98	0.92
5.30	2.85	2.45	42.3	22.8	19.5	4.76	7.33	4.05
5.70	3.32	2.38	45.0	26.2	18.8	5.14	7.65	3.64
13.2	4.83	8.37	72.2	26.3	45.9	4.44	7.98	7.66
13.2	4.73	8.47	69.2	24.8	44.4	4.21	7.61	7.39
4.87	2.84	2.03	45.1	26.3	18.8	4.14	7.94	2.97
4.90	2.88	2.02	44.3	26.1	18.2	4.24	7.10	2.92
5.84	3.14	2.70	44.8	24.1	20.7	5.63	8.80	4.77
5.40	3.39	2.01	45.6	26.4	19.2	5.97	9.13	4.23

earnings and expenses.

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

16.—Statement of ton mileage of Class I Railways for the years 1926-27 and 1927-28 (In thousands.)

Railway.	Year.	*Not or freight ton miles (Goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1926-27	2,378,980	1,274,938	4,559,658	1,713,591	5,240,215	1,719,899	5,335,915
	1927-28	2,697,026	1,380,999	5,173,608	1,896,174	5,970,136	1,902,362	6,079,642
Bombay, Baroda and Central India.	1926-27	921,684	1,339,544	1,867,436	1,843,437	2,135,422	1,845,498	2,205,511
	1927-28	944,577	1,342,806	1,962,559	1,832,649	2,241,382	1,834,363	2,325,198
Eastern Bengal	1926-27	507,047	1,039,556	1,173,218	1,363,897	1,293,882	1,367,169	1,385,924
	1927-28	548,971	1,176,131	1,250,534	1,558,356	1,393,856	1,561,619	1,494,055
East Indian	1926-27	5,978,031	4,600,529	11,923,036	6,077,633	13,404,056	6,136,191	13,750,177
	1927-28	6,236,965	4,989,160	12,540,551	6,525,463	14,050,840	6,583,218	14,601,440
Great Indian Peninsula	1926-27	2,702,843	3,431,533	5,795,444	4,581,443	6,694,059	4,586,560	6,930,148
	1927-28	2,956,179	3,594,945	6,200,851	4,767,527	7,133,138	4,774,112	7,351,995
Madras and Southern Mahratta	1926-27	707,571	1,031,951	1,493,191	1,391,914	1,723,366	1,404,500	1,804,212
	1927-28	758,485	1,083,480	1,591,320	1,442,169	1,840,154	1,451,887	1,957,838
Nizam's Guaranteed State	1926-27	175,607	165,874	349,699	250,040	409,570	251,326	431,567
	1927-28	186,238	179,904	365,091	267,962	425,459	269,267	444,908
North Western	1926-27	2,698,001	4,400,382	5,550,805	5,776,649	6,334,332	5,792,393	6,886,072
	1927-28	2,967,134	4,674,080	6,249,397	6,213,371	7,120,010	6,231,978	7,072,050
South Indian	1926-27	154,824	350,764	333,499	495,396	409,190	496,680	427,617
	1927-28	154,814	367,406	329,739	526,288	395,221	528,007	431,695
Total	1926-27	16,224,588	17,635,071	3,050,976	23,192,000	37,644,092	23,600,216	39,157,143
	1927-28	17,450,389	18,788,911	35,663,650	25,029,959	40,569,996	25,136,813	42,358,821
3' 3½" GAUGE.								
Assam-Bengal	1926-27	203,386	366,719	428,092	446,390	520,827	447,391	527,117
	1927-28	243,528	382,039	499,036	466,721	603,531	467,489	619,742
Bengal and North Western	1926-27	462,642	773,865	915,708	964,073	1,056,683	967,711	1,118,964
	1927-28	513,977	821,291	979,202	1,014,741	1,116,224	1,019,206	1,179,681
Bombay, Baroda and Central India.	1926-27	718,677	942,193	1,406,724	1,212,859	1,618,115	1,213,143	1,658,029
	1927-28	712,781	974,150	1,447,863	1,257,055	1,678,141	1,257,486	1,727,032
Burma	1926-27	637,275	651,215	1,171,234	837,700	1,386,242	838,428	1,556,135
	1927-28	737,739	699,029	1,316,596	903,720	1,544,996	904,631	1,772,243
Eastern Bengal	1926-27	245,110	513,796	542,628	632,924	611,137	634,714	672,820
	1927-28	247,642	528,071	555,882	656,606	628,770	657,779	678,883
Jodhpur	1926-27	101,613	158,564	231,953	204,539	221,643	205,059	221,513
	1927-28	114,354	169,265	253,610	217,753	303,246	218,432	320,085
Madras and Southern Mahratta	1926-27	466,494	581,408	965,268	763,593	1,169,243	766,003	1,229,523
	1927-28	506,080	573,269	1,023,119	769,515	1,253,679	772,349	1,345,490
Nizam's Guaranteed State	1926-27	76,489	129,748	147,284	183,801	172,166	186,685	180,023
	1927-21	81,360	134,128	155,179	190,994	182,284	191,912	189,375
Rohilkund and Kumaon	1926-27	80,479	115,114	153,642	145,245	180,162	147,369	224,264
	1927-28	86,525	124,567	167,932	158,120	198,503	159,874	237,367
South Indian	1926-27	312,778	760,432	721,670	989,568	857,574	993,185	929,848
	1927-28	337,454	802,656	758,663	1,055,647	900,745	1,059,737	981,208
Total	1926-27	3,504,943	4,996,044	6,684,203	6,382,692	7,853,797	6,399,688	8,388,236
	1927-28	3,581,440	5,208,465	7,157,082	6,690,902	8,410,119	6,708,895	9,051,106
2' 6" & 2' 0" GAUGES.								
Bengal Nagpur	1926-27	47,319	110,174	111,790	150,653	146,147	150,913	161,640
	1927-28	47,184	117,757	114,245	162,536	156,979	162,727	165,470
Bombay, Baroda and Central India	1926-27	3,339	13,401	8,449	17,240	10,870	17,241	10,985
	1927-28	4,862	11,004	10,252	14,099	12,685	14,099	13,001
Eastern Bengal	1926-27	312	4,629	823	5,863	1,001	5,867	1,230
	1927-28	334	5,354	953	6,893	1,167	6,896	1,723
Great Indian Peninsula	1926-27	7,063	17,765	21,250	24,373	27,413	24,895	30,368
	1927-28	8,040	16,755	22,203	23,825	28,771	23,845	30,665
Jodhpur	1926-27	102	545	190	748	246	748	246
	1927-28	114	564	205	762	269	762	315
North Western	1926-27	16,095	36,062	38,916	51,924	58,852	52,084	64,701
	1927-28	16,614	35,497	41,662	50,859	63,291	50,974	70,647
South Indian	1926-27	411	1,131	1,308	1,484	1,699	1,492	2,745
	1927-28	214	2,526	1,074	3,056	1,311	3,059	1,463
	1926-27	1,510	8,127	3,811	12,924	5,507	12,937	6,125
	1927-28	1,936	8,302	4,411	12,960	6,281	12,977	6,873
Total	1926-27	76,651	191,824	186,537	265,709	251,735	266,177	278,040
	1927-28	79,298	197,759	195,005	274,990	264,744	275,339	290,157
TOTAL CLASS I RAILWAYS	1926-27	19,606,182	22,822,939	39,921,716	30,142,401	45,749,624	30,266,081	47,823,419
	1927-28	21,111,127	24,195,135	43,015,737	31,993,851	49,244,850	32,121,047	51,700,084

* Excluding Departmental.

17.—Statement of Train* and Engine Mileage of Class I Railways for the years 1926-27 and 1927-28. (In thousands.)

Railway.	Year.	TRAIN MILES.						
		Passenger.	Goods.			Mixed.		
			Main lines.	Branch lines.	Total.	Main lines.	Branch lines.	Total.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1926-27	4,230	3,650	2,136	6,786	14	244	258
	1927-28	4,872	4,077	2,460	6,537	42	220	262
Bombay, Baroda and Central India	1926-27	4,711	1,788	257	2,045	454	438	892
	1927-28	4,364	1,702	226	1,928	606	450	1,116
Eastern Bengal	1926-27	3,685	1,255	121	1,376	18	94	112
	1927-28	4,178	1,347	119	1,466	102	109	211
East Indian	1926-27	13,934	11,751	1,813	13,564	100	822	922
	1927-28	15,018	11,891	1,971	13,862	27	624	651
Great Indian Peninsula	1926-27	12,257	6,184	1,980	8,164	31	395	426
	1927-28	12,269	6,197	2,273	8,470	41	423	464
Madras and Southern Mahratta	1926-27	3,449	1,311	517	1,828	44	310	374
	1927-28	3,510	1,384	679	1,963	51	320	371
Nizam's Guaranteed State	1926-27	728	480	2	482	..	78	78
	1927-28	754	480	1	481	..	100	106
North Western	1926-27	11,554	4,336	2,452	6,788	339	2,571	2,910
	1927-28	13,485	4,881	2,640	7,421	248	2,534	2,782
South Indian	1926-27	1,333	567	..	567	334	4	338
	1927-28	1,463	651	..	651	280	65	345
Total	1926-27	56,211	31,516	9,278	40,694	1,334	4,976	6,310
	1927-28	59,893	32,510	10,169	42,679	1,457	4,851	6,308
3' 3 1/2" GAUGE.								
Assam-Bengal	1926-27	432	345	224	569	1,158	782	1,940
	1927-28	425	349	255	604	1,251	863	2,114
Bengal and North-Western	1926-27	1,920	1,151	416	1,567	445	2,783	3,228
	1927-28	2,163	1,267	398	1,665	437	2,778	3,215
Bombay, Baroda and Central India	1926-27	3,987	1,633	1,919	3,552	556	1,530	2,086
	1927-28	4,307	1,536	1,924	3,460	603	1,390	1,999
Burma	1926-27	1,098	1,573	590	2,163	1,755	1,585	3,340
	1927-28	1,149	1,695	667	2,362	1,809	1,707	3,516
Eastern Bengal	1926-27	1,167	1,073	42	1,116	816	404	1,300
	1927-28	1,488	1,086	50	1,136	840	408	1,048
Jodhpur	1926-27	414	370	9	379	569	291	860
	1927-28	461	415	8	423	534	281	816
Madras and Southern Mahratta	1926-27	2,606	2,168	716	2,884	622	979	1,601
	1927-28	2,048	2,203	735	2,938	675	1,000	1,675
Nizam's Guaranteed State	1926-27	832	271	23	294	..	142	142
	1927-28	907	294	14	308	..	143	143
Rohilkhand and Kumaon	1926-27	246	85	11	96	504	272	776
	1927-28	247	122	16	138	556	312	868
South Indian	1926-27	3,700	1,390	591	1,981	375	1,055	1,440
	1927-28	3,682	1,424	609	2,033	489	1,284	1,773
Total	1926-27	16,452	10,059	4,541	14,600	6,880	9,833	16,713
	1927-28	17,467	10,391	4,876	15,067	6,994	10,166	17,160
2' 6" & 2' 0" GAUGES.								
Bengal-Nagpur	1926-27	280	..	..	448	..	..	710
	1927-28	364	..	..	447	..	..	709
Bombay, Baroda and Central India	1926-27	1	..	..	3	..	..	200
	1927-28	1	..	..	2	..	..	162
Eastern Bengal	1926-27	28	..	..	..	..	..	77
	1927-28	55	..	..	..	..	..	77
Great Indian Peninsula	1926-27	..	..	..	1	..	..	294
	1927-28	1	..	..	2	..	..	264
Jodhpur	1926-27	..	..	..	..	..	..	18
	1927-28	..	..	..	..	..	..	18
North Western	1926-27	144	..	..	369	..	..	322
	1927-28	138	..	..	394	..	..	335
South Indian	1926-27	1	..	..	1	..	..	49
	1927-28	..	..	..	1	..	..	52
	1926-27	..	..	..	..	..	..	160
	1927-28	..	..	..	..	..	..	160
Total	1926-27	454	..	..	822	..	..	1,330
	1927-28	559	..	..	846	..	..	1,847
Total Class I Railways	1926-27	73,117	..	..	56,016	..	..	24,853
	1927-28	77,919	..	..	58,592	..	..	26,215

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

Railway.	Year.	TRAIN MILES.						Rail motor car miles.	Steam Coach 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.	Passenger.	Goods.				Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
5' 6" GAUGE.															
Bengal-Nagpur	1926-27	4,371	5,903	10,274	21	195	..	*	478	1	479	2,728	117	2,845	
	1927-28	5,053	6,618	11,671	22	307	..	36	488	1	489	2,894	114	3,008	
Bombay, Baroda and Central India.	1926-27	5,002	2,646	7,648	5	221	..	..	168	..	168	946	13	959
	1927-28	4,825	2,573	7,398	8	248	..	..	214	..	214	850	13	863
Eastern Bengal	1926-27	3,765	1,408	5,173	12	273	..	*	282	..	282	1,186	24	1,210	
	1927-28	4,329	1,526	5,855	11	283	..	6	308	..	308	1,272	24	1,296	
East Indian	1926-27	14,652	13,768	28,420	133	893	..	..	664	1	665	5,588	52	5,640
	1927-28	15,531	14,000	29,531	140	1,298	..	..	666	1	667	5,233	55	5,288
Great Indian Peninsula.	1926-27	12,532	9,315	20,847	22	1,252	..	17	439	20	459	2,264	19	2,283	
	1927-28	12,588	8,615	21,203	23	1,198	..	12	433	14	447	2,173	26	2,199	
Madras and Southern Mahratta.	1926-27	3,565	2,086	5,651	40	452	..	20	165	..	165	799	17	816	
	1927-28	3,626	2,218	5,844	35	307	..	10	147	16	163	785	43	828	
Nizam's Guaranteed State.	1926-27	753	535	1,288	5	74	..	..	19	..	19	171	1	172
	1927-28	797	544	1,341	5	68	..	..	24	..	24	171	..	171
North Western	1926-27	14,339	7,243	21,582	52	1,210	..	*	1,095	2	1,097	2,660	71	2,731	
	1927-28	15,732	7,956	23,688	58	1,299	..	2	978	3	978	2,991	86	3,077	
South Indian	1926-27	1,544	688	2,232	5	121	..	..	79	..	79	235	6	241
	1927-28	1,680	669	2,349	6	177	..	..	80	..	80	245	6	253
Total	1926-27	60,523	42,692	103,115	295	4,691	37	*	3,379	25	3,404	16,577	320	16,897	
	1927-28	64,161	44,719	108,880	308	5,185	2	116	3,333	35	3,368	16,614	369	16,983	
5' 3 1/2" GAUGE.															
Assam-Bengal	1926-27	1,414	1,527	2,941	6	54	..	..	80	..	80	616	12	628
	1927-28	1,471	1,672	3,143	5	112	..	..	83	1	84	713	12	725
Bengal and North-Western.	1926-27	3,859	2,856	6,715	21	257	..	..	132	..	132	1,207	4	1,211
	1927-28	4,144	2,889	7,033	17	254	..	..	164	..	164	1,212	6	1,218
Bombay, Baroda and Central India.	1926-27	5,424	4,211	9,635	2	173	..	..	241	19	260	995	26	1,021
	1927-28	5,541	4,219	9,760	2	201	..	..	269	3	262	1,036	15	1,051
Barma	1926-27	3,259	3,342	6,601	5	1,071	..	..	280	..	280	1,074	1	1,075
	1927-28	3,475	3,552	7,027	7	1,271	..	..	299	..	299	1,199	1	1,200
Eastern Bengal	1926-27	2,259	1,323	3,582	9	234	..	*	214	..	214	774	9	783	
	1927-28	2,310	1,362	3,672	6	198	..	14	184	..	184	807	8	815	
Jodhpur	1926-27	799	854	1,653	4	49	..	..	63	..	63	251	2	253
	1927-28	838	861	1,699	3	58	..	..	66	..	66	252	2	254
Madras and Southern Mahratta.	1926-27	3,356	3,735	7,091	14	405	..	..	160	1	161	773	9	782
	1927-28	3,440	3,821	7,261	19	435	..	..	168	6	164	820	12	832
Nizam's Guaranteed State.	1926-27	983	335	1,318	7	38	..	*	24	..	24	96	..	96	
	1927-28	1,001	357	1,358	7	26	..	7	32	..	32	85	..	85	
Rohilkund and Kumaon.	1926-27	596	522	1,118	8	160	..	..	29	..	29	205	2	207
	1927-28	655	598	1,253	9	126	..	..	30	..	30	204	3	206
South Indian	1926-27	4,739	2,382	7,121	20	773	66	..	260	1	261	634	18	652	
	1927-28	5,002	2,486	7,488	21	878	51	..	264	1	265	647	42	689	
Total	1926-27	26,678	21,087	47,765	96	3,214	66	*	1,483	21	1,504	6,624	83	6,707	
	1927-28	27,877	21,817	49,694	96	3,559	51	21	1,519	11	1,530	6,975	100	7,075	
5' 6" & 2' 0" GAUGES.															
Bengal-Nagpur	1926-27	801	637	1,438	82	..	..	*	384	..	384	6	..	390
	1927-28	854	686	1,540	70	..	..	62	467	..	467	4	..	471
Bombay, Baroda and Central India.	1926-27	124	80	204	2	..	..	..	29	..	29	..	..	29
	1927-28	101	84	185	5	..	..	..	32	..	32	..	..	32
Eastern Bengal	1926-27	92	13	105	10	..	..	..	7	..	7	..	..	7
	1927-28	116	16	132	20	..	..	..	7	..	7	..	..	7
Great Indian Peninsula.	1926-27	169	136	295	..	22	..	..	39	..	39	..	..	39
	1927-28	160	147	297	..	14	..	..	42	..	42	..	..	42
Jodhpur	1926-27	14	4	18	..	..	..	..	..	..	..	..	..	..
	1927-28	14	4	18	..	1	..	..	..	..	..	..	..	..
North Western { 2' 6" gauge	1926-27	406	429	835	63	70	..	..	171	..	171	1	..	172
	1927-28	406	461	867	74	74	..	..	174	..	174	1	..	175
South Indian { 3' 0" gauge	1926-27	24	27	51	..	12	..	..	4	..	4	..	..	4
	1927-28	30	23	53	..	..	..	..	8	..	8	..	..	8
South Indian	1926-27	118	42	160	..	5	..	..	7	..	7	..	..	7
	1927-28	114	46	160	..	6	..	..	9	..	9	..	..	9
Total	1926-27	1,738	1,368	3,106	..	196	70	*	641	..	641	6	..	647	
	1927-28	1,785	1,467	3,252	..	190	74	62	784	..	784	5	..	789	
Total Class I Railways.	1926-27	88,939	65,047	153,986	..	8,492	..	..	28,704	..	28,704	456	..	29,160
	1927-28	93,823	68,008	161,831	..	9,338	..	..	29,175	..	29,175	520	..	29,695

* Information not available.

‡ Including proportion of mixed.

|| Does not include figures of electric service.

for the years 1926-27 and 1927-28. (In thousands.)—concl'd.

OTHER ENGINE MILES.														Total Engine miles, (Total of Columns 14 to 16, 21, 24, 28, 29, 33, 34 and 34.)
Passengers and proportion of mixed.					Goods and proportion of mixed.									
Assist- ing not required.	Assist- ing required.	Light.	Total 'Other.'	† Depart- mental.	Assisting not required.	Assisting required.	Light.	Total 'Other.'	Siding.	Departmental.†				
										Loco.	Engr.	Misc.	Total.	
25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
10	14	46	70	5	16	396	558	969	440	401	18	1	20	15,718
8	14	78	100	6	28	601	721	1,350	390	391	17	1	409	17,752
2	4	274	280	1	1	..	98	99	..	131	42	..	173	9,544
17	2	260	270	1	1	1	113	115	8	182	49	..	231	9,365
..	..	11	11	37	6	..	17	23	195	72	19	..	92	7,309
1	..	5	6	36	11	..	21	32	177	90	34	2	126	8,130
78	125	275	478	79	186	161	1,132	1,479	1,538	478	137	130	745	40,070
101	130	332	583	78	173	171	1,021	1,365	1,375	619	146	114	879	41,184
66	250	233	549	13	136	586	485	1,207	35	229	146	8	383	27,050
79	375	221	675	20	158	586	480	1,224	35	276	120	1	307	27,421
..	33	86	119	4	15	98	104	217	..	153	6	..	163	7,027
1	34	90	125	13	13	165	120	298	..	112	9	3	124	7,737
2	..	19	21	1	2	..	43	45	..	49	22	1	72	1,697
4	1	24	29	1	..	..	41	41	..	26	24	1	51	1,731
162	381	133	676	24	64	389	464	917	135	578	64	184	786	29,210
138	273	185	596	29	76	253	601	930	142	464	92	192	748	31,543
2	..	6	8	66	19	53	35	107	..	30	10	..	90	2,949
2	1	11	14	77	16	31	56	103	..	77	20	..	97	3,156
322	807	1,083	2,212	230	444	1,633	2,936	5,063	2,343	2,136	463	325	2,924	141,174
351	830	1,206	2,387	261	476	1,808	3,174	5,458	2,127	2,237	511	314	3,062	148,019
1	5	11	17	2	5	24	46	75	4	27	3	15	45	3,852
..	6	11	17	2	4	27	67	98	4	31	6	15	52	4,242
11	..	13	24	30	38	13	19	70	..	167	5	..	166	8,626
15	1	20	38	37	33	14	25	72	..	191	9	..	200	9,021
57	10	82	149	..	89	15	80	184	20	326	11	1	338	11,772
56	11	73	140	1	113	17	84	214	19	251	10	..	267	11,917
17	20	32	69	..	22	54	184	260	322	34	..	66	109	9,783
2	20	29	51	..	8	61	167	236	454	32	..	68	100	10,646
..	..	5	6	6	1	..	6	7	30	96	80	20	196	6,066
..	..	2	2	7	7	..	3	10	22	98	34	12	144	5,060
..	..	8	8	..	1	..	4	5	..	9	3	7	19	2,054
..	..	7	7	..	..	..	6	6	..	11	16	5	32	2,125
..	13	20	33	5	76	225	76	377	..	107	4	..	111	8,979
2	14	23	39	8	95	243	131	469	..	125	13	5	143	9,370
2	1	42	45	1	..	2	15	17	..	31	11	1	43	1,588
..	2	44	46	1	..	7	26	33	..	26	7	1	33	1,621
7	9	7	23	8	7	6	8	20	1	39	2	..	41	1,615
7	9	7	23	6	7	5	8	20	1	37	1	..	38	1,712
18	..	13	31	100	13	64	13	90	16	118	39	..	157	9,221
23	..	19	42	105	18	55	31	104	36	110	44	..	164	9,772
113	58	233	404	162	252	402	451	1,105	393	948	158	110	1,216	62,556
105	63	235	403	167	285	429	548	1,262	536	911	146	106	1,163	65,485
† OTHER ENGINE MILES.										DEPARTMENTAL.				
										34				1,971
										31				2,141
										4				240
										3				227
										..				128
										..				161
										..				357
										..				354
										..				18
										..				19
										80				1,155
										83				1,204
										1				68
										..				62
										..				172
										..				175
										119	41			4,109
										117	47			4,343
										11,639	4,563			207,339
										12,290	4,698			217,847

† Includes shunting and departmental siding.
‡ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger train.	MIXED TRAIN.			GOODS TRAIN.		
			Main Line.	Branch Line.	Total.	Main Line.	Branch Line.	Total.
I	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1926-27	224.1	1.6	21.6	23.1	331.4	222.3	553.7
	1927-28	249.0	3.6	17.8	21.4	385.0	272.2	657.2
Bombay, Baroda and Central India	1926-27	232.4	29.2	32.4	61.6	177.0	25.7	202.7
	1927-28	213.3	45.4	34.2	79.6	164.8	24.9	189.7
Eastern Bengal	1926-27	212.1	2.0	7.5	9.5	157.9	20.7	178.6
	1927-28	243.8	7.7	8.5	16.2	164.5	23.2	187.7
East Indian	1926-27	658.1	6.4	55.5	61.9	1,146.1	231.7	1,377.8
	1927-28	706.4	2.3	41.1	43.4	1,161.3	246.3	1,407.6
Great Indian Peninsula	1926-27	591.2	1.9	28.7	30.6	609.6	193.0	802.6
	1927-28	581.3	2.4	30.2	32.6	596.3	221.0	817.3
Madras and Southern Mahratta	1926-27	188.4	26	31.7	34.3	141.4	66.4	197.8
	1927-28	185.5	3.2	30.2	33.4	138.8	57.4	196.2
Nizam's Guaranteed State	1926-27	32.1	Nil	6.0	6.0	61.1	2	61.3
	1927-28	33.6	Nil	8.3	8.3	48.8	1	48.9
North Western	1926-27	613.9	26.2	188.1	214.3	446.5	265.9	712.4
	1927-28	693.6	19.3	184.5	203.8	484.3	282.0	766.3
South Indian	1926-27	67.2	25.9	3	26.2	60.1	Nil	60.1
	1927-28	71.6	22.0	4.9	26.9	49.8	Nil	49.8
Total	1926-27	2,819.5	95.7	371.8	467.5	3,111.1	1,015.9	4,127.0
	1927-28	2,978.1	105.9	359.7	465.6	3,193.6	1,127.1	4,320.7
3' 3 1/2" GAUGE.								
Assam-Bengal	1926-27	27.1	104.6	72.1	176.7	36.5	26.6	63.1
	1927-28	26.4	113.1	82.8	195.9	35.8	30.2	66.0
Bengal and North-Western	1926-27	128.6	34.6	241.3	275.9	135.3	57.4	192.7
	1927-28	139.8	34.9	237.2	272.1	152.0	55.4	207.4
Bombay, Baroda and Central India	1926-27	244.6	43.6	120.3	163.9	148.5	181.0	329.5
	1927-28	262.1	46.9	109.7	156.6	134.4	181.1	315.5
Burma	1926-27	63.2	124.9	126.9	251.8	174.4	56.9	231.3
	1927-28	65.5	127.2	137.3	264.5	190.5	65.8	256.3
Eastern Bengal	1926-27	73.5	65.8	38.2	104.0	141.0	5.9	146.9
	1927-28	97.3	48.5	39.4	87.9	129.3	6.6	135.9
Jodhpur	1926-27	22.0	40.7	24.0	64.7	36.3	1.0	37.3
	1927-28	24.9	37.6	22.6	60.2	39.5	8	40.3
Madras and Southern Mahratta	1926-27	168.4	56.7	80.4	137.1	242.1	71.3	313.4
	1927-28	162.7	59.1	79.8	138.9	225.6	74.1	299.7
Nizam's Guaranteed State	1926-27	46.2	Nil	10.0	10.0	29.5	2.5	32.0
	1927-28	48.7	Nil	10.5	10.5	31.8	1.5	33.3
Rohilkund and Kumaon	1926-27	15.5	44.3	23.1	67.4	10.0	1.2	11.2
	1927-28	15.6	49.6	27.1	76.7	14.0	1.7	15.7
South Indian	1926-27	228.6	26.3	83.8	110.1	142.0	65.4	207.4
	1927-28	227.6	33.2	101.1	134.3	147.4	68.3	215.7
Total	1926-27	1,017.7	541.5	820.1	1,361.6	1,095.6	469.2	1,564.8
	1927-28	1,070.6	550.1	847.5	1,397.6	1,100.2	485.5	1,585.7
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	1926-27	21.0			65.4			48.0
	1927-28	26.7			65.4			48.9
Bombay, Baroda and Central India	1926-27	Nil			17.0			4
	1927-28	1			16.3			2
Eastern Bengal	1926-27	3.8			8.3			Nil
	1927-28	6.8			8.3			Nil
Great Indian Peninsula	1926-27	Nil			23.8			1
	1927-28	Nil			23.2			2
Jodhpur	1926-27	Nil			1.8			Nil
	1927-28	Nil			1.8			Nil
North Western	1926-27	15.0			29.2			41.0
	1927-28	14.1			30.2			46.8
South Indian	1926-27	Nil			5.8			2
	1927-28	Nil			6.5			2
Total	1926-27	39.8			163.5			89.7
	1927-28	47.7			163.5			96.3
Total Class I Railways	1926-27	3,877.0			1,992.6			5,731.5
	1927-28	4,096.4			2,026.7			6,002.7

for the years 1926-27 and 1927-28. (In hundreds).

MAIN AND BRANCH TRAINS.		SHUNTING.		§ " OTHER ".		Total siding.	DEPARTMENTAL.		Total Engine hours (Cols. 10 to 18).
Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.		† Passenger.	† Goods.	
10	11	12	13	14	15	16	17	18	19
236.8	554.1	95.6	545.6	49.4	208.9	62.9	2.0	89.7	1,855.0
263.8	663.8	97.7	578.7	64.8	276.8	55.7	2.6	106.5	2,110.4
252.7	244.0	31.3	189.2	106.3	42.7	Nil	7	50.9	923.8
246.7	235.9	42.8	170.0	100.6	59.4	1.2	1.4	68.2	926.2
218.7	181.5	56.3	237.2	36.9	14.4	27.9	4.7	50.9	828.5
255.4	192.3	61.6	254.4	58.6	20.6	25.3	5.2	59.4	932.8
706.5	1,391.3	132.8	1,117.5	182.5	345.4	219.1	23.3	243.7	4,362.1
740.6	1,416.8	133.2	1,046.5	211.5	339.5	195.7	25.9	297.8	4,407.5
610.7	813.7	87.9	452.9	160.8	261.7	5.4	6.6	211.8	2,611.5
603.5	827.7	86.5	434.6	162.2	269.3	6.7	8.2	212.8	2,600.5
198.4	222.1	33.0	159.9	55.6	46.8	Nil	3.7	89.9	809.4
195.2	219.9	29.3	157.0	69.9	64.1	Nil	5.4	62.8	803.6
31.9	55.5	3.9	34.2	10.6	10.0	Nil	4	19.6	168.1
36.8	54.0	4.8	34.1	14.4	16.5	Nil	4	15.7	176.7
796.1	745.5	219.0	532.0	56.2	93.1	19.3	8.8	292.7	2,761.7
858.3	805.4	194.6	598.1	137.1	149.7	20.3	10.2	297.9	3,071.6
82.9	60.6	16.8	47.0	36.6	19.1	Nil	14.4	31.9	308.3
89.1	59.2	16.0	49.0	35.3	21.2	Nil	16.8	30.7	326.3
3,135.7	4,278.3	675.6	3,315.5	694.9	1,048.1	334.6	64.6	1,081.1	14,628.4
3,289.4	4,475.0	666.5	3,322.4	844.4	1,217.1	303.9	76.1	1,160.8	16,355.6
116.1	150.8	78.1	123.2	16.3	28.6	5	1.5	13.3	466.4
123.1	165.2	16.7	142.7	16.4	34.2	6	1.3	20.6	520.8
294.4	302.8	26.4	241.3	82.6	67.1	Nil	8.2	66.9	1,089.7
307.7	311.6	30.9	242.5	83.4	69.8	Nil	8.5	70.3	1,180.7
356.7	381.3	48.2	199.0	76.2	62.4	2.9	1	86.7	1,213.5
358.9	375.3	51.9	207.2	78.4	73.7	2.7	2	80.0	1,228.3
223.7	322.6	55.9	214.9	80.4	57.5	46.1	5	143.8	1,145.4
237.2	349.1	59.8	239.7	72.7	57.0	64.8	7	170.4	1,251.4
159.6	164.8	42.7	154.8	15.1	9.4	4.3	1.4	67.5	619.6
165.1	156.0	36.8	161.4	26.2	14.6	3.2	1.2	53.3	617.8
51.3	72.7	12.7	50.1	21.3	24.4	Nil	5	7.2	240.2
53.5	71.9	13.1	50.5	22.5	21.3	Nil	4	10.9	244.1
232.3	386.6	31.9	154.5	26.3	79.1	Nil	1.8	64.1	976.6
227.9	373.4	31.5	164.0	35.0	83.5	Nil	2.8	74.6	902.5
53.3	34.9	4.8	19.0	13.3	7.4	Nil	1.2	11.4	145.3
55.6	36.9	6.4	17.0	15.8	13.8	Nil	1.3	9.8	156.6
45.8	48.3	5.8	41.1	12.2	16.5	1	1.7	26.5	198.0
51.5	56.5	6.0	40.8	14.7	17.6	1	1.7	22.8	211.7
306.5	239.6	52.1	126.8	123.1	48.1	2.3	24.8	133.2	1,056.5
325.7	251.9	50.9	129.4	126.7	50.3	5.1	27.2	144.6	1,111.8
1,839.7	2,104.4	296.6	1,324.7	466.8	400.5	56.2	41.7	620.6	7,151.2
1,906.2	2,147.8	304.0	1,395.2	491.8	435.8	76.5	45.1	603.3	7,465.7
134.4		76.7			19.8		16.1		246.0
141.0		93.4			23.3		13.8		271.5
17.4		5.7			6.8		3		30.2
16.6		6.3			5.4		9		29.2
12.1		1.4			6.7		2.6		22.8
15.1		1.5			4.9		3.1		24.6
23.9		7.8			3.2		2.8		37.7
23.4		8.4			3.6		1.7		37.1
1.8		Nil			5		Nil		2.3
1.8		Nil			5		1		2.4
85.2		34.3			11.2		8.5		139.2
91.1		34.8			18.3		10.7		154.9
6.0		9			3.0		1.6		11.4
6.7		5			4		1.3		8.9
12.2		1.4			5.4		6		19.6
11.8		1.8			5.6		8		20.0
293.0		128.2			66.6		31.4		609.2
307.5		146.7			62.0		32.4		548.6
11,651.1		5,740.6			3,057.7		1,839.4		22,288.8
12,125.9		5,834.8			3,431.5		1,977.7		23,369.9

§ " Other " includes Assisting required, Assisting not required and Light.
† Including proportion of mixed.

19.—Statement of vehicle Miles of Class I

Railway.	Year.	PASSENGER AND PROPORTION OF MIXED.			GOODS			
		Passenger.	Passenger proportion of mixed.	Total.	Goods.			
					Main lines.			
1	2	3	4	5	6	7	8	9
					Loaded.	Empty.	Total.	Percentage loaded of total.
5' 6" GAUGE.								
Bengal-Nagpur	1926-27	70,586	2,829	73,415	107,546	43,048	150,594	71.4
	1927-28	76,902	2,842	79,744	123,401	47,897	171,298	72.0
Bombay, Baroda and Central India	1926-27	73,426	8,437	81,863	60,568	22,360	82,928	73.1
	1927-28	70,021	13,555	83,576	60,068	22,175	82,243	73.0
Eastern Bengal	1926-27	62,828	903	63,731	47,282	17,667	64,949	72.8
	1927-28	70,034	1,986	72,020	51,967	16,986	68,953	75.4
East Indian	1926-27	267,965	9,440	277,405	369,048	222,543	591,591	62.4
	1927-28	291,680	7,222	298,902	383,429	231,764	615,193	62.3
Great Indian Peninsula	1926-27	184,300	4,445	188,745	191,301	78,247	269,548	71.0
	1927-28	188,947	4,767	193,714	199,686	76,814	276,500	72.2
Madras and Southern Mahratta.	1926-27	52,210	2,287	54,497	54,497	43,363	17,225	71.6
	1927-28	52,910	2,161	55,071	45,017	17,766	63,373	72.0
Nizam's Guaranteed State.	1926-27	8,324	470	9,294	13,352	5,177	18,529	72.1
	1927-28	9,345	652	9,997	13,608	5,662	19,268	70.6
North Western	1926-27	224,933	43,148	268,081	161,814	53,719	215,533	75.1
	1927-28	244,113	36,660	280,773	181,990	70,317	252,307	72.1
South Indian	1926-27	17,526	3,829	21,355	12,980	4,286	17,266	75.2
	1927-28	19,425	3,436	22,861	13,582	3,512	17,094	79.5
Total	1926-27	962,598	75,788	1,038,386	1,007,224	464,272	1,471,496	68.4
	1927-28	1,023,377	73,181	1,096,558	1,073,346	492,883	1,566,229	68.5
3' 3 1/2" GAUGE.								
Assam Bengal	1926-27	8,677	27,722	36,399	6,978	3,179	10,157	68.7
	1927-28	8,734	29,750	38,484	7,769	3,306	11,075	70.1
Bengal and North-Western	1926-27	36,666	37,075	73,741	41,523	13,221	54,744	75.8
	1927-28	40,542	37,387	77,929	44,648	13,109	57,757	77.3
Bombay, Baroda and Central India	1926-27	71,236	30,806	102,042	48,566	19,346	67,912	71.5
	1927-28	76,923	29,922	106,845	49,954	18,804	68,758	72.7
Burma	1926-27	22,923	53,241	76,164	52,803	17,661	70,464	74.9
	1927-28	24,666	56,776	81,442	60,377	18,968	79,345	76.1
Eastern Bengal	1926-27	27,355	25,913	53,268	37,238	15,169	52,407	71.1
	1927-28	34,848	19,611	54,459	38,363	15,514	53,877	71.2
Jodhpur	1926-27	8,482	8,922	17,404	10,415	6,703	17,118	60.8
	1927-28	9,406	8,899	18,305	12,437	7,507	19,944	62.4
Madras and Southern Mahratta.	1926-27	40,556	15,721	56,277	49,423	16,030	65,453	75.5
	1927-28	41,030	15,736	56,766	51,841	15,385	67,226	77.1
Nizam's Guaranteed State.	1926-27	9,981	1,553	11,534	9,434	2,225	11,659	80.9
	1927-28	10,427	1,577	12,004	10,197	2,460	12,657	80.6
Rohilkund and Kumaon	1926-27	4,407	8,712	13,119	1,761	1,055	2,816	62.5
	1927-28	4,568	9,486	14,054	2,525	1,198	3,723	67.8
South Indian	1926-27	67,474	19,166	86,640	38,593	16,149	54,742	70.5
	1927-28	68,469	23,971	92,440	40,518	16,731	57,249	70.8
Total	1926-27	297,757	228,831	526,588	296,734	110,738	407,472	72.8
	1927-28	319,603	233,115	552,718	318,629	112,982	431,611	73.8
2' 6" & 2' 0" GAUGES.								
Bengal-Nagpur	1926-27	5,015	14,186	19,201	7,501		4,270	
	1927-28	7,758	12,634	20,392	7,171		4,084	
Bombay, Baroda and Central India	1926-27	3	2,396	2,399	33		10	
	1927-28	7	1,994	2,001	25		6	
Eastern Bengal	1926-27	291	794	1,085	..		..
	1927-28	509	804	1,313	..		..
Great Indian Peninsula	1926-27	1	3,398	3,399	18		8	
	1927-28	3	3,287	3,290	37		8	
Jodhpur	1926-27	..	144	144	..		..
	1927-28	1	143	144	1		..	
North-Western	2' 6" Gauge	1,766	5,126	6,892	3,212		1,683	
	1927-28	1,706	5,189	6,895	3,353		2,040	
	2' 0" Gauge	3	207	210	9		6	
	1927-28	1	415	416	9		10	
South Indian	1926-27	1	2,037	2,038	..		..
	1927-28	..	2,047	2,047	..		..
Total	1926-27	7,080	28,288	35,368	10,773		5,987	
	1927-28	9,985	26,513	36,498	10,596		6,148	
Total Class I Railways	1926-27	1,267,435	332,907	1,600,342	1,625,142		721,181	
	1927-28	1,352,965	332,800	1,685,774	1,741,887		767,737	

Railways for the years 1926-27 and 1927-28. (In thousands.)

AND PROPORTION OF MIXED.										DEPARTMENTAL.		BRAKE VANS.	
Branch lines.				GOODS PROPORTION OF MIXED.		TOTAL.‡				Passenger.	Goods.	Passenger and Mixed.	Goods.
Loaded.	Empty.	Total.	Percentage loaded of total.	Loaded.	Empty.	Loaded.	Empty.	Total.	Percentage loaded of total.	20	21	(a)	(b)
10	11	12	13	14	15	16	17	18	19			22	23
46,227	34,638	80,865	57.2	1,685	708	155,428	78,394	233,822	66.5	253	3,476	2,106	6,227
55,972	37,512	93,484	59.9	1,037	322	180,410	85,731	266,141	67.8	242	3,785	1,730	7,358
5,742	3,540	9,282	61.9	11,590	6,034	77,900	31,935	109,835	70.9	146	5,742	6,219	2,374
5,563	3,231	8,794	63.3	12,563	5,959	78,194	31,365	109,559	71.4	110	5,073	2,455	1,938
3,748	1,796	5,544	67.6	318	77	51,348	19,540	70,888	72.4	144	3,873	727	1,475
3,517	1,634	5,151	68.3	482	325	55,966	18,945	74,911	74.7	178	4,104	1,051	1,506
44,133	22,321	66,454	66.4	2,048	651	415,229	245,515	660,744	62.8	2,832	22,000	6,339	15,242
47,195	27,053	74,248	63.6	1,357	583	431,981	259,400	691,381	62.5	2,731	30,770	5,322	15,011
36,874	17,244	54,118	67.5	1,276	832	228,450	96,373	324,823	70.3	163	9,399	9,611	10,650
42,779	22,378	65,157	65.7	1,279	749	243,744	99,941	343,685	70.9	218	8,081	7,578	10,322
12,207	4,646	16,853	72.4	4,185	1,260	59,755	23,131	82,886	72.1	623	5,138	2,223	2,955
13,169	4,471	17,640	74.7	4,675	1,244	63,461	23,471	86,932	73.0	488	7,355	2,476	3,231
38	14	52	73.4	847	646	14,237	5,836	20,073	70.9	46	1,038	374	574
11	7	18	59.5	978	694	14,595	6,363	20,958	69.6	45	983	372	587
67,438	21,961	89,399	75.4	6,005	1,855	235,257	77,545	312,802	75.2	736	27,432	14,827	7,871
72,024	23,658	95,682	75.3	7,144	2,046	261,158	98,021	359,179	73.1	873	29,264	16,304	8,508
Nil	Nil	Nil	Nil	2,121	572	15,101	4,858	19,959	75.7	53	1,515	780	890
Nil	Nil	Nil	Nil	1,961	477	15,543	3,989	19,532	79.6	68	2,569	590	755
215,407	106,160	321,567	67.0	30,074	12,685	1,252,705	583,127	1,835,832	68.2	4,996	79,613	43,296	48,258
240,230	119,944	360,174	66.7	31,476	12,399	1,345,052	625,226	1,970,278	68.3	4,953	99,184	38,178	50,176
2,667	978	3,645	73.2	23,589	7,604	33,234	11,761	44,995	73.9	72	695	192	578
3,065	1,123	4,188	73.2	26,848	8,121	37,682	12,550	50,232	75.0	37	1,674	166	828
10,537	3,316	13,852	76.1	18,444	6,371	70,504	22,906	93,410	75.5	231	8,654	7,917	1,856
10,312	2,879	13,191	78.2	17,717	5,236	72,677	21,224	93,901	77.4	200	8,537	7,994	1,961
50,175	17,840	68,015	73.7	11,250	3,718	109,991	40,904	150,895	72.9	26	3,254	8,326	4,445
51,407	18,901	70,308	73.1	15,314	4,795	116,875	42,500	159,375	73.3	33	4,419	4,567	3,411
7,322	2,667	9,989	73.3	22,987	5,699	83,112	26,028	109,140	76.1	52	13,014	Nil	2,785
8,780	3,509	12,289	71.5	23,267	5,754	92,424	28,231	120,655	76.6	51	21,297	Nil	3,439
641	454	1,095	58.5	3,507	1,237	41,386	16,860	58,246	71.1	149	4,627	1,525	1,218
798	561	1,359	58.7	3,642	1,748	42,803	17,823	60,626	70.6	102	3,470	1,353	1,216
97	80	177	55.0	8,149	4,081	18,661	10,864	29,525	63.2	45	1,529	1,388	434
78	77	155	50.2	8,038	3,405	20,553	10,989	31,542	65.2	56	1,991	1,200	518
11,096	4,905	16,001	69.3	13,664	4,509	74,183	25,544	99,727	74.4	108	6,154	4,528	5,754
11,837	5,055	16,892	70.1	14,707	4,879	78,385	25,119	103,504	75.7	136	8,984	3,905	6,494
550	228	778	70.7	566	111	10,550	2,564	13,114	80.4	64	681	126	643
342	127	469	72.9	781	128	11,320	2,715	14,035	80.7	74	646	150	649
174	175	349	49.9	7,887	3,089	9,822	4,319	14,141	69.5	133	5,959	974	309
237	231	468	50.7	8,101	3,090	10,803	4,519	15,322	70.6	109	4,688	1,266	393
11,745	3,382	15,127	77.6	6,760	2,372	57,098	21,903	79,001	72.3	315	11,734	1,240	4,079
12,230	3,317	15,547	78.7	7,013	3,045	59,761	23,093	82,854	72.1	361	14,557	1,118	4,110
95,004	34,024	129,028	73.6	116,803	38,891	508,541	183,553	692,094	73.5	1,195	56,301	26,214	22,101
99,086	35,780	134,866	73.5	125,428	40,001	543,143	188,763	731,906	74.2	1,159	70,263	21,909	22,819
Total		Percentage loaded of total.								Total.		Total.	
11,771		63.7		3,708	1,221	11,209	5,491	16,700	67.1	1,313		863	
11,255		63.7		4,685	1,349	11,856	5,433	17,289	68.6	1,598		947	
43		76.4		916	612	949	622	1,571	60.4	36		284	
31		79.3		1,003	630	1,028	636	1,664	61.8	94		166	
..		..		128	40	128	40	168	76.4	11		46	
..		..		137	62	137	62	199	68.8	43		50	
26		69.1		1,777	676	1,795	684	2,479	72.4	160		Nil	
45		81.5		2,039	756	2,076	764	2,840	73.1	94		Nil	
..		..		32	10	32	10	42	76.2	..		18	
1		85.1		36	8	37	8	45	82.2	20		19	
4,905		65.5		908	222	4,120	1,915	6,035	68.3	652		901	
5,393		62.2		1,004	256	4,357	2,296	6,653	65.5	841		939	
15		61.6		126	83	135	89	224	60.5	239		63	
19		46.8		188	125	197	135	332	59.3	..		53	
..		..		600	122	600	122	722	83.1	78		Nil	
..		..		672	150	672	150	822	81.7	108		Nil	
16,760		64.3		8,195	2,986	18,968	8,973	27,941	67.8	2,989		2,174	
16,744		63.3		9,764	3,336	20,360	9,484	29,844	68.2	2,798		2,194	
2,346,323		69.3		155,072	54,572	1,780,214	775,753	2,555,967	69.6	145,094		142,043	
2,509,624		69.4		166,668	55,736	1,908,555	823,473	2,732,028	69.9	178,357		135,176	

‡ Including proportion of mixed.

(a) Including Brake Vans run on departmental trains and other light engines run on passenger, mixed and departmental service.

(b) Including Brake Vans run on departmental trains and other light engines run on goods and departmental service.

20.—Statement of Running of †Trains of Class I Railways for the years 1926-27 and 1927-28.

Railway.	Year.	Passenger.		Mixed.		Goods.			Train miles per engine hour.
		Train miles per train hour.	Train miles per engine hour.	Train miles per train hour.	Train miles per engine hour.	Train miles per train hour.			
						Main lines.	Branch lines.	Total.	
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal Nagpur	1926-27	18.5	11.5	11.2	6.65	11.0	9.61	10.5	3.99
	1927-28	18.8	11.9	12.2	7.97	10.6	9.04	9.95	3.92
Bombay, Baroda and Central India.	1926-27	20.3	12.7	14.5	11.5	10.1	10.0	10.1	4.18
	1927-28	20.4	12.4	14.0	11.1	10.3	9.08	10.2	4.03
Eastern Bengal	1926-27	17.4	12.1	11.8	6.28	7.95	5.84	7.70	2.72
	1927-28	17.1	11.5	13.1	7.70	8.19	5.11	7.81	2.70
East Indian	1926-27	21.2	14.4	14.9	7.95	10.3	7.83	9.84	4.14
	1927-28	21.3	14.4	15.0	6.71	10.2	8.00	9.85	4.24
Great Indian Peninsula	1926-27	21.3	14.7	13.0	8.30	10.1	10.3	10.2	4.73
	1927-28	20.9	15.1	14.1	8.56	10.4	10.3	10.4	4.89
Madras & Southern Mahratta	1926-27	18.3	12.5	10.9	7.41	9.23	9.16	9.24	3.86
	1927-28	18.9	12.4	11.1	7.15	10.0	10.1	10.0	4.25
Nizam's Guaranteed State	1926-27	22.2	15.9	12.9	7.00	9.39	9.54	9.39	4.33
	1927-28	21.9	14.6	12.8	6.63	9.83	10.3	9.83	4.41
North Western	1926-27	19.1	14.4	13.4	9.40	9.71	9.22	9.53	4.17
	1927-28	19.1	13.9	13.6	9.45	10.1	9.00	9.68	4.11
South Indian	1926-27	18.8	11.5	12.0	5.76	11.2	Nil	11.2	4.18
	1927-28	19.5	12.4	12.7	5.31	11.1	Nil	11.1	3.81
Average for 5' 6" gauge	1926-27	19.9	..	13.5	..	10.1	9.13	9.84	..
	1927-28	20.1	..	13.5	..	10.2	9.02	9.88	..
3' 3½" GAUGE.									
Assam Bengal	1926-27	15.9	12.5	11.0	6.46	9.43	8.43	9.01	4.34
	1927-28	16.1	12.7	10.8	6.36	9.76	8.43	9.15	3.90
Bengal & North Western	1926-27	14.9	9.81	11.7	8.31	8.51	7.24	8.13	3.10
	1927-28	15.4	10.0	11.8	8.60	8.34	7.17	8.03	3.09
Bombay, Baroda and Central India.	1926-27	16.3	11.5	12.7	10.5	11.0	10.6	10.8	5.31
	1927-28	16.4	11.9	12.7	10.1	11.4	10.6	11.0	5.23
Burma	1926-27	17.4	8.59	13.3	8.20	9.02	10.4	9.35	3.55
	1927-28	17.5	9.10	13.3	8.26	8.90	10.1	9.22	3.39
Eastern Bengal	1926-27	15.9	9.77	12.5	10.1	7.61	7.20	7.59	3.00
	1927-28	15.3	10.5	11.9	8.45	8.40	7.55	8.36	3.23
Jodhpur	1926-27	18.8	9.05	13.3	9.75	10.2	9.80	10.2	3.57
	1927-28	18.1	9.07	13.1	9.91	10.5	10.4	10.5	3.78
Madras & Southern Mahratta	1926-27	15.5	12.2	11.7	9.38	8.95	10.1	9.20	4.86
	1927-28	16.3	12.2	12.1	9.84	9.80	9.92	9.80	4.85
Nizam's Guaranteed State	1926-27	18.7	13.7	14.2	10.1	9.21	8.85	9.18	4.40
	1927-28	17.8	12.9	13.6	9.41	9.27	9.29	9.27	4.35
Rohilkund and Kumaon	1926-27	15.8	10.4	11.5	6.08	8.49	9.83	8.57	2.08
	1927-28	15.9	9.93	11.3	6.26	8.75	9.53	8.84	2.54
South Indian	1926-27	15.7	9.81	12.9	7.54	9.79	9.04	9.55	4.05
	1927-28	15.7	9.86	13.0	7.84	9.66	8.92	9.43	3.97
Average for 3' 3½" gauge	1926-27	16.2	..	12.3	..	9.18	9.68	9.33	..
	1927-28	16.3	..	12.3	..	9.44	9.63	9.50	..
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1926-27	13.2	..	10.8	..	..	..	..	9.33
	1927-28	13.5	..	11.0	..	..	..	..	9.14
Bombay, Baroda and Central India.	1926-27	14.5	..	11.7	..	..	..	..	8.79
	1927-28	12.4	..	11.2	..	..	..	..	9.42
Eastern Bengal	1926-27	7.34	..	9.30	..	..	..	..	..
	1927-28	8.02	..	9.27	..	..	..	..	..
Great Indian Peninsula	1926-27	16.0	..	12.4	..	..	..	..	11.9
	1927-28	14.5	..	12.6	..	..	..	..	11.5
Jodhpur	1926-27	8.33	..	9.91	..	..	..	..	10.0
	1927-28	12.5	..	10.0	..	..	..	..	9.20
North Western { 2' 6" gauge	1926-27	9.61	..	11.0	..	..	..	..	8.99
	1927-28	9.83	..	11.0	..	..	..	..	8.43
North Western { 2' 0" gauge	1926-27	7.81	..	8.41	..	..	..	..	7.41
	1927-28	6.00	..	7.96	..	..	..	..	5.71
South Indian	1926-27	9.50	..	12.9	..	..	..	..	Nil
	1927-28	..	..	13.8	..	..	..	..	6.33
Average for 2' 6" & 2' 0" gauges	1926-27	11.4	..	11.2	..	..	..	..	9.16
	1927-28	11.7	..	11.3	..	..	..	..	8.78

† Excluding Departmental.

21.—Statement of Shunting and Light Running of Class I Railways for the years 1926-27 and 1927-28.

RAILWAY.	Year.	PASSENGER AND PROPORTION OF MIXED.		GOODS AND PROPORTION OF MIXED.		
		Shunting miles per 100 train miles.	Light engine miles per 100 train miles.	Shunting miles per 100 train miles.	Light engine miles per 100 train miles.	
1	2	3	4	5	6	
5' 6" GAUGE.						
Bengal-Nagpur	1926-27	11.1	1.04	47.9	9.45	
	1927-28	9.82	1.55	45.3	10.9	
Bombay, Baroda and Central India	1926-27	3.17	5.48	36.3	3.69	
	1927-28	4.53	5.39	32.8	4.38	
Eastern Bengal	1926-27	7.51	0.28	86.0	1.20	
	1927-28	7.13	0.11	85.0	1.38	
East Indian	1926-27	4.54	1.87	41.0	8.22	
	1927-28	4.29	2.14	37.8	7.30	
Great Indian Peninsula	1926-27	3.66	1.86	27.7	6.84	
	1927-28	3.47	1.75	26.1	5.57	
Madras and Southern Mahratta	1926-27	4.17	2.41	36.3	5.00	
	1927-28	4.17	2.49	36.3	5.42	
Nizam's Guaranteed State	1926-27	2.59	2.55	32.2	8.03	
	1927-28	3.33	3.00	32.6	7.48	
North Western	1926-27	7.32	0.92	35.8	6.41	
	1927-28	5.96	1.18	37.1	7.58	
South Indian	1926-27	5.69	0.39	40.2	5.09	
	1927-28	5.48	0.64	42.6	8.30	
AVERAGE FOR 5' 6" GAUGE		1926-27	5.62	1.79	39.7	6.89
	1927-28	5.25	1.88	38.0	7.10	
3' 3½" GAUGE.						
Assam-Bengal	1926-27	7.08	0.78	39.4	3.01	
	1927-28	7.02	0.75	42.5	3.31	
Bengal and North-Western	1926-27	3.43	0.33	42.4	0.68	
	1927-28	3.73	0.49	42.1	0.86	
Bombay, Baroda and Central India	1926-27	4.80	1.51	24.2	1.91	
	1927-28	4.73	1.31	24.9	2.00	
Burma	1926-27	8.58	0.99	32.2	5.51	
	1927-28	8.60	0.84	33.8	4.71	
Eastern Bengal	1926-27	9.45	0.21	59.2	0.42	
	1927-28	7.99	0.09	59.8	0.26	
Jodhpur	1926-27	7.93	0.94	29.6	0.50	
	1927-28	7.83	0.87	29.5	0.60	
Madras and Southern Mahratta	1926-27	4.54	0.59	20.0	2.04	
	1927-28	4.52	0.66	20.9	3.42	
Nizam's Guaranteed State	1926-27	2.42	4.29	28.4	4.65	
	1927-28	3.18	4.36	23.8	7.17	
Rohilkund and Kumaon	1926-27	4.84	1.17	39.7	1.50	
	1927-28	4.62	1.10	34.5	1.28	
South Indian	1926-27	5.57	0.28	27.8	0.54	
	1927-28	5.15	0.38	28.1	1.24	
AVERAGE FOR 3' 3½" GAUGE		1926-27	5.64	0.87	31.8	2.14
	1927-28	5.49	0.84	32.4	2.51	
2' 6" and 2' 0" GAUGES.		Other engine miles per 100 train miles.†				
Bengal Nagpur	1926-27	29.4				
	1927-28	32.6				
Bombay, Baroda and Central India	1926-27	15.9				
	1927-28	17.4				
Eastern Bengal	1926-27	6.92				
	1927-28	5.78				
Great Indian Peninsula	1926-27	13.3				
	1927-28	14.2				
Jodhpur	1926-27	0.11				
	1927-28	0.15				
North Western	1926-27	30.1				
	1927-28	29.7				
	1926-27	9.82				
	1927-28	5.40				
South Indian	1926-27	4.39				
	1927-28	5.58				
AVERAGE FOR 2' 6" AND 2' 0" GAUGES		1926-27				
	1927-28	26.2				

* Excluding Departmental.

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

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.					AVERAGE NUMBER IN		
		Authorized (excluding engines ordered but not yet handed over to traffic).	On the line.	Under or awaiting repair.	Available for use.	In good repair stored.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal Nagpur	1926-27	754	744	208	536	..	84.0	9.08	199.0
	1927-28	769	719	182	537	..	98.6	7.03	238.9
Bombay, Baroda and Central India.	1926-27	434	434	92	342	..	111.0	24.0	60.0
	1927-28	434	418	74	344	..	105.0	31.0	61.0
Eastern Bengal	1926-27	333	331	66	266	12	95.0	3.66	55.8
	1927-28	332	335	69	266	8	105.5	4.31	54.6
East Indian	1926-27	1,690	1,645	249	1,396	59	291.6	34.4	467.9
	1927-28	1,635	1,613	256	1,357	63	308.2	25.1	450.1
Great Indian Peninsula	1926-27	1,257	1,278	234	994	51	214.0	19.0	326.0
	1927-28	1,219	1,187	238	949	46	212.0	19.0	329.0
Madras and Southern Mahratta.	1926-27	296	307	93	214	..	78.3	11.2	55.2
	1927-28	294	311	84	227	..	74.4	11.1	58.7
Nizam's Guaranteed State.	1926-27	73	76	18	58	..	12.6	4.31	14.9
	1927-28	73	69	17	52	..	13.6	4.18	15.4
North Western	1926-27	1,433	1,433	368	1,065	60	242.9	96.7	268.9
	1927-28	1,404	1,334	318	1,016	35	171.3	75.1	293.0
South Indian	1926-27	149	142	27	115	..	33.0	10.0	26.0
	1927-28	149	144	25	119	2	33.0	11.0	25.0
Total	1926-27	6,419	6,390	1,406	4,985	182	1,162.4	212.3	1,473.7
	1927-28	6,309	6,130	1,263	4,867	154	1,221.6	187.8	1,525.7
3' 3½" GAUGE.									
Assam Bengal	1926-27	165	163	38	125	..	9.41	61.3	17.5
	1927-28	170	169	39	130	..	9.64	63.2	19.2
Bengal and North Western.	1926-27	330	352	60	292	..	43.0	90.0	52.0
	1927-28	330	350	42	308	..	46.0	88.0	54.0
Bombay, Baroda and Central India.	1926-27	487	519	114	405	2	97.7	60.4	94.3
	1927-28	489	519	104	415	2	100.3	62.5	92.1
Burma	1926-27	379	368	42	326	..	31.4	87.4	70.5
	1927-28	380	370	45	325	..	32.1	97.0	75.5
Eastern Bengal	1926-27	210	235	46	189	5	27.7	39.4	40.5
	1927-28	209	229	40	189	7	31.1	33.8	37.8
Jodhpur	1926-27	104	99	18	81	..	13.0	20.0	9.00
	1927-28	105	104	20	84	..	13.0	22.0	10.0
Madras and Southern Mahratta.	1926-27	325	358	81	277	..	53.9	47.6	98.3
	1927-28	325	351	73	278	..	45.9	44.0	95.6
Nizam's Guaranteed State.	1926-27	76	82	21	61	..	18.3	3.00	8.01
	1927-28	76	82	23	59	..	19.0	3.00	8.75
Rohilkund and Kumaon	1926-27	75	72	12	60	..	4.85	24.1	3.03
	1927-28	75	72	10	62	..	5.70	25.9	3.50
South Indian	1926-27	395	374	66	308	..	102.7	38.9	73.1
	1927-28	400	374	69	305	..	102.2	39.9	71.7
Total	1926-27	2,546	2,622	498	2,124	7	402.0	472.1	466.2
	1927-28	2,559	2,620	465	2,155	9	404.9	479.3	468.2
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	1926-27	134	115	30	85	..	7.41	23.8	14.8
	1927-28	134	115	22	93	..	11.4	23.3	17.0
Bombay, Baroda and Central India.	1926-27	19	18	2	16	..	..	9.00	..
	1927-28	19	18	2	16	..	..	9.00	..
Eastern Bengal	1926-27	10	10	1	9	..	2.05	3.15	..
	1927-28	11	11	2	9	..	2.52	3.13	..
Great Indian Peninsula	1926-27	18	18	3	15	1	..	8.00	..
	1927-28	19	19	4	15	4	..	8.00	..
Jodhpur	1926-27	2	2	..	2	..	..	1.00	..
	1927-28	2	2	..	2	..	1.00	..	..
North Western	1926-27	98	94	24	70	5	5.18	13.5	15.7
	1927-28	98	87	21	66	6	5.02	13.4	16.6
South Indian	1926-27	18	17	5	12	..	..	2.56	0.14
	1927-28	18	17	4	13	3	..	2.32	0.85
Total	1926-27	310	285	67	218	6	14.6	66.0	30.6
	1927-28	312	280	57	223	13	19.9	64.1	34.5

Railways for the years 1926-27 and 1927-28.

DAILY USE ON—			Spare.	Maximum number in use on any one day.	Engine miles per passenger engine in use per day.	Engine miles per mixed engine in use per day.	Engine miles per goods engine in use per day.	Engine miles per day per engine in use.	Engine miles per day per engine on the line.	Net ton miles per (goods) locomotive day on the line.	Net ton miles per locomotive day of locomotives in use on goods service.
Departmental Service.	Shunting including siding.	Total.									
11	12	13	14	15	16	17	18	19	20	21	22
17.6	85.3	395.0	140.9	454	139.6	80.6	92.9	109.0	57.8	11,774.1	*
20.3	86.9	451.7	84.8	500	137.7	102.7	90.2	107.4	67.5	13,778.9	21,923.7
12.0	55.0	262.0	80.0	277	122.8	103.7	98.3	99.8	62.1	11,333.4	*
15.0	43.0	255.0	89.0	272	121.0	101.0	91.0	100.0	61.0	12,360.2	20,067.9
11.1	55.1	220.7	32.4	262	106.6	84.1	68.7	93.4	62.2	8,053.1	*
13.0	58.9	236.3	21.1	259	108.3	134.1	74.9	96.6	68.2	8,922.3	12,641.5
71.2	307.7	1,172.8	164.2	1,258	135.3	75.0	88.0	93.6	66.8	13,690.5	*
78.1	279.7	1,141.2	152.4	1,241	138.0	73.8	92.4	98.6	69.8	15,379.7	21,804.4
21.0	121.0	701.0	242.0	830	163.9	62.1	78.6	105.7	53.1	8,966.3	*
28.0	112.0	700.0	203.0	816	166.8	67.2	80.3	107.0	63.2	10,402.5	17,717.8
17.5	32.4	194.6	18.9	208	125.4	100.3	100.2	106.9	68.0	12,161.1	*
26.7	32.2	203.1	23.9	213	133.2	100.3	103.9	104.0	67.8	11,900.0	18,214.0
3.88	6.75	42.4	15.4	54	163.2	49.6	96.6	109.7	61.1	11,240.3	*
3.44	6.07	42.7	9.78	56	157.6	69.4	91.7	110.9	68.2	13,479.8	21,887.1
57.7	158.1	824.3	181.0	886	136.8	93.0	78.1	97.1	55.8	13,160.5	*
58.6	155.0	853.0	128.3	935	141.2	104.9	77.5	101.0	64.7	10,740.5	19,012.5
7.00	11.0	87.0	28.0	105	110.8	98.7	69.8	92.9	57.0	5,940.1	*
11.0	10.0	90.0	28.0	101	123.2	82.3	71.9	96.3	59.9	5,818.3	9,316.6
219.0	832.4	3,899.8	902.8	..	136.5	87.5	84.7	99.3	60.8	11,678.1	*
254.1	783.8	3,973.0	740.3	..	139.2	78.3	86.0	102.0	66.1	12,444.7	19,050.0
3.47	15.0	106.7	18.6	121	126.4	88.0	99.1	98.8	64.6	5,723.0	*
4.84	17.0	114.0	16.3	131	121.1	92.5	97.8	101.6	68.7	6,303.1	8,778.0
19.0	32.0	236.0	56.0	254	123.0	99.0	86.0	100.0	67.0	8,434.6	*
22.0	34.0	244.0	64.0	254	129.3	100.4	87.5	101.0	70.4	7,729.2	10,764.4
16.8	61.0	320.2	82.8	337	114.3	97.0	108.0	100.8	62.1	7,205.1	*
17.9	50.7	323.5	89.7	342	120.3	89.1	109.3	100.7	62.7	6,958.3	11,184.6
26.8	46.0	262.1	63.9	309	97.1	107.5	93.1	102.3	72.8	7,511.6	*
30.7	48.8	284.1	40.8	306	99.2	100.6	93.4	102.5	85.2	8,614.0	11,201.6
11.5	42.2	161.3	22.9	194	115.8	90.6	75.9	87.5	60.1	5,068.1	*
8.59	34.3	145.6	36.6	183	131.0	84.7	82.8	96.9	61.5	5,316.0	8,370.0
3.00	8.00	53.0	27.0	67	87.9	116.0	110.0	104.3	56.6	4,331.8	*
4.00	9.00	58.0	26.0	79	101.8	100.0	120.7	101.5	56.0	5,130.3	9,282.7
16.4	27.3	243.5	33.5	268	133.5	93.7	90.6	101.1	68.8	5,482.7	*
20.0	28.8	234.3	44.0	275	159.0	106.0	96.9	109.7	73.2	5,736.8	8,586.1
2.32	7.74	39.4	21.6	49	138.3	131.2	105.9	110.4	53.1	6,411.2	*
2.10	7.15	40.0	19.3	51	137.3	131.1	105.4	110.9	54.1	6,039.0	14,005.8
5.54	7.21	44.7	15.2	57	145.2	91.4	91.0	98.9	61.5	5,864.1	*
4.27	6.95	46.3	15.4	58	124.5	94.1	113.5	114.6	65.0	6,503.6	8,240.0
27.3	24.7	266.7	41.5	297	99.3	102.1	77.6	94.7	67.5	4,789.9	*
33.6	18.6	266.0	38.8	303	99.2	122.7	81.3	100.4	71.4	5,145.8	7,242.3
132.1	261.2	1,733.6	383.0	..	113.0	98.4	91.6	99.0	65.4	6,318.6	*
148.0	255.3	1,755.8	390.9	..	119.8	99.3	95.0	102.5	69.2	6,021.1	9,710.3
3.57	8.74	58.3	27.0	68	92.2	83.0	86.6	91.2	46.2	2,019.7	*
3.55	10.2	65.5	27.7	76	87.4	86.4	74.8	89.4	51.0	1,965.9	3,442.6
..	..	9.00	7.00	10	..	70.6	..	72.6	36.3	1,736.3	*
..	..	9.00	7.00	..	..	65.0	..	68.0	35.0	1,908.2	1,908.2
0.58	..	5.78	3.03	8	37.7	66.7	..	60.8	35.2	449.4	*
0.69	..	6.34	2.40	9	59.4	67.1	..	69.4	40.4	409.8	7.2.9
1.00	1.00	10.0	4.00	12	..	100.8	..	97.7	54.3	4,837.4	*
..	1.00	9.00	2.00	13	..	101.6	..	107.4	50.9	2,745.8	5,491.5
..	..	1.00	0.73	1	0.14	49.9	0.11	50.2	25.1	*	*
..	..	1.00	1.00	1	..	49.0	..	49.9	25.0	676.7	1,353.5
2.70	6.42	43.5	22.0	51	77.2	69.9	74.6	72.9	33.6	1,255.4	*
2.59	6.48	44.1	16.7	54	75.5	73.0	74.7	74.6	37.8	863.0	1,891.3
0.31	0.98	3.99	8.27	5	51.8	53.0	28.7	46.5	10.7	287.4	*
0.02	0.44	3.63	6.74	5	38.3	61.0	3.29	46.6	9.00	76.4	361.0
0.13	..	5.10	4.07	7	40.9	88.1	..	92.1	42.8	1,340.1	*
0.23	..	5.22	3.63	6	..	87.8	42.2	92.1	43.7	1,530.4	3,210.5
8.29	17.1	136.6	76.1	..	74.1	78.7	78.0	81.7	39.1	1,777.2	*
7.10	18.1	143.8	67.2	..	80.7	80.4	73.1	82.6	42.4	2,182.1	2,810.4

*Not available.

23.—Statement of Loads of Trains of Class I Railways for the years 1926-27 and 1927-28.

Railway.	Year.	AVERAGE LOAD PER TRAIN												
		PAS- SENGER TRAINS.	PASSENGER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.								GOODS AND PROPORTION OF MIXED.		
				Main lines.				Branch lines.				Main and Branch lines.		
				No. of vehicles	Gross weight includ- ing weight of engine.	Loaded wagons.	Empty wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Empty wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight includ- ing weight of engine.	Gross weight exclud- ing weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal Nagpur . . .	1926-27	16.7	392.0	29.4	11.8	41.2	71.4	21.7	16.2	37.9	57.2	403.0	878.3	772.4
	1927-28	15.8	375.3	30.3	11.7	42.0	72.0	22.8	15.2	38.0	59.9	407.5	891.3	781.8
Bombay, Baroda and Central India.	1926-27	15.6	329.3	33.9	12.5	46.4	73.1	22.3	13.7	36.0	61.9	348.4	806.8	705.9
	1927-28	16.1	373.5	35.3	13.0	48.3	73.0	24.6	14.3	38.9	63.3	367.2	775.8	762.6
Eastern Bengal . . .	1926-27	17.1	362.0	37.7	14.1	51.8	72.8	31.0	14.9	45.9	67.6	360.2	918.1	833.4
	1927-28	16.8	359.9	38.6	12.6	51.2	75.4	29.7	13.8	43.5	68.3	359.9	912.5	819.8
East Indian . . .	1926-27	19.2	413.0	31.4	18.9	50.3	62.4	24.3	12.3	36.6	66.4	434.2	965.5	866.0
	1927-28	19.4	418.1	32.2	19.5	51.7	62.3	23.9	13.7	37.6	63.6	445.5	996.5	895.8
Great Indian Peninsula	1926-27	14.6	353.6	30.9	12.7	43.6	71.0	18.1	8.71	26.8	67.5	325.1	801.5	697.0
	1927-28	15.4	378.4	32.2	12.4	44.6	72.2	18.8	9.84	28.6	65.7	343.1	824.5	719.8
Madras and Southern Mahratta.	1926-27	15.1	390.4	33.1	13.1	46.2	71.6	23.6	8.99	32.6	72.4	339.2	821.4	716.8
	1927-28	15.1	397.8	33.0	12.8	45.8	72.0	22.8	7.73	30.5	74.7	341.9	824.8	717.4
Nizam's Guaranteed State.	1926-27	12.1	329.6	27.8	10.8	38.6	72.1	22.3	8.10	30.4	73.4	328.7	758.6	654.6
	1927-28	12.4	333.3	28.4	11.8	40.2	70.6	15.4	10.5	25.9	59.5	342.4	775.0	671.2
North Western . . .	1926-27	18.9	402.0	37.3	12.4	49.7	75.1	27.5	8.96	36.5	75.4	372.5	868.5	766.4
	1927-28	18.1	393.8	37.3	14.4	51.7	72.1	28.4	9.32	37.7	75.3	372.9	887.5	785.5
South Indian . . .	1926-27	13.1	320.9	23.1	7.64	30.7	75.2	Nil	Nil	Nil	Nil	225.1	590.3	492.0
	1927-28	13.4	313.2	24.7	6.38	31.1	79.4	Nil	Nil	Nil	Nil	231.6	584.2	493.3
Average for 5' 6" gauge	1926-27	17.1	388.2	32.2	14.8	47.0	68.4	23.2	11.4	34.7	67.0	380.9	883.8	776.0
	1927-28	17.1	390.1	33.0	15.2	48.2	68.5	23.6	11.8	35.4	66.7	390.2	907.2	797.5
3' 3½" GAUGE.														
Assam Bengal . . .	1926-27	20.1	315.7	20.2	9.22	29.4	68.0	11.9	4.36	16.2	75.0	126.4	339.6	280.4
	1927-28	20.6	317.3	22.2	9.47	31.7	70.0	12.0	4.41	16.4	73.2	145.6	360.8	298.3
Bengal and North-Western.	1926-27	19.0	249.8	36.1	11.6	47.6	75.8	25.3	7.97	33.3	76.1	162.0	369.6	320.6
	1927-28	18.8	244.9	35.2	10.3	45.5	77.3	25.9	7.24	33.14	78.2	177.9	386.0	338.9
Bombay, Baroda and Central India.	1926-27	17.9	224.1	29.7	11.9	41.6	71.5	26.1	9.30	35.4	73.7	170.1	383.3	334.1
	1927-28	17.9	227.0	32.5	12.2	44.7	72.7	26.7	9.82	36.5	73.1	168.9	396.7	343.1
Burma . . .	1926-27	20.9	257.0	33.6	11.2	44.8	74.9	12.4	4.52	16.9	73.3	190.7	411.7	350.5
	1927-28	21.5	260.0	35.6	11.2	46.8	76.1	13.2	5.26	18.4	71.5	207.7	432.2	370.7
Eastern Bengal . . .	1926-27	23.4	280.1	34.7	14.1	48.8	71.1	15.0	10.6	25.6	58.5	185.3	461.7	410.1
	1927-28	23.4	284.2	35.3	14.3	49.6	71.2	16.1	11.3	27.4	58.7	181.8	461.5	408.1
Jodhpur . . .	1926-27	20.5	256.1	28.2	18.1	46.3	60.8	10.2	8.39	18.6	65.0	118.9	329.3	271.5
	1927-28	20.4	259.7	30.0	18.1	48.1	62.4	9.28	9.19	18.5	50.2	132.9	351.9	294.7
Madras and Southern Mahratta.	1926-27	15.6	227.5	22.8	7.39	30.2	75.5	15.5	6.85	22.4	69.3	124.9	312.0	258.4
	1927-28	15.5	223.7	23.5	6.99	30.5	77.1	16.1	6.88	23.0	70.1	132.4	326.3	267.7
Nizam's Guaranteed State.	1926-27	11.3	186.9	34.8	8.20	43.0	80.9	24.5	10.2	34.7	70.7	228.5	611.2	440.0
	1927-28	11.5	188.7	34.6	8.35	43.0	80.5	24.6	9.14	33.7	73.0	228.0	505.8	434.8
Rohilkund and Kumaon	1926-27	17.9	243.5	20.7	12.4	33.1	62.5	15.5	17.7	33.2	49.9	154.2	344.5	294.4
	1927-28	18.5	241.6	20.6	9.77	30.4	67.8	15.2	14.7	29.9	50.7	144.6	331.2	280.7
South Indian . . .	1926-27	18.2	208.8	27.8	11.6	39.4	70.5	19.9	5.72	25.6	77.6	131.3	359.8	303.0
	1927-28	18.6	211.1	28.5	11.7	40.2	70.9	20.1	5.44	25.5	78.8	135.7	361.7	305.1
Average for 3' 3½" gauge	1926-27	18.1	239.2	29.5	11.0	40.5	72.8	20.9	7.49	28.4	73.6	156.7	372.4	317.0
	1927-28	18.3	240.0	30.7	10.8	41.5	73.8	21.2	7.65	28.8	73.5	164.2	385.5	328.0
2' 6" AND 2' 0" GAUGES.														
Bengal Nagpur . . .	1926-27	..	..	..	..	..	..	..	..	..	..	74.3	228.4	175.6
	1927-28	..	..	..	..	..	..	..	..	..	..	68.7	218.9	166.5
Bombay, Baroda and Central India.	1926-27	..	..	..	..	..	..	..	..	..	..	47.7	134.9	104.9
	1927-28	..	..	..	..	..	..	..	..	..	..	57.8	150.8	121.9
Eastern Bengal . . .	1926-27	..	..	..	..	..	..	..	..	..	..	23.5	75.3	61.9
	1927-28	..	..	..	..	..	..	..	..	..	..	22.0	76.1	62.7
Great Indian Peninsula	1926-27	..	..	..	..	..	..	..	..	..	..	51.7	200.8	155.7
	1927-28	..	..	..	..	..	..	..	..	..	..	54.7	195.7	151.1
Jodhpur . . .	1926-27	..	..	..	..	..	..	..	..	..	..	25.7	61.7	47.6
	1927-28	..	..	..	..	..	..	..	..	..	..	25.9	61.2	46.8
North Western } 2' 6" Gauge	1926-27	..	..	..	..	..	..	..	..	..	..	37.5	135.6	90.7
	1927-28	..	..	..	..	..	..	..	..	..	..	36.1	136.6	90.4
	1926-27	..	..	..	..	..	..	..	..	..	..	15.4	63.7	49.1
	1927-28	..	..	..	..	..	..	..	..	..	..	13.2	80.7	66.2
South Indian . . .	1926-27	..	..	..	..	..	..	..	..	..	..	36.1	131.7	91.2
	1927-28	..	..	..	..	..	..	..	..	..	..	42.2	137.0	96.2
Average for 2' 6" and 2' 0" gauges.	1926-27	..	..	..	..	..	..	..	..	..	..	56.0	184.0	136.4
	1927-28	..	..	..	..	..	..	..	..	..	..	54.1	180.5	132.9

24. Statement of vehicles and wagons and their usage on Class I Railways for the years 1926-27 and 1927-28.

Railway.	Year.	COACHING STOCK.							GOODS STOCK.					AVERAGE STARTING WAGON LOAD (IN TONS).†			Wagon miles per wagon day‡	Net ton miles per wagon day‡	
		AVERAGE AUTHORIZED STOCK (EXCLUDING STOCK ORDERED BUT NOT HANDED OVER TO TRAFFIC).		AVERAGE NUMBER ON THE LINE.				Average authorized stock (excluding wagons ordered but not yet handed over to traffic)†	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on the line daily pooled and non-pooled.	Coal and coke.	Heavy merchandise.	Light merchandise.					
		Passenger carriages.	Other coaching vehicles.	Passenger Carriages.		Other Coaching Vehicles.			In units.	In terms of 4-wheelers.									
				In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
5' 6" GAUGE.																			
Bengal Nagpur	1926-27	992	267	816	*	245	*	*	22,491	22,427	23,962	23,620	18.6	17.7	10.3	15.3	27.4	281.4	
	1927-28	1,019	273	860	1,478	247	261	123.4	22,541	22,428	23,966	24,822	19.0	17.5	10.2	14.9	29.7	303.7	
Bombay, Baroda and Central India.	1926-27	727	308	725	*	299	*	*	11,123	10,445	10,698	10,662	15.5	13.3	9.53	11.8	28.5	260.8	
	1927-28	733	309	728	1,365	287	318	129.5	11,243	10,571	10,838	9,902	16.9	15.3	9.61	12.1	30.1	290.6	
Eastern Bengal	1926-27	633	315	585	*	263	*	*	8,405	8,338	8,459	8,941	16.1	13.4	8.11	9.87	21.7	156.4	
	1927-28	630	331	614	1,145	268	272	141.3	8,410	8,337	8,414	8,858	17.2	13.4	8.02	9.81	23.0	199.3	
East Indian	1926-27	2,811	1,320	2,491	*	1,154	*	*	52,719	50,748	51,062	49,734	18.2	13.0	9.70	14.4	36.3	329.3	
	1927-28	2,845	1,342	2,679	4,613	1,225	1,336	140.0	51,629	50,278	50,808	50,403	18.5	13.7	9.82	14.4	37.3	338.1	
Great Indian Peninsula.	1926-27	1,569	788	1,683	*	907	*	*	19,483	20,577	21,965	19,914	18.7	15.8	14.4	11.8	44.7	371.9	
	1927-28	1,480	795	1,557	2,596	834	922	151.9	18,898	19,681	21,067	19,356	19.1	15.6	11.2	12.1	48.3	417.3	
Madras and Southern Mahratta.	1926-27	681	220	728	*	227	*	*	5,576	5,564	5,588	6,064	16.4	12.3	7.87	11.8	37.1	319.8	
	1927-28	683	236	724	1,091	247	268	116.2	5,651	5,523	5,547	5,890	17.5	13.0	8.12	11.9	40.1	352.7	
Nizam's Guaranteed State.	1926-27	83	51	118	*	53	*	*	1,773	1,933	1,933	1,901	17.8	14.3	6.59	12.3	29.5	259.8	
	1927-28	86	51	118	188	53	54	119.5	1,793	1,951	1,951	1,806	17.7	14.5	6.23	12.8	32.0	285.7	
North-Western	1926-27	2,708	1,262	2,407	*	1,314	*	*	29,372	28,858	29,626	30,215	18.0	15.4	9.80	11.5	28.1	244.4	
	1927-28	2,828	1,321	2,564	4,580	1,360	1,415	129.2	29,861	29,716	30,408	30,276	17.8	14.6	8.60	11.4	31.8	297.8	
South Indian	1926-27	278	91	205	*	76	*	*	1,829	1,539	1,551	1,494	17.5	14.2	8.67	10.3	36.4	283.0	
	1927-28	275	99	212	419	78	83	126.2	1,808	1,675	1,687	1,466	17.8	14.4	8.96	9.90	30.2	288.5	
Total and average	1926-27	10,482	4,622	9,758	*	4,528	*	*	152,771	150,479	154,744	152,545	..	..	..	12.9	33.1	292.7
1927-28	10,579	4,757	10,056	17,475	4,599	4,910	135.0	151,854	150,169	154,486	152,778	..	..	..	13.0	34.8	311.2	
3' 3 1/2" GAUGE.																			
Assam Bengal	1926-27	468	127	468	*	127	*	*	4,656	4,656	4,954	5,010	10.1	7.88	5.45	6.42	24.4	111.3	
	1927-28	483	127	483	905	127	139	113.6	4,668	4,638	4,950	5,062	10.2	8.30	5.52	6.46	27.0	131.8	
Bengal and North Western.	1926-27	1,261	235	1,138	*	221	*	*	9,839	10,871	11,173	10,822	9.44	9.34	7.18	6.56	22.1	110.9	
	1927-28	1,266	235	1,110	1,528	216	217	109.4	9,991	11,009	11,311	11,044	9.46	9.37	7.23	7.07	22.5	124.0	
Bombay, Baroda and Central India.	1926-27	1,568	327	1,465	*	320	*	*	9,828	9,367	10,926	10,987	8.90	8.27	6.02	6.53	37.2	180.9	
	1927-28	1,569	325	1,486	2,490	289	325	101.3	9,806	9,618	11,245	11,245	8.62	8.24	6.76	6.11	38.0	17.1	
Burma	1926-27	908	261	908	*	261	*	*	9,743	9,743	10,426	9,959	11.3	10.6	6.86	7.67	31.5	183.9	
	1927-28	969	290	941	1,598	286	342	117.6	9,981	9,913	10,652	10,652	11.3	11.1	7.05	7.98	34.0	207.6	
Eastern Bengal	1926-27	700	328	723	*	325	*	*	4,854	4,896	6,480	6,388	8.36	7.93	6.42	5.92	24.9	105.1	
	1927-28	670	327	706	1,180	327	334	106.0	4,869	4,898	6,485	6,270	8.68	7.78	6.27	5.89	26.0	107.9	
Jodhpur	1926-27	194	67	192	*	46	*	*	2,363	2,369	2,598	2,375	9.99	7.42	3.60	5.45	33.8	118.8	
	1927-28	226	51	214	351	61	73	126.0	2,317	2,310	2,518	2,252	9.11	7.48	4.14	5.56	37.5	138.6	
Madras and Southern Mahratta.	1926-27	1,003	129	986	*	164	*	*	6,700	7,045	7,472	7,343	7.94	6.86	4.85	6.29	36.5	174.2	
	1927-28	1,002	141	964	1,446	178	189	97.0	6,712	7,070	7,493	7,323	8.23	7.16	4.58	6.45	38.1	189.0	
Nizam's Guaranteed State.	1926-27	152	41	152	*	41	*	*	1,043	1,043	1,045	1,047	9.87	10.2	5.97	7.25	34.6	203.2	
	1927-28	152	41	152	226	41	45	127.3	1,043	1,043	1,045	1,055	9.99	10.0	5.80	7.19	37.0	215.5	
Rohilkund & Kumaon.	1926-27	251	64	251	*	66	*	*	2,547	2,660	2,670	2,213	12.7	8.83	7.50	9.26	17.3	99.6	
	1927-28	249	73	249	361	75	75	105.4	2,561	2,636	2,646	2,209	11.9	8.77	7.42	9.42	19.0	107.0	
South Indian	1926-27	1,339	225	1,130	*	195	*	*	3,956	3,872	5,937	5,968	8.30	7.13	5.29	5.48	35.6	143.6	
	1927-28	1,292	213	1,150	2,253	197	279	104.3	4,582	4,147	6,277	6,322	8.71	7.49	5.36	5.05	35.1	145.8	
Total and Average	1926-27	7,844	1,794	7,413	*	1,766	*	*	55,529	55,522	63,681	62,050	..	..	..	6.49	30.5	145.6
1927-28	7,878	1,833	7,455	12,338	1,797	2,018	107.2	56,590	57,282	64,622	63,422	..	..	..	6.59	31.5	150.0	
2' 6" & 2' 0" GAUGES.																			
Bengal Nagpur	1926-27	385	42	366	*	41	*	*	1,856	1,767	3,493	3,493	*	*	*	4.22	13.3	78.0	
	1927-28	386	42	362	706	41	66	73.1	1,909	1,828	3,616	3,616	*	*	*	3.98	13.4	36.9	
Bombay, Baroda and Central India.	1926-27	56	1	56	*	1	*	*	258	239	354	364	*	*	*	4.04	12.1	29.6	
	1927-28	56	1	56	112	1	2	..	258	239	365	365	..	..	..	4.73	12.3	30.7
Eastern Bengal	1926-27	67	3	67	*	3	*	*	88	93	93	75	4.74	3.57	4.06	2.44	6.11	11.4	
	1927-28	67	3	66	66	3	3	Nil	87	87	87	65	4.42	3.75	3.77	2.44	7.86	14.0	
Great Indian Peninsula.	1926-27	44	3	44	*	3	*	*	148	148	291	291	Nil	Nil	Nil	3.93	23.3	66.5	
	1927-28	44	3	44	83	3	4	105.7	163	163	322	322	Nil	Nil	Nil	3.87	24.1	68.3	
Jodhpur	1926-27	5	Nil	5	*	*	*	*	8	8	9	9	*	*	*	3.21	12.8	31.2	
	1927-28	5	Nil	5	8	Nil	Nil	Nil	8	8	9	9	*	*	*	3.03	12.8	34.5	
North Western.	1926-27	253	45	245	*	47	*	*	673	650	1,052	1,047	7.91	6.90	4.01	3.91	15.1	42.1	
	1927-28	254	44	247	422	44	62	41.6	669	647	1,057	1,057	7.77	6.19	3.96	3.81	16.2	42.9	
South Indian	1926-27	34	1	34	*	1	*	*	78	78	156	156	*	*	*	2.52	12.7	26.5	
	1927-28	34	1	34	68	1	2	82.0	78	78	156	156	4.67	4.04	3.48	2.88	14.4	33.9	
TOTAL & AVERAGE	1926-27	844	95	817	*	96	*	*	3,109	2,983	5,468	5,435	..	..	..	4.02	14.3	39.1
1927-28	858	104	826	1,489	103	159	63.9	3,284	3,162	5,836	5,814	..	..	..	3.89	14.0	38.0	

* Information not available.

† In units.

‡ In terms of 4-wheelers.

25.— Statement of Density of Traffic on Class I Railways for the years 1926-27 and 1927-28.

Railway.	Year.	† Passenger miles per annum.		† Net ton miles per annum.		† Gross ton miles per annum.		† Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur . . .	1926-27 ..	440,860	489,915	1,036,744	1,151,613	3,014,181	3,349,553	12.5
	1927-28 ..	423,621	470,560	1,106,694	1,228,834	3,213,901	3,570,014	13.4
Bombay, Baroda and Central India. {	1926-27 ..	751,990	922,629	574,058	704,321	2,486,654	3,050,918	13.2
	1927-28 ..	746,755	915,246	593,048	726,858	2,564,464	3,143,087	12.9
Eastern Bengal . . .	1926-27 ..	820,557	1,041,666	577,394	740,193	3,005,790	3,834,392	16.3
	1927-28 ..	835,468	1,060,913	598,776	759,706	3,169,786	4,021,788	17.4
East Indian . . .	1926-27 ..	645,621	784,161	1,220,963	1,511,664	3,996,312	4,584,309	16.2
	1927-28 ..	737,607	917,114	1,252,365	1,563,341	4,109,130	5,096,153	16.4
Great Indian Peninsula {	1926-27 ..	479,988	600,654	633,137	792,302	2,716,652	3,399,471	14.7
	1927-28 ..	484,527	606,686	692,421	866,995	2,882,853	3,609,679	15.1
Madras and Southern Mahratta. {	1926-27 ..	729,052	759,457	651,063	678,216	2,854,726	2,973,783	15.0
	1927-28 ..	759,299	790,936	706,477	735,914	3,030,867	3,157,153	15.0
Nizam's Guaranteed State. {	1926-27 ..	357,734	357,734	413,384	413,384	1,573,847	1,573,847	8.63
	1927-28 ..	345,346	345,346	399,625	399,625	1,521,561	1,521,561	8.23
North Western . . .	1926-27 ..	507,444	584,872	431,332	497,146	1,900,193	2,190,134	9.38
	1927-28 ..	533,336	613,502	456,413	525,017	2,053,619	2,362,300	10.1
South Indian . . .	1926-27 ..	473,600	473,600	351,507	351,507	1,581,239	1,581,239	11.0
	1927-28 ..	487,152	487,152	343,236	343,236	1,563,364	1,563,364	11.3
Total . . .	1926-27 ..	562,454	663,780	724,781	855,350	2,745,714	3,240,354	13.0
	1927-28 ..	598,149	706,467	768,493	907,658	2,917,943	3,446,349	13.5
3' 3½" GAUGE.								
Assam Bengal . . .	1926-27 ..	367,957	367,957	189,665	189,665	902,051	902,051	7.66
	1927-28 ..	387,636	387,636	221,931	221,931	975,341	975,341	8.12
Bengal and North Western. {	1926-27 ..	616,093	618,953	217,597	218,607	514,424	516,812	8.46
	1927-28 ..	666,584	669,682	240,964	242,084	542,959	545,482	8.84
Bombay, Baroda and Central India. {	1926-27 ..	492,806	493,189	304,869	305,106	1,176,891	1,176,806	11.0
	1927-28 ..	494,158	494,517	299,888	299,906	1,218,684	1,219,569	11.1
Burma . . .	1926-27 ..	368,450	408,934	327,092	363,032	1,146,042	1,271,965	10.1
	1927-28 ..	398,164	441,319	378,721	419,769	1,265,476	1,402,636	10.7

*Including weight of engine.
†Including Departmentals.

25.—Statement of Density of Traffic on Class I Railways for the years 1926-27 and 1927-28—concl'd.

Railway.	Year.	† Passenger miles per annum.		† Net ton miles per annum.		† Gross ton miles per annum.		† Train miles per running track mile per day.	
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.		
1	2	3	4	5	6	7	8	9	
3' 3½" GAUGE—concl'd.									
Eastern Bengal . . .	1926-27 ..	627,216	631,621	275,502	277,427	1,372,571	1,382,171	11·0	
	1927-28 ..	660,484	667,032	287,420	290,267	1,462,458	1,476,926	11·6	
Jodhpur . . .	1926-27 ..	189,920	189,920	125,050	125,050	590,055	590,055	5·55	
	1927-28 ..	190,032	190,032	141,062	141,062	639,895	639,895	5·73	
Madras and Southern Mahratta.	1926-27 ..	308,545	308,545	241,985	241,985	1,013,472	1,013,472	10·5	
	1927-28 ..	311,571	311,571	267,175	267,175	1,069,615	1,069,615	10·6	
Nizam's Guaranteed State.	1926-27 ..	320,785	330,623	129,982	133,968	612,356	631,169	6·23	
	1927-28 ..	330,690	340,832	138,137	142,374	636,731	656,260	6·35	
Robilkund and Kumaon	1926-27 ..	305,620	306,241	140,712	140,998	568,953	570,109	6·16	
	1927-28 ..	325,443	326,104	151,283	151,590	623,531	624,709	6·03	
South Indian . . .	1926-27 ..	797,211	797,211	253,675	253,675	1,441,510	1,441,510	16·3	
	1927-28 ..	803,448	803,448	257,754	257,754	1,435,021	1,435,021	16·1	
Total . . .	1926-27 ..	464,215	472,478	246,697	251,088	1,055,847	1,074,642	9·99	
	1927-28 ..	479,932	488,335	264,077	268,701	1,107,107	1,126,491	10·3	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . .	1926-27 ..	139,668	139,668	57,355	57,355	332,392	332,392	4·67	
	1927-28 ..	142,105	142,105	56,916	56,916	350,732	350,732	4·92	
Bombay, Baroda and Central India.	1926-27 ..	125,013	125,013	22,403	22,403	164,101	164,101	3·28	
	1927-28 ..	114,310	114,310	31,875	31,875	177,123	177,123	3·39	
Eastern Bengal . . .	1926-27 ..	199,226	199,226	6,473	6,473	137,246	137,246	6·10	
	1927-28 ..	218,173	218,173	9,040	9,040	165,762	165,762	9·55	
Great Indian Peninsula	1926-27 ..	146,015	146,015	36,657	36,657	274,244	274,244	4·31	
	1927-28 ..	122,625	122,625	42,120	42,120	270,503	270,503	4·22	
Jodhpur . . .	1926-27 ..	43,436	43,436	4,068	4,068	39,388	39,388	1·98	
	1927-28 ..	45,060	45,060	5,449	5,449	42,640	42,640	2·08	
North Western	2' 6" {	1926-27 ..	102,454	102,454	37,036	37,036	254,268	254,268	5·36
		1927-28 ..	92,965	92,965	35,051	35,051	245,699	245,699	5·20
	2' 0" {	1926-27 ..	21,551	21,551	9,772	9,772	100,723	100,723	4·08
		1927-28 ..	31,734	31,734	8,723	8,723	107,665	107,665	3·43
South Indian . . .	1926-27 ..	111,767	111,767	18,214	18,214	193,170	193,170	4·66	
	1927-28 ..	115,301	115,301	21,452	21,452	201,152	201,152	4·82	
Total . . .	1926-27 ..	122,786	122,786	40,979	40,979	271,603	271,603	4·51	
	1927-28 ..	119,515	119,515	42,093	42,093	281,092	281,092	4·69	
Total Class I Railways .	1926-27 ..	504,385	557,994	517,245	572,220	2,009,201	2,221,749	11·5	
	1927-28 ..	530,961	587,531	549,035	607,531	2,128,611	2,355,399	11·9	

* Including weight of Engine.

† Including Departmental.

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

Railway.	Year.	ENGINES.								
		Average number under or awaiting repair daily.				Average number not available for traffic.—daily.				
		In Mechanical Workshops.		In sheds and transportation Workshops.		Number under-going heavy repairs.	Number under-going light repairs.	Average No. of days engines undergoing heavy repairs were not available for traffic.	Average No. of days engines undergoing light repairs were not available for traffic.	
		Number.	Percentage of column 3 to average total No. on the line.	Number.	Percentage of column 5 to average total No. on the line.					
1	2	3	4	5	6	7	8	9	10	
5' 6" GAUGE.										
Bengal-Nagpur	1926-1927	86	11.5	122	16.4	15	2	148	110	
	1927-1928	87	12.0	96	13.3	18	1	200	169	
Bombay, Baroda and Central India	1926-1927	45	10.7	47	11.2	12	1	113	25	
	1927-1928	24	5.74	49	11.7	12	3	64	31	
Eastern Bengal	1926-1927	32	9.72	34	10.4	10	3	119	38	
	1927-1928	29	8.60	41	12.1	12	2	82	52	
East Indian	1926-1927	142	8.61	107	6.52	41	3	108	40	
	1927-1928	102	6.38	154	9.56	45	12	89	53	
Great Indian Peninsula	1926-1927	101	7.92	183	14.4	39	5	93	63	
	1927-1928	77	6.49	161	13.6	35	4	80	46	
Madras and Southern Mahratta	1926-1927	64	17.7	39	12.6	9	4	164	60	
	1927-1928	38	12.3	46	14.8	8	6	91	58	
Nizam's Guaranteed State	1926-1927	8	10.2	10	13.6	1	2	86	49	
	1927-1928	7	9.93	10	14.4	1	1	114	23	
North Western	1926-1927	190	13.3	178	12.4	41	4	140	74	
	1927-1928	128	9.61	190	14.2	34	6	136	63	
South Indian	1926-1927	16	11.3	11	7.75	4	1	140	34	
	1927-1928	15	10.4	10	6.94	4	Nil	143	..	
TOTAL	1926-1927	674	10.5	731	11.4	172	35	120	51	
	1927-1928	507	8.27	757	12.3	166	35	106	55	
3' 3½" GAUGE.										
Assam-Bengal	1926-1927	11	6.92	27	16.2	2	1	140	105	
	1927-1928	13	7.46	26	15.3	2	1	158	85	
Bengal and North-Western	1926-1927	39	11.1	21	5.97	10	3	136	33	
	1927-1928	24	6.86	18	5.14	11	1	74	21	
Bombay, Baroda and Central India	1926-1927	68	13.1	46	6.71	14	3	165	63	
	1927-1928	58	11.1	47	9.02	13	1	148	54	
Burma	1926-1927	23	6.27	19	5.23	8	1	100	41	
	1927-1928	26	6.97	19	5.18	7	1	102	48	
Eastern Bengal	1926-1927	24	10.1	22	9.28	7	1	113	21	
	1927-1928	19	8.33	21	9.20	7	1	85	31	
Jodhpur	1926-1927	11	11.1	7	7.07	3	Nil	72	..	
	1927-1928	13	12.5	7	6.73	3	1	87	62	
Madras and Southern Mahratta	1926-1927	47	13.2	34	9.39	8	6	122	75	
	1927-1928	40	11.5	32	9.19	11	5	94	46	
Nizam's Guaranteed State	1926-1927	7	8.64	14	16.7	1	1	93	49	
	1927-1928	7	8.60	16	19.0	1	Nil	99	..	
Rohilkund and Kumaon	1926-1927	7	10.1	5	6.57	2	1	89	64	
	1927-1928	6	8.33	4	6.00	3	1	62	27	
South Indian	1926-1927	33	8.82	33	8.82	9	Nil	128	..	
	1927-1928	34	9.09	35	9.36	8	Nil	151	..	
TOTAL	1926-1927	270	10.3	228	8.70	64	17	127	60	
	1927-1928	240	9.16	225	8.59	66	12	108	47	
2' 6" AND 2' 0" GAUGES.										
Bengal-Nagpur	1926-1927	15	13.4	14	12.4	3	Nil	160	..	
	1927-1928	9	7.90	12	10.8	3	Nil	132	..	
Bombay, Baroda and Central India	1926-1927	Nil	..	3	11.1	Nil	2	Nil	22	
	1927-1928	1	5.56	2	11.1	1	Nil	36	..	
Eastern Bengal	1926-1927	Nil	..	1	6.90	Nil	Nil	..	..
	1927-1928	1	8.81	1	10.0	Nil	Nil	..	..
Great Indian Peninsula	1926-1927	2	11.1	1	5.56	Nil	Nil	..	..
	1927-1928	1	5.26	3	15.8	Nil	Nil	..	..
Jodhpur	1926-1927	Nil	..	Nil	..	Nil	Nil	..	..
	1927-1928	Nil	..	Nil	..	Nil	Nil	..	..
North Western	1926-1927	17	17.8	7	7.19	3	Nil	126	..	
	1927-1928	11	12.3	10	11.6	3	Nil	131	..	
South Indian	1926-1927	2	13.9	2	14.4	Nil	Nil	..	..
	1927-1928	Nil	..	4	24.0	Nil	Nil	..	..
	1926-1927	1	9.09	1	9.09	Nil	Nil	..	..
	1927-1928	Nil	..	2	18.2	Nil	Nil	..	..
TOTAL	1926-1927	37	13.0	29	10.2	6	2	143	22	
	1927-1928	23	8.21	34	12.1	7	Nil	118	..	
TOTAL CLASS I RAILWAYS	1926-1927	981	10.6	988	10.6	242	54	123	53	
	1927-1928	770	8.53	1,016	11.3	239	47	107	55	

for the years ended 31st March 1927 and 1928.

COACHING STOCK.								GOODS STOCK.				HOT BOXES-AVERAGE NUMBER (MONTHLY).	
Average number under or awaiting repair—daily.								Average number unserviceable daily.					
In Mechanical Workshops.				In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Coaching	Goods.
Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on the line.	Percentage of column 12 to average total No. on the line.	Passenger carriages.	Other Coaching Vehicles.	Percentage of column 15 to average total No. on the line.	Percentage of column 16 to average total No. on the line.	Wagons.	Percentage of column 19 to average No. on the line daily.	Wagons.	Percentage of column 21 to average No. on the line daily.	23	24
11	12	13	14	15	16	17	18	19	20	21	22		
141	25	17.3	10.1	8	1	1.02	0.37	860	3.64	1,024	4.34	•	•
117	19	13.6	7.63	11	2	1.33	0.74	846	3.41	1,052	4.24	8	482
98	37	13.5	12.8	9	4	1.24	1.38	171	1.60	167	1.57	•	•
61	26	8.38	9.06	9	4	1.24	1.39	164	1.06	124	1.25	1	57
79	27	13.5	10.3	3	2	0.52	0.58	328	3.67	140	1.56	•	•
71	15	11.5	5.64	2	2	0.40	0.69	140	1.58	149	1.08	1	79
324	100	13.0	8.67	8	4	0.32	0.36	1,150	2.31	1,368	2.75	•	•
233	63	8.68	5.14	48	11	1.78	0.90	408	0.81	2,615	5.19	15	678
178	67	10.6	7.39	74	57	4.22	6.28	396	1.99	638	3.20	•	•
92	37	5.91	4.44	15	4	0.88	0.48	206	1.06	677	3.51	18	418
106	25	14.6	10.8	8	2	1.12	0.80	401	6.60	212	3.49	•	•
72	19	9.99	7.58	8	3	1.07	1.04	64	1.10	184	3.12	4	67
15	5	13.0	9.49	Nil	Nil	••	••	145	7.64	35	1.83	•	•
32	7	27.2	13.4	Nil	Nil	••	••	142	7.84	18	1.01	1	15
218	37	9.07	6.59	10	3	0.40	0.24	1,118	3.70	538	1.78	•	•
330	134	12.9	9.88	21	11	0.82	0.83	514	1.70	961	3.17	26	433
17	5	8.29	6.58	6	2	2.93	2.63	102	6.83	26	1.74	•	•
18	6	8.49	7.69	5	1	2.36	1.28	46	3.14	22	1.50	2	3
1,176	378	12.1	8.35	126	75	1.29	1.65	4,671	3.06	4,148	2.72	•	•
1,026	326	10.2	7.09	119	38	1.18	0.83	2,530	1.66	5,802	3.81	76	2,232
54	11	11.5	8.50	2	••	0.50	••	264	5.26	30	0.60	•	•
44	10	9.11	7.98	4	••	0.74	••	111	2.21	36	0.72	3	19
104	13	9.14	5.88	9	5	0.79	0.23	352	3.25	111	1.03	•	•
154	19	13.9	8.80	11	1	0.99	0.50	267	2.42	139	1.26	5	44
127	29	8.66	9.16	14	2	0.96	0.67	470	4.30	102	0.93	•	•
101	20	6.80	6.95	14	2	0.96	0.70	161	1.43	92	0.82	5	37
65	9	7.14	3.52	19	3	2.09	1.25	346	3.48	146	1.47	•	•
65	15	6.87	5.17	15	3	1.64	1.05	76	0.72	15	1.41	2	38
70	26	9.71	7.94	8	3	1.15	1.03	300	4.69	232	3.63	•	•
52	16	7.29	4.83	9	4	1.28	1.13	90	1.44	141	2.25	3	17
16	6	8.33	13.0	1	Nil	0.52	••	57	2.40	4	0.17	•	•
15	4	7.01	6.56	1	Nil	0.47	••	23	1.02	6	0.27	1	7
157	17	15.9	10.3	8	1	0.78	0.62	440	6.99	237	3.22	•	•
98	9	10.2	4.90	8	1	0.86	0.70	229	3.13	215	2.93	10	154
13	3	8.56	6.39	4	Nil	2.81	••	29	2.76	22	2.11	•	•
19	4	12.2	9.27	4	Nil	2.66	••	28	2.63	16	1.52	2	1
23	5	9.24	7.44	Nil	Nil	Nil	••	73	3.30	23	1.04	•	•
11	2	4.49	2.58	Nil	Nil	Nil	••	32	1.44	28	1.26	1	11
73	11	6.46	5.64	53	7	4.69	3.59	253	4.24	489	8.20	•	•
50	9	4.35	4.57	59	9	5.13	4.57	307	4.86	425	6.72	6	9
702	130	9.47	7.36	118	21	1.59	1.19	2,584	4.16	1,396	2.25	•	•
609	108	8.17	6.01	125	20	1.68	1.11	1,324	2.09	1,248	1.97	38	937
30	4	8.13	9.91	8	1	2.23	1.43	74	2.12	63	1.79	•	•
16	4	4.33	9.07	7	1	1.83	2.35	64	1.78	76	2.10	Nil	4
1	Nil	1.78	••	3	Nil	5.36	••	2	0.56	8	2.20	•	•
1	Nil	1.78	••	5	Nil	8.93	••	1	0.28	7	1.93	Nil	Nil
4	Nil	5.72	••	1	Nil	1.72	••	1	1.86	1	1.84	•	•
2	Nil	3.22	••	1	Nil	1.11	••	Nil	••	1	1.80	Nil	Nil
Nil	Nil	••	••	2	Nil	4.55	••	Nil	••	1	0.34	•	•
Nil	Nil	••	••	2	Nil	4.55	••	Nil	••	1	0.31	Nil	Nil
Nil	Nil	••	••	Nil	Nil	••	••	Nil	••	Nil	••	•	•
Nil	Nil	••	••	Nil	Nil	••	••	Nil	••	Nil	••	•	•
16	4	6.65	7.68	9	1	3.86	1.95	31	2.91	20	1.95	•	•
19	3	7.72	6.48	8	1	3.34	2.49	30	2.87	26	2.42	2	8
Nil	Nil	••	••	Nil	Nil	••	Nil	Nil	••	Nil	••	•	•
Nil	Nil	••	••	1	Nil	5.33	••	Nil	••	1	0.61	Nil	Nil
Nil	Nil	••	••	4	Nil	11.8	••	Nil	••	5	3.21	•	•
Nil	Nil	••	••	2	Nil	5.88	••	1	0.53	5	3.21	Nil	Nil
51	8	6.24	8.33	27	2	3.30	2.08	108	1.99	98	1.80	•	•
38	7	4.60	6.80	26	2	3.15	1.94	96	1.65	117	2.01	2	9
1,929	516	10.7	8.08	271	98	1.51	1.53	7,363	3.34	5,642	2.56	•	•
1,673	441	9.12	6.78	270	60	1.47	0.92	3,950	1.78	7,167	3.23	116	2,578

*Information not available.

27 (a).—Statement of locoal consumed

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS.)					Total (in terms of coal). †
		Foreign coal.	Indian coal.	Wood.	Oil fuel.		
1	2	3	4	5	6	7	
5' 6" GAUGE.							
Bengal Nagpur	1926-27	Nil	573,997	Nil	Nil	573,997	
	1927-28	Nil	655,159	Nil	Nil	655,159	
Bombay, Baroda and Central India	1926-27	Nil	312,727	5,394	Nil	314,835	
	1927-28	Nil	294,563	4,848	Nil	296,502	
Eastern Bengal	1926-27	Nil	251,172	Nil	Nil	251,172	
	1927-28	Nil	263,496	Nil	Nil	263,496	
East Indian	1926-27	Nil	1,377,688	215	Nil	1,377,774	
	1927-28	Nil	1,411,211	308	Nil	1,411,332	
Great Indian Peninsula	1926-27	Nil	1,030,727	Nil	62,611	1,144,565	
	1927-28	Nil	1,015,105	63	57,613	1,119,699	
Madras and Southern Mahratta	1926-27	Nil	224,744	Nil	35	224,807	
	1927-28	Nil	244,550	Nil	32	244,600	
Nizam's Guaranteed State	1926-27	Nil	54,419	174	Nil	54,489	
	1927-28	Nil	57,995	177	Nil	58,008	
North Western	1926-27	Nil	974,504	1,426	58,104	1,080,718	
	1927-28	Nil	1,021,655	Nil	63,954	1,137,935	
South Indian	1926-27	Nil	76,269	3	14	76,296	
	1927-28	Nil	79,166	8	13	79,193	
TOTAL	1926-27	Nil	4,876,247	7,212	120,764	5,098,703	
	1927-28	Nil	5,042,900	5,399	121,512	5,265,991	
3' 3½" GAUGE.							
Assam Bengal	1926-27	Nil	80,491	Nil	Nil	80,491	
	1927-28	Nil	91,257	40	Nil	91,273	
Bengal and North-Western	1926-27	Nil	175,342	Nil	Nil	175,342	
	1927-28	Nil	185,853	Nil	Nil	185,853	
Bombay, Baroda and Central India	1926-27	Nil	246,149	4,172	Nil	247,818	
	1927-28	Nil	246,047	3,790	Nil	247,563	
Burma	1926-27	Nil	153,842	94,938	Nil	191,317	
	1927-28	Nil	178,293	77,351	Nil	209,233	
Eastern Bengal	1926-27	Nil	130,098	Nil	Nil	130,098	
	1927-28	Nil	128,358	Nil	Nil	128,358	
Jodhpur	1926-27	2,939	41,833	294	Nil	44,890	
	1927-28	Nil	44,604	285	Nil	44,718	
Madras and Southern Mahratta	1926-27	Nil	174,578	Nil	34	174,640	
	1927-28	Nil	181,889	Nil	26	181,937	
Nizam's Guaranteed State	1926-27	Nil	41,026	95	Nil	41,064	
	1927-28	Nil	44,490	105	Nil	44,532	
Rohilkund and Kumaon	1926-27	Nil	38,236	Nil	Nil	38,236	
	1927-28	Nil	35,782	Nil	Nil	35,782	
South Indian	1926-27	Nil	162,324	11	51	162,421	
	1927-28	Nil	168,417	8	44	168,501	
TOTAL	1926-27	2,939	1,243,919	99,510	85	1,286,317	
	1927-28	Nil	1,304,990	81,579	70	1,337,750	
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1926-27	Nil	58,313	Nil	Nil	58,313	
	1927-28	Nil	58,680	Nil	Nil	58,680	
Bombay, Baroda and Central India	1926-27	Nil	5,010	98	Nil	5,049	
	1927-28	Nil	4,021	103	Nil	4,062	
Eastern Bengal	1926-27	Nil	1,657	Nil	Nil	1,657	
	1927-28	Nil	1,868	Nil	Nil	1,868	
Great Indian Peninsula	1926-27	Nil	10,557	Nil	Nil	10,557	
	1927-28	Nil	8,592	Nil	Nil	8,592	
Jodhpur	1926-27	Nil	227	3	Nil	228	
	1927-28	Nil	218	3	Nil	219	
North Western	1926-27	Nil	29,537	Nil	Nil	29,537	
	1927-28	Nil	30,304	Nil	Nil	30,304	
	1926-27	Nil	1,035	3	Nil	1,036	
	1927-28	Nil	741	Nil	Nil	741	
South Indian	1926-27	Nil	2,290	3	Nil	2,291	
	1927-28	Nil	2,370	2	Nil	2,371	
TOTAL	1926-27	Nil	108,626	107	Nil	108,668	
	1927-28	Nil	106,794	108	Nil	106,837	
TOTAL CLASS I RAILWAYS	1926-27	2,939	6,228,792	106,829	120,849	6,494,188	
	1927-28	Nil	6,454,684	87,086	121,582	6,710,578	

† 2½ tons of wood=

0.55 tons of Oil fuel=

† The differences in these totals as compared with those shown in column 12 of statement 27 (b) are explained in footnotes (a) to (d) in statement 27 (b).

on class I Railways during the years 1926-27 and 1927-28.

FUEL CONSUMED FOR ALL OTHER PURPOSES, SUCH AS FOR PUMPING ENGINES, WORKSHOPS, STEAMERS, ETC. (TONS.)					TOTAL FUEL CONSUMED. (TONS.)				
Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal). †	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal). †
8	9	10	11	12	13	14	15	16	17
*	*	*	*	*	*	*	*	*	*
Nil	104,302	Nil	Nil	104,302	Nil	759,461	Nil	Nil	759,461
Nil	31,556	995	Nil	31,954	Nil	326,119	5,943	Nil	328,466
Nil	19,656	Nil	Nil	19,656	Nil	283,152	Nil	Nil	283,152
Nil	71,609	2	Nil	71,610	Nil	1,482,820	305	Nil	1,482,942
Nil	53,796	Nil	126	54,026	Nil	1,068,901	63	57,639	1,173,726
Nil	17,259	Nil	1	17,260	Nil	261,809	Nil	33	261,869
Nil	8,396	5	Nil	8,398	Nil	66,391	182	Nil	66,464
Nil	112,483	2,085	9,398	130,404	Nil	1,134,138	2,085	73,352	1,268,339
Nil	4,707	Nil	Nil	4,707	Nil	83,873	8	13	83,900
Nil	423,764	3,087	9,525	442,317	Nil	5,466,664	8,486	131,037	5,708,308
*	*	*	*	*	*	*	*	*	*
Nil	20,079	Nil	Nil	20,079	Nil	111,336	40	Nil	111,352
Nil	44,896	Nil	Nil	44,896	Nil	230,749	Nil	Nil	230,749
Nil	19,307	433	Nil	19,480	Nil	265,354	4,223	Nil	267,043
Nil	7,859	17,239	Nil	14,755	Nil	186,152	94,590	Nil	223,988
Nil	23,411	Nil	Nil	23,411	Nil	151,769	Nil	Nil	151,769
Nil	9,851	Nil	Nil	9,851	Nil	54,455	285	Nil	54,569
Nil	13,870	Nil	Nil	13,870	Nil	195,759	Nil	26	195,807
Nil	2,491	20	Nil	2,499	Nil	46,981	125	Nil	47,031
Nil	5,237	Nil	Nil	5,237	Nil	41,019	Nil	Nil	41,019
696	21,063	Nil	Nil	21,759	696	189,480	8	44	190,200
696	168,064	17,692	Nil	175,837	696	1,473,054	99,271	70	1,513,587
*	*	*	*	*	*	*	*	*	*
Nil	§	Nil	Nil	Nil	Nil	58,680	Nil	Nil	58,680
Nil	Nil	Nil	Nil	Nil	Nil	4,021	103	Nil	4,062
Nil	Nil	Nil	Nil	Nil	Nil	1,868	Nil	Nil	1,868
Nil	787	Nil	Nil	787	Nil	9,379	Nil	Nil	9,379
Nil	2	Nil	Nil	2	Nil	220	3	Nil	221
Nil	2,249	Nil	Nil	2,249	Nil	32,553	Nil	Nil	32,553
Nil	90	Nil	Nil	90	Nil	831	Nil	Nil	831
Nil	Nil	Nil	Nil	Nil	Nil	2,370	2	Nil	2,371
Nil	3,128	Nil	Nil	3,128	Nil	109,922	108	Nil	109,965
696	594,956	20,779	9,525	621,282	696	7,049,640	107,865	131,107	7,331,860

1 ton of coal.

1 ton of coal.

* Information not available.

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

27-(b).—Statement of Coal Consumption on Class I Railways for the years 1926-27 and 1927-28.

Railways.	Year.	Passenger and Mixed.		Passenger and proportion of Mixed.	Goods.		Goods and proportion of Mixed.	Shunting including siding.		Departmental.	Total tons used on all locomotive services.	REMARKS.
		Total tons consumed.	Lbs. per engine mile.		Total tons consumed.	Lbs. per engine mile.		Total tons consumed.	Lbs. per engine mile.			
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal-Nagpur	1926-27	160,187	72.6	189.7	312,718	100.2	135.8	86,978	56.6	14,862	*	
	1927-28	177,583	75.2	206.0	373,228	102.6	141.2	87,728	55.1	16,620	655,159	
Bombay, Baroda and Central India.	1926-27	166,593	63.4	180.1	91,004	94.6	114.7	37,323	75.7	9,505	*	
	1927-28	166,703	64.8	180.7	85,577	93.9	107.2	35,119	73.3	9,103	296,502	
Eastern Bengal	1926-27	126,691	73.8	206.8	65,540	101.0	114.8	43,539	54.3	13,985	*	
	1927-28	140,296	70.8	199.5	65,722	94.6	108.1	43,990	51.7	13,323	(a) 263,331	
East Indian	1926-27	451,926	65.5	164.0	720,421	103.6	121.7	177,884	55.6	36,887	*	
	1927-28	468,780	64.4	159.6	725,135	104.3	116.4	177,423	57.9	40,474	(c) 1,423,	
Great Indian Peninsula.	1926-27	451,508	76.3	217.4	549,955	131.5	166.4	94,983	77.0	42,174	012*	
	1927-28	426,573	71.2	197.5	557,604	128.8	177.1	91,444	76.0	43,840	1,119,699	
Madras and Southern Mahratta.	1926-27	109,032	60.8	163.4	89,026	96.2	125.5	17,906	44.5	13,163	244,009	
	1927-28	117,452	64.5	168.7	96,088	91.5	127.7	17,906	44.5	13,163	244,009	
Nizam's Guaranteed State.	1926-27	23,686	62.6	190.5	22,847	96.5	138.2	4,691	62.8	3,264	*	
	1927-28	26,735	65.6	197.7	22,714	96.5	135.8	5,973	80.7	2,643	58,066	
North Western	1926-27	491,102	70.5	183.6	396,225	113.2	146.6	137,455	83.2	47,367	*	
	1927-28	518,843	68.4	179.4	433,479	114.3	143.1	124,789	71.5	60,824	1,137,936	
South Indian	1926-27	44,166	57.8	181.6	23,585	77.1	151.1	6,904	49.0	4,268	*	
	1927-28	45,729	55.2	176.2	22,034	73.7	149.4	6,269	51.6	6,742	(d) 80,774	
TOTAL	1926-27	2,014,391	69.2	185.5	2,271,321	109.0	139.4	605,220	63.6	184,971	*	
	1927-28	2,088,704	67.7	180.6	2,381,581	108.7	135.7	590,641	62.0	206,732	5,279,087	
3' 3½" GAUGE.												
Assam-Bengal	1926-27	51,852	46.1	147.1	15,972	55.0	165.6	11,173	43.5	2,026	*	
	1927-28	56,820	47.1	149.0	17,855	56.4	161.9	13,079	44.5	3,138	91,273	
Bengal and North-Western.	1926-27	104,213	43.5	176.2	49,633	65.8	165.4	14,532	24.3	6,964	*	
	1927-28	111,427	44.7	185.8	51,796	65.1	158.7	14,895	24.4	7,735	185,853	
Bombay, Baroda and Central India.	1926-27	126,627	45.4	197.0	90,083	63.7	145.1	20,192	36.0	6,965	*	
	1927-28	130,394	45.2	200.2	90,695	55.4	145.2	19,112	32.6	7,362	247,563	
Burma	1926-27	94,245	46.5	184.6	60,768	56.9	138.9	23,955	32.0	15,105	*	
	1927-28	98,869	46.8	181.4	68,380	59.4	136.4	27,297	31.6	17,642	209,233	
Eastern Bengal	1926-27	61,267	54.0	199.1	33,195	65.1	140.0	26,660	56.2	10,597	*	
	1927-28	63,466	54.3	197.0	34,011	64.9	141.5	23,730	52.4	7,034	(b) 128,241	
Jodhpur	1926-27	27,091	45.0	191.5	11,717	65.0	169.6	2,502	24.9	1,709	*	
	1927-28	27,235	45.1	189.9	12,598	62.8	157.9	2,856	27.6	2,025	44,718	
Madras and Southern Mahratta.	1926-27	77,815	40.3	174.9	78,009	52.8	184.3	10,307	28.3	7,700	*	
	1927-28	80,677	40.9	180.2	80,087	52.3	176.6	11,778	29.0	9,395	181,937	
Nizam's Guaranteed State.	1926-27	24,224	49.9	278.7	11,934	85.5	169.7	3,193	71.5	1,713	*	
	1927-28	27,077	54.4	301.4	12,904	84.6	175.5	3,273	76.3	1,279	44,532	
Rohilkund and Kumaon.	1926-27	26,073	53.4	227.9	2,796	58.5	172.9	4,455	52.1	4,836	*	
	1927-28	25,087	47.2	201.2	3,462	57.0	162.6	2,823	37.4	4,410	35,782	
South Indian	1926-27	95,676	40.5	200.0	43,927	44.9	134.1	10,088	32.8	11,570	*	
	1927-28	101,875	40.5	201.5	44,565	43.5	128.1	10,272	33.4	12,436	(d) 169,148	
TOTAL	1926-27	689,083	45.1	189.7	398,034	65.9	164.4	127,117	36.1	69,185	*	
	1927-28	722,927	45.2	192.1	416,353	56.3	151.9	129,115	34.5	72,456	1,338,290	
2' 6" AND 2' 0" GAUGES.												
Bengal-Nagpur	1926-27	31,460	67.4	377.8	16,154	77.8	340.3	8,900			*	
	1927-28	33,158	64.8	352.6	16,049	77.0	350.5	9,473			58,680	
Bombay, Baroda and Central India.	1926-27	4,760	46.1	380.9	101	48.5	396.1	Nil			4,062	
	1927-28	3,945	40.6	346.8	73	54.6	324.0	Nil			1,868	
Eastern Bengal	1926-27	1,485	29.7	491.7	Nil	Nil	444.2	171			*	
	1927-28	1,645	26.5	464.3	Nil	Nil	418.0	223			1,868	
Great Indian Peninsula.	1926-27	7,844	59.7	381.9	37	73.8	297.4	1,566			*	
	1927-28	7,297	55.3	348.9	62	66.0	284.0	1,233			8,592	
Jodhpur	1926-27	225	27.6	526.8	Nil	Nil	449.0	Nil			219	
	1927-28	213	26.6	477.0	2	24.4	440.4	4			*	
North Western { 2' 6" gauge	1926-27	10,307	49.0	454.5	11,146	65.7	517.3	4,838			30,304	
	1927-28	11,471	52.4	462.2	11,755	64.6	534.5	4,706			741	
{ 2' 0" gauge	1926-27	712	32.2	550.9	79	138.4	561.6	276			*	
	1927-28	498	21.1	312.2	208	279.5	548.5	37			741	
South Indian	1926-27	2,256	30.3	288.8	Nil	Nil	240.0	72			(d) 2,377	
	1927-28	2,285	30.2	282.2	1	58.9	232.9	91			*	
TOTAL	1926-27	59,549	55.3	393.0	27,517	72.4	379.2	15,813			*	
	1927-28	60,512	53.6	371.6	28,148	71.5	384.6	15,767			106,843	

Note (1)—Figures in columns 3, 4, 6 and 7 in respect of 2' 6" and 2' 0" gauge Railways do not include coal consumed on assisting required, and assisting not required and light services.

Note (2)—Coal includes oil fuel and firewood. @ 2½ tons of wood = 1 ton of coal and 0.55 ton of oil fuel = 1 ton of coal.

*Figures not available.

(a) Excludes coal (165 tons) consumed by home line engines working E. I. Railway trains and also by sentinel locomotives.

(b) Excludes coal (117 tons) consumed by sentinel Locomotives.

(c) Includes coal (11,690 tons) consumed by foreign Railways on behalf of E. I. Railway.

(d) Includes coal (5' 6" gauge—1,581 tons, 3' 3½" gauge—647 tons—and 2' 6" gauge 6 tons) on account of adjustments made on stock verification.

28.—Statement of Efficiency of Class I Railways for the years 1926-27 and 1927-28.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles per shunting engine hour.	Wagon miles per engine hour.	Net ton miles per engine hour.	(a)	(b)
					Gross ton miles per engine hour.	Gross ton miles per train engine hour.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	1926-27	413·1	159·3	1,620·6	3,634·6	8,083·4
	1927-28	443·0	158·4	1,605·4	3,618·8	8,993·5
Bombay, Baroda and Central India	1926-27	572·6	206·2	1,730·0	4,008·2	7,653·8
	1927-28	635·1	204·9	1,706·4	4,348·2	8,317·9
Eastern Bengal	1926-27	292·9	138·5	990·6	2,707·7	6,465·4
	1927-28	289·0	135·7	994·5	2,706·6	7,248·6
East Indian	1926-27	585·8	199·2	1,802·2	4,145·4	8,569·8
	1927-28	653·8	209·7	1,892·1	4,429·6	8,851·5
Great Indian Peninsula	1926-27	704·3	185·6	1,548·5	3,970·4	7,122·1
	1927-28	763·6	195·2	1,680·1	4,200·7	7,491·5
Madras and Southern Mahratta	1926-27	547·3	163·5	1,424·4	3,632·1	6,724·8
	1927-28	539·1	174·1	1,536·6	3,906·4	7,236·0
Nizam's Guaranteed State	1926-27	536·5	154·6	1,471·4	3,616·2	6,296·6
	1927-28	591·2	171·5	1,532·2	3,660·3	6,764·1
North Western	1926-27	603·9	189·1	1,633·9	4,170·2	7,444·0
	1927-28	605·8	193·5	1,608·1	4,158·1	8,839·9
South Indian	1926-27	360·6	120·5	934·5	2,531·1	5,589·4
	1927-28	343·0	111·3	881·8	2,458·9	7,284·3
Average for 5' 6" gauge	1926-27	543·2	182·5	1,613·2	3,893·3	7,725·3
	1927-28	580·1	187·5	1,665·2	4,042·2	7,969·5
3' 3½" GAUGE.						
Assam-Bengal	1926-27	370·8	143·3	654·8	1,697·0	2,838·2
	1927-28	350·7	138·2	675·8	1,719·9	3,653·6
Bengal and North-Western	1926-27	385·7	137·7	682·2	1,650·1	3,023·9
	1927-28	385·4	134·1	734·0	1,684·6	3,141·8
Bombay, Baroda and Central India	1926-27	738·9	206·1	981·5	2,264·3	3,689·3
	1927-28	754·9	215·4	964·6	2,337·3	3,857·6
Burma	1926-27	507·6	139·0	811·9	1,982·6	3,630·4
	1927-28	502·9	136·9	837·3	2,011·4	5,076·5
Eastern Bengal	1926-27	371·6	145·3	611·5	1,678·6	3,292·1
	1927-28	372·1	156·1	637·4	1,747·5	4,030·9
Jodhpur	1926-27	583·1	191·3	658·2	1,838·4	3,791·6
	1927-28	620·9	204·0	739·5	2,070·0	3,526·8
Madras and Southern Mahratta	1926-27	668·4	147·3	689·0	1,815·8	2,497·1
	1927-28	647·8	150·2	732·2	1,946·7	2,740·3
Nizam's Guaranteed State	1926-27	684·5	171·2	1,062·6	2,477·4	4,220·4
	1927-28	825·8	180·2	1,049·9	2,443·7	4,206·2
Rohilkund and Kumaon	1926-27	337·6	104·9	602·8	1,679·9	3,183·4
	1927-28	373·8	111·6	627·7	1,722·1	2,973·9
South Indian	1926-27	596·4	143·1	566·4	1,683·9	3,012·0
	1927-28	592·0	142·0	578·4	1,681·8	3,895·7
Average for 3' 3½" gauge	1926-27	516·0	153·6	733·4	1,861·4	3,176·3
	1927-28	517·2	155·1	759·0	1,918·2	3,332·2
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1926-27	235·8	104·9	297·2	1,015·3	1,723·7
	1927-28	202·3	96·1	262·4	920·1	2,145·1
Bombay, Baroda and Central India	1926-27	275·2	52·0	127·1	892·9	1,489·3
	1927-28	257·7	56·9	166·3	957·8	1,527·0
Eastern Bengal	1926-27	116·6	25·6	47·7	188·2	573·0
	1927-28	133·6	27·6	46·5	239·5	703·0
Great Indian Peninsula	1926-27	317·9	99·7	284·1	1,221·7	1,941·4
	1927-28	338·4	112·1	317·5	1,136·1	2,481·1
Jodhpur	1926-27	*	*	*	*	*
	1927-28	*	*	*	*	*
North-Western	1926-27	313·0	71·9	195·5	786·1	835·5
	1927-28	265·5	66·0	164·8	700·8	1,196·1
South Indian	1926-27	567·3	46·1	65·2	436·3	417·4
	1927-28	883·8	68·9	56·7	386·5	446·8
South Indian	1926-27	643·6	128·7	269·3	1,092·1	1,209·8
	1927-28	662·6	126·0	296·6	1,053·0	2,039·4

(a) Including weight of engine and departmental.
 (b) Excluding weight of engine and departmental.
 * Information not available.

**29. STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1927-28. (IN
HUNDREDS).**

29. Statement of Principal Commodities carried by Class I

I.—Fuel for public and foreign Railways.												
Railway.	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	1	2	3	4	5	6	7	8	9	10	11	
5' 6" GAUGE.												
Bengal Nagpur	4,918.1	5,415.5	1,12,69.3	1,059.4	1,111.9	43,05.4	5,977.5	6,527.4	1,55,74.7	6	1.1	14.5
Bombay, Baroda and Central India.	5.1	454.4	25,37.6	..	11.8	4,13.0	5.1	466.2	29,50.6	7.4	7.4	1,38.2
Eastern Bengal	8.7	1,512.8	31,90.5	4	53.7	2,19.3	9.1	1,566.5	34,09.8	7.2	7.3	13.5
East Indian	8,483.6	9,170.9	3,53,22.8	2,816.3	3,285.1	2,07,57.4	11,299.9	12,456.0	5,60,80.2	5	6.8	1,16.0
Great Indian Peninsula	480.7	1,146.8	51,34.3	..	198.2	11,60.7	480.7	1,345.0	62,95.0	12.8	13.0	2,09.3
Madras and Southern Mahratta.	9.0	182.1	11,89.9	12	123.2	10,53.4	10.2	305.3	22,43.3	9.4	10.0	1,78.5
Nizam's Guaranteed State	269.1	270.3	13,39.5	227.0	227.0	7,92.9	496.1	497.3	21,32.4	1	5	15.0
North Western	120.4	1,015.8	35,55.1	11.8	11.8	10.5	132.2	1,027.6	35,65.6	17.4	17.5	5,02.0
South Indian	1	12.1	2,03.8	2	2	6.9	3	12.3	2,10.7	1.0	2.9	1,45.8
Total	14,294.8	19,180.7	6,37,42.8	4,116.3	5,022.9	2,87,19.5	18,411.1	24,203.6	9,24,62.3	56.4	66.5	13,32.8
3' 3½" GAUGE.												
Assam Bengal	52.6	172.8	5,15.6	15.0	15.0	31.2	67.6	187.8	5,46.8	1	2.8	29.3
Bengal and North Western	4.5	326.5	8,93.4	..	..	..	4.5	326.5	8,93.4	..	..	..
Bombay, Baroda and Central India.	1.7	227.4	*	3	106.3	*	2.0	333.7	*	1	1.6	*
Burma	102.6	102.6	10,69.6	14	1.4	9.2	104.0	104.0	10,78.8	19.9	19.9	3,60.8
Eastern Bengal	1.8	284.7	*	..	27.5	*	1.8	312.2	*	..	3	*
Jodhpur	2	12.0	27.4	..	1.1	1.7	2	13.1	29.1	2	9	16.8
Madras and Southern Mahratta.	2.8	25.8	*	..	25.4	*	2.8	51.2	*	1.9	3.6	*
Nizam's Guaranteed State	1	45.7	*	..	..	..	1	45.7	*	1	1.1	*
Rohilkund and Kumaon	1.0	21.6	25.3	..	..	..	1.0	21.6	25.3	..	1	2
South Indian	31.6	47.1	*	5.0	5.0	*	36.6	52.1	*	9.5	9.7	*
Total	198.9	1,266.2	25,31.3	21.7	181.7	42.1	220.6	1,447.9	25,73.4	31.8	40.0	4,07.1
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur	40.1	71.6	*	1.8	2.0	*	41.9	73.6	*	..	3	*
Bombay, Baroda and Central India.	1	5.4	*	..	..	..	1	5.4	*	1	1	*
Eastern Bengal . . . . .	..	1.3	*	..	..	..	..	1.3	*	..	..	..
Great Indian Peninsula	1	20.6	*	..	..	..	1	20.6	*	..	2	*
Jodhpur . . . . .	..	4	†	..	..	..	..	4	†	..	..	..
North Western { 2'6" gauge	16.7	27.0	*	4	4	*	17.1	27.4	*	..	4	*
{ 2'0" gauge	5	5	*	..	..	..	5	5	*	..	..	..
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
Total	57.5	126.8	..	2.2	2.4	..	59.7	129.2	..	1	1.0	..
Total, 1927-28	14,551.2	20,573.7	6,62,74.1	4,140.2	5,207.0	2,87,61.6	18,691.4	25,780.7	9,50,35.7	88.3	107.5	17,39.9
Total, 1926-27	17,423.8	23,910.0	9,03,78.6	†	†	†	†	†	†	87.3	109.0	18,94.4
Increase . . . . .	..	..	..	..	..	..	..	..	..	1.0	..	..
Decrease	2,872.6	3,336.3	2,41,04.5	..	..	..	..	..	..	..	1.5	1,54.5

*Shown under

†Shown under

‡Included under Coal and Coke and patent fuel for the public.

||In these totals consignments passing over two or more

Railways and the earnings therefrom for 1927-28. (In hundreds).

			II.—Heavy merchandise.								
(5) Fire wood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			(3) Gram and pulse.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
139.5	149.6	4,90.8	170.1	183.1	14,71.9	436.3	467.6	50,64.7	91.7	130.3	15,60.3
113.7	144.3	5,86.0	14.7	17.5	97.8	71.3	80.0	14,57.9	59.1	135.3	31,86.2
9.2	37.5	48.0	76.8	137.8	7,83.1	127.5	207.6	14,89.5	21.3	36.6	7,03.7
52.7	88.1	2,01.6	96.8	133.8	6,22.6	185.7	311.3	20,62.9	350.8	424.5	38,06.0
120.3	121.7	2,80.5	6.0	7.3	42.9	70.3	195.9	16,83.1	248.7	420.6	64,01.3
65.1	78.6	4,94.8	32.8	61.9	6,61.6	294.0	335.3	60,87.4	40.4	191.2	27,58.1
51.4	51.5	1,94.8	2.6	2.6	24.7	46.7	57.8	7,91.6	21.4	34.4	4,19.0
355.7	360.8	11,66.0	35.6	38.7	2,00.8	220.6	241.8	26,48.8	293.1	362.7	35,22.9
29.5	37.3	5,25.3	6.5	37.4	12,72.4	27.8	144.6	29,30.2	17.3	49.9	14,32.9
937.1	1,069.4	39,87.8	441.9	620.1	51,77.8	1,480.2	2,041.9	2,42,16.1	143.8	1,785.5	2,37,91.2
2.5	2.5	7.1	68.0	74.1	4,43.7	187.6	220.6	16,33.4	..	..	..
51.4	53.7	1,32.3	63.8	78.6	4,44.6	154.6	204.6	10,39.0	175.3	195.4	12,05.8
53.3	72.3	*	0	1.4	*	3.9	58.3	*	157.6	169.2	*
130.1	130.1	4,22.6	522.2	522.2	24,36.3	761.7	761.7	54,32.3	94.9	94.9	11,78.4
1.5	1.6	*	61.4	75.3	*	31.0	109.2	*	10.5	85.7	*
3.5	4.3	11.3	1	2	9	1.2	12.1	1,17.6	3.8	23.4	1,87.1
76.2	78.6	*	31.7	47.5	*	101.0	168.1	*	23.1	117.4	*
13.5	13.6	*	5	5	*	15.3	23.7	*	10.6	15.5	*
158.2	158.2	3,35.7	22.6	22.6	1,08.0	16.8	16.9	83.3	21.5	26.2	1,15.0
98.3	98.5	*	158.2	161.4	*	213.5	240.1	*	150.2	166.2	*
588.5	613.4	9,09.0	929.1	983.8	34,33.5	1,486.6	1,815.3	83,05.6	647.5	913.9	26,86.3
50.7	50.7	*	7.9	7.9	*	37.9	53.2	*	14.7	20.7	*
17.2	17.6	*	2.1	2.2	*	8	6.0	*	3.9	5.3	*
..	..	..	2	3	*	1	7	*	..	8	*
..	..	..	..	..	..	2	9.0	*	1.0	5.7	*
..	..	..	..	..	..	..	..	..	1	2	†
9	5.7	*	2.6	2.7	*	17.2	21.0	*	15.2	19.6	*
..
6.3	6.3	*	1.0	1.1	*	4	7.5	*	2.8	4.1	*
75.1	90.3	..	13.8	14.2	..	56.6	97.4	..	37.7	56.4	..
1,600.7	1,763.1	48,96.8	1,384.8	1,618.1	86,11.3	3,023.4	3,954.6	3,25,21.7	1,829.0	2,755.8	2,64,77.5
1,442.6	1,595.9	42,71.3	1,491.8	1,737.7	94,87.0	2,620.9	3,433.8	2,90,77.7	1,887.3	2,839.2	2,79,03.6
158.1	167.2	6,25.5	..	..	..	402.5	520.8	34,44.0	..	..	..
..	..	..	107.0	119.6	8,75.7	..	..	..	58.3	83.4	14,26.1

5' 6" gauge.

3' 3½" gauge.

railways are considered as two or more separate consignments.

H62RAR

29.—Statement of Principal Commodities carried by Class I

Railway.	II.—Heavy mer								
	(4) Wheat.			(5) Jowar and Bajra.			(6) Other grains.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	25	26	27	28	29	30	31	32	33
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	35,1	47,8	6,57,9	1,2	1,6	16,6	3,2	4,1	27,2
Bombay, Baroda and Central India	27,8	101,7	25,43,4	20,5	57,6	11,28,7	10,0	40,8	10,72,3
Eastern Bengal . . . . .	..	..	..	..	..	..	9,7	21,2	3,12,3
East Indian	249,8	359,2	44,50,5	20,0	31,5	1,95,4	57,6	93,7	5,86,1
Great Indian Peninsula	170,9	257,9	36,21,3	149,3	207,4	18,64,0	31,3	58,4	5,50,1
Madras and Southern Mahratta	2,8	16,7	4,13,9	9,0	67,6	14,28,8	29,8	79,3	11,12,8
Nizam's Guaranteed State	9	9,0	1,84,8	20,3	40,8	5,99,2	..	..	..
North Western	954,8	973,3	1,27,96,3	61,5	68,7	5,95,9	257,9	307,9	33,19,8
South India	1,1	37	89,1	3,0	44,7	3,90,7	3,6	16,8	2,52,5
Total	1,443,0	||1,769,3	2,47,57,2	284,8	||619,9	62,19,3	412,1	||622,2	72,33,1
3' 3½" GAUGE.									
Assam Bengal . . . . .	..	..	..	..	..	..	..	..	..
Bengal and North Western	117,4	137,3	10,80,0	..	..	..	144,9	163,7	9,56,7
Bombay, Baroda and Central India	107,7	155,9	*	33,2	51,6	*	73,1	88,1	*
Burma	9,0	9,0	1,00,9	9	9	5,5	3,0	3,0	27,2
Eastern Bengal . . . . .	..	..	..	..	..	..	4,7	32,4	*
Jodhpur	5,4	20,0	1,04,4	4,9	9,4	47,8	6,2	36,8	4,19,9
Madras and Southern Mahratta	9,1	28,3	*	56,9	87,0	*	41,2	60,0	*
Nizam's Guaranteed State	9	1,06	*	34,4	34,6	*	..	..	..
Rohilkund and Kumaon	36,8	36,9	1,28,4	3,5	6,5	22,4	30,9	32,2	1,26,9
South Indian	6,2	7,9	*	6,3	18,5	*	9,0	17,1	*
Total	292,5	||405,9	14,13,7	140,1	||208,5	75,7	313,0	||435,3	15,30,7
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1,62	19,9	*	1,4	1,4	*	4	5	*
Bombay, Baroda and Central India	1,4	3,0	*	8	2,0	*	1,5	2,4	*
Eastern Bengal . . . . .	..	..	..	..	..	..	..	2	*
Great Indian Peninsula	7	8,9	*	3,7	7,5	*	3	3,3	*
Jodhpur	1,1	1,1	†	1	1	†	2	2	†
North Western	9,0	15,1	*	3,0	5,3	*	5,5	7,5	*
South Indian	1	1	*	..	..	..	1	1	*
Total	28,6	||483	..	9,3	||16,6	..	11,4	||18,0	..
Total, 1927-28	1,764,1	||2,223,5	2,61,70,9	434,2	||745,0	62,95,0	736,5	||1,075,5	87,63,8
Total, 1926-27	1,764,5	||2,391,1	2,52,70,5	573,1	||1,052,9	93,55,5	587,7	||841,8	62,07,7
Increase . . . . .	..	..	9,00,4	..	..	..	148,8	233,7	25,56,1
Decrease	4	167,6	..	138,9	307,9	30,60,5	..	..	..

* Shown under

† Shown under

||In these totals consignments passing over two or more

Railways and the earnings therefrom for 1927-28. (In hundreds).

chandise—contd.

(7) Marble and Stone.			(8) Salt.			(9) Gur, Jagree, Molasses, etc.			(10) Sugar, refined, and unrefined.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
34	35	36	37	38	39	40	41	42	43	44	45
Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
91,7	102,6	2,76,9	80,5	151,4	17,07,0	6,1	29,9	5,01,5	27,0	31,3	5,44,0
152,1	185,0	1,373,2	189,8	215,0	48,46,4	8,2	58,2	23,49,7	36,7	58,9	25,65,6
30	34,4	1,37,6	44,2	92,2	8,39,1	6,9	21,1	4,72,2	55,7	59,1	7,36,8
518,7	664,8	18,38,5	215,6	314,5	19,22,7	138,2	152,9	12,31,9	145,0	177,9	30,64,7
373,4	482,6	17,04,8	115,2	270,4	33,00,4	44,6	142,7	16,40,8	107,8	136,4	20,37,9
59,4	63,3	5,48,6	68,2	72,2	12,65,8	40,1	54,1	9,04,0	23,1	27,8	5,48,6
79,4	80,0	2,86,3	8	36,9	5,76,1	5	8,2	1,84,3	3	61	1,22,7
874,8	802,4	19,39,9	151,6	169,7	16,87,7	131,3	161,2	15,91,5	186,2	243,4	64,12,9
3	2,6	4,36,8	11,5	42,9	10,75,5	9,4	11,3	4,03,6	2,0	11,6	3,03,4
2,152,8	||2,507,7	85,42,6	877,4	||1,365,2	1,72,20,7	385,3	||639,6	92,59,5	593,8	||752,5	1,63,36,6
..	..	..	51,0	53,0	4,26,5	..	..	..	..	..	..
3,5	10,3	52,4	4,8	169,7	12,06,1	172,4	176,7	14,17,6	105,8	116,3	12,47,4
180,7	264,5	*	306,4	360,0	*	5,3	140,1	*	11,0	140,6	*
599,4	599,4	12,36,5	49,0	49,0	7,08,2	31,3	31,3	3,95,9	22,3	22,3	2,97,8
5,8	9,6	*	1,8	67,0	*	5,6	44,9	*	1,8	32,0	*
90,2	100,7	3,11,0	2,34	24,3	1,03,6	7	13,0	1,14,7	4	11,1	96,9
75,1	85,9	*	16,5	84,7	*	52,5	61,0	*	4,2	25,3	*
4,7	12,6	*	2	21,3	*	4	8,2	*	5	6,8	*
4,3	10,3	20,1	1,1	31,7	1,91,0	43,5	43,9	2,00,2	21,9	28,8	1,35,7
194,2	200,0	*	140,9	144,2	*	31,2	36,2	*	25,7	29,6	*
1,157,9	||1,293,3	16,20,0	595,1	||1,004,9	26,35,4	342,9	||555,3	22,18,4	1,93,6	||412,8	17,77,8
8,3	10,7	*	3,3	25,6	*	1,5	4,6	*	2,0	58	*
1,0	8,1	*	..	2,1	*	2	2,2	*	1	1,0	*
..	1	*	1	1,0	*	..	5	*	..	3	*
1	3,1	*	1	4,4	*	17,9	20,3	*	3	4,5	*
..	3	†	..	1	†	..	4	†	..	2	†
8,1	8,3	*	1,1	2,5	*	9	3,0	*	3	5,2	*
2,3	2,3	*	..	..	..	..	..	..	..	..	..
..	1	*	..	3,5	*	8	8	*	..	1	*
19,8	||33,0	..	4,6	||39,2	..	21,3	||31,8	..	2,7	18,0	..
3,330,5	||3,834,0	1,01,62,6	1,477,1	||2,409,3	1,98,56,1	749,5	||1,226,7	1,14,77,9	790,1	||1,183,3	1,81,14,4
2,987,8	||3,460,6	88,17,3	1,421,7	||2,312,5	1,89,30,3	777,2	||1,261,3	1,19,10,5	766,3	||1,143,9	1,87,77,4
342,7	373,4	13,45,3	55,4	96,8	9,25,8	..	..	..	23,8	39,4	..
..	..	..	..	..	..	27,7	34,6	4,32,6	..	..	6,63,0

5' 6" gauge.

3' 3½" gauge.

railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

II.—Heavy mer

Railway.	(11) Wood, unwrought.			(12) Metallic ores.			(13) Oil seeds.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	46	47	48	49	50	51	52	53	54
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	83,3	92,9	5,84,3	2,294,2	2,493,9	81,82,6	81,0	108,6	13,86,3
Bombay, Baroda and Central India	104,8	157,2	10,75,8	4,8	79,4	6,26,9	109,8	233,1	41,27,8
Eastern Bengal	14,1	44,2	4,97,6	1	3	7	7,9	30,6	3,64,9
East Indian	89,1	143,2	6,67,2	5	2,3	17,5	205,2	435,4	41,18,8
Great Indian Peninsula	124,9	161,9	7,80,8	5,0	200,5	18,93,8	461,1	810,5	1,10,42,8
Madras and Southern Mahratta	15,1	53,2	7,75,9	..	4,1	12,01,3	203,6	479,3	98,31,5
Nizam's Guaranteed State	18,8	20,3	1,87,8	..	..	..	69,6	103,0	17,68,2
North Western	223,7	259,9	11,97,8	1	12,6	1,85,2	300,5	362,3	40,99,6
South Indian	53,6	59,1	911,7	14	1,5	18,9	54,0	108,1	29,72,5
Total	727,4	||991,9	65,79,2	2,306,1	||2,794,6	1,21,26,9	1,492,7	||2,670,9	3,97,12,4
3' 3 1/2" GAUGE.									
Assam Bengal	20,4	24,4	1,57,6	..	..	..	..	..	..
Bengal and North-Western	76,2	82,5	4,47,0	..	..	..	224,3	229,2	13,49,1
Bombay, Baroda and Central India	4,6	88,9	*	..	1	*	140,3	254,3	*
Burma	246,7	246,7	13,57,0	130,6	130,6	13,72,2	23,0	23,0	1,86,7
Eastern Bengal	37,8	52,9	*	..	..	..	35,1	46,9	*
Jodhpur	7	3,3	21,0	..	..	..	19,9	25,6	1,83,0
Madras and Southern Mahratta	34,5	57,5	*	170,6	194,9	*	397,0	436,7	*
Nizam's Guaranteed State	2,9	6,7	*	..	..	..	121,8	123,6	*
Rohilkund and Kumaon	90,3	90,8	3,64,3	..	..	..	18,2	18,8	99,7
South Indian	44,5	58,4	*	5	6	*	197,8	252,7	*
Total	558,6	||711,9	23,46,9	301,7	||326,2	13,72,2	1,177,4	||1,410,8	18,18,5
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	24,9	26,3	*	250,8	250,8	..	22,9	23,8	*
Bombay, Baroda and Central India	7,1	12,6	*	74,6	74,6	*	10,7	13,6	*
Eastern Bengal . . . . .	..	9	*	..	..	..	1	7	*
Great Indian Peninsula	2,0	4,2	*	..	..	..	33,0	33,6	*
Jodhpur . . . . .	..	..	..	..	..	..	3	4	†
North Western	7	1,9	*	12,5	12,5	*	2,2	2,5	*
South Indian	4	6	*	..	..	..	4,0	4,3	*
Total	35,2	||46,6	..	337,9	||337,9	..	73,2	||78,9	..
Total, 1927-28	1,321,2	||1,750,4	89,26,1	2,945,7	||3,458,7	1,34,99,1	2,743,3	||4,160,6	4,15,30,9
Total, 1926-27	1,318,5	||1,713,5	88,86,6	2,463,8	||2,886,2	103,66,3	2,345,3	||3,543,0	342,95,1
Increase	2,7	36,9	39,5	491,9	572,5	31,32,8	398,0	617,6	72,35,8
Decrease . . . . .	..	..	..	..	..	..	..	..	..

* Shown under

† Shown under

||In these totals consignments passing over two or more

Railways and the earnings therefrom for 1927-28. (In hundreds.)

ohandise—concl'd.						III—Light merchandise.					
(14) Cotton, raw, pressed.			(15) Total heavy merchandise.			(1) Cotton, raw unpressed.			(2) Cotton, manufactured.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
55	56	57	58	59	60	61	62	63	64	65	66
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
2	9,5	2,94,9	3,401,6	3854,6	2,22,76,1	9	1,4	17,9	18,8	55,6	14,24,0
91,1	171,2	58,07,7	909,7	1,590,9	3,22,59,4	8,0	10,6	2,70,7	101,2	108,3	61,86,5
..	..	3	367,2	685,1	63,38,0	9	2,0	33,9	21,0	24,1	6,43,3
14,3	27,4	6,53,6	2,287,1	3,272,4	2,52,38,5	4,7	6,5	84,4	81,6	107,8	20,33,5
230,5	391,7	1,54,03,3	2,139,0	3,744,2	5,19,67,3	18,4	21,5	2,20,4	122,6	169,4	53,21,4
15,6	27,4	12,52,9	833,9	1,533,4	2,87,92,0	57	9,5	2,74,0	20,9	55,7	14,73,7
4,2	8,7	13,92,1	265,5	407,8	65,16,8	2,2	2,4	33,8	1,9	18,6	4,05,8
185,9	206,5	82,42,4	3,887,6	4,301,1	4,84,41,4	41,4	45,5	4,40,1	69,6	98,5	34,31,0
13,5	14,4	3,67,0	205,0	548,6	1,27,57,2	6,2	9,8	1,68,9	12,2	19,5	8,00,3
555,3	||856,8	3,34,14,1	||14,296,6	||19,938,1	23,45,86,7	88,4	||109,2	15,53,1	449,8	||657,5	2,26,18,2
..	..	..	327,0	372,1	26,61,2	..	..	..	..	..	..
..	..	..	1,243,0	1,564,3	1,04,45,7	..	..	..	15,7	46,5	9,12,4
70,3	93,7	*	1,094,7	1,886,7	*	11,9	18,0	*	48,5	86,4	*
..	..	..	2,494,0	2,494,0	1,47,34,9	..	..	..	18,5	18,5	4,95,1
..	..	*	195,5	555,9	*	8	1,1	*	4	13,3	*
7,0	20,3	4,98,3	163,9	302,2	2,206,2	8,6	9,2	73,5	6	7,9	1,35,6
42,0	48,2	*	1,055,4	1,502,5	*	12,6	14,8	*	14,2	32,0	*
65,0	65,0	*	257,2	329,1	*	1,3	1,3	*	2,6	5,8	*
3	9	4,8	311,7	366,3	16,89,8	3	4	1,6	1,8	8,7	75,0
19,5	23,1	*	1,197,7	1,356,0	*	9,5	10,1	*	28,8	35,7	*
204,1	||251,2	5,03,1	8,340,1	||10,729,1	3,17,37,8	45,0	||54,9	75,1	131,1	||254,8	16,18,1
2,2	31	*	394,4	454,3	*	3	4	*	29	8,0	*
8,2	8,2	*	112,4	144,2	*	1,6	2,6	*	1	6	*
..	..	..	5	5,5	*	..	..	*	..	3	*
47,6	47,6	*	106,9	152,3	*	6	6	*	4	2,8	*
1,0	1,0	†	2,8	4,0	†	..	6	†	1	2	†
..	1	*	78,3	107,2	*	1	1	*	1	2,6	*
..	..	..	2,6	26	*	..	..	..	..	..	..
..	..	..	13,2	26,4	*	..	..	..	..	3	*
59,0	||60,2	..	711,1	||896,5	..	2,6	||43	..	3,6	||14,8	..
818,4	||1,168,2	3,39,17,2	23,347,8	||31,563,7	†26,63,24,5	136,0	||168,4	16,28,2	584,5	||927,1	2,42,36,2
793,9	||1,138,1	3,11,14,8	21,789,8	||29,755,6	25,04,00,3	138,4	||169,9	17,38,9	600,1	||968,5	2,50,99,9
24,5	30,1	28,02,4	1,558,0	†1,808,1	†1,59,24,2	..	..	..	..	..	..
..	..	..	..	..	..	24	1,5	1,10,7	15,6	41,4	8,63,6

5' 6" gauge.

3' 3½" gauge.

railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	III.—Light								
	(3) Fodder.			(4) Fruits and vegetables, fresh.			(5) Jute, raw.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	67	68	69	70	71	72	73	74	75
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	32,2	40,3	2,70,0	25,5	44,4	7,09,3	8,8	32,2	2,56,7
Bombay, Baroda and Central India	145,6	159,4	11,92,0	29,4	41,9	8,80,5	..	..	..
Eastern Bengal	26,5	46,6	2,29,0	9,9	39,5	4,82,3	426,2	1,024,5	1,47,35,8
East Indian	127,1	150,7	10,30,3	86,4	117,3	13,28,3	33,5	100,1	6,29,5
Great Indian Peninsula	89,2	117,4	11,18,5	84,4	113,7	14,21,6	..	..	..
Madras and Southern Mahratta	18,5	26,7	2,92,7	63,4	98,5	12,95,8	..	..	..
Nizam's Guaranteed State	3,3	4,6	45,6	..	..	..	..	..	..
North Western	80,9	117,9	8,74,6	71,1	91,4	12,38,0	..	..	..
South Indian	8,7	16,1	4,14,4	29,5	45,3	10,71,4	2	3	7,5
Total	532,0	||679,7	54,67,1	399,6	||592,0	84,27,2	468,7	||1,157,1	1,56,29,5
3' 3½" GAUGE.									
Assam Bengal . . . . .	..	..	..	20,8	27,0	1,62,1	185,8	192,4	13,47,2
Bengal and North Western	29,4	31,5	1,42,9	461,2	468,2	7,35,4	..	..	..
Bombay, Baroda and Central India	21,4	26,5	*	44,3	55,4	*	..	..	..
Burma	82,8	82,8	3,67,7	114,1	114,1	1,358,5	..	..	..
Eastern Bengal	12,6	19,5	*	5,5	48,9	*	519,5	582,1	*
Jodhpur	4,4	6,5	27,2	1,3	5,7	0,7	..	..	1
Madras and Southern Mahratta	15,9	21,1	*	36,5	42,5	*	..	..	..
Nizam's Guaranteed State	1,8	1,9	*	..	..	..	..	..	..
Rohilkund and Kumaon	5,0	5,5	22,6	10,1	10,8	79,0	5	5	2,8
South Indian	33,2	38,0	*	77,6	92,9	*	6	6	*
Total	206,5	||233,3	5,60,4	771,4	||865,5	23,75,7	706,4	||775,6	13,50,1
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	2,4	4,0	*	2,2	3,8	*	..	..	..
Bombay, Baroda and Central India	1,4	1,8	*	1,8	2,4	*	..	..	..
Eastern Bengal . . . . .	..	..	*	1	7	*	8,1	8,2	..
Great Indian Peninsula	2	1,4	*	4	9	*	..	..	..
Jodhpur . . . . .	..	1	†	..	..	..	..	..	..
North Western	2,8	5,4	*	14,6	16,3	*	..	..	..
..
South Indian	2,3	2,3	*	8	1,5	*	..	..	..
Total	9,1	||18,0	..	19,9	||25,6	..	8,1	||8,2	..
Total, 1927-28	747,6	||928,0	60,27,5	1,190,9	||1,483,1	1,08,02,9	1,183,2	||1,940,9	1,69,79,6
Total, 1926-27	797,1	||984,1	60,31,5	1,075,4	||1,340,1	91,02,2	1,202,3	||2,034,4	1,77,56,7
Increase . . . . .	..	..	..	115,5	143,0	17,00,7	..	..	..
Decrease	49,5	56,1	4,0	..	..	..	19,1	93,5	7,77,1

* Shown under

† Shown under

||In these totals consignments passing over two or more

‡ Not

Railways and the earnings therefrom for 1927-28 (In hundreds).

merchandise.

(6) Iron and steel, wrought.			Kerosine Oil.								
			(7) Kerosine oil in tins.			(8) Kerosine oil in bulk.			(9) Petrol in tins.		
Originating on Home line whether local or Foreign. 76	Total. 77	Earnings. 78	Originating on Home line whether local or Foreign. 79	Total. 80	Earnings. 81	Originating on Home line whether local or Foreign. 82	Total. 83	Earnings. 84	Originating on Home line whether local or Foreign. 85	Total. 86	Earnings. 87
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
284,1	307,1	16,86,6	35,3	42,8	6,91,4	16,2	18,0	4,57,0	4,3	4,5	1,37,9
114,4	125,4	30,69,1	53,4	53,7	11,95,9	6,0	6,0	1,15,6	6,9	7,0	3,03,1
39,8	168,2	15,91,2	199,8	201,1	10,39,2	52,2	52,2	2,41,4	18,5	19,3	1,57,7
212,0	349,2	43,31,2	7,8	95,0	22,17,6	4	21,3	5,53,4	3,3	4,3	90,2
152,6	189,6	31,92,0	87,2	88,1	19,93,3	24,7	24,8	5,50,7	17,4	18,2	5,07,5
56,3	75,5	14,45,0	52,2	52,7	10,43,7	21,8	21,8	3,79,8	8,0	8,3	3,67,8
2,4	13,9	2,83,6	3	6,8	1,74,0	1	4,4	55,9	3	8	24,4
152,0	188,2	46,64,4	78,2	78,6	26,16,7	15,0	15,1	4,29,3	18,1	18,1	9,02,4
2,3	22,7	6,56,6	5,1	22,4	5,31,4	5,8	8,1	4,30,8	1,2	4,2	3,01,9
1,015,9	1,439,8	2,09,19,7	519,3	641,2	5,03,2	142,2	171,7	32,13,9	78,0	84,7	27,92,9
56,4	71,3	7,22,8	45,2	75,4	8,23,3	1,2	1,6	17,2	4,0	11,0	2,48,1
12,6	31,7	2,90,4	6	1,8	23,4	9,8	56,6	5,19,3	1	1	1,3
8,7	72,1	*	2,0	25,7	*	3,5	4,8	*	2,3	5,1	*
44,3	44,3	5,26,8	42,3	42,3	6,14,0	5	5	6,3	9,0	9,0	3,79,6
5,4	57,6	*	8,1	43,4	*	4	8,8	*	1	2,2	*
1,4	13,1	2,39,8	2	8,2	2,04,3	3	8	22,1	1	1,3	56,1
11,0	41,8	*	31,0	42,0	*	8,9	9,1	*	12	7,9	*
1,6	12,5	*	3	8,9	*	..	2	*	2	5	*
3,7	11,9	63,7	1,7	5,2	26,5	1	2	1,2	3	3	2,7
35,6	43,7	*	44,8	45,6	*	31,5	31,5	*	7,6	9,0	*
180,7	400,0	18,43,5	176,2	298,5	16,91,5	56,2	114,0	5,66,1	24,9	46,4	6,87,6
2,7	9,2	*	2,2	8,4	*	1	2,2	*	7	1,0	*
5	5,4	*	1	2,1	*	..	..	..	..	1	*
..	1,2	*	1	7	*	..	..	..	..	1	*
8	4,9	*	1,4	6,7	*	..	..	..	..	9	*
..	1	†	..	1	†	..	..	..	..	..	..
6	4,6	*	1	2,2	*	..	1	*	2	1,6	*
..
..	4	*	1	1,2	*	..	..	..	..	2	*
4,6	25,8	..	4,0	21,4	..	1	2,3	..	9	3,9	..
1,201,2	1,865,6	2,27,63,2	699,5	961,1	1,31,947	198,5	288,0	37,80,0	103,8	1,35,0	34,80,7
1,016,2	1,605,0	1,96,92,8	†	†	†	†	†	†	†	†	†
185,0	260,6	30,70,4	..	..	..	..	..	..	..	..	..
..

5' 6" gauge.

3' 6" gauge.

railways are considered as two or more separate consignments.

available.

29.—Statement of Principal Commodities carried by Class I

III.—Light

Railway.	Kerosine Oil.						(12) Tobacco.		
	(10) Petrol in bulk.			(11) Total.			Originating on Home line whether local or Foreign. 94	Total. 95	Earnings. 96
	Originating on Home line whether local or Foreign. 88	Total. 89	Earnings. 90	Originating on Home line whether local or Foreign. 91	Total. 92	Earnings. 93			
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.									
Bengal Nagpur	1,8	2,0	64,3	57,6	67,3	13,50,6	10,2	27,4	5,63,0
Bombay, Baroda and Central India	1,0	1,1	51,7	67,3	67,8	16,66,3	26,6	31,6	8,92,0
Eastern Bengal	18,4	18,8	1,46,0	2,88,9	291,4	15,84,3	11,9	33,5	8,74,1
East Indian	2	8,4	4,13,9	11,7	129,0	32,75,1	22,0	45,7	8,02,6
Great Indian Peninsula	6,2	6,6	2,46,4	135,5	137,7	32,97,9	4,6	25,4	6,12,4
Madras and Southern Mahratta	9,2	9,2	2,09,8	91,2	92,0	20,01,1	27,8	42,9	9,29,4
Nizam's Guaranteed State . . . . .	..	1,8	29,4	7	13,8	2,83,7	6	2,9	74,1
North Western	9,8	10,0	5,72,8	121,1	121,8	45,21,2	23,9	32,5	6,88,9
South Indian	1	3,8	2,68,9	12,2	38,5	15,33,0	15,7	20,5	4,17,0
Total	46,7	||61,7	20,03,2	786,2	||959,3	1,95,13,2	143,3	||262,4	58,53,5
3' 3 1/2" GAUGE.									
Assam Bengal	2	7	27,0	50,6	88,7	11,15,6	2,6	9,4	1,28,2
Bengal and North Western	3	2,7	1,41,7	10,8	61,1	6,85,7	39,7	42,7	5,21,1
Bombay, Baroda and Central India	1	1,4	*	7,9	37,0	*	10,2	22,7	*
Burma . . . . .	..	..	..	51,8	51,8	9,99,9	22,6	22,6	2,53,2
Eastern Bengal . . . . .	..	2,7	*	8,6	57,1	*	25,1	42,1	*
Jodhpur . . . . .	..	1	7	6	10,4	2,83,2	5	3,7	56,0
Madras and Southern Mahratta . . . . .	..	..	..	41,1	59,0	*	17,4	21,0	*
Nizam's Guaranteed State . . . . .	..	..	..	5	9,6	*	5	1,8	*
Rohilkund and Kumaon	1	1,4	20,7	2,2	7,1	51,1	3,0	4,1	42,7
South Indian	6,1	6,5	*	90,0	92,6	*	12,3	18,8	*
Total	6,8	||15,5	1,90,1	264,1	||474,4	31,35,5	133,9	||188,9	10,01,3
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . . . .	..	..	..	3,0	11,6	*	1,5	3,9	*
Bombay, Baroda and Central India . . . . .	..	..	..	1	2,2	*	1	2	*
Eastern Bengal . . . . .	..	..	..	1	8	*	..	3	*
Great Indian Peninsula . . . . .	..	1	*	1,4	7,7	*	..	6	*
Jodhpur . . . . .	..	..	..	..	1	†	..	1	†
North Western . . . . .	..	1	*	3	4,0	*	1	1,2	*
South Indian . . . . .	..	..	..	1	1,4	*	1	9	*
Total	..	||2	..	5,0	||27,8	..	1,8	||7,2	..
Total, 1927-28	53,5	||77,4	21,93,3	1,055,3	||1,461,5	2,26,48,7	279,0	||458,5	68,54,7
Total, 1926-27	†	†	†	916,4	||1,316,4	2,03,83,1	262,6	||446,4	65,68,5
Increase	..	..	..	138,9	145,1	22,65,6	16,4	12,1	2,86,2
Decrease	..	..	..	..	..	..	..	..	..

* Shown under

† Shown under

‡ In these totals consignments passing over two or more

† Not

Railways and the earnings therefrom for 1927-28 (In hundreds).

merchandise—concl'd.

merchandise—concl'd.						IV Military Stores.			V Railway materials.		
(13) Provisions.			(14) Total light merchandise.								
Originating on Home line whether local or Foreign. 97	Total. 98	Earnings. 99	Originating on Home line whether local or Foreign. 100	Total. 101	Earnings. 102	Originating on Home line whether local or Foreign. 103	Total. 104	Earnings. 105	Originating on Home line whether local or Foreign. 106	Total. 107	Earnings. 108
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
51.4	73.6	10,57.9	489.5	649.3	73,36.0	8	4.5	74.9	467.9	530.1	23,40.3
49.7	68.5	14,93.2	542.2	613.5	1,56,50.3	2.3	2.7	1,08.4	395.7	435.1	8,60.8
11.9	19.2	3,54.3	837.0	1,649.0	2,05,28.2	9.6	11.8	19.9	470.3	484.5	6,44.4
48.6	67.6	12,92.3	627.6	1,073.9	1,57,06.2	49.5	79.5	6,75.0	10,25.3	10,53.6	30,15.0
74.2	112.6	20,07.6	687.5	887.3	1,72,00.8	42.3	88.2	9,19.3	1,575.2	16,97.8	19,08.3
49.7	90.2	16,50.4	333.5	491.0	93,62.1	4.1	9.3	1,09.8	300.8	371.4	8,66.7
3.3	20.7	3,74.8	14.4	76.9	15,01.1	1.0	7.8	43.1	63.8	67.4	79.3
56.4	61.5	18,61.4	616.4	757.3	1,77,19.6	232.4	272.3	20,69.1	36,18.6	36,33.8	37,80.5
84.5	121.5	28,73.5	171.5	294.2	79,42.6	2	2.1	42.4	127.7	139.6	5,39.3
429.7	||635.4	1,29,65.4	4,313.6	||64,92.4	1,129,46.9	342.2	||478.2	40,61.9	8,045.3	||8,413.3	1,41,53.4
9.8	13.2	1,31.6	326.0	402.0	36,07.5	..	..	..	..	..	..
14.9	19.0	2,37.9	584.3	700.7	35,25.8	3.6	3.6	12.1	27.8	62.7	1,74.5
9.9	42.4	*	162.8	360.5	*	6.6	12.6	*	119.9	183.6	*
36.4	36.4	5,79.1	370.5	370.5	45,80.3	4.6	4.6	34.9	57.0	57.0	1,65.6
9.6	28.2	*	587.5	849.9	*	..	6	*	170.1	178.1	*
2.5	9.5	1,24.9	19.9	66.0	9,81.0	..	2	4.7	103.3	123.3	1,91.6
46.2	64.0	*	194.9	296.2	*	2.7	5.3	*	94.4	119.9	*
6.0	11.5	*	14.3	44.4	*	1	2.9	*	4.3	5.6	*
2.6	4.4	30.6	29.2	53.4	3,69.1	8.5	8.6	38.5	175.9	177.3	4,97.4
105.6	153.7	*	393.2	486.1	*	5	2.0	*	1,029.1	1,044.1	*
243.5	||382.3	11,04.1	2,682.6	||3,620.7	1,30,63.7	26.6	||40.4	90.2	1,781.8	||1,951.6	10,29.1
6.0	9.3	*	21.0	50.2	*	4	4	*	33.0	38.4	*
2.2	3.1	*	7.8	18.3	*	..	..	..	4	2.3	*
..	2	*	8.3	11.7	*	..	..	..	5.2	5.2	*
2	2.1	*	4.0	21.0	*	..	..	..	..	1	*
..	1	†	1	1.3	†	..	..	..	2.1	2.1	†
7	1.9	*	19.3	36.1	*	9.8	28.3	*	33.0	44.3	*
..	..	..	..	..	..	1.7	1.7	*	4.9	4.9	*
6.8	7.5	*	10.1	14.3	*	..	..	..	5	6	*
15.9	||24.2	..	70.6	||152.9	..	11.9	||30.4	..	79.1	||97.9	..
639.1	||1,041.9	1,40,69.5	7,066.8	||10,275.0	12,60,10.6	380.7	||549.0	41,62.1	9,906.2	||10,462.6	1,51,52.5
630.9	||952.2	1,30,48.0	6,639.4	||9,317.0	11,94,21.6	382.2	||524.0	37,45.4	8,394.7	||8,809.5	1,20,48.4
58.2	89.7	10,21.5	427.4	458.0	65,89.0	..	25.0	4,06.7	1,601.5	1,653.3	31,34.1
..	..	..	..	..	..	1.5	..	..	..	..	..

5' 6" gauge,
3' 3 1/2" gauge,
railways are considered as two or more separate consignments.
available.

29.—Statement of Principal Commodities carried by Class I

Railway.	VI—Other Commodities.			Total (Total of items I, II (15), III (14), IV, V and VI.)			VII—Live—Stock.		
	Originating on Home line whether local or Foreign. 109	Total. 110	Earnings. 111	Originating on Home line whether local or Foreign. 112	Total. 113	Earnings. 114	Originating on Home line whether local or Foreign. 115	Total. 116	Earnings. 117
5' 6" GAUGE.									
Bengal Nagpur	1,475.3	1,731.0	1,11,52.3	11,952.7	13,447.6	5,92,68.6	11.4	12.0	1,53.4
Bombay, Baroda and Central India	595.2	741.9	1,32,84.9	2,571.3	4,002.0	6,58,38.6	22.3	36.2	21,11.1
Eastern Bengal	371.5	602.4	48,46.2	2,081.1	5,044.1	3,58,48.0	3.2	4.4	2,64.0
East Indian	1,440.3	2,081.4	2,09,03.8	16,782.9	20,111.7	12,19,36.3	25.3	37.5	14,62.8
Great Indian Peninsula	1,307.1	1,560.1	1,66,05.9	6,358.9	9,457.3	9,54,76.3	21.4	22.8	5,06.2
Madras and Southern Mahratta	456.5	730.7	1,07,38.3	2,013.5	3,529.7	5,28,05.5	7.7	7.9	3,04.8
Nizam's Guaranteed State	66.1	135.0	16,94.0	958.4	1,244.2	1,21,76.4	1	2	27.4
North Western	1,292.7	1,640.9	1,87,12.0	10,153.0	12,011.3	9,59,56.2	32.3	33.0	6,35.9
South Indian	162.2	262.2	51,86.3	697.4	1,299.2	2,73,49.6	2.4	2.5	2,20.2
Total	7,166.9	||9,485.6	10,31,23.7	53,569.2	||70,147.1	56,66,55.5	126.1	||156.5	56,85.8
3' 3½" GAUGE.									
Assam Bengal	371.6	498.3	44,92.6	1,094.8	1,465.5	1,13,44.5	1.9	3.1	31.9
Bengal and North Western	281.2	406.3	31,47.5	2,195.8	3,117.8	1,83,31.3	21.2	22.5	3,53.4
Bombay, Baroda and Central India	218.7	431.6	*	1,658.1	3,282.6	*	29.3	31.5	*
Burma	702.6	702.6	73,53.7	3,882.7	3,882.7	2,87,31.6	21.8	21.8	6,76.0
Eastern Bengal	58.8	219.1	*	1,015.2	2,117.7	*	1.5	15.7	*
Jodhpur	42.3	96.4	9,87.5	333.3	606.4	44,28.2	1.5	1.6	15.8
Madras and Southern Mahratta	257.3	385.0	*	1,685.6	2,442.3	*	5.5	5.8	*
Nizam's Guaranteed State	37.3	55.6	*	326.9	498.0	*	1.2	1.2	*
Rohilkund and Kumaon	86.6	107.6	4,90.1	771.1	893.1	34,46.1	5	7	8.9
South Indian	305.0	387.3	*	3,069.9	3,435.8	*	5.8	6.3	*
Total	2,361.4	||3,289.8	1,64,71.4	16,033.4	||21,741.9	6,62,81.7	90.2	||110.2	10,86.0
2' 6" and 2' 0" GAUGES.									
Bengal Nagpur	83.6	110.5	*	625.0	778.4	*	1	1	*
Bombay, Baroda and Central India	11.7	19.2	*	149.7	207.1	*	1	2	*
Eastern Bengal	2.4	3.8	*	16.4	27.5	*	..	..	*
Great Indian Peninsula	6.5	24.2	*	117.5	218.4	*	..	..	..
Jodhpur	4	6	†	5.4	8.4	†	..	..	..
North Western	50.1	77.8	*	208.5	327.2	*	2	3	..
South Indian	2.7	6.1	*	32.8	53.7	*	..	..	..
Total	157.8	||242.6	..	1,165.4	||1,630.8	..	4	||6	..
Total, 1927-28	9,686.1	||13,018.0	11,95,95.1	70,768.0	||93,519.8	63,29,37.2	216.7	||267.3	67,71.8
Total, 1926-27	9,654.3	||13,191.6	11,44,11.3	65,724.1	||87,712.6	59,65,71.3	219.4	||275.0	68,80.0
Increase	31.8	..	51,83.8	5,043.9	5,807.2	3,63,65.9	..	..	..
Decrease . . . . .	.	173.6	..	..	..	..	2.7	7.7	1,08.2

* Shown under

† Shown under

||In these totals consignments passing over two or more

† Not

Railways and the earnings therefrom for 1927-28 (In hundreds).

VIII.—Materials and Stores on Revenue Account.											
(1) Fuel.			(2) General Stores and materials.			(3) Total.			Grand total.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
118	119	120	121	122	123	124	125	126	127	128	129
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
786,6	789,0	23,91,3	431,8	447,3	3,94,4	1,218,4	1,236,3	27,85,7	13,182,5	14,695,9	6,22,07,7
24,2	321,9	13,48,2	405,2	409,1	8,03,6	429,4	731,0	21,50,8	3,023,0	4,769,2	7,01,00,8
6,2	308,6	9,12,4	566,2	678,1	9,58,7	572,4	986,7	18,71,1	2,656,7	6,035,2	3,79,83,1
1,723,3	1,723,3	63,01,2	1,364,4	1,364,4	16,82,6	3,092,7	3,092,7	79,83,8	19,900,9	23,241,9	18,13,82,9
188,4	1,142,3	52,29,4	1,771,4	1,771,4	6,74,6	1,959,8	2,913,7	59,04,0	8,340,1	12,303,8	10,18,86,5
133,9	367,6	9,77,9	320,2	323,1	7,06,8	454,1	690,7	16,84,7	2,475,3	4,228,3	5,47,95,0
120,1	119,7	2,82,2	36,8	4,21	40,2	156,9	161,8	3,22,4	1,115,4	1,406,2	1,25,26,2
192,2	1,291,3	46,46,5	2,117,5	2,202,4	26,84,2	2,309,7	3,553,7	73,30,7	12,405,0	15,598,0	10,39,22,8
96,7	140,3	4,02,6	300,8	308,0	3,04,5	397,5	448,3	7,07,1	1,097,3	1,750,0	2,82,76,9
3,276,6	6,209,0	2,24,91,7	7,314,3	7,605,9	82,48,6	10,590,9	13,814,9	3,07,40,3	64,286,2	84,118,5	60,30,81,6
63,0	86,0	1,51,3	79,9	88,6	98,3	142,9	174,6	2,49,6	1,239,6	1,643,2	1,16,26,0
43,8	262,9	5,43,3	163,7	163,7	1,62,8	207,5	426,6	7,06,1	2,424,5	3,566,9	1,93,90,8
12,2	233,0	*	299,1	306,3	*	311,3	539,3	*	1,998,7	3,853,4	*
345,2	345,2	5,91,4	1,243,8	1,243,8	11,75,8	1,589,0	1,589,0	17,67,2	5,493,5	5,493,5	3,11,74,8
22,4	143,7	*	205,6	236,4	*	228,0	380,1	*	1,244,7	2,513,5	*
1,1	54,2	1,26,4	82,6	88,3	49,5	83,7	142,5	1,75,9	418,5	750,5	46,19,9
1,48,0	148,2	*	277,4	283,3	*	425,4	436,5	*	2,116,5	2,884,6	*
2,2	30,2	*	77,1	78,0	*	79,3	108,2	*	407,4	607,4	*
40,1	40,1	16,8	97,1	97,1	53,9	137,2	137,2	70,7	908,8	1,031,0	35,25,7
215,8	219,9	*	604,5	615,9	*	820,3	835,8	*	3,896,0	4,277,9	*
893,8	1,563,4	14,29,2	3,130,8	3,206,4	15,40,3	4,024,6	4,769,8	29,69,5	20,148,2	26,621,9	7,03,37,2
50,6	53,3	*	88,0	89,5	*	138,6	142,8	*	763,7	921,3	*
..	1,6	*	1,8	2,7	*	1,8	4,3	*	151,6	211,6	*
..	..	..	2,9	3,2	*	2,9	3,2	*	19,3	30,7	*
..	..	..	33,6	3,36	*	33,6	33,6	*	151,1	252,0	*
..	..	..	1	1	†	1	1	†	5,5	8,5	†
11,8	12,3	*	28,2	3,91	*	40,0	51,4	*	248,7	378,9	*
3	3	*	4	4	*	7	7	*	10,8	10,8	*
..	2,1	*	4,9	5,2	*	4,9	7,3	*	37,7	61,0	*
62,7	69,6	..	159,9	173,8	..	222,6	243,4	..	1,388,4	1,874,8	..
4,233,1	7,842,0	2,39,20,9	10,605,0	10,986,1	97,88,9	14,838,1	18,828,1	3,37,09,8	85,822,8	112,615,2	67,34,18,8
†	†	†	†	†	†	16,132,6	19,696,9	2,39,62,3	82,076,1	107,684,5	63,24,13,6
..	..	..	..	..	..	..	..	47,47,5	3,746,7	4,930,7	4,10,05,2
..	..	..	..	..	..	1,294,5	868,8	..	..	..	..

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

30.—Analysis of operating expenses of

TABLE A.—MAINTENANCE OF STRUCTURAL							
Railway.	GENERAL ADMINISTRATION.—(A. I.)					TRACK (RUNNING LINES)	
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	As.		Rs.	Rs.
5' 6" GAUGE.							
Bengal Nagpur	19,04,662	865·2	601·5	2·54	3·67	31,53,393	1,432·4
Bombay, Baroda and Central India	12,00,185	906·9	576·5	2·51	2·78	17,69,576	1,337·1
Eastern Bengal	9,96,718	1,309·2	658·0	2·59	3·22	18,18,055	2,388·0
East Indian	37,03,581	927·2	557·1	1·91	3·06	49,94,085	1,250·2
Great Indian Peninsula	30,69,775	886·5	561·4	2·05	3·02	28,75,764	830·5
Madras and Southern Mahratta	8,11,993	756·3	593·0	2·10	2·74	10,32,535	961·8
Nizam's Guaranteed State	2,10,405	449·4	335·8	2·38	4·89	3,92,237	837·8
North Western	35,22,820	595·0	407·8	2·25	2·84	94,76,124	1,600·4
South Indian	3,25,140	660·9	554·9	2·05	2·80	5,39,710	1,097·1
3' 3½" GAUGE.							
Assam-Bengal	5,65,078	519·4	433·6	2·82	4·81	8,67,043	797·0
Bengal and North-Western	5,86,060	282·2	228·9	1·28	4·02	*21,53,094	*1,036·8
Bombay, Baroda and Central India	10,49,582	428·9	361·1	1·69	3·19	15,81,927	646·4
Burma	12,61,280	660·9	479·3	2·43	4·35	*34,23,017	*1,793·6
Eastern Bengal	5,52,316	595·9	451·8	2·28	3·50	11,66,326	1,253·5
Jodhpur	1,52,602	181·3	155·3	1·39	2·07	4,35,771	517·8
Madras and Southern Mahratta	6,64,482	335·7	298·4	1·38	2·89	15,02,162	758·9
Nizam's Guaranteed State	2,17,816	374·9	322·5	2·50	5·56	3,61,309	621·9
Rohilkund and Kumaon	1,34,476	235·6	197·8	1·57	3·77	2,73,346	478·9
South Indian	9,15,346	619·6	514·8	1·75	3·52	8,72,275	590·5
2' 6" AND 2' 0" GAUGES.							
Bengal Nagpur	2,17,832	243·7	220·0	2·17	5·01	5,24,473	586·7
Bombay, Baroda and Central India	28,886	168·0	148·1	2·43	4·34	1,38,655	806·2
Eastern Bengal	7,078	136·9	126·1	0·75	3·42	30,795	595·5
Jodhpur	694	27·5	26·7	0·58	2·84	5,950	235·6
North Western	2,13,260	427·6	360·9	3·62	3·74	5,12,213	1,027·1
South Indian	8,213	195·5	181·3	2·49	2·95	27,969	665·9
South Indian	28,779	291·6	272·5	2·76	6·77	61,748	625·7

* Including Replacement

Class I Railways for the year 1927-28.

WORKS.												
SIDINGS AND YARDS.— [A-II. 1 (a)]			BRIDGES AND TUNNELS AND CONSERVANCY OF RIVERS—[A-II. 1 (b) AND A-II. 3].					OTHER STRUCTURAL WORKS.—[A-II. 1. (c) to (g)].				
Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line main- tained.	Per mile of track including sidings.	Per train mile.	Percent- age of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
9	10	11	12	13	14	15	16	17	18	19	20	21
Rs.	As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
995·9	4·21	6·08	2,22,668	101·1	70·3	0·29	0·43	15,69,817	713·1	495·8	2·09	3·02
850·0	3·70	4·09	2,67,042	201·8	128·3	0·55	0·62	8,42,617	636·7	404·7	1·76	1·97
1,200·3	4·73	5·88	3,07,427	403·8	202·9	0·80	1·00	15,67,617	2,059·1	1,034·9	4·08	5·06
751·3	2·58	4·13	5,74,421	143·8	86·4	0·30	0·48	41,14,973	1,030·1	619·0	2·12	3·40
526·0	1·92	2·83	3,37,430	97·5	61·7	0·22	0·33	33,09,720	955·8	605·3	2·21	3·25
754·0	2·67	3·48	1,30,766	121·8	95·5	0·34	0·44	8,45,209	787·3	617·3	2·19	2·85
719·2	4·44	9·11	8,729	18·6	16·0	0·10	0·20	1,19,139	254·5	218·4	1·35	2·77
1,096·9	6·05	7·65	9,46,822	159·9	109·6	0·60	0·77	48,25,405	815·0	558·6	3·09	3·89
921·2	3·41	4·64	33,874	68·9	57·8	0·21	0·29	1,51,785	308·5	259·1	0·96	1·31
665·3	4·32	7·39	98,140	90·2	75·3	0·49	0·83	3,74,511	344·3	287·4	1·67	3·19
*841·1	*4·72	*14·8	*5,77,883	*278·3	*225·7	*1·27	*3·97	*5,22,453	*251·6	*204·1	*1·15	*3·59
544·3	2·54	4·81	2,14,974	87·9	73·9	0·35	0·65	7,48,967	306·1	257·7	1·20	2·26
*1,300·7	*6·59	*11·8	*9,90,974	*519·3	*376·6	*1·92	*3·42	*14,80,419	*775·7	*562·5	*2·85	*5·11
954·0	4·82	7·39	2,02,883	218·9	165·9	0·84	1·28	8,33,096	898·9	681·4	3·44	5·28
443·5	3·96	5·91	17,962	21·4	18·3	0·16	0·24	1,25,144	148·7	127·4	1·14	1·70
674·5	3·12	6·55	98,811	49·9	44·4	0·20	0·43	4,53,936	229·3	203·8	0·94	1·08
535·0	4·16	9·21	10,402	17·9	15·4	0·12	0·26	87,371	150·4	129·4	1·01	2·23
402·0	3·15	7·67	23,630	41·4	34·8	0·27	0·66	1,06,010	185·7	155·9	1·22	2·99
490·6	1·66	3·36	61,203	41·4	34·4	0·12	0·24	4,80,244	325·1	270·1	0·91	1·83
529·6	5·21	12·1	30,783	34·4	31·1	0·31	0·71	1,12,566	125·9	113·7	1·12	2·59
711·1	11·7	20·8	10,957	63·7	56·2	0·92	1·64	9,648	56·1	49·5	0·81	1·45
548·7	3·26	14·9	263	5·09	4·69	0·03	0·13	8,337	161·2	148·5	0·88	4·02
228·7	4·97	24·3	211	8·36	8·11	0·16	0·86	317	12·6	12·2	0·26	1·30
86·9	8·70	8·99	92,148	184·8	155·9	1·57	1·62	1,60,342	321·5	271·3	2·72	2·81
617·4	8·49	10·0	4,372	104·1	96·5	1·33	1·57	2,469	58·8	54·5	0·75	0·88
584·8	5·92	14·5	868	8·79	8·22	0·08	0·20	10,974	111·2	103·9	1·05	2·58

and Renewals.

30. Analysis of operating expenses of

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL									
	EQUIPMENT.—(A. II-2)					TOTAL ORDINARY REPAIRS AND MAINTENANCE—A. II				
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Per centage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
22	23	24	25	26	27	28	29	30	31	
5' 6" GAUGE.										
Bengal Nagpur	Rs. 90,856	Rs. 41·3	Rs. 28·7	As. 0·12	0·18	Rs. 55,43,445	Rs. 2,518·1	Rs. 1,750·7	As. 7·39	10·7
Bombay, Baroda and Central India	52,690	39·8	25·3	0·11	0·11	31,40,258	2,372·8	1,508·3	6·56	7·26
Eastern Bengal	90,964	119·5	60·0	0·24	0·29	34,72,628	4,561·3	2,292·6	9·04	11·2
East Indian	3,13,922	78·6	47·2	0·16	0·26	1,09,43,157	2,739·5	1,646·2	5·65	9·05
Great Indian Peninsula	3,72,167	107·5	68·1	0·25	0·37	78,85,946	2,277·4	1,442·3	5·27	7·75
Madras and Southern Mahratta	98,022	91·3	71·6	0·25	0·33	23,10,772	2,152·4	1,687·6	5·98	7·78
Nizam's Guaranteed State	14,659	31·3	26·9	0·17	0·34	5,50,923	1,176·8	1,010·1	6·24	12·8
North Western	3,42,479	57·9	39·6	0·22	0·28	1,17,45,727	1,983·7	1,359·7	7·60	9·48
South Indian	16,819	34·2	28·7	0·11	0·14	7,98,423	1,623·0	1,362·7	5·05	6·87
3' 3½" GAUGE.										
Assam-Bengal	33,845	31·1	26·0	0·17	0·29	14,55,950	1,338·3	1,117·2	7·26	12·4
Bengal and North-Western	44,994	21·7	17·6	0·10	0·31	25,11,950*	*1,209·6	*981·2	*5·51	*17·2
Bombay, Baroda and Central India	50,532	20·6	17·4	0·08	0·16	27,27,402	1,114·5	938·4	4·38	8·29
Burma	69,019	36·2	26·2	0·13	0·24	39,85,594	2,088·4	1,514·4	7·68	13·7
Eastern Bengal	67,931	73·3	55·6	0·28	0·43	24,79,654	2,675·6	2,028·3	10·2	15·7
Jodhpur	43,178	51·3	43·9	0·39	0·59	6,84,344	813·2	696·5	6·22	9·29
Madras and Southern Mahratta	46,433	23·5	20·8	0·10	0·20	24,08,561	1,216·8	1,081·5	4·99	10·5
Nizam's Guaranteed State	19,518	33·6	28·9	0·22	0·50	4,89,362	842·3	724·6	5·63	12·5
Rohilkund and Kumaon	5,494	9·62	8·08	0·06	0·15	4,96,847	870·5	730·7	5·72	13·9
South Indian	34,178	23·1	19·2	0·07	0·13	15,69,392	1,062·4	882·7	2·99	6·03
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	18,960	21·2	19·1	0·19	0·44	7,42,713	830·9	750·0	7·38	17·1
Bombay, Baroda and Central India	1,224	7·12	6·28	0·10	0·19	1,69,463	985·3	869·1	14·3	25·4
Eastern Bengal	344	6·65	6·13	0·03	0·17	42,106	814·3	750·2	4·45	20·3
Jodhpur	55	2·18	2·11	0·04	0·22	6,661	263·8	256·0	5·56	27·2
North Western	19,007	38·1	32·2	0·32	0·34	8,06,210	1,616·6	1,364·4	13·7	14·2
South Indian	792	18·8	17·5	0·23	0·28	30,123	717·2	665·0	9·14	10·8
South Indian	1,508	15·3	14·3	0·14	0·36	78,593	796·4	744·3	7·54	18·5

*Includes Replacement and renewal.

Class I Railways for the year 1927-28—contd.

WORKS—contd.

TOTAL REPLACEMENT AND RENEWAL (A. IV.)					TOTAL MAINTENANCE OF STRUCTURAL WORKS—LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT A.)				
Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
49,47,927	2,247·6	1,562·6	6·60	9·53	1,18,84,200	5,398·5	3,753·2	15·8	22·9
51,41,427	3,884·8	2,469·5	10·7	11·9	94,81,870	7,164·5	4,554·3	19·8	21·9
26,36,065	3,462·4	1,740·3	6·88	8·52	71,05,411	9,332·9	4,690·9	18·5	23·0
1,01,75,000	2,547·2	1,530·6	5·26	8·41	2,48,21,738	6,214·0	3,733·9	12·8	20·5
81,44,288	2,352·0	1,489·5	5·44	8·01	1,91,00,009	5,516·0	3,493·3	12·8	18·8
54,52,293	5,078·7	3,931·9	14·1	18·4	85,75,058	7,987·4	6,282·5	22·2	28·9
—43,273	—92·4	—79·3	—0·49	—1·01	7,18,055	1,533·8	1,316·5	8·13	16·7
1,34,83,757	2,277·3	1,560·8	8·61	10·9	2,87,52,304	4,856·0	3,328·3	18·4	23·2
26,49,463	5,385·7	4,522·0	16·7	22·8	37,73,026	7,669·7	6,439·7	23·8	32·4
5,64,825	519·2	433·4	2·82	4·81	25,68,994	2,361·4	1,971·3	12·8	21·9
*	*	*	*	*	30,98,010	1,491·9	1,210·2	6·79	21·8
33,90,397	1,385·4	1,166·6	5·44	10·3	71,67,351	2,928·8	2,466·1	11·5	21·8
†26,41,800	†1,384·2	†1,003·8	†5·09	†9·12	78,88,874	4,133·5	2,997·5	15·2	27·2
15,01,109	1,619·7	1,227·8	6·20	9·50	45,33,079	4,891·2	3,707·9	18·7	23·7
18,00,564	2,139·5	1,832·5	16·4	24·4	26,12,846	3,104·7	2,659·2	23·7	35·5
26,59,949	1,343·8	1,194·3	5·51	11·6	57,32,992	2,896·3	2,574·2	11·9	25·0
53,947	92·8	79·9	0·62	1·38	7,61,125	1,310·0	1,127·1	8·75	19·4
2,66,629	467·1	392·1	3·07	7·48	8,97,952	1,573·2	1,320·6	10·4	25·2
43,76,605	2,962·7	2,461·6	8·35	16·8	68,61,343	4,644·8	3,859·1	13·1	26·4
1,78,395	199·6	180·1	1·77	4·10	11,32,989	1,267·5	1,144·1	11·3	26·1
60,209	350·1	308·8	5·08	9·03	2,58,558	1,503·4	1,326·0	21·8	38·8
19,960	386·0	355·6	2·11	9·63	69,144	1,337·2	1,231·9	7·31	33·4
1,096	43·4	42·1	0·92	4·48	8,078	319·9	310·4	6·75	33·0
9,70,247	194·6	1,641·9	16·5	17·0	19,89,717	2,238·8	3,367·2	33·8	34·9
71,433	1,700·8	1,576·9	21·7	25·7	1,09,789	2,613·5	2,423·2	23·8	39·4
30,132	305·3	285·4	2·89	7·09	1,37,504	1,393·4	1,302·2	13·2	32·3

* Included in the respective heads

† Included also under the respective heads.

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY						
	GENERAL ADMINISTRATION—(B. I.)					LOCOMOTIVES—(a)	
	Total amount.	Per engine mile.	Per 1,000 gross ton. miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.
42	43	44	45	46	47	48	
5' 6" GAUGE.	Rs.	Rs.	Rs.	As.		Rs.	Rs.
Bengal Nagpur	12,28,391	0·07	0·15	1·64	2·37	13,05,220	0·07
Bombay, Baroda and Central India	7,29,789	0·08	0·18	1·53	1·69	11,81,510	0·12
Eastern Bengal	6,44,756	0·08	0·21	1·68	2·08	5,79,226	0·07
East Indian	29,07,547	0·07	0·14	1·50	2·41	27,99,579	0·07
Great Indian Peninsula	18,63,883	0·07	0·15	1·33	1·83	26,48,594	0·10
Madras and Southern Mahratta	5,78,435	0·08	0·17	1·50	1·95	5,54,175	0·07
Nizam's Guaranteed State	1,20,187	0·07	0·17	1·36	2·79	1,09,495	0·06
North Western	19,20,917	0·06	0·14	1·23	1·55	39,89,397	0·12
South Indian	1,63,411	0·05	0·17	1·04	1·41	2,18,250	0·07
3' 3½" GAUGE.							
Assam Bengal	2,94,703	0·07	0·27	1·44	2·51	3,26,489	0·08
Bengal and North-Western	2,84,659	0·03	0·13	0·62	1·96	..	..
Bombay, Baroda and Central India	9,61,166	0·08	0·32	1·54	2·92	10,56,364	0·09
Burma	7,36,818	0·07	0·28	1·42	2·54	..	..
Eastern Bengal	3,45,809	0·07	0·26	1·43	2·19	2,58,300	0·05
Jodhpur	1,24,287	0·06	0·23	1·13	1·69	1,46,000	0·07
Madras and Southern Mahratta	4,97,142	0·05	0·24	1·03	2·17	4,84,633	0·04
Nizam's Guaranteed State	1,22,553	0·07	0·32	1·41	3·13	1,31,057	0·08
Rohilkund and Kumaon	94,325	0·06	0·24	1·09	2·64	2,44,099	0·14
South Indian	4,95,194	0·05	0·24	0·94	1·90	6,86,007	0·07
2' 6" AND 2' 0" GAUGES.							
Bengal Nagpur	1,01,693	0·05	0·31	1·01	2·34	1,13,136	0·05
Bombay, Baroda and Central India	11,022	0·05	0·41	0·93	1·65	17,858	0·08
Eastern Bengal	2,910	0·02	0·34	0·31	1·41	5,361	0·03
Jodhpur	9	..	..	0·01	0·04	830	0·05
North Western	1,02,331	0·09	0·84	1·74	1·80	2,28,217	0·19
South Indian	6,546	0·11	1·45	1·98	2·35	23,627	0·38
South Indian	13,503	0·07	0·68	1·29	3·18	17,067	0·10

Class I Railways for the year 1927-28—contd.

OF LOCOMOTIVE POWER.

RUNNING REPAIRS—[B. II. 1 (a)]			LOCOMOTIVES —(b) WORKSHOP REPAIRS [B.II. 1 (b)]				
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
49	50	51	52	53	54	55	56
Rs.	As.		Rs.	Rs.	Rs.	As.	
0·17	1·74	2·51	26,60,711	0·15	0·33	3·55	5·13
0·28	2·47	2·73	20,64,830	0·22	0·50	4·32	4·78
0·19	1·51	1·87	11,35,174	0·14	0·37	2·95	3·67
0·13	1·45	2·31	45,89,213	0·11	0·22	2·37	3·79
0·22	1·89	2·60	35,22,205	0·13	0·29	2·51	3·46
0·17	1·43	1·87	18,88,186	0·25	0·55	4·88	6·36
0·15	1·24	2·55	1,45,875	0·09	0·20	1·65	3·30
0·29	2·55	3·22	46,68,761	0·15	0·34	2·98	3·77
0·23	1·38	1·88	5,04,498	0·16	0·52	3·18	4·34
0·30	1·60	2·79	2,28,063	0·05	0·21	1·12	1·94
..	..	..	†9,76,254	†0·11	†0·44	†2·14	†6·70
0·36	1·70	3·21	15,63,128	0·13	0·52	2·51	4·75
..	..	..	†17,41,555	†0·17	†0·65	†3·35	†6·01
0·20	1·07	1·65	5,51,135	0·11	0·41	2·28	3·60
0·27	1·33	1·98	4,25,766	0·20	0·79	3·87	5·78
0·22	1·01	2·11	13,59,816	0·15	0·64	2·82	5·93
0·35	1·51	3·34	1,41,390	0·09	0·37	1·63	3·61
0·61	2·81	6·84	22,717	0·01	0·06	0·26	0·64
0·34	1·32	2·64	13,38,291	0·14	0·65	2·55	5·15
0·35	1·12	2·60	2,99,124	0·14	0·91	2·97	6·88
0·66	1·51	2·68	39,264	0·17	1·45	3·30	5·89
0·62	0·57	2·59	15,149	0·10	1·76	1·60	7·31
0·77	0·69	3·39	1,925	0·10	1·79	1·61	7·87
1·88	3·88	4·02	2,95,978	0·25	2·43	5·03	5·21
5·23	7·17	8·49	6,490	0·10	1·43	1·97	2·33
0·86	1·64	4·01	9,836	0·05	0·50	0·94	2·31

1'52RAR

† Includes running repairs and Replacement and Renewal.

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE								
Railway.	EQUIPMENT (B. II. 3.)					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
	57	58	59	60	61	62	63	64
5' 6" GAUGE.	Rs.	Rs.	Rs.	Aa.		Rs.	Rs.	Rs.
Bengal-Nagpur	4,94,811	0·03	0·06	0·66	0·95	44,71,693	0·25	0·56
Bombay, Baroda and Central India	2,70,849	0·03	0·06	0·56	0·62	35,19,602	0·37	0·84
Eastern Bengal	3,69,216	0·04	0·12	0·96	1·19	20,96,306	0·25	0·69
East Indian	7,10,780	0·02	0·03	0·37	0·59	80,11,029	0·20	0·38
Great Indian Peninsula	6,29,342	0·02	0·05	0·45	0·63	68,02,986	0·25	0·56
Madras and Southern Mahratta	4,91,595	0·06	0·14	1·27	1·65	29,51,294	0·38	0·87
Nizam's Guaranteed State	6,946	..	0·01	0·08	0·16	2,59,365	0·15	0·36
North Western	9,07,816	0·03	0·06	0·58	0·73	91,58,187	0·29	0·66
South Indian	53,899	0·02	0·06	0·35	0·47	7,76,647	0·25	0·81
3' 3½" GAUGE.								
Assam-Bengal	1,03,660	0·03	0·10	0·51	0·88	6,59,394	0·16	0·61
Bengal and North-Western	64,121	0·01	0·03	0·14	0·44	10,40,375*	*0·12	*0·47
Bombay, Baroda and Central India	3,95,524	0·03	0·13	0·64	1·20	30,20,923	0·25	1·01
Burma	*2,08,225	*0·02	*0·08	*0·40	*0·72	13,39,442	0·13	0·50
Eastern Bengal	1,57,585	0·03	0·12	0·65	0·99	9,35,605	0·18	0·70
Jodhpur	23,964	0·01	0·04	0·21	0·32	5,99,045	0·28	1·11
Madras and Southern Mahratta	2,66,124	0·03	0·13	0·55	1·16	21,05,854	0·22	0·99
Nizam's Guaranteed State	3,670	..	0·01	0·04	0·09	2,73,640	0·17	0·72
Rohilkund and Kumaon . . . . .	..	..	..	..	..	2,68,259	0·16	0·67
South Indian	3,01,135	0·03	0·15	0·57	1·16	23,26,158	0·24	1·14
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	7,832	0·01	0·02	0·03	0·18	4,20,115	0·20	1·28
Bombay, Baroda and Central India	88	0·00	0·00	0·01	0·01	57,210	0·25	2·11
Eastern Bengal	113	0·00	0·01	0·01	0·05	20,639	0·13	2·39
Jodhpur . . . . .	..	..	..	..	..	2,755	0·15	2·56
North Western	35,086	0·03	0·29	0·59	0·63	5,48,160	0·46	4·51
South Indian	896	0·02	0·20	0·27	0·32	30,551	0·49	6·76
South Indian	1,002	0·01	0·05	0·10	0·24	27,905	0·16	1·41

* Includes Replacement

Class I Railways for the year 1927-28—contd.

POWER—contd.

MAINTENANCE—(B.-II.)		RUNNING STAFF.—(B. III-1)					FUEL—(B. III-2).				
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
65	66	67	68	69	70	71	72	73	74	75	76
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
5·96	8·61	35,58,296	0·20	0·45	4·75	6·85	44,00,385	0·25	0·55	5·87	8·48
7·36	8·14	27,25,082	0·29	0·66	5·70	6·30	37,52,999	0·62	1·38	12·0	13·3
5·45	6·77	12,26,486	0·15	0·40	3·19	3·96	21,95,921	0·26	0·72	5·72	7·10
4·14	6·62	70,23,108	0·18	0·33	3·63	5·80	1,05,33,092	0·26	0·50	5·44	8·71
4·85	6·69	70,95,480	0·26	0·59	5·05	6·98	1,67,67,129	0·61	1·38	11·9	16·5
7·63	9·94	14,37,863	0·19	0·42	3·71	4·85	39,42,238	0·51	1·16	10·2	13·3
2·94	6·04	2,23,940	0·13	0·31	2·53	5·21	4,73,532	0·27	0·66	5·36	11·0
5·85	7·39	58,11,929	0·18	0·40	3·59	4·54	2,01,86,452	0·64	1·45	12·9	16·3
4·91	6·69	4,83,481	0·15	0·50	3·05	4·16	21,11,742	0·67	2·20	13·3	18·2
3·24	5·62	4,26,542	0·10	0·39	2·09	3·62	14,06,265	0·33	1·30	6·90	12·0
*2·28	*7·14	5,45,136	0·08	0·25	1·19	3·74	16,64,564	0·18	0·76	3·64	11·4
4·86	9·18	22,98,721	0·19	0·77	3·69	6·98	39,41,606	0·33	1·32	6·33	12·0
2·58	4·62	17,07,553	0·16	0·64	3·29	5·89	34,72,406	0·33	1·30	6·69	12·0
3·87	5·95	6,78,062	0·13	0·51	2·80	4·29	15,44,017	0·30	1·16	6·37	9·78
5·44	8·13	2,09,230	0·09	0·40	1·91	2·85	7,97,332	0·38	1·48	7·25	10·8
4·37	9·18	14,59,328	0·15	0·69	3·02	6·37	27,70,581	0·30	1·31	5·75	12·1
3·15	6·98	2,10,893	0·13	0·55	2·43	5·37	4,87,506	0·30	1·28	5·61	12·4
3·09	7·52	1,20,940	0·07	0·29	1·40	3·40	4,71,156	0·28	1·19	5·43	13·2
4·44	8·95	18,99,657	0·19	0·93	3·62	7·30	27,92,766	0·29	1·37	5·33	10·7
4·17	9·66	2,41,975	0·11	0·74	2·41	5·57	4,39,274	0·20	1·34	4·36	10·1
4·82	8·58	32,246	0·14	1·19	2·71	4·84	70,050	0·31	2·59	5·91	10·5
2·18	9·96	17,427	0·11	2·02	1·84	8·41	15,513	0·10	1·80	1·64	7·49
2·30	11·3	1,320	0·07	1·23	1·10	5·38	3,250	0·17	3·02	2·71	13·3
9·31	9·66	3,08,171	0·25	6·09	5·24	5·42	7,23,085	0·60	5·95	12·3	12·7
9·27	11·0	27,524	0·44	2·53	8·34	9·88	24,661	0·40	5·45	7·49	8·86
2·68	6·56	30,159	0·17	1·52	2·89	7·09	87,787	0·50	4·62	8·42	20·6

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III. (3) AND (4).					TOTAL OPERATING EXPENSES		
	Total amount	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
77	78	79	80	81	82	83	84	
5' 6" GAUGE.								
	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal Nagpur	5,04,147	0·03	0·06	0·87	0·97	86,24,812	0·49	1·08
Bombay, Baroda and Central India	5,64,473	0·06	0·14	1·18	1·31	90,77,304	0·97	2·18
Eastern Bengal	2,33,263	0·03	0·08	0·61	0·76	38,02,684	0·46	1·26
East Indian	19,45,996	0·04	0·09	1·01	1·61	1,95,25,640	0·47	0·92
Great Indian Peninsula	13,09,693	0·04	0·10	0·94	1·29	2,51,44,058	0·91	2·07
Madras and Southern Mahratta	3,12,838	0·04	0·09	0·81	1·05	57,03,575	0·74	1·67
Nizam's Guaranteed State	70,940	0·04	0·10	0·80	1·64	8,88,224	0·51	1·24
North Western	17,39,020	0·06	0·13	1·11	1·40	2,79,04,082	0·89	2·00
South Indian	1,68,330	0·06	0·17	1·07	1·45	28,21,204	0·90	2·94
3' 3½" GAUGE.								
Assam Bengal	1,17,730	0·03	0·11	0·58	1·00	19,52,077	0·46	1·80
Bengal and North-Western	2,57,712	0·03	0·12	0·57	1·77	29,71,282	0·33	1·36
Bombay, Baroda and Central India	4,65,970	0·04	0·16	0·75	1·42	67,29,116	0·56	2·26
Burma	3,74,748	0·03	0·13	0·72	1·29	62,26,673	0·58	2·33
Eastern Bengal	1,27,346	0·02	0·09	0·52	0·81	23,60,059	0·46	1·78
Jodhpur	1,74,650	0·09	0·32	1·58	2·37	12,70,000	0·50	2·36
Madras and Southern Mahratta	3,20,921	0·04	0·15	0·67	1·40	45,55,083	0·49	2·15
Nizam's Guaranteed State	72,187	0·05	0·19	0·83	1·85	7,88,323	0·49	2·07
Rohilkund and Kumaon	61,584	0·04	0·16	0·71	1·73	6,88,462	0·40	1·73
South Indian	3,76,093	0·04	0·18	0·72	1·35	50,99,255	0·52	2·50
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	78,972	0·04	0·24	0·79	1·81	7,62,516	0·35	2·33
Bombay, Baroda and Central India	9,566	0·04	0·34	0·80	1·43	1,13,180	0·50	4·17
Eastern Bengal	4,081	0·02	0·48	0·44	1·97	37,158	0·23	4·31
Jodhpur	812	0·04	0·76	0·68	3·33	5,462	0·28	5·08
North Western	75,369	0·06	0·62	1·28	1·32	11,23,433	0·93	9·24
South Indian	6,010	0·10	1·33	1·82	2·16	58,889	0·95	13·0
South Indian	11,069	0·06	0·56	1·06	2·61	1,29,081	0·73	6·80

Class I Railways for the year 1927-28—contd.

POWER—concl.

—(B. III.)		TOTAL REPLACEMENT AND RENEWAL—(B. IV.)					TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT B).				
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
85	86	87	88	89	90	91	92	93	94	95	96
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
11·5	16·6	4,39,945	0·02	0·06	0·59	0·85	1,47,00,321	0·83	1·85	19·7	28·4
19·0	21·0	5,43,626	0·06	0·13	1·14	1·26	1,38,70,321	1·48	3·33	29·0	32·1
9·00	12·3	7,07,986	0·09	0·26	2·08	2·59	73,41,732	0·88	2·40	19·1	23·7
10·1	16·1	36,01,510	0·09	0·17	1·86	2·98	3,40,45,626	0·83	1·61	17·6	28·1
17·9	24·7	29,25,705	0·11	0·24	2·09	2·87	3,67,36,632	1·34	3·02	26·2	36·1
14·8	19·2	7,19,307	0·09	0·21	1·86	2·42	99,52,611	1·29	2·92	25·7	33·5
10·1	20·6	1,32,070	0·08	0·19	1·50	3·07	14,00,346	0·81	1·96	15·8	32·5
17·8	22·5	29,19,304	0·09	0·21	1·87	2·36	4,19,02,490	1·33	3·01	26·8	33·8
17·8	24·3	4,55,899	0·15	0·48	2·88	3·92	42,17,161	1·35	4·40	26·7	36·3
9·58	16·6	2,85,982	0·06	0·26	1·40	2·42	31,90,725	0·75	2·94	15·7	27·2
6·51	20·4	*	*	*	*	*	42,96,770	0·48	1·96	9·41	29·5
10·8	20·5	5,49,579	0·05	0·18	0·86	1·64	1,12,51,784	0·94	3·77	18·1	34·2
12·0	21·5	†6,11,341	†0·06	†0·22	†1·18	†2·11	89,14,274	0·84	3·33	17·2	30·8
9·82	15·1	4,62,281	0·09	0·35	1·91	2·94	41,23,754	0·80	3·09	17·0	26·1
11·5	17·2	1,13,387	0·06	0·22	1·03	1·54	20,91,272	0·99	3·89	19·0	28·4
9·45	19·9	2,06,340	0·03	0·10	0·43	0·90	73,64,421	0·79	3·48	15·3	32·1
9·07	20·1	63	0·00	0·00	0·00	0·00	11,84,579	0·73	3·11	13·6	30·2
7·94	19·3	268	..	..	..	0·01	10,51,314	0·61	2·64	12·1	29·4
9·76	19·7	5,82,907	0·06	0·29	0·70	2·25	85,03,515	0·87	4·17	16·2	32·8
7·58	17·5	792	0·00	0·00	0·01	0·02	12,85,078	0·60	3·92	12·8	29·6
9·54	17·0	..	..	..	..	..	1,81,412	0·80	6·09	15·3	27·2
3·93	17·9	4,913	0·03	0·57	0·52	2·37	65,620	0·41	7·61	6·94	31·7
4·56	22·3	..	..	..	..	..	8,226	0·43	7·64	6·87	33·0
19·1	19·8	1,23,527	0·10	1·01	2·10	2·18	18,97,451	1·58	15·6	32·2	33·
17·9	21·1	4,589	0·07	1·01	1·39	1·65	1,00,575	1·62	22·2	30·5	36·1
12·4	30·4	3,257	0·02	0·16	0·31	0·77	1,73,746	0·98	8·75	16·7	40·9

* Included in the respective heads.

† Included also under the respective heads.

30.—Analysis of operating expenses of

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE					
	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
97	98	99	100	101	102	
5' 0" GAUGE.						
Bengal Nagpur	Ra. 4,29,195	Ra. 1.23	As. 0.57	0.82	Rs. 3,86,218	Ra. 4.83
Bombay, Baroda and Central India	2,66,330	1.33	0.56	0.62	2,95,577	3.48
Eastern Bengal	3,39,890	2.25	0.88	1.10	1,82,926	2.53
East Indian	10 33,018	1.00	0.53	0.85	3,11,905	1.03
Great Indian Peninsula	7,88,269	1.45	0.56	0.77	5,06,241	2.61
Madras and Southern Mahratta	2,45,226	1.63	0.64	0.82	1,76,701	3.18
Nizam's Guaranteed State	52,357	1.64	0.59	1.22	14,890	1.48
North Western	9,15,419	1.37	0.58	0.74	9,06,070	3.22
South Indian	54,576	1.21	0.34	0.47	31,282	1.36
3' 3½" GAUGE.						
Assam Bengal	1,06,252	1.18	0.52	0.90	40,469	1.05
Bengal and North-Western	1,06,544	0.59	0.23	0.74	..	..
Bombay, Baroda and Central India	4,40,456	1.62	0.71	1.33	1,56,435	1.46
Burma	2,84,199	1.27	0.55	0.98	..	..
Eastern Bengal	1,54,983	1.31	0.63	0.98	1,50,417	2.76
Jodhpur	1,01,537	1.96	0.92	1.38	13,898	0.76
Madras and Southern Mahratta	1,55,732	0.92	0.32	0.68	59,091	1.04
Nizam's Guaranteed State	53,009	1.98	0.61	1.35	11,852	0.98
Rohilkund and Kumaon	39,905	1.16	0.46	1.12	..	..
South Indian	1,65,336	0.87	0.31	0.63	1,96,344	2.12
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	31,214	0.79	0.31	0.72	30,745	1.51
Bombay, Baroda and Central India	3,609	0.96	0.30	0.54	18,392	9.19
Eastern Bengal	1,003	0.65	0.11	0.48	8,515	6.54
Jodhpur . . . . .	..	..	..	..	..	..
North Western	22,372	1.56	0.38	0.39	75,149	10.9
South Indian	3,072	4.10	0.93	1.10	10,132	24.3
South Indian	4,494	1.51	0.43	1.06	2,593	1.27

Class I Railways for the year 1927-28—contd.

AND WAGON STOCK.

RUNNING REPAIRS—[C. II-1 (a).]		COACHING VEHICLES—(b) WORKSHOP REPAIRS— [C. II-1 (b).]				GOODS VEHICLES—(a) RUNNING REPAIRS— [C. II-2 (a).]			
Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
103	104	105	106	107	108	109	110	111	112
As.		Rs.	Rs.	As.		Rs.	Rs.	As.	
0·52	0·74	16,22,148	20·3	2·16	3·13	9,57,332	3·55	1·28	1·84
0·62	0·68	14,81,444	17·4	3·09	3·42	11,53,714	10·0	2·42	2·67
0·48	0·59	7,23,651	15·5	1·88	2·34	1,04,612	1·32	0·27	0·34
0·16	0·26	44,30,315	14·7	2·29	3·66	7,97,776	1·10	0·41	0·66
0·36	0·50	39,83,935	20·5	2·84	3·91	12,28,920	3·49	0·87	1·21
0·46	0·59	11,66,572	21·0	3·02	3·93	1,22,260	1·30	0·32	0·41
0·17	0·35	1,22,445	12·2	1·38	2·85	33,694	1·54	0·38	0·78
0·58	0·73	32,15,507	11·5	2·05	2·59	12,14,704	3·14	0·78	0·98
0·20	0·27	2,87,091	12·5	1·81	2·47	15,590	0·71	0·10	0·18
0·20	0·34	3,08,013	8·00	1·51	2·62	59,378	1·14	0·29	0·50
..	..	*4,76,940	*6·10	*1·04	*3·27	..	..	..	..
0·25	0·48	10,83,154	10·1	1·74	3·29	3,90,477	2·39	0·63	1·19
..	..	*11,87,887	*14·3	*2·25	*4·03	..	..	..	..
0·62	0·95	4,56,242	16·2	1·88	2·89	86,114	1·34	0·36	0·55
0·13	0·19	2,62,462	14·3	2·38	3·56	33,426	1·00	0·30	0·45
0·12	0·26	5,35,986	9·42	1·11	2·34	94,636	0·84	0·20	0·41
0·14	0·30	1,36,943	11·3	1·58	3·50	20,003	1·36	0·23	0·51
—	..	†1,36,362	†9·78	†1·59	†3·88	..	..	..	..
0·38	0·75	7,20,868	7·76	1·38	2·77	1,26,302	1·30	0·24	0·49
0·31	0·71	2,00,034	9·80	1·99	4·60	34,768	1·84	0·35	0·80
1·55	2·76	..	..	..	..	12,082	6·87	1·02	1·81
0·90	4·11	1,344	1·06	0·14	0·65	2,207	9·13	0·23	1·07
—	..	107	0·74	0·09	0·44	71	1·10	0·06	0·29
1·28	1·32	83,133	12·0	1·41	1·46	35,805	4·79	0·61	0·63
3·08	3·64	5,878	14·1	1·79	2·11	308	0·93	0·09	0·11
0·25	0·61	1,696	0·82	0·16	0·40	1,324	1·42	0·13	0·31

* Includes Running repairs and Replacement and Renewal.

† Includes Running repairs.

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE						
	GOODS VEHICLES—(b) WORKSHOP REPAIRS— C. II-2 (b).				EQUIPMENT—(C. II-4)		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.
113	114	115	116	117	118	119	
	Ra.	Ra.	As.		Ra.	Ra.	As.
5' 6" GAUGE.							
Bengal Nagpur	24,58,033	9·10	3·28	4·74	1,71,031	0·49	0·23
Bombay, Baroda and Central India	7,11,159	6·17	1·48	1·64	1,53,168	0·77	0·32
Eastern Bengal	6,81,973	8·63	1·77	2·20	1,30,014	0·86	0·34
East Indian	38,88,249	5·34	2·01	3·22	9,47,231	0·91	0·49
Great Indian Peninsula	14,52,506	4·12	1·04	1·43	3,54,088	0·65	0·25
Madras and Southern Mahratta	8,19,006	8·69	2·12	2·76	83,859	0·56	0·22
Nizam's Guaranteed State	2,16,152	9·85	2·46	5·02	1,723	0·05	0·01
North Western	26,86,290	6·95	1·72	2·17	5,86,991	0·88	0·37
South Indian	2,58,241	11·7	1·63	2·22	18,273	0·41	0·12
3' 3½" GAUGE.							
Assam Bengal	2,18,550	4·21	1·07	1·86	4,550	0·05	0·02
Bengal and North-Western	*8,04,380	*7·85	*1·76	*5·52	24,684	0·14	0·06
Bombay, Baroda and Central India	5,53,178	3·38	0·89	1·68	1,25,280	0·46	0·20
Burma	*16,66,453	*11·7	*3·21	*5·75	†1,57,293	†0·70	†0·30
Eastern Bengal	3,77,022	5·88	1·56	2·39	15,949	0·13	0·06
Jodhpur	1,21,514	3·62	1·11	1·65	25,042	0·48	0·23
Madras and Southern Mahratta	4,01,785	3·57	0·83	1·75	36,679	0·22	0·08
Nizam's Guaranteed State	60,963	4·15	0·70	1·56	1,251	0·04	0·01
Rohilkund and Kumaon	†95,336	†4·75	†1·10	†2·67	7,476	0·22	0·09
South Indian	3,84,662	3·95	0·73	1·48	77,861	0·41	0·15
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1,83,138	9·70	1·82	4·21	1,536	0·04	0·01
Bombay, Baroda and Central India	5,308	3·02	0·45	0·80	..	..	..
Eastern Bengal	9	0·04	..	..	16	0·01	..
Jodhpur	854	13·3	0·71	3·49	..	..	..
North Western	32,589	4·36	0·55	0·57	14,096	0·99	0·24
South Indian	2,881	8·67	0·88	1·04	708	0·95	0·21
South Indian	410	0·44	0·04	0·09	243	0·08	0·02

* Includes running repairs and Replacement and Renewal.

† Includes Replacement and Renewal.

‡ Includes running repairs.

Class I Railways for the year 1927-28—contd.

AND WAGON STOCK—contd.

Percentage of total working expenses.	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II.)				OPERATING EXPENSES—C-III.			
	Total Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
120	121	122	123	124	125	126	127	128
	Rs.	Rs.	As.		Rs.	Rs.	As.	
0·33	57,24,435	16·4	7·63	11·0	7,93,778	2·27	1·06	1·53
0·37	35,58,728	17·7	7·44	8·23	4,72,019	2·35	0·98	1·09
0·42	21,80,089	14·4	5·67	7·06	2,99,399	1·98	0·78	0·97
0·78	1,15,12,108	11·2	5·95	9·52	19,13,436	1·86	0·90	1·58
0·35	84,52,239	15·5	6·02	8·31	18,84,827	3·44	1·34	1·85
0·28	25,06,709	16·7	6·48	8·44	2,24,556	1·50	0·58	0·70
0·04	3,93,836	12·3	4·46	9·15	63,365	1·98	0·72	1·47
0·48	87,50,686	13·1	5·59	7·06	34,39,415	5·15	2·20	2·78
0·16	6,26,754	13·9	3·96	5·39	1,15,585	2·57	0·73	0·99
0·04	6,33,961	7·01	3·11	5·39	85,350	0·94	0·42	0·73
0·17	†13,07,180	†14·1	†2·87	†8·97	1,31,746	0·71	0·28	0·90
0·38	23,06,383	8·53	3·70	7·01	3,59,479	1·33	0·58	1·09
†0·54	25,15,747	11·3	4·84	8·68	1,90,806	0·85	0·37	0·66
0·10	13,40,453	11·3	5·53	8·49	1,34,662	1·13	0·55	0·86
0·34	4,62,196	8·90	4·20	6·27	1,60,777	3·10	1·46	2·18
0·16	11,42,780	6·75	2·37	4·98	1,44,410	0·85	0·30	0·63
0·03	2,31,038	8·63	2·66	5·90	57,258	2·14	0·66	1·40
0·21	2,41,174	7·05	2·78	6·76	39,436	1·15	0·45	1·11
0·30	15,08,815	7·93	2·88	5·80	2,91,640	1·53	0·56	1·12
0·04	4,50,457	11·5	4·48	10·4	76,876	1·96	0·76	1·77
..	35,782	9·52	3·02	5·37	10,096	2·68	0·85	1·51
0·01	11,955	7·69	1·26	5·77	3,841	2·47	0·41	1·86
..	1,032	4·95	0·86	4·22	310	1·49	0·26	1·27
0·24	2,36,618	16·5	4·02	4·15	1,59,762	11·1	2·71	2·80
0·25	19,718	26·3	5·99	7·08	6,023	8·04	1·83	2·16
0·06	6,266	2·10	0·60	1·47	8,231	2·77	0·79	1·94

30.—Analysis of operating expenses of

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK— <i>concl.</i>							
	TOTAL REPLACEMENT AND RENEWAL—(C-IV.)				TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT C.)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
129	130	131	132	133	134	135	136	
5' 0" GAUGE.								
Bengal-Nagpur	Rs. 2,85,080	Rs. 0·81	As. 0·38	0·55	Rs. 72,29,935	Rs. 20·7	As. 9·64	13·9
Bombay, Baroda and Central India	8,52,676	4·26	1·78	1·98	51,49,753	25·7	10·8	11·9
Eastern Bengal	14,33,246	9·48	3·73	4·63	42,52,624	28·1	11·1	13·8
East Indian	69,09,000	6·71	3·57	5·72	2,13,67,562	20·8	11·0	17·7
Great Indian Peninsula	43,19,091	7·91	3·08	4·25	1,54,44,426	28·3	11·0	15·2
Madras and Southern Mahratta	5,13,493	3·43	1·33	1·73	34,89,984	23·3	9·03	11·8
Nizam's Guaranteed State	438	0·01	..	0·01	5,09,996	16·0	5·77	11·9
North Western	50,66,582	7·59	3·24	4·09	1,81,72,102	27·2	11·6	14·7
South Indian	3,51,792	7·81	2·23	3·03	11,48,707	25·5	7·26	9·88
3' 3½" GAUGE.								
Assam-Bengal	77,331	2·01	0·38	0·67	9,02,807	9·78	4·43	7·69
Bengal and North-Western	*	*	*	*	15,45,470	8·55	3·38	10·6
Bombay, Baroda and Central India	9,36,693	3·46	1·50	2·85	40,43,011	15·0	6·49	12·3
Burma	4,75,886	2·13	0·92	1·64	34,66,698	15·5	6·68	12·0
Eastern Bengal	8,30,608	7·00	3·43	5·26	21,60,706	20·7	10·2	15·6
Jodhpur	1,54,754	2·98	1·41	2·10	8,75,572	16·9	7·96	11·9
Madras and Southern Mahratta	25,46,207	15·1	5·28	11·1	39,89,129	23·6	8·27	17·4
Nizam's Guaranteed State	4,774	0·18	0·05	0·12	3,46,079	12·9	3·98	8·83
Rohilkund and Kumaon	1,78,459	5·21	2·06	5·00	4,98,974	14·6	5·75	14·0
South Indian	10,02,911	5·27	1·91	3·86	29,68,702	15·6	5·66	11·4
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	512	0·01	..	0·01	5,58,943	14·2	5·55	12·9
Bombay, Baroda and Central India	1,024	0·58	0·08	0·15	50,511	13·4	4·25	7·57
Eastern Bengal	12,455	8·01	1·32	6·01	29,254	18·8	3·10	14·1
Jodhpur . . . . .	..	..	..	..	1,342	6·44	1·12	5·49
North Western	1,13,314	7·87	1·93	1·99	5,32,066	37·0	9·04	9·33
South Indian	5,514	7·37	1·67	1·98	34,327	45·8	10·4	12·3
South Indian	1,849	0·62	0·18	0·43	20,840	7·00	2·00	4·90

* Included in the respective heads.

Class I Railways for the year 1927-28—contd.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—contd.								
GENERAL ADMINISTRATION—(E. I.)			STATION STAFF—E. III. 1 (b)			TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME.—E. III. 1 (c & d).		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
137	138	139	140	141	142	143	144	145
Rs.	As.		Rs.	As.		Rs.	As.	
11,71,630	1-56	2-26	32,51,789	4-34	6-26	12,31,061	1-64	2-37
8,13,206	1-70	1-88	42,52,689	8-89	9-84	8,58,837	1-80	1-99
8,17,725	2-13	2-64	30,71,863	8-00	9-92	7,75,815	1-77	2-18
30,91,985	1-59	2-56	93,21,904	4-82	7-71	32,08,177	1-66	2-65
17,41,363	1-16	1-71	59,57,339	3-98	5-86	25,07,363	1-67	2-45
3,58,577	0-93	1-21	15,94,806	4-12	5-34	4,39,913	1-14	1-48
1,19,709	1-35	2-78	3,12,167	3-53	7-25	1,09,219	1-24	2-54
18,86,808	1-21	1-52	1,00,44,690	6-42	8-11	22,30,761	1-43	1-80
1,31,325	0-83	1-13	4,88,154	3-09	4-20	1,59,599	1-01	1-37
3,21,056	1-58	2-73	8,42,995	4-13	7-18	1,76,186	0-86	1-50
4,48,996	0-98	3-08	13,01,212	2-85	8-93	3,33,494	0-73	2-29
5,57,656	0-89	1-09	25,33,675	4-07	7-70	7,07,446	1-14	2-15
6,86,539	1-32	2-37	20,91,882	4-03	7-22	5,64,182	1-09	1-95
3,87,288	1-60	2-45	10,69,380	4-41	6-77	3,26,865	1-35	2-07
1,19,905	1-09	1-63	2,69,676	2-45	3-66	88,032	0-80	1-20
3,63,850	0-75	1-59	12,73,107	2-64	5-56	4,12,098	0-86	1-80
1,18,678	1-36	3-03	3,02,321	3-48	7-71	92,819	1-07	2-37
89,802	1-04	2-52	2,54,817	2-94	7-15	41,307	0-48	1-16
3,62,307	0-69	1-39	14,53,092	2-77	5-59	4,31,855	0-82	1-66
1,02,290	1-01	2-35	5,04,367	5-01	11-6	1,33,034	1-33	3-06
7,197	0-61	1-08	39,225	3-31	5-88	5,528	0-47	0-83
3,577	0-38	1-73	24,970	2-64	12-1	1,444	0-15	0-70
..	..	..	3,211	2-68	13-1	470	0-39	1-92
94,441	1-60]	1-66	3,67,183	6-24	6-44	1,07,725	1-83	1-89
1,826	0-55	0-65	11,069	3-36	3-98	3,186	0-96	1-14
9,854	0-95,	2-32	23,197	2-22	5-46	7,013	0-67	1-65

30.—Analysis of operating expenses of

Railway.	TABLE E.—EXPENSES OF					
	OTHER STAFF.—E. III. 1 (a & s).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT.—(E. III. 2 & 3).		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
146	147	148	149	150	151	
5' 6" GAUGE.						
Bengal-Nagpur	Rs. 2,96,613	As. 0.40	0.58	Rs. 7,77,854	As. 1.03	1.49
Bombay, Baroda and Central India	3,76,725	0.79	0.87	3,98,707	0.83	0.92
Eastern Bengal	3,51,680	0.91	1.14	5,21,194	1.36	1.69
East Indian	14,08,014	0.73	1.16	19,95,091	1.02	1.65
Great Indian Peninsula	6,54,418	0.44	0.65	16,47,766	1.11	1.62
Madras and Southern Mahratta	90,565	0.23	0.30	4,73,281	1.22	1.59
Nizam's Guaranteed State	27,237	0.31	0.63	54,485	0.61	1.27
North Western	5,40,114	0.35	0.44	13,16,142	0.84	1.06
South Indian	65,023	0.41	0.56	1,35,113	0.85	1.16
3' 3½" GAUGE.						
Assam-Bengal	96,359	0.47	0.82	2,04,233	1.01	1.74
Bengal and North-Western . . . . .	..	..	..	4,01,029	0.88	2.75
Bombay, Baroda and Central India	3,34,362	0.54	1.01	2,14,998	0.34	0.65
Burma	2,02,532	0.39	0.70	4,11,509	0.79	1.42
Eastern Bengal	95,875	0.39	0.60	1,25,117	0.52	0.79
Jodhpur	34,876	0.32	0.47	1,06,825	0.97	1.45
Madras and Southern Mahratta	94,145	0.20	0.41	3,04,612	0.62	1.33
Nizam's Guaranteed State	36,017	0.42	0.92	66,916	0.77	1.71
Rohilkund and Kumaon	17,321	0.19	0.49	78,928	0.91	2.21
South Indian	1,78,421	0.34	0.69	5,83,951	1.11	2.24
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	15,541	0.15	0.36	72,137	0.72	1.66
Bombay, Baroda and Central India	2,889	0.24	0.43	2,576	0.22	0.39
Eastern Bengal	440	0.05	0.21	139	0.01	0.07
Jodhpur . . . . .	..	..	..	..	..	..
North Western	29,954	0.51	0.53	42,667	0.73	0.75
{ 2' 6" Gauge						
{ 2' 0" "	5,168	1.57	1.86	717	0.22	0.26
South Indian	3,858	0.38	0.91	1,581	0.15	0.37

Class I Railways for the year 1927-28—contd.

TRAFFIC DEPARTMENT—contd.

CLOTHING.—(E. III. 4.)			STATIONERY, FORMS AND TICKETS.—(E.-III-5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED.—(E.-III-10.)		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
152	153	154	155	156	157	158	159	160
Rs.	As.		Rs.	As.		Rs.	As.	
2,04,175	0·27	0·39	2,00,616	0·27	0·39	59,819	0·08	0·13
1,18,508	0·25	0·27	2,15,176	0·44	0·50	87,341	0·18	0·20
80,569	0·21	0·26	2,15,755	0·56	0·70	1,15,100	0·28	0·37
3,11,089	0·16	0·26	5,85,168	0·30	0·48	2,36,368	0·13	0·19
1,36,368	0·09	0·14	3,52,754	0·24	0·35	1,18,333	0·08	0·12
36,753	0·10	0·12	1,08,912	0·28	0·37	37,984	0·10	0·13
13,434	0·15	0·31	38,652	0·44	0·90	7,723	0·09	0·18
5,76,713	0·37	0·46	5,78,382	0·37	0·47	—34,780	—0·02	—0·03
11,863	0·07	0·10	1,04,972	0·66	0·90	6,743	0·04	0·06
17,308	0·08	0·15	56,635	0·28	0·48	18,006	0·09	0·15
84,522	0·19	0·58	1,26,440	0·28	0·87	59,875	0·00	0·41
73,592	0·12	0·22	1,63,451	0·26	0·50	69,849	0·11	0·21
67,121	0·13	0·23	2,17,943	0·42	0·75	42,791	0·06	0·14
33,217	0·14	0·21	35,922	0·29	0·44	56,060	0·23	0·36
18,238	0·17	0·25	44,112	0·40	0·60	567	..	..
36,409	0·08	0·16	1,47,140	0·30	0·64	42,533	0·09	0·19
11,699	0·13	0·30	37,390	0·43	0·95	3,547	0·04	0·09
13,552	0·16	0·38	26,760	0·31	0·75	7,347	0·08	0·20
33,375	0·06	0·13	2,12,093	0·41	0·82	10,948	0·02	0·04
13,736	0·14	0·32	5,181	0·05	0·12	5,429	0·05	0·12
1,486	0·12	0·22	10,379	0·87	1·56	357	0·03	0·05
39	..	0·02	195	0·02	0·09	106	0·01	0·05
..	..	..	336	0·28	1·37	—2	..	—0·01
18,171	0·31	0·32	22,237	0·38	1·39	—1,550	—0·03	—0·03
764	0·23	0·27	1,326	0·40	0·48	—53	—0·02	—0·02
522	0·05	0·12	2,196	0·21	0·52	..	..	..

30.—Analysis of operating expenses of

Railway.	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT— <i>contd.</i>					
	TOTAL OPERATING EXPENSES—(E-III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT —LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT E.)		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
161	162	163	164	165	166	
5' 6" GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	78,37,530	10·5	15·1	90,91,731	12·1	17·5
Bombay, Baroda and Central India	71,74,401	15·0	16·6	80,74,409	16·9	18·7
Eastern Bengal	62,18,392	16·2	20·1	71,85,880	18·7	23·2
East Indian	2,02,81,833	10·5	16·8	2,36,21,898	12·2	19·5
Great Indian Peninsula	1,35,23,579	9·04	13·3	1,55,20,369	10·4	15·3
Madras and Southern Mahratta	32,49,417	8·40	10·9	36,54,701	9·45	12·3
Nizam's Guaranteed State	6,32,277	7·16	14·7	7,58,379	8·58	17·6
North Western	1,67,51,214	10·7	13·5	1,89,37,246	12·1	15·3
South Indian	11,23,327	7·10	9·66	12,67,595	8·01	10·9
3' 3½" GAUGE.						
Assam-Bengal	20,64,981	10·1	17·69	24,15,503	11·9	20·6
Bengal and North-Western	25,01,531	5·18	17·2	28,08,515	6·15	19·3
Bombay, Baroda and Central India	45,67,486	7·34	13·9	51,73,362	8·31	15·7
Burma	36,70,486	7·07	12·7	44,05,830	8·49	15·2
Eastern Bengal	20,39,412	8·42	12·9	24,80,812	10·2	15·7
Jodhpur	7,34,706	6·68	9·97	8,95,054	8·14	12·2
Madras and Southern Mahratta	24,53,065	5·09	10·7	28,37,890	5·88	12·4
Nizam's Guaranteed State	6,43,293	7·40	16·4	7,67,783	8·83	19·6
Rohilkund and Kumaon	4,54,352	5·24	12·7	5,57,273	6·43	15·6
South Indian	29,56,622	5·64	11·4	33,41,367	6·37	12·9
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	7,90,852	7·86	18·2	8,97,285	8·91	20·6
Bombay, Baroda and Central India	1,03,921	8·76	15·6	1,15,343	9·73	17·3
Eastern Bengal	27,477	2·90	13·3	31,400	3·32	15·2
Jodhpur	5,925	4·95	24·2	5,905	4·93	24·1
North Western	6,45,349	11·0	11·3	7,51,326	12·8	13·2
South Indian	23,437	7·11	8·42	25,393	7·70	9·12
South Indian	38,389	3·68	9·03	48,603	4·66	11·4

Class I Railways for the year 1927-28—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENTS—contd.

GENERAL ADMINISTRATION, HOME EXPENDITURE.—(F. I. 1 to 4.)			AGENT'S OFFICE.—[F. I. 5 (a)].			ACCOUNTS AND AUDIT DEPARTMENT.—[F. I. 5 (b)].			STORES DEPARTMENT.—[F. I. 5 (c)].		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
167	168	169	170	171	172	173	174	175	176	177	178
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.	
2,86,554	0·38	0·55	3,01,262	0·40	0·58	8,11,482	1·08	1·56	4,40,329	0·59	0·85
1,89,691	0·39	0·44	2,78,934	0·59	0·65	7,14,484	1·49	1·65	4,29,881	0·90	1·00
1,27,437	0·34	0·42	2,14,794	0·56	0·70	6,01,574	1·57	1·94	4,46,047	1·16	1·44
..	..	..	10,05,003	0·52	0·84	22,29,592	1·15	1·84	8,14,785	0·41	0·67
..	..	..	4,93,402	0·32	0·48	14,96,424	1·00	1·47	8,38,518	0·56	0·82
1,79,753	0·47	0·60	1,75,880	0·45	0·59	3,80,881	0·99	1·29	1,87,026	0·48	0·63
84,884	0·96	1·97	63,337	0·72	1·47	1,64,553	1·86	3·82	61,567	0·70	1·43
7,554	0·01	0·01	9,92,347	0·64	0·80	22,13,668	1·41	1·78	11,72,742	0·73	0·95
76,515	0·48	0·66	52,439	0·33	0·45	1,58,640	1·00	1·36	76,785	0·49	0·66
2,01,388	0·99	1·71	1,44,710	0·71	1·23	2,41,523	1·19	2·06	95,463	0·47	0·81
2,30,282	0·50	1·58	1,05,823	0·23	0·73	3,84,827	0·85	2·65	75,725	0·17	0·52
2,68,655	0·43	0·51	2,23,327	0·36	0·68	5,72,048	0·92	1·74	2,94,483	0·47	0·90
2,76,277	0·53	0·95	2,69,464	0·52	0·93	4,19,967	0·81	1·45	1,67,513	0·32	0·58
71,264	0·29	0·46	1,20,114	0·50	0·76	3,36,463	1·39	2·13	96,140	0·40	0·61
42,331	0·38	0·57	76,981	0·70	1·05	1,61,364	1·47	2·10	90,316	0·82	1·23
2,13,894	0·45	0·94	1,38,594	0·29	0·60	2,94,896	0·61	1·29	1,14,704	0·23	0·50
85,814	0·99	2·18	64,883	0·75	1·66	1,69,193	1·95	4·32	63,232	0·73	1·61
66,546	0·76	1·87	44,473	0·51	1·25	1,25,871	1·45	3·53	16,840	0·19	0·47
1,91,759	0·36	0·74	1,37,954	0·26	0·53	4,26,156	0·81	1·64	2,11,832	0·41	0·81
1,04,682	1·04	2·41	15,254	0·15	0·35	38,764	0·39	0·89	24,889	0·25	0·57
2,375	0·20	0·36	7,198	0·61	1·08	20,427	1·72	3·06	1,799	0·15	0·27
429	0·04	0·20	724	0·08	0·35	2,029	0·22	0·98	411	0·04	0·20
..	..	..	..	..	..	360	0·30	1·47	..	..	..
..	..	..	10,007	0·18	0·18	25,707	0·43	0·45	13,319	0·23	0·24
..
9,666	0·83	2·03	1,130	0·11	0·27	5,812	0·56	1·37	2,520	0·24	0·59

30.—Analysis of operating expenses of

Railway.	TABLE F.—EXPENSES OF								
	MEDICAL DEPARTMENT— [F. I. 5 (e)].			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g)].		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	179	180	181	182	183	184	185	186	187
	Rs.	As.		Rs.	As.		Rs.	As.	
5' 6" GAUGE.									
Bengal-Nagpur	3,34,371	0 44	0 64	7,36,194	0 98	1 42	4,64,210	0 62	0 89
Bombay, Baroda and Central India	1,96,677	0 41	0 45	3,99,317	0 84	0 92	4,80,402	1 00	1 11
Eastern Bengal	2,13,260	0 55	0 69	1,61,289	0 42	0 52	2,23,532	0 58	0 72
East Indian	6,69,688	0 34	0 55	10,67,286	0 55	0 89	8,98,164	0 47	0 74
Great Indian Peninsula	6,49,847	0 44	0 64	9,14,137	0 61	0 90	4,46,615	0 30	0 44
Madras and Southern Mahratta	1,25,448	0 32	0 42	3,05,389	0 79	1 03	2,61,315	0 68	0 88
Nizam's Guaranteed State	43,884	0 50	1 02	85,973	0 97	2 00	80,858	0 91	1 88
North Western	6,90,701	0 45	0 55	11,68,236	0 75	0 95	8,33,092	0 54	0 67
South Indian	44,292	0 28	0 38	67,444	0 43	0 58	79,379	0 50	0 68
3' 3 1/4" GAUGE.									
Assam-Bengal	1,43,931	0 70	1 23	98,174	0 48	0 84	1,02,088	0 50	0 87
Bengal and North-Western	89,963	0 20	0 62	1,66,142	0 36	1 14	90,380	0 20	0 62
Bombay, Baroda and Central India	2,52,984	0 41	0 77	3,54,248	0 57	1 08	4,01,377	0 64	1 22
Burma	2,87,554	0 55	0 99	3,31,509	0 64	1 14	2,10,030	0 40	0 73
Eastern Bengal	93,775	0 39	0 59	80,948	0 33	0 51	49,214	0 20	0 31
Jodhpur	15,396	0 14	0 21	64,706	0 59	0 88	21,545	0 20	0 29
Madras and Southern Mahratta	1,17,903	0 25	0 51	3,10,873	0 65	1 35	1,82,019	0 38	0 79
Nizam's Guaranteed State	49,919	0 57	1 27	77,114	0 89	1 97	1,05,644	1 21	2 70
Rohilkund and Kumaon	19,649	0 23	0 55	..	..	..	30,080	0 35	0 84
South Indian	1,41,503	0 27	0 54	2,09,416	0 40	0 81	2,08,152	0 40	0 80
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	36,263	0 36	0 84	65,263	0 65	1 50	18,510	0 18	0 43
Bombay, Baroda and Central India	672	0 06	0 10	479	0 04	0 07	7,741	0 65	1 16
Eastern Bengal	137	0 01	0 07	8	..	..	80	0 01	0 04
Jodhpur	157	0 13	0 64	23	0 02	0 09	..	..	..
North Western	34,145	0 58	0 60	34,918	0 59	0 62	1,06,080	1 80	1 86
South Indian	1,431	0 44	0 52	534	0 16	0 19	5,515	1 67	1 98
South Indian	2,771	0 27	0 65	3,681	0 35	0 87	2,871	0 27	0 66

Class I Railways for the year 1927-28—contd.

GENERAL DEPARTMENTS—concl'd.

TOTAL GENERAL ADMINISTRATION —F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			TOTAL EXPENSES OF GENERAL DEPARTMENT —LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT F.)		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
188	189	190	191	192	193	194	195	196
Rs.	As.		Rs.	As.		Rs.	As.	
35,34,648	4·71	6·80	5,70,775	0·76	1·10	41,03,168	5·47	7·90
28,03,364	5·86	6·49	16,582	0·04	0·04	28,19,846	5·90	6·53
20,84,495	5·42	6·74	2,20,330	0·58	0·71	23,04,825	6·00	7·45
69,34,648	3·58	5·73	15,70,326	0·81	1·30	85,04,974	4·39	7·63
50,42,464	3·37	4·95	9,86,458	0·66	0·97	61,89,541	4·12	6·06
17,32,625	4·48	5·84	3,68,977	0·96	1·24	21,01,602	5·44	7·08
5,58,905	6·33	13·0	30,035	0·34	0·70	5,88,940	6·67	13·7
81,13,474	5·18	6·55	7,83,055	0·50	0·63	88,96,529	5·68	7·18
5,84,923	3·70	5·03	61,868	0·41	0·56	6,49,791	4·11	5·59
10,60,922	5·21	9·04	69,882	0·34	0·60	11,30,330	5·55	9·64
10,88,148	2·39	7·48	2,11,133	0·46	1·44	14,08,380	3·08	9·67
24,65,214	3·96	7·49	8,149	0·01	0·02	24,73,363	3·97	7·51
21,02,837	4·05	7·25	2,13,925	0·41	0·74	23,16,762	4·46	7·99
9,02,753	3·73	5·72	1,49,223	0·61	0·94	10,51,976	4·34	6·66
4,86,158	4·42	6·60	65,785	0·78	1·16	5,71,168	5·20	7·75
14,53,653	3·01	6·34	1,99,602	0·42	0·87	16,53,255	3·43	7·21
5,89,700	6·78	15·0	37,552	0·43	0·96	6,27,252	7·21	16·0
3,68,355	4·24	10·3	61,805	0·72	1·74	4,30,160	4·96	12·1
16,29,767	3·11	6·27	2,01,565	0·38	0·77	18,31,332	3·49	7·04
3,27,238	3·25	7·53	52,189	0·52	1·20	3,79,356	3·77	8·73
42,891	3·62	6·43	..	..	..	42,891	3·62	6·43
4,146	0·44	2·00	154	0·02	0·08	4,300	0·46	2·02
564	0·47	2·30	..	..	..	564	0·47	2·30
2,33,854	3·97	4·10	13,102	0·22	0·23	2,46,956	4·19	4·33
7,480	2·27	2·69	5	..	..	7,485	2·27	2·69
29,974	2·87	7·05	4,469	0·43	1·05	31,443	3·30	8·10

30.—Analysis of operating expenses of Class I Railways for the year 1927-28—concl'd.

TABLE G.—MISCELLANEOUS EXPENSES.

Railway.	TOTAL GENERAL ADMINISTRATION —(G. I.)			TOTAL MISCELLANEOUS EXPENSES—LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT G.)		
	Total amount.	Cost per train mile.	Percentage of total working expenses.	Total amount.	Cost per train mile.	Percentage of total working expenses.
	197	198	199	200	201	202
	Rs.	As.		Rs.	As.	
5' 6" GAUGE.						
Bengal-Nagpur	34,52,586	4 60	6 65	40,44,572	5 39	7 79
Bombay, Baroda and Central India	23,01,959	4 81	5 33	23,43,404	4 90	5 42
Eastern Bengal	20,11,338	5 23	6 50	22,45,898	5 84	7 26
East Indian	71,26,560	3 68	5 89	84,26,323	4 35	6 97
Great Indian Peninsula	52,04,111	3 48	5 12	52,53,566	3 51	5 17
Madras and Southern Mahratta	14,75,692	3 82	4 97	18,58,061	4 81	6 28
Nizam's Guaranteed State	3,18,957	3 61	7 41	3,30,088	3 74	7 67
North Western	58,12,773	3 71	4 69	72,14,391	4 61	5 82
South Indian	3,92,622	2 48	3 38	5,70,349	3 60	4 91
3' 3½" GAUGE.						
Assam-Bengal	6,19,163	3 04	5 27	6,97,660	3 42	5 94
Bengal and North-Western	5,36,564	0 07	3 69	6,78,576	0 08	4 66
Bombay, Baroda and Central India	17,79,541	2 86	5 41	18,11,419	2 91	5 50
Burma	14,96,184	2 88	5 16	17,28,474	3 33	5 96
Eastern Bengal	7,89,593	3 26	5 00	8,93,492	3 69	5 66
Jodhpur	2,32,569	2 11	3 16	3,19,678	2 90	4 34
Madras and Southern Mahratta	10,23,601	2 12	4 47	12,73,824	2 64	5 56
Nizam's Guaranteed State	2,27,012	2 61	5 79	2,33,012	2 68	5 94
Rohilkund and Kumaon	1,23,464	1 42	3 46	1,29,359	1 49	3 63
South Indian	13,73,151	2 63	5 28	20,85,315	3 98	8 02
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	91,402	0 91	2 10	93,048	0 92	2 14
Bombay, Baroda and Central India	11,256	0 95	1 69	13,015	1 10	1 95
Eastern Bengal	3,696	0 39	1 79	4,202	0 44	2 03
Jodhpur	345	0 29	1 41	345	0 29	1 41
North Western { 2' 6" Gauge	98,026	1 67	1 72	1,15,394	1 96	2 03
{ 2' 0" "	893	0 27	0 32	893	0 27	0 32
South Indian	8,106	0 78	1 91	9,984	0 96	2 35

31.—Statement of Oil Consumption on Class I Railways during the years 1926-27 and 1927-28.

Railway.	Year.	Lubricating oil used on Engines*.				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles.
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	1926-27	291,240	432,256	6·28	6·18	866,149	2·71
	1927-28	326,880	504,140	6·18	6·19	676,197	1·88
Bombay, Baroda and Central India.	1926-27	607,743	219,560	10·3	10·2	574,274	2·79
	1927-28	484,250	166,640	8·40	8·16	524,536	2·56
Eastern Bengal	1926-27	346,390	125,303	9·01	8·62	315,066	2·24
	1927-28	375,424	120,196	8·46	7·73	209,979	1·95
East Indian	1926-27	1,286,759	1,314,284	8·32	8·44	3,554,275	3·61
	1927-28	1,368,895	1,310,661	8·29	8·42	2,942,206	2·80
Great Indian Peninsula	1926-27	1,180,371	933,806	8·91	9·97	1,207,740	2·22
	1927-28	1,206,105	979,930	8·99	10·1	900,008	1·60
Madras and Southern Mahratta	1926-27	362,735	191,207	9·03	9·22	310,335	2·09
	1927-28	376,220	213,595	9·23	9·38	199,302	1·29
Nizam's Guaranteed State	1926-27	65,839	48,745	7·77	9·19	38,439	1·23
	1927-28	62,316	44,135	6·83	8·37	33,747	1·02
North Western	1926-27	1,484,260	977,666	9·52	12·5	1,088,859	1·72
	1927-28	1,538,825	996,933	9·05	11·7	1,207,846	1·74
South Indian	1926-27	153,246	61,730	8·95	9·01	69,983	1·57
	1927-28	161,212	58,317	8·09	8·70	67,153	1·44
Total	1926-27	5,778,633	4,304,557	8·86	9·22	8,025,120	2·65
	1927-28	5,900,127	4,394,547	8·23	8·67	6,849,974	2·13
3' 3½" GAUGE.							
Assam Bengal	1926-27	133,308	39,766	5·29	6·12	94,474	1·14
	1927-28	146,164	45,328	5·40	6·39	111,642	1·22
Bengal and North Western	1926-27	270,348	84,879	5·04	5·02	288,138	1·56
	1927-28	288,313	90,349	5·16	5·07	264,996	1·39
Bombay, Baroda and Central India.	1926-27	419,298	259,564	6·72	6·90	603,588	1·87
	1927-28	419,202	228,918	6·48	6·24	600,271	1·80
Burma	1926-27	277,638	163,022	6·12	6·82	203,912	1·01
	1927-28	294,974	188,431	6·23	7·30	197,992	0·87
Eastern Bengal	1926-27	156,266	69,885	6·14	6·12	150,627	1·27
	1927-28	148,618	65,816	5·67	5·61	140,594	1·16
Jodhpur	1926-27	88,317	26,174	6·55	6·48	67,397	1·34
	1927-28	89,422	27,890	6·62	6·20	58,328	1·09
Madras and Southern Mahratta	1926-27	278,011	231,908	6·43	7·01	192,151	1·11
	1927-28	281,597	243,957	6·37	7·11	176,375	0·98
Nizam's Guaranteed State.	1926-27	68,748	25,151	6·32	8·04	37,144	1·04
	1927-28	64,974	25,176	5·83	7·37	35,794	1·30
Rohilkund and Kumaon	1926-27	53,216	3,739	4·84	3·54	62,960	1·82
	1927-28	56,033	4,967	4·70	3·65	64,449	1·80
South Indian	1926-27	306,563	138,128	5·79	6·31	202,318	1·11
	1927-28	322,505	138,948	5·73	6·05	226,492	1·16
Total	1926-27	3,051,713	1,042,216	5·99	6·53	1,802,708	1·36
	1927-28	2,111,862	1,059,780	5·81	6·09	1,776,933	1·26

*Excluding shunting, siding and departmental.

31.—Statement of Oil Consumption on Class I Railways during the years 1926-27 and 1927-28—conold.

Railway.	Year.	Lubricating oil used on Engines.	
		*Total Pints (all engines).	Pints per 100 Engine miles(all Engines).
1	2	3	4
2' 6" AND 2' 0" GAUGES.			
Bengal Nagpur	{ 1926-27 1927-28	82,673 90,191	4.19 4.21
Bombay, Baroda and Central India {	1926-27 1927-28	22,194 14,594	9.31 6.42
Eastern Bengal	{ 1926-27 1927-28	9,597 11,889	7.48 7.38
Great Indian Peninsula	{ 1926-27 1927-28	28,651 28,526	8.03 8.07
Jodhpur	{ 1926-27 1927-28	1,152 1,152	6.29 6.01
North Western	{ 2'-6" { 1926-27 1927-28	108,935 110,505	9.43 9.18
	{ 2'-0" { 1926-27 1927-28	7,691 4,262	11.4 6.88
South Indian	{ 1926-27 1927-28	8,064 8,074	4.70 4.59
Total	{ 1926-27 1927-28	268,957 269,192	6.60 6.19

*Includes Departmental figures.

32.—Statement of Electric Train Statistics of the Great Indian Peninsula Railway for the years 1926-27 and 1927-28.

PHYSICAL STATISTICS. (1)	Year. (2)	Results. (3)	OPERATING STATISTICS—(concl'd.) (4)	Year. (5)	Results. (6)
1. Section electrified—	(1) Victoria Terminus to Thana (Harbour branch and main line Section)		14·03 Third class	1926-27	15,194,343
	(2) Ravli (Harbour branch) to Mahim.			1927-28	25,893,210
2. Date of first opening for public service.	..	3-2-25	14·04 Total	1926-27	16,220,076
				1927-28	27,360,890
3. Mileage equipped for electric service on 31st March—			15. Passenger miles—		
3·01 Route miles	1927	29·9	15·01 First class	1926-27	477,678
	1928	29·9		1927-28	616,180
3·02 Track miles	1927	71·6	15·02 Second class	1926-27	6,962,843
	1928	71·6		1927-28	10,094,878
	1927	29·9	15·03 Third class	1926-27	104,143,735
3 (a). Mileage opened for electric service on 31st March.	1928	29·9		1927-28	181,974,590
	1927	3	15·04 Total	1926-27	111,381,236
4. No. of sub-power stations on 31st March.	1928	3		1927-28	192,685,663
5. No. of electric railway stations on 31st March.	1927	22	16. Cost of and earnings from electric train working—		
	1928	22	16·01 Earnings per passenger mile—Pies.	1926-27	2·26
6. Mileage of transmission cable on 31st March.	1927	17·3		1927-28	2·12
	1928	17·8	16·02 Cost per passenger mile—Pies	1926-27	3·63
OPERATING STATISTICS.				1927-28	3·48
7. Average No. on the line—	1926-27	13	16·03 Earnings per train mile—Rs.	1926-27	1·23
7·01 Motor coaches	1927-28	35		1927-28	1·43
	1926-27	54	16·04 Cost per train mile—Rs.	1926-27	1·99
7·02 Trailers	1927-28	105		1927-28	2·35
	1926-27	18	17. Average speed—		
7·03 Train units*	1927-28	35	17·01 Train miles per train hour.	1926-27	21·0
8. Average No. in use daily—	1926-27	18		1927-28	21·3
8·01 Motor coaches	1927-28	27	17·02 Train miles per total hour.	1926-27	14·9
	1926-27	54		1927-28	14·9
8·02 Trailers	1927-28	81	18. Train unit* miles per day per train unit—		
	1926-27	18	18·01 In use	1926-27	180·1
8·03 Train units*	1927-28	27		1927-28	186·1
	1926-27	1,066,742	18·02 On the line	1926-27	180·1
9. Total passenger train miles	1927-28	1,486,915		1927-28	143·6
	1926-27	9,467,576	19. Total power for traction and train lighting in Kilo-watt hours.	1926-27	18,031,676
10. Total Vehicle miles	1927-28	14,702,424		1927-28	27,460,371
	1926-27	50,762	20. Kilo-watt hours per train unit* mile.	1926-27	15·2
11. Train hours	1927-28	69,777		1927-28	14·9
	1926-27	21,032	21. Watt hours per gross ton mile	1926-27	77·3
12. Other hours	1927-28	30,037		1927-28	80·0
	1926-27	71,794	22. Lubricating oil used—		
13. Total hours	1927-28	98,814	22·01 Total pints	1926-27	126,322
	1926-27	98,814		1927-28	81,480
14. No. of passengers carried—	1926-27	59,506	22·02 Pints per 1,000 train unit* miles.	1926-27	106·7
14·01 First class	1927-28	71,975		1927-28	44·3
	1926-27	966,227	22·03 Pints per 100,000 gross ton miles	1926-27	54·1
14·02 Second class	1927-28	1,395,419		1927-28	23·7

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

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

(i) Steam Coach Performance.

Railway.	Average authorised stock in terms of units (excluding coaches ordered but not yet handed over to traffic.)	Average number on the line (in units).	Average number under or awaiting repairs.		Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
			Number.	Percentage of average number on the line.		Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
<i>5' 6" Gauge.</i>								
Bengal-Nagpur	2	2	0.41	20.6	49.4	Nil.	Nil.	16.0
Eastern Bengal	1	1	0.08	8.00	17.8	Nil.	Nil.	28.6
Great Indian Peninsula	1	1	Nil.	Nil.	33.0	Nil.	Nil.	44.1
Madras and Southern Mahratta	2	1	0.62	31.9	14.0	3.00	3,355	37.6
North-Western	4	3	1.25	32.2	36.8	Nil.	Nil.	14.2
Total ..	10	9	2.36	24.0	32.5	3.00	3,355	20.6
<i>3' 3½" Gauge.</i>								
Eastern Bengal	1	1	Nil.	Nil.	38.2	Nil.	Nil.	17.5
Nizam's Guaranteed State	2	2	Nil.	Nil.	10.1	1.00	7,375.0	10.9
Total	3	3	Nil.	Nil.	19.4	1.00	7,375.0	15.2
<i>2' 0" and 2' 6" Gauges.</i>								
Bengal Nagpur	3	3	0.53	17.8	56.0	Nil.	Nil.	13.5

(ii) Rail Motor Performance.

Railway.	Average authorised stock.	Average number on the line.	Average number under or awaiting repairs.		Rail motor miles per rail motor day.	Rail motor failures.	Rail Motor miles per rail motor failure.	Gallons of fuel consumed per 100 rail motor miles.	
			Number.	Percentage of average number on the line.					
1	2	3	4	5	6	7	8	9	
North-Western	5' 6" B. G.	2	2	Nil.	Nil.	2.36	Nil.	Nil.	12.0
	2' 6" N. G.	5	5	1.34	26.4	39.5	2.00	36,791.5	14.5
South Indian	3' 3½" M. G.	4	4	0.33	8.25	34.6	3.00	16,870.5	12.5

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1928.

Railway.	Loco- motives.	Rail Motor Cars.	Steam Coach- es.	COACHING VEHICLES (excluding vehicles used exclusively on railway service).							GOODS VEHICLES (excluding vehicles used exclusively on railway service).				RAILWAY SERVICE VEHICLES.	
				PASSENGER VEHICLES.				Other coach- ing vehic- les.	Total.	Cover- ed and open Wag- ons.	Other vehic- les.	Total.	Coach- ing (in- clud- ing offi- cers' carri- ages).	Goods (in- clud- ing inspec- tion trol- lies).		
				Seats by classes.												
				Num- ber.	1st.	2nd.	Inter.								Third.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
CLASS II RAILWAYS.																
<i>3' 3½" Gauge.</i>																
Bengal Doars	17	..	..	52	118	102	349	2,119	7	59	437	16	453	5	8
Bhavnagar State	27	1	..	117	169	334	Nil	4,258	33	150	558	33	591	6	10	
Bikaner State	59	..	..	115	162	288	302	5,321	35	150	993	..	993	13	40
Dibru-Sadiya	28	..	..	43	157	116	107	1,752	9	52	1,460	128	1,588	57	..
Gondal	20	..	..	84	122	296	..	2,361	22	106	312	2	314	4	28
Jamnagar and Dwarka	20	..	..	51	76	109	..	1,976	15	66	512	3	515	3	3
Junagad State	18	..	..	76	103	368	..	2,415	5	81	274	13	287	7	26
Morvi	20	..	..	86	134	272	..	2,483	21	107	206	..	206	3	2
Mysore	30	..	..	111	107	190	120	3,764	20	131	358	..	358	16	28
Total	237	1	..	735	1,148	2,075	878	26,449	167	902	5,110	195	5,305	114	145	
<i>2' 6" Gauge.</i>																
Barsi Light	23	1	2	103	104	278	..	4,669	1	104	253	3	256	1	4	
Gaekwar's Baroda State	40	1	1	132	88	145	42	5,900	6	138	663	26	689	9	17	
Shahdara (Delhi) Saharan- pur Light.	10	..	..	51	39	18	84	1,281	1	52	225	4	229	1	1
Total	73	2	3	286	231	441	126	11,850	8	294	1,141	33	1,174	11	22	
<i>2' 0" Gauge.</i>																
Darjeeling-Himalayan	35	2	..	110	316	329	..	1,851	25	135	556	..	556	..	..
Howrah-Amra Light	19	..	..	135	80	..	347	2,902	14	149	76	..	76	2	1
Total	54	2	..	245	396	329	347	4,753	39	284	632	..	632	2	1	
CLASS III RAILWAYS.																
<i>3' 3½" Gauge.</i>																
Aden	4	..	..	8	20	25	..	288	1	9	50	29	79	..	..
Porbandar State	7	..	..	15	27	75	..	292	6	21	324	2	326	2	2
Udaipur-Chitorgarh	6	..	..	36	34	54	40	1,017	10	46	63	..	63	1	..
Total	17	..	..	59	81	154	40	1,597	17	76	437	31	468	3	2
<i>2' 6" Gauge.</i>																
Ahmadpur-Katwa	4	..	..	19	18	18	64	448	..	19	22	4	26	..	..
Arrah-Sasaram Light	6	..	..	24	12	..	61	556	4	..	53	..	53	2	..
Bangalore-Chick Ballapur Light.*	12	..	..	24	30	54	..	1,097	..	24	83	..	83	2	6
Bankura-Damoodar River	6	..	..	27	24	24	112	616	..	27	72	6	78	..	1
Baraset-Basirhat Light	8	..	..	43	52	..	142	1,399	4	..	61	..	61	2	1
Carried over	36	..	..	137	136	96	382	4,116	8	70	291	10	301	6	8

* Includes Kolar District Railway

24.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1928—concl'd.

Railway	Locomotives.	Rail Motor Cars.	Steam Coaches.	COACHING VEHICLES (excluding vehicles used exclusively on railway service).							GOODS VEHICLES (excluding vehicles used exclusively on railway service).			RAILWAY SERVICE VEHICLES.	
				PASSENGER VEHICLES.				Other coaching vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching (including officer's carriages).	Goods (including Inspection trolleys).	
				Number.	Seats by classes.										
					1st.	2nd.	Inter.								3rd.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Brought forward .	36	..	..	137	136	96	382	4,116	8	70	291	10	301	6	8
CLASS III RAILWAYS—concl'd.															
<i>2' 6" Gauge.</i>															
Bengal Provincial . . .	8	..	..	28	20	20	82	614	2	30	62	..	62	1	2
Bukhtiarpur-Bihar Light . .	5	..	..	25	24	18	102	561	3	..	68	..	68	1	1
Burdwan-Katwa . . .	4	..	..	22	18	18	96	512	..	22	36	4	40	..	1
Cutch State . . .	3	..	..	8	..	60	..	148	..	8	32	1	33	..	2
Dehri-Rohtas Light . . .	6	1	..	6	20	..	12	158	..	6	129	3	132	1	2
Dholpur-Bari . . .	6	..	..	8	18	..	..	400	..	8	117	3	120	..	..
Futwah-Islampur . . .	3	..	..	8	9	..	39	397	1	..	28	..	28	..	..
Jessore-Jhenidah . . .	9	..	..	19	18	22	88	408	2	21	39	1	40	..	..
Kalighat-Falta . . .	7	..	..	38	30	34	112	1,080	..	38	45	8	53	..	..
Tezpur-Balipara Light . . .	5	..	..	17	32	..	60	568	3	20	88	..	88	..	..
Total . . .	92	1	..	316	325	268	973	8,962	19	223	935	30	965	9	16
<i>2' 0" Gauge.</i>															
Gwalior Light . . .	19	3	2	56	32	84	..	1,415	16	72	333	..	333	5	8
Howrah-Sheakhala Light . .	3	..	..	34	24	..	78	708	1	Nil	13	..	13	..	..
Jagadhri Light . . .	2	..	..	4	6	..	11	84	1	5	7	..	7	..	..
Jorhat (Provincial) . . .	6	1	..	14	20	22	91	286	6	20	62	5	67	1	2
Kulasekarapatnam Light . .	4	3	..	18	..	..	..	420	..	18	40	..	40	..	..
Matheran Light . . .	4	2	..	..	17	..	..	8	4	29	24	2	26	..	..
Tarikere Narasimharajapura Light . .	6	..	..	4	..	16	..	96	..	4	44	..	44	..	1
Trivellore Light . . .	1	2	..	14	..	..	..	84	..	14	4	1	5	..	1
Total . . .	45	11	2	144	99	122	180	3,101	28	162	527	8	535	6	13

35.—Statement of Net Additions to Equipment of Class II and III Railways during the year 1927-28.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	COACHING VEHICLES (excluding vehicles used exclusively on railway service).				GOODS VEHICLES (excluding vehicles used exclusively on railway service).		RAILWAY SERVICE VEHICLES.		REMARKS.	
				No.	Seats by classes.				Covered and open wagons.	Other vehicles.	Coaching (including officers' carriages).		Goods (including inspection trollies).
					1st.	2nd.	Inter.	3rd.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS II RAILWAYS.													
<i>3' 3½" Gauge.</i>													
Bengal Doars	1	..	..	..	7	2	-13	55	-23	1	..	..	-1
Bhavnagar State	-1	..	..	..	1	..	60	15	479	..	1	..	1
Bikaner State	..	..	..	..	2	-22	-18	-106	260	-1	-1	2	..
Dibru-Sadiya	..	..	..	..	-4	-8	-16	..	-182	29	-8	..	8
Gondal	-1	..	..	..	1	10	21	..	5	254	3	..	1
Jamnagar and Dwarka	3	..	..	..	-1	-31	8	..	-11	..	-1	2	..
Junagad State	..	..	..	..	-1	-12	..	..	-164	..	..	1	..
Morvi	1	..	..	..	5	-1	2	-10	182	-5	..	4	6
Mysore	2	..	..	..	..	..	..	..	..	..	..	..	..
Total	5	..	..	10	-62	44	-46	595	279	-6	15	14	
<i>2' 6" Gauge.</i>													
Barsi Light	3	..	2	52	48	132	..	2,288	48	..	..	..	..
Gaekwar's Baroda State	..	..	..	-10	-14	-4	..	-336	-25	26	..	..	..
Shahdara (Delhi)-Saharanpur Light.	..	..	..	..	..	..	..	30	..	..	..	..	..
Total	3	..	2	42	34	128	..	1,982	23	26	..	..	..
<i>2' 0" Gauge.</i>													
Darjeeling-Himalayan	2	..	..	-1	8	-1	..	..	47	..	..	..	..
Howrah-Amra Light	..	..	..	7	26	..	49	192	..	..	..	..	..
Total	2	..	..	6	34	-1	49	192	47	..	..	..	..
CLASS III RAILWAYS.													
<i>3' 3½" Gauge.</i>													
Aden	..	-1	..	..	..	..	..	..	..	..	..	..	1
Porbandar	..	..	..	-2	-9	..	..	-68	9	-4	..	..	..
Udaipur-Chitorgarh	..	..	..	1	..	..	..	154	6	..	..	..	..
Total	..	-1	..	-1	-9	..	..	86	15	-4	..	..	1
<i>2' 6" Gauge.</i>													
Ahmadpur-Katwa	..	..	..	..	1	6	..	..	4	..	..	..	..
Arrah-Sasaram Light	..	..	..	..	2	6	-8	..	167	..	..	..	..
Bangalore-Chik-Ballapur Light.*	..	..	..	..	..	..	..	..	..	..	..	..	..
Bankura-Damoodar River	..	..	..	..	..	..	..	..	2	..	..	..	..
Baraset Basirhat Light	..	..	..	-1	..	..	2	152	2	..	..	..	..
Bengal Provincial	..	..	..	..	..	..	..	..	..	..	..	..	..
Bukhtiarpur-Bihar Light.	..	..	..	4	..	..	24	72	..	..	..	..	..
Burdwan-Katwa	..	..	..	..	..	..	..	..	..	..	..	..	1
Cutch State	..	..	..	..	..	..	..	..	..	..	..	..	..
Dehri-Rohtas Light	..	..	..	..	..	..	..	..	-6	..	..	..	-1
Dholpur-Bari	..	..	..	..	..	..	..	..	2	..	..	..	..
Futwah-Islampur	..	..	..	..	..	..	-26	..	..	..	..	..	..
Jeasore-Jhenidah	..	..	..	..	..	..	..	..	..	..	..	..	..
Kalighat-Falta	..	..	..	..	..	..	..	..	..	..	..	..	..
Tezpur-Balipara	..	-1	..	..	..	..	..	..	..	..	..	..	..
Total	..	-1	..	6	12	-8	..	391	2	..	..	..	..
<i>2' 0" Gauge.</i>													
Gwalior Light	-3	-1	..	-10	-8	-7	..	-80	..	..	2	..	..
Howrah-Sheakhala Light	..	..	..	2	..	..	..	92	..	..	..	..	..
Jagadhri Light	..	..	..	..	..	..	..	..	..	..	..	..	..
Jorhat (Provincial)	..	..	..	-4	-8	-8	3	-128	-41	..	-1	..	-1
Kulasekarapatnam Light	-2	1	..	-2	..	..	..	-48	..	..	..	..	..
Matheran Light	4	2	..	..	17	..	..	8	24	2	..	..	-1
Tarikere Narasimharajapura Light.	..	..	..	..	..	..	..	..	-2	..	..	..	-1
Trivellore Light	-1	..	..	..	..	..	..	..	..	..	..	..	..
Total	-2	2	..	-14	1	-15	3	-166	-19	2	1	..	-3

*Includes Kolar District Railway.

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

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE, WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
I	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS II RAILWAYS.													
Barsi Light	2' 6"	1926-27	2	3.2	..	937.1	940.5	166.9	2	4.3	..	1,102.9	1,107.4
		1927-28	2	5.2	..	962.5	987.9	140.6	2	6.1	..	1,111.2	1,117.5
Bengal Doons	3' 3 1/2"	1926-27	2.1	4.3	47.4	1,396.7	1,450.5	84.3	2.4	4.8	49.8	1,477.8	1,534.8
		1927-28	2.1	4.7	52.2	1,462.9	1,521.9	73.9	2.4	5.1	54.0	1,534.3	1,595.8
Bhavnagar State	3' 3 1/2"	1926-27	1.4	20.2	..	2,392.2	2,413.8	316.6	2.0	26.6	..	2,701.8	2,730.4
		1927-28	1.4	23.3	..	2,368.7	2,393.4	317.9	1.9	29.8	..	2,679.6	2,711.3
Bikaner State	3' 3 1/2"	1926-27	1.2	6.3	21.5	1,651.9	1,680.9	185.0	1.7	8.4	24.3	1,831.5	1,865.9
		1927-28	1.1	7.3	22.1	1,998.8	2,029.3	227.6	1.6	9.6	25.4	2,220.3	2,256.9
Darjeeling Himalayan	2' 0"	1926-27	4.0	19.0	..	581.7	604.7	25.9	6.2	25.0	..	599.4	630.6
		1927-28	3.9	18.8	..	532.6	555.3	31.8	7.8	27.0	..	552.3	5,871
Dibru Sadiya	3' 3 1/2"	1926-27	6.8	11.6	13.8	1,199.7	1,231.9	79.2	7.3	12.4	16.7	1,274.7	1,311.1
		1927-28	6.5	12.2	19.0	1,315.9	1,353.6	96.2	7.2	13.6	22.0	1,407.0	1,449.8
Gaekwar's Baroda State	2' 6"	1926-27	8	14.9	54	3,951.6	3,972.7	374.4	9	16.8	54	4,324.0	4,347.1
		1927-28	1.1	14.6	1	3,684.2	3,700.0	351.6	1.6	16.7	1	4,033.2	4,051.6
Gondal	3' 3 1/2"	1926-27	9	24.1	..	1,647.6	1,672.6	842.1	2.2	44.2	..	2,468.3	2,514.7
		1927-28	9	24.5	..	1,699.6	1,725.0	888.9	2.4	46.0	..	2,565.5	2,613.9
Howrah-Amta Light	2' 0"	1926-27	4.6	..	84.3	2,788.9	2,877.8	..	4.6	..	84.3	2,788.9	2,877.8
		1927-28	4.5	..	94.7	2,890.3	2,998.5	4	4.5	..	94.7	2,899.7	2,998.9
Jamnagar and Dwarka	3' 3 1/2"	1926-27	7	8.2	..	608.4	617.3	85.9	1.0	11.0	..	691.2	703.2
		1927-28	1.2	10.0	..	670.2	681.4	92.5	1.8	13.7	..	758.4	773.9
Junagad State	3' 3 1/2"	1926-27	1.6	27.3	..	1,371.8	1,400.7	243.2	1.9	33.2	..	1,608.8	1,643.9
		1927-28	1.4	27.2	..	1,416.9	1,445.5	251.5	1.9	34.1	..	1,661.0	1,697.0
Morvi	3' 3 1/2"	1926-27	1.1	10.0	..	574.9	586.0	324.1	2.3	24.2	..	883.6	910.1
		1927-28	1.3	10.7	..	604.5	616.5	326.2	3.8	23.8	..	915.1	942.7
Mysore	3' 3 1/2"	1926-27	2.6	27.6	40.3	2,897.0	2,967.5	87.1	2.8	29.2	40.8	2,981.8	3,054.6
		1927-28	3.9	38.9	43.1	3,197.9	3,283.8	104.2	4.2	40.6	44.5	3,298.7	3,388.0
Shahdara (Delhi)-Sabaranpur Light	2' 6"	1926-27	1	1.3	18.2	1,072.9	1,092.5	12.1	2	1.4	19.2	1,083.8	1,104.6
		1927-28	2	1.4	16.4	1,142.4	1,160.4	11.6	2	1.5	16.8	1,153.5	1,172.0
TOTAL CLASS II RAILWAYS.		1926-27	28.1	178.0	230.9	23,072.4	23,509.4	2,826.8	35.7	241.5	240.5	25,818.5	26,336.2
		1927-28	29.7	198.8	247.5	23,956.4	24,432.5	2,923.9	41.5	267.6	257.5	26,789.8	27,356.4
CLASS III RAILWAYS.													
Aden	3' 3 1/2"	1926-27	1	4	..	182.6	183.1	..	1	4	..	182.6	183.1
		1927-28	..	4	..	142.2	142.0	..	..	4	..	142.2	142.6
Ahmadpur-Katwa	2' 6"	1926-27	..	9	6.0	303.7	310.6	10.1	..	1.0	6.4	313.3	320.7
		1927-28	..	9	6.1	270.4	277.4	9.4	..	9	6.5	270.4	286.8
Arrah-Sasaram Light	2' 6"	1926-27	9	..	6.8	605.1	612.8	3.6	9	..	6.9	608.6	616.4
		1927-28	8	..	7.3	924.4	932.5	3.9	8	..	7.4	628.2	636.4
Bangalore-Chik-Ballapur Light	2' 6"	1926-27	1	3.5	..	886.9	890.5	38.2	1	3.8	..	924.8	928.7
		1927-28	1	3.4	..	944.3	947.8	33.5	1	3.6	..	977.6	981.3
Bankura-Damoodar River	2' 6"	1926-27	..	5	1.9	217.3	219.7	1.8	..	6	2.0	218.9	221.5
		1927-28	..	6	2.4	253.7	256.7	1.5	..	6	2.6	255.0	258.2
Baraset-Bairhat Light	2' 6"	1926-27	3.7	..	30.3	1,324.7	1,358.7	3.8	3.7	..	30.7	1,328.1	1,362.5
		1927-28	3.0	..	38.1	1,332.8	1,373.9	2.1	3.0	..	38.1	1,334.9	1,376.0
Bengal Provincial	2' 6"	1926-27	1	1.6	6.4	513.0	521.1	99.5	1	2.2	11.2	607.1	620.6
		1927-28	1	1.6	8.3	552.8	562.8	103.0	2	2.3	13.3	650.0	665.8

Class II and III Railways for the years 1926-27 and 1927-28.

PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					EARNINGS FROM PASSENGER CARRIED (IN THOUSANDS).				
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
11	163	..	37,482	37,666	44.2	38.5	..	34.0	34.0	Rs. 1	Rs. 13	..	Rs. 7.31	Rs. 7.95
9	237	..	38,607	38,853	40.7	38.5	..	34.7	34.8	1	13	..	8.04	8.18
64	116	1,036	28,678	29,392	27.0	24.0	21.0	19.0	19.0	9	8	25	4.46	4.90
87	120	1,121	27,702	29,030	37.0	23.0	21.0	18.0	18.0	9	8	26	4.47	4.90
109	1,286	..	74,738	76,133	55.0	48.3	..	27.7	27.9	10	61	..	13.49	14.20
105	1,317	..	73,978	75,400	55.5	44.2	..	27.6	27.8	10	64	..	13.33	14.07
108	613	1,300	74,780	76,801	65.6	73.0	53.5	40.8	41.2	17	49	40	15.60	16.65
191	706	1,290	88,805	90,992	119.3	73.0	50.8	40.0	40.3	31	55	40	18.60	19.76
286	869	..	10,489	11,644	46.4	34.7	..	17.5	18.5	1.15	1.23	..	4.78	7.26
349	823	..	9,120	10,292	44.7	30.5	..	16.5	17.5	99	1.14	..	4.11	6.24
149	244	388	18,706	19,487	20.0	19.7	23.2	14.7	14.9	18	15	13	3.91	4.37
143	295	505	20,813	21,768	24.0	25.0	25.0	16.0	16.0	17	18	17	4.35	4.87
23	300	75	55,268	55,666	25.5	17.9	13.9	12.8	12.8	3	19	2	12.95	13.19
41	293	1	51,458	51,793	25.6	20.1	10.0	12.7	12.7	5	18	..	12.06	12.29
104	1,476	..	57,378	58,958	47.3	33.4	..	23.3	23.2	9	68	..	10.38	11.25
116	1,553	..	60,069	61,737	47.9	33.8	..	23.4	23.6	10	72	..	10.94	11.76
76	..	906	37,375	38,357	16.5	..	10.7	13.4	13.3	6	..	26	8.07	8.38
77	..	1,024	38,626	39,727	17.1	..	10.8	13.3	13.2	5	..	29	8.36	8.70
61	565	..	25,014	25,640	62.0	51.0	..	36.0	36.0	6	31	..	5.97	6.34
111	709	..	27,526	28,346	61.0	52.0	..	36.0	37.0	11	39	..	6.57	7.07
74	360	..	34,330	35,264	38.2	25.9	..	21.3	21.5	7	40	..	6.23	6.70
69	873	..	35,312	36,254	35.7	25.6	..	21.3	21.4	7	41	..	6.40	6.88
161	1,479	..	36,803	38,433	64.3	61.2	..	41.7	42.2	15	73	..	6.81	7.69
244	1,437	..	38,389	40,070	65.0	60.0	..	42.0	43.0	25	72	..	7.11	8.08
190	1,077	1,760	76,670	79,697	67.0	37.0	43.0	26.0	26.0	22	58	58	14.66	16.04
268	1,591	1,881	88,094	91,834	64.0	39.0	42.0	27.0	27.0	22	71	60	15.94	17.47
3	33	404	21,866	22,295	15.0	23.6	21.0	20.0	20.0	1	2	17	5.12	6.32
4	38	409	23,363	23,814	20.0	25.3	24.3	20.3	20.3	1	2	16	5.48	5.67
1,409	9,080	5,868	589,566	605,923	||39.5	||37.6	||24.4	||22.8	||23.0	2.38	5.69	1.81	1,20,26	1,30,04
1,813	9,992	6,231	621,862	639,898	||43.8	||37.3	||24.2	||23.2	||23.4	2.53	5.87	1.88	1,25,86	1,35,94
2	7	..	1,747	1,756	20.0	17.5	..	9.57	9.59	..	1	..	64	65
..	7	..	1,745	1,762	..	17.5	..	12.3	13.2	..	1	..	64	65
..	13	81	3,775	3,869	..	14.0	13.0	12.0	12.1	..	1	3	1.18	1.22
..	13	90	3,451	3,554	..	14.0	14.0	12.0	13.4	..	1	4	1.08	1.13
33	..	216	12,570	12,818	35.0	..	31.0	20.0	20.0	3	..	8	2.95	3.06
27	..	234	13,783	14,044	33.0	..	31.0	20.0	28.0	3	..	9	2.99	3.12
3	97	..	17,028	17,128	21.0	26.0	..	18.0	18.0	..	5	..	2.97	3.02
2	83	..	18,195	18,280	25.0	23.0	..	19.0	19.0	..	4	..	3.04	3.08
..	15	50	4,115	4,180	..	25.0	25.0	18.0	18.9	..	1	2	1.29	1.32
..	12	60	4,234	4,306	..	20.0	23.1	16.6	16.7	..	1	3	1.32	1.36
95	..	561	18,185	18,841	24.0	..	16.0	12.0	17.0	5	..	15	3.79	3.99
68	..	667	17,901	18,636	22.0	..	17.0	13.0	17.0	4	..	18	3.68	3.90
1	15	77	4,482	4,575	9.74	6.90	6.85	7.38	7.37	..	1	2	1.08	1.08
1	16	110	4,685	4,812	6.34	7.08	8.27	7.20	7.23	..	1	3	1.11	1.16

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

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1926-27 and 1927-28—contd.

Railway	Gauge.	Year.	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thous- ands).	Aver- age miles a ton of goods was car- ried.	Earnings from tons carried (In thous- ands of rupees.)	Average rate charged for carry- ing a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	Other tra- ffic.	Total.				
			30	31	32	33	34	35	36	37					38	39	40	41
CLASS II RAILWAYS.														
Barak Light	2' 6"	1926-27	27.1	15.1	..	4.00	4.03	122	49	171	8,510	49.9	8,50	19.4
		1927-28	20.0	10.0	..	4.00	4.04	143	59	202	9,578	47.4	9,80	19.4
Bengal Doons	3' 3"	1926-27	25.8	13.4	4.67	3.00	3.15	143	104	247	15,457	63.0	17,17	21.3
		1927-28	20.5	13.4	4.52	3.09	3.24	118	149	267	18,128	68.0	18,75	19.9
Bhavnagar State	3' 3½"	1926-27	18.1	9.04	..	3.47	3.58	173	142	315	19,251	61.2	10,72	10.7
		1927-28	18.4	9.27	..	3.46	3.58	194	153	347	21,838	62.9	12,06	10.6
Bikaner State.	3' 3½"	1926-27	30.0	15.0	6.00	4.00	4.20	479	155	634	92,546	139.4	19,47	4.04
		1927-28	30.0	15.0	6.00	4.00	4.17	489	160	649	89,264	137.6	19,23	4.13
Darjeeling Himalayan	2' 0"	1926-27	76.9	27.2	..	8.75	11.3	117	45	162	5,329	33.0	13,90	50.1
		1927-28	55.3	36.7	..	8.66	11.6	112	44	156	5,022	32.2	14,03	53.6
Dibru Sadiya	3' 3½"	1926-27	23.2	11.8	6.43	4.00	4.27	720	59	779	20,060	25.9	24,25	23.2
		1927-28	26.3	14.1	6.46	4.12	4.29	690	67	757	19,452	25.6	24,26	23.9
Gaekwar's Baroda State	2' 6"	1926-27	25.0	12.2	5.12	4.50	4.55	351	134	485	14,745	30.4	7,59	9.88
		1927-28	24.0	12.3	6.00	4.50	4.55	400	175	575	12,650	23.0	9,48	14.4
Gondal	3' 3½"	1926-27	16.6	8.85	..	3.47	3.63	65	238	303	14,120	46.6	8,70	11.8
		1927-28	16.7	8.90	..	3.50	3.66	101	274	375	17,322	46.2	10,89	11.8
Howrah-Amra Light	2' 0"	1926-27	12.6	..	5.51	4.15	4.19	45	13	58	1,245	21.4	1,48	22.8
		1927-28	12.5	..	5.44	4.16	4.20	46	14	60	1,250	15.8	1,50	23.0
Jamnagar and Dwarka	3' 3½"	1926-27	19.7	10.6	..	4.58	4.75	153	25	178	8,122	45.0	3,26	7.71
		1927-28	19.1	10.6	..	4.58	4.79	201	47	248	15,680	63.0	6,91	8.46
Junagad State	3' 3½"	1926-27	18.1	8.99	..	3.48	3.65	189	44	233	9,390	40.3	5,86	12.0
		1927-28	18.0	8.99	..	3.48	3.64	189	42	231	8,802	38.1	6,11	13.3
Morvi	3' 3½"	1926-27	20.0	9.44	..	3.55	3.58	43	169	212	12,894	60.8	7,36	10.9
		1927-28	19.5	9.58	..	3.56	3.87	47	176	223	13,077	59.0	8,66	12.7
Mysore	3' 3½"	1926-27	22.2	10.3	6.33	3.67	3.86	174	104	278	17,340	62.3	11,47	12.7
		1927-28	15.8	8.57	6.12	3.47	3.65	204	100	304	18,293	60.0	12,57	13.0
Shahdara (Delhi)-Saharan- pur Light.	2' 6"	1926-27	20.0	11.6	8.08	4.50	4.58	68	41	109	4,365	40.0	3,83	16.8
		1927-28	20.0	10.1	7.51	4.50	4.57	67	25	92	4,054	44.1	4,01	19.0
TOTAL CLASS II RAILWAYS	..	1926-27	32.4	11.8	5.92	3.92	4.12	2,842	1,352	4,194	243,393	58.0	1,43,56	11.3
		1927-28	26.3	11.3	5.79	3.88	4.08	3,001	1,485	4,486	254,410	56.7	1,57,86	11.9
CLASS III RAILWAYS.														
Adan	3' 3½"	1926-27	36.0	18.0	9.00	6.78	6.82	33	..	33	792	24.0	59	14.3
		1927-28	44.0	18.0	..	7.00	7.00	35	..	35	840	24.0	57	11.5
Ahmadpur-Katwa	2' 6"	1926-27	21.0	12.0	8.00	6.00	6.05	9	6	15	267	8.0	22	12.0
		1927-28	24.0	12.0	8.00	6.00	6.10	6	6	12	225	19.0	17	12.0
Arrah-Sasaram Light	2' 6"	1926-27	20.0	..	7.50	4.50	4.70	30	7	37	1,109	30.0	57	15.1
		1927-28	20.0	..	7.50	3.50	4.27	29	8	37	1,088	29.4	87	15.2
Bangalore-Chik-Ballapur Light.	2' 6"	1926-27	16.0	9.00	..	3.00	3.00	26	11	37	1,476	39.7	1,31	17.0
		1927-28	16.0	9.00	..	3.00	3.00	39	9	48	1,954	40.0	1,78	17.5
Bankura-Damodar River	2' 6"	1926-27	24.0	12.0	8.00	6.00	6.01	22	8	30	1,388	44.0	71	10.0
		1927-28	24.0	12.0	8.00	6.00	6.06	16	12	28	1,255	45.0	64	10.0
Baraset-Basirhat Light	2' 6"	1926-27	10.1	..	5.13	4.00	4.07	33	7	40	1,115	27.8	1,07	18.4
		1927-28	11.3	..	5.18	3.95	4.02	33	6	39	1,088	27.4	1,07	19.2
Bengal Provincial	2' 6"	1926-27	13.4	9.00	5.92	4.50	4.53	30	5	35	2,774	79.3	51	3.49
		1927-28	19.8	8.24	4.71	4.57	4.59	33	9	42	595	14.3	47	15.3

[Columns 36 and 37 and 39. In these totals consignments passing over two or more railways are considered as two or more separate consignments.]

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1926-27 and 1927-28—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE, WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III—contd.													
Bukhtiarpur Bihar Light	2' 6"	1926-27	2	2.0	11.0	654.9	668.1	107.2	3	2.7	16.4	756.9	776.3
		1927-28	3	2.5	11.4	631.4	645.6	80.2	4	3.0	15.8	606.6	636.0
Burdwan-Katwa	2' 6"	1926-27	1	8	6.8	346.7	356.4	9.3	1	9	7.7	357.0	365.7
		1927-28	..	9	8.3	356.8	366.0	9.2	..	9	8.9	365.4	376.2
Cutch State	2' 6"	1926-27	..	9	..	59.9	60.8	..	..	9	..	59.9	60.8
		1927-28	..	1.3	..	62.1	63.4	..	..	1.3	..	62.1	63.4
Dehri Rohtas Light	2' 6"	1926-27	4	..	6	129.3	130.3	..	4	..	6	129.3	130.3
		1927-28	3	..	7	131.8	132.8	..	3	..	7	131.8	132.8
Dholpur-Bari	2' 6"	1926-27	..	3	..	171.1	171.4	4	..	3	..	171.5	171.8
		1927-28	..	2	..	170.3	170.5	4	..	2	..	170.7	170.9
Futwah-Islampur	2' 6"	1926-27	5	..	5.3	391.3	397.1	15.4	5	..	6.3	405.7	412.5
		1927-28	4	..	5.9	376.7	383.0	15.3	4	..	6.9	391.0	396.3
Gwalior Light	2' 6"	1926-27	3	5.0	..	655.1	660.4	1.1	3	5.0	..	656.2	661.5
		1927-28	3	6.0	..	755.9	762.2	2.2	3	6.0	..	758.1	764.4
Howrah-Sheakhela Light	2' 0"	1926-27	6	..	18.3	907.0	925.9	..	6	..	18.3	907.0	925.9
		1927-28	6	..	19.9	911.3	931.8	1	6	..	19.9	911.4	931.9
Jagadhri Light	2' 0"	1926-27	2	..	1.3	94.5	96.0	..	2	..	1.3	94.5	96.0
		1927-28	2	..	1.0	98.6	99.8	..	2	..	1.0	98.6	99.8
Jessore-Jhenidah	2' 6"	1926-27	1	5	2.3	178.8	181.7	2.6	1	5	2.3	181.3	184.3
		1927-28	1	5	1.7	174.7	177.0	1.5	1	5	1.8	176.1	178.5
Jorhat (Provincial)	2' 0"	1926-27	..	..	..	281.1	281.1	..	..	..	..	281.1	281.1
		1927-28	..	..	..	..	..	..	..	..	..	..	..
Kalighat-Falte	2' 6"	1926-27	1	2.7	20.8	832.8	856.4	1.9	1	2.7	21.0	834.5	858.3
		1927-28	..	2.6	19.8	862.2	884.6	1.3	..	2.6	19.9	863.4	885.9
Kulasekarapatnam Light	2' 0"	1926-27	..	..	..	119.9	119.9	..	..	..	..	119.9	119.9
		1927-28	..	..	..	154.0	154.0	..	..	..	..	154.0	154.0
Matheran Light	2' 0"	1926-27	†	†	†	†	†	†	†	†	†	†	†
		1927-28	1.0	4.8	..	7.8	13.6	8.4	20	9.6	..	10.4	22.0
Porbandar State	3' 3½"	1926-27	2	3.1	..	287.1	290.4	69.6	4	5.0	..	354.6	360.0
		1927-28	5	3.8	..	302.8	307.1	74.3	1.0	5.8	..	374.6	381.4
Tanjikere-Narasimharajapura Light	2' 0"	1926-27	..	6	..	50.6	51.2	2	..	6	..	50.8	51.4
		1927-28	..	5	..	54.5	55.0	..	..	5	..	54.5	55.0
Tezpur-Balipara	2' 6"	1926-27	2	..	3.8	251.5	255.5	..	2	..	3.8	251.5	255.5
		1927-28	2	..	3.7	245.8	249.7	..	2	..	3.7	245.8	249.7
Trivellore Light	2' 0"	1926-27	..	..	..	93.7	93.7	..	..	..	..	93.7	93.7
		1927-28	..	..	..	62.3	62.3	..	..	..	..	62.3	62.3
Udaipur-Chitorgarh	3' 3½"	1926-27	6	2.4	2.0	438.5	443.5	57.7	1.5	3.9	2.0	493.8	501.8
		1927-28	6	2.8	2.2	461.4	467.0	67.2	1.7	4.7	2.9	524.9	534.2
TOTAL CLASS III RAILWAYS ..	..	1926-27	8.4	26.2	123.6	9,979.1	10,136.3	122.1	9.6	30.6	136.9	10,381.6	10,568.7
		1927-28	8.5	32.8	136.8	9,841.0	10,019.1	413.5	11.3	42.9	140.4	10,220.0	10,432.6

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

* Not available.

† Included with the G. I. P. Railway.

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

Railway.	Gauge.	Year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
			16	16	17	18	19	20	21	22	23	24
CLASS III—contd.												
Bukhtiarpur-Bihar Light.	2' 6"	1926-27	6	48	296	12,902	13,252	19.0	17.0	18.0	17.0	17.0
		1927-28	8	55	290	9,679	10,032	21.0	18.0	18.0	15.0	18.0
Burdwan-Katwa . . .	2' 6"	1926-27	1	20	131	4,814	4,966	16.0	23.0	17.0	13.0	13.6
		1927-28	..	9	182	3,668	5,135	..	23.0	18.0	13.0	13.7
Cuttack State	2' 6"	1926-27	..	25	..	1,246	1,271	..	29.0	..	20.8	20.9
		1927-28	..	36	..	1,371	1,407	..	28.0	..	22.0	22.2
Dehri Rohtas Light	2' 6"	1926-27	6	..	9	1,579	1,594	16.0	..	15.0	12.0	12.0
		1927-28	5	..	10	1,646	1,661	16.0	..	16.0	12.0	12.0
Dholpur Bari	2' 6"	1926-27	..	5	..	3,463	3,468	..	15.1	..	20.2	20.2
		1927-28	..	3	..	3,310	3,313	..	14.0	..	19.4	19.4
Futwah-Islampur . . .	2' 6"	1926-27	7	..	86	6,124	6,217	14.0	..	13.0	15.0	15.0
		1927-28	6	..	94	5,807	5,907	13.0	..	13.0	14.8	14.8
Gwalior Light	2' 6"	1926-27	12	186	..	12,098	13,196	40.0	37.2	..	19.8	19.9
		1927-28	17	207	..	13,856	13,880	60.0	34.0	..	18.0	18.2
Howrah-Sheekhala Light.	2' 0"	1926-27	8	..	128	7,330	7,466	13.3	..	6.99	8.08	8.06
		1927-28	9	..	132	7,438	7,579	15.0	..	6.63	8.16	8.13
Jagadhri Light	2' 0"	1926-27	1	..	4	313	318	3.31	..	3.31	3.31	3.31
		1927-28	1	..	3	326	330	3.62	..	3.31	3.31	3.31
Jorhat-Jhenidah . . .	2' 6"	1926-27	2	10	47	2,378	2,437	20.9	19.0	20.5	13.9	13.9
		1927-28	1	10	85	2,130	2,226	20.4	18.2	47.2	12.1	12.5
Jorhat (Province al)	2' 0"	1926-27	..	..	..	2,938	2,938	..	..	..	10.5	10.5
		1927-28	*	*	*	*	*	*	*	*	*	*
Kalighat-Falte	2' 6"	1926-27	1	24	116	7,573	7,714	16.0	9.0	5.0	9.0	9.1
		1927-28	..	21	121	8,775	8,917	..	8.0	6.0	10.0	10.1
Kulasekarapatnam Light	2' 0"	1926-27	..	..	..	1,130	1,130	..	..	..	9.42	9.42
		1927-28	..	..	..	1,474	1,474	..	..	..	9.57	9.57
Matheran Light	2' 0"	1926-27	†	†	†	†	†	†	†	†	†	†
		1927-28	1	4	..	5	10	..	..	..	..	..
Porbandar State	3' 3 1/2"	1926-27	13	148	..	7,006	7,167	33.0	30.0	..	20.0	20.0
		1927-28	34	155	..	6,763	6,952	34.0	27.0	..	18.0	18.0
Tatkere-Narasimharajapura Light.	2' 0"	1926-27	..	10	..	890	900	..	19.0	..	18.0	18.0
		1927-28	..	9	..	918	927	..	16.0	..	17.0	17.0
Tezpur-Balipara	2' 6"	1926-27	3	..	43	2,527	2,573	15.0	..	11.3	10.0	10.0
		1927-28	3	..	46	2,406	2,455	16.7	..	12.2	9.7	9.8
Trivellore Light	2' 0"	1926-27	..	..	..	222	222	..	..	..	2.38	2.38
		1927-28	..	..	..	148	148	..	..	..	2.37	2.37
Udaipur-Chitorgarh . .	3' 3 1/2"	1926-27	97	219	95	16,507	16,918	64.7	56.2	47.5	33.4	33.8
		1927-28	102	270	154	17,786	18,312	60.0	57.4	53.1	33.9	34.3
TOTAL CLASS III RAILWAYS.	..	1926-27	291	342	1,939	153,842	156,914	||30.3	||27.5	||14.2	||14.8	||14.6
		1927-28	285	923	2,258	152,583	156,049	||25.2	||21.5	||15.1	||14.9	||15.0

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

* Not available.

† Included with the G. I. P. Railway.

Class II and III Railways for the years 1926-27 and 1927-28—conold.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (In thousands).	Average rate charged for carrying a ton of goods one mile (In pies).
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.				
25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.	
1	3	11	2,69	2,34	20.0	12.0	7.00	4.00	4.00	41	20	61	1,167	19.0	1.30	21.4
1	3	11	2,02	2,17	20.0	12.0	7.50	4.00	4.15	41	21	62	1,200	19.4	1.36	21.8
..	1	6	1,50	1,57	24.0	12.0	8.00	6.00	6.07	22	7	29	643	22.0	1.2	12.0
..	1	7	1,55	1,63	24.0	12.0	8.00	6.00	6.09	13	9	22	464	21.0	1.31	12.0
..	1	..	39	40	..	12.0	..	6.00	6.19	12	..	12	211	16.9	1.23	20.9
..	2	..	43	45	..	12.0	..	6.00	6.14	16	..	16	240	15.0	1.25	20.0
1	..	..	31	32	20.0	..	7.00	3.75	3.83	159	10	169	*	*	2.79	*
1	..	..	32	33	20.0	..	7.00	3.75	3.75	162	11	173	*	*	2.82	*
..	1	..	72	73	..	24.0	..	4.00	4.03	94	6	100	3,595	36.1	1.50	8.01
..	..	..	69	69	..	24.0	..	4.00	4.02	89	2	91	3,363	36.9	1.44	8.21
1	..	3	1,28	1,32	20.0	..	7.50	4.00	4.00	21	6	27	520	19.3	1.49	18.1
1	..	3	1,21	1,25	20.0	..	7.50	4.00	4.06	13	12	25	359	14.5	1.38	20.3
3	13	..	3,39	3,55	30.0	16.0	..	5.00	5.17	113	15	128	5,984	46.8	3.55	11.4
3	14	..	3,57	3,74	31.0	13.0	..	5.00	5.00	170	..	170	7,115	42.0	3.57	11.0
1	..	3	1,34	1,38	24.0	..	4.50	3.51	3.55	16	3	19	308	16.2	1.42	26.8
1	..	3	1,37	1,41	21.3	..	4.36	3.54	3.57	14	5	19	276	14.1	1.38	26.6
..	..	..	12	12	29.0	..	10.0	7.00	7.20	7	..	7	24	3.31	1.6	73.0
..	..	..	1	1	28.0	..	10.0	7.00	7.00	11	..	11	36	3.31	1.12	64.0
..	1	2	72	75	22.8	11.6	8.17	5.81	5.91	9	7	16	364	23.2	1.68	20.6
..	1	1	62	64	21.7	10.7	3.80	5.59	5.52	6	7	13	295	22.8	1.50	32.6
..	..	..	68	68	..	..	..	4.42	4.42	23	..	23	292	13.1	1.18	75.0
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1	1	3	1,83	1,88	20.0	10.0	7.00	4.56	4.65	32	10	42	697	17.0	1.43	12.0
..	1	5	2,11	2,17	21.0	11.0	7.00	4.50	4.67	41	8	49	918	19.0	1.59	12.0
..	..	..	35	35	..	..	..	6.00	6.00	12	..	12	110	9.06	1.33	67.7
..	..	..	46	46	..	..	..	6.00	6.00	14	..	14	151	11.0	1.40	51.0
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
10	39	..	20	69	10.0	9.00	..	4.00	4.23	1	NI	1	2	2	24	10.0
1	7	..	1,27	1,35	18.0	9.00	..	3.50	3.63	116	27	143	3,561	25.0	2.06	11.0
2	7	..	1,30	1,39	9.00	10.0	..	4.00	4.00	135	43	178	4,531	25.0	2.47	11.0
..	1	..	16	17	..	12.0	..	3.00	4.00	7	..	7	149	22.9	1.32	41.8
..	1	..	16	17	..	11.0	..	3.00	4.00	8	1	9	217	25.0	1.40	35.4
..	..	2	59	61	30.0	*	7.42	4.50	4.58	20	..	20	930	49.0	1.12	21.9
1	..	2	56	59	29.9	*	7.00	4.49	4.56	19	..	19	950	50.0	1.08	21.6
..	..	..	6	6	..	..	..	5.19	5.19	2	..	2	*	2.37	1	*
..	..	..	4	4	..	..	..	5.19	5.19	..	..	..	..	..	..	..
12	14	2	2,58	2,86	23.8	12.8	4.04	3.00	3.25	22	22	44	1,525	34.7	1.75	22.0
13	17	3	2,77	3,10	24.5	12.1	3.74	2.99	3.25	23	20	43	1,874	36.6	1.60	19.5
29	52	62	33,55	35,28	19.1	11.8	6.14	4.22	4.30	911	1177	11,088	29,051	30.6	23.84	14.4
40	94	72	33,35	35,41	28.9	19.6	6.12	4.20	4.36	967	1189	11,156	27,718	32.0	23.75	16.5

|| Columns 36 and 37 and 39—In these totals consignments passing over two or more Railways are considered as two or more separate consignments.
 * Not available.
 † Included with the G. I. P. Railway.

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

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles. (in thousands) Cols. 7 & 10.
			Pas-senger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous*.	Total.	
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2' 6"	{ 1926-27 1927-28	166 204	159 133	19 37	344 378	50 67	4 8	64 65	398 443
Bengal Doonars	3' 3½"	{ 1926-27 1927-28	1 1	282 290	42 65	338 370	35 40	15 11	50 51	388 421
Bhavnagar State	3' 3½"	{ 1926-27 1927-28	364 247	189 307	95 47	658 612	120 151	14 18	134 169	792 781
Bikaner State	3' 3½"	{ 1926-27 1927-28	8 14	738 771	313 254	1,063 1,042	81 83	48 52	129 135	1,192 1,177
Darjeeling-Himalayan	2' 0"	{ 1926-27 1927-28	37 37	250 279	254 252	542 568	54 53	21 22	75 75	617 643
Dibru-Sadiya	3' 3½"	{ 1926-27 1927-28	.. ..	213 238	103 105	316 343	253 237	.. ..	253 237	569 580
Gaekwar's Baroda State.	2' 6"	{ 1926-27 1927-28	147 133	408 384	11 21	589 586	163 160	7 8	170 168	759 764
Gondal	3' 3½"	{ 1926-27 1927-28	250 160	154 233	87 68	498 466	123 134	21 20	144 154	642 620
Howrah-Amta Light	2' 0"	{ 1926-27 1927-28	157 116	66 111	22 19	245 246	7 7	1 2	8 9	253 255
Jamnagar and Dwarka	3' 3½"	{ 1926-27 1927-28	1 3	189 208	25 64	215 276	53 96	1 ..	54 96	269 372
Junagad State	3' 3½"	{ 1926-27 1927-28	68 64	157 163	36 38	277 266	67 69	22 10	89 79	366 345
Morvi	3' 3½"	{ 1926-27 1927-28	132 132	134 135	16 35	293 316	32 32	.. ..	32 32	325 348
Mysore	3' 3½"	{ 1926-27 1927-28	236 258	265 284	131 122	646 672	69 72	.. ..	69 72	715 744
Shahdara (Delhi) Saharanpur Light	2' 6"	{ 1926-27 1927-28	.. ..	94 135	24 6	121 149	13 12	.. ..	13 12	134 161
Total Class II Railways . . . . .	..	{ 1926-27 1927-28	1,567 1,369	3,298 3,671	1,178 1,133	6,145 6,390	1,120 1,203	154 161	1,274 1,354	7,419 7,644
CLASS III.										
Aden	3' 3½"	{ 1926-27 1927-28	.. ..	25 28	.. ..	†26 †29	4 6	.. ..	4 6	30 35
Ahmadpur-Katwa	2' 6"	{ 1926-27 1927-28	34 33	43 44	.. ..	77 77	10 10	20 20	30 30	107 107
Arrah-Sasaram Light	2' 6"	{ 1926-27 1927-28	.. ..	90 89	6 2	96 91	6 8	1 1	7 9	103 100
Bangalore-Chik Ballapur Light§	2' 6"	{ 1926-27 1927-28	.. 1	164 167	2 5	168 173	18 20	.. ..	18 20	159 183
Bankura Damoodar River	2' 6"	{ 1926-27 1927-28	.. ..	110 134	2 ..	112 134	29 26	18 23	47 49	159 183
Baraset-Basirhat Light	2' 6"	{ 1926-27 1927-28	8 27	103 136	3 4	186 167	4 2	1 1	5 3	191 170
Bengal Provincial	2' 6"	{ 1926-27 1927-28	1 ..	98 98	2 4	101 104	7 8	.. 1	7 9	108 113
Bukhtiarpur Bihar Light	2' 6"	{ 1926-27 1927-28	.. 1	13 61	63 2	80 64	13 14	.. ..	13 14	93 78

* Includes light, assisting required, assisting
† Excludes 18,576.
‡ Excludes 12,436.
§ Includes the Kolar
(a) 2½ Tons of Wood=1 Ton of Coal and .55
** Information

and III Railways for the years 1926-27 and 1927-28.

TONS OF FUEL CONSUMED.					AVERAGE COST PER TON AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING FREIGHT BOTH RAIL AND SEA (IN RUPEES).			
Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Total (in terms of Coal). (a)	Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Foreign Coal.	Indian Coal.	Wood	Oil fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
..	7,507	20	..	7,515	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	8,127	29	..	8,139	..	6.25	7.43	..	..	13.43	7.43	..
..	8,256	..	..	8,256	..	6.25	7.00	..	..	13.43	7.00	..
..	8,656	..	..	8,656	..	6.14	..	..	..	12.32	..	..
..	14,817	34	..	14,831	..	4.89	..	..	..	12.07	..	..
..	14,981	38	9	15,013	..	6.47	12.22	..	..	20.68	12.22	..
..	32,595	248	..	32,694	..	5.80	12.00	1.62	..	21.18	12.00	1.62
..	33,346	365	..	33,492	..	5.31	10.00	..	..	17.30	10.00	..
..	13,602	..	..	13,602	..	4.09	10.00	..	..	16.19	10.00	..
..	13,838	..	..	13,838	..	6.59	..	..	..	13.53	..	..
..	13,838	..	..	13,838	..	6.05	..	..	..	13.00	..	..
..	12,949	..	..	12,949	..	16.00	..	..	..	16.00	..	..
..	14,066	..	..	14,066	..	13.00	..	..	..	13.00	..	..
..	10,380	153	..	10,441	..	4.37	5.87	..	..	17.87	6.37	..
..	9,378	150	..	9,436	..	4.44	6.50	..	..	17.78	6.50	..
727	13,834	44	..	14,579	22.7	5.50	**	..	45.0	21.60	16.30	..
..	12,632	52	..	12,653	..	16.9	..	..	..	22.50	16.20	..
..	4,362	..	..	4,362	..	4.37	..	..	..	9.29	..	..
..	4,329	..	..	4,329	..	4.03	..	..	..	9.83	..	..
..	7,780	45	..	7,798	..	4.76	36.05	..	..	19.99	36.05	..
..	7,384	56	..	7,406	..	3.83	40.79	..	..	20.65	40.79	..
..	7,365	64	..	7,390	..	..	19.49	..	..	22.73	19.49	..
..	8,374	67	..	8,401	..	21.50	11.07	..	..	22.12	11.07	..
..	9,267	72	..	9,296	..	4.13	8.93	..	..	18.11	8.93	..
..	8,223	86	..	8,257	..	4.51	5.62	..	..	19.80	5.62	..
..	17,289	272	..	17,398	..	6.00	10.50	..	..	25.00	10.50	..
..	17,082	342	..	17,219	..	5.81	9.18	..	..	25.00	9.18	..
..	2,040	13	..	2,045	..	5.43	27.00	..	..	15.31	27.00	..
..	2,451	14	..	2,457	..	5.00	15.25	..	..	15.00	15.25	..
727	162,043	965	..	163,156	..	..	..	..	..	..	..	..
..	162,865	1,199	9	163,362	..	..	..	..	..	..	..	..
562	..	..	..	562	27.07	..	..	..	27.07	..	..	..
674	..	..	6	685	28.87	..	..	524.88	28.87	..	..	524.88
..	1,414	..	..	1,414	..	4.75	..	..	..	8.20	..	..
..	1,557	..	..	1,557	..	4.75	..	..	..	8.19	..	..
..	1,661	..	..	1,661	..	4.37	..	..	..	9.75	..	..
..	1,734	..	..	1,734	..	4.03	..	..	..	9.44	..	..
..	2,875	112	..	2,920	..	6.00	10.50	..	..	23.00	10.50	..
..	3,065	118	..	3,112	..	5.81	9.18	..	..	23.00	9.18	..
..	3,251	..	..	3,251	..	4.76	..	..	..	6.68	..	..
..	3,663	..	..	3,663	..	4.75	..	..	..	6.69	..	..
..	3,237	..	..	3,237	..	4.37	..	..	..	9.37	..	..
..	2,882	..	..	2,882	..	4.03	..	..	..	11.00	..	..
..	1,724	..	..	1,724	..	2.75	..	..	..	6.69	..	..
..	1,727	..	..	1,727	..	2.50	..	..	..	6.31	..	..
..	1,231	..	..	1,231	..	4.37	..	..	..	9.62	..	..
..	1,082	..	..	1,082	..	4.03	..	..	..	9.31	..	..

not required, siding and departmental.
 Motor Coach miles.
 Motor Coach miles.
 District Light Railway.
 ton of Oil fuel=1 Ton of Coal.
 not available.

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

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) Cols. 7 & 10.
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous.*	Total.	
1	2	3	4	5	6	7	8	9	10	11
CLASS III—concd.										
Burdwan-Katwa	2' 6"	{ 1926-27 1927-28	47 48	57 60	.. ..	104 108	10 11	21 22	31 33	136 141
Orch State	2' 6"	{ 1926-27 1927-28	1 1	27 27	.. ..	28 28	6 7	.. ..	6 7	34 35
Dehri-Rohtas Light	2' 6"	{ 1926-27 1927-28	.. ..	61 52	.. ..	61 52	20 20	1 1	21 21	72 73
Dholpur-Barl	2' 6"	{ 1926-27 1927-28	6 4	66 66	.. ..	71 70	10 11	3 3	13 14	84 84
Futwah-Islampur	2' 6"	{ 1926-27 1927-28	.. ..	39 40	.. ..	40 40	4 2	.. ..	4 2	44 42
Gwalior Light	2' 0"	{ 1926-27 1927-28	45 87	179 206	77 80	330 412	41 50	2 2	43 52	373 464
Howrah-Sheekhala Light	2' 0"	{ 1926-27 1927-28	20 19	39 41	1 ..	60 60	2 2	.. ..	2 2	62 62
Jagadhri Light	2' 0"	{ 1926-27 1927-28	.. ..	16 25	.. ..	16 25	1 1	.. ..	1 1	17 26
Jessore-Jhenidah	2' 6"	{ 1926-27 1927-28	.. ..	81 81	.. ..	82 82	26 27	37 39	63 66	145 148
Jorhat (Provincial)	2' 0"	{ 1926-27 1927-28	8 7	46 39	1 1	55 47	.. ..	.. ..	.. ..	55 47
Kalighat-Falta	2' 6"	{ 1926-27 1927-28	42 36	85 78	.. 6	127 120	105 103	28 30	133 133	260 253
Kolar District†	2' 6"	{ 1926-27 1927-28	....	....	....	....	....	....	....	....
Kulasekarapatnam Light	2' 0"	{ 1926-27 1927-28	.. ..	27 38	.. 1	27 39	.. ..	.. ..	.. ..	27 39
Matheran Steam Tramway	2' 0"	{ 1926-27 1927-28	.. 11	.. ..	.. 6	.. 17	.. ..	.. ..	.. ..	.. 17
Porbandar State	3' 3½"	{ 1926-27 1927-28	51 30	.. 32	24 21	76 83	32 29	1 1	33 30	109 113
Tarikere-Narasimharsapur Light	2' 0"	{ 1926-27 1927-28	.. ..	20 20	8 14	34 35	1 4	.. 1	1 5	35 40
Tespore-Balipara Light	2' 6"	{ 1926-27 1927-28	.. ..	37 35	.. ..	37 36	.. ..	.. ..	.. ..	37 36
Trivellore Light	2' 0"	{ 1926-27 1927-28	7 7	.. ..	1 ..	8 7	.. ..	.. ..	.. ..	8 7
Udaipur-Chittorgarh	3' 3½"	{ 1926-27 1927-28	1 2	101 101	3 3	105 107	8 8	.. 1	8 9	113 116
Total Class III Railways . . . . .	..	{ 1926-27 1927-28	283 314	1,566 1,698	134 149	2,097 2,207	357 369	133 146	490 515	2,587 2,722

* Includes light, assisting required assisting
† Included in the Bangalore Chik-
(a) 2½ Tons of Wood=1 Ton of Coal and .55
‡ Included in the Great

and III Railways for the years 1926-27 and 1927-28—concl'd.

TONS OF FUEL CONSUMED.					AVERAGE COST PER TON AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING FREIGHT BOTH RAIL AND SEA (IN RUPEES).			
Fore- ign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal). (a)	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
					Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	2,092	..	..	2,092	..	4.75	..	..	..	8.20	..	..
..	2,471	..	..	2,471	..	4.75	..	..	..	8.19	..	..
369	..	2	..	370	..	..	..	..	31.00	..	7.60	..
434	..	5	..	436	..	..	..	..	31.00	..	7.60	..
..	2,570	..	..	2,570	..	5.50	..	..	..	10.50	..	..
..	2,357	..	..	2,357	..	4.50	..	..	..	9.38	..	..
..	1,231	4	..	1,233	..	7.00	10.00	..	..	16.01	11.45	..
..	1,268	4	..	1,270	..	6.25	10.00	..	..	16.70	10.50	..
..	626	..	..	626	..	4.37	..	..	..	9.50	..	..
..	609	..	..	609	..	4.03	..	..	..	9.11	..	..
..	6,667	4	..	6,668	..	5.37	6.00	..	..	16.80	6.00	..
..	8,110	1	..	8,110	..	5.38	6.00	..	..	15.00	6.00	..
..	1,091	..	..	1,091	..	4.37	..	..	..	9.30	..	..
..	1,082	..	..	1,082	..	4.03	..	..	..	9.88	..	..
..	180	9	..	183	..	20.00	14.00	..	..	20.00	14.00	..
..	155	3	..	156	..	4.25	27.00	..	..	15.48	27.00	..
..	1,860	..	..	1,860	..	5.37	..	..	..	10.37	..	..
..	1,821	..	..	1,821	..	5.37	..	..	..	10.37	..	..
..	1,317	..	..	1,317	..	3.75	..	..	..	14.00	..	..
..	1,723	..	..	1,723	..	13.00	..	..	..	13.65	..	..
..	..	..	..	..	..	12.50	..	..	..	& 15.66	..	..
..	3,787	..	..	3,787	..	4.75	..	..	..	10.32	..	..
..	3,540	..	..	3,540	..	4.75	..	..	..	10.33	..	..
..
..
..
..
..	583	..	..	583	..	7.00	..	..	..	21.00	..	..
..	2,833	8	..	2,836	..	7.00	6.00	..	..	24.00	6.00	..
..	2,548	6	..	2,551	..	6.50	6.00	..	..	24.00	6.00	..
..	434	27	..	445	..	6.00	10.50	..	..	26.00	10.50	..
..	521	30	..	533	..	5.81	9.18	..	..	26.00	9.18	..
..	709	..	..	709	..	..	..	..	..	27.00	..	..
..	738	..	..	738	..	..	..	..	..	27.0	..	..
..	..	..	..	..	..	..	..	..	..	& 23.6	..	..
..	23	107	..	66	..	..	..	..	..	21.00	12.50	..
..	4	103	2	84	..	..	..	..	..	25.0	13.00	1.88
..	1,636	30	..	1,648	..	6.75	7.00	..	..	18.75	7.00	..
..	1,878	..	..	1,878	..	4.75	..	..	..	17.50	..	..
931	42,449	303	..	43,501	..	..	..	..	..	..	..	..
1,108	45,118	270	8	46,348	..	..	..	..	..	..	..	..

not required, siding and departmental.
Balapur Light railway.
Ton of Oil fuel = 1 Ton of Coal.
Indian Peninsula Railway.

APPENDICES.

Value of Stores Purchased by the Principal Railways

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

Stores purchased.	Assam Bengal.			Bengal and North-Western.			Bengal Nagpur.*		
	A	B	C	A	B	C	A	B	C
1. Bridge work .. ..	..	..	9	..	..	..	2,03	48	5,27
2. Engineers' plant, excluding petty tools.	50	81	6	87	1	..	17,40	4,06	72
3. Workshop machinery and heavy tools.	87	14	1	..	3	..	1,26	2,46	13
4. Permanent-way :—									
(a) Rails	8,25	..	2,76	..	..	2,49	..	40	21,17
(b) Steel sleepers ..	..	..	..	..	..	..	..	8,18	6,14
(c) Cast iron sleepers	..	..	..	..	..	..	..	..	3,78
(d) Wooden sleepers	..	1,48	10,66	..	..	8,39	..	..	12,88
(e) Chairs and fastenings.	96	2	67	48	5	65	..	3,84	2,90
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts.	2,34	33	24	2,93	14	1	11,28	6,97	69
(b) Coaching stock ..	5,01	..	..	59	..	..	..	2	..
(c) Goods stock ..	1,08	..	..	40	..	..	36	3	1
(d) Spare parts—coaching and goods stock.	1,71	31	42	1,45	26	..	8,95	8,81	1,41
(e) Motor cars ..	..	..	..	..	..	..	..	7	..
6. Building and station materials and fencing.	94	1,49	84	17	49	3	..	2,36	3,70
7. Tools and Stores :—									
(a) Tools and cutlery	6	36	6	7	53	3	38	2,02	22
(b) Steel (excluding permanent-way materials).	17	54	25	13	39	..	1,20	1,54	14
(c) Iron (excluding permanent-way materials).	..	26	29	10	1,76	..	33	48	13
(d) Other metals ..	1	1,32	4	13	90	..	36	93	1
(e) Timber .. ..	..	1	2,61	..	..	94	..	..	9,42
(f) Oils .. ..	..	56	99	..	2,30	33	1	7,35	1,47
(g) Portland cement	..	19	52	..	..	13	..	20	2,77
(h) All other stores	26	2,62	1,36	48	2,99	2,60	2,09	21,45	8,46
8. Electrical plant and materials.	1,11	2,08	..	24	1,15	1	4	5,78	12
9. Other materials purchased in India.									
(a) Coal and Coke ..	..	..	11,48	..	..	10,64	..	..	30,85
(b) Stone .. ..	..	..	9	..	..	15	..	..	31
(c) Bricks .. ..	..	..	32	..	..	..	..	..	1,11
(d) Indian lime ..	..	..	..	..	..	..	..	..	5
(e) Ballast .. ..	..	..	1	..	..	87	..	..	3,96
(f) Others .. ..	..	..	2	..	..	44	..	2	55
Total	42,29	12,52	33,79	8,04	11,00	27,71	45,69	77,45	1,18,37

* Includes figures of Vizagapatam Harbour construction.

DIX A.

during the year 1927-28. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †		
A	B	C	A	B	C	A	B	C	A	B	C
1,55	..	13	5,35	1	4,04	..	95	3,41	5,40	6,12	1,14
7	15	4	21	1,45	1	81	82	32	50	4,15	6
10,56	95	3	77	10	..	1,71	3,29	24	2,52	14,85	..
..	..	23,92	16,91	..	4	11,51	..	10,49	..	..	61,57
42,50	..	4,44	..	..	..	..	..	..	5,48	..	..
..	..	..	..	..	..	..	..	2,87	..	..	..
..	..	16,86	..	..	7,51	..	..	26,76	..	..	70,95
8,61	63	3,76	3,64	1,27	26	57	82	66	1,42	11	3,95
..	..	..	..	..	..	..	..	..	..	..	1
9,86	92	14,87	15,58	8	..	12,93	2,52	39	32,19	1,91	..
51,20	..	..	4,94	7	..	1,90	1,21	3,53	..	..	..
..	..	..	2,29	1	..	2,70	2	2,01	..	..	6,59
9,24	1,70	5,87	13,80	..	..	3,47	3,26	33	60,68	5,93	7,31
3	5	..	15	..	..	..	2	..	..	61	2
1,88	2,69	1,80	95	87	2,01	3	7,43	9,33	43	12,73	1,65
34	1,91	48	63	47	2	..	1,51	44	..	2,08	5
6,12	2,49	1	5,50	1,29	3	..	1,01	41	1,62	5,86	1
4,42	1,60	94	61	93	41	2	1,83	2,82	13	5	27,61
1,95	3,75	1,00	87	9	1,03	..	1,47	1,17	15	6,66	..
..	..	20,96	..	..	13,81	..	..	9,02	..	..	24,31
..	4,04	7,09	..	59	3,16	..	4,82	63	..	4,82	13,29
1	4	2,75	87	1,09	..	..	..	2,20	..	..	4,32
15,17	12,90	9,67	3,17	2,90	4,44	60	6,63	14,28	8,31	44,66	27,86
30,99	11,10	4	90	1,93	3	31	12,72	35	83	13,80	..
..	..	29,83	..	..	36,52	..	..	17,93	..	..	24,71
..	..	62	..	..	2	..	..	73	..	..	2
..	..	1,15	..	..	1,60	..	..	7,24	..	..	1,14
..	..	31	..	..	..	..	..	77	..	..	46
..	..	3,97	..	..	6,75	..	..	56	..	..	4,71
..	..	4,63	..	..	5,55	..	..	3,62	..	..	..
1,94,60	44,92	1,58,17	77,14	13,15	87,33	36,56	52,37	1,22,51	1,19,66	1,24,34	2,71,64

† Includes figures for Central Indian Coalfields railway.

Value of Stores purchased by the Principal Railways during the

NOTE— Columns headed A indicate Value of stores

" " B indicate Value of imported

" " C indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A	B	C	A	B	C	A	B	C
1. Bridge work .. ..	..	..	..	9,92	..	1	4,09	6,63	1,97
2. Engineers' plant, excluding petty tools.	70	93	4	52	4	5	1,69	4,31	85
3. Workshop machinery and heavy tools.	8,69	10,05	1	10,29	6	..	62	7,23	12
4. Permanent-way :—									
(a) Rails	7,94	..	19,94	12,27	—	..	..	..	44,32
(b) Steel sleepers ..	65,02	..	2	18,96	..	..	..	..	..
(c) Cast iron sleepers	..	..	3,06	..	..	55	..	3,63	66,25
(d) Wooden sleepers	..	7,15	12,86	..	..	17,52	..	..	73,37
(e) Chairs and fastenings.	18,35	7,35	7,69	13,63	13	25	1,01,51	43	1,10
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts.	29,77	1,37	25	21,09	63	11	10,59	5,08	1,08
(b) Coaching stock ..	10,08	..	..	3,70	64	21	1,27,34	16,25	..
(c) Goods stock ..	1,60	..	..	12,02	13,19	2	..	12,05	..
(d) Spare parts—coaching and goods stock.	19,14	4,35	1,26	17,81	41	18	..	7,46	1,81
(e) Motor cars ..	1	19	..	..	..	..	1,52	56	..
6. Building and station materials and fencing.	1,72	11,25	5,86	2,77	28	2,07	1,96	8,34	4,40
7. Tools and stores :—									
(a) Tools and cutlery	1,31	1,38	53	1,16	75	16	5	6,41	76
(b) Steel (excluding permanent-way materials).	5,46	3,75	2	3,50	2,14	2	94	7,57	5,85
(c) Iron (excluding permanent-way materials).	17	15	43	1,30	1,01	73	..	2,43	9,80
(d) Other metals ..	2,50	8,15	83	1,75	3,05	6	..	11,80	4,21
(e) Timber ..	..	..	20,92	..	..	8,54	..	—	25,35
(f) Oils .. ..	..	11,40	1,71	..	6,67	1,31	..	2,88	24,50
(g) Portland cement	..	..	4,20	1,34	7	2	..	83	7,14
(h) All other stores	5,04	16,80	16,14	4,88	5,30	4,80	2,28	24,68	17,46
8. Electrical plant and materials.	92,20	19,56	40	10,53	56	73	16	20,39	22
9. Other materials purchased in India.									
(a) Coal and Coke ..	..	..	45,17	..	..	36,63	..	..	84,14
(b) Stone .. ..	..	..	57	..	..	..	..	..	3,61
(c) Bricks .. ..	..	..	87	..	..	36	..	..	5,05
(d) Indian lime ..	..	..	30	..	..	3	..	..	78
(e) Ballast .. ..	..	..	12,70	..	..	2,85	..	..	7,66
(f) Others .. ..	..	24,33	1,19	..	..	..	..	..	15,08
Total	2,69,70	1,28,16	1,56,91	1,47,44	84,93	77,21	2,52,75	1,48,96	4,06,86

DIX A—concl'd.

year 1927-28. (In thousands of rupees.)—concl'd.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.		
A	B	C	A	B	C	A	B	C
..	..	..	5.03	1.16	6	33.37	15.35	16.13
1	1	..	2.90	44	2	26.18	17.18	2.17
..	1	..	5.70	17	1	42.99	39.34	55
..	..	..	61.39	67	3	1,18.27	1.07	1,76.72
..	..	..	25.68	..	18	1,57.64	8.18	10.78
..	..	..	2.95	..	..	2.95	3.03	76.51
..	..	2.49	..	4	9.90	..	8.67	2,73.15 0
..	2	..	13.73	61	2.24	1,62.90	15.28	24.19 6
..	..	..	..	..	..	..	..	1 0
51	15	..	17.95	26	2	1,66.02	20.36	17.66
19	2	..	7.98	..	..	2,12.93	18.21	3.74
6	..	..	10.67	..	..	31.18	25.30	8.63
23	5	..	7.80	49	13	1,44.28	33.03	18.66
..	..	..	..	2	..	1.71	1.52	2 0
1	7	..	18.73	7.58	1.22	29.59	55.68	32.01
3	13	5	82	69	16	4.85	18.24	2.96
6	8	..	37	1.79	1	25.07	28.45	6.75
7	45	..	2.57	1.34	1	9.72	12.28	43.07
..	25	..	1.96	57	1	9.68	38.94	8.36
..	..	30	..	1	2.46	..	2	1,38.64
..	2	53	..	3.57	2.85	1	49.02	57.86
..	..	3	..	34	1.67	2.22	2.76	25.75
18	65	45	5.62	4.86	3.24	48.10	1,48.49	1,10.76
..	18	..	8.00	1.24	23	1,45.31	90.49	2.13
..	..	1.85	..	..	13.73	..	..	3,43.48
..	..	..	..	..	42	..	..	0.54
..	..	..	..	..	6.35	..	..	25.28
..	..	..	..	..	30	..	..	3.00
..	..	..	..	..	3.96	..	..	48.00
..	..	20	..	9	7	..	24.44	31.35
1.35	2.09	5.90	1,99.85	25.94	40.28	13,94.97	6,75.43	15,15.70

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	OUTPUT.			
						Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9	10
					Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo Ramgarh.	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	1925-26	30,29,180	619,794	..	101,582	721,376
				1926-27	31,51,006 (a)	543,136	4,278	104,654	652,068
				1927-28	30,74,378	875,063	..	114,664	989,727
Swang ..	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1925-26	8,53,754	52,862	..	5,300	58,662
				1926-27	10,35,608 (b)	44,993	4,160	7,274	56,427
				1927-28	9,13,386	92,798	5,855	14,247	112,900
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1925-26	56,04,489	558,356	96,941	108,325	763,622
				1926-27	56,45,474	560,611	112,516	82,192	755,319
				1927-28	57,45,724	568,852	130,950	77,448	777,250
Mohpani -	Great Indian Peninsula Railway.	Central Provinces.		1925-26	8,13,981	71,975	4,539	..	76,514
				1926-27	5,68,512	47,616	2,202	19†	49,837
				1927-28	..	..	..	..	..
Bhurkunda ..	Great Indian Peninsula Railway.	Bihar and Orissa.	June 1927	1925-26	28,81,585	5,295	..	..	5,295
				1926-27	36,51,327	8,048	..	..	8,048
				1927-28	41,24,000	39,543	..	..	39,543
Kargali -	Great Indian Peninsula Railway.	Bihar and Orissa.	18th June 1917.	1925-26	44,96,483	563,222	36,257	5,960	605,439
				1926-27	48,26,068 (c)	618,357	45,471	14,686	678,514
				1927-28	47,97,083	817,356	52,369	15,961	885,686
Khost -	North Western Railway.	Baluchistan ..		1925-26	2,73,662	1,100	..	6,447	7,547
				1926-27	..	..	..	..	..
				1927-28	..	..	..	..	..
Khost Pressed Fuel Factory.	North Western Railway.	Baluchistan ..		1925-26	48,092	..	..	..	5,934
				1926-27	..	..	..	..	..
				1927-28	..	..	..	..	..
Argada ..	B. N. Railway	Bihar and Orissa.	1st April 1926.	1925-26	28,28,315	*	*	*	*
				1926-27	28,84,639	144,021	..	7,712	151,733
				1927-28	32,35,912	224,332	1,215	31,754	257,301
Talcher Coal-fields.	B. N. Railway	Bihar and Orissa.		1925-26	..	..	..	..	..
				1926-27	..	..	..	..	..
				1927-28	8,29,302	..	..	..	..
Jarangdih ..	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	April 1927.	1925-26	1,05,069	..	..	..	..
				1926-27	1,09,348	..	..	..	..
				1927-28	13,45,428	..	..	..	..
Ralgara ‡	B. B. & C. I. and M. S. & M. Railways.	Bihar and Orissa.		1925-26	51,46,078	..	..	..	..
				1926-27	58,37,530	..	..	..	..
				1927-28	62,30,245	98,846	..	292	99,138
Kedla Joint ‡	E. I. and B. N. Railways.	Bihar and Orissa.		1925-26	16,92,722	..	..	..	..
				1926-27	17,72,709	..	..	..	..
				1927-28	18,22,738	..	..	..	..
Kedla Joint ‡	E. I. and B. N. Railways.	Bihar and Orissa.		1925-26	73,786	..	..	..	..
				1926-27	1,15,032	..	..	..	..
				1927-28	1,65,802	..	..	..	..

* Not available. Colliery entered into
† Splint.

APPENDIX C.

Statement of the Number of Servants of all races employed on each Railway system (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1926-27 and 1927-28.

Railway.	Number of servants employed.														Remarks.	
	Europeans.		Statutory Indians.										Grand total.			
			Hindus.		Muslims.		Anglo-Indians.		Other classes.		Total.					
	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
CLASS I.																
Assam-Bengal ..	74	72	(a) 8,436	9,645	4,151	4,519	(a) 294	311	(a) 114	108	(a) 12,995	14,583	(a) 13,069	14,655	(a) Revised figures.	
Bengal and North-Western Bengal-Nagpur ..	110	110	23,391	23,388	2,986	2,836	202	207	157	156	26,736	26,587	26,346	26,697		
Bombay, Baroda and Central India.	335	333	57,567	57,267	12,638	12,687	1,162	1,180	2,921	2,933	74,288	74,067	74,023	74,400		
Burma ..	122	119	15,809	16,758	2,668	2,805	656	686	5,832	6,121	24,965	26,370	25,087	26,489		
Eastern Bengal ..	330	301	39,088	38,797	15,668	16,091	625	633	238	288	55,619	55,809	55,949	56,110		
East Indian ..	1,148	1,176	107,998	107,030	29,196	30,905	2,549	2,579	744	1,002	140,487	141,522	141,635	142,698		
Great Indian Peninsula	(a) 726	685	92,317	102,091	12,892	13,119	(a) 1,965	2,058	(a) 5,542	5,195	(a) 112,716	122,463	(a) 113,442	123,148		
Jodhpur ..	31	80	(a) 6,043	5,786	(a) 2,096	2,072	16	22	(a) 84	81	(a) 8,239	7,961	(a) 8,270	7,991		
Madras and Southern Mahratta.	250	233	43,112	41,905	5,787	5,782	2,260	2,280	2,343	2,303	53,502	52,330	53,752	52,509		
Nizam's Guaranteed State.	75	77	10,047	10,584	2,724	2,237	335	328	623	639	13,729	13,788	13,804	13,865		
North-Western and Rohilkhand ..	(a) 537	906	(a) 44,434	43,618	(a) 63,813	70,510	(a) 1,287	1,110	(a) 1,321	4,336	(a) 110,855	119,574	(a) 111,692	120,480		
Kumaon ..	23	21	3,923	4,089	2,072	2,036	28	31	5	5	6,027	6,161	6,050	6,182		
South Indian ..	(a) 169	176	(a) 27,522	28,723	(a) 2,068	2,150	(a) 1,335	1,296	(a) 2,839	3,058	(a) 33,764	35,227	(a) 33,933	35,403		
Total ..	4,929	4,957	531,568	545,816	165,611	174,648	14,193	14,204	23,563	26,929	735,235	761,597	(a) 740,164	766,554		
CLASS II.																
Barai Light ..	7	8	882	1,183	159	189	3	5	45	56	1,089	1,433	1,096	1,441		
Bengal-Dooars ..	4	5	1,426	1,448	223	228	4	5	56	58	1,709	1,739	1,713	1,744		
Bhavnagar State ..	4	4	2,515	2,582	234	227	1	1	54	52	2,804	2,862	2,808	2,866		
Bikaner State ..	9	11	2,880	3,136	735	729	4	6	8	10	3,627	3,881	3,636	3,892		
Darjeeling-Himalayan	13	12	1,904	1,958	82	89	18	18	25	26	2,029	2,091	2,042	2,103		
Dibru-Sadiya ..	12	11	2,412	2,320	274	202	5	5	13	15	2,704	2,542	2,716	2,553		
Gackwar's Baroda State.	2	2	2,892	2,719	283	267	9	13	77	69	3,261	3,068	3,263	3,070		
Gondal ..	..	..	1,283	1,234	73	80	..	..	7	12	1,363	1,326	1,363	1,326	
Howrah-Amta Light	3	3	819	780	144	238	11	11	..	..	974	1,029	977	1,032	
Jamnagar and Dwarka.	1	1	879	906	172	193	..	..	7	9	1,058	1,108	1,059	1,109	
Junagad State ..	1	2	923	918	205	211	6	6	8	8	1,142	1,143	1,143	1,145		
Morvi ..	..	..	653	639	32	53	..	..	1	1	696	693	696	693	
Mysore ..	4	4	904	915	131	132	27	27	80	78	1,142	1,152	1,146	1,156		
Shahdara (Delhi) Saharanpur.	4	4	327	349	279	264	1	..	..	4	(a) 607	617	(a) 611	621	
Total ..	64	67	20,769	21,147	3,026	3,102	59	97	361	398	24,205	24,744	(a) 24,269	24,811		
Class III, Total ..	26	23	(a) 6,157	5,246	(a) 1,031	1,170	(a) 25	20	50	58	(a) 6,263	6,494	(a) 6,238	6,517		
Railway Board and other Railway Offices.	58	63	1,330	1,692	350	342	45	53	59	70	1,784	2,157	1,842	2,220		
Grand Total ..	6,076	5,110	558,764	573,901	170,018	179,262	14,352	14,374	24,353	27,455	767,487	794,992	772,563	800,102		

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1927-28 and the preceding four years.

Class of accidents.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.					
I.—Accidents to trains—										
Collisions—										
Passenger trains	82	79	65	75	67					
Other trains and light engines	346	403	375	446	343					
Derailments—										
Passenger trains	346	404	347	391	383					
Other trains	3,543	4,011	4,397	4,946	4,343					
II.—Accidents due to failure of engines and rolling-stock—										
Failures of engines due to faulty design, material or workmanship in the Mechanical Department.										
(1) boilers and tubes	364	276	275	169	169					
(2) machinery springs, etc.	1,750	1,879	2,178	620	544					
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.										
(1) boilers and tubes				435	399					
(2) other causes				1,591	1,068					
Failure of tyres and wheels	30	34	20	49	30					
ditto axles	156	170	145	46	60					
ditto brake apparatus	42	32	33	19	20					
ditto couplings and draft gear	2,664	3,080	2,722	2,930	3,308					
III.—Accidents due to failure of permanent-way, etc.—										
Broken rails.	356	298	361	330	353					
Failure of tunnels, bridges, viaducts, culverts, etc.	4	6	12	20	15					
Flooding of portions of permanent-way.	112	141	92	132	164					
Slips in cuttings or embankments	69	75	40	44	38					
IV.—Accidents due to fire—										
Fire in trains	333	296	206	215	177					
Fire at stations or involving injury to bridges or viaducts.	54	72	84	68	68					
V.—Other accidents—										
Trains running over cattle on the line.	8,749	8,350	9,612	10,053	9,684					
Trains running over obstructions on the line.	259	287	294	320	258					
Trains running over obstructions or vehicles at level crossings.	561	593	836	574	136					
Miscellaneous					500					
TOTAL	19,820	20,486	22,094	23,463	22,817					
	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	63	214	117	206	22	161	16	126	45	104
Railway servants	21	374	36	168	20	141	25	126	23	166
Other persons	65	39	19	34	35	78	19	35	39	84
TOTAL	149	627	172	408	77	380	60	287	107	354
B.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—										
Passengers	300	1,038	295	1,085	352	1,131	324	1,117	339	1,046
Railway servants	355	585	386	721	333	1,285	319	1,253	323	1,323
Other persons	1,945	678	2,016	764	2,081	817	2,107	793	2,203	732
TOTAL	2,600	2,301	2,697	2,570	2,766	3,233	2,750	3,163	2,865	3,101
C.—In accidents on railway premises not connected with the movement of railway vehicles—										
Passengers	9	20	6	21	3	31	7	21	3	29
Railway servants	41	461	44	600	49	1,897	46	2,204	54	2,713
Other persons	19	38	26	59	23	68	30	61	41	68
TOTAL	69	519	76	680	75	1,996	83	2,286	98	2,810
TOTAL PASSENGERS	372	1,272	418	1,312	377	1,323	347	1,264	387	1,179
TOTAL RAILWAY SERVANTS	417	1,420	466	1,489	402	3,323	390	3,583	400	4,202
TOTAL OTHER PERSONS	2,029	755	2,061	857	2,139	963	2,156	889	2,283	884
GRAND TOTAL	2,818	3,447	2,945	3,658	2,918	5,609	2,893	5,736	3,070	6,265

*Number of persons killed or injured in Railway Workshops { Killed .. 24
Injured .. 6,114
Railway Servants. 24
Other Persons. 1
Total. 25
2

Number of persons killed or injured during the year 1927-28 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 and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
PASSENGERS.										
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.										
1	From falling between trains and platforms ..	Killed ..	..	..	1	1	1	3	7	5
		Injured ..	1	2	1	11	1	3	11	8
2	From falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed ..	..	1	..	..	5	..	17	3
		Injured ..	2	2	..	26	14	2	24	40
3	Whilst crossing the line at stations ..	Killed ..	..	1	1	5	..	..	2	5
		Injured ..	..	..	..	3	1	2	3	5
4	By closing of carriage doors ..	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	4	..	1	..	..
5	From falling or jumping out of carriages during the running of trains.	Killed ..	1	3	5	7	8	10	60	21
		Injured ..	5	88	87	44	22	30	95	100
6	By other accidents ..	Killed ..	1	..	..	..	..	..	7	1
		Injured ..	..	1	2	3	2	1	10	7
7	TOTAL PASSENGERS ..	Killed ..	2	5	7	13	14	13	93	35
		Injured ..	8	93	90	91	40	39	143	160
RAILWAY SERVANTS.										
ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.										
1	Whilst coupling or uncoupling vehicles ..	Killed ..	..	1	..	2	..	1	4	3
		Injured ..	3	2	5	50	19	7	16	78
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	1	..	..	..	2
3	Whilst passing over or standing upon buffers during shunting.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	1	1	..	1	..	..	1
4	When getting on or off or falling off, engines, wagons, etc., during shunting.	Killed ..	..	..	..	..	..	1	..	..
		Injured ..	..	..	..	1	5	2	4	5
5	Whilst braking, spragging or choking wheels	Killed ..	..	..	..	..	..	..	..	2
		Injured ..	..	..	1	4	1	..	..	19
6	Whilst attending to ground points, marshalling trains, etc.	Killed ..	..	..	..	..	..	..	..	4
		Injured ..	..	..	..	..	1	1	1	5
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ..	..	..	..	..	..	..	..	..
		Injured ..	..	..	..	..	..	2	1	..
8	By other accidents during shunting operations not included in the preceding.	Killed ..	..	..	..	..	1	..	8	2
		Injured ..	..	3	..	2	7	1	6	18
9	TOTAL ..	Killed ..	..	1	..	2	1	2	12	11
		Injured ..	3	6	7	58	34	13	28	128

DIX D (ii).

exclusive of trains, etc., accidents included in Appendix D (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.	Robil-kund and Kumaon.	South Indian.	TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No.
						1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	
..	..	..	13	..	..	31	35	1	..	..	..	32	35	} 1
..	..	..	26	..	..	64	66	..	1	..	..	64	67	
..	..	..	12	..	4	42	29	2	1	..	..	44	30	} 2
..	..	..	31	..	7	148	115	2	2	..	2	150	119	
..	..	..	2	..	..	16	26	..	1	..	..	16	27	} 3
..	1	..	2	..	..	17	28	1	..	..	..	18	28	
..	..	..	2	..	..	2	..	..	..	..	..	2	..	} 4
..	..	..	1	..	..	6	13	..	2	..	..	6	15	
..	15	4	73	..	23	230	204	3	5	..	1	233	210	} 5
2	75	26	110	6	31	721	797	27	29	10	3	758	829	
..	1	..	1	..	1	12	20	..	2	..	..	12	22	} 6
..	17	..	4	..	2	49	54	1	3	..	2	50	59	
..	16	4	103	..	28	333	314	6	9	..	1	339	324	} 7
2	93	26	174	6	40	1,005	1,073	31	37	10	7	1,046	1,117	
..	1	..	4	..	..	16	13	1	..	..	..	17	13	} 1
..	25	7	16	1	17	246	143	6	8	7	1	259	152	
..	..	..	..	..	..	..	2	..	..	..	..	..	2	} 2
..	..	1	1	..	..	5	7	..	1	..	..	5	8	
..	..	..	3	..	..	3	2	..	1	..	..	3	3	} 3
..	2	..	..	..	..	6	9	3	2	..	..	9	11	
..	1	..	2	..	..	4	9	..	..	..	..	4	9	} 4
..	3	1	6	..	..	27	44	2	4	1	1	30	49	
..	..	..	..	..	..	2	..	..	..	..	..	2	..	} 5
..	1	..	..	..	..	26	33	..	2	3	..	29	35	
..	..	..	1	..	..	5	2	..	..	..	..	5	2	} 6
..	..	..	2	..	..	10	9	2	..	..	1	12	10	
..	..	..	..	..	..	..	1	..	..	..	..	..	1	} 7
..	..	..	..	..	..	3	3	..	..	..	..	3	3	
..	..	..	12	..	..	23	11	..	..	..	..	23	11	} 8
..	6	2	19	..	..	64	46	6	3	1	1	71	50	
..	2	..	22	..	..	53	40	1	1	..	..	54	41	} 9
..	37	11	44	1	17	387	294	19	20	12	4	418	318	

Number of persons killed or injured during the year 1927-28 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Serial No.	Class of accident.	—	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
9	RAILWAY SERVANTS— <i>condd.</i> Brought forward	Killed	..	1	..	2	1	2	12	11
		Injured	3	6	7	58	34	13	28	128
OTHER ACCIDENTS.										
10	From falling off engines, etc., during the running of trains.	Killed	..	..	1	..	..	3	..	..
		Injured	1	3	..	11	6	5	7	32
11	By coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	2	1
		Injured	..	..	..	2	2	..	1	14
12	When getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	..	1	..	3	2	2
		Injured	1	..	..	7	3	2	18	43
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	..	..	2	..	..	..	..	..
		Injured	..	..	2	4	..	..	10	154
14	Whilst working on the permanent-way, sidings, etc.	Killed	..	..	2	..	1	2	10	4
		Injured	..	..	6	2	1	2	4	14
15	Whilst attending to gates at level-crossings	Killed	..	..	..	..	1	1	4	3
		Injured	..	..	..	1	1	..	..	..
16	Whilst walking, crossing, or standing on the line on duty.	Killed	..	1	1	7	1	4	11	38
		Injured	1	..	4	23	7	7	14	25
17	From being caught between vehicles	Killed	..	..	..	1	..	2	..	..
		Injured	..	..	1	1	..	1	..	2
18	From falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	1	1	1
		Injured	..	..	..	13	1	..	3	3
19	Whilst walking, etc., on the line on the way home or to work.	Killed	..	..	..	7	4	2	6	8
		Injured	..	..	..	12	..	1	13	5
20	Miscellaneous	Killed	4	4	6	..	1	1	18	—
		Injured	6	6	36	42	6	6	44	19
21	TOTAL	Killed	4	5	12	17	8	19	54	57
		Injured	9	9	49	118	27	24	114	311
	TOTAL RAILWAY SERVANTS	Killed	4	6	12	19	9	21	66	68
		Injured	12	15	56	176	61	37	142	439
OTHER PERSONS.										
1	Whilst passing over the railway at level crossings.	Killed	..	..	..	5	2	..	1	2
		Injured	..	..	..	1	1	3	..	1
2	While trespassing on the line	Killed	41	155	217	118	69	134	435	191
		Injured	15	45	81	46	56	73	105	44
3	Suicides	Killed	1	3	18	8	5	11	131	34
		Injured	..	1	6	2	1	..	5	2
4	Miscellaneous	Killed	1	1	1	2	5	2	11	1
		Injured	3	1	2	2	7	..	14	2
5	TOTAL OTHER PERSONS	Killed	43	159	236	133	81	147	578	228
		Injured	18	47	89	51	65	76	124	49
6	GRAND TOTAL	Killed	49	170	255	165	104	181	737	331
		Injured	38	155	236	318	166	152	409	648

DIX D(ii)—concl'd.

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

Jodhpur.	Madras and Southern Mah-ratta.	Nizam's Guarant-eed State.	North Western.	Rohil-kund and Kumaon.	South Indian.	TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No.
						1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	
..	2	..	22	..	..	53	40	1	1	..	..	54	41	0
..	37	11	44	1	17	387	294	10	20	12	4	418	318	
..	1	2	3	..	1	9	10	1	..	..	1	10	11	10
..	7	1	11	1	1	87	88	11	6	..	..	98	94	
..	1	..	3	..	..	7	7	..	..	..	..	7	7	11
..	..	1	8	..	..	28	28	1	1	..	..	29	29	
..	1	..	10	..	..	19	23	2	1	..	..	21	24	12
..	10	..	21	..	2	108	110	3	9	1	..	112	119	
..	..	..	..	..	..	2	2	..	..	..	..	2	2	13
..	..	..	16	..	1	187	185	3	2	1	..	101	187	
..	..	..	5	..	..	24	27	..	1	..	..	24	28	14
..	1	1	7	..	..	38	31	1	1	..	2	30	34	
..	..	..	1	..	..	10	5	..	..	..	..	10	5	16
..	..	..	1	..	..	3	4	..	..	..	1	3	5	
2	3	..	29	..	..	97	92	1	..	..	..	98	92	16
..	5	2	11	..	2	101	115	5	3	2	..	108	118	
..	..	..	..	..	..	3	11	..	..	..	..	3	11	17
..	2	..	1	..	..	8	16	3	2	..	1	11	19	
..	..	..	2	..	..	6	7	..	..	..	..	6	7	18
..	1	..	2	..	..	23	19	1	1	..	..	24	20	
..	1	..	9	..	..	37	36	3	1	..	..	40	37	19
..	2	..	13	..	..	46	41	2	4	..	..	48	45	
1	8	..	3	1	..	47	53	1	1	..	..	48	54	20
1	60	..	6	2	6	240	258	1	4	1	3	242	265	
3	15	..	65	1	1	261	273	8	4	..	1	269	278	21
1	88	7	97	3	12	869	895	31	33	5	7	905	935	
3	17	..	87	1	1	314	313	9	5	..	1	323	319	22
1	125	18	141	4	29	1,256	1,189	50	53	17	11	1,323	1,253	
..	..	..	2	..	..	12	20	1	..	..	..	13	20	1
..	..	..	..	..	..	6	20	..	1	2	..	8	21	
9	86	22	212	17	98	1,904	1,736	26	34	1	14	1,831	1,784	2
..	38	4	47	6	36	598	622	19	21	9	9	624	652	
1	33	4	28	3	22	302	243	6	7	2	3	310	253	3
..	3	..	3	..	..	23	22	1	..	..	2	24	24	
2	9	..	8	..	4	47	44	..	3	2	3	49	50	4
1	10	..	12	2	4	60	89	13	..	3	7	76	96	
12	128	26	250	20	124	2,165	2,043	33	44	5	20	2,203	2,107	5
1	51	4	62	8	40	685	753	33	22	14	18	732	793	
15	161	30	440	21	153	2,912	2,670	48	58	5	22	2,965	2,750	6
4	269	48	377	18	109	2,946	3,015	114	112	41	36	3,101	3,163	

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 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 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.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.
(b) other causes.	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.
(b) other causes	4	4	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes
(2) machinery, springs, etc.
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes
(2) other causes	9	9	..	..	..	..	..	..	..	..
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear	45	45	..	..	..	..	..	..	..	..
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	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments
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	107	107	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	5	5	..	..	..	..	1	..	..	1
(d) Trains running over obstructions or vehicles at level-crossings.	..	2	2	..	..	..	..	1	4	..	4
(e) Miscellaneous	5	5	..	6	..	7	..	..	..	13
Total	196	196	..	6	..	7	1	6	1	18

DIX D (iii).

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

BENGAL AND NORTH-WESTERN.											
Acci- dents re- ported to Local Govern- ments 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
..	1	1	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	..	..	..	..	..	6
..	3	3	..	..	..	..	..	..	..	..	7
..	6	6	8	15	..	..	..	..	8	15	(b) 8
..	4	4	..	..	..	..	..	..	..	..	(a) 8
..	20	20	..	..	1	4	..	..	1	4	(b) 9
..	7	7	..	..	..	..	..	..	..	..	(a)
..	44	44	..	..	..	..	..	..	..	..	(1) (2)
..	2	2	..	..	..	..	..	..	..	..	(b)
..	41	41	..	..	..	..	..	..	..	..	(1) (2)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	5	5	..	..	..	..	..	..	..	..	(e)
..	1	1	..	..	..	..	..	..	..	..	(f)
..	66	66	..	..	..	..	..	..	..	..	(g)
..	2	2	..	..	..	..	..	..	..	..	10
..	1	1	..	..	..	..	..	..	..	..	(a)
..	1	1	..	..	..	..	..	..	..	..	(b)
1	3	4	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	1	1	..	..	..	..	..	..	..	..	11
..	1	1	..	..	..	..	..	..	..	..	(a)
..	1	1	..	..	..	..	..	..	..	..	(b)
..	10	10	..	..	..	..	..	..	..	..	12
..	130	130	..	..	..	..	..	..	..	..	(a)
..	3	3	..	..	..	..	..	..	..	..	(b)
..	5	5	..	..	..	..	..	2	..	2	(c)
..	3	3	..	..	..	..	..	..	..	..	(d)
1	368	369	8	15	1	4	..	2	9	21	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways railway servants and other persons,

Class of accident.	BENGAL NAOPUR.										
	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	2	..	..	..	2	..	..	..	2
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	48	49	..	..	..	7	..	1	..	8
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	20	27	..	12	..	7	..	..	..	19
8. Other derailments—											
(a) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	102	103	..	..	..	1	..	1	..	2
9. Accidents due to failures of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical department.											
(1) boilers and tubes.	..	6	6	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	52	52	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	2	2	..	..	..	1	..	..	..	1
(f) Ditto brake apparatus	..	1	1	..	..	..	1	..	..	..	1
(g) Ditto couplings and draft gear	..	126	126	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	54	54	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	16	16	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	17	17	..	..	..	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	..	293	293	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings.)	..	19	19	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	29	29	..	3	1	4	3	2	4	9
Total	3	799	802	..	15	1	24	3	4	4	43

DIX D (iii)—contd.

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

BOMBAY, BARODA AND CENTRAL INDIA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
..	1	1	..	..	..	2	..	..	..	2	2
..	..	..	..	..	..	..	..	..	..	..	3
1	17	18	..	..	..	..	..	..	..	..	4
..	4	4	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	3	..	..	..	3	6
..	1	1	..	..	..	..	..	..	..	..	7
3	7	10	..	..	..	..	..	..	..	..	(a)
..	2	2	..	..	..	..	..	..	..	..	(b)
..	632	632	..	..	..	..	..	..	..	..	8
..	2	2	..	..	..	..	..	..	..	..	(a)
..	7	7	..	..	..	..	..	..	..	..	(b)
..	24	24	..	..	..	..	..	..	..	..	(1)
..	83	83	..	..	..	..	..	..	..	..	(2)
..	8	8	..	..	..	..	..	..	..	..	(c)
1	4	5	..	..	..	..	..	..	..	..	(d)
..	239	239	..	..	..	..	..	..	..	..	(e)
..	59	59	..	..	..	..	..	..	..	..	(f)
5	..	5	..	..	..	..	..	..	..	..	(g)
20	8	28	..	..	2	..	2	..	4	..	10
..	2	2	..	..	..	..	..	..	..	..	(a)
1	15	16	..	..	..	..	..	..	..	..	(b)
..	8	8	..	..	..	1	..	..	..	1	(c)
..	8	8	..	..	..	..	..	..	..	..	(d)
..	699	699	..	..	..	..	..	..	..	..	(e)
13	9	22	..	..	..	..	1	1	1	1	(f)
..	9	9	..	..	..	..	..	1	..	1	(g)
..	12	12	..	..	..	..	..	..	..	..	(h)
44	1,862	1,906	..	..	2	6	3	2	5	8	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways 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.	1	..	1	..	5	..	..	..	..	..	5
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	10	11	..	..	..	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.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(b) other causes	21	..	21	37	37	3	1	..	..	40	38
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	4	4	..	..	..	..	..	..	..	..
(b) other causes	1	60	61	..	..	..	2	..	..	..	2
9. Accidents due to failures of engines and rolling stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes	..	9	9	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	60	60	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	76	76	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	58	58	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	11	11	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	4	4	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	7	31	38	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	10	10	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	26	26	..	..	..	..	..	..	..	..
(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.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	6	354	360	..	..	1	3	..	..	1	3
(c) Trains running over obstructions on the line (other than those at level crossings).	2	23	25	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	2	19	21	..	..	..	..	8	16	8	16
(e) Miscellaneous	..	51	51	..	..	..	..	..	..	..	..
Total	43	813	856	37	42	4	9	8	16	49	67

DIX D (iii)—contd.

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

EASTERN BENGAL.

Acci- dents re- ported to Local Govern- ments 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
3	..	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	4	4	..	..	..	..	..	..	..	..	6
2	..	2	..	..	..	..	..	..	..	..	7
12	..	12	..	..	..	..	..	..	..	..	(a)
..	5	5	..	..	..	..	..	..	..	..	(b)
..	45	45	..	..	..	..	..	..	..	..	(a)
..	8	8	..	..	..	..	..	..	..	..	(1)
..	17	17	..	..	..	..	..	..	..	..	(2)
..	5	5	..	..	..	..	..	..	..	..	(b)
..	26	26	..	..	..	..	..	..	..	..	(1)
..	..	..	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	27	27	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	33	33	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	2	2	..	..	..	..	..	..	..	..	11
..	13	13	..	..	..	..	..	..	..	..	(a)
..	1	1	..	..	..	..	..	..	..	..	(b)
..	180	180	..	..	..	..	..	..	..	..	(c)
13	3	16	..	..	..	..	..	..	..	..	(d)
2	17	19	..	..	..	..	2	..	2	..	(e)
..	13	13	..	..	..	..	..	..	..	..	(a)
33	405	438	..	..	..	..	2	..	2	..	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways 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.	2	3	5	..	6	..	4	..	..	..	10
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	31	33	..	..	1	5	..	..	1	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	4	5	..	..	1	2	..	..	1	2
6. Collisions between light engines	..	34	34	..	..	1	7	..	..	1	7
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	8	9	..	..	..	..	..	..	..	..
(b) Other causes	1	3	4	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	1	48	49	..	..	..	..	..	..	..	..
(b) Other causes	1	799	800	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) failures of engines due to faulty design, materials or workmanship in the Mechanical department—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	50	50	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	51	51	..	..	..	..	..	..	..	..
(2) other causes	..	387	387	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	6	6	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	2	4	6	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	1	3	4	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	1,004	1,004	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	19	19	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	6	7	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	23	23	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	14	14	..	..	..	8	..	..	..	8
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	17	17	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,413	1,413	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	6	25	31	..	..	2	11	..	..	2	11
(d) Trains running over obstructions or vehicles at level-crossings.	..	6	6	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	173	173	..	..	1	..	..	..	1	..
Total	19	4,135	4,154	..	6	6	37	..	..	6	43

DIX D (iii)—contd.

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

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.	
..	9	9	..	..	..	2	..	..	..	2	1
..	2	2	..	..	..	..	..	..	..	..	2
..	2	2	..	..	..	..	..	..	..	..	3
..	42	42	..	..	..	15	..	..	..	15	4
..	46	46	..	..	..	..	..	..	..	..	5
..	31	31	..	..	..	13	..	..	..	13	6
..	..	..	..	..	..	..	..	..	..	..	7
..	34	34	..	..	..	2	..	..	..	2	(b)
..	22	22	..	..	..	..	..	..	..	..	8
..	623	623	..	..	..	..	..	..	..	..	(a)
..	2	2	..	..	..	..	..	..	..	..	(1)
..	50	50	..	..	..	..	..	..	..	..	(2)
..	33	33	..	..	..	..	..	..	..	..	(1)
..	494	494	..	..	..	..	..	..	..	..	(2)
..	3	3	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	7	7	..	..	..	1	..	..	..	1	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
..	773	773	..	..	..	..	..	..	..	..	(g)
..	58	58	..	..	..	..	..	..	..	..	10
1	—	1	..	—	1	1	..	..	1	1	(b)
1	4	5	..	..	1	2	..	..	1	2	(c)
..	2	2	..	..	..	..	..	..	..	..	(d)
3	60	63	..	..	2	4	..	1	2	5	(a)
1	3	4	..	..	..	..	..	..	..	..	(b)
..	4	4	..	..	..	..	..	..	..	..	12
..	1,135	1,135	..	..	..	..	..	..	..	..	(b)
..	13	13	..	..	..	..	..	3	..	3	(c)
1	5	6	..	..	..	..	1	..	1	..	(d)
..	71	71	..	..	..	5	..	..	..	5	(e)
7	3,529	3,536	..	..	4	45	1	4	5	49	Total.

DIX D (iii)—contd.

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

MADRAS AND SOUTHERN MAHRATTA.											
Acci- dents re- ported to Local Govern- ments 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	..	..	..	4	..	..	..	4	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	13	13	..	..	..	2	..	..	..	2	4
..	2	2	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
1	1	2	..	..	..	..	..	..	..	..	7
8	1	9	..	..	..	1	..	..	..	1	(a)
..	7	7	..	..	..	..	..	..	..	..	(b)
4	6	10	..	..	..	..	..	..	..	..	(a)
..	7	7	..	..	..	..	..	..	..	..	(1)
..	28	28	..	..	..	..	..	..	..	..	(2)
..	51	51	..	..	..	..	..	..	..	..	(1)
..	134	134	..	..	..	..	..	..	..	..	(2)
..	1	1	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
1	11	12	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
1	107	108	..	..	..	..	..	..	..	..	(g)
..	45	45	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
5	1	6	..	..	..	1	..	..	..	1	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	8	8	..	..	..	..	..	..	..	..	11
..	1	1	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	17	17	..	..	..	..	..	..	..	..	12
2	1,080	1,082	..	..	..	..	..	..	..	..	(a)
22	..	22	..	..	..	..	..	..	..	..	(b)
7	10	17	..	..	..	..	..	3	..	3	(c)
2	13	15	..	..	..	13	..	..	..	13	(d)
55	1,544	1,599	..	..	..	21	..	3	..	24	Total

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.

SOUTH INDIAN.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
2	..	2	..	1	..	..	..	..	..	1	7
7	..	7	..	..	..	..	..	..	..	..	(a)
..	2	2	..	..	..	..	..	..	..	..	(b)
..	7	7	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	39	39	..	..	..	..	..	..	..	..	9
..	56	56	..	..	..	..	..	..	..	..	(a)
..	10	10	..	..	..	..	..	..	..	..	(1)
..	42	42	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
1	..	1	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
115	..	115	..	..	..	..	..	..	..	..	(g)
3	..	3	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	(a)
1	..	1	..	..	..	..	..	..	..	..	(b)
1	..	1	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	1	1	..	..	..	..	..	..	..	..	11
..	1	1	..	..	..	..	..	..	..	..	(a)
..	1	1	..	..	..	..	..	..	..	..	(b)
15	3	18	..	..	..	..	..	..	..	..	12
..	2,261	2,261	..	..	..	..	..	..	..	..	(a)
14	..	14	..	..	..	..	..	..	..	..	(b)
17	..	17	..	..	..	..	3	..	3	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
177	2,426	2,603	..	1	..	..	..	3	..	4	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways railway servants and other persons, killed

Class of accident.	TOTAL CLASS I							
	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Passengers.		Railway servants.		Other Killed.
				Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.	2	12	14	..	..	..	8	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	15	10	25	..	16	3	9	..
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.	..	7	7	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	176	183	..	..	1	35	..
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	61	62	..	..	1	2	..
6. Collisions between light engines	..	80	80	..	..	1	23	..
7. Derailments of passenger trains—								
(a) Due to trains running in the wrong direction through points.	8	17	25	..	1	..	..	..
(b) Other causes	71	97	168	45	64	3	11	..
8. Other derailments—								
(a) Due to trains running in the wrong direction through points.	1	986	987	..	..	..	..	..
(b) Other causes	7	3,107	3,114	..	..	1	7	..
9. Accidents due to failures of engines and rolling-stock—								
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—								
(1) boilers and tubes	..	130	130	..	..	..	..	..
(2) machinery, springs etc.	..	478	478	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—								
(1) boilers and tubes	..	322	322	..	..	..	..	..
(2) other causes	..	1,517	1,517	..	..	..	..	..
(c) The failure of tyres	..	25	25	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..
(e) Ditto axles	5	46	51	..	..	..	2	..
(f) Ditto brake apparatus	1	15	16	..	..	..	1	..
(g) Ditto couplings and draft gear	116	3,216	3,332	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—								
(a) Broken rails	3	332	335	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	6	7	13	..	..	1	1	..
(c) The flooding of portions of permanent-way.	42	108	150	..	..	3	3	2
(d) Slips in cuttings or embankments	1	20	21	..	..	..	..	..
11. Accidents due to fire—								
(a) Fire in trains	4	165	169	..	..	2	5	..
(b) Fire at stations, or involving injury to bridges or viaducts.	5	59	64	..	..	..	9	..
12. Other accidents—								
(a) Passenger trains running in the wrong direction through points but not derailed.	15	82	97	..	..	..	..	..
(b) Trains running over cattle on the line.	8	9,135	9,143	..	..	1	3	..
(c) Trains running over obstructions on the line (other than those at level crossings)	75	124	199	..	..	2	11	1
(d) Trains running over obstructions or vehicles at level-crossings.	36	81	117	..	..	..	..	18
(e) Miscellaneous	3	408	411	..	9	2	29	3
Total	432	20,824	21,256	45	90	21	159	24

DIX (iii)—contd.

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

RAILWAYS.			BARSI LIGHT.			BENGAL DOOARS.			BHAVNAGAR STATE.			BIKANER STATE.			No. of Hoading.
persons.		Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	
Injured.	Killed.	Injured.													
..	..	8	..	..	..	..	..	..	..	..	..	..	..	..	1
..	3	25	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	1	36	..	..	..	..	1	1	..	..	..	..	..	..	4
..	1	2	..	..	..	..	..	..	..	..	..	..	..	..	5
..	1	23	..	..	..	..	..	..	1	..	1	1	1	2	6
..	..	1	1	..	1	..	1	1	..	..	..	..	..	..	(a)
..	48	75	..	..	..	..	2	2	..	..	..	13	..	13	(b)
..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	(a)
1	1	8	..	18	18	..	..	..	..	1	1	..	72	72	(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9
..	..	..	..	1	1	..	2	2	..	7	7	..	10	10	(1)
..	..	..	..	1	1	..	2	2	..	6	6	..	2	2	(2)
..	..	..	..	17	17	..	..	..	..	..	..	..	26	26	(1)
..	..	..	..	23	23	..	1	1	..	2	2	..	19	19	(2)
..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	(d)
..	..	2	..	2	2	..	..	..	..	..	..	..	1	1	(e)
..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	(f)
..	..	..	..	2	2	..	6	6	..	1	1	..	8	8	(g)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10
..	..	1	..	..	..	..	..	..	..	..	..	..	14	14	(a)
..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	5	3	..	..	..	..	..	..	2	..	2	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(d)
1	2	6	..	1	1	..	1	1	..	..	..	1	..	1	(a)
..	..	9	..	1	1	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	(a)
..	1	3	..	33	33	..	..	..	..	44	44	..	144	144	(b)
5	3	16	..	7	7	..	4	4	..	..	..	1	..	1	(c)
54	18	64	..	2	2	..	2	2	..	..	..	..	1	1	(d)
2	5	40	..	3	3	..	..	..	..	..	..	2	8	10	(e)
64	90	313	1	115	116	..	22	22	3	91	64	16	306	324	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways railway servants and other persons, killed or

Class of accident.	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GOW.	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	5	..	5	..	..	..	..	..	..	..	..
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.	..	1	1	..	2	2	..	..	..	..	..
6. Collisions between light engines .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) Other causes	93	..	93	..	2	2	2	4	6	1	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes . . . . .	..	48	48	..	6	6	1	11	12	18	..
9. Accidents due to failures of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes . . . . .	..	1	1	..	..	..	..	..	..	4	..
(2) machinery, springs, etc. . . . .	..	15	15	..	6	6	..	..	..	1	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . . . . .	..	..	..	..	..	..	1	2	3	1	..
(2) other causes . . . . .	..	2	2	..	..	..	..	6	6	..	..
(c) The failure of tyres . . . . .	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	3	3	..	..	..	1	..	1	..	..
(f) Ditto brake apparatus . . . . .	..	1	1	..	..	..	..	1	1	..	..
(g) Ditto couplings and draft gear.	..	1	1	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	1	1	2	..	..	..	..	..	..	1	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	1	1	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	11	..	11	..	..
(d) Slips in cuttings or embankments	2	15	17	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains . . . . .	..	2	2	..	..	..	..	..	..	2	..
(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.	—	..	..	..	..	..	..	1	1	..	..
(b) Trains running over cattle on the line.	..	8	8	..	69	69	..	26	26	10	—
(c) Trains running over obstructions on the line (other than those at level crossings).	..	8	8	..	..	..	..	7	7	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	..	..	..	..	..	2	..
(e) Miscellaneous . . . . .	..	..	..	..	..	..	..	..	..	1	..
Total	102	108	210	..	85	85	16	59	75	41	..

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.

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			No. of Heading.
	Total.	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.		Total.
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	9	..	9	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	2	..	2	..	..	..	..	..	..	..	..	..	7
1	17	..	17	..	..	..	..	..	..	..	..	..	(a) (b)
..	4	..	4	..	..	..	..	5	5	..	..	..	8
18	8	..	8	..	10	10	..	4	4	..	..	..	(a) (b)
..	..	..	..	..	..	..	..	..	..	..	..	..	9
4	..	..	..	..	..	..	..	..	..	..	10	10	(1) (2)
1	..	..	..	..	..	..	..	..	..	..	4	4	(b)
1	..	..	..	..	16	16	..	..	..	..	..	..	(1) (2)
..	..	6	6	..	12	12	..	26	26	..	4	4	(c) (d)
..	..	..	..	..	1	1	..	..	..	..	..	..	(e) (f)
..	..	..	..	..	..	..	..	..	..	..	..	..	(g)
..	1	..	1	..	..	..	..	..	..	..	1	1	(a) (b)
1	..	..	..	..	..	..	..	..	..	..	..	..	(c) (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	(e) (f)
..	..	..	..	..	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	..	..	10
1	..	..	..	..	..	..	..	..	..	..	..	..	(a) (b)
..	..	..	..	..	..	..	..	..	..	..	..	..	(c) (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	(e) (f)
..	..	..	..	..	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	..	..	11
2	..	..	..	..	..	..	..	..	..	..	..	..	(a) (b)
..	..	1	1	..	..	..	..	..	..	..	..	..	(c) (d)
..	3	1	4	..	1	1	..	..	..	..	2	2	(a)
10	..	5	5	..	30	30	..	9	9	..	10	10	(b)
..	..	2	2	..	..	..	..	..	..	..	2	2	(c)
2	..	..	..	..	..	..	..	..	..	..	..	..	(d)
1	4	..	4	..	3	3	..	1	1	..	..	..	(e)
41	48	15	63	..	73	73	..	45	45	..	33	33	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1927-28 on all railways railway servants and other persons killed

Class of accident.	MYSORE RAILWAYS.			SHAHNARA (DELHI) SAHARANPUR LIGHT.			TOTAL CLASS II RAIL.					
	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.	Passengers.		Railway servants. Killed.
										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.	..	..	..	..	..	..	14	..	14	..	10	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	3	3	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	2	1	3	..	..	..
7. Derailments of passenger trains—												
(a) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	5	1	6	..	..	..
(b) Other causes	1	..	1	..	..	..	127	8	135	..	2	..
8. Other derailments—												
(a) Due to trains running in the wrong direction through points.	..	..	..	..	9	9	4	16	20	..	..	..
(b) Other causes . . . . .	..	..	..	..	1	1	27	171	198	..	..	..
9. Accidents due to failure of engines and rolling-stock—												
(a) failures of engines due to faulty design, material or workmanship in the Mechanical department—												
(1) boilers and tubes . . . . .	..	..	..	..	..	..	4	30	34	..	..	..
(2) machinery, springs, etc. . . .	..	2	2	..	1	1	1	39	40	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—												
(1) boilers and tubes . . . . .	..	12	12	..	..	..	2	73	75	..	..	..
(2) other causes . . . . .	..	20	20	..	..	..	..	121	121	..	..	..
(c) The failure of tyres . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	2	2	..	..	..
(e) Ditto axles . . . . .	..	..	..	..	1	1	..	6	7	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	2	2	..	..	..
(g) Ditto couplings and draft gear .	..	1	1	..	..	..	1	20	21	..	..	..
10. Accidents due to failure of permanent-way, etc.—												
(a) Broken rails . . . . .	..	..	..	..	1	1	2	16	18	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	1	1	..	..	..
(c) The flooding of portions of permanent-way.	..	1	1	..	..	..	13	1	14	..	..	..
(d) Slips in cuttings or embankments .	..	..	..	..	..	..	2	15	17	..	..	..
11. Accidents due to fire—												
(a) Fire in trains . . . . .	..	..	..	..	..	..	3	4	7	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	..	1	..	1	1	1	3	4	..	..	..
12. Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	3	7	10	..	..	..
(b) Trains running over cattle on the line.	..	85	85	..	2	2	10	465	475	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	3	3	..	4	4	1	37	38	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	1	1	2	10	12	..	..	..
(e) Miscellaneous . . . . .	..	2	2	..	..	..	7	17	24	..	..	..
Total	3	128	131	..	21	21	232	1,070	1,302	..	12	1

DIX D (iii)—contd.

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

WAYS.					TOTAL CLASS III RAILWAYS.											No. of Head- ing.
Railway servants.		Other persons.		Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		
In- jured.	Killed.	In- jured.	Killed.	In- jured.				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	
..	1
..	..	1	1	11	7	..	7	..	2	..	..	..	..	..	2	2
..	3
..	4
..	5	5	..	..	..	..	..	..	..	..	5
..	4	2	6	..	..	..	..	..	..	..	..	6
..	1	1	2	..	..	..	..	..	..	..	..	7
2	4	19	28	47	..	..	1	2	..	..	1	2	(a)
..	2	2	..	..	..	..	..	..	..	..	(a)
1	1	8	14	22	..	..	..	..	..	..	..	..	(b)
..	5	5	..	..	..	..	..	..	..	..	(a)
..	4	22	26	..	..	..	..	..	..	..	..	(1)
..	2	2	..	..	..	..	..	..	..	..	(2)
..	30	30	..	..	..	..	..	..	..	..	(b)
..	1	1	2	..	..	..	..	..	..	..	..	(1)
..	2	2	2	..	..	..	..	..	..	..	..	(2)
..	2	2	..	..	..	..	..	..	..	..	(a)
..	11	4	15	..	..	..	..	..	..	..	..	(b)
..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	(e)
..	(f)
..	1	..	1	..	..	..	..	..	..	..	..	(g)
..	(h)
..	(i)
..	(j)
..	1	..	1	..	..	..	..	..	..	..	..	(k)
..	(l)
..	2	6	8	..	..	..	..	..	..	..	..	(m)
..	14	19	14	19	2	64	66	..	..	..	..	..	..	..	..	(n)
1	1	1	20	21	..	..	..	..	..	..	..	..	(o)
..	1	6	7	..	..	..	1	1	..	1	1	(p)
..	10	10	..	..	..	..	..	..	..	..	(q)
4	14	20	15	36	64	225	289	..	2	1	3	1	..	2	5	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the years 1926-27 and 1927-28 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.			
	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.
1. Collisions between passenger trains or parts of passenger trains.	2	6	12	12	14	18	..	..	..	10
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	36	19	10	30	46	49	..	16	28	78
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	7	7	7	8	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	7	177	290	184	297	..	..	..	..
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	..	69	81	70	81	..	..	..	..
6. Collisions between light engines	6	2	83	66	89	68	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	14	11	19	20	33	31	..	..	1	..
(b) Other causes	217	224	133	126	350	350	45	..	66	34
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	5	12	1,004	532	1,009	544	..	..	..	..
(b) Other causes	42	34	3,292	4,368	3,334	4,402	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—										
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	4	..	165	169	169	169	..	..	..	..
(2) machinery, springs, etc.	5	6	539	614	544	620	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	2	..	397	435	399	435	..	..	..	..
(2) other causes . . . . .	..	2	1,668	1,589	1,668	1,591	..	..	..	..
(c) The failure of tyres . . . . .	..	..	25	38	25	38	..	..	..	..
(d) Ditto wheels	1	3	4	8	5	11	..	..	..	..
(e) Ditto axles	8	4	52	42	60	46	..	..	..	..
(f) Ditto brake apparatus	1	..	19	19	20	19	..	..	..	..
(g) Ditto couplings and draft gear	128	75	3,240	2,865	3,368	2,930	..	..	..	2
10. Accidents due to failure of permanent-way, etc.—										
(a) Broken rails	5	10	348	320	353	330	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	6	4	9	16	15	20	..	..	..	..
(c) The flooding of portions of permanent-way.	55	32	109	100	164	132	..	..	..	..
(d) Slips in cuttings or embankments	3	4	35	40	38	44	..	..	..	..
11. Accidents due to fire—										
(a) Fire in trains	8	5	169	210	177	215	..	..	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	6	3	62	65	68	68	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	20	23	95	67	115	90	..	..	..	..
(b) Trains running over cattle on the line	20	29	9,664	10,024	9,684	10,053	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	77	68	181	252	258	320	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	39	7	97	30	136	37	..	..	..	1
(e) Miscellaneous	10	7	435	440	445	447	..	..	9	..
Total	728	598	22,119	22,865	22,847	23,463	45	16	104	126

DIX D (iii)—concl'd.

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

TOTAL ALL RAILWAYS.												No. of Head- ing.
Railway servants.				Other persons.				Grand Total.				
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	1927-28.	1926-27.	
..	..	8	5	..	..	..	..	..	..	8	15	1
4	..	9	13	..	..	1	3	4	16	38	94	2
..	..	..	..	..	..	..	..	..	..	..	..	3
1	4	35	62	..	1	1	2	1	5	36	34	4
1	..	2	..	..	..	..	..	1	..	2	..	5
1	1	23	9	..	..	..	..	1	1	23	9	6
..	..	..	1	..	..	..	..	..	..	1	1	7 (a)
4	2	16	21	..	..	..	1	40	2	81	56	(b)
..	..	..	2	..	..	..	..	..	..	..	2	8 (a)
1	3	8	14	..	..	1	..	1	3	9	14	(b)
..	..	..	1	..	..	..	..	..	..	..	1	9 (a)
..	1	..	1	..	..	..	..	..	1	..	1	(1) (2)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	2	..	..	..	..	..	..	..	2	(1) (2)
..	..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	2	..	..	..	..	..	..	..	2	..	(e)
..	1	1	..	..	..	..	..	..	1	1	..	(f)
..	..	..	2	..	..	..	5	..	..	..	9	(g)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
1	..	1	3	..	..	..	..	1	..	1	3	(b)
3	1	3	..	2	..	..	..	5	1	3	..	(c)
..	..	..	..	..	..	..	2	..	..	..	2	(d)
2	3	5	6	..	..	1	..	2	3	6	7	11 (a)
..	3	9	5	..	..	..	1	..	3	9	6	(b)
..	..	..	1	..	..	..	..	..	..	..	1	12 (a)
1	..	3	1	14	..	19	..	15	..	22	1	(b)
2	4	12	5	1	11	5	15	3	16	17	20	(c)
..	..	1	..	19	6	54	3	19	6	55	4	(d)
2	2	29	2	3	1	2	3	5	3	40	5	(e)
23	25	166	126	39	19	84	35	107	60	354	287	Total.

Number of persons killed or injured during the year 1927-28 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.								
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. While ascending or descending steps at stations.	..	1	..	4	..	..	..	5	..	..	..	..	..	..	..	..
2. By being struck by barrows, by falling over packages, etc., on platform.	..	1	2	2	..	..	2	3	..	..	..	..	..	..	..	..
3. From falling off platforms	1	2	..	1	1	3	..	..	..	..	..	..	..	..
4. Whilst loading, unloading or sheeting wagons.	..	2	3	439	5	11	8	452	..	..	..	1	..	..	..	1
5. Whilst moving or carrying goods at stations, etc.	..	1	..	158	..	..	..	159	..	..	..	..	..	..	..	..
6. Whilst working at cranes or capstans.	5	36	..	4	5	40	..	..	..	..	..	..	..	..
7. By the falling of wagon doors, lamps, bales of goods, etc.	..	2	1	177	..	5	1	184	..	..	..	2	..	..	..	2
8. From falling off, or when getting on or off, stationary engines or vehicles.	68	..	..	..	68	..	..	..	..	..	..	..	..
9. From falling off platforms, ladders, scaffolds, etc.	..	3	8	137	7	4	15	144	..	..	..	1	1	..	1	1
10. By stumbling whilst walking on the line or platforms.	..	7	2	89	2	5	4	101	..	..	..	1	..	..	..	1
11. Whilst attending to stationary engines in sheds.	4	592	..	..	4	592	..	..	..	2	..	..	..	2	
12. By being trampled on or kicked by horses.	3	..	..	..	3	..	..	..	..	..	..	..	..
13. Whilst working on the line or in sidings.	1	204	3	..	4	204	..	..	..	..	..	..	..	..
14. Miscellaneous	3	10	26	783	22	34	51	827	..	2	1	..	1	2	2	4
TOTAL	..	3	27	53	2,694	39	64	95	2,785	..	2	1	7	2	2	3	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.
..	1	..	4	..	..	..	5
..	1	2	2	..	..	2	3
..	1	2	..	1	1	3
..	2	3	440	5	11	8	453
..	2	..	..	..	2	..	1	..	160	..	..	..	161
..	5	36	..	4	5	40
..	1	..	..	..	1	..	2	1	180	..	5	1	187
..	68	..	..	..	68
..	1	..	1	..	3	8	138	8	5	16	146
..	1	..	..	..	1	..	7	2	91	2	5	4	103
..	1	..	..	..	1	..	..	4	595	..	..	4	595
..	3	..	..	..	3
..	1	204	3	..	4	204
..	7	..	1	..	8	3	12	27	790	23	37	53	830
..	12	..	2	..	14	3	20	54	2,713	41	68	98	2,810

Accidents to railway servants on Class I Railways during the year 1927-28 caused by the movements

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	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	4	100·0	11	91·7	..	..	1	8·33	..	..	..	..
Bengal and North-Western ..	1	16·7	4	26·7	5	83·3	11	73·3	..	..	..	..
Bengal-Nagpur	12	100·0	..	..	..	..	22	39·3	..	..	20	35·7
Bombay, Baroda and Central India.	4	21·1	119	67·6	15	79·0	55	31·3	..	..	2	1·14
Burma	4	44·4	50	82·0	5	55·6	11	18·0	..	..	..	..
Eastern Bengal	5	23·8	10	27·0	15	71·4	26	70·3	1	4·76	1	2·70
East Indian	43	65·2	102	71·8	23	34·8	39	27·5	..	..	1	6·70
Great Indian Peninsula ..	62	91·2	376	85·7	6	8·82	51	11·6	..	..	12	2·73
Jodhpur	2	66·7	1	100·0	1	33·3	..	..	..	..	..	..
Madras and Southern Mahratta	6	35·3	98	78·4	11	64·7	27	21·6	..	..	..	..
Nizam's Guaranteed State ..	..	..	6	33·3	..	..	12	66·7	..	..	..	..
North Western	82	94·3	132	93·6	3	3·45	5	3·55	..	..	4	2·83
Rohilkund and Kumaon ..	..	..	2	50·0	..	..	2	50·0	1	100·0	..	..
South Indian	1	100·0	24	82·8	..	..	5	17·2	..	..	..	..
TOTAL	226	72·0	935	74·4	84	26·8	267	21·3	2	0·63	40	3·18

DIX D (v).

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

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Injured.	
..	4	12	Assam-Bengal.
..	6	15	Bengal and North-Western.
..	..	13	23.2	..	..	1	1.79	12	56	Bengal-Nagpur.
..	19	176	Bombay, Baroda and Central India.
..	9	61	Burma.
..	21	37	Eastern Bengal.
..	66	142	East Indian.
..	68	439	Great Indian Peninsula.
..	3	1	Jodhpur.
..	17	125	Madras and Southern Mahratta.
..	18	Nizam's Guaranteed State.
..	2	2.30	..	..	87	141	North Western.
..	1	4	Rohilkund and Kumaon.
..	1	29	South Indian.
..	..	13	1.04	2	0.63	1	0.08	314	1,256	Total.

Number of accidents occurred during the year 1927-28 in Railway workshops

Number of accidents and Number of persons killed or injured.				Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.			
Number of accidents .. .. .				..	..	23	1,405	141	140	270
1. Railway Servants	{	Killed		..	..	2	1	..	2	10	
		Injured		..	18	21	1,389	77	138	258			
2. Other persons	{	Killed		..	..	..	..	..	..	1
		Injured		..	..	..	..	..	..	1
Total				{	Killed		2	1	..	2	11
				{	Injured		..	18	21	1,389	77	138	259

D (vi).

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

Great Indian Peninsula.	Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.	Total Class II Railways.	Total Class III Railways.	Total all Railways.
2,853	..	812	228	144	6	144	6,166	29	..	6,195
3	..	1	..	5	..	..	24	..	..	24
2,850	..	811	228	139	6	143	6,078	36	..	6,114
..	1	..	..	1
..	1	2	-	..	2
3	..	1	..	5	..	..	25	..	..	25
2,850	..	811	228	139	6	144	6,080	36	..	6,116

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

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes on the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3' 3½"	182	97.2	629	97.7	2.22	5,262	83.4	3.59
Bengal and North-Western ..	3' 3½"	349	53.3	1,319	63.5	16.5	11,633	0.98	0.88
Bengal Nagpur	5' 6"	706	97.2	1,079	96.8	3.24	23,086	67.8	29.8
	2' 6"	115	89.6	398	92.2	Nil	1,957	87.6	0.10
	2' 0"	17	Nil	1	Nil	Nil	520	Nil	Nil
Bombay, Baroda and Central India.	5' 6"	415	98.8	1,017	100.0	Nil	11,477	79.9	12.2
	3' 3½"	524	99.6	1,773	99.9	0.06	10,583	15.8	0.38
	2' 6"	15	Nil	57	Nil	Nil	248	Nil	Nil
Burma	3' 3½"	381	82.4	1,266	73.4	4.66	10,273	29.7	0.17
Eastern Bengal	5' 6"	328	98.2	893	99.1	0.78	8,546	48.8	49.5
	3' 3½"	224	100.0	1,027	85.1	14.5	5,133	13.3	2.34
	2' 6"	11	Nil	68	Nil	Nil	90	Nil	Nil
East Indian	5' 6"	1,619	98.6	3,528	97.2	1.79	53,034	72.1	24.4
Great Indian Peninsula	5' 6"	1,174	99.0	2,475	100.0	Nil	20,411	83.6	14.7
	2' 6"	19	Nil	47	Nil	Nil	213	Nil	Nil
Jodhpur	3' 3½"	108	47.2	294	72.8	3.06	2,609	Nil	Nil
	2' 0"	2	Nil	5	Nil	Nil	10	Nil	Nil
Madras and Southern Mahratta	5' 6"	313	99.3	964	98.8	1.03	6,108	74.9	24.4
	3' 3½"	350	49.1	1,166	77.4	7.37	8,075	4.01	17.8
Nizam's Guaranteed State	5' 6"	73	98.6	155	98.7	1.29	1,970	55.2	41.8
	3' 3½"	76	77.6	200	99.5	Nil	1,212	18.9	1.40
North Western	5' 6"	1,288	99.5	4,023	99.4	0.62	31,498	80.8	19.8
	2' 6"	97	79.4	291	64.3	Nil	779	72.0	1.80
	2' 0"	17	Nil	24	Nil	Nil	121	Nil	Nil
Rohilkund and Kumaon ..	3' 3½"	72	66.6	232	49.5	28.8	2,046	0.64	Nil
South Indian	5' 6"	148	95.9	323	100.0	Nil	1,948	76.5	20.4
	3' 3½"	386	99.7	1,367	88.8	5.63	5,868	4.98	4.23
	2' 6"	11	54.5	35	Nil	Nil	78	Nil	Nil
Total		9,020	92.1	24,656	91.3	3.33	225,388	57.6	17.4
CLASS II RAILWAYS.									
Barsi Light	2' 6"	23	100.0	104	100.0	Nil	253	35.6	64.4
Bengal Dooars	3' 3½"	17	41.2	64	18.8	26.6	453	0.22	Nil
Bhavnagar State	3' 3½"	27	77.8	156	61.7	35.3	598	0.17	2.34
Bikaner State	3' 3½"	59	39.0	164	8.52	1.83	1,028	Nil	Nil
Darjeeling Himalayan ..	2' 0"	35	2.86	129	Nil	Nil	562	Nil	Nil
Dihru Sadiya	3' 3½"	26	84.6	52	84.6	13.4	1,588	19.3	56.1
Gaekwar's Baroda State ..	2' 6"	41	Nil	147	Nil	Nil	703	Nil	Nil
Gondal	3' 3½"	20	85.0	110	60.0	33.6	340	Nil	1.76
Howrah-Amta	2' 0"	19	Nil	150	Nil	Nil	76	Nil	Nil
Jamnagar and Dwarka ..	3' 3½"	20	45.0	69	42.0	18.8	515	98.6	Nil
Junagad State	3' 3½"	18	55.6	88	65.9	23.9	310	Nil	2.58
Morvi	3' 3½"	20	75.0	110	74.6	25.5	206	0.97	Nil
Mysore	3' 3½"	30	80.0	147	81.6	12.2	374	41.7	3.20
	2' 6"	12	41.6	26	Nil	Nil	85	Nil	Nil
	2' 0"	6	Nil	4	Nil	Nil	44	Nil	Nil
Shahdara (Delhi)-Saharanpur	2' 6"	10	Nil	52	Nil	Nil	229	Nil	Nil
Total		383	46.2	1,572	40.1	14.4	7,364	14.4	14.9
GRAND TOTAL		9,403	90.2	26,228	88.2	4.00	232,752	56.3	17.4

DIX E.

and lower class carriages provided with latrine accommodation on the 31st March 1928.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each case.			
Total number suitable for lighting. 11	Percentage of number lighted with gas on total. 12	Percentage of number lighted with electricity on total. 13	Intermediate class. 14	Third class. 15	Composites containing Intermediate or Third Class accommodation. 16	Total 17	Intermediate class. 18	Third class. 19	Composites containing Intermediate or Third Class accommodation. 20	Total 21
570	12.2	84.5	Nil	224	107	331	Nil	97.8	100.0	98.5
1,282	Nil	100.0	59	402	69	530	100.0	40.7	100.0	47.5
902	52.9	47.1	65	412	110	587	100.0	83.4	79.7	84.2
372	69.9	23.4	11	160	41	221	100.0	79.7	52.6	73.4
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
701	27.0	78.2	Nil	312	114	426	Nil	81.2	76.5	79.9
1,540	Nil	100.0	Nil	828	191	1,019	Nil	79.1	92.3	81.3
57	Nil	33.3	Nil	25	14	39	Nil	62.5	100.0	72.2
1,033	Nil	71.6	Nil	561	198	759	Nil	90.8	86.5	89.5
653	1.38	98.3	14	172	168	354	87.5	76.4	66.9	73.0
772	19.2	80.7	31	353	176	560	100.0	99.4	99.4	99.5
68	Nil	Nil	Nil	1	Nil	1	Nil	2.56	Nil	1.79
2,947	26.0	73.2	183	1,172	678	2,033	100.0	89.5	92.9	91.5
1,647	41.6	58.4	3	772	257	1,032	100.0	88.6	70.6	83.4
45	97.8	2.22	Nil	26	18	44	Nil	100.0	100.0	100.0
253	Nil	100.0	13	101	82	196	100.0	100.0	100.0	100.0
5	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
771	44.8	55.1	1	328	183	512	100.0	85.6	88.8	86.8
1,015	63.5	36.4	Nil	520	255	775	Nil	97.0	82.8	91.8
110	52.7	47.3	Nil	45	13	58	Nil	100.0	89.7	96.7
167	88.0	12.0	Nil	84	22	106	Nil	96.6	88.0	94.2
2,854	31.7	67.6	100	1,225	812	2,137	100.0	100.0	100.0	100.0
258	Nil	90.5	8	92	41	141	88.8	63.9	80.4	60.1
12	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
259	Nil	93.0	3	75	40	118	100.0	49.0	100.0	61.1
257	Nil	90.7	Nil	96	94	190	Nil	100.0	100.0	100.0
1,230	Nil	88.8	Nil	527	120	647	Nil	75.5	35.2	62.3
35	Nil	100.0	Nil	8	16	24	Nil	44.4	100.0	70.6
19,815	24.0	72.2	491	8,530	3,819	12,840	99.0	82.5	84.1	83.5
104	Nil	100.0	Nil	11	Nil	11	Nil	14.9	Nil	13.9
58	Nil	100.0	3	14	9	26	100.0	48.3	100.0	63.4
123	Nil	93.5	Nil	70	4	74	Nil	85.4	57.1	53.1
128	Nil	100.0	4	77	13	94	100.0	100.0	100.0	100.0
110	4.55	72.7	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
52	Nil	94.2	12	23	12	47	100.0	100.0	100.0	100.0
141	Nil	66.6	Nil	54	27	81	Nil	48.2	100.0	58.3
88	Nil	100.0	Nil	53	3	56	Nil	96.4	60.0	93.3
150	Nil	92.0	Nil	7	6	13	Nil	6.67	37.5	9.92
54	Nil	100.0	Nil	30	1	31	Nil	75.0	100.0	75.6
83	Nil	88.0	Nil	29	4	33	Nil	85.3	40.0	75.0
89	Nil	100.0	Nil	53	9	62	Nil	100.0	100.0	100.0
127	22.0	74.0	Nil	72	12	84	Nil	86.7	100.0	88.4
26	Nil	100.0	Nil	19	5	24	Nil	100.0	100.0	100.0
4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
52	Nil	100.0	3	11	2	16	100.0	25.6	100.0	33.3
1,369	2.38	89.4	22	523	107	652	68.8	59.8	67.3	61.2
21,204	22.5	73.3	513	9,053	3,926	13,492	97.2	80.7	83.5	82.1

APPENDIX F.

Statement showing the cost of the Police Force employed on railways during the year 1927-28.*

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	AVERAGE COST.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
CLASS I.						
Assam-Bengal	Rs. 40,247	Rs. 76,290	Rs. 4,853	Rs. 1,21,390	Rs. 102·4	Rs. 0·03
Bengal and North-Western	15,809	74,094	477	90,380	43·5	0·01
Bengal-Nagpur	77,291	3,76,434	28,335	4,82,110	155·8	0·04
Bombay, Baroda and Central India	2,04,798	6,65,769	18,953	8,89,520	233·0	0·05
Burma	1,35,415	69,591	5,021	2,10,030	111·0	0·03
Eastern Bengal	5,223	2,68,269	4,557	2,78,049	159·8	0·03
East Indian	Nil	8,56,767	41,397	8,98,164	224·8	0·03
Great Indian Peninsula	19,124	4,27,491	†	4,46,615	121·9	0·02
Jodhpur	Nil	13,826	2,718	21,544	24·8	0·01
Madras and Southern Mahratta	2,06,014	2,21,319	16,001	4,43,334	144·7	0·03
Nizam's Guaranteed State	1,70,326	*	16,176	1,86,502	177·6	0·07
North Western	11,242	9,18,308	11,928	9,41,478	144·5	0·04
Rohilkund and Kumaon	10,000	20,080	†	30,080	52·7	0·02
South Indian	1,65,496	1,19,234	5,622	2,90,402	140·4	0·03
Total	10,60,985	41,12,572	1,56,041	53,29,598	166·4	0·03
CLASS II.						
Barsi Light	2,500	5,396	423	8,319	66·0	0·02
Bengal Dooars	Nil	5,423	123	5,546	35·5	0·01
Bhavnagar State	25,516	11,186	†	36,702	123·4	0·05
Bikaner State	5,000	7,199	140	12,339	17·6	0·01
Darjeeling Himalayan	1,441	Nil	Nil	1,441	9·84	0·00
Dibru Sadiya	Nil	5,597	..	5,597	65·1	0·02
Golkar's Baroda State	Nil	14,160	393	14,553	42·6	0·02
Gondal	26,422	7,847	5	34,274	180·7	0·07
Howrah Amta	1,720	1,625	Nil	3,345	76·2	0·01
Jamnagar and Dwarka	2,508	3,117	56	5,679	36·2	0·02
Junagad State	12,141	1,976	Nil	14,117	95·3	0·05
Morvi	8,304	1,312	Nil	9,616	94·0	0·03
Mysore†	7,210	11,121	†	18,331	43·2	0·02
Shahdara (Delhi)-Saharanpur Light	Nil	5,520	453	5,973	64·6	0·04
Total	92,760	81,479	1,593	1,75,832	59·5	0·03
Class III Total	16,500	6,260	13	22,773	19·4	0·01
GRAND TOTAL	11,70,245	42,00,311	1,57,647	55,28,203	152·9	0·03

* Included in column 2.

† Included under watchmen.

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

APPENDIX G.

(Cost of work done in Railway Workshops and of engineering works carried out "in Situ" during 1927-28 (in thousands of rupees).

Cost of work done in Railway Workshops and of engineering works

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

Items.	A. B.			B. & N. W.			B. N. 並			B. B. & C. I.			BURMA.			E. B.		
	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.
1. Construction of Locomotives.	28	..	..	24	..	..	6	26,82	..	8,09	1,76	..	18,42	17	..	56	99	..
2. Construction of Boilers.	..	..	..	..	..	..	..	5	..	87	..	..	..	..	..	5	9	..
3. Construction of coaching stock, including underframes.	3,71	..	..	63	14	..	5,70	16,70	..	4,29	..	..	} 5701	12	..	2,92	3,00	..
4. Construction of goods stock including underframes.	6	60	1,23	23,12	..	2,75
5. Construction of spare parts of locomotives.	..	4,19	..	1,89	..	..	..	13,04	..	27,14	..	..	..	..	..	2,41	..	..
6. Construction of spare parts of coaching and goods stock.	..	6,12	..	2,24	..	..	..	7,70	..	14,35	..	..	..	..	..	11,35	..	..
7. Construction of other stores.	..	2,08	..	31	..	..	1,04	9,23	..	3	6,10	..	..	..	..	5,99	..	..
8. Work done for other departments, i.e., departments other than that supervising the work shops.	..	2,23	..	2,98	..	..	..	13,28	..	13,45	21	..	3,59	1,86	..	13,67	62	..
9. Engineer's plant .	40	..	..	..	..	..	26	2	..	3,65	..	..	..	12	..	..	..	..
10. Permanent way .	3,10	..	..	..	..	..	..	..	..	..	..	..	..	7	..	..	49	..
11. Bridge work .	..	..	5,61	..	..	53	30	4	2,61	..	..	—7,08	..	5	5	..	..	1,58
12. Structural or other engineering works.	66,00	..	21,04	..	..	6,06	16	33	8,85	1,94	51	14,84	..	..	..	..	1,72	51,97
Total	73,55	14,62	26,65	8,89	14	6,59	^(a) 8,75	^(b) 1,10,33	11,46	76,56	8,58	7,76	79,02	2,39	5	37,20	7,17	53,55

(a) Includes Rs. 8,000 being the cost of coal, timber and other stores already included in the statement of value of stores purchased.
 (b) Includes Rs. 9,72,000 being the cost of coal, timber and other stores already included in the statement of value of stores purchased.

* Not available.

‡ Includes figures of the C. I. C. Railway.

DIX G.

carried out "in situ" during 1927-28 (in thousands of rupees).

E. I. †			G. I. P.			M. & S. M.			N. W.			R. & K.			S. I.			Total		
A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.*	C.	A.	B.	C.	A.	B.	C.
1,96	..	..	61	..	..	13	..	..	57	..	..	..	..	..	1,12	..	..	32,04	29,74	..
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	94	14	..
8,68	..	..	8,03	..	..	92	2,83	..	5,95	60	..	12	..	..	3,46	55	..	44,41	23,82	..
80	..	..	5	..	..	44	2	..	3,50	10	..	1	..	..	1,03	91	..	† 67,73	† 24,53	..
2,16	..	..	..	9,62	..	5,89	20	..	1,42	..	..	2	..	..	..	1,60	..	40,93	28,55	..
54	3,24	..	..	6,81	..	2,99	10	..	..	3,81	..	3	..	..	..	89	..	31,50	28,67	..
2,87	57	..	50	16	..	77	..	..	07	..	..	..	..	..	7,13	23,92	..	10,31	42,08	..
21,29	41,80	..	23	5,66	..	18,50	6	..	9,75	..	..	26	..	..	..	4,40	..	83,72	70,02	..
..	1,23	..	..	70	..	5,59	3	..	..	92	..	5	..	..	..	10	..	9,05	3,12	..
..	24,98	..	2,60	1	..	1,99	68	..	..	13,23	..	3	..	..	..	80	..	7,72	40,28	..
..	1,22	19,41	..	..	60	60	2	1,86	8,57	7	9,07	1	..	50	..	20	41,37	9,48	1,80	76,11
..	4,05	43,70	..	1,19	6,48	13,64	1,83	86,78	..	12,30	63,99	1	..	99	..	1,01	1,20,70	81,75	22,94	4,31,40
38,32	77,09	63,11	12,02	24,05	7,08	61,46	5,77	88,04	30,43	31,03	73,06	54	..	1,49	12,74	34,28	1,71,07	4,29,46	3,15,45	5,10,51

† Includes figures for Item 3 of Burma Railway.

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