

GOVERNMENT OF INDIA  
RAILWAY DEPARTMENT  
(RAILWAY BOARD)

Report by the Railway Board

ON

# INDIAN RAILWAYS

FOR

1931-32

Volume II—Statistics

*(Compiled by Controller of Railway Accounts.)*



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#### INTRODUCTORY NOTE.

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

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

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

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

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

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

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

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

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SECTION A.

FINANCIAL AND STATISTICAL  
SUMMARIES.



[For details, see Statement 1, pages 22-23.]

## FINANCIAL SUMMARIES.

1.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1930-31 and 1931-32 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

(In thousands of rupees).

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3)
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	1930-31	4,97,90,64	14,20,95	2.85	..	20,73,85	20,73,85	..	6,52,90	-1.31
	1931-32	5,01,63,62	13,23,96	2.64	..	20,88,99	20,88,99	..	7,65,03	-1.63
2. State Lines worked by Companies or by Indian States	1930-31	2,81,97,07	13,43,24	4.76	1,16,30	11,95,30	13,11,60	31,64	..	0.11
	1931-32	2,84,69,09	10,61,41	3.74	64,19	12,11,81	12,76,00	..	2,14,59	-0.75
3 Miscellaneous items	1930-31	3,30,04	..	..	..	2,40	2,40	..	2,40	-0.72
	1931-32	3,31,32	..	..	..	5,84	5,84	..	5,84	-1.76
4. Total Central	1930-31	7,83,17,75	27,64,19	3.53	1,16,30	32,71,55	33,87,85	..	(a) 6,23,66	-0.79
	1931-32	7,89,64,03	23,85,37	3.02	64,19	33,06,64	33,70,83	..	(a) 9,85,46	-1.25
Provincial.										
5. Total Provincial	1930-31	14,61	..	..	..	58	58	..	58	-3.97
	1931-32	14,61	..	..	..	58	58	..	58	-3.97
6. GRAND TOTAL	1930-31	7,83,32,36	27,64,19	3.53	1,16,30	32,72,13	33,88,43	..	6,24,24	-0.79
	1931-32	7,89,78,64	23,85,37	3.02	64,19	33,07,22	33,71,41	..	9,86,04	-1.25

\* On open lines and on lines wholly or partly under construction (including ferries and suspense).  
(a) See also footnote \* under Statement 1 on page 23.

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

**II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1931 and 1932.**

(In thousands of rupees.)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State owned railways.	
	31st March 1931.	31st March 1932.	31st March 1931.	31st March 1932.	31st March 1931.	31st March 1932.
	2	3	4	5	6 (Cols. 2+4.)	7 (Cols. 3+5.)
<b>1. Liabilities incurred in the purchase of railways:—</b>						
(a) During the year . . . .	—1,22	—1,32	—	—	—1,22	—1,32
(b) To end of the year . . . .	1,16,58,12	1,16,56,81	44,52,16	44,52,15	1,61,10,28	1,61,06,96
<b>2. Capital outlay during the financial year from funds provided by the State:—</b>						
(a) Works . . . . .	6,36,54	3,71,16	4,89,12	2,75,04	11,25,66	6,47,10
(b) Rolling-stock . . . . .	2,11,62	95,35	1,73,11	1,22,54	3,84,73	2,17,89
(c) General charges . . . . .	29,26	19,79	27,90	15,69	57,16	35,48
(d) Stores, etc., not finally charged off in the accounts.	—1,91,02	—1,64,20	—55,66	—67,27	—2,46,68	—2,31,47
(e) Total . . . . .	6,86,40	3,22,10	6,34,47	3,46,90	13,20,87	6,69,00
<b>3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase:—</b>						
(a) Works . . . . .	2,57,41,33	2,61,29,54	1,60,19,67	1,61,42,22	4,17,61,00	4,22,71,76
(b) Rolling-stock . . . . .	1,00,55,78	1,01,51,01	63,91,02	66,11,75	1,64,46,80	1,67,62,76
(c) General charges . . . . .	12,11,26	12,66,29	11,28,98	11,23,28	23,40,24	23,89,87
(d) Stores, etc., not finally charged off in the accounts.	11,24,15	9,59,97	5,49,89	4,85,62	16,74,04	14,45,59
(e) Total . . . . .	3,81,32,52	3,85,06,81	2,40,89,56	2,43,62,87	6,22,22,08	6,28,69,68
<b>4. Total Capital at Charge at the end of the financial year [Items 1(b) plus 3 (e)].</b>	4,97,90,64	5,01,63,62	2,85,41,72	2,88,15,02	7,83,32,36	7,89,78,64

## II-B.—Summary of Capital Outlay to the end of the years 1930-31

Classification.	Year.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	1930-31 .	18	2,52	Nil	— 1,27	1,43
	1931-32 .	1	1	Nil	15	17
(b) Worked by the main line	1930-31 .	1,19	Nil	Nil	Nil	1,19
	1931-32 .	65	Nil	Nil	Nil	65
2. Branch line Companies' Railways under rebate terms worked by the main line.	1930-31 .	1,87	9	28	Nil	2,24
	1931-32 .	3,71	1	3	Nil	3,75
3. Branch line Companies' Railways under guarantee and rebate terms.	1930-31 .	2,05	1	Nil	Nil	2,06
	1931-32 .	28	Nil	Nil	Nil	28
4. Companies' lines subsidized by the Government of India.	1930-31 .	15,02	7,45	1	73	23,21
	1931-32 .	13,03	2,87	2	—54	15,38
5. Companies' lines subsidized by Local Governments.	1930-31 .	1,21	2,96	Nil	—21	3,96
	1931-32 .	79	79	Nil	—45	1,13
6. Unassisted Companies' lines	1930-31 .	—1,21	—1,03	—64	9	—2,79
	1931-32 .	—21	—8	Nil	—2	—31
7. District Board lines	1930-31 .	81	—1	Nil	Nil	80
	1931-32 .	56	Nil	Nil	Nil	56
8. Companies' lines subsidized by District Boards.	1930-31 .	76	26	Nil	—45	57
	1931-32 .	—1	69	Nil	—1,25	—57
9. Indian State lines worked by Indian States	1930-31 .	—1,21,71	31,16	12,05	—1,71	—80,21
	1931-32 .	75,16	19,86	3,60	10,53	1,09,15
10. Indian State lines worked by the main line	1930-31 .	8,47	1,80	1,76	—1,81	10,22
	1931-32 .	25,59	6,23	1,79	10	33,71
11. Companies' lines guaranteed by Indian States	1930-31 .	2	13	Nil	Nil	15
	1931-32 .	3	17	Nil	Nil	20
12. Lines in Foreign territory worked by British Indian Railway Companies.	1930-31 .	1	..	..	..	5,84*
	1931-32 .	434†	..	..	..	434
13. TOTAL	1930-31	—91,33	45,34	13,46	—4,63	—31,33
	1931-32	1,23,93	30,55	5,44	8,52	1,68,44
14. Miscellaneous	1930-31 .	Nil	Nil	Nil	Nil	Nil
	1931-32 .	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	1930-31	—91,33	45,34	13,46	—4,63	—31,33
	1931-32	1,23,93	30,55	5,44	8,52	1,68,44

\* Details not available.

† Represents total figure, the details being not available.

[For details, see Statement 2 (b), pages 28—39.]

and 1931-32 of other than State-owned Railways.

(In thousands of rupees.)

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.	Classification.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
89,04	21,29	12,51	2,00	1,25,14	1. Branch line Companies' Railways under Guarantee Terms—
91,79	21,30	10,07	2,15	1,25,31	
79,90	1,17	7,71	Nil	88,78	(b) Worked by the main line.
80,55	1,17	7,71	Nil	89,43	
6,08,44	56,07	79,07	Nil	7,43,58	2. Branch line Companies' Railways under rebate terms worked by the main line.
6,12,15	56,08	79,10	Nil	7,47,33	
1,76,14	3,04	9,56	2,00	1,90,74	3. Branch line Companies' Railways under guarantee and rebate terms.
1,76,42	3,04	9,56	2,00	1,91,02	
12,05,93	3,93,68	1,15,76	17,65	*17,44,97	4. Companies' lines subsidized by the Government of India.
12,30,91*	3,96,54	1,15,78	17,11	*17,60,34	
1,04,98	72,65	20,96	5,05	2,03,64	5. Companies' lines subsidized by Local Governments.
1,05,77	73,44	20,96	4,60	2,04,77	
30,15	5,87	25	38	36,65	6. Unassisted Companies' lines.
41,13	7,31	26	36	49,06	
71,03	7,03	6,24	Nil	84,30	7. District Board lines.
71,59	7,03	6,24	Nil	84,86	
1,05,07	40,29	3,71	4,19	1,53,26	8. Companies' lines subsidized by District Boards.
1,05,17	40,87	3,71	2,94	1,52,89	
24,46,06	8,22,03	1,56,58	92,04	†35,48,89	9. Indian State lines worked by Indian States.
25,53,29†	8,41,89	1,60,19	1,02,57	†36,57,94	
10,65,01	1,10,59	70,04	10,38	12,56,02	10. Indian State lines worked by the main line.
11,35,72	1,16,81	76,45	10,54	13,39,52	
8,40	5,43	1,77	Nil	15,60	11. Companies lines guaranteed by Indian States.
8,43	5,60	1,77	Nil	15,80	
11,48	Nil	1,51	Nil	‡2,24,33	12. Lines in Foreign territory worked by British Indian Railway Companies.
2,27,16**	Nil	1,51	Nil	**2,28,67	
60,01,63	15,39,14	4,85,97	1,33,69	84,15,90	13. TOTAL.
64,40,08	15,71,08	4,93,31	1,42,27	86,46,74	
28,29	2,75	2,01,09	38	2,32,51	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
60,29,92	15,41,89	6,87,06	1,34,07	86,48,41	15. GRAND TOTAL.
64,48,31	15,71,08	4,93,95	1,42,27	86,55,61	

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

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

‡ Includes 44,91 being the capital outlay on Mauli-Kankroli and Kankroli-Kambli Sections of Udaipur-Chittorgarh Railway, the details of which are not available.

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

\*\* Includes 2,15,68 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

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

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railway for the years 1930-31 and 1931-32.

Particulars.	CENTRAL.								Total Provincial.		Grand Total.	
	Statelines worked by the State.		Statelines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . . £	3,567,220	3,567,249	893,913	893,913	..	..	4,461,133	4,461,162	..	..	4,461,133	4,461,161
2. Interest on capital contributed by companies:—												
(a) On share capital £	..	..	420,000	420,000	..	..	420,000	420,000	..	..	420,000	420,000
(b) On debenture and debenture stock £	..	..	595,648	555,479	..	..	595,648	555,479	..	..	595,648	555,479
3. TOTAL . . . £	..	..	1,015,648	975,479	..	..	1,015,648	975,479	..	..	1,015,648	975,479
4. GRAND TOTAL . . . £	3,567,220	3,567,249	1,909,561	1,860,392	..	..	5,476,781	5,436,641	..	..	5,476,781	5,436,641
5. Converted into rupees at average rate of exchange (In thousands of rupees)	4,81,58	4,78,58	2,55,09	2,49,68	(a)3,11	(a)1,63	7,39,78	7,29,89	..	..	7,39,78	7,29,89
6. Interest on capital outlay provided by Government (In thousands of rupees).	15,90,35	16,08,49	9,32,71	9,54,63	—71	4,21	25,22,35	25,67,33	58	58	25,22,93	25,67,91
7. Interest on rupee debt. (In thousands of rupees).	1,92	1,92	7,50	7,50	..	..	9,42	9,42	..	..	9,42	9,42
8. GRAND TOTAL . . . (In thousands of rupees).	20,73,85	20,88,99	11,95,30	12,11,81	2,40	5,84	32,71,55	33,06,64	58	58	32,72,13	33,07,23

(a) Represents exchange charges.

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

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1930-31 and 1931-32.

[In thousands of rupees.]

Class of Railways.	Year.	GROSS REVENUE RECEIPTS.			WORKING EXPENSES.				Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Fund.	Suspense.	Total.		
1	2	3	4	5	6	7	8	9	10	11
State Railways worked by State	1930-31	57,88,14	28,78	58,16,92	35,54,74	8,30,23	11,00	43,95,97	14,20,95	61.41
	1931-32	52,53,50	18,56	52,72,06	30,94,33	8,54,60	—83	39,48,10	13,23,98	58.90
States Railways worked by Companies or Indian States and Miscellaneous.	1930-31	36,75,26	17,48	36,92,74	18,81,42	4,76,30	—8,29	23,49,50	13,43,24	51.19
	1931-32	33,74,76	15,93	33,90,69	18,31,01	4,91,74	6,53	23,29,28	10,61,41	54.26
Total	1930-31	94,63,40	46,26	95,09,66	54,36,16	13,06,53	2,78	67,45,47	27,64,19	71.25
	1931-32	86,28,26	34,49	86,62,75	49,25,34	13,46,34	5,70	62,77,38	23,85,37	67.08

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

V.—Summary of  $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$ , Revenue Earnings and Expenses of Railways for the years 1930-31 and 1931-32.

[In thousands of rupees.]

Classification.	Year.	For the system i.e. both State-owned and other than State-owned portions.					
		‡ Total capital at charge	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4-5.)	Percentage of working expenses to gross earnings. $(\frac{\text{Col. 5} \times 100}{\text{Col. 4}})$	Percentage of net earnings on total capital at charge given in column 3. $(\frac{\text{Col. 6} \times 100}{\text{Col. 3}})$
1	2	3	4	5	6	7	8
By classes of railways.							
Class I Railways	1930-31	8,35,96.81	1,02,84,53	72,00,42	30,83,91	70.01	3.69
	1931-32	8,41,00,69	94,30,12	65,14,34	29,15,78	69.08	3.46
Class II Railways	1930-31	24,59,79	3,24,24	2,12,61	1,11,63	65.57	4.54
	1931-32	24,96,21	2,95,81	1,99,98	95,83	67.60	3.84
Class III Railways	1930-31	4,92,82	54,03	42,83	11,20	79.27	2.27
	1931-32	5,14,47	52,11	39,87	12,24	76.51	2.38
Other items not included in the preceding heads	1930-31	4,31,35	—5,60	—32,43	26,83	..	..
	1931-32	4,32,88	—57,48	1,54,92	—2,12,40	..	..
By Ownership.							
Total State Railways (a)	1930-31	7,79,01,01	94,69,00	67,75,12	26,93,88	71.65	3.45
	1931-32	7,85,45,76	86,86,74	61,16,76	25,68,98	70.42	3.27
Other items not included in the preceding heads.	1930-31	4,31,35	—5,60	—32,43	26,83	..	..
	1931-32	4,32,88	—57,48	1,54,92	—2,12,40	..	..
Total other Railways	1930-31	84,15,90	11,93,17	6,80,30	5,12,87	67.02	6.09
	1931-32	86,46,74	10,91,89	6,36,98	4,54,91	68.34	5.26
Miscellaneous	1930-31	(b) 2,32,51	43	44	—1	..	..
	1931-32	(b) 8,87	41	45	—4	..	..
GRAND TOTAL	1930-31	8,69,80,77	1,06,67,00	74,23,43	32,33,57	69.06	3.72
	1931-32	8,76,34,25	97,20,66	69,09,11	28,11,45	71.08	3.21

\* In the case of State-owned railways.

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

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

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

(a) The difference with the corresponding totals in Summary I (Column 3) and Summary IV Column 3 and Columns 6+7 is represented by the head "Other items not included in the preceding heads".

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

[For details, see Statement 5, pages 43-47 and Statement 8, pages 62-77.]

VI.—Summary of  $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$ , Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1930-31 and 1931-32.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees.				REMARKS.
			† Total capital at charge.	Gross earnings. §	Working expenses. §	Net earnings.	
			Capital Outlay.	5	6	7	
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (a) .	1930-31 .	17,449.59	4,96,90,71	57,88,14	43,76,21	14,11,93	
	1931-32 .	17,722.53	5,00,63,45	52,53,43	39,34,90	13,18,53	
2. State lines worked by companies (a)	1930-31 .	14,068.17	2,82,10,30	36,80,86	23,98,91	12,81,95	
	1931-32 .	13,987.01	2,84,82,31	34,32,31	21,81,86	12,50,45	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1930-31 .	177.93	1,25,14	8,79	9,02	—23	
	1931-32 .	177.93	1,25,31	8,20	7,37	83	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	1930-31 .	114.65	88,78	11,07	5,57	5,50	
	1931-32 .	114.65	89,43	9,86	4,96	4,90	
5. Branch line companies' railways under Rebate terms, worked by the main line.	1930-31 .	1,126.03	7,43,58	94,64	48,70	45,94	
	1931-32 .	1,125.95	7,47,33	75,82	41,19	34,63	
6. Branch line companies' railways under Guarantee and rebate terms.	1930-31 .	166.60	1,90,74	14,21	7,68	6,53	
	1931-32 .	166.60	1,91,02	10,71	6,30	4,41	
7. Companies' lines subsidized by the Government of India.	1930-31 .	2,070.95	17,44,97	2,60,24	1,32,37	1,27,87	
	1931-32 .	2,033.03	17,60,34	2,49,85	1,22,95	1,26,90	
8. Companies' lines subsidized by Local Governments.	1930-31 .	137.02	2,03,64	45,01	25,04	19,97	
	1931-32 .	137.02	2,04,77	37,95	22,60	15,35	
9. Unassisted companies' lines .	1930-31 .	108.70	36,65	4,90	3,43	1,47	
	1931-32 .	108.70	49,06	4,28	3,58	70	
10. District Board lines . . . . .	1930-31 .	136.43	84,30	19,54	10,33	9,21	
	1931-32 .	136.43	84,86	16,08	8,41	7,67	
11. Companies' lines subsidized by District Boards.	1930-31 .	269.16	1,53,26	35,67	24,10	11,57	
	1931-32 .	267.83	1,52,69	33,39	23,69	9,70	
12. Indian State lines worked by Indian States.	1930-31 .	4,714.41	35,48,89	5,06,03	2,96,81	2,09,22	
	1931-32 .	4,808.44	36,57,04	4,66,10	2,89,29	1,76,81	
13. Indian State lines worked by the main line.	1930-31 .	1,609.60	12,56,02	1,59,82	96,69	63,13	
	1931-32 .	1,915.94	13,39,52	1,49,48	88,66	60,82	
14. Companies' lines guaranteed by Indian States.	1930-31 .	38.63	15,60	1,18	1,25	—7	
	1931-32 .	38.63	15,80	1,06	78	28	
15. Lines in foreign territory worked by British Indian railway companies.	1930-31 .	73.60	2,28,67	32,07	19,31	12,76	
	1931-32 .	73.60	2,24,33	29,11	17,20	11,91	
16. Miscellaneous (b) . . . . .	1930-31 .	19.12	(b) 2,32,51	43	44	—1	
	1931-32 .	19.12	(b) 8,87	41	45	—4	
17. Other items not included in the preceding heads.	1930-31 .	..	4,31,35	—5,60	—32,43	26,83	
	1931-32 .	..	4,32,88	—57,48	1,54,92	—2,12,40	
18. TOTAL	1930-31 .	42,280.59	8,69,80,77	1,06,57,00	74,23,43	32,33,57	
	1931-32 .	42,813.41	8,76,34,25	97,20,56	69,09,11	28,39,45	

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

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

\* In the case of State-owned Railways.

† In the case of other than State owned Railways.

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

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

¶ Include State lines worked by Indian States.

## STATISTICAL SUMMARIES.

## VII.—Summary of the Mileage of Railways on 31st March 1932.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1932.			TRACK MILEAGE OPEN ON THE 31st MARCH 1932.			Route mileage opened during the financial year 1931-32.	ROUTE MILEAGE AUTHO- RISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1932.	
	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
<b>1. Class I Railways—</b>									
5' 6" gauge . . . . .	17,742.09	3,364.63	21,106.72	24,727.53	7,471.00	32,198.53	309.49	321.60	323.00
3' 3½" gauge . . . . .	14,852.24	266.44	15,118.68	15,400.67	3,214.49	18,615.16	87.65	389.84	104.55
2' 6" and 2' 0" gauges . . . . .	2,234.72	<i>Nil</i>	2,234.72	2,234.72	242.35	2,477.07	79.11	<i>Nil</i>	<i>Nil</i>
<b>Total</b>	<b>34,829.05</b>	<b>3,631.07</b>	<b>38,460.12</b>	<b>42,362.92</b>	<b>10,927.84</b>	<b>53,290.76</b>	<b>476.25</b>	<b>711.44</b>	<b>428.55</b>
<b>2. Class II Railways—</b>									
3' 3½" gauge . . . . .	2,269.35	<i>Nil</i>	2,269.35	2,259.35	331.29	2,590.64	7.86	81.34	36.38
2' 6" and 2' 0" gauges . . . . .	969.84	0.07	969.91	969.98	118.29	1,088.27	<i>Nil</i>	84.14	<i>Nil</i>
<b>Total</b>	<b>3,239.19</b>	<b>0.07</b>	<b>3,239.26</b>	<b>3,229.33</b>	<b>449.58</b>	<b>3,678.91</b>	<b>7.86</b>	<b>165.48</b>	<b>36.38</b>
<b>3. Class III Railways—</b>									
3' 3½" gauge . . . . .	151.36	<i>Nil</i>	151.36	151.36	21.17	172.53	24.56	10.00	22.24
2' 6" and 2' 0" gauges . . . . .	971.26	1.41	972.67	974.08	94.15	1,068.23	61.43	3.00	22.34
<b>Total</b>	<b>1,122.62</b>	<b>1.41</b>	<b>1,124.03</b>	<b>1,125.44</b>	<b>115.32</b>	<b>1,240.76</b>	<b>85.99</b>	<b>13.00</b>	<b>44.58</b>
<b>4. Total State-owned Railways—</b>									
5' 6" gauge . . . . .	15,866.52	3,304.63	19,231.15	22,851.96	7,207.14	30,059.10	309.49	319.61	212.30
3' 3½" gauge . . . . .	10,591.63	248.62	10,840.25	11,104.42	2,492.41	13,596.83	87.65	270.87	104.55
2' 6" and 2' 0" gauges . . . . .	1,637.26	<i>Nil</i>	1,637.26	1,637.26	193.16	1,830.42	44.43	<i>Nil</i>	<i>Nil</i>
<b>Total</b>	<b>28,095.41</b>	<b>3,613.25</b>	<b>31,708.66</b>	<b>36,593.64</b>	<b>9,892.71</b>	<b>45,486.35</b>	<b>441.57</b>	<b>590.48</b>	<b>316.85</b>
<b>5. Total Other Railways—</b>									
5' 6" gauge . . . . .	1,875.57	<i>Nil</i>	1,875.57	1,875.57	263.86	2,139.43	<i>Nil</i>	1.09	100.70
3' 3½" gauge . . . . .	6,671.32	17.82	6,689.14	6,706.96	1,740.54	7,781.50	32.42	210.01	58.60
2' 6" and 2' 0" gauges . . . . .	2,538.56	1.48	2,540.04	2,541.52	261.63	2,803.15	66.11	87.14	22.34
<b>Total</b>	<b>11,085.45</b>	<b>19.30</b>	<b>11,104.75</b>	<b>11,124.05</b>	<b>1,000.03</b>	<b>12,724.08</b>	<b>128.53</b>	<b>299.14</b>	<b>180.64</b>
<b>6. Total State-managed Railways—</b>									
5' 6" gauge . . . . .	12,244.24	2,803.14	15,047.38	18,060.67	5,715.93	23,776.60	235.40	285.66	201.44
3' 3½" gauge . . . . .	2,941.25	214.14	3,155.39	3,369.53	906.07	4,276.29	27.32	270.87	71.04
2' 6" and 2' 0" gauges . . . . .	966.97	<i>Nil</i>	966.97	966.97	106.18	1,073.15	44.43	<i>Nil</i>	<i>Nil</i>
<b>Total</b>	<b>16,152.46</b>	<b>3,017.28</b>	<b>19,169.74</b>	<b>22,397.17</b>	<b>6,728.78</b>	<b>29,126.05</b>	<b>307.24</b>	<b>556.53</b>	<b>272.48</b>
<b>7. Total Other Railways—</b>									
5' 6" gauge . . . . .	5,497.85	561.49	6,059.34	6,666.80	1,755.07	8,421.93	74.00	35.04	120.56
3' 3½" gauge . . . . .	14,321.70	52.30	14,374.00	14,441.85	2,660.28	17,102.13	92.75	210.01	92.11
2' 6" and 2' 0" gauges . . . . .	3,208.85	1.48	3,210.33	3,211.81	348.61	3,560.42	66.11	87.14	22.34
<b>Total</b>	<b>23,028.40</b>	<b>615.27</b>	<b>23,643.67</b>	<b>24,320.52</b>	<b>4,763.96</b>	<b>29,084.48</b>	<b>262.86</b>	<b>333.09</b>	<b>235.01</b>
<b>8. Total by gauges—</b>									
5' 6" gauge . . . . .	17,742.09	3,364.63	21,106.72	24,727.53	7,471.00	32,198.53	309.49	321.60	322.00
3' 3½" gauge . . . . .	17,262.95	266.44	17,529.39	17,811.38	3,566.95	21,378.33	120.07	480.88	163.15
2' 6" and 2' 0" gauges . . . . .	4,175.82	1.48	4,177.30	4,178.78	454.79	4,633.57	140.54	87.14	22.34
<b>GRAND TOTAL</b>	<b>39,180.86</b>	<b>3,632.55</b>	<b>42,813.41</b>	<b>46,717.69</b>	<b>11,492.74</b>	<b>59,210.43</b>	<b>570.10</b>	<b>889.62</b>	<b>507.49</b>

NOTE.—Route mileage open on 31st March 1931 .. .. . 42,286.59  
Add Route mileage opened during 1931-32 .. .. . 570.10

Route mileage open on 31st March 1932 as shown in column 4 above .. .. . 42,813.41

Difference (vide details below) .. .. . -37.28

Net increase on account of re-alignments, remeasurements, etc. .. .. . +7.68

Dismantlement of Mohpani, Gadarwada (Gotitoria) and Kosi Kalan Sanket Branches of G. I. P. Rly. —17.04

Portion of Tangla-Bilari-Rangapara (E. B. Railway) opened but not included in the route mileage open on the 31st March 1932 (Col. 4 above) as it has not been opened throughout for traffic .. .. . -27.32

Total .. .. . -37.28



## VIII.—Summary of Equipment showing

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES.								
	Steam. No.	Elec. No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.					OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers' carriages).	
			Steam.	Elec.								PASSENGER CARRIAGES.				No. (In units.)			No. (In units.)
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		16	17	
CLASS I RAILWAYS.																			
5' 6" gauge . . .	5,860	69	1145,587,368	2,116,352	2	12	13	1,113	93	9,248	69	10,003	25,398	44,964	67,080	689,265	3,817	1,087	
3' 3½" gauge . . .	2,771	(a)6	40,385,167	(b)41,600	4	236	7	823	17	720	29	*7,981	11,004	14,885	12,800	379,814	1,436	579	
2' 6" and 2' 0" gauges			Number. 287		Number. 11		**	114	..	..	..	892	1,181	1,417	2,162	26,420	104	33	
CLASS II RAILWAYS.																			
3' 3½" gauge . . .			256		3		..	..	..	..	..	850	1,278	2,261	1,112	31,389	201	68	
2' 6" and 2' 0" gauges			158		5		3	..	..	..	..	747	570	824	462	18,936	49	22	
CLASS III RAILWAYS.																			
3' 3½" gauge . . .			18		..		..	..	..	..	..	61	52	141	80	2,223	19	4	
2' 6" and 2' 0" gauges			130		17		..	..	1	..	..	478	496	411	1,177	11,444	66	17	

## IX.—Summary of net additions

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES.								
	Steam. No.	Elec. No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.					OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers' carriages).		
			Steam.	Elec.							PASSENGER CARRIAGES.				No. (In units.)			No. (In units.)	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14		15	16		17
CLASS I RAILWAYS.																			
5' 6" gauge . . .	-47	2	1,332,179	..	..	..	..	..	..	..	28	-179	178	109	-8,121	-111	133		
3' 3½" gauge . . .	-14	6	711,388	..	..	..	..	24	17	720	61	317	188	320	7,453	-49	66		
2' 6" and 2' 0" gauges			Number. -13		Number. 2		..	..	..	..	3	28	-45	-111	-1,387	2	-2		
CLASS II RAILWAYS.																			
3' 3½" gauge . . .			-2		1		..	..	..	..	19	43	133	86	636	6	..		
2' 6" and 2' 0" gauges			..		..		..	..	..	..	10	12	20	17	78	..	..		
CLASS III RAILWAYS.																			
3' 3½" gauge . . .			-1		..		..	..	..	..	..	12	9	20	11	2	1		
2' 6" and 2' 0" gauges			2		-1		..	..	..	..	18	-39	-9	-5	440	2	..		
By GAUGES.																			
5' 6" gauge . . .	-47	2	1,332,179	..	..	..	..	..	..	..	28	-179	178	109	-8,121	-111	133		
3' 3½" gauge . . .			Number. -11		1		..	24	17	720	80	372	330	426	8,100	-41	67		
2' 6" and 2' 0" gauges			-11		1		..	..	..	..	31	1	-34	-99	-869	4	-2		

\* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in column 18.  
‡ Motor Coach composites.  
§ Includes one Petrol Locomotive.  
|| Includes 2,460 lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.  
(b) For 4 Electric Locomotives only.  
¶ Includes 3 Steam Coach Trailers.  
\*\* Does not include seating capacity of 3 Steam Coach Trailers referred to at ¶ above.

actual stock running on 31st March 1932.

[For details, see Statement 10, pages 79—88 and Statement 34, pages 211—212.]

GOODS WAGONS.										
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.										
COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		SPECIAL WAGONS INCLUDING BRAKE VANS.	Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks.	Road Motors.	Classification.	
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)		No.		
20	21	22	23	24	25	26	No. (In units.) 27	28		
94,272	1,908,962	37,315	790,714	6,020	119,873	12,902	4,270	81	CLASS I RAILWAYS. 5' 6" gauge.	
48,048	609,222	3,028	46,342	5,441	69,156	6,496	3,866	7	3' 3½" gauge.	
Number.										
3,547								144	..	2' 6" and 2' 0" gauges.
6,128								165	-	CLASS II RAILWAYS. 3' 3½" gauge.
2,557								44	-	2' 6" and 2' 0" gauges.
409								10	..	CLASS III RAILWAYS. 3' 3½" gauge.
1,396								28	..	2' 6" and 2' 0" gauges.

to or reductions of Equipment during the year 1931-32.

[For details, see Statement 11, pages 90—91 and Statement 35, page 213.]

GOODS WAGONS.										
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.										
COVERED WAGONS.		OPEN WAGONS.		SPECIAL WAGONS INCLUDING BRAKE VANS.	Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks.	Road Motors.	Classification.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)		No. (In units.)				
19	20	21	22	23	No. (In units.) 24	25				
382	12,971	-14	4,624	186	-273	-25	CLASS I RAILWAYS. 5' 6" gauge.			
92	8,406	-287	-1,667	-82		21	..	3' 3½" gauge.		
Number.										
-501								6	..	2' 6" and 2' 0" gauges.
115								4	..	CLASS II RAILWAYS. 3' 3½" gauge.
5								-5	..	2' 6" and 2' 0" gauges.
-7								-1	..	CLASS III RAILWAYS. 3' 3½" gauge.
-33								-1	..	2' 6" and 2' 0" gauges.
382	12,971	-14	4,624	186	-273	-25	By gauges. 5' 6" gauge.			
Total Number.										
-169								24	..	3' 3½" gauge.
-529								..	2' 6" and 2' 0" gauges.	

## X.—Summary of Passenger and Goods Revenue

Headings. 1	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1930-31. 2	1931-32. 3	1930-31. 4	1931-32. 5	1930-31. 6	1931-32. 7
<b>1. Number of Passengers (in hundreds)—</b>						
1st class . . . . . No.	†744,8	571,7	29,9	27,9	12,4	10,4
2nd class . . . . . "	†8,323,3	6,148,5	216,9	187,2	29,5	25,0
Inter class . . . . . "	16,198,6	12,377,4	254,6	201,7	148,3	134,4
3rd class . . . . . "	539,277,7	476,487,2	27,717,9	24,668,5	8,498,3	7,970,5
TOTAL (a) . . . . .	564,544,4	495,584,8	28,219,3	25,085,3	8,688,5	8,140,3
<b>2. Passenger miles (in thousands)—</b>						
1st class . . . . . Miles	†108,649	91,617	1,201	1,128	341	285
2nd class . . . . . "	†419,921	347,600	8,917	7,999	770	641
Inter class . . . . . "	652,744	552,353	6,328	5,059	2,466	2,264
3rd class . . . . . "	18,532,237	16,348,404	624,612	568,452	135,040	131,016
TOTAL . . . . .	19,708,551	17,339,974	641,058	582,638	138,617	134,206
<b>3. Average miles a passenger was carried—</b>						
1st class . . . . . Miles	†145.9	160.3	40.2	40.4	27.5	27.4
2nd class . . . . . "	†50.5	56.5	41.1	42.7	26.1	25.6
Inter class . . . . . "	40.3	44.6	24.8	25.1	16.6	16.8
3rd class . . . . . "	34.4	34.3	22.5	23.1	15.9	16.4
TOTAL . . . . .	34.9	35.0	22.7	23.2	15.9	16.5
<b>4. Earnings from passengers carried (in thousands of rupees)—</b>						
1st class . . . . . Re.	†92,40	81,85	1,35	1,21	32	28
2nd class . . . . . "	†1,64,62	1,48,76	4,82	4,24	75	71
Inter class . . . . . "	1,38,76	1,20,91	1,91	1,46	67	61
3rd class . . . . . "	28,72,02	26,35,73	1,24,58	1,13,42	27,55	26,26
TOTAL . . . . .	32,67,60	29,87,25	1,32,66	1,20,33	29,29	27,86
<b>5. Average rate charged per passenger per mile (in pica)—</b>						
1st class . . . . . Pica	16.3	17.2	21.6	20.6	21.4	20.4
2nd class . . . . . "	†7.53	8.22	10.4	10.2	18.7	21.5
Inter class . . . . . "	4.08	4.20	5.79	5.54	5.22	5.17
3rd class . . . . . "	2.99	3.10	3.83	3.86	3.92	3.85
TOTAL . . . . .	3.18	3.31	3.97	3.96	4.07	3.99
<b>6. Tons of goods carried (in thousands) (b) . . . . .</b>						
	105,106	94,245	4,601	4,143	936	926
<b>7. Net ton-miles (in thousands) . . . . .</b>						
	20,145,778	18,106,542	236,103	215,945	24,596	24,278
<b>8. Average miles a ton of goods was carried . . . . .</b>						
	191.7	192.1	51.3	52.1	26.3	26.2
<b>9. Earnings from goods carried (in thousands of rupees).</b>						
	62,57,01	57,02,65	1,65,08	1,51,43	19,00	18,43
<b>10. Average rate charged for carrying a ton of goods one mile . . . . . Pica.</b>						
	5.96	6.05	13.4	13.5	14.8	14.6

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

[For details, see Statements 12, 13 and 36, pages 92—111 and 212—217]

## Statistics for the years 1930-31 and 1931-32.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		Headings.
1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	
8	9	10	11	12	13	14	15	16
562.2	420.1	193.0	163.5	31.3	26.4	†670.5	508.1	1. Number of Passengers (in hundreds)—
6,781.0	4,891.4	1,672.6	1,374.2	116.7	95.1	8,088.5	5,937.5	1st class . . . . . No.
14,368.3	10,952.9	1,823.9	1,417.8	409.3	342.8	16,188.8	12,353.9	2nd class . . . . . "
331,769.1	296,624.5	216,501.5	188,954.7	27,223.3	23,547.0	550,378.7	487,036.9	Inter class . . . . . "
353,480.6	312,888.9	220,191.0	191,910.2	27,780.6	24,011.3	575,326.5	505,836.4	3rd class . . . . . "
								TOTAL (a) . . . . . "
90.403	78,071	18,714	16,061	1,059	898	110,176	93,030	2. Passenger miles (in thousands)—
330,043	273,215	90,494	79,766	4,086	3,259	424,623	356,240	1st class . . . . . Miles.
575,623	488,946	77,096	63,461	8,819	7,289	661,538	559,876	2nd class . . . . . "
12,416,834	11,050,309	6,376,186	5,565,453	498,809	432,110	19,291,389	17,047,872	Inter class . . . . . "
13,412,903	11,888,541	6,562,490	5,724,741	512,833	443,536	20,488,226	18,058,818	3rd class . . . . . "
								TOTAL . . . . . "
160.8	181.1	97.9	98.2	33.8	34.0	164.4	183.1	3. Average miles a passenger was carried—
48.6	55.9	54.1	58.0	35.0	34.3	52.5	60.0	1st class . . . . . Miles.
40.1	44.7	42.3	44.8	21.5	21.2	40.9	45.3	2nd class . . . . . "
37.4	37.3	29.5	29.5	18.3	18.4	35.0	35.0	Inter class . . . . . "
37.9	38.0	29.8	29.8	18.5	18.5	35.6	35.7	3rd class . . . . . "
								TOTAL . . . . . "
73.31	65.82	18.98	16.04	1.77	1.48	94.06	83.34	4. Earnings from passengers carried (in thousands of rupees)—
1,23,16	1,12,48	43,83	38,49	3,21	2,74	1,70,20	1,53,71	1st class . . . . . Re.
1,21,03	1,06,16	17,69	14,69	2,62	2,13	1,41,34	1,22,98	2nd class . . . . . "
18,77,31	17,55,70	10,40,73	9,27,60	1,06,11	92,11	30,24,15	27,75,41	Inter class . . . . . "
21,94,81	20,40,16	11,21,23	9,96,82	1,13,71	98,46	34,29,75	31,35,44	3rd class . . . . . "
								TOTAL . . . . . "
15.6	16.6	19.5	19.2	33.2	31.8	16.4	17.2	5. Average rate charged per passenger per mile (in pice)—
7.16	7.90	9.30	9.26	15.1	16.1	7.70	8.28	1st class . . . . . Pice.
4.04	4.17	4.41	4.44	5.70	5.63	4.10	4.22	2nd class . . . . . "
2.90	3.05	3.13	3.20	4.08	4.09	3.01	3.13	Inter class . . . . . "
3.14	3.29	3.28	3.34	4.26	4.26	3.21	3.33	3rd class . . . . . "
								TOTAL . . . . . "
77,550	69,698	29,523	26,551	3,470	3,065	†83,377	74,575	6. Tons of goods carried (in thousands) (b)
16,510,591	14,762,034	3,758,854	3,461,921	137,032	122,810	20,406,477	18,346,765	7. Net ton-miles (in thousands).
212.9	211.8	126.9	130.4	39.6	40.1	†244.7	246.0	8. Average miles a ton of goods was carried.
46,67,84	42,40,07	16,59,50	15,31,14	1,13,76	1,01,30	64,41,10	58,72,51	9. Earnings from goods carried (in thousands of rupees).
5.12	5.55	8.48	8.49	15.9	15.8	6.06	6.15	10. Average rate charged for carrying a ton of goods one mile. Pice.

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

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

† Revised figures.

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

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1930-31 and 1931-32.

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.*			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	1930-31	30,83,91	1.70	8,061	72,00,42	3.95	359	1,02,34,33	5.65	26,778	514
	1931-32	29,15,78	1.81	7,434	65,14,34	4.10	323	94,30,12	5.90	24,309	465
Class II Railways	1930-31	1,11,63	1.61	3,443	2,12,61	3.07	126	3,24,24	4.68	9,998	189
	1931-32	95,83	1.45	2,930	1,99,98	3.02	117	2,95,81	4.46	9,038	173
Class III Railways	1930-31	11,20	0.58	1,074	42,83	2.21	79	54,03	2.79	5,180	98
	1931-32	12,24	0.65	1,131	39,87	2.11	70	52,11	2.76	4,815	92
							By gauges.				
6" Gauge	1930-31	21,00,98	1.75	9,983	53,31,65	4.42	485	74,32,63	6.17	35,261	676
	1931-32	20,03,34	1.93	9,384	48,37,09	4.68	435	63,40,43	6.62	32,142	615
3½" Gauge	1930-31	10,98,50	1.79	6,313	18,82,39	3.07	207	29,80,89	4.86	17,129	329
	1931-32	10,14,10	1.79	5,695	17,04,19	2.97	180	27,18,29	4.76	15,131	289
1" and 2'0" Gauges	1930-31	7,26	0.08	179	2,41,82	2.86	114	2,49,08	2.95	6,149	119
	1931-32	6,41	0.08	155	2,12,91	2.67	102	2,19,32	2.75	5,492	105
					Total all railways.						
†TOTAL	1930-31	32,06,74	1.68	7,543	74,55,86	3.92	336	1,06,62,60	5.61	25,084	483
	1931-32	30,23,85	1.80	7,026	67,54,19	4.01	299	97,78,04	5.81	22,655	433

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

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

[For details, see Statement 17, pages 120—125 and Statement 37 pages 220—224.]

## XII.—Summary of Train and Engine Mileage for the years 1930-31 and 1931-32. (In thousands of miles.)

Particulars.	TRAIN MILES.					SHUNTING AND OTHER ENGINE MILES.			Total engine miles. (Cols. 6+9).	
	Year.	† Passen-ger.	† Goods.	† Mixed.	Total (including departmental).	Shunt-ing.	* Miscel-laneous.	Total. (Cols. 7+8).		
1	2	3	4	5	6	7	8	9	10	
					By classes of railways.					
Class I Railways	Steam	1930-31	86,557	54,781	25,752	173,871	28,873	15,840	44,713	218,534
		1931-32	79,647	47,291	24,704	156,678	25,243	13,761	39,004	195,682
	†Electric	1930-31	1,339	607	Nil	1,955	7	343	350	2,305
		1931-32	1,580	558	Nil	2,172	14	335	349	2,521
Class II Railways	Steam	1930-31	1,567	1,027	4,147	6,920	1,284	126	1,410	8,330
		1931-32	1,534	887	4,078	6,626	1,202	122	1,324	7,950
Class III Railways	Steam	1930-31	549	135	1,196	1,934	419	144	563	2,497
		1931-32	500	116	1,232	1,801	270	212	482	2,373
					By gauges.					
5' 6" gauge	Steam	1930-31	63,299	39,328	6,732	112,950	19,440	11,911	31,351	144,301
		1931-32	57,155	34,184	6,952	100,904	17,041	10,339	27,380	128,344
	†Electric	1930-31	1,339	607	Nil	1,955	7	343	350	2,305
		1931-32	1,580	558	Nil	2,172	14	335	349	2,521
3' 3½" gauge	Steam	1930-31	23,195	15,282	19,664	61,318	9,719	3,757	13,476	74,794
		1931-32	22,533	12,834	18,542	56,285	8,511	3,268	11,779	68,064
2' 6" and 2' 0" gauges	Steam	1930-31	2,179	1,333	4,699	8,457	1,417	442	1,859	10,316
		1931-32	1,993	1,276	4,520	7,946	1,163	488	1,651	9,597
					Total all railways.					
Total	Steam	1930-31	88,673	55,943	31,095	182,726	30,576	16,110	46,686	229,411
		1931-32	81,681	48,294	30,014	165,195	26,715	14,095	40,810	206,005
	†Electric	1930-31	1,339	607	Nil	1,955	7	343	350	2,305
		1931-32	1,580	558	Nil	2,172	14	335	349	2,521

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

†Other than electric multiple unit suburban trains.

‡Excluding departmental.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1932.

Particulars.		5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.	
*1.	Coaching vehicle miles (In thousands)	1,032,011	560,188	38,685	
*2.	Wagon miles—(In thousands)				
	2-01 Loaded	1,154,373	458,125	19,736	
	2-02 Total (excluding brake vans)	1,670,701	627,442	29,222	
	2-03 Percentage loaded of total	69.1	73.0	67.5	
*3.	Net or freight ton miles (In thousands)				
		{ Steam . . . . .	14,273,227	3,138,629	70,755
		{ Electric † . . . . .	253,065	..	..
4.	Gross ton miles (including weight of engine)—(In thousands)				
	4-01 Passenger and proportion of mixed.	{ Excluding departmental { Steam . . . . .	24,347,103	6,933,812	321,738
		{ Electric † . . . . .	723,132	..	..
		{ Including departmental { Steam . . . . .	24,474,725	7,024,137	322,184
		{ Electric † . . . . .	723,767	..	..
	4-02 Goods and proportion of mixed.	{ Excluding departmental { Steam . . . . .	33,910,056	7,569,316	265,217
		{ Electric † . . . . .	616,042	..	—
		{ Including departmental { Steam . . . . .	35,001,934	8,021,140	279,234
		{ Electric † . . . . .	624,469	..	..
*5.	Vehicle and Wagon Usage—				
	5-01 Vehicle Miles per vehicle day	122.9	101.5	56.8	
	5-02 Wagon miles per wagon day	31.5	25.4	12.6	
	5-03 Net ton miles per wagon day	277.0	128.2	30.6	
	5-04 Average wagon load (Total traffic)	12.6	6.84	3.54	
*6.	Average speed of goods trains—Train miles per train engine hour—				
	† Through Goods trains—				
	6-01 Main lines	{ Steam . . . . .	§	§	..
		{ Electric † . . . . .	16.4	..	..
	6-02 Branch lines	{ Steam . . . . .	§	§	—
	6-03 Total	{ Steam . . . . .	§	§	..
		{ Electric † . . . . .	16.4	..	..
	All Goods trains—	{ Steam . . . . .	11.3	10.6	..
	6-04 main lines	{ Electric † . . . . .	13.3	..	..
	6-05 Branch lines	{ Steam . . . . .	10.6	10.3	..
	6-06 Total	{ Steam . . . . .	11.0	10.5	8.89
		{ Electric † . . . . .	13.3	..	—
*7.	Average train load—				
	Passenger—				
	7-01 Number of vehicles	{ Steam . . . . .	16.9	16.7	—
		{ Electric † . . . . .	17.0	..	—
	Passenger and proportion of mixed—				
	7-02 Gross weight (including weight of engine)	{ Steam . . . . .	395.5	227.8	—
		{ Electric † . . . . .	458.0	..	—
	Goods—				
	7-03 Main lines—Loaded wagons	{ Steam . . . . .	35.6	31.5	—
		{ Electric † . . . . .	43.8	..	—
	7-04 Main lines—Total	{ Steam . . . . .	51.1	43.4	—
		{ Electric † . . . . .	52.4	..	—
	7-05 Percentage loaded of total	{ Steam . . . . .	69.7	72.6	—
		{ Electric † . . . . .	83.6	..	..

\* Excluding departmental.

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

‡ Excluding Electric Multiple Unit Suburban trains.

§ Figures not available.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
<b>* Average train load—concl'd.</b>			
<b>Goods—cont'd.</b>			
7-06 Branch lines—Loaded wagons . . . . .	22.8	21.4	—
7-07 Branch lines—Total. . . . .	35.0	29.8	..
7-08 Percentage loaded of total . . . . .	65.2	71.9	—
<b>Main and Branch Lines—</b>			
<b>Goods and proportion of mixed—</b>			
7-09 Net or freight weight . . . . .	{ Steam . . . . . 338.6	165.9	43.9
	{ Electric † . . . . . 454.0	..	..
7-10 Gross weight (including weight of engine) . . . . .	{ Steam . . . . . 923.2	400.0	164.4
	{ Electric † . . . . . 1,097.0	..	..
7-11 Gross weight (excluding weight of engine) . . . . .	{ Steam . . . . . 808.9	338.2	111.8
	{ Electric † . . . . . 962.0	..	—
<b>*8. Light Running—</b>			
<b>Light engine miles per 100 train miles—</b>			
8-01 Passenger and proportion of mixed . . . . .	1.53	0.79	—
8-02 Goods and proportion of mixed . . . . .	6.12	2.70	—
<b>Light and assisting not required miles per 100 train miles—</b>			
8-03 Passenger and proportion of mixed . . . . .	2.28	1.15	..
8-04 Goods and proportion of mixed . . . . .	6.73	4.30	—
<b>*9. Shunting.—</b>			
<b>Shunting miles per 100 train miles—</b>			
9-01 Passenger and proportion of mixed . . . . .	5.54	5.04	—
9-02 Goods and proportion of mixed . . . . .	36.4	31.7	—
9-03 Wagon miles per shunting engine hour . . . . .	616	523	—
<b>10. Efficiency.—</b>			
10-01 Wagon miles per engine hour . . . . .	210	186	—
10-02 Net ton miles per engine hour . . . . .	1,823	830	—
10-03 Gross ton miles per engine hour . . . . .	4,472	2,120	—
<b>11. Engines and Engine Usage—</b>			
11-01 Average authorised stock . . . . .	{ Steam . . . . . 5,971	2,742	306
	{ Electric † . . . . . 65	..	..
11-02 Average total number on line . . . . .	{ Steam . . . . . 5,866	2,778	288
	{ Electric † . . . . . 65	..	..
11-03 Average number available for use . . . . .	{ Steam . . . . . 4,763	2,372	232
	{ Electric † . . . . . 59	..	..
11-04 Actual number in good repair stored in any one month.	{ Maximum No. . . . . 685	221	15
	{ Minimum No. . . . . 252	106	4
(a) 11-05 Engine miles per day per engine on line . . . . .	{ Steam . . . . . 60	62	48
	{ Electric † . . . . . 106	—	—
11-06 Net ton miles per goods locomotive day on line . . . . .	{ Steam . . . . . †11,552	5,951	1,332
	{ Electric † . . . . . **16,971	—	..
11-07 Net ton miles per goods locomotive day in use. . . . .	{ Steam . . . . . †21,668	10,658	2,517
	{ Electric † . . . . . **21,840	..	..

\* Excluding departmental.

(a) Including departmental.

(b) Including weight of engine.

† Excluding Electric Multiple Unit Suburban trains.

‡ Combined figures for steam and electric.

\*\*Locomotive days of shunting engines are wholly charged to steam as the shunting operations both for Steam and Electric trains are performed by steam engines.



Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
(a) 12. <i>Density.</i> —			
12-01 Passenger miles per running track mile per annum . . . . .	480,782	342,719	89,930
12-02 Passenger miles per route mile per annum . . . . .	557,523	348,217	89,930
12-03 Net ton miles per running track mile per annum . . . . .	596,988	212,719	36,177
12-04 Net ton miles per route mile per annum . . . . .	692,278	216,132	36,177
(b)			
12-05 Gross ton miles per running track mile per annum . . . . .	2,459,805	977,973	302,158
(b)			
12-06 Gross ton miles per route mile per annum . . . . .	2,852,434	993,663	302,158
12-07 Train miles per running track mile per day . . . . .	11.4	9.17	5.61
13. <i>Repair of Rolling stock</i> —			
(a) <i>Engines</i> —			
Average number under or awaiting repairs (daily)			
In Mechanical workshops—			
13-01 Number . . . . .	{ Steam . . . . . 297	135	17
	{ Electric † . . . . . 1	..	..
13-02 Percentage of item 13-01 to average number on line.	{ Steam . . . . . 5.06	4.86	5.90
	{ Electric † . . . . . 1.54	**2.75	..
In sheds and transportation workshops—			
13-03 Number . . . . .	{ Steam . . . . . 764	264	36
	{ Electric † . . . . . 5	..	..
13-04 Percentage of item 13-03 to average total No. on line	{ Steam . . . . . 13.0	9.50	12.5
	{ Electric † . . . . . 7.69	..	..
* <i>Coaching Stock</i> —			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13-05 Passenger carriages . . . . .	796	540	30
13-06 Other coaching vehicles . . . . .	255	62	4
13-07 Percentage of item 13-05 to average total No. on line . . . . .	8.15	6.99	3.36
13-08 Percentage of item 13-06 to average total No. on line . . . . .	7.76	5.59	4.40
In sick lines and transportation Workshops—			
13-09 Passenger carriages . . . . .	214	101	28
13-10 Other coaching vehicles . . . . .	44	11	2
13-11 Percentage of item 13-09 to average total number on line . . . . .	2.19	1.31	3.14
13-12 Percentage of item 13-10 to average total number on line . . . . .	1.34	0.99	2.20
* <i>Goods Stock</i> —			
Average number of unserviceable wagons daily—			
In Mechanical Workshops—			
13-13 Number . . . . .	1,969	924	43
13-14 Percentage of item 13-13 to average No. on line . . . . .	1.37	1.38	0.69
In sick lines and transportation Workshops—			
13-15 Number . . . . .	9,291	832	176
13-16 Percentage of item 13-15 to average number on line . . . . .	6.48	1.25	2.82
<i>Hot boxes</i> —			
13-17 Coaching vehicles—Number. (Monthly) . . . . .	83	94	3
13-18 Wagons—Number. (Monthly) . . . . .	2,227	461	8

(a) Including Departmental.

\* Excluding Departmental.

† Excluding Electric Multiple Unit Suburban trains

(b) Including weight of engine.

\*\*The persence of this figure in the absonce of the figure of which it is a percentage is due to the latter being less than half.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
<b>14. Coal consumption for locomotive services—</b>			
Number of tons of fuel consumed—			
(a) 14-01 Foreign coal . . . . .	..	..	..
(a) 14-02 Indian coal . . . . .	4,241,603	1,270,738	120,636
(a) 14-03 Wood . . . . .	4,809	17,749	172
(a) 14-04 Oil fuel . . . . .	64,512	21	1
(a) 14-05 Total (in terms of coal) . . . . .	4,360,821	1,277,872	120,705
Passenger and Mixed—			
*14-06 Total net tons of coal consumed . . . . .	1,863,053	744,114	79,094
Goods—			
*14-07 Total net tons of coal consumed—Goods service . . . . .	1,814,609	357,342	33,061
*14-08 Total net tons of Shunting (including siding) . . . . .	512,050	108,383	4,730
14-09 Total net tons of Departmental . . . . .	149,515	58,461	2,834
14-10 Total tons of coal used on all locomotive Services (c) . . . . .	4,360,821	1,277,872	120,705
*14-11 Lbs. per engine mile (shunting including siding) . . . . .	64.6	35.9	..
Lbs. of coal consumed per 1,000 gross ton miles (b)—			
*14-12 Passenger and proportion of mixed . . . . .	163.5	192.3	402.1
*14-13 Goods and proportion of mixed . . . . .	125.3	148.5	412.7
<b>15. Oil consumption—</b>			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pints (Passenger and Mixed) . . . . .	5,706,468	2,270,295	} 320,388
15-02 Total pints (Goods trains) . . . . .	3,028,600	906,401	
15-03 Pints per 100 engine miles (Passenger and Mixed) . . . . .	8.37	5.88	} 7.18
15-04 Pints per 100 engine miles (Goods) . . . . .	9.21	6.71	
Lubricating oil used on coaching, goods and departmental vehicles—			
15-05 Total pints . . . . .	4,771,479	1,621,692	..
15-06 Pints per 1,000 vehicle miles . . . . .	1.67	1.27	..

(a) Including Departmental.

\* Excluding Departmental.

(b) Including weight of engines.

(c) Including fuel used on steam coaches, internal combustion coaches and other miscellaneous services

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SECTION B.

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FINANCIAL AND STATISTICAL  
STATEMENTS.

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## FINANCIAL STATEMENTS.

## 1. Statement of Net Revenue Receipts of State-owned Railways for the year 1931-32 and of the per Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1932.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. ( $\frac{\text{Col. 3} \times 100}{\text{Col. 2}}$ )
1	2	3	4
<b>Central.</b>			
<b>State Lines worked by the State.</b>			
1. Aden . . . . .		—4,50	..
2. Eastern Bengal . . . . .	51,34,71	80,41	1.57
3. East Indian (including South Bihar)	1,47,23,75	5,98,47	4.06
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	1,13,83,69	3,26,40	2.87
5. North Western (Military) . . . . .	34,53,05	—49,80	—1.44
6. Great Indian Peninsula . . . . .	1,17,87,99	3,35,60	2.82
7. Coal Department . . . . .	1,00,17	..	..
8. Burma . . . . .	35,80,36	87,38	2.44
9. TOTAL	5,01,63,62	13,23,96	2.64
<b>State Lines worked by Companies or Indian States.</b>			
10. Assam-Bengal . . . . .	23,51,24	66,16	2.81
11. Bengal-Nagpur . . . . .	76,77,25	1,11,92	1.46
12. Bezwada Extension including D. K. extension (N. S.) . . . . .	44,40	—1,48	—3.33
13. Bombay, Baroda and Central India . . . . .	73,26,81	4,11,88	5.62
14. Jodhpur-Hyderabad (British Section) (Jodhpur) . . . . .	84,32	3,19	3.78
15. Lucknow-Bareilly (R. & K.) . . . . .	2,45,34	16,84	6.86
16. Madras and Southern Mahratta . . . . .	52,85,62	3,18,14	6.02
17. South Indian . . . . .	42,17,22	2,25,29	5.05
18. Coonoor-Ootacamund (S. I.) . . . . .	52,47		
19. Travancore (British Section) (S. I.) . . . . .	54,50		
20. Travancore (Indian State Section) (S. I.) . . . . .	1,38,58	77,61	7.83
21. Tirhoot (B. & N. W.) . . . . .	9,91,34		
22. Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous . . . . .	..	—1,68,14	..
23. TOTAL	2,84,69,09	10,61,41	3.74
<b>Miscellaneous items.</b>			
24. Abandoned Projects, etc. . . . .	32,26	..	..
25. Other miscellaneous items . . . . .	2,99,06	..	..
26. Deduct—Interest during construction . . . . .	..	..	..
27. TOTAL	3,31,32	..	..
28. Total Central	7,89,64,03	23,85,37	3.02
<b>Provincial.</b>			
29. Assam (Jorhat) . . . . .	13,22	..	..
30. United Provinces (Distillery siding) . . . . .	1,39	..	..
31. Total Provincial	14,61	..	..
32. Grand Total	7,89,78,64	23,85,37	3.02

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

Percentage of those figures on the Capital at Charge, on 31st March 1932 also of the net gain or loss to net Revenue Receipts. (In thousands of rupees).

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
<b>Central.</b>						
<b>State Lines worked by the State.</b>						
..	—2	—2	..	4,48	..	1. Aden.
..	2,03,33	2,03,33	..	1,22,92	—2·39	2. Eastern Bengal.
..	6,22,33	6,22,33	..	23,86	—0·14	3. East Indian (including South Bihar).
..	4,84,80	4,84,80	..	1,58,40	—1·38	4. North Western (Commercial) including Delhi (New Capital) Rly. Works Scheme.
..	1,48,88	1,48,88	..	1,98,68	—6·75	5. North Western (Military).
..	4,63,35	4,63,35	..	1,77,75	—1·51	6. Great Indian Peninsula.
..	5,36	5,36	..	5,36	—5·35	7. Coal Department.
..	1,60,96	1,60,96	..	73,58	—2·06	8. Burma.
..	20,88,99	20,88,99	..	7,65,03	—1·53	9. Total.
<b>State Lines worked by Companies or Indian States.</b>						
80	95,50	96,30	..	30,14	—1·29	10. Assam-Bengal.
..	3,54,63	3,54,63	..	2,42,71	—3·16	11. Bengal Nagpur.
..	2,12	2,12	..	3,60	—8·11	12. Bezwada Extension including D. K. extension (N. S.)
11,34	2,87,79	2,99,13	1,12,75	..	1·54	13. Bombay, Baroda and Central India.
..	3,71	3,71	..	52	—0·62	14. Jodhpur-Hyderabad (British Section) (Jodhpur.)
84	9,57	10,41	6,43	..	2·62	15. Lucknow-Bareilly (R. & K.)
40,06	2,38,33	2,78,39	39,75	..	0·75	16. Madras and Southern Mahratta.
7,94	1,79,72	1,87,66	33,85	..	0·76	17. South Indian.
..	1,95	1,95				18. Coonoor-Ootacamund (S. I.)
..	69	69				19. Travancore (British Section) S. I.)
..	1,14	1,14	..	..	..	20. Travancore (Indian State Section) (S. I.)
3,21	36,66	39,87	37,74	..	0·38	21. Tirhoot (B. & N. W.)
..	..	..	..	1,68,14	..	22. Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous.
64,19	12,11,81	12,76,00	..	2,14,59	—0·75	23. Total.
<b>Miscellaneous items.</b>						
..	1,07	1,07	..	1,07	—3·31	24. Abandoned Projects, etc.
..	17,98	17,98	..	17,98	—6·01	25. Other miscellaneous items.
..	13,21	13,21	13,21	..	..	26. Deduct—Interest during construction.
..	5,84	5,84	..	5,84	—1·76	27. Total.
64,19	33,06,64	33,70,83	..	9,85,46	—1·25	28. <b>Total Central.</b>
<b>Provincial.</b>						
..	50	50	..	50	—3·78	29. Assam (Jorhat).
..	8	8	..	8	—5·75	30. United Provinces (Distillery riding).
..	58	58	..	58	—1·97	31. Total
64,19	33,07,22	33,71,41	..	9,86,04	—1·25	32. <b>Grand Total.</b>

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

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

Loss as per column 9 above	..	..	..	..	..	..	9,85,46
Deduct.—Miscellaneous Railway Receipts	..	..	..	..	..	..	1,05,57
Government share of surplus profits from subsidized Companies	..	..	..	..	..	..	14,75
Add.—Miscellaneous Railway expenditure	..	..	..	..	..	..	54,92

Net Loss .. 9,20,06

(In thousands of rupees.)

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

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (open lines)—Brought forward . . . . .	..	19,40,92	72,97	70,04	1,40	—40,86	1,03,55
Jodhpur . . . . .	..	..	57	..	..	—1	56
Lucknow-Bareilly (R. & K.) . . . . .	..	..	1,23	35	..	—29	1,29
Madras and Southern Mahratta (excluding Mysore State). Dhone-Kurnool. (N. S.) . . . . .	..	17,47,74	41,88	25,32	2,29	—1,83	67,64
South Indian . . . . .	..	7,63,49	39,39	15,05	4,45	—2,04	56,85
Coonoor-Ootacamund (S. I.) . . . . .	..	..	—4	60	..	..	56
Travancore (British Section) (S. I.) . . . . .	..	..	3	5	..	..	8
Travancore (Indian State Section) (S. I.) . . . . .	..	..	—24	4	..	..	—20
Tirhoot (B. & N. W.) . . . . .	..	..	2,60	9,41	..	67	12,68
TOTAL II (i) . . . . .	..	44,52,15	1,58,99	1,20,86	8,14	—49,95	2,38,04
II (ii)—New Constructions.							
† { Assam Bengal I . . . . .	..	..	2,20	..	..	..	2,20
† { Assam Bengal II . . . . .	..	..	6,52	..	86	—1,10	6,28
Bengal Nagpur . . . . .	..	..	62,06	..	3,82	—19	65,69
Dhone-Kurnool Extension . . . . .	..	..	15	..	..	—14	1
Madras and Southern Mahratta . . . . .	..	..	87	..	3	—54	36
South Indian . . . . .	..	..	41,95	..	2,70	—15,19	29,46
Tirhoot (Meshrak Thawe Extension) . . . . .	..	..	1,95	1,68	14	—16	3,61
Total II (ii) . . . . .	..	..	1,15,70	1,68	7,55	—17,32	1,07,61
III.—Miscellaneous Items.							
Abandoned Projects, etc. . . . .	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current. . . . .	..	..	1,25	..	..	..	1,25
Total III . . . . .	..	..	1,25	..	..	..	1,25
Total Central I(i)—III . . . . .	—1,32	1,61,08,96	6,47,10	2,17,89	35,48	—2,31,47	6,69,00
IV.—Provincial.							
Assam (Jorhat) . . . . .	..	..	..	..	..	..	..
United Provinces (Distillery Siding) . . . . .	..	..	..	..	..	..	..
Total IV.—Provincial . . . . .	..	..	..	..	..	..	..
GRAND TOTAL I(i)—IV . . . . .	—1,32	1,61,08,96	6,47,10	2,17,89	35,48	—2,31,47	6,69,00

† For purposes of accounting the capital, is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1892.

on the 31st March 1932—concl'd.

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the financial year. (Columns 3+13)	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
93,56.63	44,83.81	5,94.77	2,75.03	1,47,10.24	1,66,51.16	Total Companies' Lines (open lines) —Brought forward.
81.16	..	3.08	8	84.32	84.32	Jodhpur.
1,60.39	69.24	8.47	7.24	2,45.34	(a) 2,45.34	Lucknow-Bareilly (R. & K.).
21,06.54	9,90.39	1,49.81	79.71	33,26.45	50,74.19	Madras and Southern Mahratta (excluding Mysore State).
10.97	..	83	..	11.80	11.80	Dhone-Kurnool (N. S.).
17,17.80	7,65.52	1,02.63	76.73	26,62.68	34,26.17	South Indian.
30.18	19.23	3.06	..	52.47	52.47	Coonoor-Ootacamund (S. I.).
43.50	6.12	4.88	..	54.50	54.50	Travancore (British Section) (S. I.).
1,01.30	25.31	11.97	..	1,38.58	1,38.58	Travancore (Indian State Section) —(S. I.).
6,37.78	2,44.79	44.45	41.42	9,68.44	9,68.44	Tirhoot (B. & N. W.).
1,42,46.25	66,04.41	9,23.95	4,80.21	2,22,54.82	2,67,06.97	Total II (i).
						II (ii)—New Constructions.
37.62	..	..	..	37.62	37.62	Assam Bengal I. } †
1,87.02	..	17.75	81	2,05.58	2,05.58	Assam Bengal II. }
4,29.15	..	49.38	13	4,78.64	4,78.64	Bengal Nagpur.
13.81	..	1.09	..	14.90	14.90	Dhone-Kurnool Extension.
1,94.19	..	16.63	61	2,11.43	2,11.43	Madras and Southern Mahratta.
7,31.23	..	56.96	2.86	7,91.05	7,91.05	South Indian.
18.12	2.64	2.10	4	22.90	22.90	Tirhoot (Meshrak Thawe Extension).
16,11.14	2.64	1,43.89	4.45	17,62.12	17,62.12	Total II (ii).
						III.—Miscellaneous Items.
32.26	..	..	..	32.26	(c) 32.26	Abandoned Projects, etc.
2,43.75	..	(d) 55.03	28	2,99.06	2,99.06	Controller of Railway Accounts— Account Current.
2,76.01	..	55.03	28	3,31.32	3,31.32	Total III.
4,22,62.94	1,67,58.06	23,89.16	14,44.91	6,28,55.07	7,89,64.03	Total Central I (i)—III.
						IV.—Provincial.
7.43	4.70	41	68	13.22	13.22	Assam (Jorhat).
1.39	..	..	..	1.39	1.39	United Provinces (Distillery Siding).
8.82	4.70	41	68	14.61	14.61	Total IV.—Provincial.
4,22,71.76	1,67,62.76	23,89.57	14,45.59	6,28,69.68	7,89,78.64	GRAND TOTAL I (i)—IV.

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

(a) Includes 81,72 on account of the expenditure met from Joint Debenture Stock and Companies over drafts brought over without financial adjustment.

(c) Distribution over minor heads is not available.

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

(In thousands of rupees.)

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

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.	
<b>1. BRANCH LINE COMPANIES' RAILWAYS UNDER REVENUE</b>							
OPEN LINES.		(A) Worked by the British Railways					
Ahmadpur-Katwa . . . . .	2' 6"	Nil	Nil	Nil	Nil	Nil	
Bankura-Damodar River . . . . .	"	1	Nil	Nil	9		
Burdwan-Katwa . . . . .	"	Nil	1	Nil	13		
Futwah-Islampur . . . . .	"	Nil	Nil	Nil	—5	—	
Kalighat-Falta . . . . .	"	Nil	Nil	Nil	—2	—	
TOTAL 1-(A) . . . . .	..	1	1	Nil	15		
OPEN LINES.		(B) Worked by the Indian Railways					
Hardwar-Dehra (E. L.) . . . . .	5' 6"	18	Nil	Nil	Nil		
Chaparnukh-Silghat (A. B.) . . . . .	3' 3½"	47	Nil	Nil	Nil		
Katakhal Lalabazar (A. B.) . . . . .	"	Nil	Nil	Nil	Nil	Nil	
Dasghara-Jamalpurganj (Bengal Provincial) . . . . .	2' 6"	Nil	Nil	Nil	Nil	Nil	
TOTAL 1-(B) . . . . .	..	65	Nil	Nil	Nil		
OPEN LINES.		<b>2. BRANCH LINE COMPANIES' RAILWAYS UNDER REVENUE</b>					
Amritsar-Patti (N. W.) . . . . .	5' 6"	1	Nil	Nil	Nil		
Hoshiarpur Doab (N. W.)—							
Jullundur-Mukerian (N. W.) . . . . .	"	12	Nil	Nil	Nil		
Phagwara-Rahon (N. W.) . . . . .	"	10	Nil	Nil	Nil		
Mandra-Bhaun (N. W.) . . . . .	"	130	Nil	Nil	Nil	130	
Sara-Siraganj (E. B.) . . . . .	"	1,17	Nil	Nil	Nil	1,17	
Sialkot-Narowal (N. W.) . . . . .	"	22	Nil	Nil	Nil		
Tapti Valley (B., B. & C. L.) . . . . .	"	—3	Nil	Nil	Nil	—	
Ahmedabad-Parantij (B., B. & C. L.) . . . . .	3' 3½"	Nil	Nil	2	Nil		
Champaner-Shivrajpur-Pani Light (B., B. & C. L.) . . . . .	2' 6"	6	Nil	1	Nil		
Dhond-Baramati (G. I. P.) . . . . .	"	4	Nil	Nil	Nil		
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.) . . . . .	"	61	Nil	Nil	Nil		
Godhra-Lunavada (B., B. & C. L.) . . . . .	"	Nil	Nil	Nil	Nil	Nil	
Jacobabad-Kashmor (N. W.) . . . . .	"	1	Nil	Nil	Nil		
Khulna Bagerhat (E. B.) . . . . .	"	5	1	Nil	Nil		
Larkana-Jacobabad (N. W.) . . . . .	"	4	Nil	Nil	Nil		
Mayurbhanj (B. N.) . . . . .	"	Nil	Nil	Nil	Nil	Nil	
Nadiad Kapadvanj (B., B. & C. L.) . . . . .	"	Nil	Nil	Nil	Nil	Nil	
Pachora-Jamner (G. I. P.) . . . . .	"	—2	Nil	Nil	Nil	—	
Darjeeling-Himalayan Extensions . . . . .	2' 0"	3	Nil	Nil	Nil		
TOTAL (2) . . . . .	..	3,71	1	3	Nil	3,74	



year 1931-32 of other than State-owned Railways.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
<b>RAILWAYS UNDER GUARANTEE TERMS.</b>					
<b>Line Company.</b>					<b>OPEN LINES.</b>
16,49	2,41	1,85	2	20,77	Ahmadpur-Katwa.
30,28	5,59	3,66	78	40,29	Bankura-Damodar River.
14,58	3,62	1,62	66	20,48	Burdwan-Katwa.
15,39	2,70	1,32	5	19,46	Futwah-Islampur.
15,07	6,98	1,62	64	24,31	Kalighat-Faita.
91,79	21,30	10,07	2,15	1,25,31	TOTAL 1-(A).
<b>Main Line.</b>					<b>OPEN LINES.</b>
30,22	Nil	4,41	Nil	34,63	Hardwar-Dehra (E. I.).
32,59	Nil	1,72	Nil	34,31	Chaparmukh-Silghat (A. B.).
16,73	Nil	1,39	Nil	17,12*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	Nil	3,37	Dasghara-Jamalpuranj (Bengal Provincial).
80,55	1,17	7,71	Nil	89,43	TOTAL 1-(B).
<b>TERMS WORKED BY THE MAIN LINE.</b>					<b>OPEN LINES.</b>
34,19	Nil	2,04	Nil	36,23	Amritsar-Patti (N. W.).
					Hoshiarpur-Doab (N. W.)—
33,48	Nil	2,77	Nil	36,25	Jullundur-Mukerian (N. W.).
26,16	Nil	2,40	Nil	28,56	Phagwara-Rahon (N. W.).
23,17	Nil	3,13	Nil	26,30	Mandra-Bhaun (N. W.).
89,56	Nil	5,82	Nil	95,38	Sara-Sirajganj (E. B.).
27,33	Nil	2,41	Nil	29,74	Sialkot-Narowal (N. W.).
1,25,96	Nil	10,68	Nil	1,36,64	Tapti Valley (B., B. & C. I.).
34,03	3	4,00	Nil	38,06	Ahmedabad-Parantij (B., B. & C. I.).
11,25	6,38	3,43	Nil	21,06	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8,41	2,33	1,85	Nil	12,59	Dhond-Baramati (G. I. P.).
58,81	18,20	15,10	Nil	92,11	Ellichpur-Yeotmal (including Palgaon Arvi railway) (G. I. P.).
8,94	1,80	3,42	Nil	14,16	Godhra-Lunavada (B., B. & C. I.).
17,42	5,29	1,67	Nil	24,38	Jacobabad-Kashmor (N. W.).
6,72	1,29	79	Nil	8,80	Khulna-Bagerhat (E. B.).
20,16	6,73	3,56	Nil	30,45	Larkana-Jacobabad (N. W.).
24,12	58	Nil	Nil	24,70	Mayurbhanj (B. N.).
8,84	4,73	2,72	Nil	16,29	Nadiad Kapadvanj (B., B. & C. I.).
12,02	2,02	3,77	Nil	17,81	Pachora-Jamner (G. I. P.).
41,58	6,70	9,54	Nil	57,82	Darjeeling-Himalayan Extensions.
6,12,15	58,08	79,10	Nil	7,47,33	TOTAL (2).

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

(In thousands of rupees.)

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.		3. BRANCH LINE COMPANIES' RAILWAYS UNDER				
Jamnagar and Dwarka . . . . .	3' 3½"	13	Nil	Nil	Nil	13
Mymensingh-Bhairab Bazar (A. B.) . . . . .	"	15	Nil	Nil	Nil	15
TOTAL (3) . . . . .	..	28	Nil	Nil	Nil	28
OPEN LINES.		4. COMPANIES' LINES SUBSIDIZED BY THE				
Bengal and North-Western . . . . .	13' 3½"	10,92	2,25	Nil	11	13,28
Bengal Dooars Extensions* . . . . .	"	30	4	Nil	-18	16
Mirpur Khas-Khadro* (Jodhpur) . . . . .	"	1	Nil	Nil	Nil	1
Rohilkund and Kumaon . . . . .	"	96	56	Nil	Nil	1,52
Barai Light* . . . . .	2' 6"	81	-6	2	-11	66
Dehri-Rohtas Light . . . . .	"	Nil	Nil	Nil	-7	-7
Shahdara (Delhi)-Saharanpur Light* . . . . .	"	3	Nil	Nil	-29	-26
Matheran Light* . . . . .	2' 0"	Nil	8	Nil	Nil	8
TOTAL (4) . . . . .	..	13,03	2,87	2	-54	16,38
OPEN LINES.		5. COMPANIES' LINES SUBSIDIZED				
Dibru-Sadiya . . . . .	3' 3½"	75	79	Nil	Nil	1,54
Darjeeling-Himalayan . . . . .	2' 0"	4	Nil	Nil	-45	-41
TOTAL (5) . . . . .	..	79	79	Nil	-45	1,13
OPEN LINES.		6. UNASSISTED				
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya). . . . .	3' 3½"	Nil	Nil	Nil	Nil	Nil
Bengal Provincial . . . . .	2' 6"	3	Nil	Nil	-2	1
Jessore Jhenidah . . . . .	"	-1	-8	Nil	Nil	-9
Jagadhri Light . . . . .	2' 0"	Nil	Nil	Nil	Nil	Nil
Kulasekarapatnam Light. . . . .	"	-23	Nil	Nil	Nil	-23
Trivellore Light . . . . .	"	Nil	Nil	Nil	Nil	Nil
TOTAL (6) . . . . .	..	-21	-8	Nil	-2	-31

\* Receives land only from Government.

year 1931-32 of other than State-owned Railways—contd.

(In thousands of rupees.)

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

OPEN LINES.

## GUARANTEE AND REBATE TERMS.

60,73	3,04	2,56	2,00	68,33	Jamnagar and Dwarka.
1,15,69	Nil	7,00	Nil	1,22,69	Mymensingh-Bhairab Bazar (A. B.).
1,76,42	3,04	9,56	2,00	1,91,02	TOTAL (3)

## GOVERNMENT OF INDIA.

					OPEN LINES.
‡8,21,16	2,60,64	82,31	6,48	11,70,59	Bengal and North-Western.‡
92,71	16,05	7,81	6,13	1,22,70	Bengal Dooars Extensions*.
8,00	Nil	58	Nil	8,58	Mirpur Khas-Khadro* (Jodhpur).
1,32,93	52,85	11,99	Nil	1,97,77	Rohilkund and Kumaon.
1,26,12	49,15	7,82	2,89	1,85,98	Barsi Light*.
7,59	3,85	41	72	12,57	Dehri-Rohtas Light.
30,45	13,75	4,86	89	49,95	Shahdara (Delhi)-Saharanpur Light*.
†11,95	25	Nil	Nil	12,20†	Matheran Light*.
12,30,91	3,96,54	1,15,78	17,11	17,60,34	TOTAL (4)
					OPEN LINES.

## BY LOCAL GOVERNMENTS.

73,24	60,94	18,18	1,50	1,53,86	Dibru-Sadiya.
32,53	12,50	2,78	3,10	50,91	Darjeling-Himalayan.
1,05,77	73,44	20,96	4,60	2,04,77	TOTAL (5)

## COMPANIES' LINES.

					OPEN LINES.
16,94	Details not available			16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	36	11,03	Bengal Provincial.
**11,18	1,44	1	Nil	12,63	Jessore Jhenidah.
62	44	12	Nil	1,18	Jagadhri Light.
3,20	1,99	3	Nil	5,22	Kulasekarapatnam Light.
39	68	9	Nil	1,16	Trivellore Light.
41,13	7,31	26	36	40,06	TOTAL (6)

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

‡ Includes 4 on account of survey.

\*\* Includes 10,00 being the lump sum amount fixed by the Railway Board in accordance with the agreement dated 14th January 1930, with the Secretary of State, the details of which are not available.

(In thousands of rupees.)

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
OPEN LINES.						
Tanali-Repalle (M. & S. M.) . . . . .	5' 6"	4	Nil	Nil	Nil	4
Bezwada-Masulipatam (M. & S. M.) . . . . .	3' 3½"	25	Nil	Nil	Nil	25
Podanur-Pollachi (S. I.) . . . . .	"	13	Nil	Nil	Nil	13
Tinnevely-Tiruchendur (S. I.) . . . . .	"	14	Nil	Nil	Nil	14
TOTAL (7) . . . . .	..	56	Nil	Nil	Nil	56

OPEN LINES.		8. COMPANIES' LINES SUBSIDIZED BY				
Bengal Doars . . . . .	3' 3½"	8	3	Nil	Nil	11
Arrah-Sasaram Light . . . . .	2' 6"	—11	11	Nil	—8	—8
Baraset-Basirhat Light . . . . .	"	Nil	Nil	Nil	—9	—9
Bukhtiarpur-Bihar Light . . . . .	"	Nil	20	Nil	—5	15
Terpur-Balipara Light . . . . .	"	Nil	Nil	Nil	Nil	Nil
Howrah-Amta Light . . . . .	2' 0"	—1	Nil	Nil	—82	—83
Howrah Sheakhala Light . . . . .	"	3	35	Nil	—21	17
TOTAL (8) . . . . .	..	—1	69	Nil	—125	—57

## 1931-32 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
<b>BOARD LINES.</b>					<b>OPEN LINES.</b>
14,79	Nil	1,14	Nil	15,93	Tenali-Repalle (M. & S. M.).
22,62	Nil	1,59	Nil	24,21	Bezwada-Masulipatam (M. & S. M.).
9,53	7,03	1,28	Nil	17,84	Podanur-Pollachi (S. L.).
24,65	Nil	2,23	Nil	26,88	Tinnevely-Tiruchendur (S. I.).
71,59	7,03	6,24	Nil	84,86	TOTAL (7)
<b>DISTRICT BOARDS.</b>					<b>OPEN LINES.</b>
30,18	7,32	3,53	Nil	41,53	Bengal Doonara.
18,86	6,24	11	8	25,09	Arrah-Sasaram Light.
19,09	6,30	Nil	15	25,54	Baraset-Basirhat Light.
10,54	4,45	Nil	27	15,26	Bukhtiarpur-Bihar Light.
3,20	1,60	7	Nil	4,87	Tezpur-Balipara Light.
18,01	11,95	Nil	1,89	31,85	Howrah-Amta Light.
4,99	3,01	Nil	55	8,55	Howrah Sheakhala Light.
1,05,17	40,87	3,71	2,94	1,52,69	TOTAL (8)

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
<b>(a) OPEN LINES.</b>		<b>9. INDIAN STATE LINES WORKED</b>				
Nizam's State †	5' 6"	†10,81	8,84	5	—2,41	17,29
Bhavnagar State	3' 3½"	98	3,70	Nil	—1,17	3,51
Bikaner State	"	4,54	1,88	36	82	7,60
Gondal	"	6,36	1,48	Nil	—1,19	6,65
Jetalsar-Kajkot (Gondal)	"	1,64	Nil	Nil	57	2,21
Jodhpur	"	1,86	104	1	—66	2,25
Junagad State	"	23	—10	Nil	—2,05	—1,92
Khijadiya-Dhari (Gondal)	"	Nil	Nil	Nil	Nil	Nil
Morvi	"	142	22	Nil	3	1,67
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar and Shimoga-Ragihosahalli Sections).	"	8,98	2,00	67	—2,26	9,39
Porbandar State	"	5	1	Nil	1	7
Udaipur-Chitorgarh	"	19	Nil	Nil	—5	14
Bodel-Chhota Udaipur (Gaekwar's Baroda State)	2' 6"	1	Nil		Nil	2
Cutch State	"	55	10	7	Nil	72
Dholpur State*	"	9	Nil	Nil	Nil	9
Gaekwar's Baroda State	"	1,00	30	Nil	—24	1,06
Kolar District	"	2	34	Nil	Nil	36
Gwalior Light	2' 0"	—31	Nil	Nil	Nil	—31
Tarikere-Narasimharajapura Light (Mysore)	"	8	5	1	Nil	14
<b>TOTAL (a)</b>	..	<b>38,50</b>	<b>19,86</b>	<b>118</b>	<b>—860</b>	<b>50,94</b>
<b>(b) LINES UNDER CONSTRUCTION.</b>						
Vikarabad Bidar Extension (Nizam's State)	5' 6"	19,75	Nil	220	16,82	36,77
Talsi Bhadra to Sadulpur (Bikaner State)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Ragihosahalli to Arasalu (Mysore)	"	Nil	Nil	Nil	Nil	Nil
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	"	1,27	Nil	8	Nil	1,35
Prachi Road to Una extension (Junagad State)	"	4	Nil	Nil	Nil	4
Visavadar-Dhari extension (Junagad State)	"	2,87	Nil	14	2,31	5,32
Mauli Kankroli and Kankroli-Kambli Rlys. (Udaipur-Chitorgarh Rly.)	"	†12,73	..	..	..	12,73
Dholpur to Rajakhera (Dholpur-State)	2' 6"	Nil	Nil	Nil	Nil	Nil
Mahva Anaval (Gaekwar's Baroda State)	"	Nil	Nil	Nil	Nil	Nil
Navsari to Kamrej (Gaekwar's Baroda State)	"	Nil	Nil	Nil	Nil	Nil
<b>Total (b)</b>	..	<b>36,66</b>	<b>Nil</b>	<b>2,42</b>	<b>19,13</b>	<b>58,21</b>
<b>TOTAL (9) [= a+b]</b>	..	<b>75,16</b>	<b>19,86</b>	<b>3,60</b>	<b>10,53</b>	<b>1,09,15</b>

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

† Includes figures for Metre Gauge.

‡ The total figure; details not being available.

## 1931-32 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Ra.	Ra.	Ra.	Ra.	Ra.	13
BY INDIAN STATES.					
9,46,49	2,69,59	78,00	31,16	13,25,24	(a) OPEN LINES. Nizam's State.†
1,55,25	52,14	7,51	2,57	2,17,47	Bhavnagar State.
2,59,01	90,50	5,53	6,87	3,61,91	Rikaner State.
64,43	32,52	2,48	4,77	1,04,20	Gondal.
25,07	Nil	90	88	26,85	Jotalsar-Rajkot (Gondal).
2,18,61	1,63,42	1,83	12,51	3,96,37	Jodhpur.
78,12	25,08	2,91	6,34	1,12,45	Junagad State.
18,54	Nil	1,65	2	20,21	Khijadiya-Dhari (Gondal).
48,03	29,99	1,76	2,37	82,15	Morvi.
2,15,36	75,80	19,31	5,58	3,16,05	Mysore (including Birur-Shimoga, Chickajalur-Chitaldrug, Mysore-Bangalore, Mysore-Araikere, Nanjangud-Chamarajangar and Shimoga-Ragihosahalli Sections).
14,54	11,27	83	1,61	28,25	Porbandar State.
18,50	8,62	1,11	74	28,97	Udaipur-Chitorgarh.
9,36	Nil	1,19	Nil	10,55	Bodoli-Chhota Udaipur (Gaekwar's Baroda State).
14,14	2,76	2,00	Nil	18,90	Cutch State.
11,50	4,35	51	Nil	16,36	Dholpur State.*
2,20,95	51,98	20,11	7,69	3,00,73	Gaekwar's Baroda State.
14,42	10,78	1,50	17	26,87	Kolar District.
83,07	10,33	4,55	Nil	97,95	Gwalior Light.
9,08	2,76	76	-2	12,58	Tarikere-Narasimharajapura Light (Mysore).
24,24,47	8,41,89	1,54,44	83,26	35,04,06	Total (a).
(b) LINES UNDER CONSTRUCTION.					
21,13	Nil	2,67	17,00	40,80	Vikarabad Bidar Extension (Nizam's State).
71	Nil	Nil	Nil	71	Tahsil Bhadra to Sadulpur (Bikaner State).
5,24	Nil	82	Nil	6,06	Ragihosahalli to Araslu (Mysore).
49,72	Nil	1,55	Nil	51,27	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
3,17	Nil	50	Nil	3,67	Prachi Road Una extension (Junagad State).
2,87	Nil	14	2,31	5,32	Visavadar Dhari Extension (Junagad State).
144,91	..	..	..	44,91	Mauli Kankroli and Kankroli-Kambli Rlys. (Udaipur-Chittorgarh Rly.).
96	Nil	7	Nil	1,03	Dholpur to Rajakhera (Dholpur State).
8	Nil	Nil	Nil	8	Mahuva Anaval (Gaekwar's Baroda State).
3	Nil	Nil	Nil	3	Navsari to Kamrej (Gaekwar's Baroda State).
1,28,82	Nil	5,75	19,31	1,53,88	Total (b).
25,53,29	8,41,89	1,60,19	1,02,57	36,57,94	Total (v) [= a + b].

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

† The total figure; details not being available.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
(a) OPEN LINES.		10. INDIAN STATE LINES				
Bhopal Itarsi* (G. I. P.) . . . . .	5' 6"	Nil	Nil	Nil	Nil	Nil
Bhopal Ujjain (G. I. P.) . . . . .	"	35	Nil	Nil	Nil	35
Bina-Goona-Baran (G. I. P.) . . . . .	"	—8	Nil	Nil	Nil	—8
Jammu and Kashmir (Indian State section) (N. W.)	"	2	Nil	Nil	Nil	2
Jind-Panipat (Indian State section) (N. W.) . . . . .	"	Nil	Nil	Nil	Nil	Nil
Khanpur-Chachran (N. W.) . . . . .	"	Nil	Nil	Nil	Nil	Nil
Bahawalnagar Cholistan (N. W.) . . . . .	"	—53	Nil	68	—6	9
Ludhiana-Dhuri-Jakhal (N. W.) . . . . .	"	15	Nil	Nil	Nil	15
Nagda-Ujjain (B. B. & C. I.) . . . . .	"	4	Nil	Nil	Nil	4
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	"	1	Nil	Nil	Nil	1
Rajpura-Bhatinda (N. W.) . . . . .	"	34	Nil	Nil	Nil	34
Sirhind Rupar (N. W.) † . . . . .	"	1	Nil	Nil	Nil	1
Bangalore-Harihar (M. & S. M.) . . . . .	3' 3½"	36	4,45	Nil	2,16	6,97
Cooch Behar State (E. B.) . . . . .	"	—1	Nil	Nil	Nil	—1
Dhrangadra (B. B. & C. I.) . . . . .	"	1	Nil	Nil	Nil	1
Gaekwar's Mehsana (B. B. & C. I.) . . . . .	"	1,65	Nil	17	Nil	1,82
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Jaipur State (B. B. & C. I.) . . . . .	"	2	Nil	Nil	Nil	2
Kolhapur State (M. & S. M.) . . . . .	"	2	Nil	Nil	Nil	2
Okhamandal (Jamnagar and Dwarka) . . . . .	"	12	8	Nil	—14	6
Palanpur-Deesa † (B. B. & C. I.) . . . . .	"	Nil	Nil	Nil	Nil	Nil
Quilon-Trivandrum Extension (Travancore Ry.) (S. L.)	"	5	2	Nil	Nil	7
Jamnagar (Jamnagar and Dwarka) . . . . .	"	54	35	Nil	—1,80	—91
Sangli State (M. & S. M.) . . . . .	"	Nil	Nil	Nil	Nil	Nil
Shoranur-Cochin (S. L.) . . . . .	"	22,03	42	83	—6	23,22
Parlakimedi Light (B. N.) . . . . .	2' 6"	42	78	10	Nil	1,30
Piplod Devgad Baria (B. B. & C. I.) . . . . .	"	6	2	1	Nil	9
Rajpipla State (B. B. & C. I.) . . . . .	"	1	11	Nil	Nil	12
TOTAL (a) . . . . .	..	25,59	6,23	1,79	10	33,71
(b) LINES UNDER CONSTRUCTION.						
Wagrod to Khareda (B. B. & C. I.) . . . . .	3' 3½"	Nil	Nil	Nil	Nil	Nil
TOTAL (b) . . . . .	..	Nil	Nil	Nil	Nil	Nil
TOTAL (10) [=a + b] . . . . .	..	25,59	6,23	1,79	10	33,71

\* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

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

‡ Includes expenditure incurred by the Patials Durbar.



## 1931-32 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges, (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Ra.	Ra.	Ra.	Ra.	Ra.	
					13
<b>WORKED BY THE MAIN LINE.</b>					(a) OPEN LINES.
50,00	Ni	Ni	Ni	50,00	Bhopal Itarsi* (G. I. P.)
74,76	Ni	6,96	Ni	81,72	Bhopal Ujjain (G. I. P.)
93,87	18	8,24	Ni	1,02,09	Bina-Goona-Baran (G. I. P.)
10,87	Ni	60	Ni	11,27	Jammu and Kashmir (Indian State section) (N. W.)
15,97	Ni	1,73	Ni	17,70	Jind-Panipat (Indian State section) (N. W.)
13,46	Ni	88	Ni	14,34	Khanpur-Chachran (N. W.)
82,65	Ni	9,63	Ni	92,28	Bahawalnagar Cholistan (N. W.)
46,73	Ni	2,29	Ni	49,02	Ludhiana-Dhuri-Jakhal (N. W.)
20,99	Ni	1,72	Ni	22,71	Nagda-Ujjain (B. B. & C. I.)
13,53	Ni	81	10	14,44	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.)
9,02	Ni	32	Ni	9,34	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.)
76,69	Ni	2,60	Ni	79,38	Rajpura-Bhatinda (N. W.)
29,47	Ni	2,08	Ni	31,55	Sirhind Rupar (N. W.)†
1,16,79	48,74	5,52	4,97	1,76,02	Bangalore-Harihar (M. & S. M.)
19,78	1,03	94	Ni	21,75	Cooch Behar State (E. B.)
14,30	4	66	Ni	15,00	Dhruangadra (B. B. & C. I.)
1,12,09	65	9,33	Ni	1,22,07	Gaekwar's Mehsana (B. B. & C. I.)
24,52	Ni	1,44	Ni	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)
72,93	Ni	3,40	1,02	77,35	Jaipur State (B. B. & C. I.)
22,39	Ni	1,21	Ni	23,60	Kolhapur State (M. & S. M.)
25,12	14,20	2,04	1,03	42,39	Okhamandal (Jamnagar and Dwarka)
1,85	Ni	Ni	Ni	1,85	Palanpur-Decsa† (B. B. & C. I.)
43,70	5,76	4,25	Ni	†53,71	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)
29,79	16,58	95	2,94	50,26	Jamnagar (Jamnagar and Dwarka)
1,95	Ni	10	Ni	2,05	Sangli State (M. & S. M.)
75,28	19,06	4,69	48	99,51	Shoranur-Cochin (S. I.)
17,46	4,90	2,17	Ni	24,53	Parlakimedi Light (B. N.)
5,53	2,76	61	Ni	8,90	Piplod Devgad Baria (B. B. & C. I.)
14,61	2,91	1,19	Ni	18,71	Rajpipla State (B. B. & C. I.)
11,35,70	1,16,81	76,45	10,54	13,39,50	TOTAL (a)
2	Ni	Ni	Ni	2	(b) LINES UNDER CONSTRUCTION.
					Wagrod to Khareda (B. B. & C. I.)
2	Ni	Ni	Ni	2	TOTAL (b)
11,35,72	1,16,81	76,45	10,54	13,39,52	TOTAL (10) [=a+b]

† Excludes the capital outlay on Chakai-Tambanur extension opened for traffic on 4th November 1931.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Ra.	Ra.	Ra.	Ra.	Ra.

## 11. COMPANIES' LINE

OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore)	2' 6"	3	17	Nil	Nil	20
TOTAL (11)	..	3	17	Nil	Nil	20

## 12. LINES IN FOREIGN TERRITORY WORKED

OPEN LINES.						
Peralam-Karaikkal (S. L.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Pondicherry (S. L.)	..	Nil	Nil	Nil	Nil	Nil
West of India Portuguese (M. & S. M.)	..	‡434	..	..	..	434
TOTAL (12)	..	‡434	Nil	Nil	Nil	434
13. TOTAL (1) TO (12).	..	1,23,93	30,55	5,44	8,52	1,68,44
14. Miscellaneous	..	Nil	Nil	Nil	Nil	Nil
15. Grand Total	..	1,23,93	30,55	5,44	8,52	1,68,44

‡ Represents total figure, the details being not available.

## 1931-32 of other than State-owned Railways (In thousands of rupees)—concl'd.

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

## GUARANTEED BY INDIAN STATES.

					OPEN LINES.
8,43	5,60	1,77	Nil	15,80	Bangalore-Chick Ballapur Light (Mysore).
8,43	5,60	1,77	Nil	15,80	TOTAL (11)

## BY BRITISHINDIAN RAILWAY COMPANIES.

					OPEN LINES.
6,11	Nil	1,15	Nil	7,26	Peralam Karaikkal (S. I.)
5,37	Nil	36	Nil	5,73	Pondicherry (S. L.)
12,15,68	..	..	..	2,15,68	West of India Portuguese (M. & S. M.)
2,27,16	Nil	1,51	Nil	2,28,67	TOTAL (12)
64,40,08	15,71,08	4,93,31	1,42,27	86,46,74	13. TOTAL (1) TO (12)
8,23	Nil	64	Nil	*8,87	14. Miscellaneous.*
64,48,31	15,71,08	4,93,95	1,42,27	86,55,61	15. Grand Total

Rs.



## Revenue Receipts of State-owned Railways for the year 1931-32.

(In thousands of rupees.)

EXPENSES.							Percentage of Ordinary Working Expenses on Earnings for budget lines only. (Cols. 2-14) × 100. Cols. 2-5-8.	Class and Name of Railway.	
system.	DEDUCT.			Net Revenue Receipts of Budget lines (Cols. 7-15).	Net Working Expenses of Budget lines (Cols. 12-13-14).	17			18
Suspense.	Total. (Cols. 8 to 11).	Expenditure met from Depreciation Fund for the system.	Total Non-budget Lines.						
STATE LINES WORKED BY THE STATE.									
9	3,39	-1,11	..	4,50	-4,50	..	Aden.		
-66	12,78,21	1,37,42	3,61	11,37,18	5,98,47	52.03	East Indian.		
76	5,12,96	82,78	5,52	4,24,66	80,41	65.26	Eastern Bengal.		
-2,65	13,76,56	1,59,48	28,49	11,88,59	2,76,60	62.54	North Western.		
2	10,26,18	99,57	19,90	9,06,71	2,85,60	60.38	Great Indian Peninsula.		
1,61	3,11,10	24,64	..	2,86,46	87,38	62.15	Burma.		
-83	45,08,40	5,02,78	57,52	39,48,10	13,23,96	58.90	Total.		
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.									
99	1,23,22	..	4,94	1,18,28	66,16	59.78	Assam-Bengal.		
49	6,13,79	..	2,04	6,11,75	1,11,92	66.86	Bengal-Nagpur.		
..	14,38	..	..	14,38	-1,48	49.92	Bezwada Extension and Dhono Kurnool.		
3,66	6,60,05	..	42,23	6,17,82	4,11,88	53.16	Bombay, Baroda and Central India.		
18	15,58	..	37	15,21	3,19	71.95	Jodhpur-Hyderabad (British Section) (Jodhpur).		
-14	32,13	..	14,13	18,00	16,84	46.08	Lucknow-Baroilly (R. & N.).		
39	4,37,60	..	41,03	3,96,57	3,18,14	40.65	Madras and Southern Mahratta (excluding Mysore State).		
1,50	3,24,90	..	19,59	2,05,31	2,25,29	49.30	South Indian (including Travancore).		
-64	1,45,38	..	81,56	63,82	77,61	41.62	Tirhoot (B. & N. W.).		
10	4,91,84	3,23,70	..	1,68,14	-1,68,14	..	Contribution to Depreciation Fund on account of Company-worked Lines and miscellaneous.		
6,53	28,58,87	3,23,70	2,05,89	23,29,28	10,81,41	54.26	TOTAL.		
5,70	73,67,27	8,26,48	2,83,41	*62,77,38	23,85,37	57.08	GRAND TOTAL.		

	Receipts.	Working expenses.	Net Receipts.
(a) Aden Railway, Commercial	..	4,42	-4,42
Aden Railway, Military	..	8	-8
Total	..	4,50	-4,50
(b) N. W. Railway, Commercial	13,33,60	10,07,20	3,26,40
N. W. Railway, Military	1,31,59	1,81,39	-49,80
Total	14,65,19	11,88,59	* 2,76,60

\* The total Expenditure on Railways for the year is :-  
 Working expenses as per column 15 above .. .. .  
 Add:—Miscellaneous Railway expenditure .. .. .  
 Surplus profits paid to companies .. .. .  
 Interest charges as per Statement 4 .. .. .

	Rs.
Working expenses as per column 15 above	62,77,38
Miscellaneous Railway expenditure	54,92
Surplus profits paid to companies	61,19
Interest charges as per Statement 4	33,06,64
Total Expenditure	97,03,13

4.—Statement of Total Interest Charges ~~charged~~ *incurred* against Net Revenue Receipts of State-owned Railways for the year 1931-32.

Class and Name of Railway.	INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES.				IN THOUSANDS OF RUPEES				
	Interest on sterling Debt.	On share capital.	On Debentures and Debenture Stock.	Total.	Total Columns 2 and 5.	Column 6 converted into Rupees at rate of exchange.	Interest on Govt. Guaranteed Stock.	Interest on Govt. Secured Stock.	GRAND TOTAL (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
<b>Central State Lines worked by the State.</b>									
1. Aden . . . . .	..	..	..	..	..	..	—2	..	—2
2. Eastern Bengal . . . . .	124,553	..	..	..	124,553	16,76	1,86,57	..	2,03,33
3. East Indian (including South Bihar).	2,066,011	..	..	..	2,066,011	2,77,52	3,42,89	1,92	6,22,33
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	355,630	..	..	..	355,630	47,63	4,37,17	..	4,84,80
5. North Western (Military) . . . . .	..	..	..	..	..	..	1,48,88	..	1,48,88
6. Burma . . . . .	37,499	..	..	..	37,499	5,01	1,55,95	..	1,60,96
7. Great Indian Peninsula . . . . .	983,547	..	..	..	983,547	1,31,66	3,31,69	..	4,63,35
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	5,36	..	5,36
9. TOTAL . . . . .	3,567,249	..	..	..	3,567,249	4,78,58	16,08,49	1,92	20,88,99
<b>State Lines worked by Companies or by Indian States.</b>									
10. Assam-Bengal. . . . .	..	45,000	38,699	83,699	83,699	11,16	84,34	..	95,50
11. Bengal-Nagpur . . . . .	..	105,000	193,211	298,211	298,211	39,76	3,14,87	..	3,54,63
12. Bezwada (including Dhoau Kurnool).	..	..	..	..	..	..	2,12	..	2,12
13. Bombay, Baroda and Central India.	385,084	60,000	34,998	94,998	480,082	64,81	2,15,48	7,50	2,87,79
14. Jodhpur (British Section), (Jodhpur).	..	..	..	..	..	..	3,71	..	3,71
15. Lucknow-Bareilly (R. & K.)	..	..	(a)27,776	27,776	27,776	3,33	6,24	..	9,57
16. Madras and Southern Mahratta	362,194	175,000	110,050	285,050	647,244	86,30	1,52,03	..	2,38,33
17. South Indian . . . . .	146,635	35,000	114,470	149,470	296,105	39,48	1,40,24	..	1,79,72
18. Coonoor-Ootacamund (S. I.)	..	..	..	..	..	..	1,95	..	1,95
19. Travancore (British Section), (S. I.).	..	..	..	..	..	..	69	..	69
20. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,14	..	1,14
21. Tirhoot (R. & N. W.) . . . . .	..	..	36,275	36,275	36,275	4,84	31,82	..	36,66
22. TOTAL . . . . .	893,913	420,000	555,479	975,479	1,869,392	2,49,68	9,54,63	7,50	12,11,81
<b>Miscellaneous Items</b>									
23. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
24. Other miscellaneous items. Deduct :—	..	..	..	..	..	(b) 1,63	16,35	..	17,98
25. Interest during construction charged to Capital of the Bengal Nagpur, and South Indian Railways	..	..	..	..	..	..	13,17	..	13,17
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	4	..	4
26. TOTAL . . . . .	..	..	..	..	..	1,63	4,21	..	584
27. Total Central . . . . .	4,461,162	420,000	555,479	975,479	5,436,641	7,29,89	25,67,33	9,42	33,06,64
<b>Provincial Railways.</b>									
28. Assam (Jaorbat)	..	..	..	..	..	..	50	..	50
29. United Provinces (Distillery Siding).	..	..	..	..	..	..	8	..	8
30. Total Provincial . . . . .	..	..	..	..	..	..	58	..	58
31. Grand Total . . . . .	4,461,162	420,000	555,479	975,479	5,436,641	7,29,89	25,67,91	9,42	33,07,22

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

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

5.—Statement of  $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$ , Revenue Earnings and Expenses for the years 1930-31 and 1931-32.  
(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5.}}$	Percentage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4.}}$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
<b>CLASS I.</b>									
Assam-Bengal . . . . .	3' 3½"	1930-31	(a) 25,65,74	2,10,44	1,32,18	78,26	62.81	3.05	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1931-32	(a) 25,25,36	**1,90,25	1,22,23	68,02	64.24	2.69	
Bengal and North-Western .	3' 3½"	1930-31	21,32,37	3,24,83	1,55,09	1,69,74	47.74	7.96	
		1931-32	21,61,93	3,15,10	1,46,03	1,69,07	46.34	7.82	
Bengal-Nagpur . . . . .	5' 6", 2' 6" and 2' 0"	1930-31	76,23,52	8,12,38	6,39,57	1,72,81	78.73	2.26	
		1931-32	77,26,48	7,26,30	6,13,46	1,12,84	94.46	1.46	
Bombay, Baroda and Central India.	5' 6", 3' 3½" and 2' 6"	1930-31	(b) 78,06,14	11,70,55	7,65,64	4,04,91	65.41	5.19	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1931-32	(b) 78,43,41	11,02,02	6,61,76	4,40,87	60.02	6.63	
Burma . . . . .	3' 3½"	1930-31	35,31,29	4,23,19	3,13,92	1,09,27	74.18	3.09	
		1931-32	35,80,36	3,73,60	2,84,85	88,76	76.24	2.48	
Eastern Bengal . . . . .	5' 6", 3' 3½" and 2' 6"	1930-31	52,06,83	5,92,13	4,72,87	1,19,26	79.86	2.29	
		1931-32	52,60,64	5,13,98	4,28,94	85,04	83.45	1.62	
East Indian . . . . .	5' 6"	1930-31	(c) 1,46,48,91	18,35,10	12,16,67	6,18,43	66.30	4.22	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1931-32	(c) 1,47,58,38	17,42,05	11,35,35	6,06,70	65.17	4.12	
Great Indian Peninsula	5' 6" and 2' 6"	1930-31	1,20,30,98	13,75,14	10,57,28	3,17,86	76.87	2.63	
		1931-32	1,21,44,21	12,22,57	9,30,33	2,92,24	76.09	2.41	
Jodhpur . . . . .	3' 3½"	1930-31	5,36,37	96,84	54,67	42,17	56.46	7.86	
		1931-32	5,40,54	84,27	63,43	30,84	63.40	5.71	
Madras and Southern Maharashtra.	5' 6" and 3' 3½"	1930-31	(d) 58,62,65	8,34,08	4,82,22	3,51,86	57.80	6.00	(d) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandell Railway.
		1931-32	(d) 57,77,94	8,00,89	4,43,65	3,57,24	55.40	6.19	

\* In the case of State-owned railways.

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

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

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

|| Include Harbour receipts and expenditure.

\*\* Excludes 3 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

5.—Statement of  $\frac{\text{Capital at Charge}^{\circ}}{\text{Capital outlay}^{\dagger}}$ , Revenue Earnings and Expenses for the years 1930-31 and 1931-32.  
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.					Percent- age of working expens- es to gross earn- ings. (Col. 6 $\times$ 100) Col. 5.	Percent- age of net earn- ings on total capital at charge given in column 4. (Col. 7 $\times$ 100) Col. 4.	REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earn- ings. (Cols. 5-6.)	Rs.			
1	2	3	4	5	6	7	8	9	10	
CLASS I—concd.										
Nizam's State	5' 6"	1930-31	13,69,30	1,40,38	64,29	76,09	45.80	8.00		
		1931-32	14,10,44	1,38,02	66,63	71,39	48.28	8.13		
	3' 3½"	1930-31	**	93,36	60,68	32,68	65.00	**		
		1931-32	**	78,57	55,23	23,34	70.29	**		
North Western (Commercial)	5' 6" and 2' 6"	1930-31	1,18,22,59	15,50,39	11,68,68	3,81,71	75.38	3.23		
		1931-32	1,18,91,14	13,86,34	10,35,39	3,50,95	74.25	2.95		
North Western (Military)	5' 6" and 2' 6"	1930-31	34,17,60	1,47,49	2,17,61	-70,12	147.54	-2.05		
		1931-32	34,53,05	1,31,59	1,81,39	-49,80	142.43	-1.44		
North Western (Total)	..	1930-31	1,52,40,19	16,97,88	13,86,29	3,11,59	81.20	2.04		
		1931-32	1,53,44,19	15,17,93	12,16,78	3,01,15	80.07	1.96		
Rohilkund and Kumaon	3' 3½"	1930-31	(b)4,39,62	65,57	34,41	31,16	52.48	7.09	(b) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.	
		1931-32	(b)4,43,11	61,82	32,27	29,55	52.19	6.67		
South Indian	5' 6", 3' 3½" and 2' 6"	1930-31	45,63,40	6,12,46	3,64,64	2,47,82	69.54	5.43		
		1931-32	46,73,70	5,62,15	3,23,41	2,38,74	57.53	5.11		
Total Class I Railways	..	1930-31	8,35,96,81	1,02,84,33	72,00,42	30,83,91	70.01	3.69		
		1931-32	8,41,90,69	94,30,12	65,14,34	29,15,78	69.08	3.46		
CLASS II.										
Bard Light	2' 6"	1930-31	1,85,32	20,95	13,67	7,28	65.27	3.92		
		1931-32	1,85,98	20,32	12,99	7,33	63.91	3.94		
Bengal Doonars	3' 3½"	1930-31	1,63,96	23,70	13,08	10,62	55.17	6.48		
		1931-32	1,64,23	19,00	10,85	8,15	57.10	4.96		
Bhavnagar State	3' 3½"	1930-31	2,13,96	30,09	18,55	11,54	61.65	5.39		
		1931-32	2,17,47	30,29	18,31	11,98	60.44	5.51		
Bikaner State	3' 3½"	1930-31	3,55,02	48,48	32,05	16,43	66.11	4.63		
		1931-32	3,62,62	41,71	29,69	12,02	71.18	3.31		
Darjeeling Himalayan	2' 0"	1930-31	1,09,11	20,42	13,20	7,22	64.64	6.62		
		1931-32	1,08,73	18,70	12,79	5,91	68.39	5.44		

\* In the case of State-owned railways.

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

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

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

\*\* No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.



5.—Statement of  $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}}$ , Revenue Earnings and Expenses for the years 1930-31 and 1931-32.  
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Per-centage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Per-centage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
<b>CLASS II—concl'd.</b>									
Dibru-Sadiya . . . . .	3' 3½"	1930-31	1,69,26	31,57	15,37	16,30	48.53	9.63	
		1931-32	1,70,80	24,67	13,66	11,01	55.37	6.45	
Gackwar's Baroda State . . . . .	2' 6"	1930-31	3,10,42	22,12	18,51	3,61	83.69	1.16	
		1931-32	3,11,39	21,75	17,73	4,02	81.51	1.29	
Gonda . . . . .	3' 3½"	1930-31	1,42,40	24,67	15,14	9,53	61.38	6.60	
		1931-32	1,51,26	24,62	16,45	8,17	66.80	5.40	
Howrah-Amta Light . . . . .	2' 0"	1930-31	32,68	10,49	7,69	2,80	73.37	8.54	
		1931-32	31,85	9,89	7,50	2,30	76.75	7.22	
Jamnagar and Dwarka . . . . .	3' 3½"	1930-31	1,61,70	14,44	10,76	3,68	74.51	2.27	
		1931-32	1,60,98	13,88	11,67	2,21	84.05	1.37	
Junagad State . . . . .	3' 3½"	1930-31	1,17,99	13,85	9,73	4,07	70.65	3.45	
		1931-32	1,21,44	13,52	9,67	3,85	71.53	3.17	
Morvi . . . . .	3' 3½"	1930-31	80,48	20,34	12,32	8,02	60.58	9.96	
		1931-32	82,15	17,79	10,24	7,55	57.54	9.19	
Mysore . . . . .	3' 3½"	1930-31	3,12,72	30,13	24,29	5,84	80.62	1.87	
		1931-32	3,22,11	28,13	22,01	6,12	78.24	1.90	
	2' 6"	1930-31	42,11	3,42	3,64	—22	106.43	—0.52	
		1931-32	42,67	2,82	2,07	75	73.40	1.76	
2' 0"	1930-31	12,44	50	29	21	58.00	1.69		
	1931-32	12,58	41	27	14	66.76	1.08		
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1930-31	50,22	8,97	4,27	4,70	47.64	9.36	
		1931-32	49,95	8,31	3,99	4,32	48.03	8.65	
Total Class II Railways . . . . .	..	1930-31	24,59,79	3,24,24	2,12,61	1,11,63	65.57	4.54	
		1931-32	24,96,21	2,95,81	1,99,98	95,83	67.60	3.84	
<b>CLASS III.</b>									
Ahmedpur Katwa . . . . .	2' 6"	1930-31	20,77	1,16	1,36	—20	117.21	—0.96	
		1931-32	20,77	1,10	97	13	87.92	0.64	

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

5.—Statement of  $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$ , Revenue Earnings and Expenses for the years 1930-31 and 1931-32  
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5--6.)	Percentage of working expenses to gross earnings. $(\frac{\text{Col. 6} \times 100}{\text{Col. 5}})$	Percentage of net earnings on total capital at charge given in column 4 $(\frac{\text{Col. 7} \times 100}{\text{Col. 4}})$	
I	2	3	4	5	6	7	8	9	10
CLASS III—contd.			Rs.	Rs.	Rs.	Rs.			
Arrah-Sasaram . . . . .	2' 6"	1930-31	25.17	4.17	2.85	1.32	68.17	5.24	
		1931-32	25.09	3.86	2.82	1.04	72.89	4.17	
Bankura-Damoodar River . . . . .	2' 6"	1930-31	40.19	1.62	2.32	-70	142.81	-1.74	
		1931-32	40.29	1.51	1.84	-33	121.95	-0.82	
Baraset-Basirhat Light . . . . .	2' 6"	1930-31	25.63	5.75	4.43	1.32	76.95	5.17	
		1931-32	25.54	5.57	4.27	1.30	76.67	5.09	
Bengal Provincial . . . . .	2' 6"	1930-31	15.29	1.53	1.32	21	85.57	1.39	
		1931-32	15.30	1.33	1.10	23	82.61	1.50	
Bukhtiarpur-Bihar Light . . . . .	2' 6"	1930-31	15.11	3.31	2.35	96	70.82	6.40	
		1931-32	15.26	4.05	2.98	1.07	73.62	7.00	
Burdwan-Katwa . . . . .	2' 6"	1930-31	20.34	1.94	1.75	19	90.18	0.94	
		1931-32	20.48	1.78	1.46	32	81.96	1.57	
Cutch State . . . . .	2' 6"	1930-31	18.18	1.21	65	56	53.80	3.08	
		1931-32	18.90	1.41	83	58	58.84	3.08	
Dehri-Rohtas Light . . . . .	2' 6"	1930-31	12.64	2.32	1.48	84	63.77	6.67	
		1931-32	12.57	1.88	1.25	63	66.47	5.00	
Dholpur-State . . . . .	2' 6"	1930-31	17.30	1.92	1.13	79	58.94	4.57	
		1931-32	17.39	1.48	96	52	65.01	3.16	
Futwah-Jalampur . . . . .	2' 6"	1930-31	19.51	1.60	1.14	46	71.16	2.36	
		1931-32	19.46	1.36	1.07	29	78.46	2.80	
Gwalior Light . . . . .	2' 0"	1930-31	98.26	6.89	5.01	1.88	72.67	1.91	
		1931-32	97.95	6.91	4.75	2.16	68.73	2.21	
Howrah-Sheakhala Light . . . . .	2' 0"	1930-31	8.38	2.44	1.92	52	78.81	6.15	
		1931-32	8.55	2.07	1.70	37	81.81	4.41	
Jagadhri Light . . . . .	2' 0"	1930-31	1.18	18	17	1	93.56	1.00	
		1931-32	1.18	12	12	Nil	96.71	0.34	

\* In the case of State-owned railways.

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

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

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

Statement of *Capital at Charge*\* *Revenue Earnings and Expenses for the years 1930-31 and 1931-32*  
*Capital outlay*†  
 (In thousands of rupees)—concl'd.

Railway System.	Gauge,	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Per-centage of working expenses to gross earnings (Col. 8 × 100 / Col. 5.)	Per-centage of net earnings on total capital at charge given in column f. (Col. 7 × 100 / Col. 4.)	REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	8	9			
1	2	3	4	5	6	7	8	9	10		
CLASS III—concl'd.											
Jessore-Jhenidah . . . . .	2' 6"	1930-31	Rs.	Rs.	Rs.	Rs.	..	..			
		1931-32	12,63	62	78	-16	125.43	-1.25			
Jorhat (Provincial) . . . . .	2' 0"	1930-31	13.22	1.76	1.76	..	100.40	..			
		1931-32	13.22	1.47	1.49	-2	101.52	..			
Kalighat-Falta . . . . .	2' 6"	1930-31	24.33	2.47	2.45	2	99.39	0.06			
		1931-32	24.31	2.45	2.03	42	82.97	1.71			
Kulasekarapatnam Light . . . . .	2' 0"	1930-31	5.45	1.30	99	31	75.71	5.81			
		1931-32	5.22	1.14	95	19	83.08	3.70			
Matheran Light . . . . .	2' 0"	1930-31	12.12	1.00	80	20	80.00	1.65			
		1931-32	12.20	1.02	75	27	73.52	2.19			
Porbandar State . . . . .	3' 3½"	1930-31	28.18	3.84	3.72	12	97.00	0.41			
		1931-32	28.25	3.42	2.80	62	81.87	2.19			
Tezpora-Balipara Light . . . . .	2' 6"	1930-31	4.87	1.79	1.38	41	77.26	8.36			
		1931-32	4.87	1.78	1.40	38	78.79	7.75			
Trivellore Light . . . . .	2' 0"	1930-31	1.16	4	5	-1	141.79	-0.86			
		1931-32	1.16	3	5	-2	187.00	-1.72			
Udaipur-Chitorgarh . . . . .	3' 3½"	1930-31	61.01	5.77	3.74	2.03	64.80	3.33			
		1931-32	73.88	5.75	3.50	2.25	60.95	3.04			
Total Class III Railways . . . . .	..	1930-31	4,92,82	54,03	42,83	11,20	79.27	2.27			
		1931-32	5,14,47	52,11	39,87	12,24	76.51	2.38			
Other items not included in the preceding heads (a). . . . .	..	1930-31	4,31,35	-5,60	-32,43	26,83	..	..			
		1931-32	4,32,88	-57,48	1,54,92	-2,12,40	..	..			
GRAND TOTAL . . . . .	..	1930-31	8,69,80,77	(c) 1,06,57,00	74,23,43	32,33,57	69.66	3.72			
		1931-32	8,76,34,25	(b)	69,09,11	28,11,45	71.08	3.21			

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

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

		Capital at charge.
Coal Department		1,00,17
Abandoned Projects		32,26
Controller of Railways Account's account current		2,99,06
United Provinces (Distillery siding)		1,39
	Total	4,32,88
	Gross Earnings.	Working Expenses.
+3 Dividend on Government holdings (B. N. Rly.)		+4,41 Working expenses of Adon Railway.
-16 Gross earnings of Bezwada and Dhone Kurnool Railways		+4,14 On account of rebate, etc.
-1,82 Gross earnings of new extensions and C. I. C. Rlys. (B. N. Rly.)		-2 Adjustment of Tirhoot Rly.
-4 Gross earnings of Jodhpur Hyderabad (British Section).		-1,48 Working expenses of new extensions (B. N. Rly.).
-9,77 Gross earnings of new extensions (S. I. Rly.).		+5,28 Working expenses of Bezwada and Dhone-Kurnool Railways.
-1,47 Gross earnings of Jorhat (Provincial) Railway.		-6,25 Working expenses of new extensions (S. I. Rly.).
+7 Gross earnings of G. I. P. Railway.		+1,68,04 Contribution to Depreciation Fund on account of Company Worked lines.
-44,33 Gross earnings of Mysore State and K. G. F. Railways.		-1,49 Working expenses of Jorhat (Provincial) Railway.
+1 Due to rounding off in case of B. B. & C. I. Railway.		+6,10 Payment to Ahmadpur Katwa, Burtwan Katwa, Futwa Islampur and South Behar Railways.
<u>-57,48</u>	1930-31.	-1 Due to rounding off in the case of A. B. Railway.
	1931-32.	+4 Working expenses of G. I. P. Railway.
(b) State-owned . . . . .	7,83,32,36	-23,84 Working expenses of Mysore State and K. G. F. Railways.
Other than State-owned . . . . .	86,48,41	+1,54,92
	8,76,34,25	
	8,76,34,25	

(c) The gross earnings of Jessore Jhenidah Railway for 1930-31 are 72, but these have not been shown in the Statement as other details are not available.

## 6.—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32.

[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
<b>Class I.</b>											
Assam Bengal	3' 3 1/2"	1930-31	Ra. 79.44	Ra. 11.04	Ra. 90.23	Ra. 1,10.92	Ra. 1.11	Ra. 1,11.58	Ra. 27	Ra. 8.36	Ra. 2,10.44
		1931-32	64.93	10.70	76.35	1,05.64	94	1,06.34	22	8.34	1,90.25
Bengal and North-Western	3' 3 1/2"	1930-31	1,52.98	13.94	*1,60.76	1,73.09	7.11	*1,60.68	44	2.95	3,24.83
		1931-32	1,32.30	12.87	*1,39.67	1,85.46	1.09	*1,72.01	40	3.02	3,15.10
Bengal-Nagpur	5' 6"	1930-31	1,77.34	34.80	2,12.06	5,43.06	1.33	5,43.16	36	13.88	7,69.46
		1931-32	1,57.07	32.68	1,89.72	4,88.69	2.85	4,88.53	31	15.86	6,94.42
	2' 6"	1930-31	19.77	1.60	21.37	21.04	25	21.23	7	25	42.98
		1931-32	14.53	1.37	15.90	15.54	13	15.64	6	28	31.88
Bombay, Baroda and Central India.	5' 6"	1930-31	2,00.55	45.61	2,47.07	3,68.23	41	3,67.09	52	10.55	6,25.23
		1931-32	1,98.14	48.47	2,46.54	3,58.02	-2.55	3,55.17	49	11.91	6,14.11
	3' 3 1/2"	1930-31	1,92.49	22.81	2,15.25	3,13.42	1.24	3,13.25	57	6.71	5,35.78
		1931-32	1,76.73	22.99	1,99.64	2,72.96	1.15	2,72.65	53	6.16	4,78.98
2' 6"	1930-31	4.76	32	5.08	4.43	Nil	4.40	2	4	9.54	
	1931-32	4.70	35	5.11	4.28	1	4.25	2	15	9.53	
Burma	3' 3 1/2"	1930-31	1,18.51	16.19	1,34.50	2,80.15	67	2,80.00	51	3.18	4,23.19
		1931-32	97.67	16.76	1,14.27	2,51.43	49	2,51.26	45	7.62	3,73.60
5' 6"	1930-31	1,34.21	30.69	1,64.77	2,22.90	3.32	2,22.82	28	6.26	3,94.13	
	1931-32	1,19.66	28.47	1,48.04	1,87.56	2.26	1,89.48	23	6.72	3,43.47	
Eastern Bengal	3' 3 1/2" and 2' 6"	1930-31	78.49	9.29	87.71	1,05.10	1.16	1,04.69	22	5.38	1,98.00
		1931-32	63.38	8.67	72.00	93.59	61	94.02	17	4.32	1,70.51
East Indian	5' 6"	1930-31	5,34.81	81.60	6,16.16	11,85.75	7.78	11,90.97	1,28	26.69	*18,35.10
		1931-32	5,07.88	84.38	5,92.28	11,17.71	5.17	11,22.82	1,18	25.79	*17,42.05
Great Indian Peninsula	5' 6"	1930-31	3,53.93	87.12	4,40.46	9,00.39	2.68	8,98.27	1,15	20.54	13,60.42
		1931-32	3,43.55	82.90	4,25.70	7,54.81	2.10	7,65.16	1,11	21.86	12,13.83
	2' 6"	1930-31	4.14	49	4.63	9.52	68	10.06	2	1	14.72
		1931-32	3.75	41	4.16	4.40	-2	4.35	1	22	8.74
Jodhpur	3' 3 1/2"	1930-31	34.69	1.86	39.51	53.94	17	53.71	11	3.51	96.84
		1931-32	30.44	4.85	35.26	45.67	15	45.52	9	3.40	84.27
Madras and Southern Mahratta.	5' 6"	1930-31	1,56.18	29.34	1,85.31	2,73.69	1.07	2,73.50	23	11.90	4,70.94
		1931-32	1,46.58	29.03	1,75.47	2,60.20	88	2,60.57	21	10.04	4,46.29
	3' 3 1/2"	1930-31	98.31	19.53	1,17.77	†2,27.19	1.44	2,38.28	31	6.78	†3,63.14
		1931-32	93.78	19.03	1,12.77	†2,24.78	62	2,35.02	29	6.52	†3,54.60
5' 6"	1930-31	31.33	8.27	39.55	97.56	79	98.19	40	2.24	1,40.38	
	1931-32	29.82	8.43	38.10	90.59	46	90.88	40	2.64	1,38.02	
Nizam's State	3' 3 1/2"	1930-31	32.35	4.37	36.70	54.57	38	54.83	23	1.60	93.26
		1931-32	29.79	3.72	33.47	43.09	32	43.32	20	1.58	78.57

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

† Includes Harbour receipts.

‡ Includes figures for Darwha Pusad Rly.

## 6.—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32—contd.

[ In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (including refunds & remissions).	Other coaching earnings (including refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (including refunds & remissions).	Other goods earnings (including refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
<b>CLASS I—contd.</b>			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
North Western (Commercial)	5' 6"	1930-31	4,91,77	86,10	5,77,42	8,93,50	17,08	9,02,45	1,53	31,29	15,12,69
		1931-32	4,33,84	78,03	5,11,50	8,01,76	10,68	8,11,64	1,49	27,96	13,52,59
	2' 6"	1930-31	13,45	4,52	17,95	19,13	23	19,30	4	41	37,70
		1931-32	11,30	4,36	15,63	17,40	23	17,70	3	39	33,75
North Western (Military)	5' 6"	1930-31	47,05	10,60	57,61	50,35	74	50,81	21	1,13	1,39,76
		1931-32	42,20	12,86	55,02	63,52	68	60,13	18	1,45	1,25,78
	2' 6"	1930-31	2,31	68	2,99	4,40	23	4,63	1	10	7,73
		1931-32	1,83	50	2,42	3,17	6	3,22	1	16	5,81
North Western (Total)	5' 6" & 2' 6"	1930-31	5,54,58	1,01,90	6,55,97	9,97,38	18,33	10,07,19	1,79	32,93	16,97,84
		1931-32	4,89,17	95,84	5,84,57	8,90,94	11,65	9,01,69	1,71	29,96	15,17,94
Rohilkund and Kumaon	3' 3 1/2"	1930-31	24,74	3,21	27,94	35,29	13	35,25	7	2,31	65,57
		1931-32	22,20	3,18	25,36	34,27	26	34,36	6	2,04	61,82
	5' 6"	1930-31	67,64	12,04	79,63	1,02,41	55	1,02,70	9	2,10	1,84,33
		1931-32	61,42	11,56	72,94	95,21	47	95,51	9	1,32	1,69,86
South Indian	3' 3 1/2"	1930-31	2,14,87	17,42	2,32,06	1,75,45	2,47	1,77,23	37	14,84	4,24,50
		1931-32	1,98,15	17,75	2,15,75	1,59,39	2,33	1,61,30	30	11,91	3,80,26
	2' 6"	1930-31	1,79	10	1,89	1,53	1	1,53	1	1	3,44
		1931-32	1,55	8	1,63	1,38	1	1,38	1	1	3,03
Total Class I Railways	..	1930-31	32,67,80	5,57,54	38,16,38	62,57,01	53,43	62,70,61	9,32	1,88,02	1,02,34,33
		1931-32	29,87,25	5,44,48	35,23,66	57,02,65	31,38	57,17,23	8,54	1,80,07	94,30,12
<b>CLASS II:</b>											
Barsi Light	2' 6"	1930-31	10,52	85	11,38	8,99	9	9,08	3	46	20,95
		1931-32	8,17	85	9,02	10,79	8	10,87	3	40	20,32
Bengal Doonars	3' 3 1/2"	1930-31	4,63	90	5,53	17,78	5	17,83	3	31	23,70
		1931-32	3,71	79	4,50	14,21	3	14,24	2	21	19,00
Bhavnagar State	3' 3 1/2"	1930-31	14,38	1,42	15,80	12,76	6	12,82	38	1,09	30,00
		1931-32	14,32	1,62	15,94	12,93	3	12,96	63	86	30,29
Bikaner State	3' 3 1/2"	1930-31	18,65	2,23	20,88	26,42	8	26,50	16	91	48,48
		1931-32	15,83	1,90	17,73	23,34	8	23,42	17	39	41,71
Darjeeling-Himalayan	2' 0"	1930-31	4,26	2,74	7,00	13,21	4	13,25	3	14	20,42
		1931-32	3,60	2,00	5,60	12,84	4	12,88	3	19	18,70
Dibru-Sadiya	3' 3 1/2"	1930-31	6,14	1,06	7,21	23,89	2	23,91	3	52	31,67
		1931-32	5,42	77	6,19	17,75	4	17,79	2	67	24,87
Geokwar's Baroda State	2' 6"	1930-31	11,20	69	11,89	9,19	19	9,38	10	75	22,12
		1931-32	10,67	69	11,36	9,38	5	9,43	0	87	21,75
Gondal	3' 3 1/2"	1930-31	11,37	1,07	12,44	10,46	3	10,49	7	1,67	24,67
		1931-32	10,82	1,12	11,94	10,86	2	10,88	9	1,71	24,62

5—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32—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
<b>CLASS II—contd.</b>											
Howrah-Amta Light	2' 0"	1930-31	8,40	38	8,78	1,62	Nil	1,62	Nil	9	10,49
		1931-32	7,90	36	8,26	1,57	Nil	1,57	Nil	6	9,89
Jamnagar and Dwarka	3' 3 1/2"	1930-31	6,03	55	6,58	6,72	7	6,79	6	1,02	14,44
		1931-32	5,86	64	6,50	6,29	7	6,36	5	97	13,86
Junagad State	3' 3 1/2"	1930-31	6,66	59	7,25	5,96	2	5,98	4	58	13,85
		1931-32	6,39	60	6,99	5,90	2	5,92	5	56	13,82
Morvi	3' 3 1/2"	1930-31	7,83	1,11	8,94	10,96	1	10,97	7	36	20,34
		1931-32	7,81	1,30	9,11	8,19	1	8,20	9	39	17,79
	3' 3 1/2"	1930-31	15,56	1,65	17,21	11,76	32	12,08	1	83	30,12
		1931-32	14,06	1,30	15,36	11,81	28	12,09	1	67	28,13
Mysore	2' 6"	1930-31	1,89	10	1,99	1,39	2	1,41	1	1	3,42
		1931-32	1,46	8	1,54	1,25	2	1,27	Nil	1	2,82
	2' 6"	1930-31	13	1	14	36	Nil	36	Nil	Nil	50
		1931-32	11	1	12	28	Nil	28	Nil	1	41
Shahdara (Delhi)-Saharanpur Light.	2' 0"	1930-31	5,01	21	5,22	3,61	3	3,64	Nil	11	8,97
		1931-32	4,20	21	4,41	4,04	2	4,06	Nil	-16	8,81
Total Class II Railways	..	1930-31	1,32,66	15,56	1,48,21	1,65,08	1,03	1,66,11	1,01	8,88	3,24,94
		1931-32	1,20,33	14,24	1,34,57	1,51,43	79	1,52,22	1,18	7,84	2,95,81
<b>CLASS III.</b>											
Aden	3' 3 1/2"	1930-31	*	*	*	*	*	*	*	*	2
		1931-32	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2' 6"	1930-31	92	4	96	18	Nil	18	Nil	2	1,16
		1931-32	83	4	87	22	Nil	22	Nil	1	1,10
Arrah-Sasaram	2' 6"	1930-31	3,05	9	3,14	1,00	1	1,01	Nil	2	4,17
		1931-32	2,57	8	2,65	1,16	Nil	1,16	Nil	5	3,89
Bankura-Damoodar River	2' 6"	1930-31	1,05	3	1,08	50	Nil	50	1	3	1,62
		1931-32	93	3	96	51	Nil	51	Nil	4	1,51
Baraset-Basirhat Light	2' 6"	1930-31	4,04	56	4,60	1,11	Nil	1,11	Nil	4	5,76
		1931-32	3,93	48	4,41	1,12	Nil	1,12	Nil	4	5,57
Bengal Provincial	2' 6"	1930-31	97	8	1,05	34	Nil	34	1	13	1,52
		1931-32	82	10	92	25	Nil	25	1	15	1,33
Bukhtiarpur-Bihar Light	2' 6"	1930-31	2,03	12	2,15	1,12	1	1,13	Nil	3	3,31
		1931-32	2,46	13	2,59	1,33	3	1,36	Nil	10	4,05
Burdwan Katwa	2' 6"	1930-31	1,38	8	1,46	43	Nil	43	Nil	5	1,94
		1931-32	1,24	8	1,32	43	Nil	43	Nil	3	1,76
Cutch State	2' 6"	1930-31	60	8	68	38	6	44	Nil	9	1,21
		1931-32	77	10	87	41	10	51	Nil	3	1,41

\* Information not available due to the closing of the Railway from 1st August 1929.

## 6.—Details of Gross Earnings of each Railway System for the years 1930-31 and 1931-32—concl'd.

[ In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (excluding refunds & remissions).	Other coaching earnings (excluding refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (excluding refunds & remissions).	Other goods earnings (excluding refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
<b>CLASS III—concl'd.</b>											
Dehri-Rohas Light	2' 6"	1930-31	Rs. 30	Rs. 1	Rs. 31	Rs. 1,94	Rs. Nil	Rs. 1,94	Rs. 1	Rs. 6	Rs. 2,32
		1931-32	25	1	26	1,45	10	1,55	1	6	1,88
Dholpur-Bari	2' 6"	1930-31	59	2	61	1,29	Nil	1,29	1	1	1,92
		1931-32	44	1	45	1,01	Nil	1,01	1	1	1,48
Fateh-Lalampur	2' 6"	1930-31	1,17	3	1,20	38	Nil	38	Nil	3	1,66
		1931-32	98	2	1,00	29	4	33	Nil	3	1,36
Gwalior Light	2' 0"	1930-31	3,15	19	3,34	3,28	7	3,35	3	12	6,89
		1931-32	2,89	17	3,06	3,85	1	3,86	9	10	6,91
Howrah-Sheekhala Light	2' 0"	1930-31	1,32	80	2,12	30	Nil	30	Nil	2	2,44
		1931-32	1,26	51	1,77	29	Nil	29	Nil	1	2,07
Jagdishri Light	2' 0"	1930-31	6	..	6	3	Nil	3	Nil	4	13
		1931-32	4	Nil	4	5	Nil	5	Nil	3	13
Jessore-Jhenidah	2' 6"	1930-31	27	5	32	40	Nil	40	†	†	72
		1931-32	29	4	33	29	Nil	29	†	†	62
Jochat (Provincial)	2' 0"	1930-31	†	†	†	†	†	†	†	†	1,76
		1931-32	†	†	†	†	†	†	†	†	1,43
Kalighat-Falta	2' 6"	1930-31	1,71	3	1,74	64	Nil	64	Nil	9	2,47
		1931-32	1,51	4	1,55	82	Nil	82	Nil	8	2,45
Kulaskarapatnam Light	2' 0"	1930-31	76	1	77	53	Nil	53	Nil	Nil	1,30
		1931-32	69	1	70	44	Nil	44	Nil	Nil	1,14
Matheran Light	2' 0"	1930-31	66	16	82	18	Nil	18	Nil	Nil	1,00
		1931-32	75	11	86	16	Nil	16	Nil	Nil	1,02
Porbandar State	3' 3 1/2"	1930-31	1,32	12	1,44	1,97	2	1,99	2	39	3,84
		1931-32	1,22	14	1,36	1,73	3	1,76	Nil	30	3,42
Tespore-Balipara Light	2' 6"	1930-31	51	13	64	1,07	Nil	1,07	1	7	1,79
		1931-32	63	12	75	94	Nil	94	1	8	1,78
Trivellore Light	2' 0"	1930-31	4	†	4	†	†	†	†	†	4
		1931-32	3	†	3	†	†	†	†	†	3
Udaipur-Chitorgarh	3' 3 1/2"	1930-31	3,39	42	3,81	1,58	3	1,91	2	3	5,77
		1931-32	3,33	44	3,77	1,88	2	1,90	2	6	5,76
Total Class III Railways		1930-31	‡29,29	‡3,65	32,94	19,00	‡20	‡19,20	17	1,26	‡64,75
		1931-32	27,86	2,66	30,52	18,43	33	18,76	15	1,21	62,11
Other items not included in the preceding heads.‡		1930-31	..	..	..	..	..	..	..	..	-5,60
		1931-32	..	..	..	..	..	..	..	..	-57,48
GRAND TOTAL	..	1930-31	(a) ‡34,29,75	(a) ‡5,76,15	‡39,06,26	(a) ‡64,41,09	(a) ‡51,66	‡64,55,92	10,50	1,98,16	(a) ‡1,06,57,72
		1931-32	31,35,14	5,61,38	36,96,77	58,72,51	32,50	59,88,21	9,87	1,89,72	97,20,59

† Information not furnished.

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

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

† Revised figures.

## 7.—Details of Working Expenses\* of each Railway

[In thousand of rupees.]

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3' 3½"	1930-31 .	34,31	16.30	32,74	15.56	11,09	5.27	..	..
		1931-32 .	30,63	16.05	30,66	16.07	9,68	5.07	..	..
Bengal and North-Western	3' 3½"	1930-31 .	33,33	10.41	46,97	14.46	16,30	5.02	..	..
		1931-32 .	30,51	9.68	44,76	14.21	12,54	3.98	..	..
Bengal-Nagpur	5' 6"	1930-31 .	1,42,50	18.52	1,74,18	22.64	77,61	10.09	..	..
		1931-32 .	1,41,71	20.41	1,50,29	21.64	91,85	13.23	..	..
	2' 6"	1930-31 .	14,74	34.34	14,76	34.39	4,55	10.59	..	..
		1931-32 .	13,14	41.20	13,20	41.42	4,50	14.12	..	..
Bombay, Baroda and Central India.	5' 6"	1930-31 .	72,62	11.61	1,35,12	21.61	44,86	7.18	35,44	5.67
		1931-32 .	58,37	9.50	1,07,22	17.46	36,90	6.01	35,06	5.71
	3' 3½"	1930-31 .	65,00	12.13	1,15,41	21.54	40,49	7.54	11,84	2.21
		1931-32 .	55,39	11.57	96,42	20.11	34,12	7.12	9,90	2.07
	2' 9"	1930-31 .	2,28	23.95	2,72	28.53	74	7.71	7	0.69
		1931-32 .	1,94	20.31	2,67	28.06	70	7.29	8	0.79
Burma	3' 3½"	1930-31 .	84,83	20.05	99,94	23.61	37,58	8.88	..	..
		1931-32 .	75,61	20.24	85,93	23.00	32,48	8.69	..	..
	5' 6"	1930-31 .	73,63	18.70	75,43	19.10	43,65	11.10	..	..
		1931-32 .	64,25	18.70	70,55	20.60	37,07	10.80	..	..
Eastern Bengal	3' 3½"	1930-31 .	41,92	21.40	40,81	20.80	23,74	12.10	..	..
		1931-32 .	36,72	21.70	33,84	20.00	23,87	14.10	..	..
	2' 6"	1930-31 .	51	29.00	41	23.50	22	12.60	..	..
		1931-32 .	47	32.20	58	39.70	22	15.10	..	..
East Indian	5' 6"	1930-31 .	2,27,48	12.40	3,48,08	18.97	2,05,12	11.18	..	..
		1931-32 .	2,09,05	12.00	3,26,33	18.73	1,80,70	10.37	..	..
Great Indian Peninsula	5' 6"	1930-31 .	2,07,98	15.28	3,17,32	23.33	1,44,58	10.63	88,13	6.48
		1931-32 .	1,88,47	15.52	2,67,35	22.02	1,26,56	10.42	88,49	7.29
	2' 6"	1930-31 .	†	†	†	†	†	†	†	†
		1931-32 .	†	†	†	†	†	†	†	†
Jodhpur	3' 3½"	1930-31 .	9,36	9.66	18,11	18.70	7,91	8.17	..	..
		1931-32 .	11,85	14.06	15,97	18.95	7,85	9.32	..	..

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

†Separate figures under each Abstract are not furnished.



system for the years 1930-31 and 1931-32.

[In thousands of rupees.]

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
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	
										CLASS I.
6.83	2.77	27.46	13.05	12.15	5.77	3.60	4.09	1,32.18	62.81	Assam-Bengal.
6.13	3.21	26.46	13.86	11.44	5.99	7.23	3.79	1,22.23	64.24	
3.12	2.50	30.29	9.32	15.86	4.88	3.72	1.15	1,55.09	47.74	Bengal and North Western.
7.48	2.37	28.65	9.09	16.37	5.20	5.72	1.81	1,46.03	46.34	
7.70	1.00	1,02.18	13.23	46.73	6.07	43.73	5.68	5,94.63	77.23	Bengal-Nagpur.
6.68	0.96	90.79	13.07	45.82	6.60	45.27	6.52	5,72.41	82.43	
—	..	6.42	14.96	3.48	8.10	99	2.32	44.94	104.70	}
—	..	5.57	17.47	3.63	11.39	1.01	3.17	41.05	128.77	
—	..	79.67	12.74	29.87	4.78	27.70	4.43	4,25.28	68.02	}
—	..	70.10	11.41	28.29	4.61	29.84	4.86	3,65.78	59.56	
—	..	52.46	9.79	26.60	4.97	20.58	3.84	3,32.38	62.02	Bombay, Baroda and Central India.
—	..	47.25	9.86	24.71	5.16	21.01	4.38	2,88.80	60.27	
—	..	1.45	15.23	58	6.04	14	1.51	7.98	33.66	}
—	..	1.19	12.54	45	4.71	14	1.57	7.17	75.27	
4.40	1.04	49.02	11.58	20.64	4.88	17.51	4.14	3,13.92	74.18	Burma.
3.48	0.93	44.98	12.04	19.32	5.17	23.05	6.17	2,84.85	76.24	
..	..	61.63	15.60	26.11	6.62	27.12	6.88	3,07.57	78.00	}
..	..	57.34	16.70	24.64	7.14	27.73	8.07	2,81.48	82.00	
7.07	3.60	29.91	15.20	10.56	5.36	9.73	4.96	1,63.74	83.40	Eastern Bengal.
5.93	3.51	25.68	15.20	9.70	5.74	10.15	6.00	1,45.89	86.30	
..	..	30	17.10	9	5.20	3	1.10	1.56	88.50	}
..	..	24	16.40	4	2.74	2	1.37	1.57	107.50	
1.17	0.08	2,45.36	13.37	95.64	5.21	93.82	5.11	12,16.67	66.30	East Indian.
1.06	0.08	2,34.27	13.45	89.83	5.16	94.11	5.40	11,35.35	65.17	
—	..	1,67.21	12.29	68.11	5.01	57.35	4.22	10,50.66	77.16	}
..	..	1,36.17	11.21	61.44	5.06	58.11	4.79	*9,26.22	76.31	
‡	‡	‡	‡	‡	‡	‡	‡	6.62	45.00	}
‡	‡	‡	‡	‡	‡	‡	‡	4.11	47.03	
..	..	9.82	10.15	6.03	6.22	3.44	3.56	54.67	56.46	Jodhpur.
..	..	8.56	10.15	5.77	6.84	3.43	4.08	53.43	63.40	

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

\*The details by abstracts work up to 9,26,59 which are inclusive of Darhwa Pusad Railway figures, separate figures for which are not available, vide ‡ also.

## 7.—Details of Working Expenses\* of each Railway

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—concl'd.										
Madras and Southern Mahratta.	5' 6"	1930-31 .	49,29	10.40	1,03,33	22.10	31,91	6.77	..	..
		1931-32 .	42,18	9.45	93,65	21.00	25,82	5.78	..	..
	3' 3½"	1930-31 .	41,48	11.40	75,12	20.70	30,30	8.35	..	..
		1931-32 .	43,34	12.20	72,68	20.50	19,65	5.54	..	..
Nizam's State.	5' 6"	1930-31 .	13,74	9.79	19,44	13.85	9,62	6.85	..	..
		1931-32 .	16,32	11.82	19,30	13.99	9,42	6.83	..	..
	3' 3½"	1930-31 .	19,09	20.45	16,70	17.89	6,50	6.97	..	..
		1931-32 .	14,55	18.52	15,91	20.25	5,91	7.52	..	..
North Western (Commercial.)	5' 6"	1930-31 .	2,84,34	18.69	3,69,00	24.25	1,58,70	10.43	..	..
		1931-32 .	2,57,79	19.04	3,05,00	22.52	1,36,42	10.08	..	..
	2' 6"	1930-31 .	15,58	41.29	16,45	43.60	4,08	10.82	..	..
		1931-32 .	12,72	37.62	14,36	42.49	4,36	12.90	..	..
North Western (Military)	5' 6"	1930-31 .	54,06	38.59	63,79	45.53	21,55	15.38	..	..
		1931-32 .	49,22	39.09	49,58	39.38	19,20	15.25	..	..
	2' 0"	1930-31 .	10,07	129.27	7,31	93.84	2,32	29.78	..	..
		1931-32 .	8,72	150.17	7,04	121.06	2,04	34.98	..	..
	(a) 2' 0"	1930-31 .	5,98	..	1,89	..	1,04	..	..	..
		1931-32 .	..	..	..	..	..	..	..	..
North Western (Total) ..	..	1930-31 .	3,70,03	21.67	4,58,44	26.85	1,87,69	11.60	..	..
		1931-32 .	3,28,45	21.62	3,75,98	24.74	1,62,02	10.66	..	..
Rohilkund and Kumaon	3' 3½"	1930-31 .	8,85	13.50	11,00	16.77	4,18	6.37	..	..
		1931-32 .	8,27	13.38	10,89	17.61	2,91	4.70	..	..
South Indian	5' 6"	1930-31 .	†	†	†	†	†	†	..	..
		1931-32 .	†	†	†	†	†	†	..	..
	3' 3½"	1930-31 .	†81,29	†13.27	†1,28,69	†21.01	†31,59	†5.16	..	..
		1931-32 .	†64,58	†11.49	†1,24,78	†22.20	†24,03	†4.27	353	0.63
	2' 6"	1930-31 .	†	†	†	†	†	†	..	..
		1931-32 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	1930-31 .	15,94,65	15.51	22,35,22	21.73	9,60,23	9.34	1,35,48	1.32
		1931-32 .	14,35,80	15.23	19,58,96	20.77	8,48,80	9.00	1,37,06	1.45

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

† Included with 3' 3½" gauge.

‡ Includes 5'—6" and 2'—6" Gauges.

(a) The line was dismantled in October 1928.

System for the years 1930-31 and 1931-32—contd.

[In thousands of rupees.]

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
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
..	..	35,69	7.58	22,01	4.67	20,99	4.46	2,63,63	56.00	CLASS I—conold. Madras and Southern Mahratta.
..	..	34,86	7.81	21,60	4.84	20,09	4.51	2,38,20	53.40	
5,35§	1.47	34,43	9.48	18,85	5.19	13,06	3.60	2,18,59§	60.20	
6,44§	1.81	31,37	8.85	18,75	5.29	13,22	3.72	2,05,45§	57.90	
..	..	11,02	7.85	7,26	5.17	3,21	2.29	64,29	45.80	Nizam's State.
..	..	10,21	7.39	8,01	5.81	3,37	2.44	60,63	48.28	
..	..	8,34	8.93	7,23	7.74	2,82	3.02	60,68	65.00	
..	..	8,52	10.85	7,38	9.38	2,96	3.77	55,23	70.29	
..	..	1,66,22	10.92	78,95	5.19	64,99	4.27	11,22,20	73.75	North Western (Commercial).
..	..	1,55,07	11.45	73,89	5.46	65,28	4.82	9,93,43	74.10	
1,40	3.71	6,58	17.44	1,74	4.61	65	1.72	16,48	123.19	
45	1.35	6,61	10.54	1,81	4.79	1,85	5.47	41,96	124.15	
..	..	23,94	17.09	13,53	9.66	7,63	5.45	1,84,50	131.70	North Western (Military).
..	..	22,22	17.65	12,29	9.76	7,18	5.70	1,59,60	126.84	
..	..	2,71	34.79	1,37	17.58	42	5.39	24,20	310.65	
7	1.16	2,32	40.09	1,12	19.34	39	6.60	21,70	373.49	
..	..	..	..	..	..	..	..	8,91	..	North Western (Total).
..	..	..	..	..	..	..	..	..	..	
1,40	0.08	1,99,45	11.68	95,59	5.60	73,69	4.32	13,86,29	81.20	
52	0.03	1,86,22	12.26	88,91	5.85	74,68	4.91	12,16,78	80.07	
..	..	6,19	9.45	4,27	6.51	—8	—0.12	34,41	52.48	Rohilkund and Kumaon.
..	..	6,07	9.82	4,13	6.68	..	..	32,27	52.19	
†	†	†	†	†	†	†	†	99,90	54.14	South Indian.
†	†	†	†	†	†	†	†	97,52	57.40	
†4,63	†0.76	†57,35	†9.36	†31,88	†5.21	†29,21	†4.77	2,60,19	61.29	
†2,73	†0.48	†50,59	†9.00	†31,21	†5.55	†21,96	†3.91	2,21,54	56.90	
†	†	†	†	†	†	†	†	4,55	132.65	
†	†	†	†	†	†	†	†	4,35	143.60	
45,67	0.44	12,15,65	11.82	5,49,54	5.34	4,57,38	4.44	72,00,42	70.01	TOTAL CLASS I RAILWAYS.
40,45	0.43	11,05,09	11.72	5,21,34	5.53	4,63,10	4.91	65,14,34	69.08	

† Includes 5' 6" and 2' 6" gauges.

(In thousands of rupees.)

## 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
<b>CLASS II.</b>										
Barsi Light . . . . .	2' 6"	1930-31 .	1,85	8.83	5,08	24.25	1,05	5.00	..	..
		1931-32 .	1,80	7.87	4,41	21.70	1,04	5.10	..	..
Bengal Dooars . . . . .	3' 3½"	1930-31 .	4,72	19.91	2,43	10.25	70	2.94	..	..
		1931-32 .	3,45	18.16	1,75	9.21	66	3.47	..	..
Bhavnagar State . . . . .	3' 3½"	1930-31 .	3,37	11.19	6,66	22.13	1,22	4.06	..	..
		1931-32 .	3,16	10.42	6,28	20.73	1,80	5.94	..	..
Bikaner State . . . . .	3' 3½"	1930-31 .	6,66	13.74	12,45	25.67	4,04	8.34	..	..
		1931-32 .	6,76	16.21	11,14	26.71	3,77	9.04	..	..
Darjeeling-Himalayan . . . . .	2' 0"	1930-31 .	1,40	9.07	3,22	20.92	96	6.22	..	..
		1931-32 .	§1,94	§10.37	§3,73	§19.95	§89	§4.76	..	..
Dibru-Sadiya . . . . .	3' 3½"	1930-31 .	3,23	10.20	5,31	16.77	2,60	8.20	..	..
		1931-32 .	3,06	12.40	4,41	17.92	2,22	9.00	..	..
Gaekwar's Baroda State.	2' 6"	1930-31 .	3,31	14.96	4,03	18.24	1,61	7.29	..	..
		1931-32 .	3,24	14.88	3,84	17.68	1,60	7.32	..	..
Gondal . . . . .	3' 3½"	1930-31 .	4,50	18.26	4,98	20.77	1,12	4.54	..	..
		1931-32 .	4,90	19.91	5,82	23.61	1,35	5.48	..	..
Howrah-Amra Light . . . . .	2' 0"	1930-31 .	2,23	21.25	1,63	15.53	90	8.59	..	..
		1931-32 .	1,92	19.41	1,79	18.06	1,13	11.40	..	..
Jamnagar and Dwarka . . . . .	3' 3½"	1930-31 .	2,69	18.63	3,88	26.87	78	5.39	..	..
		1931-32 .	4,04	29.08	3,58	25.79	71	5.13	..	..
Junagad State . . . . .	3' 3½"	1930-31 .	2,71	19.60	3,13	22.59	70	5.04	..	..
		1931-32 .	2,22	16.45	3,20	23.67	77	5.68	..	..
Morvi . . . . .	3' 3½"	1930-31 .	3,01	14.81	4,69	23.04	1,11	5.45	..	..
		1931-32 .	3,86	21.70	2,90	16.32	74	4.14	..	..
Mysore . . . . .	3' 3½"	1930-31 .	5,71	18.92	8,02	26.64	2,42	8.03	..	..
		1931-32 .	5,07	18.03	7,80	27.74	1,61	5.70	..	..
	2' 6"	1930-31 .	1,07	31.28	1,20	35.09	42	12.28	..	..
		1931-32 .	46	16.14	74	26.27	13	4.84	..	..
2' 0"	1930-31 .	4	8.00	10	20.00	2	4.00	..	..	
	1931-32 .	6	14.07	9	23.24	1	3.28	..	..	
Shahdara (Delhi) Saharapur Light.	2' 6"	1930-31 .	80	8.87	1,17	13.05	32	3.62	..	..
		1931-32 .	83	9.94	1,05	12.68	31	3.72	..	..
<b>TOTAL CLASS II RAILWAYS</b>	..	1930-31 .	47,30	14.59	67,98	20.97	19,97	6.16	..	..
		1931-32 .	46,57	15.74	62,53	21.14	18,74	6.33	..	..

\* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.  
 §Includes the Darjeeling Himalayan Extension Rly.

## System for the years 1930-31 and 1931-32 (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
..	..	2,13	10.17	2,64	12.63	92	4.39	13,67	65.27	CLASS II.
..	..	1,96	9.64	3,16	15.58	82	4.02	12,99	63.91	Barsi Light.
21	0.89	2,23	9.41	2,07	8.73	72	3.04	13,08	55.17	Bengal Doonars.
17	0.89	2,19	11.53	2,03	10.68	60	3.16	10,85	57.10	
..	..	4,20	13.97	2,26	7.51	84	2.79	18,55	61.65	Bhavnagar State.
..	..	3,85	12.72	2,27	7.50	95	3.13	18,31	60.44	
..	..	5,24	10.80	2,79	5.76	87	1.80	32,05	66.11	Bikaner State.
..	..	4,10	9.83	2,78	6.66	1,14	2.73	29,69	71.18	
..	..	2,47	16.03	1,35	8.79	1,30	8.49	‡13,20	‡64.64	Darjeeling, Himalayan
..	..	‡3.13	‡16.73	‡1.5	‡9.89	‡1.25	‡6.69	‡12,79	‡68.39	
..	..	2,42	7.64	1,70	5.37	11	0.35	15,37	48.53	Dibru-Sadiya.
..	..	2,37	9.20	1,52	6.16	8	0.32	13,06	55.37	
..	..	3,51	15.85	2,05	9.27	40	1.80	18,51	83.69	Gaekwar's Baroda State.
..	..	3,08	14.16	2,01	9.25	‡3,96	18.22	17,73	81.51	
..	..	2,81	11.38	1,32	5.35	41	1.68	15,14	61.38	Gondal.
..	..	2,74	11.15	1,18	4.78	46	1.87	16,45	66.80	
..	..	1,87	17.82	67	6.38	39	3.80	7,69	73.37	Howrah-Amra Light.
..	..	1,76	17.83	65	6.59	34	3.46	7,59	76.75	
..	..	1,80	12.46	1,16	8.01	45	3.15	10,76	74.51	Jamnagar and Dwarka.
..	..	1,76	12.70	1,14	8.17	44	3.18	11,07	84.05	
..	..	1,94	14.01	99	7.19	31	2.22	9,78	70.65	Junnagad State.
..	..	2,01	14.88	1,04	7.70	43	3.15	9,67	71.53	
..	..	1,98	9.73	69	3.41	84	4.14	12,32	60.58	Morvi.
..	..	2,11	11.86	71	3.99	—8	—0.47	10,24	57.54	
..	..	4,60	15.26	2,47	8.20	1,07	3.56	24,29	80.62	Mysore.
..	..	4,22	15.01	2,15	7.61	1,16	4.14	22,01	78.24	
..	..	53	15.50	28	8.19	14	4.09	3,64	106.43	Shahdara (Delhi) Saharanpur Light.
..	..	42	14.90	21	7.49	11	3.93	2,07	73.40	
..	..	7	14.00	4	8.00	2	4.00	29	58.00	TOTAL CLASS II RAILWAYS.
..	..	6	14.51	3	7.36	2	4.30	27	66.76	
..	..	1,17	13.01	53	5.91	28	3.18	4,27	47.64	
..	..	1,01	12.09	50	6.06	29	3.54	3,09	48.03	
21	0.06	38,97	12.02	23,01	7.10	9,07	2.80	2,12,61	65.67	
17	0.06	36,77	12.43	23,23	7.85	11,97	4.05	1,99,98	67.60	

† Includes Rs. 3.60 on account of contribution to Depreciation Fund.

‡ Includes the Darjeeling Himalayan Extension Railway.

## 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"	1930-31 . . . . .	†	†	†	†
		1931-32 . . . . .	†	†	†	†
Ahmadpur-Katwa . . . . .	2' 6"	1930-31 . . . . .	39	33.32	42	36.76
		1931-32 . . . . .	26	23.28	28	25.78
Arrah-Sasaram Light . . . . .	2' 6"	1930-31 . . . . .	1,23	29.36	71	17.07
		1931-32 . . . . .	1,26	32.51	64	16.53
Bankura-Damoodar River . . . . .	2' 6"	1930-31 . . . . .	79	48.48	71	43.73
		1931-32 . . . . .	56	36.84	59	39.43
Baraset-Basirhat Light . . . . .	2' 6"	1930-31 . . . . .	1,36	23.56	1,44	25.14
		1931-32 . . . . .	1,20	21.63	1,47	26.36
Bengal Provincial . . . . .	2' 6"	1930-31 . . . . .	28	18.02	51	32.82
		1931-32 . . . . .	24	17.68	39	29.72
Bukhtiarpur-Bihar Light . . . . .	2' 6"	1930-31 . . . . .	84	25.36	68	20.49
		1931-32 . . . . .	1,13	27.99	97	23.77
Burdwan-Katwa . . . . .	2' 6"	1930-31 . . . . .	50	25.69	62	32.28
		1931-32 . . . . .	37	20.92	48	26.79
Cutch State . . . . .	2' 6"	1930-31 . . . . .	15	12.43	29	23.69
		1931-32 . . . . .	19	13.31	35	25.02
Debri-Rohtas Light . . . . .	2' 6"	1930-31 . . . . .	31	13.34	66	28.14
		1931-32 . . . . .	27	14.14	52	27.58
Dholpur-State . . . . .	2' 6"	1930-31 . . . . .	23	11.87	53	28.17
		1931-32 . . . . .	16	11.03	45	30.52
Futwah-Islampur . . . . .	2' 6"	1930-31 . . . . .	42	26.22	30	18.93
		1931-32 . . . . .	37	27.03	29	21.33

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

## System for the years 1930-31 and 1931-32 (in thousands of rupees)—contd.

Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
								CLASS III.
†	†	†	†	*	†	6	300.00	} Aden.
†	†	†	†	†	†	†	†	
30	26.01	20	17.25	5	3.96	1.35	117.21	} Ahmadpur-Katwa.
23	20.44	19	17.01	1	1.41	97	87.92	
49	11.72	33	7.78	9	2.24	2.85	63.17	} Arrah-Sasaram Light.
53	13.62	32	8.36	7	1.69	2.82	72.89	
41	25.45	36	21.88	5	3.27	2.32	142.81	} Bankura-Damoodar River.
34	22.23	32	21.32	3	2.13	1.84	121.95	
99	17.16	47	8.15	17	2.94	4.43	76.95	} Baraset-Basirhat Light.
1,00	18.00	46	8.25	14	2.63	4.27	76.67	
30	19.22	22	14.12	1	1.39	1.32	85.57	} Bengal Provincial.
25	19.02	20	15.10	2	1.09	1.10	82.61	
49	14.69	27	8.30	7	1.99	2.35	70.82	} Bukhtiarpur-Bihar Light.
55	13.53	28	7.02	5	1.31	2.98	73.62	
37	18.80	23	11.84	3	1.57	1.75	90.18	} Burdwan-Katwa.
34	18.88	24	13.21	4	2.16	1.46	81.96	
11	8.76	10	8.67	..	0.25	66	53.80	} Cutch State.
15	10.74	14	9.58	..	0.19	83	58.84	
22	9.26	25	10.84	5	2.19	1.48	63.77	} Dehri-Rohas Light.
18	9.52	25	13.53	3	1.70	1.25	66.47	
19	9.78	16	8.26	2	0.86	1.13	68.94	} Dholpur-State.
18	12.05	15	10.25	2	1.16	96	65.01	
23	14.54	16	9.78	3	1.69	1.14	71.16	} Futwah-Islampur.
23	17.07	15	11.28	3	1.75	1.07	78.40	

## 7.—Details of Working Expenses\* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Suppl of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
<i>CLASS III—concl.</i>						
Gwalior Light . . . . .	2' 0"	1930-31	96	13.88	2.44	35.33
		1931-32	83	11.98	2.32	33.68
Howrah-Sheakhala Light . . . . .	2' 0"	1930-31	66	26.96	60	24.46
		1931-32	48	22.97	51	24.74
Jagadhri Light . . . . .	2' 0"	1930-31	2	8.59	7	41.17
		1931-32	1	7.59	5	41.26
Jessore-Jhenidah . . . . .	2' 6"	1930-31	†	†	†	†
		1931-32	11	17.62	36	58.27
Jorhat (Provincial) . . . . .	2' 0"	1930-31	†	†	†	†
		1931-32	31	21.39	55	37.18
Kalighat-Falta . . . . .	2' 6"	1930-31	45	18.20	1.00	40.55
		1931-32	43	17.66	76	31.22
Kulasekarapatnam Light . . . . .	2' 0"	1930-31	22	17.10	57	43.89
		1931-32	26	22.73	50	44.12
Matheran Light . . . . .	2' 0"	1930-31	2	2.00	51	51.00
		1931-32	6	5.88	39	38.24
Porbandar State . . . . .	3' 3½"	1930-31	84	21.91	1.85	48.30
		1931-32	48	14.04	1.39	40.64
Tezpur-Balipara . . . . .	2' 6"	1930-31	27	15.04	55	30.89
		1931-32	32	18.58	54	30.37
Trivellore Light . . . . .	2' 0"	1930-31	..	9.22	3	77.94
		1931-32	..	1.73	3	89.06
Udaipur-Chitorgarh . . . . .	3' 3½"	1930-31	1.12	19.46	1.72	29.83
		1931-32	75	13.00	1.87	32.47
TOTAL CLASS III RAILWAYS . . . . .		1930-31	11.06	20.47	16.20	29.98
		1931-32	10.05	19.28	15.70	30.13

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

†Information not furnished.



System for the years 1930-31 and 1931-32 (in thousands of rupees)—*concl'd.*

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
52	9.06	66	9.65	33	4.75	5.01	72.67	CLASS III— <i>concl'd.</i> Gwalior Light.
60	8.62	64	9.22	36	5.22	4.75	68.73	
33	13.70	26	10.83	7	2.87	1.92	78.81	Howrah-Sheakhala Light.
37	18.07	26	12.57	8	3.46	1.70	81.81	
5	29.33	3	14.44	..	0.03	17	93.56	Jagadhri Light.
4	29.69	2	18.03	..	0.14	12	96.71	
†	†	†	†	†	†	†	†	Jessore-Jhenidah.
12	18.89	15	23.51	4	7.09	78	125.43	
†	†	†	†	†	†	1.76	100.00	Jorhat (Provincial).
44	30.05	16	10.68	3	2.22	1.49	101.52	
54	21.76	37	15.20	9	3.68	2.45	99.39	Kalighat-Falta.
47	18.98	31	12.57	6	2.54	2.03	82.97	
16	11.99	4	2.73	..	..	99	75.71	Kulasekarapatnam Light.
14	12.58	4	3.65	..	..	95	83.08	
10	10.00	10	10.00	7	7.00	80	80.00	Matheran Light.
12	11.76	12	11.76	6	5.88	75	73.52	
45	11.66	47	12.16	11	2.97	3.72	97.00	Porbandar State.
35	10.23	46	13.45	12	3.51	2.80	81.87	
30	17.05	21	14.49	5	2.79	1.38	77.26	Tozpore-Balipara.
30	16.58	21	11.12	3	2.14	1.40	78.79	
1	30.04	1	18.00	..	6.59	5	141.79	Trivellore Light.
1	40.80	1	18.70	..	20.90	5	187.00	
49	8.46	28	4.79	13	2.28	3.74	64.80	Udaipur-Chitorgar h
48	8.37	30	5.18	11	1.95	3.50	60.95	
7.15	13.23	5.18	9.69	1.42	2.63	42.83	79.27	TOTAL CLASS III RAILWAYS.
7.42	14.24	5.37	10.31	1.33	2.55	39.87	76.61	

## STATISTICAL STATEMENTS.

8.—Mileage  
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1932.				TRACK MILEAGE OPEN ON 31st MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3' 3½"	1-7-95	1,131-43	..	..	1,131-43	1,131-43	227-20	15-59	1,374-22
	Chaparmukh-Silghat . . .	3' 3½"	30-3-20	50-81	..	..	50-81	50-81	3-60	..	54-41
	Katakhal Lalabazar . . .	3' 3½"	1-4-23	23-49	..	..	23-49	23-49	1-04	..	24-53
	Mymensingh-Bhairab Bazar . .	3' 3½"	20-6-17	100-68	..	..	100-68	100-68	18-92	0-36	118-96
	Total—1 . . .			1,306-41	..	..	1,306-41	1,306-41	250-76	15-95	1,573-13
2	Bengal and North Western—	3' 3½"	2-4-84	1,270-37	..	..	1,270-37	1,270-37	281-28	16-46	1,568-11
	Mashrak to Thawe . . .	3' 3½"	12-1-31	39-32	..	..	39-32	39-32	..	..	39-32
	Tirhoot . . . . .	3' 3½"	1-11-75	792-73	10-05	..	802-78	812-83	191-01	8-74	1,012-58
	Total—2 . . .			2,102-42	10-05	..	2,112-47	2,122-52	472-29	25-20	2,620-01
3	Bengal-Nagpur—	5' 6"	6-4-80	2,167-77	250-58	..	2,418-35	2,668-93	636-71	133-35	3,438-99
	Annupur-Manendragarh . . .	5' 6"	17-6-28	53-85	..	..	53-85	53-85	3-18	1-75	58-78
	Mayurbhanj . . . . .	2' 6"	20-1-05	70-64	..	..	70-64	70-64	3-61	0-10	74-35
	Parlakimedi Light . . . . .	3' 6"	1-4-00	56-30	..	..	56-30	56-30	3-16	..	59-46
	Purulia-Ranchi . . . . .	2' 6"	15-11-07	116-54	..	..	116-54	116-54	10-91	0-05	127-50
	Raipur-Dhamtari . . . . .	2' 6"	10-9-00	56-94	..	..	56-94	56-94	4-61	0-05	62-20
	Satpura . . . . .	2' 6"	18-4-03	625-70	..	..	625-70	625-70	63-34	12-33	701-37
	Tumsar-Tirodi Light . . . . .	3' 0"	1-4-16	18-74	..	..	18-74	18-74	1-61	..	20-35
	Total—3 . . . . .			3,166-48	250-58	..	3,417-06	3,667-64	727-13	148-23	4,543-00

## Statement for the year 1931-32.

## RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMPLETED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.	19	20
13	14	15	16	17	18		
Chittagong to Dohazari.	25-05	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	} Branch lines under guarantee terms	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..		Branch line under guarantee and rebate terms
	25-05		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North Western.
..	..	..	..	..	..	} State lines.	Masrak to Thawa.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
Titalgarh-Jeruwali Section of Raipur-Parhatipuram Ry.	74-00	} Contai Road to Contai.	33-95	Birmitrapur to	8-20	} State lines.	Bengal Nagpur—
..	..		..	..	† Guttitanagar. Dharmaband to		2-57
..	..	..	..	..	..		Acnupur-Manendragarh.
..	..	..	..	..	..	} Branch line under reb to terms. Indian State line	Mayurbhanj.
Varanasi-Gunupur Extension of Parlakimedi Light Ry.	15-93	..	..	..	..		Parlakimedi Light.
..	..	..	..	..	..	} State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur-Dhamtari.
..	..	..	..	..	..		Satpura.
..	..	..	..	..	..		Tumsar-Tirodi Light.
	89-93		33-95		10-86		Total—3.

\* Receives land only from Government.

† Work suspended.

(a) Not opened pending completion of the Dharmaband siding No. 15.

8.—Mileage  
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1932.				TRACK MILEAGE OPEN ON 31ST MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5' 6"	10-2-80	776.27	239.59	*19.44	1,035.30	1,332.04	345.82	107.48	1,786.24
	Nagda-Ujjain . . . . .	5' 6"	15-7-96	34.79	..	..	34.79	34.79	2.99	1.86	39.64
	Potlad Cambay (Anand-Tarapur).	5' 6"	5-5-90	21.42	..	..	21.42	21.42	1.28	2.45	25.15
	Potlad Cambay (Tarapur-Cambay).	5' 6"	20-6-01	12.36	..	..	12.36	12.36	1.48	2.33	16.17
	Tapti Valley . . . . .	5' 6"	1-12-98	155.72	..	..	155.72	155.72	7.51	4.15	167.38
	Bombay, Baroda and Central India (including Palanpur-Dessa).	3' 3½"	14-2-73	1,891.49	2.88	..	1,894.37	1,897.25	381.34	26.90	2,305.49
	Ahmedabad-Parantij . . . . .	3' 3½"	1-5-97	88.73	..	..	88.73	88.73	8.70	1.49	98.02
	Dhruvadra . . . . .	3' 3½"	1-6-98	40.28	..	..	40.28	40.28	5.68	13.30	59.26
	Gackwar's Mehsana . . . . .	3' 3½"	21-3-87	256.09	..	..	256.09	256.09	31.32	3.31	290.72
	Jaipur State . . . . .	3' 3½"	10-11-05	181.11	..	..	181.11	181.11	11.96	..	193.07
	Bombay, Baroda and Central India	2' 6"	23-11-14	72.28	..	..	72.28	72.28	6.99	1.67	80.94
	Champaner-Shivrajpur-Pani	2' 6"	2-2-11	30.68	..	..	30.68	30.68	2.14	5.08	37.90
	Godhra-Lunavada . . . . .	2' 6"	4-2-13	25.49	..	..	25.49	25.49	1.78	0.85	28.12
	Nadiad-Kapadvanj . . . . .	2' 6"	5-3-13	28.18	..	..	28.18	28.18	3.48	1.33	32.99
	Rajpipla State . . . . .	2' 6"	1-7-97	58.06	..	..	58.06	58.06	3.01	0.99	62.06
	Piplod-Dovgad Baria . . . . .	2' 6"	1-1-29	9.52	..	..	9.52	9.52	0.55	1.02	11.09
	Total—4 . . . . .			3,682.47	242.47	19.44	3,944.38	4,244.90	816.03	174.21	5,235.14
5	Burma . . . . .	3' 3½"	1-5-77	1,850.40	206.85	..	2,057.25	2,264.10	454.24	119.67	2,838.01

\*0.26 miles triple and 19.18 miles quadruple.

Statement for the year 1931-32—contd.

RAILWAYS—contd.

SERVANTS OF INDIA SOCIETY'S  
BRANCH LIBRARY  
BOMBAY

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.	
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.				
13	14	Section.	Miles.	Section.	Miles.	19	20	
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—	
..	..	..	..	..	..	} Indian State lines.	Nagda-Ujjain.	
..	..	..	..	..	..		Petlad Cambay (Anand Tarapur).	
..	..	..	..	..	..		Petlad Cambay (Tarapur-Cambay).	
..	..	..	..	..	..		Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..		State line.	Bombay, Baroda and Central India (including Palanpur-Dessa).
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.	
..	..	Halvad to Malia ..	26-00	..	..	} Indian State lines.	Dhrangadra.	
..	..	{ Khalipur to Khakhals	17-22	..	..		Gackwar's Mehsana.	
..	..	{ Wagrod to Kharoda	12-44	..	..		Jaipur State.	
..	..	{ Vijapur to Ransipur}	14-01	..	..			
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.	
..	..	..	..	..	..	} Branch lines under rebate terms.	Champaner-Shivrajpur. Pan	
..	..	..	..	..	..		Godhra-Lunavada.	
..	..	..	..	..	..		Nadiad-Kapadvanj.	
Jhagadia to Netrang	18-75	..	..	..	..	} Indian State lines.	Rajpipla State.	
..	..	..	..	..	..		Piplod-Devgad Baria.	
	18-75		69-67		..		Total—4.	
..	..	Trans-Irrawaddy section of Mibu and Pakokku District Rys (Maim to end)	270-87	Taungdwingyi to Patanago & Irrawaddy Bridge at Sagaing and Approaches.	41-00 4-86	State line.	Burma.	
	..		270-87		45-86		Total—5.	

SERVANTS OF INDIA SOCIETY'S  
BRANCH LIBRARY  
BOMBAY

8.—Mileage  
CLASS I

Serial No	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1932.				TRACK MILEAGE OPEN ON 31ST MARCH 1932.			
				Single line.	Double line.	Treble line, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal— . . . .	5' 6"	2-1-82	677-14	145-57	22-60 (quad- ruple).	845-31	1,058-72	541-44	38-65	1,638-81
	Sara-Sirajgaoj . . . .	5' 6"	1-7-15	49-66	..	..	49-66	49-66	23-57	..	76-23
	Eastern Bengal . . . .	3' 3½"	28-8-77	975-24	7-20	..	982-53	980-82	308-01	6-21	1,307-04
	Cooch Behar State . . . .	2' 3½"	15-9-93	33-09	..	..	33-09	33-09	2-42	0-28	35-79
	Eastern Bengal . . . .	2' 6"	18-7-81	17-14	..	..	17-14	17-14	1-28	..	18-42
	Khulna-Bagarhat . . . .	2' 6"	10-6-18	19-75	..	..	19-75	19-75	1-95	..	21-70
	Total—6 . . . .			1,772-02	152-86	22-60	1,947-48	2,168-18	883-67	48-14	3,099-99
7	East Indian— . . . .	5' 6"	15-8-54	†3,200-76	880-46	‡60-99	4,157-21	5,202-70	1,647-73	203-94	7,054-48
	Hardwar-Dehra . . . .	5' 6"	1-3-00	32-04	..	..	32-04	32-04	4-79	..	36-83
	South Bihar . . . .	5' 6"	5-7-99	75-82	..	..	75-82	75-82	6-35	..	82-17
	Cawnpore-Burhwal link . . . .	3' 3½"	24-11-96	(a)82-52	..	..	(a) 82-52	(a) 82-52	11-65	1-10	95-30
	Total—7 . . . .			3,400-14	886-46	60-99	4,347-59	5,393-17	1,670-52	205-13	7,268-82
8	Great Indian Peninsula (b) . . . .	5' 6"	18-4-53	2,357-91	772-64	33-39	3,163-94	4,036-75	1,021-31	92-76	5,150-82
	Bhopal-Itarsi (Indian State Section). . . .	5' 6"	1-11-84	56-64	..	..	56-64	56-64	26-00	..	82-64
	Bhopal-Ujjain . . . .	5' 6"	11-11-96	113-28	..	..	113-28	113-28	9-21	0-57	123-06
	Bina-Goona-Baran . . . .	5' 6"	23-9-05	147-07	..	..	147-07	147-07	10-17	..	157-24
	Darwaha-Pusad . . . .	2' 6"	15-12-31	42-65	..	..	42-65	42-65	2-69	..	45-34
	Dhond-Baramati . . . .	2' 6"	20-5-14	27-26	..	..	27-26	27-26	1-25	3-45	28-96
	Ellichpur Yeotmal . . . .	2' 6"	1-12-13	117-81	..	..	117-81	117-81	8-72	0-17	126-70
	Pachora-Jamner . . . .	2' 6"	1-4-18	34-76	..	..	34-76	34-76	2-01	0-85	37-62
	Fulgach-Arvi . . . .	2' 6"	25-9-17	21-83	..	..	21-83	21-83	0-96	0-54	23-33
	Total—8 . . . .			2,919-21	772-64	33-39	3,725-24	4,598-05	1,082-32	95-34	5,775-71

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

‡ 30-58 miles triple, 25-41 miles quadruple and 3-26 miles quintuple and 1-74 miles sextuple.

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

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

Statement for the year 1931-32—contd.  
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.		
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.					
		Section.	Miles.	Section.	Miles.				
13	14	15	16	17	18	19	20		
Kalukhali to Kamarkhali.	26·28	Dacca to Aricha ..	64·00	..	..	State line . . . .	Eastern Bengal.—		
Madhukhali to Bhateapara.	26·80			..	..	..	..	..	
Contract Coalfields* Railway over E. B. Railway.	1·43			..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
†Tangla to Rowta*	21·60			..	..	Remaining portion of Tangla to Belsiri.	25·18	State line.	Eastern Bengal.
†Rowta To Majbat*	5·72			..	..			..	..
..	..	..	..	..	..	State line.	Eastern Bengal.		
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Ragerhat.		
	81·83		64·00		25·18		Total—6.		
Utratia Hydergarh.	0·22	..	..	Sultanpur-Zafarabad Section.	52·08	State line.	East Indian.—		
Hydergarh Sultanpur.	51·46	..	..	Calcutta Chord ..	9·34	..	..		
..	..	..	..	..	..	Branch line under guarantee terms.	Hariwar-Dehra.		
..	..	..	..	..	..	State line. §	South Bihar.		
..	..	..	..	..	..	State line. ¶	Cawnpore-Burhwal link.		
	51·68		..		62·02		Total—7.		
..	..	**Khamgaon to Chikli	38·50	..	..	State line.	Great Indian Peninsula (b).—		
..	..	**Kartal to Kamaain	68·66	..	..	} Indian State lines.	Bhopal-Itarsi (Indian State Section).		
..	..	**Amroiti to Narkhed	79·00	..	..		Bhopal-Ujjain.		
..	..	**Belapur to Sheogaon	45·50	..	..		Bina-Goonna-Baran.		
..	..	..	..	..	..	..	..		
..	..	..	..	..	..	..	..		
Darwha to Pusad	42·65	..	..	..	..	State line.	Darwha Pusad.		
..	..	..	..	..	..	} Branch lines under rebate terms.	Dhond-Baramati.		
..	..	..	..	..	..		Ellichpur-Yectraal.		
..	..	..	..	..	..		Pachora-Jamner.		
..	..	..	..	..	..		Palgion-Arvi.		
	42·65		221·66		..		Total—8.		

\* Open for goods traffic only.

\*\* Construction suspended.

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

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

† The portion of the Tangla Belsiri Rangapora Railway which has not been opened throughout for traffic has not been included in the figures in columns Nos. 5 to 12.

H59CRAccta.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1932.				TRACK MILEAGE OPEN ON 31ST MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur— . . . . .	3' 3½"	24-6-82	752-81	..	..	752-81	752-81	101-09	13-28	867-16
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-92	174-41	..	..	174-41	174-41	38-05	5-22	217-68
	Mirpur Khas-Khadro . . .	3' 3½"	1-1-12	49-50	..	..	49-50	49-50	3-14	0-48	53-12
	Total—9 . . . . .			976-72	..	..	976-72	976-72	142-28	18-96	1,137-98
10	Madras and Southern Mahratta—	5' 6"	1-7-58	1,066-92	48-17	3-71 (Quadruple).	1,118-80	1,178-10	209-69	9-82	1,457-61
	M. S. 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	1-28	..	22-69
	Madras and Southern Mahratta	3' 3½"	24-3-84	*1,661-78	..	..	1,661-78	1,661-78	224-33	2-27	1,888-38
	Alnavar-Dandoli (Provincial) .	3' 3½"	1-2-19	19-12	..	..	19-12	19-12	1-96	..	21-08
	Bangalore-Harihara . . . . .	3' 3½"	11-8-84	210-49	..	..	210-49	210-49	29-61	..	240-10
	Bezavada-Masulipatam . . . .	3' 3½"	4-2-08	51-80	..	..	51-80	51-80	8-96	0-09	60-85
	Hindupur (Yesvantpur Mysore Frontier).	3' 3½"	15-12-92	51-19	..	..	51-19	51-19	4-13	..	55-32
	Kolhapur State . . . . .	3' 3½"	21-4-91	29-27	..	..	29-27	29-27	1-89	..	31-16
	Sangli State . . . . .	3' 3½"	1-4-07	4-90	..	..	4-90	4-90	0-42	..	5-32
	West of India Portuguese . . .	3' 3½"	17-1-87	51-10	..	..	51-10	51-10	18-28	..	69-38
	Total—10 . . . . .			3,177-86	48-17	3-71	3,229-74	3,289-04	563-32	15-28	3,867-64
11	Nizam's State— . . . . .	5' 6"	9-10-74	330-18	..	..	330-18	330-18	61-43	10-33	401-94
	Bezavada Extension . . . . .	5' 6"	10-2-89	21-47	..	..	21-47	21-47	1-53	..	23-00
	Karipet-Balharshah . . . . .	5' 6"	1-2-24	145-69	..	..	145-69	145-69	4-78	2-13	152-58
	Karipalli-Kothagudam . . . . .	5' 6"	21-3-27	24-52	..	..	24-52	24-52	1-30	..	25-82
	Vikarabad-Bidar . . . . .	5' 6"	14-1-30	56-57	..	..	56-57	56-57	1-46	..	58-03
	Hingoli Branch . . . . .	3' 3½"	15-5-12	50-31	..	..	50-31	50-31	0-88	..	51-19
	Hyderabad-Godavari Valley . .	3' 3½"	21-10-99	377-11	8-54	..	385-65	394-19	60-82	2-29	457-30
	Parbhani-Purli . . . . .	3' 3½"	16-10-29	39-49	..	..	39-49	39-49	1-24	..	40-73
	Secunderabad-British Frontier	3' 3½"	1-2-16	138-80	9-28	..	148-08	157-36	14-85	0-05	172-26
	Dhone Kurnool . . . . .	3' 3½"	1-1-09	36-28	..	..	36-28	36-28	3-30	..	39-58
	Total—11 . . . . .			1,220-42	17-82	..	1,238-24	1,255-06	151-57	14-80	1,422-43

\* Includes 2-63 miles of mixed gauge between Tadepalli and North Abutment of Krishna Bridge and 0-54 mile of Dronachalam station yard.



Statement for the year 1931-32—contd.  
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMPLETED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Phalodi to Pokaran.	33·00	..	..	} Indian State line.	Jodhpur.
..	..	Bilara to Jaitara	16·00	..	..		State line.
..	..	..	..	..	..	} Line subsidized by the Government of India (b).	Mirpur Khas-Khadra.
..	..	..	..	..	..		Total—8.
..	..	..	49·00	..	..	} State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Kolar Gold-fields.
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	} State lines.	Madra and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..	} District Board line.	Bangalore-Harihar.
..	..	..	..	..	..		Bezwada-Masulipatam.
..	..	..	..	..	..	State line.	Hindupur (Yewandpur Mysore Frontier).
..	..	..	..	..	..	} Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
..	..	..	..	..	..	Total—10.	
..	..	..	..	..	..	Indian State Line.	Nizam's State.
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	} Indian State lines.	Karipet-Belharshah.
..	..	Bhadrachalam Road to Ramaram.	1·99	..	..		Karipalli-Kothagudam.
..	..	..	..	Mohamadabad Bidar to Udgir.	50·02	} Indian State lines.	Vikarabad-Bidar.
..	..	..	..	Udgir to Purli	59·68		Hingoli Branch.
..	..	..	..	..	..	} Indian State lines.	Hyderabad-Godavari Valley
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..	} State line.	Secunderabad-British Frontier.
..	..	..	..	..	..		Dhone Kurnool.
..	..	..	1·09	..	109·70	Total—11.	

(b) Receives land only from Government.

8.—Mileage  
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1932.				TRACK MILEAGE OPEN ON 31st MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . . .	5' 6"	13-6-61	*4,812.25	881.49	..	*5,093.74	6,575.23	1,736.86	274.15	8,586.24
	Shahdara Narowal . . . .	5' 6"	21-12-26	48.33	..	..	48.33	48.33	1.49	..	49.82
	Amritsar-Patti . . . .	5' 6"	21-9-06	54.79	..	..	54.79	54.79	7.44	..	62.23
	Bahawalnagar-Chollistan . . . .	5' 6"	4-4-25	151.76	..	..	151.76	151.76	7.02	..	158.78
	Jind Panipat (Indian State Section).	5' 6"	1-11-16	25.94	..	..	25.94	25.94	0.86	0.86	27.66
	Jullundur-Mukerian . . . .	5' 6"	1-1-15	44.66	..	..	44.66	44.66	3.62	..	48.28
	Phagwara-Rahon . . . .	5' 6"	1-4-15	45.59	..	..	45.59	45.59	5.30	..	50.89
	Jammu and Kashmir (Indian State Section).	5' 6"	15-3-00	16.01	..	..	16.01	16.01	3.08	..	19.09
	Khanpur-Chochran . . . .	5' 6"	2-7-11	21.98	..	..	21.98	21.98	2.83	..	24.81
	Ludhiana-Dhuri-Jahhal . . . .	5' 6"	10-4-01	79.59	..	..	79.59	79.59	6.09	..	85.68
	Mandra-Bhaun . . . .	5' 6"	1-5-15	46.68	..	..	46.68	46.68	1.95	1.46	50.09
	Rajpura-Bhatinda . . . .	5' 6"	1-11-84	107.78	..	..	107.78	107.78	20.86	0.08	128.72
	Sialkot-Narowal . . . .	5' 6"	10-11-15	38.60	..	..	38.60	38.60	5.89	..	44.49
	Firhind-Rupar . . . .	5' 6"	26-2-28	30.96	..	..	30.96	30.96	3.67	0.93	35.56
	Jacobabad-Kashmor . . . .	2' 0"	1-12-14	76.46	..	..	76.46	76.46	3.98	..	80.44
	Kalka-Simla . . . .	2' 6"	9-11-03	59.92	..	..	59.92	59.92	8.30	1.83	70.05
	Kangra Valley . . . .	2' 6"	1-12-28	102.99	..	..	102.99	102.99	9.21	1.15	113.35
	Zhob Valley . . . .	2' 6"	1-1-21	173.84	..	..	173.84	173.84	12.54	..	186.38
	Kohat-Thal . . . .	2' 6"	1-4-03	61.86	..	..	61.86	61.86	6.39	4.22	72.47
	Larkana-Jacobabad . . . .	2' 6"	16-2-22	53.22	..	..	53.22	53.22	3.25	..	56.47
	Trans Indus (Kalabagh-Banna)	2' 6"	15-6-13	157.48	..	..	157.48	157.48	21.72	12.72	191.92
	Total—12 . . . .			6,210.69	881.49	..	7,092.18	7,973.67	1,872.35	297.40	10,143.43

\* Includes 51.65 miles of Mirjawa—Duzdap section worked by the N. W. Rly. at the cost of the Military Department.

## Statement for the year 1931-32—contd.

## RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
13	14	Section.	Miles.	Section.	Miles.	19	20
Tando Adam to Nawab Shah.	53-80	..	..	Lyalpur to Chananwala. †	109-84	State line.	North Western—
Tharabah to Sakrand.	66-06	..	..				
Shahpur to Khushab.	6-00	..	..	Qadian to Beas †	29-58	Branch line under guarantee terms with the Punjab Govt. Branch line under rebate terms.	Shabdara-Narawal.
Chhinikhichi to Chiniot.	3-44	..	..				
..	..	..	..	..	..	Indian State lines.	Amritsar-Fattal.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	Bahawalnagar-Cholistan.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	Jind Panipat (Indian State Section).
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	Phagwara-Rahon.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	Jammu and Kashmir (Indian State Section).
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	Khanpur-Chochran.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State line.	Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	Mundra-Ehaun.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narawal.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad Kashmir.
..	..	..	..	..	..		
..	..	..	..	..	..	State lines.	Kalka-Simla.
..	..	..	..	..	..		
..	..	..	..	..	..	State lines.	Kangra Valley.
..	..	..	..	..	..		
..	..	..	..	..	..	State lines.	Zhob Valley.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	Kohat-Thal.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..		
Kalabagh Bridge ..	1-78	..	..	..	..	State line.	Trans Indus (Kalabagh-Bannu).
		..	..	..	..		
	131-08				139-42		Total—12.

†Work suspended.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1932.				TRACK MILEAGE OPEN ON 31st MARCH 1932.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon— .	3' 3½"	12-10-84	258.72	..	..	258.72	258.72	33.76	2.46	294.94
	Lucknow-Bareilly . . .	3' 3½"	12-10-84	310.90	1.16	..	312.06	313.22	60.57	11.40	385.19
	Total—13 . . . . .			569.62	1.16	..	570.78	571.94	94.33	13.86	680.12
14	South Indian — . . . . .	5' 6"	23-5-80	599.03	..	..	599.03	599.03	131.63	1.50	732.16
	South Indian . . . . .	3' 3½"	15-7-81	1,447.91	4.84	15.55	1,468.30	1,504.24	344.55	15.82	1,864.41
	Nilgiri . . . . .	3' 3½"	15-6-90	28.96	..	..	28.96	28.96	4.63	..	33.59
	Peralam-Karaikkal . . . . .	3' 3½"	14-3-98	14.65	..	..	14.65	14.65	2.12	..	16.77
	Podanur-Pollachi . . . . .	3' 3½"	15-10-16	25.04	..	..	25.04	25.04	3.75	..	28.79
	Pondicherry . . . . .	3' 3½"	15-12-79	7.85	..	..	7.85	7.85	2.14	0.18	10.17
	Shoranur Cochin . . . . .	3' 3½"	2-6-02	64.75	..	..	64.75	64.75	10.11	2.01	76.87
	Tinnevely-Tiruchendur . . . . .	3' 3½"	24-2-23	38.18	..	..	38.18	38.18	3.95	..	42.13
	Travancore (British Section) . . . . .	3' 3½"	1-6-02	50.42	..	..	50.42	149.14	25.47	0.29	174.90
	Travancore (Indian State Section). . . . .	3' 3½"	1-6-04	98.72	..	..	98.72				
	Morappur-Hosur . . . . .	2' 6"	18-1-06	73.30	..	..	73.30	73.30	4.40	..	77.70
	Tirupattur-Krishnagiri . . . . .	2' 6"	18-9-05	25.38	..	..	25.38	25.38	2.51	..	27.89
	Total—14 . . . . .			2,474.10	4.84	15.55	2,494.58	2,530.52	635.25†	19.60	3,085.38
Total Class I . . . . .				34,829.05	3,475.39	155.68	38,460.12	42,362.92	9,716.07	1,211.77	53,290.76

† Includes 0.62 miles Broad Gauge and 8.27 miles metre Gauge worked by private owners.

Statement for the year 1931-32—contd.

RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1932.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
13	14	Section.	Miles.	Section.	Miles.	19	20
..	..	..	..	..	..	Line subsidised by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	..	South Indian—
Chinnasalem to Vriddhaohalam.	31.76	..	..	Pollachi to Palghat	33.51	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	District Board line.	Tinnevely-Triuchendur.
..	..	..	..	..	..	State line.	Travancore (British Section)
Trivandrum to Thambanur.	3.52	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	} State lines.	Morappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krishnagiri.
	35.28		..		33.51		Total—14.
	492.35		711.14		426.55		Total Class L.

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

8.—Mileage Statement  
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1932.	TRACK MILEAGE OPEN ON 31st MARCH 1932.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
<b>CLASS II RAILWAYS.</b>								
1	Barsi Light . . . . .	2' 6"	1-3-97	202.67	202.67	22.05	224.62	Line subsidized by the Government of India.*
2	Bengal Doars . . . . .	3' 3½"	15-1-93	33.71	33.71	7.35	41.06	Line subsidized by District Board.
	Bengal Doars Extensions . . . . .	3' 3½"	20-4-00	121.25	121.25	17.67	138.92	Line subsidized by the Government of India.*
	Total—2 . . . . .			154.96	154.96	25.02	179.98	
3	Bhavnagar State . . . . .	3' 3½"	20-12-80	307.01	307.01	49.04	356.05	} Indian State Lines.
4	Bikaner State . . . . .	3' 3½"	9-12-91	795.85	795.85	80.10	875.95	
5	Darjeeling Himalayan . . . . .	2' 0"	23-8-80	51.00†	51.07	10.68	61.75	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions . . . . .	2' 0"	10-3-14	95.44	95.44	4.69	100.13	Branch line under rebate terms.
	Total—5 . . . . .			146.44†	146.51	15.37	161.88	
6	Dibru-Sadiya . . . . .	3' 3½"	15-8-82	86.02	86.02	28.16	114.18	Line subsidized by Local Government.
	Ledo and Tikak Margherita . . . . .	3' 3½"	17-2-84	5.50	5.50	25.32	30.82	Unassisted Company's line.
	Total—6 . . . . .			91.52	91.52	53.48	145.00	
7	Gaekwar's Baroda State . . . . .	2' 6"	8-4-73	333.06	333.06	55.29	388.35	} Indian State lines.
	Bodeli Chhota Udaipur . . . . .	2' 6"	1-12-17	22.67	22.67	3.03	25.70	
	Total—7 . . . . .			355.73	355.73	58.32	414.05	
8	Gondal . . . . .	3' 3½"	19-1-81	106.24	106.24	15.07	121.31	} Indian State lines.
	Jetalsar Rajkot . . . . .	3' 3½"	12-4-93	46.21	46.21	8.26	54.47	
	Khijadiya-Dhari . . . . .	3' 3½"	1-3-13	37.22	37.22	4.47	41.69	
	Total—8 . . . . .			189.67	189.67	27.80	217.47	
9	Howrah-Amra Light . . . . .	2' 0"	1-7-97	43.87	43.87	6.36	50.23	} Line subsidized by District Board. Branch line under guarantee and rebate terms.
10	Jamnagar-Dwarka . . . . .	3' 3½"	7-11-22	65.92	65.92	3.99	69.91	
	Jamnagar . . . . .	3' 3½"	8-4-97	154.22	154.22	12.24	66.46	
	Okhamandal . . . . .	3' 3½"	15-11-22	37.21	37.21	4.96	42.17	
	Total—10 . . . . .			157.35	157.35	21.19	178.54	
11	Junagad State . . . . .	3' 3½"	1-9-88	148.33‡	148.33‡	18.75	167.08	} Indian State lines.
12	Morvi . . . . .	3' 3½"	4-3-05	102.33	102.33	14.08	116.41	} Line guaranteed by Indian State.
13	Mysore . . . . .	3' 3½"	1-12-09	312.33	312.33	41.83	354.16	
	Bangalore-Chik Ballapur Light . . . . .	2' 6"	15-9-14	38.63	38.63	} 4.95	107.15	
	Kolar District . . . . .	2' 6"	15-12-13	63.57	63.57			
	Tozikere Narasimharajapura . . . . .	2' 0"	15-1-15	26.60	26.60	2.62	29.22	Indian State line.
	Total—13 . . . . .			441.13	441.13	49.40	490.53	
14	Sahdara (Delhi)-Saharanpur Light . . . . .	2' 6"	7-5-07	92.50	92.50	8.62	101.12	Line subsidized by the Government of India.*
<b>Total Class II . . . . .</b>				<b>3,229.26</b>	<b>3,229.33</b>	<b>449.58</b>	<b>3,678.91</b>	

\* Receives land only from Government.

† Of this 0.07 miles is double line.

‡ Includes 3.93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.

§ Includes 0.73 mile of Durgam Cheruvu line and 0.52 mile of Mysore District line.

for the year 1931-32—contd.  
RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Name of Railway.
Section	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barni Light.
..	..	..	(a) 1·65	..	..	Bengal Doonars.
..	..	..	..	..	..	Bengal Doonars Extensions.
	..		(a) 1·65		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
† Colliery Branch	0·20		..	..	..	Ledo and Tikak Margherita.
	0·20		..		..	Total—6.
..	..	Mahuva to Anaval	17·91	..	..	Guekwar's Baroda State.
..	..	Umerpada to Bardipada	0·98	..	..	Bodeli Chhote Udaipur.
..	..	Navsari to Kamrej	26·25	..	..	
..	..	..	..	..	..	Total—7.
	..		54·14		..	
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalcar Rajkot.
..	..	..	..	..	..	Khijadiya-Dhari.
	..		..		..	Total—8.
..	..	..	..	..	..	Howrah-Amra Light.
..	..	Khamballa to Saliya	8·96	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		8·96		..	Total—10.
..	..	Jamwala to Una	20·62	Prachi Road to Jamwala	7·60	Junagad State.
..	..	Visavadar to Talala	26·51	Visavadar to Dhari	19·51	
	..		47·13		27·01	Total—11.
..	..	..	..	..	..	Morvi.
..	7·66	Kollegal to Chamara- janagar.	22·14	Arasalu to Anandapuram	9·36	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimbarajapura.
	7·66		22·14		9·36	Total—13.
..	..	Barcot to Murat	30·00	..	..	Shahdara (Delhi)-Saharanpur Light.
	7·86		164·02		36·36	Total Class II.

\* Revised figures.  
† For Goods traffic only.

(a) Completed but not in use.

## 8.—Mileage Statement

## CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1932.	TRACK MILEAGE OPEN ON 31st MARCH 1932.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
<b>CLASS III RAILWAYS.</b>								
1	Ahmadpur-Katwa . . . . .	2' 6"	30-5-17	32-26	32-69	2-87	35-56	Branch line under guarantee terms.
2	Arrah-Sasaram . . . . .	2' 6"	6-3-11	65-16	65-16	5-15	70-31	Line subsidized by District Board.
3	Bankura-Dainoodar River . . . . .	2' 6"	15-12-16	59-95	60-33	7-40	67-73	Branch line under guarantee terms.
4	Baraset-Basirhat Light . . . . .	2' 6"	1-2-05	52-24	52-24	4-76	57-00	Line subsidized by District Board.
5	Bengal Provincial . . . . .	2' 6"	7-11-94	33-27	33-27	2-31	35-58	Unassisted Company's line.
	Dasghara-Jamalpurgunj . . . . .	2' 6"	1-9-17	8-31	8-31	0-77	9-08	Branch line under guarantee terms.
	Total—5			41-58	41-58	3-08	44-66	
6	Bokhtiarpur-Bihar Light . . . . .	2' 6"	1-7-03	33-00	33-00	2-97	35-97	Line subsidized by District Board.
7	Burdwan-Katwa . . . . .	2' 6"	1-12-16	32-47	32-90	4-08	36-98	Branch line under guarantee terms.
8	Cutch State . . . . .	2' 6"	18-5-05	72-00	72-00	4-38	76-38	Indian State line.
9	Dehri-Rohas Light . . . . .	2' 6"	6-2-11	25-51	25-51	7-65	33-16	Line subsidized by the Government of India.
10	Dholpur State . . . . .	2' 6"	24-2-08	55-44	55-44	5-83	61-27	Indian State line.
11	Futwah-Islampur . . . . .	2' 6"	24-1-22	27-00	27-00	1-65	28-65	Branch line under guarantee terms.
12	Gwalior Light . . . . .	2' 0"	2-12-99	294-92	294-92	*30-28	325-20	Indian State line.
13	Howrah-Sheakhala Light . . . . .	2' 0"	2-8-97	19-75	19-75	1-41	21-16	Line subsidized by District Board.
14	Jagadhri Light . . . . .	2' 0"	11-8-11	3-31	3-31	0-55	3-86	Unassisted Companies' lines.
15	Jeasore-Jhenidah . . . . .	2' 6"	1-10-13	36-75	26-75	1-76	38-51	
16	Jorhat (Provincial) . . . . .	2' 0"	13-9-83	32-50	32-50	2-04	34-54	State line.
17	Kalighat-Falta . . . . .	2' 6"	28-5-17	26-25	26-42	5-96	32-38	Branch line under guarantee terms.
18	Kulasekarapatnam Light . . . . .	2' 0"	18-7-15	27-50	27-50	..	27-50	Unassisted Company's line.
19	Matheran Light . . . . .	2' 0"	22-3-07	12-61	12-61	1-02	13-63	Line subsidized by the Government of India.
20	Porbandar State . . . . .	3' 3½"	1-10-89	†41-29	†41-29	8-13	49-42	Indian State line.
21	Tezporo-Balipara Light . . . . .	2' 6"	9-8-94	20-10	20-10	1-11	21-21	Line subsidized by District Board.
22	Tirupati-Tiruchanur Light . . . . .	2' 0"	..	..	..	..	..	Unassisted Companies' lines.
23	Trivellore Light . . . . .	2' 0"	17-9-21	2-37	2-37	0-20	2-57	
24	Udaipur-Chitorgarh . . . . .	3' 3½"	1-8-95	110-07	110-07	13-04	123-11	Indian State line.
TOTAL CLASS III				1,124-03	1,125-44	115-32	1,240-76	

\* Includes 1-06 miles of Gwalior Palace siding (5'-6" Gauge) which is being maintained by the Gwalior Light Railway.

† Includes 1-55 miles of Porbandar Dock Estate line and 3-70 miles of Ranwao quarry line worked for goods traffic.



for the year 1931-32—concl'd.

## RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1931-32.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1932.				Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
..	..	..	..	..	..	CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Saaranj.
..	..	..	..	..	..	Bankura-Dumoodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Daughura-Jamalpuranj.
..	..	..	..	..	..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
Warsameddi to Banoan	19.85	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	Dholpur to Rajakhem <sup>†</sup>	22.24	Dholpur State.
..	..	..	..	..	..	Futwah-Jalampur.
Ujjain Agar Light Railway.	41.58	..	..	..	..	Gwalior Light.
..	..	..	..	..	..	Howrah-Sheikhab Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jessore-Jhenidah.
..	..	..	..	..	..	Jorhat (Provincial).
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulacerkapatnam Light.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Porbandar State.
..	..	..	..	..	..	Tezpur-Balipara Light.
..	..	Tirupati Tiruchanur	3.00	..	..	Tirupati-Tiruchanur Light.
..	..	..	..	..	..	Trivellore Light.
Kankroli to Garbor Road.	24.56	Kambli to Bursinghji ka Gudha.	10.00	Garbor Road to Kambli	22.24	Udaipur-Chitorgarh.
..	85.99	..	13.00	..	44.58	TOTAL CLASS III.

† Construction Suspended.

## 9.—Description of Class I Railways worked during the year 1931-32.

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of Curvature and Radius.			Ratio of curve to total length of line expressed as a percent- age.	Average amount of curva- ture per mile (De- grees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Len- gth (in miles).	Inclina- tion.	Degree.	Radius in feet.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
5' 6" GAUGE. Bengal-Nagpur .	2,475.9	407	Nil	8.11	215.0	894.2	200.7	1,318.0	2.30	1 in 60	5.75	1,000	16.0	14.3	
Bombay, Baroda & Central India. Eastern Bengal .	1,259.6 (f) 849.5	253 233	Nil Nil	1.35 Nil	0.48 0.65	260.7 3.42	97.2 10.3	359.7 14.4	0.88 0.65	1 in 80 1 in 100	5.75 6.00	996 955	14.9 13.1	20.0 10.5	
East Indian .	4,328.7	813	0.15	23.0	66.1	304.6	134.3	528.2	0.15	1 in 50	8.00	712	15.1	9.85	
Great Indian Pen- insula. Madras and South- ern Mahratta. Nizam's State .	3,548.4 1,156.9 581.5	495 243 83	19.7 Nil Nil	8.74 14.1 Nil	74.9 36.0 107.2	864.6 185.7 195.9	369.8 109.0 26.8	1,337.7 344.8 329.9	0.16 0.80 2.52	1 in 34 1 in 60 1 in 100	7.00 7.00 4.40	819 818 1,300	27.2 22.6 18.2	16.8 11.9 18.4	
North Western .	6,320.4	957	110.6	117.6	310.6	299.0	229.2	1,067.0	6.54	1 in 25	12.6	455	12.0	13.5	
South Indian .	732.8	136	Nil	19.1	57.0	130.1	52.5	258.7	1.16	1 in 62	7.16	800	35.8	22.6	
Total .	21,253.7	3,620	130.5	192.0	867.9	3,138.2	1,229.8	5,558.4							
3' 3 1/2" GAUGE. Assam Bengal .	1,324.9	(s) 304	10.2	47.8	34.0	179.2	38.4	309.6	10.1	(d) 1 in 37	15.0	382	14.9	35.2	
Bengal and North Western.	2,191.3	382	0.11	1.62	3.73	8.70	8.86	22.9	0.11	1 in 50	8.74	656	13.0	7.95	
Bombay, Baroda & Central India. Burma .	2,460.6 2,057.3 (f)	393 447	3.40 105.9	0.48 47.9	19.4 109.6	394.7 237.2	235.6 186.3	653.6 686.9	3.40 3.50	1 in 40 1 in 25	8.00 17.0	(e) 716 337	9.55 15.4	10.6 37.1	
Eastern Bengal .	1,015.6	204	0.34	0.63	3.88	37.2	38.3	80.4	0.34	1 in 50	11.4	500	11.2	11.0	
East Indian .	65.7	21	Nil	Nil	Nil	0.65	2.80	3.45	0.65	1 in 200	7.66	748	14.7	11.6	
Jodhpur .	975.8	147	0.51	Nil	1.47	208.7	74.0	284.7	0.51	1 in 50	8.00	716	8.76	11.7	
Madras and South- ern Mahratta. Nizam's State .	2,079.7 659.8	321 111	16.3 Nil	50.5 Nil	669.4 6.68	349.0 350.6	121.5 174.8	1,206.7 532.1	15.7 0.78	1 in 40 1 in 100	12.0 5.00	479 1,146	21.0 10.7	30.5 8.33	
Rohilkund and Kumaon. South Indian .	560.7 1,785.0	102 443	Nil 24.0	4.85 45.4	8.44 84.4	13.9 371.3	23.6 139.3	50.8 664.4	3.31 1.51	1 in 70 1 in 13	12.0 11.5	479 500	8.70 18.0	8.22 (h) 17.4	
Total .	15,176.4	2,875	160.8	199.1	941.0	2,151.1	1,043.4	4,495.4							
2' 6" AND 2' 0" GAUGES. Bengal Nagpur .	915.8	143	0.51	44.2	153.5	205.0	54.9	458.1	0.51	1 in 50	14.0	409	18.6	33.3	
Bombay, Baroda & Central India. Eastern Bengal .	221.1 30.9 (f)	66 14	2.28 Nil	1.73 Nil	29.7 Nil	34.4 Nil	11.5 Nil	79.6 Nil	0.35 Nil	1 in 50 Nil	28.7 15.0	200 382	17.6 25.0	43.2 42.3	
†Great Indian Pen- insula. North Western .	214.2 685.8	(j) 42 87	Nil 44.6	2.00 52.6	50.8 86.8	74.5 83.0	20.8 41.0	148.1 308.0	0.80 0.76	1 in 80 1 in 20	12.0 52.1	478 110	19.5 21.4	35.4 124.3	
South Indian .	98.7	15	Nil	32.8	11.9	19.4	2.50	66.6	2.39	1 in 67	6.00	955	30.2	62.2	
Total .	2,172.5	367	47.4	133.3	332.7	416.3	130.7	1,060.4							
GRAND TOTAL .	38,602.6	6,862	338.7	524.4	2,141.6	5,705.6	2,403.9	11,114.2							

Mean mileage worked.

Number of Stations.

(a) { Class II Railways 3,270.81  
Class III Railways 1,082.33

619

303

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

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

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

(e) Excepting Mhow Ghat section on which the maximum curvature is 9.56° and radius = 610 ft.

(f) Includes 49.66 miles of the Sara-Sirajganj Railway (B. G.), 33.09 miles of Cooch-Bihar State Railway (M. G.) and 19.75 miles of Khulna-Bagerhat Lt. Rly. (N. G.).

(g) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).

(h) The figure is for plain section, the figure for ghat section being 322.44°.

(i) Includes 8 stations from Tangi to Narayanganj inclusive of those on the Running Power Section of the E. B. Rly. worked over, and exclude one Joint Station, Mymensingh.

(j) Includes 5 stations 4 of which have connections with Broad Gauge and one with Narrow Gauge (Central Provinces Railways).

† Including figures relating to Darwaha Pusad Rly.

## 16.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932.

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

Railway.	LOCOMOTIVES.						RAIL MOTORS.			STEAM COACHES.			*ELECTRIC MOTOR COACHES.			Average weight in tons.
	Steam.			Elect-ric.	Total tractive effort lbs.		No.	Seats.		No.	Seat <sup>s</sup> .		No. (in units.)	Seats.		
	Tend-er.	Tank.	Total.		Steam.	Elect-ric.		Upper.	Lower.		Upper.	Lower.		Upper.	Lower.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
<b>5' 6" GAUGE.</b>																
Bengal-Nagpur . . .	673	75	748	..	21,628,692	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	350	36	386	2	9,926,021	10,000	..	..	..	..	..	..	40	..	4,800	70
Eastern Bengal . . .	250	73	323	..	7,631,195	..	..	..	..	1	..	..	..	..	..	..
East Indian . . .	1,251	376	1,627	..	37,144,295	..	..	..	..	3	30	270	..	..	..	..
Great Indian Peninsula .	847	115	962	65	24,694,921	2,048,000	..	..	..	4	36	317	53	..	4,448	67
Madras and Southern Mahratta.	248	57	305	..	7,521,819	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . . .	84	4	88	..	1,940,407	..	..	..	..	..	..	..	..	..	..	..
North Western . . .	1,168	†103	†1,271	2	†31,893,744	58,352	2	..	12	3	..	252	..	..	..	..
South Indian . . .	149	1	150	..	3,206,274	..	..	..	..	..	..	..	..	..	..	..
<b>Total . . .</b>	<b>5,020</b>	<b>840</b>	<b>5,860</b>	<b>69</b>	<b>145,587,368</b>	<b>2,116,352</b>	<b>2</b>	<b>..</b>	<b>12</b>	<b>13</b>	<b>114</b>	<b>999</b>	<b>93</b>	<b>..</b>	<b>9,248</b>	<b>69</b>
<b>3' 3½" GAUGE.</b>																
Assam-Bengal . . .	185	16	201	..	2,810,136	..	..	..	..	..	..	..	..	..	..	..
Bengal and North West-ern.	(a)333	14	(a)397	..	4,908,707	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	413	70	483	..	6,973,587	..	..	..	..	3	36	307	..	..	..	..
Burma . . .	325	89	414	..	7,090,388	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . . .	220	6	226	..	3,486,689	..	..	..	..	2	..	56	..	..	..	..
Jodhpur . . .	104	4	108	..	1,382,250	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	354	9	363	..	5,809,658	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . . .	70	12	82	..	1,255,200	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	78	3	81	..	1,012,935	..	..	..	..	..	..	..	..	..	..	..
South Indian . . .	357	59	416	(b)6	5,655,617	41,600 (c)	4	16	220	..	..	..	17	370	350	29
<b>Total . . .</b>	<b>2,489</b>	<b>282</b>	<b>2,771</b>	<b>6</b>	<b>40,385,167</b>	<b>41,600</b>	<b>4</b>	<b>16</b>	<b>220</b>	<b>7</b>	<b>36</b>	<b>587</b>	<b>17</b>	<b>370</b>	<b>350</b>	<b>29</b>
<b>2' 6" GAUGE.</b>																
Bengal-Nagpur . . .	101	14	115	..	1,552,227	..	..	..	..	**6	18	96	..	..	..	..
Bombay, Baroda and Central India.	6	19	25	..	213,730	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . . .	..	9	9	..	30,633	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western . . .	70	35	105	..	1,476,643	..	11	110	..	..	..	..	..	..	..	..
South Indian . . .	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
<b>Total . . .</b>	<b>197</b>	<b>90</b>	<b>287</b>	<b>..</b>	<b>3,727,102</b>	<b>..</b>	<b>11</b>	<b>110</b>	<b>..</b>	<b>**6</b>	<b>18</b>	<b>96</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>

\* Motor Coach composites.

† Includes one Petrol Locomotive.

(b) Includes 2 Battery Tenders.

(a) Includes 42 engines of replaced stock.

‡ Includes 2,400 lbs. tractive effort of 1 Petrol Locomotive.

(c) For 4 Electric Locomotives only.

\*\* Includes 3 steam coach trailers excluded last year.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

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

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
<b>5' 6" GAUGE.</b>										
Bengal-Nagpur . . . . .	478	189	340	4,572	40,318	65	96	36	240	2,292
Bombay, Baroda and Central India . . . . .	(a)446	(b)1,434	(c)5,740	..	(d)41,170	37	..	128	..	..
Eastern Bengal . . . . .	262	690	93	798	29,158	34	113	72	280	1,008
East Indian . . . . .	1,243	1,560	1,968	10,494	114,424	422	348	711	196	21,643
Great Indian Peninsula . . . . .	*774	1,370	935	143	†75,393	76	..	224	44	3,216
Madras and Southern Mahratta . . . . .	208	80	300	..	22,940	192	32	265	36	8,490
Nizam's State . . . . .	37	..	..	..	4,898	37	60	265	..	1,204
North Western . . . . .	1,085	432	389	4,288	116,403	164	26	483	891	5,982
South Indian . . . . .	142	..	130	..	14,122	..	..	..	..	..
Total . . . . .	4,674	5,755	9,895	20,295	458,826	1,027	675	2,183	1,687	43,827
<b>3' 3½" GAUGE.</b>										
Assam-Bengal . . . . .	236	..	..	..	16,740	..	..	..	..	..
Bengal and North-Western . . . . .	439	..	..	1,796	37,532	621	276	504	1,352	22,096
Bombay, Baroda and Central India . . . . .	758	120	60	..	58,045	234	378	612	..	3,554
Burma . . . . .	497	44	..	..	35,131	185	72	112	..	6,164
Eastern Bengal . . . . .	323	228	..	540	21,901	124	132	12	316	2,676
Jodhpur . . . . .	70	8	..	..	5,638	56	33	73	312	696
Madras and Southern Mahratta . . . . .	331	128	243	..	21,430	132	112	150	..	3,150
Nizam's State . . . . .	40	..	..	..	3,830	61	108	240	..	1,972
Rohilkund and Kumaon . . . . .	72	..	..	..	6,684	112	96	78	70	3,436
South Indian . . . . .	(e)794	672	541	..	(f)51,071	19	..	..	..	596
Total . . . . .	3,560	1,200	844	2,336	258,002	1,544	1,207	1,787	2,050	44,340

\* Includes 102 bogies Electric Stock.

(a) Includes 120 bogies Electric Stock.

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

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

† Includes 10,790 third class seats of Electric Stock.

(d) Includes 8,720 III class seats of Electric Stock.

(e) Includes 34 bogies of Electric Stock.

(f) Includes 2,448 third class seats of Electric Stock.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

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

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										
Bogies.					Four-wheelers.					Railway.
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
<b>5' 6" GAUGE.</b>										
137	1,631	2,072	1,204	1,590	18	96	170	32	59	Bengal Nagpur.
100	1,245	2,308	150	2,074	18	108	36	--	--	Bombay, Baroda and Central India.
235	1,912	2,960	8,986	8,403	18	152	212	54	72	Eastern Bengal.
455	2,995	5,957	11,030	13,168	50	306	408	222	290	East Indian.
*336	†3,624	7,020	1,727	†7,062	3	24	37	--	5	Great Indian Peninsula.
124	498	1,727	1,331	4,880	32	106	188	125	191	Madras and Southern Mahratta.
19	208	620	--	285	9	54	117	--	--	Nizam's State.
708	4,508	6,410	13,966	33,875	70	522	639	--	30	North Western.
55	588	1,378	--	†855	--	--	--	--	--	South Indian.
2,169	17,209	30,450	38,394	72,192	218	1,368	1,807	433	647	Total.
<b>3' 3½" GAUGE.</b>										
187	1,200	1,070	1,790	4,255	--	--	--	--	--	Assam Bengal.
53	444	648	525	537	103	429	438	460	964	Bengal and North Western.
156	1,332	1,611	162	2,390	32	192	192	--	--	Bombay, Baroda and Central India.
168	1,426	2,700	--	1,926	18	108	144	--	--	Burma.
151	979	911	1,934	2,634	57	204	204	220	383	Eastern Bengal.
42	130	190	075	971	11	20	42	13	--	Jodhpur.
95	406	705	418	1,715	22	88	132	--	--	Madras and Southern Mahratta.
14	132	295	--	195	10	63	138	--	--	Nizam's State.
23	147	216	308	588	20	67	69	139	139	Bohilkund and Kumaon.
156	1,083	2,299	177	‡1,543	5	30	40	--	--	South Indian.
1,045	7,279	10,645	5,989	16,755	278	1,210	1,399	832	1,491	Total.

\*Includes 51 Bogies Electric Stock.

†Includes 651 first, 1,888 second and 1,021 third class seats of Electric Stock.

‡Excludes 281 Servants' seats.

§Excludes 240 Servants' seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

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

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					Four-wheelers.					No. (in units).	Seats.	No. (in units).	Seats.
	No.	Seats by classes.				No.	Seats by classes.							
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
<b>5' 6" GAUGE.</b>														
Bengal Nagpur . . .	119	..	..	276	6,606	14	..	..	52	450	..	..	13	382
Bombay, Baroda and Central India.	80	32	..	1,396	4,115	..	..	..	..	..	..	..	15	480
Eastern Bengal . . .	190	..	..	1,290	16,183	7	..	..	96	167	..	..	2	72
East Indian . . .	474	8	10	660	29,494	18	..	..	..	672	..	..	19	504
Great Indian Peninsula . .	280	91	252	103	14,582	3	..	..	..	61	58	3,288	31	*1,090
Madras and Southern Mahratta.	130	..	..	..	7,877	37	..	..	..	996	..	..	56	154
Nizam's State . . .	13	..	..	..	544	2	..	..	..	72	..	..	..	..
North Western . . .	467	188	223	2,398	27,679	..	..	..	..	..	18	1,188	33	868
South Indian . . .	81	72	144	..	14,275	..	..	..	..	..	..	..	2	64
<b>Total</b> . . .	<b>1,834</b>	<b>391</b>	<b>629</b>	<b>6,123</b>	<b>111,355</b>	<b>81</b>	<b>..</b>	<b>..</b>	<b>148</b>	<b>2,418</b>	<b>76</b>	<b>4,476</b>	<b>121</b>	<b>3,614</b>
<b>3' 3½" GAUGE.</b>														
Assam Bengal . . .	127	..	..	1,108	3,490	53	..	..	212	..	..	..	1	23
Bengal and North Western	40	..	..	..	1,868	21	..	..	..	516	..	..	2	18
Bombay, Baroda and Central India.	209	..	..	..	10,405	..	..	..	..	..	..	..	6	106
Burma . . .	223	100	48	..	9,629	17	..	..	..	262	..	..	3	61
Eastern Bengal . . .	160	..	..	166	6,029	4	..	..	..	64	..	..	2	30
Godhpur . . .	50	..	..	..	2,805	4	..	..	..	86	..	..	4	71
Madras and Southern Mahratta.	130	..	..	24	4,486	177	..	..	..	2,600	..	..	..	..
Nizam's State . . .	21	..	128	..	577	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon . .	19	..	..	80	1,001	1	..	..	13	19	..	..	1	†24
South Indian . . .	302	8	34	..	15,289	1	..	..	..	22	..	..	3	180
<b>Total</b> . . .	<b>1,271</b>	<b>108</b>	<b>210</b>	<b>1,368</b>	<b>55,489</b>	<b>283</b>	<b>..</b>	<b>..</b>	<b>225</b>	<b>3,737</b>	<b>..</b>	<b>..</b>	<b>27</b>	<b>483</b>

\* Excludes 211 Servants' seats.  
† Excludes one berth for Manager.  
‡ Excludes 30 Servants' seats.  
§ Six-Wheeled.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

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

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
<b>5' 6" GAUGE.</b>									
..	..	..	—	6	34	..	—	850	Bengal-Nagpur.
1	7	..	—	13	156	*12	129	721	Bombay, Baroda and Central India.
2	6	..	—	3	10	..	..	753	Eastern Bengal.
16	†33	..	—	22	231	..	..	2,719	East Indian.
5	20	..	—	21	184	4	12	1,591	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	737	Madras and Southern Mahratta.
†11	55	5	12	4	32	..	—	137	Nizam's State.
27	118	..	—	22	88	..	..	2,594	North Western.
1	2	..	—	2	16	..	—	283	South Indian.
65	245	6	14	98	770	18	153	10,385	Total.
<b>3' 3½" GAUGE.</b>									
1	8	2	8	1	—	..	—	608	Assam-Bengal.
1	2	2	4	..	—	14	22	1,296	Bengal and North-Western.
6	22	1	1	16	94	1	2	1,419	Bombay, Baroda and Central India.
3	4	..	—	14	(a) 100	..	—	1,128	Burma.
2	4	..	—	2	6	..	..	815	Eastern Bengal.
—	..	..	—	..	..	..	..	237	Jodhpur.
2	4	..	—	1	6	4	12	894	Madras and Southern Mahratta.
4	29	1	4	1	3	1	4	158	Nizam's State.
—	..	..	—	..	—	2	3	250	Rohilkhand and Kumaon.
4	22	..	..	3	38	..	..	1,292	South Indian.
23	89	6	17	38	246	22	43	8,097	Total.

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

† For 11 carriages only.

‡ Includes 3 first class State carriages.

§ Six-wheeled.

(a) Excludes 117 3rd class seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

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

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). in units.
	Bogies. No.	Four-wheelers. No.				No.	No. (in units).		
48	49	50	51	52	53	54	55	56	57
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	-	-	28	-	75	41	246	13	70
Bombay, Baroda and Central India . . . . .	-	-	-	-	58	21	126	98	2
Eastern Bengal . . . . .	3	4	-	-	38	40	240	103	52
East Indian . . . . .	-	-	4	14	232	158	948	54	50
Great Indian Peninsula . . . . .	10	-	2	-	102	103	528	48	316
Madras and Southern Mahratta . . . . .	-	-	-	4	42	27	162	80	2
Nizam's State . . . . .	-	-	-	1	10	15	90	-	*8
North Western . . . . .	17	-	-	-	119	156	936	163	430
South Indian . . . . .	3	-	-	-	25	17	102	31	-
<b>Total</b> . . . . .	<b>33</b>	<b>4</b>	<b>34</b>	<b>19</b>	<b>701</b>	<b>578</b>	<b>3,378</b>	<b>605</b>	<b>930</b>
<b>8' 3½" GAUGE.</b>									
Assam-Dongai . . . . .	8	18	-	-	21	12	48	5	39
Bengal and North-Western . . . . .	-	-	-	-	21	30	20	-	3
Bombay, Baroda and Central India . . . . .	-	-	-	-	49	35	140	20	†6
Burma . . . . .	31	-	-	-	72	30	120	31	77
Eastern Bengal . . . . .	7	-	-	1	34	35	140	87	54
Jodhpur . . . . .	-	-	-	-	4	8	32	7	3
Madras and Southern Mahratta . . . . .	-	-	-	-	33	36	144	44	14
Nizam's State . . . . .	-	-	-	-	4	12	48	-	*2
Uchilkund and Kumaon . . . . .	-	-	3	-	7	12	48	-	7
South Indian . . . . .	9	-	5	-	33	47	112	12	13
<b>Total</b> . . . . .	<b>55</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>278</b>	<b>257</b>	<b>852</b>	<b>206</b>	<b>218</b>

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

† Includes 3 Insulated cars, bogie.



10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1932—contd.

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

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56, 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Bertha.	
No.	No.	60	61	62	63	64
58	59					
<b>5' 6" GAUGE.</b>						
--	3	227	1,080	78	(a) 120	Bengal Nagpur.
26	22	179	947	20	40	Bombay, Baroda and Central India.
--	25	240	1,018	57	(b) 109	Eastern Bengal.
--	117	512	3,348	337	266	East Indian.
16	61	581	2,249	213	368	Great Indian Peninsula.
--	46	165	948	101	294	Madras and Southern Mahratta.
--	9	**34	†180	9	17	Nizam's State.
--	207	890	3,691	247	415	North Western.
--	--	76	359	25	21	South Indian.
41	490	2,904	13,820	1,087	1,650	Total.
<b>3' 3½" GAUGE.</b>						
--	--	103	711	99	265	Assam Bengal.
--	163	64	1,513	32	48	Bengal and North-Western.
23	19	110	1,571	32	56	Bombay, Baroda and Central India.
--	--	241	1,369	78	156	Burma.
--	44	218	1,077	76	(c) 87	Eastern Bengal.
4	10	22	273	50	135	Jodhpur.
--	--	127	1,021	110	124	Madras and Southern Mahratta.
--	15	** 18	(d) 191	†25	18	Nizam's State.
--	--	29	279	13	17	Rohilkund and Kumaon.
--	1	119	1,412	64	84	South Indian.
27	252	1,041	8,417	579	990	Total.

\*\*Includes 2 units of State Stock for private use.

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

‡Includes 18 units of State Stock for private use.

(a) Excludes 16 chairs.

(b) Excluding those of one Inspection Car.

(c) Excluding those of one Inspection car, 2 tenders to saloon, 5 accident relief cars, etc.

(d) Includes 7 unit of State Stock for private use.

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

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
<b>5' 6" GAUGE.</b>												
Bengal-Nagpur .	3,502	4,248	..	..	150,448	1,015	11,904	..	..	279,448	240	..
Bombay, Baroda & Central India.	1,134	4,962	..	..	127,308	297	1,918	32	7	48,003	..	31
Eastern Bengal .	1,928	4,847	..	2	126,212	100	92	1	2	3,645	330	301
East Indian .	1,117	31,333	6	2	633,895	598	12,952	22	4	278,993	342	2
Great Indian Peninsula.	2,571	7,773	..	1,057	247,781	458	2,734	..	224	74,701	1,229	180
Madras & South- ern Mahratta.	721	3,442	..	..	88,501	190	884	..	73	25,092	129	80
Nizam's State .	..	820	..	..	17,491	..	750	..	..	16,243	..	575
North Western .	2,707	20,560	205	102	491,184	35	2,376	..	101	53,668	430	1,552
South Indian .	4	1,151	..	..	26,142	7	485	..	..	10,921	..	..
<b>TOTAL</b>	<b>13,744</b>	<b>79,154</b>	<b>211</b>	<b>1,163</b>	<b>1,908,962</b>	<b>2,694</b>	<b>34,155</b>	<b>55</b>	<b>411</b>	<b>790,714</b>	<b>2,690</b>	<b>2,721</b>

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capa- city 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
<b>3' 3½" GAUGE.</b>												
Assam-Bengal .	641	3,077	100	..	52,183	32	..	44	..	1,200	52	..
Bengal & North- Western.	3,023	5,248	1,005	..	116,240	..	..	..	..	..	471	350
Bombay, Baroda & Central India.	385	5,635	462	95	64,327	225	129	479	14	12,816	..	419
Burma .	..	0,404	..	104	89,380	..	..	..	..	..	594	992
Eastern Bengal .	898	1,970	560	874	62,226	..	10	..	12	441	433	141
Jodhpur .	..	1,515	490	3	22,425	..	..	..	..	..	..	97
Madras & South- ern Mahratta.	1,393	3,502	1,545	43	81,903	..	787	105	..	14,608	24	321
Nizam's State .	..	989	..	..	12,690	..	175	..	..	773	..	258
Rohilkund and Kumaon.	370	930	874	..	30,684	..	..	30	..	540	67	317
South Indian .	926	1,238	1,713	45	57,184	259	346	132	349	16,164	..	..
<b>TOTAL</b>	<b>8,530</b>	<b>31,483</b>	<b>6,775</b>	<b>1,254</b>	<b>609,222</b>	<b>516</b>	<b>1,347</b>	<b>700</b>	<b>375</b>	<b>46,342</b>	<b>1,641</b>	<b>2,793</b>

‡ Excludes 20 high-sided wagons coupled to goods brake vans.

*Class I Railways on the 31st March 1932—Broad and metre gauges—contd.*

Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11, 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trolleys). (In units.)	Traveling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	Timber or rail wagons.		Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	24 tons and under.	Over 24 tons.	21	22	23	24	25	26	27	28	29
..	..	3,840	18	10	261	559	30	170	1,118	23,225	522	164	61	2	5' 6" GAUGE.
51	223	11,087	925	14	..	..	27	133	190	9,944	225	511	15	10	B. N.
176	..	16,411	..	4	40	87	51	78	103	8,132	81	113	27	9	B., B. & C.I.
..	..	4,066	115	37	70	406	70	279	355	47,710	1,154	1,342	115	27	E. B.
..	..	21,979	2,060	32	200	70	79	149	20	18,836	636	662	95	..	E. L.
..	..	3,850	5	23	99	9	56	88	5	5,804	226	292	29	1	G. I. P.
..	..	11,524	..	..	10	..	..	..	..	2,164	39	123	5	12	M. & S. M.
12	147	47,116	4	61	80	438	91	385	5	29,300	490	445	95	20	N. S.
..	..	..	..	13	166	12	9	9	..	1,850	71	170	6	..	N. W.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	S. I.
239	370	119,873	3,127	194	946	1,591	413	1,291	1,796	146,965	3,444	3,822	448	81	Total.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11, 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trolleys). (In units.)	Traveling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	Timber or rail wagons.		Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	15 tons and under.	Over 15 tons.	21	22	23	24	25	26	27	28	29
..	..	520	16	1	..	211	103	58	52	5,287	5	597	19	2	3' 3 1/2" GAUGE.
28	..	8,786	..	..	281	100	16	6	13	11,441	110	3	24	1	A. B.
375	..	11,994	920	27	12	145	6	27	70	9,425	132	633	47	..	B. & N.-W.
..	158	22,323	742	9	310	526	8	63	16	10,076	256	344	106	..	B., B. & C.I.
..	108	7,668	..	8	120	158	11	55	10	5,397	83	109	30	..	Burma.
70	223	6,708	47	3	..	..	5	14	..	2,473	47	88	2	..	E. B.
30	..	4,780	122	15	171	9	18	49	237	8,371	257	136	50	..	Jodhpur.
..	2	3,106	..	..	20	..	..	4	..	11,346	38	135	6	3	M. & S. M.
..	..	3,024	..	2	100	40	..	..	7	2,643	57	35	24	1	N. S.
13	..	247	..	9	32	145	39	97	6	5,349	220	1,460	20	..	R. & K.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	S. I.
516	491	69,156	1,847	74	1,046	1,334	206	373	411	61,808	1,205	3,538	328	7	Total.

† Includes 20 high-sided wagons coupled to goods brake vans. ‡ Includes 46 inspection trolleys.

‡ Includes 2 Super Sentinel tractors and 6 trailers excluded last year.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the  
31st March 1932—concl'd.

COACHING STOCK—(Narrow gauge).

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use in units.
	No. (in units).	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
<b>2' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	374	528	547	917	10,127	28	402	18	3
Bombay, Baroda and Central India . . . . .	67	—	176	—	3,322	—	67	—	—
Eastern Bengal . . . . .	55	74	24	129	985	—	55	1	—
Great Indian Peninsula . . . . .	48	66	(a)	(b)	1,878	2	50	1	—
North Western . . . . .	325	473	670	1,116	9,480	63	388	12	—
South Indian . . . . .	23	40	—	—	628	11	34	1	—
<b>TOTAL</b> . . . . .	<b>892</b>	<b>1,181</b>	<b>1,417</b>	<b>2,162</b>	<b>26,420</b>	<b>104</b>	<b>996</b>	<b>33</b>	<b>3</b>

GOODS STOCK—(Narrow gauge).

Railway.	GOODS WAGONS.		Railway service wagons (In units).	REMARKS.
	Number. (In units).	Total capacity in tons.		
1	2	3	4	
<b>2' 6" GAUGE.</b>				
Bengal Nagpur . . . . .	*2,034	**30,745	20	
Bombay, Baroda and Central India . . . . .	†316	††3,759	6	
Eastern Bengal? . . . . .	‡28	‡‡120	—	
Great Indian Peninsula . . . . .	§199	§§3,094	29	
North Western . . . . .	¶892	¶¶11,703	89	
South Indian . . . . .	78	765	—	
<b>TOTAL</b> . . . . .	<b>3,547</b>	<b>(c) 50,186</b>	<b>144</b>	

\* Includes 304 special wagons.  
† Includes 20 special wagons.  
‡ Includes 6 special wagons.  
§ Includes 5 special wagons.  
¶ Includes 133 special wagons.  
(a) Included in Col. 3.  
(b) Included in Col. 6.

\*\* Includes 3,261 tons carrying capacity of 304 special wagons.  
†† Includes 75 tons carrying capacity of 20 special wagons.  
‡‡ Includes 29 tons carrying capacity of 6 special wagons.  
§§ Includes 30 tons carrying capacity of 5 special wagons.  
¶¶ Includes 890 tons carrying capacity of 133 special wagons.  
(c) The total figures in this column in the last year's report should be 50,237 against 60,387 as printed.

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**11.—STATEMENT OF NET ADDITIONS TO, OR REDUC-  
TIONS OF, EQUIPMENT OF CLASS I RAILWAYS  
DURING THE YEAR 1931-32.**

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

Railway.	LOCOMOTIVES.			RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES USED EXCLUSIVELY		
	Steam.	Electric.	Tractive effort (in lbs.).	No.	Seats.	No.	Seats.	No.	Seats.	No.	Pass.	
	No.	No.										No.
	1	2	3	4	5	6	7	8	9	10	11	12
<b>5' 6" GAUGE.</b>												
Bengal Nagpur . . . . .	10	..	715,855	..	..	..	..	..	..	..	21	64
Bombay, Baroda and Central India	2	..	186,008	..	..	..	..	..	..	..	116	64
Eastern Bengal . . . . .	-5	..	-14,375	..	..	..	..	..	..	..	-14	36
East Indian . . . . .	-18	..	326,828	..	..	..	..	..	..	..	-36	-284
Great Indian Peninsula . . . . .	-38	..	-801,489	..	..	..	..	..	..	..	-54	-97
Madras and Southern Mahratta	-5	..	-26,824	..	..	..	..	..	..	..	12	34
Nizam's State . . . . .	4	..	120,547	..	..	..	..	..	..	..	3	28
North Western . . . . .	†4	2	†767,299	..	..	..	..	..	..	..	-20	-24
South Indian . . . . .	-1	..	46,340	..	..	..	..	..	..	..	-1	..
Total . . . . .	-47	2	1,332,179	..	..	..	..	..	..	..	28	-179
<b>8' 3½" GAUGE.</b>												
Assam-Bengal . . . . .	1	..	22,151	..	..	..	..	..	..	..	35	30
Bengal and North-Western . . . . .	10	..	310,802	..	..	..	..	..	..	..	14	..
Bombay, Baroda and Central India	-14	..	26,898	..	..	..	24	..	..	..	-28	156
Burma . . . . .	-13	..	-1,171	..	..	..	..	..	..	..	-20	35
Eastern Bengal . . . . .	3	..	134,135	..	..	..	..	..	..	..	8	48
Jodhpur . . . . .	..	..	..	..	..	..	..	..	..	..	2	..
Madras and Southern Mahratta . . . . .	5	..	178,574	..	..	..	..	..	..	..	21	4
Nizam's State . . . . .	-7	..	-38,725	..	..	..	..	..	..	..	2	12
Rohilkund and Kumaon . . . . .	3	..	46,502	..	..	..	..	..	..	..	..	..
South Indian . . . . .	-8	6	*32,222	..	..	..	..	17	720	..	27	32
Total . . . . .	-14	6	711,388	..	..	..	24	17	720	..	61	317
<b>2' 6" &amp; 3' 0" GAUGES.</b>												
Bengal-Nagpur . . . . .	-17	..	-64,480	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	1	..	702	..	..	..	..	..	..	..	1	..
Eastern Bengal . . . . .	..	..	..	..	..	..	..	..	..	..	-7	..
Great Indian Peninsula . . . . .	3	..	55,296	..	..	..	..	..	..	..	4	12
North Western . . . . .	..	..	-7,171	2	16	..	..	..	..	..	5	16
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
Total . . . . .	-13	..	-15,553	2	16	..	..	..	..	..	3	28

\* Is made up of —9,378 lbs. Tractive effort of steam locomotives and 41,600 lbs. Tractive effort of electric locomotives.  
† Includes 1 Petrol locomotive.  
‡ Includes 58,352 and 2,400 lbs. Tractive effort of 2 Electric and 1 Petrol locomotive respectively.  
§ The figures are in units.

equipment of Class I Railways during the year 1931-32—By gauges.

PASSENGER CARRIAGES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).						RAILWAY SERVICE VEHICLES (INCLUDING OFFICERS' CARRIAGES, INSPECTION TROLLEYS, TRAVELLING CRANES AND DUMMY TRUCKS).			Railway.
Passenger Carriages			Other coaching vehicles including brake vans.	Covered wagons.		Open wagons.		Special wagons including brake vans.	Passenger.	Goods.	Road Motors.		
2nd.	Inter.	3rd.		No.	Capacity (in tons).	No.	Capacity (in tons).						
13	14	15		17	18	19	20					21	
13	14	15	16	17	18	19	20	21	22	23	24	25	
<b>5' 6" GAUGE.</b>													
110	115	1,263	-2	192	4,266	688	14,159	100	5	2	..	Bengal Nagpur.	
-103	161	-3,873	-2	-99	-2,002	-40	-690	-63	..	-1	..	Bombay, Baroda and Central India.	
-32	384	-583	-8	-43	-195	-20	-286	8	..	-1	1	Eastern Bengal.	
-285	375	2,453	-37	344	-5,964	-653	-11,117	-128	23	-101	1	East Indian.	
356	143	-6,889	-71	654	14,488	37	1,643	233	71	-71	-24	Great Indian Peninsula.	
60	..	1,138	1	115	2,384	6	350	5	41	-76	..	Madras and Southern Mahratta.	
48	..	44	-2	..	203	..	558	2	..	-6	..	Nizam's State.	
-54	679	-1,708	12	-142	-1,635	-62	-836	31	-9	-2	-3	North Western.	
78	..	34	-2	49	1,421	30	843	-2	2	-17	..	South Indian.	
178	109	-8,121	-111	382	12,971	-14	4,624	186	133	-273	-25	Total.	
<b>3' 3 1/2" GAUGE.</b>													
16	222	1,925	..	91	1,239	2	20	20	4	..	..	Assam-Bengal.	
..	-132	1,576	-1	141	1,535	..	..	6	..	..	..	Bengal and North Western.	
48	..	-773	-19	201	-1,025	-16	-209	-25	-1	30	..	Bombay, Baroda and Central India.	
60	..	-589	-21	-6	-85	-245	-2,018	-1	9	10	..	Burma.	
86	162	1,057	-9	-1	-41	-79	-621	-33	-1	4	..	Eastern Bengal.	
..	6	-33	..	-1	112	..	59	..	..	..	..	Jodhpur.	
45	62	1,564	1	175	6,521	-6	135	-35	57	-64	..	Madras and Southern Mahratta.	
20	..	72	..	..	33	..	-48	2	..	-7	..	Nizam's State.	
..	..	..	-1	..	48	23	311	..	1	..	..	Rohilkund and Kumaon.	
-81	..	2,654	1	-106	689	34	704	-16	-3	48	..	South Indian.	
188	320	7,453	-49	92	8,406	-287	-1,667	-32	66	21	..	Total.	
<b>2' 6" &amp; 2' 0" GAUGES.</b>													
-12	-143	-1,533	-1	-520	-1,411	-2	-15	25	..	..	..	Bengal-Nagpur.	
..	..	55	..	..	..	15	210	..	..	..	..	Bombay, Baroda and Central India.	
..	-24	-140	..	-38	-188	..	..	..	..	..	..	Eastern Bengal.	
-45	..	60	..	11	176	4	64	..	..	..	..	Great Indian Peninsula.	
12	56	171	3	-2	76	4	89	2	-2	6	..	North Western.	
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.	
-45	-111	-1,387	2	-549	-1,347	21	348	27	-2	6	..	Total.	

† The figures are in units.

## 12.—Statement of Passenger Revenue Statistics.

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. 8	Passengers carried	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
<b>5' 6" GAUGE</b>									
Bengal-Nagpur . . . . .	1930-31	29,7	152,0	1,344,3	18,580,4	20,607,4	765,8	34,5	165,9
	1931-32	23,9	115,8	1,710,0	15,798,9	17,648,6	609,5	27,2	125,7
Bombay, Baroda and Central India	1930-31	115,4	3,044,3	43,4	53,443,8	56,651,9	2,079,6	122,9	3,080,1
	1931-32	61,2	2,074,3	54,3	52,593,8	54,783,6	1,919,3	68,0	2,108,8
Eastern-Bengal . . . . .	1930-31	69,3	399,6	3,501,0	28,671,0	32,540,9	1,232,3	75,0	415,6
	1931-32	50,6	265,0	1,920,1	26,290,8	28,535,3	1,033,7	55,7	280,0
East Indian . . . . .	1930-31	77,8	526,3	5,193,7	58,264,6	64,062,4	2,594,0	89,6	568,9
	1931-32	68,5	468,4	4,550,9	53,934,1	59,030,9	2,236,0	78,9	505,9
Great Indian Peninsula . . . . .	1930-31	93,9	1,489,4	184,2	51,674,1	53,441,6	1,550,8	107,6	1,535,2
	1931-32	73,4	1,061,6	110,9	47,226,8	48,472,7	1,501,4	87,1	1,108,4
Madras and Southern Mahratta	1930-31	14,0	127,9	338,1	24,262,3	24,742,3	1,585,6	21,7	160,5
	1931-32	12,0	96,3	208,0	21,625,0	21,941,3	1,193,6	18,6	124,3
Nizam's State . . . . .	1930-31	5,4	47,9	Nil	4,599,7	4,653,0	476,5	8,1	63,8
	1931-32	4,5	41,7	3,3	3,852,5	3,902,0	388,7	7,0	55,7
North Western (Commercial) . . . . .	1930-31	72,2	590,8	2,878,9	61,825,9	65,367,8	2,641,8	37,8	649,6
	1931-32	*	*	*	*	*	*	*	*
North Western (Military) . . . . .	1930-31	8,1	53,2	136,7	5,749,7	5,947,7	1,640,7	13,6	83,8
	1931-32	*	*	*	*	*	*	*	*
North-Western (Total) . . . . .	1930-31	80,3	644,0	3,015,6	67,575,6	71,315,5	1,206,1	91,1	677,8
	1931-32	59,1	464,1	2,169,2	53,698,8	56,391,2	1,093,7	68,3	493,6
South Indian . . . . .	1930-31	7,1	89,0	Nil	12,835,8	12,931,9	1,043,0	11,7	113,3
	1931-32	5,4	69,2	Nil	11,075,9	11,150,5	1,056,9	9,3	89,0
TOTAL 5' 6" GAUGE	1930-31	492,9	6,521,4	14,120,3	319,812,3	340,946,9	(a)12,533,7	(a)562,2	(a)6,781,0
	1931-32	358,6	4,656,4	10,735,7	286,105,4	301,856,1	(a)11,032,8	(a)420,1	(a)4,891,4
<b>3' 3½" GAUGE</b>									
Assam Bengal . . . . .	1930-31	13,9	43,2	505,6	11,622,6	12,185,3	443,6	16,6	47,8
	1931-32	11,0	35,8	371,6	9,697,0	10,115,4	345,7	13,1	39,7
Bengal and North Western . . . . .	1930-31	11,8	82,1	363,6	34,631,1	35,088,6	1,329,7	13,1	88,0
	1931-32	10,1	74,2	321,5	30,264,8	30,670,6	979,5	11,2	79,4
Bombay, Baroda and Central India	1930-31	13,9	108,7	7,4	25,422,6	25,652,6	2,891,9	22,3	158,3
	1931-32	11,9	92,1	6,8	22,408,4	22,519,2	2,673,8	18,5	134,9
Burma . . . . .	1930-31	51,6	540,0	Nil	28,270,6	28,862,2	Nil	51,6	540,0
	1931-32	38,4	378,6	Nil	22,430,5	22,847,5	Nil	38,4	378,6

\* Figures not required.



## Class I Railways for the years 1930-31 and 1931-32.

(in hundreds). (a)				Passenger miles (in thousands).					Railway. 20
Inter. 11	3rd. 12	Total 13	On the System 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total 19	
1,871.7	19,301.1	21,373.2	24,453.2	6,736	17,495	68,438	858,364	951,023	5' 6" GAUGE. Bengal-Nagpur.
1,734.5	16,370.7	18,258.1	20,590.9	6,229	15,912	66,404	769,261	857,806	
46.2	55,482.3	58,731.5	87,607.9	9,712	49,805	10,443	1,149,022	1,218,982	Bombay, Baroda and Cen- tral India.
56.5	54,469.6	56,702.9	82,631.5	9,029	39,794	12,588	1,092,806	1,154,216	
3,560.8	29,721.9	33,773.2	45,052.0	5,439	11,764	60,456	683,865	761,524	Eastern Bengal.
1,972.4	27,260.9	29,569.0	38,645.8	4,191	12,189	46,125	606,463	668,968	
5,273.9	60,724.0	66,656.4	66,656.4	18,831	67,846	226,548	3,412,991	3,726,216	East Indian.
4,631.6	56,050.5	61,266.9	61,266.9	16,019	56,562	205,307	3,109,448	3,387,336	
204.4	53,145.2	54,992.4	55,717.3	23,898	72,071	24,858	1,755,837	1,676,664	Great Indian Peninsula.
129.6	48,649.0	49,974.1	50,667.8	19,479	69,720	22,673	1,644,908	1,746,870	
348.1	25,797.6	26,327.9	41,620.4	5,103	18,390	23,592	796,971	844,056	Madras and Southern Mah- ratta.
215.4	22,776.6	23,134.9	37,387.4	4,193	15,387	16,716	721,642	767,938	
Nil	5,057.6	5,129.5	11,136.4	1,063	5,885	Nil	277,451	184,399	Nizam's State.
4.8	4,223.2	4,200.7	9,587.2	973	5,486	602	162,107	169,168	
2,982.4	64,289.8	68,099.6	*	16,890	69,962	151,055	2,944,619	3,182,326	North-Western (Commer- cial).
*	*	*	*	*	*	*	*	*	
205.1	7,285.9	7,588.4	*	1,549	6,296	10,233	292,699	310,777	North-Western (Military).
*	*	*	*	*	*	*	*	*	
3,063.2	68,689.5	72,521.6	73,562.7	18,239	76,258	161,288	3,237,318	3,493,103	North-Western (Total).
2,208.1	54,714.9	57,484.9	58,253.3	14,855	61,359	118,531	2,645,368	2,840,113	
Nil	13,849.9	13,974.9	63,189.6	1,382	7,539	Nil	345,015	353,936	South Indian.
Nil	12,109.1	12,207.4	55,885.8	1,103	6,806	Nil	298,217	306,126	
(a) 14,368.3	(a) 331,769.1	(a) 353,480.6		90,403	330,043	575,623	12,416,834	13,412,903	TOTAL 5' 6" GAUGE.
(a) 10,952.9	(a) 296,624.5	(a) 312,888.9		76,071	273,215	488,946	11,050,309	11,888,541	
531.2	12,033.3	12,628.9	12,628.9	1,481	2,864	20,841	340,550	365,736	3' 3½" GAUGE. Assam Bengal.
393.4	10,014.9	10,461.1	10,461.1	1,118	2,456	16,669	276,349	296,502	
386.5	35,939.7	36,418.3	36,418.3	1,253	6,171	21,506	1,169,876	1,198,866	Bengal and North-Western.
338.2	31,221.3	31,650.1	31,650.1	1,135	5,638	19,284	996,550	1,023,805	
11.8	28,252.1	28,444.5	†	2,646	13,690	580	1,104,887	1,121,783	Bombay, Baroda and Cen- tral India.
13.0	25,026.6	25,193.0	†	2,285	12,486	822	1,004,774	1,020,367	
Nil	28,270.6	28,662.2	28,662.2	4,654	19,357	Nil	609,555	633,666	Burma.
Nil	22,430.5	22,847.5	22,847.5	3,975	15,482	Nil	501,648	521,105	

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

\* Figures not required.

† Included under 5' 6" gauge.

## 12.—Statement of Passenger Revenue Statistics

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. 8	Pass.	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
3' 3½" Gauge—concid. Eastern Bengal . . . . .	1930-31	8.0	47.7	471.4	9,655.2	10,181.3	1,553.1	13.6	60.1
	1931-32	7.3	37.6	328.2	7,797.2	8,170.3	1,308.3	12.3	49.1
Jodhpur . . . . .	1930-31	2.4	19.6	85.2	3,204.6	3,311.8	371.4	3.9	26.4
	1931-32	2.0	17.4	83.5	2,638.3	2,741.2	322.8	3.2	23.5
Madras and Southern Mah. rastra.	1930-31	8.0	99.4	64.5	15,615.7	15,787.6	941.6	10.3	113.7
	1931-32	7.0	90.1	34.5	14,371.8	14,503.4	828.0	9.3	104.8
Nizam's State . . . . .	1930-31	3.7	45.7	Nil	6,084.8	6,134.2	326.1	4.5	50.9
	1931-32	3.1	37.2	Nil	5,321.2	5,361.5	242.4	3.7	40.3
Bohilkund and Kumson	1930-31	3.9	18.9	42.2	6,429.6	6,494.6	183.1	5.6	25.1
	1931-32	3.5	17.4	43.9	5,873.0	5,937.8	162.8	4.9	22.5
South Indian . . . . .	1930-31	20.1	339.0	9.9	48,703.2	49,072.2	1,054.4	30.1	375.5
	1931-32	19.8	316.0	5.6	43,276.2	43,617.6	1,486.6	28.3	339.4
TOTAL 3' 3½" GAUGE 2' 6" AND 2' 0" GAUGES.	1930-31	137.3	1,344.3	1,549.8	189,640.0	192,671.4	(a)9,094.9	(a)171.6	(a)1,486.1
	1931-32	114.1	1,086.4	1,195.6	164,078.4	166,484.5	(a)8,349.9	(a)142.9	(a)1,213.2
Bengal-Nagpur . . . . .	1930-31	1.4	11.8	92.9	3,175.3	3,281.4	233.0	2.1	16.4
	1931-32	1.1	8.7	71.5	2,374.1	2,455.4	185.6	1.8	12.6
Bombay, Baroda and Central India.	1930-31	Nil	3.7	Nil	1,708.1	1,711.8	126.3	Nil	4.6
	1931-32	Nil	3.4	Nil	1,821.7	1,825.1	125.4	Nil	4.4
Eastern Bengal . . . . .	1930-31	1	4.3	10.8	765.9	781.1	118.3	1	5.2
	1931-32	1	3.2	7.5	650.2	661.0	72.6	1	4.0
Great Indian Peninsula	1930-31	‡	1.9	‡	833.7	835.6	95.0		2.3
	†1931-32	‡	1.8	‡	787.3	789.1	70.9		2.2
North Western (Commercial)	1930-31	4.8	17.8	32.2	953.0	1,012.8	222.3	7.9	26.0
	1931-32	*	*	*	*	*	*	*	*
North Western (Military)	1930-31	2	1.6	9	251.1	253.8	40.9	5	2.5
	1931-32	*	*	*	*	*	*	*	*
North Western (Total) . . . . .	1930-31	5.0	19.4	33.1	1,209.1	1,266.6	219.9	8.2	27.7
	1931-32	* 3.9	14.5	24.6	922.6	965.6	185.1	6.4	20.7
South Indian . . . . .	1930-31	(b) 3	(b) Nil	Nil	567.0	567.3	61.2	(b)6	(b) Nil
	1931-32	2	Nil	Nil	476.0	476.2	49.5	4	Nil
TOTAL 2' 6" AND 2' 0" GAUGES	1930-31	(b)6.8	(b)41.1	136.8	8,259.1	8,443.8	(a)853.7	(a)(b)11.0	(a)56.2
	1931-32	5.3	31.8	103.6	7,031.9	7,172.4	(a) 689.1	(a) 8.7	(a) 43.9
TOTAL CLASS I RAILWAYS	1930-31	(b)637.0	(b)7,906.8	15,806.9	617,711.4	642,062.1	(a)22,482.3	(a)(b)744.8	(a)8,323.3
	1931-32	478.0	5,784.4	12,034.9	457,215.7	475,513.0	(a)20,071.8	(a)571.7	(a)6,148.5

\* Figures not required.

† Includes figures for Darwha Pusad Ry.

‡ Included in column 4.

§ Included in column 6.

|| Included in column 10.

(b) Revised figures.

Class I Railways for the years 1930-31 and 1931-32—contd.

Passengers carried (in hundreds). (a)				Passenger miles (in thousands).					Railways. 20
Inter. 11	3rd. 12	Total 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total 19	
527.4	11,134.4	11,735.4		1,451	2,997	15,310	446,134	465,892	3' 3 1/2" GAUGE—contd. Eastern Bengal.
379.0	9,037.5	9,478.6		1,147	2,663	11,628	348,487	363,925	
90.1	3,562.4	3,683.2	3,683.2	471	2,380	4,303	151,220	158,874	Jodhpur.
87.6	2,949.4	3,064.0	3,064.0	401	2,584	3,743	141,037	147,765	
69.4	16,535.8	16,729.2		1,507	8,963	5,330	531,296	547,156	Madras and Southern Mahratta.
38.5	15,178.8	15,331.4		1,410	8,636	4,157	483,573	497,776	
Nil	6,404.9	6,460.3		606	3,722	Nil	198,944	203,272	Nizam's State.
Nil	5,559.9	5,893.9		493	3,223	Nil	183,789	187,505	
45.4	6,601.6	6,677.7	6,677.7	582	2,041	1,920	163,904	168,447	Rohilkund and Kumaon.
47.0	6,026.2	6,100.6	6,100.6	546	1,900	2,012	152,191	156,649	
10.0	49,711.0	50,126.6		2,997	19,673	1,944	1,187,585	1,212,199	South Indian.
5.7	44,730.8	45,104.2		2,562	17,424	998	1,037,165	1,058,147	
(a)1,671.8	(a)198,436.8	(a)201,766.3		17,618	82,358	71,854	6,903,931	6,075,791	TOTAL 3' 3 1/2" GAUGE.
(a)1,302.4	(a)172,175.9	(a)174,834.4		15,072	72,490	59,311	5,125,563	5,272,436	
103.6	3,392.3	3,514.4		119	939	3,677	105,357	110,092	2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.
82.3	2,544.3	2,641.0		99	657	2,947	78,602	82,395	
Nil	1,833.5	1,838.1		Nil	101	Nil	25,465	25,566	Bombay, Baroda and Cent- ral India.
Nil	1,946.1	1,950.5		Nil	97	Nil	26,793	26,890	
14.4	879.7	899.4		1	62	100	7,419	7,582	Eastern Bengal.
9.2	720.3	733.6		Nil	50	71	6,288	6,409	
†	928.3	930.6		†	58	‡	16,094	16,152	Great Indian Peninsula.
†	857.8	860.0		†	55	‡	14,685	14,740	
39.6	1,161.6	1,235.1		408	1,154	1,367	36,674	39,603	North Western (Commer- cial).
*	*	*		*	*	*	*	*	
1.6	290.1	294.7		55	206	123	10,323	10,707	North Western (Military.)
*	*	*		*	*	*	*	*	
40.5	1,410.1	1,486.5		463	1,360	1,490	46,997	50,310	North Western (Total).
30.6	1,093.0	1,150.7		366	1,038	1,078	37,427	39,907	
Nil	627.9	628.5		(b) 15	(b) Nil	Nil	10,140	10,155	South Indian.
Nil	525.3	525.7		9	Nil	Nil	8,647	8,656	
(a)158.5	(a) 9,071.8	(a) 9,297.5		(b) 598	(b) 2,520	6,267	211,472	219,857	TOTAL 2' 6" AND 2' 0" GAUGES.
(a)122.1	(a) 7,686.8	(a) 7,861.5		474	1,895	4,096	172,532	178,997	
(a)16,198.6	(a)539,277.7	(a)564,544.4	(a)567,266.2	(b)108,619	(b)419,921	652,744	18,532,337	19,708,551	TOTAL CLASS I RAILWAYS.
(a)12,377.4	(a)476,487.2	(a)495,584.8	(a)489,039.9	91,617	347,600	552,353	16,348,404	17,339,974	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys but in Column 14 each passenger is considered to have performed one journey only on each Railway system.  
 \* Figures not required. † Included in col. 12. ‡ Included in col. 16. § Included in col. 18.

## 12.—Statement of Passenger Revenue Statistics

Railway. 21	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
<b>5' 6" GAUGE.</b>						
Bengal-Nagpur . . . . .	1930-31	195.2	105.4	36.6	44.5	44.5
	1931-32	228.9	126.6	38.3	47.0	47.0
Bombay, Baroda and Central India . . . . .	1930-31	79.0	16.2	225.8	20.7	20.8
	1931-32	132.7	18.9	222.6	19.3	20.4
Eastern Bengal . . . . .	1930-31	72.6	35.6	17.0	23.0	22.6
	1931-32	75.2	43.5	23.4	22.2	22.6
East Indian . . . . .	1930-31	210.0	119.0	43.0	56.0	56.0
	1931-32	203.0	112.0	44.0	55.0	55.0
Great Indian Peninsula . . . . .	1930-31	222.1	46.9	121.6	33.0	34.1
	1931-32	223.6	53.9	174.9	33.8	35.0
Madras and Southern Mahratta . . . . .	1930-31	234.7	114.6	67.8	30.9	32.1
	1931-32	225.5	123.8	77.6	31.7	32.8
Nizam's State . . . . .	1930-31	131.0	92.2	Nil	35.1	35.9
	1931-32	138.7	98.4	126.8	38.4	39.4
North Western (Commercial) . . . . .	1930-31	190.1	107.7	50.6	45.8	46.8
	1931-32	†	†	†	†	†
North Western (Military) . . . . .	1930-31	114.4	75.1	49.9	40.2	41.0
	1931-32	†	†	†	†	†
North Western (Total) . . . . .	1930-31	200.3	112.6	52.7	47.1	48.2
	1931-32	217.3	124.3	53.7	48.3	49.4
South Indian . . . . .	1930-31	118.0	66.5	Nil	24.9	25.3
	1931-32	118.4	76.5	Nil	24.6	25.1
<b>TOTAL 5' 6" GAUGE . . . . .</b>	1930-31	*160.8	*48.6	*40.1	*37.4	*37.9
	1931-32	*181.1	*55.9	*44.7	*37.3	*38.0
<b>3' 3½" GAUGE.</b>						
Assam Bengal . . . . .	1930-31	89.5	59.9	39.2	28.3	28.9
	1931-32	85.6	61.9	42.4	27.6	28.4
Bengal and North-Western . . . . .	1930-31	95.3	70.1	55.8	32.6	32.9
	1931-32	100.9	71.1	57.0	31.9	32.3
Bombay, Baroda and Central India . . . . .	1930-31	118.8	36.5	49.3	39.1	39.4
	1931-32	123.7	92.0	63.3	40.2	40.5
Burma . . . . .	1930-31	90.1	35.8	Nil	21.6	21.9
	1931-32	103.6	40.9	Nil	22.4	22.8

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

† Figures not required.

## Class I Railways for the years 1930-31 and 1931-32—contd.

EARNINGS FROM PASSENGERS CARRIED (INCLUDING REFUNDS AND REMISSIONS IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Rs.	Rs.	Rs.	Rs.	Rs.						
5' 6" GAUGE.										
6,80	7,90	14,56	1,48,08	1,77,34	19.4	8.68	4.08	3.31	3.58	} Bengal-Nagpur.
5,78	7,33	14,01	1,29,95	1,57,07	17.8	8.85	4.05	3.24	3.52	
7,81	16,19	2,98	1,73,57	2,00,55	15.4	6.24	5.48	2.90	3.16	} Bombay, Baroda and Central India.
7,82	15,74	3,52	1,71,06	1,98,14	16.6	7.59	5.37	3.01	3.29	
4,70	7,25	12,20	1,10,06	1,34,21	16.6	9.42	3.87	3.08	3.36	} Eastern-Bengal.
3,80	6,32	0,72	99,82	1,19,86	17.4	9.96	4.04	3.15	3.43	
13,51	23,44	41,61	4,56,25	6,34,81	13.8	6.63	3.52	2.56	2.75	} East Indian.
12,41	21,58	38,90	4,34,99	5,07,88	14.9	7.32	3.64	2.68	2.88	
21,17	28,31	7,36	2,97,09	3,53,93	17.0	7.54	5.69	3.25	3.62	} Great Indian Peninsula.
18,26	25,52	6,87	2,92,90	3,43,55	18.0	8.20	5.81	3.42	3.78	
4,81	8,64	6,09	1,36,64	1,56,18	18.1	9.03	4.96	3.29	3.55	} Madras and Southern Mahratta.
4,07	7,20	5,15	1,30,16	1,46,58	18.6	8.98	5.91	3.46	3.71	
84	2,40	Nil	28,09	31,33	15.1	7.84	Nil	3.04	3.26	} Nizam's State.
81	2,24	16	26,61	29,82	16.0	7.85	4.89	3.15	3.38	
11,05	22,96	33,93	4,23,31	4,91,77	12.7	6.30	4.31	2.76	2.97	} North Western (Commercial).
*	*	*	*	4,33,84	*	*	*	*	*	
97	1,97	2,30	41,81	47,05	12.1	6.01	4.32	2.74	2.91	} North Western (Military).
*	*	*	*	42,20	*	*	*	*	*	
12,02	24,95	36,23	4,65,62	5,38,82	12.7	6.28	4.31	2.76	2.96	} North Western (Total).
11,54	22,68	27,83	4,13,99	4,76,04	14.9	7.09	4.51	3.00	3.22	
1,65	4,08	Nil	61,91	67,64	22.9	10.4	Nil	3.45	3.67	} South Indian.
1,33	3,87	Nil	56,22	61,42	23.2	10.9	Nil	3.62	3.85	
73,31	1,23,16	1,21,03	18,77,31	21,94,81	15.6	7.16	4.04	2.90	3.14	} TOTAL 5' 6" GAUGE.
65,82	1,12,48	1,06,16	17,55,70	20,40,16	16.6	7.90	4.17	3.05	3.29	
3' 3½" GAUGE.										
2,16	2,09	5,25	69,95	79,44	27.8	13.9	4.82	3.93	4.16	} Assam Bengal.
1,64	1,79	4,18	57,32	64,93	28.2	13.9	4.80	3.90	4.20	
87	2,45	3,95	1,45,61	1,52,88	12.8	7.39	3.42	2.36	2.41	} Bengal and North Western.
78	2,28	3,55	1,25,69	1,32,30	13.2	7.75	3.54	2.42	2.48	
2,61	6,83	13	1,62,92	1,92,49	18.9	9.57	4.36	3.18	3.29	} Bombay, Baroda and Central India.
2,23	6,25	19	1,68,06	1,76,73	18.7	9.61	4.49	3.20	3.33	
4,06	7,58	Nil	1,06,77	1,18,51	16.7	7.58	Nil	3.35	3.67	} Burma.
3,39	6,09	Nil	88,19	97,67	16.3	7.52	Nil	3.36	3.58	

\* Figures not required.

## 12.—Statement of Passenger Revenue Statistics of Class I Railway.

Railway.	Year.	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total 27
21	22					
<i>3' 3½" GAUGE—concd.</i>						
Eastern Bengal . . . . .	1930-31	106.9	49.9	29.0	40.1	39.7
	1931-32	93.1	53.5	30.7	38.6	38.4
Jodhpur . . . . .	1930-31	121.4	107.4	47.8	42.4	43.1
	1931-32	124.6	108.4	42.7	47.8	48.2
Madras and Southern Mahratta . . . . .	1930-31	146.5	78.8	77.7	32.1	32.7
	1931-32	151.4	82.4	108.0	31.9	32.5
Nizam's State . . . . .	1930-31	133.4	73.2	Nil	31.1	31.5
	1931-32	134.5	80.0	Nil	33.1	33.5
Rohilkund & Kumaon . . . . .	1930-31	104.4	81.2	42.3	24.8	25.2
	1931-32	111.0	84.3	42.8	25.3	25.7
South Indian . . . . .	1930-31	99.5	52.4	194.0	23.9	24.2
	1931-32	90.5	51.3	174.9	23.2	23.5
TOTAL 3' 3½" GAUGE . . . . .	1930-31	*102.8	*55.4	*43.0	*29.8	*30.1
	1931-32	*105.4	*59.8	*45.6	*29.8	*30.2
<i>2' 6" AND 2' 0" GAUGES.</i>						
Bengal-Nagpur . . . . .	1930-31	67.0	67.3	35.5	31.1	31.3
	1931-32	56.4	52.3	35.8	30.9	31.2
Bombay, Baroda and Central India . . . . .	1930-31	Nil	21.8	Nil	13.9	13.9
	1931-32	Nil	22.4	Nil	13.8	13.8
Eastern Bengal . . . . .	1930-31	5.64	12.0	6.90	8.43	8.43
	1931-32	5.40	12.4	7.70	8.73	8.74
Great Indian Peninsula . . . . .	1930-31	‡	25.1	Nil	17.3	17.4
	†1931-32	‡	25.9	§	17.1	17.1
North-Western (Commercial) . . . . .	1930-31	51.9	44.3	34.5	31.6	32.1
	1931-32					
North-Western (Military) . . . . .	1930-31	103.0	81.5	78.0	35.6	36.3
	1931-32					
North-Western (Total) . . . . .	1930-31	56.5	49.2	36.8	33.3	33.8
	1931-32	57.0	50.0	35.3	34.2	34.7
South Indian . . . . .	1930-31	(b) 23.9	(b) Nil	Nil	16.1	16.2
	1931-32	23.5	Nil	Nil	16.5	16.5
TOTAL 2' 6" AND 2' 0" GAUGES . . . . .	1930-31	*(b) 54.4	*(b) 44.8	*33.2	*23.3	*23.7
	1931-32	*54.5	*43.2	*33.6	*22.4	*22.8
TOTAL CLASS I RAILWAYS . . . . .	1930-31	*(b) 145.9	*(b) 50.5	*40.3	*34.4	*34.9
	1931-32	*160.3	*56.5	*44.6	*34.3	*35.0

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

† Includes figures for Darwha Pseud Ry.

‡ Included in Col. 26.

(b) Revised figures.

§ Included in Col. 24.

|| Figures not required.

for the years 1930-31 and 1931-32—concl'd.

EARNINGS FROM PASSENGERS CARRIED INCLUDING REFUNDS AND REMISSIONS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 39
1st. 28	2nd 29	Inter. 30	3rd. 31	Total 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total 37	
Rs.	Rs.	Rs.	Rs.	Rs.						
1,26	1,48	3,07	71,18	76,99	16.6	9.42	3.81	3.04	3.14	} 3' 3½" GAUGE—concl'd. Eastern Bengal.
1,04	1,38	2,45	57,19	62,06	17.3	9.88	4.01	3.12	3.25	
55	1,71	1,10	31,33	34,69	22.0	11.4	4.90	3.98	4.19	} Jodhpur.
47	1,50	97	27,50	30,44	22.6	11.1	5.00	3.74	3.96	
1,45	4,45	1,40	91,01	98,31	18.5	9.53	4.99	3.29	3.45	} Madras and Southern Mahratta.
1,35	4,33	1,30	86,80	93,78	18.4	9.64	5.99	3.45	3.62	
49	1,51	Nil	30,35	32,35	15.6	7.79	Nil	2.93	3.06	} Nizam's State.
42	1,30	Nil	28,07	29,79	16.2	7.75	Nil	2.93	3.05	
70	1,09	46	22,49	24,74	23.1	10.2	4.64	2.63	2.82	} Rohilkund and Kumaon.
62	1,01	48	20,09	22,20	21.8	10.2	4.57	2.53	2.72	
3,76	10,46	75	1,99,90	2,14,87	22.4	9.46	7.44	3.18	3.33	} South Indian.
3,09	8,97	39	1,85,70	1,98,15	21.4	9.13	7.50	3.39	3.53	
17,90	39,75	16,11	9,51,51	10,25,27	19.5	9.27	4.30	3.09	3.24	} TOTAL 3' 3½" GAUGE.
15,03	34,90	13,51	8,44,61	9,08,05	19.1	9.24	4.37	3.16	3.31	
12	45	78	18,42	19,77	19.0	9.14	4.09	3.36	3.45	} 2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.*
10	32	63	13,48	14,53	19.0	9.50	4.14	3.29	3.39	
Nil	9	Nil	4,67	4,76	Nil	16.9	Nil	3.62	3.67	} Bombay, Baroda and Central India.
Nil	9	Nil	4,87	4,76	Nil	17.0	Nil	3.35	3.40	
Nil	5	2	1,43	1,50	17.6	14.1	3.90	3.71	3.80	} Eastern Bengal.
Nil	4	1	1,27	1,32	20.6	14.2	4.03	3.88	3.96	
*	4	†	4,10	4,14	‡	12.6		4.89	4.92	} Great Indian Peninsula.
*	3	†	3,72	3,75	‡	12.7		4.87	4.90	
1,00	.99	77	10,69	13,45	46.8	16.4	10.8	5.51	6.43	} North-Western (Commercial).
†	†	†	†	11,30	†	†	†	†	†	
6	9	5	2,11	2,31	20.0	8.20	7.64	3.92	4.13	} North-Western (Military).
†	†	†	†	1,83	†	†	†	†	†	
1,06	1,08	82	12,30	15,76	43.6	15.1	10.5	5.16	5.94	} North-Western (Total).
89	90	60	10,74	13,13	46.5	16.6	10.8	5.48	6.29	
(b) 1	(b) Nil	Nil	1,78	1,79	16.5	Nil	Nil	3.37	3.39	} South Indian.
1	Nil	Nil	1,54	1,55	15.1	Nil	Nil	3.42	3.43	
(b) 1,19	(b) 1,71	1,62	43,20	47,72	(b) 38.2	13.0	5.90	3.92	4.17	} TOTAL 2' 6" AND 2' 0" GAUGES.
1,00	1,38	1,24	35,42	39,04	40.6	14.0	5.81	3.94	4.19	
(b) 92,40	(b) 1,64,62	1,38,76	28,72,02	32,67,80	18.3	(b) 7.53	4.08	2.99	3.18	} TOTAL CLASS I RAILWAYS.
81,85	1,48,76	1,20,91	26,35,73	29,87,25	17.2	8.22	4.20	3.10	3.31	

\* Included in column 29.

† Figures not required.

‡ Included in column 31.

§ Included in column 34.

|| Included in column 36.

(b) Revised figures.

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

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total.	Other traffic. (a).	Total. (a).
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur	1930-31	4,340	1,163	822	782	5,354	12,451	1,459	13,910
	1931-32	4,333	894	743	701	4,869	11,540	1,270	12,810
Bombay, Baroda and Central India.	1930-31	1	Nil	18	294	2,545	2,858	1,530	4,388
	1931-32	1	Nil	12	295	2,166	2,474	1,460	3,943
Eastern Bengal	1930-31	10	Nil	8	224	1,816	2,058	2,950	5,008
	1931-32	9	2	6	227	1,573	1,817	2,459	4,276
East Indian	1930-31	8,476	2,671	1,623	1,332	5,106	19,207	3,128	22,335
	1931-32	7,022	2,102	1,433	1,214	4,348	17,019	3,023	20,042
Great Indian Peninsula	1930-31	605	Nil	246	803	5,091	6,834	3,466	10,300
	1931-32	636	Nil	215	1,099	4,422	6,372	2,916	9,288
Madras and Southern Mahratta.	1930-31	12	Nil	110	563	1,341	2,026	1,700	3,726
	1931-32	18	Nil	112	493	1,204	1,827	1,666	3,493
Nizam's State	1930-31	354	246	171	206	386	1,363	386	1,749
	1931-32	307	222	150	214	328	1,221	425	1,646
North-Western (Commercial).	1930-31	42	4	48	2,184	7,453	9,731	3,857	13,588
	1931-32	21	3	40	1,972	6,536	8,572	3,291	11,863
North-Western (Military)	1930-31	39	Nil	2	177	1,119	1,337	1,072	2,409
	1931-32	37	Nil	2	183	1,049	1,271	865	2,136
North-Western (Total)	1930-31	81	4	60	2,361	8,572	11,068	3,047	14,115
	1931-32	58	3	42	2,155	7,585	9,843	2,588	12,431
South Indian	1930-31	Nil	Nil	39	133	1,164	1,336	683	2,019
	1931-32	Nil	Nil	38	111	902	1,051	718	1,769
TOTAL 5' 6" GAUGE.	1930-31	13,878	4,074	3,086	6,788	31,375	59,201	(a) 18,349	(a) 77,550
	1931-32	13,284	3,223	2,751	6,509	27,397	53,164	(a) 16,534	(a) 69,698
<b>3' 3½" GAUGE.</b>									
Assam-Bengal	1930-31	33	8	72	199	988	1,300	376	1,676
	1931-32	31	5	72	177	993	1,278	323	1,601
Bengal and North-Western	1930-31	7	2	42	746	1,506	2,303	1,122	3,425
	1931-32	5	1	37	645	1,729	2,417	1,281	3,698
Bombay, Baroda and Central India.	1930-31	2	Nil	7	350	1,317	1,676	2,095	3,771
	1931-32	1	Nil	8	329	1,218	1,556	1,754	3,310
Burma	1930-31	72	1	255	1,382	3,235	4,945	Nil	4,945
	1931-32	60	1	187	1,524	2,203	3,975	Nil	3,975

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



for the years 1930-31 and 1931-32 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for Home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.	On the system. (a).			
11	12	13	14	15	16	17	18	19	20
<b>5' 6" GAUGE.</b>									
4,947	1,281	821	909	5,952	13,910	14,290	10,090	376	} Bengal-Nagpur.
4,812	997	743	800	5,358	12,810	13,107	9,525	285	
346	17	264	582	3,179	4,388	7,143	3,383	250	} Bombay, Baroda and Central India.
339	17	264	527	2,796	3,943	6,415	2,996	237	
1,356	68	319	392	2,873	5,008	5,883	3,573	768	} Eastern Bengal.
1,200	55	244	361	2,416	4,276	5,162	3,193	576	
9,109	3,117	1,623	1,882	6,604	22,335	22,335	15,311	887	} East Indian.
8,560	2,435	1,433	1,836	5,778	20,042	20,042	13,649	822	
1,133	213	809	1,631	6,514	10,300	10,360	8,301	361	} Great Indian Peninsula.
1,100	212	649	1,725	5,602	9,288	9,348	7,103	370	
197	129	384	1,056	1,960	3,726	5,706	2,673	322	} Madras and Southern Mah-ratta.
183	120	345	922	1,923	3,493	5,415	2,471	376	
359	246	171	322	651	1,749	2,393	753	165	} Nizam's State.
309	223	150	364	600	1,646	2,114	718	181	
965	5	1,277	2,513	8,828	13,588	†	11,581	†	} North-Western (Commer-cial).
926	3	855	2,300	7,779	11,863	†	10,147	†	
138	Nil	166	365	1,740	2,409	†	1,318	†	} North-Western (Military).
125	Nil	101	313	1,597	2,136	†	1,256	†	
992	5	1,278	2,506	9,334	14,116	14,348	12,899	95	} North-Western (Total).
948	4	857	2,314	8,308	12,431	12,561	11,403	117	
17	1	107	387	1,507	2,019	5,664	1,584	41	} South Indian.
18	Nil	115	324	1,312	1,769	4,839	1,342	44	
(a) 18,456	(a) 5,077	(a) 5,776	(a) 9,667	(a) 38,674	(a) 77,550		58,567	3,285	} TOTAL 5' 6" GAUGE.
(a) 17,569	(a) 4,063	(a) 4,800	(a) 9,173	(a) 34,093	(a) 69,698		52,400	3,008	
<b>3' 3½" GAUGE.</b>									
167	13	112	241	1,143	1,676	1,676	1,388	15	} Assam-Bengal.
144	10	99	217	1,131	1,601	1,601	1,358	16	
331	4	283	866	1,941	3,425	3,425	2,755	41	} Bengal and North-Western.
331	1	255	926	2,185	3,698	3,698	3,085	34	
150	115	274	338	2,394	3,771	*	2,523	712	} Bombay, Baroda and Cen-tral India.
133	87	238	638	2,214	3,310	*	2,167	564	
72	1	255	1,382	3,235	4,945	4,945	4,945	Nil	} Burma.
60	1	187	1,524	2,203	3,975	3,975	3,075	Nil	

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

\* Shown under 5' 6" gauge.

† Not required.

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

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total.	Other traffic. (a).	Total. (a)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)			
1	2	3	4	5	6	7	8	9	10
<b>2' 3½" GAUGE—contd.</b>									
Eastern Bengal	1930-31	1	Nil	13	135	912	1,061	1,158	2,219
	1931-32	1	3	6	140	833	983	1,004	1,987
Jodhpur	1930-31	Nil	Nil	3	42	575	620	396	1,016
	1931-32	Nil	Nil	2	29	406	437	352	789
Malras and Southern Maharashtra.	1930-31	16	20	194	618	1,079	1,926	719	2,645
	1931-32	14	17	172	547	1,052	1,802	762	2,564
Nizam's State	1930-31	Nil	Nil	1	210	381	592	274	866
	1931-32	Nil	Nil	1	204	209	414	259	673
Rohilkund and Kumaon	1930-31	Nil	Nil	46	172	714	932	121	1,053
	1931-32	Nil	Nil	43	125	694	862	122	984
South Indian	1930-31	42	Nil	217	656	2,342	3,757	366	4,123
	1931-32	47	Nil	200	565	2,397	3,209	329	3,538
TOTAL 2' 3½" GAUGE	1930-31	172	31	350	4,510	13,549	19,112	(a) 6,627	(a) 25,739
	1931-32	159	27	728	4,285	11,734	16,933	(a) 6,186	(a) 23,119
<b>2' 6" AND 2' 0" GAUGES.</b>									
Bengal-Nagpur	1930-31	53	1	53	98	373	578	145	723
	1931-32	49	1	45	75	278	448	132	580
Bombay, Baroda and Central India.	1930-31	Nil	Nil	Nil	22	159	181	54	235
	1931-32	Nil	Nil	Nil	22	140	162	55	217
Eastern Bengal	1930-31	Nil	Nil	Nil	Nil	6	6	1	7
	1931-32	Nil	Nil	Nil	Nil	4	4	Nil	4
Great Indian Peninsula	1930-31	Nil	Nil	Nil	55	138	193	72	265
	1931-32†	Nil	Nil	Nil	23	56	79	80	159
North-Western (Commercial)	1930-31	18	Nil	23	52	187	280	156	436
	1931-32	23	Nil	14	49	92	178	152	330
North-Western (Military)	1930-31	1	Nil	4	2	63	70	50	120
	1931-32	Nil	Nil	3	2	56	61	47	109
North-Western (Total.)	1930-31	19	Nil	27	54	249	349	181	530
	1931-32	23	Nil	17	51	148	239	176	415
South Indian	1930-31	Nil	Nil	Nil	18	20	38	19	57
	1931-32	Nil	Nil	Nil	12	23	35	18	53
TOTAL 2' 6" & 2' 0" GAUGES	1930-31	72	1	80	247	945	1,345	(a) 472	(a) 1,817
	1931-32	72	1	62	183	649	967	(a) 461	(a) 1,428
TOTAL CLASS I RAILWAYS	1930-31	14,122	4,106	4,016	11,545	45,869	79,658	(a) 25,448	(a) 1,05,106
	1931-32	13,515	3,251	3,541	10,977	39,780	71,064	(a) 23,181	(a) 94,245

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

† Includes figures for Darwha Pusaad Railway.

for the years 1930-31 and 1931-32 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.	On the system. (a)			
11	12	13	14	15	16	17	18	19	20
295	48	147	282	1,447	2,219	*	1,116	523	3' 3½" GAUGE—contd.
259	35	101	249	1,343	1,987	*	1,050	459	
10	Nil	62	206	738	1,016	1,016	738	117	Jodhpur.
9	Nil	44	189	547	789	789	527	140	
36	51	197	877	1,484	2,645	*	1,896	108	Nizam's State.
31	40	174	828	1,491	2,594	*	1,817	98	
70	Nil	46	250	500	866	*	545	55	South Indian.
50	Nil	39	258	326	673	*	390	66	
20	Nil	45	180	808	1,053	1,053	727	2	South Indian.
20	Nil	43	132	789	984	984	668	2	
54	1	217	752	3,099	4,123	*	3,787	Nil	South Indian.
52	Nil	200	660	2,626	3,538	*	3,230	Nil	
(a) 1,205	(a) 233	(a) 1,638	(a) 5,874	(a) 16,789	(a) 25,739		20,420	1,573	TOTAL 3' 3½" GAUGE.
(a) 1,089	(a) 174	(a) 1,350	(a) 5,621	(a) 14,855	(a) 23,119		18,267	1,379	
77	1	54	125	466	723	*	519	6	Bengal-Nagpur.
75	1	46	97	361	580	*	423	5	
7	Nil	Nil	88	190	235	*	89	2	Eastern Bengal.
5	Nil	Nil	38	174	217	*	87	3	
Nil	Nil	Nil	Nil	7	7	*	6	Nil	Great Indian Peninsula.
Nil	Nil	Nil	Nil	4	4	*	3	Nil	
9	Nil	Nil	74	182	265	*	132	Nil	North-Western (Commercial).
15	Nil	Nil	44	100	169	*	134	Nil	
32	Nil	23	78	303	436	*	322	†	North-Western (Total).
35	Nil	14	74	207	330	*	217	†	
6	Nil	8	11	95	120	*	91	†	South Indian.
4	Nil	6	11	87	108	*	89	†	
34	Nil	27	88	381	530	*	413	†	South Indian.
38	Nil	18	82	277	415	*	306	†	
Nil	Nil	Nil	23	34	57	*	21	Nil	South Indian.
Nil	Nil	Nil	17	36	53	*	21	Nil	
(a) 127	(a) 1	(a) 81	(a) 348	(a) 1,260	(a) 1,817		1,180	8	TOTAL 2' 6" & 2' 0" GAUGES.
(a) 133	(a) 1	(a) 64	(a) 278	(a) 952	(a) 1,428		974	8	
(a) 19,788	(a) 5,311	(a) 7,495	(a) 15,889	(a) 56,623	(a) 105,106	100,237	80,167	4,866	TOTAL CLASS I RAILWAYS.
(a) 18,791	(a) 4,238	(a) 6,244	(a) 15,072	(a) 49,900	(a) 94,245	90,050	7641	4,305	

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

\* Shown under 5' 6" gauge.

† Not required.

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

Railway.	Year.	Net ton miles.					Total.
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	
21	22	23	24	25	26	27	28
<b>5' 6" GAUGE.</b>							
Bengal-Nagpur . . . . .	1930-31	726,903	489,202	176,231	182,210	958,491	2,533,537
	1931-32	729,744	368,766	139,378	151,099	866,561	2,255,548
Bombay, Baroda and Central India.	1930-31	143,993	4,953	61,464	123,769	556,742	890,921
	1931-32	136,062	4,413	67,942	105,378	492,124	805,919
Eastern Bengal . . . . .	1930-31	104,515	12,401	47,106	38,713	319,804	522,539
	1931-32	90,677	9,182	35,918	31,506	271,357	438,638
East Indian . . . . .	1930-31	2,214,640	1,618,231	425,845	552,223	1,280,473	6,091,312
	1931-32	2,167,923	1,248,800	360,698	542,690	1,158,652	5,488,763
Great Indian Peninsula . . . . .	1930-31	356,998	85,228	218,558	536,765	1,223,943	2,421,492
	1931-32	353,055	99,872	163,913	524,392	1,611,893	2,163,125
Madras and Southern Mahratta . . . . .	1930-31	66,155	66,723	45,057	176,422	293,648	650,005
	1931-32	61,973	64,005	39,349	153,127	315,495	633,949
Nizam's State . . . . .	1930-31	66,559	30,936	23,404	53,248	79,284	253,491
	1931-32	59,412	27,430	20,538	63,594	86,432	257,406
North-Western (Commercial) . . . . .	1930-31	257,402	209	469,174	613,874	1,386,314	2,726,973
	1931-32	230,428	137	300,732	621,760	1,203,886	2,356,743
Do. (Military) . . . . .	1930-31	11,245	19	25,675	28,055	173,073	238,067
	1931-32	9,591	13	15,868	24,640	148,595	198,707
Do. (Total) . . . . .	1930-31	268,647	228	494,849	641,929	1,559,387	2,965,040
	1931-32	240,019	150	316,600	646,400	1,352,281	2,555,450
South Indian . . . . .	1930-31	2,521	2	10,525	46,418	122,788	162,254
	1931-32	2,587	Nil	11,232	38,529	120,888	173,236
<b>TOTAL 5' 6" GAUGE .</b>	1930-31	3,952,331	2,307,964	1,503,539	2,351,697	6,394,560	16,510,591
	1931-32	3,831,452	1,822,618	1,175,566	2,256,715	5,675,683	14,762,034
<b>3' 3½" GAUGE.</b>							
Assam-Bengal . . . . .	1930-31	19,319	1,691	14,419	36,463	186,575	258,467
	1931-32	17,306	1,283	13,126	37,707	174,181	243,603
Bengal and North Western . . . . .	1930-31	41,734	292	43,123	118,992	260,497	464,638
	1931-32	41,298	65	39,386	123,837	306,609	511,195
Bombay, Baroda and Central India.	1930-31	41,686	29,351	63,838	216,955	406,481	758,311
	1931-32	30,322	21,438	60,091	146,634	391,339	649,824
Burma . . . . .	1930-31	36,042	471	54,951	167,246	444,701	703,411
	1931-32	31,827	288	35,642	192,694	337,889	598,340

for the years 1930-31 and 1931-32 (In thousands)—contd.

\*Average miles a ton of goods was carried.

Coal for the public.	Coal for foreign rail-ways and home line construction.	Coal for home line.	Grain and oilseeds.	Other com-modities (including other reve-nue stores).	Total coal excluding coal for home line.	Total goods including coal.	Railway.
29	30	31	32	33	34	35	36
							5' 6" GAUGE.
148.0	382.0	215.0	201.0	166.0	197.0	185.0	} Bengal Nagpur.
150.0	370.0	189.0	189.0	162.0	188.0	177.0	
416.4	288.1	232.2	212.7	175.1	336.6	203.0	} Bombay, Baroda and Central India.
401.4	260.9	257.7	199.7	124.8	394.7	204.4	
77.0	183.0	148.0	99.0	113.0	82.0	105.0	} Eastern Bengal.
76.0	166.0	147.0	87.0	113.0	80.0	103.0	
243.0	519.0	262.0	293.0	198.0	313.0	274.0	} East Indian.
252.0	513.0	266.0	296.0	203.0	310.0	275.0	
315.1	399.8	270.2	329.0	195.9	328.5	241.5	} Great Indian Peninsula.
320.9	470.7	252.7	304.0	186.2	345.2	236.1	
347.0	518.0	117.0	167.0	150.0	411.0	175.0	} Madras and Southern Mahratta.
338.0	532.0	114.0	186.0	164.0	415.0	182.0	
185.4	126.0	136.5	165.7	121.7	161.3	144.9	} Nizam's State.
192.4	123.3	137.1	174.5	144.0	163.6	156.4	
266.7	49.3	367.6	244.3	166.5	265.8	208.4	} North Western (Commercial).
248.8	38.1	352.0	270.5	162.2	248.0	204.9	
81.4	54.5	154.7	76.9	109.7	81.4	105.9	} Do. (Military).
76.5	34.3	158.0	78.7	97.4	62.9	96.3	
279.7	49.9	387.4	256.2	179.8	269.7	220.4	} Do. (Total).
253.2	38.4	369.7	279.5	171.7	252.3	213.0	
146.2	4.86	98.5	120.0	81.5	142.5	90.3	} South Indian.
144.2	2.58	97.8	118.9	92.1	143.6	97.9	
*214.2	*454.6	*260.3	*243.3	*165.8	*266.0	*212.9	} TOTAL 5' 6" GAUGE.
*218.1	*448.6	*244.9	*246.0	*166.5	*261.4	*211.8	
							3' 3½" GAUGE.
115.1	124.8	128.7	151.2	163.2	116.7	164.1	} Assam-Bengal.
120.1	134.4	132.6	173.6	154.0	121.0	162.2	
126.2	81.8	152.5	137.3	134.2	125.7	135.7	} Bengal and North Western.
124.6	66.7	154.2	133.8	140.3	124.5	138.2	
278.7	254.5	232.8	258.8	169.9	250.8	201.0	} Bombay, Baroda and Central India.
228.6	246.6	251.9	229.6	176.8	235.8	196.3	
501.4	368.3	215.3	121.0	137.5	499.1	142.3	} Burma.
528.1	382.1	191.0	126.4	153.4	526.3	150.5	

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

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

Railway.	Year.	Net ton miles.					Total.
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	
21	22	23	24	25	26	27	28
<b>3' 3½" GAUGE—contd.</b>							
Eastern Bengal . . . . .	1930-31	41,660	6,194	15,762	32,995	144,354	240,955
	1931-32	35,887	4,574	11,178	27,456	147,272	226,367
Jodhpur . . . . .	1930-31	1,235	Nil	12,819	31,570	83,377	129,001
	1931-32	1,006	Nil	8,059	39,919	62,234	112,208
Madras and Southern Mahratta . . . . .	1930-31	6,168	15,440	64,963	158,410	231,895	476,876
	1931-32	3,802	11,495	64,923	152,790	240,507	463,617
Nizam's State . . . . .	1930-31	12,760	2	9,355	40,927	43,821	106,865
	1931-32	9,102	47	7,740	43,674	33,615	94,178
Rohilkund and Kumaon . . . . .	1930-31	849	Nil	1,246	15,465	73,095	90,655
	1931-32	834	Nil	1,147	12,173	73,310	87,464
South Indian . . . . .	1930-31	6,015	14	17,589	84,844	210,376	318,838
	1931-32	4,771	2	16,890	73,128	190,914	285,705
TOTAL 3' 3½" GAUGE . . . . .	1930-31	207,468	53,455	298,055	903,867	2,085,172	3,548,017
	1931-32	176,345	30,192	240,082	850,012	1,957,870	3,272,501
<b>2' 6" AND 2' 0" GAUGES.</b>							
Bengal-Nagpur . . . . .	1930-31	7,115	91	6,475	8,226	23,429	45,336
	1931-32	6,707	131	5,539	6,430	19,195	38,002
Bombay, Baroda and Central India . . . . .	1930-31	199	Nil	8	949	3,308	4,464
	1931-32	130	Nil	20	887	3,398	4,444
Eastern Bengal . . . . .	1930-31	Nil	Nil	Nil	1	95	96
	1931-32	Nil	Nil	Nil	Nil	64	64
Great Indian Peninsula . . . . .	1930-31	234	Nil	Nil	3,354	5,666	9,304
	1931-32*	532	Nil	Nil	1,813	3,612	6,957
North Western (Commercial) . . . . .	1930-31	1,325	Nil	1,071	3,460	12,820	18,676
	1931-32	1,334	Nil	734	3,128	10,572	15,768
North Western (Military) . . . . .	1930-31	366	Nil	635	870	5,503	7,374
	1931-32	203	Nil	468	767	4,647	6,085
North Western (Total) . . . . .	1930-31	1,691	Nil	1,706	4,330	18,323	26,050
	1931-32	1,537	Nil	1,202	3,895	15,219	21,853
South Indian . . . . .	1930-31	Nil	Nil	2	881	1,037	1,920
	1931-32	Nil	Nil	3	598	1,086	1,687
TOTAL 2' 6" & 2' 0" GAUGES . . . . .	1930-31	9,239	91	8,191	17,741	51,858	87,170
	1931-32	8,015	131	6,764	13,623	42,574	72,007
TOTAL CLASS I RAILWAYS . . . . .	1930-31	4,169,588	2,361,510	1,809,785	3,273,305	8,531,590	20,145,778
	1931-32	4,016,712	1,861,941	1,431,412	3,120,350	7,676,127	18,106,542

\*Includes figures for Darwha Pusa Railway.

for the years 1930-31 and 1931-32 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	
29	30	31	32	33	34	35	
141.0	130.0	107.0	117.0	101.0	140.0	109.0	} 3' 3½" GAUGE—contd.
139.0	133.0	111.0	110.0	111.0	138.0	115.0	
121.0	Nil	206.0	154.0	113.0	121.0	127.0	} Jodhpur.
118.0	Nil	205.0	212.0	114.0	118.0	142.0	
172.0	304.0	330.0	181.0	156.0	249.0	180.0	} Madras and Southern Mahratta.
126.0	286.0	315.0	185.0	161.0	216.0	181.0	
183.8	117.1	203.5	163.7	87.6	183.8	123.4	} Nizam's State.
182.6	237.9	200.0	169.1	103.2	182.8	140.0	
43.0	Nil	27.0	86.0	90.0	43.0	86.0	} Rohilkund & Kumaon.
42.0	Nil	27.0	92.0	93.0	42.0	89.0	
111.3	36.0	80.9	112.9	67.9	110.8	77.3	} South Indian.
91.5	100.9	84.6	110.8	72.7	91.5	80.7	
*172.2	*229.4	*182.0	*153.9	*124.2	*181.4	*137.8	} TOTAL 3' 3½" GAUGE.
*161.9	*225.2	*180.5	*151.2	*131.8	*170.7	*141.6	
2' 6" AND 2' 0" GAUGES.							
92.0	129.0	121.0	66.0	52.0	92.0	64.0	} Bengal-Nagpur.
89.0	122.0	122.0	66.0	53.0	89.0	66.0	
27.0	Nil	30.9	24.9	17.5	27.1	19.0	} Bombay, Baroda and Central India.
29.6	Nil	46.5	23.3	19.5	29.6	20.4	
Nil	Nil	Nil	14.0	14.0	Nil	14.0	} Eastern Bengal.
Nil	Nil	Nil	15.0	15.0	Nil	15.0	
30.9	Nil	Nil	46.1	31.2	30.9	35.1	} Great Indian Peninsula
36.6	Nil	Nil	41.7	35.8	36.6	37.5	
41.3	Nil	47.7	44.1	44.4	41.3	44.3	} North Western (Commercial).
38.0	Nil	52.1	42.5	51.2	38.0	47.9	
60.6	Nil	76.3	76.3	58.1	60.6	61.2	} North Western (Military).
46.4	Nil	74.1	70.9	53.7	46.4	56.3	
48.7	Nil	63.0	49.3	49.9	48.7	50.4	} North Western (Total).
43.2	Nil	66.4	47.6	55.0	40.5	52.7	
Nil	Nil	20.2	37.6	30.8	Nil	33.6	} South Indian.
Nil	Nil	19.3	34.4	30.5	Nil	31.7	
*73.1	*†129.0	*101.1	*51.0	*41.2	*73.3	*48.0	} TOTAL 2' 6" AND 2' 0" GAUGES.
*67.0	*122.0	*105.7	*49.0	*44.7	*67.5	*50.4	
*210.7	*444.6	*241.4	*206.0	*150.7	*260.2	*191.7	} TOTAL CLASS I RAILWAYS.
*213.8	*439.3	*229.2	*207.0	*153.8	*255.3	*192.1	

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

† Revised figures.

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

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands.)						Total.
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oil seeds.	Other commodities (including other revenue stores).		
		39	40	41	42	43	44	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
<b>5' 6" GAUGE.</b>								
Bengal-Nagpur . . . . .	1930-31	97,00	53,06	22,55	91,13	2,78,72	5,43,06	
	1931-32	1,00,78	41,51	17,79	77,53	2,51,08	4,88,69	
Bombay, Baroda and Central India	1930-31	14,01	47	5,76	52,66	2,94,73	3,68,23	
	1931-32	14,05	43	6,37	48,79	2,89,38	3,59,02	
Eastern Bengal . . . . .	1930-31	21,26	1,93	6,86	15,97	1,76,88	2,22,90	
	1931-32	18,70	1,53	5,34	13,65	1,48,34	1,87,56	
East Indian . . . . .	1930-31	3,44,92	1,75,64	54,06	1,53,91	4,57,22	11,85,75	
	1931-32	3,37,18	1,40,45	47,78	1,56,40	4,35,90	11,17,71	
Great Indian Peninsula . . . . .	1930-31	44,89	8,54	25,56	2,01,42	6,19,98	9,00,39	
	1931-32	43,16	9,60	20,60	2,08,33	4,83,12	7,64,81	
Madras and Southern Mahratta	1930-31	11,16	7,80	5,05	91,79	1,57,89	2,73,69	
	1931-32	9,90	7,82	4,57	82,18	1,55,73	2,60,20	
Nizam's State . . . . .	1930-31	14,37	8,45	2,97	28,33	43,44	97,56	
	1931-32	12,74	8,07	2,52	31,24	42,02	96,59	
North Western (Commercial)	1930-31	28,41	3	43,80	2,44,67	5,76,59	8,93,50	
	1931-32	24,85	2	30,97	2,18,52	5,27,40	8,01,76	
North Western (Military)	1930-31	1,28	Nil	2,44	11,73	64,90	80,35	
	1931-32	1,09	Nil	1,63	8,86	58,94	68,52	
North Western (Total)	1930-31	29,69	3	46,24	2,56,40	6,41,49	9,73,85	
	1931-32	25,94	2	32,60	2,27,38	5,84,34	8,70,28	
South Indian . . . . .	1930-31	80	29	1,33	25,77	74,22	1,02,41	
	1931-32	87	39	1,45	20,91	71,59	95,21	
<b>TOTAL 5' 6" GAUGE</b>	1930-31	5,79,30	2,56,21	1,70,38	9,17,38	27,44,57	46,67,84	
	1931-32	5,63,32	2,00,82	1,39,02	8,66,41	24,61,50	42,40,07	
<b>3' 3½" GAUGE.</b>								
Assam-Bengal . . . . .	1930-31	5,35	26	1,85	17,51	35,85	1,10,92	
	1931-32	4,73	22	1,63	18,20	80,90	1,15,68	
Bengal and North Western . . . . .	1930-31	9,20	4	5,90	48,95	1,09,00	1,73,09	
	1931-32	9,38	1	5,51	52,81	1,17,75	1,85,46	
Bombay, Baroda and Central India	1930-31	4,71	3,08	5,98	87,00	2,12,65	3,13,42	
	1931-32	3,55	2,33	5,63	62,07	1,99,38	2,72,96	
Burma . . . . .	1930-31	7,79	6	7,01	90,82	1,74,47	2,80,15	
	1931-32	6,83	4	4,55	1,00,89	1,39,12	2,51,43	



for the years 1930-31 and 1931-32 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.

Coal for the public.	Coal for foreign rail-ways & home line construction.	Coal for home Line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	Railway.
45	46	47	48	49	50	51	52
							5' 6" GAUGE.
2.48	2.08	2.45	9.69	5.52	2.32	4.06	Bengal-Nagpur.
2.55	2.16	2.45	9.82	5.49	2.42	4.09	
3.82	1.83	1.95	8.16	10.2	1.90	7.93	Bombay, Baroda and Central India.
1.98	1.88	1.80	8.89	11.3	1.98	8.55	
3.91	2.98	2.79	7.92	10.6	3.81	8.19	Eastern Bengal.
3.96	3.21	2.85	8.32	10.5	3.89	8.21	
2.99	2.08	2.44	5.35	6.85	2.61	3.74	East Indian.
3.00	2.16	2.41	5.53	7.22	2.69	3.91	
2.41	1.92	2.25	7.20	9.73	2.32	7.14	Great Indian Peninsula.
2.35	1.84	2.41	7.63	9.17	2.24	6.82	
3.14	2.24	2.15	9.99	10.3	2.70	8.08	Madras and Southern Mahratta.
3.07	2.35	2.23	10.3	9.48	2.70	7.88	
4.15	5.23	2.44	10.2	10.5	4.49	7.39	Nizam's State.
4.12	5.65	2.35	9.43	9.33	4.60	7.21	
2.12	2.45	1.79	7.65	7.97	2.12	6.28	North Western (Commercial).
2.07	2.54	1.98	6.75	8.45	2.07	6.54	
2.18	2.43	1.82	8.03	7.16	2.18	6.45	North Western (Military).
2.18	2.63	1.98	6.90	7.35	2.18	6.61	
2.12	2.45	1.79	7.67	7.88	2.12	6.30	North Western (Total).
2.07	2.55	1.98	6.75	8.33	2.07	6.55	
5.20	6.01	2.42	10.7	10.5	5.20	9.98	South Indian.
5.34	10.8	2.48	10.4	10.4	5.34	9.81	
2.81	2.13	2.18	7.49	8.24	2.56	5.42	TOTAL 5' 6" GAUGE.
2.82	2.21	2.27	7.37	8.33	2.63	5.55	
							3' 3½" GAUGE.
5.05	2.97	2.43	9.24	8.75	4.89	8.15	Assam Bengal.
5.03	3.26	2.38	9.24	8.84	4.91	8.26	
4.23	2.67	2.63	7.90	8.03	4.22	7.15	Bengal and North Western.
4.36	2.57	2.69	8.19	7.37	4.36	6.97	
2.17	2.01	1.80	7.69	10.0	1.94	7.93	Bombay, Baroda and Central India.
2.24	2.08	1.80	8.12	9.78	2.18	8.06	
4.16	2.45	2.45	10.4	7.51	4.12	7.63	Burma.
4.12	2.45	2.45	10.0	7.88	4.10	8.04	

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

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.
		39	40	41	42	43	44
37	38						
<b>3' 3½" GAUGE—contd.</b>							
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal . . . . .	1930-31	8,42	96	2,30	13,73	79,51	1,04,92
	1931-32	7,31	75	1,67	11,96	71,83	93,52
Jodhpur . . . . .	1930-31	18	Nil	1,23	15,45	37,05	53,94
	1931-32	15	Nil	92	14,99	29,61	45,67
Madras and Southern Mahratta . . . . .	1930-31	1,56	2,03	6,82	98,22	1,18,46	*2,27,19
	1931-32	1,13	1,56	5,72	92,07	1,24,30	*2,24,78
Nizam's State . . . . .	1930-31	2,69	Nil	1,21	19,19	31,48	54,57
	1931-32	1,92	1	99	18,80	21,28	43,09
Rohilkund and Kumaon . . . . .	1930-31	16	Nil	16	7,83	27,15	35,29
	1931-32	15	Nil	15	5,67	28,30	34,27
South Indian . . . . .	1930-31	1,65	Nil	2,34	51,49	1,19,97	1,75,45
	1931-32	1,38	Nil	2,29	44,84	1,10,88	1,59,39
TOTAL 3' 3½" GAUGE . . . . .	1930-31	41,78	6,43	34,85	4,50,29	9,95,59	15,28,94
	1931-32	36,53	4,92	29,06	4,22,39	9,23,35	14,16,25
<b>2' 0" AND 2' 6" GAUGES.</b>							
Bengal-Nagpur . . . . .	1930-31	1,76	1	82	5,44	13,01	21,04
	1931-32	1,64	2	71	3,89	9,28	15,54
Bombay, Baroda and Central India . . . . .	1930-31	10	Nil	Nil	1,16	3,17	4,43
	1931-32	6	Nil	Nil	1,12	3,10	4,28
Eastern Bengal . . . . .	1930-31	Nil	Nil	Nil	Nil	18	18
	1931-32	Nil	Nil	Nil	Nil	7	7
Great Indian Peninsula . . . . .	1930-31	10	Nil	Nil	2,23	7,19	9,52
	1931-32†	17	Nil	Nil	1,49	2,74	4,40
North Western (Commercial) . . . . .	1930-31	1,11	Nil	63	3,34	14,15	19,13
	1931-32	88	Nil	27	2,95	13,39	17,49
North Western (Military) . . . . .	1930-31	6	Nil	11	61	3,62	4,40
	1931-32	3	Nil	9	44	2,61	3,17
North Western (Total) . . . . .	1930-31	1,17	Nil	64	3,95	17,77	23,53
	1931-32	91	Nil	36	3,39	16,00	20,66
South Indian . . . . .	1930-31	Nil	Nil	Nil	66	87	1,53
	1931-32	Nil	Nil	Nil	48	90	1,38
TOTAL 2' 6" & 2' 0" GAUGES . . . . .	1930-31	3,13	1	1,46	13,44	42,19	60,23
	1931-32	2,78	2	1,07	10,37	32,09	46,33
TOTAL CLASS I RAILWAYS . . . . .	1930-31	6,94,21	2,62,65	2,06,69	13,81,11	37,82,35	62,57,01
	1931-32	6,02,63	2,14,76	1,69,15	12,99,17	34,16,94	57,02,65

\* Includes Mormugoa Harbour receipts.

† Includes figures for Darwaha Pusad Railway.

for the years 1930-31 and 1931-32 (In thousands)—concl'd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							<b>3' 3½" GAUGE—concl'd.</b>
3.71	2.75	2.76	7.91	10.3	3.58	8.13	} Eastern Bengal.
3.74	2.97	2.82	8.30	9.14	3.66	7.74	
2.56	Nil	1.91	9.40	8.53	2.56	8.03	} Jodhpur.
2.59	Nil	1.96	7.21	9.14	2.59	7.82	
5.17	2.53	2.02	11.9	9.81	3.28	9.15	} Madras and Southern Mahratta.
5.57	2.60	2.00	11.6	9.92	3.35	9.31	
4.05	2.87	2.47	9.60	13.8	4.05	9.80	} Nizam's State.
4.04	2.10	2.47	8.36	12.2	4.03	8.78	
3.51	Nil	2.45	9.72	7.13	3.51	7.47	} Rohilkund and Kumaon.
3.55	Nil	2.45	8.94	7.41	3.55	7.52	
5.27	2.34	2.55	11.3	10.9	5.26	10.4	} South Indian.
5.56	2.57	2.60	11.5	11.1	5.56	10.6	
3.86	2.31	2.24	9.56	9.17	3.55	8.27	} TOTAL 3' 3½" GAUGE.
3.98	2.41	2.24	9.54	9.06	3.69	8.34	
							<b>2' 6" AND 2' 0" GAUGES.</b>
4.74	2.45	2.45	12.7	10.7	4.72	8.91	} Bengal Nampur.
4.69	2.45	2.45	11.6	9.28	4.65	7.85	
9.32	Nil	1.80	23.5	18.4	9.04	19.0	} Bombay, Baroda and Central India.
7.51	Nil	1.80	24.3	17.5	7.50	18.5	
Nil	Nil	Nil	21.1	36.9	Nil	36.7	} Eastern Bengal.
Nil	Nil	Nil	21.9	20.5	Nil	20.5	
6.43	Nil	Nil	12.8	24.4	6.43	19.6	} Great Indian Peninsula.
5.79	Nil	Nil	15.8	14.6	5.79	14.2	
9.47	Nil	8.55	16.9	19.6	9.47	17.8	} North Western (Commercial).
9.11	Nil	6.79	17.7	23.7	9.11	20.5	
2.96	Nil	3.30	13.3	12.6	2.96	11.4	} North Western (Military).
2.76	Nil	3.69	11.1	10.8	2.76	10.0	
8.06	Nil	6.59	16.2	17.5	8.06	16.0	} North Western (Total).
8.27	Nil	5.58	16.4	19.8	8.27	17.6	
Nil	Nil	2.72	14.3	16.1	Nil	15.2	} South Indian.
Nil	Nil	2.80	15.2	16.0	Nil	15.7	
6.47	2.11	3.42	14.5	15.6	6.43	13.3	} TOTAL 2' 6" & 2' 0" GAUGES.
5.99	2.93	3.04	14.6	14.0	5.94	12.4	
2.87	2.14	2.19	8.10	8.51	2.61	6.96	} TOTAL CLASS I RAILWAYS.
2.88	2.21	2.27	7.99	8.55	2.67	6.05	

## 14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge*	Gross earnings (in thousands of rupees).‡	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
		Capital outlay† per route mile.				
1	2	3	4	5	6	7
<b>5' 6" GAUGE.</b>						
Bengal-Nagpur . . . . .	1930-31	2,29,170	7,69,46	31,592	605.9	6.17
	1931-32	2,24,389	6,94,42	27,739	530.5	6.06
Bombay, Baroda and Central India . . . . .	1930-31	1,98,853	6,25,23	46,579	893.3	6.69
	1931-32	1,94,368	6,14,11	48,754	932.5	7.37
Eastern Bengal . . . . .	1930-31	2,74,952	3,94,13	46,787	897.0	6.15
	1931-32	2,59,267	3,43,47	40,404	772.8	5.83
East Indian . . . . .	1930-31	3,41,335	18,35,10	41,768	801.0	6.00
	1931-32	3,15,672	17,42,05	39,618	757.7	6.20
Great Indian Peninsula . . . . .	1930-31	3,26,531	13,60,42	38,142	731.5	5.62
	1931-32	3,02,524	12,13,83	34,208	654.5	5.58
Madras and Southern Mahratta . . . . .	1930-31	1,92,258	4,70,94	40,736	781.3	7.34
	1931-32	1,63,288	4,46,29	38,578	737.8	7.28
Nizam's State . . . . .	1930-31	1,09,770	1,40,38	24,139	462.9	7.00
	1931-32	1,11,986	1,38,02	23,734	453.9	7.11
North Western (Commercial) . . . . .	1930-31	2,32,031	15,12,69	32,642	626.0	6.76
	1931-32	2,29,188	13,52,59	28,367	542.5	7.20
North Western (Military) . . . . .	1930-31	1,83,816	1,39,76	9,000	172.6	4.80
	1931-32	1,88,265	1,25,78	8,104	155.0	4.72
North Western (Total) . . . . .	1930-31	2,19,141	15,62,45	26,708	512.2	6.54
	1931-32	2,18,473	14,78,37	23,391	447.4	6.89
South Indian . . . . .	1930-31	1,71,396	1,84,52	30,669	683.2	5.67
	1931-32	1,75,536	1,69,86	28,273	540.7	5.41
<b>TOTAL 5' 6" GAUGE</b>	1930-31		74,32,63	35,261	676.2	6.17
	1931-32		68,40,42	32,142	614.7	6.62
<b>3' 3½" GAUGE.</b>						
Assam-Bengal . . . . .	1930-31	2,00,233	2,10,44	15,672	300.6	5.43
	1931-32	1,92,040	1,90,25	13,896	266.0	5.00
Bengal and North Western . . . . .	1930-31	1,00,854	3,24,83	14,327	275.0	4.00
	1931-32	1,00,134	3,15,10	13,683	262.0	4.00
Bombay, Baroda and Central India . . . . .	1930-31	‡	5,35,78	21,775	417.9	5.45
	1931-32	‡	4,78,98	19,466	372.4	5.65
Burma . . . . .	1930-31	1,71,651	4,23,19	20,532	393.8	4.95
	1931-32	1,65,629	3,73,60	18,091	346.0	5.24

\* In the case of State-owned railways.

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

† Included in 5' 6" Gauge.

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

*of Class I Railways rated against selected units for the years 1930-31 and 1931-32.*

Total working expenses (in thousands of rupees). §	Working expenses per mean mile worked per week. §	Working expenses per train mile. §	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked. §	Net earnings per train mile. §	Railway.
8	9	10	11	12	13	14
						5' 6" GAUGE.
5,94,63	466.2	4.75	1,74,83	7,282.2	1.42	} Bengal-Nagpur.
5,72,41	437.0	4.99	1,22,01	4,889.8	1.07	
4,25,23	607.6	4.55	1,99,95	14,895.9	2.14	} Bombay, Baroda and Central India.
3,65,78	555.4	4.39	2,48,33	19,715.1	2.98	
3,07,57	701.0	4.81	86.56	10,249.0	1.35	} Eastern Bengal.
2,81,48	633.7	4.78	61.99	7,270.2	1.04	
12,16,67	530.9	3.98	6,18,43	14,085.6	2.02	} East Indian.
11,35,35	493.7	4.04	6,06,70	13,806.0	2.16	
10,50,66	564.9	4.26	3,09,76	8,691.1	1.26	} Great Indian Peninsula.
9,26,22	499.1	4.26	2,87,61	8,105.3	1.32	
2,63,63	437.3	4.11	2,07,31	17,932.6	3.23	} Madras and Southern Mahratta.
2,38,20	393.8	3.89	2,08,09	17,986.3	3.39	
64,29	212.0	3.21	76.09	13,084.0	3.79	} Nizam's State.
66,63	219.2	3.43	71.39	12,274.4	3.68	
11,22,20	460.0	4.97	3,90,49	8,657.9	1.79	} North Western (Commercial).
9,93,43	395.3	5.25	3,59,16	7,696.2	1.95	
1,84,50	227.8	6.33	-44,74	-2,881.0	-1.54	} North Western (Military).
1,59,69	196.8	5.99	-33,91	-2,184.5	-1.27	
13,06,70	401.7	5.13	3,45,75	5,761.7	1.41	} North Western (Total).
11,53,12	346.5	5.34	3,25,25	5,271.1	1.55	
1,02,22	325.8	3.14	82,30	13,680.2	2.63	} South Indian.
97,90	311.7	3.12	71,96	11,977.6	2.29	
53,31,65	484.8	4.42	21,00,98	9,982.7	1.75	} TOTAL 5' 6" GAUGE.
48,37,09	434.5	4.68	20,03,33	9,383.7	1.93	
						3' 3½" GAUGE.
1,32,18	185.9	3.36	78,28	5,980.3	2.07	} Assam Bengal.
1,22,23	168.0	3.00	68,02	5,133.0	2.00	
1,55,09	130.0	2.00	1,69,74	7,533.0	2.00	} Bengal and North Western.
1,46,03	121.0	2.00	1,69,07	7,360.0	2.00	
3,32,38	259.0	3.38	2,03,40	8,270.8	2.07	} Bombay, Baroda and Central India.
2,88,80	224.4	3.40	1,90,18	7,733.2	2.25	
3,13,92	289.0	3.64	1,09,27	5,463.6	1.32	} Burma.
2,84,85	261.6	3.96	88,75	4,414.0	1.28	

but while calculating working results, in columns 8, 9, 10, 11, 12 and 13, the Steam Boat earnings and expenses have been excluded.

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

Railway.	Year.	Capital at charge.*	Gross earnings (in thousands of rupees).‡	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
		Capital outlay† per route mile.				
1	2	3	4	5	6	7
<b>3' 3½' GAUGES.</b>						
Eastern Bengal . . . . .	1930-31	‡	1,96,24	18,938	363.0	4.79
	1931-32	‡	1,69,06	16,365	313.0	4.66
Jodhpur . . . . .	1930-31	54,915	96,84	10,118	193.9	5.45
	1931-32	50,093	84,27	8,636	165.2	5.18
Madras and Southern Mahratta . . . . .	1930-31	‡	3,63,14	16,954	325.2	4.53
	1931-32	‡	3,54,60	16,559	316.7	4.83
Nizam's State . . . . .	1930-31	‡	93,36	14,148	271.3	5.19
	1931-32	‡	78,57	11,908	227.7	4.80
Rohilkund and Kumaon . . . . .	1930-31	77,021	65,57	11,666	224.3	3.64
	1931-32	77,492	61,82	11,026	212.0	3.48
South Indian . . . . .	1930-31	‡	4,24,50	24,482	469.5	4.52
	1931-32	‡	3,89,26	21,476	410.7	4.02
TOTAL 3' 3½' GAUGES	1930-31		27,33,89	17,935	344.0	4.77
	1931-32		24,95,51	16,204	309.9	4.76
<b>2' 6" AND 2' 0" GAUGES.</b>						
Bengal Nagpur . . . . .	1930-31	‡	42,92	4,719	90.5	2.31
	1931-32	‡	31,88	3,491	66.6	1.90
Bombay, Baroda and Central India . . . . .	1930-31	‡	9,54	4,644	89.1	2.44
	1931-32	‡	9,53	4,319	82.6	2.34
Western Bengal . . . . .	1930-31	‡	1,76	4,760	91.0	1.52
	1931-32	‡	1,45	3,941	75.4	1.32
Great Indian Peninsula . . . . .	1930-31	‡	14,72	7,300	140.0	3.31
	1931-32	‡	8,74	4,082	78.4	1.95
North Western (Commercial, 2' 6" gauge). . . . .	1930-31	‡	37,69	9,337	179.1	3.50
	1931-32	‡	33,75	8,658	165.6	3.50
North Western (Military, 2' 6" gauge) . . . . .	1930-31	‡	7,74	2,535	48.6	1.97
	1931-32	‡	5,81	1,905	36.4	1.82
North Western (2' 0" gauge) . . . . .	1930-31	..	..	..	..	..
	1931-32	..	..	..	..	..
North Western (Total, 2' 6" and 2' 0" gauges). . . . .	1930-31	‡	45,43	6,318	121.1	3.07
	1931-32	‡	39,56	5,658	108.2	3.07
South Indian . . . . .	1930-31	‡	3,44	3,431	66.8	1.93
	1931-32	‡	3,03	3,073	58.8	1.70
TOTAL 2' 6" AND 2' 0" GAUGES.	1930-31		1,17,81	6,411	103.8	2.63
	1931-32		94,19	4,299	82.2	2.28
TOTAL CLASS I RAILWAYS	1930-31	2,19,875	1,02,34,33	26,778	513.5	5.65
	1931-32	..	94,30,12	24,309	464.9	5.90

\* In the case of State-owned railways.

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

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

## Railways rated against selected units for the years 1930-31 and 1931-32—concl'd.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
8	9	10	11	12	13	14
						<b>3' 3½' GAUGE.</b>
1,63,74	295.0	3.89	32,50	2,834.0	0.72	} Eastern Bengal.
1,45,89	263.5	3.92	23,17	2,588.7	0.73	
54,67	109.6	3.08	42,17	4,405.9	2.37	} Jodhpur.
53,43	104.7	3.28	30,84	3,160.4	1.90	
2,18,59	196.6	2.74	1,44,55	6,701.3	1.79	} Madras and Southern Mahratta.
2,05,45	183.0	2.79	1,49,15	6,990.6	2.04	
60,68	176.4	3.37	32,63	4,951.7	1.82	} Nizam's State.
55,23	160.1	3.37	23,34	3,538.2	1.43	
34,41	112.5	1.91	31,16	5,543.3	1.73	} Rohilkund and Kumaon.
32,27	110.7	1.82	29,55	5,271.2	1.66	
2,57,87	84.6	2.74	1,66,63	9,639.7	1.76	} South Indian.
2,21,16	234.0	2.29	1,68,10	9,239.8	1.73	
17,23,53	215.4	2.99	10,10,36	6,703.6	1.73	} TOTAL 3' 3½' GAUGE.
15,55,34	191.4	2.94	9,40,17	5,954.9	1.75	
						<b>2' 6" AND 2' 0" GAUGES.</b>
44,94	94.7	2.42	-2,02	-221.7	-0.11	} Bengal Nagpur.
41,05	85.7	2.44	-9,17	-10,01.3	-0.54	
7,98	74.5	2.04	1,56	758.7	0.40	} Bombay, Baroda and Central India.
7,17	62.0	1.76	2,38	1,075.8	0.58	
1,56	81.0	1.35	20	542.0	0.17	} Eastern Bengal.
1,57	81.5	1.42	-12	-319.5	-0.10	
6,62	63.0	1.49	8,10	4,015.2	1.82	} Great Indian Peninsula.
4,11	36.7	0.92	4,63	2,164.8	1.03	
46,48	280.6	5.48	-8,79	-5,296.0	-1.98	} North Western (Commercial, 2' 6" gauge).
41,96	248.0	5.24	-3,21	-4,311.7	-1.74	
24,20	208.0	3.43	-16,46	-3,310.4	-6.46	} North Western (Military, 2' 6" gauge).
21,70	135.8	6.77	-15,89	-5,194.2	-4.96	
8,91	..	..	-8,91	..	..	} North Western (2' 0" gauge).
..	..	..	..	..	..	
79,59	248.3	6.30	-34,16	-6,635.9	-3.23	} North Western (Total, 2' 6" and 2' 0" gauges).
63,66	198.1	5.60	-24,10	-4,703.8	-2.56	
4,55	88.4	2.56	-1,11	-1,128.6	-0.63	} South Indian.
4,35	84.3	2.44	-1,32	-1,335.6	-0.74	
1,45,24	129.0	3.27	-27,43	-1,313.7	-0.64	} TOTAL 2' 6" AND 2' 0" GAUGES.
1,21,91	106.6	2.96	-27,72	-1,241.1	-0.66	
72,00,42	359.0	3.95	30,83,91	8,061.2	1.70	} TOTAL CLASS I RAILWAYS.
65,14,34	322.8	4.10	29,15,78	7,433.7	1.81	

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

## 15.—Results of working of Class I Railways

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§ COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>8' 6" GAUGE.</b>							
Bengal Nagpur . . . . .	1930-31	5,72,69,024	1,56,24,427	4,16,44,597	3-71	2-73	0-98
	1931-32	5,49,55,374	1,54,99,674	3,94,55,700	3-60	2-94	0-68
Bombay, Baroda and Central India . . . . .	1930-31	4,14,21,414	2,01,72,149	2,12,49,274	3-69	3-01	0-62
	1931-32	3,53,37,685	1,70,22,614	1,83,15,071	4-16	2-87	1-29
Eastern Bengal . . . . .	1930-31	3,01,04,012	1,71,08,681	1,29,95,331	3-41	3-55	-0-14
	1931-32	2,76,52,769	1,64,47,275	1,11,05,494	3-21	3-57	-0-36
East Indian . . . . .	1930-31	11,87,52,937	3,96,76,237	7,90,76,650	3-63	2-34	1-29
	1931-32	11,07,32,280	3,84,35,971	7,22,96,309	3-67	2-39	1-28
Great Indian Peninsula . . . . .	1930-31	10,27,54,227	4,99,88,692	5,27,65,535	2-65	3-01	-0-36
	1931-32	9,13,20,653	4,48,14,874	4,65,05,779	2-85	3-00	-0-15
Madras and Southern Mahratta . . . . .	1930-31	2,53,01,395	1,21,91,813	1,31,09,582	4-30	2-83	1-47
	1931-32	2,28,41,691	1,09,25,218	1,19,16,473	4-21	2-62	1-59
Nizam's State . . . . .	1930-31	61,64,726	23,06,669	38,57,857	3-45	2-01	1-44
	1931-32	63,59,789	23,87,782	39,72,007	3-59	2-25	1-34
North Western . . . . .	1930-31	12,61,80,862	5,94,96,288	6,66,84,574	3-84	3-60	0-24
	1931-32	11,14,12,811	5,35,44,629	5,78,68,182	4-01	3-79	0-22
South Indian . . . . .	1930-31	1,00,02,228	59,42,402	40,59,824	3-68	2-75	0-93
	1931-32	96,49,163	56,34,626	40,14,527	3-29	2-54	0-75
<b>8' 3½" GAUGE.</b>							
Assam-Bengal . . . . .	1930-31	1,22,80,985	61,17,486	71,63,499	5-54	3-15	2-39
	1931-32	1,12,84,830	47,20,444	65,64,386	5-00	3-00	2-00
Bengal and North-Western . . . . .	1930-31	1,43,58,519	76,57,734	67,00,785	3-00	1-00	2-00
	1931-32	1,35,13,020	67,64,308	67,49,614	3-00	1-00	2-00
Bombay, Baroda and Central India . . . . .	1930-31	3,24,99,444	1,34,38,055	1,90,71,389	3-84	2-41	1-43
	1931-32	2,82,01,381	1,25,06,116	1,56,95,265	3-92	2-47	1-45
Burma . . . . .	1930-31	3,00,82,790	1,17,05,211	1,83,77,579	3-08	2-70	0-38
	1931-32	2,73,30,188	1,09,73,687	1,63,56,501	2-99	2-88	0-11
Eastern Bengal . . . . .	1930-31	1,51,03,454	79,59,628	71,43,926	3-27	3-05	0-22
	1931-32	1,35,43,413	67,81,014	67,62,399	3-13	3-03	0-10
Jodhpur . . . . .	1930-31	51,05,287	21,56,237	29,49,050	4-61	2-51	2-10
	1931-32	49,93,976	22,47,898	27,46,078	4-20	2-68	1-52
Madras and Southern Mahratta . . . . .	1930-31	2,06,16,037	80,02,931	1,26,13,106	3-10	2-11	0-99
	1931-32	1,92,18,131	73,78,582	1,18,39,549	3-25	2-13	1-12
Nizam's State . . . . .	1930-31	58,85,856	27,69,537	31,16,319	2-93	2-21	0-72
	1931-32	53,44,572	25,95,270	27,49,302	2-89	2-24	0-65
Rohilkund and Kumaon . . . . .	1930-31	33,68,919	16,23,881	17,45,038	2-62	1-52	1-10
	1931-32	31,63,871	15,74,468	15,89,403	2-38	1-48	0-90
South Indian . . . . .	1930-31	2,33,93,617	1,41,38,257	96,65,360	3-77	2-34	1-43
	1931-32	2,06,21,758	1,28,84,554	77,37,204	3-02	1-84	1-18

\* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and  
 § The results in columns 6 to 17 exclude steam bo



for the years 1930-31 and 1931-32.

§Goods Traffic.									Railway.
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (viz., one ton) one mile.	Cost of hauling a goods unit (viz., one ton) one mile (including interest on capital expended on open line at the rate of 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	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
8.09	6.28	1.81	39.4	30.6	8.81	3.16	5.25	0.90	5' 6" GAUGE.
7.92	6.50	1.42	38.4	31.5	6.89	3.36	5.72	0.73	Bengal Nagpur.
13.8	8.01	5.81	60.7	35.1	25.6	4.53	7.21	3.35	Bombay, Baroda and Central India.
14.8	7.64	7.18	65.2	33.6	31.6	4.36	7.33	4.19	Bombay, Baroda and Central India.
14.2	8.26	5.94	58.3	34.0	24.3	4.77	7.65	3.42	Eastern Bengal.
14.8	8.67	6.13	56.4	33.0	23.4	4.86	8.12	3.35	Eastern Bengal.
8.75	5.81	2.94	34.3	22.8	11.5	2.49	4.07	1.25	East Indian.
9.37	6.03	3.34	36.5	23.5	13.0	2.53	4.25	1.38	East Indian.
11.2	6.59	4.63	55.7	32.7	23.0	4.18	6.66	2.96	Great Indian Peninsula.
11.2	6.81	4.39	53.3	32.4	20.9	4.15	6.92	2.67	Great Indian Peninsula.
13.0	6.22	6.78	59.0	28.3	30.7	3.87	6.35	4.21	Madras and Southern Mahratta.
13.3	6.07	7.21	59.1	27.0	32.1	3.61	6.20	4.27	Madras and Southern Mahratta.
11.4	4.50	6.90	62.2	24.4	37.8	2.92	††6.17	4.47	Nizam's State.
11.0	4.51	6.49	65.7	26.9	38.8	2.96	††6.23	4.25	Nizam's State.
11.2	7.61	3.59	51.6	35.0	16.6	4.32	7.00	1.98	North Western.
12.0	7.90	4.10	53.7	35.2	18.5	4.35	7.43	2.20	North Western.
9.41	3.72	5.69	73.4	29.0	44.4	4.28	6.76	5.70	South Indian.
10.3	4.33	5.97	74.8	31.4	43.4	4.45	7.19	5.36	South Indian.
5.17	3.35	1.82	38.4	24.9	13.5	5.32	11.1	2.83	3' 3½" GAUGE.
5.00	3.00	2.00	38.0	24.0	14.0	5.00	11.0	3.00	Assam-Bengal.
5.00	2.00	3.00	30.0	14.0	16.0	3.00	4.98	4.15	Bengal and North-Western.
5.00	2.00	3.00	31.0	13.0	18.0	3.00	4.72	3.97	Bengal and North-Western.
7.42	4.50	2.92	37.3	22.6	14.7	4.81	8.86	3.12	Bombay, Baroda and Central India.
8.08	4.63	3.45	40.1	23.0	17.1	4.62	6.89	3.44	Bombay, Baroda and Central India.
6.70	4.41	2.29	44.2	29.1	15.1	5.02	8.12	2.61	Burma.
7.59	4.96	2.63	47.1	30.8	16.3	5.25	8.85	2.79	Burma.
7.20	5.06	2.14	33.7	23.7	10.0	6.69	†9.19	2.44	Eastern Bengal.
6.94	5.12	1.82	30.3	22.3	8.00	5.74	†9.07	2.00	Eastern Bengal.
5.83	3.20	2.63	31.2	17.1	14.1	4.39	6.69	3.64	Jodhpur.
5.77	3.48	2.29	34.0	20.5	13.5	4.70	7.23	3.12	Jodhpur.
5.72	3.17	2.55	41.1	22.8	18.3	5.08	8.21	4.07	Madras and Southern Mahratta.
6.15	3.24	2.91	44.1	23.2	20.9	4.90	8.20	4.41	Madras and Southern Mahratta.
10.0	5.71	4.29	53.5	30.4	23.1	6.60	**	4.20	Nizam's State.
9.03	5.73	3.30	49.0	31.1	17.9	5.60	**	3.18	Nizam's State.
4.82	2.39	2.43	35.2	20.4	14.8	3.69	6.35	3.78	Rohilkund and Kumaon.
4.83	2.24	2.59	40.1	18.5	21.6	3.49	6.17	4.03	Rohilkund and Kumaon.
5.45	3.01	2.44	39.0	21.6	17.4	5.82	10.1	4.58	South Indian.
6.29	3.05	3.24	40.8	19.8	21.0	5.20	9.70	5.40	South Indian.

\*Earnings and expenses.

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

††Metre and Narrow gauges combined.

\*\*Included in Broad gauge.

††Broad and Metre gauges combined.

16.—Statement of ton mileage of Class I Railways for the years 1930-31 and 1931-32.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	
1	2	3	4	5	6	7	8	9	
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	1930-31	2,519,188	1,568,510	4,924,711	2,169,628	5,691,333	2,180,595	5,812,054	
	1931-32	2,241,798	1,487,687	4,453,178	2,063,859	5,144,632	2,074,505	5,280,824	
Bombay, Baroda and Central India . . . . .	1930-31	872,164	1,231,997	1,917,190	1,721,244	2,212,003	1,722,338	2,287,415	
	1931-32	797,991	1,078,476	1,767,150	1,499,591	2,016,066	1,500,806	2,064,842	
Eastern Bengal . . . . .	1930-31	493,599	1,332,110	1,099,635	1,762,400	1,232,309	1,768,141	1,343,188	
	1931-32	409,330	1,283,748	927,993	1,705,060	1,031,076	1,708,712	1,153,753	
East Indian . . . . .	1930-31	6,052,297	5,172,002	12,100,241	6,390,659	13,531,827	6,966,401	13,884,355	
	1931-32	5,401,202	4,899,466	10,840,142	6,573,804	12,184,620	6,640,469	12,490,420	
Great Indian Peninsula	Steam	1930-31	2,115,721	3,433,198	4,659,308	4,592,484	5,374,202	4,598,821	5,523,934
		1931-32	1,870,651	2,982,628	4,121,414	3,996,030	4,724,743	4,000,189	4,854,169
	Electric §	1930-31	272,395	447,464	566,733	631,659	653,243	632,217	657,488
		1931-32	253,065	510,329	535,941	723,132	616,042	723,767	624,469
Madras and Southern Mahratta . . . . .	1930-31	639,613	1,182,165	1,483,927	1,635,052	1,725,558	1,653,478	1,777,948	
	1931-32	628,512	1,106,386	1,444,834	1,554,391	1,678,414	1,589,701	1,712,122	
Nizam's State . . . . .	1930-31	250,032	217,525	508,020	375,293	600,052	376,269	629,248	
	1931-32	254,065	249,684	510,077	382,026	612,282	382,919	636,975	
North Western . . . . .	1930-31	2,840,863	4,916,450	6,154,604	6,592,147	7,076,703	6,617,852	7,417,415	
	1931-32	2,436,025	4,364,808	5,261,215	5,822,521	6,052,403	5,847,045	6,319,174	
South Indian . . . . .	1930-31	168,639	522,770	401,567	761,861	482,301	762,318	520,917	
	1931-32	164,653	607,382	386,932	749,821	465,820	750,279	489,655	
TOTAL 5' 6" GAUGE	Steam	1930-31	15,952,116	19,576,817	33,249,203	26,500,768	37,926,288	26,646,213	39,196,474
		1931-32	14,273,227	17,950,265	29,712,935	24,347,103	33,910,056	24,474,725	35,001,934
	Electric §	1930-31	272,395	447,464	566,733	631,659	653,243	632,217	657,488
		1931-32	253,065	510,329	535,941	723,132	616,042	723,767	624,469
<b>3' 3½" GAUGE</b>									
Assam-Bengal . . . . .	1930-31	248,845	397,912	549,445	497,341	673,528	498,694	698,217	
	1931-32	228,022	385,423	512,913	466,008	612,946	466,987	649,465	
Bengal and North Western . . . . .	1930-31	459,151	879,736	895,367	1,129,361	1,027,446	1,206,405	1,055,647	
	1931-32	496,155	836,579	956,716	1,083,022	1,095,718	1,095,368	1,156,850	
Bombay, Baroda and Central India . . . . .	1930-31	732,410	958,449	1,475,601	1,255,570	1,701,269	1,256,112	1,770,487	
	1931-32	639,008	902,630	1,243,210	1,179,482	1,425,842	1,180,046	1,468,261	
Burma . . . . .	1930-31	665,070	774,792	1,217,433	1,037,564	1,482,847	1,039,088	1,631,403	
	1931-32	575,300	689,882	1,059,973	921,090	1,282,386	922,477	1,374,971	

\* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains.

16.—Statement of ton mileage of Class I Railways for the years 1930-31 and 1931-32—concl'd.

(in thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles excluding weight of engine and (departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	
1	2	3	4	5	6	7	8	9	
<b>3' 3½" GAUGE—concl'd.</b>									
Eastern Bengal	1930-31	225,916	547,366	520,074	695,264	585,016	697,393	625,995	
	1931-32	197,621	469,543	456,443	601,892	515,515	602,839	601,184	
Jodhpur	1930-31	122,316	191,820	267,486	241,699	318,732	242,488	331,647	
	1931-32	107,189	178,024	221,590	226,996	266,510	227,267	277,635	
Madras and Southern Mahratta	1930-31	471,153	619,576	1,054,853	847,129	1,310,267	849,161	1,338,330	
	1931-32	458,834	580,787	1,012,570	794,806	1,256,002	796,351	1,277,812	
Nizam's State	1930-31	103,196	148,291	211,917	238,218	251,885	238,800	268,701	
	1931-32	91,579	149,852	183,420	221,057	218,617	221,659	234,915	
Rohilkund and Kumaon	1930-31	84,544	154,565	171,094	209,951	205,449	211,494	227,273	
	1931-32	81,054	148,257	163,304	197,445	185,407	203,497	205,427	
South Indian	1930-31	293,055	922,988	674,773	1,264,776	805,597	1,266,706	881,004	
	1931-32	262,967	885,793	597,700	1,242,014	710,373	1,243,646	774,720	
TOTAL 3' 3½" GAUGE	1930-31	3,405,656	6,595,493	7,038,063	7,416,872	8,362,036	7,506,341	8,828,704	
	1931-32	3,138,629	6,226,779	6,397,839	6,933,912	7,569,316	7,024,137	8,021,140	
<b>2' 6" &amp; 2' 0" GAUGES.</b>									
Bengal Nagpur	1930-31	43,234	133,135	105,550	192,509	139,360	192,801	150,318	
	1931-32	37,119	116,649	92,291	171,061	125,168	171,331	130,733	
Bombay, Baroda and Central India	1930-31	4,026	17,260	9,903	25,493	13,031	25,499	14,056	
	1931-32	4,022	17,279	9,139	25,625	12,427	25,629	13,626	
Eastern Bengal	1930-31	41	4,417	163	5,784	213	5,787	386	
	1931-32	54	4,009	195	5,331	253	5,332	340	
Great Indian Peninsula	1930-31	8,648	18,274	19,308	29,445	27,990	29,468	30,628	
	1931-32†	6,853	16,988	15,315	28,124	23,989	28,159	27,148	
North Western	1930-31	23,890	49,989	62,802	80,243	101,808	81,304	110,259	
	1931-32	21,021	47,683	59,209	78,246	97,208	78,378	101,193	
South Indian	1930-31	1,920	8,273	4,666	13,291	6,782	13,291	6,787	
	1931-32	1,886	8,194	4,199	13,351	6,182	13,355	6,194	
TOTAL 2' 6" AND 2' 0" GAUGES	1930-31	81,759	231,348	202,392	346,765	289,184	348,150	312,434	
	1931-32	70,755	210,800	180,348	321,738	265,217	322,184	279,234	
TOTAL CLASS I RAILWAYS	Steam	1930-31	19,439,531	25,403,658	40,489,658	34,264,405	46,577,508	34,500,704	48,337,612
		1931-32	17,482,611	23,387,844	36,291,122	31,602,653	41,744,589	31,821,046	43,302,308
	Electric§	1930-31	272,395	447,464	566,733	631,659	653,243	632,217	657,488
		1931-32	253,065	510,329	535,941	723,132	616,042	723,767	624,469

\* Excluding traffic carried in Departmental trains.

§ See remarks on page 118.

† Includes figures for Darwha-Pursad Railway.

17.—Statement of Train and Engine † Mileage of Class I Railways for the years 1930-31 and 1931-32.  
(In thousands.)

1	2	TRAIN MILES.													
		3	Goods.			MIXED.			10	11	12	Departmental.			
			4	5	6	7	8	9				13	14	15	
5' 6" Gauge.															
Bengal-Nagpur . . . . .	1930-31	5,469	3,871	2,251	6,122	228	203	429	6,695	6,325	12,020	23	306	33	
	1931-32	5,014	3,476	2,102	5,578	234	161	395	5,248	5,739	10,987	24	329	35	
Bombay, Baroda and Central India . . . . .	1930-31	4,012	1,750	304	2,054	647	464	1,011	4,568	2,518	7,084	11	133	14	
	1931-32	3,789	1,577	224	1,801	340	344	684	3,928	2,345	6,271	12	51	63	
Eastern Bengal . . . . .	1930-31	4,662	1,228	109	1,337	152	55	207	4,814	1,392	6,206	12	162	194	
	1931-32	4,475	962	86	1,048	121	50	171	4,596	1,098	5,694	8	183	191	
East Indian . . . . .	1930-31	16,118	10,726	2,001	12,727	649	143	792	16,767	12,870	29,637	204	737	941	
	1931-32	16,233	9,389	1,850	11,239	714	151	865	15,947	11,390	27,337	163	591	754	
Great Indian Peninsula { Steam	1930-31	11,469	4,700	1,806	6,506	370	155	525	11,828	6,661	18,487	16	733	749	
	1931-32	9,725	3,752	1,748	5,500	480	222	702	10,205	5,722	15,927	13	520	533	
{ Electric†	1930-31	1,339	607	Nil	607	Nil	Nil	Nil	1,339	607	1,946	1	8	9	
	1931-32	1,580	558	Nil	558	Nil	Nil	Nil	1,580	558	2,138	2	32	34	
Madras and Southern Mahratta . . . . .	1930-31	3,975	1,305	493	1,799	273	164	437	4,248	1,953	6,211	70	138	208	
	1931-32	3,920	1,216	508	1,726	193	155	348	4,113	1,881	5,994	59	75	134	
Nizam's State . . . . .	1930-31	1,068	690	7	697	59	70	129	1,145	767	1,912	3	91	94	
	1931-32	984	641	7	648	74	159	233	1,058	807	1,865	2	74	76	
North Western . . . . .	1930-31	14,323	6,057	1,348	7,405	2,129	784	2,913	16,452	8,189	24,641	67	669	636	
	1931-32	11,961	4,978	1,058	6,036	2,098	965	3,063	14,059	7,001	21,060	69	320	389	
South Indian . . . . .	1930-31	2,191	699	82	681	168	121	289	2,359	602	3,161	1	290	291	
	1931-32	2,237	535	73	608	150	141	291	2,407	749	3,156	1	179	180	
Total 5' 6" gauge	1930-31	63,299	30,927	8,401	39,328	4,673	2,169	6,732	67,872	41,467	109,339	412	3,179	3,591	
	1931-32	57,155	26,528	7,656	34,184	4,404	2,548	6,052	61,550	36,732	98,291	351	2,322	2,673	
	1930-31	1,339	607	Nil	607	Nil	Nil	Nil	1,339	607	1,946	1	8	9	
	1931-32	1,580	558	Nil	558	Nil	Nil	Nil	1,580	558	2,138	2	32	34	
3' 6" Gauge.															
Assam Bengal . . . . .	1930-31	2	165	259	424	1,617	1,553	3,180	1,619	1,987	3,606	7	162	169	
	1931-32	4	307	225	532	1,563	1,272	2,835	1,567	1,804	3,371	5	200	205	
Bengal and North-Western . . . . .	1930-31	3,639	1,109	645	1,754	1,450	905	2,355	5,139	2,559	7,698	13	185	198	
	1931-32	3,634	1,100	664	1,824	1,336	946	2,282	5,020	2,770	7,790	11	217	228	
Bombay, Baroda and Central India . . . . .	1930-31	4,555	1,604	1,764	3,368	1,020	695	1,715	5,605	4,063	9,668	2	160	162	
	1931-32	4,092	1,385	1,243	2,628	1,001	662	1,663	5,093	3,290	8,383	3	85	88	
Burma . . . . .	1930-31	1,194	1,669	631	2,300	3,135	1,070	4,206	4,330	3,370	7,700	14	793	807	
	1931-32	1,197	1,218	483	1,706	2,599	1,173	3,772	3,796	2,879	6,675	14	417	431	

† Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine † Mileage of Class I Railways for the years 1930-31 and 1931-32.  
(In thousands)—contd.

Railway.	Year.	TRAIN MILES.																					
		Passenger.	Goods.			Mixed.			Passenger and proportion of mixed.	Goods and proportion of mixed.	Total. (Cols. 10+11.)	Departmental.											
			Main lines.	Branch lines.	Total.	Passenger proportion.	Goods proportion.	Total.				Passenger and total mixed.	Goods.	Total.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15									
<b>3' 3 1/2" GAUGE—contd.</b>																							
Eastern Bengal	1930-31	2,114	999	81	1,080	492	189	681	2,606	1,268	3,874	5	143	148									
	1931-32	1,892	843	39	882	344	211	555	2,236	1,093	3,329	4	228	232									
Jodhpur	1930-31	463	298	21	319	388	657	945	653	876	1,729	5	45	50									
	1931-32	417	215	10	225	421	537	958	638	762	1,600	2	25	27									
Madras and Southern Mahratta	1930-31	3,047	2,101	680	2,781	734	1,018	1,752	3,781	3,799	7,580	15	155	200									
	1931-32	2,792	1,793	614	2,407	663	1,120	1,783	3,455	3,527	6,982	11	130	141									
Nizam's State	1930-31	1,182	43	Nil	437	65	43	108	1,247	480	1,727	5	66	71									
	1931-32	1,103	367	Nil	367	50	45	95	1,153	412	1,565	4	68	72									
Rohilkhand and Kumaon	1930-31	676	260	14	274	334	337	771	1,000	660	1,720	7	71	78									
	1931-32	642	185	11	206	382	414	796	1,024	620	1,644	8	64	62									
South Indian	1930-31	5,099	1,188	600	1,788	930	278	1,208	6,029	2,066	8,095	7	1,149	1,155									
	1931-32	5,590	1,041	394	1,435	672	328	1,000	6,202	1,763	8,025	4	770	774									
Total 3' 3 1/2" Gauge	1930-31	22,053	9,830	4,695	14,525	10,216	6,705	16,921	32,269	21,223	53,497	80	2,948	3,028									
	1931-32	21,413	8,524	3,688	12,212	9,031	6,708	15,739	30,444	18,920	49,364	88	3,194	2,200									
<b>2' 6" &amp; 2' 0" GAUGES.</b>																							
			Total			Total							Total										
Bengal-Nagpur	1930-31	711	410			677			1,152	646	1,798	68											
	1931-32	584	390			680			1,037	617	1,654	29											
Bombay, Baroda and Central India	1930-31	129	2			253			279	104	383	8											
	1931-32	163	8			225			293	104	397	11											
Eastern Bengal	1930-31	63	Nil			66			105	4	109	7											
	1931-32	70	Nil			37			102	4	106	4											
Great Indian Peninsula	1930-31	22	Nil			397			210	179	419	25											
	1931-32	Nil	2			417			240	170	419	30											
North Western	1930-31	280	616			648			628	715	1,344	67											
	1931-32	262	495			476			573	660	1,233	30											
South Indian	1930-31	Nil	Nil			178			126	62	178	Nil											
	1931-32	Nil	Nil			178			129	40	178	Nil											
Total 2' 6" and 2' 0" Gauges	1930-31	1,205	928			2,099			2,530	1,701	4,231	165											
	1931-32	1,079	895			2,013			2,374	1,613	3,987	103											
Total Class I Railways	Steam	1930-31	86,557			64,781			25,752			102,671			64,616			167,097			6,784		
		1931-32	79,647			47,291			24,704			94,377			67,265			151,642			5,936		
	Electric†	1930-31	1,339			607			Nil			1,339			607			1,946			9		
		1931-32	580			558			Nil			1,580			558			2,138			24		

† Excluding electric multiple unit suburban trains.

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

Railway.	Year.	SCHEDULED MILEAGE.						OTHER.				
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.				
		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.	Assisting required.	Assisting not required.	Light.	Total Other.	
16	17	18	19	20	21	22	23	24	25	26	27	
<b>5' 6" GAUGE.</b>												
Bengal-Nagpur . . . . .	1930-31	442	44	486	2,824	421	3,045	14	6	84	104	
	1931-32	425	42	467	2,291	397	2,688	20	6	78	104	
Bombay, Baroda & Central India	1930-31	294	7	301	789	45	834	1	3	168	172	
	1931-32	185	4	189	728	62	790	1	4	137	142	
Eastern Bengal . . . . .	1930-31	330	55	385	1,035	88	1,123	Nil	Nil	31	31	
	1931-32	218	60	278	882	65	947	Nil	Nil	29	29	
East Indian . . . . .	1930-31	700	25	725	4,262	220	4,482	90	120	431	641	
	1931-32	694	28	720	3,698	187	3,885	78	112	421	611	
Great Indian Peninsula	Steam	1930-31	402	17	419	2,091	166	2,257	84	45	127	256
		1931-32	260	11	271	1,678	160	1,838	63	53	107	223
	Electric†	1930-31	Nil	Nil	Nil	Nil	7	7	144	8	50	202
		1931-32	Nil	1	1	Nil	13	13	121	18	57	196
Madras & Southern Mahratta	1930-31	132	8	140	697	101	798	21	3	106	130	
	1931-32	129	7	136	621	97	718	11	4	89	104	
Nizam's State . . . . .	1930-31	25	2	27	240	36	276	3	Nil	23	26	
	1931-32	31	4	35	203	29	232	2	Nil	24	26	
North Western . . . . .	1930-31	1,111	73	1,184	2,310	266	2,576	160	120	244	524	
	1931-32	1,030	69	1,099	1,881	240	2,121	347	90	198	635	
South India . . . . .	1930-31	54	47	101	284	87	371	11	1	15	27	
	1931-32	59	52	111	244	84	328	13	Nil	13	26	
Total 5' 6" Gauge	Steam	1930-31	3,400	278	3,678	14,332	1,430	15,762	334	298	1,229	1,911
		1931-32	3,219	276	3,494	12,226	1,321	13,547	535	289	1,096	1,900
	Electric†	1930-31	Nil	Nil	Nil	Nil	7	7	144	8	50	202
		1931-32	Nil	1	1	Nil	13	13	121	18	57	196
<b>3' 3½" GAUGE.</b>												
Assam Bengal . . . . .	1930-31	80	40	120	871	124	995	5	4	15	24	
	1931-32	82	31	113	553	78	631	20	12	18	60	
Bengal and North-Western . . . . .	1930-31	124	78	202	1,114	204	1,318	Nil	17	37	64	
	1931-32	120	47	167	1,082	203	1,285	2	14	28	44	
Bombay, Baroda & Central India	1930-31	192	53	245	917	120	1,037	16	37	55	101	
	1931-32	188	43	231	777	102	879	9	29	47	81	
Burma . . . . .	1930-31	300	Nil	300	1,034	4	1,038	35	Nil	23	6	
	1931-32	281	Nil	281	747	1	748	23	Nil	28	5	

†Including electric multiple unit suburban trains.

## Railways for the years 1930-31 and 1931-32 (In thousands)—contd.

Goods and proportion of mixed.								Departmental.*			Total Engine Miles.			Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other.	Passenger and total Mixed.	Goods Eng.	Total Goods.	Total Departmental Coia. (15+33+35.)	Traffic Engine Miles.	Goods & proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental (Columns 30+37+38.)		
28	29	30	31	32	33	34	35	36	37	38	39	40		
													5' 6" GAUGE.	
438	20	506	163	1,233	12	22	449	795	6,285	10,603	17,653	} Bengal Nagpur.		
200	32	452	147	831	11	18	597	961	5,819	9,258	16,038			
1	2	79	25	107	1	41	265	419	4,949	3,459	8,318	} Bombay, Baroda & Central India.		
Nil	2	72	20	94	1	16	223	287	4,257	3,229	7,773			
3	15	67	200	285	15	17	38	247	5,230	2,809	8,277	} Eastern Bengal.		
4	8	45	174	231	16	16	35	242	5,001	2,276	7,519			
152	165	1,036	1,483	2,826	90	110	1,097	2,128	18,133	20,178	40,439	} East Indian.		
69	93	735	1,306	2,293	82	90	935	1,771	17,278	17,568	36,617			
173	38	259	32	493	15	38	408	1,172	12,501	9,411	23,684	} Steam } } Great Indian Peninsula		
95	31	174	40	340	9	54	367	909	10,789	7,900	10,598			
72	Nil	40	Nil	112	1	Nil	28	38	1,541	726	2,305	} Electric } } †		
75	Nil	37	Nil	112	1	6	26	61	1,777	683	2,521			
79	9	98	Nil	186	11	25	153	372	4,518	2,947	7,837	} Madras & Southern Mahratta.		
87	13	92	Nil	192	12	13	116	262	4,353	2,791	7,406			
21	1	80	2	104	1	23	53	153	1,198	1,147	2,498	} Nizam's State.		
22	Nil	107	3	132	Nil	20	53	129	1,119	1,171	2,419			
250	54	649	34	1,037	51	57	804	1,491	18,160	11,802	31,453	} North Western.		
203	33	520	67	823	48	35	766	1,203	15,793	9,945	26,941			
32	12	50	Nil	94	61	29	106	458	2,487	1,267	4,212	} South Indian.		
33	13	49	Nil	95	61	18	76	317	2,544	1,172	4,033			
1,149	312	2,915	1,989	6,365	257	412	3,378	7,228	73,461	63,614	144,301	} Steam } } Total 5' 6" Gauge.		
713	225	2,246	1,847	5,031	240	280	3,168	6,081	66,953	55,310	128,344			
72	Nil	40	Nil	112	1	Nil	28	38	1,541	726	2,305	} Electric } } †		
75	Nil	37	Nil	112	1	6	26	61	1,777	683	2,521			
													3' 3½" GAUGE.	
24	11	40	5	80	3	11	69	231	1,763	2,762	4,756	} Assam Bengal.		
44	30	36	1	111	2	10	59	266	1,730	2,546	4,542			
14	35	40	Nil	89	72	12	139	409	5,389	4,066	9,864	} Bengal and North-Western.		
8	38	41	Nil	85	90	27	154	472	5,231	4,140	9,843			
18	96	77	22	213	1	11	323	486	6,958	5,313	11,757	} Bombay, Baroda & Central India.		
9	62	69	24	163	1	5	311	400	5,409	4,332	10,141			
20	8	178	453	669	Nil	Nil	113	320	4,593	5,077	10,690	} Burma.		
17	2	180	312	511	Nil	Nil	131	562	4,128	4,138	8,628			

\*Including shunting and departmental sidings.

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

Railway.	Year.	SHUNTING MILES.						OTHER				
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.				
		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.	Assisting required.	Assisting not required.	Light.	Total Other.	
		18	19	20	21	22	23	24	25	26	27	
3' 3 1/4" GAUGE—contd.												
Eastern Bengal	1930-31	194	21	215	652	107	759	Nil	Nil	12	12	
	1931-32	182	15	197	428	92	520	1	Nil	6	7	
Jodhpur	1930-31	81	61	132	179	68	247	Nil	Nil	4	4	
	1931-32	94	49	142	165	55	221	Nil	Nil	3	3	
Madras & Southern Mahratta	1930-31	117	7	124	771	69	840	15	24	29	63	
	1931-32	106	6	111	723	71	794	15	25	28	68	
Nizam's State	1930-31	21	20	41	112	12	124	1	1	46	48	
	1931-32	20	18	38	99	13	112	1	Nil	41	42	
Rohilkund and Kumaon	1930-31	40	Nil	40	212	5	217	10	16	15	41	
	1931-32	35	Nil	35	185	3	188	15	17	15	47	
South Indian	1930-31	116	118	233	477	233	755	3	32	32	67	
	1931-32	122	98	220	388	236	624	2	12	28	43	
Total 3' 3 1/4" Gauge	1930-31	1,264	382	1,646	6,939	1,001	7,040	85	131	274	490	
	1931-32	1,229	306	1,535	5,147	855	6,002	88	109	242	439	
SHUNTING MILES (ALL CLASSES).												
		SHUNTING ENGINES.		TRAIN ENGINES.		TOTAL.						
2' 6" & 2' 0" GAUGES.												
Bengal-Nagpur	1930-31		377		93		470					
	1931-32		338		86		424					
Bombay, Baroda & Central India	1930-31		1		28		29					
	1931-32		Nil		28		28					
Eastern Bengal	1930-31		Nil		3		3					
	1931-32		Nil		3		3					
Great Indian Peninsula	1930-31		40		4		44					
	1931-32		34		3		37					
North Western	1930-31		166		34		190					
	1931-32		132		30		162					
South Indian	1930-31		Nil		11		11					
	1931-32		Nil		11		11					
Total 2' 6" & 2' 0" Gauges	1930-31		674		173		747					
	1931-32		604		161		665					
Total Class I Railways	Steam	1930-31	..	25,609	..	3,264	..	28,873	..	..	See column No. 32.	See column No. 32.
		1931-32	..	22,325	..	2,918	..	25,243	..	..	"	"
	Electric	1930-31	..	Nil	..	..	7	7	144	8	60	208
		1931-32	..	1	1	..	13	13	121	16	57	196

† Excluding electric multiple unit suburban trains.



Railways for the years 1930-31 and 1931-32 (In thousands)—concl'd.

ENGINE MILES.								Total Engine Miles.			Railway.		
Goods and proportion of mixed.				† Departmental.				Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			Total including Departmental (Column 35+37+38)	
Assisting required.	Assisting not required.	Light.	Siding.	Total Other.	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+21.)	Goods & proportion of mixed. (Columns 11+22+23.)			
28	29	30	31	32	33	34	35	36	37	38	39	40	
Nil	1	8	23	32	6	35	78	231	2,633	2,059	5,123	3' 3 1/2" Gauge—concl'd.	
Nil	2	11	20	33	1	48	84	317	2,440	1,646	4,403		Eastern Bengal.
Nil	Nil	4	9	13	Nil	5	75	125	990	1,136	2,251	Jodhpur.	
2	Nil	7	Nil	9	Nil	3	74	101	934	903	2,078		
214	176	102	Nil	491	3	22	108	311	3,973	5,130	9,414	Madras & Southern Mahratta.	
148	143	74	Nil	365	2	11	70	213	3,634	4,686	8,533		
6	Nil	60	Nil	56	1	21	65	137	1,336	560	2,133	Nizam's State.	
Nil	Nil	42	Nil	42	1	24	71	144	1,233	500	1,943		
6	6	10	3	25	13	1	51	142	1,141	902	2,185	Rohilkhand and Kumaon.	
7	7	9	3	26	11	1	54	127	1,106	834	2,067		
38	23	29	37	127	92	74	176	1,423	6,329	2,958	10,710	South Indian.	
31	19	42	28	120	66	33	94	934	6,524	2,507	9,965		
350	365	638	552	1,795	190	192	1,197	4,415	34,405	30,063	68,853	Total 3' 3 1/2" Gauge.	
263	303	511	388	1,465	174	162	1,102	3,536	32,410	26,388	62,343		
Total § OTHER ENGINE MILES.				Total OTHER DEPARTMENTAL.									2' 6" & 2' 0" GAUGES.
			26				37	95	•	•	2,369	Bengal-Nagpur.	
			24				38	66	•	•	2,168		
			9				2	10	317	104	431	Bombay, Baroda & Central India.	
			6				3	3	327	104	434		
			Nil				Nil	7	108	4	119	Eastern Bengal.	
			Nil				4	4	105	4	113		
			Nil				2	27	251	212	490	Great Indian Peninsula.	
			Nil				1	31	249	207	487		
			175				6	73	•	•	1,782	North Western.	
			171				8	38	•	•	1,604		
			Nil				Nil	Nil	131	68	199	South Indian.	
			Nil				Nil	Nil	133	66	180		
			210				47	212	•	•	5,400	Total 2' 6" & 2' 0" Gauges.	
			201				54	142	•	•	4,995		
••	••	••	••	10,771				11,853	•	•	218,534	Steam	
••	••	••	••	9,036				9,774	•	•	195,682		
72	Nil	40	Nil	112	1	Nil	28	38	1,541	726	2,305	Electric †	
75	Nil	37	Nil	112	1	6	26	61	1,777	683	2,421		

\* Figures not available. † Including shunting and departmental siding.  
 § "Other" includes Assisting required, Assisting not required, Light and Siding.  
 ‡ See remarks on page 124.

Total Class I Railways.

## 18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passenger proportion.	Goods proportion.	Total (columns 4 & 5).	Main Line.	Branch Line.	Total.	Shunting.	
									Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
<b>5' 6" Gauge.</b>										
Bengal-Nagpur	1930-31	274.5	18.9	17.0	35.9	348.6	206.6	555.2	97.2	609.0
	1931-32	251.4	17.3	11.9	29.2	286.8	185.7	472.5	83.6	537.6
Bombay, Baroda and Central India.	1930-31	169.8	33.1	38.9	62.0	162.2	29.3	191.5	42.3	165.8
	1931-32	150.1	22.7	38.0	60.7	134.4	21.6	156.0	37.8	188.0
Eastern Bengal	1930-31	239.4	12.6	4.5	17.1	122.9	15.5	138.4	77.1	224.6
	1931-32	227.3	9.4	3.9	13.3	101.0	13.7	114.7	75.3	189.4
East Indian	1930-31	692.1	39.7	8.8	48.5	1,031.4	230.7	1,262.1	145.0	896.4
	1931-32	642.5	43.0	9.1	52.1	821.7	108.1	1,019.8	144.1	777.0
Great Indian Peninsula	1930-31	551.0	25.0	10.9	35.9	443.3	160.0	603.3	83.9	453.0
	1931-32	459.4	20.1	14.5	43.8	346.9	147.7	494.6	72.5	371.5
Madras and Southern Mahratta	1930-31	200.1	0.3	12.2	32.5	119.6	45.2	164.8	23.0	159.6
	1931-32	192.3	13.8	11.1	24.9	106.3	46.1	152.4	27.3	143.6
Nizam's State	1930-31	49.5	4.0	4.9	8.9	77.6	5	78.1	5.5	55.1
	1931-32	43.4	4.6	9.9	14.5	60.6	7	61.3	7.0	46.4
North Western	1930-31	667.6	144.9	55.5	200.4	553.2	133.5	686.7	236.8	515.2
	1931-32	554.5	145.5	66.8	212.1	442.1	102.5	544.6	219.8	424.3
South Indian	1930-31	115.3	11.5	9.3	20.8	52.6	3.8	61.4	20.2	74.2
	1931-32	115.1	9.7	10.1	19.8	46.1	7.0	53.1	22.1	65.6
Total 5' 6" Gauge	1930-31	2,960.3	310.0	152.0	462.0	2,911.4	830.1	3,741.5	736.0	3,153.9
	1931-32	2,046.0	295.1	175.1	470.2	2,345.9	723.1	3,069.0	699.4	2,713.4
<b>3' 3½" Gauge</b>										
Assam Bengal	1930-31	2	140.0	134.9	274.9	15.2	25.4	40.6	24.0	139.0
	1931-32	3	136.3	110.8	247.1	26.8	21.6	48.4	22.5	126.3
Bengal and North-Western	1930-31	230.1	113.7	71.0	184.7	113.6	73.7	187.3	39.1	263.5
	1931-32	225.7	104.6	74.1	178.7	118.3	74.7	193.0	33.3	257.0
Bombay, Baroda and Central India	1930-31	256.8	77.0	54.6	131.6	133.2	151.2	294.4	49.0	207.3
	1931-32	231.4	74.0	49.8	123.8	115.2	113.3	228.5	46.2	176.8
Burma	1930-31	65.4	220.9	79.2	300.1	161.2	57.5	215.7	59.9	207.6
	1931-32	66.4	178.0	85.6	263.6	112.6	42.5	155.1	56.2	149.6

for the years 1930-31 and 1931-32. (In hundreds.)

Service.			Total.		Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.
† Other Hours.			Passenger and proportion of mixed. (Columns 3+4 + 10+12.)	Goods and proportion of mixed. (Columns 5+9 + 11 + 13 + 14.)	Passenger and Total mixed.	Goods.	Total.		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	15	16	17	18	19	20	21	22	23
											5' 6" GAUGE
89.7	258.3	23.2	480.3	1,462.7	2.5	126.5	129.0	2,072.0	61	36	Bengal-Nagpur.
85.6	177.1	21.0	447.8	1,220.1	2.1	142.6	144.7	1,912.6	60	40	
62.0	45.9	3.6	307.2	436.6	1.9	68.7	60.6	804.4	66	44	Bombay, Baroda and Central India.
57.5	42.9	2.9	268.1	397.8	1.9	42.3	44.2	710.1	64	44	
89.7	39.8	23.5	418.8	435.8	3.8	36.8	39.6	894.2	60	30	Eastern Bengal.
83.9	26.8	24.9	395.9	358.7	2.9	29.8	32.7	788.3	59	30	
273.0	371.9	211.9	1,150.8	2,751.1	43.2	264.6	307.8	4,209.7	61	42	East Indian.
243.7	279.3	199.5	1,073.3	2,284.7	29.4	209.4	238.8	3,596.8	62	41	
127.2	177.6	5.4	787.1	1,250.2	6.2	163.4	169.6	2,206.9	73	43	Great Indian Peninsula.
116.1	183.5	5.8	687.1	1,069.9	6.0	118.6	124.6	1,881.6	73	47	
81.9	64.8	Nil	330.3	401.4	8.9	38.1	47.0	773.7	65	40	Madras and Southern Mahratta.
75.2	60.0	Nil	308.6	387.1	8.2	24.2	32.4	708.1	67	45	
14.5	29.0	4	73.5	167.5	3	19.8	20.1	261.1	73	44	Nizam's State.
13.0	28.4	4	68.0	146.4	2	17.3	17.5	231.9	70	43	
190.7	185.2	12.0	1,240.0	1,454.6	14.1	204.7	218.8	2,913.4	65	46	North Western.
167.9	187.6	9.6	1,077.7	1,182.7	13.7	167.3	171.0	2,431.4	64	46	
69.2	35.8	Nil	206.2	180.7	12.8	66.7	69.5	456.4	58	30	South Indian.
67.2	31.6	Nil	204.1	160.4	12.8	38.9	49.7	414.2	61	39	
987.9	1,208.3	284.9	4,094.2	8,540.6	93.7	968.3	1,062.0	14,596.8			Total 5' 6" Gauge.
890.1	967.2	264.1	4,530.6	7,188.6	77.2	778.4	855.6	12,575.0			
											2' 3 1/2" GAUGE.
27.7	39.3	7	191.9	354.5	1.9	26.1	27.1	573.6	73	46	Assam Bengal.
33.8	43.4	1	102.9	329.0	7	30.7	31.4	553.3	71	48	
98.9	67.4	Nil	431.8	669.2	14.5	62.6	67.1	1,138.1	69	40	Bengal and North Western.
73.0	57.4	Nil	436.6	581.5	17.5	57.9	75.4	1,093.5	73	41	
76.8	69.6	3.1	469.6	629.0	3	77.7	78.0	1,166.8	73	49	Bombay, Baroda and Central India.
68.3	66.7	3.3	419.9	514.1	3	65.7	66.0	1,000.0	73	48	
73.6	44.2	64.7	419.8	614.4	1.4	104.8	106.2	1,140.4	68	41	Burma.
68.7	41.9	44.5	369.3	476.7	1.1	58.3	59.4	906.4	66	51	

† Other hours include: Assisting required, Assisting not required, Light and siding engine hours.

## 18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passenger proportion.	Goods proportion.	Total.	Main Lines.	Branch Lines.	Total.	Shunting.	
									Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
<b>3' 3½" Gauge—contd.</b>										
Eastern Bengal . . . . .	1930-31	125.3	40.3	15.5	55.8	98.8	8.5	107.3	42.9	161.4
	1931-32	112.6	28.5	17.5	46.0	78.9	4.3	83.2	39.4	104.1
Jodhpur . . . . .	1930-31	23.6	28.8	41.3	70.1	26.7	1.9	28.6	26.3	49.3
	1931-32	21.2	30.5	39.0	69.5	19.3	1.1	20.4	28.5	44.3
Madras and Southern Mahratta	1930-31	184.3	62.1	85.1	148.2	205.4	67.4	275.8	24.8	168.1
	1931-32	165.7	54.6	92.4	147.0	172.4	59.0	231.4	22.3	168.7
Nizam's State . . . . .	1930-31	65.7	5.8	3.8	9.6	50.1	Nil	50.1	8.2	24.3
	1931-32	59.5	4.2	3.8	8.0	38.2	Nil	38.2	7.6	22.4
Hohilkund and Kumaon . . . . .	1930-31	38.2	28.2	28.4	56.6	28.2	1.3	29.5	7.2	43.6
	1931-32	37.2	29.5	32.2	61.7	20.9	1.2	22.1	7.0	37.6
North Indian . . . . .	1930-31	398.7	69.9	29.8	99.7	118.5	61.3	179.8	46.6	163.1
	1931-32	313.7	51.9	25.1	77.0	98.8	38.9	137.7	44.0	125.9
Total 3' 3½" Gauge	1930-31	1,298.3	786.7	535.6	1,322.3	953.9	458.2	1,412.1	328.0	1,408.2
	1931-32	1,233.7	692.1	530.3	1,222.4	801.4	356.6	1,158.0	307.0	1,200.8
<b>2' 6" &amp; 2' 0" Gauges.</b>										
Bengal Nagpur . . . . .	1930-31	62.8			61.0			41.7	94.1	
	1931-32	40.4			60.4			39.3	84.7	
Bombay, Baroda and Central India.	1930-31	9.7			22.4			2	5.9	
	1931-32	12.1			20.3			11	5.5	
Eastern Bengal . . . . .	1930-31	6.6			5.1			Nil	6	
	1931-32	7.4			4.3			Nil	6	
Great Indian Peninsula . . . . .	1930-31	1.6			29.2			Nil	8.7	
	1931-32	Nil			31.1			2	7.6	
North-Western . . . . .	1930-31	26.4			49.9			67.3	36.0	
	1931-32	23.4			41.7			60.3	32.5	
South Indian . . . . .	1930-31	Nil			13.5			Nil	2.2	
	1931-32	Nil			13.7			Nil	2.1	
Total 2' 6" & 2' 0" Gauges	1930-31	97.1			181.1			109.2	149.5	
	1931-32	83.3			171.5			100.9	133.0	
Total Class I Railways	1930-31	4,355.7			1,965.4			6,262.3	5,775.6	
	1931-32	3,963.0			1,884.1			4,327.9	5,053.8	

†Includes figures for Darwa Pused Railway.

for the years 1930-31 and 1931-32 (In hundreds)—concl'd.

service.												
† Other Hours.			Total.		Departmental Engine hours.			Percentage of train Engine hours to Total Engine hours.		Railway.		
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12).	Goods and proportion of mixed. (Columns 5+9+11+13+14).	Passenger and Total mixed.	Goods.	Total.	Total Engine hours. (Columns 15+16+19).	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).		Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23	
												3' 3½" GAUGE—concl'd.
43.1	22.1	3.3	251.5	300.1	1.1	37.6	38.7	590.3	66	36	} Eastern Bengal.	
37.9	16.8	2.8	218.4	224.4	7	46.3	47.0	489.8	64	37		
23.1	25.1	1.3	101.9	145.6	6	17.7	18.3	265.8	61	39	} Jodhpur.	
24.3	21.9	1	104.5	125.7	6	14.4	15.0	245.2	49	42		
39.1	99.5	Nil	310.3	629.5	1.3	37.2	39.0	978.8	79	54	} Madras and Southern Mahratta.	
36.0	82.7	Nil	278.6	585.2	1.4	25.6	27.0	870.8	79	57		
14.9	13.0	Nil	94.6	91.7	6	18.4	19.0	205.3	75	49	} Nizam's State.	
13.4	8.9	Nil	84.7	73.3	5	18.6	19.1	177.1	75	46		
20.3	13.6	4	93.9	115.5	2.6	24.7	27.3	236.7	69	41	} Robilkund and Kumaon.	
19.8	12.0	4	93.3	104.3	2.4	18.0	20.4	218.0	71	52		
174.1	52.0	5.4	599.3	411.1	18.9	133.5	202.4	1,212.8	61	34	} South Indian.	
168.8	45.2	4.0	578.4	337.0	13.9	116.6	130.5	1,045.9	63	48		
591.6	445.8	78.9	3,004.6	3,380.6	42.8	530.3	623.1	7,508.3			} Total 3' 3½" GAUGE.	
543.8	386.9	55.2	2,776.8	3,331.2	39.1	452.1	491.2	6,599.0				
Total.											2' 0" & 2' 6" GAUGES.	
24.6							13.6	287.8	.	.	} Bengal Nagpur.	
22.7							9.7	257.2	.	.		
14.6							1.3	54.1	.	.	} Bombay, Baroda and Central India.	
16.0							1.9	58.9	.	.		
4.6							1.3	18.1	.	.	} Eastern Bengal.	
5.9							6	18.8	.	.		
4.6							3.5	47.6	.	.	} Great Indian Peninsula.	
5.0							3.9	47.8	.	.		
45.5							10.2	238.3	.	.	} North Western.	
38.4							5.0	201.3	.	.		
8.5							Nil	24.2	.	.	} South Indian.	
8.4							1	24.3	.	.		
103.3							29.9	670.1			} Total 2' 6" & 2' 0" GAUGES.	
96.4							21.2	606.3				
3,336.9		363.8					1,715.0	22,775.2			} Total Class I Railways.	
2,884.0		319.3					1,368.0	19,780.3				

\* Figures not available.

† "Other hours" include Assisting required, Assisting not required, Light and Siding on line hours.

## 19.--Statement of vehicle and wagon Miles\* of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles. (Col. 3+6)	Other Vehicles. (Col. 4+7)	Total.	Goods.		
											Loaded.	Total.	Per- centage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>W OF GAUGH.</b>													
Bengal-Nagpur	1930-31	80,534	4,026	84,560	2,405	53	2,458	82,940	4,109	87,049	116,560	163,270	71.0
	1931-32	73,125	3,170	76,305	2,730	33	2,763	75,865	3,203	79,068	103,359	149,897	69.0
Bombay, Baroda and Central India	1930-31	66,313	7,932	63,245	7,014	5,592	13,206	62,927	13,524	76,451	62,840	88,347	71.1
	1931-32	50,470	5,902	57,372	6,561	2,694	9,157	57,021	9,498	66,529	55,558	78,538	70.7
Eastern Bengal	1930-31	72,854	6,399	79,253	2,559	Nil	2,559	75,443	6,399	81,842	45,058	60,560	74.0
	1931-32	69,406	5,428	74,832	2,161	Nil	2,161	71,597	5,426	76,993	38,203	51,496	74.2
East Indian	1930-31	274,230	17,555	291,785	9,636	253	9,889	283,866	17,808	301,674	355,485	572,835	62.1
	1931-32	255,748	11,451	267,199	9,718	218	9,936	266,466	11,669	278,135	321,771	506,269	63.0
Great Indian Peninsula	1930-31	189,101	3,905	193,006	4,150	Nil	4,150	193,251	3,905	197,156	178,707	243,164	73.5
	1931-32	173,538	3,489	177,027	7,619	Nil	7,619	181,157	3,489	184,646	161,139	211,038	76.4
Madras and Southern Mahratta.	1930-31	69,180	793	69,973	3,731	7	3,738	69,920	800	69,720	47,197	64,972	72.0
	1931-32	52,893	712	53,605	2,785	2	2,787	55,678	714	56,392	44,958	60,704	74.1
Nizam's State	1930-31	12,556	473	13,029	724	13	737	13,230	436	13,766	18,858	26,806	70.4
	1931-32	12,089	320	12,409	1,360	18	1,384	13,455	338	13,793	17,790	24,240	73.4
North Western	1930-31	236,581	7,518	244,099	31,791	338	32,129	268,372	7,656	276,228	215,194	296,730	72.6
	1931-32	209,762	6,161	215,923	30,288	436	30,724	240,050	6,597	246,647	187,280	255,180	73.4
South Indian	1930-31	27,464	1,120	28,584	2,110	10	2,120	29,574	1,130	30,704	15,195	19,068	79.7
	1931-32	27,043	686	27,729	2,046	33	2,079	29,089	719	29,808	13,989	17,736	78.3
Total W OF GAUGH	1930-31	1,004,552	49,721	1,054,273	64,721	6,296	71,017	1,069,573	56,017	1,125,590	1,055,095	1,535,752	69.3
	1931-32	925,984	38,317	964,301	65,274	3,336	68,610	990,358	41,653	1,032,011	943,947	1,355,098	69.6
<b>W OF GAUGH.</b>													
Assam Bengal	1930-31	38	22	60	40,639	2,799	43,638	40,877	2,821	43,698	3,185	4,668	68.2
	1931-32	68	25	93	39,090	2,816	42,506	39,758	2,841	42,599	6,022	9,294	64.8
Bengal and North-Western	1930-31	64,514	446	64,960	25,572	243	26,120	90,386	694	91,080	39,680	51,210	77.0
	1931-32	63,037	397	63,434	34,150	268	34,418	97,187	695	97,882	41,112	53,768	76.6
Bombay, Baroda and Central India	1930-31	70,815	6,183	76,998	21,739	1,549	23,288	92,554	7,732	100,286	51,189	72,266	70.8
	1931-32	63,045	5,101	68,746	22,781	770	23,551	86,426	5,871	92,297	44,777	64,183	69.8
Barma.	1930-31	25,323	37	25,400	62,710	28	62,738	85,073	66	85,139	53,217	76,501	76.1
	1931-32	25,585	234	25,819	50,984	977	51,961	76,569	1,211	77,780	46,947	62,488	75.1

\* The figures are in terms of four-wheelers.

Railways for the years 1930-31 and 1931-32. (In thousands.)

PROPORTION OF MIXED.

Goods.			GOODS PROPORTION OF MIXED.					TOTAL.			DEPARTMENTAL.			BRAKE VANS. †		Railway
Branch lines.			Loaded.	Total.	Loaded (Cols. 12+15+18). 20	Total (Cols. 13+15+19). 21	Per centage loaded of total. 22	Passenger and total mixed. 23	Goods. 24	Total. 25	Passenger and total mixed. 26	Goods. 27	Total. 28	29		
Loaded. 15	Total. 16	Per centage loaded of total. 17													18	
51,217	91,853	56.0	1,749	2,253	163,526	257,376	66.0	400	4,220	4,620	1,890	7,809	9,399	5' 6" GAUCH.		
47,825	84,544	56.6	1,361	1,944	152,545	236,385	64.6	396	4,171	4,567	3,378	6,773	10,151		Bengal Nagpur.	
7,681	12,666	60.6	8,647	11,666	79,163	112,679	70.3	71	3,409	3,480	3,240	2,310	5,550	Bombay, Baroda and Central India.		
5,496	9,312	59.0	11,435	15,243	72,489	103,093	70.3	67	1,415	1,482	2,736	1,889	4,625			
2,942	4,585	64.9	572	927	48,592	66,072	74.0	211	7,320	7,531	741	1,535	2,326	Eastern Bengal.		
2,400	3,821	62.8	622	907	41,225	50,224	73.3	159	8,341	8,500	376	1,331	1,707			
46,941	72,462	64.8	1,522	2,199	403,948	647,496	62.4	3,329	19,347	23,176	4,272	14,594	18,866	East Indian.		
42,816	62,890	68.3	1,564	2,103	368,150	571,062	84.1	2,912	18,648	21,560	3,412	12,676	16,088			
36,233	55,030	65.8	1,286	1,977	216,226	300,171	72.0	212	9,587	9,799	6,057	7,937	14,044	Great Indian Peninsula.		
34,084	51,316	66.4	2,050	3,135	197,273	285,489	74.3	161	6,832	9,983	5,502	6,845	12,347			
14,132	18,927	74.7	1,687	2,251	63,016	86,150	73.2	915	2,743	3,658	1,834	2,728	4,563	Madras and Southern Mahratta.		
14,734	19,736	74.7	1,732	2,284	61,424	82,723	74.3	780	1,857	2,637	1,280	2,565	3,845			
133	294	46.9	1,011	1,687	20,007	28,787	69.6	34	1,533	1,567	354	821	1,175	Nizam's State.		
75	127	59.1	2,009	2,927	19,874	27,294	73.0	38	1,610	1,048	315	786	1,101			
31,131	42,490	73.3	10,672	13,609	256,997	352,829	72.8	1,065	13,274	14,339	16,659	8,387	25,046	North Western.		
25,512	34,114	74.8	12,784	16,451	225,576	305,745	73.8	1,037	8,993	10,030	11,128	6,464	17,592			
2,168	2,710	79.9	1,671	2,113	19,033	23,891	79.7	18	2,965	2,983	626	1,314	1,840	South Indian.		
1,809	2,409	77.6	2,050	2,541	17,817	22,688	78.5	15	1,830	1,845	470	1,128	1,598			
192,581	301,017	64.0	28,837	38,652	1,276,513	1,875,451	68.1	6,555	64,898	71,153	35,273	47,535	62,803	Total 5' 6" GAUCH.		
174,810	268,068	66.2	35,616	47,535	1,154,373	1,670,701	69.1	5,565	56,097	61,662	28,597	40,457	69,054			
														5' 3 1/2" GAUCH.		
3,147	4,297	73.2	30,826	42,159	37,158	51,124	72.7	130	4,170	4,300	523	590	1,113	Assam Bengal.		
2,722	3,662	74.3	25,861	34,659	34,405	47,615	72.3	97	4,881	4,978	Nil	850	850			
17,121	22,681	75.0	12,579	16,345	69,330	90,236	77.0	121	4,720	4,841	3,415	1,901	10,316	Bengal and North-Western.		
17,827	23,253	76.7	13,390	17,317	72,328	94,339	76.7	105	7,012	7,117	3,284	2,070	10,354			
45,958	67,474	68.1	11,440	16,547	108,587	156,287	69.4	34	4,871	4,905	3,753	3,716	7,469	Bombay, Baroda and Central India.		
33,243	47,764	69.6	11,146	16,147	89,166	128,084	69.6	41	2,554	2,595	2,589	2,784	5,373			
8,249	11,325	72.8	17,300	21,322	83,766	109,145	76.8	140	11,968	12,103	7	3,216	3,223	Burma.		
6,251	8,874	70.6	18,566	24,050	71,767	95,412	75.2	121	6,523	6,644	74	2,381	2,455			

† Including Departmental.

19.—Statement of vehicle and wagon Miles\* of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPERTIES.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND			
		Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles. (Cols. 3+6).	Other Vehicles. (Cols. 4+7).	Total.	Goods.			
											Main Lines.			
											Loaded.	Total.	Per-centage loaded of total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
<b>3' 3 1/2' GAUGE—concl'd.</b>														
Eastern Bengal	1930-31	14,493	1,382	15,875	10,485	Nil	10,485	54,978	1,382	56,360	32,774	48,437	68.6	
	1931-32	29,638	1,124	40,762	7,668	Nil	7,668	47,306	1,124	48,430	28,506	42,860	68.3	
Jodhpur	1930-31	9,954	160	9,114	9,664	216	9,879	18,818	376	18,993	10,915	16,605	65.7	
	1931-32	7,038	160	8,088	9,684	240	9,924	17,622	390	18,012	8,227	11,646	70.6	
Madras and Southern Mahratta.	1930-31	46,447	678	46,165	14,617	24	14,641	60,104	702	60,806	50,989	67,846	75.2	
	1931-32	41,837	629	42,266	13,877	27	13,904	55,714	556	56,270	44,101	58,520	75.4	
Nizam's State	1930-31	13,016	650	13,666	800	6	806	13,816	656	14,471	13,542	17,654	76.7	
	1931-32	12,462	561	13,013	670	7	677	13,122	568	13,690	11,341	15,206	74.6	
Rohilkhand and Kumaon	1930-31	8,928	141	9,069	7,147	41	7,188	16,075	182	16,257	5,887	8,742	67.0	
	1931-32	8,101	108	8,209	6,408	68	6,476	14,599	176	14,775	4,670	6,993	66.8	
South Indian	1930-31	87,697	626	88,223	14,713	77	14,790	102,410	603	103,013	36,398	49,807	73.1	
	1931-32	80,717	572	81,289	11,126	68	11,194	97,843	640	98,483	33,226	45,599	72.9	
Total 3' 3 1/2' GAUGE	1930-31	309,304	10,225	379,529	268,566	4,987	273,553	577,890	15,212	593,102	302,776	413,736	73.1	
	1931-32	340,108	8,801	357,909	197,038	5,241	202,279	546,146	14,042	560,188	268,929	370,357	72.6	
<b>Total</b>														
<b>2' 0" &amp; 2' 6" GAUGES.</b>														
Bengal-Nagpur	1930-31		12,661				11,031		23,142		6,699	10,467	64.0	
	1931-32		10,123				10,159		20,282		6,029	9,279	65.0	
Bombay, Baroda and Central India.	1930-31		1,001				2,268		3,269		23	27	85.3	
	1931-32		1,289				1,930		3,219		47	89	52.9	
Eastern Bengal	1930-31		683				531		1,113		Nil	Nil	Nil	
	1931-32		613				421		1,033		Nil	Nil	Nil	
Great Indian Peninsula	1930-31		184				3,375		3,729		1	2	63.3	
	1931-32		..				3,546		3,546		8	18	42.3	
North-Western	1930-31		2,993				5,697		8,990		3,886	6,379	60.9	
	1931-32		2,031				5,457		8,438		3,881	6,675	68.1	
South Indian	1930-31		Nil				2,163		2,163		Nil	Nil	Nil	
	1931-32		Nil				2,167		2,167		Nil	Nil	Nil	
Total 2' 0" & 2' 6" Gauges	1930-31		16,811				23,565		42,376		10,609	16,876	62.4	
	1931-32		15,005				23,680		38,685		9,065	16,061	62.4	
Total Class I Railways	1930-31		1,459,913				319,155		1,761,068		1,660,653	2,408,185	68.4	
	1931-32		1,330,316				294,569		1,630,884		1,222,841	1,741,516	70.5	

\* The figures are in terms of four-wheelers.

† Includes figures relating to Darwa Pund Rly.



Railways for the years 1930-31 and 1931-32 (In thousands)—concl'd.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS.†			Railway.
Goods.			Goods PROPORTION OF MIXED.		TOTAL.			Pas- senger and total mixed.	Goods.	Total.	Pas- senger and total mixed.	Goods.	Total.	
Branch lines.			Loaded.	Total.	Loaded (Cols. 12+ 15+18).	Total (Cols. 13+ 16+19).	Per- centage loaded of total.							
Loaded.	Total.	Per- centage loaded of total.	18	19	20	21	22	23	24	25	26	27	28	29
1,588	2,469	64.0	2,698	4,069	37,060	54,975	67.0	102	2,889	2,991	1,611	1,153	2,769	3' 3 1/2' GAUGES—concl'd.
812	1,237	65.8	3,315	4,790	32,634	48,686	67.0	75	9,465	9,540	1,024	1,204	2,228	
242	469	51.6	10,707	14,311	21,864	31,385	69.7	68	1,652	1,720	1,034	350	1,464	} Jodhpur
109	215	50.8	10,259	12,912	18,595	24,773	75.1	55	915	970	1,018	264	1,282	
10,109	14,763	68.5	14,619	20,270	75,717	102,879	73.6	98	3,479	3,577	3,901	5,696	9,597	} Nizam's State.
9,307	13,150	70.8	17,625	23,530	71,033	95,200	74.6	68	2,629	2,697	3,044	5,054	8,698	
Nil	Nil	Nil	505	700	14,047	18,354	76.5	60	1,336	1,396	307	1,009	1,316	} South Indian.
Nil	Nil	Nil	459	612	11,800	15,818	74.6	57	1,141	1,188	288	857	1,145	
175	322	54.0	5,194	7,363	11,256	15,427	69.0	76	2,308	2,384	1,663	362	2,025	} Total 2' 6" & 2' 0" GAUGES.
169	311	54.3	5,292	7,077	10,131	14,381	70.4	79	2,077	2,166	1,514	274	1,788	
13,001	17,005	76.5	3,692	5,206	53,091	72,018	73.7	113	14,089	14,202	449	3,728	4,177	} Bombay, Baroda and Central India.
8,483	11,345	74.8	4,557	6,190	46,266	63,134	73.3	79	11,845	11,924	488	3,063	3,551	
69,890	140,805	70.7	109,560	148,292	511,926	702,833	72.8	942	51,982	52,924	21,713	21,756	43,469	} Great Indian Peninsula.
78,928	109,801	71.9	110,270	147,284	458,125	627,442	73.0	777	49,042	49,819	18,923	18,801	37,724	
									Total.		Total.			} South Indian.
			4,800	5,951	11,499	16,418	70.0		1,253			703		} Total Class I Railways.
			4,084	5,196	10,113	14,475	69.9		516			659		
			1,033	1,087	1,056	1,714	61.0		169			275		
			966	1,541	1,013	1,630	62.1		127			239		
			31	48	31	48	64.0		11			46		
			30	56	30	56	53.6		10			44		
			2,316	3,009	2,317	3,011	77.0		287			66		
			1,849	2,092	1,857	2,710	68.5		493			52		
			2,735	3,719	6,621	10,098	65.6		760			2,053		
			2,149	2,841	6,030	9,516	63.4		366			1,833		
			664	912	664	912	72.8		Nil			Nil		
			693	835	693	835	83.0		1			Nil		
			11,579	15,326	22,188	32,201	68.9		2,480			3,142		
			9,771	13,161	19,738	29,222	67.5		1,503			2,827		
			149,976	202,300	1,810,627	2,610,485	69.4		126,557			129,419		
			155,657	297,950	1,632,234	2,327,365	70.0		112,084			109,606		

† Including Departmental.

20.—Statement of speed of Goods Trains† of Class I Railways for the years 1930-31 and 1931-32

Average speed of Goods Trains.												
Railway.	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
	Year.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.
1	2	3	4	5	6	7	8	9	10	11	12	13
<b>5' 6" GAUGE.</b>												
Bengal Nagpur	11.9	13.3	12.0	12.8	11.9	13.1	10.5	11.3	10.1	10.6	10.4	11.0
Bombay, Baroda and Central India	11.7	11.9	10.3	10.3	11.4	11.6	10.7	11.2	10.3	10.3	10.6	11.1
Eastern Bengal	12.1	11.9	8.25	7.05	11.8	11.5	9.69	9.27	6.52	5.88	9.32	8.85
East Indian	11.4	12.8	8.98	9.99	11.2	12.0	10.4	11.4	8.51	9.19	10.0	11.0
Great Indian Peninsula { Steam	12.9	13.3	12.5	12.8	12.8	13.1	11.4	11.8	10.2	11.1	11.1	11.6
{ Electric†	15.7	16.4	Nil.	Nil	15.7	16.4	13.0	13.3	Nil	Nil	13.0	13.3
Madras and Southern Mahratta	13.0	13.8	12.7	13.0	13.0	13.8	10.8	11.3	10.7	10.9	10.8	11.1
Nizam's State	9.36	11.1	11.9	10.6	9.39	11.1	8.84	10.6	11.9	10.6	8.86	10.4
North Western	14.1	14.4	Nil	Nil	14.1	14.4	10.7	10.8	9.81	9.99	10.5	10.7
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	10.6	10.8	9.02	10.1	10.4	10.7
Average for 5' 6" gauge { Steam	*	*	*	*	*	*	10.6	11.3	10.1	10.6	10.5	11.0
{ Electric†	15.0	16.4	Nil	Nil	15.7	16.4	13.0	13.3	Nil	Nil	13.0	13.3
<b>3' 3 1/2" GAUGE.</b>												
Assam Bengal	10.3	11.4	10.7	10.8	10.5	11.2	10.3	11.4	10.3	10.4	10.3	10.9
Bengal and North Western	10.6	10.8	6.93	6.96	9.61	9.27	9.73	9.77	8.70	8.74	9.32	9.37
Bombay, Baroda and Central India	12.8	12.7	12.1	12.3	12.5	12.5	11.9	12.0	10.8	10.9	11.3	11.4
Burma	10.8	12.1	11.0	11.5	10.9	11.8	10.2	10.8	11.0	11.5	10.5	11.0
Eastern Bengal	12.2	13.0	11.3	11.1	12.2	13.0	10.0	10.8	9.51	9.19	9.98	10.5
Jodhpur	15.0	13.7	9.28	10.7	14.9	13.6	11.0	11.0	11.0	9.01	11.0	10.9
Madras and Southern Mahratta	10.1	10.6	10.3	10.7	10.2	10.6	10.1	10.4	10.1	10.4	10.1	10.4
Nizam's State	9.49	11.4	Nil	Nil	9.49	11.4	8.72	9.60	Nil	Nil	8.72	9.60
Rohilkund and Kumaon	8.83	9.04	5.80	5.92	8.90	9.04	8.88	9.04	5.80	5.92	8.90	9.04
South Indian	12.8	Nil	14.6	Nil	12.8	Nil	9.45	10.5	9.29	10.1	9.39	10.4
Average for 3' 3 1/2" gauge	*	*	*	*	*	*	10.3	10.6	10.2	10.3	10.3	10.5

3' 6" AND 2' 0" GAUGES.	All Goods Trains.	
	1930-31.	1931-32.
Bengal Nagpur	9.66	9.78
Bombay, Baroda and Central India	10.7	7.35
Eastern Bengal	Nil	Nil
Great Indian Peninsula	9.43	8.88
North Western	7.65	8.19
South Indian	Nil	Nil
Average for 3' 6" and 2' 0" gauges	8.50	8.89

\* Information not available.  
† Excluding Departmental.

‡ Other than Electric multiple unit suburban trains.  
§ Includes figures for Darbhanga Railway.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1930-31 and 1931-32.

Railway.	* Passenger and proportion of mixed.						* Goods and proportion of mixed.					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.
Year.	2	3	4	5	6	7	8	9	10	11	12	13
<b>5' 6" GAUGE.</b>												
Bengal Nagpur . . . . .	8.53	8.91	1.48	1.49	1.58	1.60	48.1	46.8	9.59	7.67	10.0	8.42
Bombay, Baroda and Central India . . . . .	4.63	4.81	3.70	3.49	3.75	3.68	33.1	33.7	3.15	3.05	3.24	3.13
Eastern Bengal . . . . .	8.01	8.20	0.65	0.83	0.65	0.63	80.7	86.2	4.84	4.14	5.93	4.90
East Indian . . . . .	4.32	4.52	2.57	2.64	3.23	3.34	34.8	34.1	3.05	6.45	9.25	7.27
Great Indian Peninsula . . . . .	3.12	2.94	1.35	1.40	1.75	2.00	32.1	30.6	3.98	3.35	4.51	3.85
Madras and Southern Mahratta . . . . .	3.30	3.32	2.49	2.17	2.55	2.26	40.6	38.2	4.97	4.87	5.42	5.67
Nizam's State . . . . .	2.32	3.30	2.00	2.26	2.03	2.27	34.7	28.8	10.4	13.2	10.5	13.2
North Western . . . . .	7.20	7.82	1.48	1.41	2.21	2.05	31.5	30.3	7.92	7.42	8.58	7.83
South Indian . . . . .	4.29	4.60	0.65	0.54	0.66	0.56	46.3	43.8	6.23	6.52	7.69	8.24
Average for 5' 6" gauge . . . . .	5.31	5.54	1.85	1.83	2.29	2.28	37.5	38.4	7.02	6.12	7.77	6.73
<b>3' 3½" GAUGE.</b>												
Assam Bengal . . . . .	7.40	7.20	0.91	1.12	1.18	1.90	35.0	34.9	2.02	2.00	2.60	3.08
Bengal and North Western . . . . .	3.81	3.32	0.72	0.56	1.05	0.84	49.3	46.3	1.53	1.48	2.84	2.83
Bombay, Baroda and Central India . . . . .	4.37	4.27	0.39	0.87	1.65	1.41	25.5	26.7	1.90	2.11	4.27	4.00
Burma . . . . .	6.92	7.41	0.65	0.72	0.65	0.72	30.8	26.0	5.30	6.25	5.65	6.34
Eastern Bengal . . . . .	8.23	8.82	0.44	0.27	0.45	0.29	59.9	47.6	0.65	0.96	0.76	1.18
Jodhpur . . . . .	15.4	17.0	0.63	0.37	0.65	0.38	23.2	29.1	0.49	0.90	0.52	0.94
Madras and Southern Mahratta . . . . .	3.29	3.22	0.76	0.80	1.40	1.53	22.1	22.5	2.69	2.09	7.29	6.15
Nizam's State . . . . .	3.27	3.28	3.70	3.60	3.78	3.61	26.8	27.2	10.4	10.3	10.5	10.3
Rohilkund and Kumaon . . . . .	3.73	3.44	1.38	1.45	2.84	3.00	32.9	30.3	1.60	1.37	2.39	2.46
South Indian . . . . .	3.86	3.51	0.53	0.45	1.06	0.64	37.0	35.4	1.39	2.38	2.48	3.46
Average for 3' 3½" gauge . . . . .	5.10	5.04	0.85	0.79	1.25	1.15	33.2	31.7	2.54	2.70	4.21	4.30
† Other engine miles per 100 train miles												
2' 6" and 2' 0" gauges.												
	Year.		1930-31.	1931-32.								
Bengal Nagpur . . . . .			27.6	27.1								
Bombay, Baroda and Central India . . . . .			10.2	8.63								
Eastern Bengal . . . . .			6.60	0.08								
Great Indian Peninsula . . . . .			10.5	8.97								
North Western . . . . .			27.1	27.1								
South Indian . . . . .			6.15	5.96								
Average for 2' 6" and 2' 0" gauges . . . . .			22.6	21.7								

\* 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.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN			
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.	
1	2	3	4	5	6	7	8	9	10	11	
<b>5' 6" GAUGE.</b>											
Bengal Nagpur . . . . .	1930-31	762	702	160	542	Nil	Nil	109	14	236	
	1931-32	753	723	185	538	43	12	106	10	204	
Bombay, Baroda and Central India.	1930-31	385	379	85	263	Nil	Nil	82	23	61	
	1931-32	385	385	89	276	Nil	Nil	71	21	59	
Eastern Bengal . . . . .	1930-31	240	329	52	262	20	1	112	3	44	
	1931-32	240	326	39	274	55	19	107	7	36	
East Indian . . . . .	1930-31	1,592	1,615	262	1,341	32	Nil	333	25	454	
	1931-32	1,589	1,629	249	1,373	223	62	314	26	380	
Great Indian Peninsula.	Steam	1930-31	†1,046	†1,036	200	†836	128	7	183	20	195
		1931-32	†992	983	161	†819	226	122	150	24	167
	Electric	1930-31	65	57	6	51	Nil	Nil	16	Nil	31
		1931-32	65	65	6	59	Nil	Nil	19	Nil	32
Madras and Southern Mahratta.	1930-31	301	311	75	236	Nil	Nil	84	13	58	
	1931-32	301	307	78	229	Nil	Nil	79	13	54	
Nizam's State . . . . .	1930-31	84	79	17	62	Nil	Nil	18	3	23	
	1931-32	88	83	18	65	Nil	Nil	16	5	20	
North Western	1930-31	1,389	1,265	234	1,031	27	Nil	308	73	296	
	1931-32	1,374	1,279	208	1,071	134	37	277	69	243	
South Indian . . . . .	1930-31	149	151	27	124	2	Nil	49	11	25	
	1931-32	149	151	34	118	4	Nil	48	10	22	
Total 5' 6" GAUGE	Steam	1930-31	6,048	5,867	1,112	4,697	254	8	1,278	190	1,392
		1931-32	5,971	5,866	1,061	4,763	685	252	1,168	185	1,176
	Electric	1930-31	65	57	6	51	Nil	Nil	16	Nil	31
		1931-32	65	65	6	59	Nil	Nil	19	Nil	32
<b>3' 3½" GAUGE.</b>											
Assam Bengal . . . . .	1930-31	199	200	42	158	Nil	Nil	Nil	92	16	
	1931-32	199	201	30	162	Nil	Nil	Nil	93	18	
Bengal and North Western	1930-31	343	366	41	325	Nil	Nil	91	63	65	
	1931-32	355	387	32	355	53	35	87	65	65	
Bombay, Baroda and Central India.	1930-31	513	500	83	417	11	Nil	103	64	100	
	1931-32	501	490	69	421	21	Nil	98	61	82	

\* Excluding Electric Multiple Unit Suburban Trains.

† Includes 8 engines used exclusively by Mechanical Department.

## Railways for the years 1930-31 and 1931-32.

USE DAILY ON—				ENGINE MILES PER DAY.							NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) loco motive day on line.	Per (goods) Locomotive day in use.			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	
27	78	464	78	504	141	100	88	104	69	13,598	22,222	10.5	5' 6" Gauge.	
26	72	418	108	475	133	128	88	105	61	12,224	22,719	9.21	} B. N.	
14	44	224	39	235	139	123	96	108	64	12,918	22,456	8.35		
8	54	213	63	226	143	118	88	100	55	10,574	19,084	7.03	} B., B. & C. I.	
10	52	226	26	240	116	87	91	103	71	10,030	15,326	9.34		
9	47	206	25	225	116	82	87	102	65	8,795	14,747	7.86	} E. B.	
73	257	1,142	171	1,244	137	95	86	96	68	15,966	24,147	8.60		
63	240	1,023	213	1,178	137	98	88	97	61	13,967	25,069	7.16	} E. I.	
†30	103	†531	248	677	175	76	100	121	62	*9,424	*20,144	6.76		
†33	89	†453	190	507	181	84	103	120	55	*8,905	*21,466	5.77	} Steam.	
NU	NU	47	4	61	264	NU	64	134	111	*19,605	*23,761	8.79		} Elec.
1	Nil	52	7	57	256	Nil	58	133	106	*16,971	*21,840	7.80	} G. I. P.	
11	31	197	39	213	135	100	96	109	69	11,355	19,722	9.04		} M. & S. M.
9	30	185	44	202	139	83	99	109	66	11,246	20,113	8.45		
4	6	54	8	68	165	145	98	124	85	15,928	22,996	12.0	} N. S.	
4	6	51	14	68	171	157	105	127	78	14,775	24,002	10.0		
41	158	876	137	914	132	116	79	98	68	11,631	18,236	7.74	} N. W.	
33	138	760	209	877	124	129	78	97	58	10,224	18,644	6.20		
14	11	110	14	120	125	86	89	104	76	6,494	11,574	9.94	} S. I.	
10	9	99	17	109	131	92	96	110	72	6,945	13,011	9.47		
224	740	3,824	760	4,215	139	105	88	116	68	*12,858	*21,213		} Steam.	
185	685	3,408	883	3,867	138	111	89	103	60	*11,552	*21,668			} Total 5' 6" gauge.
NU	NU	47	4	61	264	NU	64	134	111	*19,605	*23,761		} Elec.	
1	Nil	52	7	57	256	Nil	58	133	106	*16,971	*21,840			
7	22	137	21	144	155	100	88	95	65	5,454	8,516	9.94	} 3' 3 1/2" Gauge.	
8	21	140	22	146	Nil	89	94	88	62	5,106	7,988	9.33		} A. B.
26	36	280	45	306	114	109	81	96	76	6,901	10,301	9.59	} B. & N. W.	
25	36	278	77	304	118	103	82	96	71	6,885	10,877	8.41		
18	50	340	72	353	111	72	100	93	64	7,537	11,850	7.66	} B., B. & C. I.	
10	30	299	109	347	117	76	95	93	57	7,190	12,674	6.49		

\* Loco motive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam on lines.

† Includes 8 engines used exclusively by Mechanical Department.

H59CR(Acct)

## 22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorized stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
<b>3' 3½" GAUGE—concl'd.</b>										
Burma . . . . .	1930-31	429	429	49	380	Nil	Nil	24	109	83
	1931-32	429	420	51	370	59	29	22	99	52
Eastern Bengal . . . . .	1930-31	229	222	30	182	37	5	43	21	37
	1931-32	228	226	21	198	68	38	40	20	29
Jodhpur . . . . .	1930-31	105	108	15	93	Nil	Nil	10	26	8
	1931-32	105	108	17	91	Nil	Nil	9	26	6
Madras and Southern Mahratta	1930-31	343	368	60	298	Nil	Nil	59	47	94
	1931-32	344	356	56	300	Nil	Nil	55	56	82
Nizam's State . . . . .	1930-31	88	89	23	66	Nil	Nil	22	3	13
	1931-32	88	87	22	65	Nil	Nil	23	3	11
Rohilkund and Kumaon	1930-31	76	78	8	70	Nil	Nil	14	24	8
	1931-32	75	81	9	72	Nil	Nil	14	26	6
South Indian	1930-31	421	418	81	337	9	Nil	130	39	65
	1931-32	418	422	84	338	20	4	134	35	52
Total 3' 3½" Gauge	1930-31	2,745	2,768	432	2,326	57	5	501	488	489
	1931-32	2,742	2,778	400	2,372	221	106	482	484	403
<b>2' 6" AND 2' 0" GAUGES.</b>										
Bengal Nagpur . . . . .	1930-31	136	116	22	94	Nil	Nil	17	26	15
	1931-32	138	115	23	92	Nil	Nil	15	24	15
Bombay, Baroda and Central India.	1930-31	25	24	4	19	Nil	Nil	4	12	Nil
	1931-32	26	25	6	19	Nil	Nil	4	10	1
Eastern Bengal . . . . .	1930-31	10	9	Nil	8	1	1	3	3	Nil
	1931-32	9	9	Nil	8	2	1	3	2	Nil
Great Indian Peninsula	1930-31	19	19	3	16	1	Nil	1	10	Nil
	† 1931-32	22	22	4	18	1	Nil	Nil	12	1
North Western	1930-31	100	98	19	79	1	Nil	10	14	27
	1931-32	100	106	19	87	11	3	9	14	24
South Indian	1930-31	11	11	3	8	Nil	Nil	Nil	7	Nil
	1931-32	11	11	3	8	1	Nil	Nil	7	Nil
Total 2' 6" and 2' 0" Gauges	1930-31	301	277	51	224	3	1	35	72	42
	1931-32	306	288	55	232	15	4	31	69	41

† Including figures for Darwha Pused Railway.

## Railways for the years 1930-31 and 1931-32—concl'd.

USE DAILY ON—					ENGINE MILES PER DAY.						NET TON MILES.		Hour worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on the line.	Per (goods) locomotive day on the line.	Per (goods) locomotive day in use.			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	
														3' 3½" GAUGE — concl'd.
22	48	286	94	317	138	108	83	103	68	7,061	12,111	8-23	} Burma.	
12	44	229	110	274	152	105	100	106	57	6,646	13,462	6-69		
11	29	141	22	163	136	102	82	101	65	5,455	9,576	8-39	} E. B.	
10	24	123	19	143	130	91	86	100	54	4,754	9,982	6-76		
5	7	56	37	68	131	108	114	108	57	6,250	11,726	7-37	} Jodhpur.	
3	7	51	39	65	127	108	114	109	53	5,011	11,762	7-36		
11	31	242	56	267	143	109	94	106	72	5,519	8,668	9-00	} M. & S. M.	
8	32	233	67	256	140	93	91	100	66	5,404	8,615	7-03		
4	7	49	17	63	153	107	108	118	65	7,899	14,171	9-00	} N. S.	
3	6	46	19	58	139	112	104	114	61	7,602	14,135	7-00		
4	8	58	12	Nil	136	89	99	99	76	5,695	8,350	9-26	} R. & K.	
7	3	56	9	Nil	131	88	98	101	70	5,971	8,715	8-23		
45	20	299	33	334	110	94	89	98	70	4,316	8,760	9-34	} S. I.	
32	19	272	53	302	117	85	90	100	65	4,271	9,040	8-45		
152	258	1,888	409	2,015	121	100	91	99	61	6,199	8,550		} Total 3' 3½" Gauge.	
127	231	1,727	524	1,895	124	94	92	99	62	5,951	10,658			
														2' 6" & 2' 0" GAUGES.
3	11	72	22	80	113	80	84	92	57	2,023	3,551	8-39	} B. N.	
2	11	67	25	76	106	86	77	88	52	1,893	3,426	7-64		
Nil	Nil	16	3	18	90	66	Nil	74	49	2,507	2,507	7-30	} B., B.&C.I.	
Nil	Nil	15	4	17	112	69	25	81	49	1,424	1,424	8-19		
Nil	Nil	6	2	8	56	55	Nil	56	36	172	560	6-26	} E. B.	
Nil	Nil	5	2	8	60	46	Nil	55	34	244	522	6-42		
1	1	13	3	16	61	110	Nil	103	71	2,962	4,739	8-16	} G. L. P.	
1	1	15	2	19	Nil	107	15	102	66	1,675	2,874	8-11		
3	9	63	16	75	82	116	65	77	50	1,003	1,674	8-26	} N. W.	
1	7	55	26	69	84	100	71	80	41	845	1,689	6-32		
Nil	Nil	7	1	8	Nil	76	Nil	76	47	1,608	2,608	8-29	} S. I.	
Nil	Nil	7	1	9	Nil	75	Nil	75	47	1,487	2,419	8-09		
7	21	177	47	205	91	88	72	79	53	1,621	2,570		} Total 2' 6" AND 2' 0" GAUGES.	
4	19	164	60	198	96	87	72	84	48	1,332	2,517			

23.—Statement of Loads of Trains of Class I Railways for the years 1930-31 and 1931-32.

Railway.	Year.	† AVERAGE LOAD PER TRAIN.†											
		PAS- SENGER TRAINS.	PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				Main lines.			Branch lines.			Main and Branch lines.			
				Loaded wagons.	Total.	Per- cen- tage loaded of total.	Loaded wagons.	Total.	Per- cen- tage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight exclud- ing weight of engine.	
3	4	5	6	7	8	9	10	11	12	13			
5' 6" GAUGE.													
Bengal Nagpur .	1930-31	16.0	Tons. 381.0	30.0	42.0	71.0	23.0	41.0	56.0	Tons. 398.0	Tons. 890.0	Tons. 779.0	
	1931-32	15.0	303.0	30.0	43.0	69.0	23.0	40.0	56.6	391.0	888.0	776.0	
Bombay, Baroda and Central India.	1930-31	17.4	376.9	36.0	50.0	71.0	25.0	42.0	60.0	345.0	881.0	761.0	
	1931-32	18.0	382.0	35.0	50.0	71.0	25.0	41.0	59.0	340.0	856.0	754.0	
Eastern Bengal .	1930-31	17.0	366.0	37.0	49.0	74.0	27.0	42.0	64.0	355.0	881.0	790.0	
	1931-32	17.0	371.0	40.0	54.0	74.0	28.0	44.0	63.0	373.0	936.0	845.0	
East Indian .	1930-31	18.1	408.0	33.1	53.4	62.0	23.5	36.2	64.9	470.0	1,043.0	940.0	
	1931-32	17.6	410.0	34.3	53.9	63.6	23.1	33.9	68.1	479.0	1,083.0	952.0	
Great Indian Peninsula	Steam	1930-31	14.7	387.0	32.8	45.2	72.6	20.1	30.5	65.8	318.0	805.0	700.0
		1931-32	15.4	390.0	36.4	48.5	75.2	19.5	29.4	66.4	329.0	824.0	720.0
	Electric	1930-31	17.2	472.0	40.2	50.2	79.9	Nil	Nil	Nil	449.0	1,068.0	933.0
		1931-32	17.0	458.0	43.8	52.4	83.6	Nil	Nil	Nil	454.0	1,097.0	962.0
Madras and Southern Maharatta.	1930-31	14.1	355.0	36.2	49.8	78.6	28.7	38.4	74.7	326.0	875.0	758.0	
	1931-32	13.7	377.9	36.9	49.9	74.1	29.0	38.8	74.7	334.2	892.5	768.3	
Nizam's State .	1930-31	12.0	328.0	27.3	38.8	70.4	20.5	43.8	46.9	326.0	771.0	662.0	
	1931-32	12.6	358.0	27.8	37.8	73.4	9.97	16.9	59.0	315.0	745.0	632.0	
North Western .	1930-31	17.0	399.0	35.5	49.0	72.6	23.1	31.5	73.2	347.0	856.0	752.0	
	1931-32	18.1	413.0	37.6	51.3	73.4	24.1	32.3	74.8	348.0	857.0	751.0	
South Indian .	1930-31	13.0	323.0	25.4	31.8	79.7	26.6	33.3	79.9	210.0	596.0	501.0	
	1931-32	12.3	311.0	26.0	33.2	78.3	25.6	33.0	77.6	220.0	616.0	517.0	
Average for 5' 6" gauge	Steam	1930-31	16.7	390.5	34.1	49.7	68.7	22.9	35.8	64.0	384.5	914.2	801.4
		1931-32	16.0	395.5	35.6	51.1	69.7	22.8	35.0	65.2	388.6	923.2	808.9
	Electric	1930-31	17.2	472.0	40.2	50.2	79.9	Nil	Nil	Nil	449.0	1,068.0	933.0
		1931-32	17.0	458.0	43.8	52.4	83.6	Nil	Nil	Nil	454.0	1,097.0	962.0
3' 3½" GAUGE.													
Assam Bengal .	1930-31	22.1	307.0	19.0	28.0	67.9	12.0	17.0	70.6	125.0	305.0	277.0	
	1931-32	24.3	297.0	20.0	31.0	64.5	12.0	16.0	75.0	127.0	339.0	284.0	
Bengal and North Western.	1930-31	18.0	366.0	36.0	46.0	78.2	27.0	35.0	77.1	173.0	386.0	337.0	
	1931-32	17.0	216.0	35.0	46.0	76.0	27.0	35.0	77.1	179.1	395.5	345.3	
Bombay, Baroda and Central India.	1930-31	19.0	224.0	32.0	45.0	71.0	26.0	38.0	68.0	180.0	417.0	363.0	
	1931-32	19.0	232.0	32.0	46.0	70.0	27.0	38.0	70.0	194.0	432.0	378.0	

† Excluding departmental trains.

\*\* Excluding Electric multiple unit suburban trains.

‡ In terms of four-wheelers.



## 23.—Statement of Loads of Trains of Class I Railways for the years 1930-31 and 1931-32—concl'd.

Railway.	Year.	‡AVERAGE LOAD PER TRAIN.†										
		PAS- SENGER TRAINS.	PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.		
				Main lines.			Branch lines.			Main and Branch lines.		
				No. of veh. clas.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.
1	2	3	4	5	6	7	8	9	10	11	12	13
3½' GAUGE—concl'd.												
Burma	1930-31	21.3	240.0	35.0	46.0	76.1	13.0	18.0	72.8	197.0	436.0	361.0
	1931-32	21.6	243.0	39.0	51.0	75.1	13.0	18.0	70.5	200.0	441.0	368.0
Eastern Bengal	1930-31	22.0	267.0	33.0	49.0	68.0	20.0	31.0	64.0	178.0	461.0	410.0
	1931-32	22.0	269.0	34.0	51.0	67.0	21.0	32.0	66.0	181.0	471.0	418.0
Jodhpur	1930-31	20.0	283.0	37.0	56.0	66.0	11.0	22.0	60.0	140.0	364.0	303.0
	1931-32	19.0	271.0	38.0	54.0	71.0	11.0	21.0	51.0	141.0	350.0	291.0
Madras and Southern Mahratta.	1930-31	14.9	224.0	24.3	32.3	75.2	14.9	21.7	68.5	124.0	343.0	278.0
	1931-32	15.2	230.1	24.6	32.6	75.4	15.2	21.4	70.8	130.1	356.1	287.1
Nizam's State	1930-31	11.6	189.0	31.0	40.4	76.7	Nil	Nil	Nil	215.0	517.0	441.0
	1931-32	11.8	190.0	30.9	41.5	74.6	Nil	Nil	Nil	222.0	523.0	445.0
Rohilkund and Kumaon	1930-31	13.4	198.0	23.0	33.0	70.0	13.0	23.0	57.0	128.0	310.0	259.0
	1931-32	12.9	192.8	24.0	36.0	67.0	16.0	29.0	55.0	130.9	299.4	247.5
South Indian	1930-31	17.3	210.0	30.6	41.9	73.1	21.7	28.4	76.5	142.0	389.0	327.0
	1931-32	15.6	198.0	32.1	44.0	73.0	21.5	28.8	74.8	150.0	403.0	340.0
Average for 2' 3½' gauge.	1930-31	17.2	229.8	30.8	43.1	73.2	21.2	30.0	70.7	160.4	393.9	331.5
	1931-32	16.7	227.8	31.5	43.4	72.6	21.4	29.8	71.9	165.9	400.0	338.2
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur	1930-31									67.0	215.0	163.0
	1931-32									60.0	202.0	150.0
Bombay, Baroda and Central India.	1930-31									39.0	123.0	93.0
	1931-32									39.0	118.0	91.0
Eastern Bengal	1930-31									11.0	56.0	43.0
	1931-32									12.0	58.0	45.0
Great Indian Peninsula	1930-31									48.0	156.0	108.0
	1931-32*									33.0	134.0	86.0
North Western	1930-31									33.0	141.0	88.0
	1931-32									32.0	146.0	90.0
South Indian	1930-31									37.0	129.0	89.0
	1931-32									34.0	126.0	86.0
Average for 2' 6" and 2' 0" gauges.	1930-31									48.1	170.0	119.0
	1931-32									43.9	164.4	111.8

\*Includes figures for Darjiling and Assam Railway.

†Excluding departmental trains.

‡In terms of four-wheelers.

## 24 --Statement\* of vehicles and wagons and their usage on Class I Railways for the years 1930-31 and 1931-32

Railway.	Year.	COACHING STOCK.							GOODS STOCK.					AVERAGE STARTING WAGON LOAD (IN TONS).†			AVERAGE WAGON LOAD DURING THE RUN (IN TONS).‡			
		†AVERAGE AUTHORISED STOCK.		AVERAGE NUMBER ON LINE.				Vehicle miles per vehicle day.‡	Average authorised stock†	AVERAGE NUMBER OF WAGONS OWNED.			Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.	Wagon miles per wagon day.‡	Net ton miles per wagon day.‡		
		Passenger carriages.	Other coaching vehicles.	Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheeled.	In units.							In terms of 4-wheeled.	Average number of wagons on line daily pooled and non-pooled.‡
				In units.	In terms of 4-wheeled.	In units.	In terms of 4-wheeled.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
<b>5' 6" Gauge.</b>																				
Bengal Nagpur	1930-31	877	337	812	1,508	224	303	126.0	22,758	22,587	24,144	23,827	19.9	17.4	11.7	14.9	29.4	200.6		
	1931-32	849	327	827	1,553	227	309	111.0	22,831	22,900	24,525	22,730	20.1	17.1	12.7	14.7	28.1	269.0		
Bombay, Baroda and Central India.	1930-31	594	339	562	1,007	217	242	130.0	10,402	10,171	10,429	10,110	19.3	15.2	8.61	11.0	30.4	236.0		
	1931-32	625	326	555	1,055	221	252	119.0	10,417	9,974	10,232	10,081	18.9	13.4	10.3	11.0	27.8	216.0		
Eastern Bengal	1930-31	770	369	751	1,426	243	260	123.0	8,362	8,202	8,354	7,863	19.7	14.3	8.12	10.2	22.9	172.6		
	1931-32	810	370	755	1,443	246	263	115.0	8,388	8,137	8,290	7,507	19.7	14.2	8.01	9.08	20.4	149.0		
East Indian	1930-31	2,754	1,105	2,738	4,365	679	624	137.0	50,343	48,339	48,792	45,287	19.6	13.8	10.6	15.0	38.0	354.6		
	1931-32	2,734	1,094	2,686	4,327	681	653	128.0	50,172	48,291	48,774	47,923	19.9	13.7	8.80	14.9	32.3	312.0		
Great Indian Peninsula.	1930-31	1,407	983	1,414	2,708	649	769	162.0	17,362	17,537	18,328	16,089	20.5	15.5	11.0	11.0	50.8	407.6		
	1931-32	1,404	994	1,395	2,686	605	803	142.0	17,601	17,770	19,056	16,443	20.3	15.3	11.0	10.8	43.8	354.0		
Madras and Southern Mahratta.	1930-31	606	270	709	1,140	227	240	119.0	5,668	5,677	5,754	5,553	19.0	13.0	7.45	10.2	40.1	290.0		
	1931-32	602	283	715	1,106	212	225	109.0	5,745	5,747	5,828	5,753	19.8	12.7	7.54	10.2	39.1	296.0		
Nizam's State	1930-31	131	58	117	198	(a)35	(a)36	165.0	2,167	2,166	2,166	2,423	17.9	15.3	7.18	12.5	32.5	283.0		
	1931-32	128	51	119	189	33	34	165.0	2,164	2,164	2,164	2,323	18.9	15.0	6.26	12.8	32.1	290.0		
North Western	1930-31	2,644	1,425	2,438	4,730	914	976	129.0	30,006	29,117	30,062	27,146	18.6	14.3	8.07	11.1	55.0	287.0		
	1931-32	2,643	1,427	2,472	4,717	928	907	115.0	29,964	28,933	29,904	28,903	19.0	14.6	8.13	10.8	28.3	230.3		
South Indian	1930-31	287	98	379	563	80	88	125.0	1,848	1,847	1,859	1,858	18.8	14.0	8.74	8.86	35.0	240.0		
	1931-32	298	90	277	582	73	89	122.0	1,882	1,865	1,877	1,737	20.9	14.2	8.93	9.24	35.3	259.0		
Total 5' 6" Gauge and average.	1930-31	10,134	4,990	9,926	15,136	3,268	3,768	132.7	148,935	145,643	150,388	141,456				12.7	50.0	314.2		
	1931-32	10,151	4,941	9,771	18,198	3,286	3,825	122.9	149,164	145,781	150,650	143,300				12.6	31.5	277.9		
<b>3' 3 1/2" Gauge.</b>																				
Assam Bengal	1930-31	623	207	551	1,032	105	114	96.0	5,185	4,976	5,407	5,578	10.1	8.11	6.16	6.70	25.1	122.0		
	1931-32	623	220	584	1,116	108	118	88.0	5,295	5,229	5,676	5,753	10.3	8.07	6.08	6.65	22.6	109.0		
Bengal and North Western.	1930-31	1,315	244	1,285	1,602	195	196	124.0	9,967	11,028	11,270	11,210	9.82	8.68	6.28	6.62	21.7	118.0		
	1931-32	1,331	240	1,287	1,811	54	55	142.0	9,977	11,124	11,315	11,293	10.0	9.33	6.83	6.86	22.4	120.0		
Bombay, Baroda & Central India.	1930-31	1,608	330	1,411	2,521	126	161	95.0	9,787	9,597	11,142	11,159	9.57	9.21	6.52	6.74	37.9	179.0		
	1931-32	1,300	306	1,392	2,511	140	182	89.0	9,585	9,530	11,069	11,064	9.75	9.25	6.31	7.17	31.8	168.0		
Barua	1930-31	1,152	398	1,117	1,972	211	242	109.0	10,353	10,347	11,269	11,102	12.3	11.1	6.31	7.94	26.9	164.0		
	1931-32	1,147	403	911	1,733	205	241	106.0	10,353	10,351	11,583	9,570	12.7	11.8	6.46	8.02	20.7	164.0		

(a) Revised figures.

\* Does not include electric multiple unit suburban service stock.

† In units.

‡ In terms of 4-wheeled.

4. Statements of vehicles and wagons and their usage on Class I Railways for the years 1930-31 and 1931-32  
—concl.

Railway.	Year.	COACHING STOCK.								GOODS STOCK.			AVERAGE STARTING WAGON LOAD (IN TONS).†			AVERAGE WAGON LOAD DURING THE YEAR (IN TONS).‡	Wagon miles per wagon day.‡	Net ton miles per wagon day.‡	
		AVERAGE AUTHORIZED STOCK.		AVERAGE NUMBER ON LINE.				Average authorized stock.†	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled.†	Coal and coke.	Heavy merchandise.	Light merchandise.					
		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.	In units.	In terms of 4-wheelers.												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
3 3/4' Gauge— concl. Eastern Bengal	1930-31	794	342	759	1,295	231	241	98.0	5,386	5,509	7,254	6,734	8.95	7.60	6.72	6.10	22.0	92.0	
	1931-32	705	342	808	1,417	228	238	78.0	5,335	5,419	7,168	6,483	8.87	7.82	6.81	6.06	20.2	83.0	
Jodhpur	1930-31	228	88	230	389	27	35	120.0	2,397	2,405	2,642	2,562	11.0	8.75	2.54	5.69	32.0	131.0	
	1931-32	230	88	232	392	26	33	113.0	2,429	2,429	2,659	2,468	10.8	8.91	2.78	5.76	26.3	119.0	
Madras and Southern Mahratta.	1930-31	933	172	866	1,337	168	178	105.0	7,053	7,819	8,261	8,115	8.69	7.29	4.67	6.22	34.4	159.0	
	1931-32	919	177	867	1,403	173	183	96.0	7,229	8,387	8,823	8,717	9.07	7.38	4.78	6.46	29.5	144.0	
Nizam's State.	1930-31	171	51	151	225	16	16	158.0	1,497	1,307	1,313	1,181	10.7	9.71	5.45	7.35	39.7	224.0	
	1931-32	169	41	152	227	16	16	148.0	1,326	1,326	1,332	1,299	10.5	9.45	5.08	7.76	33.2	193.0	
Rohilkhand & Kumaon.	1930-31	251	74	231	345	19	29	117.0	2,475	2,613	2,653	2,375	12.2	10.4	5.62	5.74	13.8	98.0	
	1931-32	251	75	231	346	29	29	106.0	2,475	2,636	2,676	2,465	12.0	10.5	5.62	8.01	15.9	90.0	
South Indian	1930-31	1,284	211	1,232	2,438	130	198	106.0	5,405	5,524	7,820	7,790	9.77	7.71	4.99	5.52	24.7	163.0	
	1931-32	1,284	214	1,258	2,488	130	199	99.0	5,399	5,495	7,863	7,701	9.96	7.90	4.69	5.60	22.0	93.0	
Total 3 3/4' Gauge and Average.	1930-31	8,359	2,117	7,833	13,427	1,238	1,410	106.8	59,306	61,125	69,030	67,336				6.65	25.0	137.4	
	1931-32	8,248	2,121	7,720	13,444	1,199	1,294	101.5	59,403	61,928	69,983	66,813				6.84	25.4	128.2	
1' & 2' GAUGES																			
Bengal Nagpur	1930-31	395	48	371	733	27	51	77.0	1,550	1,943	3,846	3,795	*	*	*	3.76	11.7	31.0	
	1931-32	394	48	373	735	26	50	69.0	1,953	1,952	3,864	3,837	*	*	*	3.67	10.2	26.0	
Bombay, Baroda and Central India.	1930-31	66	1	65	130	1	2	*	295	286	457	454	*	*	*	3.81	10.2	24.0	
	1931-32	67	1	66	132	1	2	*	289	281	455	453	*	*	*	3.97	9.61	24.0	
Eastern Bengal	1930-31	69	3	62	62	Nil	Nil	49.0	80	76	74	61	Nil	Nil	3.10	1.33	1.87	1.84	
	1931-32	71	3	56	56	Nil	Nil	50.0	34	25	25	8	Nil	Nil	Nil	1.76	14.1	19.2	
Great Indian Peninsula. (b)	1930-31	44	3	44	83	2	2	120.0	179	179	353	353	*	*	*	3.73	23.4	67.1	
	1931-32	48	3	48	91	2	2	110.0	201	192	379	379	*	*	*	3.17	20.4	44.2	
North Western	1930-31	336	80	314	564	53	85	38.0	835	763	1,300	1,285	7.32	6.21	4.03	3.61	21.4	60.9	
	1931-32	337	83	316	575	62	103	33.0	821	832	1,441	1,412	8.47	6.24	3.96	3.50	17.7	40.7	
South Indian	1930-31	34	1	34	68	Nil	Nil	87.0	78	78	156	156	Nil	4.04	3.09	2.89	10.9	34.0	
	1931-32	34	1	34	68	Nil	Nil	87.0	78	78	156	156	Nil	4.04	3.09	2.43	14.6	30.0	
TOTAL 1' & 2' GAUGES AND AVERAGE.	1930-31	943	136	890	1,640	83	140	63.2	3,417	3,327	6,190	6,104				3.68	14.3	36.7	
	1931-32	951	139	893	1,657	91	157	58.8	3,378	3,366	6,320	6,245				3.54	12.6	30.6	

\*Information not available.

† In units.

‡ In terms of 4-wheelers.

§ Does not include electric multiple unit suburban service stock.

(A) Includes sources for Darwah Pusad Rly.

(a) Revised figures.

## 25.— Statement of Density of Traffic on Class I Railways for the years 1930-31 and 1931-32.

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
<b>5' 6" Gauge.</b>								
Bengal Nagpur .	1930-31	364,495	402,067	951,070	1,049,823	2,997,926	3,310,422	12.7
	1931-32	323,663	354,236	827,803	911,399	2,696,650	2,970,758	11.4
Bombay, Baroda and Central India	1930-31	738,508	901,014	639,756	658,527	2,429,270	2,963,821	12.0
	1931-32	700,714	855,228	489,266	597,154	2,164,551	2,641,855	10.5
Eastern Bengal .	1930-31	732,078	908,430	609,363	620,903	2,979,227	3,697,010	16.8
	1931-32	605,192	747,475	395,747	490,115	2,582,567	3,198,392	14.5
East Indian .	1930-31	704,302	872,767	1,169,629	1,439,485	3,899,984	(a)5,028,107	15.7
	1931-32	638,878	792,730	1,030,036	1,276,546	3,570,708	4,419,526	14.3
Great Indian Peninsula.	1930-31	429,350	536,476	553,066	691,060	2,753,993	3,441,135	15.4
	1931-32	401,232	501,840	404,544	618,549	2,470,985	3,090,575	13.6
Madras and Southern Mahratta.	1930-31	699,869	730,095	638,967	562,245	2,845,248	2,968,131	14.6
	1931-32	623,227	655,174	521,275	547,996	2,698,534	2,836,861	13.8
Nizam's State.	1930-31	318,792	318,792	438,241	438,241	1,738,357	1,738,357	9.50
	1931-32	292,461	292,461	445,008	445,008	1,763,210	1,763,210	9.17
North-Western .	1930-31	488,433	557,252	414,595	473,010	1,962,522	2,239,033	9.68
	1931-32	404,051	462,341	363,553	416,001	1,730,836	1,980,533	8.14
South Indian .	1930-31	482,419	482,419	302,913	302,913	1,904,632	1,904,632	12.9
	1931-32	509,530	509,530	287,399	287,399	1,948,815	1,948,815	14.3
Total 5' 6" gauge	1930-31	540,130	644,797	667,944	793,712	2,663,699	3,165,251	12.5
	1931-32	480,782	557,523	506,988	692,278	2,459,805	2,852,434	11.4
<b>3' 3 1/4" Gauge.</b>								
Assam Bengal .	1930-31	280,341	280,341	198,118	198,118	917,447	917,447	7.91
	1931-32	223,059	223,059	183,207	183,207	839,653	839,653	7.35
Bengal and North Western.	1930-31	543,661	548,161	210,704	211,668	478,714	480,906	9.93
	1931-32	464,118	466,244	225,184	226,216	525,046	527,452	9.94
Bombay, Baroda and Central India.	1930-31	455,380	455,917	307,831	308,194	1,228,627	1,230,075	10.9
	1931-32	414,194	414,682	263,780	264,092	1,075,018	1,076,285	9.39
Burma .	1930-31	279,831	307,967	351,632	386,987	1,179,493	1,238,088	10.3
	1931-32	230,160	253,302	264,273	290,844	1,014,729	1,116,757	8.58

(a) Revised figures.

\* Including weight of engine.

† Including Departmental.

25.—Statement of Density of Traffic on Class I Railways for the years 1930-31 and 1931-32.—  
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
<b>3' 3½" GAUGE—concl'd.</b>								
Eastern Bengal .	1930-31 .	454,955	458,217	235,298	236,985	1,292,321	1,301,586	10·8
	1931-32 .	355,774	358,328	221,297	222,886	1,177,056	1,185,505	9·51
Jodhpur . . .	1930-31 .	162,661	162,661	132,076	132,076	587,819	587,819	4·99
	1931-32 .	152,494	152,494	114,882	114,882	516,937	516,937	4·55
Madras and Southern Mahratta	1930-31 .	263,471	263,471	229,298	229,298	1,051,820	1,051,820	10·2
	1931-32 .	239,701	239,701	222,930	222,930	997,362	997,362	9·36
Nizam's State.	1930-31 .	299,935	308,035	157,727	161,941	748,837	769,058	7·27
	1931-32 .	276,708	284,181	138,981	142,735	673,633	692,100	6·60
Rohilkund and Kumaon.	1930-31 .	294,519	295,177	147,819	148,120	726,301	727,777	8·62
	1931-32 .	273,890	274,447	141,717	142,005	714,976	710,429	8·49
South Indian . .	1930-31	710,442	711,176	186,864	187,057	1,258,724	1,260,024	14·9
	1931-32 .	581,086	592,788	157,090	160,055	1,137,460	1,160,362	14·4
Total 3' 3½" Gauge	1930-31 .	394,211	403,121	231,216	235,582	1,064,818	1,084,616	10·0
	1931-32 .	342,719	348,217	212,719	216,132	977,973	993,663	9·17
<b>2' 6" AND 2' 0" GAUGES.</b>								
Bengal Nagpur .	1930-31 .	121,028	121,028	49,840	49,840	377,203	377,203	5·69
	1931-32 .	89,968	89,968	41,494	41,494	329,825	329,825	5·02
Bombay, Baroda and Central India.	1930-31 .	124,468	124,468	21,735	21,735	192,574	192,574	5·22
	1931-32 .	119,936	119,936	19,822	19,822	175,089	175,089	4·98
Eastern Bengal .	1930-31 .	205,517	205,517	2,593	2,593	167,332	167,332	8·56
	1931-32 .	173,734	173,734	1,748	1,748	153,750	153,750	8·15
Great Indian Peninsula	1930-31 .	80,097	80,097	46,136	46,136	298,006	298,006	6·04
	1931-32† .	60,334	60,334	24,472	24,472	226,376	226,376	5·72
North Western	1930-31 .	73,253	73,253	37,930	37,930	278,921	278,921	5·63
	1931-32 .	58,208	58,208	31,874	31,874	261,918	261,918	5·32
South Indian . .	1930-31 .	102,905	102,905	19,455	19,455	203,465	203,465	4·94
	1931-32 .	87,719	87,719	17,094	17,094	198,106	198,106	4·03
Total 2' 6" and 2' 0" Gauges.	1930-31 .	101,891	101,891	40,398	40,398	306,143	306,143	5·68
	1931-32 .	89,930	89,930	36,177	36,177	302,158	302,158	5·61
Total Class I Railways	1930-31 .	464,791	518,371	477,196	529,871	1,962,205	2,178,800	11·2
	1931-32 .	411,856	460,910	430,063	470,844	1,816,337	1,988,674	10·3

\* Including weight of engine

† Including Departmental.

‡ Includes figures for Darwha Pusad Ry. as well.

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

Railway	Year.	ENGINES.				COACHING STOCK.				
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).				
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.				
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.	
1	2	3	4	5	6	7	8	9	10	
<b>5' 6" GAUGE.</b>										
Bengal-Nagpur . . . . .	1930-31	53	7.61	107	15.2	94	23	11.5	10.0	
	1931-32	58	8.07	127	17.5	104	31	12.6	13.7	
Bombay, Baroda and Central India . . . . .	1930-31	27	7.12	58	15.3	63	18	11.2	8.29	
	1931-32	19	5.00	70	18.1	68	21	12.2	9.55	
Eastern Bengal . . . . .	1930-31	20	6.06	32	9.85	69	14	9.18	5.94	
	1931-32	13	4.02	26	8.12	53	13	7.02	5.06	
East Indian . . . . .	1930-31	81	5.02	181	11.2	194	52	6.96	7.66	
	1931-32	69	4.24	180	11.1	170	42	6.33	6.17	
Great Indian Peninsula . . . . .	Steam . . . . .	1930-31	40	3.84	160	15.6	87	29	6.15	4.47
		1931-32	25	2.55	136	13.9	65	23	4.76	3.46
	Electric† . . . . .	1930-31	2	3.51	4	7.02	..	..	..	..
		1931-32	1	1.54	6	7.69	..	..	..	..
Madras and Southern Mahratta . . . . .	1930-31	25	8.11	50	16.2	47	13	6.69	5.64	
	1931-32	28	9.32	50	16.3	41	9	5.81	4.20	
Nizam's State . . . . .	1930-31	10	12.7	7	8.86	12	3	*10.3	*8.82	
	1931-32	7	8.43	11	13.3	9	2	7.56	6.25	
North Western . . . . .	1930-31	85	6.74	149	11.8	221	92	8.89	10.1	
	1931-32	64	5.02	144	11.3	255	108	10.3	11.6	
South Indian . . . . .	1930-31	11	7.28	16	10.4	20	4	7.17	5.00	
	1931-32	14	8.94	20	13.2	31	6	11.2	8.22	
Total 5' 6" gauge . . . . .	Steam . . . . .	1930-31	352	6.00	760	13.0	807	248	8.14	7.59
		1931-32	297	5.06	764	13.0	796	255	8.15	7.76
	Electric† . . . . .	1930-31	2	3.51	4	7.02	..	..	..	..
		1931-32	1	1.54	5	7.69	..	..	..	..
<b>3' 3½" GAUGE.</b>										
Assam-Bengal . . . . .	1930-31	14	7.04	28	14.1	60	11	10.9	5.71	
	1931-32	10	5.00	29	14.5	57	16	9.76	7.41	
Bengal and North-Western . . . . .	1930-31	18	5.07	23	6.48	160	19	12.5	9.74	
	1931-32	13	3.45	19	5.05	96	3	7.46	5.56	
Bombay, Baroda and Central India . . . . .	1930-31	24	4.76	59	11.9	77	5	5.46	3.97	
	1931-32	19	3.81	50	10.2	80	7	5.75	5.00	
Burma . . . . .	1930-31	20	4.70	29	6.78	47	4	4.22	1.73	
	1931-32	17	3.99	34	8.04	31	1	3.35	0.45	

\*Revised figures.

† Excluding Electric multiple unit suburban trains.

for the years 1930-31 and 1931-32.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In sick lines and transportation workshops.				In Mechanics Workshops.		In Sick lines and transportation Workshops.		Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.					19
11	12	13	14	15	16	17	18	19	20	21	22	23
												5' 6" GAUGE.
11	2	1.29	0.76	753	3.16	1,189	4.99	10	13.8	644	23.7	Bengal-Nagpur.
12	3	1.39	1.53	590	2.60	2,224	9.79	20	29.6	485	23.5	
4	2	0.71	0.92	184	1.82	95	0.94	1	1.38	108	11.0	Bombay, Baroda and Central India.
3	1	0.50	0.15	257	2.55	104	1.03	1	1.01	88	9.47	
2	1	0.20	0.57	64	0.82	267	3.40	1	1.45	92	14.7	Eastern Bengal.
3	1	0.38	0.34	55	0.73	431	5.74	1	1.55	59	10.8	
61	7	2.19	1.03	414	0.90	1,404	3.04	22	8.54	938	17.4	East Indian.
64	10	2.38	1.47	352	0.74	3,817	7.98	20	8.51	762	15.2	
25	3	1.77	0.42	173	1.08	653	4.06	14	8.21	451	17.0	Great Indian Peninsula
20	2	1.47	0.32	163	0.99	849	5.16	8	4.83	298	12.7	
..	..	..	..	..	..	..	..	..	..	..	..	Electric.
8	1	1.13	0.38	61	1.04	147	2.52	6	11.4	83	10.8	Madras and Southern Mahratta.
6	1	0.87	0.37	73	1.27	182	3.15	4	7.37	76	10.5	
*1	*Nil	*0.85	*Nil	95	3.92	15	0.62	1	*9.18	23	*9.25	Nizam's State.
1	Nil	0.84	Nil	85	3.66	13	0.56	2	18.4	28	11.5	
49	13	1.99	1.44	427	1.57	2,011	7.41	23	9.19	553	17.7	North Western.
97	25	3.93	2.67	337	1.17	1,641	5.68	23	10.9	416	15.5	
15	3	5.20	3.30	36	1.94	23	1.24	5	18.9	28	11.9	South Indian.
8	1	2.93	1.79	57	3.28	20	1.15	4	14.9	15	7.21	
176	32	1.77	0.98	2,207	1.56	5,804	4.10	83		2,970		Total 5' 6" Gauge
214	44	2.19	1.34	1,969	1.37	9,281	6.48	83		2,227		
..	..	..	..	..	..	..	..	..	..	..	..	Electric.
..	..	..	..	..	..	..	..	..	..	..	..	
												3' 3 1/2" GAUGE.
3	1	0.50	0.62	117	2.10	88	1.58	6	16.0	28	6.00	Assam-Bengal.
2	1	0.39	0.69	216	3.75	71	1.23	14	38.0	43	10.0	
10	1	0.78	0.51	391	3.48	117	1.04	8	9.44	53	6.59	Bengal and North-Western.
4	11	0.31	Nil	200	1.77	102	0.90	5	5.17	25	2.94	
11	1	0.79	0.65	218	1.91	85	0.76	19	22.2	187	13.6	Bombay, Baroda and Central India.
13	1	0.90	0.60	97	0.87	69	0.63	17	21.0	171	15.4	
23	4	2.09	1.76	53	0.47	257	2.32	3	3.51	43	4.10	Burma.
20	3	2.16	1.64	46	0.48	162	1.69	1	1.16	34	3.85	

†Excluding electric multiple unit suburban trains.

\*Revised figures.

RECORDED.

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

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3 1/2" Gauge—conold.									
Eastern Bengal . . . . .	1930-31	13	6.12	17	7.81	51	10	6.68	4.53
	1931-32	7	2.92	14	6.04	69	12	8.50	5.12
Jodhpur . . . . .	1930-31	9	8.33	6	5.55	22	5	9.56	18.5
	1931-32	10	9.26	7	6.48	18	2	7.79	7.69
Madras and Southern Mahratta . . . . .	1930-31	26	7.33	34	9.52	65	10	7.48	6.03
	1931-32	22	6.19	34	9.50	63	11	7.29	6.42
Nizam's State. . . . .	1930-31	10	11.2	13	14.6	17	1	*11.3	*6.23
	1931-32	8	9.20	14	16.1	16	1	10.5	6.25
Rohilkund and Kumaon . . . . .	1930-31	5	6.18	4	4.69	16	4	6.75	12.3
	1931-32	4	4.60	5	6.08	14	2	5.88	7.79
South Indian . . . . .	1930-31	26	6.32	54	13.0	68	9	5.52	6.92
	1931-32	25	6.08	58	14.0	96	7	7.64	5.33
	1930-31	..	..	..	..	..	..	..	..
	1931-32	..	(a)2.75	Nil	Nil	..	..	..	..
Total 3' 3 1/2" Gauge	1930-31	165	5.97	267	9.65	533	73	7.35	6.39
	1931-32	135	4.86	264	9.50	540	62	6.99	5.69
	1930-31	..	..	..	..	..	..	..	..
	1931-32	..	(a)2.76	Nil	Nil	..	..	..	..
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur . . . . .	1930-31	9	7.99	13	11.4	16	5	4.33	17.9
	1931-32	7	6.47	16	13.5	18	2	4.86	8.54
Bombay, Baroda and Central India . . . . .	1930-31	2	8.33	2	8.33	1	Nil	1.64	Nil
	1931-32	2	8.33	2	8.33	1	Nil	1.39	Nil
Eastern Bengal . . . . .	1930-31	..	(a)2.78	Nil	(a) 1.89	3	Nil	5.21	Nil
	1931-32	..	(a)4.00	Nil	(a) 2.33	2	Nil	3.70	Nil
Great Indian Peninsula . . . . .	1930-31	1	5.26	2	10.5	Nil	Nil	Nil	Nil
	1931-32	1	5.26	3	15.8	Nil	Nil	Nil	Nil
North-Western . . . . .	1930-31	5	5.10	14	14.3	5	2	2.55	3.77
	1931-32	6	5.66	13	12.3	9	2	2.85	3.23
South Indian . . . . .	1930-31	1	7.55	2	20.4	Nil	Nil	Nil	Nil
	1931-32	1	9.82	2	15.5	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges	1930-31	18	6.50	33	11.9	28	7	3.15	8.43
	1931-32	17	5.90	36	12.5	30	4	3.36	4.40
TOTAL CLASS I RAILWAYS.	1930-31	535	6.00	1,060	11.9	1,418	333	7.57	7.26
	1931-32	449	5.03	1,064	11.9	1,366	321	7.43	7.16
	1930-31	2	3.51	4	7.02	..	..	..	..
	1931-32	1	1.54	5	7.69	..	..	..	..

\* Revised figures.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half. † Excluding electric multiple unit suburban trains.



for the years 1930-31 and 1931-32—concl'd.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
11	2	1.50	0.83	35	0.52	180	2.67	4	7.75	10	2.10	} 3' 3 1/2" GAUGE—concl'd. Eastern Bengal. Jodhpur. Madras and Southern Mahratta. Nizam's State. Rohilkund and Kumaon. Steam } Electric } South Indian.
12	2	1.48	0.83	53	0.81	120	1.85	2	4.04	6	1.16	
1	Nil	0.52	(a) 0.44	50	1.95	8	0.31	1	5.00	9	3.00	
1	Nil	0.53	(a) 0.54	44	1.78	11	0.45	2	12.0	9	4.00	
7	1	0.82	0.67	61	0.75	170	2.10	6	11.4	124	13.3	
6	1	0.64	0.60	39	0.45	109	1.25	6	11.8	91	10.7	
*2	*Nil	*1.32	*Nil	41	3.47	8	0.67	3	*22.9	4	*2.27	
1	Nil	0.66	Nil	62	4.77	3	0.23	1	8.61	2	1.35	
Nil	Nil	Nil	Nil	16	0.67	13	0.55	27	15.0	130	6.63	
Nil	Nil	Nil	Nil	24	0.97	16	0.65	30	18.3	66	3.94	
47	4	3.85	3.42	227	2.91	272	3.49	16	18.2	35	4.68	
42	3	3.33	2.32	143	1.86	169	2.10	16	19.4	14	2.05	
..	..	..	..	..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	..	..	..	..	
115	14	1.45	1.13	1,209	1.78	1,198	1.77	93		623		
101	11	1.31	0.99	924	1.38	832	1.25	94		461		
..	..	..	..	..	..	..	..	..		..		
..	..	..	..	..	..	..	..	..		..		
9	1	2.39	2.47	19	0.51	102	2.69	2	7.70	2	1.38	} 2' 6" AND 2' 0" GAUGES. Bengal-Nagpur. Bombay, Baroda and Central India. Eastern Bengal. Great Indian Peninsula. North Western. South Indian. Total 2' 6" and 2' 0" Gauges. Steam } Electric } TOTAL CLASS I RAILWAYS.
12	Nil	3.32	(a) 0.42	22	0.58	122	3.19	1	4.38	6	4.35	
3	Nil	4.62	Nil	2	0.46	12	2.53	Nil	Nil	1	0.46	
3	Nil	5.20	Nil	1	0.24	11	2.41	Nil	Nil	Nil	Nil	
Nil	Nil	(a) 0.71	Nil	Nil	(a) 0.51	Nil	(a) 0.08	Nil	Nil	Nil	Nil	
Nil	Nil	Nil	Nil	Nil	(a) 5.41	Nil	Nil	Nil	Nil	Nil	Nil	
2	Nil	5.52	Nil	Nil	Nil	10	2.83	Nil	Nil	Nil	Nil	
2	Nil	4.34	Nil	Nil	Nil	8	2.27	Nil	Nil	Nil	Nil	
8	1	2.46	2.72	15	1.17	27	2.10	Nil	(a) 3.85	6	5.13	
9	2	2.71	3.40	20	1.42	31	2.20	2	22.7	2	2.39	
3	Nil	8.63	Nil	Nil	Nil	6	3.85	Nil	Nil	Nil	Nil	
2	Nil	5.97	Nil	Nil	Nil	4	2.56	Nil	Nil	Nil	Nil	
25	2	2.81	2.41	36	0.59	157	2.57	2		8		
23	2	3.14	2.20	43	0.69	176	2.82	3		8		
316	48	1.69	1.05	3,452	1.60	7,159	3.32	178		3,601		
343	57	1.87	1.27	2,936	1.36	10,280	4.76	180		2,696		
..	..	..	..	..	..	..	..	..		..		
..	..	..	..	..	..	..	..	..		..		

\* Revised figures.

† Excluding electric multiple unit suburban train.

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

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

Railway. 1	Cost per equated engine mile.*		
	Mechanical workshops. 2	Transportation workshops. 3	Total. 4
5' 6" GAUGE.			
Bengal Nagpur .. .. .	1.79	1.17	2.96
Bombay, Baroda & Central India .. .. .	1.94	1.42	3.36
Eastern Bengal .. .. .	1.63	0.92	2.55
East Indian .. .. .	1.73	1.34	3.07
Great Indian Peninsula .. .. .	1.72	1.28	3.00
Madras and Southern Mahratta .. .. .	2.35	1.54	3.89
Nizam's State .. .. .	1.67	1.04	2.71
North-Western .. .. .	2.05	1.76	3.81
South India .. .. .	1.58	1.04	2.62
Averages .. .. .			3.23
3' 3½" GAUGE.			
Assam Bengal .. .. .	1.35	1.61	2.96
Bengal and North-Western .. .. .	1.26	1.70	2.96
Bombay, Baroda & Central India .. .. .	2.54	1.80	4.34
Burma .. .. .	1.53	1.37	2.90
Eastern Bengal .. .. .	1.62	1.15	2.77
Jodhpur .. .. .	2.40	2.35	4.75
Madras and Southern Mahratta .. .. .	1.95	1.61	3.56
Nizam's State .. .. .	2.78	1.69	4.47
Rohilkund and Kumaon .. .. .	1.62	1.12	2.74
South Indian .. .. .	1.61	1.63	3.24
Averages .. .. .			3.39

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

## Class I Railways for the year 1931-32.

Cost per carriage on line. †			Cost per wagon on line. †			Railways
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
727.1	203.6	935.7	62.3	38.6	100.9	5' 6" GAUGE
698.0	172.0	870.0	58.0	32.0	90.0	Bengal Nagpur.
282.7	100.9	383.6	49.1	12.8	61.9	Bombay, Baroda & Central India.
508.5	100.0	608.5	47.6	41.9	89.5	Eastern Bengal.
599.0	115.6	714.6	47.8	55.6	103.4	East Indian.
446.9	97.6	544.5	65.2	33.5	98.7	Great Indian Peninsula.
604.0	30.3	634.3	115.4	32.9	148.3	Madras and Southern Mahratta.
378.7	75.3	454.0	50.3	41.4	91.7	Nizam's State.
263.4	46.9	310.3	21.0	9.06	30.1	North-Western.
		598.2			92.6	South Indian.
						Averages.
						3' 3½" GAUGE.
247.9	28.4	276.4	41.5	10.8	52.3	Assam Bengal.
183.0	51.1	234.1	22.9	12.7	35.6	Bengal and North-Western.
312.0	62.0	374.0	30.0	21.0	51.0	Bombay, Baroda & Central India.
174.7	34.7	209.4	57.1	12.6	69.7	Burma.
245.1	75.1	320.2	33.6	12.6	46.2	Eastern Bengal.
373.1	46.1	419.2	50.3	12.1	62.4	Jodhpur.
291.6	43.8	335.4	33.7	15.5	49.2	Madras and Southern Mahratta.
603.3	29.6	632.9	62.1	16.9	79.0	Nizam's State.
244.6	27.1	271.7	20.1	5.07	25.2	Rohilkund and Kumaon.
182.1	38.9	221.0	21.9	5.04	26.9	South Indian.
		289.4			48.1	Averages.

† In terms of 4-wheelers.

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

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR PUMPING ENGINES.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal)*	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
<b>5' 6" GAUGE.</b>								
Bengal Nagpur	1930-31	Nil	714,658	Nil	Nil	714,658	Nil	123,549
	1931-32	Nil	644,802	Nil	Nil	644,892	Nil	107,635
Bombay, Baroda and Central India.	1930-31	Nil	293,676	4,852	Nil	298,615	Nil	10,904
	1931-32	Nil	251,856	4,269	Nil	256,125	Nil	21,749
Eastern Bengal	1930-31	Nil	247,079	Nil	Nil	247,079	Nil	33,706
	1931-32	Nil	217,264	Nil	Nil	217,264	Nil	29,592
East Indian	1930-31	Nil	1,380,696	315	Nil	1,381,011	Nil	212,729
	1931-32	Nil	1,211,431	255	Nil	1,211,686	Nil	185,972
Great Indian Peninsula	1930-31	Nil	811,825	31	43,906	855,762	Nil	109,450
	1931-32	Nil	684,968	3	18,614	703,585	Nil	104,636
Madras and Southern Mahratta	1930-31	Nil	250,604	Nil	30	250,660	Nil	15,288
	1931-32	Nil	238,559	Nil	22	238,581	Nil	11,333
Nizam's State	1930-31	Nil	90,978	245	Nil	91,223	Nil	7,792
	1931-32	Nil	85,868	230	Nil	86,098	Nil	6,983
North Western	1930-31	Nil	978,077	Nil	58,594	1,036,671	Nil	141,416
	1931-32	Nil	808,595	Nil	45,858	854,453	Nil	131,859
South Indian	1930-31	Nil	108,212	172	26	108,410	Nil	(a)2,252
	1931-32	Nil	98,170	52	18	98,240	Nil	1,746
Total 5' 6" Gauge	1930-31	Nil	4,875,805	5,615	102,555	5,084,060	Nil	(a)657,086
	1931-32	Nil	4,241,603	4,809	64,512	4,360,924	Nil	601,505
<b>3' 3½" GAUGE.</b>								
Assam Bengal	1930-31	Nil	107,740	Nil	Nil	107,740	Nil	19,151
	1931-32	Nil	100,945	Nil	Nil	100,945	Nil	15,855
Bengal and North Western	1930-31	Nil	194,087	Nil	Nil	194,087	Nil	66,362
	1931-32	Nil	184,709	Nil	Nil	184,709	Nil	50,196
Bombay, Baroda and Central India.	1930-31	Nil	243,525	4,378	Nil	247,903	Nil	21,635
	1931-32	Nil	213,003	3,526	Nil	216,529	Nil	19,153
Burma	1930-31	Nil	216,237	16,936	Nil	233,173	Nil	14,012
	1931-32	Nil	178,120	13,444	Nil	191,564	Nil	10,353

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

during the years 1930-31 and 1931-32.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (Tons.)			TOTAL FUEL CONSUMED. (Tons.)					Railway.
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								<b>5' 6" GAUGE.</b>
Nil	Nil	123,549	Nil	838,207	Nil	Nil	838,207	Bengal Nagpur,
Nil	Nil	107,635	Nil	752,527	Nil	Nil	752,527	
1,502	Nil	11,505	Nil	304,580	6,354	Nil	307,120	Bombay, Baroda and Central India.
1,620	Nil	22,397	Nil	273,605	5,889	Nil	275,961	
Nil	Nil	33,706	Nil	280,785	Nil	Nil	280,785	Eastern Bengal.
Nil	Nil	29,592	Nil	246,856	Nil	Nil	246,856	
364	86	213,031	Nil	1,593,425	679	86	1,593,853	East Indian.
783	391	186,998	Nil	1,397,403	1,038	391	1,398,631	
Nil	4,508	117,646	Nil	921,275	31	48,414	1,009,312	Great Indian Peninsula.
Nil	3,096	110,265	Nil	789,604	3	21,710	829,078	
Nil	1	15,289	Nil	265,892	Nil	31	265,949	Madras and Southern Mahratta.
Nil	635	12,488	Nil	249,892	Nil	657	251,087	
13	Nil	7,797	Nil	98,770	258	Nil	98,873	Nizam's State.
12	Nil	6,988	Nil	92,851	242	Nil	92,948	
3,117	8,685	†175,353	Nil	1,119,493	3,117	67,279	†1,259,965	North Western
2,907	5,932	143,810	Nil	940,454	2,907	51,790	1,035,783	
Nil	178	(a)2,575	Nil	(a)110,464	172	203	(a) 110,893	South Indian
Nil	28	1,797	Nil	99,916	52	46	100,020	
4,996	13,458	(a)700,451	Nil	(a)5,532,891	10,611	116,013	†(a) 5,764,957	Total 5' 6" Gauge.
5,322	10,082	621,970	Nil	4,843,108	10,131	74,594	4,982,791	
								<b>3' 3 1/2" GAUGE.</b>
Nil	Nil	19,151	Nil	126,891	Nil	Nil	126,891	Assam Bengal.
Nil	Nil	15,855	Nil	116,800	Nil	Nil	116,800	
Nil	Nil	56,362	Nil	250,449	Nil	Nil	250,449	Bengal and North Western.
Nil	Nil	50,196	Nil	234,905	Nil	Nil	234,905	
110	Nil	21,679	Nil	265,160	4,488	Nil	266,955	Bombay, Baroda and Central India.
109	Nil	19,197	Nil	233,056	3,635	Nil	234,510	
12,702	Nil	19,093	Nil	230,249	29,638	Nil	242,104	Burma.
11,534	Nil	14,967	Nil	188,473	24,978	Nil	198,464	

1 ton of coal.  
1 ton of coal.

Tons (in terms of coal).

† Includes	{	Cinders	..	11,096
		Soft coke	..	3,100
		Hard coke	..	2,703
		<b>Total</b>	..	<b>16,899</b>

(a) Revised figures.

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

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS.)					FUEL CONSUMED FOR PUMPING ENGINES	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
		3	4	5	6	7	8	9
1	2	3	4	5	6	7	8	9
<b>3' 3½" GAUGE—concl'd.</b>								
Eastern Bengal . . . . .	1930-31	Nil	122,428	Nil	Nil	122,428	Nil	19,213
	1931-32	Nil	104,619	Nil	Nil	104,619	Nil	17,830
Jodhpur . . . . .	1930-31	Nil	46,600	221	Nil	46,821	Nil	5,196
	1931-32	Nil	40,228	193	Nil	40,421	Nil	4,506
Madras and Southern Mahratta . . . . .	1930-31	Nil	207,822	Nil	28	207,850	Nil	16,273
	1931-32	Nil	187,598	Nil	16	187,614	Nil	14,648
Nizam's State . . . . .	1930-31	Nil	64,997	156	Nil	65,153	Nil	3,587
	1931-32	Nil	55,504	145	Nil	55,649	Nil	3,085
Rohilkund and Kumaon . . . . .	1930-31	Nil	36,952	Nil	Nil	36,952	Nil	9,041
	1931-32	Nil	37,931	Nil	Nil	37,931	Nil	5,785
South Indian . . . . .	1930-31	Nil	178,363	553	27	178,943	Nil	(a)20,271
	1931-32	Nil	167,181	441	5	167,627	Nil	19,649
Total 3' 3½" Gauge	1930-31	Nil	1,418,751	22,244	55	1,427,746	Nil	(a)184,740
	1931-32	Nil	1,270,738	17,749	21	1,277,872	Nil	161,058
<b>2' 6" AND 2' 0" GAUGES.</b>								
Bengal Nagpur . . . . .	1930-31	Nil	63,468	Nil	Nil	63,468	Nil	11,000
	1931-32	Nil	55,567	Nil	Nil	55,567	Nil	8,327
Bombay, Baroda and Central India . . . . .	1930-31	Nil	6,854	191	Nil	6,932	Nil	282
	1931-32	Nil	6,757	170	Nil	6,824	Nil	204
Eastern Bengal . . . . .	1930-31	Nil	1,379	Nil	Nil	1,379	Nil	2
	1931-32	Nil	1,310	Nil	Nil	1,310	Nil	3
Great Indian Peninsula . . . . .	1930-31	Nil	12,331	Nil	Nil	12,331	Nil	1,409
	1931-32†	Nil	11,915	Nil	Nil	11,915	Nil	1,181
North-Western . . . . .	1930-31	Nil	50,197	Nil	Nil	50,197	Nil	5,029
	1931-32	Nil	42,563	Nil	Nil	42,563	Nil	5,229
South Indian . . . . .	1930-31	Nil	2,445	23	Nil	2,455	Nil	9
	1931-32	Nil	2,524	2	1	2,526	Nil	6
Total 2' 6" & 2' 0" Gauges	1930-31	Nil	136,674	214	Nil	136,762	Nil	17,731
	1931-32	Nil	120,636	172	1	120,639	Nil	14,950
TOTAL CLASS I RAILWAYS . . . . .	1930-31	Nil	6,431,230	28,073	102,610	6,529,014	Nil	(a)859,558
	1931-32	Nil	5,632,977	22,730	64,534	5,769,398	Nil	777,513

†Includes figures for Darwha Pusad Railway.

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

during the years 1930-31 and 1931-32—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
Nil	Nil	19,213	Nil	141,641	Nil	Nil	141,641	3' 3 1/2" GAUGE—contd. Eastern Bengal.
Nil	Nil	17,830	Nil	122,449	Nil	Nil	122,449	
Nil	Nil	5,196	Nil	51,796	221	Nil	51,884	Jodhpur.
Nil	Nil	4,506	Nil	44,734	193	Nil	44,811	
Nil	1	16,275	Nil	224,095	Nil	29	224,147	Madras and Southern Mahratta.
Nil	503	15,668	Nil	202,244	Nil	579	203,293	
25	Nil	3,597	Nil	63,584	181	Nil	63,656	Nizam's State.
23	Nil	3,094	Nil	58,589	168	Nil	58,656	
Nil	Nil	9,041	Nil	45,993	Nil	Nil	45,993	Rohilkund and Kumaon.
Nil	Nil	5,785	Nil	43,716	Nil	Nil	43,716	
Nil	576	(a)21,318	Nil	(a)198,634	553	603	(a)199,951	South Indian.
Nil	609	20,756	Nil	186,830	441	614	188,122	
12,837	577	(a)190,925	Nil	(a)1,603,492	35,081	632	(a)1,618,671	Total 3' 3 1/2" Gauge.
11,666	1,172	167,854	Nil	1,431,796	20,415	1,193	1,445,726	
Nil	Nil	11,000	Nil	74,468	Nil	Nil	74,468	2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
Nil	Nil	8,327	Nil	63,894	Nil	Nil	63,894	
Nil	Nil	282	Nil	7,136	191	Nil	7,214	Bombay, Baroda and Central India.
Nil	Nil	204	Nil	6,961	170	Nil	7,028	
Nil	Nil	2	Nil	1,381	Nil	Nil	1,381	Eastern Bengal.
Nil	Nil	3	Nil	1,313	Nil	Nil	1,313	
Nil	45	1,491	Nil	13,740	Nil	45	13,822	Great Indian Peninsula.
Nil	31	1,237	Nil	13,096	Nil	31	13,152	
Nil	Nil	†5,383	Nil	55,228	Nil	Nil	† 55,580	North Western.
16	Nil	5,235	Nil	47,792	15	Nil	47,793	
Nil	Nil	9	Nil	2,454	23	Nil	2,464	South Indian.
Nil	Nil	6	Nil	2,530	2	1	2,532	
Nil	45	†18,167	Nil	154,405	214	45	† 154,929	Total. 2' 6" & 2' 0" Gauges.
15	31	15,012	Nil	135,586	187	32	135,717	
17,833	14,080	†(a)909,543	Nil	7,290,788	45,906	116,690	†(a)7,538,557	TOTAL CLASS I RAILWAYS.
17,003	11,285	804,836	Nil	6,410,490	39,733	75,819	6,564,234	

1 ton of coal.

1 ton of coal.

Tons (in terms of coal).

† Includes	Cinder	..	337
	Hard coke	..	17
	Total	--	354

27 (a).— Statement of Coal consumed on Class I Railways during the years 1930-31 and 1931-32  
—contd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	1930-31	Nil	2.99	Nil	Nil	Nil	6.92	Nil	Nil
	1931-32	Nil	3.36	Nil	Nil	Nil	5.84	Nil	Nil
Bombay, Baroda and Central India	1930-31	Nil	5.13	4.89	Nil	Nil	15.9	6.60	Nil
	1931-32	Nil	5.15	4.99	Nil	Nil	16.3	6.28	Nil
Eastern Bengal . . . . .	1930-31	Nil	3.91	Nil	Nil	Nil	8.04	Nil	Nil
	1931-32	Nil	3.87	Nil	Nil	Nil	8.39	Nil	Nil
East Indian . . . . .	1930-31	Nil	3.67	23.1	140.9	Nil	7.14	24.6	140.9
	1931-32	Nil	3.70	16.6	100.4	Nil	7.01	17.6	101.6
Great Indian Peninsula . . . . .	1930-31	Nil	4.06	7.62	39.4	Nil	11.7	7.62	39.4
	1931-32	Nil	4.27	4.25	39.8	Nil	12.4	4.25	39.8
Madras and Southern Mahratta . . . . .	1930-31	Nil	6.81	Nil	167.5	Nil	16.5	Nil	167.5
	1931-32	Nil	5.27	Nil	†182.5	Nil	15.3	Nil	†182.5
Nizam's State . . . . .	1930-31	Nil	5.76	6.00	Nil	Nil	7.18	6.67	Nil
	1931-32	Nil	5.79	6.00	Nil	Nil	7.09	6.81	Nil
North Western . . . . .	1930-31	Nil	4.62	10.0	34.0	Nil	17.5	10.0	39.0
	1931-32	Nil	4.69	Nil	34.0	Nil	16.6	Nil	41.0
South Indian . . . . .	1930-31	Nil	4.68	8.13	77.6	Nil	19.8	8.13	77.6
	1931-32	Nil	4.79	10.7	†57.3	Nil	18.3	10.7	†57.3
<b>3' 3½" GAUGE.</b>									
Assam Bengal . . . . .	1930-31	Nil	8.96	Nil	Nil	Nil	13.2	Nil	Nil
	1931-32	Nil	9.29	Nil	Nil	Nil	13.5	Nil	Nil
Bengal and North Western . . . . .	1930-31	Nil	4.43	Nil	Nil	Nil	10.5	Nil	Nil
	1931-32	Nil	4.36	Nil	Nil	Nil	10.4	Nil	Nil
Bombay, Baroda and Central India	1930-31	Nil	4.73	4.37	Nil	Nil	14.7	4.95	Nil
	1931-32	Nil	5.03	4.40	Nil	Nil	15.0	4.94	Nil
Burma . . . . .	1930-31	Nil	4.91	4.11	Nil	Nil	18.7	5.26	Nil
	1931-32	Nil	4.84	4.02	Nil	Nil	18.1	6.89	Nil

† This rate represents the rate of oil fuel only. The rate of Furnace oil is 41.3.  
‡ This rate represents the rate of oil fuel only. The rate of Kerosene oil is 214.5.



27 (a).—Statement of Coal consumed on Class I Railways during the years 1930-31 and 1931-32  
—concl'd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
		19	20	21	22	23	24	25	26
<b>3' 3½" GAUGE—concl'd.</b>									
Eastern Bengal . . . . .	1930-31	Nil	3.91	Nil	Nil	Nil	9.57	Nil	Nil
	1931-32	Nil	3.87	Nil	Nil	Nil	9.63	Nil	Nil
Jodhpur . . . . .	1930-31	Nil	4.09	5.00	Nil	Nil	15.0	5.00	Nil
	1931-32	Nil	4.06	5.00	Nil	Nil	15.3	5.00	Nil
Madras and Southern <sup>M</sup> Mahratta . . . . .	1930-31	Nil	6.82	Nil	187.4	Nil	15.1	Nil	187.4
	1931-32	Nil	6.15	Nil	(a)198.7	Nil	15.1	Nil	(a) 198.7
Nizam's State . . . . .	1930-31	Nil	5.76	6.00	Nil	Nil	9.82	6.87	Nil
	1931-32	Nil	5.79	6.00	Nil	Nil	9.69	6.81	Nil
Rohilkund and Kumaon . . . . .	1930-31	Nil	4.47	Nil	Nil	Nil	12.1	Nil	Nil
	1931-32	Nil	4.44	Nil	Nil	Nil	12.1	Nil	Nil
South Indian . . . . .	1930-31	Nil	4.66	8.13	65.6	Nil	19.6	8.13	65.6
	1931-32	Nil	4.79	10.7	(b)57.3	Nil	18.2	10.7	(b) 57.3
<b>2' 6" AND 2' 0" GAUGES.</b>									
Bengal Nagpur . . . . .	1930-31	Nil	5.48	Nil	Nil	Nil	7.68	Nil	Nil
	1931-32	Nil	5.59	Nil	Nil	Nil	7.67	Nil	Nil
Bombay, Baroda and Central India . . . . .	1930-31	Nil	4.98	4.39	Nil	Nil	16.0	6.16	Nil
	1931-32	Nil	5.15	4.29	Nil	Nil	16.6	4.40	Nil
Eastern Bengal . . . . .	1930-31	Nil	3.91	Nil	Nil	Nil	8.01	Nil	Nil
	1931-32	Nil	3.87	Nil	Nil	Nil	8.59	Nil	Nil
Great Indian Peninsula . . . . .	1930-31	Nil	3.83	Nil	39.4	Nil	12.5	Nil	39.4
	†1931-32	Nil	3.68	Nil	40.2	Nil	13.7	Nil	40.2
North Western . . . . .	1930-31	Nil	4.62	Nil	Nil	Nil	19.0	Nil	Nil
	1931-32	Nil	4.69	Nil	Nil	Nil	16.6	Nil	Nil
South Indian . . . . .	1930-31	Nil	4.70	8.13	207.0	Nil	19.0	8.13	207.0
	1931-32	Nil	4.79	10.8	(c)222.6	Nil	17.5	10.8	(c) 222.6

† Includes figures for Darwaha Pusad Railway.  
 (a) This rate represents the rate of oil fuel only. The rate of furnace oil which is also included in this figure is 40.6.  
 (b) This rate represents the rate of oil fuel only. The rate of Kerosene oil which is also included in this figure is 214.5.  
 (c) This rate represents the rate of Kerosene oil.

27 (b).—Statement of Coal† Consumption on Class I Railways for the years 1930-31 and 1931-32.

Railway.	Year.	Passenger and Total Mixed.		Goods.	Coal and proportion of Mixed.		Shunting including siding all services.		Departmental.	Total tons used on all Locomotive services.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.			Total tons consumed.	Total tons consumed.	Water pumping Stations.	Electric Generating Stations.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
<b>5' 6" GAUGE.</b>														
Bengal-Nagpur . . .	1930-31	218,110	216.6	396,491	159.8	75,956	53.1	23,240	714,658	29,898	32,406	61,636	123,540	
	1931-32	200,444	208.4	352,026	157.0	67,893	53.6	24,823	644,892	29,466	31,233	46,936	107,635	
Bombay, Baroda and Central India.	1930-31	151,538	189.5	93,896	105.2	33,987	72.0	11,194	295,615	9,559	1,608	38	11,605	
	1931-32	129,645	175.6	85,569	108.5	31,216	87.3	7,134	252,564	7,575	3,165	11,657	22,397	
Eastern Bengal . . .	1930-31	143,114	180.6	62,725	116.1	31,864	45.9	7,751	247,079	5,333	13,227	15,146	33,706	
	1931-32	132,762	172.4	49,602	110.3	27,540	45.4	6,929	217,264	4,664	12,472	12,456	29,592	
East Indian . . .	1930-31	602,053	161.6	659,132	109.8	173,844	61.9	40,172	1,380,822	57,185	64,570	91,276	213,031	
	1931-32	464,242	153.5	553,594	102.4	164,174	64.1	35,735	1,211,533	53,600	63,073	70,325	186,998	
Great Indian Peninsula . . .	1930-31	364,204	174.2	380,004	164.2	98,079	87.0	39,701	891,666	37,068	45,691	34,887	117,646	
	1931-32	294,595	160.0	320,130	156.3	73,318	79.4	27,024	718,813	31,084	56,115	23,066	110,266	
Madras and Southern Mahratta.	1930-31	120,543	165.9	92,343	127.0	19,768	52.0	9,176	250,650	4,106	Nil	11,183	15,289	
	1931-32	122,453	168.1	89,398	127.0	17,380	50.8	6,284	238,599	3,001	1,154	8,333	12,488	
Nizam's State . . .	1930-31	38,853	212.6	40,904	164.9	7,307	73.7	3,982	91,076	2,618	Nil	5,179	7,797	
	1931-32	38,373	180.2	37,062	159.8	6,702	73.0	3,823	85,960	2,420	Nil	4,568	6,988	
North Western . . .	1930-31	496,222	160.2	396,600	134.2	140,693	81.6	43,730	1,084,612	35,982	16,749	122,622	175,353	
	1931-32	428,249	152.6	302,215	123.8	118,003	77.3	33,070	891,973	29,608	17,599	96,603	143,810	
South Indian . . .	1930-31	64,912	172.3	28,662	145.7	7,324	53.9	7,420	108,318	1,260	47	(a)1,268	(a)2,576	
	1931-32	62,293	165.3	25,613	133.7	6,024	50.4	4,893	98,223	1,262	173	332	1,797	
Total 5' 6" Gauge . . .	1930-31	2,107,648	172.2	2,162,357	131.6	683,242	66.1	187,116	5,064,566	183,019	174,298	343,134	700,451	
	1931-32	1,803,053	163.5	1,614,609	125.3	512,050	64.6	149,516	4,360,621	162,710	184,984	274,276	621,970	
<b>3' 3½" GAUGE.</b>														
Assam Bengal . . .	1930-31	75,904	174.1	12,063	164.0	14,365	49.0	4,628	107,740	3,072	6,232	9,797	19,151	
	1931-32	60,572	176.6	14,608	162.3	13,645	48.1	5,322	100,945	2,942	6,290	6,823	15,855	
Bengal and North-Western . . .	1930-31	120,968	205.4	50,742	154.0	12,897	23.7	7,999	194,087	9,699	4,213	42,450	56,362	
	1931-32	111,300	189.7	48,719	139.6	11,745	21.9	9,585	184,709	9,739	4,204	36,253	50,196	
Bombay, Baroda and Central India.	1930-31	126,771	199.2	87,475	142.0	21,392	47.3	8,534	245,276	10,705	4,651	6,323	21,679	
	1931-32	110,166	197.6	70,133	134.8	18,525	40.4	6,933	216,313	9,157	3,837	6,203	19,197	
Burma . . .	1930-31	111,655	193.7	75,590	147.3	22,839	28.6	12,927	223,011	10,674	Nil	8,419	19,693	
	1931-32	97,741	181.7	66,895	139.6	20,316	34.0	8,545	183,497	8,043	Nil	6,924	14,967	

† Includes fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel and firewood @ 0.55 ton of oil fuel = 1 ton of coal and 2½ tons of wood = 1 ton of coal.

(a) Revised figures.

27 (b).—Statement of Coal‡ Consumption on Class I Railways for the years 1930-31 and 1931-32  
—concl'd.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Fuel consumed for other than Locomotive purposes.				
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	† Total tons used on all Locomotive services.	Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total (columns 11+12+13).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>3' 3½' GAUGE—concl'd.</b>													
Eastern Bengal	1930-31	63,372	191.0	35,576	144.1	16,899	43.5	6,250	122,428	4,139	1	15,073	19,213
	1931-32	55,988	180.3	26,487	136.0	12,248	43.3	7,056	104,619	3,351	Nil	14,479	17,830
Jodhpur	1930-31	29,839	165.5	10,178	155.7	3,919	32.7	2,508	46,688	1,931	Nil	3,265	5,196
	1931-32	28,272	168.4	7,501	157.3	2,760	23.8	1,696	40,305	1,493	Nil	3,013	4,506
Madras and Southern Mahratta.	1930-31	95,299	189.5	57,572	190.1	17,209	40.6	5,071	207,672	4,979	Nil	11,296	16,275
	1931-32	91,415	182.3	75,749	182.8	14,616	37.0	4,056	187,625	4,353	1,022	10,293	15,668
Siam's State	1930-31	35,375	330.4	21,975	208.8	3,190	62.9	3,255	65,659	2,911	Nil	686	3,597
	1931-32	31,479	306.3	17,004	188.6	3,682	75.3	3,244	55,562	2,348	Nil	746	3,004
Rohilkund and Kumaon	1930-31	25,108	192.8	6,023	142.5	2,985	31.3	2,843	36,952	2,216	1,433	5,362	9,041
	1931-32	27,482	220.9	5,070	157.8	2,923	37.6	2,456	37,931	2,058	1,465	2,262	5,785
South Indian	1930-31	113,227	185.7	43,971	126.3	8,616	31.9	12,819	178,633	3,187	(a) 14,215	(a) 3,916	(a) 21,318
	1931-32	114,699	190.2	35,176	123.4	7,923	34.1	9,568	167,306	3,204	14,323	3,130	20,756
Total 3' 3½' Gauge	1930-31	798,518	197.4	429,165	154.9	124,221	35.6	67,164	1,427,746	53,543	(a) 30,795	(a) 106,587	(a) 190,925
	1931-32	744,114	192.3	357,342	148.5	108,383	35.9	58,461	1,277,872	46,778	31,141	80,935	167,854
<b>1' 6" AND 2' 0" GAUGES.</b>													
Bengal-Nagpur	1930-31	40,447	382.4	19,829	344.9	Nil	Nil	2,181	63,468	5,776	Nil	5,224	11,000
	1931-32	37,066	370.6	16,824	356.4	Nil	Nil	1,438	58,567	5,459	333	2,535	8,327
Bambay, Baroda and Central India.	1930-31	6,691	391.0	63	394.3	Nil	Nil	Nil	6,932	282	Nil	Nil	262
	1931-32	6,487	382.5	177	444.1	Nil	Nil	Nil	6,824	92	Nil	112	204
Eastern Bengal	1930-31	1,307	485.1	Nil	570.2	Nil	Not published.	71	1,379	Nil	Nil	2	2
	1931-32	1,271	507.1	Nil	568.3	Nil	Not published.	39	1,310	Nil	Nil	3	3
Coast Indian Peninsula	1930-31	10,976	471.1	10	383.6	833	Nil	512	12,331	1,472	Nil	19	1,491
	1931-32	10,668	480.5	66	427.3	644	Nil	537	11,915	1,160	Nil	77	1,237
North-Western	1930-31	20,722	449.5	23,230	613.8	4,670	Nil	1,248	50,197	2,390	Nil	2,993	5,383
	1931-32	21,080	458.7	16,994	488.5	4,086	Nil	816	42,563	1,761	Nil	3,474	5,235
South Indian	1930-31	2,451	270.8	Nil	222.9	Nil	Nil	4	2,455	Nil	Nil	9	9
	1931-32	2,522	285.6	Nil	234.8	Nil	Nil	4	2,526	Nil	Nil	6	6
Total 1' 6" & 2' 0" Gauges	1930-31	82,594	403.5	43,182	442.3	6,503	Nil	4,016	136,762	9,920	Nil	3,247	18,167
	1931-32	79,094	402.1	33,061	412.7	4,730	Nil	2,834	120,705	8,472	333	6,207	15,012
TOTAL CLASS I RAILWAYS	1930-31	2,938,760	*	2,634,704	*	717,966	*	258,296	6,629,014	246,482	(a) 265,093	(a) 457,968	909,543
	1931-32	2,686,261	*	2,205,012	*	625,183	*	210,810	5,759,398	217,900	216,458	370,418	804,836

\* Information not available.

† Including fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel and firewood, at 0.55 ton of oil fuel = 1 ton of coal and 2½ tons of wood = 1 ton of coal.

(a) Revised figures.

## 28.—Statement of Efficiency of Class I. Railways for the years 1930-31 and 1931-32.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles.	
		* per shunting engine hour.	† per engine hour.		(a) per engine hour.	(b) per train engine hour.
i	2	3	4	5	6	7
<b>5' 6" GAUGE.</b>						
Bengal Nagpur . . . . .	1930-31	423	162	1,585	3,657	8,606
	1931-32	440	173	1,645	3,875	9,193
Bombay, Baroda and Central India . . . . .	1930-31	626	227	1,761	4,613	8,699
	1931-32	663	234	1,813	4,692	9,108
Eastern Bengal . . . . .	1930-31	294	140	1,047	2,848	7,694
	1931-32	297	144	1,051	2,962	7,823
East Indian . . . . .	1930-31	722	215	2,007	4,604	9,521
	1931-32	735	229	2,190	5,008	10,536
Great Indian Peninsula . . . . .	1930-31	643	210	1,873	4,331	8,509
	1931-32	688	221	1,773	4,555	9,150
Madras and Southern Mahratta . . . . .	1930-31	540	195	1,454	4,043	8,332
	1931-32	576	211	1,600	4,369	8,836
Nizam's State . . . . .	1930-31	541	164	1,335	3,360	6,123
	1931-32	587	167	1,562	3,891	7,173
North Western . . . . .	1930-31	685	213	1,712	4,470	8,293
	1931-32	721	228	1,818	4,716	8,607
South Indian . . . . .	1930-31	322	101	710	2,194	5,677
	1931-32	346	115	835	2,482	6,125
Average for 5' 6" gauge . . . . .	1930-31	595	197	1,678	4,122	8,540
	1931-32	616	210	1,823	4,472	9,324
<b>3' 3½" GAUGE.</b>						
Assam Bengal . . . . .	1930-31	368	145	653	1,833	3,132
	1931-32	377	146	636	1,804	3,221
Bengal and North Western . . . . .	1930-31	342	141	715	1,644	3,466
	1931-32	367	148	775	1,809	3,581
Bombay, Baroda and Central India . . . . .	1930-31	754	221	1,036	2,505	4,227
	1931-32	729	221	1,102	2,533	4,469
Burma . . . . .	1930-31	626	152	924	2,267	4,087
	1931-32	638	178	1,075	2,568	4,403
Eastern Bengal . . . . .	1930-31	362	163	669	1,854	4,239
	1931-32	468	180	730	2,221	4,535
Jodhpur . . . . .	1930-31	636	192	748	2,028	3,826
	1931-32	559	177	764	1,979	3,731
Madras and Southern Mahratta . . . . .	1930-31	612	154	707	2,007	2,915
	1931-32	600	161	777	2,163	3,128
Nizam's State . . . . .	1930-31	740	167	937	2,439	3,929
	1931-32	706	172	997	2,556	4,368
Rohilkund and Kumsan . . . . .	1930-31	377	117	603	1,621	2,954
	1931-32	383	118	662	1,679	2,820
Mouth Indian . . . . .	1930-31	470	121	493	1,482	3,362
	1931-32	506	139	578	1,705	3,667
Average for 3' 3½" gauge . . . . .	1930-31	499	158	763	1,979	3,614
	1931-32	523	166	830	2,120	3,790
<b>2' 6" AND 2' 0" GAUGES.</b>						
Bengal Nagpur . . . . .	1930-31	194	96	253	879	1,673
	1931-32	284	112	286	1,008	1,546
Bombay, Baroda and Central India . . . . .	1930-31	290	35	74	630	970
	1931-32	295	31	71	576	933
Eastern Bengal . . . . .	1930-31	963	25	21	199	386
	1931-32	803	39	37	233	388
Great Indian Peninsula . . . . .	1930-31	450	129	337	1,194	1,456
	1931-32	483	109	236	1,092	1,165
North Western . . . . .	1930-31	378	65	154	709	735
	1931-32	438	73	162	781	785
South Indian . . . . .	1930-31	418	120	254	896	1,169
	1931-32	661	113	229	840	1,109

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

\* Excluding departmental.  
 † Including departmental.  
 ‡ Includes figures for Darwha Pusad Railways.

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**29.—STATEMENT OF PRINCIPAL COMMODITIES  
CARRIED BY CLASS I RAILWAYS AND THE  
EARNINGS THEREFROM FOR 1931-32 (IN  
HUNDREDS).**

## 29.—Statement of Principal Commodities carried by Class I

Railway.	L.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
<b>5' 6" GAUGE.</b>	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
Bengal Nagpur . . .	4,333,3	4,912,3	98,53,2	894,1	996,9	41,52,9	5,227,4	5,909,2	1,40,06,1	5	1,3	20,2
Bombay, Baroda and Central India.	1,2	338,9	17,65,0	Nil	16,9	2,76,1	1,2	355,8	20,41,1	14,2	14,2	2,75,0
Eastern Bengal . . .	9,3	1,199,6	25,69,7	1,8	55,2	2,23,7	11,1	1,254,8	27,93,4	18,1	18,2	78,2
East Indian . . .	7,921,6	8,560,5	3,37,05,5	2,102,5	2,434,9	1,40,44,7	10,024,1	10,995,4	4,77,50,2	8	11,5	2,45,8
Great Indian Peninsula	635,9	1,100,0	43,32,5	Nil	212,2	9,59,7	635,9	1,312,2	52,92,2	21,2	22,2	3,20,7
Madras and Southern Mahratta.	18,3	183,1	11,03,3	Nil	120,2	9,37,9	18,3	303,3	20,41,2	9,7	9,8	1,97,7
Nizam's State.	307,0	308,8	14,60,0	222,4	222,4	8,07,3	529,4	531,2	22,73,3	Nil	4	12,5
North Western . . .	57,6	948,1	26,60,1	3,9	3,9	2,0	61,5	952,0	26,62,1	40,3	40,9	8,54,3
South Indian . . .	Nil	17,9	2,24,8	1	1	39,2	1	18,0	2,64,0	2,8	5,0	2,61,1
<b>Total</b> . . .	<b>13,284,2</b>	<b>†17,569,2</b>		<b>3,224,8</b>	<b>†4,062,7</b>		<b>16,509,0</b>	<b>†21,631,9</b>		<b>107,6</b>	<b>†123,5</b>	
<b>3' 3½" GAUGE.</b>												
Assam Bengal . . .	30,7	144,1	4,53,5	5,2	9,5	21,8	35,9	153,6	4,75,3	5,7	7,9	43,6
Bengal and North Western.	5,4	331,4	9,37,6	7	1,0	9	6,1	332,4	9,38,5	Nil	Nil	Nil
Bombay, Baroda and Central India.	7	132,6	*	Nil	86,9	*	7	219,5	*	1	5,3	*
Burma . . . . .	60,3	60,3	6,82,5	7	7	3,7	61,0	61,0	6,86,2	13,5	13,5	2,25,3
Eastern Bengal . . .	5	258,9	*	3,2	34,5	*	3,7	293,4	*	1	2,2	*
Jodhpur . . . . .	3	9,3	14,8	Nil	Nil	Nil	3	9,3	14,8	1	1,7	27,4
Madras and Southern Mahratta.	14,0	30,9	*	16,9	40,4	*	30,9	71,3	*	1,2	5,3	*
Nizam's State . . .	1	40,9	*	Nil	2	*	1	50,1	*	Nil	7	*
Robilkund and Kumaon	1	10,9	15,4	Nil	Nil	Nil	1	19,9	15,4	Nil	Nil	Nil
South Indian . . .	47,1	52,2	*	Nil	Nil	Nil	47,1	52,2	*	16,6	16,7	*
<b>Total</b> . . .	<b>159,2</b>	<b>†1,089,5</b>		<b>26,7</b>	<b>†173,2</b>		<b>185,9</b>	<b>†1,262,7</b>		<b>37,3</b>	<b>†53,3</b>	
<b>2' 6" AND 2' 0" GAUGES.</b>												
Bengal Nagpur . . .	48,8	75,4	*	9	10	*	49,7	76,4	*	Nil	3	*
Bombay, Baroda and Central India.	1	4,7	*	Nil	Nil	Nil	1	4,7	*	Nil	2	*
Eastern Bengal . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula	1	14,5	*	Nil	Nil	Nil	1	14,5	*	2	2	*
North Western . . .	23,3	37,9	*	Nil	Nil	Nil	23,3	37,9	*	2	1,2	*
South Indian . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	*
<b>Total</b> . . .	<b>72,3</b>	<b>†132,5</b>		<b>9</b>	<b>†10</b>		<b>73,2</b>	<b>†133,5</b>		<b>4</b>	<b>†2,0</b>	
<b>Total, 1931-32 . . .</b>	<b>13,515,7</b>	<b>†18,791,2</b>	<b>5,97,83,9</b>	<b>3,252,4</b>	<b>†4,230,9</b>	<b>2,14,09,9</b>	<b>16,768,1</b>	<b>†23,028,1</b>	<b>8,12,53,8</b>	<b>146,3</b>	<b>†178,8</b>	<b>25,61,8</b>
<b>Total, 1930-31 . . .</b>	<b>14,122,3</b>	<b>†19,788,0</b>	<b>6,19,44,7</b>	<b>4,107,9</b>	<b>†5,309,2</b>	<b>2,62,58,6</b>	<b>18,230,2</b>	<b>†25,097,2</b>	<b>8,82,03,2</b>	<b>139,7</b>	<b>†172,0</b>	<b>25,09,7</b>
Increase . . . . .	..	..	..	..	..	..	..	..	..	5,6	6,8	52,1
Decrease . . . . .	606,6	996,8	21,60,8	855,5	1,072,3	47,88,6	1,462,1	2,069,1	69,49,4	..	..	..

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

Railways and the earnings therefrom for the year 1931-32. (In hundreds.)

Fuel—contd.			II.—Heavy Merchandise.							Railway.
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.				
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.		
14	15	16	17	18	19	20	21	22	23	
Tons.	Tons.	Rs.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.		
141.5	148.4	4,47.8	74.1	76.7	4,65.8	398.2	418.3	40,13.4	5' 6" GAUGE.	
88.3	127.9	4,61.2	7.1	8.3	49.2	70.4	80.4	15,17.4	Bengal Nagpur.	
8.9	36.2	46.9	67.3	98.6	5,10.2	113.5	180.6	10,83.6	Bombay, Baroda and Central India.	
67.6	85.6	2,16.1	85.3	94.4	3,34.2	357.6	458.2	34,54.0	Eastern Bengal.	
124.3	140.6	3,70.9	5.8	7.6	45.5	89.0	204.2	17,11.6	East Indian.	
85.5	101.7	6,61.4	30.5	52.8	4,47.1	219.4	259.6	43,08.6	Great Indian Peninsula.	
46.8	46.8	1,60.4	†	†	†	46.7	78.6	10,01.0	Madras and Southern Mahratta.	
366.5	367.1	11,00.3	33.1	33.6	1,95.5	223.4	250.6	27,26.9	Nizam's State.	
24.1	31.0	3,09.7	8.4	60.7	7,36.8	25.6	105.3	18,85.6	North Western.	
953.5	†1,085.3	*	311.6	†432.7		1,543.8	†2,041.8		South Indian.	
									Total.	
									3' 3½" GAUGE.	
1.0	1.0	3.9	55.6	57.4	3,09.0	103.7	121.4	11,20.2	Assam Bengal.	
49.4	50.0	1,26.8	37.1	57.0	2,93.0	153.9	332.7	16,27.9	Bengal and North Western.	
53.9	62.8	*	1	1.0	*	1.5	65.8	*	Bombay, Baroda and Central India.	
87.9	87.9	2,72.3	553.2	553.2	25,86.6	867.9	867.9	62,55.3	Burma.	
1.4	1.5	*	49.0	52.9	*	45.6	83.0	*	Eastern Bengal.	
5.7	6.5	18.7	3	3	1.6	2.2	13.6	1,56.2	Jodhpur.	
76.3	76.8	*	34.8	37.9	*	106.2	177.8	*	Madras and Southern Mahratta.	
7.8	7.9	*	†	†	†	13.8	25.8	*	Nizam's State.	
152.1	152.1	3,09.0	13.5	13.5	71.2	5.7	7.5	33.5	Rohilkund and Kumaon.	
55.5	55.8	*	100.6	105.4	*	154.5	171.7	*	South Indian.	
491.0	†502.3		844.2	†678.6		1,455.0	†1,867.2		Total.	
									2' 6" AND 2' 0" GAUGES.	
38.0	38.1	*	4.6	4.9	*	25.0	36.1	*	Bengal-Nagpur.	
19.4	20.0	*	6	7	*	7	6.8	*	Bombay, Baroda and Central India.	
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Eastern Bengal.	
Nil	Nil	Nil	Nil	Nil	Nil	3	9.4	*	Great Indian Peninsula.	
7	7.1	*	5	5	*	25.0	30.3	*	North Western.	
6.6	6.6	*	3	3	*	2	3.0	*	South Indian.	
64.7	†71.8		60	†6.4		61.2	†85.6		Total.	
1,509.2	†1,659.4	45,05.2	1,161.8	†1,317.7	61,55.7	3,050.0	†3,994.6	3,08,95.2	Total, 1931-32.	
1,659.6	†1,822.8	49,82.7	1,251.5	†1,431.5	65,79.6	2,918.4	†3,767.6	3,00,64.7	Total, 1930-31.	
..	..	..	..	..	..	131.6	227.0	8,30.5	Increase.	
150.4	163.4	4,77.5	89.7	113.8	4,23.9	..	..	..	Decrease.	

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

## 29.—Statement of Principal Commodities carried by Class I

Railway.	II.—Heavy net								
	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	24	25	26	27	28	29	30	31	32
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
<b>5' 6" GAUGE.</b>									
Bengal Nagpur . . . . .	82,1	113,2	13,36,5	47,9	55,7	6,76,2	5	7	7,6
Bombay, Baroda and Central India	49,8	105,8	23,79,5	33,0	66,1	24,09,7	20,5	53,8	9,86,2
Eastern Bengal . . . . .	28,0	38,3	4,94,8	Nil	Nil	Nil	Nil	Nil	Nil
East Indian . . . . .	324,1	427,1	36,59,6	174,9	350,8	37,37,8	14,6	26,9	1,46,7
Great Indian Peninsula . . . . .	319,0	439,2	50,26,5	129,3	197,7	21,68,1	194,3	222,3	23,57,4
Madras and Southern Mahratta . . . . .	29,1	112,8	18,46,4	5,4	16,6	5,21,6	3,7	17,6	4,66,6
Nizam's State . . . . .	40,7	105,6	12,08,2	5	18,5	2,47,3	29,4	46,2	4,77,3
North Western . . . . .	302,8	351,2	37,04,9	1,100,6	1,118,4	1,05,13,4	47,2	54,6	4,86,1
South Indian . . . . .	36,0	63,2	14,97,0	3,0	6,2	1,15,1	7,3	11,8	97,6
Total . . . . .	1,212,2	1,756,4		1,503,6	1,839,0		317,5	433,9	
<b>3' 3½" GAUGE.</b>									
Assam Bengal . . . . .	7,6	22,9	1,92,1	1,5	5,7	48,1	Nil	Nil	Nil
Bengal and North Western . . . . .	109,9	140,1	8,74,0	62,7	87,1	6,48,4	Nil	Nil	Nil
Bombay, Baroda and Central India	84,5	136,6	*	66,4	143,4	*	35,4	57,1	*
Burma . . . . .	64,9	64,9	8,23,7	8,4	8,4	1,23,8	6	6	7,0
Eastern Bengal . . . . .	15,4	55,3	*	Nil	Nil	Nil	Nil	Nil	Nil
Jodhpur . . . . .	2,0	89,2	2,91,0	7,5	43,2	2,62,1	1,9	31,7	2,93,5
Madras and Southern Mahratta . . . . .	23,2	105,8	*	21,0	37,6	*	26,1	41,3	*
Nizam's State . . . . .	25,1	55,9	*	3,7	11,6	*	13,0	14,8	*
Rohilkund and Kumaon . . . . .	26,3	28,0	1,32,8	32,8	34,8	1,35,2	2,3	2,8	10,6
South Indian . . . . .	150,0	165,4	*	8,3	10,0	*	1,8	2,8	*
Total . . . . .	509,8	815,0		212,3	381,8		81,1	151,1	
<b>2' 0" AND 2' 0" GAUGES.</b>									
Bengal Nagpur . . . . .	15,2	21,7	*	11,2	14,5	*	6	7	*
Bombay, Baroda and Central India	1,6	2,5	*	1,5	3,3	*	1,2	3,7	*
Eastern Bengal . . . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula . . . . .	6,6	10,7	*	2	5,5	*	1,4	2,0	*
North Western . . . . .	15,3	20,8	*	2,7	16,6	*	3,2	4,0	*
South Indian . . . . .	2,8	4,2	*	1	1	*	2,3	2,3	*
Total . . . . .	41,5	159,9		15,7	42,0		8,7	12,7	
Total, 1931-32 . . . . .	1,763,5	2,631,3	2,44,27,0	1,731,6	2,262,8	2,16,06,8	407,3	597,7	53,36,6
Total, 1930-31 . . . . .	1,662,8	2,420,2	2,20,50,5	1,958,8	2,581,7	2,69,01,1	408,0	634,2	53,75,8
Increase . . . . .	100,7	211,1	23,76,5	..	..	..	..	..	..
Decrease . . . . .	..	..	..	227,2	318,9	52,94,3	7	36,5	39,2

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



Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

Merchandise—contd.

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
									5' 6" GAUGE.
1,5	2,6	22,7	45,2	52,6	1,39,5	91,3	140,8	16,42,9	Bengal Nagpur.
15,1	43,3	10,87,0	213,0	229,6	14,50,5	205,0	233,3	45,29,5	Bombay, Baroda and Central India.
10,6	20,9	2,20,7	1,2	40,6	98,9	81,0	92,3	9,66,0	Eastern Bengal.
46,5	75,4	5,61,1	382,3	450,0	11,02,0	218,1	309,6	22,39,1	East Indian.
39,9	53,7	5,32,3	178,7	278,3	11,39,1	129,9	270,8	32,05,3	Great Indian Peninsula.
16,6	55,6	8,80,0	37,2	39,9	4,34,1	52,0	62,6	12,20,6	Madras and Southern Mahratta.
†	†	†	80,8	81,1	3,12,2	3	36,9	5,61,3	Nizam's State.
124,3	150,1	13,75,2	497,2	511,4	9,65,4	174,0	195,6	18,43,3	North Western.
4,7	9,5	1,03,4	1,1	2,7	3,68,6	9,4	50,7	10,17,5	South Indian.
259,2	†411,1		1,436,7	†1,686,2		961,0	†1,392,6		Total.
									3' 3½" GAUGE.
3	3	2,7	69,8	70,0	2,74,5	36,8	40,1	2,98,6	Assam Bengal.
104,9	128,5	7,67,6	5,1	8,2	36,6	3,7	167,3	9,41,7	Bengal and North Western.
43,4	67,3	*	160,2	225,0	*	216,2	297,4	*	Bombay, Baroda and Central India.
6,8	6,8	56,0	263,1	263,1	4,00,0	32,6	32,6	4,85,5	Burma.
4,7	23,0	*	1,2	3,9	*	3,9	68,6	*	Eastern Bengal.
2,2	39,9	3,49,3	127,3	134,4	3,06,6	35,8	36,7	1,06,4	Jodhpur.
30,7	42,1	*	48,9	55,6	*	11,6	81,5	*	Madras and Southern Mahratta.
†	†	†	5	9,1	*	4	23,8	*	Nizam's State.
25,7	26,0	87,6	3,5	6,4	11,7	5	27,5	1,67,6	Rohilkund and Kumaon.
2,4	4,8	*	159,9	161,2	*	120,2	121,2	*	South Indian.
221,1	†338,7		839,5	†936,9		461,7	†896,7		Total.
									2' 6" AND 2' 0" GAUGES.
4	5	*	5,0	6,4	*	3,4	24,1	*	Bengal Nagpur.
8	2,1	*	5	6,2	*	Nil	2,8	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Eastern Bengal.
2	9	*	2	2,6	*	2	3,4	*	Great Indian Peninsula.
1,8	4,5	*	3,8	4,1	*	5	3,4	*	North Western.
2,5	2,6	*	Nil	Nil	Nil	Nil	3,3	*	South Indian.
5,7	†10,6		9,5	†19,3		4,1	†37,0		Total.
486,0	†760,4	60,45,6	2,285,7	†2,642,4	70,39,7	1,426,8	†2,326,3	1,92,85,3	Total, 1931-32.
576,4	†858,4	67,74,0	3,287,8	†3,706,7	83,05,1	1,424,0	†2,295,4	1,85,98,0	Total, 1930-31.
..	..	..	..	..	..	2,8	30,9	7,77,3	Increase.
90,4	98,0	7,28,4	1,002,1	1,064,3	27,65,4	..	..	..	Decrease.

† 8" gauge.

the "prescribed minima".

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

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	45	46	47	48	49	50	51	52	53
<b>5' 6" GAUGE.</b>	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur . . . . .	23,5	27,9	4,50,3	58,2	64,6	3,96,0	1,751,3	1,803,2	34,69,7
Bombay, Baroda and Central India	18,6	53,9	22,24,0	70,6	149,1	9,70,8	1	29,4	1,80,9
Eastern Bengal . . . . .	28,6	31,7	4,52,2	12,4	22,6	1,65,2	Nil	Nil	Nil
East Indian . . . . .	86,9	140,5	15,82,5	114,0	187,4	7,60,4	4	5,0	44,3
Great Indian Peninsula . . . . .	93,0	121,8	10,27,7	106,4	129,0	6,33,3	4,1	23,9	2,79,0
Madras and Southern Mahratta . . . . .	23,6	27,1	5,54,3	16,6	47,3	6,82,4	Nil	2,5	9,10,4
Nizam's State . . . . .	4	7,3	1,44,4	10,6	18,2	2,19,2	†	†	†
North Western . . . . .	142,8	102,7	53,25,4	218,1	256,6	9,65,7	1	5,2	75,8
South Indian . . . . .	4,6	11,6	3,50,9	43,0	47,7	6,76,1	1	1	3,8
Total . . . . .	422,0	†614,5		655,9	†922,5		1,756,1	†1,869,3	
<b>3' 3½" GAUGE.</b>									
Assam Bengal . . . . .	2,9	8,5	74,9	9,9	10,6	58,7	Nil	Nil	Nil
Bengal and North-Western . . . . .	144,8	147,0	15,37,7	56,8	61,0	3,47,9	Nil	Nil	Nil
Bombay, Baroda and Central India	9,7	132,5	*	4,7	79,2	*	6	7	*
Burma . . . . .	5,8	5,8	90,9	161,5	151,5	8,13,2	101,2	101,2	8,43,4
Eastern Bengal . . . . .	1,8	21,0	*	9,9	15,3	*	Nil	Nil	Nil
Jodhpur . . . . .	3	9,6	78,5	8	4,9	27,9	Nil	Nil	1
Madras and Southern Mahratta . . . . .	2,0	25,8	*	34,0	53,1	*	145,1	160,7	*
Nizam's State . . . . .	4	6,9	*	2,8	8,8	*	†	†	†
Rohilkund and Kumaon . . . . .	46,2	52,3	2,59,1	81,1	81,3	3,00,3	Nil	Nil	Nil
South Indian . . . . .	32,2	34,6	*	38,1	46,5	*	2	2	*
Total . . . . .	246,1	†444,9		389,6	†512,2		247,1	†262,8	
<b>2' 0" AND 2' 0" GAUGES.</b>									
Bengal Nagpur . . . . .	1,3	6,1	*	21,2	22,2	*	51,7	51,7	*
Bombay, Baroda and Central India	5	2,2	*	37,3	39,5	*	29,3	29,3	*
Eastern Bengal . . . . .	Nil	Nil	Nil	Nil	1	*	Nil	Nil	Nil
Great Indian Peninsula . . . . .	3	3,4	*	8	2,2	*	Nil	Nil	Nil
North Western . . . . .	2	8,7	*	9	2,6	*	4,9	4,9	*
South Indian . . . . .	Nil	2	*	1	3	*	Nil	Nil	Nil
Total . . . . .	2,3	†20,6		60,3	†66,9		85,9	†85,9	
Total, 1931-32 . . . . .	670,4	†1,080,0	1,50,61,8	1,105,8	†1,501,6	70,17,1	2,089,1	†2,218,0	58,074
Total, 1930-31 . . . . .	777,0	†1,268,0	2,03,07,8	1,206,1	†1,594,9	74,76,3	2,560,5	†2,865,5	92,68,9
Increase . . . . .	..	..	..	..	..	..	..	..	..
Decrease . . . . .	106,6	188,0	52,46,0	100,3	93,3	4,59,2	471,4	647,5	34,61,5

\* Shown under

† Included under "Other Commodities" being

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

chandise—contd.

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
97,1	132,9	15,96,7	6	10,0	3,41,5	3,8	3,8	1,25,0	5' 6" GAUGE.
99,0	169,9	27,68,8	95,5	170,1	54,95,9	7,9	8,8	3,07,3	Bengal Nagpur.
7,7	17,0	2,41,9	1	4	2,4	18,6	21,8	3,23,9	Bombay, Baroda and Central India.
210,8	394,1	37,46,6	10,5	34,2	7,15,8	Nil	10,8	5,23,2	Eastern Bengal.
320,6	600,0	82,40,8	112,1	182,8	65,14,1	23,7	24,2	6,97,6	East Indian.
188,5	407,2	89,54,5	18,7	28,5	12,10,1	20,6	20,6	7,78,8	Great Indian Peninsula.
93,1	110,1	19,63,2	2,4	7,9	5,15,3	Nil	3,5	88,3	Madras and Southern Mahratta.
314,4	356,0	40,68,4	155,2	174,5	75,57,5	32,5	32,5	18,60,7	Nizam's State.
25,6	67,3	20,32,9	11,5	13,8	3,39,3	4,2	9,0	6,41,4	North Western.
1,356,8	†2,254,5		406,6	†622,2		111,3	†135,0		South Indian.
									Total.
									3' 3½" GAUGE.
7,8	9,4	83,0	6	6	4,3	41,6	41,9	8,25,8	Assam Bengal.
176,2	180,1	10,69,8	Nil	Nil	Nil	1,3	7,3	1,99,2	Bengal and North Western.
97,4	167,4	*	63,7	84,5	*	1,1	3,1	*	Bombay, Baroda and Central India.
22,6	22,6	2,04,9	Nil	Nil	Nil	3,6	3,6	2,28,5	Burma.
25,2	35,2	*	Nil	Nil	Nil	1	9,2	*	Eastern Bengal.
12,2	20,6	1,45,1	8,1	15,6	3,29,6	Nil	1,9	78,8	Jodhpur.
304,9	385,6	*	34,3	46,6	*	7,2	7,2	*	Madras and Southern Mahratta.
147,7	148,4	*	24,0	24,5	*	Nil	Nil	Nil	Nizam's State.
18,3	18,7	96,2	3	1,3	5,9	Nil	1,2	18,0	Rohilkund and Kumaon.
147,8	200,1	*	19,3	24,8	*	18,0	18,0	*	South Indian.
960,1	†1,188,1		150,3	†197,9		72,9	†93,4		Total.
									2' 6" AND 2' 0" GAUGES.
18,0	18,7	*	6	7	*	Nil	7	*	Bengal Nagpur.
16,0	18,9	*	11,7	11,8	*	Nil	Nil	Nil	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Eastern Bengal.
14,1	14,8	*	21,1	23,1	*	Nil	Nil	Nil	Great Indian Peninsula.
2,2	3,1	*	Nil	Nil	Nil	Nil	1	*	North Western.
4,3	5,0	*	Nil	Nil	Nil	Nil	Nil	Nil	South Indian.
54,6	†60,5		33,4	†35,6		Nil	†8		Total.
2,371,5	†3,503,1	3,52,12,8	590,3	†855,7	2,29,41,7	184,2	†229,2	66,96,5	Total, 1931-32.
2,760,1	†4,188,9	4,00,75,4	963,9	†1,366,8	3,81,59,5	158,5	†202,7	62,55,3	Total, 1930-31.
..	..	..	..	..	..	25,7	26,5	14,41,2	Increase.
388,6	685,8	48,62,6	373,6	511,1	1,52,17,8	..	..	..	Decrease.

2' 6" gauge.

show the "prescribed minima."

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

50CP.A.c ts.

## 29.—Statement of Principal Commodities carried by Class 1

Railway.	II. Heavy Merchandise—concl'd.								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise. (Items 1 to 16).		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	64	66	67	68	69	70	71	72	73
<b>5' 6" GAUGE.</b>									
	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
Bengal Nagpur . . . . .	23,0	25,7	5,16,9	Nil	Nil	4	2,698,3	2,928,7	1,52,01,1
Bombay, Baroda and Central India	6,9	6,9	1,37,9	1	1	17,7	912,6	1,408,8	2,64,22,3
Eastern Bengal . . . . .	78,4	78,5	2,31,1	Nil	Nil	12,2	447,4	649,3	49,03,1
East Indian . . . . .	1	42,2	9,25,1	2	2	1,3	2,026,3	3,015,8	2,35,33,7
Great Indian Peninsula . . . . .	23,8	34,1	7,07,6	1,3	1,3	9,1	1,781,5	2,790,9	3,60,95,0
Madras and Southern Mahratta . . . . .	25,0	35,0	6,71,2	Nil	Nil	Nil	696,9	1,185,7	2,38,86,7
Nizam's State . . . . .	Nil	3,2	49,4	Nil	Nil	Nil	310,9	517,1	68,47,1
North Western . . . . .	19,4	19,5	5,08,7	1,5	1,5	12,0	3,395,6	3,704,0	4,21,84,9
South Indian . . . . .	10,2	14,3	5,80,5	Nil	Nil	Nil	194,7	473,9	1,05,05,5
Total . . . . .	206,8	†259,4		3,1	†3,1		12,464,2	†16,674,2	
<b>3' 3½" GAUGE.</b>									
Assam Bengal . . . . .	13,0	14,7	2,04,1	4,3	4,5	36,6	356,0	408,0	35,92,6
Bengal and North Western . . . . .	18,1	53,7	5,61,5	15,3	15,4	1,09,9	889,8	1,385,4	90,15,3
Bombay, Baroda and Central India	Nil	1,4	*	1	1,7	*	785,0	1,464,1	*
Burma . . . . .	1,0	1,0	15,6	Nil	Nil	Nil	2,083,2	2,083,2	1,29,33,4
Eastern Bengal . . . . .	3	11,1	*	3,3	3,3	*	160,4	382,7	*
Jodhpur . . . . .	1	5	10,6	Nil	Nil	Nil	201,6	392,1	24,97,3
Madras and Southern Mahratta . . . . .	15,3	16,0	*	Nil	Nil	Nil	845,3	1,274,6	*
Nizam's State . . . . .	Nil	1,0	*	Nil	Nil	Nil	231,4	330,6	*
Rohilkund and Kumaon . . . . .	Nil	Nil	Nil	Nil	Nil	Nil	256,2	302,2	13,29,7
South Indian . . . . .	44,7	44,7	*	Nil	Nil	Nil	998,0	1,111,4	*
Total . . . . .	93,1	†144,1		23,0	†24,9		6,806,0	†9,134,3	
<b>2' 0" AND 2' 0" GAUGES.</b>									
Bengal Nagpur . . . . .	1	3,0	*	Nil	Nil	Nil	158,3	212,0	*
Bombay, Baroda and Central India	Nil	Nil	Nil	Nil	Nil	Nil	101,7	129,8	*
Eastern Bengal . . . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	*
Great Indian Peninsula . . . . .	Nil	Nil	Nil	Nil	Nil	Nil	45,4	78,0	*
North Western . . . . .	Nil	Nil	Nil	Nil	Nil	Nil	61,0	105,6	*
South Indian . . . . .	Nil	Nil	Nil	Nil	Nil	Nil	12,6	21,3	*
Total . . . . .	1	†3,0		Nil	†Nil		379,0	†546,8	
Total, 1931-32 . . . . .	300,0	†400,5	52,19,2	26,1	†28,0	1,99,2	19,650,1	†26,355,3	21,89,47,7
Total, 1930-31 . . . . .	259,1	†363,2	45,88,9	25,3	†28,0	1,84,4	22,198,2	†29,573,7	25,04,75,3
Increase . . . . .	40,9	43,3	6,30,3	8	..	14,8	..	..	..
Decrease . . . . .	..	..	..	..	..	..	25,48,1	3,218,4	3,15,27,6

\* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
2	3	5,3	19,8	57,2	14,53,6	41,3	49,8	2,24,4	5' 6" GAUGE.
4,7	6,0	1,83,4	95,4	102,9	66,02,0	143,5	157,9	10,09,3	Bengal Nagpur.
6	2,2	32,0	19,6	20,6	5,30,2	26,5	48,1	1,72,6	Bombay, Baroda and Central India.
9,4	10,0	1,67,4	64,8	95,8	22,60,0	148,2	172,4	7,90,0	Eastern Bengal.
7,4	8,4	89,4	123,6	165,4	46,39,7	94,4	138,7	9,04,7	East Indian.
2,4	3,9	1,70,3	23,2	58,1	15,40,1	19,9	47,7	4,17,7	Great Indian Peninsula.
1,0	1,0	17,4	1,9	4	4,48,9	†	†	†	Madras and Southern Mahratta.
24,8	35,6	3,07,0	64,9	102,0	33,00,6	99,7	140,7	7,29,7	Nizam's State.
4,1	5,6	1,18,3	17,9	26,4	7,95,7	5,1	11,9	1,84,3	North Western.
64,6	†73,0		431,0	†646,8		578,6	†767,2		South Indian.
									Total.
									3' 3½" GAUGE.
3,0	3,0	38,4	1,0	5,4	78,4	6,0	7,5	28,0	Assam Bengal.
Nil	Nil	Nil	20,2	49,0	10,63,9	33,5	34,5	1,65,1	Bengal and North Western.
9,5	13,6	*	69,2	105,7	*	15,6	23,4	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	16,3	16,3	4,36,6	84,7	84,7	3,53,2	Burma.
8	1,0	*	5	12,5	*	9,0	17,1	*	Eastern Bengal.
8,6	8,7	71,4	9	10,6	1,71,7	3,8	5,3	30,4	Jodhpur.
10,5	11,9	*	20,7	38,5	*	41,3	48,3	*	Madras and Southern Mahratta.
9	9	*	3,8	7,8	*	†	†	†	Nizam's State.
3	6	3,1	2,5	11,0	91,2	6,3	8,0	32,8	Rohilkund and Kumaon.
5,1	6,1	*	30,9	38,5	*	17,9	22,6	*	South Indian.
38,7	†45,8		166,0	†295,3		219,0	†251,4		Total.
									2' 6" AND 2' 0" GAUGES.
1	1	*	2,6	7,1	*	2,4	4,0	*	Bengal Nagpur.
8	1,8	*	3	1,0	*	2,9	3,0	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	1	*	Nil	Nil	Nil	Eastern Bengal.
1	1	*	9	3,1	*	2	5,8	*	Great Indian Peninsula.
Nil	1	*	1	3,6	*	2,0	4,9	*	North Western.
1	1	*	Nil	2	*	5	5	*	South Indian.
1,1	†2,2		3,9	†15,1		8,0	†18,2		Total.
104,4	†121,0	12,03,4	600,9	†957,2	2,34,10,6	805,6	†1,036,8	50,42,2	Total, 1931-32.
135,4	†166,7	17,51,1	578,3	†922,6	2,31,79,8	809,9	†1,028,7	50,27,4	Total, 1930-31.
..	..	..	22,8	34,6	2,8	..	8,1	14,8	Increase.
31,0	47,7	5,47,7	..	..	..	4,3	..	..	Decrease.

5' 6" gauge.

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

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

H.S.C.R. Accts

## 29.—Statement of Principal Commodities carried by Class

III. Ligh

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jaggree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	86	88	87	88	89	90	91	92	93
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
<b>5' 6" GAUGE.</b>									
Bengal Nagpur . . . . .	16,4	44,3	7,37,9	3,7	17,8	2,23,2	13,3	29,3	3,22,4
Bombay, Baroda and Central India . . . . .	25,8	38,4	8,32,1	5,2	65,5	28,42,0	Nil	Nil	Nil
Eastern Bengal . . . . .	8,4	40,1	5,25,7	16,1	21,0	3,76,1	282,7	586,6	86,58,9
East Indian . . . . .	87,2	126,4	12,92,9	167,1	186,9	16,59,6	14,6	35,9	2,40,9
Great Indian Peninsula . . . . .	72,8	106,8	11,96,1	36,4	146,6	15,46,7	Nil	Nil	Nil
Madras and Southern Mahratta . . . . .	68,5	113,2	15,15,5	33,6	45,6	10,28,7	Nil	Nil	Nil
Nizam's State . . . . .	2,4	14,8	2,23,6	2	9,0	1,95,2	†	†	†
North Western . . . . .	87,5	107,9	14,50,2	181,1	240,0	19,18,7	Nil	Nil	Nil
South Indian . . . . .	52,7	58,8	10,19,5	7,3	9,0	2,90,9	1	1	3,8
<b>Total</b> . . . . .	<b>421,7</b>	<b>†650,7</b>		<b>450,7</b>	<b>†741,4</b>		<b>290,7</b>	<b>†651,9</b>	
<b>3' 3½" GAUGE.</b>									
Assam Bengal . . . . .	22,1	27,4	1,62,4	4,8	11,0	62,1	91,7	99,1	6,66,5
Bengal and North Western . . . . .	729,3	736,2	9,56,7	142,9	163,4	12,39,4	Nil	Nil	Nil
Bombay, Baroda and Central India . . . . .	28,5	43,1	*	4,5	170,6	*	Nil	Nil	Nil
Burma . . . . .	103,7	103,7	10,95,7	26,3	26,3	3,59,2	Nil	Nil	Nil
Eastern Bengal . . . . .	5,2	48,0	*	3,5	36,5	*	321,6	349,8	*
Jodhpur . . . . .	1,5	5,7	38,0	5	15,7	1,32,9	Nil	1	2
Madras and Southern Mahratta . . . . .	42,2	50,2	*	71,6	80,0	*	Nil	Nil	Nil
Nizam's State . . . . .	1,7	4,2	*	4	10,3	*	†	†	†
Rohilkund and Kumaon . . . . .	33,5	33,9	88,7	94,6	94,7	5,92,8	Nil	Nil	Nil
South Indian . . . . .	57,5	81,5	*	21,9	26,7	*	2	2	*
<b>Total</b> . . . . .	<b>1,025,2</b>	<b>†1,133,9</b>		<b>371,0</b>	<b>†625,2</b>		<b>413,5</b>	<b>†449,2</b>	
<b>2' 6" AND 2' 0" GAUGES.</b>									
Bengal Nagpur . . . . .	1,4	2,9	*	9	4,0	*	Nil	Nil	Nil
Bombay, Baroda and Central India . . . . .	8	1,7	*	3	3,4	*	Nil	Nil	Nil
Eastern Bengal . . . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula . . . . .	2	9	*	10,6	13,2	*	Nil	Nil	Nil
North Western . . . . .	10,5	18,0	*	4	5,1	*	Nil	Nil	Nil
South Indian . . . . .	9	1,8	*	7	7	*	Nil	Nil	Nil
<b>Total</b> . . . . .	<b>19,8</b>	<b>†25,3</b>		<b>12,9</b>	<b>†26,4</b>		<b>Nil</b>	<b>†Nil</b>	
<b>Total, 1931-32</b> . . . . .	<b>1,466,7</b>	<b>†1,809,9</b>	<b>1,11,05,0</b>	<b>834,6</b>	<b>†1,393,0</b>	<b>1,24,67,5</b>	<b>704,2</b>	<b>†1,101,1</b>	<b>98,92,7</b>
<b>Total, 1930-31</b> . . . . .	<b>1,272,9</b>	<b>†1,587,3</b>	<b>1,02,75,1</b>	<b>725,6</b>	<b>†1,187,4</b>	<b>96,13,5</b>	<b>988,6</b>	<b>†1,559,9</b>	<b>1,35,84,1</b>
<b>Increase</b> . . . . .	<b>193,8</b>	<b>222,6</b>	<b>8,29,9</b>	<b>109,0</b>	<b>205,6</b>	<b>28,54,0</b>	<b>..</b>	<b>..</b>	<b>..</b>
<b>Decrease</b> . . . . .	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>284,4</b>	<b>458,8</b>	<b>36,91,4</b>

\* Shown under

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

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

Merchandise—contd.

(7) Iron and Steel, wrought.			(8) Kerosine oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	Total. 98	Earnings. 99	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
378,5	394,0	16,24,8	31,9	36,0	5,45,3	5' 6" GAUGE.
81,1	96,8	24,10,3	57,4	57,9	12,63,1	Bengal-Nagpur.
28,2	75,3	5,59,9	131,6	135,0	10,47,3	Bombay, Baroda and Central India.
150,3	282,0	31,63,8	14,6	100,1	18,08,6	Eastern Bengal.
109,8	186,3	25,87,2	71,2	73,2	14,44,7	East Indian.
45,5	92,2	13,87,7	49,3	49,5	9,41,5	Great Indian Peninsula.
1,9	17,2	2,83,9	8	7,6	1,67,4	Madras and Southern Mahratta.
163,1	209,0	42,89,0	61,3	62,3	14,33,3	Nizam's State.
5,9	22,5	6,94,1	4,3	28,7	4,53,3	North Western.
						South Indian.
984,3	†1,375,3		422,4	†550,3		Total.
						3' 3½" GAUGE.
15,6	20,5	2,57,2	80,7	93,0	12,35,3	Assam Bengal.
16,1	38,4	3,52,2	2,2	8,8	69,0	Bengal and North Western.
12,1	66,0	*	2,1	24,5	*	Bombay, Baroda and Central India.
23,4	23,4	2,64,4	29,4	29,4	3,96,7	Burma.
4,8	19,3	*	7,7	53,0	*	Eastern Bengal.
1,2	11,9	2,09,1	2	7,5	1,39,0	Jodhpur.
11,4	54,7	*	29,4	39,9	*	Madras and Southern Mahratta.
2,0	9,7	*	4	7,8	*	Nizam's State.
2,6	9,3	50,0	2,3	5,7	26,0	Rohilkund and Kumaon.
35,8	50,0	*	41,0	41,5	*	South Indian.
125,0	†303,2		195,4	†311,1		Total.
						2' 6" AND 2' 0" GAUGES.
2,4	7,4	*	1,2	6,9	*	Bengal-Nagpur.
5	3,2	*	4	3,0	*	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	Nil	Nil	Eastern Bengal.
1,3	3,4	*	2,5	7,1	*	Great Indian Peninsula.
3,7	11,4	*	1	3,1	*	North Western.
Nil	4	*	1	1,3	*	South Indian.
7,9	†25,8		4,3	†21,4		Total.
1,097,2	†1,704,3	1,81,38,6	622,1	†882,8	1,09,70,5	Total, 1931-32.
1,116,1	†1,795,2	2,06,82,7	692,7	†834,4	1,03,80,1	Total, 1930-31.
..	..	..	29,4	48,4	5,90,4	Increase.
18,9	90,9	25,44,1	..	..	..	Decrease.

† 5' gauge.  
gauge or railways are considered as two or more separate consignments.

## 29.—Statement of Principal Commodities carried by Class 1

Railway.	III.—Light					
	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
101	102	103	104	105	106	107
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
<b>5' 6" GAUGE.</b>						
Bengal-Nagpur . . . . .	3.7	3.8	73.9	9.3	26.6	5,78.2
Bombay, Baroda and Central India . . . . .	6.1	6.1	2,24.3	30.4	33.0	8,57.9
Eastern Bengal . . . . .	9.8	33.7	7,32.5	11.8	27.2	7,00.3
East Indian . . . . .	5.2	11.4	3,22.2	22.8	42.2	7,92.2
Great Indian Peninsula . . . . .	8.1	8.4	1,67.6	7.8	30.1	6,81.6
Madras and Southern Mahratta . . . . .	6.5	6.5	2,07.9	29.1	48.6	11,14.3
Nizam's State . . . . .	7	2.1	53.3	6	5.0	1,54.0
North Western . . . . .	15.2	15.4	4,38.3	23.9	32.8	6,63.5
South Indian . . . . .	1.2	2.9	1,24.3	17.5	19.9	4,26.5
Total . . . . .	56.5	100.3		153.2	1265.4	
<b>3' 3½" GAUGE.</b>						
Assam Bengal . . . . .	2.6	3.2	48.8	1.9	8.4	1,10.9
Bengal and North Western . . . . .	5	5	5.8	30.1	32.3	4,09.3
Bombay, Baroda and Central India . . . . .	5.2	6.8	*	8.3	20.9	*
Burma . . . . .	6.2	6.2	1,71.6	15.6	15.6	1,82.3
Eastern Bengal . . . . .	4	25.7	*	19.2	32.3	*
Jodhpur . . . . .	1	1.0	36.8	5	3.5	62.2
Madras and Southern Mahratta . . . . .	3.5	5.0	*	25.6	30.5	*
Nizam's State . . . . .	2	1.2	*	1.4	3.7	*
Rohilkund and Kumaon . . . . .	7	1.5	21.0	2.4	3.3	32.2
South Indian . . . . .	7.3	7.9	*	9.9	18.7	*
Total . . . . .	20.7	158.8		114.9	1169.2	
<b>2' 6" AND 2' 0" GAUGES.</b>						
Bengal-Nagpur . . . . .	4	7	*	1.6	4.0	*
Bombay, Baroda and Central India . . . . .	Nil	2	*	1	3	*
Eastern Bengal . . . . .	Nil	Nil	Nil	Nil	2	*
Great Indian Peninsula . . . . .	Nil	1	*	Nil	6	*
North Western . . . . .	2.0	2.6	*	1	1.5	*
South Indian . . . . .	Nil	2	*	Nil	9	*
Total . . . . .	2.4	13.8		1.8	17.5	
Total, 1931-32 . . . . .	85.6	1152.9	26,28.2	269.9	1442.1	67,83.4
Total, 1930-31 . . . . .	121.4	1186.9	40,16.2	289.2	1474.5	71,01.3
Increase . . . . .	—	—	—	—	—	—
Decrease . . . . .	35.8	34.0	13,88.0	19.3	32.4	3,17.9

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



Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

Merchandise—contd.

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Homeline whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
71,6	117,4	19,43,8	12,9	15,3	71,6	602,6	791,8	78,04,3	5' 6" GAUGE.
67,2	104,7	23,15,4	Nil	Nil	Nil	516,8	669,2	1,90,39,8	Bengal-Nagpur.
26,3	79,8	21,98,4	7,2	8,0	53,0	548,7	1,077,6	1,55,86,9	Bombay, Baroda and Central India.
82,4	144,3	32,65,4	10,0	17,4	1,36,3	776,6	1,224,8	1,58,69,3	Eastern Bengal.
114,7	201,6	35,00,3	16,5	23,2	1,00,2	662,7	1,093,7	1,68,58,2	East Indian.
69,9	151,2	31,99,4	13,0	15,4	75,8	360,9	631,9	1,15,98,9	Great Indian Peninsula.
6,8	35,5	6,05,6	†	†	†	16,3	110,6	21,54,3	Madras and Southern Mahratta.
83,7	102,8	23,24,9	Nil	Nil	Nil	815,2	1,048,5	1,73,55,2	Nizam's State.
78,3	115,1	27,11,5	12,9	22,4	3,11,1	207,3	323,3	71,33,3	North Western.
600,9	†1,052,4		72,5	†108,7		4,507,1	†6,971,4		South Indian.
89,0	118,5	21,61,2	7	10,1	89,2	319,1	407,1	49,36,4	3' 3½" GAUGE.
75,6	90,7	9,88,8	9,3	11,8	71,0	1,059,7	1,155,6	53,21,1	Assam Bengal.
29,1	75,4	*	Nil	Nil	Nil	184,1	549,8	*	Bengal and North Western.
88,5	88,5	18,26,1	1,3	1,3	4,1	395,4	395,4	50,89,0	Bombay, Baroda and Central India.
26,4	91,6	*	7	6,5	*	400,7	693,3	*	Burma.
3,6	12,6	1,82,7	Nil	Nil	5	20,9	83,6	10,74,9	Eastern Bengal.
84,5	130,4	*	2,1	4,1	*	342,8	493,5	*	Jodhpur.
6,1	13,9	*	†	†	†	16,9	59,5	*	Madras and Southern Mahratta
4,3	7,4	53,7	9	9	3,5	150,4	176,3	9,95,0	Nizam's State
95,7	140,8	*	26,4	42,1	*	349,5	476,6	*	Rohilkund and Kumaon.
502,8	†770,8		41,4	†76,8		3,239,0	†4,490,7		South Indian.
									Total.
									2' 6" AND 2' 0" GAUGES.
6,4	11,8	*	2	2	*	19,6	49,2	*	Bengal-Nagpur.
5,7	7,8	*	Nil	Nil	Nil	11,8	25,4	*	Bombay, Baroda and Central India.
1,7	1,7	*	Nil	Nil	Nil	1,7	2,0	*	Eastern Bengal.
4	4,1	*	Nil	7	*	16,2	39,1	*	Great Indian Peninsula.
4,4	7,1	*	Nil	Nil	Nil	29,3	57,4	*	North Western.
8,5	9,4	*	7	7	*	11,5	16,2	*	South Indian.
27,1	†41,9		9	†1,7		90,1	†189,3		Total.
1,130,8	†1,865,1	2,82,77,3	114,8	†185,2	9,16,3	7,836,8	†11,651,4	13,08,17,5	Total, 1931-32.
1,154,5	†1,872,4	2,85,92,0	137,8	†210,6	10,10,8	7,922,4	†11,828,6	13,52,14,1	Total, 1930-31.
..	..	..	..	..	..	..	..	..	Increase.
23,7	7,3	3,14,7	23,0	25,4	94,5	85,6	177,2	43,96,6	Decrease.

5' 6" gauge.

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

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

## 29.—Statement of Principal Commodities carried by Class

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise). (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
116	119	120	121	122	123	124	125	126	127
<b>5' 6" GAUGE.</b>	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur . . . . .	1,137,4	1,275,0	83,12,8	4,438,3	4,995,5	3,13,18,0	1,6	3,8	47,5
Bombay, Baroda and Central India.	543,3	691,5	1,13,97,0	1,972,7	2,769,5	5,68,59,1	1,4	2,4	77,1
Eastern Bengal . . . . .	270,7	418,2	24,09,7	1,266,8	2,145,1	2,28,99,7	4,6	5,9	11,9
East Indian . . . . .	1,181,2	1,630,9	1,53,57,8	3,084,1	5,871,5	5,47,60,8	47,9	75,4	5,33,5
Great Indian Peninsula . . . . .	1,258,2	1,553,7	1,37,27,5	3,702,4	5,438,3	6,66,80,7	33,5	60,1	5,87,1
Madras and Southern Mahratta	253,9	651,4	79,49,8	1,311,7	2,369,0	4,34,35,4	1,8	6,6	89,9
Nizam's State . . . . .	63,3	145,0	17,33,2	390,5	772,7	1,07,34,6	1,7	11,3	81,9
North Western . . . . .	1,054,2	1,325,4	1,71,46,9	5,205,0	6,077,9	7,66,87,0	143,0	171,6	11,49,9
South Indian . . . . .	150,6	337,0	58,40,7	552,6	1,134,2	2,34,79,5	2	1,6	35,7
<b>Total</b> . . . . .	<b>5,912,8</b>	<b>7,928,1</b>		<b>22,884,1</b>	<b>31,573,7</b>		<b>235,7</b>	<b>338,7</b>	
<b>3' 3½" GAUGE.</b>									
Assam Bengal . . . . .	57,3	87,0	8,87,3	732,4	9,02,1	94,16,3	3	9	3,6
Bengal and North Western . . . . .	168,4	288,7	21,45,1	2,117,9	2,820,7	1,64,81,5	2,3	2,4	16,6
Bombay, Baroda and Central India.	174,6	394,1	*	1,143,7	2,408,0	*	1,1	8,5	*
Burma . . . . .	419,7	419,7	43,48,3	2,898,3	2,898,3	2,23,71,6	9,7	9,7	60,4
Eastern Bengal . . . . .	35,4	103,5	*	596,5	1,179,5	*	<i>Nil</i>	7	*
Jodhpur . . . . .	55,8	90,4	6,81,2	278,3	566,1	42,53,4	<i>Nil</i>	5	11,3
Madras and Southern Mahratta	175,7	285,1	*	1,363,8	2,053,2	*	2,4	4,7	*
Nizam's State . . . . .	37,1	60,8	*	285,4	450,9	*	2,5	4,6	*
Rohilkund and Kumaon . . . . .	73,0	102,9	4,55,2	480,5	581,4	27,79,9	3,3	3,9	17,4
South Indian . . . . .	299,3	330,0	*	1,816,9	1,918,0	*	1,6	2,4	*
<b>Total</b> . . . . .	<b>1,467,2</b>	<b>2,162,2</b>		<b>11,513,7</b>	<b>15,787,2</b>		<b>23,2</b>	<b>38,3</b>	
<b>2' 6" AND 2' 0" GAUGES.</b>									
Bengal-Nagpur . . . . .	62,7	78,8	*	240,6	340,0	*	1	5	*
Bombay, Baroda and Central India.	11,4	17,7	*	124,9	172,9	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
Eastern Bengal . . . . .	1	3	*	1,8	2,4	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
Great Indian Peninsula . . . . .	3,7	13,6	*	65,3	130,7	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
North Western . . . . .	40,3	97,2	*	130,6	260,2	*	7,6	22,8	*
South Indian . . . . .	3,1	7,4	*	27,2	44,9	*	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
<b>Total</b> . . . . .	<b>121,3</b>	<b>215,0</b>		<b>590,4</b>	<b>951,1</b>		<b>7,7</b>	<b>23,3</b>	
<b>Total, 1931-32</b> . . . . .	<b>7,501,3</b>	<b>10,305,4</b>	<b>9,23,92,3</b>	<b>34,988,2</b>	<b>48,312,0</b>	<b>44,21,57,5</b>	<b>266,6</b>	<b>400,3</b>	<b>27,23,9</b>
<b>Total, 1930-31</b> . . . . .	<b>8,388,3</b>	<b>11,313,1</b>	<b>9,75,26,9</b>	<b>38,508,9</b>	<b>52,715,4</b>	<b>48,32,16,3</b>	<b>308,6</b>	<b>443,5</b>	<b>32,47,0</b>
<b>Increase</b> . . . . .	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>
<b>Decrease</b> . . . . .	<b>887,0</b>	<b>1,007,7</b>	<b>51,34,6</b>	<b>3,520,7</b>	<b>4,403,4</b>	<b>4,10,58,8</b>	<b>42,0</b>	<b>43,2</b>	<b>5,23,2</b>

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

Railways and the earnings therefrom for the year 1931-32. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account.			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	(1) Fuel.			
						Originating on Home line whether local or Foreign.	Total.	Earnings.	
128	129	130	131	132	133	134	135	136	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
7,6	8,4	1,09,3	265,0	282,3	11,83,4	743,2	742,9	18,49,2	Bengal-Nagpur.
28,0	43,0	19,88,6	59,8	65,4	3,10,7	14,8	266,6	12,08,6	Bombay, Baroda and Central India.
5	7	41,0	255,0	282,3	4,90,5	5,6	244,2	6,98,8	Eastern Bengal.
18,8	29,0	12,86,9	707,1	730,5	12,13,6	1,433,3	1,433,3	47,78,0	East Indian.
19,4	20,8	3,85,6	664,9	689,8	7,45,1	234,2	667,8	20,81,6	Great Indian Peninsula.
8,9	9,1	2,62,0	62,9	130,5	5,13,9	111,7	345,0	10,28,8	Madras and Southern Mahratta.
2	4	27,1	Nil	30,3	2,58,7	149,7	149,7	3,51,4	Nizam's State.
26,9	27,6	4,47,9	2,342,5	2,348,8	15,93,3	61,4	875,7	33,18,8	North Western.
2,1	2,2	99,3	109,1	127,5	1,75,7	38,0	114,9	3,73,9	South Indian.
112,4	141,2		4,466,3	4,687,4		2,791,9	4,840,1		Total.
1,8	2,0	32,3	341,4	346,5	2,47,7	72,6	98,7	1,62,8	5' 6" GAUGE.
7,1	8,9	1,21,4	80,5	81,3	1,16,4	37,2	255,4	5,51,5	Assam Bengal.
22,9	24,8	*	159,6	167,5	*	11,0	241,7	*	Bengal and North Western.
11,6	11,6	3,66,4	40,1	40,1	1,00,5	220,2	220,2	4,86,4	Bombay, Baroda and Central India.
7	2,8	*	105,6	111,3	*	6,0	100,7	*	Burma.
4	4	5,9	60,1	65,4	62,4	2,1	43,8	91,7	Eastern Bengal.
3,0	3,4	*	9,9	29,0	*	172,2	174,2	*	Jodhpur.
9	1,0	*	Nil	4	*	4	38,7	*	Madras and Southern Mahratta.
8	1,0	8,6	93,6	94,6	2,35,0	43,2	43,2	14,6	Nizam's State.
2,3	2,5	*	395,8	404,2	*	199,6	199,6	*	Rohilkund and Kumaon.
51,5	58,4		1,286,6	1,340,3		764,5	1,416,2		South Indian.
									Total.
1	1	*	7,1	8,0	*	45,5	45,4	*	2' 6" AND 2' 0" GAUGES.
1	1	*	5,0	5,9	*	1	4	*	Bengal-Nagpur.
Nil	Nil	Nil	1,5	1,5	*	Nil	Nil	Nil	Bombay, Baroda and Central India.
1	2	*	13,3	13,3	*	Nil	Nil	Nil	Eastern Bengal.
3	3	*	22,4	24,7	*	17,3	18,2	*	Great Indian Peninsula.
Nil	Nil	Nil	Nil	Nil	Nil	2	2	*	North Western.
6	7		49,3	53,4		63,1	64,2		South Indian.
164,5	200,3	51,82,3	5,802,2	6,081,1	72,46,9	3,619,5	4,632,5	1,69,96,1	Total.
175,4	215,1	52,88,7	6,348,7	6,632,5	77,38,0	4,151,9	4,763,1	2,08,00,4	Total, 1931-32.
..	..	..	..	..	..	..	..	..	Total, 1930-31.
10,9	14,8	1,06,4	546,5	551,4	4,91,1	532,4	1,310,6	38,04,3	Increase.
									Decrease.

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

29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1931-32. (In hundreds)—concl'd.

Railway.	IX.—Materials and Stores on Revenue Account—concl'd.						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.			Originating on Home line whether local or Foreign.	Total.	Earnings.
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.			
138	139	140	141	142	143	144	145	146	147
<b>5' 6" GAUGE.</b>									
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur . . . . .	715,4	718,6	6,78,3	1,458,6	1,461,5	25,27,5	11,540,5	12,810,4	4,96,59,6
Bombay, Baroda and Central India.	293,9	298,2	4,03,7	308,7	564,8	16,12,3	2,474,3	3,943,0	6,36,25,1
Eastern Bengal . . . . .	246,1	288,8	8,29,3	251,7	533,0	15,28,1	1,816,7	4,276,2	2,78,89,7
East Indian . . . . .	735,3	810,3	9,34,7	2,168,6	2,243,6	57,12,7	17,019,0	20,042,5	11,17,19,6
Great Indian Peninsula . . . . .	936,4	936,4	4,57,1	1,170,6	1,604,2	25,38,7	6,372,2	9,288,2	7,69,21,0
Madras and Southern Mahratta	216,3	217,8	2,67,8	328,0	562,8	12,96,6	1,826,8	3,492,8	4,84,98,1
Nizam's State . . . . .	102,2	102,8	68,4	251,9	252,5	4,19,8	1,220,5	1,645,6	1,39,68,3
North Western . . . . .	1,536,0	1,560,7	12,14,1	1,598,0	2,445,4	45,32,9	9,843,7	12,431,3	8,90,27,7
South Indian . . . . .	322,6	334,5	3,45,1	360,6	449,4	7,19,0	1,051,6	1,768,9	2,53,44,0
Total . . . . .	5,104,8	†5,277,1		7,896,7	†10,117,2		53,165,3	†69,698,9	
<b>3' 3½" GAUGE.</b>									
Assam Bengal . . . . .	86,7	88,5	1,10,2	159,3	187,2	2,73,0	1,277,8	1,601,2	1,04,95,7
Bengal and North Western . . . . .	116,9	138,0	1,93,0	154,1	393,4	7,44,5	2,417,4	3,698,1	1,85,45,7
Bombay, Baroda and Central India.	162,9	172,2	*	173,9	413,9	*	1,555,9	3,310,3	*
Burma . . . . .	632,3	632,3	4,86,8	852,5	852,5	9,73,2	3,974,6	3,974,6	2,50,55,9
Eastern Bengal . . . . .	208,6	204,9	*	274,6	395,6	*	982,6	1,987,0	*
Jodhpur . . . . .	90,3	95,0	51,2	92,4	138,8	1,42,9	437,3	788,7	45,36,8
Madras and Southern Mahratta	142,6	146,5	*	314,8	320,7	*	1,802,3	2,564,4	*
Nizam's State . . . . .	116,5	118,4	*	116,9	157,1	*	413,6	672,7	*
Rohilkund and Kumaon . . . . .	88,2	88,2	47,2	131,4	131,4	61,8	861,8	984,3	34,27,1
South Indian . . . . .	873,3	887,0	*	1,072,9	1,088,6	*	3,208,7	3,538,4	*
Total . . . . .	2,578,3	†2,661,0		3,342,8	†4,077,2	*	16,932,0	†23,119,7	
<b>2' 6" AND 2' 0" GAUGES.</b>									
Bengal-Nagpur . . . . .	67,1	71,1	*	112,6	116,5	*	448,2	570,9	*
Bombay, Baroda and Central India.	12,6	13,2	*	12,7	13,6	*	162,2	217,4	*
Eastern Bengal . . . . .	2	4	*	2	4	*	3,5	4,3	*
Great Indian Peninsula . . . . .	Nil	Nil	Nil	Nil	Nil	Nil	79,0	158,9	*
North Western . . . . .	36,4	43,1	*	53,7	61,3	*	238,8	415,5	*
South Indian . . . . .	8	1,4	*	1,0	1,6	*	34,8	53,2	*
Total . . . . .	117,1	†120,2		180,2	†193,4		966,5	†1,429,2	
Total, 1931-32 . . . . .	7,800,2	†8,067,3	60,86,9	11,419,7	†14,387,8	2,30,83,0	71,063,8	†94,247,8	56,87,14,3
Total, 1930-31 . . . . .	10,133,8	†10,377,8	80,23,5	14,285,7	†18,008,9	2,88,23,9	79,656,8	†105,107,4	62,40,09,5
Increase . . . . .	..	..	..	..	..	..	..	..	..
Decrease . . . . .	2,333,6	2,310,5	19,36,6	2,866,0	3,621,1	57,40,9	8,593,0	10,859,6	5,52,95,2

\* Shown under 5' 6" gauge.

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

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**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I  
RAILWAYS FOR THE YEAR 1931-32.**

TABLE A.—MAINTENANCE OF							
Railway.	*A I (1).—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			*A I (2).—SUBORDINATE SUPERVISING STAFF.			*A I (3).—
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.
	2	3	4	5	6	7	8
<b>5' 6" GAUGE.</b>	Rs.	Rs.		Rs.	Rs.		Rs.
Bengal-Nagpur . . . . .	8,82,936	338.2	1.54	5,72,538	219.3	1.00	5,38,540
Bombay, Baroda and Central India . . . . .	3,96,091	223.7	1.08	3,56,103	201.2	0.97	3,88,877
Eastern Bengal . . . . .	2,71,422	204.1	0.95	3,15,882	237.5	1.11	2,92,382
East Indian . . . . .	..	..	..	..	..	..	..
Great Indian Peninsula . . . . .	11,27,853	198.0	1.22	8,14,860	143.0	0.88	8,14,820
Madras and Southern Mahratta . . . . .	2,71,380	177.5	1.14	2,07,811	135.9	0.87	2,09,321
Nizam's State . . . . .	..	..	..	..	..	..	..
North Western (a) . . . . .	12,53,098	147.2	1.03	14,94,105	175.5	1.23	9,64,031
South Indian (c) . . . . .	4,94,905	199.7	1.53	4,06,158	163.9	1.26	4,93,780
<b>3' 3½" GAUGE.</b>							
Assam-Bengal . . . . .	2,92,568	344.0	2.39	1,35,982	159.9	1.11	1,36,815
Bengal and North Western . . . . .	..	..	..	..	..	..	..
Bombay, Baroda and Central India . . . . .	3,23,865	168.8	1.12	3,18,902	166.2	1.10	3,14,451
Burma . . . . .	4,21,361	215.3	1.48	3,84,956	196.7	1.35	2,99,321
Eastern Bengal . . . . .	1,32,355	154.9	0.90	1,10,421	129.3	0.75	1,43,701
Jodhpur . . . . .	70,709	109.5	1.32	44,401	68.7	0.83	39,882
Madras and Southern Mahratta . . . . .	2,42,768	130.3	1.22	2,23,370	119.9	1.12	1,57,802
Nizam's State . . . . .	..	..	..	..	..	..	..
Rohilkund and Kumaon . . . . .	..	..	..	..	..	..	..
South Indian . . . . .	(b)	(b)	(b)	(b)	(b)	(b)	(b)
<b>2' 6" AND 2' 0" GAUGES.</b>							
Bengal-Nagpur . . . . .	91,367	153.0	2.23	97,767	163.8	2.38	65,437
Bombay, Baroda and Central India . . . . .	10,260	762	1.43	9,831	71.6	1.34	7,064
Eastern Bengal . . . . .	447	17.2	0.28	1,526	58.8	0.97	497
Great Indian Peninsula (Darwha Pussad Railway) . . . . .	..	..	..	..	..	..	..
North Western . . . . .	(b)	(b)	(b)	(b)	(b)	(b)	(b)
South Indian . . . . .	(b)	(b)	(b)	(b)	(b)	(b)	(b)

\* According to the revised form introduced from 1931-32.

(a) Includes figures

† According to the form prior to 1931-32.

(b) Included in

(c) Includes figures

## Class I Railways for the year 1931-32.

## STRUCTURAL WORKS.

OFFICE STAFF.		AI.—ADMINISTRATION—TOTAL.					AII (a)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.					Railway.
Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of line maintained.	† Per mile of track including siding. *Per equated track mile.	† Per train mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of line maintained.	† Per mile of track including siding. *Per equated track mile.	† Per train mile.	Percentage of total working expenses under Abstracts A to G.	
9	10	11	12	13	14	15	16	17	18	19	20	21
Rs.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		
206.3	0.94	21,10,263	..	*808.4	..	3.69	25,50,058	..	*976.8	..	4.46	5' 6" GAUGE. B. N.
219.7	1.06	12,40,587	..	*700.8	..	3.39	17,55,912	..	*991.8	..	4.80	B. B. & C. I.
219.8	1.03	10,50,509	..	*789.8	..	3.69	15,01,070	..	*1,128.5	..	5.27	E. B.
..	..	36,49,487	842.7	†503.2	2.08	3.21	46,47,711	1,073.2	†640.9	2.65	4.09	E. I.
143.0	0.88	30,15,131	..	*529.0	..	3.26	42,53,650	..	*746.0	..	4.59	G. I. P.
136.9	0.88	9,11,045	..	*596.0	..	3.82	11,91,760	..	*779.6	..	5.00	M. & S. M.
..	..	2,57,171	445.5	†389.6	2.12	3.86	5,36,994	930.3	†813.4	4.43	8.06	N. S.
113.3	0.79	42,47,058	..	*499.0	..	3.49	71,60,777	..	*842.3	..	5.89	N. W.
199.3	1.53	15,98,163	..	*645.0	..	4.94	16,19,309	..	*653.5	..	5.01	S. I.
160.9	1.12	5,83,662	..	*686.3	..	4.78	11,65,389	..	*1,370.3	..	9.53	3' 3 1/2" GAUGE. A. B.
..	..	5,93,070	280.8	†226.4	1.18	4.06	17,08,467	808.8	†652.1	3.41	11.7	B. & N. W.
163.9	1.09	9,87,444	..	*514.7	..	3.42	13,39,000	..	*699.0	..	4.64	B. B. & C. I.
153.0	1.05	12,83,240	..	*655.8	..	4.60	22,30,245	..	*1,139.8	..	7.83	Barma.
168.2	0.98	4,56,884	..	*534.9	..	3.11	8,99,210	..	*1,052.7	..	6.11	E. B.
61.7	0.75	1,54,992	..	*239.9	..	2.90	4,60,829	..	*713.4	..	8.62	Jodhpur.
84.7	0.79	8,15,726	..	*438.0	..	4.10	15,89,507	..	*853.4	..	7.99	M. & S. M.
..	..	2,38,085	360.8	†312.8	2.33	4.31	4,73,863	718.2	†622.6	4.63	8.58	N. S.
..	..	1,25,896	220.6	†185.1	1.18	3.87	2,62,089	459.2	†385.4	2.46	8.06	R. & K.
(b)	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	S. I.
109.6	1.60	2,62,524	..	*439.7	..	6.40	5,04,927	..	*845.8	..	*12.3	2' 6" & 2' 0" GAUGE. B. N.
52.5	0.98	27,498	..	*204.0	..	3.83	1,13,960	..	*846.8	..	15.9	B. B. & C. I.
19.2	0.32	2,770	..	*106.7	..	1.76	16,043	..	*618.0	..	10.2	E. B.
..	..	..	..	..	..	..	22,892	..	*509.0	..	61.7	G. I. P.
(b)	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	N. W.
(b)	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	S. I.

for Narrow gauge.

Broad gauge.

for Metre and Narrow gauges.

TABLE A.—MAINTENANCE (

Railway,	†A. II 1 (b) AND A. II 3.—BRIDGES, TUNNELS AND CONSERVANCY OF RIVERS.					*A. II 1 (d).—SERVICE BUILDINGS, ORDINARY REPAIRS AND MAINTENANCE.			*A. II 1 (f).—RESIDENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENANCE.		
	*A. II 1 (c).—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.					Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expense under Abstract A to G.
	Total amount.	†Per mile of line maintained.	†Per mile of track including sidings.	*Per 100 lineal feet of opening per track.	†Per train mile.						
22	23	24	25	26	27	28	29	30	31	32	33
<b>5' 6" GAUGE.</b>											
Bengal-Nagpur . . . . .	Rs. 2,27,488	..	Rs. *140.7	As. ..	0.42	Rs. 3,20,891	†	0.56	Rs. 6,66,628	†	1.16
Bombay, Baroda and Central India	*1,19,154	..	*90.9	..	0.33	1,57,893	†	0.43	1,37,897	†	0.38
Eastern Bengal . . . . .	*2,17,804	..	*365.4	..	0.77	2,31,600	5.01	0.81	2,31,958	4.72	0.81
East Indian . . . . .	†3,38,008	77.6	†48.3	0.20	0.30	..	..	..	..	..	..
Great Indian Peninsula . . . . .	*1,63,478	..	*73.0	..	0.18	3,62,423	3.00	0.39	5,20,352	5.00	0.56
Madras and Southern Mahratta . . . . .	*71,035	..	*6,326.7	..	0.30	84,799	88.0	0.36	98,307	102.0	0.41
Nizam's State . . . . .	†14,347	24.9	†21.7	0.12	0.22	..	..	..	..	..	..
North Western (a) . . . . .	*3,88,638	..	*87.1	..	0.32	8,34,746	5.05	0.69	7,05,355	3.11	0.58
South Indian (c) . . . . .	*1,29,129	..	*74.3	..	0.40	1,29,756	†	0.40	1,62,303	†	0.50
<b>3' 3½" GAUGE.</b>											
Assam-Bengal . . . . .	*87,746	..	*109.4	..	0.72	1,27,884	†	1.05	1,75,745	†	1.44
Bengal and North Western . . . . .	†1,16,660	55.2	†44.5	0.23	0.80	..	..	..	..	..	..
Bombay, Baroda and Central India	*33,000	..	*30.1	..	0.11	85,000	2.31	0.29	1,23,000	1.78	0.43
Burma . . . . .	*1,44,797	..	*112.2	..	0.51	1,44,711	†	0.50	1,96,638	†	0.69
Eastern Bengal . . . . .	*63,116	..	*118.5	..	0.43	65,722	4.49	0.45	1,31,363	6.25	0.69
Jodhpur . . . . .	*14,789	..	*78.4	..	0.28	14,243	2.10	0.27	32,617	3.37	0.61
Madras and Southern Mahratta . . . . .	*74,776	..	*5,991.7	..	0.38	52,205	90.9	0.26	56,478	98.3	0.28
Nizam's State . . . . .	†10,875	16.5	†14.3	0.11	0.20	..	..	..	..	..	..
Rohilkund and Kameson . . . . .	†51,008	89.5	†75.1	0.48	1.57	..	..	..	..	..	..
South Indian . . . . .	(b)	..	(b)	..	(b)	(b)	(b)	(b)	(b)	(b)	(b)
<b>2' 6" AND 2' 0" GAUGES.—</b>											
Bengal-Nagpur . . . . .	*41,292	..	*96.0	..	1.00	17,788	†	0.43	22,115	†	0.54
Bombay, Baroda and Central India	*4,758	..	†	..	0.66	1,357	†	0.19	1,060	†	0.15
Eastern Bengal . . . . .	*274	..	*60.4	..	0.17	1,462	8.10	0.93	1,789	3.75	1.14
Great Indian Peninsula (Darwha Pusad Railway).	..	..	..	..	..	23	..	0.06	11	..	0.03
North Western . . . . .	(b)	..	(b)	..	(b)	(b)	(b)	(b)	(b)	(b)	(b)
South Indian . . . . .	(b)	..	(b)	..	(b)	(b)	(b)	(b)	(b)	(b)	(b)

\* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

‡ Information not available.



## Class I Railways for the year 1931-32—contd.

## STRUCTURAL WORKS—contd.

*A II 1 (g).—SIGNALS AND INTER-LOOKING—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (b), (c), (h), (s), (j) AND (k).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.		† OTHER STRUCTURAL WORKS. A II 1 (c) TO (g).					Railway.
Total amount.	Per lever.	Percentage of total working expense under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
34	35	36	37	38	39	40	41	42	43	44
Rs.	Rs.		Rs.		Rs.	Rs.	Rs.	As.		
3,14,336	53.3	0.55	5,34,973	0.93	..	..	..	..	..	5' 6" GAUGE.
2,85,100	43.2	0.78	96,312	0.26	..	..	..	..	..	B. N.
4,30,585	84.0	1.61	2,62,975	0.92	..	..	..	..	..	B. B. & C. I.
..	..	..	..	..	24,47,249	585.1	337.5	1.38	2.16	E. B.
4,94,400	39.0	0.53	17,20,286	1.86	..	..	..	..	..	E. I.
1,21,170	18.1	0.51	2,29,187	0.96	..	..	..	..	..	G. I. P.
..	..	..	..	..	1,31,339	227.5	109.0	1.08	1.97	M. & S. M.
6,38,952	41.6	0.53	4,71,339	0.39	..	..	..	..	..	N. S.
1,06,782	15.8	0.33	3,71,676	1.15	..	..	..	..	..	N. W.
..	..	..	..	..	..	..	..	..	..	S. I.
38,425	65.6	0.31	96,592	0.79	..	..	..	..	..	3' 3½" GAUGE.
..	..	..	..	..	4,18,922	198.3	159.9	0.84	2.87	A. B.
1,26,000	5.12	0.44	60,000	0.21	..	..	..	..	..	B. & N. W.
1,74,467	65.4	0.61	1,73,828	0.60	..	..	..	..	..	B. B. & C. I.
4,774	2.93	0.03	2,39,211	1.63	..	..	..	..	..	Burma.
17,986	11.6	0.34	2,941	0.05	..	..	..	..	..	E. B.
87,189	22.6	0.44	1,34,459	0.68	..	..	..	..	..	Jodhpur.
..	..	..	..	..	1,06,586	161.5	140.1	1.04	1.93	M. & S. M.
..	..	..	..	..	61,628	107.8	90.5	0.58	1.90	N. S.
(b)	(b)	(b)	(b)	(b)	..	..	..	..	..	R. & K.
..	..	..	..	..	..	..	..	..	..	S. I.
13,431	1,343.1	0.33	80,322	1.96	..	..	..	..	..	2' 6" & 2' 0" GAUGES
..	..	..	6,272	0.88	..	..	..	..	..	B. N.
154	†	0.10	1,448	0.02	..	..	..	..	..	B. B. & C. I.
6	..	0.02	29	0.08	..	..	..	..	..	E. B.
(b)	(b)	(b)	(b)	(b)	..	..	..	..	..	G. I. P.
(b)	(b)	(b)	(b)	(b)	..	..	..	..	..	N. W.
(b)	(b)	(b)	(b)	(b)	..	..	..	..	..	S. I.

(a) Includes figures for Narrow gauge.

(b) Included in Broad gauge.

(c) Include figures for Metre and Narrow gauges.

TABLE A.—MAINTENANCE OF STRUCTURAL WORKS.

Railway.	† EQUIPMENT A. II-2.					* A. II-1—ALL ITEMS, TOTAL ORDINARY REPAIRS AND MAINTENANCE—EXCLUDING CREDITS.			* A. II 2, SPECIAL REPAIRS AND MAINTENANCE (EXCLUDING CREDITS).		A. II—TOTAL REPAIRS	
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of line maintained.
	45	46	47	48	49	50	51	52	53	54	55	56
<b>5' 6" GAUGE.</b>												
Bengal-Nagpur . . . . .	Rs.	Rs.	Rs.	As.		Rs.	Rs.		Rs.		Rs. (c)	Rs.
Bombay, Baroda and Central India.	..	..	..	..	..	46,24,374	1,771.4	8.08	78,388	0.14	47,02,762	..
Eastern Bengal . . . . .	..	..	..	..	..	25,52,268	1,441.7	6.88	1,67,817	0.46	(c)	..
East Indian . . . . .	1,63,768	37.8	22.6	0.10	0.24	28,43,729	2,138.0	9.98	90,534	0.33	(d)	1,276.2
Great Indian Peninsula . . . . .	..	..	..	..	..	..	..	..	..	..	(c)	..
Madras and Southern Mahratta	..	..	..	..	..	77,81,191	1,365.0	8.40	6,87,303	0.74	84,68,494	..
Nizam's State . . . . .	9,260	16.0	14.0	0.08	0.14	17,97,158	1,175.7	7.54	30,582	0.13	(c)	..
North Western (a) . . . . .	..	..	..	..	..	..	..	..	..	..	(d)	1,237.1
South Indian (e) . . . . .	..	..	..	..	..	90,38,807	1,167.6	8.17	9,60,625	0.81	(c)	..
..	..	..	..	..	..	25,18,955	1,016.5	7.79	6,20,291	1.92	31,39,246	..
<b>3' 3 1/4" GAUGE.</b>												
Assam-Bengal . . . . .	..	..	..	..	..	16,91,780	1,989.2	13.8	53,257	0.44	(c)	..
Bengal and North Western . . . . .	20,257	9.59	7.73	0.04	0.14	..	..	..	..	..	(d)	1,163.4
Bombay, Baroda and Central India.	..	..	..	..	..	17,66,000	920.6	6.12	2,97,000	1.03	18,37,000	..
Burma . . . . .	..	..	..	..	..	30,48,479	1,557.9	10.7	1,30,789	0.46	(c)	..
Eastern Bengal . . . . .	..	..	..	..	..	13,91,224	1,628.6	9.46	1,92,067	1.33	(c)	..
Jodhpur . . . . .	..	..	..	..	..	5,43,405	841.2	10.2	6,627	0.12	(e)	..
Madras and Southern Mahratta	..	..	..	..	..	19,94,614	1,071.0	10.0	53,076	0.27	(c)	..
Nizam's State . . . . .	18,483	28.0	24.3	0.19	0.33	..	..	..	..	..	6,41,624	972.4
Rohilkund and Kumaon. . . . .	4,943	8.66	7.27	0.04	0.15	..	..	..	..	..	(d)	763.1
South Indian . . . . .	..	..	..	..	..	(b)	(b)	(b)	(b)	(b)	(b)	..
<b>2' 6" AND 2' 0" GAUGES.</b>												
Bengal-Nagpur . . . . .	..	..	..	..	..	6,79,855	1,138.8	16.6	428	0.01	(c)	..
Bombay, Baroda and Central India.	..	..	..	..	..	1,27,407	946.8	17.8	2,254	0.31	1,29,661	..
Eastern Bengal . . . . .	..	..	..	..	..	21,170	815.5	13.5	101	0.06	21,204	..
Great Indian Peninsula (Darwha Pusad Railway).	..	..	..	..	..	23,020	512.0	62.0	..	..	(c)	..
North Western . . . . .	..	..	..	..	..	(b)	(b)	(b)	(b)	(b)	(b)	..
South Indian . . . . .	..	..	..	..	..	(b)	(b)	(b)	(b)	(b)	(b)	..

\* According to the revised form introduced from 1931-32.  
† According to the form prior to 1931-32.

(a) Includes figures for Narrow gauge.  
(b) Included in Broad gauge.  
(c) Excluding credits.

## Class I Railways for the year 1931-32—contd.

TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—contd.

TO MAINTENANCE.			†A(IV). TOTAL REPLACEMENT AND RENEWAL.					TOTAL MAINTENANCE OF STRUCTURAL WORKS—LESS VALUE OF STORES RETURNED TO STOCK. ABSTRACT A.					Railway.
†Per mile of track including sidings. *Per equated track mile. 58	†Per train mile. 59	Percentage of total working expenses under Abstracts A to G. 60	APPROPRIATION TO DEPRECIATION FUND.					Total amount. 66	†Per mile of line maintained. 67	†Per mile of track including sidings. *Per equated track mile. 68	†Per train mile. 69	Percentage of total working expenses under Abstracts A to G. 70	
			Total amount. 61	†Per mile of line maintained. 62	†Per mile of track including sidings. *Per equated track mile. 63	†Per train mile. 64	Percentage of total working expenses under Abstracts A to G. 65						
Rs.	As.		Rs.	Rs.	Rs.	As.	Rs.	Rs.	Rs.	As.			
*1,801-5	..	8-22	73,85,763	..	*2,829-2	..	12-9	1,41,71,575	..	*5,428-6	..	24-8	5' 6" GAUGE. B. N.
*1,536-5	..	7-44	18,76,007	..	*1,059-7	..	5-13	58,38,679	..	*3,297-0	..	16-0	B. B. & C. I.
*1,592-3	..	7-43	32,55,959	..	*2,447-9	..	11-4	64,24,377	..	*4,830-0	..	22-6	E. B.
†762-1	3-15	4-87	1,22,03,174	2,817-8	†1,682-7	6-95	10-8	2,09,05,477	4,827-2	†2,882-7	11-0	18-4	E. I.
*1,485-0	..	9-14	6,08,866	..	*107-0	..	0-66	90,77,390	..	*1,592-0	..	9-80	G. I. P.
*1,294-7	..	8-31	17,06,817	..	*1,116-6	..	7-17	45,96,988	..	*3,007-3	..	19-3	M. & S. M.
†1,081-6	5-89	10-7	6,60,637	1,144-5	†1,000-7	5-44	9-91	16,31,855	2,827-1	†2,472-0	13-5	24-5	N. S.
*1,471-8	..	10-3	1,83,91,900	..	*2,160-7	..	15-1	3,28,46,223	..	*3,858-8	..	27-0	N. W.
*1,266-9	..	9-71	33,58,198	..	*1,355-2	..	10-4	68,07,321	..	*2,747-2	..	21-0	S. I.
*2,150-7	..	15-0	786,510	..	*924-8	..	6-43	30,62,736	..	*3,601-1	..	25-1	3' 3½" GAUGE. A. B.
†938-0	4-91	16-8	..	..	..	..	..	30,50,610	1,444-1	†1,164-4	6-09	20-9	B. & N. W.
*957-6	..	6-36	27,15,000	..	*1,415-3	..	9-40	55,40,000	..	*2,887-9	..	19-2	B. B. & C. I.
*1,667-1	..	11-5	30,80,758	..	*1,574-4	..	10-8	75,60,955	..	*3,864-0	..	26-5	Burma.
*1,552-4	..	9-02	18,89,121	..	*2,211-5	..	12-9	36,72,089	..	*4,298-8	..	25-0	E. B.
*839-4	..	10-2	524,595	..	*812-1	..	9-82	11,85,199	..	*1,834-7	..	22-2	Jodhpur.
*1,140-6	..	10-7	19,69,393	..	*1,057-4	..	9-90	49,09,446	..	*2,638-0	..	24-7	M. & S. M.
†843-1	6-27	11-6	5,75,284	871-9	†755-9	5-63	10-4	14,54,993	2,205-2	†1,911-8	14-2	26-4	N. S.
†844-6	4-10	13-5	2,85,495	500-2	†419-8	2-68	8-78	8,27,176	1,449-2	†1,216-2	7-75	25-4	R. & K.
(b)	..	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	S. I.
*1,139-5	..	16-6	3,71,133	..	*621-6	..	9-04	13,13,460	..	*2,200-0	..	32-0	2' 6" AND 2' 0" GAUGES. B. N.
*963-5	..	18-1	36,359	..	*270-2	..	5-07	1,93,518	..	*1,438-0	..	27-0	B. B. & C. I.
*816-8	..	13-5	23,453	..	*903-4	..	14-9	47,427	..	*1,826-9	..	30-2	E. B.
*512-0	..	62-0	..	..	..	..	..	23,020	..	*512-0	..	62-0	G. I. P.
(b)	..	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	N. W.
(b)	..	(b)	(b)	..	(b)	..	(b)	(b)	..	(b)	..	(b)	S. I.

(d) Including credits.

(e) Includes figures for Metre and Narrow gauges.

TABLE B.—MAINTENANCE AND SUPPLIES

Railway.	GENERAL ADMINISTRATION—(B. L.)				LOCOMOTIVES—(a)		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
	72	74	75	76	77	78	79
<b>5' 6" GAUGE.</b>							
Bengal-Nagpur . . . . .	Ra. 14,05,944	Ra. 0·09	Ra. 0·19	As 1·98	2·46	Ra. 17,34,364	Ra. 0·11
Bombay, Baroda and Central India . . . . .	7,37,322	0·10	0·21	1·86	2·01	8,76,860	0·12
Eastern Bengal . . . . .	7,00,279	0·09	0·24	1·90	2·46	5,51,134	0·07
East Indian . . . . .	31,92,805	0·09	0·17	1·82	2·81	34,93,662	0·09
Great Indian Peninsula . . . . .	19,31,486	0·10	0·22	1·88	2·09	19,96,200	0·10
Madras and Southern Mahratta . . . . .	6,15,439	0·08	0·19	1·61	2·58	8,82,280	0·12
Nizam's State . . . . .	1,52,555	0·06	0·15	1·26	2·29	1,71,024	0·07
North Western . . . . .	21,31,591	0·08	0·18	1·59	1·86	37,35,739	0·14
South Indian . . . . .	2,27,642	0·06	0·18	1·09	2·33	2,74,586	0·07
<b>3' 3½" GAUGE.</b>							
Assam Bengal . . . . .	2,99,374	0·07	0·27	1·34	2·45	3,20,315	0·07
Bengal and North Western . . . . .	3,23,779	0·03	0·14	0·65	2·22	**	**
Bombay, Baroda and Central India . . . . .	9,98,622	0·10	0·38	1·59	3·46	8,12,687	0·08
Burma . . . . .	8,25,828	0·09	0·36	1·86	2·90	6,44,494	0·07
Eastern Bengal . . . . .	3,04,530	0·07	0·25	1·37	2·07	2,54,229	0·06
Jodhpur . . . . .	1,32,564	0·06	0·26	1·30	2·48	2,05,944	0·10
Madras and Southern Mahratta . . . . .	4,92,686	0·06	0·24	1·10	2·47	6,88,694	0·08
Nizam's State . . . . .	1,40,049	0·07	0·31	1·37	2·54	1,55,766	0·08
Rohilkund and Kumaon . . . . .	89,967	0·04	0·21	0·84	2·77	*2,20,334	*0·11
South Indian . . . . .	5,65,422	0·06	0·28	1·03	2·56	6,81,798	0·07
<b>2' 6" AND 2' 0" GAUGES.</b>							
Bengal-Nagpur . . . . .	1,31,848	0·06	0·43	1·25	3·21	1,64,574	0·07
Bombay, Baroda and Central India . . . . .	9,284	0·02	0·24	0·36	1·30	48,058	0·11
Eastern Bengal . . . . .	957	0·01	0·17	0·14	0·61	2,859	0·03
Great Indian Peninsula (Darwha Puzad Railway)	..	..	..	..	..	..	..
North Western . . . . .	1,47,883	0·10	0·83	2·03	2·09	2,99,813	0·20
South Indian . . . . .	13,464	0·07	0·69	1·21	3·10	14,578	0·08

† Includes running Repairs and

\* Includes workshop

‡ The figures for A. B., B. and N. W., B. N., B. B. &amp; C. I., Burma, E. B., E. I.,

\*\* Included under workshop repairs.

† Ino luded under running repairs

## Class I Railways for the year 1931-32—contd.

## OF LOCOMOTIVE POWER.

RUNNING REPAIRS—[B. II-1 (a)].			LOCOMOTIVES—(b) WORKSHOP REPAIRS [B II-1 (b)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
80	81	82	83	84	85	86	87	88
Rs.	As.		Rs.	Rs.	Rs.	As.		5' 6" GAUGE.
0.24	2.45	3.03	25,95,895	0.16	0.35	3.66	4.53	B. N.
3.25	2.21	2.40	11,86,017	0.15	0.33	3.00	3.24	B., B. & C. I.
0.19	1.50	1.94	8,57,730	0.12	0.30	2.33	3.01	E. B.
0.18	1.99	3.08	44,86,234	0.12	0.24	2.56	3.95	E. I.
0.23	1.94	2.16	24,95,482	0.13	0.23	2.43	2.69	G. I. P.
0.26	2.30	3.70	14,83,727	0.20	0.45	3.87	6.22	M. & S. M.
0.16	1.41	2.57	2,74,348	0.12	0.27	2.26	4.12	N. S.
0.31	2.79	3.26	44,27,641	0.16	0.37	3.30	3.87	N. W.
0.22	1.32	2.81	4,16,118	0.10	0.34	2.00	4.25	S. I.
								3' 3½" GAUGE.
0.29	1.43	2.62	2,67,651	0.06	0.24	1.20	2.19	A. B.
**	**	**	†14,03,473	†0.14	†0.61	†2.80	†0.61	B. & N. W.
0.31	1.54	2.81	11,46,546	0.11	0.44	2.17	3.97	B., B. & C. I.
0.28	1.45	2.26	7,06,080	0.08	0.30	1.59	2.48	Burma.
0.21	1.14	1.73	3,16,431	0.07	0.27	1.42	2.15	E. B.
0.41	2.02	3.85	2,00,328	0.10	0.40	1.97	3.75	Jodhpur.
0.33	1.55	3.46	8,82,872	0.10	0.43	1.98	4.43	M. & S. M.
0.34	1.52	2.82	2,55,651	0.13	0.66	2.50	4.63	N. S.
*0.55	*2.07	*6.78	†	†	†	†	†	R. & K.
0.34	1.24	3.08	6,75,828	0.07	0.34	1.23	3.06	S. I.
								2' 6" & 2' 0" GAUGES—
0.54	1.56	4.01	2,52,270	0.12	0.84	2.40	6.15	B. N.
1.22	1.88	6.70	19,560	0.05	0.50	0.77	2.73	B., B. & C. I.
0.51	0.41	1.82	22,765	0.20	4.01	3.31	14.5	E. B.
..	..	..	..	..	..	..	..	G. I. P.
1.68	4.12	4.23	1,98,021	0.13	1.11	2.72	2.79	N. W.
0.75	1.31	3.35	22,378	0.12	1.14	2.01	5.14	S. I.

Replacement and Renewal.

Repairs.

Jodhpur and R. &amp; K. Railways exclude, while those of other Railways include, credits on account of value of stores returned to stock.

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Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II. 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
80	90	91	92	93	94	95	96	97
<b>5' 6" GAUGE.</b>								
Bengal-Nagpur . . . . .	Rs. 4,73,610	Rs. 0.03	Rs. 0.06	As. 0.87	0.83	†48,08,635	†0.30	†0.65
Bombay, Baroda and Central India . . . . .	1,68,130	0.02	0.05	0.42	0.46	22,12,447	0.28	0.62
Eastern Bengal . . . . .	2,05,611	0.03	0.07	0.56	0.72	†16,84,020	†0.23	†0.59
East Indian . . . . .	7,48,560	0.02	0.04	0.43	0.66	†87,50,099	†0.24	†0.46
Great Indian Peninsula . . . . .	4,30,702	0.02	0.05	0.43	0.47	†47,70,724	†0.24	†0.54
Madras and Southern Mahratta . . . . .	4,09,416	0.05	0.11	1.07	1.71	27,59,237	0.37	0.84
Nizam's State . . . . .	9,301	0.00	0.01	0.08	0.13	4,55,835	0.19	0.44
North Western . . . . .	7,51,551	0.03	0.06	0.56	0.65	†83,04,737	†0.31	†0.68
South Indian . . . . .	8,942	0.00	0.00	0.04	0.09	6,99,776	0.17	0.56
<b>3' 3½" GAUGE.</b>								
Assam-Bengal . . . . .	1,10,664	0.02	0.10	0.50	0.91	6,78,885	0.15	0.61
Bengal and North-Western . . . . .	66,128	0.00	0.03	0.13	0.45	*14,69,601	*0.14	*0.64
Bombay, Baroda and Central India . . . . .	2,76,377	0.03	0.10	0.52	0.96	22,51,129	0.22	0.85
Burma . . . . .	68,309	0.01	0.03	0.15	0.24	†13,87,067	†0.16	†0.60
Eastern Bengal . . . . .	98,186	0.02	0.08	0.44	0.87	†6,84,244	†0.15	†0.57
Jodhpur . . . . .	11,071	0.00	0.02	0.11	0.21	4,18,988	0.20	0.83
Madras and Southern Mahratta . . . . .	1,70,472	0.02	0.08	0.38	0.85	15,20,394	0.18	0.73
Nizam's State . . . . .	4,745	0.01	0.01	0.05	0.09	4,17,310	0.22	0.91
Rohilkund and Kumaon . . . . .	14,040	0.00	0.03	0.13	0.43	2,34,820	0.11	0.58
South Indian . . . . .	1,26,499	0.01	0.06	0.24	0.58	14,88,676	0.16	0.74
<b>2' 6" AND 2' 0" GAUGES.</b>								
Bengal-Nagpur . . . . .	14,025	0.01	0.05	0.13	0.34	†4,22,859	†0.20	†1.40
Bombay, Baroda and Central India . . . . .	45	0.00	0.00	0.00	0.01	67,561	0.16	1.72
Eastern Bengal . . . . .	112	0.00	0.02	0.02	0.07	†25,736	†0.23	†4.54
Great Indian Peninsula (Darwa Pusad Railway) . . . . .	..	..	..	..	..	..	..	..
North-Western . . . . .	46,415	0.03	0.26	0.63	0.64	†4,99,903	†0.33	†2.60
South Indian . . . . .	171	0.00	0.01	0.01	0.04	37,131	0.20	1.90

\* Includes Replacement

† The figures include

§ The figures for A. B., B. &amp; N. W., B. N., B. B. &amp; C. I., Burma, E. B., E. I., Jodhpur and R. &amp; K. Railways exclude, while

## Class I Railways for the year 1931-32—contd.

POWER—contd.

MAINTENANCE— (B-II.)		RUNNING STAFF—(B. III-1).					FUEL—(B. III-2).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
98	99	100	101	102	103	104	105	106	107	108	109	110
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		
†6-79	†8-40	34,56,520	0-22	0-47	4-88	6-04	41,73,401	0-26	0-57	5-89	7-29	5' 6" GAUG.
5-59	6-05	23,43,370	0-30	0-65	5-93	6-40	44,35,811	0-57	1-28	11-2	12-1	B. N.
†4-58	†5-91	12,68,152	0-16	0-45	3-45	4-44	20,53,827	0-27	0-72	5-59	7-21	B., B. & C. I.
†4-99	†7-71	67,46,588	0-19	0-36	3-85	5-94	89,39,630	0-24	0-47	5-10	7-87	E. B.
†4-63	†5-15	63,57,874	0-33	0-72	6-19	6-86	92,28,988	0-47	1-04	8-96	9-97	E. I.
7-20	11-6	15,23,258	0-19	0-47	3-96	6-39	36,90,830	0-50	1-11	9-64	15-5	G. I. P.
3-76	6-84	3,42,737	0-14	0-34	2-83	5-14	6,15,118	0-25	0-60	5-06	9-24	M. & S. M.
†6-10	†7-25	59,13,745	0-22	0-48	4-40	5-16	1,43,17,684	0-53	1-17	10-7	12-5	N. S.
3-36	7-15	7,92,545	0-20	0-64	3-81	8-09	22,97,921	0-57	1-85	11-0	23-5	N. W.
												S. I.
												3' 3 1/2" GAUG.
3-04	5-55	4,32,544	0-09	0-39	1-94	3-53	14,56,402	0-32	1-31	6-52	11-9	A. B.
*2-93	*10-1	5,79,112	0-06	0-25	1-16	3-97	15,25,715	0-16	0-66	3-04	19-5	B. & N. W.
4-25	7-80	22,00,239	0-22	0-83	4-16	7-62	34,52,617	0-34	1-30	6-52	12-0	B., B. & C. I.
†3-12	†4-87	16,76,505	0-19	0-72	3-78	5-88	35,09,369	0-40	1-53	7-91	12-3	Burma.
†3-08	†4-65	6,16,866	0-14	0-52	2-77	4-20	11,33,175	0-26	0-93	5-10	7-71	E. B.
4-12	7-84	2,03,302	0-09	0-40	2-00	3-81	6,01,696	0-29	1-20	5-92	11-3	Jodhpur.
3-42	7-64	14,63,137	0-16	0-70	3-28	7-30	27,43,656	0-32	1-32	6-16	13-8	M. & S. M.
4-08	7-56	2,73,410	0-14	0-59	2-68	4-95	5,49,038	0-28	1-20	5-37	9-94	N. S.
2-20	7-22	1,25,599	0-06	0-32	1-18	3-86	4,82,482	0-23	1-18	4-52	14-8	R. & K.
2-71	6-73	18,02,952	0-19	0-90	3-29	8-16	31,38,569	0-32	1-56	5-73	14-2	S. I.
												2' 6" & 2' 0" GAUG.
†4-02	†10-3	2,75,824	0-12	0-91	2-62	6-72	4,00,704	0-18	1-33	3-81	9-76	B. N.
2-65	9-42	51,863	0-12	1-32	2-03	7-24	88,851	0-20	2-26	3-48	12-4	B., B. & C. I.
†3-74	†16-4	16,997	0-14	3-00	2-48	10-8	7,616	0-07	1-35	1-10	4-84	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
†6-87	†7-05	4,04,545	0-27	2-26	5-56	5-71	8,85,438	0-59	4-94	12-2	12-5	N. W.
3-33	8-53	39,498	0-21	2-01	3-55	9-07	76,585	0-40	3-92	6-67	17-6	S. I.

and Renewal.

credits for released materials.

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

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 under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
111	112	113	114	115	116	117	118	119
	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
<b>5' 6" GAUGE.</b>								
Bengal-Nagpur . . . . .	5,58,960	0·03	0·07	0·79	0·97	80,70,057	0·50	1·10
Bombay, Baroda and Central India . . . . .	3,72,369	0·05	0·11	9·94	1·02	72,06,523	0·93	2·02
Eastern Bengal . . . . .	1,97,983	0·03	0·07	0·54	0·70	36,26,672	0·48	1·27
East Indian . . . . .	14,33,308	0·04	0·08	0·81	1·26	1,73,08,432	0·47	0·91
Great Indian Peninsula . . . . .	11,25,691	0·05	0·13	1·09	1·21	1,70,16,737	0·87	1·92
Madras and Southern Mahratta . . . . .	2,65,707	0·04	0·08	0·70	1·11	54,00,108	0·73	1·64
Nizam's State . . . . .	1,01,698	0·05	0·10	0·84	1·52	11,73,266	0·49	1·51
North Western . . . . .	14,05,449	0·08	0·12	1·05	1·23	2,16,60,439	0·80	1·78
South Indian . . . . .	1,79,533	0·04	0·15	0·86	1·83	33,89,094	0·84	2·74
<b>3' 3½" GAUGE.</b>								
Assam Bengal . . . . .	1,36,383	0·03	0·12	0·61	1·12	20,08,361	0·44	1·80
Bengal and North Western . . . . .	2,04,473	0·03	0·11	0·53	1·80	28,81,018	0·30	1·23
Bombay, Baroda and Central India . . . . .	3,51,348	0·03	0·13	0·66	1·22	60,00,199	0·59	2·27
Burma . . . . .	4,08,261	0·04	0·18	0·92	1·43	56,36,631	0·64	2·45
Eastern Bengal . . . . .	95,764	0·02	0·08	0·43	0·65	18,53,537	0·42	1·54
Jodhpur . . . . .	1,26,877	0·06	0·25	1·25	2·37	10,40,000	0·50	2·06
Madras and Southern Mahratta . . . . .	3,10,637	0·04	0·15	0·70	1·56	44,48,882	0·52	2·14
Nizam's State . . . . .	1,02,892	0·06	0·21	1·00	1·86	9,47,958	0·49	2·07
Rohilkund and Kumson . . . . .	70,300	0·04	0·16	0·06	2·17	6,84,589	0·33	1·67
South Indian . . . . .	3,25,663	0·03	0·17	0·59	1·47	54,12,027	0·55	2·69
<b>2' 6" AND 2' 0" GAUGES.</b>								
Bengal-Nagpur . . . . .	95,092	0·05	0·32	0·91	2·32	7,86,717	0·35	2·54
Bombay, Baroda and Central India . . . . .	17,202	0·04	0·44	0·68	2·40	1,61,208	0·37	4·11
Eastern Bengal . . . . .	2,780	0·03	0·48	0·40	1·77	27,568	0·24	4·86
Great Indian Peninsula (Darwha Pusad Railway) . . . . .	..	..	..	..	..	..	..	..
North Western . . . . .	1,29,969	0·06	0·56	1·38	1·41	14,05,895	0·93	7·86
South Indian . . . . .	8,692	0·05	0·45	0·78	2·00	1,27,621	0·67	6·53

§ The figures for A. B., B. & N. W., B. N., B. B. & C. I., Burma, E. B. other Railways include credit



## Class I Railways for the year 1931-32—contd.

POWER—contd.

(B. III.)		REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUND B. IV.					TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT B).					Railway.
Per train mile.	Percentage of total working expenses. under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
120	121	122	123	124	125	126	127	128	129	130	131	132
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		
11.4	14.1	7,79,527	0.05	0.11	1.10	1.36	1,50,23,172	0.94	2.04	21.2	26.2	5' 6" GAUGE.
18.2	19.7	5,80,766	0.07	0.16	1.47	1.69	1,07,22,117	1.38	3.01	27.1	29.4	B. N.
9.86	12.7	10,93,609	0.15	0.38	2.98	3.84	70,54,856	0.94	2.46	19.2	24.8	B., B. & C. I.
9.86	15.3	37,63,091	0.10	0.19	2.14	3.31	3,26,33,420	1.89	1.71	18.6	28.8	E. B.
16.6	18.4	30,07,661	0.15	0.34	2.92	3.25	2,67,26,008	1.36	3.02	26.0	28.9	E. I.
14.1	22.7	5,90,891	0.08	0.18	1.54	2.48	93,65,673	1.29	2.85	24.5	39.3	G. I. P.
9.67	17.6	1,48,710	0.06	0.15	1.22	2.23	19,30,396	0.80	1.80	15.9	29.0	M. & S. M.
16.2	18.9	31,59,203	0.12	0.26	2.36	2.76	3,52,68,466	1.31	2.90	26.3	30.8	N. S.
16.3	34.6	1,65,254	0.04	0.13	0.79	1.68	44,81,766	1.11	3.61	21.5	45.8	N. W.
8.99	16.4	83,980	0.02	0.07	0.38	0.68	30,65,930	0.68	2.75	13.7	25.1	S. I.
5.75	19.7	*	*	*	*	*	46,75,918	0.47	2.01	9.33	32.0	3' 3 1/2" GAUGE.
11.3	20.8	4,04,125	0.04	0.15	0.76	1.40	96,31,402	0.95	3.64	18.2	33.3	A. B.
12.7	19.8	7,98,530	0.09	0.35	1.80	2.80	85,93,292	0.97	3.74	19.4	30.2	B. & N. W.
8.33	12.6	5,52,927	0.13	0.46	2.48	3.76	33,83,731	0.77	2.81	15.2	23.0	B., B. & C. I.
10.2	19.5	16,787	0.01	0.03	0.17	0.31	15,96,637	0.76	3.16	15.7	29.9	Burma.
9.99	22.3	8,05,982	0.09	0.39	1.81	4.05	72,67,933	0.85	3.50	16.3	36.5	E. B.
9.27	17.2	85,463	0.04	0.19	0.83	1.55	15,90,780	0.82	3.48	15.6	28.8	Jodhpur.
6.42	21.1	77,060	0.04	0.20	0.73	2.37	10,85,183	0.52	2.66	10.2	33.4	M. & S. M.
9.88	24.5	3,43,333	0.03	0.17	0.63	1.55	78,17,234	0.79	3.89	14.3	35.4	N. S.
7.30	18.7	..	..	..	..	..	13,20,195	0.61	4.37	12.6	32.2	R. & K.
6.32	22.5	29,198	0.07	0.74	1.15	4.07	2,67,251	0.62	6.81	10.5	37.3	S. I.
4.01	17.5	4,443	0.04	0.78	0.65	2.83	58,704	0.52	10.4	8.54	37.4	2' 6" & 2' 0" GAUGE.
..	..	..	..	..	..	..	(a) 8,878	0.39	3.86	0.39	23.9	B. N.
19.3	19.8	2,07,417	0.14	1.16	2.85	2.93	23,28,946	1.45	13.0	29.5	32.5	B., B. & C. I.
11.7	29.3	177	0.00	0.01	0.02	0.04	1,78,393	0.94	9.13	16.0	41.1	E. B.
												G. I. P.
												N. W.
												S. I.

\* Included in the respective heads.

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

(a) Details not available.

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a).	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 137	Total amount.	Per 1,000 vehicle miles.
133	134	135	136		138	139
	Rs.	Rs.	As.		Rs.	Rs.
<b>5' 6" GAUGES.</b>						
Bengal-Nagpur . . . . .	4,80,329	1-50	0-68	0-84	4,21,777	6-31
Bombay, Baroda and Central India . . . . .	2,74,753	1-61	0-60	0-75	3,45,581	5-19
Eastern Bengal . . . . .	3,74,499	2-64	1-02	1-31	1,84,523	2-39
East Indian . . . . .	12,16,666	1-40	0-69	1-07	6,16,897	2-19
Great Indian Peninsula . . . . .	8,16,572	1-78	0-70	0-88	4,46,245	2-41
Madras and Southern Mahratta . . . . .	2,51,153	1-77	0-65	1-05	1,44,397	2-53
Nizam's State . . . . .	63,493	1-51	0-52	0-95	7,432	0-54
North Western . . . . .	10,55,667	1-88	0-79	0-92	5,87,088	2-37
South Indian . . . . .	68,621	1-26	0-33	0-70	31,681	1-06
<b>3' 3½" GAUGES.</b>						
Assam-Bengal . . . . .	1,21,241	1-27	0-54	0-99	38,206	0-89
Bengal and North Western . . . . .	1,20,720	0-61	0-24	0-83	**	**
Bombay, Baroda and Central India . . . . .	4,70,212	2-11	0-89	1-63	1,74,403	1-89
Burma . . . . .	3,18,415	1-77	0-72	1-12	78,421	1-01
Eastern Bengal . . . . .	1,62,280	1-52	0-73	1-10	1,34,200	2-77
Jodhpur . . . . .	1,09,411	2-50	1-08	2-05	22,497	1-25
Madras and Southern Mahratta . . . . .	1,52,541	0-99	0-34	0-77	70,434	1-25
Nizam's State . . . . .	55,668	1-81	0-55	1-01	8,122	0-59
Rohilkund and Kumaon . . . . .	35,304	1-13	0-33	1-09	**	**
South Indian . . . . .	1,95,891	1-13	0-35	0-89	1,08,121	1-10
<b>2' 6" AND 2' 0" GAUGES.</b>						
Bengal-Nagpur . . . . .	43,173	1-22	0-41	1-05	41,704	2-05
Bombay, Baroda and Central India . . . . .	2,567	0-52	0-10	0-36	16,294	4-87
Eastern Bengal . . . . .	990	0-90	0-14	0-63	1,043	1-01
Great Indian Peninsula (Darwha Pusaad Railway) . . . . .	..	..	..	..	..	..
North Western . . . . .	42,938	2-34	0-54	0-60	52,106	6-17
South Indian . . . . .	4,374	1-45	0-39	1-01	4,349	2-01

§ The figures for A. B., B. & N. W., B. N., B. B. & C. I., Burma, E. B., those of other Railways include  
 \*\* Included in workshop

## Class I Railways for the year 1931-32—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-3 (a).]				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G. 141	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 145	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 149	
140		142	143	144		146	147	148		150
As. 0.59	0.74	Rs. 14,23,446	Rs. 17.9	As. 2.01	2.49	Rs. 9,73,539	Rs. 4.47	As. 1.37	1.70	5' 6" GAUGE— B. N.
0.87	0.94	11,56,064	17.3	2.82	3.16	4,90,160	4.69	1.24	1.34	B., B. & C. I.
0.50	0.65	4,92,954	6.39	1.34	1.73	1,76,623	2.74	0.48	0.63	E. B.
0.35	0.54	31,15,965	11.1	1.78	2.75	21,64,665	3.67	1.23	1.91	E. I.
0.38	0.48	22,12,556	12.0	1.90	2.39	12,00,687	4.36	1.03	1.29	G. I. P.
0.38	0.61	6,64,467	11.6	1.74	2.78	2,05,296	2.43	0.54	0.86	M. & S. M.
0.08	0.11	1,47,975	10.7	1.22	2.22	1,08,463	3.83	0.90	1.63	N. S.
0.44	0.51	23,91,210	9.65	1.78	2.09	15,39,060	4.89	1.15	1.34	N. W.
0.15	0.32	1,78,040	5.97	0.86	1.82	18,963	0.77	0.09	0.20	S. I.
0.17	0.31	3,32,881	7.80	1.49	2.72	68,487	1.30	0.31	0.56	3' 6" GAUGE— A. B.
**	**	*5,38,745	*5.50	*1.08	*3.69	**	**	**	**	B. & N. W.
0.33	0.61	8,88,052	9.62	1.68	3.07	2,42,619	1.85	0.46	0.84	B., B. & C. I.
0.18	0.27	4,27,066	5.48	0.96	1.50	1,43,742	1.41	0.32	0.50	Burma.
0.60	0.91	4,28,621	8.83	1.93	2.92	91,671	1.58	0.41	0.62	E. B.
0.22	0.42	1,85,446	10.3	1.82	3.47	34,574	1.35	0.34	0.65	Jodhpur.
0.16	0.35	4,78,309	8.49	1.07	2.43	1,44,626	1.48	0.33	0.73	M. & S. M.
0.08	0.15	1,65,297	12.0	1.62	3.00	23,648	1.39	0.23	0.43	N. S.
**	**	†1,20,100	†8.09	†1.13	†3.70	**	**	**	**	R. & K.
0.20	0.49	5,06,861	5.14	0.92	2.29	47,548	0.63	0.09	0.22	S. I.
0.40	1.02	1,50,806	7.43	1.44	3.67	40,823	2.73	0.39	0.99	2' 6" & 2' 0" GAUGES— B. N.
0.64	2.27	5,058	1.51	0.20	0.70	25,966	15.9	1.02	3.62	B., B. & C. I.
0.15	0.66	3,310	3.21	0.48	2.11	1,097	16.5	0.16	0.70	E. B.
..	..	..	..	..	..	..	..	..	..	G. I. P.
0.66	0.73	79,981	9.48	1.01	1.12	79,342	8.04	1.01	1.11	N. W.
0.38	1.00	186	0.08	0.02	0.04	1,122	1.34	0.10	0.26	S. I.

\* Includes Running Repairs and Replacement and Renewal.

† Includes Running Repairs.

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

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GOODS VEHICLES—(b) WORKSHOP REPAIRS— [C. II-3 (b)].							EQUIPMENT		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under ab- stracts A. to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.			
								152	153	154
151										
<b>5' 6" GAUGE.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>As.</b>		<b>Rs.</b>	<b>Rs.</b>	<b>As.</b>			
Bengal-Nagpur . . . . .	15,72,801	6-54	2-22	2-75	1,38,336	0-43	0-18			
Bombay, Baroda and Central India . . . . .	6,40,966	6-13	1-62	1-75	74,800	0-43	0-20			
Eastern Bengal . . . . .	4,14,708	6-42	1-13	1-46	91,871	0-64	0-25			
East Indian . . . . .	24,52,424	4-16	1-40	2-16	3,92,911	0-45	0-22			
Great Indian Peninsula . . . . .	10,04,989	3-65	0-86	1-08	2,92,329	0-63	0-26			
Madras and Southern Mahratta . . . . .	4,25,530	5-03	1-11	1-79	72,352	0-52	0-19			
Nizam's State . . . . .	2,83,618	9-31	2-17	3-96	2,929	0-07	0-02			
North Western . . . . .	15,74,511	5-00	1-18	1-38	2,86,904	0-51	0-21			
South Indian . . . . .	44,028	1-80	0-21	0-45	3,098	0-06	0-02			
<b>3' 3 1/4" GAUGE.</b>										
Assam-Bengal . . . . .	2,62,257	5-00	1-17	2-15	6,197	0-07	0-03			
Bengal and North Western . . . . .	*4,75,475	*4-69	*0-95	*3-26	32,556	0-16	0-06			
Bombay, Baroda and Central India . . . . .	3,67,727	2-81	0-69	1-27	1,19,005	0-54	0-22			
Burma . . . . .	6,86,520	6-73	1-55	2-41	79,335	0-44	0-18			
Eastern Bengal . . . . .	2,47,586	4-26	1-11	1-68	16,242	0-15	0-07			
Jodhpur . . . . .	1,43,480	5-59	1-41	2-69	10,322	0-24	0-10			
Madras and Southern Mahratta . . . . .	3,28,246	3-35	0-74	1-65	28,727	0-19	0-06			
Nizam's State . . . . .	96,171	5-67	0-94	1-74	1,809	0-05	0-01			
Roilkund and Kumaon . . . . .	†69,615	†4-23	†0-65	†2-14	4,654	0-15	0-04			
South Indian . . . . .	2,06,749	2-76	0-37	0-93	42,976	0-25	0-08			
<b>3' 6" AND 2' 0" GAUGES.</b>										
Bengal-Nagpur . . . . .	76,932	5-14	0-73	1-87	1,417	0-04	0-01			
Bombay, Baroda and Central India . . . . .	1,200	0-74	0-05	0-17	..	..	..			
Eastern Bengal . . . . .	448	6-73	0-07	0-28	4	0-01	0-00			
Great Indian Peninsula (Darwha Pussad Railway) . . . . .	..	..	..	..	..	..	..			
North Western . . . . .	38,684	3-92	0-49	0-54	10,071	0-55	0-13			
South Indian . . . . .	-691	-0-83	-0-06	-0-16	71	0-02	0-01			

\* Includes Running Repairs and Replacement and Renewal.

† Includes Running Repairs

‡ The figures for A. B., B. &amp; N. W., B. N., B. B. &amp; C. I., Burma, E. B., of other Railways include credits on account

## Class I Railways for the year 1931-32—contd.

## AND WAGON STOCK—contd.

(C. II-5). Percentage of total working expenses under abstracts A to G.	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C. II).				OPERATING EXPENSES—(C. III).				Railway.
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
159	160	161	162	163	164	165	166	167	168
	Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge—
0.23	†46,09,692	†14.4	†6.50	†8.05	7,40,996	2.32	1.05	1.29	B. N.
0.20	25,68,386	15.0	6.49	7.02	4,34,552	2.54	1.10	1.19	B., B. & C. I.
0.32	†13,12,658	†9.26	†3.57	†4.61	3,42,294	2.42	0.93	1.20	E. B.
0.35	†82,14,353	†9.43	†4.68	†7.24	16,41,940	1.88	0.93	1.45	E. I.
0.32	†52,17,705	†11.3	†4.48	†5.63	19,02,708	4.13	1.63	2.06	G. I. P.
0.30	15,32,541	10.8	4.00	6.43	2,05,523	1.45	0.54	0.86	M. & S. M.
0.04	5,33,476	12.7	4.40	8.01	95,049	2.25	0.79	1.43	N. S.
0.25	†61,07,629	†10.9	†4.55	†5.33	27,33,125	4.86	2.04	2.29	N. W.
0.03	2,76,266	5.10	1.33	2.82	1,54,487	2.84	0.75	1.58	S. I.
									3' 3½" Gauge.
0.05	7,05,856	7.42	3.16	5.77	1,08,035	1.13	0.49	0.88	A. B.
0.22	†10,47,999	†5.26	†2.09	†7.18	1,20,087	0.60	0.24	0.82	B. & N. W.
0.42	18,44,430	8.27	3.48	6.39	3,74,529	1.68	0.71	1.30	B., B. & C. I.
0.28	†13,94,188	†7.75	†3.14	†4.89	2,01,159	1.12	0.45	0.71	Burma.
0.11	†0,29,521	†8.71	†4.18	†6.32	4,11,229	3.86	1.85	2.80	E. B.
0.19	3,98,981	9.12	3.92	7.47	1,76,950	4.04	1.74	3.31	Jodhpur.
0.15	10,32,306	6.70	2.32	5.18	1,55,806	1.01	0.35	0.78	M. & S. M.
0.02	2,97,425	9.69	2.91	5.39	50,190	1.64	0.49	0.91	N. S.
0.14	1,94,985	6.23	1.83	6.00	39,515	1.26	0.37	1.21	R. & K.
0.19	9,19,806	5.30	1.67	4.16	3,06,515	2.10	0.66	1.56	S. I.
									2' 6" & 2' 0" Gauge.
0.04	†3,07,745	†8.73	†2.93	†7.50	72,410	2.05	0.69	1.76	B. N.
..	48,055	9.66	1.89	6.70	17,305	3.48	0.88	2.41	B., B. & C. I.
0.00	†5,902	†5.37	†0.86	†3.75	3,137	2.85	0.46	2.00	E. B.
..	..	..	..	..	..	..	..	..	G. I. P.
0.14	†2,60,716	†14.2	†3.30	†3.64	1,56,582	8.55	1.98	2.19	N. W.
0.02	5,038	1.67	0.45	1.16	8,232	2.74	0.76	1.89	S. I.

†The figures include credits for released materials.

E. I., Jodhpur and R. &amp; K. Railways exclude, while those of value of stores returned to stock.

H59CRAccts.

TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK—concl'd.

Railway.	REPLACEMENT AND RENEWAL				TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT C.)			
	TOTAL.	APPROPRIATION TO DEPRECIATION FUND		C-IV.				
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
169	170	171	172	173	174	175	176	177
<b>5' 6" GAUGE.</b>								
Bengal-Nagpur . . . . .	33,79,618	10.6	4.77	5.91	91,85,167	28.7	13.0	16.1
Bombay, Baroda and Central India . . . . .	4,39,870	2.57	1.11	1.20	36,90,557	21.5	9.32	10.1
Eastern Bengal . . . . .	16,86,560	11.9	4.59	5.92	37,08,595	26.2	10.1	13.0
East Indian . . . . .	73,36,175	8.43	4.18	6.46	1,80,70,342	20.8	10.3	15.9
Great Indian Peninsula . . . . .	47,18,053	10.3	4.05	5.09	1,26,55,038	27.5	10.9	13.7
Madras and Southern Mahratta . . . . .	5,92,553	4.18	1.55	2.49	25,81,770	18.2	6.74	10.8
Nizam's State . . . . .	2,50,230	5.94	2.08	3.75	9,42,248	22.4	7.77	14.1
North Western . . . . .	56,29,793	10.0	4.20	4.92	1,55,26,214	27.6	11.6	13.6
South Indian . . . . .	1,58,096	2.93	0.76	1.62	6,58,370	12.1	3.16	6.72
<b>3' 3½" GAUGE.</b>								
Assam-Bengal . . . . .	36,429	0.85	0.16	0.30	9,67,793	10.2	4.33	7.91
Bengal and North-Western . . . . .	*	*	*	*	12,88,815	6.47	2.57	8.83
Bombay, Baroda and Central India . . . . .	8,00,219	3.59	1.51	2.77	34,11,892	16.3	6.44	11.6
Burma . . . . .	13,40,830	7.48	3.02	4.71	32,48,354	18.1	7.31	11.4
Eastern Bengal . . . . .	8,86,284	8.31	3.98	6.03	23,86,918	22.4	10.7	16.2
Jodhpur . . . . .	1,03,816	2.37	1.02	1.84	7,85,285	18.0	7.72	14.7
Madras and Southern Mahratta . . . . .	6,24,187	4.05	1.40	3.14	19,64,840	12.7	4.41	9.87
Nizam's State . . . . .	1,87,432	6.10	1.83	3.39	5,90,715	19.2	5.78	10.7
Rohilkund and Kumaon . . . . .	21,477	0.68	0.20	0.66	2,91,275	9.30	2.73	8.96
South Indian . . . . .	2,45,218	1.41	0.45	1.11	17,27,430	10.0	3.13	7.81
<b>2' 6" AND 2' 0" GAUGES.</b>								
Bengal-Nagpur . . . . .	27,310	0.78	0.26	0.67	4,50,042	12.8	4.28	11.0*
Bombay, Baroda and Central India . . . . .	1,506	0.92	0.05	0.21	69,433	14.0	2.72	9.68
Eastern Bengal . . . . .	11,746	10.7	1.71	7.47	21,769	19.8	3.17	13.9
Great Indian Peninsula (Darwha Pusad Railway) . . . . .	..	..	..	..	(a)765	3.31	0.03	2.06
North Western . . . . .	2,16,087	11.7	2.73	3.60	6,75,323	36.8	8.55	9.43
South Indian . . . . .	—66	—0.02	—0.01	—0.02	17,578	5.85	1.58	4.04

\* Included in the respective heads.

§ The figures for A. B., B. &amp; N. W., B. N., B. B. &amp; C. I., Burma, E.B. those of other Railways include those of other Railways included.

(a) Details not available

## Class I Railways for the year 1931-32—contd.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT.

GENERAL ADMINISTRATION—(E. I.)			STATION STAFF—E. III. 1 (b).			TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (c & d).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
178	179	180	181	182	183	184	185	186	187
									5' 6" GAUGE.
Rs.	As.		Rs.	As.		Rs.	As.		
12,95,786	1-83	2-26	40,54,925	5-72	7-08	13,27,973	1-88	2-32	B. N.
7,84,700	1-98	2-15	42,64,443	10-8	11-7	6,87,335	1-74	1-88	B. B. & C. I.
6,20,295	1-69	2-18	33,35,874	9-07	11-7	6,12,695	1-66	2-15	E. B.
26,34,527	1-50	2-32	1,05,08,320	5-99	9-26	30,88,526	1-76	2-72	E. I.
18,58,715	1-37	2-01	56,69,369	4-17	6-12	22,79,473	1-67	2-47	G. I. P.
3,72,815	0-97	1-57	18,24,894	4-76	7-66	4,43,001	1-16	1-85	M. & S. M.
1,63,832	1-35	2-46	3,77,694	3-11	5-67	1,20,640	1-00	1-81	N. S.
20,22,497	1-51	1-77	1,12,78,422	8-41	9-85	22,37,011	1-67	1-95	N. W.
1,46,276	0-70	1-49	5,58,865	2-68	5-71	2,01,733	0-97	2-06	S. I.
									3' 3½" GAUGE.
3,10,825	1-39	2-54	11,29,093	5-05	9-23	2,19,965	0-98	1-80	A. N.
4,89,632	0-98	3-35	14,43,530	2-88	9-89	3,81,024	0-76	2-61	B. & N. W.
5,70,936	1-08	1-98	24,78,996	4-68	8-59	6,89,944	1-30	2-30	B. B. & C. I.
6,72,578	1-51	2-36	23,47,914	5-29	8-24	5,21,802	1-17	1-83	Burma.
5,26,930	2-37	3-58	13,08,976	5-89	8-91	2,74,300	1-23	1-87	E. B.
1,25,908	1-24	2-35	3,10,008	3-05	5-80	93,560	0-92	1-75	Jodhpur.
3,40,720	0-76	1-71	14,81,632	3-33	7-45	4,39,340	0-99	2-20	M. & S. M.
1,39,921	1-37	2-54	3,79,914	3-71	6-88	1,06,323	1-04	1-92	N. S.
99,123	0-93	3-05	2,76,419	2-60	8-50	51,216	0-48	1-57	R. & K.
4,24,143	0-77	1-92	17,60,860	3-20	7-96	5,06,896	0-92	2-30	S. I.
									2' 6" & 2' 0" GAUGES.
73,103	0-70	1-78	2,82,165	2-68	6-87	1,13,218	1-08	2-76	B. N.
5,131	0-20	0-72	56,591	2-22	7-89	8,920	0-34	1-24	B. B. & C. I.
919	0-13	0-59	21,973	3-20	14-0	358	0-05	0-23	E. B.
..	..	..	..	..	..	..	..	..	G. I. P.
1,59,064	2-02	2-22	4,23,490	5-37	5-92	1,59,355	2-02	2-23	N. W.
13,325	1-20	3-06	21,683	1-95	4-99	10,275	0-92	2-37	S. I.

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

Railway.	TABLE E.—EXPENSES OF					
	OTHER STAFF.—E. III. 1 (a & c).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
188	189	190	191	192	193	194
<b>5' 6" GAUGE.</b>						
	Rs.	As.		Rs.	As.	
Bengal-Nagpur . . . . .	3,65,733	0-51	0-64	6,80,847	0-96	1-19
Bombay, Baroda and Central India . . . . .	4,06,033	1-02	1-11	2,35,983	0-59	0-65
Eastern Bengal . . . . .	4,92,971	1-34	1-73	3,68,534	1-00	1-29
East Indian . . . . .	13,23,208	0-75	1-16	18,63,090	1-06	1-64
Great Indian Peninsula . . . . .	8,52,581	0-63	0-92	12,07,044	0-89	1-30
Madras and Southern Mahratta . . . . .	1,31,576	0-35	0-54	4,53,384	1-18	1-89
Nizam's State . . . . .	40,515	0-33	0-61	63,856	0-53	0-96
North Western . . . . .	4,40,276	0-33	0-39	10,60,576	0-79	0-93
South Indian . . . . .	93,874	0-45	0-96	1,75,692	0-84	1-80
<b>3' 3½" GAUGE.</b>						
Assam-Bengal . . . . .	1,42,346	0-64	1-17	1,86,430	0-83	1-52
Bengal and North-Western . . . . .	..	..	..	3,62,756	0-73	2-49
Bombay, Baroda and Central India . . . . .	3,58,023	0-68	1-24	1,54,567	0-29	0-54
Burma . . . . .	2,65,328	0-60	0-93	3,79,820	0-85	1-33
Eastern Bengal . . . . .	38,389	0-17	0-26	75,110	0-34	0-51
Jodhpur . . . . .	40,044	0-39	0-75	1,08,989	1-07	2-04
Madras and Southern Mahratta . . . . .	1,26,532	0-29	0-63	3,87,623	0-87	1-95
Nizam's State . . . . .	39,188	0-38	0-71	69,084	0-67	1-25
Rohilkund and Kumaon . . . . .	21,654	0-20	0-67	81,491	0-77	2-51
South Indian . . . . .	2,49,094	0-45	1-12	4,75,796	0-87	2-16
<b>2' 6" AND 2' 0" GAUGES.</b>						
Bengal-Nagpur . . . . .	13,701	0-13	0-33	27,624	0-26	0-68
Bombay, Baroda and Central India . . . . .	2,877	0-11	0-40	2,671	0-11	0-37
Eastern Bengal . . . . .	..	..	..	24	0-00	0-02
Great Indian Peninsula (Darwha Pusaad Railway) . . . . .	..	..	..	..	..	..
North Western . . . . .	41,507	0-53	0-58	85,002	1-08	1-18
South Indian . . . . .	7,225	0-65	1-66	5,374	0-48	1-23

§The figures for A. B., B. and N. W., B. N., B. B., and C. I., Burma, E. B. those of other Railways include



## Class I Railways for the year 1931-32—contd.

## TRAFFIC DEPARTMENT—contd.

CLOTHING—(E.III.4.)			STATIONERY FORMS AND TICKETS—(E.III.5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.III.10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
195	196	197	198	199	200	201	202	203	204
Rs.	As.		Rs.	As.		Rs.	As.		
1,12,125	0·16	0·20	2,09,018	0·29	0·36	11,894	0·02	0·02	B. N.
61,218	0·16	0·17	1,49,390	0·38	0·41	26,336	0·07	0·07	B. B. & C. I.
17,220	0·05	0·06	1,83,184	0·50	0·64	25,115	0·07	0·09	E. B.
1,68,535	0·10	0·15	4,29,216	0·25	0·38	90,624	0·05	0·08	E. I.
1,14,811	0·08	0·12	3,56,016	0·26	0·38	1,11,645	0·08	0·12	G. I. P.
26,422	0·07	0·11	1,30,587	0·34	0·55	30,510	0·08	0·13	M. & S. M.
16,987	0·14	0·25	41,523	0·34	0·62	6,229	0·05	0·09	N. S.
2,83,059	0·21	0·25	5,96,383	0·44	0·53	62,262	0·05	0·06	N. W.
8,849	0·04	0·09	81,679	0·39	0·83	5,116	0·03	0·05	S. I.
									3' 3½" GAUGE.
12,180	0·04	0·10	61,566	0·28	0·50	10,303	0·05	0·08	A. B.
32,037	0·06	0·22	1,06,692	0·21	0·73	25,291	0·05	0·17	B. & N. W.
40,806	0·08	0·14	97,044	0·18	0·34	20,476	0·04	0·07	B. B. & C. I.
35,051	0·08	0·12	1,40,514	0·32	0·49	11,947	0·03	0·04	Burma.
30,644	0·14	0·21	96,248	0·43	0·65	21,896	0·10	0·15	E. B.
11,066	0·11	0·21	27,740	0·27	0·52	1,737	0·02	0·03	Jodhpur.
31,881	0·07	0·16	1,49,835	0·33	0·75	21,047	0·05	0·11	M. & S. M.
17,098	0·17	0·31	36,914	0·36	0·67	5,749	0·06	0·10	N. S.
6,752	0·08	0·20	28,231	0·27	0·87	4,574	0·04	0·14	R. & K.
32,735	0·06	0·15	1,95,711	0·36	0·88	8,601	0·02	0·04	S. I.
									2' 0" & 2' 0" GAUGES.
4,577	0·04	0·11	3,800	0·04	0·09	—16	—0·00	—0·00	B. N.
1,089	0·04	0·15	8,887	0·35	1·24	98	0·00	0·01	B. B. & C. I.
38	0·01	0·02	225	0·03	0·14	2	0·00	0·00	E. B.
..	..	..	..	..	..	..	..	..	G. I. P.
28,026	0·35	0·39	36,263	0·46	0·51	3,638	0·05	0·05	N. W.
407	0·04	0·09	6,486	0·58	1·49	16	0·00	0·00	S. I.

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

Railway.	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT— <i>concl.</i>					
	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT —LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT E.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
206	207	208	209	210	211	
<b>5' 6" GAUGE.</b>						
Bengal-Nagpur . . . . .	77,55,280	10.9	13.6	90,79,134	12.8	15.9
Bombay, Baroda and Central India . . . . .	61,73,986	15.6	16.9	70,10,317	17.7	19.2
Eastern Bengal . . . . .	50,28,294	13.7	17.7	57,34,006	15.6	20.1
East Indian . . . . .	2,05,72,041	11.7	18.1	2,34,26,578	13.3	20.6
Great Indian Peninsula . . . . .	1,16,09,834	8.54	12.5	1,36,12,315	10.0	14.7
Madras and Southern Mahratta . . . . .	30,95,268	8.06	13.0	34,85,839	9.10	14.6
Nizam's State . . . . .	8,52,675	7.03	12.8	10,20,376	8.41	15.3
North Western . . . . .	1,54,80,577	11.5	13.5	1,76,39,318	13.1	15.4
South Indian . . . . .	11,02,353	5.29	11.3	12,57,344	6.03	12.8
<b>3' 3½" GAUGE.</b>						
Assam-Bengal . . . . .	23,26,948	10.4	19.0	26,45,788	11.8	21.6
Bengal and North-Western . . . . .	24,28,181	4.85	16.6	23,92,522	5.77	19.8
Bombay, Baroda and Central India . . . . .	41,19,529	7.78	14.3	47,24,622	8.92	16.4
Burma . . . . .	38,90,672	8.69	13.6	44,07,506	10.1	15.8
Eastern Bengal . . . . .	19,99,535	8.99	13.6	25,67,813	11.5	17.5
Jodhpur . . . . .	7,11,509	6.99	13.3	8,55,695	8.41	16.0
Madras and Southern Mahratta . . . . .	27,77,996	6.24	14.0	31,37,313	7.04	15.8
Nizam's State . . . . .	7,09,204	6.94	12.8	8,52,783	8.34	15.4
Rohilkund and Kumaon . . . . .	3,55,054	3.33	10.9	4,65,071	4.37	14.3
South Indian . . . . .	32,93,600	5.99	14.9	37,36,517	6.79	16.9
<b>2' 6" AND 2' 0" GAUGES.</b>						
Bengal Nagpur . . . . .	4,80,372	4.57	11.7	5,56,897	5.30	13.6
Bombay, Baroda and Central India . . . . .	1,13,481	4.45	15.8	1,19,411	4.68	16.7
Eastern Bengal . . . . .	22,620	3.29	14.4	23,701	3.45	15.1
Great Indian Peninsula (Darwa Pusad Railway) . . . . .	..	..	..	(a)4,454	0.19	12.0
North Western . . . . .	8,15,494	10.3	11.4	9,82,914	12.4	13.7
South Indian . . . . .	51,593	4.63	11.9	65,360	5.87	15.0

§The figures for A. B., B. & N. W., B. N., B. B. & C. I., Burma, E. B. while those of other Railways include

(a) Details are not available.

## Class I Railways for the year 1931-32—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

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).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
212	213	214	215	216	217	218	219	220	221	222	223	224
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		
2,87,948	0·40	0·50	4,10,231	0·58	0·72	9,70,400	1·37	1·70	4,87,973	0·69	0·85	5' 6" GAUGE.
1,88,942	0·47	0·52	3,04,098	0·77	0·83	7,20,513	1·82	1·97	4,18,375	1·06	1·14	B. N.
..	..	..	3,49,521	0·95	1·23	6,79,627	1·85	2·38	3,55,160	0·97	1·25	B. B. & C. J.
..	..	..	7,69,070	0·43	0·67	24,39,725	1·39	2·16	11,68,348	0·66	1·02	E. B.
..	..	..	4,80,210	0·35	0·52	16,16,585	1·19	1·75	8,15,954	0·60	0·88	E. I.
1,82,921	0·47	0·77	1,90,681	0·50	0·80	4,16,310	1·08	1·75	1,96,702	0·52	0·83	G. I. P.
94,184	0·77	1·41	1,03,354	0·85	1·55	1,67,954	1·39	2·52	84,742	0·70	1·27	M. & S. M.
8,900	0·01	0·01	9,48,131	0·69	0·84	22,93,021	1·75	2·00	12,64,711	0·03	1·12	N. S.
92,239	0·44	0·95	75,977	0·36	0·78	2,27,519	1·09	2·32	1,13,640	0·55	1·16	N. W.
1,74,464	0·79	1·42	1,29,118	0·58	1·06	2,75,820	1·23	2·26	92,353	0·41	0·75	S. I.
2,47,348	0·49	1·69	1,17,744	0·23	0·81	4,29,614	0·86	2·94	75,233	0·15	0·52	3' 3½" GAUGE.
2,66,227	0·50	0·92	2,36,599	0·45	0·82	5,60,197	1·06	1·94	2,95,994	0·56	1·03	A. B.
..	..	..	3,24,268	0·73	1·14	4,34,215	0·98	1·53	1,74,720	0·39	0·61	B. & N. W.
..	..	..	1,76,705	0·79	1·20	3,43,595	1·54	2·34	79,579	0·36	0·54	B. B. & C. I.
53,169	0·52	1·00	75,328	0·74	1·41	1,61,636	1·59	3·02	82,298	0·81	1·54	Burma.
2,21,363	0·50	1·11	1,52,854	0·34	0·77	3,08,083	0·69	1·55	1,28,658	0·29	0·65	E. B.
82,746	0·81	1·50	91,627	0·90	1·66	1,48,886	1·45	2·70	74,684	0·73	1·35	E. B.
71,004	0·67	2·18	46,558	0·44	1·43	1,24,771	1·17	3·84	18,304	0·17	0·56	Jodhpur.
2,32,815	0·39	1·05	1,74,161	0·29	0·79	5,36,390	0·90	2·43	2,67,745	0·45	1·21	M. & S. M.
98,026	0·94	2·39	19,173	0·18	0·47	42,294	0·40	1·03	23,367	0·22	0·57	N. S.
5,796	0·23	0·81	5,751	0·22	0·80	15,346	0·60	2·14	1,283	0·06	0·18	N. S.
..	..	..	800	0·12	0·51	1,554	0·23	0·99	312	0·05	0·20	R. & K.
..	..	..	..	..	..	..	..	..	..	..	..	S. I.
119	0·60	0·00	12,876	0·15	0·18	31,298	0·42	0·46	17,175	0·23	0·26	2' 6" & 2' 0" GAUGE.
8,691	0·78	2·00	1,368	0·12	0·31	6,586	0·59	1·51	2,039	0·26	0·68	B. N.

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

TABLE F.—EXPENSES OF

Railway.	MEDICAL DEPARTMENT— [F. L. 5 (c).]			TELEGRAPH—[F. L. 5 (f)].			POLICE—[F. L. 5 (g).]			
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
	225	226	227	228	229	230	231	232	233	234
		Rs.	As.		Rs.	As.		Rs.	As.	
<b>5' 6" GAUGE.</b>										
Bengal-Nagpur . . . . .	4,10,180		0-58	0-72	7,92,016	1-12	1-38	4,59,345	0-65	0-80
Bombay, Baroda and Central India . . . . .	2,51,989		0-64	0-69	3,49,409	0-88	0-96	4,80,271	1-21	1-31
Eastern Bengal . . . . .	2,54,234		0-69	0-89	1,88,153	0-51	0-68	2,78,497	0-76	0-98
East Indian . . . . .	6,49,994		0-37	0-57	10,11,520	0-57	0-90	9,71,209	0-56	0-85
Great Indian Peninsula . . . . .	6,11,802		0-45	0-66	8,10,630	0-61	0-87	4,21,138	0-31	0-45
Madras and Southern Mahratta . . . . .	1,68,119		0-44	0-70	3,37,311	0-88	1-42	2,80,955	0-73	1-18
Nizam's State . . . . .	58,869		0-49	0-88	87,626	0-72	1-32	89,329	0-74	1-34
North Western . . . . .	6,05,288		0-45	0-52	8,05,739	0-60	0-70	10,13,353	0-76	0-88
South Indian . . . . .	58,027		0-28	0-59	82,306	0-40	0-84	96,564	0-46	0-99
<b>3' 3 1/4" GAUGE.</b>										
Assam-Bengal . . . . .	1,60,045		0-72	1-31	89,614	0-40	0-73	1,25,481	0-56	1-03
Bengal and North-Western . . . . .	1,28,378		0-26	0-87	1,79,038	0-36	1-23	1,17,754	0-24	0-81
Bombay, Baroda and Central India . . . . .	2,49,371		0-47	0-87	3,43,489	0-65	1-19	4,22,156	0-80	1-46
Burma . . . . .	2,77,431		0-63	0-97	3,79,553	0-85	1-33	83,067	0-19	0-29
Eastern Bengal . . . . .	87,088		0-39	0-59	67,836	0-31	0-46	37,363	0-17	0-25
Jodhpur . . . . .	18,955		0-19	0-35	59,738	0-59	1-12	23,806	0-23	0-44
Madras and Southern Mahratta . . . . .	1,35,985		0-30	0-68	3,46,208	0-78	1-74	2,19,229	0-50	1-10
Nizam's State . . . . .	55,908		0-55	1-01	88,718	0-87	1-61	98,550	0-96	1-78
Rohilkund and Kumaon . . . . .	24,763		0-23	0-76	34,758	0-33	1-07	36,313	0-34	1-12
South Indian . . . . .	1,57,102		0-27	0-71	2,33,214	0-39	1-05	2,68,277	0-45	1-21
<b>2' 6" AND 2' 0" GAUGES.</b>										
Bengal-Nagpur . . . . .	43,329		0-41	1-05	59,758	0-57	1-46	28,383	0-27	0-69
Bombay, Baroda and Central India . . . . .	763		0-03	0-11	2,313	0-09	0-32	11,467	0-45	1-60
Eastern Bengal . . . . .	89		0-01	0-05	..	..	..	..	..	..
Great Indian Peninsula (Darvha Pusad Rly.) . . . . .	..		..	..	..	..	..	..	..	..
North Western . . . . .	32,398		0-42	0-45	24,626	0-31	0-34	65,540	0-83	0-91
South Indian . . . . .	2,971		0-27	0-68	4,742	0-43	1-08	10,307	0-93	2-37

§ The figures for A. B., B. & N. W., B. N., B. B. C. I., Burma, E. B. those of other Railways include credits

## Class I Railways for the year 1931-32—contd.

## GENERAL DEPARTMENT—concl'd.

TOTAL GENERAL ADMINISTRATION—F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			REPLACEMENT AND RENEWAL F. IV			TOTAL EXPENSES OF GENERAL DEPARTMENT—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT F.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
235	236	237	238	239	240	241	242	243	244	245	246	247
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		
49,26,380	5-68	7-03	5,56,815	0-78	0-97	..	..	..	45,81,958	6-46	8-00	5' 6" GAUGE. B. N.
28,19,201	7-12	7-71	9,196	0-02	0-02	..	..	..	28,28,397	7-14	7-73	B. B. & C. I.
21,86,714	5-95	7-67	2,72,228	0-74	0-96	..	..	..	24,54,099	6-68	8-61	E. B.
72,05,563	4-10	6-35	15,74,247	10-90	11-38	2,04,140	0-12	0-18	89,82,529	5-12	7-91	E. I.
49,76,946	3-67	5-37	9,84,789	0-72	1-06	1,82,072	0-13	0-20	61,43,867	4-52	6-63	G. I. P.
18,91,633	4-94	7-94	2,02,455	0-53	0-85	65,912	0-17	0-28	21,60,000	5-64	9-07	M. & S. M.
7,01,736	5-79	10-5	1,00,059	0-82	1-50	..	..	..	8,01,795	6-61	12-0	N. S.
78,35,301	5-85	6-84	7,67,094	0-57	0-67	..	..	..	86,02,393	6-42	7-51	N. W.
7,79,469	3-74	7-96	71,362	0-34	0-73	446	0-00	0-06	8,51,277	4-08	8-69	S. I.
10,58,421	4-74	8-65	76,741	0-34	0-63	8,893	0-04	0-07	11,44,030	5-12	9-35	3' 3 1/2" GAUGE. A. B.
13,36,540	2-67	9-15	2,42,245	0-48	1-66	..	..	..	16,78,344	3-34	11-5	B. & N. W.
24,67,719	4-66	8-55	3,645	0-01	0-01	..	..	..	24,71,364	4-67	8-56	B. B. & C. I.
17,09,652	3-85	6-00	2,23,005	0-50	0-78	..	..	..	19,32,213	4-35	6-78	Burma.
8,26,837	3-72	5-62	1,39,031	0-62	0-95	..	..	..	9,65,868	4-34	6-57	E. B.
4,88,364	4-80	9-14	89,164	0-88	1-67	..	..	..	5,76,693	5-67	10-8	Jodhpur.
15,87,821	3-57	7-98	2,78,311	0-62	1-49	8,828	0-02	0-04	18,74,960	4-21	9-42	M. & S. M.
6,55,149	6-41	11-9	81,982	0-80	1-49	..	..	..	7,37,131	7-21	13-4	N. S.
3,72,414	3-50	11-5	33,350	0-31	1-03	..	..	..	4,05,764	3-81	12-5	R. & K.
19,79,388	3-32	8-95	2,44,234	0-41	1-10	..	..	..	22,23,622	3-73	10-1	S. I.
3,14,330	2-99	7-66	48,927	0-47	1-19	..	..	..	3,63,187	3-46	8-85	2' 6" & 2' 0" GAUGES. B. N.
44,919	1-76	6-26	..	..	..	..	..	..	44,919	1-76	6-26	B. B. & C. I.
2,906	0-43	1-85	1,190	0-17	0-76	..	..	..	4,096	0-60	2-61	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
2,04,226	2-59	2-85	84,557	1-07	1-18	..	..	..	2,68,783	3-66	4-03	N. W.
40,192	3-61	9-24	5,685	0-51	1-31	..	..	..	45,877	4-12	10-6	S. I.

† The figures include credits for released materials.

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

## 30.—§ Analysis of operating expenses of Class I Railways for the year 1931-32—contd.

Railway†	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES—LESS VALUE OF STORES RETURNED TO STOCK— (TOTAL ABSTRACT G.).		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.
248	249	250	251	252	253	254
<b>5' 6" GAUGE.</b>						
Bengal-Nagpur . . . . .	Rs 38,77,422	As. 5.47	6.78	Rs. 45,26,950	As. 6.39	7.91
Bombay, Baroda and Central India . . . . .	29,59,294	7.47	8.09	29,84,292	7.53	8.16
Eastern Bengal . . . . .	25,53,660	6.94	8.97	27,73,546	7.54	9.74
East Indian . . . . .	83,29,465	4.74	7.34	94,10,927	5.36	8.29
Great Indian Peninsula . . . . .	54,28,861	3.99	5.86	58,10,840	4.27	6.27
Madras and Southern Mahratta . . . . .	17,13,347	4.47	7.19	19,79,350	5.17	8.31
Nizam's State . . . . .	3,21,735	2.65	4.83	3,37,229	2.78	5.06
North Western . . . . .	66,84,003	4.98	5.84	72,44,067	5.40	6.33
South Indian . . . . .	6,10,655	2.93	6.24	6,83,739	3.28	6.99
<b>3' 3½" GAUGE.</b>						
Assam-Bengal . . . . .	6,67,272	2.90	5.46	7,23,454	3.24	5.92
Bengal and North Western . . . . .	6,36,360	1.27	4.36	6,36,360	1.27	4.36
Bombay, Baroda and Central India . . . . .	20,79,943	3.93	7.20	21,00,012	3.97	7.27
Burma . . . . .	19,77,506	4.45	6.94	23,04,682	5.19	8.09
Eastern Bengal . . . . .	9,37,238	4.21	6.37	10,14,878	4.56	6.90
Jodhpur . . . . .	2,52,687	2.48	4.73	3,43,411	3.37	6.43
Madras and Southern Mahratta . . . . .	11,23,563	2.53	5.65	12,71,619	2.86	6.39
Nizam's State . . . . .	2,81,674	2.75	5.10	2,95,965	2.89	5.36
Rohilkund and Kumaon . . . . .	1,47,254	1.38	4.53	1,52,274	1.43	4.68
South Indian . . . . .	16,19,715	2.72	7.32	14,93,615	2.50	6.75
<b>2' 6" AND 2' 0" GAUGES.</b>						
Bengal-Nagpur . . . . .	1,00,757	0.96	2.45	1,01,140	0.96	2.46
Bombay, Baroda and Central India . . . . .	14,931	0.59	2.08	14,931	0.59	2.08
Eastern Bengal . . . . .	1,445	0.21	0.92	1,475	0.21	0.94
Great Indian Peninsula (Darwaha Pusad Railway) . . . . .	..	..	..	..	..	..
North Western . . . . .	2,16,814	2.74	3.03	2,23,866	2.84	3.13
South Indian . . . . .	18,501	1.67	4.27	18,692	1.68	4.30

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

## 30.—§ Analysis of operating expenses of Class I Railways for the year 1931-32—concl'd.

## TABLES A. TO G.

## Summary.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Fund.		Total.	Total—less value of stores returned to stock (Abstracts A to G).
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.		
255	256	257	258	259	260	261	262	263	264	265
<b>5' 6" GAUGE.</b>	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
Bengal-Nagpur . . .	1,32,71,521	23·2	1,48,50,583	26·0	1,76,21,045	30·8	1,15,98,011	20·3	5,73,41,160	5,72,40,604
Bombay, Baroda and Central India.	91,09,404	24·9	88,38,101	24·1	1,58,74,032	43·4	30,93,709	8·52	3,69,15,246	3,65,77,982
Eastern Bengal . . .	74,85,956	26·3	56,95,029	20·0	92,17,346	32·4	60,91,237	21·4	2,84,89,568	2,81,47,479
East Indian . . .	2,62,39,936	23·1	2,43,48,185	21·5	4,06,78,829	35·8	2,35,18,740	20·7	11,47,85,690	11,35,34,935
Great Indian Peninsula	1,84,50,453	19·9	1,88,68,689	20·4	3,58,65,411	38·7	1,94,37,543	21·0	9,26,22,096	9,26,22,096
Madras and Southern Mahratta.	56,61,793	23·8	62,05,563	26·0	89,97,664	37·8	29,56,169	12·4	2,38,21,189	2,38,21,189
Nizam's State . . .	16,60,322	24·9	18,04,791	27·1	21,31,235	32·0	10,67,621	16·0	66,63,869	66,63,869
North Western . . .	2,35,36,981	20·5	2,48,11,165	21·7	4,04,34,202	35·3	2,57,39,453	22·5	11,45,21,891	11,45,21,801
South Indian . . .	21,72,390	22·2	16,66,854	17·0	47,19,017	48·2	12,31,816	12·6	97,90,107	97,90,107
<b>3' 3½" GAUGE.</b>										
Assam Bengal . . .	32,13,125	26·3	32,66,994	26·7	48,12,744	39·4	9,44,844	7·73	1,22,37,707	1,22,22,957
Bengal and North-Western.	35,19,810	24·0	47,82,025	32·6	56,67,144	38·6	7,24,664	4·93	1,46,03,643	1,46,03,084
Bombay, Baroda and Central India.	76,61,817	26·5	71,88,586	24·9	1,06,50,668	36·9	39,20,516	13·6	2,94,21,587	2,84,69,81
Burma . . .	68,22,267	23·9	(a)	(a)	1,64,30,490	57·6	52,64,110	18·5	2,85,16,867	2,84,84,555
Eastern Bengal . . .	32,68,239	22·2	32,98,673	22·4	46,77,024	31·8	34,64,152	23·6	1,47,08,093	1,45,84,922
Jodhpur . . .	12,73,333	23·8	14,87,073	27·8	20,19,293	37·8	6,44,996	12·1	54,24,695	53,42,920
Madras and Southern Mahratta.	44,29,527	22·3	44,82,320	22·5	75,79,645	38·1	34,98,341	17·1	1,98,99,833	1,98,99,833
Nizam's State . . .	15,10,546	27·4	14,39,609	26·1	17,16,440	31·1	8,55,772	15·5	55,22,367	55,22,367
Rohilkund and Kumaon	8,69,958	26·8	16,76,602	28·1	10,84,203	33·3	2,20,636	11·8	32,51,399	32,26,743
South Indian . . .	58,83,208	26·6	44,23,387	20·0	93,99,698	42·5	24,09,468	10·9	2,21,15,761	2,21,15,761
<b>2' 6" &amp; 2' 0" GAUGES.</b>										
Bengal-Nagpur . . .	9,25,735	22·6	14,63,315	35·7	13,19,916	32·2	3,98,452	9·71	41,07,418	41,04,921
Bombay, Baroda and Central India.	1,04,330	14·6	2,55,243	35·6	2,92,098	40·7	67,063	9·35	7,18,734	7,16,959
Eastern Bengal . . .	9,987	6·35	54,084	34·4	53,355	33·9	39,764	25·3	1,57,172	1,57,172
Great Indian Peninsula (Darwha Pusad Rly.)	..	..	..	..	..	..	..	..	(c) 37,117	37,117
North-Western . . .	11,36,424	15·9	16,46,917	23·0	24,69,025	34·5	19,04,647	26·6	71,57,013	71,57,013
South Indian . . .	1,35,342	31·1	99,018	22·8	1,87,577	43·1	13,035	3·01	4,35,922	4,35,922

§ The figures for A. B., B. & N. W., B. N., B. E. & C. I. Burma; E. B., E. I., Jodhpur, and R. & K. Railways exclude while those of other Railways include credits on account of value of stores returned to stock. (a) Included under operating expenses. (b) Includes ordinary repairs and maintenance. (c) Details not available.

31.—Statement of Oil Consumption on Class I Railways during the years 1930-31 and 1931-32.

Railway.	Year.	Lubricating oil used on Engines.*				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles. (in terms of 4 wheelers)
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
<b>5' 6" GAUGE.</b>							
Bengal Nagpur . . . . .	{ 1930-31 1931-32	407,375 367,384	498,223 483,323	6.60 6.56	6.60 7.31	702,493 590,243	1.96 1.79
Bombay, Baroda and Central India . . . . .	{ 1930-31 1931-32	406,974 375,027	155,433 136,132	7.79 8.10	7.16 7.07	324,430 307,966	1.64 1.75
Eastern Bengal . . . . .	{ 1930-31 1931-32	433,648 414,599	109,872 83,728	8.69 8.72	7.43 7.28	214,292 233,335	1.36 1.63
East Indian . . . . .	{ 1930-31 1931-32	1,550,167 1,464,705	1,328,218 1,078,479	8.77 8.67	9.32 8.79	1,718,494 1,459,892	1.72 1.62
Great Indian Peninsula . . . . .	{ 1930-31 1931-32	1,344,249 971,973	820,274 718,617	9.74 7.98	10.5 10.3	778,641 654,990	1.49 1.39
Madras and Southern Mahratta . . . . .	{ 1930-31 1931-32	430,963 425,551	216,878 209,285	9.49 9.63	10.8 10.7	291,258 274,548	1.88 1.88
Nizam's State . . . . .	{ 1930-31 1931-32	97,972 102,293	76,456 67,819	7.72 8.05	9.46 8.68	††58,449 63,258	1.29 1.46
North Western . . . . .	{ 1930-31 1931-32	1,510,198 1,337,830	991,314 781,799	8.44 8.47	11.6 11.2	1,252,699 1,131,211	1.87 1.95
South Indian . . . . .	{ 1930-31 1931-32	237,324 247,106	75,903 60,418	9.17 9.29	9.21 9.24	63,786 56,036	1.07 1.00
Total . . . . .	{ 1930-31 1931-32	6,431,170 5,700,468	4,272,571 3,628,600	8.66 8.37	9.39 9.21	††5,404,543 4,771,479	1.71 1.67
<b>3' 3½" GAUGE.</b>							
Assam Bengal . . . . .	{ 1930-31 1931-32	200,335 174,614	33,759 38,143	5.96 5.78	6.68 6.14	142,895 146,172	1.43 1.52
Bengal and North Western . . . . .	{ 1930-31 1931-32	347,037 309,282	112,894 102,320	5.51 4.98	5.88 5.23	240,350 217,132	1.22 1.03
Bombay, Baroda and Central India . . . . .	{ 1930-31 1931-32	411,142 341,083	219,319 156,946	6.28 5.77	6.00 5.53	414,463 366,439	1.54 1.60
Burma . . . . .	{ 1930-31 1931-32	362,468 323,675	255,691 189,802	6.61 6.42	10.2 10.1	208,328 185,162	0.98 1.02
Eastern Bengal . . . . .	{ 1930-31 1931-32	185,114 167,322	65,467 51,190	6.34 6.55	6.94 5.69	137,681 134,339	1.18 1.23
Jodhpur . . . . .	{ 1930-31 1931-32	88,671 86,561	16,341 12,286	5.84 5.88	4.83 5.00	48,654 49,980	0.91 1.11
Madras and Southern Mahratta . . . . .	{ 1930-31 1931-32	333,732 328,609	241,982 214,470	6.72 6.86	7.47 7.87	166,859 175,788	0.94 1.08
Nizam's State . . . . .	{ 1930-31 1931-32	101,423 89,737	46,895 35,681	7.42 7.06	9.46 8.74	55,869 32,678	1.57 1.03
Rohilkund and Kumaon . . . . .	{ 1930-31 1931-32	72,718 63,412	13,366 10,317	4.36 3.97	4.54 4.80	67,258 54,224	1.79 1.64
South Indian . . . . .	{ 1930-31 1931-32	370,991 388,000	125,499 95,246	5.65 5.72	5.95 5.60	258,900 269,778	1.34 1.47
Total . . . . .	{ 1930-31 1931-32	2,473,631 2,270,295	1,131,213 906,401	6.08 5.88	7.00 6.71	1,741,257 1,621,692	1.25 1.27

\*Excluding shunting, siding and departmental.  
†† Revised Figures.



31.—Statement of Oil Consumption on Class I Railways during the years 1930-31 and 1931-32—concl'd.

Railway.	Year.	Lubricating oil used on engines.*	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1.	2.	3.	4.
2' 6" AND 2' 0" GAUGES.			
Bengal Nagpur . . . . .	1930-31	102,532	4.29
	1931-32	90,296	4.17
Bombay, Baroda and Central India . . . . .	1930-31	24,638	5.70
	1931-32	25,369	5.70
Eastern Bengal . . . . .	1930-31	7,744	6.54
	1931-32	7,220	6.39
Great Indian Peninsula . . . . .	1930-31	43,590	5.90
	1931-32	‡44,715	‡9.18
North Western . . . . .	1930-31	179,799	10.1
	1931-32	144,019	8.98
South Indian . . . . .	1930-31	†8,828	4.67
	1931-32	8,769	4.64
Total . . . . .	1930-31	‡367,131	6.89
	1931-32	320,348	7.18

\* Includes Departmental figures.

† Revised figures.

‡ Include figures for Darwha Pusad Railway.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1930-31 and 1931-32.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Physical Statistics.</i>				
1. Sections electrified .. .. .		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch); (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan (local and through); (4) Kalyan to Poona and Igatpuri.	Madras Beach to Tambaram.
2. Date of first opening for public service .. .. .		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3-01. Route mileage .. .. .	1931 .. .. .	21-25	181-70	§
	1932 .. .. .	21-25	181-70	18-14
3-02. Track mileage (excluding sidings) .. .. .	1931 .. .. .	62-54	425-90	§
	1932 .. .. .	62-54	425-90	36-28
4. Mileage open for electric service on 31st March.	1931 .. .. .	21-25	181-70	§
	1932 .. .. .	21-25	181-70	18-14
5. No. of sub-power stations on 31st March .. .. .	1931 .. .. .	3	15	§
	1932 .. .. .	3	15	3
6. No. of electric railway stations on 31st March	1931 .. .. .	21	60	§
	1932 .. .. .	21	60	14
7. Mileage of transmission cable on 31st March .. .. .	1931 .. .. .	†58	376-12	§
	1932 .. .. .	†58	376-12	†65-06
<i>Holding Stock.</i>				
8. Average authorized stock (in units)—				
8-01. Motor coaches .. .. .	1930-31 .. .. .	40	53	§
	1931-32 .. .. .	40	53	17
8-02. Trailer coaches .. .. .	1930-31 .. .. .	120	153	§
	1931-32 .. .. .	120	153	34
9. Average number on line (in units)—				
9-01. Motor coaches .. .. .	1930-31 .. .. .	40	53	§
	1931-32 .. .. .	40	53	17
9-02. Trailer coaches .. .. .	1930-31 .. .. .	120	153	§
	1931-32 .. .. .	120	153	34
9-03. Train units* .. .. .	1930-31 .. .. .	40	51	§
	1931-32 .. .. .	40	51	17
10. Average number under or awaiting repairs (in units)—				
10-01. Motor coaches .. .. .	1930-31 .. .. .	3	9	§
	1931-32 .. .. .	2	8	Nd
10-02. Percentage of item 9-01 .. .. .	1930-31 .. .. .	6-67	17-0	§
	1931-32 .. .. .	4-58	15-1	0-29
10-03. Trailer coaches .. .. .	1930-31 .. .. .	8	23	§
	1931-32 .. .. .	6	20	Nd.
10-04. Percentage of item 9-02 .. .. .	1930-31 .. .. .	6-67	15-0	§
	1931-32 .. .. .	4-58	3-1	0-29

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

† Overhead 26½ miles and underground 31½ miles.

‡ Overhead 43-16 miles and underground 21-9 miles.

§ As the line was first opened for traffic on 11th May 1931 there are no figures for 1930-31.

32.—Statement of Electric Multiple Units Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1930-31, and 1931-32—contd.

Particulars. 1	Year. 2	Results.		
		Bombay, Baroda and Central India Railway. 3	Great Indian Peninsula Railway. 4	South Indian Railway. 5
<i>Rolling Stock—contd.</i>				
11. Average number available for use (in units)—				
11-01. Motor coaches .. ..	1930-31 ..	37	44	†
	1931-32 ..	38	45	17
11-02. Trailer coaches .. ..	1930-31 ..	112	130	†
	1931-32 ..	115	133	34
12. Average number in use daily (in units)—				
12-01. Motor coaches .. ..	1930-31 ..	35	39	†
	1931-32 ..	35	38	12
12-02. Trailer coaches .. ..	1930-31 ..	104	117	†
	1931-32 ..	104	114	25
12-03. Train units* .. ..	1930-31 ..	35	39	†
	1931-32 ..	35	38	12
13. Average number spare or stored in good repair (in units)—				
13-01. Motor coaches .. ..	1930-31 ..	3	5	†
	1931-32 ..	4	7	5
13-02. Trailer coaches .. ..	1930-31 ..	8	13	†
	1931-32 ..	11	19	9
<i>Operating Statistics.</i>				
14. Train miles—Passenger—				
14-01. Total unit traffic trains .. ..	1930-31 ..	198,626	1,159,981	†
	1931-32 ..	234,265	947,048	22,938
14-02. Total two unit traffic trains .. ..	1930-31 ..	938,269	1,127,316	†
	1931-32 ..	859,920	1,059,206	332,745
14-02(a). Total three unit traffic trains .. ..	1930-31 ..	Nil.	Nil.	†
	1931-32 ..	Nil.	Nil.	5,712
14-03. Total traffic trains .. ..	1930-31 ..	2,075,164	3,414,613	†
	1931-32 ..	1,954,105	3,065,640	705,501
14-04. Other trains .. ..	1930-31 ..	44,907	86	†
	1931-32 ..	40,161	4,743	4,579
15. Hours—				
15-01. Traffic trains .. ..	1930-31 ..	104,605	104,859	†
	1931-32 ..	98,264	137,133	37,486
15-02. Other .. ..	1930-31 ..	3,556	31,181	†
	1931-32 ..	3,032	27,688	274
15-03. Total .. ..	1930-31 ..	108,161	136,043	†
	1931-32 ..	101,296	164,821	37,760
16. Vehicle miles (in units)—				
16-01. Passenger trains .. ..	1930-31 ..	8,300,656	13,658,452	†
	1931-32 ..	7,816,420	12,262,560	2,117,358
16-02. Other trains .. ..	1930-31 ..	179,626	3,544	†
	1931-32 ..	160,644	18,972	12,192

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

† As the line was first opened for traffic on 11th May 1931, there are no figures for 1930-31.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1930-31 and 1931-32—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—contd.</i>				
17. Train usage—				
17-01. Train unit miles per day per train unit in use.	1930-31 ..	168	240	*
	1931-32 ..	157	221	174
17-02. Train unit miles per day per train unit on line.	1930-31 ..	144	184	*
	1931-32 ..	136	165	127
18. Train usage—				
18-01. Train unit hours per day per train unit in use.	1930-31 ..	8-57	9-56	*
	1931-32 ..	8-00	11-9	9-28
18-02. Train unit hours per day per train unit on line.	1930-31 ..	7-34	7-31	*
	1931-32 ..	6-92	8-88	6-80
19. Vehicle usage—				
19-01. Motor coach miles per day per motor coach on line (in units).	1930-31 ..	145	184	*
	1931-32 ..	136	165	128
19-02. Trailer coach miles per day per trailer coach unit on line.	1930-31 ..	145	184	*
	1931-32 ..	136	165	128
20. Motor coach failures—				
20-01. Number .. .. .	1930-31 ..	1	97	*
	1931-32 ..	1	82	13
20-02. Motor coach miles per motor coach failure (in units).	1930-31 ..	318,619	36,211	*
	1931-32 ..	284,895	37,444	54,608
21. Power supply failures—				
21-01. Failures originating at source of supply	1930-31 ..	Nd	Nd	*
	1931-32 ..	Nd	Nd	19
21-02. Failures originating at sub-station	1930-31 ..	Nd	3	*
	1931-32 ..	Nd	Nd	42
21-03. Failures on account of overhead track equipment.	1930-31 ..	1	21	*
	1931-32 ..	Nd	11	97
22. Number of passengers carried—				
22-01. First Class .. .. .	1930-31 ..	80,799	33,864	*
	1931-32 ..	38,554	19,514	4,636
22-02. Second Class .. .. .	1930-31 ..	2,391,109	1,147,444	*
	1931-32 ..	1,694,412	792,367	75,675
22-03. Third Class .. .. .	1930-31 ..	29,049,703	29,811,504	*
	1931-32 ..	30,682,890	27,853,104	3,239,163
22-04. Total .. .. .	1930-31 ..	31,521,611	30,992,812	*
	1931-32 ..	32,415,856	28,664,985	3,319,478

\* As the line was first opened for traffic on 11th May 1931, there are no figures for 1930-31.

Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1930-31, and 1931-32—concl'd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—concl'd.</i>				
23. Passenger miles—				
23-01. First Class .. .. .	1930-31 ..	719,227	312,322	*
	1931-32 ..	320,910	164,741	52,594
23-02. Second Class .. .. .	1930-31 ..	18,414,852	8,290,014	*
	1931-32 ..	12,084,261	5,715,877	655,830
23-03. Third Class .. .. .	1930-31 ..	210,856,519	230,208,264	*
	1931-32 ..	220,317,976	200,455,974	37,431,680
23-04. Total .. .. .	1930-31 ..	229,990,598	233,810,600	*
	1931-32 ..	232,723,147	206,336,592	28,140,104
24. Earnings from passengers carried—				
24-01. First Class .. .. .	1930-31 ..	26,462	14,968	*
	1931-32 ..	15,315	10,139	1,294
24-02. Second Class .. .. .	1930-31 ..	3,37,213	1,60,808	*
	1931-32 ..	2,76,943	1,35,348	18,558
24-03. Third Class .. .. .	1930-31 ..	23,24,462	23,77,995	*
	1931-32 ..	26,19,679	24,22,518	403,809
24-04. Total .. .. .	1930-31 ..	26,88,137	25,53,831	*
	1931-32 ..	29,11,937	25,68,005	426,719
25. Earnings from, and cost of electric train working—				
25-01. Earnings per passenger mile. Pies	1930-31 ..	2-24	2-05	*
	1931-32 ..	2-40	2-39	2-91
25-02. Cost per passenger mile. Pies	1930-31 ..	1-80	3-29	*
	1931-32 ..	1-95	3-35	2-02
25-03. Earnings per train mile. Rs.	1930-31 ..	1-29	0-75	*
	1931-32 ..	1-49	0-84	0-90
25-04. Cost per train mile. Rs.	1930-31 ..	1-02	1-20	*
	1931-32 ..	1-18	1-17	0-42
26. Gross ton miles (including Departmental)	1930-31 ..	449,127,062	625,080,145	*
	1931-32 ..	418,524,404	555,181,776	52,928,816
27. Power used—				
27-01. Total power for traction and train lighting kilo-watt hours.	1930-31 ..	31,864,426	43,736,970	*
	1931-32 ..	28,986,194	37,713,378	4,336,230
27-02. Kilo-watt hours per train unit mile	1930-31 ..	15-2	13-1	*
	1931-32 ..	14-5	12-6	6-11
27-03. Kilo-watt hours per 1,000 gross ton miles	1930-31 ..	70-9	72-1	*
	1931-32 ..	69-3	70-0	81-9
28. Lubricating oil used for all purposes (including Departmental)—				
28-01. Total pints .. .. .	1930-31 ..	68,332	144,905	*
	1931-32 ..	49,865	165,967	9,932
28-02. Pints per 1,000 vehicle miles	1930-31 ..	8-06	10-6	*
	1931-32 ..	6-25	13-5	4-67

\*As the line was first opened for traffic on 11th May 1931, there are no figures for 1930-31.

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1930-31 and 1931-32.

## (i) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles. (in thousands.)	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
<b>5' 6" GAUGE.</b>								
Bengal-Nagpur . . . . .	1930-31	2	2	14	*18.9	Nil	Nil	24.7
	1931-32	2	2	10	14.3	Nil	Nil	23.3
Eastern Bengal . . . . .	1930-31	1	1	8	21.8	1	7,959.0	42.3
	1931-32	1	1	..	0.13	Nil	Nil	11.9
East Indian . . . . .	1930-31	3	3	46	41.7	4	11,414.0	11.8
	1931-32	3	3	41	37.6	3	13,752.0	15.8
Great Indian Peninsula . . . . .	1930-31	4	4	28	19.0	Nil	Nil	32.6
	1931-32	4	3	45	41.0	Nil	Nil	23.0
North-Western . . . . .	1930-31	5	4	77	52.8	4	19,298.0	14.5
	1931-32	4	5	89	47.1	11	8,090.6	17.0
Total	1930-31	16	14	173	33.9	9	19,222.0	18.8
	1931-32	14	14	185	38.2	14	13,214.3	18.5
<b>3' 3½" GAUGE.</b>								
Bombay, Baroda & Central India	1930-31	3	3	116	106.0	Nil	Nil	17.0
	1931-32	3	3	76	70.0	Nil	Nil	16.4
Eastern Bengal . . . . .	1930-31	2	2	27	37.4	Nil	Nil	17.0
	1931-32	2	2	..	12.6	1	9,185.0	25.5
Nizam's State . . . . .	1930-31	2	2	48	66.0	1	*48,070.0	12.3
	1931-32	2	2	28	39.0	2	14,210.0	12.1
Total	1930-31	7	7	191	74.8	1	1,91,000.0	15.8
	1931-32	7	7	113	44.5	3	37,983.0	16.1
<b>2' 6" AND 2' 0" GAUGES.</b>								
Bengal Nagpur . . . . .	1930-31	3	3	25	22.9	Nil	Nil	18.7
	1931-32	3	3	28	23.4	1	25,712.0	20.7

## (ii) Rail Motor Performance.

Railway.	Year.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
<b>5' 6" GAUGE.</b>								
North-Western . . . . .	1930-31	2	2	3	4.67	Nil	Nil	10.1
	1931-32	2	2	2	2.08	Nil	Nil	10.8
<b>3' 3½" GAUGE.</b>								
South Indian . . . . .	1930-31	4	4	44	29.8	3	14,500	13.7
	1931-32	4	4	35	23.7	2	17,386	14.6
<b>2' 6" GAUGE.</b>								
North-Western . . . . .	1930-31	9	9	103	31.4	2	51,647	19.8
	1931-32	10	10	98	26.9	4	24,609	18.2

\* Revised figures.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1932.

Railway.	Loco- motives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). <sup>‡</sup>							GOODS WAGONS <sup>‡</sup> (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES. <sup>‡</sup>	
					Passenger vehicles.					Other coach- ing vehic- les.	Total.	Cover- ed and open wag- ons.	Special wag- ons.	Total.	Coach- ing (in- clud- ing offi- cers' carri- ages).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).
					Seats by classes.				Num- ber.							
					1st.	2nd.	Inter.	Third.		6	7	8	9	10	11	12
<b>CLASS II RAILWAYS.</b>																
<i>3' 3½" Gauge.</i>																
Bengal Dooms	19	..	..	..	58	122	90	349	2,643	8	66	450	..	450	3	10
Bhavnagar State	31	1	..	..	125	165	369	..	5,065	39	164	723	9	732	10	12
Bikaner State	55	..	..	..	130	186	246	361	6,144	34	164	1,214	..	1,214	10	56
Dibru-Sadiya	32	..	..	..	46	167	128	107	2,521	20	66	1,483	119	1,602	8	4
Gondal	23	..	..	..	89	142	339	..	2,885	23	112	421	..	421	4	31
Jamnagar and Dwarka	23	1	..	..	55	89	178	..	1,877	18	73	621	5	626	4	4
Junagad State	20	..	..	..	112	122	369	..	2,335	8	120	304	13	317	7	16
Morvi	21	1	..	..	92	146	280	..	2,678	25	117	252	..	252	..	2
Mysore	32	..	..	..	143	139	262	295	5,241	26	169	512	..	512	20	30
Total	256	3	..	..	850	1,278	2,261	1,112	31,389	201	1,051	5,980	146	6,126	68	165
<i>2' 6" Gauge.</i>																
Barsi Light	35	1	2	..	119	104	278	..	4,971	1	120	275	3	278	1	14
Gaekwar's Baroda State	40	2	1	..	306	102	174	54	6,415	†7	313	1,268	26	1,294	13	21
Mysore	13	..	..	..	27	30	54	..	1,186	..	27	82	..	82	2	6
Shahdara (Delhi) Saha- ranpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	225	4	229	4	1
Total	98	3	3	..	501	248	542	138	13,849	9	510	1,850	33	1,883	20	42
<i>2' 0" Gauge.</i>																
Darjeeling-Himalayan	35	2	..	..	110	234	266	..	2,221	26	136	545	..	545	..	..
Howrah-Amta Light	19	..	..	..	129	88	..	324	2,696	14	143	82	..	82	2	1
Mysore	6	..	..	..	7	..	16	..	180	..	7	47	..	47	..	1
Total	60	2	..	..	246	322	282	324	5,087	40	286	674	..	674	2	2
<b>CLASS III RAILWAYS.</b>																
<i>3' 3½" Gauge.</i>																
Porbandar State	6	..	..	..	18	12	57	..	563	8	26	335	3	338	2	10
Jaipur-Chitorgarh	12	..	..	..	43	40	84	80	1,660	11	54	71	..	71	2	..
Total	18	..	..	..	61	52	141	80	2,223	19	80	406	3	409	4	10
<i>2' 6" Gauge.</i>																
Amadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Aras-Sasaram Light	6	..	..	..	33	32	..	86	758	4	37	73	..	73	2	..
Bankura-Damodar Ri- ver.	(a) 9	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	1
Basirhat Light	9	..	..	..	45	71	..	134	1,233	4	49	65	..	65	2	1
Carried over	29	..	..	..	124	142	39	396	3,071	18	142	232	..	232	4	2

\* Brake vans.

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

‡ In units.

§ Inspection saloon.

(a) Includes 3 Satpura type Locomotives not in use.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1932—concl'd.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger vehicles.				Other coach- ing vehi- cles.	Total.	Cover- ed and open Wag- ons.	Special wag- ons.	Total.	Coach- ing (in- clud- ing offi- cers' carri- ages).	Goods (includ- ing trolleys Travelling cranes and Dummy Trucks).	
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	..	..	..	124	142	39	396	3,071	18	142	232	..	232	4	2
<b>CLASS III RAIL- WAYS—concl'd.</b>																
<i>2' 6" Gauge.</i>																
Bengal Provincial .	8	..	..	..	28	20	20	82	614	*2	30	62	..	62	1	2
Bakhtiarpur-Bohar Light.	5	..	..	..	22	34	28	115	426	3	25	68	..	68	2	1
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	1
Cutch State .	5	1	..	..	16	..	90	..	424	..	16	39	..	39	..	32
Dehri-Rohtas Light.	6	2	..	1	6	20	..	12	158	..	6	129	6	135	1	2
Dholpur-Bari .	6	..	..	..	9	22	..	..	404	..	9	117	3	120	..	1
Futwah-Islampur .	3	..	..	..	8	12	..	39	352	..	8	28	..	28	1	..
Jessore-Jhenidah .	7	1	..	..	19	18	22	88	408	2	21	39	1	40	..	..
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tozapore-Balipara Light.	5	..	..	..	19	32	..	60	668	3	22	91	..	91	..	..
<b>Total</b> .	<b>90</b>	<b>4</b>	<b>..</b>	<b>1</b>	<b>311</b>	<b>348</b>	<b>251</b>	<b>1,000</b>	<b>8,117</b>	<b>40</b>	<b>351</b>	<b>886</b>	<b>10</b>	<b>896</b>	<b>9</b>	<b>11</b>
<i>2' 0" Gauge.</i>																
Gwalior Light .	18	..	..	..	46	26	74	..	1,268	17	63	331	..	331	6	8
Howrah-Sheakhala Light.	4	..	..	..	30	28	..	56	597	1	31	12	..	12	..	2
Jagadhri Light .	4	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	20	28	22	107	388	5	25	64	11	75	..	3
Kulasekarapa(nam Light.	4	7	..	..	24	..	..	..	768	..	24	45	..	45	..	2
Matheran Light .	3	3	..	..	29	60	64	..	126	2	31	23	*2	25	2	(a) 2
Trivellore Light .	1	2	..	..	14	..	..	..	94	..	14	4	1	5	..	..
<b>Total</b> .	<b>40</b>	<b>13</b>	<b>..</b>	<b>..</b>	<b>167</b>	<b>148</b>	<b>160</b>	<b>177</b>	<b>3,327</b>	<b>26</b>	<b>193</b>	<b>486</b>	<b>14</b>	<b>500</b>	<b>8</b>	<b>17</b>

\* Brake vans.

† Motor Locomotives.

‡ In units

§ Inspection motor trollies.

(a) Includes one motor trolley.



35.—Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1931-32

Railway.	Locomotives.	Rail-motor-cars.	Steam coaches.	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.						
					Passenger Vehicles.							Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trolleys, Travelling Coaches and Dummy Trucks).			
					Seats by Classes.				Total.	Covered and open wagons.	Special wagons.								Total.	Coaching (including officers' carriages).	Goods (including inspection trolleys, Travelling Coaches and Dummy Trucks).
					No.	1st.	2nd.	Inter.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17					
<b>CLASS II RAILWAYS.</b>																					
<i>3 3/4" Gauge.</i>																					
Bhavnagar State . . . . .	..	..	..	..	9	12	29	..	425	4	13	74	..	74	..	1					
Bikaner State . . . . .	..	..	..	..	5	..	..	38	296	..	5	-5	..	-5	..	1					
Dibru Sadiya . . . . .	1	..	..	..	1	10	12	..	-2	..	1	..	-3	-3	..	..					
Gondal . . . . .	2	..	..	..	1	-2	33	..	78	..	1	29	..	29	..	..					
Jamnagar and Dwarka . . . . .	..	1	..	..	2	5	13	..	-16	..	2	..	1	1	..	..					
Junagad State . . . . .	-1	..	..	..	..	..	12	..	-35	..	..	..	..	..	..	..					
Morvi . . . . .	-1	..	..	..	-2	6	16	..	-125	2	..	2	..	2	..	..					
Mysore . . . . .	-3	..	..	..	3	12	18	48	17	..	3	17	..	17	..	1					
Total . . . . .	-2	1	..	..	19	43	133	86	636	6	25	117	-2	115	..	4					
<i>2 1/2" Gauge.</i>																					
Bankwar's Baroda State . . . . .	..	..	..	..	10	10	20	17	49	..	10	..	..	..	..	..					
Mysore . . . . .	..	..	..	..	1	..	..	..	28	..	1	8	..	8	..	-5					
Total . . . . .	..	..	..	..	11	10	20	17	77	..	11	8	..	8	..	-5					
<i>2' 0" Gauge.</i>																					
Darjeeling Himalayan . . . . .	..	..	..	..	..	..	..	..	..	..	..	-3	..	-3	..	..					
Howrah-Amta Light . . . . .	..	..	..	..	-1	2	..	..	1	..	-1	..	..	..	..	..					
Total . . . . .	..	..	..	..	-1	2	..	..	1	..	-1	-3	..	-3	..	..					
<b>CLASS III RAILWAYS.</b>																					
<i>3 3/4" Gauge.</i>																					
Porbandar . . . . .	-1	..	..	..	..	..	-3	..	-4	1	1	-8	1	-7	..	-1					
Udaipur-Cbitorgarh . . . . .	..	..	..	..	..	12	12	20	15	1	1	..	..	..	1	..					
Total . . . . .	-1	..	..	..	..	12	9	20	11	2	2	-8	1	-7	1	-1					
<i>2 1/2" Gauge.</i>																					
Arrah-Sasaram Light . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	-1					
Baraset Basirhat Light . . . . .	..	..	..	..	..	..	..	-5	..	..	..	..	..	..	..	..					
Bukhtiarpur-Bihar Light . . . . .	-1	..	..	..	2	..	..	..	32	..	2	..	..	..	..	..					
Cutch State . . . . .	..	..	..	..	2	..	30	..	..	..	2	-26	-2	-28	..	2					
Dholpur-Bari . . . . .	..	..	..	..	..	2	..	..	2	..	..	..	..	..	..	..					
Tezpur-Bolipara . . . . .	..	..	..	..	1	..	..	..	52	..	1	-4	..	-4	..	..					
Total . . . . .	-1	..	..	..	5	2	30	-5	86	..	5	-30	-2	-32	..	1					
<i>2' 0" Gauge.</i>																					
Gwalior Light . . . . .	3	..	..	..	12	6	24	..	351	2	14	-1	..	-1	..	-1					
Howrah Sheakhala . . . . .	1	..	..	..	1	..	..	..	37	..	1	..	..	..	..	..					
Kulasekarapatnam Light . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	-1					
Matheran Light . . . . .	-1	..	..	..	..	-47	-63	..	-34	..	..	..	..	..	..	1					
Tiravlore Light . . . . .	..	-1	..	..	..	..	..	..	..	..	..	..	..	..	..	-1					
Total . . . . .	3	-1	..	..	13	-41	-39	..	354	2	15	-1	..	-1	..	-2					

†In units.

## 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 (= Col. 8+9).
<b>CLASS II RAILWAYS.</b>													
Barsi Light	2' 6"	1930-31	1	3.9	..	1,264.1	1,268.1	172.3	2	4.7	..	1,435.5	1,440.4
		1931-32	1	3.5	..	999.4	993.0	144.4	1	4.4	..	1,132.9	1,137.4
Bengal Doorgs	3' 3 1/2"	1930-31	1.3	3.3	30.6	1,308.9	1,344.1	54.7	1.5	3.7	32.0	1,361.6	1,398.8
		1931-32	1.1	2.5	20.4	1,126.5	1,150.5	41.3	1.3	2.8	21.7	1,166.0	1,191.8
Bhavnagar State	3' 3 1/2"	1930-31	1.2	24.5	..	2,402.4	2,423.1	330.3	1.8	30.6	..	2,726.0	2,756.4
		1931-32	1.2	21.8	..	2,306.4	2,419.4	328.2	1.8	27.2	..	2,719.2	2,748.2
Bikaner State	3' 3 1/2"	1930-31	9	6.8	19.5	2,032.3	2,069.5	191.5	1.4	6.8	21.9	2,219.2	2,251.3
		1931-32	8	5.3	15.4	1,754.1	1,775.6	161.5	1.3	7.1	17.3	1,911.4	1,937.1
Darjeeling Himalayan	2' 0"	1930-31	1.3	12.5	..	636.3	650.1	19.0	2.7	17.7	..	848.7	869.1
		1931-32	8	10.4	..	644.2	655.4	14.1	1.7	14.7	..	653.1	669.5
Dibru Gadiya	3' 3 1/2"	1930-31	5.1	8.7	36.9	1,840.1	1,890.8	108.9	5.6	9.5	39.9	1,944.7	1,999.7
		1931-32	4.7	5.4	25.0	1,683.9	1,719.0	79.0	5.3	6.0	27.3	1,759.4	1,798.0
Gaekwar's Baroda State	2' 0"	1930-31	6	11.9	4.3	3,303.4	3,320.2	314.5	6	13.4	4.6	3,616.2	3,634.7
		1931-32	8	10.8	7.0	3,017.2	3,035.8	271.5	1.2	12.0	7.1	3,286.4	3,307.3
Gondal	3' 3 1/2"	1930-31	6	18.3	..	1,689.8	1,708.7	808.5	1.8	35.4	..	2,480.0	2,517.2
		1931-32	6	14.8	..	1,631.0	1,646.4	776.0	1.8	30.2	..	2,391.0	2,423.0
Howrah-Amra Light	2' 0"	1930-31	6.7	..	88.4	2,877.6	2,972.7	2	6.7	..	88.4	2,877.8	2,972.9
		1931-32	5.8	..	72.6	2,250.8	2,329.2	2	5.8	..	72.6	2,251.0	2,329.4
Jamnagar and Dwarka	3' 3 1/2"	1930-31	7	8.2	..	612.0	620.9	88.9	1.0	11.3	..	697.5	709.8
		1931-32	9	8.0	..	597.3	606.2	84.3	1.3	10.8	..	678.4	690.5
Jinnagdi State	3' 3 1/2"	1930-31	9	20.7	..	1,433.7	1,461.3	244.5	1.3	26.3	..	1,678.2	1,705.8
		1931-32	9	18.3	..	1,473.7	1,492.9	223.5	1.3	23.1	..	1,692.1	1,716.5
Morvi	3' 3 1/2"	1930-31	9	10.4	..	641.7	653.0	317.4	2.1	22.5	..	945.8	970.4
		1931-32	1.1	9.9	..	611.0	622.9	320.4	2.4	22.0	..	918.9	943.3
Mysore	3' 3 1/2"	1930-31	2.6	27.2	54.3	2,997.0	3,081.1	112.7	3.0	29.2	56.2	3,105.4	3,193.8
		1931-32	2.1	22.2	45.2	2,502.3	2,661.8	97.8	2.5	23.8	46.7	2,686.6	2,759.6
	2' 0"	1930-31	..	2.0	..	665.2	667.9	23.9	1	2.1	..	689.6	691.5
		1931-32	..	1.1	..	504.8	505.0	12.4	..	1.2	..	517.1	518.3
	2' 0"	1930-31	..	2	..	46.4	46.6	..	..	2	..	46.4	46.6
		1931-32	..	1	..	44.8	44.9	2	..	1	..	45.0	45.1
Nahidra (Dohi)-Sahasranpur Light.	2' 6"	1930-31	1	1.5	11.4	1,025.0	1,041.0	17.5	1	1.5	11.7	1,045.3	1,058.6
		1931-32	..	1.2	9.8	850.9	860.9	9.4	1	1.2	9.0	860.0	870.3
<b>TOTAL CLASS II RAILWAYS</b>		1930-31	23.0	160.1	245.4	24,955.6	25,414.1	2,305.2*	29.9*	216.9*	254.6*	27,117.9*	28,219.3*
		1931-32	20.9	135.3	191.4	22,109.2	22,519.8	2,565.5*	27.9*	187.2*	201.7*	24,668.5*	25,085.3*
<b>CLASS III RAILWAYS.</b>													
Ahmadpur-Katwa	2' 0"	1930-31	..	7	4.5	239.6	244.8	6.6	..	8	4.8	245.8	251.4
		1931-32	..	6	3.9	215.5	220.0	6.1	..	6	4.2	221.3	226.1
Arrah-Sasaram Light	2' 6"	1930-31	1.0	..	7.2	636.3	644.9	3.7	1.0	..	7.3	640.3	648.5
		1931-32	8	..	6.0	533.9	540.7	2.7	8	..	6.1	536.5	543.4
Bankura-Damodar River	2' 6"	1930-31	..	5	2.2	203.7	206.4	1.5	..	5	2.3	205.1	207.9
		1931-32	..	5	1.7	181.6	183.8	1.2	..	5	1.8	182.7	185.0
Baraset-Basirhat Light	2' 6"	1930-31	5.0	..	45.3	1,433.8	1,484.1	8	5.0	..	45.4	1,434.5	1,484.9
		1931-32	4.7	..	48.3	1,415.5	1,463.5	1.8	4.7	..	48.4	1,417.2	1,470.3
Bangal Provincial	2' 0"	1930-31	2	1.5	7.9	486.5	496.1	86.9	4	2.1	12.5	568.0	583.0
		1931-32	1	1.1	7.3	420.4	428.9	78.0	2	1.5	10.4	492.8	504.9

\* Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1930-31 and 1931-32.

PASSENGER MILES (IN THOUSANDS)					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS)					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
9	236	..	49,386	50,131	54.8	50.3	..	34.8	34.8	Ra. 1	Ra. 12	..	Ra. 10.39	Ra. 10.52	Class II Rvs. } Rarsi Light.
7	224	..	38,593	38,824	52.1	50.5	..	34.1	34.1	1	12	..	8.04	8.17	
44	101	585	26,569	27,319	29.6	27.4	18.3	19.5	19.5	6	6	17	4.34	4.63	} Bengal Doonah.
38	75	376	21,625	22,014	28.6	27.3	17.4	18.5	18.6	5	5	10	3.51	3.71	
106	1,296	..	75,859	77,261	59.3	42.4	..	27.8	28.0	10	66	..	13.62	14.38	} Bhavnagar State.
128	1,236	..	75,024	76,388	71.1	45.4	..	27.6	27.8	12	62	..	13.58	14.32	
113	611	1,210	84,882	86,816	81.7	69.1	55.2	38.2	38.6	16	44	57	17.68	18.65	} Rikanar State.
102	470	981	72,665	74,218	76.0	66.2	56.8	38.0	38.3	13	29	27	15.14	15.83	
104	633	..	11,716	12,452	38.7	35.8	..	13.8	14.3	31	65	..	3.30	4.26	} Darjeeling Himalayan.
78	551	..	9,868	10,497	46.2	37.5	..	15.1	15.7	19	55	..	2.86	3.80	
115	211	820	26,824	27,970	19.2	21.1	20.5	13.8	14.0	14	13	28	5.59	6.14	} Dibru Sadiya.
94	142	573	24,104	24,913	17.7	23.7	21.0	13.7	13.9	11	9	19	5.03	5.42	
20	250	71	46,953	47,294	33.7	18.7	15.8	13.0	13.0	3	16	2	10.99	11.20	} Dackwar's Baroda State.
39	256	99	43,774	44,168	32.5	20.3	13.9	13.3	13.4	5	16	3	10.43	10.67	
83	1,282	..	58,699	60,064	41.5	36.6	..	23.7	23.9	8	39	..	10.70	11.37	} Gondal.
85	1,127	..	56,178	57,390	47.2	37.3	..	21.4	23.7	8	82	..	10.22	10.82	
113	..	824	37,778	38,715	16.0	..	9.00	13.0	13.0	5	..	23	8.12	8.40	} Howrah-Amra Light.
94	..	706	35,585	36,335	16.0	..	10.0	16.0	16.0	5	..	19	7.66	7.90	
60	613	..	24,401	24,777	59.8	51.1	..	34.6	34.9	6	33	..	5.64	6.03	} Jamnagar and Dwarka.
71	589	..	23,469	24,129	55.7	54.3	..	34.6	34.9	7	32	..	5.47	5.86	
47	706	..	34,664	35,417	36.3	26.9	..	20.7	20.8	4	33	..	6.29	6.66	} Junagad State.
45	613	..	33,512	34,170	35.7	26.5	..	19.8	19.9	4	28	..	6.07	6.39	
140	1,356	..	37,454	38,950	65.3	60.3	..	39.6	40.1	13	67	..	7.03	7.83	} Morvi.
155	1,312	..	37,649	39,116	63.3	59.6	..	41.0	41.5	16	67	..	6.98	7.81	
244	1,531	2,623	76,451	80,749	81.3	52.4	44.9	24.6	25.3	18	63	73	14.02	15.56	} Mysora.
190	1,343	2,113	60,639	73,285	76.0	56.4	45.2	25.9	26.6	15	64	60	12.77	14.06	
1	47	..	11,324	11,372	10.0	22.4	..	16.4	16.4	..	2	..	1.87	1.89	
1	27	..	8,718	8,746	..	22.5	..	16.9	16.9	..	1	..	1.45	1.46	
..	3	..	706	709	..	15.0	..	15.2	15.2	..	..	..	13	13	
..	2	..	643	645	..	20.0	..	14.3	14.3	..	..	..	11	11	
2	41	295	20,724	21,062	29.0	27.0	25.0	19.0	19.0	..	3	11	4.37	5.01	} Shahdara (Delhi) Saharanpur Light.
1	32	211	17,506	17,750	25.0	26.0	23.0	20.0	20.0	..	2	8	4.10	4.20	
1,201	8,917	6,328	624,612	641,058	140.2	141.1	124.8	122.5	122.7	1.35	4.82	1.91	1,24.58	1,32.66	} Total Class II Rvs.
1,128	7,999	5,059	568,452	582,638	140.4	142.7	125.1	123.1	123.2	1.21	4.24	1.46	1,13.42	1,20.33	
CLASS III Rvs.															
..	21	70	2,334	2,915	..	13.7	14.6	11.6	11.6	..	1	3	88	92	} Ahmedpur Katwa.
..	10	80	2,582	2,832	..	16.7	14.3	11.6	11.6	..	1	2	80	83	
26	..	218	12,592	12,835	25.0	..	29.0	19.0	19.0	3	..	8	2.24	3.05	} Arrah-Sasaram Light.
21	..	188	10,582	10,791	26.0	..	31.0	20.0	20.0	2	..	7	2.48	2.57	
..	11	50	3,249	3,310	..	22.0	21.7	15.8	15.9	..	1	2	1.02	1.05	} Bankura-Damodar River.
..	10	43	2,893	2,946	..	20.0	23.9	15.8	15.9	..	1	2	90	93	
161	..	1,110	29,072	30,343	31.0	..	24.0	20.0	20.0	6	..	20	3.78	4.04	} Baraset-Basirhat Light.
151	..	1,082	29,282	30,515	32.0	..	22.0	21.0	21.0	5	..	19	3.69	3.93	
2	12	91	3,766	3,871	5.41	5.63	7.31	6.62	6.64	..	1	3	93	97	} Bengal Provincial.
1	8	73	3,258	3,340	5.21	5.10	7.04	6.61	6.61	..	..	2	80	82	

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

36.—Statement of Passengers and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1930-31 and 1931-32—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).	Average miles a ton of goods was car- ried.	†† Earnings from tons carried (in thous- ands).	Average rate charged for carry- ing a ton of goods one mile. (In pies).
			1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	Other traf- fic.	Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
<b>CLASS II RAILWAYS.</b>														
Barsi Light	3' 31"	1930-31	20.0	10.0	..	4.00	4.03	131	52	183	9,555	52.2	Rs. 6.99	18.1
		1931-32	10.0	10.0	..	4.00	4.04	146	54	200	10,320	51.5	10.79	20.2
Bengal Dozars	3' 31"	1930-31	24.9	12.4	5.55	3.14	3.26	156	123	279	18,574	66.6	17.73	18.4
		1931-32	24.8	12.2	5.46	3.00	3.11	128	92	220	15,078	68.8	14.21	18.1
Bhavnagar State	3' 31"	1930-31	18.7	9.08	..	3.45	3.57	240	155	395	23,485	59.5	12.76	10.4
		1931-32	18.0	9.63	..	3.48	3.60	200	131	331	23,279	59.5	12.93	10.7
Bikaner State	3' 31"	1930-31	27.1	13.7	5.80	4.00	4.10	256	221	477	52,359	109.7	26.42	9.70
		1931-32	24.0	12.0	5.49	4.00	4.10	272	160	432	50,655	117.2	23.34	8.80
Darjeeling Himalayan	2' 0"	1930-31	57.4	19.9	..	6.43	6.57	98	47	145	4,575	32.3	13.21	54.3
		1931-32	46.8	19.3	..	5.56	6.59	100	44	144	4,767	33.0	12.84	51.7
Dibru Sadiya	3' 31"	1930-31	23.4	11.8	5.58	4.00	4.23	810	81	891	22,547	25.3	23.89	20.3
		1931-32	22.5	12.2	5.37	4.01	4.18	543	63	606	16,640	27.5	17.75	20.5
Gokwar's Baroda State	2' 6"	1930-31	10.8	12.3	5.50	4.42	4.60	268	148	416	10,975	26.4	9.19	17.3
		1931-32	24.0	12.0	5.82	4.57	4.66	235	143	378	10,500	27.8	9.38	17.2
Gondal	3' 31"	1930-31	18.5	8.84	..	3.50	3.63	165	291	456	21,795	47.8	10.46	9.21
		1931-32	18.1	8.80	..	3.83	3.02	183	294	477	19,730	41.4	10.86	10.6
Howrah-Anta Light	2' 0"	1930-31	0.00	..	6.00	4.00	6.00	46	15	61	1,161	19.1	1.62	25.8
		1931-32	0.00	..	6.00	4.00	4.17	45	14	59	1,293	21.9	1.57	23.3
Jamnagar and Dwarka	3' 31"	1930-31	10.9	10.5	..	4.49	4.68	259	57	316	18,411	58.3	6.72	7.01
		1931-32	10.3	10.4	..	4.47	4.67	255	52	307	15,538	50.6	6.29	7.77
Junagad State	3' 31"	1930-31	17.7	8.92	..	3.48	3.51	187	35	222	8,611	38.9	5.96	13.3
		1931-32	17.8	8.73	..	3.48	3.59	190	39	229	8,516	37.2	5.90	13.3
Morvi	3' 31"	1930-31	18.3	9.51	..	3.50	3.86	56	258	314	19,857	63.2	10.96	10.6
		1931-32	10.9	9.82	..	3.56	3.83	75	172	247	14,455	58.5	8.19	10.9
Mysore	3' 31"	1930-31	14.2	7.90	5.56	3.52	3.70	213	103	316	13,190	57.6	11.76	12.4
		1931-32	15.2	7.72	5.45	3.52	3.68	238	89	327	19,441	59.5	11.81	11.7
	2' 6"	1930-31	..	8.17	..	3.17	3.19	31	8	39	1,625	41.7	1.39	16.4
		1931-32	..	7.11	..	3.19	3.21	28	7	35	1,525	43.6	1.25	15.7
Shahdara (Delhi) Saharan- pur Light.	2' 0"	1930-31	..	..	..	3.54	3.52	8	..	8	228	28.5	36	30.3
		1931-32	..	..	..	3.28	3.27	5	..	5	158	31.6	28	34.0
TOTAL CLASS II RAILWAYS	..	1930-31	21.6	10.4	5.79	3.53	3.97	2,973	1,628*	4,601*	236,103	51.3*	1,65.08	13.4
		1931-32	20.6	10.2	5.54	3.86	3.96	2,761	1,382*	4,143*	215,945	52.1*	1,51.43	13.5
<b>CLASS III RAILWAYS.</b>														
Ahmedpur-Katwa	2' 6"	1930-31	..	17.5	8.21	5.96	6.06	9	4	13	263	20.2	18	11.5
		1931-32	..	19.2	6.40	6.00	6.05	11	4	15	298	19.9	22	14.2
Arrah-Sasaram Light	2' 6"	1930-31	20.0	..	7.50	4.50	11.0	43	8	51	1,512	29.8	1.00	12.8
		1931-32	20.0	..	7.50	4.50	11.0	50	7	57	1,827	32.1	1.16	12.2
Bankura-Damoodar River	2' 6"	1930-31	..	17.4	7.63	6.03	6.09	14	8	22	965	43.9	50	9.60
		1931-32	..	19.2	8.90	6.10	6.00	16	8	24	1,010	42.1	51	9.73
Barnet-Basirhat Light	2' 6"	1930-31	9.00	..	6.00	4.00	6.00	35	6	41	1,193	29.2	1.11	18.8
		1931-32	9.00	..	6.00	4.00	6.00	35	6	41	1,139	27.8	1.12	18.9
Bengal Provincial	3' 6"	1930-31	20.9	10.8	5.39	4.76	4.81	16	8	24	312	13.0	34	20.9
		1931-32	22.6	10.9	5.50	4.69	4.73	10	6	16	223	13.6	25	21.7

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

†† Exclude refunds and remissions.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1930-31 and 1931-32—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.
			4	5	6	7	8		9	10	11	12	13
CLASS III—contd.													
Hukhtiarpur Bihar Light . . . . .	2' 6"	1930-31	2	2.3	13.6	521.7	537.5	69.8	2	2.7	17.9	586.5	607.6
		1931-32	2	2.1	12.8	558.1	573.2	86.1	2	2.6	17.4	639.1	659.3
Bardwan-Katwa . . . . .	2' 6"	1930-31	..	7	5.4	319.6	325.9	9.7	..	7	6.0	328.9	335.6
		1931-32	..	4	5.1	289.7	295.2	9.8	..	4	5.5	299.1	305.0
Cutch State . . . . .	2' 6"	1930-31	..	1.8	..	95.9	97.7	..	..	1.8	..	95.9	97.7
		1931-32	..	1.8	..	121.6	123.4	..	..	1.8	..	121.6	123.4
Dehri Rohtas Light . . . . .	2' 6"	1930-31	2	..	4	119.9	120.5	..	2	..	4	119.9	120.5
		1931-32	1	..	2	100.0	100.3	..	1	..	2	100.0	100.3
Dholpur-Bari . . . . .	2' 6"	1930-31	..	2	..	158.5	158.7	2	..	2	..	158.7	158.9
		1931-32	..	2	..	107.7	107.0	..	..	2	..	107.7	107.9
Futwah-Islampur . . . . .	2' 6"	1930-31	4	..	6.8	334.0	341.2	14.3	4	..	8.2	346.9	355.5
		1931-32	2	..	6.0	284.5	290.7	12.3	2	..	7.1	295.7	303.0
Gwalior Light . . . . .	2' 6"	1930-31	1	3.4	..	416.4	419.9	1.1	1	3.5	..	417.4	421.0
		1931-32	1	2.3	..	389.5	391.9	1.1	1	2.3	..	390.6	393.0
Howrah-Sheekhala Light . . . . .	2' 0"	1930-31	9	..	23.2	832.6	836.7	1	9	..	23.2	832.7	836.8
		1931-32	7	..	20.3	792.4	813.4	..	7	..	20.3	792.4	813.4
Jagadhri Light . . . . .	2' 0"	1930-31	..	..	4	91.6	92.0	..	..	..	4	91.6	92.0
		1931-32	..	..	2	55.0	55.2	..	..	..	2	55.0	55.2
Jessore-Jhenidah . . . . .	2' 6"	1930-31	..	..	2	146.5	146.7	3	..	..	3	146.7	147.0
		1931-32	..	..	2	172.3	172.5	..	..	..	2	172.3	172.5
Jorhat (Provincial) . . . . .	2' 0"	1930-31	†	†	†	†	†	†	†	†	†	†	†
		1931-32	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta . . . . .	2' 6"	1930-31	..	1.0	14.7	815.8	861.5	6	..	1.0	11.3	816.2	862.0
		1931-32	..	3	8.2	715.4	723.9	2	..	3	8.2	715.6	724.1
Kulasekarapatnam Light . . . . .	2' 0"	1930-31	..	..	..	241.3	241.3	..	..	..	..	241.3	241.3
		1931-32	..	..	..	229.5	229.5	..	..	..	..	229.5	229.5
Matheran Light . . . . .	2' 0"	1930-31	1.5	3.7	..	7.1	12.3	8.3	2.1	7.0	..	11.5	20.6
		1931-32	1.2	3.5	..	7.3	12.0	8.2	1.6	6.8	..	11.6	20.2
Porbandar State . . . . .	3' 3½"	1930-31	2	2.6	..	284.5	287.3	68.3	5	4.3	..	350.8	355.6
		1931-32	2	2.5	..	255.5	258.2	65.4	3	4.0	..	319.3	323.6
Tezpur-Balipara . . . . .	2' 6"	1930-31	2	..	2.6	233.1	236.0	..	2	..	2.7	233.1	236.0
		1931-32	2	..	2.0	287.6	289.8	..	2	..	2.0	287.6	289.8
Trivellore Light . . . . .	2' 0"	1930-31	..	..	..	60.7	60.7	..	..	..	..	60.7	60.7
		1931-32	..	..	..	46.2	46.2	..	..	..	..	46.2	46.2
Udaipur-Chittorgarh . . . . .	3' 3½"	1930-31	6	3.2	2.1	491.9	497.8	66.1	1.4	4.9	2.1	555.5	563.9
		1931-32	7	2.5	2.4	472.8	478.4	65.8	1.3	4.0	2.4	536.5	544.2
TOTAL CLASS III RAILWAYS . . . . .	..	1930-31	10.5	21.6	136.5	8,181.7	8,350.3	1,318.2	112.4	129.5	148.3	18,498.3	18,688.6
		1931-32	9.2	17.8	124.6	7,652.0	7,803.6	1,336.7	110.4	125.0	134.4	17,970.5	18,140.3

† Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

+ Not available.

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

Railway.	Gauge.	Year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
			18	19	20	21	22	23	24	25	26	27
CLASS III— <i>concl.</i>												
Bahadurpur-Bihar Light	2' 6"	1930-31	6	48	322	8,976	9,350	20·0	17·0	17·0	16·0	15·0
		1931-32	4	45	324	11,045	11,418	20·0	17·0	19·0	17·0	17·0
Bardwan-Katwa	2' 6"	1930-31	..	17	126	4,228	4,370	..	24·2	20·3	12·8	13·0
		1931-32	..	9	108	3,789	3,906	..	22·5	19·6	12·7	12·8
Outch-State	2' 6"	1930-31	..	66	..	2,391	2,457	..	35·6	..	24·9	25·1
		1931-32	..	69	..	3,387	3,456	..	38·3	..	27·9	28·0
Dehri Rohtas Light	2' 6"	1930-31	4	..	7	1,518	1,523	17·0	..	17·0	13·0	13·0
		1931-32	2	..	5	989	976	20·0	..	18·0	9·00	9·00
Dholpur, Bari	2' 6"	1930-31	..	4	..	2,818	2,822	..	27·4	..	20·3	20·3
		1931-32	..	5	..	2,112	2,117	..	29·3	..	19·6	19·6
Futwah-Lalampur	2' 6"	1930-31	7	..	127	5,334	5,468	15·0	..	15·0	15·0	15·0
		1931-32	4	..	93	4,513	4,610	16·0	..	13·0	15·0	15·0
Gwallior Light	2' 6"	1930-31	7	157	..	11,766	11,320	61·0	65·0	..	27·0	27·0
		1931-32	5	107	..	10,814	10,926	73·0	46·0	..	28·0	28·0
Howrah-Shoakhala Light	2' 6"	1930-31	11	..	143	6,874	7,023	12·0	..	6·00	8·00	8·00
		1931-32	10	..	119	6,519	6,648	15·0	..	6·00	6·00	6·00
Jagadhri Light	2' 6"	1930-31	..	..	2	303	305	3·31	..	3·31	3·31	3·31
		1931-32	..	..	1	182	183	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah	2' 6"	1930-31	..	..	4	1,703	1,707	14·7	12·4	13·8	11·6	11·6
		1931-32	..	1	5	1,826	1,832	28·0	23·0	22·0	10·0	11·0
Jorhat (Provincial)	2' 6"	1930-31	†	†	†	†	†	†	†	†	†	†
		1931-32	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2' 6"	1930-31	..	12	60	6,923	6,995	..	12·0	4·05	8·18	8·10
		1931-32	..	5	30	6,186	6,221	..	16·7	3·70	8·80	8·60
Kulasekarapatnam Light	2' 6"	1930-31	..	..	..	2,432	2,432	..	..	..	10·1	10·1
		1931-32	..	..	..	2,224	2,224	..	..	..	9·69	9·69
Matheran Light	2' 6"	1930-31	2	3	..	3	3	0·95	0·43	..	0·25	0·38
		1931-32	2	3	..	4	9	1·25	0·44	0·31	0·34	0·45
Porbandar State	3' 3½"	1930-31	15	135	..	6,896	7,046	31·4	31·5	..	19·7	19·8
		1931-32	10	125	..	6,370	6,505	32·8	30·9	..	20·0	20·1
Tarpore-Balipara	2' 6"	1930-31	3	..	33	2,113	2,154	15·0	..	13·1	9·08	9·55
		1931-32	4	..	26	2,634	2,664	21·0	..	13·0	9·17	9·19
Trivellore Light	2' 6"	1930-31	..	..	..	22	22	..	..	..	2·37	2·37
		1931-32	..	..	..	110	110	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3' 3½"	1930-31	99	294	104	19,833	20,330	70·4	59·8	49·9	35·7	36·1
		1931-32	71	244	107	19,755	20,177	54·6	60·8	44·4	36·8	37·1
Total Class III Railways	..	1930-31	341	770	2,466	135,040	138,617	*27·5	*26·1	*16·6	*15·9	*15·9
		1931-32	285	641	2,264	131,016	134,206	*27·4	*25·6	*16·8	*16·4	*16·5

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

†Not available.

Class II and III Railways for the years 1930-31 and 1931-32—concl'd.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—concl'd.
1	3	12	1,87	2,03	20-0	12-0	7-50	4-00	4-17	36	22	58	1,154	19-9	1,12	13-6	Bukhtiar-pur (Nwar Light.
..	3	13	2,30	2,48	20-0	12-0	7-50	4-00	4-13	45	23	68	1,298	19-2	1,33	19-6	Hurdwan-Narwa.
..	1	5	1,32	1,38	..	11-2	7-65	5-99	6-06	20	10	30	668	22-2	43	11-5	Cutch-State.
..	1	6	1,18	1,24	..	21-3	8-90	6-00	6-10	20	10	30	682	22-1	43	12-5	Dehri Rohtas Light.
..	3	..	57	60	..	8-77	..	4-55	4-66	24	..	24	327	16-5	35	13-4	Dholpur-Bari.
..	3	..	74	77	..	8-08	..	4-20	4-27	27	..	27	515	18-9	41	15-1	Howrah-Sheakhata Light.
..	..	..	30	30	20-0	..	7-00	3-75	3-75	103	7	110	†	†	1,94	†	Jagndhri Light.
..	..	..	25	25	20-0	..	7-00	3-75	5-04	83	7	90	†	†	1,46	†	Jessore-Jhendidah.
..	..	..	50	59	..	14-9	..	4-00	4-02	55	6	61	2,270	37-3	1,29	10-9	Jorhat (Provincial).
..	..	..	44	44	..	15-0	..	4-00	4-02	59	3	62	2,264	36-7	1,01	8-53	Kalighat-Falta.
1	..	5	7,11	1,17	20-0	..	7-50	4-00	4-11	16	7	23	421	18-3	38	17-3	Kulasekarspatnam Light.
..	..	4	94	98	20-0	..	7-50	4-00	4-08	11	8	19	323	17-0	29	17-2	Matheran Light.
1	10	..	3,04	3,16	20-0	12-0	..	5-00	5-00	107	30	137	5,317	42-0	3,23	11-0	Porbandar State.
1	7	..	2,81	2,89	20-0	12-0	..	5-00	5-00	121	29	160	5,988	39-0	3,85	12-0	Terapore-Balipara.
1	..	3	1,28	1,32	9-00	..	6-00	4-00	6-00	11	4	16	217	14-5	30	26-5	Trivelloo Light.
..	..	3	1,23	1,26	9-00	..	6-00	4-00	6-00	11	3	14	209	14-8	29	26-6	Udaipur-Chitorgarh.
..	..	..	6	6	20-5	..	7-43	3-67	3-69	7	..	7	22	3-31	8	69-3	
..	..	..	4	4	21-8	..	7-25	3-62	3-66	5	..	5	15	3-31	5	68-0	
..	..	..	27	27	9-58	4-06	2-99	0-95	3-04	5	5	10	207	21-3	40	37-1	
..	..	..	29	29	16-0	8-00	6-00	3-00	3-50	4	4	8	164	21-0	29	20-0	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	1	2	1,68	1,71	..	16-0	6-40	4-66	4-69	44	7	51	977	19-1	64	11-5	
..	1	1	1,49	1,51	..	38-4	6-40	4-60	4-70	55	12	67	1,312	19-6	82	12-0	
..	..	..	76	76	..	..	..	6-00	6-00	20	..	20	218	11-0	53	47-3	
..	..	..	69	69	..	..	..	6-00	6-00	17	..	17	182	10-5	44	46-6	
6	30	..	30	66	6-00	10-0	..	10-0	9-00	1	1	2	4	2-00	18	8-00	
10	33	..	32	75	5-00	11-0	..	8-00	8-00	1	2	3	2	1-00	16	8-00	
1	6	..	1,25	1,32	17-8	8-65	..	3-47	3-61	145	20	165	4,154	25-2	1,97	9-10	
1	6	..	1,15	1,22	18-0	8-96	..	3-48	3-61	127	12	139	3,528	25-3	1,73	9-44	
..	..	1	50	51	20-0	..	7-00	4-50	4-70	19	..	19	971	50-1	1,07	21-1	
..	..	1	62	63	20-0	..	7-00	4-50	4-55	17	..	17	859	50-0	94	21-0	
..	..	..	4	4	..	..	..	6-00	6-00	..	..	..	..	..	..	..	
..	..	..	3	3	..	..	..	6-00	6-00	..	..	..	..	..	..	..	
12	18	3	3,06	3,39	24-5	11-7	4-50	2-97	3-20	16	37	53	2,254	53-7	1,28	12-9	
9	15	2	3,07	3,33	23-8	11-7	4-64	2-98	3-17	25	32	57	2,560	44-9	1,8	14-1	
22	75	67	27,55	29,29	21-4	18-7	5-22	3-92	4-07	746	190	936	24,596	26-3	19,00	14-3	Total Class III Rys.
23	71	61	26,26	27,86	20-4	21-5	5-17	3-85	3-90	750	176	926	24,278	26-2	18,43	14-6	

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

## 37. - Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) Col. 7 & 10.	Rail motor Car miles.	†† Steam Coach miles.	TONS OF COAL CONSUMED ON LOCOMOTIVES.						
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	* Miscellaneous.	‡ Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).		
																		4	5
<b>CLASS II.</b>																			
Barsi Light.	2' 6"	1930-31	330	130	12	582	74	13	87	669	..	117	..	13,304	..	..	..	..	13,304
		1931-32	294	210	26	539	75	16	91	630	2	97	..	12,588	..	..	..	..	12,588
Bengal Doans.	3' 3½"	1930-31	1	286	55	367	27	15	42	409	..	..	..	8,030	..	..	..	..	8,030
		1931-32	1	285	37	330	16	13	29	368	..	..	..	6,012	..	..	..	..	6,012
Bhavnagar State.	3' 3½"	1930-31	281	274	86	654	177	12	189	843	3	12	5,515	13,487	33	10	..	..	19,033
		1931-32	289	260	87	646	158	16	174	820	5	10	308	17,872	37	..	..	..	18,195
Bikaner State.	3' 3½"	1930-31	0	856	114	985	93	27	129	1,105	..	..	..	24,701	101	..	..	..	24,742
		1931-32	8	878	100	1,000	89	24	113	1,113	..	..	..	22,891	106	..	..	..	22,933
Darjeeling-Himalayan.	2' 0"	1930-31	37	292	267	596	46	21	67	663	..	..	..	13,318	..	..	..	..	13,318
		1931-32	37	204	252	553	44	20	64	617	..	..	..	13,134	..	..	..	..	13,134
Dibru-Sadiya.	3' 3½"	1930-31	..	277	114	391	198	3	201	592	..	..	..	13,199	..	..	..	..	13,199
		1931-32	..	244	85	329	163	3	166	495	..	..	..	10,831	..	..	..	..	10,831
Gaekwar's Baroda State.	2' 0"	1930-31	59	480	9	577	123	9	132	709	12	3	..	9,867	70	..	..	..	9,895
		1931-32	32	475	14	531	108	7	115	646	13	10	..	8,804	69	5	..	..	8,840
Gondal.	3' 3½"	1930-31	118	254	56	461	139	20	159	620	..	..	..	14,076	46	..	..	..	14,094
		1931-32	104	275	60	469	141	19	160	629	..	..	..	14,191	52	..	..	..	14,212
Howrah-Amra Light.	2' 0"	1930-31	131	128	22	281	8	2	10	291	..	..	..	3,376	..	..	..	..	3,376
		1931-32	146	118	10	273	8	1	9	282	..	..	..	3,904	..	..	..	..	3,904
Jamnagar and Dwaraka.	3' 3½"	1930-31	75	131	78	291	89	1	90	381	8	..	..	10,763	82	..	..	..	10,796
		1931-32	78	141	50	278	88	1	89	367	19	..	..	9,276	151	..	..	..	9,338
Junagad State.	3' 3½"	1930-31	64	155	22	253	65	3	68	321	..	..	..	7,596	61	..	..	..	7,620
		1931-32	68	183	12	264	58	2	68	322	..	..	..	7,552	57	..	..	..	7,575
Morvi.	3' 3½"	1930-31	152	143	39	330	42	..	42	372	..	..	..	11,013	106	..	..	..	11,056
		1931-32	139	145	18	313	54	..	54	367	..	..	..	9,714	105	..	..	..	9,758
Mysore.	3' 3½"	1930-31	330	306	133	808	169	..	169	977	..	..	..	20,831	22	..	..	..	20,840
		1931-32	321	308	123	783	177	..	177	900	..	..	..	19,934	16	..	..	..	19,940
Mysore.	2' 0"	1930-31	..	165	..	166	17	..	17	183	..	..	..	3,037	8	..	..	..	3,040
		1931-32	17	132	1	150	11	..	11	161	..	..	..	2,798	..	..	..	..	2,798
Mysore.	2' 0"	1930-31	..	20	17	39	5	..	5	44	..	..	..	647	..	..	..	..	647
		1931-32	..	20	8	28	4	..	4	32	..	..	..	511	..	..	..	..	511
Sabalara (Khibri-Sahasra) Light.	2' 0"	1930-31	..	135	3	139	12	..	12	151	..	..	..	2,284	11	..	..	..	2,288
		1931-32	..	125	4	131	10	..	10	141	..	..	..	2,273	10	..	..	..	2,277
Total Class II Railways.	..	1930-31	1,567	4,147	1,027	6,920	1,284	126	1,410	8,330	23	132	5,515	170,029	540	10	..	..	175,778
		1931-32	1,534	4,078	887	6,626	1,202	122	1,324	7,950	39	117	308	162,285	603	5	..	..	162,842
<b>CLASS III</b>																			
Ahmadpur-Katwa.	2' 6"	1930-31	7	68	..	79	22	20	42	121	..	..	..	1,257	..	..	..	..	1,257
		1931-32	..	73	..	77	28	14	42	119	..	..	..	839	..	..	..	..	839
Arwal-Sararam Light.	2' 6"	1930-31	19	97	2	118	10	..	10	128	..	..	..	1,565	..	..	..	..	1,565
		1931-32	20	88	2	110	9	..	9	128	..	..	..	1,500	..	..	..	..	1,500
Bankura Damoodar River.	2' 6"	1930-31	..	122	3	127	11	28	69	196	..	..	..	1,864	..	..	..	..	1,864
		1931-32	5	108	2	117	22	36	68	175	..	..	..	1,357	..	..	..	..	1,357

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

† Excluding departmental.

†† Includes rail motor car miles and steam coach miles including Departmental.

†† Figures relating to Internal Combustion miles are 'Nil'.



## and III Railways for the years 1930-31 and 1931-32.

(b) TOTAL OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).				TOTAL NUMBER OF TONS OF COAL CONSUMED.					AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINESHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
..	242	7	245	..	13,546	7	..	13,549	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	CLASS II.
..	207	..	207	..	12,795	..	..	12,795	..	5-80	9-80	..	..	12-2	9-80	..	Barni Light.
..	1,105	..	1,105	..	9,135	..	..	9,135	..	6-20	..	..	..	12-1	..	..	Bengal Doara.
..	94	..	94	..	6,106	..	..	6,106	..	4-14	..	..	..	11-0	..	..	Bhavnagar State.
..	1,458	..	1,458	5,515	14,945	33	10	20,491	9-00	9-39	12-0	350-0	18-6	19-4	12-0	350-0	Bikaner State.
..	1,324	..	1,324	308	19,196	37	..	19,519	10-0	9-64	16-3	..	18-0	19-5	16-3	..	Bikaner State.
..	4,064	..	4,064	..	28,765	101	..	28,866	..	4-73	10-0	..	..	15-3	10-0	..	Darjeeling-Himalayan.
..	5,073	..	5,073	..	27,964	106	..	28,066	..	4-73	10-0	..	..	15-6	10-0	..	Darjeeling-Himalayan.
..	2,164	..	2,164	..	15,482	..	..	15,482	..	5-00	..	..	..	12-0	..	..	Darjeeling-Himalayan.
..	2,080	..	2,080	..	15,214	..	..	15,214	..	5-06	..	..	..	11-5	..	..	Darjeeling-Himalayan.
..	3,610	..	3,610	..	16,809	..	..	16,809	..	9-61	..	..	..	13-0	..	..	Dibru-Sadiya.
..	3,818	..	3,818	..	14,649	..	..	14,649	..	8-75	..	..	..	13-0	..	..	Dibru-Sadiya.
..	1,103	20	1,111	..	10,970	90	..	11,066	..	4-73	6-50	..	..	16-8	6-50	..	Gackwar's Baroda State.
..	926	19	934	..	9,730	88	5	9,774	..	4-90	6-50	455-0	..	16-9	8-30	455-0	Gackwar's Baroda State.
..	557	13	562	..	14,633	59	..	14,656	..	22-6	**	..	..	22-8	15-2	..	Gondal.
..	342	8	345	..	14,533	60	..	14,557	..	22-4	**	..	..	22-6	16-2	..	Gondal.
..	981	..	981	..	4,857	..	..	4,857	..	4-50	..	..	..	9-48	..	..	Howrah-Amra Light.
..	1,237	..	1,237	..	5,141	..	..	5,141	..	4-00	..	..	..	8-86	..	..	Howrah-Amra Light.
..	58	..	58	..	10,821	32	..	10,854	..	4-67	27-3	..	..	20-1	27-3	..	Jamnagar and Dwaraka.
..	122	..	122	..	9,398	151	..	9,458	..	4-33	15-1	..	..	20-1	15-0	..	Jamnagar and Dwaraka.
..	385	39	401	..	7,981	100	..	8,021	..	20-3	10-9	..	..	21-4	10-9	..	Junagad State.
..	543	32	556	..	8,095	89	..	8,131	..	16-6	10-0	..	..	17-7	10-0	..	Junagad State.
..	198	6	200	..	11,211	112	..	11,256	..	5-29	5-43	..	..	19-7	5-43	..	Morvi.
..	186	8	189	..	9,900	113	..	9,945	..	5-08	4-15	..	..	18-2	4-15	..	Morvi.
..	2,286	11	2,290	..	23,117	33	..	23,130	..	5-00	7-00	..	..	16-0	7-00	..	Mysore.
..	2,085	9	2,089	..	22,019	25	..	22,029	..	5-00	7-19	..	..	15-5	7-19	..	Mysore.
..	..	..	..	..	3,037	8	..	3,040	..	5-00	7-00	..	..	17-0	7-00	..	Mysore.
..	12	..	12	..	2,810	..	..	2,810	..	5-00	..	..	..	16-2	..	..	Mysore.
..	54	..	54	..	701	..	..	701	..	5-00	..	..	..	16-0	..	..	Mysore.
..	20	..	20	..	531	..	..	531	..	5-00	..	..	..	16-4	..	..	Mysore.
..	414	2	415	..	2,698	13	..	2,703	..	5-00	13-5	..	..	13-9	13-5	..	Shahdara (Delhi)-Saharanpur Light.
..	385	1	385	..	2,658	11	..	2,662	..	5-00	13-5	..	..	13-8	13-5	..	Shahdara (Delhi)-Saharanpur Light.
..	18,679	98	18,718	5,515	183,708	638	10	194,496	..	..	..	..	..	..	..	..	Total Class II Railway.
..	18,454	77	18,485	308	180,739	680	5	181,327	..	..	..	..	..	..	..	..	Total Class II Railway.
..	145	..	145	..	1,402	..	..	1,402	..	4-75	..	..	..	8-20	..	..	CLASS III.
..	90	..	90	..	929	..	..	929	..	4-75	..	..	..	8-65	..	..	Ahmadpur-Katwa.
..	460	..	460	..	2,025	..	..	2,025	..	3-00	..	..	..	8-38	..	..	Arrah-Sasaram Light.
..	447	..	447	..	1,947	..	..	1,947	..	2-75	..	..	..	8-17	..	..	Arrah-Sasaram Light.
..	555	..	555	..	2,411	..	..	2,419	..	4-75	..	..	..	6-70	..	..	Bankura-Dumoodar River.
..	456	..	456	..	1,813	..	..	1,813	..	4-75	..	..	..	6-95	..	..	Bankura-Dumoodar River.

(a) 2½ Tons of Wood=1 Ton of Coal, and 0-55 Ton of Oil Fuel=1 Ton of Coal.

(b) Figures relating to Oil Fuel in respect to total of coal consumed for other than locomotive purposes are 'Nil'.

\*\* Information not available.

## 37.—Statistics of engine miles and Coal consumption of Class I

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHORTING AND OTHER ENGINE MILES (IN THOUSANDS).			(in thousands) Coals, 7 + 10.	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passen-ger.	Mixed.	§ Goods.	Total (in-cluding depart-mental).	§ Shunt-ing.	Miscellaneous.	** Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III— contd.													
Baraset- Basirhat Light.	2' 6"	1930-31	203	13	7	223	6	..	6	229	..	..	..
		1931-32	203	14	7	224	6	..	6	230	..	..	..
Bengal Provin- cial.	2' 6"	1930-31	1	98	..	99	8	1	9	108	..	..	..
		1931-32	1	96	..	97	8	2	10	107	..	..	..
Bukhtiarpur- Bihar Light	2' 6"	1930-31	..	81	1	82	9	3	12	94	..	..	..
		1931-32	4	66	3	73	12	1	13	86	..	..	..
Burdwan- Katwa.	2' 6"	1930-31	37	96	1	134	37	20	57	191	..	..	..
		1931-32	36	97	1	136	23	35	58	194	..	..	..
Orissa State	2' 6"	1930-31	12	26	1	49	14	2	16	65	1	..	..
		1931-32	1	54	..	57	9	12	21	78	..	..	..
Dehri-Rohtas Light.	2' 6"	1930-31	..	48	..	48	18	..	18	66	..	..	..
		1931-32	..	48	..	48	9	..	9	57	..	..	..
Dholpur- State.	2' 6"	1930-31	3	62	..	66	12	..	12	78	1	..	..
		1931-32	..	59	..	59	13	2	15	74	2	..	..
Futwah- Islampur.	2' 6"	1930-31	17	38	3	68	4	..	4	62	..	..	..
		1931-32	12	41	..	53	3	..	3	56	..	..	..
Gwalior Light.	2' 6"	1930-31	3	206	37	246	43	4	47	293	..	..	..
		1931-32	5	204	39	248	44	6	50	298	..	..	..
Howrah- Sheakhala Light.	2' 0"	1930-31	18	50	2	70	2	..	2	72	..	..	..
		1931-32	18	54	1	73	2	..	2	75	..	..	..
Jagedhri Light.	2' 0"	1930-31	..	12	..	12	1	..	1	13	..	..	..
		1931-32	..	7	..	7	1	..	1	8	..	..	..
Jeosore- Jhenidah.	2' 6"	1930-31	..	66	..	66	27	33	60	119	3	..	..
		1931-32	..	64	..	65	4	1	5	70	2	..	..
Jorhat (Provin- cial).	2' 0"	1930-31	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1931-32	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat- Falta.	2' 6"	1930-31	84	61	1	146	131	29	160	306	..	..	..
		1931-32	61	80	2	143	45	95	140	283	..	..	..
Kulasoka- rapatnam Light.	2' 0"	1930-31	..	2	13	15	..	..	..	15	59	..	..
		1931-32	..	1	6	7	..	..	..	7	53	..	..
Mathoran Steam Tramway.	2' 0"	1930-31	8	..	4	12	..	..	..	12	7	..	..
		1931-32	9	..	3	12	..	..	..	12	8	..	..
Porbandar State.	3' 3½"	1930-31	28	49	16	93	21	..	21	114	..	..	..
		1931-32	9	47	16	72	17	..	17	89	..	..	..
Tezporo- Balipara Light.	2' 6"	1930-31	..	..	..	33	..	..	..	33	..	..	..
		1931-32	..	..	..	33	..	..	..	32	..	..	..
Trivellore Light.	2' 0"	1930-31	5	..	..	5	..	..	..	5	..	..	..
		1931-32	4	..	..	4	..	..	..	4	..	..	..
Udaipur- Chittorgarh	3' 3½"	1930-31	104	12	44	160	13	4	17	177	..	..	..
		1931-32	103	31	34	168	15	8	23	191	..	..	..
Total Class III Railways.		1930-31	549	1,196	135	1,934	419	144	563	2,497	71	..	..
		1931-32	500	1,232	116	1,891	270	212	482	2,373	65	..	..

\* Includes light, assisting required, assisting information not available.

‡ Excluding departmental.

\*\* Including Departmental.

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

## and III Railways for the years 1930-31 and 1931-32—contd.

TONS OF COAL CONSUMED ON LOCOMOTIVES.					TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).					TOTAL NUMBER OF TONS OF COAL CONSUMED.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal). 19.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
..	2,541	..	..	2,541	..	1,250	..	..	1,250	..	3,791	..	..	3,791	CLASS III—contd. Baraset-Basirhat Light.
..	2,684	..	..	2,684	..	797	..	..	797	..	3,481	..	..	3,481	
..	1,706	..	..	1,706	..	..	..	..	..	..	1,706	..	..	1,706	Bengal Provincial.
..	1,592	..	..	1,592	..	..	..	..	..	..	1,592	..	..	1,592	
..	1,040	..	..	1,040	..	279	..	..	279	..	1,319	..	..	1,319	Bukhtiarpur-Bihar Light.
..	1,089	..	..	1,089	..	321	..	..	321	..	1,410	..	..	1,410	
..	1,875	..	..	1,875	..	469	..	..	469	..	2,344	..	..	2,344	Burdwan-Katwa.
..	1,422	..	..	1,422	..	345	..	..	345	..	1,767	..	..	1,767	
784	..	12	..	789	21	..	..	..	21	805	..	12	..	810	Cutch State.
..	889	14	..	895	..	20	..	..	20	..	909	14	..	915	
..	1,791	..	..	1,791	..	152	..	..	152	..	1,943	..	..	1,943	Dehri-Rohtas Light.
..	1,395	..	..	1,395	..	152	..	..	152	..	1,547	..	..	1,547	
..	1,239	5	..	1,241	..	..	..	..	..	..	1,239	5	..	1,241	Dholpur-State.
..	1,235	5	..	1,237	..	..	..	..	..	..	1,235	5	..	1,237	
..	656	..	..	656	..	168	..	..	168	..	824	..	..	824	Futwah-Islampur.
..	565	..	..	565	..	142	..	..	142	..	707	..	..	707	
..	4,879	2	..	4,880	..	433	4	..	435	..	5,312	6	..	5,315	Gwalior Light.
..	4,729	1	..	4,729	..	160	5	..	162	..	4,889	6	..	4,891	
..	913	..	..	913	..	247	..	..	247	..	1,160	..	..	1,160	Howrah-Sheakhala Light.
..	1,003	..	..	1,003	..	318	..	..	318	..	1,321	..	..	1,321	
..	173	2	..	174	..	..	..	..	..	..	173	2	..	174	Jagadhri Light.
..	116	1	..	116	..	18	..	..	18	..	134	1	..	134	
..	1,291	..	1	1,293	..	..	..	..	..	..	1,291	..	1	1,293	Jessore-Jhenidah.
..	1,477	..	1	1,479	..	..	..	8	15	..	1,477	..	9	1,494	
..	1,070	..	..	1,070	..	81	..	..	81	..	1,151	..	..	1,151	Jorhat (Provincial).
..	1,035	..	..	1,035	..	73	..	..	73	..	1,108	..	..	1,108	
..	2,441	..	..	2,441	..	421	..	..	421	..	2,862	..	..	2,862	Kalighat-Falta.
..	1,782	..	..	1,782	..	347	..	..	347	..	2,129	..	..	2,129	
..	..	..	58	105	..	..	..	..	..	..	..	..	58	105	Kulasekara-patnam Light.
..	..	..	50	91	..	..	..	..	..	..	..	..	50	91	
..	426	..	..	426	..	..	..	..	..	..	426	..	..	426	Matheran Steam Tramway.
..	350	..	..	350	..	..	..	..	..	..	350	..	..	350	
..	2,653	5	..	2,655	..	115	..	..	115	..	2,768	5	..	2,770	Porbandar State.
..	2,045	5	..	2,047	..	73	..	..	73	..	2,118	5	..	2,120	
..	662	..	..	662	..	158	..	..	158	..	820	..	..	820	Tezpur-Balipara Light.
..	667	..	..	667	..	133	..	..	133	..	800	..	..	800	
..	108	15	..	114	..	..	..	..	..	..	108	15	..	114	Trivellore Light.
..	64	6	..	66	..	..	..	..	..	..	64	6	..	66	
..	3,754	6	..	3,756	..	1,092	..	..	1,092	..	4,846	6	..	4,848	Udaipur-Chittorgarh.
..	3,866	5	..	3,868	..	1,643	..	..	1,643	..	5,509	5	..	5,511	
784	33,904	47	59	34,814	21	6,025	4	—	6,048	805	39,929	51	59	40,862	Total Class III Railways.
..	31,701	37	51	31,808	..	5,535	5	8	5,552	..	37,236	42	59	37,360	

not required, siding and departmental.

Ton of Oil fuel=1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the year 1930-31 and 1931-32—concl.

Railway.	Gauge.	Year.	AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
			34	35	36	37	38	39	40	41
CLASS III—concl.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Barasat-Baairhat Light	2' 6"	1930-31	..	4.50	..	..	..	10.5	..	..
		1931-32	..	4.00	..	..	..	10.0	..	..
Bengal Provincial	2' 6"	1930-31	..	2.63	..	..	..	6.50	..	..
		1931-32	..	2.38	..	..	..	6.25	..	..
Bukhtiarpur-Bihar Light	2' 6"	1930-31	..	3.00	..	..	..	8.25	..	..
		1931-32	..	2.75	..	..	..	7.98	..	..
Burdwan-Katwa	2' 6"	1930-31	..	4.75	..	..	..	8.20	..	..
		1931-32	..	4.75	..	..	..	8.65	..	..
Cutch State	2' 6"	1930-31	30.0	*	7.60	..	30.0	*	7.60	..
		1931-32	..	*	6.00	..	..	26.0	6.00	..
Dehri-Rohtas Light	2' 6"	1930-31	..	4.50	..	..	..	9.13	..	..
		1931-32	..	4.13	..	..	..	9.13	..	..
Dholpur-State	2' 6"	1930-31	..	5.75	9.00	..	..	16.0	11.3	..
		1931-32	..	5.25	8.75	..	..	14.7	9.40	..
Futwah-Islampur	2' 6"	1930-31	..	3.00	..	..	..	8.06	..	..
		1931-32	..	2.75	..	..	..	7.86	..	..
Gwalior-Light	2' 6"	1930-31	..	5.00	10.0	..	..	13.4	10.0	..
		1931-32	..	5.00	10.0	..	..	13.4	10.0	..
Howrah-Sheakhala Light	2' 0"	1930-31	..	4.50	..	..	..	9.48	..	..
		1931-32	..	4.00	..	..	..	8.86	..	..
Jagadhri Light	2' 0"	1930-31	..	5.75	**	..	..	15.3	**	..
		1931-32	..	5.75	15.0	..	..	14.5	15.0	..
Jessore-Jhenidah	2' 6"	1930-31	..	4.50	..	375.0	..	9.00	..	375.0
		1931-32	..	3.50	..	243.1	..	8.00	..	243.1
Jorhat (Provincial)	2' 0"	1930-31	..	13.0	..	..	..	15.7	..	..
		1931-32	..	13.0	..	..	..	15.7	..	..
Kalighat-Falta	2' 6"	1930-31	..	4.75	..	..	..	10.3	..	..
		1931-32	..	4.75	..	..	..	10.9	..	..
Kulasekarapatnam Light	2' 0"	1930-31	..	..	..	357.0	..	..	..	362.0
		1931-32	..	..	..	379.0	..	..	..	384.0
Matheran Steam Tramway	2' 0"	1930-31	..	6.00	..	..	..	18.0	..	..
		1931-32	..	4.00	..	..	..	15.0	..	..
Porbandar State	3' 3 1/2"	1930-31	..	21.0	6.00	..	..	22.0	6.00	..
		1931-32	..	21.0	20.0	..	..	22.0	20.0	..
Tezpur-Balipara Light	2' 6"	1930-31	..	*	..	..	..	23.6	..	..
		1931-32	..	*	..	..	..	23.6	..	..
Trivellere Light	2' 0"	1930-31	..	3.38	20.0	..	..	18.5	21.0	..
		1931-32	..	3.38	20.0	..	..	18.5	21.0	..
Udaipur-Chittorgarh	3' 3 1/2"	1930-31	..	5.63	*	..	..	17.0	*	..
		1931-32	..	4.50	*	..	..	17.0	*	..

\* Information not available.

\*\* As old sleepers were used no rate is available.

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# APPENDICES.

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

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

Stores purchased. 1	Assem-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work . . .	..	5	..	..	..	..	..	1,79	48
2. Engineers' plant, excluding petty tools . . .	1	54	4	5	4	3	2,11	2,04	35
3. Workshop machinery and heavy tools . . .	29	17	..	27	6	1	..	1,16	1
4. Permanent-way :—									
(a) Rails . . .	..	..	1,25	..	..	2	..	3	10,59
(b) Steel sleepers . . .	..	..	..	..	..	..	..	..	15,25
(c) Cast iron sleepers . . .	..	..	..	..	..	..	..	..	22,92
(d) Wooden sleepers . . .	..	..	28	..	..	7,05	..	..	9,02
(e) Chairs and fastenings . . .	12	2	11	66	1	18	..	65	3,40
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts . . .	2,23	16	10	12,22	31	2	12,10	60	1,03
(b) Rail motors and spare parts . . .	..	..	..	..	..	..	..	..	..
(c) Steam coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches and spare parts . . .	..	..	..	3,45	45	..	..	..	..
(f) Coaching stock . . .	7	1	..	..	..	..	2,23	18	52
(g) Goods stock . . .	..	4,05	1,83	4	..	79	19	..	1,45
(h) Spare parts—coaching and goods stock . . .	2,40	20	16	1,87	37	4	3,28	1,93	1,16
(i) Motor cars . . .	..	..	..	..	..	..	..	3	..
6. Building and station materials and fencing . . .	..	35	23	22	64	17	..	1,81	1,27
7. Tools and Stores :—									
(a) Tools and outlory . . .	2	23	2	9	22	10	3	1,36	9
(b) Steel (excluding permanent-way materials) . . .	14	40	16	34	85	10	9	1,62	1,08
(c) Iron (excluding permanent-way materials) . . .	1	12	8	20	43	..	5	54	21
(d) Other metals . . .	1	48	..	31	42	15	34	2,93	47
(e) Timber . . .	..	..	1,14	..	..	1,74	..	..	6,83
(f) Oils . . .	66	56	91	..	1,90	26	..	4,06	3,22
(g) Portland cement . . .	..	25	23	..	..	9	..	15	1,60
(h) All other stores . . .	20	1,18	76	39	1,22	2,85	54	5,97	6,50
8. Electrical plant and materials . . .	2,14	82	1	23	1,28	2	31	3,61	5
9. Other materials purchased in India—									
(a) Coal and coke . . .	..	..	11,58	..	..	10,50	..	..	29,67
(b) Stone . . .	..	..	..	..	..	64	..	..	17
(c) Bricks . . .	..	..	..	..	..	..	..	..	40
(d) Indian lime . . .	..	..	..	..	..	..	..	..	4
(e) Ballast . . .	..	..	..	..	..	50	..	..	7,96
(f) Others . . .	..	..	..	..	..	2,35	..	..	66
Total . . .	8,36	9,59	18,87	20,34	8,20	27,61	21,27	30,51	1,26,40

\* Includes figures of Vizagapatam Harbour construction.

## DIX A.

the Nizam's State Railways) during the year 1931-32. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased. 23
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	
..	13	3	20	..	..	..	..	54	..	65	1	1. Bridge work.
14	20	1	..	5	22	..	17	1	8	2,01	..	2. Engineers' plant excluding petty tools.
1,16	66	1	6	90	..	..	2,96	..	1,93	2,72	2	3. Workshop machinery and heavy tools.
22	..	1,14	..	..	4,52	..	..	22,08	..	81	33,25	4. Permanent-way:—
..	..	..	..	..	..	..	..	..	..	..	..	(a) Rails.
..	..	..	..	..	..	..	..	9,01	..	..	..	(b) Steel sleepers.
..	..	20,85	..	..	11,19	..	..	21,73	..	..	10,93	(c) Cast iron sleepers.
1,34	25	1,14	..	59	51	..	54	67	..	30	2,46	(d) Wooden sleepers.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Chairs and fastenings.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
11,49	1,62	8	8,40	31	5	49	1,69	17	15,51	7,28	5	5. Rolling-stock:—
..	..	..	..	..	..	..	..	..	..	20	..	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
..	2,40	..	..	..	..	..	..	..	..	..	..	(d) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Internal combustion coaches and spare parts.
..	..	..	..	..	..	..	87	70	..	..	..	(f) Coaching stock.
..	..	..	..	..	..	..	2,10	90	..	..	17,69	(g) Goods stock.
3,01	4,72	29	2,95	48	8	1,09	1,82	46	5,76	6,48	9,22	(h) Spare parts—coaching and goods stock.
..	1	..	..	..	..	..	..	..	..	13	..	(i) Motor cars.
1,68	95	48	28	47	68	..	54	51	..	2,34	1,52	6. Building and station materials and fencing.
29	89	15	22	61	9	..	1,22	20	3	1,04	8	7. Tools and Stores:—
..	..	..	..	..	..	..	..	..	..	..	..	(a) Tools and cutlery.
3,48	72	11	2,00	68	..	..	85	39	4	2,61	4,19	(b) Steel (excluding permanent-way materials).
10	27	1,57	16	51	2	..	1,24	58	..	20	1,49	(c) Iron (excluding permanent-way materials).
70	39	1	44	48	3	..	1,12	60	..	2,68	1,64	(d) Other metals.
..	..	2,18	..	2	2,57	..	..	3,27	..	57	9,85	(e) Timber.
..	3,58	3,80	..	19	2,70	..	3,08	75	..	6,78	6,73	(f) Oils.
..	5	77	..	41	..	..	..	1,18	..	65	3,68	(g) Portland cement.
2,14	6,91	4,02	96	2,46	2,32	10	3,99	4,63	31	22,59	18,09	(h) All other stores.
3,56	3,04	..	30	21,46	5,20	..	3,97	5	3	5,79	6	8. Electrical plant and materials.
..	1	26,42	..	..	28,41	..	..	15,91	..	..	20,78	9. Other materials purchased in India:—
..	..	36	..	..	18	..	..	..	..	..	27	(a) Coal and coke.
..	..	9	..	..	20	..	..	10	..	..	3,48	(b) Stone.
..	..	21	..	..	2	..	..	6	..	..	53	(c) Bricks.
..	..	4,86	..	..	4,76	..	..	80	..	..	4,07	(d) Indian lime.
..	..	2,44	..	..	1,28	..	..	6	..	..	69	(e) Ballast.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Others.
29,31	26,80	71,02	15,97	29,62	65,03	1,68	26,16	85,36	23,74	66,43	1,51,38	Total.

† Includes figures for Central Indian Coalfields Railway.

*Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. 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 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work . . .	..	..	..	..	1,04	3	..	3,96	6,16
2. Engineers' plant, excluding petty tools . . .	..	77	2	22	35	..	5	1,41	50
3. Workshop machinery and heavy tools . . .	..	3,00	6	39	7,30	..	19	2,24	2
4. Permanent-way :—									
(a) Rails . . .	..	..	1,05	..	..	8,72	..	7,91	2,13
(b) Steel sleepers . . .	..	78	5	..	..	..	..	..	..
(c) Cast iron sleepers . . .	..	4,46	..	..	..	..	..	67	10,34
(d) Wooden sleepers . . .	..	..	4,28	..	..	9,29	..	..	52,39
(e) Chairs and fastenings . . .	1	2,36	13,91	1,84	..	33	..	1,67	1,64
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts . . .	8,14	2,26	33	16,34	73	13	45,57	19,23	21
(b) Rail motors and spare parts . . .	..	..	..	..	..	—	..	2	..
(c) Steam coaches and spare parts . . .	..	..	..	..	..	..	..	2	..
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches & spare parts . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock . . .	25	..	..	..	..	..	..	3,19	..
(g) Goods stock . . .	..	..	..	..	..	19,50	..	3,81	..
(h) Spare parts—coaching and goods stock . . .	2,16	6,40	3	6,09	1,22	10	2,67	5,83	18
(i) Motor cars . . .	..	..	..	..	5	..	52	20	..
6. Building and station materials and fencing . . .	..	1,66	2,06	13	1,11	53	..	2,94	38
7. Tools and stores :—									
(a) Tools and outlery . . .	..	95	27	96	30	7	..	2,25	47
(b) Steel (excluding permanent-way materials) . . .	..	2,43	14	2,61	90	26	..	2,85	3,00
(c) Iron (excluding permanent-way materials) . . .	..	23	56	21	8	38	..	17	91
(d) Other metals . . .	..	66	2,32	1,22	92	2	..	2,44	56
(e) Timber . . .	..	..	9,03	..	..	1,13	..	..	..
(f) Oils . . .	..	7,33	1,50	2	5,64	78	94	7,46	12,48
(g) Portland cement . . .	..	..	92	..	5	69	..	5	2,54
(h) All other stores . . .	42	8,04	7,80	3,31	2,73	3,43	31	11,14	16,72
8. Electrical plant and materials . . .	3	9,42	5	76	4,78	7	68	11,37	13
9. Other materials purchased in India :—									
(a) Coal and coke . . .	..	..	36,09	..	3	33,23	..	3	44,03
(b) Stone . . .	..	..	15	..	..	..	..	..	10
(c) Bricks . . .	..	..	14	2	..	33	..	..	1,02
(d) Indian lime . . .	..	..	13	..	..	4	..	..	9
(e) Ballast . . .	..	..	5,01	..	..	2,91	..	..	2,53
(f) Others . . .	..	5,48	62	..	..	6	..	22,01	50
Total . . .	11,01	56,28	87,92	35,02	27,23	82,03	50,33	1,13,07	1,58,02



DIX A—concl'd.

Nizam's State Railways) during the year 1931-32. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased. 43
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	
..	..	..	..	41	13	20	8,03	7,37	1. Bridge work.
1	1	..	48	1,71	16	3,15	9,30	1,34	2. Engineers' plant excluding petty tools.
..	1	..	29	32	2	4,63	21,50	15	3. Workshop machinery and heavy tools.
..	..	..	..	4	11,58	22	8,79	97,23	4. Permanent-way:—
..	..	..	..	..	1	Nil	76	15,31	(a) Rails.
..	..	..	..	..	..	Nil	5,13	42,27	(b) Steel sleepers.
..	..	1,58	..	..	10,91	Nil	Nil	1,59,48	(c) Cast iron sleepers.
7	2	..	55	1,30	1,42	4,59	7,91	25,77	(d) Wooden sleepers.
..	..	..	..	..	..	Nil	Nil	Nil	(e) Chairs and fastenings.
..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
1,57	3	..	8,50	10	3	1,42,56	34,32	2,20	5. Rolling-stock:—
..	..	..	..	..	..	Nil	22	Nil	(a) Locomotives and spare parts.
..	..	..	..	..	..	Nil	2	Nil	(b) Rail motors and spare parts.
..	..	..	3,68	..	..	3,68	2,40	Nil	(c) Steam coaches and spare parts.
..	..	..	..	..	..	3,45	45	Nil	(d) Electric motor coaches and spare parts.
..	4	..	..	..	..	2,55	4,29	1,22	(e) Internal combustion coaches and spare parts.
6	..	..	..	..	..	29	9,96	42,16	(f) Coaching stock.
..	..	..	..	..	..	..	..	..	(g) Goods stock.
9	..	..	4,24	60	5	36,57	30,10	11,77	(h) Spare parts—coaching and goods stock.
..	..	..	1	1	..	53	50	Nil	(i) Motor cars.
2	21	1	7	4,01	1,95	2,40	17,03	9,79	6. Building and station materials and fencing.
1	8	2	34	47	20	1,99	10,22	1,76	7. Tools and stores:—
..	3	..	23	1,15	88	8,93	15,09	10,31	(a) Tools and cutlery.
5	18	..	32	65	34	1,10	4,62	6,14	(b) Steel (excluding permanent-way materials).
..	16	..	59	90	..	3,61	13,58	5,80	(c) Iron (excluding permanent-way materials).
..	..	14	..	..	11	Nil	59	37,99	(d) Other metals.
..	..	52	..	3,95	1,44	1,62	4,53	35,09	(e) Timber.
..	..	4	..	1	3,04	Nil	1,62	14,78	(f) Oils.
..	49	39	2,06	4,96	5,42	10,74	71,63	72,53	(g) Portland cement.
..	28	..	3,67	3,48	22	11,61	69,30	5,86	(h) All other stores.
..	..	2,06	..	..	14,58	Nil	7	2,77,58	8. Electrical plant and materials.
..	..	..	..	..	7	Nil	Nil	1,34	9. Other materials purchased in India:—
..	..	..	..	..	75	Nil	2	6,51	(a) Coal and coke.
..	..	..	..	..	2	Nil	Nil	1,14	(b) Stone.
..	..	..	..	..	2,74	Nil	Nil	36,74	(c) Bricks.
..	..	..	..	..	32	Nil	29,01	9,64	(d) Indian lime.
..	..	16	..	52	..	..	..	..	(e) Ballast.
..	..	..	..	..	..	..	..	..	(f) Others.
1,88	1,54	4,92	25,03	24,59	56,39	2,44,44	4,20,02	9,54,55	Total.

## Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work	Year.	Capital outlay.	Ouvr		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokharo Ramgarh.	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1916.	1929-30	32,80,768	830,251	..	139,733
				1930-31	33,79,206	746,954	..	105,519
				1931-32	(a)33,74,643	531,605	..	109,519
Swang . . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1929-30	10,89,228	81,367	6,303	10,106
				1930-31	13,75,376	77,734	8,395	15,342
				1931-32	14,70,413	50,012	4,265	6,944
Kurharbaroo and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1929-30	61,05,607	403,001	119,824	122,685
				1930-31	62,25,946	401,673	99,060	144,465
				1931-32	(a)62,15,526	464,977	40,215	142,031
Bhurkunda . . .	State . . .	Bihar and Orissa.	1st June 1927.	1929-30	50,55,371	101,377	32	5,579
				1930-31	52,09,795	(d) 111,208	..	(d) 8,174
				1931-32	53,89,741	151,724	..	2,072
Kargall . . .	State . . .	Bihar and Orissa.	18th June 1917.	1929-30	46,58,394	831,707	44,880	37,472
				1930-31	45,48,611	739,804	38,839	38,939
				1931-32	(b)44,86,245	583,626	31,771	20,990
Argada . . .	B. N. Railway .	Bihar and Orissa.	1st April 1926.	1929-30	30,77,544	806,603	..	33,793
				1930-31	30,45,207	265,407	..	29,898
				1931-32	30,08,243	214,315	..	19,701
Talcher†	B. N. Railway .	Bihar and Orissa.	..	1929-30	10,90,990	..	..	..
				1930-31	12,51,601	..	..	..
				1931-32	14,55,494	..	..	..
	M. & S. M. Railway.	Bihar and Orissa.	..	1929-30	26,05,031	..	..	..
				1930-31	32,09,301	..	..	..
				1931-32	36,08,002	..	..	..
Jarangdh . . .	R. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	1st April 1927.	1929-30	63,77,489	115,680	..	1,230
				1930-31	64,34,036	94,324	..	1,077
				1931-32	66,37,833	108,310	106	2,708
Raigarh . . .	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	..	1929-30	19,46,475	..	..	..
				1930-31	19,87,155	..	..	..
				1931-32	20,27,879	..	..	..
Kurasia† . . .	B. B. & C. I. Railway.	Central Provinces.	..	1929-30	..	..	..	..
				1930-31	..	..	..	..
				1931-32	3,41,617	..	..	..
Kedla Joint† . . .	E. I. and B. N. Railways.	Bihar and Orissa.	..	1929-30	5,26,700	..	..	..
				1930-31	7,85,854	..	..	..
				1931-32	(f) 7,11,907	..	..	..

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

(b) The decrease is due to adjustment of Sinking Fund.

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

(d) Revised figures.

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

(f) The decrease is due to certain adjustments having been effected during the year.

## DIX B.

for the years 1929-30 to 1931-32.

P.T.		Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
Total.	10								
	Tons.	Tons.	Rs.	Rs.		Tons.			
	969,984	969,984	23,37,804	2.41	5,997	162	3	12	Bokharo Ramgarh.
	852,473	852,473	23,53,630	2.76	5,184	164	1	11	
	641,124	641,124	15,68,098	2.44	5,594	115	..	5	
	96,776	81,397	†	†	1,113	87	6	4	Swang.
	101,471	101,361	†	†	691	147	-	2	
	61,221	60,721	†	†	684	90	1	..	
	645,510	657,171	27,63,193	4.28	6,734	96	9	27	Kurharbaree and Serampore.
	645,198	637,139	27,09,164	4.20	5,563	116	6	25	
	647,223	615,189	25,35,158	3.92	4,929	131	5	37	
	106,988	106,988	†	†	774	138	-	..	Bhirkunda.
(d)	119,382	(d) 119,382	†	†	650	184	-	..	
	153,796	153,796	†	†	723	222	-	..	
	914,059	914,059	30,50,804	3.34	6,163	148	1	17	Kargali.
	817,582	817,582	26,92,102	(d) 3.29	7,122	115	1	10	
	636,387	636,387	23,99,258	3.77	5,587	114	..	15	
	340,396	339,545	9,00,504	2.63	1,290	264	2	3	Argada.
	295,305	296,568	8,80,895	2.98	1,121	263	..	3	
	234,016	233,342	6,62,450	2.83	887	284	1	2	
	..	..	-	-	-	-	-	-	Talcher†.
	..	..	-	-	-	-	-	-	
	..	..	-	-	404	..	2	..	
	..	..	-	-	..	..	..	..	Jarangdih.
	116,910	116,910	5,83,022	4.96	1,132	103	..	7	
	95,401	94,973	5,36,381	(d) 5.62	1,070	89	5	9	
	111,124	108,615	6,72,190	6.05	1,242	90	2	13	Ralignara.†
	..	..	-	-	-	-	-	-	
	..	..	-	-	-	-	-	-	
	..	..	-	-	-	-	-	-	Kurasia.†
	..	..	-	-	-	-	-	-	
	..	..	-	-	-	-	-	-	
	..	..	-	-	-	-	-	-	Kodla Joint.†
	..	..	-	-	-	-	-	-	
	..	..	-	-	-	-	-	-	

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

(d) Revised figures.

## 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 1930-31 and 1931-32.

Railway.	Number of servants employed.													
	Europeans.		Indians.										Grand total.	
			Hindus.		Muslims.		Anglo-Indians.		Other classes.‡		Total.			
	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Class I.</b>														
Assam-Bengal . . . . .	60	57	10,054	10,453	5,778	5,111	274	248	258	289	16,344	16,101	16,404	16,158
Bengal and North Western . . . . .	*70	75	*24,087	22,907	*3,283	3,321	*151	150	*225	219	*27,746	26,597	*27,825	26,672
Bengal-Nagpur . . . . .	*540	527	*61,020	58,990	*6,760	6,459	*1,498	1,460	*1,451	1,791	*70,746	68,610	*71,286	69,137
Bombay, Baroda and Central India . . . . .	320	317	64,773	61,209	12,603	11,825	1,176	1,056	2,995	2,857	71,547	68,747	71,867	67,004
Burma . . . . .	126	124	10,554	15,527	3,040	2,991	*700	677	*6,689	5,993	*26,983	25,188	*27,109	25,312
Eastern Bengal . . . . .	202	243	*37,316	35,131	14,920	12,583	625	594	*603	401	*53,464	49,709	*53,756	48,952
East Indian . . . . .	1,143	1,064	100,914	96,823	30,255	27,055	2,495	2,384	1,135	1,054	140,799	127,316	141,942	128,380
Great Indian Peninsula . . . . .	680	655	*76,900	71,839	*12,055	10,745	1,949	1,725	*4,744	4,466	96,657	88,775	96,343	89,430
Jodhpur . . . . .	28	25	5,596	4,907	1,539	1,583	23	21	74	76	7,532	6,587	7,560	6,612
Madras and Southern Mahratta . . . . .	236	219	*41,693	40,024	*6,965	5,876	*2,118	2,045	*2,948	2,933	*52,719	50,878	*52,955	51,097
Nizam's State . . . . .	94	79	13,850	12,544	2,615	2,385	370	416	895	707	17,731	16,052	17,825	16,131
North Western . . . . .	564	541	*40,336	37,740	*64,936	59,450	1,050	1,068	*9,258	9,327	*115,609	107,594	*116,473	108,435
Rohilkund and Kumaon . . . . .	19	23	4,033	3,700	2,053	2,006	31	25	10	15	6,127	5,746	6,146	5,769
South Indian . . . . .	*148	140	*31,505	30,122	2,175	2,104	1,575	1,495	*3,885	3,797	39,140	37,600	*39,288	37,749
<b>Total</b> . . . . .	<b>*4,635</b>	<b>4,389</b>	<b>*524,620</b>	<b>491,835</b>	<b>*165,285</b>	<b>153,384</b>	<b>*14,058</b>	<b>13,365</b>	<b>*35,181</b>	<b>33,925</b>	<b>*742,144</b>	<b>692,509</b>	<b>*746,779</b>	<b>696,898</b>
<b>Class II.</b>														
Barul Light . . . . .	11	10	1,287	1,272	237	207	17	14	66	63	1,607	1,556	1,618	1,566
Bengal-Dooars . . . . .	5	5	1,299	1,111	173	100	7	6	67	147	1,546	1,424	1,551	1,429
Bhavnagar State . . . . .	3	3	2,842	2,608	258	261	Nil	Nil	70	75	3,170	3,204	3,173	3,207
Bikaner State . . . . .	6	6	3,434	3,340	958	843	3	4	9	13	4,404	4,209	4,410	4,215
Darjeeling-Himalayan . . . . .	12	11	1,703	1,601	73	62	22	21	25	23	1,823	1,707	1,835	1,718
Dibru-Sadiya . . . . .	12	11	2,269	1,783	236	203	1	1	16	15	2,572	2,062	2,584	2,073
Gaekwar's Baroda State . . . . .	Nil	Nil	2,164	2,059	105	154	4	4	49	49	2,322	2,266	2,322	2,266
Gondal . . . . .	Nil	Nil	1,532	1,370	75	77	Nil	Nil	20	18	1,627	1,474	1,627	1,474
Howrah-Amra Light . . . . .	2	2	928	907	179	152	18	9	Nil	Nil	1,120	1,068	1,122	1,070
Jamnagar and Dwarka . . . . .	1	1	1,117	1,159	230	230	1	1	14	14	1,362	1,404	1,363	1,405
Junagud State . . . . .	1	2	958	914	217	198	6	5	8	8	1,188	1,125	1,189	1,127
Morvi . . . . .	Nil	Nil	650	670	72	69	1	Nil	1	1	754	740	754	740
Mysore . . . . .	3	3	1,037	1,015	150	141	36	31	93	88	1,315	1,275	1,318	1,278
Shahdara (Delhi) Saharanpur . . . . .	4	5	355	373	215	191	Nil	1	5	4	606	569	610	574
<b>Total</b> . . . . .	<b>60</b>	<b>59</b>	<b>21,435</b>	<b>20,460</b>	<b>3,229</b>	<b>3,008</b>	<b>109</b>	<b>97</b>	<b>443</b>	<b>518</b>	<b>25,216</b>	<b>24,083</b>	<b>25,276</b>	<b>24,142</b>
<b>Class III, Total</b> . . . . .	<b>21</b>	<b>20</b>	<b>*5,531</b>	<b>5,185</b>	<b>927</b>	<b>853</b>	<b>*13</b>	<b>13</b>	<b>*71</b>	<b>62</b>	<b>*6,542</b>	<b>6,113</b>	<b>*6,563</b>	<b>6,133</b>
Railway Board and other Railway Offices . . . . .	57	48	*2,415	2,339	*534	499	87	69	*148	121	*3,184	2,998	*3,241	3,046
<b>Grand Total:</b> . . . . .	<b>*4,773</b>	<b>4,516</b>	<b>*554,691</b>	<b>519,819</b>	<b>*172,975</b>	<b>157,714</b>	<b>*14,267</b>	<b>13,544</b>	<b>*35,843</b>	<b>34,626</b>	<b>*777,056</b>	<b>725,703</b>	<b>*781,859</b>	<b>730,219</b>

Revised figures.

‡ Includes Sikhs and Indian Christians.

## APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1931-32 and the preceding four years.

[Summary of Appendices D (ii) to D(iv)]

Class of accidents. 1	1927-28. 2	1928-29. 3	1929-30. 4	1930-31. 5	1931-32. 6-A.	References. 6-B.
<b>I.—Accidents to trains—</b>						Appendix D (iii) Col. 31L
<b>Collisions—</b>						Items 1 to 3
Passenger trains . . . . .	67	63	88	80	65	.. 4 to 6
Other trains and light engines	343	329	371	275	200	.. 7(a) & 7 (b)
<b>Derailments—</b>						.. 8(a) & 8 (b)
Passenger trains . . . . .	383	412	511	369	294	
Other trains . . . . .	4,343	4,637	4,095	4,176	3,291	
<b>II.—Failure of engines and rolling stock—</b>						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes . . . . .	169	163	146	147	83	Item 9(a) (1)
(2) machinery, springs, etc. . . . .	544	641	637	565	494	.. 9(a) (2)
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes . . . . .	399	377	570	270	287	.. 9 (b) (1)
(2) other causes . . . . .	1,668	2,228	2,535	2,213	1,538	.. 9 (b) (2)
Failure of tyres and wheels . . . . .	30	33	14	27	17	.. 9 (c) & 9 (d)
ditto axles . . . . .	60	89	94	90	86	.. 9 (e)
ditto brake apparatus . . . . .	20	26	19	23	14	.. 9 (f)
ditto couplings and draft gear	3,368	3,160	3,091	3,100	3,575	.. 9 (g)
<b>III.—Failure of permanent-way—</b>						
Broken rails . . . . .	353	308	336	415	308	.. 10 (a)
Failure of tunnels bridges, viaducts, culverts, etc. . . . .	15	9	4	9	7	.. 10 (b)
Flooding of portions of permanent-way . . . . .	164	126	171	238	136	.. 10 (c)
Slips in cuttings or embankments	38	52	108	87	69	.. 10 (d)
<b>IV.—Fires—</b>						
Fire in trains . . . . .	177	158	167	125	107	.. 11 (a)
Fire at stations or involving injury to bridges or viaducts.	68	79	99	48	59	.. 11 (b)
<b>V.—Other accidents—</b>						
Trains running over cattle on the line	9,684	9,707	9,285	8,861	8,790	.. 12 (i)
Trains running over obstructions on the line (other than those at level crossings).	258	219	217	222	164	.. 12 (c)
Trains running over obstructions or vehicles at level crossings.	136	120	58	145	32	.. 12 (d)
Train-wrecking . . . . .					122	.. 12 (e)
Attempted train-wrecking . . . . .						.. 12 (f)
Miscellaneous . . . . .	560	542	785	712	472	.. 12 (g) + 12 (a).
<b>TOTAL</b>	<b>22,847</b>	<b>23,468</b>	<b>23,526</b>	<b>22,301</b>	<b>20,319</b>	<b>Total</b>
<b>*NUMBER OF PERSONS KILLED OR INJURED.</b>	<b>Killed. Injured.</b>	<b>Killed. Injured.</b>	<b>Killed. Injured.</b>	<b>Killed. Injured.</b>	<b>Killed. Injured.</b>	
<b>A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—</b>						Appendix D (ii).
Passengers . . . . .	339 1,046	390 1,131	349 1,040	325 881	245 808	Total (a) Col. 29
Railway servants . . . . .	323 1,323	341 1,492	343 1,708	282 1,827	201 1,819	.. (b) Col. 54
Other persons . . . . .	2,203 732	2,448 775	2,481 774	2,397 735	2,322 736	.. (c) Col. 54
<b>TOTAL</b>	<b>2,865 3,101</b>	<b>3,179 3,398</b>	<b>3,173 3,522</b>	<b>3,004 3,443</b>	<b>2,768 3,363</b>	.. (d) Col. 54
<b>B.—In accidents to trains, rolling-stock and permanent-way—</b>						Appendix D (iii).
Passengers . . . . .	45 104	24 207	6 69	12 140	8 93	Cols. 313 and 315—(Total)
Railway servants . . . . .	23 166	21 192	33 174	25 132	16 157	.. 317 & 319— "
Other persons . . . . .	39 84	55 94	67 171	71 96	32 62	.. 321 & 323— "
<b>TOTAL</b>	<b>107 354</b>	<b>100 493</b>	<b>106 414</b>	<b>108 368</b>	<b>56 312</b>	.. 325 & 327— "
<b>C.—In accidents on railway premises not connected with the movement of railway vehicles—</b>						Appendix D (iv).
Passengers . . . . .	3 29	4 30	3 17	.. 16	2 11	Cols. 355 & 357—(Total)
Railway servants . . . . .	54 2,713	49 3,180	62 4,014	44 4,659	43 5,407	.. 357 & 358— "
Other persons . . . . .	41 68	26 86	21 87	24 61	19 47	.. 359 & 360— "
<b>TOTAL</b>	<b>98 2,810</b>	<b>79 3,296</b>	<b>86 4,118</b>	<b>68 4,736</b>	<b>64 5,525</b>	.. 361 & 362—(Total)
<b>TOTAL PASSENGERS</b>	<b>387 1,179</b>	<b>418 1,368</b>	<b>358 1,126</b>	<b>337 1,037</b>	<b>255 912</b>	
<b>TOTAL RAILWAY SERVANTS</b>	<b>400 4,202</b>	<b>411 4,864</b>	<b>436 5,893</b>	<b>351 6,618</b>	<b>260 7,443</b>	A + B + C above.
<b>TOTAL OTHER PERSONS</b>	<b>2,283 884</b>	<b>2,529 955</b>	<b>2,569 1,032</b>	<b>2,402 892</b>	<b>2,373 845</b>	
<b>GRAND TOTAL</b>	<b>3,07 6,265</b>	<b>3,358 7,187</b>	<b>3,365 8,054</b>	<b>3,180 8,547</b>	<b>2,889 9,200</b>	

Railway Servants. Other Persons. Total. Appendix D(vi)

Killed .. 14 21 35 Totals (b), (c) & (d) (Col. 40/)

\*Number of persons killed or injured in Railway Workshops, etc., in 1931-32 not included in the above summary. Injured .. 8,831 39 8,870

Number of persons killed or injured during the year 1931-32 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, c

Class of accident.	Nature of Injury.	CLASS							
		Asam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7	8	9	10	11	12	13	14	15	16
<b>(a) PASSENGERS.</b>									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms . . . . .	Killed . . . . .	..	..	..	3	..	..	6	4
	Injured . . . . .	..	..	..	2	5	4	13	5
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed . . . . .	..	6	2	3	1	5	4	8
	Injured . . . . .	1	1	18	14	7	9	17	48
3. Crossing the line at stations . . . . .	Killed . . . . .	..	..	..	..	..	2	4	4
	Injured . . . . .	..	1	2	1	1	..	..	4
4. Closing of carriage doors . . . . .	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	..	1	..	..	3
5. Falling or jumping out of carriages during the running of trains.	Killed . . . . .	..	2	..	18	1	12	17	18
	Injured . . . . .	14	92	26	38	10	30	38	73
6. Other accidents . . . . .	Killed . . . . .	..	..	..	..	..	1	2	..
	Injured . . . . .	1	3	..	4	2	1	8	24
TOTAL (a)	Killed . . . . .	..	8	2	24	2	20	33	34
	Injured . . . . .	16	97	46	59	26	44	76	157
<b>(b) RAILWAY SERVANTS.</b>									
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles . . . . .	Killed . . . . .	..	..	..	..	..	1	..	1
	Injured . . . . .	3	..	2	50	21	7	126	149
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed . . . . .	1	..	..	1	..	..	..	..
	Injured . . . . .	..	1	..	..	..	2	..	5
3. Passing over or standing upon buffers during shunting.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	3	..	1	1	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed . . . . .	..	2	..	..	..	4	..	..
	Injured . . . . .	..	1	2	11	6	2	14	22
5. Braking, spragging or choking wheels . . . . .	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	9	..	1	11	54
6. Attending to ground points, marshalling trains, etc.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	2	..	1	..	..	4	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed . . . . .	1	..	..	..	..	..	..	..
	Injured . . . . .	..	1	..	..	..	..	1	..
8. Other accidents during shunting operations not included in the preceding.	Killed . . . . .	..	1	..	1	1	2	3	4
	Injured . . . . .	..	1	2	16	6	3	28	40
TOTAL (i)	Killed . . . . .	2	3	..	2	1	7	3	5
	Injured . . . . .	3	6	6	90	33	16	185	271

DIX D (ii).

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents (see Col. 7).
Jodhpur	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32. (Cols. 23, 26 and 27.)	1930-31. (Cols. 24, 26 and 29.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	8	..	..	21	31	..	..	..	..	21	31	1
..	..	1	19	..	1	50	35	..	..	..	..	50	35	
..	..	..	6	..	3	38	51	..	..	..	..	38	51	2
..	..	..	14	..	1	130	159	5	2	1	..	136	161	
..	..	..	2	..	..	12	16	..	2	..	..	12	18	3
..	..	..	2	..	..	11	7	1	2	..	1	12	10	
..	..	..	..	..	..	..	..	1	..	..	..	1	..	4
..	..	..	..	..	..	4	9	10	1	..	..	14	10	
1	10	2	63	..	18	162	206	..	2	1	1	163	209	5
..	41	6	95	14	27	504	557	18	34	13	13	535	604	
..	..	1	4	2	..	10	16	..	..	..	..	10	16	6
1	5	1	8	..	..	58	56	..	4	3	1	61	61	
1	10	3	83	2	21	243	320	1	4	1	1	245	325	Total (a)
1	46	8	138	14	29	757	823	34	43	17	15	808	881	
..	..	..	1	..	..	3	12	..	..	..	..	3	12	1
1	23	..	61	2	22	467	377	7	10	10	7	484	394	
..	..	..	..	..	..	2	3	1	..	..	..	3	3	2
..	..	..	..	..	..	8	9	..	1	1	1	9	11	
..	..	..	..	..	..	..	6	..	1	..	..	..	7	3
..	..	1	2	..	..	8	9	..	..	..	..	8	9	
..	..	..	..	..	..	6	3	1	1	..	..	7	4	4
..	3	..	7	..	..	68	68	1	1	..	..	69	69	
..	..	..	..	..	..	..	2	..	..	..	..	..	2	5
..	3	2	1	..	..	81	53	2	..	1	1	84	64	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	8	8	..	..	..	..	8	8	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	7
..	..	..	1	..	..	3	7	..	1	..	..	3	8	
1	1	..	1	..	..	15	11	..	..	..	..	15	11	8
..	9	2	33	..	11	151	134	1	7	1	..	153	141	
1	1	..	2	..	..	27	37	2	2	..	..	29	39	Total (b)
1	38	5	105	2	33	794	665	11	20	13	9	818	694	

Number of persons killed or injured during the year 1931-32 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	CLASS I								
	Nature of Injury.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East India.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
<b>(b) RAILWAY SERVANTS—concl.</b>									
<b>(ii) OTHER ACCIDENTS.</b>									
9. Falling off engines, etc., during the running of trains.	Killed	1	1	..	..	..	..	1	..
	Injured	3	3	..	5	1	7	10	15
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	1	1
	Injured	..	..	..	8	1	..	1	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	1	..	..	..	..	1	5	2
	Injured	..	..	1	12	2	1	19	29
12. Attending to, or failure of, machinery, etc. of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	26	4	17	19	179
13. Working on the permanent-way, sidings, etc.	Killed	..	..	..	..	1	..	8	12
	Injured	1	1	..	9	..	1	1	4
14. Attending to gates at level-crossings	Killed	..	..	..	..	3	..	1	..
	Injured	..	..	..	..	..	..	3	..
15. Walking, crossing, or standing on the line on duty.	Killed	1	..	3	3	5	9	13	9
	Injured	..	2	7	5	2	..	21	7
16. Being caught between vehicles	Killed	1	..	..	1	..	..	..	..
	Injured	..	..	1	..	1	1	1	2
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	1	2	1
	Injured	..	..	..	3	1	1	1	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	2	5	1	3	7	4	6
	Injured	..	1	2	2	..	..	3	..
19. Miscellaneous	Killed	..	1	1	..	3	2	3	2
	Injured	..	5	2	43	10	12	48	76
TOTAL (ii).	Killed	4	4	9	6	15	20	38	32
	Injured	4	12	13	113	22	40	127	316
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	6	7	9	8	16	27	41	37
	Injured	7	18	19	203	55	56	312	587
<b>(c) OTHER PERSONS.</b>									
1. Passing over the railway at level crossings	Killed	..	..	..	2	2	2	2	4
	Injured	..	..	..	1	..	..	2	1
2. Trespassing on the line	Killed	46	210	137	144	55	155	443	154
	Injured	32	89	80	53	29	50	140	42
3. Suicides	Killed	3	2	22	13	4	16	147	47
	Injured	..	..	4	..	1	..	4	..
4. Miscellaneous	Killed	..	1	2	..	..	1	8	3
	Injured	..	5	9	4	1	3	4	6
TOTAL OTHER PERSONS (c)	Killed	49	213	161	159	61	174	600	208
	Injured	32	94	93	58	31	53	150	49
<b>(d) GRAND TOTAL = (a) + (b) + (c)</b>	Killed	55	228	172	191	79	221	674	279
	Injured	55	209	158	320	112	153	538	793



## DIX D(ii)—concl'd.

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of class of accidents (see Col. 56).	
Jodhpur.	Madras and Southern Mah-ratta.	Nizam's State.	North Western.	Rohil-kund and Kumaon.	South Indian.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.	1931-32.	1930-31.		56
42	43	44	45	46	47	48	49	50	51	52	53	54	55		
..	..	..	1	..	..	4	4	..	2	1	..	5	6	9	
..	1	1	18	..	3	67	91	5	3	..	1	72	95		
..	1	..	..	..	..	3	3	..	..	..	..	3	3	10	
..	..	2	6	..	..	22	36	..	1	..	..	22	37		
..	..	..	1	..	1	11	12	..	1	1	..	12	13	11	
..	4	5	29	..	3	105	128	5	5	..	..	110	133		
..	..	..	..	..	..	..	2	..	..	..	..	..	2	12	
..	..	..	67	..	3	315	366	2	..	..	5	317	371		
..	..	..	4	..	..	25	47	..	..	..	..	25	47	13	
..	..	3	5	1	2	28	28	..	2	1	..	29	30		
..	..	..	2	..	..	6	9	..	..	..	..	6	9	14	
..	1	..	..	..	..	4	6	1	..	1	..	6	6		
..	4	1	4	2	2	56	88	..	..	..	..	56	88	15	
..	4	2	7	..	2	59	96	..	1	..	..	59	97		
..	..	..	3	1	..	6	4	..	2	..	..	6	6	16	
..	5	..	6	..	..	17	19	..	1	..	..	17	20		
..	..	..	..	..	..	5	1	..	..	..	..	5	1	17	
..	..	..	..	..	..	6	13	..	..	1	..	7	13		
..	..	1	7	..	..	35	24	..	1	..	..	35	25	18	
..	1	2	5	..	..	16	18	1	3	..	..	17	21		
..	1	..	1	1	1	16	43	2	..	1	..	19	43	19	
..	50	7	64	2	13	332	302	9	2	4	6	345	310		
..	6	2	23	4	4	167	237	2	6	3	..	172	213	Total (ii).	
..	66	22	207	3	26	971	1,103	23	18	7	12	1,001	1,133		
1	7	2	25	4	4	194	274	4	8	3	..	201	282	Total (b).	
1	104	27	312	5	59	1,765	1,768	34	38	20	21	1,819	1,827		
..	..	..	7	..	..	19	28	2	..	..	..	21	28	1	
..	..	..	4	..	..	8	16	3	3	..	..	11	19		
9	110	16	174	26	145	1,824	1,878	27	28	12	15	1,863	1,921	2	
1	24	4	37	6	25	612	576	18	28	13	14	643	618		
3	40	12	40	3	34	386	362	4	1	4	2	394	366	3	
..	4	..	3	..	..	16	35	..	..	1	..	17	35		
1	3	..	16	1	4	40	75	3	7	1	1	44	83	4	
..	7	..	16	..	2	57	53	3	8	5	2	65	63		
13	153	28	237	30	183	2,269	2,343	36	36	17	18	2,322	2,397	Total (c).	
1	35	4	60	6	27	693	680	24	39	19	16	736	735		
15	170	33	345	36	208	2,706	2,937	41	48	21	19	2,768	3,004	Grand Total (d).	
3	185	39	510	25	115	3,215	3,271	92	120	56	52	3,363	3,443		

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

CLASS I

Class of accident,	ASSAM BENGAL.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 58 and 59)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 61, 63 and 65.)	In- jured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	3	4	..	2	..	2	..	..	..	4
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes . . . . .	2	13	15	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes . . . . .	..	20	20	..	..	..	3	..	..	..	3
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . . . . .	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . . . . .	..	..	..	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	2	2	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear . . . . .	..	54	54	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	18	18	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way . . . . .	..	19	19	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	21	21	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains . . . . .	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	9	9	..	..	..	..	..	..	..	..
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 . . . . .	..	109	109	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	1	3	4	..	..	1	..	..	..	1	..
(d) Trains running over obstructions or vehicles at level crossings.	..	4	4	..	..	..	..	..	..	..	..
(e) Train-wrecking . . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking . . . . .	9	6	15	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . . .	..	1	1	..	..	..	1	..	..	..	1
Total . . . . .	13	288	301	..	2	1	6	..	..	1	8

## DIX D (iii).

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

## RAILWAYS.

## BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	2	2	..	..	..	..	..	..	..	..	7 (a)
..	3	3	..	..	..	..	..	..	..	..	7 (b)
..	4	4	..	..	..	..	..	..	..	..	8 (a)
..	16	16	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	13	13	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	97	97	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	58	58	..	1	..	..	..	..	..	1	9 (g)
..	2	2	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	11	11	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	1	1	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	9	9	..	..	..	..	..	..	..	..	12 (a)
..	98	98	..	..	..	..	..	..	..	..	12 (b)
..	7	7	..	..	..	..	..	1	..	1	12 (c)
..	9	9	..	..	..	..	1	1	1	1	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	5	5	..	..	..	..	..	..	..	..	12 (g)
..	339	339	..	1	..	..	1	2	1	3	Total.

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

CLASS I											
BENGAL-NAGPUR.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	Passengers.		Railway servants.		Other persons.		Total	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
				85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
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.	..	26	26	..	..	..	..	..	1	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	5	5	..	1	..	..	..	..	..	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	79	79	..	..	..	2	..	..	..	2
9. Failure of engines and rolling stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	11	11	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	1	1	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	39	39	..	..	..	..	..	..	..	..
(2) other causes	..	101	101	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	2	2	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	103	103	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	28	28	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	3	3	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	8	8	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	2	2	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	1	..	1
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	222	222	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	9	9	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	37	37	..	4	..	7	4	8	4	17
Total	..	684	684	..	5	..	9	4	8	4	22

DIX D (iii)—contd.

permanent-way, etc., during the year 1931-32 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

BOMBAY, BARODA AND CENTRAL INDIA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			(Col. 96)	(Col. 97)	(Col. 98)	(Col. 99)	(Col. 100)	(Col. 101)	(Cols. 96, 98 and 100.)	(Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	..	..	..	..	..	..	..	..	..	..	1
..	1	1	..	..	..	..	..	..	..	..	2
1	..	1	..	..	..	..	..	..	..	..	3
..	6	6	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	3	3	..	..	..	1	..	..	..	1	6
..	3	3	..	..	..	..	..	..	..	..	7 (a)
2	10	12	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
2	682	684	..	..	..	2	1	..	1	2	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	7	7	..	..	..	..	..	..	..	..	9 (a) 2
..	47	47	..	..	..	..	..	..	..	..	9 (b) 1
..	121	121	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	3	3	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	150	150	..	..	..	..	..	..	..	..	9 (g)
..	58	58	..	..	..	..	..	..	..	..	10 (a)
1	1	2	..	..	6	1	..	..	6	1	10 (b)
5	11	16	..	..	..	..	..	..	..	..	10 (c)
..	1	1	..	..	..	..	..	..	..	..	10 (d)
1	9	10	..	..	..	..	..	..	..	..	11 (a)
1	2	3	..	..	..	..	..	..	..	..	11 (b)
..	8	8	..	..	..	..	..	..	..	..	12 (a)
..	599	599	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
..	6	6	..	..	..	3	..	..	..	3	12 (d)
18	..	18	..	..	..	..	..	..	..	..	12 (e)
2	..	2	..	..	..	..	..	..	..	..	12 (f)
..	14	14	..	..	..	1	..	..	..	1	12 (g)
33	1,743	1,776	..	..	6	9	1	..	7	9	Total.

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

C L A S S I											
BURMA.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 106	Other accidents. 107	Total. (Cols. 106 and 107.) 108	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.) 115	Injured. (Cols. 110, 112 and 114.) 116
				109	110	111	112	113	114		
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	6	6	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	1	..	1	..	..	..	3	..	..	..	3
(b) other causes . . . . .	9	..	9	..	3	..	..	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes . . . . .	1	17	18	..	..	..	3	..	..	..	3
9. Failure of engines and rolling stock—											
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . . . . .	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	13	13	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . . . . .	..	11	11	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	75	75	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	5	5	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	8	8	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear. . . . .	..	*95	*95	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	7	7	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc. . . . .	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way . . . . .	1	7	8	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains . . . . .	..	3	3	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts. . . . .	..	6	7	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line . . . . .	10	363	373	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings). . . . .	..	10	10	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings. . . . .	2	6	8	..	..	..	..	..	1	..	1
(e) Train-wrecking . . . . .	1	..	1	..	6	..	4	..	..	..	10
(f) Attempted train-wrecking . . . . .	..	12	12	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . . .	1	14	15	..	..	1	..	..	..	1	..
Total . . . . .	27	661	688	..	9	1	10	..	1	1	20

\* Includes one failure of 1930-31 not included by the railway last year as it was reported too late.

## DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

## EASTERN BENGAL.

Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 117	Other accidents. 118	Total. (Cols. 117 and 118.) 119	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 109.) 128
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 120, 122 and 124.) 126	Injured. (Cols. 121, 123 and 125.) 127	
1	..	1	..	..	..	..	..	..	..	..	1
2	..	2	..	..	..	2	..	..	..	2	2
1	..	1	..	..	..	..	..	..	..	..	3
1	5	6	..	..	1	2	..	..	1	2	4
..	2	2	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
5	..	5	..	..	..	..	..	..	..	..	7 (a)
4	..	4	..	..	..	..	..	..	..	..	7 (b)
..	7	7	..	..	..	..	..	..	..	..	8 (a)
..	10	10	..	..	..	..	..	..	..	..	8 (b)
..	2	2	..	..	..	..	..	..	..	..	9 (a) 1
..	10	10	..	..	..	..	..	..	..	..	9 (a) 2
..	2	2	..	..	..	..	..	..	..	..	9 (b) 1
..	47	47	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	6	6	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	103	103	..	..	..	..	..	..	..	..	9 (g)
..	8	8	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
8	2	10	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
1	..	1	..	..	..	..	..	..	..	..	11 (a)
2	12	14	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	174	174	..	..	..	..	..	..	..	..	12 (b)
6	1	7	..	..	..	..	..	..	..	..	12 (c)
12	2	14	..	..	..	..	7	1	7	1	12 (d)
2	..	2	..	..	..	3	..	..	..	3	12 (e)
14	..	14	..	..	..	..	..	..	..	..	12 (f)
..	17	17	..	..	..	..	..	..	..	..	12 (g)
59	410	569	..	..	1	7	7	1	8	8	Total.

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

Class of accident.	EAST INDIAN.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 130	Other acci- dents. 131	Total. (Cols. 130 and 131.) 132	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 133	In- jured. 134	Killed. 135	In- jured. 136	Killed. 137	In- jured. 138	Killed. (Cols. 133, 135 and 137.) 139	In- jured. (Cols. 134, 136 and 138.) 140
129											
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	1	3	4	..	1	..	3	..	..	..	4
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	19	19	..	..	..	5	..	..	..	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	1	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	5	5	..	..	..	2	..	..	..	2
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	4	4	..	1	..	1	..	..	..	2
(b) Other causes . . . . .	..	5	5	..	..	..	1	..	..	..	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	26	26	..	..	..	2	..	..	..	2
(b) other causes . . . . .	..	543	543	..	..	..	1	..	..	..	1
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes . . . . .	..	7	7	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	106	106	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . . . . .	..	24	24	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	246	246	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear . . . . .	..	692	692	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	62	62	..	..	..	..	..	..	..	..
(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 . . . . .	..	3	3	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains . . . . .	..	10	10	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	6	6	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	13	13	..	..	..	2	..	..	..	2
(b) Trains running over cattle on the line . . . . .	..	1,276	1,276	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	13	13	..	..	..	3	..	..	..	3
(d) Trains running over obstructions or vehicles at level crossings.	..	14	14	..	..	..	..	1	6	1	6
(e) Train wrecking . . . . .	2	1	3	..	8	..	6	..	..	..	14
(f) Attempted train wrecking . . . . .	3	6	9	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . . .	..	146	146	..	..	..	8	..	1	..	9
Total . . . . .	6	3,237	3,243	..	10	..	34	1	7	1	51



DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

## GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 148 and 148.)	Injured. (Cols. 145, 147, and 149.)	
..	2	2	..	..	..	2	..	..	..	2	1
..	10	10	..	..	..	9	..	..	..	9	2
..	5	5	..	2	..	2	..	..	..	4	3
..	24	24	..	..	..	3	..	..	..	3	4
..	43	43	..	..	..	..	..	..	..	..	5
..	16	16	..	..	..	1	..	..	..	1	6
..	2	2	..	..	..	..	..	..	..	..	7 (a)
..	24	24	..	1	..	4	..	..	..	5	7 (b)
..	12	12	..	..	..	..	..	..	..	..	8 (a)
..	553	553	..	..	..	1	..	..	..	1	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	37	37	..	..	..	..	..	..	..	..	9 (a) 2
..	17	17	..	..	..	..	..	..	..	..	9 (b) 1
..	318	318	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	11	11	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	465	465	..	..	..	..	..	..	..	..	9 (g)
..	29	29	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
1	7	8	3	6	2	6	..	..	5	12	10 (d)
..	50	50	..	..	..	..	..	..	..	..	11 (a)
..	8	8	..	..	..	..	..	4	..	4	11 (b)
..	3	3	..	..	..	..	..	..	..	..	12 (a)
1	1,187	1,188	..	3	1	2	..	..	1	5	12 (b)
..	8	8	..	..	..	..	..	..	..	..	12 (c)
..	6	6	..	..	..	1	..	..	..	1	12 (d)
..	3	3	..	..	..	3	..	..	..	3	12 (e)
..	20	20	..	..	..	..	..	..	..	..	12 (f)
..	48	48	..	..	..	..	..	..	..	..	12 (g)
2	2,911	3,913	3	12	3	34	..	4	6	50	Total.

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

C L A S S											
Class of accidents.	JODHPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 154	Other accidents. 155	Total. (Cols. 154 & 155.) 156	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.) 163	Injured. (Cols. 160 & 162.) 164
153											
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	..	2	..	..	1	2	1	..	2	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—	..	1	1	..	..	..	..	..	..	..	..
(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	..	..	..	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	17	17	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	11	11	..	..	..	..	..	..	..	..
10. Failure of permanent-way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	11	..	11	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	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.	..	2	2	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	126	126	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	3	3	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	3	3	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	1	..	1	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	19	166	185	..	..	1	2	1	..	2	2

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.											
MADRAS AND SOUTHERN MAHRATTA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880. 165	Other accidents. 166	'Total. (Cols. 165 & 166). 167	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents (See column No. 153.) 176
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			168	169	170	171	172	173	174 (Cols. 168, 170 & 172.)	175 (Cols. 169, 171 & 173.)	
1	..	1	..	..	..	1	..	..	..	1	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	7	7	..	..	..	2	..	..	..	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
5	..	5	..	..	..	..	..	..	..	..	7 (a)
4	..	4	5	29	..	4	..	..	5	33	7 (b)
..	3	3	..	..	..	..	..	..	..	..	8 (a)
..	6	6	..	..	..	..	..	..	..	..	8 (b)
..	6	6	..	..	..	..	..	..	..	..	9 (a) 1
..	47	47	..	..	..	..	..	..	..	..	9 (a) 2
..	35	35	..	..	..	..	..	..	..	..	9 (b) 1
..	97	97	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	8	8	..	..	..	..	..	..	..	..	9 (e)
..	4	4	..	..	..	..	..	..	..	..	9 (f)
..	37	37	..	..	..	..	..	..	..	..	9 (g)
..	21	21	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
1	2	3	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	15	15	..	..	..	..	..	..	..	..	11 (a)
2	..	2	..	..	..	..	..	..	..	..	11 (b)
..	11	11	..	..	..	..	..	..	..	..	12 (a)
4	778	782	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
4	3	7	..	..	..	..	..	1	..	1	12 (d)
1	..	1	..	6	..	1	..	..	..	7	12 (e)
21	..	21	..	..	..	..	..	..	..	..	12 (f)
1	5	6	..	..	..	3	..	..	..	3	12 (g)
45	1,087	1,132	5	35	..	11	..	1	5	47	Total



DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

NORTH WESTERN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
1	1	2	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	11	11	..	..	1	..	..	1	1	1	4
..	5	5	..	..	..	..	..	..	..	..	5
..	6	6	..	..	1	7	..	..	1	7	6
4	1	5	..	..	..	..	..	..	..	..	7(a)
36	3	39	..	5	..	2	..	..	..	7	7(b)
..	436	436	..	..	..	..	..	..	..	..	8(a)
1	663	664	..	..	..	2	..	..	..	2	8(b)
..	11	11	..	..	..	..	..	..	..	..	9(a)1
..	60	60	..	..	..	..	..	..	..	..	9(a)2
..	73	73	..	..	..	..	..	..	..	..	9(b)1
..	*147	*147	..	..	..	..	..	..	..	..	9(b)2
1	3	4	..	..	..	..	..	..	..	..	9(c)
..	5	5	..	..	..	..	..	..	..	..	9(d)
2	18	20	..	..	..	..	..	..	..	..	9(e)
..	..	..	..	..	..	..	..	..	..	..	9(f)
..	1,590	1,590	..	..	..	..	..	..	..	..	9(g)
..	56	56	..	..	..	..	..	..	..	..	10(a)
..	..	..	..	..	..	..	..	..	..	..	10(b)
3	25	28	..	..	..	..	..	..	..	..	10(c)
1	3	4	..	..	..	..	..	..	..	..	10(d)
..	5	5	..	..	..	..	..	..	..	..	11(a)
..	5	5	..	..	..	1	..	..	..	1	11(b)
..	5	5	..	..	..	..	..	..	..	..	12(a)
..	662	662	..	..	..	..	..	..	..	..	12(b)
..	20	20	..	..	..	..	1	..	1	..	12(c)
4	6	10	..	..	..	..	3	21	3	21	12(d)
4	..	4	..	..	..	3	..	..	..	3	12(e)
5	6	11	..	..	..	..	..	..	..	..	12(f)
..	17	17	..	..	..	..	..	..	..	..	12(g)
62	3,843	3,905	..	5	2	15	4	22	6	42	Total.

\* Includes 4 failures with rail motors and six with steam coaches.



DLX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—contd.											
SOUTH INDIAN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total. (Cols. 213 and 214). 215	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 201.) 224
			Killed. 216	Injured. 217	Killed. 218	Injured. 219	Killed. 220	Injured. 221	Killed. (Cols. 216, 218 & 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	
1	..	1	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	..	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
4	..	4	..	3	..	6	..	..	..	9	7 (a)
10	..	10	..	..	..	..	..	..	..	..	7 (b)
..	1	1	..	..	..	..	..	..	..	..	8 (a)
2	1	3	..	..	..	3	..	..	..	3	8 (b)
..	22	22	..	..	..	..	..	..	..	..	9 (a) 1
..	120	120	..	..	..	..	..	..	..	..	9 (a) 2
..	5	5	..	..	..	..	..	..	..	..	9 (b) 1
..	59	59	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
3	..	3	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
163	..	163	..	..	..	..	..	..	..	..	9 (g)
5	..	5	..	..	..	..	..	..	..	..	10 (i)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
15	..	15	..	..	..	..	..	..	..	..	10 (c)
..	5	5	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
11	..	11	..	..	..	..	..	..	..	..	12 (a)
..	2,237	2,237	..	..	..	..	..	..	..	..	12 (b)
20	..	20	..	..	..	..	..	..	..	..	12 (c)
9	..	9	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
2	..	2	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
247	2,452	2,699	..	3	..	9	..	..	..	12	Total.

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

Class of accident.	TOTAL CLASS I								
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act N. IX of 1890. 226	Other acci- dents. 227	Total. (Cols. 226 & 227.) 228	Passengers.		Railway servants.		Other persons.	
				Killed. 229	Injured. 230	Killed. 231	Injured. 232	Killed. 233	Injured. 234
1. Collisions between passenger trains or parts of passenger trains.	3	3	6	..	..	..	3	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	7	18	25	..	3	..	16	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	5	8	..	2	..	2	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	108	112	..	..	3	15	1	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	52	52	..	..	..	..	..	..
6. Collisions between light engines	..	33	33	..	..	1	11	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	19	17	36	..	4	..	10	..	..
(b) Other causes	76	63	139	5	39	..	11	..	..
8. Other derailments—									
(a) Due to trains running in the wrong direction through points.	..	492	492	..	..	..	2	..	..
(b) Other causes	6	2,617	2,623	..	..	..	17	1	..
9. Failure of engines and rolling stock—									
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	63	63	..	..	..	..	..	..
(2) machinery, springs, etc.	..	444	444	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	267	267	..	..	..	..	..	..
(2) other causes	..	1,456	1,456	..	..	..	..	..	..
(c) The failure of tyres	1	7	8	..	..	..	..	..	..
(d) Ditto wheels	..	6	6	..	..	..	..	..	..
(e) Ditto axles	5	55	60	..	..	..	..	..	..
(f) Ditto brake apparatus	..	13	13	..	..	..	..	..	..
(g) Ditto couplings and draft gear	163	3,358	3,521	..	1	..	..	..	..
10. Failure of permanent way—									
(a) Broken rails	5	289	294	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	5	6	..	..	6	1	..	..
(c) The flooding of portions of permanent-way.	44	80	124	..	..	..	..	..	..
(d) Slips in cuttings or embankments	2	50	52	3	6	2	6	..	..
11. Fires—									
(a) Fire in trains	4	100	104	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	6	51	57	..	..	..	1	..	5
12. Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	11	52	63	..	..	..	2	..	..
(b) Trains running over cattle on the line	15	8,240	8,255	..	3	1	2	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	27	79	106	..	..	1	3	1	1
(d) Trains running over obstructions or vehicles at level-crossings.	31	61	92	..	..	..	4	12	31
(e) Train-wrecking	28	4	32	..	20	..	20	..	..
(f) Attempted train-wrecking	57	60	117	..	..	..	..	..	..
(g) Miscellaneous	2	353	355	..	4	1	20	4	7
Total	620	18,501	19,021	8	82	15	146	19	46



## DIX D (vi)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—concl'd.		CLASS II RAILWAYS.												Serial No. of class of accidents. (See column No. 225.)		
		BARSI LIGHT.			BENGAL DOOARS.			BEAVNAGAR STATE.			BIKANER STATE.					
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. (Cols. 237 and 238.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 240 and 241.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 243 and 244.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 246 and 247.)			
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	19	..	..	..	..	..	..	..	..	1	..	1	..	1	1	2
..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
4	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	5
1	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	14	..	..	..	..	..	..	..	..	..	..	..	..	1	1	7 (a)
5	50	..	3	3	..	..	..	..	..	..	..	..	7	..	7	7 (b)
..	2	..	..	..	..	..	..	..	..	1	..	1	..	..	..	8 (a)
1	17	..	12	12	..	..	..	..	..	1	1	1	..	2	2	8 (b)
..	..	..	..	..	..	..	..	..	..	10	10	10	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	..	..	7	7	7	..	1	1	9 (a) 2
..	..	..	..	..	..	..	1	1	..	..	1	..	..	4	4	9 (b) 1
..	..	..	20	20	..	..	..	..	1	..	1	..	..	7	7	9 (b) 2
..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	9 (c)
..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	5	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	1	..	4	4	..	..	1	1	1	..	1	..	..	4	4	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	10	10 (a)
6	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	10 (c)
5	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	6	..	..	..	..	..	..	..	..	1	1	..	..	..	..	11 (b)
..	2	..	1	1	..	..	..	..	..	..	..	..	..	1	1	12 (a)
1	5	..	24	24	..	..	6	6	..	57	57	..	139	139	139	12 (b)
2	4	..	..	..	..	..	..	..	..	2	2	..	2	..	2	12 (c)
12	35	..	..	..	..	..	1	1	..	1	1	..	..	..	..	12 (d)
..	40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	12 (f)
5	31	..	14	14	..	..	..	..	..	..	..	..	..	3	3	12 (g)
42	274	..	79	79	..	..	10	10	..	3	81	84	13	177	190	Total

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

Class of accident.	CLASS II										
	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GARHWAR'S BARODA STATE.			GEN.	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 251	Other acci- dents. 252	Total. (Cols. 251 and 252.) 253	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 254	Other acci- dents. 255	Total. (Cols. 254 and 255.) 256	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 257	Other acci- dents. 258	Total. (Cols. 257 and 258.) 259	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 260	Other acci- dents. 261
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	1	1	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	1	1	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	1	..	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	1	..	..	..
(b) Other causes	38	..	38	..	..	..	..	..	11	..	..
8. Other derailments—	..	..	..	..	..	..	..	2	2	..	..
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	2	2	..	..
(b) Other causes	2	32	34	..	1	1	..	35	35	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	..	..	..	..	2	2	2	..
(2) machinery, springs, etc.	..	3	3	..	..	..	..	13	13	2	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	6	6	..	..	..	..	..	..	..	..
(2) other causes	..	6	6	..	14	14	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	9	9	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	4	4	..	..	..	..	..
10. Failure of permanent way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	..	10	10	..	..
(d) Slips in cuttings or embankments	4	12	16	..	..	..	..	..	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	..	..	..	..	..	..	..	..	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.	..	3	3	..	28	28	..	21	21	12	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	6	6	..	..	..	..	22	22	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	9	9	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking.	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	1	1	..	..	..	..	17	17	2	..
Total	40	89	135	..	47	47	..	121	125	30	..

## DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

## RAILWAYS—contd.

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVL.			Serial No. of class of accidents. (See column No. 250.)
	Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 263	Other accidents. 264	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 266	Other accidents. 267	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 269	Other accidents. 270	Total. (Cols. 269 and 270.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 272	Other accidents. 273	
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	7	..	7	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7(a)
11	20	..	20	..	..	..	..	1	1	..	..	..	7(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	8(a)
..	8	..	8	..	21	21	..	..	..	..	..	..	8(b)
2	..	..	..	..	..	..	..	..	..	..	..	..	9(a) (1)
2	..	9	9	..	..	..	..	1	1	..	1	1	9(a) (2)
..	..	..	..	..	2	2	..	..	..	..	1	1	9(b) (1)
..	..	..	..	..	2	2	..	12	12	..	2	2	9(b) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(c)
..	..	..	..	..	..	..	..	2	2	..	..	..	9(d)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(e)
..	4	..	4	..	1	1	..	1	1	..	1	1	9(f)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(g)
..	1	..	1	..	..	..	..	..	..	..	..	..	10(a)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(d)
1	..	..	..	..	..	..	..	1	1	..	..	..	11(a)
..	..	..	..	..	..	..	..	..	..	..	..	..	11(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	12(a)
12	..	1	1	..	27	27	..	7	7	..	7	7	12(b)
..	1	2	3	1	..	1	..	..	..	..	2	2	12(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	12(d)
..	..	..	..	..	..	..	..	..	..	..	..	..	12(e)
..	..	..	..	..	..	..	..	..	..	..	2	2	12(f)
2	..	..	..	2	..	2	..	..	..	..	..	..	12(j)
30	41	12	53	3	53	56	..	25	25	..	16	16	Total.

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

Class of accident.	CLASS II RAILWAYS.						TOTAL CLASS II						
	MYSORE RAILWAYS.			SHARDARA (DELHI). SAHARANPUR LIGHT.			Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.			Passengers.			Railway servants.
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 277 and 278.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 280 and 281.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 283 and 284.)	Killed.	Injured.	Killed.	
	277	278	279	280	281	282	283	284	285	286	287	288	
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.	..	..	..	..	..	..	9	2	11	..	..	..	
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	1	..	1	..	..	..	
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	..	..	..	
6. Collisions between night engines . . .	..	..	..	..	..	..	1	..	1	..	..	..	
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..	..	
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	1	2	..	..	..	
(b) Other causes . . . . .	1	..	1	..	..	..	77	4	81	..	..	..	
8. Other Derailments—	..	..	..	..	..	..	..	..	..	..	..	..	
(a) Due to trains running in the wrong direction through points.	..	..	..	..	1	1	1	3	4	..	..	..	
(b) Other causes . . . . .	1	2	3	..	3	3	11	109	120	..	..	..	
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..	..	
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..	..	
(1) boilers and tubes . . . . .	..	..	..	..	1	1	2	13	15	..	..	..	
(2) machinery, springs, etc. . . . .	..	..	..	..	1	1	2	36	38	..	..	..	
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff	..	..	..	..	..	..	..	..	..	..	..	..	
(1) boilers and tubes . . . . .	..	6	6	..	..	..	..	20	20	..	..	..	
(2) other causes . . . . .	..	12	12	..	..	..	..	76	76	..	..	..	
(c) The failure of tyres . . . . .	..	..	..	..	..	..	..	1	1	..	..	..	
(d) Ditto wheels . . . . .	..	1	1	..	..	..	..	2	2	..	..	..	
(e) Ditto axles . . . . .	1	..	1	..	2	2	3	16	19	..	..	..	
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	1	1	..	..	..	
(g) Ditto couplings and draft gear.	1	10	11	..	..	..	6	26	32	..	..	..	
10. Failure of permanent way . . .	..	..	..	..	..	..	..	..	..	..	..	..	
(a) Broken rails . . . . .	..	..	..	..	..	..	1	11	12	..	..	..	
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	..	1	..	..	..	1	..	1	..	..	..	
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	2	10	12	..	..	..	
(d) Slips in cuttings or embankments	1	..	1	..	..	..	5	12	17	..	..	..	
11. Fires—	..	..	..	..	..	..	..	..	..	..	..	..	
(a) Fire in trains . . . . .	..	2	2	..	..	..	1	2	3	..	..	..	
(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.	..	..	..	..	..	..	..	2	2	..	..	..	
(b) Trains running over cattle on the line.	1	99	100	..	1	1	13	420	433	..	..	..	
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	3	3	4	37	41	..	1	..	
(d) Trains running over obstructions or vehicles at level crossings.	1	..	1	..	..	..	1	11	12	..	..	..	
(e) Train-wrecking . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	
(f) Attempted train wrecking . . . . .	..	..	..	..	1	1	..	4	4	..	..	..	
(g) Miscellaneous . . . . .	4	..	4	..	..	..	8	35	43	..	..	..	
Total	12	132	144	..	13	13	150	857	1,007	..	1	..	

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1931-32 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.											Serial No. of class of accident (See col. No. 276.)	
Railway servants.	Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 294 and 295).	Passengers.		Railway servants.		Other persons.		Total.			
	In-jured.	Killed.	In-jured.	Killed. (Cols. 286, 288 and 290).				In-jured. (Cols. 287, 289 and 291).	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 297, 299 and 301.)		In-jured. (Cols. 298, 300 and 302.)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
1	..	..	..	1	13	1	14	..	1	..	1	..	1	..	3	2	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	
1	..	..	..	1	..	1	1	..	..	..	..	..	..	..	..	6	
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	7(a)	
..	..	..	..	..	28	7	35	..	7	..	2	..	..	..	9	7(b)	
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	8(a)	
3	..	..	..	3	6	45	51	..	..	1	1	..	..	1	1	8(b)	
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9(a) (1)	
..	..	..	..	..	1	11	12	..	..	..	..	..	..	..	..	9(a) (2)	
..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	9(b) (1)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(b) (2)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(c)	
..	..	..	..	..	1	6	7	..	..	..	..	..	..	..	..	9(d)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(e)	
..	..	..	..	..	6	16	22	..	..	..	..	..	..	..	..	9(f)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(g)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(a)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(b)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(c)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(d)	
..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	11(a)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11(b)	
..	..	..	..	..	2	1	3	..	..	..	..	..	..	..	..	12(a)	
..	12	12	12	12	7	95	102	..	..	..	..	..	..	..	..	12(b)	
..	..	..	..	1	3	18	21	..	..	..	..	..	..	..	..	12(c)	
..	..	..	..	..	1	2	3	..	..	..	..	..	2	..	2	12(d)	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(e)	
1	..	..	..	1	4	1	6	..	..	..	..	..	..	..	..	12(f)	
6	13	12	13	19	73	218	291	..	10	1	5	..	4	1	19	12(g)	
6	13	12	13	19	73	218	291	..	10	1	5	..	4	1	19	Total	

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

Class of accident.	TOTAL ALL RAILWAYS.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
					(Cols. 307 and 309.)	(Cols. 308 and 310.)	Killed.		Injured.	
	1931-32. 307	1930-31. 308	1931-32. 309	1930-31. 310	1931-32. 311	1930-31. 312	1931-32. 313	1930-31. 314	1931-32. 315	1930-31. 316
306										
1. Collisions between passenger trains or parts of passenger trains.	3	3	3	4	6	7	..	2	..	21
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	29	35	21	26	50	61	..	..	4	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	4	3	5	9	9	12	..	..	2	11
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	12	108	146	112	158	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	53	64	53	64	..	..	..	..
6. Collisions between light engines	1	2	34	51	35	53	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	21	23	18	13	39	36	..	..	4	1
(b) Other causes	181	210	74	123	255	333	5	3	48	16
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	1	2	406	1,123	407	1,125	..	..	..	..
(b) Other causes	23	53	2,771	2,998	2,794	3,051	..	..	..	..
9. Failure of engines and rolling stock—										
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	2	3	81	144	83	147	..	..	..	..
(2) machinery, springs, etc.	3	6	491	559	494	565	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	..	287	270	287	270	..	..	..	..
(2) other causes	..	..	1,538	2,213	1,538	2,213	..	..	..	..
(c) The failure of tyres	1	1	8	15	9	16	..	..	..	..
(d) Ditto wheels	..	..	8	11	8	11	..	..	..	..
(e) Ditto axles	9	12	77	78	86	90	..	..	..	..
(f) Ditto brake apparatus	..	3	14	20	14	23	..	..	..	..
(g) Ditto couplings and draft gear	175	213	3,400	2,837	3,575	3,100	..	..	1	..
10. Failure of Permanent way—										
(a) Broken rails	6	12	300	403	306	415	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	2	2	5	7	7	9	..	..	..	..
(c) The flooding of portions of permanent-way.	46	135	90	103	136	238	..	..	..	..
(d) Slips in cuttings or embankments	7	8	62	79	69	87	3	..	6	..
11. Fires—										
(a) Fire in trains	5	4	102	121	107	125	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	6	1	53	47	59	48	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	13	21	55	75	68	96	..	..	..	2
(b) Trains running over cattle on the line	35	27	8,755	8,834	8,790	8,861	..	..	3	..
(c) Trains running over obstructions on the line (other than those at level crossings).	34	61	134	161	168	222	..	..	1	..
(d) Trains running over obstructions or vehicles at level crossings.	33	48	74	56	107	104	..	..	..	1
(e) Train-wrecking	28	..	4	..	32	..	..	..	..	..
(f) Attempted train-wrecking	57	84	65	61	122	145	..	7	20	75
(g) Miscellaneous	14	26	390	590	404	616	..	..	6	8
Total	743	1,010	19,576	21,291	20,319	22,301	8	12	93	140

DIX D (iii)—concl'd.

stock, permanent-way, etc., during the years 1930-31 and 1931-32 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

TOTAL ALL RAILWAYS.													Serial No. of Class of Accident (see column No. 306).
Railway servants.				Other persons.				Grand Total.					
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.			
(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	(Cols. 315, 319 and 323.)	(Cols. 316, 320 and 324.)	(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	(Cols. 315, 319 and 323.)	(Cols. 316, 320 and 324.)	(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	(Cols. 315, 319 and 323.)	(Cols. 316, 320 and 324.)		
1931-32. 317	1930-31. 318	1931-32. 319	1930-31. 320	1931-32. 321	1930-31. 322	1931-32. 323	1930-31. 324	1931-32. 325	1930-31. 326	1931-32. 327	1930-31. 328	329	
..	..	3	1	..	3	..	..	..	5	3	22	1	
..	..	18	5	..	..	1	3	..	..	23	11	2	
..	..	2	2	..	..	..	1	..	..	4	14	3	
3	12	15	37	1	3	2	4	4	15	17	43	4	
..	..	..	..	..	..	..	..	..	..	..	..	5	
1	1	12	11	..	..	..	..	1	1	12	11	"	
..	1	10	1	..	..	..	..	..	1	14	2	7 (a)	
..	7	13	18	..	2	..	1	6	12	59	35	7 (b)	
..	2	2	6	..	..	..	..	..	2	2	5	8 (a)	
1	2	21	32	1	1	..	..	2	3	21	32	8 (b)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(1)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)	
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)	
..	..	..	3	..	..	..	..	..	..	..	3	9 (e)	
..	..	..	2	..	..	..	..	..	..	..	2	9 (f)	
..	..	..	1	..	..	..	1	..	..	1	2	9 (g)	
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)	
6	..	1	..	..	..	..	..	6	..	1	..	10 (b)	
..	..	..	..	..	..	..	..	..	..	..	..	10 (c)	
2	..	6	..	..	..	..	..	6	..	12	..	10 (d)	
..	..	1	..	1	..	5	3	1	..	6	3	11 (a)	
..	..	..	..	..	..	..	..	..	..	..	..	11 (b)	
..	..	2	..	..	..	..	..	..	..	2	2	12 (a)	
1	..	2	1	12	34	12	37	13	34	17	38	12 (b)	
1	..	3	2	1	..	1	..	2	..	5	2	12 (c)	
..	..	4	..	12	24	33	38	12	24	37	39	12 (d)	
..	..	20	..	..	..	..	..	..	7	40	75	12 (e)	
..	..	22	11	4	4	8	8	5	4	36	27	12 (f)	
1	..	..	..	..	..	..	..	..	..	..	..	12 (g)	
16	25	157	132	32	71	62	96	56	108	312	368	Total	

Number of persons killed or injured during the year 1931-32 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 331, 233 and 335.)	In- jured. (Cols. 332, 334 and 336.)	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 339, 341 and 343.)	In- jured. (Cols. 340, 342 and 344.)
1. Ascending or descending steps at stations.	..	..	..	5	1	..	1	5	..	..	..	..	..	..	..	
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	17	..	..	..	17	..	..	..	..	..	..	..	
3. Falling off platforms	..	..	..	6	..	..	..	6	..	..	..	..	..	..	..	
4. Loading, unloading or shunting wagons.	..	1	3	548	2	7	5	556	..	..	..	3	..	..	3	
5. Moving or carrying goods at stations, etc.	..	..	1	210	..	4	1	214	..	..	..	..	..	..	..	
6. Working at cranes or capstans	..	..	1	66	..	2	1	68	..	..	..	..	..	..	..	
7. Falling of wagon doors, lamps, bales of goods, etc.	..	..	..	202	..	..	..	202	..	..	..	..	..	..	..	
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	1	204	..	..	1	204	..	..	..	..	..	..	..	
9. Falling off platforms, ladders, scaffolds, etc.	..	..	6	144	..	5	6	149	..	..	..	..	..	..	..	
10. Stumbling whilst walking on the line or platforms.	..	..	1	85	3	7	4	92	..	..	..	..	..	..	..	
11. Attending to stationary engines in sheds.	..	..	..	1,584	..	..	..	1,584	..	..	..	4	..	..	4	
12. Being trampled on or kicked by horses.	..	1	..	9	..	..	..	10	..	..	..	..	..	..	..	
13. Working on the line or sidings.	..	..	3	546	..	1	3	547	..	..	..	3	..	..	3	
14. Miscellaneous	2	9	27	1,819	13	21	42	1,849	..	..	..	2	..	..	2	
Total	2	11	43	5,445	19	47	64	5,503	..	..	..	12	..	..	12	



DIX D (iv).

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

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 347, 349 and 351.)	In-jured. (Cols. 348, 350 and 352.)	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 355, 357 and 359.)	In-jured. (Cols. 356, 358 and 360.)	
347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	
..	..	..	..	..	..	..	..	..	..	..	5	1	..	1	5	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	..	..	17	..	..	..	17	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	1	..	..	..	1	..	..	..	7	..	..	..	7	3. Falling off platforms.
..	..	..	2	..	..	..	2	..	1	3	553	2	7	5	561	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	1	210	..	4	1	214	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	1	66	..	2	1	68	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	..	..	202	..	..	..	202	7. Falling of wagon doors, lamps, hales of goods, etc.
..	..	..	1	..	..	..	1	..	..	1	205	..	..	1	205	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	..	6	144	..	5	6	149	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	1	..	..	..	1	..	..	1	86	3	7	4	93	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	1,588	..	..	..	1,588	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	1	..	9	..	..	..	10	12. Being trampled on or kicked by horses.
..	..	..	1	..	..	..	1	..	..	3	550	..	1	3	551	13. Working on the line or in sidings.
..	..	..	4	..	..	..	4	2	9	27	1,825	13	21	42	1,865	14. Miscellaneous.
..	..	..	10	..	..	..	10	2	11	43	5,467	19	47	64	5,525	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1931-32  
 [The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed. 365	Percent- age of total. 366	Injured. 367	Percent- age of total. 368	Killed. 369	Percent- age of total. 370	Injured. 371	Percent- age of total. 372	Killed. 373	Percent- age of total. 374	Injured. 375	Percent- age of total. 376
364												
Assam-Bengal . . . . .	4	66.6	5	71.4	2	33.4	2	28.6	..	..	..	..
Bengal and North-Western . . . . .	2	29.0	7	39.0	5	71.0	11	61.0	..	..	..	..
Bengal-Nagpur . . . . .	1	11.1	4	21.0	..	..	6	31.6	8	88.9	9	47.4
Bombay, Baroda and Central India . . . . .	6	75.0	184	90.6	1	12.5	17	8.38	1	12.5	2	0.98
Burma . . . . .	7	43.8	38	69.1	8	60.0	14	25.5	1	6.25	3	5.45
Eastern Bengal . . . . .	5	18.5	30	53.6	21	77.8	20	35.7	1	3.70	6	10.7
East Indian . . . . .	21	61.2	287	92.0	20	48.8	20	6.41	..	..	..	..
Great Indian Peninsula . . . . .	28	75.0	543	92.0	8	22.0	40	7.00	1	3.00	4	1.00
Jodhpur . . . . .	1	100.0	1	100.0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta . . . . .	2	28.6	93	89.4	5	71.4	11	10.6	..	..	..	..
Nizam's State . . . . .	2	100.0	16	55.6	..	..	12	44.4	..	..	..	..
North Western . . . . .	25	100.0	307	98.4	..	..	..	..	..	..	5	1.60
Rohilkund and Kumaon . . . . .	..	..	..	..	4	100.0	5	100.0	..	..	..	..
South Indian . . . . .	3	75.0	53	89.8	1	25.0	6	10.2	..	..	..	..
Total . . . . .	107	55.1	1,567	88.8	75	38.7	164	9.29	12	6.19	29	1.64

DIX D (v).

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

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed. 377	Percent- age of total 378	Injured. 379	Percent- age of total 380	Killed. 381	Percent- age of total 382	Injured. 383	Percent- age of total 384	Killed. (Cols. 365, 369, 373, 377 and 381.) 385	Injured. (Cols. 367, 371, 375, 379 and 383.) 386	
..	..	..	..	..	..	..	..	6	7	Assam-Bengal.
..	..	..	..	..	..	..	..	7	18	Bengal and North-Western.
..	..	..	..	..	..	..	..	9	19	Bengal-Nagpur.
..	..	..	..	..	..	..	..	8	203	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	16	55	Burma.
..	..	..	..	..	..	..	..	27	56	Eastern Bengal.
..	..	..	..	..	..	5	1.60	41	312	East Indian.
..	..	..	..	..	..	..	..	37	587	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	1	Jodhpur.
..	..	..	..	..	..	..	..	7	104	Madras and Southern Mah-ratta.
..	..	..	..	..	..	..	..	2	27	Nizam's State.
..	..	..	..	..	..	..	..	25	312	North Western.
..	..	..	..	..	..	..	..	4	5	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	4	59	South Indian.
..	..	..	..	..	..	5	0.27	194	1,765	Total.

## Number of accidents occurred during the year 1931-32 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bangal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
388	389	390	391	392	393	394	395	396	397
(a) Total number of accidents..	..	..	37	51	2,093	78	243	1,043	1,847
<i>(b) Affecting Railway Servants.</i>									
1. Railway workshops ..	Killed ..	..	..	..	1	..	..	3	..
	Injured ..	..	..	18	2,092	36	230	1,028	1,847
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	1	..	..	..	5	..
3. Lines under construction ..	Killed ..	..	..	1	..	..	1	1	..
	Injured ..	..	..	3	..	..	4	2	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	4	..	..	..	..	..
Total (b)	Killed ..	..	..	2	1	..	1	4	..
	Injured ..	..	..	26	2,092	36	234	1,035	1,847
<i>(c) Affecting Other persons.</i>									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	1	..	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	1	..
	Injured ..	..	..	2	..	..	..	2	..
3. Lines under construction ..	Killed ..	..	..	7	..	2	2	1	..
	Injured ..	..	..	11	..	2	2	4	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	2	..	..	..	..	..	..
Total (c)	Killed ..	..	..	7	..	2	2	2	..
	Injured ..	..	2	13	..	2	3	6	..
(d) Grand total = (b + c)	Killed ..	..	..	9	1	2	3	6	..
	Injured ..	..	2	39	2,092	38	237	1,041	1,847

DIX D (vi).

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

Railways.										No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 404, 405 and 406).	
398	399	400	401	402	403	404	405	406	407	408
..	1,014	926	1,099	16	409	8,856	102	..	8,958	(a) Total number of accidents.
..	1	..	1	..	..	6	..	..	6	Killed } 1 Injured } 1
..	977	926	1,062	16	404	8,636	101	..	8,737	
..	..	..	..	..	..	..	..	..	..	Killed } 2 Injured } 2
..	48	..	..	..	..	54	..	..	54	
..	..	..	3	..	..	6	..	..	6	Killed } 3 Injured } 3
..	..	..	24	..	1	34	..	..	34	
..	..	..	..	..	..	..	1	..	1	Killed } 4 Injured } 4
..	..	..	..	..	..	..	1	..	1	
..	..	..	..	..	..	1	..	..	1	Killed } 5 Injured } 5
..	..	..	1	..	..	5	..	..	5	
..	1	..	4	..	..	13	1	..	14	Killed } Total (b). Injured } 8,831
..	1,025	926	1,087	16	405	8,729	102	..	8,831	
..	..	..	..	..	..	..	..	..	..	(c) Affecting other persons. Killed } 1 Injured } 1
..	..	..	..	..	..	1	..	..	1	
..	..	..	..	..	..	1	..	..	1	Killed } 2 Injured } 2
..	..	..	..	..	..	4	..	..	4	
..	..	..	3	..	5	20	..	..	20	Killed } 3 Injured } 3
..	..	..	5	..	7	31	..	..	31	
..	..	..	..	..	..	..	..	..	..	Killed } 4 Injured } 4
..	..	..	..	..	1	1	..	..	1	
..	..	..	..	..	..	..	..	..	..	Killed } 5 Injured } 5
..	..	..	..	..	..	2	..	..	2	
..	..	..	3	..	5	21	..	..	21	Killed } Total (c). Injured } 39
..	..	..	5	..	8	39	..	..	39	
..	1	..	7	..	5	34	1	..	35	Killed } Grand Total (d). Injured } 8,870
..	1,025	926	1,092	16	413	8,76	102	..	8,870	

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

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
<b>CLASS I RAILWAYS.</b>									
Assam Bengal	3' 3½"	201	97.0	800	95.5	3.00	5,880	85.7	3.55
Bengal and North-Western	3' 3½"	397	62.5	1,545	66.1	13.7	11,528	Nil	0.88
Bengal Nagpur	5' 6" 2' 0"	748 115	98.4 93.0	1,158 423	98.4 90.5	1.55 Nil	23,907 2,046	69.9 88.7	30.1 0.10
Bombay, Baroda and Central India.	5' 6" 3' 3½" 2' 6"	(a)398 483 25	100.0 99.8 Nil	(b)968 (c)1,806 67	100.0 99.9 Nil	Nil 0.06 Nil	10,671 10,190 322	88.5 21.1 Nil	10.2 10.1 Nil
Burma	3' 3½"	414	92.5	1,447	82.0	4.01	10,866	35.7	0.20
Eastern Bengal	5' 6" 3' 3½" 2' 0"	323 226 9	100.0 100.0 Nil	1,075 1,153 56	99.4 87.7 Nil	0.56 12.3 Nil	8,318 5,580 28	49.3 25.9 Nil	49.5 2.35 Nil
East Indian	5' 6"	1,627	99.0	3,583	97.7	1.51	50,160	77.4	20.5
Great Indian Peninsula	5' 6" 2' 6"	982 22	99.0 Nil	2,515 51	100.0 Nil	Nil Nil	20,098 228	89.0 Nil	9.02 Nil
Jodhpur	3' 3½"	108	61.1	318	76.1	3.77	2,601	0.35	0.04
Madras and Southern Mahratta.	5' 6" 3' 3½"	305 363	99.7 65.6	1,025 1,131	96.8 82.8	3.22 6.81	6,318 8,754	77.2 3.27	21.9 37.5
Nizam's State	5' 6" 3' 3½"	88 82	100.0 90.2	189 201	98.0 100.0	1.06 Nil	2,319 1,512	55.5 33.9	42.2 1.12
North-Western	5' 6" 2' 0"	1,273 105	97.8 Nil	3,938 397	98.9 88.9	1.04 Nil	30,196 978	84.1 79.2	15.8 1.68
Rohilkund and Kumaon	3' 3½"	81	69.1	233	50.6	28.3	2,735	0.66	0.22
South Indian	5' 6" 3' 3½" 2' 0"	150 416 11	100.0 100.0 54.5	384 1,476 35	98.4 91.6 Nil	1.56 5.42 Nil	2,088 7,019 78	77.7 4.09 Nil	20.5 4.09 Nil
Total		8,922	93.0	25,774	92.4	3.23	224,229	60.8	16.6
<b>CLASS II RAILWAYS.</b>									
Barai Light	2' 6"	37	84.0	120	100.0	Nil	286	43.7	56.3
Bengal Doonars	3' 3½"	10	47.4	71	19.7	32.4	450	0.22	Nil
Bhavnagar State	3' 3½"	31	77.3	174	71.3	26.3	741	0.14	1.75
Bikaner State	3' 3½"	55	41.8	177	27.7	19.2	1,262	6.34	Nil
Darjeeling Himalayan	2' 0"	35	2.90	132	Nil	Nil	549	Nil	Nil
Dibru Sadiya	3' 3½"	28	92.8	66	83.3	16.6	1,602	22.2	55.4
Gaekwar's Baroda State	2' 6"	41	Nil	168	Nil	Nil	883	Nil	Nil
Gondal	3' 3½"	23	100.0	116	72.4	25.0	450	Nil	1.33
Howrah-Amra	2' 0"	19	Nil	143	10.7	Nil	82	100.0	Nil
Jamnagar and Dwarka	3' 3½"	22	54.6	77	68.8	93.5	626	94.2	7.50
Junagad State	3' 3½"	20	75.0	91	65.9	23.1	320	15.0	22.2
Morvi	3' 3½"	21	85.7	117	77.8	22.2	252	0.70	1.19
Mysore	3' 3½" 2' 0" 2' 0"	82 13 6	96.8 46.1 Nil	190 29 7	85.2 Nil Nil	10.0 Nil Nil	530 88 48	59.0 Nil Nil	2.26 Nil Nil
Shahdara (Delhi)-Saharanpur	2' 6"	10	Nil	50	Nil	Nil	229	Nil	Nil
Total		412	53.2	1,728	56.0	16.3	8,398	25.6	14.3
<b>GRAND TOTAL (CLASS I &amp; II RLYS.)</b>		<b>9,334</b>	<b>91.3</b>	<b>27,502</b>	<b>90.1</b>	<b>5.04</b>	<b>232,627</b>	<b>59.5</b>	<b>16.5</b>

\* Excludes 4 Electric Locomotives and 2 Battery tenders. (a) Includes 2 Electric Locomotives.  
† Includes 34 trailer coaches (1 electric). (b) Includes trailer electric coaches.  
(c) Includes 3 double articulated steam sentinel coaches.

## DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1932.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
605	Nil	93.9	Nil	230	200	430	Nil	98.3	99.0	98.6	CLASS I RAILWAYS.
1,298	Nil	100.0	80	470	61	611	100.0	47.2	100.0	53.7	Assam Bengal.
928	16.1	83.9	73	407	157	637	100.0	91.3	91.8	92.3	Bengal and North Western.
392	0.51	90.3	11	181	46	238	100.0	81.2	55.4	75.1	Bengal Nagpur.
721	2.91	97.1	Nil	238	113	401	Nil	93.5	55.7	78.5	Bombay, Baroda and Central India.
1,451	Nil	100.0	Nil	779	275	1,054	Nil	88.4	100.0	90.4	
67	Nil	28.4	Nil	27	23	50	Nil	65.9	100.0	78.1	
1,206	Nil	82.1	Nil	614	279	893	Nil	92.1	89.4	91.2	Burma.
810	Nil	100.0	13	208	208	429	92.9	81.6	64.2	72.3	Eastern Bengal.
891	1.12	98.5	26	399	250	675	100.0	100.0	100.0	100.0	
50	Nil	Nil	Nil	1	1	2	Nil	3.03	8.33	4.26	
(a) 2,954	7.08	80.7	145	1,305	(b) 746	2,196	100.0	96.0	97.0	96.6	East Indian.
1,591	4.65	95.3	3	661	338	1,002	100.0	86.0	76.5	82.5	Great Indian Peninsula.
49	Nil	100.0	Nil	26	20	46	Nil	92.9	100.0	95.8	
237	Nil	100.0	13	95	92	200	100.0	100.0	100.0	100.0	Jodhpur.
774	19.4	80.6	1	298	228	527	100.0	81.8	88.7	84.7	Madras and Southern Mahratta.
949	18.3	81.6	Nil	471	291	762	Nil	98.5	90.4	95.3	
132	37.9	62.1	Nil	59	16	75	Nil	100.0	88.9	97.4	Nizam's State.
168	81.0	19.0	Nil	82	23	106	Nil	96.5	88.5	94.6	
† 2,839	10.8	72.6	71	1,126	844	2,041	100.0	100.0	100.0	100.0	North Western.
‡ 334	Nil	76.9	19	192	59	270	100.0	100.0	100.0	100.0	
262	Nil	100.0	3	106	44	153	100.0	70.2	100.0	77.2	Rohilkund and Kumaon.
308	Nil	92.9	Nil	140	75	215	Nil	100.0	100.0	100.0	South Indian.
† 1,356	Nil	91.5	Nil	575	119	694	Nil	75.0	38.8	64.7	
35	Nil	100.0	Nil	8	16	24	Nil	44.4	100.0	70.6	
20,413	6.28	86.7	458	8,748	4,524	13,730	99.3	86.8	86.9	87.2	Total.
CLASS II RAILWAYS.											
120	Nil	100.0	Nil	11	Nil	11	Nil	12.2	Nil	11.6	Barni Light.
63	Nil	100.0	3	20	9	32	100.0	55.6	100.0	66.7	Bengal Doonars.
135	Nil	94.8	Nil	79	10	89	Nil	92.9	100.0	93.7	Bhavnagar State.
140	Nil	100.0	5	88	16	109	100.0	100.0	100.0	100.0	Bikaner State.
110	5.40	81.8	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Darjeeling Himalayan.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Dibru Sadiya.
162	Nil	85.8	Nil	76	32	108	Nil	67.2	100.0	74.4	Gackwar's Baroda State.
93	Nil	100.0	Nil	50	9	59	Nil	96.1	75.0	92.2	Gondal.
129	Nil	100.0	Nil	12	13	25	Nil	12.9	61.9	20.1	Howrah-Amta.
77	Nil	97.4	Nil	37	Nil	37	Nil	100.0	Nil	100.0	Jamnagar and Dwarka.
83	Nil	88.0	Nil	26	6	32	Nil	83.9	50.0	74.4	Junagad State.
92	Nil	100.0	Nil	54	9	63	Nil	100.0	100.0	100.0	Morvi.
163	12.2	81.5	Nil	101	16	117	Nil	100.0	100.0	100.0	Mysore.
29	Nil	Nil	Nil	22	5	27	Nil	100.0	100.0	100.0	
7	Nil	Nil	Nil	3	Nil	3	Nil	42.8	Nil	42.8	
50	Nil	100.0	3	11	2	16	100.0	25.4	100.0	33.2	Shahdara (Delhi)-Sahasranpur.
1,507	1.73	91.3	11	623	139	773	52.4	66.1	76.4	67.5	Total.
21,920	5.96	87.0	469	9,371	4,663	14,503	97.3	85.0	86.5	85.9	GRAND TOTAL (CLASS I & II Rlys.).

(c) Includes 3 steam coaches.

(b) Includes 7 composite III and Curd Vans.

† Includes 34 trailer coaches (Electric).

‡ Includes Royal and State Saloons, Store vans, Road vans, Medical vans, Saloons exclusively used for departmental purposes; Military Dining and Tourist cars.

## APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1931-32.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingen- cies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>CLASS I</b>						
Assam-Bengal . . . . .	49,267	92,623	2,922	1,44,812	110.9	0.04
Bengal and North-Western . . . . .	31,050	85,003	1,701	1,17,754	55.7	0.02
Bengal-Nagpur . . . . .	79,017	3,01,522	14,913	4,85,452	142.9	0.04
Bombay, Baroda and Central India . . . . .	2,07,779	6,78,275	27,840	9,13,894	231.7	0.05
Burma . . . . .	Nil	77,100	5,894	82,994	40.3	0.01
Eastern Bengal . . . . .	4,837	2,92,400	23,435	3,20,672	164.6	0.03
East Indian . . . . .	Nil	8,86,134	84,975	9,71,109	223.4	0.03
Great Indian Peninsula . . . . .	14,125	4,04,568	2,171	4,20,864	113.0	0.02
Jodhpur . . . . .	Nil	21,552	2,050	23,602	24.2	0.01
Madras and Southern Mahratta . . . . .	2,16,705	2,70,344	13,135	5,00,184	154.9	0.04
Nizam's State . . . . .	1,68,429	†	19,450	1,87,879	151.7	0.05
North Western . . . . .	Nil	10,71,736	7,157	10,78,893	152.1	0.05
Rohilkund and Kumaon . . . . .	10,000	26,313	‡	36,313	63.6	0.02
South Indian . . . . .	2,27,241	1,44,980	3,675	3,75,896	150.7	0.03
<b>Total</b>	<b>10,08,450</b>	<b>44,42,550</b>	<b>2,09,318</b>	<b>56,60,318</b>	<b>147.2</b>	<b>0.04</b>
<b>CLASS II</b>						
Barai Light . . . . .	4,300	7,053	135	11,488	57.0	0.02
Bengal Doonars . . . . .	75	7,727	73	7,875	50.8	0.02
Bhavnagar State . . . . .	14,730	11,721	‡	26,451	86.2	0.04
Bikaner State. . . . .	Nil	8,294	193	8,487	10.7	0.01
Darjeeling Himalayan . . . . .	1,525	Nil	Nil	1,525	10.4	0.00
Djiru Sadiya . . . . .	Nil	5,193	Nil	5,193	60.3	0.02
Gaekwar's Baroda State . . . . .	Nil	8,176	97	8,273	23.3	0.01
Gondal . . . . .	12,438	8,316	28	20,782	109.6	0.04
Howrah Amta . . . . .	1,509	2,895	Nil	4,404	100.4	0.01
Jamnagar and Dwarka . . . . .	2,518	4,051	94	6,663	42.3	0.02
Junagad State . . . . .	6,559	1,752	Nil	8,311	56.0	0.03
Morv . . . . .	8,352	1,453	Nil	9,805	95.9	0.02
Mysore* . . . . .	Nil	9,175	Nil	9,175	20.4	0.01
Shahdara (Delhi)-Saharanpur Light . . . . .	Nil	5,440	208	5,646	61.0	0.04
<b>Total</b>	<b>52,006</b>	<b>81,246</b>	<b>826</b>	<b>1,34,078</b>	<b>41.5</b>	<b>0.02</b>
<b>Class III Total</b>	<b>11,831</b>	<b>8,678</b>	<b>365</b>	<b>20,874</b>	<b>18.6</b>	<b>0.01</b>
<b>GRAND TOTAL</b>	<b>10,72,287</b>	<b>45,32,474</b>	<b>2,10,509</b>	<b>58,15,270</b>	<b>135.8</b>	<b>0.03</b>

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

† Included in column 2.

‡ Included in column 3.