

GOVERNMENT OF INDIA  
RAILWAY DEPARTMENT  
(RAILWAY BOARD)

REPORT  
BY THE  
RAILWAY BOARD  
ON  
INDIAN RAILWAYS  
FOR  
1923-24

*Volume II*



CALCUTTA GOVERNMENT OF INDIA  
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- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1923. Published quinquennially. Price Rs. 5-12-0.

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(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

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Statistics of railway working expenditure .	G. DEUCHARS.
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The Hardinge Bridge over the Lower Ganges at Sara . . . . .	Sir ROBERT GALES.
Technical education in relation to Railways in America . . . . .	H. L. COLE.
Indian Standard Locomotives (5' 6" gauge)	H. L. COLE.

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

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

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### INTRODUCTORY NOTE.

Revised statistics were introduced on all railways from the 1st October 1923 and for this reason many of the statements show figures for the second half of the financial year only. The revised figures for the full year will be available for the first time in the report for 1924-25.

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

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

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

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

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

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

A detailed list of the railways in each class will be found in statement 5, pages 42 to 46.

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SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

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## FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1922-23 and 1923-24 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts (In thousands of rupees).

Classification.	Year.	Capital at Charge on the 31st March 1924.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on capital at Charge.	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. DIFFERENCE BETWEEN COLUMNS (4) AND (8).		Percentage of Gain or Loss on Capital at Charge.
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest, annuity and sinking fund payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
State Lines worked by the State.	1922-23	1,32,31,69	4,27,57	2.34	..	6,96,53	6,96,53	..	2,63,96	-1.48
	1923-24	1,86,53,69	6,81,31	3.65	..	7,18,75	7,18,75	..	37,44	-0.20
State Lines worked by Companies or by Indian States.	1922-23	4,38,06,69	22,98,41	5.25	69,41	18,26,35	18,95,76	4,02,65	..	0.92
	1923-24	4,51,69,79	26,78,93	5.93	1,14,46	18,71,59	19,86,05	6,92,87	..	1.53
Miscellaneous items.	1922-23	1,81,98	..	..	..	7,68	7,68	..	7,68	-4.22
	1923-24	2,48,66	..	..	..	10,97	10,97	..	10,97	-4.41
Total Central	1922-23	6,22,20,27	27,25,98	4.38	69,41	25,30,56	25,99,97	1,26,01	..	0.20
	1923-24	6,40,72,14	33,60,24	5.24	1,14,46	26,01,31	27,15,77	6,44,47	..	1.00
Total Provincial	1922-23	1,28,76	16	0.12	..	5,18	5,18	..	5,02	-3.90
	1923-24	19,32	74	3.83	..	3,95	3,95	..	3,21	-16.61
GRAND TOTAL	1922-23	6,23,49,03	27,26,14	4.37	69,41	25,35,74	26,05,15	1,20,99	..	0.19
	1923-24	6,40,91,46	33,60,98	5.24	1,14,46	26,05,26	27,19,72	6,41,26	..	1.00

**II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1923 and 1924  
(In thousands of rupees).**

Details.	State lines worked by the State.		State lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1923.	31st March 1924.	31st March 1923.	31st March 1924.	31st March 1923.	31st March 1924.
1	2	3	4	5	6	7
<b>1. Liabilities incurred in the purchase of railways :—</b>						
(a) During the year . . . . .	37,16	38,75	1,85,17	1,92,07	2,22,33	2,30,82
(b) To end of the year . . . . .	35,99,31	35,60,56	1,46,84,31	1,44,92,24	1,82,83,62	1,80,52,80
<b>2. Capital outlay during the financial year from funds provided by the state :—</b>						
(a) Works . . . . .	2,77,03	3,11,27	8,65,51	8,96,49	11,42,54	12,07,76
(b) Rolling stock . . . . .	2,23,66	1,65,23	6,02,01	7,86,05	8,25,67	9,51,28
(c) General charges . . . . .	12,78	12,64	1,99,69	1,15,05	2,12,47	1,27,69
(d) Stores, etc., not finally charged off in the accounts.	—1,13,91	—31,01	—1,63,87	—2,85,18	—2,77,78	—3,16,19
(e) Total . . . . .	3,99,56	4,58,13	15,03,34	15,12,41	19,02,90	19,70,54
<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 . . . . .	91,57,55	94,68,82	1,78,03,07	1,86,99,56	2,69,60,62	2,81,68,38
(b) Rolling stock . . . . .	39,61,90	41,27,13	81,29,15	89,15,20	1,20,91,05	1,30,42,33
(c) General charges . . . . .	7,47,31	7,59,95	15,07,79	16,22,84	22,55,10	23,82,79
(d) Stores, etc., not finally charged off in the accounts.	7,68,24	7,37,23	19,93,11	17,07,93	27,61,35	24,45,16
(e) Total . . . . .	1,46,35,00	1,50,93,13	2,94,33,12	3,09,45,53	4,40,68,12	4,60,38,66
<b>4. Total Capital at Charge at the end of the financial year. [Items 1 (b) plus 3 (e)].</b>	1,82,31,60	1,86,53,69	4,41,17,43	4,54,37,77	6,23,49,03	6,40,91,46

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

Classification.	Year.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR, (IN THOUSANDS OF RUPEES).				
		Works.	Rolling stock.	General charges.*	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	1922-23	1,89	27	5	40	2,01
	1923-24	1,59	27	2	-1,06	82
(b) Worked by the main line	1922-23	6,16	9	43	-19	6,49
	1923-24	1,51	-2	8	-19	1,38
2. Branch line Companies' Railways under rebate terms worked by the main line.	1922-23	8,04	-64	1,18	1,31	9,89
	1923-24	8,32	4,49	86	-2,54	11,13
3. Branch line Companies' Railways under guarantee and rebate terms.	1922-23	41,16	3,06	2,33	14,43	60,98
	1923-24	17,58	22	23	-10,13	7,90
4. Companies' lines subsidized by the Government of India.	1922-23	13,73	30,50	16	-20	44,19
	1923-24	12,09	24,61	10	44	37,33
5. Companies' lines subsidized by Local Governments.	1922-23	1,92	33	..	6,13	7,38
	1923-24	1,85	1,02	..	-2,07	1,70
6. Unassisted Companies' lines	1922-23	85	8	..	..	93
	1923-24	-11	66	4	-8	41
7. District Board lines	1922-23	7,11	96	63	4,52	13,22
	1923-24†	10,66	2	41	-6,67	4,42
8. Companies' lines subsidized by District Boards.	1922-23	35	31	1	-69	-2
	1923-24	-4	1,03	-5	-2,01	-1,07
9. Indian State lines worked by Indian States	1922-23	88,56	41,13	2,97	2,35	1,35,01
	1923-24†	43,09	12,19	1,37	-7,36	49,29
10. Indian State lines worked by the main line	1922-23	58,53	4,07	2,76	92	66,28
	1923-24‡	23,37	7,88	3,04	-63	33,66
11. Companies' lines guaranteed by Indian States	1922-23	15,15	3,04	15	-1	18,33
	1923-24	11,23	2,18	7	-3,04	10,44
12. Lines in Foreign territory worked by British Indian Railway Companies.	1922-23	7,31	..	..	..	7,31
	1923-24	3	..	..	..	3
TOTAL	1922-23	2,50,76	83,20	10,67	27,97	3,72,60
	1923-24	1,31,17	55,35	6,26	-35,34	1,57,44
MISCELLANEOUS	1922-23	..	..	..	..	..
	1923-24	3	..	3,88	..	3,91
GRAND TOTAL	1922-23	2,50,76	83,20	10,67	27,97	3,72,60
	1923-24	1,31,20	55,35	10,14	-35,34	1,01,35

end of the financial years 1922-23 and 1923-24 of other than State-owned Railways.

TOTAL CAPITAL OUTLAY TO THE END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).					
Works.	Rolling stock.	General charges.*	Stores, etc., not finally charged off in the accounts.	Total.	REMARKS
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
1,11,71	16,25	11,63	3,15	1,42,74	*Including expenditure on ferries.
1,13,30	16,52	11,65	2,09	1,43,56	†Excluding the Manamadurai-Sivaganga railway abandoned.
72,58	1,19	5,66	25	79,68	‡Excluding the Okhamandal and Rajkot-Jamnagar railways transferred to "10. Indian State lines worked by the main line."
74,09	1,17	5,74	6	81,06	
12,36,84	40,32	93,04	2,99	13,73,69	§Including the Okhamandal and Rajkot-Jamnagar railways referred to above.
12,45,16	45,31	93,90	45	13,84,82	
1,46,18	3,08	10,07	14,64	1,73,95	
1,63,76	3,28	10,30	4,51	1,81,85	
12,42,59	2,81,75	1,24,50	29,81	16,78,65	
12,54,88	3,08,36	1,24,69	30,25	17,15,98	
95,64	50,23	20,96	6,63	1,73,46	
97,49	52,15	20,96	4,55	1,75,16	
30,75	6,07	82	37	38,01	
30,84	6,63	86	29	38,42	
1,20,38	4,03	12,79	7,06	1,44,26	
1,30,98	4,05	13,20	39	1,48,62	
1,07,69	33,68	5,23	5,10	1,51,60	
1,07,65	34,61	5,18	3,09	1,50,53	
11,30,30	3,63,27	67,30	86,81	16,47,68	
11,30,18	3,66,66	66,25	77,21	16,40,30	
10,34,73	74,79	77,40	10,48	11,97,38	
11,01,31	91,47	92,86	12,07	12,87,71	
6,92,07	1,87,37	44,76	28,96	9,53,16	
7,03,30	1,89,55	44,83	25,92	9,63,60	
2,13,13	..	1,51	..	2,14,64	
2,13,16	..	1,51	..	2,14,67	
62,34,69	10,62,41	4,75,67	1,96,23	79,68,90	
63,65,70	11,17,76	4,81,93	1,60,89	81,26,28	
16,28	..	1,96,34	..	2,12,62	
16,31	..	2,00,22	..	2,16,53	
62,50,87	10,62,41	6,72,01	1,96,23	81,81,52	
63,82,01	11,17,76	6,82,15	1,60,89	83,42,81	

III.—Summary of total Interest Charges and Annuity and Sinking Fund payments chargeable against Net Revenue Receipts of State-owned Railways for the years 1922-23 and 1923-24.

Particulars.	State lines worked by the State.		State lines worked by companies /or by Indian States.		Miscellaneous items.		Total Central.		Total Provincial.		Grand Total.	
	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.
1	2	3	4	5	6	7	8	9	10	11	12	13
Interest on sterling debt .. £	451,557	443,700	1,224,778	1,212,726	..	..	1,676,335	1,656,426	..	..	1,676,335	1,656,426
Interest on capital contributed by companies:—												
On share capital ..	..	..	572,250	572,250	..	..	572,250	572,250	..	..	572,250	572,250
On debenture & debenture stock £	..	..	1,640,124	1,563,438	..	..	1,040,124	1,563,438	..	..	1,640,124	1,563,438
<b>TOTAL .. £</b>	..	..	2,212,374	2,135,688	..	..	2,212,374	2,135,688	..	..	2,212,374	2,135,688
Annuitities .. £	488,107	448,137	2,869,609	2,869,409	..	..	3,357,716	3,357,546	..	..	3,357,716	3,357,546
Sinking Funds .. £	125,507	133,364	181,845	193,842	..	..	307,352	327,206	..	..	307,352	327,206
<b>TOTAL .. £</b>	1,065,171	1,065,201	6,488,606	6,411,665	..	..	7,553,777	7,476,866	..	..	7,553,777	7,476,866
Converted into rupees at average rate of exchange .. (In thousands of rupees).	1,02,43	1,55,02	9,90,11	9,34,06	..	..	11,52,54	10,89,08	..	..	11,52,54	10,89,08
Interest on capital outlay provided by Government .. (In thousands of rupees).	5,32,22	5,61,85	8,28,70	9,29,99	7,68	10,97	13,68,60	15,02,81	5,18	3,95	13,73,78	15,06,76
Interest on rupee debt .. (In thousands of rupees).	1,88	1,88	7,54	7,54	..	..	9,42	9,42	..	..	9,42	9,42
<b>GRAND TOTAL .. (In thousands of rupees).</b>	6,06,53	7,18,75	18,20,35	18,71,59	7,68	10,97	25,30,56	26,01,31	5,18	3,95	25,35,74	26,05,26

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1922-23 and 1923-24. (In thousands of rupees.)

Class and name of Railways.	Year.	GROSS REVENUE RECEIPTS.			WORKING EXPENSES.				Net Revenue Receipts (India).	Percentage of ordinary working expenses on earnings.	REMARKS.
		Earnings.	Suspense.	Total.	Ordinary.	Programme.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State lines worked by the State	1922-23	23,55,19	6,99	23,62,18	16,06,51	3,17,15	10,95	19,34,61	4,27,57	68.21	
	1923-24	24,10,28	7,67	24,17,95	14,98,84	2,52,60	-14,80	17,36,64	6,81,31	62.18	
State lines worked by Companies or by Indian States.	1922-23	69,56,26	3,70	69,59,96	41,67,86	5,41,49	-47,80	46,61,55	22,98,41	59.92	
	1923-24	70,57,02	-9,45	70,47,57	39,12,08	4,60,38	-4,42	43,68,64	26,78,93	55.44	
Total Central	1922-23	93,11,45	10,69	93,22,14	57,74,37	8,58,64	-36,85	65,96,16	27,25,98	62.01	
	1923-24	94,67,30	-1,78	94,65,52	54,11,52	7,12,98	-19,22	61,05,28	33,60,24	57.16	
Total Provincial	1922-23	2,31	2	2,33	1,69	40	8	2,17	16	73.16	
	1923-24	4,05	-2	4,03	3,28	8	-7	3,29	74	80.99	
GRAND TOTAL	1922-23	93,13,76	10,71	93,24,47	57,76,06	8,59,04	-36,77	65,98,33	27,26,14	62.02	
	1923-24	94,71,35	-1,80	94,69,55	54,14,80	7,13,06	-19,29	61,08,57	33,60,98	57.17	

V.—Summary of Capital at Charge, Revenue Earnings and Expenses of Railways by classes for the years 1922-23 and 1923-24. (In thousands of rupees.)

Classification.	Year.	Total capital at charge (including ferries and suspense).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 3.
1	2	3	4	5	6	7	8
Class I Railways	1922-23	6,76,84,89	1,02,71,52	71,06,57	31,64,95	69.18	4.68
	1923-24	6,94,54,13	1,04,64,71	66,36,99	38,27,72	63.42	5.51
Class II Railways	1922-23	13,94,70	2,08,76	1,32,93	75,83	63.68	5.44
	1923-24	14,39,56	2,22,71	1,48,76	73,95	66.80	5.14
Class III Railways	1922-23	6,66,48	84,91	59,99	24,92	70.65	3.74
	1923-24	6,86,59	92,24	59,02	33,22	63.99	4.84
Total State Railways	1922-23	6,21,72,48	92,78,80	65,99,61	26,79,19	71.13	4.31
	1923-24	6,38,84,24	94,37,87	60,95,29	33,42,58	64.58	5.23
Total other Railways	1922-23	75,73,59	12,86,39	6,99,88	5,86,51	54.41	7.74
	1923-24	79,08,78	13,41,79	7,49,48	5,92,31	55.86	7.48
GRAND TOTAL	1922-23	6,97,46,07	1,05,65,19	72,99,49	32,65,70	69.09	4.68
	1923-24	7,17,93,02	1,07,79,66	68,44,77	39,34,89	63.50	5.48

VI.—Summary of Capital at Charge, Revenue Earnings and Expenses and mileage of railways classified according to methods of working for the years 1922-23 and 1923-24.

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

Classification.	Year.	Route mileage on 31st March.	Total capital at charge including ferries and suspense.	Gross earnings.*	Working expenses.*	Net earnings.	REMARKS.
1	2	3	4	5	6	7	8
		Miles.	Rs. (a)	Rs.	Rs.	Rs.	
State lines worked by the State	1922-23	7,678·59	1,82,02,13	23,56,94	19,31,18	4,25,76	
	1923-24	7,677·56	1,86,97,58	24,12,08	17,54,70	6,57,38	
State lines worked by companies (b) and (c).	1922-23	19,326·68	4,39,70,35	69,21,86	46,63,43	22,53,43	
	1923-24	19,286·21	4,52,86,66	70,25,79	43,40,59	26,85,20	
Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1922-23	196·06	1,42,74	9,98	9,36	62	
	1923-24	196·06	1,43,56	10,57	7,77	2,80	
Branch line companies' railways under Guarantee terms, worked by the main line.	1922-23	91·16	66,01	10,72	5,52	5,20	
	1923-24	114·65	81,06	11,55	5,92	5,63	
Branch line companies' railways under Rebate terms, worked by the main line (c).	1922-23	1,848·78	13,68,92	2,10,31	1,07,14	1,03,17	
	1923-24	1,980·99	13,84,82	2,40,49	1,26,71	1,19,78	
Branch line companies' railways under Guarantee and rebate terms.	1922-23	166·60	1,73,95	11,04	5,35	5,69	
	1923-24	166·60	1,81,85	14,84	7,93	6,86	
Companies' lines subsidized by the Government of India.	1922-23	2,168·51	16,78,65	3,13,61	1,42,00	1,71,61	
	1923-24	2,169·79	17,15,67	3,07,29	1,45,04	1,62,25	
Companies' lines subsidized by Local Governments.	1922-23	137·09	1,73,46	34,46	23,89	10,57	
	1923-24	137·09	1,75,16	36,63	25,40	11,23	
Unassisted companies' lines	1922-23	84·43	33,01	3,24	3,33	(f) -9	
	1923-24	69·70	38,42	3,55	3,01	54	
District Board lines	1922-23	271·27	1,44,20	30,20	18,87	11,33	
	1923-24	271·27	1,48,62	35,72	20,03	15,69	
Companies' lines subsidized by District Boards.	1922-23	307·27	1,51,60	32,92	19,43	13,49	
	1923-24	306·10	1,50,53	35,71	19,33	16,38	
Indian State lines worked by Indian States.	1922-23	3,096·47	15,92,64	2,54,78	1,72,06	82,72	
	1923-24	3,064·18	15,86,43	2,62,84	1,84,47	78,37	
Indian State lines worked by the main line.	1922-23	1,411·18	8,75,61	1,73,78	1,08,09	65,69	
	1923-24	1,780·25	11,24,39	1,85,84	1,07,91	77,93	
Companies' lines guaranteed by Indian States.	1922-23	760·22	9,53,16	1,83,13	71,78	1,11,35	
	1923-24	754·47	9,63,60	1,72,15	84,24	87,91	
Lines in foreign territory worked by British Indian railway companies.	1922-23	73·60	2,14,64	18,22	13,06	5,16	
	1923-24	73·60	2,14,67	18,61	11,67	6,94	
TOTAL	1922-23	37,617·91	(g)6,97,46,07	1,05,65,19	72,99,49	32,65,70	
	1923-24	38,038·52	(g)7,17,93,02	1,07,79,66	68,44,77	39,34,89	

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

(a) Excludes the Delhi (New Capital) Railway works but includes Jorhat Provincial.

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

(c) Includes the Hindupur (Yesvantpur-Mysore Frontier) Railway in columns 5 to 7, but excludes the Alnavar-Dandeli railway from those columns for 1922-23 for which information was not available.

(d) Includes (i) the share owned by the Bhopal Durbar in the Bhopal-Itarsi Railway (ii) Burma Provincial railways and (iii) Durbar's outlay on Palanpur Deesa Railway.

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

(f) Excludes the Madaya Light Railway from columns 4 to 7 and the Trivillor Light Railway from columns 5 to 7 for which information was not furnished.

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

## STATISTICAL SUMMARIES.

## VII.—Summary of the Mileage of Railways on 31st March 1924.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1924.			TRACK MILEAGE OPEN ON THE 31st MARCH 1924.			Mileage opened during the financial year 1923- 24.	MILEAGE AUTHORIZED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1924.	
	Single line.	Double, treble, etc., lines as the case may be.	Total Route mileage.	Running track.	Sidings.	Total.		Sanctioned.	Under con- struction.
1	2	3	4	5	6	7	8	9	10
<b>Class I Railways—</b>									
5' 6" gauge .. ..	15,551.47	3,088.98	18,640.35	21,021.49	6,235.13	28,156.62	253.34	343.83	426.00
3' 3½" gauge .. ..	14,010.38	139.49	14,158.87	14,298.36	2,026.73	16,925.09	147.47	420.00	300.74
2' 6" and 2' 0" gauges ..	1,962.43	...	1,962.43	1,962.43	241.78	2,204.21	21.67	8.43	...
Total .. ..	31,533.28	3,228.37	34,761.65	38,182.28	9,103.64	47,285.92	422.48	779.26	726.74
<b>Class II Railways—</b>									
3' 3½" gauge .. ..	1,247.12	...	1,247.12	1,247.12	190.85	1,437.97	7.64	83.85	7.50
2' 6" and 2' 0" gauges ..	620.94	...	620.94	620.94	76.19	697.13	...	66.73	2.44
Total .. ..	1,868.06	...	1,868.06	1,868.06	267.04	2,135.10	7.64	150.58	9.94
<b>Class III Railways—</b>									
3' 3½" gauge .. ..	253.22	...	253.22	253.22	21.43	274.65	...	8.96	...
2' 6" and 2' 0" gauges ..	1,155.59	...	1,155.59	1,155.59	83.42	1,239.01	...	38.54	22.34
Total .. ..	1,408.81	...	1,408.81	1,408.81	104.85	1,513.66	...	47.50	22.34
<b>Total State Railways—</b>									
5' 6" gauge .. ..	13,055.62	3,088.36	16,143.98	19,424.60	5,873.33	25,297.92	79.40	254.32	342.44
3' 3½" gauge .. ..	9,391.74	139.11	9,530.85	9,669.96	1,999.59	11,669.55	51.80	149.29	208.08
2' 6" and 2' 0" gauges ..	1,403.23	...	1,403.23	1,403.23	192.10	1,595.42	...	8.43	...
Total .. ..	23,850.59	3,227.47	27,078.06	30,497.79	8,065.11	38,562.89	131.20	412.04	548.52
<b>Total Other Railways—</b>									
5' 6" gauge .. ..	2,495.85	0.52	2,496.37	2,496.90	361.80	2,858.70	173.94	89.51	83.56
3' 3½" gauge .. ..	6,127.98	0.38	6,128.36	6,128.74	839.42	6,968.16	103.31	370.51	105.18
2' 6" and 2' 0" gauges ..	2,335.73	...	2,335.73	2,335.73	209.20	2,544.93	21.67	105.27	24.78
Total .. ..	10,959.56	0.90	10,960.46	10,961.37	1,410.42	12,371.79	298.92	565.29	313.50
<b>Total—</b>									
5' 6" gauge .. ..	15,551.47	3,088.88	18,640.35	21,021.49	6,235.13	28,156.62	253.34	343.83	426.00
3' 3½" gauge .. ..	15,519.72	139.49	15,659.21	15,798.70	2,839.01	18,637.71	155.11	519.80	308.24
2' 6" and 2' 0" gauges ..	3,738.96	...	3,738.96	3,738.96	401.39	4,140.35	21.67	113.70	24.78
<b>GRAND TOTAL</b> .. ..	<b>34,810.15</b>	<b>3,228.37</b>	<b>38,038.52</b>	<b>41,459.15</b>	<b>9,475.53</b>	<b>50,934.68</b>	<b>430.12</b>	<b>977.33</b>	<b>759.02</b>



VIII.—Summary of

Classification.	LOCOMOTIVES.		RAIL MOTORS.		COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).					OTHER VEHICLES.
	No.	Total tractive effort in lbs.	No.	Seats.	PASSENGER CARRIAGES.				No.	
					No.	Seats.				
						1st.	2nd.	Inter.		
1	2	3	4	5	6	7	8	9	10	11
CLASS I RAILWAYS.										
5' 6" gauge . . . . .	6,564	136,009,818	43	482	10,091	21,802	40,724	48,837	567,328	3,527
3' 3½" gauge . . . . .	2,715	32,805,789	9	178	7,577	10,089	13,261	9,547	321,242	1,376
	Number.		Number.							
2' 6" and 2' 0" gauges . . . . .	287		14		781	1,016	1,208	1,336	23,534	55
CLASS II RAILWAYS.										
3' 3½" gauge . . . . .	155		4		534	934	1,674	553	17,141	93
2' 6" and 2' 0" gauges . . . . .	77		5		295	494	684	...	8,790	34
CLASS III RAILWAYS.										
3' 3½" gauge . . . . .	26		3		85	110	118	40	2,467	13
2' 6" and 2' 0" gauges . . . . .	164		15		705	521	442	1,444	16,806	79

IX.—Summary of net Additions

Classification.	LOCOMOTIVES.		RAIL MOTORS.		COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).					OTHER VEHICLES.
	No.	Total tractive effort in lbs.	No.	Seats.	PASSENGER CARRIAGES.				No.	
					No.	Seats.				
						1st.	2nd.	Inter.		
1	2	3	4	5	6	7	8	9	10	11
CLASS I RAILWAYS.										
5' 6" gauge . . . . .	168	8,566,257	-34	-547	237	524	1,379	3,082	30,369	85
3' 3½" gauge . . . . .	65	1,537,834	-2	-183	127	456	634	-109	14,605	35
	Number.		Number.							
2' 6" and 2' 0" gauges . . . . .	6		..		2	13	-52	-61	-70	-11
CLASS II RAILWAYS.										
3' 3½" gauge . . . . .	6		..		-7	82	35	77	-313	-9
2' 6" and 2' 0" gauges . . . . .	5		..		9	32	-60	..	159	-14
CLASS III RAILWAYS.										
3' 3½" gauge . . . . .	1		-1		-8	-20	..	-13	-197	6
2' 6" and 2' 0" gauges . . . . .	-3		-6		29	11	-57	-163	1,053	53
BY GAUGES.										
5' 6" gauge . . . . .	168	8,566,257	-34	-547	237	524	1,379	3,082	30,369	85
	Number.		Number.							
3' 3½" gauge . . . . .	72		-3		112	518	669	-45	14,095	32
2' 6" and 2' 0" gauges . . . . .	8		-6		40	56	-169	-224	1,136	28

## Equipment on 31st March 1924.

GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							REMARKS.
COVERED WAGONS.		OPEN WAGONS, LOW SIDED.		OPEN WAGONS, HIGH SIDED.		OTHER VEHICLES.	
No.	Total capacity in tons.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	
12	13	14	15	16	17	18	19
95,434	1,900,330	8,015	136,048	37,415	751,929	10,296	
37,576	432,598	4,938	50,551	2,371	29,289	6,270	
			Number.				
			3,393				
			3,695				
			1,241				
			262				
			1,923				

## to Equipment during 1923-24.

GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							REMARKS.
COVERED WAGONS.		OPEN WAGONS, LOW SIDED.		OPEN WAGONS, HIGH SIDED.		OTHER VEHICLES.	
No.	Total capacity in tons.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	
12	13	14	15	16	17	18	19
4,650	92,958	527	8,220	1,056	16,441	545	
2,452	28,946	60	737	119	1,475	421	
			Total Number.				
			63				
			250				
			—16				
			9				
			30				
			Total capacity in tons.				
4,650	91,476	527	8,220	1,056	16,441	545	
			Total Number.				
			3,311				
			77				

## X.—Summary of Passenger and Goods

Headings.	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.
1	2	3	4	5	6	7
<b>1. Number of Passengers (in hundreds)—</b>						
1st class . . . . . No.	860,4	765,9	31,2	30,3	23,1	21,2
2nd class . . . . . "	4,825,7	4,250,7	264,7	245,0	43,4	42,5
Inter class . . . . . "	7,819,0	7,702,9	31,0	47,1	278,9	345,4
3rd class . . . . . "	473,906,3	481,991,1	17,203,6	18,344,2	11,666,9	12,639,0
Season and vendors traffic * . . . . "	54,637,6	71,555,0	76,5	132,9	901,1	916,6
<b>TOTAL . . . . .</b>	<b>542,099,0</b>	<b>566,265,6</b>	<b>17,610,0</b>	<b>18,799,5</b>	<b>12,912,4</b>	<b>13,964,7</b>
<b>2. Passenger miles (in thousands)—</b>						
1st class . . . . . Miles	111,137	100,565	1,465	1,285	200	491
2nd class . . . . . "	334,386	309,770	10,178	9,471	1,404	1,601
Inter class . . . . . "	493,132	482,734	524	1,292	650	3,116
3rd class . . . . . "	16,905,509	17,177,204	447,846	456,175	93,470	184,992
Season and vendors traffic * . . . . "	522,868	708,315	616	861	320	10,651
<b>TOTAL . . . . .</b>	<b>18,367,032</b>	<b>18,778,588</b>	<b>460,629</b>	<b>469,084</b>	<b>96,044</b>	<b>200,851</b>
<b>3. Average miles a passenger was carried—</b>						
1st class . . . . . "	129.2	131.3	42.8	42.4	51.3	27.4
2nd class . . . . . "	69.3	72.9	38.5	38.7	37.5	39.5
Inter class . . . . . "	63.1	62.7	16.9	27.4	12.5	10.1
3rd class . . . . . "	35.7	35.6	26.0	24.9	21.0	18.5
Season and vendors traffic . . . . . "	9.6	9.9	8.1	6.5	11.6	11.9
<b>TOTAL . . . . .</b>	<b>33.9</b>	<b>33.2</b>	<b>26.2</b>	<b>24.9</b>	<b>21.0</b>	<b>17.9</b>
<b>4. Earnings from Passengers carried (in thousands of Rupees)—</b>						
1st class . . . . . Rs.	1,36,32	1,26,39	2,36	2,81	54	60
2nd class . . . . . "	2,04,53	1,89,14	6,38	5,81	86	1,04
Inter class . . . . . "	1,36,32	1,36,12	21	39	1,27	1,37
3rd class . . . . . "	30,92,40	31,47,96	81,62	91,03	46,83	52,77
Season and vendors traffic . . . . . "	47,19	50,29	11	15	1,28	1,26
<b>TOTAL . . . . .</b>	<b>36,17,26</b>	<b>36,49,92</b>	<b>91,18</b>	<b>1,00,19</b>	<b>60,78</b>	<b>57,04</b>
<b>5. Average rate charged per passenger per mile (in pies)—</b>						
1st class . . . . . Pies	23.50	24.10	57.48	41.99	27.84	19.55
2nd class . . . . . "	11.70	11.72	11.96	11.78	11.07	11.87
Inter class . . . . . "	5.33	5.41	7.69	5.80	7.97	6.71
3rd class . . . . . "	3.51	3.52	3.39	3.83	4.40	4.42
Season and vendors traffic . . . . . "	1.73	1.36	3.43	3.34	9.60	2.18
<b>TOTAL . . . . .</b>	<b>3.78</b>	<b>3.73</b>	<b>3.69</b>	<b>4.10</b>	<b>4.49</b>	<b>4.41</b>
<b>6. Number of tons of goods carried (in thousands)</b>						
	89,959	94,218	2,849	2,867	1,037	1,125
<b>7. Net ton-miles (in thousands)</b>						
	18,225,664	18,676,090	129,596	140,960	18,437	22,799
<b>8. Average miles a ton of goods was carried</b>						
	202.6	198.2	50.4	49.2	34.6	37.7
<b>9. Earnings from goods carried (in thousands of rupees).</b>						
	56,74,02	58,95,74	99,76	1,03,89	28,54	29,51
<b>10. Average rate charged for carrying a ton of goods one mile</b>						
	5.98	6.06	14.6	14.1	15.16	13.74

## Revenue Statistics by Classes and Gauges for the years 1922-23 and 1923-24.

5' 6".		3' 3½".		2' 6" and 2' 0".		All Railways.		REMARKS.
1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	
8	9	10	11	12	13	14	15	16
573,5	509,1	284,8	260,1	59,4	48,2	917,7	817,4	*Calculated at the rate of 50 single journeys per season ticket per month in 1923-24 and at the rate of 40 in 1922-23.
3,405,5	2,945,5	1,579,9	1,456,3	148,4	136,4	5,133,8	4,538,2	
6,872,6	6,727,3	878,7	1,007,6	377,6	360,5	8,128,9	8,095,4	
277,426,5	282,580,2	201,619,5	205,282,3	23,759,8	25,111,8	502,775,8	512,974,3	
50,100,9	65,557,1	4,662,1	6,128,5	902,2	918,9	55,665,2	†72,004,5	
338,379,0	358,319,2	209,025,0	214,134,8	25,217,4	26,575,8	572,621,4	**599,029,8	†58,083,6 when calculated at the same rate as in 1922-23.
88,752	80,095	21,978	20,221	2,072	2,025	112,802	102,341	**584,508,9 when season and vendors' traffic is taken at the same rate as in 1922-23.
248,069	232,858	92,001	82,674	6,898	5,310	345,968	320,842	
445,191	433,748	44,539	46,547	4,576	6,847	494,306	487,142	
10,883,672	11,098,208	616,605,4	6,240,185	397,099	479,918	17,446,825	17,818,371	
484,466	656,691	39,045	52,507	293	10,629	523,804	†719,827	†575,802 when calculated at the same rate as in 1922-23.
12,150,150	12,501,800	6,363,617	6,442,134	409,938	504,729	18,023,705	§10,448,523	§10,304,558 when season and vendors' mileage is calculated at the same rate as in 1922-23.
154.7	157.3	77.2	77.7	51.5	45.1	125.5	125.7	
72.8	79.1	58.3	59.8	41.4	39.5	67.4	70.7	
64.8	64.5	50.7	46.2	30.3	21.2	62.5	60.5	
39.2	39.3	30.6	30.4	24.6	21.4	35.2	34.9	
9.7	10.0	8.4	8.5	10.2	11.9	9.5	9.9	
35.9	34.9	30.5	30.1	24.3	21.2	33.5	32.6	
1,05,64	97,09	29,07	27,64	5,01	5,07	1,39,72	1,29,80	
1,51,23	1,40,28	55,32	50,49	5,22	5,22	2,11,77	1,95,99	
1,21,94	1,21,18	13,34	13,64	3,02	3,06	1,38,30	1,37,88	
20,24,59	20,68,84	10,82,01	11,01,12	1,14,25	1,21,82	32,20,85	32,91,78	
43,58	46,46	3,72	3,99	1,28	1,25	48,58	51,70	
24,46,98	24,73,85	11,83,46	11,96,88	1,28,78	1,36,42	37,59,22	38,07,15	
22.90	23.30	25.40	26.24	44.11	47.12	23.74	24.33	
11.70	11.56	11.54	11.72	16.83	18.69	11.75	11.73	
5.26	5.36	5.75	5.63	8.47	7.80	5.33	5.42	
3.57	3.57	3.37	3.39	4.30	4.46	3.52	3.53	
1.73	1.36	1.33	1.46	10.48	2.17	1.74	1.38	
3.87	3.79	3.57	3.57	4.70	4.78	3.78	3.75	
66,149	70,564	24,374	24,314	3,322	3,332	93,845	98,210	
15,147,463	15,433,613	3,090,712	3,272,773	135,521	134,372	18,373,696	18,840,758	
229.0	218.7	126.8	134.6	48.1	47.8	196.8	192.8	
43,29,11	45,12,04	13,66,44	14,08,21	1,06,77	1,08,09	58,02,32	60,28,94	
5.49	5.61	8.49	8.26	13.1	13.6	6.05	6.13	

**XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1922-23 and 1923-24.**

Class or Gauge.	Year.	Net earnings per train mile.	Net earnings per mean mile worked.	Net earnings (in thousands of rupees).	Working expenses per train mile.	Working expenses per mean mile worked per week.	Total working expenses (in thousands of rupees).	Gross earnings per train mile.	Gross earnings per mean mile worked per week.	Gross earnings per mean mile worked.	Gross earnings (in thousands of rupees).
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I Railways ..	1922-23	2.08	9,159	31,64.95	4.68	396	71,06.57	6.77	572	29,725	1,02,71.5
	1923-24	2.51	11,014	38,27.72	4.35	367	66,36.99	6.86	579	30,112	1,04,64.7
Class II Railways ..	1922-23	1.94	4,378	75.53	3.41	148	1,32.93	5.35	232	12,052	2,08.71
	1923-24	1.82	4,176	73.95	3.66	162	1,48.76	5.48	242	12,575	2,22.7
Class III Railways ..	1922-23	1.07	1,702	24.92	2.57	79	59.99	3.64	112	5,799	89.9
	1923-24	1.39	2,214	33.22	2.47	76	59.02	3.86	118	6,148	92.2
Total All Railways	1922-23	2.07	8,651	32,65.70	4.62	372	72,99.49	6.69	538	27,986	1,05,65.18
	1923-24	2.48	10,348	39,34.89	4.31	346	68,44.77	6.78	545	28,350	1,07,79.61
5' 6" Gauge ..	1922-23	2.16	11,673	21,87.75	5.28	548	53,41.61	7.45	773	40,174	75,29.31
	1923-24	2.68	14,246	26,93.26	4.97	507	49,84.32	7.65	781	40,609	76,77.58
3' 3½" Gauge ..	1922-23	2.02	6,587	10,16.43	3.49	219	17,59.15	5.50	346	17,988	27,75.55
	1923-24	2.23	7,444	11,61.09	3.20	205	16,66.07	5.43	349	18,126	28,27.16
2' 6" and 2' 0" Gauges	1922-23	0.94	1,719	61.52	3.05	107	1,98.73	3.99	140	7,274	2,60.25
	1923-24	1.23	2,287	80.54	2.98	106	1,94.38	4.21	150	7,807	2,74.92
Total All Gauges	1922-23	2.07	8,651	32,65.70	4.62	372	72,99.49	6.69	538	27,986	1,05,65.19
	1923-24	2.48	10,348	39,34.89	4.31	346	68,44.77	6.78	545	28,350	1,07,79.66

XII.—Summary of Train and Engine Mileage for the years 1922-23 and 1923-24 (In thousands of miles).

Particulars.	Year.	TRAIN MILES.				ENGINE MILES.			Total train and engine miles.	REMARKS.
		Coaching.	Goods.	Mixed.	Total (including departmental.)	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental.)	Total.		
1	2	3	4	5	6	7	8	9	10	11
Class I Railways . . . . .	1922-23	62,896	57,257	26,377	151,808	36,523	11,220	47,743	199,551	
	1923-24	63,339	56,204	26,408	152,491	33,434	14,271	47,705	200,196	
Class II Railways . . . . .	1922-23	936	913	1,982	3,902	739	102	841	4,743	
	1923-24	950	933	1,940	4,067	783	74	857	4,924	
Class III Railways . . . . .	1922-23	159	149	1,933	2,331	78	20	98	2,429	
	1923-24	195	141	2,043	2,391	288	134	422	2,813	
5' 6" gauge . . . . .	1922-23	48,232	42,675	7,279	101,087	27,010	9,916	36,925	138,012	
	1923-24	48,152	41,496	7,385	100,335	24,317	11,911	36,228	136,563	
3' 3½" gauge . . . . .	1922-23	15,084	14,326	18,766	50,433	9,272	1,280	10,552	60,985	
	1923-24	15,613	14,806	18,644	52,084	8,943	2,283	11,226	63,310	
2' 6" and 2' 0" gauges . . . . .	1922-23	675	1,318	4,297	6,521	1,058	147	1,205	7,726	
	1923-24	719	1,266	4,362	6,630	1,245	285	1,530	8,060	
Total All Railways . . . . .	1922-23	63,991	58,219	30,342	158,041	37,340	11,342	48,682	206,723	
	1923-24	64,484	57,268	30,391	158,949	34,505	14,479	48,984	207,933	

XIII.—Summary of selected Operating statistics of Class I Railways by Gauges.

Particulars.	5' 6" Gauge.	3' 3 $\frac{1}{2}$ " Gauge.	2' 6" and 2' 0" Gauges.	REMARKS.
<i>For the year ended 31st March 1924.</i>				
1. Coaching vehicle miles . . . . .	845,799	424,478	27,492	
2. Wagon miles—				
2·01 Loaded . . . . .	1,148,805	339,061	17,358	
2·02 Empty . . . . .	538,055	134,578	8,776	
2·03 Total (excluding brake vans) . . . . .	1,686,860	533,639	26,134	
2·04 Percentage loaded of total . . . . .	68·1	74·8	66·4	
3. Net or freight ton miles . . . . .	15,443,613	3,149,160	94,226	
4. Gross ton miles (including weight of engine)—				
4·01 Passenger and proportion of mixed . . . . .	20,103,118	5,975,054	229,115	
4·02 Goods and proportion of mixed . . . . .	36,028,619	7,691,817	260,773	
5. Coal consumption—				
Number of tons of fuel consumed—				
5·01 Foreign coal . . . . .	73,952	35,622	60	
5·02 Indian coal . . . . .	4,642,006	1,159,184	117,283	
5·03 Wood . . . . .	5,672	114,842	190	
5·04 Oil Fuel . . . . .	127,516	94	..	
5·05 Total (in terms of coal) . . . . .	4,950,074	1,240,913	117,419	
6. Density—				
6·01 Passenger miles per running track mile per annum	570,292	420,790	131,094	
6·02 Passenger miles per route mile per annum . . . . .	670,677	424,928	131,094	
6·03 Net ton miles per running track mile per annum	704,040	219,871	49,396	
6·04 Net ton miles per route mile per annum . . . . .	827,967	222,034	49,396	
6·05 Gross ton miles per running track mile per annum	2,560,579	953,900	292,375	
6·06 Train miles per running track mile per day . . . . .	12·5	9·3	4·7	
7. Running of Trains—	<i>For the half-year ended 31st March 1924.</i>			
7·01 Passenger trains—Train miles per train engine hour.	18·36	15·05	12·03	
7·02 Mixed trains—Train miles per train engine hour	12·90	11·30	12·86	
Passenger and proportion of mixed—				
7·03 Train miles per train engine hour . . . . .	17·73	12·21	12·53	
7·04 Train miles per engine hour . . . . .	13·72	10·15	9·06	
Goods Train—Train miles per train engine hour—				
7·05 Main lines . . . . .	9·08	9·94	9·19	
7·06 Branch lines . . . . .	8·96	8·92	8·58	
Goods and proportion of mixed—				
7·07 Train miles per train engine hour . . . . .	9·18	9·74	10·20	
7·08 Train miles per engine hour . . . . .	4·70	5·86	5·92	
8. Loads of Goods Trains—				
8·01 Main lines— Loaded Wagons . . . . .	30·27	28·21	13·05	
8·02 do. —Empty Wagons . . . . .	14·74	10·48	7·79	
8·03 do. —Total . . . . .	45·01	38·69	20·84	
8·04 Percentage loaded of total . . . . .	67·25	72·91	62·62	

## XIII.—Summary of selected Operating statistics of Class I Railways by Gauges—contd.

Particulars.	5' 6" gauge.	3' 3½" gauge.	2' 6" and 2' 0" gauge.	REMARKS.
<b>8.—Loads of Goods Trains—concl.</b>				
<i>For the half year ended 31st March 1924.</i>				
8·05 Branch lines—Loaded wagons . . . . .	23·34	21·60	..	
8·06 Do. Empty Wagons . . . . .	9·22	8·65	..	
8·07 Do. Total . . . . .	32·56	30·25	..	
8·08 Percentage loaded of total . . . . .	71·08	71·40	..	
<b>9. Shunting and light running—</b>				
Passenger and proportion of mixed—				
9·01 Shunting miles per 100 train miles . . . . .	6·86	7·14	15·9	
9·02 Light engine miles per 100 train miles . . . . .	1·31	0·85	0·73	
Goods and proportion of mixed—				
9·03 Shunting miles per 100 train miles . . . . .	44·3	31·2	35·7	
9·04 Light engine miles per 100 train miles . . . . .	8·54	1·82	2·90	
<b>10. Engine User—</b>				
10·01 Average authorised stock (excluding engines ordered but not yet handed over to traffic).	6,350	2,498	221	
10·02 Average total number on the line . . . . .	6,508	2,589	230	
10·03 Average number available for use . . . . .	5,064	2,048	181	
10·04 Average number in good repair stored . . . . .	393	19	5	
Average number in use daily on—				
10·05 Ordinary passenger traffic (including mixed) . . . . .	1,263	804	65	
10·06 Special service . . . . .	75	11	1	
10·07 Goods service . . . . .	1,403	449	35	
10·08 Departmental service . . . . .	197	114	5	
10·09 Shunting including siding . . . . .	858	200	19	
10·10 Total . . . . .	3,856	1,638	125	
<b>11. Wagon-user—</b>				
Goods trains and proportion of mixed—				
11·01 Wagon miles per shunting engine hour . . . . .	406·6	510·3	267·1	
11·02 Wagon miles per engine hour . . . . .	171·6	159·7	96·6	
<b>12. Repair of Rolling Stock:—</b>				
<i>Engines—</i>				
12·01 Average number under or awaiting repair . . . . .	1,334	524	53	
12·02 Percentage of item 12·01 to average number on the line.	20·5	19·5	23·0	
12·03 Number overdue repairs on 31st March 1924 . . . . .	313	137	14	
12·04 Percentage of item 12·03 to average authorised stock (excluding engines ordered but not yet handed over to traffic).	4·9	5·5	6·3	
<i>Coaching stock—</i>				
12·05 Average number of passenger carriages under or awaiting repair.	1,642	980	55	
12·06 Percentage of item 12·05 to average number on the line.	17·6	13·3	8·6	
12·07 Average number of other coaching vehicles under or awaiting repair.	651	186	11	
12·08 Percentage of item 12·07 to average number on the line.	12·3	12·3	7·8	
12·09 Number overdue repairs on 31st March 1924* . . . . .	2,622	1,282	121	*Excludes the Eastern Bengal and Great Indian Peninsula Railways.
12·10 Percentage of item 12·09 to average authorised stock (excluding stock ordered but not yet handed over to traffic).	17·0	14·1	16·0	



## XIII.—Summary of selected Operating statistics of Class I Railways by Gauges—concl'd.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauge.	REMARKS.
<i>For the half year ended 31st March 1924.</i>				
<i>Goods stock—</i>				
12·11 Number of unserviceable wagons . . . .	10,854	3,455	180	
12·12 Percentage of item 12·11 to average number on the line daily.	7·4	6·2	3·9	
12·13 Number overdue repairs on 31st March 1924* .	18,315	6,127	259	*Excludes the Eastern Bengal and Great Indian Peninsula Railways.
12·14 Percentage of item 12·13 to average authorised number of wagons owned (excluding wagons ordered but not yet handed over to traffic).	12·2	11·4	10·0	
<i>13. Coal consumption—</i>				
<i>Total net tons of coal consumed—</i>				
13·01 Passenger and mixed trains . . . . .	918,596	328,277	25,456	
13·02 Goods trains . . . . .	1,216,406	192,051	19,387	
13·03 Shunting including siding . . . . .	346,984	72,380	7,241	
13·04 Departmental . . . . .	84,011	35,013	1,847	
<i>14. Oil consumption—</i>				
<i>Lubricating oil used on engines—</i>				
14·01 Total pints (passenger and mixed) . . . . .	2,538,424	975,836	56,153	
14·02 Total pints (goods trains) . . . . .	2,419,590	518,745	39,933	
14·03 Total pints of lubricating oil used on passenger and goods stock.	4,519,210	841,178	51,001	

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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 1923-24 and of the per Government after meeting all charges against the ne-

Class and Name of Railway.	Capital at charge on 31st March 1924.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge.
1	2	3	4
<i>Central.</i>			
STATE LINES WORKED BY THE STATE.			
Aden . . . . .	15,04	—41	—2.73
Delhi (New Capital) Railway Works Scheme . . . . .	68,71	..	..
Eastern Bengal . . . . .	43,43,71	1,39,04	3.20
North Western (Commercial) . . . . .	84,61,79	4,33,18	5.12
North Western (Military)— Main line . . . . .	24,11,05	—16,06	—6.67
Khyber . . . . .	2,11,52	..	..
Oudh and Rohilkhand . . . . .	31,41,87	1,25,56	3.99
STATE LINES WORKED BY COMPANIES OR INDIAN STATES.			
Assam-Bengal . . . . .	18,64,98	37,89	2.03
Bengal-Nagpur . . . . .	60,51,98	2,59,06	4.29
Bezwada Extension . . . . .	14,73	3,81	25.87
Bombay, Baroda and Central India (including Dholka-Dhanduka)	63,31,71	4,80,86	7.59
Burma Railways (including Extension) . . . . .	26,03,69	1,59,11	6.11
East Indian . . . . .	97,27,06	6,25,27	6.43
Great Indian Peninsula . . . . .	97,10,59	4,69,19	4.83
Agra-Delhi Chord . . . . .	1,50,84	15,09	10.00
Baran-Kotah . . . . .	50,01	1,02	2.04
Bhopal . . . . .	45,76	4,42	9.66
Cawnpore-Banda . . . . .	83,06	1,32	1.59
Jodhpur-Hyderabad (British Section) . . . . .	51,55	3,16	6.13
Lucknow—Bareilly . . . . .	1,60,85	15,46	9.61
Madras and Southern Mahratta . . . . .	49,15,57	3,04,44	6.19
Dhone-Kurnool . . . . .	10,18	89	8.74
South Indian . . . . .	22,91,91	2,15,03	9.38
Coonoor-Ootacamund . . . . .	50,40	..	..
Tinnevelly-Quilon ((British Section) . . . . .	44,54	} 7,28	4.04
Tinnevelly-Quilon (Indian State Section) . . . . .	1,35,04		
Tinnevelly-Tiruchendar . . . . .	..		
Tirhoot . . . . .	8,74,74	75,03	8.58
<i>Miscellaneous Items</i>			
Abandoned Projects, etc. . . . .	32,26	..	..
Other miscellaneous items . . . . .	2,16,40	..	..
Total Central . . . . .	6,40,72,14	33,60,24	5.24
<i>Provincial.</i>			
Assam (Jorhat) . . . . .	12,60	—12	—0.95
United Provinces (Distillery siding) . . . . .	1,72	..	..
Burma Provincial . . . . .	5,00	86	17.20
Total Provincial . . . . .	19,32	—74	—3.83
GRAND TOTAL . . . . .	6,40,91,46	33,60,98	5.24

centage of those figures on the Capital at charge on 31st March 1924 also of the net gain or loss to Revenue Receipts (In thousands of rupees).

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest, Annuity & Sinking Fund payments.	Total charges.	Gain.	Loss.	
5	6	7	8	9	10
..	68	68	..	1,09	-7.25
..	3,24	3,24	..	3,24	-4.72
..	1,62,26	1,62,26	..	23,22	-5.3
..	3,43,84	3,43,84	89,34	..	1.06
..	92,39	92,39	..	1,08,45	-4.50
..	9,98	9,98	..	9,98	-4.72
..	1,06,36	1,06,36	19,20	..	0.61
..	69,33	69,33	..	31,44	-1.69
5,72	2,60,28	2,66,00	..	6,34	-0.10
..	52	52	3,29	..	22.34
13,61	2,20,65	2,34,26	2,46,60	..	3.89
34,24	83,67	1,17,91	41,20	..	1.58
7,41	4,57,62	4,65,03	1,60,24	..	1.65
..	4,14,58	4,14,58	54,61	..	0.56
..	5,08	5,08	10,01	..	6.64
..	1,71	1,71	..	69	-1.38
..	1,62	1,62	2,80	..	6.12
..	2,83	2,83	..	1,51	-1.82
..	1,79	1,79	1,37	..	2.66
81	9,13	9,94	5,52	..	3.43
46,25	2,16,10	2,62,35	42,09	..	0.86
..	34	34	55	..	5.40
2,92	93,52	96,44	1,18,59	..	5.18
..	1,82	1,82	..	1,82	-3.61
..	1,04	1,04	6,24	..	3.46
..	-15	-15	15	..	..
3,50	30,11	33,61	41,42	..	4.74
..	1,07	1,07	..	1,07	-3.32
..	9,90	9,90	..	9,90	-4.57
1,14,46	28,01,31	27,15,77	6,44,47	..	1.01
..	46	46	..	58	-4.60
..	10	10	..	10	-5.81
..	3,39	3,39	..	2,53	-50.60
..	3,95	3,95	..	3,21	-16.61
1,14,46	26,05,26	27,19,72	6,41,26	..	1.00

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

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 4d. TO THE RUPEE.		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
<b>STATE LINES WORKED BY THE STATE.</b>							
Aden . . . . .	..	..	38	14	..	47	99
Delhi (New Capital) Railway Works Scheme.	..	..	16,96	..	3,12	3,67	23,75
Eastern Bengal . . . . .	-6,83	5,93,10	73,20	18,16	3,62	-20,85	74,13
North Western (Commercial) . . . . .	-31,92	14,17,05	1,03,37	1,08,66	32	-34,94	1,77,41
<b>North-Western (Military)—</b>							
Main Line . . . . .	..	..	18,32	10	-24	-25	17,93
Khyber . . . . .	..	..	53,80	..	5,53	12,80	72,13
Oudh and Rohilkhand . . . . .	..	15,50,41	45,24	38,17	29	8,09	91,79
<b>STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES</b>							
Assam-Bengal—I . . . . .	..	..	7	..	..	..	7
Assam-Bengal—II . . . . .	..	..	15,45	23,52	1,81	-17,74	23,04
Bengal-Nagpur . . . . .	..	..	2,06,71	1,22,07	14,31	-7,32	3,35,77
Bezwada Extension . . . . .	..	..	77	..	..	..	77
Bombay, Baroda and Central India (including Dholka-Dhanduka)	..	21,72,07	1,38,03	99,49	4,28	-76,08	1,65,72
Burma . . . . .	..	..	53,32	6,77	2,41	4,59	67,09
Burma Extensions . . . . .	..	..	1,63	16,65	..	..	18,28
Southern Shan States . . . . .	..	..	63	1,94	..	-14	2,43
Moulmein-ye, Pyinmana-Taung-wingyi Alon-Saingbyin, Segyi-ye-U, Pegu-Kayan and Bauktaw-Tadagale, formerly classed as Provincial Railways.	..	..	1,30,88	16,10	22,10	0	1,69,17
Carried over . . . . .	-38,75	57,32,63	8,58,76	4,51,77	57,55	-1,27,61	12,40,47

*Railways on the 31st March 1924 (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. (column 3+13)	REMARKS.
Works.	Rolling Stock.	General Charges.	Stores etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
7,75	5,38	16	1,75	15,04	15,04	
56,14	..	7,40	5,17	68,71	68,71	
24,51,66	9,38,87	1,89,83	1,70,25	37,50,61	43,43,71	
37,50,91	25,31,00	3,60,51	4,01,72	70,44,74	84,61,79	
20,61,15	1,43,40	1,54,29	52,21	24,11,05	24,11,05	
1,70,08	..	20,78	20,66	2,11,52	2,11,52	
9,71,13	5,07,88	26,98	85,47	15,91,46	31,41,87	
56,94	..	..	..	56,94	56,94	
12,10,51	3,47,58	2,23,09	26,86	18,08,04	18,08,04	
34,14,71	21,16,59	2,83,52	2,37,16	60,51,98	60,51,98	
13,56	..	1,17	..	14,73	14,73	
27,10,29	10,23,19	1,88,99	2,37,17	41,59,64	63,31,71	
13,78,88	3,79,20	1,50,45	97,22	20,05,55	20,05,55	
1,75,64	64,20	18,55	..	2,58,39	2,58,39	
1,41,49	11,62	17,47	..	1,70,58	1,70,58	
1,30,88	16,10	22,10	9	1,69,17	1,69,17	
1,87,01,52	80,85,61	16,65,29	13,35,73	2,97,88,15	3,55,20,78	

## 2. (a) Statement of Capital at charge of State-owned Railways on the 31st March

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 4d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Brought forward . . . . .	38,75	57,32,63	8,58,76	4,51,77	57,55	-1,27,61	12,40,47
East Indian . . . . .	-76,27	39,95,14	1,87,15	2,05,20	2,97	-80,86	3,74,55
Great Indian Peninsula . . . . .	-92,78	55,11,43	93,54	1,26,20	17,70	-33,72	2,03,81
Agra-Delhi Chord . . . . .	..	..	4	..	3	..	7
Baran-Kotah . . . . .	..	..	42	..	..	..	42
Bhopal-Itarsi . . . . .	..	..	44	..	..	..	44
Cawnpore-Banda . . . . .	..	..	76	..	20	..	96
Jodhpur-Hyderabad (British Section.) . . . . .	..	..	2,83	..	29	7	3,19
Lucknow-Bareilly . . . . .	..	..	..	88	..	-2,57	1,69
Madras and Southern Mahratta . . . . .	-23,02	19,59,72	57,98	43,39	35	-16,48	85,24
Dhond-Kurnool . . . . .	..	..	..	..	..	..	..
South Indian . . . . .	..	8,53,88	83,79	61,20	2,61	-67,36	80,24
Coonoor-Ootacamund . . . . .	..	..	-2	1,12	..	..	1,10
Tinnevely-Quilon (British Section) . . . . .	..	..	16	31	..	..	47
Tinnevely-Quilon (Indian State Section.) . . . . .	..	..	8	199	..	..	2,07
Tirhoot . . . . .	..	..	4,23	11,82	6	5,85	21,96
<i>Miscellaneous Items.</i>							
Abandoned projects . . . . .	..	..	..	..	..	..	..
State Railway Stores . . . . .	..	..	..	..	..	..	..
Expenditure in England for Stores purchased and remaining unappropriated. . . . .	..	..	..	..	59,54	7,14	66,68
Adjustment of Capital outlay in England of Railway Coys. at average rates. . . . .	..	..	..	..	..	..	..
Total Central . . . . .	-2,30,82	1,80,52,80	12,90,16	9,63,97	1,41,39	-3,15,54	20,79,98
<i>Provincial.</i>							
Assam (Jorhat) . . . . .	..	..	18	..	..	-36	-18
United Provinces (Distillery Siding) . . . . .	..	..	-1	..	..	..	-1
Burma Provincial . . . . .	..	..	-82,57	-12,69	-13,70	-29	-1,09,25
Total Provincial . . . . .	..	..	-82,40	-12,69	-13,70	-65	-1,09,44
GRAND TOTAL . . . . .	-2,30,82	1,80,52,80	12,07,76	9,51,28	1,27,69	-3,16,19	19,70,54

## Railways on 31st March 1924, (In thousands of rupees)—concl'd.

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.						REMARKS.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.	Capital at charge at the end of the Financial year. (Columns 3+13).	
9	10	11	12	13	14	15
1,87,01,52	80,85,61	16,65,29	13,35,73	2,97,88,15	3,55,20,78	
29,13,46	23,46,76	93,01	3,78,69	57,31,92	97,27,06	
25,82,80	11,11,56	1,01,61	4,03,19	41,99,16	97,10,59	
1,29,60	14,40	6,84	..	1,50,84	1,50,84	
43,05	4,07	2,89	..	50,01	50,01	
41,58	56	3,62	..	45,76	45,76	
78,81	..	4,25	..	83,06	83,06	
47,64	7	3,72	12	51,55	51,55	
1,03,55	34,56	6,23	16,51	1,60,85	1,60,85	
19,95,29	6,97,87	1,03,60	1,59,09	29,55,85	49,15,57	
9,35	..	83	..	10,18	10,18	
7,22,48	5,19,30	92,13	1,04,12	14,38,03	22,91,91	
29,56	17,78	3,06	..	50,40	50,40	
33,98	6,01	4,55	..	44,54	44,54	
1,00,24	23,23	12,17	..	1,35,64	1,35,64	
5,89,28	1,76,59	62,27	46,60	8,74,74	8,74,74	
(a) 32,26	..	..	..	32,26	32,26	(a) Distribution over minor heads is not available.
..	..	2,16,31	9	2,16,40	2,16,40	
2,81,54,45	1,30,38,37	23,82,38	24,44,14	4,60,19,34	6,40,72,14	
7,21	3,96	41	1,02	12,60	12,60	
1,72	..	..	..	1,72	1,72	
5,00	..	..	..	5,00	5,00	
13,93	3,96	41	1,02	19,32	19,32	
2,81,68,38	1,30,42,33	23,82,79	24,45,16	4,60,38,66	6,40,91,46	



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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).				
		Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
		1	2	3	4	5
		Rs.	Rs.	Rs.	Rs.	Rs.
<b>1. BRANCH LINE COMPANIES'</b>						
<b>(A) Worked by the Branch</b>						
<b>OPEN LINES.</b>						
Ahmadpur-Katwa . . . . .	2' 6"	20	..	..	—43	—23
Arakan Light . . . . .	"	..	..	..	—5	—5
Bankura-Damodar River . . . . .	"	34	..	..	—38	—4
Burdwan-Katwa . . . . .	"	..	..	..	—1	—1
Futwah-Islampur . . . . .	"	35	20	2	—1	56
Kalighat-Falta . . . . .	"	70	7	..	—18	59
<b>TOTAL 1-(A)</b>	..	159	27	2	—106	82
<b>(B) Worked by the</b>						
<b>OPEN LINES.</b>						
Hardwar-Dehra . . . . .	5' 6"	35	..	..	..	35
Ohpasmukh-Silghat . . . . .	3' 3½"	13	..	1	—8	6
Katakhal-Lalabazar . . . . .	3' 3½"	103	..	7	—11	99
Dasghara-Jamalpurgunj . . . . .	2' 6"	..	—2	..	..	—2
<b>TOTAL 1-(B)</b>	..	1,61	—2	8	—19	138
<b>(2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE</b>						
<b>OPEN LINES.</b>						
Amritsar-Patti . . . . .	5' 6"	—18	..	..	..	—18
Hoshiarpur Doab—						
Jullundur-Mukerian . . . . .	"	39	..	..	..	39
Phagwara-Rahon . . . . .	"	28	..	..	..	28
Mandra-Bhaun . . . . .	"	9	..	..	..	9
Sara-Sirajganj . . . . .	"	1,12	..	..	..	1,12
Sialkot-Narowal . . . . .	"	5	..	..	..	5
Southern Punjab—						
Main line . . . . .	"	1,11	..	..	..	1,11
Jullundur Doab . . . . .	"	13	..	..	..	13
Ludhiana Extension . . . . .	"	2,28	..	2	..	2,30
Sutlej Valley . . . . .	"	..	..	..	..	..
Tapti Valley . . . . .	"	11	..	5	..	16
Ahmedabad-Parantij . . . . .	3' 3½"	13	..	1	..	14
Champaner-Shivrajpur-Pani Light . . . . .	2' 6"	—8	48	..	..	40
Dhond-Baramati . . . . .	"	—1	..	1	..	..
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) . . . . .	"	6	1,22	..	—128	2
Godhra-Lunavada . . . . .	"	—12	..	..	..	—12
Jacobabad-Kashmor . . . . .	"	21	..	..	..	21
Khulna Bagerhat . . . . .	"	..	..	..	..	..
Larkana-Jacobabad . . . . .	"	3,13	1,70	77	—14	5,46
Mayurbhanj . . . . .	"	1	..	..	..	1
Nadiad-Kapadvanj . . . . .	"	—20	71	..	—1,14	—63
Pashora-Jamner . . . . .	"	—9	9	..	..	..
Darjeeling-Himalayan Extensions . . . . .	2' 0"	—10	29	..	..	..
<b>TOTAL (2)</b>	..	8,32	4,49	86	—2,54	11,13

the end of the year 1923-24 of other than State-owned Railways.

TOTAL CAPITAL OUTLAY TO THE END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).					REMARKS.
Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	

**RAILWAYS UNDER GUARANTEE TERMS.**

**Line Company.**

15,98	2,05	1,86	23	20,12
28,81	16	1,55	36	30,88
28,05	4,45	3,87	34	36,51
13,40	2,87	1,64	40	18,31
14,55	1,91	1,31	19	17,96
12,51	5,08	1,62	57	19,78
1,13,30	16,52	11,65	2,09	1,43,56

**Main Line.**

20,88	..	2,58	..	32,46
28,87	..	1,73	..	30,60
13,39	..	1,24	3	14,66
1,95	1,17	19	3	3,34
74,09	1,17	5,74	6	81,06

**TERMS—WORKED BY THE MAIN LINE.**

33,11	..	1,32	..	34,43
30,94	..	1,94	..	32,88
24,77	..	1,71	..	26,48
23,25	..	78	..	24,03
82,91	..	5,81	..	88,72
26,96	..	63	..	27,59
2,75,11	..	15,74	..	2,90,85
1,26,94	..	7,30	..	1,34,24
92,37	..	4,88	..	97,05
1,44,97	..	8,14	..	1,53,11
1,23,70	..	10,55	..	1,34,25
33,62	3	3,76	..	37,41
11,08	6,30	3,21	..	20,57
9,35	1,77	66	1	11,79
65,89	14,69	5,49	38	86,45
8,68	1,57	3,23	..	13,48
17,31	4,84	92	..	23,07
6,28	1,24	*79	..	8,31
20,37	4,20	3,70	4	28,31
23,99	..	..	..	23,99
8,69	4,19	2,52	2	15,42
14,23	1,17	1,48	..	16,88
40,66	5,31	9,54	..	55,51
12,45,16	45,31	93,90	45	13,84,82

\* Includes Rs. 8,000 on account of ferries.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR.—(IN THOUSANDS OF RUPRES).					Total.
		Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.		
		3	4	5	6	7	
		Rs.	Rs.	Rs.	Rs.	Rs.	
<b>OPEN LINES.</b>							
<b>3. BRANCH LINE COMPANIES' RAILWAYS UNDER</b>							
Jamnagar and Dwarka . . . . .	3' 3½"	15,46	22	23	—10,99	4,92	
Mymensingh-Bhairab Bazar . . . . .	"	2,12	..	..	86	2,98	
<b>TOTAL (3)</b>	..	17,58	22	23	—10,13	7,90	
<b>4. COMPANIES' LINES SUBSIDIZED BY THE</b>							
<b>OPEN LINES.</b>							
Delhi-Umbala-Kalka . . . . .	5' 6"	1	..	..	..	1	
Bengal and North-Western* . . . . .	3' 3½"	9,72	19,20	6	3,05	32,03	
Bengal Doars Extensions* . . . . .	"	18	69	..	—1,33	—10	
Mirpur Khas-Jhudo* . . . . .	"	—11	..	..	..	—11	
Mirpur Khas-Khadro* . . . . .	"	1	..	..	..	1	
Rohilkund and Kumaon . . . . .	"	1,19	4,73	..	—1,60	4,23	
Barsi Light* . . . . .	2' 6"	67	—2	2	49	1,16	
Dehri-Rohtas Light . . . . .	"	23	..	—1	15	37	
Shahjara (Delhi)-Saharanpur Light* . . . . .	"	..	—1	..	—23	—22	
<b>TOTAL</b>	..	11,90	24,61	7	44	37,02	
<b>LINE UNDER CONSTRUCTION.</b>							
Pharenda Nautanwa Extension . . . . .	3' 3½"	19	..	12	..	31	
<b>TOTAL (4)</b>	..	12,09	24,61	19	44	37,33	
<b>OPEN LINES.</b>							
<b>5. COMPANIES' LINES SUBSIDIZED</b>							
Dibru-Sadiya . . . . .	3' 3½"	1,24	192	..	—150	166	
Darjeeling-Himalayan . . . . .	2' 0"	61	..	..	—57	4	
<b>TOTAL (5)</b>	..	1,85	1,92	..	—207	1,70	
<b>OPEN LINES.</b>							
<b>6. UNASSISTED</b>							
Ledo and Tikak-Margherita Colliery . . . . .	3' 3½"	..	..	..	..	..	
Bengal Provincial . . . . .	2' 6"	—1	..	1	—8	—8	
Jagadhri Light . . . . .	2' 0"	..	..	..	..	..	
Kulasekarapatnam Light . . . . .	"	3	38	..	..	41	
Trivellore Light . . . . .	"	—13	18	3	..	8	
<b>TOTAL (6)</b>	..	—11	56	4	—8	41	

## end of the year 1923-24 of other than State-owned Railways—contd.

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

## GUARANTEE AND REBATE TERMS.

58,09	3,28	2,55	2,00	63,92
1,07,67	..	7,75	2,51	1,17,93
1,63,76	3,28	10,30	4,51	1,81,85

## GOVERNMENT OF INDIA.

1,86,70	..	14,01	..	2,00,71
7,43,42	2,11,16	†80,49	21,62	10,56,69
87,61	13,75	7,81	3,21	1,12,38
7,27	..	58	..	7,85
7,74	..	58	..	8,32
1,24,10	46,38	11,96	29	1,82,73
61,54	20,77	4,99	3,40	90,70
5,18	3,18	36	51	9,23
30,93	11,12	3,79	1,22	47,06
12,54,49	3,06,36	1,24,57	20,25	17,15,67
19	..	12	..	31
12,54,68	3,06,36	1,24,69	30,25	17,15,98

\*Receives land only from Government.

†Includes Rs. 22,51,000 on account of ferries.

## BY LOCAL GOVERNMENTS.

65,90	41,94	†18,18	..	1,26,02
31,59	10,21	2,78	4,56	40,14
97,49	52,15	20,96	4,56	1,75,16

†Includes Rs. 23,000 on account of ferries.

## COMPANIES' LINES.

10,04	Details not available.			16,94
8,76	2,76	‡1	29	11,82
62	40	12	..	1,14
4,05	2,67	67	..	7,59
27	60	6	..	93
30,04	6,63	86	29	38,42

‡Rs. 1,230 on account of ferries.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).					Total.
		Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.		
1	2	3	4	5	6	7	
		Rs.	Rs.	Rs.	Rs.	Rs.	
OPEN LINES.		7. DISTRICT					
Suamangalam-Salem . . . . .	5' 6"	15	..	..	..	15	
Tenali-Repalle . . . . .	"	18	..	..	..	18	
Bezwada-Masulipatam . . . . .	3' 3½"	16	..	..	..	16	
Podanur-Pollaohi . . . . .	"	10	2	..	..	12	
Tanjore District Board . . . . .	"	9	..	..	..	9	
Tinnevely-Tiruchendur . . . . .	"	9,98	..	41	-6,67	3,72	
TOTAL (7) . . . . .	-	10,66	2	41	-6,67	4,42	
OPEN LINES.		8. COMPANIES' LINES SUBSIDIZED BY					
Bengal Doons . . . . .	3' 3½"	16	27	1	..	44	
Arrah-Sasaram Light . . . . .	2' 6"	-18	29	..	-6	5	
Baraset-Basirhat Light . . . . .	"	..	40	..	-94	-44	
Bukhtiarpur-Bihar Light . . . . .	"	7	..	-6	-11	-10	
Jessore-Jhenidah . . . . .	"	-13	..	..	-4	-17	
Terpur-Balipara Light . . . . .	"	..	..	..	..	..	
Howrah-Amta Light . . . . .	2' 0"	4	7	..	-60	-49	
Howrah-Sheakhala Light . . . . .	"	..	..	..	-36	-36	
TOTAL (8) . . . . .	-	-4	1,03	-5	-2,01	-1,07	

## end of the year 1923-24 of other than State-owned Railways—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).					REMARKS.
Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	
<b>BOARD LINES.</b>					
4,80	..	23	..	5,03	
13,98	..	1,14	..	15,12	
21,28	..	1,59	..	22,87	
8,64	4,05	1,28	..	13,97	
60,37	..	6,75	..	67,12	
21,91	..	2,21	39	24,51	
1,30,98	4,05	13,20	39	1,48,62	
<b>DISTRICT BOARDS.</b>					
25,11	5,64	*3,52	..	34,27	* Includes Rs. 1,36,104 on account of ferries.
18,47	4,53	11	33	23,44	
18,57	4,96	24	40	24,17	
10,40	3,65	..	26	14,31	
10,69	2,83	74	6	14,32	
3,20	1,60	7	..	4,87	
16,44	8,90	39	1,54	27,27	
4,77	2,50	11	50	7,88	
1,07,65	34,61	5,18	3,09	1,50,53	

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

CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).						
Railway.	Gauge.	Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
<b>9. INDIAN STATE LINES WORKED</b>						
<b>OPEN LINES.</b>						
Bhavnagar State . . . . .	3' 3½"	4,27	—27	16	—1,98	2,18
Bikaner . . . . .	"	1,53	—3		—56	94
Gondal . . . . .	"	28	..	..	3,31	3,59
Jetalsar-Rajkot . . . . .	"	65	..	..	48	1,13
Jodhpur . . . . .	"	3,76	3,33	2	—6,97	14
Junagad State . . . . .	"	2,97	72	10	1,29	5,08
Khijadiya-Dhari . . . . .	"	15	..	..	—7	8
Morvi (including 2' 6" gauge) . . . . .	"	26	—1	..	3,07	3,92
Mysore (including Rirur-Shimoga and Chiohrajur-Chitaldrug Sections). . . . .	"	5,41	4,30	—2	89	10,58
Porbandar State . . . . .	"	41	18	2	20	81
Udaipur-Chitorgarh. . . . .	"	4	121	..	—33	92
Bodeli Chota Udaipur . . . . .	2' 6"	1	..	..	..	1
Cutch State . . . . .	"	..	..	..	..	..
Dholpur-Bari (including Mohari-Baranli)* . . . . .	"	5	..	..	..	5
Gaekwar's Baroda State . . . . .	"	8,61	2,96	61	—2,37	9,81
Kolar District . . . . .	"	..	35	..	—4	31
Gwalkor Light . . . . .	2' 0"	2,89	..	..	..	2,89
Pipar Bilara Light . . . . .	"	3	..	..	..	3
Tarakera-Narasimharajapura Light . . . . .	"	4,02	—55	—9	..	3,38
<b>TOTAL</b> . . . . .	..	<b>35,34</b>	<b>12,19</b>	<b>80</b>	<b>—2,48</b>	<b>45,85</b>
<b>LINES UNDER CONSTRUCTION.</b>						
Hanumangarh to Sisle . . . . .	3' 3½"	5,93	..	39	—12	6,20
Shimoga to Arasalu . . . . .	"	16	..	1	..	17
Marwar Junction to Juajwar . . . . .	"	89	..	5	..	94
Prachi Road to Jamwala . . . . .	"	..	..	..	—4,74	—4,74
Nanjangud to ChamaraJanagar . . . . .	"	..	..	1	—2	—1
Anjar to Bachan . . . . .	2' 6"	9	..	..	..	9
Dholpur to Rajakhera . . . . .	"	..	..	..	..	..
Kalamba-Jheria . . . . .	"	68	..	11	..	79
Mahuva to Anaval . . . . .	"	..	..	..	..	..
Zankhvar to Bardipada . . . . .	"	..	..	..	..	..
Navsari to Kamrej . . . . .	"	..	..	..	..	..
<b>TOTAL</b> . . . . .	..	<b>7,75</b>	..	<b>57</b>	<b>—4,88</b>	<b>3,44</b>
<b>TOTAL (9)</b> . . . . .	..	<b>43,09</b>	<b>12,19</b>	<b>1,37</b>	<b>—7,36</b>	<b>49,29</b>

end of the year 1923-24 of other than State-owned Railways—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).					
Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.	Total	REMARKS.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
1,39,79	31,30	7,02	4,32	1,82,43	
1,06,20	56,14	1,77	12	1,64,23	
47,47	14,08	2,47	9,84	73,86	
18,70	..	83	51	20,04	
1,49,10	1,10,11	1,68	28,01	2,88,90	
71,93	18,74	2,91	8,32	1,01,00	
18,32	..	1,66	—7	19,91	
36,37	20,34	1,59	4,33	62,63	
1,62,44	52,83	15,77	3,52	2,34,56	
11,08	6,59	71	1	18,39	
17,55	5,85	1,11	1,21	25,72	
9,11	..	1,17	..	10,28	
8,18	1,45	1,37	..	11,00	
9,93	4,11	49	..	14,53	
1,74,82	23,76	16,59	15,45	2,30,61	*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari Barauli section.
14,14	9,07	1,50	84	25,55	
73,93	10,02	4,55	..	88,50	
2,37	52	4	..	2,93	
8,92	54	38	63	10,47	
10,80,35	3,65,45	63,60	77,04	15,86,44	
33,43	92	93	12	35,40	
2,72	..	84	..	3,56	
7,20	..	19	..	7,39	
3,13	..	19	..	3,32	
1,03	..	32	5	1,40	
75	29	..	..	1,04	
75	..	7	..	2	
98	..	11	..	79	
8	..	..	..	8	
3	..	..	..	3	
3	..	..	..	3	
49,83	1,21	2,65	17	53,86	
11,30,18	3,65,86	66,25	77,21	16,40,30	



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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPES).				
		Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
		1	2	3	4	5
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.		10. INDIAN STATE LINES—WORKING				
Balharshah-Warangal (Kazipet)	5' 6"	1,72	..	48	..	2,20
Bhopal-Itarsi*	"	..	..	..	..	..
Bhopal Ujjain . . . . .	"	4	..	..	..	4
Bina-Goona-Baran . . . . .	"	—13	..	..	..	—13
Jammu and Kashmir (Indian State section)	"	14	..	..	..	14
Jind-Panipat (Indian State section)	"	..	..	..	..	..
Khanpur-Chachran . . . . .	"	1	..	..	..	1
Ludhiana-Dhuri-Jakhal . . . . .	"	66	..	..	..	66
Nagda-Ujjain . . . . .	"	..	..	..	..	..
Petlad-Cambay (Anand-Tarapur section)	"	8	..	1	..	9
Petlad-Cambay (Tarapur-Cambay section)	"	2	..	..	..	2
Rajpura-Bhatinda . . . . .	"	7	..	..	..	7
Bangalore-Harihar . . . . .	3' 3½"	183	34	..	—67	1,50
Cooch Behar State . . . . .	"	—3	..	..	..	—3
Dhrangadra . . . . .	"	..	..	8	..	8
Gaekwar's Mehsana . . . . .	"	42	..	7	..	49
Hindupur (Yesvantpur-Mysore Frontier)	"	..	..	..	..	..
Hingoli Branch . . . . .	"	1	9	..	16	26
Jaipur State . . . . .	"	2,77	..	2	—83	1,96
Kolhapur State . . . . .	"	..	..	1	..	1
Okhamandal . . . . .	"	76	3,85	26	1,00	5,87
Palanpur-Deesa† . . . . .	"	..	..	..	..	..
Quilon-Trivandrum Extension (Travancore Ry.)	"	1,10	—46	—3	—2	59
Rajkot-Jamnagar . . . . .	"	50	—6	..	—26	18
Sangli State . . . . .	"	3	..	..	..	3
Secunderabad-Gadwal . . . . .	"	1,98	3,66	—1	2,35	7,08
Shoranur-Cochin . . . . .	"	12	46	..	—6	62
Parlakimedi Light . . . . .	2' 6"	..	..	..	..	..
Rajpipla State . . . . .	"	4	..	1	..	5
TOTAL	..	12,14	7,88	90	1,67	22,59
LINES UNDER CONSTRUCTION.						
Pedapalli to Goliara . . . . .	5' 6"	3,78	..	1,05	—96	3,87
Karepalli-Kothagudium . . . . .	"	215	..	72	—2	2,85
Wagrod to Khareda . . . . .	3' 3½"	..	..	..	..	..
Gadwal to Kurnool . . . . .	"	1,30	..	33	—8	1,55
Nawalgarh to Jhunjhun . . . . .	"	4,00	..	4	—1,24	2,80
Trichinopoly to Pudukkottai . . . . .	"	..	..	..	..	..
TOTAL	..	11,23	..	2,14	—2,30	11,07
TOTAL (10)	..	23,37	7,88	3,04	—63	33,66

## end of the year 1923-24 of other than State-owned Railways—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).					
Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.	REMARKS.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
<b>BY THE MAIN LINE.</b>					
17,39	..	2,42	..	19,81	
50,00	..	..	..	50,00	*A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.
72,54	..	6,96	..	79,50	
92,59	18	8,18	..	1,00,95	
10,40	..	60	..	11,00	
17,30	..	..	..	17,30	
13,25	..	88	..	14,13	
42,89	..	2,29	..	45,18	
20,85	..	1,71	..	22,56	
13,00	..	75	10	13,85	
8,86	..	30	..	9,16	
74,36	..	2,69	..	77,05	
1,07,21	32,49	5,62	6,38	1,51,70	
18,62	1,03	†94	..	20,59	†Includes Rs. 4,000 on account of ferriss.
14,16	4	61	..	14,81	
92,77	65	7,73	..	1,01,15	
23,86	..	1,44	..	25,30	
26,52	1,28	3,03	..	30,83	
60,63	..	2,98	85	64,46	
22,08	..	1,21	..	23,29	
23,24	6,63	1,75	1,00	32,62	
1,85	..	..	..	1,85†	†This line is owned jointly by Government and the Palampur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.
43,07	5,63	4,28	2	53,00	
21,23	5,95	95	2,00	30,13	
1,88	..	10	..	1,98	
89,75	16,28	11,26	—5	1,16,24	
51,20	17,93	‡4,70	1,58	75,41	‡Includes Rs. 87,000 on account of ferriss.
5,27	1,78	63	..	7,68	
14,03	2,60	1,08	..	17,71	
10,50,80	91,47	75,09	11,88	12,29,24	
38,11	..	5,30	—97	42,44	
2,15	..	72	—2	2,85	
2	..	..	..	2	
2,70	..	143	—9	4,04	
7,41	..	32	127	9,00	
12	..	..	..	12	
50,51	..	7,77	19	58,47	
11,01,31	91,47	82,86	12,07	12,87,71	

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).					Total.
		Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.		
1	2	3	4	5	6	7	
		Rs.	Rs.	Rs.	Rs.	Rs.	
<b>11. COMPANIES LINE</b>							
<b>OPEN LINES.</b>							
Nizam's Guaranteed State . . . . .	5' 6"	5,28	1,83	3	-2,62	4,52	
Hyderabad-Godavari Valley . . . . .	3' 3½"	5,02	28	4	-43	5,81	
Bangalore-Chik Ballapur Light . . . . .	2' 6"	3	7	..	1	11	
<b>TOTAL (11) . . . . .</b>	<b>..</b>	<b>11,23</b>	<b>2,18</b>	<b>7</b>	<b>-3,04</b>	<b>10,44</b>	
<b>12. LINES IN FOREIGN TERRITORY—WORKS</b>							
<b>OPEN LINES.</b>							
Persiam-Karaikkal . . . . .	3' 3½"	..	..	..	..	..	
Pondicherry . . . . .	"	..	..	..	..	..	
West of India Portuguese . . . . .	"	3	..	..	..	3	
<b>TOTAL (12) . . . . .</b>	<b>..</b>	<b>3</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>3</b>	
<b>TOTAL (1) TO (12) . . . . .</b>	<b>..</b>	<b>1,31,17</b>	<b>55,38</b>	<b>6,28</b>	<b>-35,34</b>	<b>1,57,44</b>	
Miscellaneous . . . . .	..	3	..	3,88	..	3,91	
<b>GRAND TOTAL . . . . .</b>	<b>..</b>	<b>1,31,20</b>	<b>55,35</b>	<b>10,14</b>	<b>-35,34</b>	<b>1,61,35</b>	

of the year 1923-24 of other than State-owned Railways—concl'd.

TOTAL CAPITAL OUTLAY TO THE END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPRES).					
Works.	Rolling stock.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.	REMARKS.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
<b>GUARANTEED BY INDIAN STATES.</b>					
4,42.10	1,20.28	9.90	13.33	5,85.61	
2,52.98	64.53	33.16	12.56	3,63.23	
8.22	4.74	1.77	3	14.76	
7,08.30	1,89.55	44.83	25.92	9,68.60	
<b>BY BRITISH INDIAN RAILWAY COMPANIES.</b>					
6.09	..	1.15	..	7.24	
5.33	..	36	..	5.69	
2,01.74	..	..	..	2,01.74	
2,13.16	..	1.51	..	2,14.67	
63,65.70	11,17.76	4,81.93	1,60.89	81,26.28	
16.31	..	2,00.22	..	*2,16.53	
63,82.01	11,17.76	6,82.15	1,60.89	83,42.81	

\*Made up of—

(1) Interest charges during construction of the Assam-Bengal Railway debited to capital .. ..	75,70,000
(2) State outlay on the Patri branch charged against the Civil Works grant .. ..	8,08,000
(3) Expenditure in England on the South Bihar Railway .. ..	52,18,000
(4) Outlay by Forest Department on the Alinarar Dandeli Railway .. ..	8,87,000
(5) Outlay from Joint Debenture Stock on the Lucknow Bareilly Railway .. ..	71,70,000
	<u>2,16,53,000</u>

## 3.—Statement of Total Interest Charges and Annuity and Sinking Fund payments chargeable

Class and Name of Railway.	Interest on sterling Debt.	INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES.		
		On share capital.	On Debentures and Debenture Stock.	Total.
1	2	3	4	5
<b>STATE LINES WORKED BY THE STATE.</b>				
Adon . . . . .	£ ..	£ ..	£ ..	£ ..
Delhi (New Capital) Railway Works Scheme . . . . .	..	..	..	..
Eastern Bengal . . . . .	39,508	..	..	..
North Western (Commercial) . . . . .	81,628	..	..	..
North Western (Military)				
Main Line . . . . .	..	..	..	..
Khyber . . . . .	..	..	..	..
Oudh and Rohilkhand . . . . .	322,566	..	..	..
<b>STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.</b>				
Assam-Bengal . . . . .	..	45,000	37,670	82,670
Bengal-Nagpur . . . . .	..	105,000	319,703	424,703
Bezwada-Extension . . . . .	..	..	..	..
Bombay, Baroda and Central India (including Dholka Dhanduka)	385,084	60,000	35,000	95,000
Burma Railways (including Extensions) . . . . .	..	75,000	37,500	112,500
East Indian . . . . .	279,307	..	642,487	642,487
Great Indian Peninsula . . . . .	224,319	77,250	122,500	199,750
Agra-Delhi Chord . . . . .	81,250	..	..	..
Baran-Kotah . . . . .	..	..	..	..
Bhopal . . . . .	..	..	..	..
Cawnpore-Banda . . . . .	..	..	..	..
Jodhpur-Hyderabad (British Section) . . . . .	..	..	..	..
Lucknow-Bareilly . . . . .	..	..	(b)21,816	21,816
Madras and Southern Mahratta . . . . .	96,131	175,000	211,800	386,800
Dhone—Kurnool . . . . .	..	..	..	..
South Indian . . . . .	146,635	35,000	134,962	169,962
Coonoor-Ontacamund . . . . .	..	..	..	..
Tinnevely-Quilon (British Section) . . . . .	..	..	..	..
Tinnevely-Quilon (Indian State Section) . . . . .	..	..	..	..
Tinnevely-Tiruchendur, . . . . .	..	..	..	..
Tirhoot . . . . .	..	..	..	..
<b>Miscellaneous Items.</b>				
Abandoned projects, etc. . . . .	..	..	..	..
Other miscellaneous items . . . . .	..	..	..	..
<b>Provincial Railways.</b>				
Assam (Jorhat) . . . . .	..	..	..	..
United Provinces (Distillery Siding) . . . . .	..	..	..	..
Burma Provincial . . . . .	..	..	..	..
<b>GRAND TOTAL</b> . . . . .	<b>1,656,426</b>	<b>572,250</b>	<b>1,563,438</b>	<b>2,135,688</b>

against Net Revenue Receipts of State-owned Railways for the year 1923-24.

[Columns 9 to 12 in thousands of rupees.]

Annuiti- es.	Sinking Funds.	Total.	Converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	GRAND TOTAL.
6	7	8	9	10	11	12
£	£	£				
..	..	..	..	68	..	68
..	..	..	..	3,24	..	3,24
116,856	14,584	170,948	25,12	1,37,14	..	1,62,26
371,281	118,780	571,687	82,81	2,61,03	..	3,43,84
..	..	..	..	92,39	..	92,39
..	..	..	..	9,98	..	9,98
..	..	322,566	47,09	57,39	1,88	1,08,36
..	..	82,670	12,01	57,32	..	69,33
..	..	424,703	61,60	1,98,68	..	2,60,28
..	..	..	..	52	..	52
..	..	480,084	70,04	1,43,11	7,50	2,20,65
..	..	112,500	16,30	67,37	..	83,67
1,112,541	193,842	2,228,177	3,26,56	1,31,02	4	4,57,62
1,268,490	..	1,773,809	2,56,29	1,58,29	..	4,14,58
..	..	..	..	5,08	..	5,08
..	..	..	..	1,71	..	1,71
..	..	..	..	1,62	..	1,62
..	..	..	..	2,83	..	2,83
..	..	..	..	1,79	..	1,79
..	..	21,816	2,76	6,37	..	9,13
488,378	..	971,309	1,42,54	73,56	..	2,16,10
..	..	..	..	34	..	34
..	..	316,597	45,96	47,56	..	93,52
..	..	..	..	1,82	..	1,82
..	..	..	..	1,04	..	1,04
..	..	..	..	-15	..	-15
..	..	..	..	30,11	..	30,11
..	..	..	..	1,07	..	1,07
..	..	..	..	9,90	..	9,90
..	..	..	..	46	..	46
..	..	..	..	10	..	10
..	..	..	..	3,39	..	3,39
3,357,546	327,206	7,476,866	10,89,08	15,06,76	9,42	26,05,26

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

Class and Name of Railway.	GROSS REVENUE RECEIPTS.		
	Earnings.	Suspense.	Total.
1	2	3	4
<b>CENTRAL.</b>			
<b>STATE LINES WORKED BY THE STATE.</b>			
Aden . . . . .	2,02	—2	2,00
Eastern Bengal . . . . .	5,38,50	—3,72	5,34,78
North Western . . . . .	15,05,54	12,57	(a) 15,18,11
Oudh and Rohilkhand . . . . .	3,64,22	—1,16	3,63,06
<b>STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.</b>			
Assam-Bengal . . . . .	1,29,62	—72	1,28,90
Bengal-Nagpur . . . . .	7,79,05	—8,11	7,70,94
Bezwada Extension . . . . .	7,43	....	7,43
Bombay, Baroda and Central India . . . . .	11,90,71	4,71	11,95,42
Burma Railways (including extensions) . . . . .	4,12,79	—1,42	4,11,37
East Indian . . . . .	16,15,58	8,09	16,23,67
Great Indian Peninsula . . . . .	13,83,19	1,57	13,84,76
Agra-Delhi Chord . . . . .	45,92	....	45,92
Baran Kotah . . . . .	2,20	....	2,20
Bhopal . . . . .	13,44	....	13,44
Cawnpore-Banda . . . . .	4,73	....	4,73
Jodhpur-Hyderabad (British Section) . . . . .	23,69	—3,62	19,98
Lucknow-Bareilly . . . . .	35,77	—48	35,29
Madras and Southern Mahratta . . . . .	7,48,53	—6,19	7,37,34
Dhone-Kurnool . . . . .	2,21	....	2,21
South Indian . . . . .	5,07,04	—1,50	5,05,54
Tinnevely-Quillon . . . . .	21,52	....	21,52
Tirhoot . . . . .	1,38,69	—1,78	1,36,91
<b>TOTAL CENTRAL</b> . . . . .	<b>94,67,30</b>	<b>—1,78</b>	<b>94,65,52</b>
<b>Provincial.</b>			
Assam (Jorhat) . . . . .	1,80	—2	1,78
Burma Provincial . . . . .	2,25	....	2,25
<b>GRAND TOTAL</b> . . . . .	<b>94,71,35</b>	<b>—1,80</b>	<b>94,69,55</b>

(a) N. W. Railway, Commercial .. .. .  
 N. W. Railway, Military .. .. .

## Revenue Receipts of State-owned Railways for the year 1923-24 (In thousands of rupees).

WORKING EXPENSES.				Net Revenue Receipts.	Percentage of Ordinary Working Expenses on Earnings.
Ordinary.	Programme.	Suspense.	Total.		
5	6	7	8	9	10
2,55	12	-26	2,41	-41	120.23
3,51,70	43,39	65	3,95,74	1,39,04	65.31
9,40,03	1,57,63	3,33	(a) 11,00,99	(a) 4,17,12	62.43
2,04,56	51,46	-18,52	2,37,50	1,25,56	56.16
83,51	6,99	51	91,01	37,89	64.43
4,74,57	35,51	1,20	5,11,28	2,59,66	60.91
3,62	....	....	3,62	3,81	48.72
6,39,37	70,43	4,76	7,14,56	4,80,86	53.60
2,13,98	38,03	25	2,52,26	1,59,11	51.84
8,86,27	1,27,04	3,09	9,98,40	6,25,27	53.74
8,45,84	83,82	-14,09	9,15,57	4,69,19	61.15
28,04	2,79	....	30,83	15,09	61.06
1,05	13	....	1,18	1,02	47.72
8,21	81	....	9,02	4,42	61.08
3,12	29	....	3,41	1,32	65.96
14,92	2,31	-41	16,82	3,16	63.22
17,80	1,70	33	19,83	15,46	49.76
3,78,44	54,93	-47	4,32,90	3,04,44	50.99
1,28	4	....	1,32	89	57.91
2,60,85	28,24	1,42	2,90,51	2,15,03	51.44
12,76	1,48	....	14,24	7,28	59.29
57,05	5,84	-1,01	61,88	75,03	41.13
54,11,52	7,12,98	-19,22	61,05,28	33,60,24	57.16
1,90	7	-7	1,90	-12	105.55
1,33	1	....	1,33	86	61.33
54,14,80	7,13,06	-19,29	61,08,57	33,60,98	57.17

..	..	..	..	..	Receipts.	Working expenses.	Net Receipts.
					13,46,96	9,13,78	4,33,18
					1,71,15	1,87,21	-16,06
M47RAR					15,18,11	11,00,99	4,17,12



5.—Condensed Statement of Capital at Charge, Revenue Earnings and Expenses for the years 1922-23 and 1923-24 (In thousands of rupees).

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
Class I.								
Assam-Bengal . . . . .	3' 3½"	1922-23	19,87,36	1,32,42	99,08	33,34	74·82	1·63
		1923-24	20,28,17	1,44,84	98,11	46,73	67·74	2·30
Bengal and North-Western . . . . .	3' 3½"	1922-23	18,77,44	3,26,67	1,46,29	1,80,38	44·78	9·69
		1923-24	19,31,43	3,15,95	1,41,72	1,74,23	44·86	9·03
Bengal-Nagpur . . . . .	5' 6", 2' 6" and 2' 0"	1922-23	57,47,88	7,63,89	4,88,86	2,75,03	64·00	4·78
		1923-24	60,83,65	7,82,69	5,11,90	2,70,79	65·40	4·45
Bombay, Baroda and Central India . . . . .	5' 6", 3' 3½" and 2' 6"	1922-23	66,25,31	12,57,94	8,74,10	3,83,84	69·49	5·79
		1923-24	67,96,54	12,74,91	7,57,78	5,17,12	69·44	7·61
Burma . . . . .	3' 3½" and 2' 6"	1922-23	24,60,97	†4,06,59	†2,44,62	†1,61,97	60·18	6·58
		1923-24	26,08,69	4,15,04	2,53,40	1,61,64	61·05	6·20
Eastern Bengal . . . . .	5' 6", 3' 3½" and 2' 6"	1922-23	43,92,95	5,35,29	4,47,41	87,88	83·58	2·00
		1923-24	44,61,34	5,54,05	4,02,50	1,51,55	72·65	3·40
East Indian . . . . .	5' 6"	1922-23	96,46,78	16,32,67	10,23,62	6,09,05	62·70	6·31
		1923-24	99,45,07	16,67,74	10,11,13	6,56,61	60·63	6·60
Great Indian Peninsula . . . . .	5' 6" and 2' 6"	1922-23	1,02,72,98	15,22,60	11,35,27	3,87,33	74·56	3·77
		1923-24	1,03,85,83	15,01,98	10,03,00	4,98,98	66·78	4·80
Jodhpur-Bikaner . . . . .	3' 3½"	1922-23	5,16,68	1,19,06	84,27	34,79	70·77	6·73
		1923-24	5,20,85	1,29,78	90,95	38,83	70·08	7·46
	2' 0"	1922-23	2,90	43	30	13	70·24	4·44
		1923-24	2,93	44	34	10	78·23	3·23
Madras and Southern Mahratta . . . . .	5' 6" and 3' 3½"	1922-23	51,53,42	7,56,75	4,85,44	2,71,31	64·15	5·26
		1923-24	53,76,62	7,71,83	4,43,35	3,28,48	57·44	6·11

\*In the case of State-owned railways outlay on construction is included, as separate information for 1923-24 is not available.  
†Excluding Madaya-Mandalay Light Railway.

5.—Condensed Statement of Capital at charge, Revenue Earnings and Expenses for the years 1922-23 and 1923-24 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
			Rs.	Rs.	Rs.	Rs.		
<b>CLASS I.—contd.</b>								
Nizam's Guaranteed State	5' 6"	1922-23	5,05,05	1,04,68	40,31	64,37	38.61	10.82
		1923-24	6,20,15	1,03,04	50,56	52,48	49.07	8.46
	3' 3½"	1922-23	4,96,25	92,32	39,65	52,67	42.95	10.61
		1923-24	5,10,30	83,63	42,57	41,06	50.90	8.05
North Western (Commercial)	5' 6" and 2' 6"	1922-23	93,20,21	14,60,25	10,96,43	3,63,82	75.09	3.90
		1923-24	91,79,85	15,43,46	10,16,94	5,26,52	65.89	5.74
North Western (Military)	5' 6" and 2' 6"	1922-23	26,32,51	1,55,26	2,22,34	-67,08	143.20	—
		1923-24	29,23,91	1,71,15	1,89,68	-18,53	110.83	—
Total North Western	..	1922-23	1,18,52,72	16,15,51	13,18,77	2,96,74	81.63	2.50
		1923-24	1,21,03,76	17,14,61	12,06,62	5,07,99	70.37	4.20
Oudh and Rohilkhand	5' 6"	1922-23	30,82,18	3,93,20	2,57,64	1,35,56	65.52	4.40
		1923-24	31,74,33	3,72,24	2,60,14	1,12,10	69.88	3.53
Rohilkund and Kumaon	3' 3½"	1922-23	3,41,04	66,52	36,75	29,77	55.25	8.73
		1923-24	3,43,58	63,81	34,78	29,03	54.50	8.45
South Indian	5' 6", 3' 3½" and 2' 6"	1922-23	26,32,98	5,44,98	3,84,19	1,60,79	70.50	6.11
		1923-24	27,74,46	5,68,13	3,28,13	2,40,00	57.76	8.65
Total Class I Railways	..	1922-23	6,76,84,89	1,02,71,52	71,06,57	31,64,95	69.18	4.68
		1923-24	6,96,67,70	1,04,64,71	66,36,99	38,27,72	63.42	5.49
<b>CLASS II.</b>								
Barsi Light	2' 0"	1922-23	39,54	18,14	8,35	9,79	46.05	10.93
		1923-24	90,70	18,65	9,12	9,53	48.90	10.50
Bengal Doons	3' 3½"	1922-23	1,46,67	18,13	8,86	9,27	48.86	6.32
		1923-24	1,46,65	20,53	10,92	9,61	53.17	6.56
Bhavnagar State	3' 3½"	1922-23	1,80,25	29,90	17,37	12,53	58.09	7.46
		1923-24	1,82,43	32,96	18,89	14,07	57.30	7.70
Darjeeling-Himalayan	2' 0"	1922-23	1,04,42	20,85	13,36	7,49	64.08	7.16
		1923-24	1,04,65	21,71	13,01	8,70	59.93	8.31

\*In the case of State-owned railways outlay on construction is included, as separate information for 1923-24 is not available.

5.—Condensed Statement of Capital at charge, Revenue Earnings and Expenses for the years 1922-23 and 1923-24 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
<b>CLASS II.—contd.</b>			<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>		
Dibru-Sadiya . . . . .	3' 3½"	1922-23	1,41,30	20,43	14,14	6,29	68.92	6.75
		1923-24	1,42,96	21,33	15,83	5,50	74.21	3.85
Gaekwar's Baroda State . . . . .	2' 6"	1922-23	2,31,07	19,28	12,82	6,46	66.49	2.80
		1923-24	2,40,88	24,27	17,83	6,44	73.45	2.67
Gondal . . . . .	3' 3½"	1922-23	1,26,59	26,84	17,52	9,32	65.29	7.36
		1923-24	1,32,20	26,52	17,17	9,35	64.74	7.07
Junagad State . . . . .	3' 3½"	1922-23	92,17	12,92	7,73	5,19	59.84	5.81
		1923-24	1,01,90	14,29	9,60	4,69	67.20	4.60
Morvi . . . . .	3' 3½" and 2' 6"	1922-23	58,71	14,74	8,08	6,66	54.82	11.34
		1923-24	62,63	16,14	9,27	6,87	57.46	10.96
Mysore* . . . . .	3' 3½"	1922-23	2,23,98	27,53	24,70	2,83	89.72	1.26
		1923-24	2,34,56	26,31	27,12	-81	103.09	"
Total Class II Railways . . . . .		1922-23	13,94,70	2,08,76	1,32,93	75,83	63.68	5.44
		1923-24	14,39,56	2,22,71	1,48,76	73,95	66.80	5.14
<b>CLASS III.</b>								
Aden . . . . .	3' 3½"	1922-23	14,05	2,25	2,95	-70	130.75	..
		1923-24	15,03	2,02	2,67	-65	132.24	..
Ahmadpur-Katwa . . . . .	2' 6"	1922-23	20,35	1,30	1,45	-15	110.82	..
		1923-24	20,12	1,27	1,10	17	86.49	0.85
Arakan Light . . . . .	2' 6"	1922-23	30,93	47	85	-38	182.15	..
		1923-24	30,88	47	90	-43	191.49	..
Arrah-Sasaram . . . . .	2' 6"	1922-23	23,39	3,71	2,11	1,60	66.87	5.69
		1923-24	23,44	3,48	2,15	1,33	61.76	5.66
Bankura-Damoodar River . . . . .	2' 6"	1922-23	36,55	1,80	2,24	-44	124.58	..
		1923-24	36,51	1,99	1,55	44	78.08	1.19
Baraset-Basirhat Light . . . . .	2' 6"	1922-23	24,61	4,91	3,06	1,85	62.76	7.43
		1923-24	24,17	5,22	3,19	2,03	61.09	8.41
Bengal Provincial . . . . .	2' 6"	1922-23	15,26	1,41	1,34	7	95.36	1.39
		1923-24	15,16	1,72	1,28	44	74.21	2.84
Bukhtiarpur-Bihar Light . . . . .	2' 6"	1922-23	14,41	2,72	1,73	99	63.66	6.86
		1923-24	14,31	2,82	2,08	1,74	54.38	12.17
Burdwan-Katwa . . . . .	2' 6"	1922-23	18,32	1,96	1,59	37	80.99	2.02
		1923-24	18,31	2,06	1,26	80	61.29	4.35

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

5.—Condensed Statement of Capital at-charge, Revenue Earnings and Expenses for the years 1922-23 and 1923-24 (In thousands of rupees).—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
CLASS III.—contd.			Rs.	Rs.	Rs.	Rs.		
Cutch State . . . . .	2' 6"	1922-23	11.00	99	62	37	63.20	3.29
		1923-24	11.00	1.15	72	43	62.59	3.55
Dehri-Rohas Light . . . . .	2' 6"	1922-23	8.86	3.17	1.79	1.38	66.47	15.58
		1923-24	9.23	3.19	1.75	1.44	54.89	15.00
Dholpur-Bari . . . . .	2' 6"	1922-23	14.48	2.36	1.42	94	60.03	6.51
		1923-24	14.53	2.29	1.44	85	62.74	5.85
Futwah-Islampur . . . . .	2' 6"	1922-23	17.40	1.17	84	33	72.05	1.88
		1923-24	17.96	1.40	77	63	54.75	3.53
Gwalior Light . . . . .	2' 0"	1922-23	85.61	8.93	4.64	4.29	51.96	4.92
		1923-24	88.50	9.20	4.57	4.63	49.69	5.23
Howrah-Amta Light . . . . .	2' 0"	1922-23	27.76	9.66	5.87	3.79	60.74	8.71
		1923-24	27.27	10.13	5.58	4.55	55.12	16.68
Howrah-Sheakhala Light . . . . .	2' 0"	1922-23	8.24	2.15	1.44	71	66.70	8.71
		1923-24	7.88	2.23	1.20	1.03	53.88	13.06
Jagadhri Light . . . . .	2' 0"	1922-23	1.14	32	21	11	65.63	9.70
		1923-24	1.14	31	19	12	62.23	10.22
Jamnagar . . . . .	3' 3½"	1922-23	29.95	5.54	3.50	2.04	63.27	6.80
		1923-24*	..	..	..	..	..	..
Jamnagar and Dwarka . . . . .	3' 3½"	1922-23	59.00	52	9	43	18.56	0.73
		1923-24	1,26.67	11.36	7.29	4.07	64.20	3.21
Jessore-Jhenidah . . . . .	2' 6"	1922-23	14.49	1.27	1.71	—44	134.32	..
		1923-24	14.32	1.28	1.18	10	92.58	0.66
Jorhat (Provincial) . . . . .	2' 0"	1922-23	12.78	1.75	2.09	—34	118.97	..
		1923-24	12.60	1.80	2.08	—28	115.91	..

\* Included with the Jamnagar and Dwarka Railway.

5.—Condensed Statement of Capital at charge, Revenue Earnings and Expenses for the years 1922-23 and 1923-24 (In thousands of rupees)—concl'd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and auspense) on open lines.	Gross earnings.	Working expenses.	Net earnings.	Per-centage of working expenses to gross earnings.	Per-centage of net earnings on total capital at charge given in column 4.
1	2	3	4	5	6	7	8	9
CLASS III.—concl'd.			Rs.	Rs.	Rs.	Rs.		
Kalighat-Falta	2' 6"	1922-23	19,19	3,28	2,39	89	72.77	4.64
		1923-24	19,78	3,38	2,19	1,19	64.83	6.01
Kolar District*	2' 6"	1922-23	39,89	4,06	3,77	39	90.39	0.98
		1923-24	40,31	4,25	3,60	65	84.70	1.61
Kulaeekarapatnam Light	2' 0"	1922-23	7,15	65	1,20	—55	184.98	..
		1923-24	7,59	63	85	—22	134.55	..
Okhamandal	3' 3½"	1922-23	26,75	59	1,31	—72	222.03	..
		1923-24†	..	..	..	..	..	..
Shahdara (Delhi)-Saharanpur Light	2' 6"	1922-23	47,28	10,70	5,01	5,69	46.86	12.02
		1923-24	47,06	10,28	4,35	5,93	42.28	12.60
Tarikere-Narasimharajapura Light	2' 0"	1922-23	7,09	48	41	7	85.42	0.99
		1923-24	10,47	39	33	6	84.62	0.59
Teaporo-Balipara Light	2' 0"	1922-23	4,87	1,86	1,46	40	78.35	8.25
		1923-24	4,87	2,04	1,42	62	69.38	12.83
Trivellore Light	2' 0"	1922-23	85	‡	‡	‡	..	..
		1923-24	—93	13	11	2	83.89	2.30
Udnapur-Chitorgarh	3' 3½"	1922-23	24,80	4,93	2,98	1,95	60.47	8.37
		1923-24	25,72	4,75	3,22	1,53	67.75	5.96
Total Class III Railways	..	1922-23	6,66,48	84,91	59,99	24,02	70.65	3.74
		1923-24	6,85,76	92,24	59,02	33,22	63.99	4.84
GRAND TOTAL	..	1922-23	6,97,46,07	1,05,65,19	72,99,49	32,65,70	69.09	4.68
		1923-24	7,17,93,02	1,07,79,66	68,44,77	39,34,80	63.50	5.48

\* Includes the Bangalore-Chik Ballapur Light Railway.  
† Included with the Jamnagar and Dwarka Railway.  
‡ Information not available.

6.—Details of Gross Earnings of each Railway System for the years 1922-23 and 1923-24  
(In thousands of rupees).

Railway System.	Gauge.	Year.	Earnings from passenger traffic.	Other coaching earnings.	Total coaching earnings.	Earnings from goods traffic.	Electric telegraph earnings.	Steam Boat earnings.	Sundry earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.										
Assam Bengal	3' 3½"	1922-23	55,03	7,49	62,52	63,11	25	56	5,98	1,32,42
		1923-24	61,17	7,93	69,10	69,73	27	59	5,15	1,44,84
Bengal and North-Western	3' 3½"	1922-23	1,53,55	14,99	*1,60,32	*1,49,01	69	11,76	4,89	3,26,67
		1923-24	1,54,79	13,62	*1,69,85	*1,38,67	65	12,71	4,17	3,15,95
Bengal-Nagpur	5' 6"	1922-23	1,86,19	36,29	2,22,48	4,70,58	48	3,68	14,36	7,10,68
		1923-24	1,95,62	35,86	2,31,48	4,80,13	48	1,61	14,61	7,28,31
	2' 6"	1922-23	23,09	2,36	25,45	26,18	9	..	1,64	53,81
		1923-24	24,91	2,35	27,26	26,46	10	..	56	54,38
Bombay, Baroda and Central India.	5' 6"	1922-23	2,34,80	52,44	2,87,24	4,05,78	80	..	13,39	7,07,21
		1923-24	2,31,96	55,57	2,87,53	4,33,56	81	..	12,24	7,24,14
	3' 3½"	1922-23	2,25,48	24,19	2,49,67	2,82,26	80	..	7,94	5,40,67
		1923-24	2,23,68	24,89	2,48,67	2,81,30	85	..	8,99	5,30,71
Barma	2' 6"	1922-23	5,07	34	5,41	4,54	7	..	4	10,06
		1923-24	5,66	39	6,05	4,86	7	..	8	11,06
	3' 3½"	1922-23	1,57,91	12,94	1,70,85	2,24,14	58	1,57	9,45	4,08,59
		1923-24	1,51,28	12,85	1,64,13	2,37,67	59	1,58	10,25	4,14,22
Eastern Bengal	5' 6"	1922-23	1,20,13	22,26	1,42,39	1,60,11	29	..	16,89	3,19,68
		1923-24	1,23,92	21,94	1,45,86	1,82,81	28	..	14,87	3,43,82
	3' 3½" and 2' 6"	1922-23	84,57	19,79	1,04,36	1,00,42	29	2,15	3,39	2,15,81
		1923-24	88,26	17,03	1,05,29	94,35	28	2,93	7,38	2,10,23
East Indian	5' 6"	1922-23	4,73,55	89,05	5,62,60	10,47,71	1,34	46	20,56	16,32,67
		1923-24	4,85,21	84,23	5,69,44	10,69,57	1,16	74	26,93	16,67,74
Great Indian Peninsula	5' 6"	1922-23	4,51,32	1,08,27	5,59,59	9,22,83	1,55	..	20,93	15,04,90
		1923-24	4,47,03	1,01,03	5,48,06	9,12,45	1,49	..	22,42	14,84,42
	2' 6"	1922-23	9,21	72	9,93	7,65	2	..	10	17,70
		1923-24	9,35	71	10,06	7,42	1	..	7	17,56
Jodhpur-Bikaner	3' 3½"	1922-23	53,87	6,84	60,71	52,76	19	..	5,40	1,19,06
		1923-24	53,59	6,76	60,35	65,58	20	..	3,65	1,29,78
	2' 0"	1922-23	31	1	32	11	..	..	..	43
		1923-24	30	2	32	12	..	..	..	44
Madras and Southern Mahratta	5' 6"	1922-23	1,47,25	31,59	1,78,84	2,46,90	22	..	3,13	4,34,09
		1923-24	1,48,18	30,12	1,78,30	2,46,03	22	..	10,62	4,35,17
	3' 3½"	1922-23	1,19,16	18,49	1,37,65	1,75,45	49	4,90	4,17	3,22,66
		1923-24	1,15,56	20,37	1,35,93	1,89,56	45	5,30	5,42	3,36,66
Nizam's Guaranteed State	5' 6"	1922-23	22,99	5,67	28,66	70,50	47	..	5,05	1,04,88
		1923-24	23,88	4,89	28,77	67,89	50	..	5,88	1,03,04
	3' 3½"	1922-23	28,72	4,43	33,15	55,01	27	..	3,89	92,33
		1923-24	29,51	4,23	33,74	47,04	31	..	1,94	43,63

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

† Information not available.

6.—Details of Gross Earnings of each Railway System for the years 1922-23 and 1923-24  
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Earnings from passenger traffic.	Other coaching traffic.	Total coaching earnings.	Earnings from goods traffic.	Electric telegraph earnings.	Steam Boat earnings.	Sundry earnings.	Total gross earnings.	
1	2	3	4	5	6	7	8	9	10	11	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
<b>CLASS I—concd.</b>											
North Western (Commercial).	5' 6"	1922-23	5,31,01	80,21	6,11,22	7,35,68	1,76	..	70,32	14,18,98	
		1923-24	5,37,10	74,29	6,11,39	8,47,07	1,65	..	40,09	15,00,20	
	2' 6"	1922-23	17,69	5,71	23,40	14,31	11	3,06	39	41,27	
		1923-24	19,04	5,40	24,44	15,44	14	2,81	43	43,26	
North Western (Military).	5' 6"	1922-23	57,78	15,17	72,95	77,30	35	..	1,05	1,51,65	
		1923-24	61,87	13,11	74,98	90,20	27	..	1,56	1,07,01	
	2' 6"	1922-23	1,61	32	1,93	1,62	2	..	4	3,61	
		1923-24	1,88	36	2,24	1,75	..	..	15	4,14	
North Western (Total)	..	1922-23	6,08,09	1,01,41	7,09,50	8,28,91	2,24	3,06	71,80	16,16,51	
		1923-24	6,19,89	93,16	7,13,05	9,54,46	2,06	2,81	42,23	17,14,61	
Oudh and Rohilkhand	5' 6"	1922-23	1,62,50	25,40	1,87,90	1,52,66	63	..	51,81	3,93,20	
		1923-24	1,60,94	21,66	1,82,60	1,55,70	70	..	33,24	3,72,24	
Rohilkund and Kumaon.	3' 3 1/2"	1922-23	27,79	4,26	32,05	30,34	8	..	4,05	66,52	
		1923-24	27,32	3,20	30,52	28,54	7	..	4,68	63,81	
South Indian	5' 6"	1922-23	58,34	9,14	67,48	71,71	9	..	12,44	1,51,72	
		1923-24	56,83	8,79	65,62	74,08	9	..	11,70	1,51,49	
	3' 3 1/2"	1922-23	2,06,04	17,94	2,23,98	1,50,87	50	5,08	9,20	3,89,63	
		1923-24	2,09,91	17,33	2,27,24	1,69,62	48	5,84	10,00	4,13,18	
	2' 6"	1922-23	2,30	12	2,42	1,20	1	..	..	3,63	
		1923-24	2,15	12	2,27	1,18	..	..	1	3,46	
<b>TOTAL CLASS I RAILWAYS.</b>		..	1922-23	36,17,26	6,16,43	42,25,47	57,00,89	12,44	32,22	3,00,50	1,02,71,52
			1923-24	36,51,58	5,89,19	42,32,21	59,29,28	12,12	34,11	2,56,99	1,04,04,71
<b>CLASS II.</b>											
Barai Light	2' 6"	1922-23	8,35	43	8,78	8,86	9	..	41	18,14	
		1923-24	8,89	43	9,32	8,85	9	..	39	18,65	
Bengal Doars	3' 3 1/2"	1922-23	3,75	74	4,49	13,15	3	20	26	18,13	
		1923-24	4,10	81	4,91	15,11	3	22	26	20,53	
Bhavnagar State	3' 3 1/2"	1922-23	14,62	1,80	16,42	12,16	27	..	1,05	29,90	
		1923-24	17,52	1,84	19,36	12,10	36	..	1,14	32,96	
Darjeeling-Himalayan.	2' 0"	1922-23	7,16	2,36	9,51	11,19	4	..	11	20,85	
		1923-24	7,36	2,38	9,74	11,79	4	..	14	21,71	
Dibru-Sadiya	3' 3 1/2"	1922-23	2,96	60	3,56	16,63	4	..	20	20,43	
		1923-24	3,11	74	3,85	17,17	5	..	26	21,33	
Gaekwar's Baroda State	2' 6"	1922-23	10,56	76	11,31	7,37	16	..	44	19,28	
		1923-24	13,21	1,02	14,23	9,56	16	..	32	24,27	
Gondal	3' 3 1/2"	1922-23	13,58	1,49	15,07	10,90	8	..	79	26,84	
		1923-24	14,68	1,38	16,06	9,27	9	..	1,10	26,52	
Junagad State	3' 3 1/2"	1922-23	6,65	74	7,39	5,22	2	..	29	12,92	
		1923-24	7,72	83	8,55	5,30	5	..	19	14,29	

6.—Details of Gross earnings of each Railway System for the years 1922-23 and 1923-24 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Earnings from passenger traffic.	Other coaching traffic.	Total coaching earnings.	Earnings from goods traffic.	Electric telegraph earnings.	Steam Boat earnings.	Sundry earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS II—concd.										
Morvi	3' 3 $\frac{1}{2}$ " and 2' 6"	1922-23	7,86	1,26	9,12	5,37	8	..	17	14,74
		1923-24	9,00	1,25	10,25	5,62	9	..	18	16,14
Mysore*	3' 3 $\frac{1}{2}$ "	1922-23	15,69	1,63	17,32	9,78	2	..	41	27,53
		1923-24	14,60	1,72	16,32	9,40	3	..	56	20,31
Total Class II Railways	..	1922-23	91,18	11,79	1,02,97	1,00,63	83	20	4,13	2,08,75
		1923-24	1,00,19	12,40	1,12,59	1,04,37	99	22	4,54	2,22,71
CLASS III.										
Aden	3' 3 $\frac{1}{2}$ "	1922-23	87	37	1,24	98	..	..	3	2,25
		1923-24	82	18	1,00	90	..	..	3	2,02
Ahmadpur-Katwa	2' 6"	1922-23	1,06	2	1,08	17	..	..	5	1,30
		1923-24	1,10	2	1,12	13	..	..	2	1,27
Arakan Light	2' 6"	1922-23	37	5	42	4	..	..	1	47
		1923-24	37	4	41	5	..	..	1	47
Arrah-Sasaram	2' 6"	1922-23	2,75	6	2,81	86	..	..	4	3,71
		1923-24	2,67	5	2,72	71	..	..	5	3,48
Bankura-Damodar River	2' 6"	1922-23	1,30	7	1,37	34	1	..	8	1,80
		1923-24	1,38	7	1,45	47	1	..	6	1,99
Baraset-Basirhat Light	2' 6"	1922-23	3,75	34	4,09	79	..	..	3	4,91
		1923-24	3,95	40	4,35	84	..	..	3	5,22
Bengal Provincial	2' 6"	1922-23	98	4	1,02	34	1	..	4	1,41
		1923-24	1,05	7	1,12	43	1	..	10	1,72
Bukhtiarpur-Bihar Light	2' 6"	1922-23	1,62	9	1,71	98	..	..	3	2,72
		1923-24	2,75	10	2,85	94	..	..	3	3,82
Burdwan-Katwa	2' 6"	1922-23	1,57	6	1,63	24	..	..	9	1,96
		1923-24	1,65	9	1,74	26	1	..	5	2,06
Cutch State	2' 6"	1922-23	52	8	60	38	..	..	1	99
		1923-24	45	10	55	59	..	..	1	1,15
Dehri-Rohta* Light	2' 6"	1922-23	25	1	26	2,89	..	..	2	3,17
		1923-24	28	1	29	2,86	..	..	4	3,19
Dholpur-Bari	2' 6"	1921-22	70	3	73	1,59	2	..	2	2,36
		1923-24	70	4	74	1,52	1	..	2	2,29
Futwah-Islampur	2' 6"	1922-23	97	2	99	17	..	..	1	1,17
		1923-24	1,09	2	1,11	29	..	..	..	1,40
Gwalior-Light	2' 0"	1922-23	4,13	44	4,57	4,20	9	..	7	8,93
		1923-24	4,10	36	4,46	4,50	9	..	15	9,20

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



6—Details of Gross Earnings of each Railway System for the years 1922-23 and 1923-24  
(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Earnings from passenger traffic.	Other coaching traffic.	Total coaching earnings.	Earnings from goods traffic.	Electric telegraph earnings.	Steam Boat earnings.	Sundry earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Howrah-Amta Light	2' 0"	1922-23	8,04	43	8,47	1,11	..	..	8	9,66
		1923-24	8,46	40	8,86	1,20	..	..	7	10,13
Howrah-Sheakhala Light	2' 0"	1922-23	1,75	6	1,81	32	..	..	2	2,15
		1923-24	1,79	7	1,86	36	..	..	1	2,23
Jagadhri Light	2' 0"	1922-23	16	1	17	13	..	..	2	32
		1923-24	16	..	16	13	..	..	2	31
Jamnagar	3' 3½"	1922-23	3,15	38	3,53	1,68	3	..	30	5,54
		1923-24*	..	..	..	..	..	..	..	..
Jamnagar and Dwarka	3' 3½"	1922-23	†	†	†	†	†	†	†	52
		1923-24	7,30	60	7,90	3,06	6	..	34	11,36
Jessore-Jhenidah	2' 0"	1922-23	93	8	1,01	26	..	..	..	1,27
		1923-24	84	7	91	36	..	..	1	1,28
Jorhat (Provincial)	2' 0"	1922-23	58	..	58	1,08	1	..	8	1,75
		1923-24	66	..	66	1,10	1	..	3	1,80
Kalighat-Falta	2' 6"	1922-23	2,59	5	2,64	59	..	..	5	3,28
		1923-24	2,68	5	2,73	58	..	..	7	3,38
Kolar District‡	2' 6"	1922-23	2,88	16	3,04	1,00	1	..	1	4,06
		1923-24	3,02	15	3,17	1,06	1	..	1	4,25
Kulasekarapatnam Light	2' 0"	1922-23	21	..	21	44	..	..	..	65
		1923-24	33	..	33	30	..	..	..	63
Okhamandal	3' 3½"	1922-23	10	6	15	42	1	..	1	59
		1923-24†	..	..	..	..	..	..	..	..
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1922-23	5,87	17	6,04	4,53	..	..	13	10,70
		1923-24	5,57	14	5,71	4,49	..	..	8	10,28
Tarikere Narasimharajapura Light.	2' 0"	1922-23	22	1	23	25	..	..	..	48
		1923-24	21	3	24	14	..	..	1	39

\* Included with the Jamnagar and Dwarka Railway.

† Information not available.

‡ Includes the Bangalore-Chick Ballanur Light Railway.

6.—Details of Gross Earnings of each Railway System for the years 1922-23 and 1923-24 (In thousands of rupees)—concl.

Railway System.	Gauge.	Year.	Earnings from passenger traffic.	Other coaching traffic.	Total coaching earnings.	Earnings from goods traffic.	Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Tespore-Balipara Light.	2' 6"	1922-23	56	10	66	1,09	2	..	9	1,86
		1923-24	64	9	73	1,21	2	..	8	2,04
Trivellore Light .	2' 0"	1922-23*	..	..	..	..	..	..	..	..
		1923-24	9	..	9	2	..	..	2	13
Udaipur-Chitorgarh	3' 3½"	1922-23	2,90	27	3,17	1,65	2	..	9	4,93
		1923-24	2,93	27	3,20	1,45	2	..	8	4,75
Total Class III Railways.	..	1922-23	50,78	3,45	54,23	28,52	23	..	1,41	84,91
		1923-24	57,04	3,42	60,46	30,04	25	..	1,49	92,24
GRAND TOTAL	..	1922-23	37,59,22	6,31,67	43,82,67	58,30,04	13,50	32,42	3,06,04	1,05,65,19
		1923-24	38,08,81	6,06,01	44,05,26	60,63,69	13,36	34,33	2,63,02	1,07,79,66

7.—Details of Working Expenses of each Railway  
CLASS I AND II

Railway System.	Gauge.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.	
			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
CLASS I.								
Assam-Bengal	3' 3 3/8"	1922-23	24,07	18.18	25,57	19.31	8,07	6.09
		1923-24	24,32	16.79	25,37	17.52	6,46	4.46
Bengal and North-Western	3' 3 3/8"	1922-23	31,87	9.75	43,84	13.42	19,89	6.09
		1923-24	30,18	9.55	45,33	14.35	15,93	5.04
Bengal-Nagpur	5' 6"	1922-23	83,59	11.78	1,29,78	18.27	76,88	10.82
		1923-24	82,13	11.28	1,36,95	18.80	80,69	11.08
	2' 6"	1922-23	12,51	23.47	14,20	26.04	5,05	9.53
		1923-24	13,14	24.16	15,27	28.08	4,28	7.87
	5' 6"	1922-23	78,85	11.15	2,16,69	30.65	79,80	11.28
		1923-24	68,33	9.16	1,81,26	25.03	58,98	8.14
Bombay, Baroda and Central India	3' 3 3/8"	1922-23	64,34	11.90	1,33,59	24.79	41,13	7.61
		1923-24	63,26	11.72	1,26,42	23.43	22,15	4.10
	2' 6"	1922-23	1,55	15.41	2,24	22.26	60	5.96
		1923-24	1,75	15.82	2,23	20.16	84	7.60
	3' 3 3/8"	1922-23	48,52	11.95	88,80	21.84	36,61	9.01
		1923-24	60,98	14.72	88,40	21.34	30,95	7.47
Barma	2' 6"	1922-23*	..	..	..	..	..	..
		1923-24	15	18.16	37	45.85	4	4.51
	5' 6"	1922-23	57,89	18.11	65,53	21.44	47,83	14.96
		1923-24	65,55	19.06	65,50	19.05	30,38	8.84
Eastern Bengal	3' 3 3/8" and 2' 6"	1922-23	51,16	23.73	44,79	20.78	21,35	9.90
		1923-24	34,05	16.20	40,02	19.03	15,69	7.46
East Indian	5' 6"	1922-23	1,77,11	10.85	2,95,15	18.08	1,39,96	8.57
		1923-24	1,69,36	10.15	2,76,01	16.55	2,13,12	12.78
	5' 6"	1922-23	1,73,31	11.52	4,42,03	29.37	1,72,18	11.44
		1923-24	1,63,42	11.01	4,13,57	27.86	1,20,87	8.14
Great Indian Peninsula	2' 6"	1922-23	..	..	..	..	..	..
		1923-24	..	..	..	..	..	..
	3' 3 3/8"	1922-23	24,54	20.60	26,70	22.43	8,42	7.07
		1923-24	31,89	24.57	29,68	22.87	6,39	4.93
Jodhpur-Bikaner	2' 0"	1922-23	10	23.34	11	24.57	3	5.78
		1923-24	14	31.54	12	27.49	2	5.05
	5' 6"	1922-23	59,25	13.65	1,09,27	25.17	37,01	8.52
		1923-24	41,71	9.59	1,01,31	23.28	35,18	8.09
Madras and Southern Mahratta	3' 3 3/8"	1922-23	42,76	13.25	90,98	28.20	21,34	6.61
		1923-24	51,93	15.43	78,00	23.17	15,61	4.63
	5' 6"	1922-23	10,94	10.45	13,16	12.58	6,80	6.50
		1923-24	6,39	6.19	13,07	12.69	6,05	5.87
Nizam's Guaranteed State	3' 3 3/8"	1922-23	7,15	7.75	12,43	13.46	3,16	3.42
		1923-24	9,54	11.39	15,06	18.02	3,19	3.70
	5' 6"	1922-23	2,30,14	16.22	3,69,26	26.02	1,51,89	10.70
		1923-24	2,30,52	15.37	3,83,20	25.54	1,02,38	8.62
North Western (Commercial)	2' 6"	1922-23	8,54	20.69	16,66	40.37	5,03	12.19
		1923-24	7,25	16.76	13,49	31.18	3,73	8.62

## System for the years 1922-23 and 1923-24 (In thousands of rupees.)

## RAILWAYS.

Traffic expenses.		General charges.		Steam boat expenses.		Special and miscellaneous expenses including contributions to Provident Fund.		Total working expenses.		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
10	11	12	13	14	15	16	17	18	19	
20,91	15.79	11,59	8.75	1,07	0.81	7,80	5.89	99,08	74.82	
20,90	14.43	10,59	7.31	98	0.68	9,49	6.55	98,11	67.74	
24,64	7.54	11,79	3.61	6,46	1.98	7,80	2.39	1,46,29	44.78	
25,07	7.94	11,63	3.68	7,18	2.27	6,40	2.03	1,41,72	44.86	
72,46	10.20	36,23	5.10	7,26	1.02	38,97	5.49	4,45,27	62.68	
71,62	9.84	36,99	5.08	6,87	0.94	52,45	7.20	4,67,70	64.22	
5,92	11.10	4,91	9.21	..	..	97	1.82	43,59	81.77	
5,83	10.72	4,62	8.50	..	..	1,06	1.95	44,20	81.28	
76,71	10.85	31,26	4.42	..	..	38,73	5.47	5,22,04	73.83	
72,39	10.00	30,25	4.18	..	..	33,19	4.58	4,42,40	61.09	
58,68	10.85	27,56	5.10	..	..	20,80	3.85	3,46,70	64.02	
53,90	9.90	25,21	4.67	..	..	17,74	3.26	3,08,68	57.19	
1,05	10.44	39	3.88	..	..	13	1.29	5,96	59.24	
1,26	11.39	49	4.43	..	..	14	1.27	6,71	60.67	
33,93	8.34	21,03	5.17	2,81	0.69	12,92	3.18	2,44,62	60.18	
34,02	8.22	20,84	5.06	3,60	0.87	13,83	3.33	2,52,72	61.01	
..	..	..	..	..	..	..	..	..	..	*Information not available.
12	14.35	..	0.69	..	..	..	0.04	68	83.60	
59,97	18.76	26,45	8.28	..	..	13,21	4.13	2,73,88	85.68	
58,74	17.08	25,41	7.39	..	..	15,14	4.39	2,60,72	75.81	
28,25	13.10	13,71	6.36	7,79	3.61	6,48	3.01	1,73,53	80.49	
26,36	12.54	12,04	5.73	6,15	2.92	7,47	3.55	1,41,78	67.43	
1,81,51	11.12	65,18	3.87	98	0.06	1,65,73	10.15	10,23,62	62.70	
1,75,24	10.51	63,81	3.83	76	0.05	1,12,83	6.76	10,11,13	60.63	
1,55,29	10.32	92,90	6.17	..	..	91,58	6.08	11,27,29	74.90	
1,38,49	9.33	64,92	4.37	..	..	93,82	6.32	9,95,09	67.03	
..	..	..	..	..	..	..	..	7,98	45.08	
..	..	..	..	..	..	..	..	7,91	45.05	
11,09	9.31	8,73	6.82	..	..	5,40	4.54	84,27	70.77	
10,77	8.30	6,86	5.28	..	..	5,36	4.13	90,95	70.08	
6	14.72	..	1.13	..	..	..	0.70	30	70.24	
5	12.08	1	1.33	..	..	..	0.74	34	78.23	
30,98	7.12	18,79	4.33	..	..	17,15	3.95	2,72,45	62.76	
30,12	6.92	18,50	4.25	..	..	15,08	3.46	2,41,90	55.59	
27,12	8.41	15,99	4.95	3,67	1.14	11,13	3.45	2,12,99	66.01	
26,18	7.78	16,05	4.77	3,44	1.02	10,24	3.04	2,01,45	59.84	
7,89	7.53	6,08	5.81	..	..	4,56	4.36	40,31	38.51	
7,54	7.31	6,26	6.08	..	..	11,25	10.93	50,56	49.07	
7,51	8.13	6,84	7.41	..	..	2,56	2.78	39,55	42.95	
7,16	8.57	7,24	8.66	..	..	47	0.56	42,57	50.90	
1,81,85	12.82	73,19	5.15	..	..	47,26	3.33	10,53,59	74.25	
1,61,62	10.77	64,56	4.30	..	..	39,37	2.63	9,81,65	65.43	
7,77	18.83	2,18	5.28	1,62	3.92	1,04	2.52	42,34	103.80	
6,73	15.56	2,12	4.90	1,36	3.14	61	1.41	35,29	81.57	

7.—Details of Working Expenses of each Railway  
CLASS I AND II

Railway System.	Gauge.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.	
			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
North Western (Military) . . . . .	5' 6"	1922-23	43,71	28.82	90,35	59.58	25,66	16.92
		1923-24	43,79	26.22	80,32	48.09	13,31	7.97
	2' 6"	1922-23	2,33	64.54	4,46	123.54	1,28	35.46
		1923-24	2,46	59.42	4,33	104.59	1,10	26.57
Total North Western . . . . .	..	1922-23	2,84,72	17.62	4,80,73	29.76	1,83,86	11.38
		1923-24	2,84,02	16.57	4,81,34	28.07	1,20,52	7.03
Oudh and Rohilkhand . . . . .	5' 6"	1922-23	69,53	17.68	83,60	21.26	16,45	4.18
		1923-24	72,77	19.55	74,41	19.99	29,98	8.05
Rohilkund and Kumaon . . . . .	3' 3 1/2"	1922-23	9,13	13.73	11,03	16.59	4,62	6.94
		1923-24	9,21	14.43	10,85	17.00	3,60	5.65
South Indian . . . . .	5' 6"	1922-23	*	*	*	*	*	*
		1923-24	*	*	*	*	*	*
	3' 3 1/2"	1922-23	†1,00,49	†18.44	†1,46,62	†26.89	†38,92	†7.14
		1923-24	†70,17	†12.36	†1,23,10	†21.67	†32,73	†5.76
2' 6"	1922-23	*	*	*	*	*	*	
	1923-24	*	*	*	*	*	*	
TOTAL CLASS I RAILWAYS . . . . .	..	1922-23	14,13,48	13.78	24,79,74	24.18	9,69,98	9.46
		1923-24	13,52,39	12.92	23,43,64	22.39	8,53,56	8.16
CLASS II.								
Bani Light . . . . .	2' 6"	1922-23	92	5.09	2,90	15.97	56	3.09
		1923-24	89	4.75	3,32	17.82	58	3.09
Bengal, Doon . . . . .	3' 3 1/2"	1922-23	2,32	12.78	1,92	10.61	60	3.29
		1923-24	4,05	19.72	1,99	9.69	59	2.88
Bhavnagar State . . . . .	3' 3 1/2"	1922-23	2,95	9.87	6,68	22.35	1,00	3.33
		1923-24	3,17	9.60	7,82	23.73	1,25	3.79
Darjeeling-Himalayan . . . . .	2' 0"	1922-23	1,55	10.30	3,64	23.49	1,03	6.84
		1923-24	1,39	8.54	3,65	22.44	1,10	6.75
Dibru-Sadiya . . . . .	3' 3 1/2"	1922-23	3,58	17.53	4,29	21.00	2,74	13.41
		1923-24	2,57	12.05	5,86	27.45	3,97	18.60
Gaekwar's Baroda State . . . . .	2' 6"	1922-23	2,91	15.09	5,01	25.98	1,35	7.00
		1923-24	4,54	18.69	6,66	27.44	1,87	7.71
Gondal . . . . .	3' 3 1/2"	1922-23	5,06	18.84	7,41	27.61	19	0.72
		1923-24	2,71	10.22	8,06	30.38	1,58	5.94
Junagad State . . . . .	3' 3 1/2"	1922-23	2,03	15.70	2,52	19.54	67	5.17
		1923-24	3,85	26.98	2,52	17.62	60	4.17
Morvi . . . . .	3' 3 1/2" and 2' 6"	1922-23	66	4.46	3,08	20.88	78	5.31
		1923-24	3,50	21.67	2,70	16.75	69	4.26
Mysore § . . . . .	3' 3 1/2"	1922-23	5,05	18.34	9,89	35.92	1,89	6.87
		1923-24	10,36	39.39	7,62	28.96	1,84	6.99
TOTAL CLASS II RAILWAYS . . . . .	..	1922-23	27,03	12.95	47,24	22.63	10,81	5.18
		1923-24	37,03	16.63	50,20	22.54	14,07	6.32

System for the years 1922-23 and 1923-24 [in thousands of rupees]—contd.  
RAILWAYS—concl'd.

Traffic expenses.		General charges.		Steam boat expenses.		Special and miscellaneous expenses including contributions to Provident Fund.		Total working expenses.		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
10	11	12	13	14	15	16	17	18	19	20
29,89	19.71	13,13	8.66	..	..	10,37	6.84	2,13,11	140.53	
24,81	14.86	10,69	6.40	..	..	7,88	4.72	1,80,80	108.26	
72	19.95	31	8.59	..	..	13	3.60	9,23	255.69	
61	14.73	28	6.76	..	..	10	2.42	8,88	214.49	
2,20,23	13.63	88,81	5.60	1,62	0.10	53,80	3.64	13,18,77	81.63	
1,93,77	11.30	77,65	4.53	1,36	0.08	47,96	2.79	12,06,62	70.37	
50,99	12.97	20,62	5.25	..	..	16,45	4.18	2,57,64	65.52	
47,54	12.77	19,71	5.30	..	..	15,73	4.22	2,60,14	69.88	
5,81	8.73	4,00	6.01	..	..	2,16	3.25	36,75	55.25	
5,61	8.79	3,96	6.20	..	..	1,55	2.43	34,78	54.50	
*	*	*	*	*	*	*	*	1,12,41	74.09	* Included with the 3' 3½" gauge.
*	*	*	*	*	*	*	*	92,23	60.88	
†45,06	†8.27	†30,55	†5.61	†3,87	†0.71	†18,78	†3.44	2,67,03	68.53	† Includes the 5' 6", and 2' 6" gauges.
†42,05	†7.40	†30,11	†5.30	†3,43	†0.60	†26,54	†4.67	2,31,82	56.10	
*	*	*	*	*	*	*	*	4,75	130.89	
*	*	*	*	*	*	*	*	4,08	117.92	
11,26,06	10.98	5,40,81	5.27	35,53	0.35	5,32,99	5.20	71,06,57	69.18	
10,54,73	10.08	4,93,25	4.71	33,77	0.32	4,97,74	4.76	66,36,99	63.42	
1,54	8.53	1,84	10.14	..	..	59	3.23	8,35	46.05	
1,52	8.16	2,15	11.54	..	..	66	3.54	9,12	48.90	
1,60	8.80	1,74	9.61	16	0.87	62	2.90	8,86	48.86	
1,71	8.31	1,91	9.30	18	0.90	49	2.37	10,92	53.17	
3,43	11.46	2,02	6.76	..	..	1,29	4.32	17,37	58.09	
3,26	9.89	2,33	7.08	..	..	1,06	3.21	18,89	57.30	
2,15	14.24	1,33	8.82	..	..	88	5.82	†13,36	†64.08	† Includes the Darjeeling Himalayan Extension Railway not included in details.
1,99	12.25	1,27	7.83	..	..	89	5.44	†13,01	†59.93	
1,59	7.78	1,64	8.03	..	..	30	1.17	14,14	68.92	
1,62	7.60	1,43	6.94	..	..	38	1.57	15,83	74.21	
2,24	11.62	95	4.93	..	..	36	1.87	12,82	66.49	
3,34	13.76	99	4.07	..	..	43	1.78	17,83	73.45	
2,11	7.88	1,22	4.53	..	..	1,53	5.71	17,52	65.29	
2,10	7.94	1,15	4.35	..	..	1,57	5.91	17,17	64.74	
1,30	10.06	91	7.07	..	..	30	2.30	7,73	59.84	
1,34	9.39	1,00	7.02	..	..	29	2.02	9,60	67.20	
1,45	9.87	65	4.42	..	..	1,46	9.88	8,08	54.82	
98	6.07	56	3.49	..	..	84	5.22	9,27	57.46	
3,45	12.53	2,76	10.03	..	..	1,66	6.03	24,70	89.72	§ Includes the Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore and Mysore-Nanjangud Railways.
3,31	12.58	2,22	8.44	..	..	1,77	6.73	27,12	103.09	
21,04	10.18	15,06	7.21	16	0.09	8,89	4.26	1,32,93	63.68	
21,17	9.51	15,01	6.74	18	0.08	8,38	3.76	1,48,76	66.80	

7.—Details of Working Expenses of each Railway  
CLASS III

Railway System	Gauge.	Year.	Maintenance of way, works and stations.		Locomotive, and Carriage and wagon expenses.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Aden . . . . .	3' 3½"	1922-23	67	29·66	1,26	55·81
		1923-24	57	28·35	1,16	57·23
Ahmadpur-Katwa . . . . .	2' 6"	1922-23	32	24·25	46	35·12
		1923-24	22	17·21	32	25·42
Arakan Light . . . . .	2' 6"	1922-23	19	40·80	36	77·88
		1923-24	32	67·05	30	63·93
Arrah-Sasaram Light . . . . .	2' 6"	1922-23	55	14·77	66	17·83
		1923-24	66	19·03	53	15·36
Bankura-Damoodar River . . . . .	2' 6"	1922-23	85	47·13	69	38·23
		1923-24	40	20·29	48	24·29
Baraset-Basirhat Light . . . . .	2' 6"	1922-23	82	16·77	96	19·30
		1923-24	86	16·56	1,04	19·78
Bengal Provincial . . . . .	2' 6"	1922-23	26	18·51	57	40·42
		1923-24	25	14·71	51	29·36
Bukhtiarpur-Bihar Light . . . . .	2' 6"	1922-23	40	14·76	57	20·90
		1923-24	55	14·29	67	17·74
Burdwan-Katwa . . . . .	2' 6"	1922-23	37	18·94	52	26·71
		1923-24	28	13·67	43	20·77
Cutch State . . . . .	2' 6"	1922-23	21	21·14	21	22·03
		1923-24	22	19·48	28	24·68
Dehri-Rohtas Light . . . . .	2' 6"	1922-23	39	12·20	80	25·24
		1923-24	26	8·25	67	27·03
Dholpur-Bari . . . . .	2' 6"	1922-23	26	10·79	82	34·47
		1923-24	21	9·09	99	38·68
Futwah-Islampur . . . . .	2' 6"	1922-23	14	11·71	35	30·12
		1923-24	14	9·91	31	21·97
Gwalior Light . . . . .	2' 0"	1922-23	63	7·06	2,47	27·66
		1923-24	53	5·77	2,61	28·37
Howrah-Amta Light . . . . .	2' 0"	1922-23	132	13·61	2,24	23·13
		1923-24	119	11·73	2,12	20·90

## System for the years 1922-23 and 1923-24 (In thousands of rupees)—contd.

## RAILWAYS.

Traffic expenses.		General charges.		Special and miscellaneous expenses.		Total working expenses.		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
38	17.08	54	23.81	10	4.39	2.95	130.75	
32	15.84	55	27.18	7	3.64	2.67	132.24	
30	22.75	23	18.07	14	10.62	1.45	110.82	
22	17.03	23	17.93	11	8.90	1.10	86.49	
11	22.59	13	28.19	6	12.69	85	182.15	
11	23.20	12	25.91	5	11.50	90	191.49	
49	13.28	32	8.65	9	2.34	2.11	56.87	
48	13.61	35	9.99	13	3.77	2.15	61.76	
37	20.83	31	17.34	2	1.00	2.24	124.58	
28	14.21	33	16.31	6	2.98	1.55	78.08	
85	17.25	37	7.51	9	1.93	3.06	62.76	
79	15.22	37	7.14	13	2.39	3.19	61.09	
31	22.43	19	13.62	1	0.38	1.34	95.35	
29	17.08	22	12.68	1	0.38	1.28	74.21	
40	14.84	25	9.11	11	4.04	1.73	63.65	
45	11.76	25	6.61	16	4.08	2.08	54.38	
29	14.81	28	14.18	13	6.35	1.59	80.99	
22	10.67	25	12.36	8	3.82	1.26	61.20	
6	5.95	14	14.02	..	0.06	62	63.20	
8	6.41	14	12.00	..	0.02	72	62.59	
30	9.46	23	7.26	7	2.21	1.79	56.47	
30	9.54	24	7.61	8	2.46	1.75	54.89	
16	6.96	18	7.64	..	0.17	1.42	60.03	
17	7.40	17	7.39	..	0.18	1.44	62.74	
21	17.84	13	11.40	1	0.98	84	72.05	
17	12.37	13	9.04	2	1.46	77	54.75	
44	4.93	47	5.26	63	7.05	4.64	51.96	
48	5.22	55	5.98	40	4.35	4.57	49.69	
1.44	14.95	60	6.20	27	2.81	5.87	60.74	
1.41	14.00	59	5.79	27	2.70	5.58	55.12	



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

## CLASS III

Railway System.	Gauge.	Year.	Maintenance of way, works and stations.		Locomotive, and carriage and wagon expenses.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
<i>CLASS III.—concl'd.</i>						
Howrah-Sheakhala Light . . . . .	2' 0"	{ 1922-23	37	17·01	46	21·14
		{ 1923-24	23	10·09	39	17·39
Jagadhri Light . . . . .	2' 0"	{ 1922-23	2	6·99	9	28·46
		{ 1923-24	2	6·97	7	24·25
Jamnagar . . . . .	3' 3½"	{ 1922-23	67	12·03	1,85	33·35
		{ 1923-24*	..	..	..	..
Jamnagar and Dwarka . . . . .	3' 3½"	{ 1922-23	..	..	4	8·14
		{ 1923-24	1,81	15·99	3,35	29·49
Jessore-Jhenidah . . . . .	2' 6"	{ 1922-23	27	21·25	74	57·93
		{ 1923-24	17	13·60	40	31·57
Jorhat (Provincial) . . . . .	2' 0"	{ 1922-23	59	33·59	84	47·58
		{ 1923-24	46	25·72	85	47·26
Kalighat-Falta . . . . .	2' 6"	{ 1922-23	50	15·41	95	29·00
		{ 1923-24	41	11·99	86	25·58
Kolar District † . . . . .	2' 6"	{ 1922-23	75	18·47	1,76	43·35
		{ 1923-24	78	18·35	1,65	38·82
Kulasekarapatnam Light . . . . .	2' 0"	{ 1922-23	27	42·44	80	122·35
		{ 1923-24	32	51·14	40	62·62
Okhamandal . . . . .	3' 3½"	{ 1922-23	11	16·64	71	120·34
		{ 1923-24*	..	..	..	..
Shahdara (Delhi) Saharanpur Light . . . . .	2' 6"	{ 1922-23	1,23	11·47	1,77	16·58
		{ 1923-24	73	7·10	1,74	16·94
Tarikere Narasimharajapura Light . . . . .	2' 6"	{ 1922-23	9	18·75	19	39·58
		{ 1923-24	7	17·95	16	41·03
Tespore-Balipara . . . . .	2' 6"	{ 1922-23	40	21·60	52	28·08
		{ 1923-24	34	16·66	58	28·30
Trivellore Light . . . . .	2' 0"	{ 1922-23†	..	..	..	..
		{ 1923-24	1	4·45	3	20·55
Udaipur-Chitorgarh . . . . .	3' 3½"	{ 1922-23	1,16	23·55	1,06	21·54
		{ 1923-24	1,33	27·89	1,16	24·56
TOTAL CLASS III RAILWAYS . . . . .	..	{ 1922-23	13,81	16·26	24,71	29·10
		{ 1923-24	13,34	14·46	24,16	26·19

System for the years 1922-23 and 1923-24 (in thousands of rupees)—concl'd.

RAILWAYS.—concl'd.

Traffic expenses.		General charges.		Special and miscellaneous expenses.		Total working expenses.		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
34	15.88	23	10.83	4	1.84	1.44	66.70	
31	14.03	23	10.35	4	2.02	1.20	53.88	
6	18.76	3	9.01	1	2.46	21	65.68	
7	21.00	3	9.31	..	0.70	19	62.23	
50	9.11	34	6.20	14	2.58	3.50	63.27	
..	..	..	..	..	..	..	..	*Included with the Jamnagar and Dwarka Railway.
2	3.85	2	3.42	1	3.15	9	18.56	
85	7.46	81	7.12	47	4.14	7.29	64.20	
31	24.24	36	28.29	3	2.61	1.71	134.32	
19	14.56	37	28.97	5	3.88	1.18	92.58	
23	13.34	39	21.99	4	2.53	2.09	118.97	
26	14.22	32	18.17	19	10.54	2.08	115.91	
48	14.52	41	12.41	5	1.43	2.39	72.77	
50	14.93	35	10.28	7	2.05	2.19	64.83	
51	12.56	40	9.85	25	6.16	3.67	90.39	† Includes the Bangalore-Chik Ballapur Light Railway.
52	12.24	36	8.47	29	6.82	3.60	84.70	
12	18.78	1	1.41	..	..	1.20	184.98	
12	18.95	1	1.84	..	..	85	134.55	
30	50.85	8	13.56	11	18.64	1.31	222.03	
..	..	..	..	..	..	..	..	
1,15	10.79	58	5.40	28	2.66	5.01	46.86	
1,07	10.38	55	5.39	26	2.47	4.35	42.28	
6	12.50	4	4.34	3	6.25	41	85.42	
4	10.26	3	7.69	3	7.69	33	84.62	
29	15.66	21	11.20	4	1.91	1.46	78.35	
27	13.06	20	9.98	3	1.38	1.42	69.38	
..	..	..	..	..	..	..	..	‡ Information not available.
5	42.84	2	16.05	..	..	11	83.89	
39	7.97	21	4.16	16	3.25	2.98	60.47	
35	7.40	26	5.38	12	2.52	3.22	67.75	
10,37	12.80	7,68	9.05	2,92	3.44	59,99	70.65	
10,37	11.24	8,03	8.71	3,12	3.38	59,02	63.99	

## STATISTICAL STATEMENTS.

8—Mileage  
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE ON 31ST MARCH 1924.			TRACK MILEAGE ON 31ST MARCH 1924.				
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total route mileage.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3' 3½"	1-7-95	874-11	..	..	874-11	874-11	157-88	22-38	1,054-37
	Chaparmukh-Silghat ..	3' 3½"	30-3-20	50-81	..	..	50-81	50-81	3-14	..	53-95
	Katakhal-Lalabazar ..	3' 3½"	1-4-23	23-49	..	..	23-49	23-49	0-90	..	24-39
	Mymensingh-Bhairab Bazar ..	3' 3½"	20-3-17	100-68	..	..	100-68	100-68	12-77	..	113-45
	Total 1 ..	..	..	1,049-09	..	..	1,049-09	1,049-09	174-69	22-38	1,246-16
2	Bengal and North-Western—	3' 3½"	2-4-84	1,249-34	..	..	1,249-34	1,249-34	230-45	14-60	1,494-39
	Tirhoot ..	3' 3½"	1-11-75	802-98	10-05	..	813-03	823-08	180-19	10-70	1,013-97
	Total 2 ..	..	..	2,052-32	10-05	..	2,062-37	2,072-42	410-64	25-30	2,508-36
3	Bengal-Nagpur—	5' 6"	6-4-80	1,837-45	160-78	..	1,998-23	2,159-01	513-77	108-39	2,781-17
	Gondia-Chanda ..	2' 6"	10-11-08	217-25	..	..	217-25	217-25	61-85	9-73	288-83
	Jubbulpore-Gondia Extension	2' 6"	18-4-03	312-37	..	..	312-37	312-37	Included with Gondia-Chanda.	..	312-37
	Mayurbhanj ..	2' 6"	20-1-05	70-64	..	..	70-64	70-64	3-61	0-10	74-35
	Nagpur-Cbhindwara ..	2' 6"	1-1-11	97-20	..	..	97-20	97-20	Included with Gondia-Chanda.	..	97-20
	Parlakimedi Light ..	2' 6"	1-4-00	24-62	..	..	24-62	24-62	1-71	0-06	26-39
	Porulia-Ranehi ..	2' 6"	15-11-07	115-30	..	..	115-30	115-30	10-02	..	125-32
	Raipur-Dhamtari ..	2' 6"	10-9-00	56-94	..	..	56-94	56-94	4-41	..	61-35
	Tumsar-Tirodi Light ..	2' 0"	1-4-16	46-80	..	..	46-80	46-80	8-12	..	54-92
	Total 3 ..	..	..	2,778-57	160-78	..	2,939-35	3,100-13	603-49	118-28	3,621-90
4	Bombay, Baroda and Central India—	5' 6"	10-2-60	748-07	255-45	3-82	1,008-24	1,275-15	284-18	112-83	1,672-16
	Nagda-Ujjain ..	5' 6"	15-7-98	32-51	..	(quadruple) ..	32-51	32-51	1-02	0-31	33-84
	Petlad Cambay (Anand-Tarapur)	5' 6"	5-5-90	21-42	..	..	21-42	21-42	1-18	2-34	24-94
	Petlad Cambay (Tarapur-Cambay)	5' 6"	20-6-01	12-36	..	..	12-36	12-36	1-48	2-37	16-21
	Tapti Valley ..	5' 6"	1-12-98	155-72	..	..	155-72	155-72	7-50	4-33	167-55
	Bombay, Baroda and Central India.	3' 3½"	14-2-73	1,852-21	2-83	..	1,855-04	1,857-87	358-53	18-84	2,235-24
	Ahmedabad-Parantij ..	3' 3½"	1-5-97	88-70	..	..	88-70	88-70	10-13	1-59	100-42
	Dhrangadra ..	3' 3½"	1-6-98	53-71	..	..	53-71	53-71	5-68	1-64	61-03
	Gaekwar's Mehaana ..	3' 3½"	21-3-87	230-25	..	..	230-25	230-25	27-86	0-54	258-65
	Jaipur State ..	3' 3½"	10-11-05	156-18	..	..	156-18	156-18	12-13	..	168-31
	Palanpur-Decant ..	3' 3½"	8-11-93	17-28	..	..	17-28	17-28	1-29	..	18-57
	Broach-Jambusar ..	2' 6"	23-11-14	29-69	..	..	29-69	29-69	2-64	1-19	33-52
	Champaner-Shivrajpur-Pani	2' 6"	2-2-11	30-68	..	..	30-68	30-68	2-14	5-23	38-05
	Godhra-Lunavada ..	2' 6"	4-2-13	25-43	..	..	25-43	25-43	1-51	1-08	28-02
	Nadiad-Kapadvanj ..	2' 6"	5-3-13	28-17	..	..	28-17	28-17	3-57	1-30	33-04
	Rajpipla State ..	2' 6"	1-7-97	39-24	..	..	39-24	39-24	2-01	0-81	42-06
	Total 4 ..	..	..	3,522-52	258-28	3-82	3,784-62	4,054-36	722-85	154-40	4,931-01

## Statement for 1923-24.

## RAILWAYS.

MILEAGE OPENED DURING THE FINANCIAL YEAR 1923-24.		MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1924.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED.		UNDER CONSTRUCTION.			
13	14	Section.	Miles.	Section.	Miles.	19	20
..	..	Sibsagar Rd. to Khowang.	38-79	..	..	State line.	
Katakhal to Lalabazar.	23-49	..	..	..	..	} Branch lines under guarantee terms. Branch line under guarantee and rebate terms.	
..	23-49	..	38-79	..	..		
..	..	..	..	Pharanda to Nautanwa.	25-26	Line subsidized by the Government of India.* State line.	* Receives land only from Government.
..	..	..	..	..	25-26		
Amda to Dongoaposi.	47-27	Singapur Road to Raipur.	223-19	Parvatipur to Singapur Road.	37-48	} State lines.	
Adra avoiding line.	2-09			Dangoaposi to Jamda.	18-37		
Kandra to Gombaria.	6-19			Birmitrapur to Guttitangar.	7-25		
Anara to Kargali.	4-54			Borno to Duneya ..	18-75		
..	..			Duneya to a point near Damoodar River.	19-23		
..	..			Kapilas Road to Talcher coal fields.	61-00		
..	..	..	..	Hasia to Chandil ..	78-04		
..	60-09	..	231-62	..	230-05		
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..	} Indian State lines.	
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	
Dholka to Koth-Gangad.	11-25	..	..	Koth-Gangad to Dhandukia.	20-02	State line.	
..	..	..	..	..	..	Branch line under rebate terms.	
Dhrangadra to Kuda.	13-56	..	..	..	..	..	
..	..	Khalipur to Khakhal	17-22	..	..	} Indian State lines.	
..	..	Wagrod to Khareda	12-44	..	..		
..	..	Vijapur to Rannipur	14-01	..	..		
..	..	..	43-67	..	..		
Sikar to Nawalgarh	16-95	..	..	Nawalgarh to Jhunjhun.	22-90	..	
..	..	..	..	..	..	} State lines	† This line is the joint property of Government and the Palanpur Durbar.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..	..	
..	..	..	..	..	..	Indian State line.	
..	41-76	..	43-67	..	42-92		

8.—Mileage  
Class I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE ON 31ST MARCH 1924.				TRACK MILEAGE ON 31ST MARCH 1924.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total route mileage.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Burma— .. .. .	3' 3½"	1-5-77	1,222-91	118-94	..	1,341-85	1,460-79	313-07	40-86	1,814-72
	Aton-Saingbyin .. .. .	3' 3½"	1-7-22	26-51	..	..	26-51	26-51	2-50	..	29-01
	Burma Extensions .. .. .	3' 3½"	15-4-07	187-78	..	..	187-78	187-78	36-03	16-46	240-27
	Moulmein-Ye .. .. .	3' 3½"	2-8-23	26-61	..	..	26-61	26-61	5-07	..	31-68
	Pyinmana-Taungdwingyi .. .. .	3' 3½"	1-8-22	10-26	..	..	10-26	10-26	1-22	..	11-48
	Southern Shan States .. .. .	3' 3½"	15-6-12	86-48	..	..	86-48	86-48	8-61	0-06	95-15
	Madaya-Mandalay Light .. .. .	2' 6"	10-2-12	16-00	..	..	16-00	16-00	1-35	..	17-35
	TOTAL 5 .. .. .	..	..	1,676-65	118-94	..	1,695-49	1,814-43	367-85	57-38	2,239-66
6	Eastern Bengal .. .. .	5' 6"	2-1-62	405-62	131-84	*24-29	561-75	784-77	389-67	78-56	1,231-00
	Sara-Sirajganj .. .. .	5' 6"	1-7-15	52-96	..	..	52-96	52-96	26-73	..	79-69
	Eastern Bengal .. .. .	3' 3½"	28-8-77	1,017-92	7-29	..	1,025-21	1,032-50	279-21	12-25	1,323-96
	Cooch Behar State .. .. .	3' 3½"	15-9-03	33-09	..	..	33-09	33-09	2-42	1-13	36-64
	Eastern Bengal .. .. .	2' 6"	18-7-81	35-10	..	..	35-10	35-10	1-97	..	37-07
	Khulna-Bagerhat .. .. .	2' 6"	10-6-18	19-75	..	..	19-75	19-75	2-00	..	21-75
	TOTAL 6 .. .. .	..	..	1,564-44	139-13	24-29	1,727-86	1,938-17	702-00	89-94	2,730-11
7	East Indian .. .. .	5' 6"	15-8-54	1,700-38	727-72	†53-05	2,481-15	3,340-40	1,062-63	163-70	4,566-73
	Delhi-Umballa-Kalka .. .. .	5' 6"	1-3-91	206-51	..	..	206-51	232-41	32-55	0-22	265-19
	Jind-Panipat (Indian State Section). .. .. .	5' 6"	1-11-10	25-90	..	..	25-90	79-19	8-44	..	87-63
	South Bihar .. .. .	5' 6"	5-7-99	79-19	..	..	79-19	79-19	8-44	..	87-63
	TOTAL 7 .. .. .	..	..	2,011-98	727-72	53-05	2,792-75	3,652-01	1,103-62	163-92	4,919-55
8	Great Indian Peninsula .. .. .	5' 6"	18-4-53	1,814-71	771-22	29-62 (quad-ruple).	2,615-55	3,475-63	869-49	74-68	4,419-80
	Agra-Delhi Chord .. .. .	5' 6"	15-11-04	123-10	2-78	..	125-88	128-66	49-33	1-30	179-29
	Baran-Kotah .. .. .	5' 6"	1-7-08	40-20	..	..	40-20	40-20	3-38	..	43-67
	Bhopal-Itarsi .. .. .	5' 6"	1-6-82	57-22	..	..	57-22	57-22	27-04	..	84-26
	Bhopal-Ujjain .. .. .	5' 6"	11-11-05	113-28	..	..	113-28	113-28	9-24	..	122-52
	Bina-Goonsa-Baran .. .. .	5' 6"	23-9-95	147-07	..	..	147-07	147-07	11-65	..	158-72
	Cawnpore-Banda .. .. .	5' 6"	21-4-13	76-21	..	..	76-21	76-21	6-95	..	83-16
	Dhond-Baramati .. .. .	2' 0"	20-5-14	27-26	..	..	27-26	27-26	1-25	0-45	28-96
	Ellichpur-Yeotmal .. .. .	2' 6"	1-12-13	117-66	..	..	117-66	117-66	6-14	3-95	127-75
	Pachora-Jamner .. .. .	2' 6"	1-4-18	34-62	..	..	34-62	34-62	2-92	..	37-54
	Pulgaon-Arvi .. .. .	2' 6"	25-9-17	21-83	..	..	21-83	21-83	1-17	0-85	23-85
	Matheran Light .. .. .	2' 0"	22-3-07	12-61	..	..	12-61	12-61	1-18	..	13-79
	TOTAL 8 .. .. .	..	..	2,585-86	774-00	29-62	3,399-48	4,252-34	989-74	81-23	5,323-31
9	Jodhpur-Bikaner (Jodhpur Section). .. .. .	3' 3½"	24-6-82	609-26	..	..	609-26	609-26	68-05	5-34	682-65
	Bikaner-Section .. .. .	3' 3½"	9-12-91	587-90	..	..	587-90	587-90	33-53	7-48	608-91
	Jodhpur Hyderabad (British Section). .. .. .	3' 3½"	18-8-92	123-98	..	..	123-98	123-98	20-44	3-06	147-48
	Mirpur Khas-Jhudo .. .. .	3' 3½"	18-4-06	50-43	..	..	50-43	50-43	2-71	0-25	53-39
	Mirpur Khas-Khadro .. .. .	3' 3½"	1-1-12	49-50	..	..	49-50	49-50	3-08	..	52-58
	Pipar-Bilara Light .. .. .	2' 0"	25-10-11	25-25	..	..	25-25	25-25	0-44	0-33	26-02
	TOTAL 9 .. .. .	..	..	1,426-32	..	..	1,426-32	1,426-32	128-25	16-46	1,571-03
10	Madras and Southern Mahratta .. .. .	5' 6"	1-7-56	990-17	44-48	..	1,040-65	1,985-13	223-87	6-07	1,315-07
	Kolar Gold-fields .. .. .	5' 6"	1-6-94	9-88	..	..	9-88	9-88	4-85	1-38	15-61
	Tonali-Repalle .. .. .	5' 6"	18-3-16	21-41	..	..	21-41	21-41	1-17	..	22-58
	Madras and Southern Mahratta .. .. .	3' 3½"	24-3-94	1,519-66	..	..	1,519-66	1,519-66	177-06	1-63	1,698-15
	Alnavar-Dandeli (Provincial).. .. .	3' 3½"	1-2-19	19-12	..	..	19-12	19-12	1-75	..	20-87
	Bangalore-Farhat .. .. .	3' 3½"	11-8-54	210-25	..	..	210-25	210-25	25-09	..	235-34
	Bozwada-Masulipatam .. .. .	3' 3½"	4-2-08	51-80	..	..	51-80	51-80	7-24	..	59-04

Statement for 1923-24—contd.  
Railways—contd.

MILEAGE OPENED DURING THE FINANCIAL YEAR 1923-24.		MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1924.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	....	..	Pegu to Kayan ..	35-93	State lines.	
Budalin to Segyi	12-51	....	..	Bauktaw to Tadagale	3-50		
..	..	....	..	Segyi to Ye-u ..	23-54		
..	..	....	..	....	..		
Moulamin to Kalawthut.	26-61	....	..	Kalawthut to Ye ..	62-10		
..	..	....	..	Lowe to Taangd-wingyi.	56-09		
..	..	....	..	....	..		
..	..	....	..	....	..		
..	39-12	....	..	....	183-06		
..	..	....	..	....	..		
..	..	....	..	....	..	Branch line under rebate terms.	
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	Indian State line.	
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	Branch line under rebate terms.	
Mile 6-50 from Topoi to Barsboni.	2-31	Bhagalpur to Mandar Hill.	31-13	Sakri Ghat line ..	1-80	State line.	† 31-57 miles triple, 18-39 miles quadruple, 2-24 miles quintuple and 0-85 mile sextuple. ‡ This is relaying of line dismantled during the war.
..	..	....	..	Chandrapura to Gomoh	9-96		
..	..	....	..	....	..		
..	..	....	..	....	..	Leased line §	§ Although a leased line, it is for convenience treated as a State line.
..	2-31	....	31-13	....	11-76		
Katol to Narkhed	15-76	....	..	Amla to Narkhed	49-94	State lines	A part of this line is owned by the Bhopal Durbar.
Kurla to Chembur	1-24			Majri to Rajur ..	13-22		
..	..			Tank Bundar to Victoria Terminus.	2-12		
..	17-00			....	65-28		
..	..	....	..	....	..	Indian State lines.	
..	..	....	..	....	..		
..	..	....	..	....	..		
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..	..	....	..	....	..		
..	17-00	....	..	....	65-28		
..	1.	Jujsjwar to Erinpura Road.	56-23	Marwar Junction to Jujsjwar.	21-50	Indian State lines.	
Hanumangarh to Shri Karanpur.	41-67	Hanumangarh to Siala.	120-00	....	..		
..	..	....	..	....	..	State line.	¶ Receives land only from Government.
..	..	....	..	....	..	Lines subsidized by the Government of India. ¶	
..	..	....	..	....	..	Indian State line.	
..	..	....	..	....	..		
..	41-67	....	176-23	....	21-60		
..	..	....	..	....	..	State line.	State lines.
..	..	....	..	....	..	State line.	
..	..	....	..	....	..	District Board line.	
..	..	....	..	....	..	..	
Nagalapuram to Ramanumalai.	1-43	....	..	....	..	State lines.	
..	..	....	..	....	..	District Board line.	

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE ON 31ST MARCH 1924.				TRACK MILEAGE ON 31ST MARCH 1924.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total route mileage.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
10— <i>continued.</i>	Dhone-Kurnool .. .. .	3' 3 1/2"	1-1-09	32-00	..	..	32-00	32-00	2-62	..	34-62
	Hindupur (Yesvantpur Mysore Frontier).	3' 3 1/2"	15-12-92	51-35	..	..	51-35	51-35	3-88	..	55-23
	Kolhapur State .. .. .	3' 3 1/2"	21-4-91	29-27	..	..	29-27	29-27	1-69	..	31-16
	Sangli State .. .. .	3' 3 1/2"	1-4-07	4-90	..	..	4-90	4-90	0-42	..	5-32
	West of India Portuguese ..	3' 3 1/2"	17-1-87	61-10	..	..	61-10	51-10	16-27	..	67-37
Total 10 .. .. .	..	..	..	2,996-81	44-48	..	3,041-29	3,085-77	475-61	8-98	3,560-36
11	Nizam's Guaranteed State ..	5' 6"	9-10-74	330-13	..	..	330-13	330-13	45-83	11-04	387-00
	Biharshah-Warangal .. .. .	5' 6"	1-2-24	46-94	..	..	46-94	46-94	1-77	..	48-71
	Bezawada Extension .. .. .	5' 6"	10-2-89	21-47	..	..	21-47	21-47	1-45	..	22-92
	Hingoli Branch .. .. .	3' 3 1/2"	16-5-12	50-31	..	..	50-31	50-31	0-91	..	51-22
	Hyderabad-Godavari Valley ..	3' 3 1/2"	21-10-99	385-27	0-38	..	385-65	386-03	64-13	1-17	441-33
	Secunderabad Gadwal .. .. .	3' 3 1/2"	1-2-16	116-92	..	..	116-92	116-92	13-14	..	130-06
	Karipalli-Kothagudium .. ..	5' 6"	..	..	..	..	..	..	..	..	..
Total 11 .. .. .	..	..	..	951-04	0-38	..	951-42	951-80	117-23	12-21	1,081-24
12	North Western— .. .. .	5' 6"	13-5-01	3,212-28	892-09	..	4,074-37	4,936-46	1,263-24	161-68	6,361-38
	Amritsar-Patti .. .. .	5' 6"	21-9-06	64-26	..	..	64-26	64-26	7-92	..	62-18
	Jullundur-Mukerian .. .. .	5' 6"	1-1-15	44-81	..	..	44-81	44-81	3-08	..	47-89
	Phagwara-Rahon .. .. .	5' 6"	1-4-15	45-21	..	..	45-21	45-21	5-15	..	50-36
	Jammu and Kashmir (Indian State Section).	5' 6"	15-3-00	16-01	..	..	16-01	16-01	3-08	..	19-09
	Khanpur-Chachrai .. .. .	5' 6"	2-7-11	21-98	..	..	21-98	21-98	2-84	..	24-82
	Ludhiana-Dhuri-Jakhal .. ..	5' 6"	10-4-01	78-65	..	..	78-65	78-65	5-88	..	84-53
	Mandla-Bhaun .. .. .	5' 6"	1-5-15	46-38	..	..	46-38	46-38	4-20	0-23	50-81
	Rajpura-Bhatinda .. .. .	5' 6"	1-11-84	108-04	..	..	108-04	108-04	21-85	..	129-89
	Siakot-Narawal .. .. .	5' 6"	10-11-16	38-16	..	..	38-16	38-16	4-00	..	42-16
	Southern Punjab (Main line)	5' 6"	10-11-07	427-11	0-52	..	427-63	428-15	81-57	0-50	510-22
	.. .. Jullundur Doab .. .. .	5' 6"	23-6-12	132-79	..	..	132-79	132-79	17-14	..	149-93
	.. .. Ludhiana Extension .. ..	5' 6"	10-6-05	163-34	..	..	163-34	163-34	19-20	..	172-54
	.. .. Sutlej Valley .. .. .	5' 6"	6-7-10	127-00	..	..	127-00	127-00	17-60	..	144-60
	Jacobabad-Kashmir .. .. .	2' 6"	1-12-14	76-70	..	..	76-70	76-70	3-98	..	80-68
	Kalka-Simla .. .. .	2' 6"	9-11-03	59-93	..	..	59-93	59-93	9-86	0-04	69-83
	Khanai-Hindubagh .. .. .	2' 6"	1-1-21	46-00	..	..	46-00	46-00	6-50	18-97	71-47
Kohat-Thal .. .. .	2' 6"	1-4-03	61-75	..	..	61-75	61-75	10-33	..	72-08	
Larkana-Jacobabad .. .. .	2' 6"	10-2-22	53-24	..	..	53-24	53-24	3-15	..	56-39	
Trans Indus (Kalabagh-Banno)	2' 6"	15-6-13	161-72	..	..	161-72	161-72	16-72	20-23	198-67	
Total 12 .. .. .	..	..	..	4,965-36	892-61	..	5,827-97	6,690-58	1,507-29	201-65	8,399-52
13	Ondh and Rohilkhand .. .. .	5' 6"	23-4-87	1,486-74	21-22	..	1,507-96	1,529-18	360-60	19-20	1,908-98
	Hardwar-Dehra .. .. .	5' 6"	1-3-00	32-04	..	..	32-04	32-04	4-78	..	36-82
	Cawnpore-Buchwal link .. ..	3' 3 1/2"	24-11-96	82-52	..	..	82-52	82-52	12-00	0-11	94-63
Total 13 .. .. .	..	..	..	1,601-30	21-22	..	1,622-62	1,643-74	377-38	19-31	2,040-43
14	Rohilkhand and Kumaon .. ..	3' 3 1/2"	12-10-84	258-72	..	..	258-72	258-72	33-64	2-02	294-38
	Lucknow-Bareilly .. .. .	3' 3 1/2"	12-10-84	316-19	..	..	316-19	316-19	57-28	26-82	400-29
Total 14 .. .. .	..	..	..	574-91	..	..	574-91	574-91	90-92	28-84	694-67
15	South Indian .. .. .	5' 6"	23-5-60	445-94	..	..	445-94	445-94	77-76	1-39	525-09
	Suramangalam-Salem .. .. .	3' 6"	1-6-17	3-86	..	..	3-86	3-86	2-05	..	5-91
	South Indian .. .. .	3' 3 1/2"	15-7-61	870-95	..	..	870-95	870-95	181-56	11-23	1,063-74
	Nilgiri .. .. .	3' 3 1/2"	15-6-99	28-96	..	..	28-96	28-96	4-56	..	33-52
	Peralam Karaikkal .. .. .	3' 3 1/2"	14-3-98	14-65	..	..	14-65	14-65	2-13	..	16-78
	Podanur Pollachi .. .. .	3' 3 1/2"	15-10-15	25-04	..	..	25-04	25-04	1-74	..	26-78
	Pondicherry .. .. .	3' 3 1/2"	16-12-79	7-85	..	..	7-85	7-85	2-13	0-22	10-20
	Shoranur-Cochin .. .. .	3' 3 1/2"	2-6-02	64-75	..	..	64-75	64-75	9-81	1-81	76-37
	Tanjore District Board .. ..	3' 3 1/2"	2-4-94	130-98	..	..	130-98	130-98	16-92	0-50	148-40
	Tinnevely-Tiruchendur .. ..	3' 3 1/2"	24-2-23	38-18	..	..	38-18	38-18	2-35	..	40-53
	Travancore (British Section)	3' 3 1/2"	1-6-02	50-41	..	..	50-41	50-41	..	..	..
	Travancore (Indian State Section.)	3' 3 1/2"	..	..	..	..	..	..	..	..	..
	Morappur-Hour .. .. .	3' 3 1/2"	1-6-04	95-96	..	..	95-96	146-37	18-73	..	165-10
Tirupattur-Krishnagiri .. ..	2' 6"	18-1-06	73-30	..	..	73-30	73-30	4-40	..	77-70	
Trochinopoly-Pudukkottai ..	3' 3 1/2"	16-9-05	25-38	..	..	25-38	25-38	2-51	..	27-89	
Total 15 .. .. .	..	..	..	1,876-21	..	..	1,876-21	1,876-21	328-65	15-15	2,218-01
Total Class I .. .. .	..	..	..	31,633-28	3,117-69	110-78	34,761-65	38,182-28	8,088-21	1,015-43	47,286-92

Statement for 1923-24—contd.  
Railways—concl'd.

MILEAGE OPENED DURING THE FINANCIAL YEAR 1923-24.		MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1924.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED.		UNDER CONSTRUCTION.			
13	14	Section.	Miles.	Section.	Miles.	19	20
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Foreign line.	
..	1.43	..	..	..	..		
Kazipet to Pedapalli.	46.94	Goliara to Balharshah.	87.52	Pedapalli to Goliara.	15.04	Line guaranteed by Indian State. Indian State line.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Line guaranteed by Indian State.	
..	..	Mile 28 to Kurnool	7.84	Gadwal to mile 28	28.00	Indian State line.	
..	..	Kothagudiam to Ramavaram.	1.99	Karipalli to Kothagudiam.	24.52	Indian State line.	
..	46.94	..	97.35	..	67.56		
..	..	..	..	Jamrud to Landikhana.	26.35	State line	
..	..	..	..	..	..	Branch lines under rebate terms.	
..	..	..	..	..	..	Indian State lines.	
..	..	..	..	..	..	Branch line under rebate terms.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	Branch lines under rebate terms.	
Kasur to Pakpattan.	*86.80	..	..	Pakpattan to Mailai	*44.00		* This is relaying of line dismantled during the war.
Lodhran to Mailai	*40.20	..	..	..	..		
..	..	..	..	..	..	State lines.	
..	..	..	..	..	..	Branch line under rebate terms.	
Shahdadkot to Dodapur.	21.67	..	..	..	..	State line.	
..	148.67	..	..	..	70.35		
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Branch line under guarantee terms.	
..	..	..	..	..	..	State line.†	
..	..	..	..	..	..		
..	..	..	..	..	..	Line subsidized by the Government of India.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	District Board line.	
..	..	Vilupuram to Trichinopoly.	110.50	..	..	State lines.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	District Board line.	
..	..	..	..	..	..	Foreign line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	District Board line.	
..	..	Mayavaram to Tranquebar.	18.03	..	..		
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State line.	
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Indian State line.	
..	..	Trichinopoly to Pudukkottai.	31.93	..	..		
..	..	..	160.48	..	..		
..	422.48	..	779.25	..	726.74		



## 8.—Mileage Statement for 1923-24—contd.

## Class II Railways.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage (Single line) on 31st March 1924.	TRACK MILEAGE ON 31ST MARCH 1924.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
<b>CLASS II—RAILWAYS.</b>									
1	Barot Light .. ..	2' 6"	1-3-97	117-50	117-50	14-75	132-25	Line subsidized by the Government of India.*	*Receives land only from Government.
2	Bengal Doonars .. ..	3' 3½"	15-1-03	35-23	35-23	5-75	40-98	Line subsidized by District Board.	
	Bengal Doonars Extensions .. ..	"	20-1-00	121-46	121-46	16-23	138-69	Line subsidized by the Government of India.*	
	Total 2 .. ..	"	"	156-69	156-69	20-98	177-67		
3	Bhavnagar State .. ..	3' 3½"	20-12-80	282-81	282-81	39-68	322-49	Indian State Line.	
4	Darjeeling-Himalayan .. ..	2' 0"	23-8-80	51-07	51-07	10-19	61-26	Line subsidized by Local Government.	
	Darjeeling-Himalayan Extensions .. ..	"	16-3-14	95-44	95-44	4-15	99-59	Branch line under rebate terms.	
	Total 4 .. ..	"	"	146-51	146-51	14-34	160-85		
5	Dibru-Sadiya .. ..	3' 3½"	15-8-82	86-02	86-02	29-25	115-27	Line subsidized by Local Government.	
	Ledo and Tikak Margherita .. ..	"	17-2-84	5-60	5-50	16-54	22-04	Unassisted Company's line.	
	Total 5 .. ..	"	"	91-52	91-52	45-79	137-31		
6	Gackwar's Baroda State .. ..	2' 6"	8-4-73	315-73	315-73	43-41	359-14	Indian State lines.	
	Bodeli Chhota Udaipur .. ..	"	1-12-17	22-31	22-31	1-26	23-57		
	Total 6 .. ..	"	"	338-04	338-04	44-67	382-71		
7	Gondal .. ..	3' 3½"	19-1-81	106-24	106-24	12-32	118-56	Indian State lines.	
	Jetalsar-Rajkot .. ..	"	12-4-03	46-21	46-21	5-12	51-33		
	Khijadiya-Dhari .. ..	"	1-3-13	37-22	37-22	4-52	41-74		
	Porbandar State .. ..	"	1-10-89	41-29	41-29	8-14	49-43		
	Total 7 .. ..	"	"	230-96	230-96	30-10	261-06		
8	Junagad State .. ..	3' 3½"	1-0-88	148-10	148-10	15-83	163-78	†Includes 1-55 miles, Porbandar Dock Estate line and 3-70 miles of Ranawao quarry line worked for goods traffic only.	
9	Morvi .. ..	2' 0"	4-3-05	73-94	73-94	8-12	82-06		
	Total 9 .. ..	"	"	92-83	92-83	10-55	103-33		
10	Mysore .. ..	3' 3½"	1-12-99	263-10	263-10	30-50	293-60	‡Includes 0-73 mile of Dungarpur quarry line and 0-30 mile of Veraval Dock Estate worked for goods traffic only.	
	Total Class II .. ..	"	"	1,868-06	1,868-06	267-04	2,135-10		

MILEAGE OPENED DURING THE FINANCIAL YEAR 1923-24.			MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1924.					
Section.	Gauge.	Miles.	SANCTIONED.			UNDER CONSTRUCTION.		
			Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
Junagad State—			Gackwar's Baroda State—			Junagad State—		
Jambur to Prachi Road	3' 3½"	7-04	Mahuva to Anaval .. ..	2' 6"	17-91	Prachi Road to Jamwala.	3' 3½"	7-50
			Zankhvav to Bardipada .. ..	"	22-57			
			Navsari to Kamrej .. ..	"	26-25	Gackwar's Baroda State—		
					66-73	Kalamba to Jheria	2' 6"	2-44
			Gondal—					
			Sidpur to Patan .. ..	3' 3½"	7-85			
			Junagad State—					
			Jamwala to Una .. ..	"	22-08			
			Mysore—					
			Nanjangund town to Hardanhalli.	"	27-12			
			Shimoga to Arasalu .. ..	"	26-80			
					53-92			
Total Class II .. ..	"	7-64	.....		150-68	.....		9-94

## 8.—Mileage Statement for 1923-24—concl'd.

## Class III Railways.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage (Single line) on 31st March 1924.	TRACK MILEAGE ON 31ST MARCH 1924.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
<b>CLASS III—RAILWAYS.</b>									
1	Adra .. .. .	3' 3½"	1-1-16	28-75	28-75	4-43	33-18	State Line.	
2	Ahmadpur-Katwa .. .. .	2' 6"	30-5-17	32-26	32-26	2-35	34-61	} Branch Lines under guarantee terms.	
3	Arakan Light .. .. .	"	15-2-19	18-13	18-13	0-03	18-16		
4	Arrah-Sasaram .. .. .	"	6-3-11	65-16	65-16	5-00	70-16	Line subsidized by District Board.	
5	Bangalore-Chik Ballapur Light.	"	15-9-14	38-69	38-69	"	38-69	Line guaranteed by Indian State.	* Included with Kolar District Ry.
6	Bankura-Damoodar River .. .. .	"	15-12-16	59-95	59-95	4-61	64-56	Branch line under guarantee terms.	
7	Baraset-Basirhat Light .. .. .	"	1-2-05	52-24	52-24	4-33	56-57	Line subsidized by District Board.	
8	Bengal-Provincial .. .. .	"	7-11-04	33-27	33-27	2-31	35-58	Unassisted Company's line.	
	Dasghara-Jamalpurgunj .. .. .	"	1-9-17	8-31	8-31	0-77	9-08	Branch line under guarantee terms.	
	Total 8 .. .. .			41-58	41-58	3-08	44-66		
9	Bukhtiarpur-Bihar Light .. .. .	2' 6"	1-7-03	33-00	33-00	3-32	36-32	Line subsidized by District Board.	
10	Burdwan-Katwa .. .. .	"	1-12-15	32-47	32-47	3-12	35-59	Branch line under guarantee terms.	
11	Cutch State .. .. .	"	18-5-05	36-78	36-78	2-70	39-48	Indian State line.	
12	Dchri-Robtas Light .. .. .	"	6-2-11	23-83	23-83	4-76	28-59	Line subsidized by the Government of India.	
13	Dholpur-Bari .. .. .	"	24-2-08	36-38	} 51-03	} 5-39	} 57-02	Indian State line.	
	Mohari-Barauli .. .. .	"	10-2-17	15-25					
14	Futwah-Islampur .. .. .	"	24-1-22	27-00	27-00	1-58	28-58	Branch line under guarantee terms.	
15	Gwalior Light .. .. .	2' 0"	2-12-09	249-96	249-96	12-55	262-51	Indian State line.	
16	Howrah-Amte Light .. .. .	"	1-7-07	43-87	43-87	6-11	49-98	} Subsidized by District Boards.	
17	Howrah-Sheakhala Light .. .. .	"	2-8-07	19-75	19-75	1-22	20-97		
18	Jagadhri Light .. .. .	"	11-8-11	3-31	3-31	0-55	3-86	Unassisted.	
19	Jamnagar and Dwarka .. .. .	3' 3½"	7-11-22	65-92	65-92	3-59	69-51	Branch line under guarantee and rebate terms.	† Includes 3-93 miles, Jamnagar to Bodi Bunder, worked for goods traffic only.
	Rajkot-Jamnagar .. .. .	"	8-4-07	†54-92	54-22	4-77	58-99	} Indian State lines.	
	Okhamandal .. .. .	"	15-11-22	37-03	37-03	3-56	40-59		
	Total 19 .. .. .			167-17	167-17	11-92	169-09		
20	Jessore-Jhenidah .. .. .	2' 0"	1-10-13	36-75	36-75	1-76	38-51	Subsidized by District Board.	
21	Jorhat (Provincial) .. .. .	2' 0"	13-9-83	32-50	32-50	"	32-50	State line.	
22	Kalighat-Falta .. .. .	2' 6"	28-5-17	26-25	26-25	4-23	30-48	Branch line under guarantee terms.	
23	Kolar District .. .. .	"	15-12-13	63-51	63-51	4-30	67-81	Indian State line.	
24	Kulasekarapatnam Light .. .. .	2' 0"	18-7-15	25-25	25-25	"	25-25	Unassisted.	
25	Shahdara (Delhi)—Salianpuri Light.	2' 6"	7-5-07	92-50	92-50	8-62	101-12	Subsidized by the Government of India. ‡	‡ Receives land only from Government.
26	Tarikere-Narasimharajapura .. .. .	2' 0"	15-1-15	26-75	26-75	2-50	29-25	Indian State line.	
27	Tezporo-Balipara Light .. .. .	2' 6"	9-8-04	20-10	20-10	1-11	21-21	Subsidized by District Board.	
28	Trivellore Light .. .. .	2' 0"	17-9-21	2-37	2-37	0-20	2-57	Unassisted line.	
29	Udaipur-Chitorgarh .. .. .	3' 3½"	1-8-05	67-30	67-30	5-08	72-38	Indian State line.	
	Total Class III .. .. .			1,403-81	1,408-81	104-85	1,513-66		

MILEAGE OPENED DURING THE FINANCIAL YEAR 1923-24.			MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1924.					
Section.	Gauge.	Miles.	SANCTIONED.			UNDER CONSTRUCTION.		
			Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
						Dholpur-Bari—Dholpur to Rajakhara.	2' 6"	22-34
			Cutch State—Anjar to Bachan	2' 6"	23-75			
			Jamnagar-Dwarka—Khamhalia to Saliya	3' 3½"	8-96			
			Singri-Orang Light—Singri to Orang ..	2' 6"	14-79			
Total Class III ..			.....	...	47-50	.....	..	22-34

## 9.—Description of Class I Railways worked during the year 1923-24.

RAILWAY.	Mean mileage worked.	Number of stations.	TOTAL LENGTH OF GRADIENTS IN MILES.					STEEPEST GRADIENT WORKED.	
			$\frac{1}{100}$ and less.	$\frac{1}{75}$ to $\frac{1}{100}$	$\frac{1}{50}$ to $\frac{1}{75}$	$\frac{1}{25}$ to $\frac{1}{50}$	$\frac{1}{10}$ to $\frac{1}{25}$	Length.	Inclination.
1	2	3	4	5	6	7	8	9	10
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	1,960·2	351	..	0·55	159·68	689·7	161·6	0·55	1 in 80
Bombay, Baroda and Central India.	1,354·8	241	..	1·32	0·32	262·4	98·5	1·32	1 in 80
Eastern Bengal . . . . .	614·4	174	..	..	..	..	11·0	0·43	1 in 100
East Indian . . . . .	2,874·3	522	6·05	18·80	53·20	225·9	175·0	3·98	1 in 40
Great Indian Peninsula . . . . .	3,230·7	502	19·31	2·82	72·30	809·6	279·5	1·62	1 in 37
Madras and Southern Mahratta	1,078·7	228	..	13·60	34·42	189·6	113·3	0·80	1 in 60
Nizam's Guaranteed State . . . . .	401·6	62	..	..	79·19	136·4	18·5	2·52	1 in 100
North Western . . . . .	5,319·5	849	85·60	114·70	235·90	271·4	199·7	6·54	1 in 25
Oudh and Rohilkhand . . . . .	1,621·5	289	..	9·30	6·41	19·0	24·0	2·25	1 in 75
South Indian . . . . .	449·8	88	..	8·12	28·53	113·0	46·8	1·57	1 in 62
<b>3' 3½" GAUGE.</b>									
Assam-Bengal . . . . .	1,072·3	218	10·29	47·83	37·02	127·7	31·9	10·05	1 in 37
Bengal and North-Western . . . . .	2,143·6	375	0·11	1·52	3·73	8·7	8·7	0·11	1 in 50
Bombay, Baroda and Central India.	2,373·6	369	3·40	0·23	18·75	390·6	235·4	3·40	1 in 40
Burma . . . . .	1,062·4	347	100·46	46·02	58·38	169·4	151·1	23·81	1 in 25
Eastern Bengal* . . . . .	1,112·6	214	0·34	0·52	4·69	48·6	43·1	0·34	1 in 50
Jodhpur-Bikaner . . . . .	1,387·1	184	..	..	..	266·3	120·3	1·17	1 in 130
Madras and Southern Mahratta	1,950·1	310	16·31	33·18	657·00	327·4	134·1	16·31	1 in 40
Nizam's Guaranteed State . . . . .	552·9	94	318·65	17·59	25·17	38·9	..	29·90	1 in 133
Rohilkund and Kumaon . . . . .	572·3	100	..	4·85	8·44	13·8	23·6	3·31	1 in 70
South Indian . . . . .	1,327·7	337	23·56	44·80	48·90	197·6	87·1	7·74	1 in 12
<b>2' 6" GAUGE.</b>									
Bengal-Nagpur† . . . . .	799·1	109	0·51	44·22	122·61	179·5	41·4	0·51	1 in 50
Bombay, Baroda and Central India.	123·5	33	..	..	19·51	29·8	10·1	0·25	1 in 100
Great Indian Peninsula . . . . .	201·4	37	..	1·63	53·55	44·5	12·9	1·63	1 in 80
North Western . . . . .	446·8	68	31·26	44·00	76·55	48·2	16·7	0·02	1 in 26
South Indian . . . . .	98·7	15	..	32·62	9·81	19·7	2·4	2·96	1 in 67

\*Includes the 2' 6" gauge railway.

†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## 10.—Statements of Equipment of Class I Railways on the 31st March 1924.

## A.—Locomotives and Rail Motors.

Railway.	LOCOMOTIVES.				RAIL MOTORS.		REMARKS.
	Tender.	Tank.	Total.	Total tractive effort. lbs.	No.	Seats.	
1	2	3	4	5	6	7	8
<b>5' 6" GAUGE.</b>							
Bengal-Nagpur . . . . .	570	84	654	15,498,256	..	..	
Bombay, Baroda and Central India . . . . .	380	66	446	9,168,735	3	21	
Eastern Bengal . . . . .	234	61	295	5,884,616	4	26	
East Indian . . . . .	1,043	306	1,349	25,442,519	..	..	
Great Indian Peninsula . . . . .	1,118	223	1,341	30,066,072	10	104	
Madras and Southern Mahratta . . . . .	264	48	312	6,472,923	2	168	
Nizam's Guaranteed State . . . . .	77	5	82	1,509,918	1	6	
North Western . . . . .	1,532	84	1,616	33,957,659	23	157	
Oudh and Rohilkhand . . . . .	293	24	317	5,687,948	..	..	
South Indian . . . . .	142	10	152	2,921,172	..	..	
Total . . . . .	5,653	911	6,564	136,809,818	43	482	
<b>3' 3½" GAUGE.</b>							
Assam-Bengal . . . . .	159	18	177	2,142,383	..	..	
Bengal and North-Western . . . . .	346	10	356	3,776,635	..	..	
Bombay, Baroda and Central India . . . . .	465	58	523	5,379,156	..	..	
Burma . . . . .	314	49	363	4,872,000	..	..	
Eastern Bengal . . . . .	234	4	238	3,606,440	4	18	
Jodhpur-Bikaner . . . . .	130	2	132	1,395,102	2	14	
Madras and Southern Mahratta . . . . .	340	19	359	4,780,472	..	..	
Nizam's Guaranteed State . . . . .	70	12	82	1,120,784	1	6	
Rohilkund and Kumaon . . . . .	71	4	75	871,905	..	..	
South Indian . . . . .	326	84	410	4,860,903	2	140	
Total . . . . .	2,455	280	2,715	32,805,789	9	178	
<b>2' 6" GAUGE.</b>							
			Number				
Bengal-Nagpur . . . . .	..	..	121	..	..	..	
Bombay, Baroda and Central India . . . . .	..	..	19	..	1	..	
Eastern Bengal . . . . .	..	..	10	..	..	..	
Great Indian Peninsula . . . . .	..	..	18	..	..	..	
North Western . . . . .	..	..	93	..	13	..	
South Indian . . . . .	..	..	11	..	..	..	
Total . . . . .	..	..	272	..	14	..	
<b>2' 0" GAUGE.</b>							
Bengal-Nagpur . . . . .	..	..	13	..	..	..	
Jodhpur-Bikaner . . . . .	..	..	2	..	..	..	
Total . . . . .	..	..	15	..	..	..	

## 10.—Statements of Equipment of Class I Railways on the 31st March 1924—contd.

## B.—Coaching Stock.

Railway.	CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheeler..				
	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 . . . . .	344	56	96	2,346	31,570	359	276	414	756	13,864
Bombay, Baroda and Central India . . . . .	307	98	1,881	..	42,208	66	32	576	..	2,523
Eastern Bengal . . . . .	190	160	93	798	20,608	105	76	72	431	1,492
East Indian . . . . .	471	600	720	3,156	42,079	690	540	1,104	2,151	31,959
Great Indian Peninsula . . . . .	479	972	1,357	64	44,139	593	758	2,520	..	20,189
Madras and Southern Mahratta . . . . .	138	38	108	..	14,874	307	168	544	144	15,513
Nizam's Guaranteed State . . . . .	25	..	..	..	3,258	38	60	265	..	1,258
North Western . . . . .	818	243	234	1,904	80,087	833	444	846	3,709	34,302
Oudh and Rohilkhand . . . . .	196	..	..	808	20,403	325	464	506	1,070	12,306
South Indian . . . . .	66	..	..	..	8,930	87	44	220	..	4,388
<b>Total</b> . . . . .	<b>3,154</b>	<b>2,167</b>	<b>4,489</b>	<b>9,076</b>	<b>308,156</b>	<b>3,463</b>	<b>2,862</b>	<b>7,067</b>	<b>8,261</b>	<b>137,788</b>
<b>3' 3½" GAUGE.</b>										
Assam-Bengal . . . . .	179	..	..	..	12,397	..	..	..	..	..
Bengal and North-Western . . . . .	308	..	..	176	27,884	669	324	592	1,384	23,600
Bombay, Baroda and Central India . . . . .	612	48	160	338	46,674	485	396	636	374	11,402
Burma . . . . .	309	108	..	..	21,302	275	196	434	..	7,887
Eastern Bengal . . . . .	267	228	..	484	17,833	177	192	36	432	3,504
Jodhpur-Bikaner . . . . .	88	..	..	292	6,619	90	48	160	504	1,870
Madras and Southern Mahratta . . . . .	256	128	343	..	16,013	347	176	324	..	8,916
Nizam's Guaranteed State . . . . .	41	..	..	..	3,947	67	108	240	..	2,229
Rohilkund and Kumaon . . . . .	65	..	..	..	5,992	115	96	78	82	3,632
South Indian . . . . .	761	529	439	..	46,484	252	120	320	..	7,032
<b>Total</b> . . . . .	<b>2,886</b>	<b>1,041</b>	<b>842</b>	<b>1,280</b>	<b>205,145</b>	<b>2,486</b>	<b>1,656</b>	<b>2,820</b>	<b>2,776</b>	<b>70,032</b>

## 10.—Statements of Equipment of Class I Railways on the 31st March 1924—contd.

## B.—Coaching Stock—contd.

Railway.	COMPOSITE CARRIAGES EXCLUDING THOSE FITTED WITH BRAKE OR MAIL COMPARTMENTS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
1st.		2nd.	Inter.	Third	1st.		2nd.	Inter.	Third.	
1	2	3	4	5	6	7	8	9	10	11
<b>5' 6" GAUGE.</b>										
Bengal-Nagpur . . . . .	61	759	864	369	815	57	282	449	154	290
Bombay, Baroda and Central India . . . . .	103	1,626	2,628	150	1,304	26	158	304	..	..
Eastern Bengal . . . . .	138	1,237	1,934	4,597	4,691	38	228	300	116	134
East Indian . . . . .	296	1,629	3,426	8,031	9,612	61	286	522	492	480
Great Indian Peninsula . . . . .	222	2,653	4,967	957	3,016	49	318	604	..	10
Madras and Southern Mahratta . . . . .	78	385	1,243	697	2,295	60	265	477	119	203
Nizam's Guaranteed State . . . . .	9	108	332	..	36	10	60	130	..	..
North Western . . . . .	524	3,773	5,310	9,166	21,768	142	635	819	871	1,608
Oudh and Rohilkhand . . . . .	111	936	1,434	1,565	3,143	101	414	412	928	1,430
South Indian . . . . .	47	487	1,106	..	1,136	12	74	106	..	..
Total . . . . .	1,589	13,593	23,244	25,532	47,816	556	2,720	4,213	2,080	4,167
<b>3' 3½" GAUGE.</b>										
Assam-Bengal . . . . .	126	1,054	948	743	1,758	..	..	..	..	..
Bengal and North-Western . . . . .	49	312	468	750	750	93	354	354	470	980
Bombay, Baroda and Central India . . . . .	129	1,116	1,209	..	1,032	44	216	216	106	120
Burma . . . . .	119 <sup>a</sup>	865	1,518	..	1,751	25	150	200	..	..
Eastern Bengal . . . . .	116	726	693	1,302	1,822	73	264	264	272	352
Jodhpur-Bikaner . . . . .	32	154	251	224	917	26	144	102	16	..
Madras and Southern Mahratta . . . . .	57	232	468	200	1,094	43	172	258	..	..
Nizam's Guaranteed State . . . . .	12	108	255	..	196	10	63	138	..	..
Rohilkund and Kumaon . . . . .	18	108	162	..	464	23	72	75	104	152
South Indian . . . . .	124	958	1,412	75	1,822	42	252	336	..	..
Total . . . . .	782	5,633	7,444	3,384	12,206	379	1,687	2,003	968	1,610

<sup>a</sup> Running as ordinary 2nd and 3rd class carriages.

## 10.—Statements of Equipment of Class I Railways on the 31st March 1924—contd.

## B.—Coaching Stock—contd.

Railway.	COMPOSITE CARRIAGES WITH BRAKE OR MAIL COMPARTMENTS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
<b>5' 6" GAUGE.</b>										
Bengal-Nagpur . . . . .	93	..	120	405	3,981	14	..	..	78	384
Bombay, Baroda and Central India . . . . .	94	..	..	..	7,889	4	..	..	..	104
Eastern Bengal . . . . .	116	..	..	1,493	8,055	27	..	..	176	277
East Indian . . . . .	236	62	10	540	14,885	21	..	..	..	859
Great Indian Peninsula . . . . .	207	..	720	108	9,400	103	..	320	..	3,010
Madras and Southern Mahratta . . . . .	77	..	..	216	3,733	41	..	..	..	578
Nizam's Guaranteed State . . . . .	13	..	..	..	784	2	..	..	..	72
North Western . . . . .	144	276	327	192	9,089	22	50	70	80	504
Oudh and Rohilkhand . . . . .	35	..	..	..	2,150	23	..	..	..	876
South Indian . . . . .	49	72	144	..	2,021	8	..	..	..	170
<b>Total . . . . .</b>	<b>1,064</b>	<b>410</b>	<b>1,321</b>	<b>2,954</b>	<b>62,567</b>	<b>265</b>	<b>50</b>	<b>390</b>	<b>334</b>	<b>6,834</b>
<b>3' 3½" GAUGE.</b>										
Assam-Bengal . . . . .	33	..	..	528	..	..	..	..	..	..
Bengal and North-Western . . . . .	20	..	..	..	980	21	..	..	..	564
Bombay, Baroda and Central India . . . . .	129	..	..	138	6,187	19	..	..	..	378
Burma . . . . .	140	..	..	..	6,329	51	..	..	..	1,062
Eastern Bengal . . . . .	86	..	..	240	3,273	6	..	..	..	36
Jodhpur-Bikaner . . . . .	17	..	..	..	1,032	4	..	..	..	88
Madras and Southern Mahratta . . . . .	94	..	..	24	3,394	210	..	..	..	1,428
Nizam's Guaranteed State . . . . .	20	24	96	..	498	..	..	..	..	..
Rohilkund and Kumaon . . . . .	11	24	36	193	356	1	..	..	16	8
South Indian . . . . .	169	24*	20	..	6,442	13	..	..	..	194
<b>Total . . . . .</b>	<b>719</b>	<b>72</b>	<b>152</b>	<b>1,123</b>	<b>28,491</b>	<b>325</b>	<b>..</b>	<b>..</b>	<b>16</b>	<b>3,758</b>

\*Includes 12 dining seats.

## 10.—Statements of Equipment of Class I Railways on the 31st March 1924—contd.

## B.—Coaching Stock—contd.

Railway.	MILITARY CARS.		DINING CARS.		SALOONS, ROYAL AND STATE.		RESERVED CARRIAGES (FOR USE OF THE PUBLIC).	
	No.	Seats.	No.	Seats.	Bogies.	Four-wheelers.	Bogies.	Four-wheelers.
1	2	3	4	5	6	7	8	9
<b>6' 6" GAUGE.</b>								
Bengal-Nagpur			11	232	1		2	
Bombay, Baroda and Central India	2	220	7	234			6	19
Eastern Bengal			3	78	2		4	
East India	20	1,680	9	230	2		4	
Great Indian Peninsula	18	1,980	28	1,211	3			
Madras and Southern Mahratta			4	90	2	1	2	2
Nizam's Guaranteed State					7	5		
North Western	12	745	23	639	16		11	
Oudh and Rohilkhand			3	72	15		5	
South Indian			1	11	1			
<b>Total</b>	<b>52</b>	<b>4,605</b>	<b>89</b>	<b>2,837</b>	<b>49</b>	<b>6</b>	<b>33</b>	<b>35</b>
<b>3' 3½" GAUGE.</b>								
Assam-Bengal			1	22	1	1		
Bengal and North-Western			3	30	1	2		6
Bombay, Baroda and Central India			4	72	6	2	7	
Burma			2	25	3		3	
Eastern Bengal			1	22	3			1
Jodhpur-Bikaner			3	63	5		1	6
Madras and Southern Mahratta			8	64	2			11
Nizam's Guaranteed State					4	1		1
Rohilkhand and Kumaon			1	24				6
South Indian			6	102	4		3	
<b>Total</b>			<b>29</b>	<b>430</b>	<b>31</b>	<b>6</b>	<b>14</b>	<b>31</b>



## 10.—Statements of Equipment of Class I Railways on the 31st March 1924—contd.

## B.—Coaching Stock—contd.

Railway.	Brake vans used exclusively on passenger service.	Mails (newspaper letter sorting).	Carriage and motor vans.	Horse vans.	Luggage vans.	Miscellaneous (excluding departmental).	Total coaching vehicles.	Departmental (including officers' carriages).
1	2	3	4	5	6	7	8	9
<b>5' 6" GAUGE.</b>								
Bengal-Nagpur . . . . .	32	..	55	36	20	5	1,099	71
Bombay, Baroda and Central India . . . . .	70	..	36	28	116	2	975	16
Eastern Bengal . . . . .	32	..	27	32	59	114	891	41
East Indian . . . . .	161	16	70	100	81	17	2,255	226
Great Indian Peninsula . . . . .	183	6	94	127	267	74	2,459	101
Madras and Southern Mahratta . . . . .	..	4	37	27	94	1	935	43
Nizam's Guaranteed State . . . . .	10	..	10	15	1	9	158	10
North Western . . . . .	326	..	86	164	100	185	3,406	181
Oudh and Rohilkhand . . . . .	153	..	8	80	18	..	1,073	51
South Indian . . . . .	..	4	23	18	21	..	367	12
Total . . . . .	967	30	446	627	786	407	13,618	752
<b>3' 3½" GAUGE.</b>								
Assam-Bengal . . . . .	66	28	14	20	14	3	486	64
Bengal and North-Western . . . . .	..	..	5	30	1	2	1,212	15
Bombay, Baroda and Central India . . . . .	130	..	41	82	29	8	1,729	38
Burma . . . . .	..	..	26	37	46	54	1,090	101
Eastern Bengal . . . . .	46	1	15	32	82	77	983	76
Jodhpur-Bikaner . . . . .	6	..	6	17	4	6	319	18
Madras and Southern Mahratta . . . . .	..	..	25	42	26	12	1,133	45
Nizam's Guaranteed State . . . . .	15	..	4	12	..	..	187	*11
Rohilkund and Kumaon . . . . .	..	9	2	12	..	31	293	4
South Indian . . . . .	57	..	8	20	13	49	1,521	32
Total . . . . .	320	38	146	304	215	242	8,953	404

\* Excludes 14 workmen's train carriages.

## 10.—Statements of Equipment of Class I Railways on the 31st March 1924—contd.

## B.—Coaching Stock—concl'd.

Railway.	PASSENGER VEHICLES.					Other coaching vehicles.	Total.	Departmental (including officers' carriages).	REMARKS.
	No.	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
<b>2' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	332	413	455	685	10,736	18	350	17	
Bombay, Baroda and Central India.	42	..	132	..	2,003	..	42	..	
Eastern Bengal . . . . .	70	70	36	162	1,258	..	70	..	
Great Indian Peninsula . . . . .	44	54	..	..	1,878	2	46	1	
North Western . . . . .	253	425	589	489	6,736	34	287	12	
South Indian . . . . .	35	48	..	..	819	..	35	1	
<b>TOTAL</b> . . . . .	<b>776</b>	<b>1,010</b>	<b>1,202</b>	<b>1,336</b>	<b>23,430</b>	<b>54</b>	<b>830</b>	<b>31</b>	
<b>2' 0" GAUGE.</b>									
Bengal-Nagpur . . . . .	..	..	..	..	..	1	1	..	
Jodhpur-Bikaner . . . . .	5	6	6	..	104	..	5	..	
<b>TOTAL</b> . . . . .	<b>5</b>	<b>6</b>	<b>6</b>	<b>..</b>	<b>104</b>	<b>1</b>	<b>6</b>	<b>..</b>	

## 10.—Statements of Equipment of Class I

C.—Goods.

Railway.	COVERED WAGONS.					OPEN WAGONS (LOW-SIDED).					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
<b>5' 6" GAUGE.</b>												
Bengal-Nagpur	3,721	3,511			131,951	248				3,646	1,384	10,814
Bombay, Baroda & Central India.	1,284	3,559			99,002	11	34	51	160	8,732	790	1,003
Eastern Bengal	2,153	5,167		2	130,156	519	380			16,169	101	162
East Indian	1,273	25,305			495,042	3,647	*150			57,155*		10,645
Great Indian Peninsula.	6,225	5,304		1,042	251,139	25				375	3,377	1,796
Madras & Southern Mahratta.	1,051	2,903			78,735	205				2,829	448	719
Nizam's Guaranteed State.		613			12,599							1,186
North Western	340	22,594	231	441	531,249	1,151	912	242		43,152	245	2,223
Oudh & Rohilkhand.	2,185	5,341			147,956	280				2,990	180	
South Indian	356	813			22,501						176	311
<b>TOTAL</b>	<b>18,608</b>	<b>75,110</b>	<b>231</b>	<b>1,485</b>	<b>1,900,310</b>	<b>6,086</b>	<b>1,476</b>	<b>293</b>	<b>160</b>	<b>136,043</b>	<b>6,701</b>	<b>29,753</b>

Railway	COVERED WAGONS.					OPEN WAGONS (LOW-SIDED).					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
<b>3' 3½" GAUGE.</b>												
Assam-Bengal	699	3,482	100		45,997	424				2,239	64	
Bengal & North-Western.	4,330	3,546	942	196	101,846	493		28		4,419		
Bombay, Baroda & Central India.	401	204	553		15,615	4	264	558		12,329	238	132
Burma	535	5,158	176	198	70,283	1,245	267		164	15,486		3
Eastern Bengal	1,882	621	755	692	52,203	546	138		2	6,560		4
Jodhpur-Bikaner	2,254		4		20,514	162		217		5,391	25	
Madras & Southern Mahratta.	2,311	2,634	127		45,781	164				1,244		134
Nizam's Guaranteed State.		740			5,918							281
Rohilkund & Kumaon.	765	398	875	2,038	27,584	79	150			2,317		
South Indian	1,415		1,440	45	40,857		20		13	566	605	
<b>TOTAL</b>	<b>14,625</b>	<b>16,843</b>	<b>4,977</b>	<b>1,131</b>	<b>432,508</b>	<b>3,117</b>	<b>839</b>	<b>803</b>	<b>179</b>	<b>50,551</b>	<b>932</b>	<b>554</b>

M471LAB

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

Railways on the 31st March 1924—contd.

Stock.

WAGONS (HIGH-SIDED).			SPECIAL WAGONS						Travel- ling Cranes.	Brake vans used indiscri- minately on passen- ger, goods or mixed service.	Total goods vehicles.	Railway service vehicles (includ- ing inspec- tion trolleys).	Road Motors.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock.	Wagons for explo- sives.	Timber or rail wagons.		Tank Wagons.	Miscel- laneous Wagons.					
14	15	16	17	18	24 tons and under.	Over 24 tons.	21	22	23	24	25	26	27
	655	284,939	46	10	362	450	145	57	36	465	21,804	139	1
7		54,512	1,209	14			71	174	19	258	9,554	768	12
	2	4,897		5		77	73	116	7	148	8,912	180	7
		198,008	25	31		200	183	675	8	995	43,137	851	13
	221	97,946		34	353	68	177	15	87	942	19,681	605	
		21,670	2	17		123	70	17	16	248	5,819	138	1
		24,360				18			2	39	1,858	114	1
	70	52,553		80	274	233	324	13	72	584	30,029	458	7
		3,450		8		166	14	20	22	86	8,302	166	7
		9,594		13		210	7		4	74	1,964	126	
7	948	751,922	1,282	212	994	1,545	1,064	1,087	273	3,839	151,160	3,545	49

WAGONS (HIGH-SIDED).			SPECIAL WAGONS.						Travel- ling cranes.	Brake vans used indiscri- minately on passen- ger, goods or mixed service.	Total goods vehicles.	Railway service vehicles (includ- ing inspec- tion trolleys).	Road Motors.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock.	Wagons for explo- sives.	Timber or rail wagons.		Tank Wagons.	Miscel- laneous wagons.					
14	15	16	17	18	15 tons and under.	Over 15 tons	21	22	23	24	25	26	27
49		1,606	8	3		128	38	28	16	12	5,051	202	2
				1	267	50	16	12	23	279	10,183		
482	10	12,239	1,028	34		72	25	101	27	168	4,209	532	
	4	122	357	9		626	45	46	42	218	9,123	86	6
2	4	167		2		346	26	12	3	78	5,113	202	
		222		4			10	1	54	74	2,805	2	
53		2,191	127	13	174	2	45	112	20	154	6,770	272	
	2	3,456				20	2		3	38	1,086	127	
30		540		2		100		7	12	51	2,469		
98	151	8,620		9		118	63	4	13	192	4,186	1,009	
714	171	29,289	1,520	77	441	1,462	270	1,023	213	1,264	51,155	2,432	8

Capacity of these wagons is 2,700 tons.

## 10.—Statements of Equipment of Class I Railways on the 31st March 1924—concl'd.

## C.—Goods Stocks—concl'd.

Railway System.	GOODS VEHICLES.		Railway service vehicles.	REMARKS.
	Number.	Total capacity in tons.		
1	2	3	4	5
<b>2' 6" GAUGE</b>				
Bengal-Nagpur .. .. .	1,596	24,980	31	
Bombay, Baroda and Central India .. .. .	259	2,641	..	
Eastern Bengal .. .. .	96	445	..	
Great Indian Peninsula .. .. .	182	2,585	..	
North Western .. .. .	773	8,655	*858	*Includes 13 motor Inspection trolleys.
South Indian .. .. .	78	765	†1	†Motor Inspection trolley.
<b>TOTAL</b> ..	<b>2,984</b>	<b>40,080</b>	<b>890</b>	
<b>2' 0" GAUGE.</b>				
Bengal-Nagpur .. .. .	400	1,024	..	
Jodhpur-Bikaner .. .. .	9	48	1	
<b>TOTAL</b> ..	<b>409</b>	<b>1,072</b>	<b>1</b>	

11.—Statement of net additions or reductions of equipment of Class I Railways during the year 1923-24.

Railway.	LOCOMOTIVES.		COACHING STOCK.						GOODS STOCK.				
	No.	Tractive effort lbs.	PASSENGER CARRIAGES.				Other vehicles.	COVERED WAGONS.		OPEN WAGONS.		Other wagons.	
			No.	Seats.				No.	Capacity (in tons).	No.	Capacity (in tons).		
				1st.	2nd.	Inter.							3rd.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>5' 6" GAUGE.</b>													
Bengal-Nagpur . . . . .	8	168,771	-14	-75	..	288	-79	..	92	1,678	685	7,729	197
Bombay, Baroda and Central India.	36	778,485	17	104	125	..	2,246	-25	254	6,164	-121	-186	147
Eastern Bengal . . . . .	-7	638,246	-1	74	235	1,018	2,853	20	24	731	3	87	-5
East Indian . . . . .	41	1,614,898	9	9	20	180	716	..	3,069	58,420	255	4,743	59
Great Indian Peninsula . . . . .	47	1,462,819	92	95	162	204	5,556	116	104	1,667	781	12,105	59
Madras and Southern Mahratta.	-1	-447,586	1	82	147	-3	3,320	12	289	7,010	-1	-14	18
Nizam's Guaranteed State	-3	-61,726	2	..	-4	..	360	1	..	..	..	..	-3
North Western . . . . .	25	741,316	121	112	419	1,157	15,903	-25	685	15,416	-90	-1,260	18
Oudh and Rohilkhand . . . . .	21	3,563,559	6	104	171	238	-560	-12	..	..	32	448	3
South Indian . . . . .	1	67,475	4	19	104	..	45	-2	133	1,872	39	1,009	62
<b>TOTAL</b>	<b>168</b>	<b>8,566,257</b>	<b>237</b>	<b>524</b>	<b>1,379</b>	<b>3,082</b>	<b>30,369</b>	<b>85</b>	<b>4,650</b>	<b>92,958</b>	<b>1,583</b>	<b>24,661</b>	<b>545</b>
<b>3' 3½" GAUGE.</b>													
Assam-Bengal . . . . .	..	-16	22	192	168	60	694	1	566	5,923	-3	-100	24
Bengal and North-Western	10	146,184	31	42	-28	-95	3,593	-1	22	251	..	..	..
Bombay, Baroda and Central India.	-8	-90,629	37	9	-6	-282	3,939	6	343	5,024	8	256	48
Burma . . . . .	17	329,638	4	96	158	..	16	-1	889	10,218	18	224	108
Eastern Bengal . . . . .	-2	533,448	-16	49	96	208	1,249	..	26	277	16	194	-18
Jodhpur-Bikaner . . . . .	-1	-6,557	9	16	52	-6	586	4	11	100	48	790	2
Madras and Southern Mahratta.	..	-246,314	-17	-38	-12	..	1,636	15	192	1,774	..	..	32
Nizam's Guaranteed State	3	67,869	9	24	48	..	520	1	60	720	..	..	2
Rohilkund and Kumaon . . . . .	..	..	7	24	36	6	386	25	192	2,835	-2	-16	..
South Indian . . . . .	46	804,211	41	42	122	..	1,986	-15	151	1,824	94	864	223
<b>TOTAL</b>	<b>65</b>	<b>1,537,834</b>	<b>127</b>	<b>456</b>	<b>634</b>	<b>-109</b>	<b>14,605</b>	<b>35</b>	<b>2,452</b>	<b>28,946</b>	<b>179</b>	<b>2,212</b>	<b>421</b>
<b>2' 6" &amp; 2' 0" GAUGES.</b>													
Bengal-Nagpur . . . . .	5	..	..	4	-24	-41	1	-6	14	98	-43	-745	10
Bombay, Baroda and Central India.	..	..	..	..	2	..	-6	..	..	..	..	..	..
Eastern Bengal . . . . .	..	..	2	16	-12	6	44	..	-1	-7	..	..	..
Great Indian Peninsula . . . . .	..	..	..	..	..	..	-20	..	..	..	..	..	..
Jodhpur-Bikaner . . . . .	..	..	..	..	..	..	12	..	..	..	..	..	..
North Western . . . . .	1	..	..	-7	-18	-26	-107	-5	1	7	37	625	45
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
<b>TOTAL</b>	<b>6</b>	<b>..</b>	<b>2</b>	<b>13</b>	<b>-52</b>	<b>-61</b>	<b>-76</b>	<b>-11</b>	<b>14</b>	<b>98</b>	<b>-6</b>	<b>-120</b>	<b>55</b>

## 12.—Statement of Passenger Revenue Statistics

Railway.	Year.	NUMBER OF PASSENGERS (IN					*Season and Vendors' traffic.
		1st.	2nd.	Inter.	3rd.		
1	2	3	4	5	6	7	
<b>5' 6" GAUGE.</b>							
Bengal-Nagpur	1922-23	33,8	109,5	627,5	16,112,9	1,808,9	
	1923-24	33,4	112,4	557,7	16,260,2	2,324,3	
Bombay, Baroda and Central India	1922-23	95,5	1,135,3	6,5	37,976,3	20,334,7	
	1923-24	79,4	911,6	8,4	39,065,3	20,480,5	
Eastern Bengal	1922-23	55,5	167,3	646,3	18,278,4	7,784,2	
	1923-24	51,3	165,0	615,2	19,014,8	10,713,1	
East Indian	1922-23	76,7	342,2	1,202,7	42,333,4	5,808,1	
	1923-24	67,9	292,0	1,182,8	44,124,7	7,537,0	
Great Indian Peninsula	1922-23	113,4	560,1	130,5	39,788,5	12,474,4	
	1923-24	95,7	456,9	121,4	38,433,8	15,905,7	
Madras and Southern Mahratta	1922-23	26,0	136,2	227,0	20,768,5	1,082,9	
	1923-24	22,1	117,2	214,1	21,479,4	1,443,8	
Nizam's Guaranteed State	1922-23	9,7	56,9		3,714,8	93,1	
	1923-24	9,6	56,2		3,870,6	136,1	
North Western (Commercial)	1922-23	83,0	519,2	2,652,6	60,970,9	510,5	
	1923-24	89,8	550,2	2,942,4	66,072,8	743,2	
Do. (Military)	1922-23	18,9	81,7	249,0	7,868,0	11,8	
	1923-24	15,9	74,5	269,3	8,067,6	20,5	
Do. (Total)	1922-23	101,9	600,9	2,901,5	68,838,9	522,3	
	1923-24	95,8	565,4	3,040,2	71,121,2	763,7	
Oudh and Rohilkhand	1922-23	45,3	184,4	1,133,5	20,112,2	1,1	
	1923-24	40,5	170,5	987,5	19,646,9	7	
South Indian	1922-23	15,7	112,7		5,502,6	191,2	
	1923-24	13,4	98,3		9,573,3	252,2	
<b>TOTAL</b>	1922-23	573,5	3,405,5	6,872,6	277,426,5	50,100,9	
	1923-24	539,1	2,945,5	6,727,3	282,530,2	*63,557,1	
<b>3' 3 1/2" GAUGE</b>							
Assam-Bengal	1922-23	16,5	36,2	140,8	7,773,7	63,5	
	1923-24	17,0	36,6	155,1	8,635,2	104,8	
Bengal and North-Western	1922-23	15,5	91,9	224,3	30,923,9	6,2	
	1923-24	15,8	94,5	235,2	31,794,9	14,0	
Bombay, Baroda and Central India	1922-23	30,5	178,2		30,617,6	82,0	
	1923-24	30,7	166,1	30,9	31,418,1	114,2	
Burma	1922-23	73,6	366,0		32,720,1	1,471,0	
	1923-24	67,7	336,8		32,431,2	1,873,1	
Eastern Bengal**	1922-23	19,6	68,0	216,9	12,600,7	294,1	
	1923-24	18,6	66,7	213,8	13,016,2	401,2	
Jodhpur-Bikaner	1922-23	8,4	44,2	126,1	4,861,9	1,4	
	1923-24	7,3	37,0	123,5	5,922,9	2,7	
Madras and Southern Mahratta	1922-23	22,9	171,9	78,1	18,824,3	222,8	
	1923-24	17,0	128,5	65,8	17,881,4	360,0	
Nizam's Guaranteed State	1922-23	5,8	48,5		4,544,1	95,7	
	1923-24	6,5	58,2		5,130,2	153,4	
Rohilkhand and Kumaon	1922-23	9,1	31,7	51,8	6,808,0		
	1923-24	8,2	30,1	51,1	6,581,4	4,7	
South Indian	1922-23	56,8	306,3	7,7	38,299,6	2,343,5	
	1923-24	47,6	285,4	11,8	39,071,4	2,964,2	
<b>TOTAL</b>	1922-23	259,0	1,342,9	845,7	187,981,9	4,580,2	
	1923-24	236,4	1,239,9	877,2	191,933,0	*5,792,3	
<b>2' 6" AND 2' 0" GAUGES</b>							
Bengal-Nagpur	1922-23	4,7	20,0	50,4	3,605,5		
	1923-24	4,9	20,6	52,6	3,487,4		
Bombay, Baroda and Central India	1922-23		4,2		709,9	1,2	
	1923-24		4,1		739,7	2,3	
Great Indian Peninsula	1922-23		3,5		1,774,7		
	1923-24		2,5		1,723,2		
Jodhpur-Bikaner (2' 0" GAUGE)	1922-23		4		71,7		
	1923-24		5		65,7		
North Western (Commercial)	1922-23	20,6	42,6	49,7	1,353,1	9	
	1923-24	22,8	34,5	49,3	1,369,2	1,3	
Do. (Military)	1922-23	1,0	6,6	6	307,2		
	1923-24	7	4,4	8	351,8		
Do. (Total)	1922-23	21,6	49,2	50,3	1,660,3	9	
	1923-24	14,1	37,6	45,8	1,686,4	1,3	
South Indian	1922-23	1,6			675,8	4,2	
	1923-24	1,4			615,5	2,0	
<b>TOTAL</b>	1922-23	27,9	77,3	100,7	8,497,9	6,3	
	1923-24	20,4	65,3	98,4	8,377,9	*5,0	
<b>TOTAL CLASS I RAILWAYS</b>							
	1922-23	860,4	4,825,7	7,819,0	473,906,3	54,687,6	
	1923-24	765,9	4,250,7	7,702,9	481,991,1	*71,555,0	

of Class I Railways for the years 1922-23 and 1923-24.

HUNDREDS).			PASSENGER MILES (IN THOUSANDS).						REMARKS.
TOTAL.			1st.	2nd.	Inter.	3rd.	*Season and Vendors' traffic.	Total.	
Originating on home line whether local or foreign.	Other traffic.	Total.							
8	9	10	11	12	13	14	15	16	
18,159.1	533.5	18,692.6	7,668	15,809	36,860	849,692	23,231	933,260	*Calculated at the rate of 50 single journeys per month in 1923-24 and at the rate of 40 in 1922-23.
18,546.4	741.6	19,288.0	7,239	14,509	36,611	883,332	30,892	972,583	
57,974.7	1,573.6	59,548.3	7,783	33,439	1,184	1,056,731	180,629	1,279,766	
64,729.3	1,805.9	66,535.2	7,226	29,176	1,743	1,064,926	236,348	1,339,419	
26,141.2	790.5	26,931.7	2,765	6,693	20,974	503,607	67,545	601,584	
29,182.1	1,377.3	30,559.4	2,896	6,951	20,890	528,852	94,640	654,229	
47,071.4	2,691.7	49,763.1	16,287	46,493	113,985	2,139,290	62,538	2,378,593	
50,300.5	2,843.9	53,204.4	13,761	38,126	107,091	2,189,111	78,607	2,426,696	
51,274.4	1,792.5	53,066.9	21,576	39,682	25,396	1,740,334	130,560	1,957,548	
53,265.8	1,747.7	55,013.5	21,836	50,285	22,765	1,757,687	178,988	2,031,561	
21,485.3	755.3	22,240.6	4,706	13,761	13,206	682,116	11,076	724,865	
22,268.3	1,008.3	23,276.6	4,482	13,202	14,327	691,667	23,055	746,713	
3,547.1	327.4	3,874.5	827	4,136	...	125,793	539	131,295	
3,747.0	325.5	4,072.5	815	4,136	...	131,345	775	137,071	
63,962.0	774.2	64,736.2	18,435	58,668	168,379	2,514,338	6,191	2,765,951	
67,171.3	3,227.1	70,398.4	13,937	48,238	160,612	2,586,358	9,831	2,827,976	
8,060.0	169.4	8,229.4	2,170	6,518	12,686	277,535	382	299,291	
6,843.6	1,604.2	8,447.8	1,682	5,981	14,405	288,847	527	311,442	
72,022.0	943.6	72,965.6	20,605	65,126	181,065	2,791,873	6,573	3,065,242	
74,014.9	1,571.4	75,586.3	15,619	54,219	184,017	2,875,205	10,358	3,139,418	
20,139.8	1,333.7	21,473.5	4,843	16,402	52,521	755,661	17	829,444	
19,360.3	1,485.8	20,846.1	4,679	16,125	46,304	739,908	14	807,030	
9,543.4	278.3	9,822.2	1,692	6,528	...	233,575	1,758	248,653	
9,675.6	261.6	9,937.2	1,582	6,120	...	236,235	3,014	246,940	
327,356.4	11,020.6	338,379.0	53,752	248,069	445,191	10,883,672	484,466	12,150,150	
345,160.2	13,169.0	358,319.2	80,035	232,858	433,748	11,098,268	*656,691	12,501,660	
7,674.8	355.9	8,030.7	1,350	2,055	6,807	243,344	6,819	260,405	
8,524.0	424.7	8,948.7	1,498	2,234	8,218	276,996	10,715	299,661	
30,095.7	1,166.1	31,261.8	1,208	6,103	11,673	1,133,061	142	1,152,187	
30,908.5	1,245.9	32,154.4	1,181	5,957	11,552	1,142,763	293	1,161,746	
28,148.0	2,760.3	30,908.3	3,142	16,791	...	1,260,240	1,175	1,281,348	
28,853.0	2,947.1	31,800.1	3,101	14,807	1,348	1,246,676	1,587	1,267,519	
34,638.7	...	34,638.7	5,699	16,110	...	676,434	7,684	705,927	
34,708.8	...	34,708.8	4,936	14,215	...	661,872	9,721	690,744	
12,079.6	1,120.0	13,199.6	1,849	4,594	9,617	408,306	1,761	426,127	
11,880.3	1,836.2	13,716.5	1,548	3,712	9,091	437,880	2,467	454,698	
4,544.7	497.3	5,042.0	890	4,320	8,380	225,166	91	238,847	
4,608.8	502.6	5,193.4	646	3,306	6,694	226,117	113	236,870	
18,680.1	639.9	19,320.0	2,045	10,538	3,949	588,505	3,043	608,080	
16,293.1	2,149.6	18,442.7	1,807	8,750	3,916	573,369	3,991	591,833	
4,583.4	110.7	4,694.1	691	3,817	...	169,642	593	174,743	
4,775.9	602.4	5,378.3	610	3,685	...	175,167	973	180,435	
6,612.5	288.1	6,900.6	722	2,143	2,338	177,708	100	183,011	
6,351.7	303.8	6,655.5	671	1,976	2,277	170,560	98	175,682	
40,706.2	307.7	41,013.9	3,249	15,984	1,137	902,775	16,909	940,054	
42,051.0	328.5	42,380.4	3,162	15,000	1,738	926,263	21,598	967,701	
187,763.7	7,246.0	195,009.7	20,845	82,455	43,901	5,785,181	38,347	5,970,729	
189,638.0	10,340.8	199,378.8	19,160	73,642	44,834	5,837,663	*51,566	6,026,855	
3,576.3	104.2	3,680.6	324	1,237	2,245	119,419	...	123,255	
3,338.9	226.6	3,565.5	338	1,265	2,431	120,635	...	124,569	
715.3	...	715.3	...	96	...	16,271	12	16,379	
806.1	...	806.1	...	101	...	18,072	23	18,196	
1,570.6	207.6	1,778.2	...	84	...	37,072	...	37,156	
1,505.2	220.5	1,725.7	...	63	...	35,507	...	35,570	
71.2	9	72.1	...	8	...	1,087	...	1,095	
65.4	8	66.2	...	8	...	1,168	...	1,176	
1,317.9	149.0	1,466.9	1,142	2,246	1,783	42,764	13	47,948	
1,337.0	140.1	1,477.1	918	1,712	1,700	45,411	20	49,761	
292.4	23.0	315.4	35	191	12	8,497	...	8,735	
323.0	34.7	357.7	22	121	21	9,752	...	9,916	
1,670.3	172.0	1,842.3	1,177	2,437	1,795	51,261	13	56,883	
1,660.0	125.2	1,785.2	940	1,833	1,721	55,163	20	59,677	
668.9	12.7	681.6	39	...	...	11,516	30	11,586	
605.5	13.4	618.9	32	...	...	10,828	25	10,885	
8,212.6	497.5	8,710.1	1,540	3,862	4,040	236,656	55	246,163	
7,981.1	586.5	8,567.6	1,310	3,270	4,152	241,273	*68	250,073	
523,334.9	18,764.1	542,099.0	111,137	334,336	493,132	16,905,509	522,868	18,367,032	
542,169.3	24,096.3	566,265.6	100,565	309,770	482,734	17,177,204	*708,315	18,778,688	

†Includes cross traffic counted twice.

\*\*Includes 2' 6" gauge figures.

†Excludes Mayurbhanj and Paralakimedi Light Railways.



## 12.—Statement of Passenger Revenue Statistics

Railway.	Year.	AVERAGE MILES A PASSENGER WAS CARRIED.							
		1st.	2nd.	Inter.	3rd.	Season and Vendors' traffic.	Total.		
		18	19	20	21	22	23	24	25
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur	1922-23	226.9	144.4	58.7	52.7	12.84	49.9		
	1923-24	216.4	129.1	65.6	54.3	13.30	50.9		
Bombay, Baroda and Central India	1922-23	81.5	29.5	182.2	27.8	8.88	21.5		
	1923-24	91.0	32.0	207.5	27.3	8.93	20.1		
Eastern Bengal	1922-23	49.8	40.0	32.5	27.6	8.63	22.3		
	1923-24	56.4	42.1	33.9	27.8	8.83	21.8		
East Indian	1922-23	212.4	135.9	94.8	50.5	10.77	47.8		
	1923-24	202.7	130.6	90.5	49.6	10.40	46.1		
Great Indian Peninsula	1922-23	190.3	70.9	194.6	43.7	10.47	36.9		
	1923-24	228.4	110.1	187.4	45.7	11.30	37.7		
Madras and Southern Mahratta	1922-23	181.0	101.0	58.2	32.8	10.23	32.6		
	1923-24	202.3	112.6	66.9	32.2	16.00	32.2		
Nizam's Guaranteed State	1922-23	85.3	72.7	..	33.9	5.79	33.9		
	1923-24	84.6	73.7	..	33.9	5.69	33.8		
North Western (Commercial)	1922-23	222.1	112.9	63.5	41.2	12.13	42.7		
	1923-24	155.2	87.7	57.6	39.1	13.20	40.2		
Do. (Military)	1922-23	114.8	79.8	51.0	35.3	32.37	36.4		
	1923-24	106.0	80.3	53.5	35.8	25.70	36.9		
Do. (Total)	1922-23	202.2	108.4	62.4	40.6	12.58	42.0		
	1923-24	163.0	95.9	60.5	40.4	13.60	41.6		
Oudh and Rohilkhand	1922-23	106.9	89.0	46.1	37.6	15.45	38.6		
	1923-24	115.4	94.6	46.9	37.7	21.00	38.7		
South Indian	1922-23	107.8	57.9	..	25.1	9.19	25.3		
	1923-24	116.3	62.4	..	24.7	11.90	24.9		
<b>TOTAL</b>	1922-23	154.7	72.8	64.8	39.2	9.67	35.9		
	1923-24	157.3	79.1	64.5	39.3	10.01	34.9		
<b>3' 3 1/4" GAUGE.</b>									
Assam-Bengal	1922-23	81.8	56.8	48.4	31.3	107.90	32.4		
	1923-24	88.2	61.0	52.9	32.0	102.20	33.4		
Bengal and North-Western	1922-23	77.9	66.4	52.0	36.6	22.90	36.9		
	1923-24	74.8	63.0	49.1	35.9	21.00	36.1		
Bombay, Baroda and Central India	1922-23	103.0	94.2	..	41.2	14.33	41.5		
	1923-24	100.9	89.1	43.6	39.6	13.90	39.8		
Burma	1922-23	77.4	44.0	..	20.7	5.22	20.4		
	1923-24	72.9	42.2	..	20.4	5.19	19.9		
Eastern Bengal*	1922-23	92.9	67.6	44.3	32.4	5.98	32.3		
	1923-24	83.4	55.6	42.5	33.6	6.14	33.2		
Jodhpur-Bikaner	1922-23	105.9	97.7	66.5	46.3	65.00	47.4		
	1923-24	88.5	89.4	54.2	45.0	41.85	45.6		
Madras and Southern Mahratta	1922-23	89.3	61.3	50.6	31.3	13.55	31.5		
	1923-24	106.1	68.1	70.2	32.1	11.10	32.1		
Nizam's Guaranteed State	1922-23	119.1	78.7	..	37.3	6.20	37.2		
	1923-24	93.5	63.4	..	33.9	6.34	33.6		
Rohilkund & Kumson	1922-23	79.3	67.6	45.1	26.1	..	26.5		
	1923-24	82.0	65.7	44.6	26.0	20.90	26.4		
South Indian	1922-23	57.2	52.2	147.7	23.6	7.22	22.9		
	1923-24	66.4	52.6	147.8	23.7	7.29	22.9		
<b>TOTAL</b>	1922-23	80.5	61.4	51.9	30.8	8.37	30.6		
	1923-24	81.0	59.4	51.1	30.6	8.60	30.2		
<b>2' 6" AND 2' 0" GAUGES.</b>									
Bengal-Nagpur†	1922-23	68.9	61.9	44.5	33.1	..	33.5		
	1923-24	69.1	61.5	46.2	34.6	..	34.9		
Bombay, Baroda and Central India	1922-23	..	22.9	..	22.9	10.00	22.9		
	1923-24	..	24.6	..	22.6	10.00	22.6		
Great Indian Peninsula	1922-23	..	24.0	..	20.9	..	20.9		
	1923-24	..	25.0	..	20.6	..	20.6		
Jodhpur-Bikaner (2' 0" gauge)	1922-23	..	20.0	..	15.2	..	15.2		
	1923-24	20.6	16.0	..	17.8	..	17.8		
North Western (Commercial)	1922-23	55.4	52.7	35.9	31.6	14.44	32.7		
	1923-24	40.2	49.6	34.5	33.2	15.00	33.7		
Do. (Military)	1922-23	35.0	28.9	20.0	27.7	..	27.7		
	1923-24	34.1	27.4	24.8	27.7	..	27.7		
Do. (Total)	1922-23	54.4	49.5	35.7	30.9	14.44	31.8		
	1923-24	66.8	48.8	37.6	32.7	15.00	33.4		
South Indian	1922-23	24.4	..	..	17.0	7.14	17.0		
	1923-24	23.4	..	..	17.6	12.70	17.6		
<b>TOTAL</b>	1922-23	55.2	51.0	40.1	27.8	8.37	28.2		
	1923-24	64.3	50.1	42.2	28.8	12.14	29.2		
<b>TOTAL CLASS I RAILWAYS</b>									
	1922-23	129.2	69.3	63.1	35.7	9.56	33.9		
	1923-24	131.3	72.9	62.7	35.6	9.90	33.2		

## of Class I Railways for the years 1922-23 and 1923-24—concl'd.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).						AVERAGE RATE IN PIES CHARGED PER-PASSENGER PER MILE.						REMARKS.	
1st.	2nd.	Inter.	3rd.	Season and Vendors' traffic.	Total.	1st.	2nd.	Inter.	3rd.	Season and Vendors' traffic.	Total.		
26	27	28	29	30	31	32	33	34	35	36	37		38
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.								
8,27	8,36	10,44	1,57,37	1,75	1,86,19	20.7	10.15	5.44	3.56	1.45	3.83		
7,95	7,80	10,45	1,67,58	1,84	1,95,02	21.1	10.30	5.48	3.86	1.14	3.86		
9,60	20,56	45	1,00,43	14,88	2,35,92	23.7	11.80	7.30	3.46	1.58	3.64		
0,33	18,63	67	1,88,52	16,14	2,33,20	24.8	12.26	7.38	3.40	1.31	3.34		
4,54	5,21	7,46	93,73	9,19	1,20,13	31.5	14.95	6.83	3.57	2.61	3.83		
4,74	5,08	7,53	97,30	9,27	1,23,92	31.4	14.02	6.91	3.51	1.88	3.64		
21,64	29,22	32,62	3,83,52	6,55	4,73,55	25.5	12.07	5.49	3.44	2.01	3.82		
19,24	24,89	30,93	4,03,11	7,04	4,85,21	26.8	12.50	5.55	3.54	1.72	3.84		
23,43	37,79	9,33	3,66,25	9,52	4,51,32	25.3	18.28	7.05	4.04	1.40	4.43		
26,66	32,37	8,41	3,69,26	10,33	4,47,03	23.4	12.40	7.10	4.03	1.11	4.22		
6,79	9,74	4,14	1,25,72	86	1,47,25	27.7	13.59	6.02	3.54	1.49	3.90		
0,50	9,07	4,10	1,27,58	93	1,48,18	28.0	13.20	5.49	3.54	0.77	3.81		
73	1,72	..	20,49	5	22,99	16.9	7.98	..	3.13	1.78	3.36		
69	1,71	..	21,41	6	23,87	16.4	7.93	..	3.13	1.47	3.34		
15,93	22,96	39,67	4,51,91	54	5,31,01	16.6	7.52	4.62	3.45	1.67	3.68		
13,14	25,66	42,27	4,55,42	60	5,37,09	18.1	10.20	4.79	3.38	1.16	3.65		
1,99	2,85	3,26	49,63	5	57,78	17.6	8.40	4.93	3.43	2.34	3.71		
1,64	3,13	3,80	53,25	5	61,87	18.7	10.00	5.06	3.54	1.79	3.81		
17,92	25,81	42,93	5,01,54	59	5,88,79	16.7	7.61	4.55	3.45	1.72	3.69		
14,78	28,79	46,07	5,08,67	65	5,98,96	18.2	10.20	4.81	3.40	1.20	3.66		
5,28	8,37	14,57	1,34,28	..	1,62,50	20.9	9.80	5.33	3.41	..	3.76		
4,92	7,72	13,02	1,35,28	..	1,60,94	20.2	9.19	5.40	3.51	3.78	3.83		
2,44	4,45	..	51,26	19	58,34	27.5	13.09	..	4.13	2.08	4.51		
2,28	4,22	..	50,13	20	56,83	28.0	13.20	..	4.07	1.29	4.42		
1,05,64	1,51,23	1,21,94	20,24,59	43,58	24,46,98	22.9	11.70	5.26	3.57	1.73	3.87		
97,09	1,40,23	1,21,18	20,68,84	46,46	24,73,85	23.3	11.56	5.36	3.57	1.36	3.79		
1,99	1,48	2,05	49,38	13	55,03	28.3	13.82	5.78	3.90	0.36	4.06		
2,21	1,58	2,24	54,98	16	61,17	28.2	13.56	5.25	3.81	0.29	3.76		
1,11	2,67	2,71	1,47,04	2	1,53,55	17.6	8.40	4.46	2.49	2.70	2.66		
1,08	2,65	2,68	1,48,34	4	1,54,79	17.5	8.55	4.46	2.49	2.25	2.56		
3,98	9,81	..	2,11,49	20	2,25,48	24.3	11.22	3.89	3.17	3.27	3.38		
4,08	9,00	42	2,09,98	20	2,23,63	25.3	11.66	5.99	3.23	2.37	3.38		
6,63	9,24	..	1,41,09	95	1,57,91	22.3	11.02	..	4.00	2.37	4.29		
6,11	8,48	..	1,35,70	99	1,51,28	23.8	11.40	..	3.93	1.96	4.20		
2,75	3,05	3,52	75,00	25	84,57	28.6	12.75	7.03	3.53	2.73	3.81		
2,25	2,65	3,22	79,91	24	88,27	27.9	13.70	6.80	3.51	1.86	3.73		
1,13	2,87	2,51	47,34	2	53,87	24.4	12.76	5.75	4.04	4.22	4.33		
1,11	2,48	2,16	47,82	2	53,59	33.0	14.40	6.19	4.06	3.40	4.34		
2,96	7,46	1,33	1,07,12	29	1,19,16	27.8	13.60	6.47	3.49	1.83	3.76		
2,67	6,12	1,18	1,05,29	31	1,15,57	28.4	13.40	5.79	3.53	1.48	3.75		
62	1,58	..	26,46	6	28,72	17.2	7.95	..	2.99	1.94	3.16		
54	1,56	..	27,32	8	29,50	17.0	8.12	..	2.99	1.57	3.14		
97	1,32	54	24,94	2	27,79	25.8	11.82	4.43	2.70	3.84	2.92		
91	1,23	51	24,66	1	27,32	26.0	11.90	4.34	2.78	2.64	2.99		
5,56	10,86	44	1,87,51	1,67	2,06,04	32.9	13.05	7.43	3.99	1.90	4.21		
5,27	10,15	68	1,92,04	1,78	2,09,92	32.0	13.00	7.50	3.98	1.58	4.12		
27,70	50,34	13,10	10,17,37	3,61	11,12,12	25.5	11.72	5.73	3.37	1.81	3.58		
26,23	45,90	13,09	10,26,04	3,83	11,15,01	26.3	11.96	5.60	3.37	1.43	3.55		
36	67	60	21,46	..	23,09	21.3	10.40	5.13	3.45	..	3.55		
38	70	65	22,21	..	23,94	21.5	10.60	5.12	3.54	..	3.69		
..	9	..	3,36	..	3,95	..	18.00	..	4.55	7.17	4.63		
..	9	..	4,24	..	4,33	..	17.10	..	4.50	3.73	4.57		
..	13	..	9,08	..	9,21	..	29.74	..	4.70	..	4.76		
..	10	..	9,24	..	9,34	..	30.00	..	5.00	..	5.04		
..	1	..	30	..	31	..	24.00	..	5.30	..	5.36		
..	1	..	29	..	30	..	24.00	..	4.77	..	4.90		
2,54	2,00	1,18	11,97	..	17,69	42.7	17.10	12.71	5.37	2.77	7.08		
2,63	2,01	1,19	13,21	..	19,04	54.9	22.50	13.50	5.59	2.12	7.35		
3	6	..	1,52	..	1,61	16.5	6.03	..	3.43	..	3.54		
2	5	1	1,80	..	1,88	17.4	8.56	5.93	3.54	..	3.64		
2,57	2,06	1,18	13,49	..	19,30	41.9	16.23	12.62	5.05	..	6.54		
2,65	2,06	1,20	15,01	..	20,92	54.0	21.60	13.40	5.23	2.12	6.73		
6	..	..	2,25	..	2,30	24.6	..	..	3.75	..	3.81		
4	..	..	2,11	..	2,15	22.5	..	..	3.75	1.19	3.80		
2,96	2,96	1,78	50,44	..	58,16	37.2	14.71	8.46	4.09	..	4.53		
3,07	2,96	1,85	53,10	..	60,98	45.0	17.38	8.55	4.23	..	4.68		
1,36,32	2,04,53	1,36,82	30,92,40	47,19	36,17,26	23.5	11.70	5.33	3.51	1.73	3.78		
1,26,39	1,89,14	1,36,12	31,47,98	50,29	36,49,92	24.1	11.72	5.41	3.52	1.36	3.73		

\*Includes 2' 6" gauge figures.

†Excludes Mayurbhanj and Parlakimedi Light Railways.

## 13.—Statement of Goods Revenue Statistics

Railway.	Year.	NUMBER OF					Total.
		General merchandise including live-stock.	Coal and coke for the public and foreign railways.	Coal and coke on Revenue account and for construction.	Other revenue stores including materials for construction.		
1	2	3	4	5	6	7	
<b>5' 6" GAUGE.</b>							
Bengal-Nagpur . . . . .	1922-23	4,228	3,816	743	546	9,333	
	1923-24	4,769	3,820	698	870	10,157	
Bombay, Barods and Central India . . . . .	1922-23	3,064	519	206	936	4,725	
	1923-24	3,409	411	855	959	5,134	
Eastern Bengal . . . . .	1922-23	2,248	1,324	306	272	4,150	
	1923-24	2,396	1,250	265	287	4,198	
East Indian . . . . .	1922-23	5,300	10,260	1,580	1,316	18,456	
	1923-24	5,585	10,610	1,410	1,410	19,015	
Great Indian Peninsula . . . . .	1922-23	5,794	1,230	1,317	1,061	9,402	
	1923-24	5,760	956	1,076	1,832	9,624	
Madras and Southern Mahratta . . . . .	1922-23	2,286	377	427	269	3,359	
	1923-24	2,245	307	436	260	3,248	
Nizam's Guaranteed State . . . . .	1922-23	680	337	118	94	1,279	
	1923-24	675	407	123	78	1,283	
North Western (Commercial) . . . . .	1922-23	3,980	399	967	2,915	8,261	
	1923-24	6,515	527	1,024	3,670	11,736	
Do. (Military) . . . . .	1922-23	1,387	119	210	706	2,422	
	1923-24	1,264	60	223	1,064	2,611	
Do. (Total) . . . . .	1922-23*	5,367	518	1,177	3,621	10,683	
	1923-24	6,953	569	1,185	3,944	12,651	
Oudh and Rohilkhand . . . . .	1922-23	1,598	770	270	974	3,612	
	1923-24	1,656	772	192	1,345	3,965	
South Indian . . . . .	1922-23	933	3	85	129	1,150	
	1923-24	1,039	5	128	117	1,289	
<b>TOTAL</b> . . . . .	1922-23	31,498	19,204	6,229	9,218	66,149	
	1923-24	34,487	19,107	5,868	11,102	70,564	
<b>3' 3½" GAUGE.</b>							
Assam-Bengal . . . . .	1922-23	630	111	37	97	925	
	1923-24	705	122	66	195	1,088	
Bengal and North-Western . . . . .	1922-23	2,322	218	276	210	3,026	
	1923-24	2,226	221	255	223	2,925	
Bombay, Barods and Central India . . . . .	1922-23	2,676	296	377	416	3,765	
	1923-24	2,548	269	243	360	3,420	
Burma . . . . .	1922-23	2,691	32	151	395	3,769	
	1923-24	2,788	36	214	1,054	4,092	
Eastern Bengal† . . . . .	1922-23	1,505	162	166	164	1,997	
	1923-24	1,532	238	172	248	2,190	
Jodhpur-Bikaner . . . . .	1922-23	779	25	102	260	1,166	
	1923-24	989	24	96	168	1,277	
Madras and Southern Mahratta . . . . .	1922-23	2,178	39	282	188	2,987	
	1923-24	1,860	27	254	179	2,310	
Nizam's Guaranteed State . . . . .	1922-23	455	41	34	80	610	
	1923-24	440	35	28	138	641	
Rohilkund & Kumaon . . . . .	1922-23	744	15	38	78	875	
	1923-24	708	10	38	79	835	
South Indian . . . . .	1922-23	2,129	31	131	521	2,812	
	1923-24	2,379	31	177	529	3,116	
<b>TOTAL</b> . . . . .	1922-23	16,409	970	1,644	2,909	21,932	
	1923-24	16,165	1,013	1,543	3,173	21,894	
<b>2' 6" AND 2' 0" GAUGES.</b>							
Bengal-Nagpur† . . . . .	1922-23	752	37	40	124	1,003	
	1923-24	672	85	35	103	895	
Bombay, Barods and Central India . . . . .	1922-23	176	2	2	3	183	
	1923-24	192	5	2	3	202	
Great Indian Peninsula . . . . .	1922-23	168	16	..	..	184	
	1923-24	158	11	..	..	169	
Jodhpur-Bikaner (2' 0" gauge) . . . . .	1922-23	4	..	..	1	5	
	1923-24	4	..	..	1	5	
North Western (Commercial) . . . . .	1922-23	241	20	17	96	373	
	1923-24	224	26	18	111	379	
Do. (Military) . . . . .	1922-23	72	..	..	9	81	
	1923-24	63	1	..	12	76	
Do. (Total) . . . . .	1922-23*	313	20	17	104	454	
	1923-24	279	27	18	123	447	
South Indian . . . . .	1922-23	40	..	3	6	49	
	1923-24	39	..	..	3	42	
<b>TOTAL</b> . . . . .	1922-23	1,453	126	62	238	1,878	
	1923-24	1,344	128	55	233	1,760	
<b>TOTAL CLASS I RAILWAYS</b> . . . . .	1922-23	49,360	20,299	7,935	12,365	89,959	
	1923-24	51,986	20,248	7,466	14,508	94,218	

## of Class I Railways for the years 1922-23 and 1923-24. (In thousands).

TONS CARRIED.			NET TON MILES.					REMARKS.
Originating on home line whether local or foreign.	Other traffic.	Total.	General merchandise including live-stock.	Coal and coke for the public and foreign railways.	Coal and coke on Revenue account and for construction.	Other revenue stores including materials for construction.	Total.	
8	9	10	11	12	13	14	15	
8,513	1,020	9,333	882,014	1,035,989	185,666	42,293	2,145,962	
8,782	1,375	10,157	941,042	880,129	186,277	87,818	2,095,266	
3,474	1,251	4,725	631,662	228,319	75,942	57,473	993,396	
3,743	1,391	5,134	664,748	154,948	111,558	42,517	973,771	
2,033	2,067	4,100	231,040	64,294	37,589	28,610	361,533	
1,352	2,846	4,198	239,800	68,269	32,943	28,364	369,376	
16,117	2,339	18,456	1,457,458	3,068,388	377,962	110,762	5,014,570	
16,577	2,438	19,015	1,500,210	3,229,819	343,671	110,618	5,184,318	
5,185	4,217	9,402	1,705,647	480,900	370,237	57,070	2,613,794	
5,808	3,816	9,624	1,715,592	363,946	359,747	90,254	2,529,539	
2,235	1,124	3,359	378,975	118,962	88,412	29,224	615,573	
1,702	1,546	3,248	374,813	104,568	80,557	29,388	589,326	
1,009	270	1,279	92,562	46,861	14,694	6,195	160,312	
1,034	249	1,283	85,669	45,262	14,995	2,854	148,780	
7,458	803	8,261	1,550,147	135,811	403,560	100,495	2,190,013	
8,770	2,966	11,736	1,721,058	129,237	465,039	156,836	2,472,170	
1,582	840	2,422	154,263	12,299	34,387	38,084	239,033	
1,660	951	2,611	160,057	12,236	36,571	44,179	253,043	
9,040	1,643	10,683	1,704,410	148,110	437,947	138,579	2,429,046	* Includes cross traffic counted twice.
10,431	2,220	12,651	1,881,116	141,472	501,610	201,014	2,725,212	
1,740	1,872	3,612	244,045	319,162	76,494	31,099	670,800	
2,265	1,700	3,965	267,153	334,588	62,917	28,269	682,927	
807	349	1,156	122,040	368	11,810	8,259	142,477	
920	369	1,289	113,164	719	14,763	6,452	135,098	
49,997	16,162	66,149	7,449,853	5,511,353	1,676,753	509,504	15,147,463	
52,614	17,950	70,564	7,783,307	5,323,720	1,699,038	627,548	15,433,613	
750	175	925	93,949	18,192	10,494	11,861	134,496	
881	207	1,088	110,103	17,329	8,112	14,457	150,061	
2,036	990	3,026	385,525	20,203	32,781	20,254	458,763	
2,051	874	2,925	345,694	25,172	38,059	16,062	424,987	
2,430	1,335	3,765	540,265	49,745	84,943	34,884	709,837	
1,545	1,875	3,420	580,393	61,798	71,117	31,513	744,821	
3,769		3,769	410,470	16,920	22,666	72,268	522,324	
4,092		4,092	451,200	18,428	34,280	89,118	593,026	
1,325	672	1,997	162,859	19,480	26,255	19,955	228,549	† Includes 2' 6" gauge figures.
1,162	1,028	2,190	148,355	23,162	16,110	29,973	217,600	
607	559	1,166	97,297	2,048	15,507	19,024	133,876	
675	602	1,277	135,742	2,301	13,790	15,589	167,722	
2,178	809	2,987	300,350	4,426	54,407	18,372	377,555	
1,579	731	2,310	301,335	5,362	75,435	20,823	402,955	
495	115	610	67,466	9,020	7,522	2,731	86,739	
417	224	641	61,026	5,293	6,074	2,449	74,842	
763	112	875	75,500	810	3,473	3,730	83,513	
747	88	835	69,560	469	2,528	3,937	76,494	
2,604	208	2,812	293,604	2,475	9,579	28,902	244,560	
2,912	204	3,116	234,037	2,212	32,173	28,230	296,652	
16,957	4,975	21,932	2,337,285	143,319	267,627	231,981	2,980,212	
16,061	5,833	21,894	2,437,505	161,526	297,678	252,451	3,149,160	
953	50	1,003	41,868	11,161	4,608	6,085	63,722	‡ Excludes Mayurbhanj & Parlakimedi Light Railways.
799	96	895	39,590	10,355	4,063	5,461	59,469	
183		183	4,006	59	103	65	4,233	
202		202	4,041	163	86	49	4,339	
94	90	184	6,473	500			6,973	
80	89	169	6,543	317			6,860	
3	2	5	153	2		9	164	
4	1	5	93			24	117	
262	111	373	15,315	995	602	1,842	18,754	
270	109	379	14,748	1,368	684	1,905	18,705	
35	46	81	2,374	19	1	142	2,536	
59	17	76	3,091	50	2	185	3,328	
297	157	454	17,689	1,014	603	1,984	21,290	
329	118	447	17,839	1,418	686	2,089	22,032	
37	12	49	1,337	1	57	212	1,607	
28	14	42	1,291		2	116	1,409	
1,567	311	1,878	71,526	12,737	5,371	8,355	97,989	
1,442	318	1,760	69,397	12,253	4,837	7,739	94,226	
68,521	21,438	89,959	9,855,664	5,667,409	1,949,751	749,840	18,225,664	
70,117	24,101	94,218	10,290,209	5,497,499	2,001,553	887,738	18,676,999	

## 13.—Statement of Goods Revenue Statistics

Railway.	Year.	AVERAGE MILES A TON OF GOODS WAS CARRIED.					Total
		General merchandise including live stock.	Coal & coke for the public & foreign railways.	Coal & coke on revenue account and for construction.	Other Revenue stores including materials for construction.		
17	18	19	20	21	22	23	
<b>5' 6" GAUGE.</b>							
Bengal-Nagpur . . . . .	1922-23	208.6	271.5	249.9	77.5	229.9	
	1923-24	197.3	230.4	266.8	100.8	206.3	
Bombay, Baroda and Central India . . . . .	1922-23	206.2	439.9	36.7	61.4	270.2	
	1923-24	195.0	377.0	314.2	44.3	189.7	
Eastern Bengal . . . . .	1922-23	102.8	48.6	122.8	105.2	87.1	
	1923-24	100.1	54.6	124.3	98.7	88.0	
East Indian . . . . .	1922-23	275.0	299.1	239.2	84.2	270.9	
	1923-24	268.7	304.4	243.7	78.5	272.7	
Great Indian Peninsula . . . . .	1922-23	294.3	391.0	288.1	53.7	278.0	
	1923-24	297.9	380.6	334.5	49.3	262.8	
Madras and Southern Mahratta . . . . .	1922-23	165.8	315.6	207.1	103.6	183.3	
	1923-24	166.9	340.5	185.0	113.0	181.5	
Nizam's Guaranteed State . . . . .	1922-23	136.1	121.1	124.5	65.9	125.3	
	1923-24	127.0	111.3	121.4	36.7	116.0	
North Western (Commercial) . . . . .	1922-23	389.5	340.4	417.3	34.5	265.1	
	1923-24	264.1	245.1	454.2	42.7	210.6	
Do. (Military) . . . . .	1922-23	111.2	103.4	163.7	53.9	98.7	
	1923-24	126.6	202.5	163.7	41.6	96.9	
Do. (Total) . . . . .	1922-23	317.5	285.9	372.1	34.3	227.4	
	1923-24	270.5	248.6	423.2	51.0	215.4	
Oudh and Rohilkhand . . . . .	1922-23	152.7	414.5	283.3	31.9	185.7	
	1923-24	161.3	433.6	275.5	21.0	172.2	
South Indian . . . . .	1922-23	130.8	122.7	138.9	64.0	123.9	
	1923-24	108.9	150.3	114.9	55.3	104.8	
TOTAL . . . . .	1922-23	236.5	287.0	269.2	55.3	229.0	
	1923-24	225.7	278.6	289.5	56.5	218.7	
<b>3' 3½" GAUGE.</b>							
Assam-Bengal . . . . .	1922-23	149.1	163.9	120.6	122.3	145.4	
	1923-24	156.3	141.5	122.2	74.3	137.9	
Bengal and North-Western . . . . .	1922-23	166.0	92.7	118.8	96.4	151.6	
	1923-24	155.3	113.9	149.4	71.9	145.3	
Bombay, Baroda and Central India . . . . .	1922-23	201.9	168.1	225.3	83.9	188.5	
	1923-24	227.8	229.7	292.7	87.5	217.8	
Burma . . . . .	1922-23	152.5	528.8	150.1	80.7	138.6	
	1923-24	161.8	512.0	160.5	84.6	144.9	
Eastern Bengal . . . . .	1922-23	108.2	120.2	158.2	121.7	114.4	
	1923-24	96.9	97.4	93.4	121.1	99.4	
Jodhpur-Bikaner . . . . .	1922-23	124.9	81.9	151.7	73.3	114.8	
	1923-24	137.3	95.9	143.6	94.6	131.3	
Madras and Southern Mahratta . . . . .	1922-23	121.8	113.5	187.9	97.7	126.4	
	1923-24	162.9	203.1	297.0	116.1	174.5	
Nizam's Guaranteed State . . . . .	1922-23	148.3	219.5	221.2	34.1	142.2	
	1923-24	138.5	151.5	215.5	17.8	116.7	
Rohilkund & Kumaon . . . . .	1922-23	101.5	64.0	91.4	47.8	95.4	
	1923-24	98.3	44.7	67.0	50.0	91.6	
South Indian . . . . .	1922-23	95.6	79.8	73.1	55.5	86.9	
	1923-24	98.4	72.2	181.8	53.3	95.2	
TOTAL . . . . .	1922-23	142.5	147.7	162.8	79.7	135.9	
	1923-24	150.8	159.4	192.9	79.6	143.8	
<b>2' 6" AND 2' 0" GAUGES.</b>							
Bengal-Nagpur† . . . . .	1922-23	55.7	128.3	115.2	49.1	63.6	
	1923-24	58.9	122.1	116.9	53.1	66.4	
Bombay, Baroda and Central India . . . . .	1922-23	23.2	29.5	51.5	21.7	23.1	
	1923-24	21.0	30.2	47.8	17.5	22.5	
Great Indian Peninsula . . . . .	1922-23	38.5	31.3	..	..	37.9	
	1923-24	41.6	28.5	..	..	40.7	
Jodhpur-Bikaner (2' 0" gauge) . . . . .	1922-23	38.2	..	..	9.0	32.2	
	1923-24	23.3	..	..	24.0	23.4	
North Western (Commercial) . . . . .	1922-23	63.5	49.8	35.4	19.4	50.3	
	1923-24	65.8	52.8	37.7	17.1	49.3	
Do. (Military) . . . . .	1922-23	33.0	..	..	15.8	31.3	
	1923-24	49.8	46.0	32.8	14.0	44.0	
Do. (Total) . . . . .	1922-23	56.5	50.7	35.5	19.1	46.9	
	1923-24	63.9	53.0	37.7	17.0	49.3	
South Indian . . . . .	1922-23	33.4	..	19.0	35.3	32.8	
	1923-24	32.7	..	19.0	41.5	33.2	
TOTAL . . . . .	1922-23	49.2	101.9	86.6	35.1	52.2	
	1923-24	51.6	95.7	87.9	33.2	53.5	
TOTAL CLASS I RAILWAYS . . . . .	1922-23	199.8	279.2	245.7	60.6	202.6	
	1923-24	197.9	271.5	268.1	61.2	198.2	

## of Class I Railways for the years 1922-23 and 1923-24—concl'd.

EARNINGS FROM GOODS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED FOR CARRYING A TON OF GOODS ONE MILE.					REMARKS.
General merchandise including live stock.	Coal and coke for the public & foreign rail-ways.	Coal and coke on revenue account and for construction.	Other revenue stores including materials for construction.	Total.	General merchandise including live stock.	Coal and coke for the public & foreign rail-ways.	Coal and coke on revenue account and for construction.	Other revenue stores including materials for construction.	Total.	
24	25	26	27	28	29	30	31	32	33	
Rs.	Rs.	Rs.	Rs.	Rs.						
3,03,00	1,37,19	23,69	5,60	4,69,48	6.60	2.54	2.45	2.54	4.20	
3,19,97	1,22,55	23,77	11,20	4,77,49	6.53	2.67	2.45	2.45	4.38	
3,67,62	24,47	7,12	5,88	4,05,09	11.20	2.05	1.80	1.96	7.33	
3,89,20	19,55	10,46	6,48	4,25,69	11.20	2.42	1.80	2.93	8.39	
1,30,84	18,30	4,80	3,64	1,57,58	10.90	5.46	2.45	2.44	8.37	
1,53,68	18,45	4,86	3,68	1,80,87	12.30	5.19	2.83	2.49	9.39	
5,29,53	4,71,51	31,85	13,12	10,46,01	6.98	2.90	1.62	2.27	4.01	
5,44,17	4,80,39	28,98	12,74	10,66,28	6.96	2.86	1.62	2.21	3.95	
8,01,38	67,25	44,45	6,22	9,19,30	9.02	2.68	2.30	2.09	6.75	
8,04,23	49,68	44,18	9,89	9,07,98	9.00	2.62	2.36	2.10	6.89	
2,13,02	20,83	9,26	2,64	2,45,75	10.70	3.36	2.01	1.73	7.67	
2,14,09	19,16	8,90	2,89	2,45,04	11.00	3.52	2.12	1.89	7.98	
51,88	15,05	1,87	1,33	70,13	10.78	6.16	2.44	4.12	8.40	
49,73	15,07	1,90	83	67,53	11.10	6.39	2.44	5.59	8.71	
6,47,10	17,56	38,36	14,36	7,17,38	8.02	2.48	1.83	2.74	6.29	
7,38,85	22,77	43,92	19,49	8,25,03	8.24	3.38	1.81	2.39	6.41	
66,30	1,65	3,30	4,34	75,59	8.82	2.57	1.84	2.19	6.07	
76,81	2,29	3,76	5,81	88,67	9.21	3.59	1.97	2.53	6.73	
7,13,40	19,21	41,66	18,70	7,92,97	8.08	2.49	1.83	2.59	6.29	
8,15,67	25,06	47,67	25,30	9,13,70	8.33	3.40	1.82	2.42	6.44	
1,03,46	34,22	9,54	4,36	1,51,58	8.14	2.05	2.39	2.69	4.35	
1,05,80	37,17	7,57	4,08	1,54,62	7.60	2.13	2.75	2.77	4.35	
68,42	10	1,61	1,09	71,22	10.70	5.21	2.62	2.53	9.60	
70,60	21	1,90	84	73,64	12.03	5.51	2.48	2.50	10.50	
32,82,55	8,08,13	1,75,86	62,58	43,29,11	8.46	2.82	2.01	2.36	5.49	
34,07,23	7,87,29	1,80,19	77,93	45,12,64	8.55	2.84	2.04	2.38	5.61	
55,72	3,94	1,34	1,51	62,51	11.38	4.15	2.45	2.43	8.92	
62,38	4,04	1,03	1,82	69,27	10.87	4.47	2.45	2.41	8.86	
1,51,53	4,58	4,18	2,59	1,62,88	7.55	4.35	2.45	2.46	6.32	
1,39,16	5,04	4,59	2,62	1,51,41	7.73	3.85	2.32	3.13	6.84	
2,63,39	5,91	7,96	4,02	2,81,28	9.36	2.28	1.80	2.21	7.61	
2,62,36	7,97	6,67	3,73	2,80,73	8.68	2.48	1.80	2.27	7.24	
2,10,47	3,51	2,90	6,73	2,23,60	9.82	3.98	2.46	1.79	8.22	
2,20,24	4,11	4,39	7,89	2,36,93	9.37	4.28	2.45	1.70	7.66	
90,58	2,90	3,35	2,44	99,27	10.67	2.86	2.45	2.35	8.34	
82,30	4,52	2,46	3,88	93,16	10.70	3.75	2.94	2.49	8.22	
47,32	33	1,43	3,52	52,60	9.34	3.04	1.77	3.56	7.64	
61,31	33	1,55	2,19	65,38	8.67	2.75	2.15	2.65	7.48	
1,66,06	1,01	5,74	1,86	1,74,67	10.66	4.38	2.08	1.94	8.88	
1,77,43	1,36	7,90	2,10	1,88,79	11.30	4.88	2.01	1.94	9.00	
51,24	1,94	97	52	54,67	14.60	4.12	2.48	3.66	12.10	
44,34	1,56	77	60	47,27	14.00	5.64	2.44	4.68	12.10	
29,18	20	44	48	30,30	7.42	4.75	2.43	2.47	6.97	
27,76	13	32	50	28,71	7.66	5.12	2.45	2.45	7.20	
1,42,99	83	1,38	3,75	1,48,95	13.50	6.43	2.77	2.49	11.69	
1,59,18	82	4,21	3,68	1,67,89	13.10	7.12	2.51	2.50	10.90	
12,08,48	25,15	29,69	27,41	12,90,73	9.93	3.37	2.13	2.27	8.32	
12,36,46	29,88	33,89	29,01	13,29,24	9.74	3.55	2.19	2.21	8.10	
21,69	2,90	59	77	25,95	9.95	4.98	2.46	2.43	7.82	
21,24	2,46	52	70	24,92	10.30	4.57	2.45	2.45	8.04	
3,52	3	1	2	3,58	17.56	9.64	1.86	3.05	16.23	
3,83	9	1	1	3,94	18.19	10.60	1.79	4.14	17.43	
7,42	18	..	..	7,60	22.00	6.91	..	..	20.70	
7,24	12	..	..	7,36	21.20	7.29	..	..	20.60	
11	..	..	..	11	13.80	..	..	..	12.87	
11	..	..	1	12	22.70	..	..	9.87	19.70	
13,50	76	7	43	14,76	16.90	14.66	2.23	4.48	15.11	
13,73	72	8	40	14,93	17.90	10.10	2.30	3.98	15.32	
97	..	..	2	99	7.85	..	..	2.70	7.53	
1,33	1	..	2	1,42	8.69	3.78	1.79	2.65	8.18	
14,47	76	7	45	15,75	15.70	12.66	2.23	4.35	14.20	
15,12	73	8	42	16,35	16.20	9.89	2.30	3.86	14.24	
1,16	..	1	2	1,19	16.70	..	3.36	1.81	14.22	
1,18	..	..	1	1,17	17.20	..	2.80	2.46	16.00	
48,37	3,81	68	1,26	54,18	12.98	5.83	2.43	2.89	10.62	
48,70	3,40	61	1,15	53,86	13.47	5.33	2.42	2.85	10.97	
45,39,40	8,37,15	2,06,22	91,25	56,74,02	8.76	2.84	2.03	2.34	6.98	
47,52,39	8,20,57	2,14,69	1,08,09	53,95,74	8.87	2.87	2.06	2.34	6.06	

† Includes Cawnpore Burhwal (Metre Gauge) link earnings.

† Excludes Mayurbhanj and Parlakimedi Light Railways.

## 14.—Statement of Revenue Earnings and Expenses

Railway.	Gauge.	Year.	Capital at charge per route mile.	Gross earnings (in thousands of rupees).	Gross earnings per mean mile worked.
1	2	3	4	5	6
Assam-Bengal	3' 3½"	1922-23	1,93,775	1,32,42	12,626
		1923-24	1,93,326	1,44,84	13,452
Bengal and North-Western	3' 3½"	1922-23	91,169	3,26,67	15,862
		1923-24	93,650	3,15,95	15,190
Bengal-Nagpur	5' 6"	1922-23	1,99,908	7,10,58	36,889
		1923-24	2,06,972	7,28,31	37,073
	2' 6"	1922-23	*	53,31	5,965
		1923-24	*	54,38	6,495
5' 6"	1922-23	1,76,789	7,07,21	53,367	
	1923-24	1,81,042	7,24,14	53,618	
Bombay, Baroda and Central India	3' 3½"	1922-23	*	5,40,67	23,027
		1923-24	*	5,39,71	22,730
	2' 6"	1922-23	*	10,06	6,370
		1923-24	*	11,06	8,919
3' 3½"	1922-23	1,50,025	4,06,59	24,877	
	1923-24	1,53,860	4,14,22	24,822	
Burma	2' 6"	1923-24	†	82	5,126
		5' 6"	1922-23	2,54,286	3,19,68
Eastern Bengal	5' 6"	1923-24	2,58,200	3,43,82	55,957
		3' 3½"	1922-23	*	2,15,61
1923-24	*		2,10,23	18,632	
East Indian	5' 6"	1922-23	3,45,708	16,32,67	56,876
		1923-24	3,56,103	16,67,74	57,997
Great Indian Peninsula	5' 6"	1922-23	3,04,096	15,04,90	47,146
		1923-24	3,06,413	14,84,42	46,048
	2' 6"	1922-23	*	17,70	8,331
		1923-24	*	17,56	8,724
3' 3½"	1922-23	38,010	1,19,06	8,867	
	1923-24	37,175	1,29,78	9,367	
Jodhpur-Bikaner	2' 0"	1922-23	11,485	43	1,703
		1923-24	11,720	44	1,913
Madras and Southern Mahratta	5' 6"	1922-23	1,69,528	4,34,09	40,242
		1923-24	1,71,603	4,35,17	40,342
	3' 3½"	1922-23	*	3,22,66	16,557
		1923-24	*	3,36,06	17,264
5' 6"	1922-23	1,69,240	1,04,68	29,512	
	1923-24	1,56,605	1,03,04	28,432	
Nizam's Guaranteed State	3' 3½"	1922-23	88,833	92,32	16,584
		1923-24	92,361	83,63	15,127
North Western (Commercial)	5' 6"	1922-23	2,28,852	14,18,98	37,666
		1923-24	2,17,402	15,00,20	38,997
	2' 0"	1922-23	*	41,27	13,548
		1923-24	*	43,26	13,777
5' 6"	1922-23	1,57,743	1,51,65	10,301	
	1923-24	1,82,124	1,67,01	11,346	
Do. (Military).	2' 6"	1922-23	*	3,61	2,709
		1923-24	*	4,14	3,113
Do. (Total)	2' 6"	1922-23	2,08,746	16,15,51	28,450
		1923-24	2,07,083	17,14,91	20,737
Oudh and Rohilkhand	5' 6"	1922-23	1,89,929	3,93,20	24,215
		1923-24	1,95,641	3,72,24	22,967
Rohilkhand and Kumaon	3' 3½"	1922-23	59,320	66,52	11,571
		1923-24	59,762	63,81	11,150
South Indian	5' 6"	1922-23	1,40,246	1,51,72	26,078
		1923-24	1,45,950	1,51,49	33,682
	3' 3½"	1922-23	*	3,89,63	30,099
		1923-24	*	4,13,18	30,678
2' 6"	1922-23	*	3,63	3,879	
	1923-24	*	3,46	3,511	
TOTAL CLASS I RAILWAYS		1922-23	1,97,147	1,02,71,52	29,725
		1923-24	1,99,978	1,04,64,71	30,112

\* Included in 5' 6" Gauge.  
† Included in 3' 3½" Gauge.  
‡ Not available.

## of Class I Railways rated against selected units for the years 1922-23 and 1923-24.

Gross earnings per mean mile worked per week.	Gross earnings per train mile.	Total working expenses (in thousands of rupees).	Working expenses per mean mile worked per week.	Working expenses per train mile.	Net earnings (in thousands of rupees).	Net earnings per mean mile worked.	Net earnings per train mile.
7	8	9	10	11	12	13	14
241.8	5.50	99.08	181.7	4.09	33.34	3,178.7	1.41
258.7	5.57	98.11	174.2	3.75	40.73	4,393.9	1.82
305.0	4.98	1,46.29	136.6	2.23	1,80.38	8,753.7	2.76
292.1	4.80	1,41.72	124.7	2.09	1,74.23	8,705.0	2.80
709.4	6.31	4,45.27	444.5	3.96	2,65.31	13,773.3	2.35
712.9	6.73	4,67.70	452.1	4.27	2,60.59	13,563.1	2.46
114.7	3.54	43.59	93.8	2.89	9.72	1,087.6	0.65
124.9	3.63	44.20	103.0	2.99	10.20	1,139.8	0.84
1,026.3	8.83	5,22.04	757.6	6.52	1,85.17	13,973.3	2.31
1,031.0	8.76	4,42.40	629.0	5.35	2,81.74	20,002.0	3.41
442.8	5.50	3,46.10	283.5	3.52	1,94.57	8,286.6	1.98
437.0	5.38	3,08.68	250.0	3.08	2,31.03	9,739.0	2.30
122.5	4.95	5.96	72.6	2.94	4.10	2,596.1	2.01
171.5	5.73	6.71	104.1	3.48	4.35	3,508.1	2.26
478.4	6.06	2,44.62	287.8	3.65	1,61.97	9,910.0	2.41
474.7	5.89	2,52.72	286.6	3.56	1,61.50	9,836.7	2.33
98.6	‡	68	81.7	‡	14	675.0	‡
1,000.3	6.84	2,73.88	857.0	5.86	45.80	7,452.1	0.98
1,076.1	7.39	2,60.72	815.9	5.61	83.10	13,525.6	1.79
372.8	5.74	1,73.53	300.0	4.62	42.08	3,783.0	1.12
358.3	5.56	1,41.78	234.4	3.64	68.45	6,443.8	1.92
1,093.5	6.37	10,23.62	685.7	3.99	6,09.05	21,216.8	2.38
1,115.3	6.75	10,11.13	676.0	4.09	6,56.61	22,845.0	2.66
906.7	7.00	11,27.29	679.2	5.24	3,77.61	11,829.9	1.76
883.6	7.64	9,95.09	592.0	5.12	4,89.33	15,162.1	2.52
160.2	5.90	7.98	72.2	2.66	9.72	4,575.0	3.24
167.8	5.64	7.91	75.5	2.54	9.65	4,798.1	3.10
170.5	4.82	84.27	120.7	3.41	34.79	2,591.0	1.41
179.9	4.96	90.95	126.1	3.48	38.83	2,799.5	1.48
32.8	2.26	30	22.8	1.58	13	514.9	0.68
36.8	2.44	34	28.4	1.89	10	434.8	0.56
773.9	7.46	2,72.45	485.7	4.68	1,61.64	14,984.7	2.78
775.8	7.68	2,41.90	431.3	4.27	1,93.27	17,916.4	3.41
318.4	4.53	2,12.99	210.2	2.99	1,09.67	5,627.6	1.54
332.0	4.74	2,01.45	198.7	2.83	1,35.21	6,933.3	1.90
567.5	7.45	40.31	218.6	2.87	64.37	18,147.7	4.58
547.0	7.16	50.56	268.0	3.51	52.48	14,479.0	3.65
318.9	7.03	39.65	137.0	3.02	52.67	9,461.5	4.07
291.0	6.10	42.57	148.0	3.10	41.06	7,428.0	2.99
724.2	8.58	10,53.59	537.7	6.37	3,65.39	9,696.6	2.21
749.9	8.80	9,81.65	490.7	5.83	5,18.55	13,479.3	3.08
260.5	4.51	42.84	270.4	4.69	-1.57	-515.4	-0.18
264.9	4.83	35.29	216.1	3.94	7.97	2,538.2	0.89
193.1	3.97	2,13.11	278.4	5.58	-61.46	-4,174.7	-1.61
218.2	5.28	1,80.80	236.2	5.72	-13.79	-936.8	-0.44
52.1	1.56	9.23	133.2	3.98	-5.62	-4,217.3	-2.42
59.8	2.16	8.88	128.4	4.65	-4.74	-3,563.9	-2.48
547.1	7.94	13,18.77	446.6	6.48	2,96.74	5,225.8	1.46
571.8	8.12	12,06.62	402.4	5.72	5,07.99	8,810.1	2.41
465.7	7.01	2,57.64	305.1	4.59	1,35.56	8,348.5	2.42
441.5	7.04	2,60.14	308.4	4.92	1,12.10	6,920.2	2.12
222.5	5.90	36.75	122.9	3.26	29.77	5,178.6	2.64
214.4	5.78	34.78	116.9	3.15	29.03	5,073.3	2.63
501.5	6.45	1,12.41	371.6	4.78	39.31	6,756.6	1.67
647.7	6.73	92.23	394.3	4.10	59.26	13,174.9	2.63
578.8	5.81	2,67.03	396.7	3.98	1,22.60	9,470.8	1.88
590.0	5.72	2,31.82	336.2	3.26	1,81.36	13,659.4	2.46
70.7	2.19	4.75	92.6	2.86	-1.12	-1,135.0	-0.67
67.5	2.11	4.08	79.6	2.49	-62	-630.1	-0.38
571.6	6.50	71,06.57	395.5	4.50	31,64.95	9,159.3	2.00
579.1	6.86	66,36.99	367.3	4.35	38,27.72	11,014.0	2.51



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

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			COACHING TRAFFIC.		
		Total working expenses for coaching and goods traffic including the balance only of the payments to other lines for mileage, hire, etc., charges & excluding steam boat expenses.	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Average coaching earnings per train mile.	Average cost of hauling a coaching train one mile.	Average profit on working a coaching train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	1922-23	Rs. 4,22,71,291	Rs. 1,04,59,087	Rs. 3,18,21,204	5.40	2.54	2.86
	1923-24	4,45,74,810	1,15,66,225	3,30,08,585	5.49	2.74	2.75
Bombay, Baroda and Central India	1922-23	5,08,67,529	2,14,74,455	2,93,93,074	6.00	4.47	1.53
	1923-24	4,30,15,674	1,76,80,414	2,53,35,260	6.00	3.67	2.33
Eastern Bengal	1922-23	2,66,05,419	1,35,92,754	1,30,12,665	4.39	4.19	0.20
	1923-24	2,54,98,803	1,54,96,505	1,00,02,298	4.52	4.81	-0.29
East Indian	1922-23	10,00,74,500	2,34,35,536	7,66,38,964	5.56	2.32	3.24
	1923-24	9,82,37,753	2,39,77,361	7,42,60,392	5.57	2.34	3.23
Great Indian Peninsula	1922-23	11,04,29,071	4,22,45,449	6,81,83,622	4.99	3.77	1.22
	1923-24	9,70,67,263	3,68,88,029	6,01,79,234	5.11	3.44	1.67
Madras and Southern Mahratta	1922-23	2,66,25,525	1,22,48,057	1,43,77,468	5.24	3.59	1.65
	1923-24	2,35,82,867	1,07,18,899	1,28,63,968	5.32	3.20	2.12
Nizam's Guaranteed State	1922-23	35,20,275	12,32,590	22,87,685	4.19	1.80	2.39
	1923-24	45,04,579	16,98,081	28,06,498	3.90	2.30	1.60
North Western.	1922-23	12,43,86,066	5,48,57,325	6,95,28,741	5.80	4.65	1.15
	1923-24	11,34,65,014	4,75,88,750	6,58,77,164	5.73	3.98	1.75
Oudh and Rohilkhand	1922-23	2,49,71,900	1,06,91,695	1,42,80,205	5.62	3.20	2.42
	1923-24	2,51,62,332	1,10,15,301	1,41,47,031	5.78	3.49	2.29
South Indian	1922-23	99,86,880	56,04,182	43,82,698	4.39	3.65	0.74
	1923-24	80,43,884	44,58,019	35,85,865	4.45	3.02	1.43
3' 3½" GAUGE.							
Assam-Bengal	1922-23	90,19,825	38,35,266	51,84,559	5.73	3.52	2.21
	1923-24	90,37,460	41,61,750	48,75,710	5.82	3.51	2.31
Bengal and North-Western	1922-23	1,38,85,687	59,73,178	79,12,509	5.05	1.79	3.26
	1923-24	1,34,15,099	62,06,730	72,08,369	4.77	1.76	3.01
Bombay, Baroda and Central India	1922-23	3,37,22,496	1,41,40,131	1,95,82,365	5.07	2.87	2.20
	1923-24	3,00,40,686	1,21,67,697	1,78,72,989	4.94	2.42	2.52
Burma	1922-23	2,31,78,040	82,43,190	1,49,29,850	6.20	2.99	3.21
	1923-24	2,38,27,923	80,80,369	1,57,47,554	5.73	2.82	2.91
Eastern-Bengal*	1922-23	1,60,67,515	78,26,312	82,41,203	4.65	3.49	1.16
	1923-24	1,31,13,669	81,69,026	49,44,643	4.65	3.61	1.04
Jodhpur-Bikaner	1922-23	80,01,762	33,22,285	46,79,477	5.19	2.84	2.35
	1923-24	87,09,732	32,97,519	54,12,213	5.05	2.76	2.29
Madras and Southern Mahratta	1922-23	2,05,76,390	83,20,378	1,22,56,012	4.25	2.57	1.68
	1923-24	1,93,16,882	74,43,476	1,18,73,406	4.30	2.35	1.95
Nizam's Guaranteed State.	1922-23	35,75,527	15,79,036	19,96,491	4.05	1.93	2.12
	1923-24	40,30,887	19,65,358	20,65,529	3.63	2.11	1.52
Rohilkund and Kumaon	1922-23	35,75,806	14,32,467	21,43,339	6.60	2.95	3.65
	1923-24	33,87,268	14,01,874	19,85,394	5.49	2.52	2.97
South Indian	1922-23	2,55,49,030	1,41,94,131	1,13,54,899	5.33	3.38	1.95
	1923-24	2,19,16,496	1,10,67,296	1,08,49,200	5.39	2.62	2.77

\* Includes figures for narrow gauge line.

for the years 1922-23 and 1923-24.

GOODS TRAFFIC.						
Average goods earnings per train mile.	Average earnings per goods vehicle per mile (excluding brakes.)	Average cost of hauling a goods vehicle with its load one mile.	Average cost of hauling a goods unit (viz., one ton) one mile.	Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent. per annum.	Average profit on working a goods vehicle with its load one mile.	Average profit on working a goods unit (viz., one ton) one mile.
9	10	11	12	13	14	15
Rs.	Pias.	Pias.	Pias.	Pias.	Pias.	Pias.
6.61	43.9	29.7	2.85	4.44	14.1	1.35
7.30	46.0	31.7	3.02	4.72	14.3	1.37
12.53	66.8	48.3	5.68	7.54	18.5	2.18
12.22	61.2	36.5	4.92	6.90	24.7	3.33
11.18	46.4	37.7	6.91	10.46	8.7	1.59
12.80	50.4	27.6	5.46	8.46	22.8	4.52
6.76	33.6	24.6	2.93	4.25	9.0	1.08
7.40	34.0	23.6	2.75	4.06	10.4	1.21
8.98	65.2	48.2	5.01	6.82	17.0	1.77
10.50	65.3	43.1	4.57	6.49	22.2	2.36
10.22	61.6	35.8	4.48	6.39	25.7	3.29
10.60	60.0	31.4	4.19	6.24	28.6	3.88
9.79	73.0	23.7	2.74	5.06	49.3	5.70
9.68	72.3	29.9	3.62	6.21	42.4	5.14
9.48	54.2	46.3	5.49	7.90	7.9	0.94
10.00	53.2	37.4	4.64	6.90	15.8	1.80
6.73	51.0	47.7	4.09	6.10	3.4	0.29
7.32	43.6	39.6	3.98	5.99	4.0	0.40
8.78	85.6	52.3	5.91	8.37	33.3	3.75
9.56	84.7	41.0	5.10	7.77	43.7	5.43
4.83	39.9	32.6	7.40	5.18	7.1	1.61
4.97	42.8	29.9	6.24	13.10	12.9	2.68
5.10	3.4	16.1	3.31	5.52	17.2	3.55
4.88	31.0	13.9	3.26	5.56	17.2	3.62
5.75	37.6	26.1	5.30	6.98	11.5	2.33
5.62	34.1	21.6	4.61	6.28	12.4	2.04
5.67	41.1	27.4	5.49	8.26	13.7	2.75
5.75	40.9	27.1	5.10	7.74	13.8	2.59
6.62	34.4	28.2	6.92	9.93	6.2	1.52
6.44	30.2	15.8	4.87	7.55	14.4	4.42
4.06	29.5	26.2	6.71	8.88	3.3	0.66
4.44	29.5	24.4	6.18	8.15	5.2	1.32
4.52	39.4	26.8	6.23	8.85	11.6	2.69
4.66	38.3	24.0	5.66	8.25	14.3	3.37
11.14	66.3	24.1	4.42	7.51	42.2	7.76
10.78	62.5	27.1	5.30	8.66	35.4	6.92
4.73	35.8	25.3	4.93	7.74	10.5	2.05
4.92	34.7	23.9	4.93	7.97	10.8	2.27
5.91	45.4	34.2	8.91	12.09	11.2	2.93
5.85	40.9	26.2	7.02	10.14	14.7	3.96

16.—Statement of ton mileage of Class I Railways for the year and half-year ended 31st March 1924. (In thousands).

Railway.	TOTAL FOR THE YEAR.			FOR THE HALF-YEAR ENDED 31ST MARCH 1924.				
	Net or freight ton miles.	GROSS TON MILES INCLUDING WEIGHT OF ENGINE.		Net or freight ton miles.	GROSS TON MILES INCLUDING WEIGHT OF ENGINE.		GROSS TON MILES EXCLUDING WEIGHT OF ENGINE.	
		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	2,092,834	1,575,715	4,406,896	1,067,552	796,942	2,316,890	597,607	1,996,998
Bombay, Baroda and Central India.	973,771	1,676,079	2,434,963	539,562	834,770	1,355,110	631,620	1,197,948
Eastern Bengal	369,376	1,560,233	1,007,060	238,793	803,504	568,843	679,845	518,191
East Indian	5,184,318	3,793,090	11,747,596	2,783,127	2,038,545	6,030,591	1,577,156	5,387,750
Great Indian Peninsula.	2,529,539	3,874,230	6,320,430	1,486,052	1,965,315	3,542,333	1,467,607	2,894,171
Madras and Southern Mahratta.	589,326	1,224,286	1,469,291	309,726	595,527	703,850	440,500	597,499
Nizam's Guaranteed State.	161,486	223,399	369,223	75,840	117,370	181,490	77,753	153,190
North Western	2,725,212	4,605,585	6,375,517	1,437,697	2,281,056	3,289,750	1,737,331	2,913,966
Oudh and Rohilkhand	682,927	1,132,135	1,454,009	387,370	562,102	806,892	418,276	714,083
South Indian	135,098	438,366	353,634	67,104	221,928	176,284	158,397	148,637
<b>TOTAL</b>	<b>15,443,887</b>	<b>20,103,118</b>	<b>36,028,619</b>	<b>8,392,823</b>	<b>10,237,059</b>	<b>18,972,033</b>	<b>7,786,092</b>	<b>16,522,453</b>
<b>3' 3½" GAUGE.</b>								
Assam-Bengal	149,908	322,311	377,617	88,720	173,554	212,851	141,855	174,566
Bengal and North-Western.	424,987	878,818	1,020,642	273,761	462,790	513,578	379,712	441,465
Bombay, Baroda and Central India.	744,821	1,155,058	1,696,651	453,706	583,473	1,010,148	461,162	876,340
Burma	588,408	712,466	1,388,502	287,946	368,166	698,572	280,317	601,236
Eastern Bengal*	217,600	936,706	506,451	132,731	418,934	289,963	362,840	260,795
Jodhpur Bikaner	167,886	261,634	429,419	†	†	†	†	†
Madras and Southern Mahratta.	402,955	663,079	1,058,166	227,290	320,389	527,281	244,287	430,667
Nizam's Guaranteed State.	74,806	172,746	181,550	45,650	91,740	104,977	64,462	87,732
Rohilkund and Kumaon.	76,493	130,457	182,897	42,901	63,899	96,734	50,892	81,576
South Indian	296,652	841,779	849,892	149,131	411,746	422,053	314,355	361,614
<b>TOTAL</b>	<b>3,144,516</b>	<b>5,975,054</b>	<b>7,691,817</b>	<b>1,701,926</b>	<b>2,889,691</b>	<b>3,876,157</b>	<b>2,298,882</b>	<b>3,315,991</b>
<b>2' 6" GAUGE.</b>								
Bengal Nagpur	60,750	144,478	164,461	29,476	72,145	82,594	53,222	63,062
Bombay, Baroda and Central India.	4,339	12,055	10,777	2,377	†	†	†	†
Great Indian Peninsula.	6,860	†	†	†	†	†	†	†
North Western	22,033	60,185	79,740	10,238	29,180	36,126	19,091	24,605
South Indian	1,409	12,397	5,795	649	6,210	2,808	3,741	2,100
<b>TOTAL</b>	<b>95,391</b>	<b>229,115</b>	<b>260,773</b>	<b>42,740</b>	<b>107,535</b>	<b>121,528</b>	<b>76,054</b>	<b>89,767</b>
<b>TOTAL CLASS I RAILWAYS.</b>	<b>18,683,794</b>	<b>26,307,287</b>	<b>43,981,209</b>	<b>10,137,489</b>	<b>13,234,285</b>	<b>22,969,718</b>	<b>10,162,028</b>	<b>19,928,211</b>

\*Including the 2' 6" gauge.

†Not available.

17(a).—Statement of Train and Engine Mileage of Class I Railways for the years 1922-23 and 1923-24 (In thousands).

Railway System.	Year.	TRAIN MILES.				ENGINE MILES.			Total Train Engine and Engine Miles.
		Coaching.	Goods.	Mixed.	Total (including Departmental).	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental.)	Total.	
1	2	3	4	5	6	7	8	9	10
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur	1922-23	3,571	5,790	697	10,372	3,706	1,138	4,844	15,216
	1923-24	4,008	5,502	341	10,380	3,509	1,576	5,085	15,465
Bombay, Baroda and Central India.	1922-23	4,460	2,363	829	7,852	1,436	225	1,661	9,513
	1923-24	4,544	2,484	842	8,154	1,274	268	1,542	9,696
Eastern Bengal	1922-23	3,165	1,191	90	4,667	2,100	47	2,147	6,814
	1923-24	3,154	1,180	86	4,646	2,013	78	2,091	6,737
East Indian	1922-23	9,264	12,947	969	24,017	8,736	4,596	13,332	37,349
	1923-24	9,461	12,774	884	23,904	7,515	4,405	11,920	35,824
Great Indian Peninsula	1922-23	10,780	8,508	454	20,340	3,869	1,592	5,461	25,801
	1923-24	10,224	7,720	644	18,873	3,221	2,559	5,780	24,053
Madras and Southern Mah-ratta.	1922-23	3,232	2,108	224	5,655	907	434	1,341	6,996
	1923-24	3,172	1,980	279	5,578	932	523	1,455	7,033
Nizam's Guaranteed State	1922-23	666	697	..	1,363	235	108	343	1,706
	1923-24	722	571	23	1,389	203	158	361	1,750
North Western	1922-23	9,220	6,811	2,694	19,047	4,714	1,436	6,150	25,197
	1923-24	9,080	7,079	3,158	20,013	4,449	1,877	6,326	26,339
Oudh and Rohilkhand	1922-23	2,637	1,691	897	5,443	999	292	1,291	6,734
	1923-24	2,552	1,598	803	5,227	923	375	1,298	6,525
South Indian	1922-23	1,227	569	425	2,331	308	47	355	2,686
	1923-24	1,235	518	325	2,171	278	92	370	2,541
TOTAL	1922-23	48,232	42,675	7,279	101,087	27,010	9,915	36,925	138,012
	1923-24	48,152	41,496	7,385	100,335	24,317	11,911	36,228	136,563
<b>3' 3½" GAUGE.</b>									
Assam-Bengal	1922-23	3	302	2,028	2,373	551	57	608	2,981
	1923-24	4	359	2,082	2,577	577	84	661	3,238
Bengal and North-Western	1922-23	1,431	1,285	3,455	6,537	1,429	81	1,510	8,047
	1923-24	1,536	1,204	3,465	6,650	1,408	289	1,697	8,347
Bombay, Baroda and Central India.	1922-23	3,470	3,520	2,292	9,546	1,436	329	1,765	11,311
	1923-24	3,441	3,702	2,357	9,715	1,362	508	1,870	11,585
Burma	1922-23	1,048	2,111	2,947	6,656	1,606	121	1,727	8,383
	1923-24	1,058	2,049	3,001	6,993	1,473	277	1,750	8,743
Eastern Bengal	1922-23	1,594	672	1,086	3,755	1,128	57	1,185	4,940
	1923-24	1,486	691	1,122	3,725	1,107	113	1,220	4,945

7(a).—Statement of Train and Engine Mileage of Class I Railways during the years 1922-23 and 1923-24 (In thousands)—concl'd.

Railway system.	Year.	TRAIN MILES.				ENGINE MILES.			Total Train Engine and Engine miles.
		Coaching.	Goods.	Mixed.	Total (including Departmental).	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total.	
1	2	3	4	5	6	7	8	9	10
<b>3' 3½" GAUGE—concl'd.</b>									
Jodhpur Bikaner	1922-23	19	575	1,805	2,431	334	48	362	2,913
	1923-24	304	673	1,610	2,617	303	59	362	2,979
Madras and Southern Mahratta	1922-23	2,384	2,795	1,724	6,986	888	360	1,248	8,234
	1923-24	2,374	2,855	1,718	7,107	885	521	1,406	8,513
Nizam's Guaranteed State	1922-23	738	451	121	1,310	187	52	239	1,549
	1923-24	847	305	121	1,362	129	113	242	1,604
Bohilkund and Kumaon	1922-23	36	96	918	1,090	317	41	358	1,448
	1923-24	237	92	725	1,103	272	82	354	1,457
South Indian	1922-23	3,520	1,816	957	6,727	820	57	877	7,604
	1923-24	3,502	1,978	996	7,027	824	180	1,004	8,031
TOTAL	1922-23	14,243	13,623	17,333	47,411	8,696	1,203	9,899	57,310
	1923-24	14,789	13,908	17,197	48,876	8,340	2,226	10,566	59,442
<b>2' 6" GAUGE.</b>									
Bengal-Nagpur	1922-23	293	461	665	1,471	430	55	485	1,956
	1923-24	233	491	725	1,493	406	57	463	1,956
Bombay, Baroda & Central India.	1922-23	1	10	189	203	24	3	27	230
	1923-24	1	9	181	193	24	1	25	218
Great Indian Peninsula	1922-23	..	2	290	300	33	1	34	334
	1923-24	..	..	295	325	37	1	38	363
North Western	1922-23	127	486	441	1,151	326	43	369	1,520
	1923-24	164	390	447	1,087	308	75	383	1,470
South Indian	1922-23	..	..	161	166	4	..	4	170
	1923-24	..	..	160	164	2	..	2	166
TOTAL	1922-23	421	959	1,746	3,291	817	102	919	4,210
	1923-24	398	890	1,808	3,262	777	134	911	4,173
<b>2' 0" GAUGE.</b>									
Jodhpur Bikaner	1922-23	..	..	19	19	..	..	..	19
	1923-24	..	..	17	18	..	..	..	18
TOTAL CLASS I RAILWAYS	1922-23	62,896	57,257	26,377	151,808	36,523	11,220	47,743	199,551
	1923-24	63,339	56,294	26,408	152,491	33,434	14,271	47,705	200,196

17 (b)—Statement of Train and Engine Mileage of Class I Railways for the half-year ended 31st March 1924. (In thousands.)

Railway.	TRAIN MILES.								
	MAIN LINES.			BRANCH LINES.			TOTAL MAIN AND BRANCH LINES.		
	Passenger.	Mixed.	Goods.	Passenger.	Mixed.	Goods.	Passenger.	Mixed.	Goods.
1	2	3	4	5	6	7	8	9	10
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	1,968	108	2,701	..	63	42	1,968	171	2,742
Bombay, Baroda and Central India . . . . .	2,099	233	1,211	178	193	166	2,277	426	1,377
Eastern Bengal . . . . .	1,604	21	617	63	19	25	1,567	40	642
East Indian . . . . .	3,932	109	5,878	692	322	890	4,824	431	6,769
Great Indian Peninsula . . . . .	4,266	57	3,215	747	297	769	5,003	354	3,984
Madras and Southern Mahratta . . . . .	1,544	82	891	42	57	8	1,586	139	899
Nizam's Guaranteed State . . . . .	379	..	267	..	23	3	379	23	270
North Western . . . . .	2,660	501	2,208	1,841	1,144	1,348	4,501	1,645	3,556
Oudh and Rohilkhand . . . . .	1,021	15	781	254	370	82	1,275	385	863
South Indian . . . . .	547	160	240	58	4	..	605	164	240
Total . . . . .	19,910	1,286	18,009	4,075	2,492	3,333	23,985	3,778	21,342
<b>3' 3½" GAUGE.</b>									
Assam-Bengal . . . . .	2	682	108	1	360	95	3	1,042	208
Bengal and North-Western . . . . .	629	223	520	154	1,534	132	783	1,757	652
Bombay, Baroda and Central India . . . . .	853	259	1,195	871	904	1,004	1,724	1,163	2,199
Burma . . . . .	530	843	792	1	673	263	531	1,516	1,045
Eastern Bengal . . . . .	720	409	382	..	156	9	720	565	391
Jodhpur-Bikaner . . . . .	198	768	396	..	..	..	198	768	396
Madras and Southern Mahratta . . . . .	1,097	735	1,327	53	108	28	1,150	843	1,355
Nizam's Guaranteed State . . . . .	406	..	177	50	61	2	456	61	179
Rohilkund and Kumaon . . . . .	111	267	51	..	99	6	111	366	57
South Indian . . . . .	1,137	66	649	590	426	341	1,727	492	990
Total . . . . .	5,683	4,252	5,597	1,720	4,321	1,870	7,403	8,573	7,467
<b>2' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	114	365	271	..	..	..	114	365	271
Bombay, Baroda and Central India . . . . .	1	93	3	..	..	..	1	93	3
Great Indian Peninsula . . . . .	..	148	..	..	..	..	..	148	..
North Western . . . . .	..	..	..	58	206	185	58	206	185
South Indian . . . . .	..	80	..	..	..	..	..	80	..
Total . . . . .	115	686	274	58	206	185	173	692	459
<b>2' 0" GAUGE.</b>									
Jodhpur Bikaner . . . . .	..	8	..	..	..	..	..	8	..
Total Class I Railways . . . . .	25,708	6,332	23,980	5,853	7,019	5,388	31,561	13,251	29,268

## 17 (b).—Statement of Train and Engine Mileage of Class I Railways

Railway.	TRAIN MILES.						ENGINES				
	Main and Branch lines.			Departmental.		Rail motor cars.	Passenger and proportion of mixed.				
	Passenger and proportion of mixed.	Goods and proportion of mixed.	Total.	Passenger.	Goods.		Assisting not required.	Assisting required.	Light.	Total Other.	Departmental.
11	12	13	14	15	16	17	18	19	20	21	22
<b>5' 6" GAUGE.</b>											
Bengal-Nagpur . . . . .	2,078	2,806	4,882	15	251	..	1	11	35	47	4
Bombay, Baroda and Central India . . . . .	2,379	1,701	4,080	2	137	..	..	2	92	94	..
Eastern Bengal . . . . .	1,594	655	2,249	9	133	..	..	..	2	2	1
East Indian . . . . .	5,147	6,876	12,023	58	383	..	40	47	43	180	16
Great Indian Peninsula . . . . .	5,206	4,135	9,341	8	..	..	20	152	43	215	1
Madras and Southern Mahratta . . . . .	1,647	977	2,624	21	75	7	..	13	54	67	5
Nizam's Guaranteed State . . . . .	385	287	672	1	32	..	..	..	3	3	1
North Western . . . . .	5,821	3,881	9,702	9	480	..	74	102	51	227	4
Oudh and Rohilkhand . . . . .	1,556	967	2,523	2	167	..	11	7	23	41	7
South Indian . . . . .	707	302	1,009	3	42	..	17	12	1	30	..
<b>Total</b>	<b>26,518</b>	<b>22,587</b>	<b>49,105</b>	<b>120</b>	<b>1,680</b>	<b>7</b>	<b>163</b>	<b>346</b>	<b>347</b>	<b>856</b>	<b>39</b>
<b>3' 3 1/2" GAUGE.</b>											
Assam-Bengal . . . . .	583	665	1,248	3	77	..	..	3	7	10	1
Bengal and North-Western . . . . .	1,622	1,370	3,192	10	157	..	1	1	2	4	9
Bombay, Baroda and Central India . . . . .	2,430	2,656	5,086	..	110	..	65	7	29	101	..
Burma . . . . .	1,448	1,646	3,092	5	539	..	2	10	20	32	1
Eastern Bengal . . . . .	1,111	565	1,676	2	286	..	..	..	3	3	..
Jodhpur Bikaner . . . . .	..	..	1,362	..	..	..	..	..	..	..	..
Madras and Southern Mahratta . . . . .	1,831	1,817	3,648	6	120	..	..	7	13	20	3
Nizam's Guaranteed State . . . . .	496	200	696	3	39	..	..	..	2	2	3
Rohilkund and Kumaon . . . . .	257	277	534	..	35	..	..	2	18	20	..
South Indian . . . . .	2,049	1,160	3,209	13	304	15	13	..	6	19	1
<b>Total</b>	<b>11,725</b>	<b>10,356</b>	<b>23,443</b>	<b>42</b>	<b>1,667</b>	<b>15</b>	<b>81</b>	<b>30</b>	<b>100</b>	<b>211</b>	<b>18</b>
<b>2' 6" GAUGE.</b>											
Bengal-Nagpur . . . . .	378	372	750	1	13	..	..	3	3	6	..
Bombay, Baroda and Central India . . . . .	47	50	97	..	..	..	..	..	1	1	1
Great Indian Peninsula . . . . .	86	62	148	..	15	..	..	..	..	..	..
North Western . . . . .	215	235	450	..	47	13	2	9	1	12	..
South Indian . . . . .	62	18	80	..	3	..	..	..	..	..	..
<b>Total</b>	<b>788</b>	<b>737</b>	<b>1,525</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>12</b>	<b>5</b>	<b>19</b>	<b>1</b>
<b>2' 0" GAUGE.</b>											
Jodhpur Bikaner . . . . .	..	..	8	..	..	..	..	..	..	..	..
<b>Total Class I Railways</b>	<b>39,031</b>	<b>33,680</b>	<b>74,081</b>	<b>163</b>	<b>3,425</b>	<b>25</b>	<b>246</b>	<b>388</b>	<b>452</b>	<b>1,066</b>	<b>58</b>

for the half-year ended the 31st March 1924. (In thousands)—concl.

MILES.									SHUNTING MILES.						Total Engine miles (including train engine miles) Main and Branch Lines.
Goods and proportion of mixed.									Passenger and proportion of mixed.			Goods and proportion of mixed.			
Assisting not required.	Assisting required.	Light.	Total Other.	Siding.	Departmental.				Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.	
					Ecco.	Engr.	Misc.	Total.							
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
5	363	286	654	183	109	8	5	122	207	29	236	1,228	166	1,394	7,788
..	..	40	40	..	59	2	1	62	36	9	45	574	20	594	5,054
2	..	1	3	6	34	..	1	35	147	7	154	816	7	823	3,409
139	123	610	872	890	202	35	189	426	278	14	292	3,130	26	3,156	18,244
90	424	469	983	..	42	482	149	673	206	45	251	1,388	38	1,426	12,898
28	65	69	169	..	65	1	..	66	62	1	63	386	25	411	3,498
..	..	34	34	..	6	40	15	61	2	..	2	86	11	97	903
68	194	338	600	27	201	25	68	294	543	55	598	1,603	85	1,688	13,609
5	..	72	77	9	87	4	10	101	125	24	149	262	45	307	3,383
14	17	10	41	..	1	1	3	5	23	5	28	94	13	107	1,265
348	1,186	1,929	3,463	1,115	806	598	441	1,845	1,629	189	1,818	9,567	436	10,003	70,051
..	11	19	30	..	9	4	1	14	43	3	46	222	27	249	1,678
1	4	3	8	..	70	157	1	228	53	13	66	481	155	636	4,310
37	5	43	85	1	162	1	3	166	82	10	92	580	42	622	6,263
11	23	24	68	114	6	1	8	15	134	..	134	543	22	565	4,565
..	..	6	6	..	63	..	1	64	162	45	208	384	12	396	2,641
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1,575
56	133	42	231	..	37	2	..	39	58	2	60	250	36	386	4,213
..	..	5	5	..	4	44	17	65	2	4	6	59	2	61	890
..	..	11	11	..	..	31	3	34	70	44	114	17	5	22	770
11	18	26	55	..	7	8	19	34	77	34	111	229	70	299	4,060
116	194	189	499	115	358	248	53	659	681	186	837	2,965	371	3,236	30,955
..	4	8	12	..	5	..	1	6	15	25	41	141	16	157	966
..	..	..	..	..	..	..	..	..	..	12	12	..	..	..	111
..	..	..	..	..	..	..	..	..	12	..	12	8	..	8	183
12	11	11	34	5	1	1	..	2	57	7	64	68	12	80	707
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	83
12	15	19	46	5	6	1	1	8	85	44	129	217	28	245	12,070
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19
478	1,395	2,137	4,008	1,235	1,170	847	495	2,512	2,395	389	2,784	12,649	835	13,484	103,065

\* Including 17,000 departmental train miles, 38,000 engine miles and 160,000 shunting miles.  
 † Including 1,000 departmental train miles.



## 18.—Statement of Engine hours of Class I Railways for the half.

Railway.	MAIN LINES.			BRANCH LINES.			MAIN AND		
	Passenger.	Mixed.	Goods.	Passenger.	Mixed.	Goods.	Passenger.	Mixed.	Goods.
1	2	3	4	5	6	7	8	9	10
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	120,6	12,3	341,2	..	6,0	4,9	120,6	18,3	346,1
Bombay, Baroda and Central India	140,5	16,9	125,2	10,0	12,8	17,9	150,5	29,7	143,1
Eastern Bengal . . . . .	88,1	2,2	87,7	4,9	1,8	3,5	93,0	4,0	91,2
East Indian . . . . .	172,5	6,6	622,4	49,2	22,3	114,6	221,7	28,9	737,0
Great Indian Peninsula . . . . .	237,3	2,1	344,3	38,2	25,3	75,2	275,5	27,4	419,5
Madras and Southern Mahratta . . . . .	83,5	8,1	92,9	2,9	4,1	1,4	86,4	12,2	94,3
Nizam's Guaranteed State . . . . .	18,6	Nil.	27,5	..	1,9	2	18,6	1,9	27,7
North Western . . . . .	131,2	34,0	229,3	104,5	91,4	145,8	235,7	125,4	375,1
Odish and Rohilkhand . . . . .	51,0	1,2	81,5	14,1	26,5	8,7	65,1	27,7	90,2
South Indian . . . . .	34,3	16,3	30,8	4,7	1,0	..	39,0	17,3	30,8
Total . . . . .	1,077,6	99,7	1,982,8	228,5	193,1	372,2	1,306,1	292,8	2,355,0
<b>3' 3½" GAUGE.</b>									
Assam-Bengal . . . . .	1	57,0	13,2	1	41,4	11,5	2	98,4	24,7
Bengal and North-Western . . . . .	39,8	26,3	64,0	12,3	209,0	19,7	52,1	235,3	83,7
Bombay, Baroda and Central India	52,0	19,5	112,5	58,8	72,1	102,7	110,8	91,6	215,2
Burma . . . . .	40,7	65,4	84,2	1	60,2	26,5	40,8	125,6	110,7
Eastern Bengal . . . . .	44,9	32,7	49,2	..	15,4	1,2	44,9	48,1	50,4
Jodhpur-Bikaner* . . . . .	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta . . . . .	70,4	63,1	144,5	3,7	9,1	3,0	74,1	72,2	147,5
Nizam's Guaranteed State . . . . .	22,0	Nil.	20,0	4,3	5,3	2	26,3	5,3	20,2
Rohilkund and Kumaon . . . . .	6,7	19,7	3,1	..	10,4	4	6,7	30,1	3,5
South Indian . . . . .	83,7	5,9	72,0	52,3	46,0	44,9	136,0	51,9	116,9
Total . . . . .	360,3	289,6	562,7	131,6	468,9	210,1	491,9	758,5	772,8
<b>2' 6" GAUGE.</b>									
Bengal-Nagpur† . . . . .	8,8	32,7	29,4	..	..	..	8,8	32,7	29,4
Bombay, Baroda and Central India	..	9,4	5	..	..	..	..	9,4	5
Eastern Bengal† . . . . .	..	..	..	..	..	..	..	..	..
Great Indian Peninsula* . . . . .	..	..	..	..	..	..	..	..	..
North Western . . . . .	Nil.	Nil.	Nil.	5,6	18,6	21,6	5,6	18,6	21,6
South Indian . . . . .	Nil.	8,7	Nil.	Nil.	Nil.	Nil.	..	8,7	..
Total . . . . .	8,8	50,8	29,9	5,6	18,6	21,6	14,4	69,4	51,5
Total Class I Railways . . . . .	1,446,7	440,1	2,575,4	365,7	680,6	603,9	1,812,4	1,120,7	3,179,3

year ended the 31st March 1924. (In hundreds).

BRANCH LINES.		SHUNTING.		" OTHER ".		Total siding.	DEPARTMENTAL.		Total Engine hours including train engine hours.	REMARKS.
Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.		Passenger.	Goods.		
11	12	13	14	15	16	17	18	19	20	21
132,5	352,5	44,0	277,1	3,7	78,0	39,7	1,6	50,7	979,8	
157,4	165,9	8,9	119,0	1,1	5,6	Nil.	2	18,9	477,0	
95,7	92,5	30,8	164,7	2	3	1,2	6	21,3	407,2	
243,4	744,2	58,4	630,8	17,5	101,6	129,4	4,2	110,7	2,040,2	
286,4	436,0	50,2	285,2	27,7	96,4	Nil.	1,7	81,4	1,265,0	
91,2	101,7	12,7	81,5	4,4	13,9	Nil.	1,8	18,5	325,7	
19,1	29,1	4	19,4	2	2,2	Nil.	1	6,5	77,0	
334,5	401,7	119,4	335,2	15,7	48,5	4,4	1,4	105,5	1,366,4	
85,3	97,7	25,0	52,5	3,4	6,4	1,7	1,8	39,0	312,8	
49,7	37,4	5,2	20,1	7,1	7,0	Nil.	6	6,3	133,4	
1,495,2	2,458,7	355,0	1,985,5	81,0	360,0	176,4	13,9	458,8	7,384,5	
54,1	69,2	8,8	46,2	1,0	4,0	Nil.	8	9,8	193,9	
219,3	151,8	14,3	136,6	1,3	1,0	..	9	27,8	553,0	
166,5	251,1	18,2	122,7	8,1	7,5	1	2	45,2	619,8	
115,9	161,2	27,0	112,8	6,0	7,4	22,8	7	76,0	529,8	
78,4	65,0	41,7	79,2	2	8	..	1	47,3	312,7	
108,7	187,1	12,0	77,0	2,0	23,2	Nil.	7	18,8	427,5	
29,8	22,0	1,1	12,3	3	3	Nil.	3	6,9	73,0	
19,0	21,3	13,0	4,6	1,1	Nil.	Nil.	Nil.	3,6	62,6	
170,5	134,3	19,2	52,5	19,4	15,0	Nil.	3,4	44,0	458,3	
968,2	1,063,0	155,3	643,9	39,4	59,2	22,9	7,1	279,4	3,230,4	
32,6	38,3	6,2	31,4	9	1,6	..	1	3,4	114,5	† Excludes Maynabhanj and Parlakimedi Light Railways.
4,0	5,3	2,4	Nil.	1	..	Nil.	..	Nil.	12,4	‡ Included with the Eastern Bengal (3' 3 1/2" gauge) Railway.
..	..	..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	..	..	
19,0	26,8	12,8	16,0	8	3,0	1,0	..	6,0	85,4	
6,7	2,0	..	..	7	2	Nil.	..	4	10,0	
62,9	72,4	21,4	47,4	2,5	4,8	1,0	1	9,8	222,3	
2,518,3	3,594,1	531,7	2,676,8	122,9	424,0	200,3	21,1	748,0	10,837,2	

## 19.—Statement of Vehicle Miles of Class I Railways for the year and h

Railway.	TOTAL FOR THE YEAR ENDED 31st MARCH 1924.					FOR THE HALF YEAR			
	Coaching.	Goods.			Percent- age loaded of total.	COACHING.			
		Loaded.	Empty.	Total (ex- cluding brake- vans.)		Passenger trains.	Mixed trains (Passen- ger pro- portion).	Total.	Depart- mental.
I	2	3	4	5	6	7	8	9	10
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	63,165	143,614	56,270	199,884	71.8	31,404	883	32,287	201
Bombay, Baroda and Central India . . . . .	41,426	39,257	19,298	58,555	67.8	32,766	3,614	36,380	1
Eastern Bengal . . . . .	53,198	44,931	19,588	64,519	69.3	26,849	301	27,150	15
East Indian . . . . .	172,817	375,072	218,132	593,204	63.2	85,958	4,604	90,562	1,024
Great Indian Peninsula . . . . .	172,927	183,533	67,197	250,730	73.2	84,063	3,659	87,722	Nd
Madras and Southern Mahratta . . . . .	49,491	54,959	27,671	82,630	64.1	23,449	901	24,350	261
Nizam's Guaranteed State . . . . .	9,089	12,443	5,178	17,621	70.6	4,592	130	4,722	11
North Western . . . . .	208,258	236,176	100,593	336,769	70.1	85,878	22,490	108,368	94
Oudh and Rohilkhand . . . . .	57,318	45,647	20,700	66,347	68.7	23,761	4,460	28,221	3
South Indian . . . . .	18,132	13,173	3,428	16,601	79.3	7,601	1,831	9,432	40
<b>Total</b>	<b>845,799</b>	<b>1,148,805</b>	<b>538,055</b>	<b>1,686,860</b>	<b>68.1</b>	<b>406,421</b>	<b>42,873</b>	<b>447,194</b>	<b>1,607</b>
<b>3' 3½" GAUGE.</b>									
Assam-Bengal . . . . .	29,459	23,739	7,961	31,700	74.8	66	15,825	15,881	66
Bengal and North-Western . . . . .	69,005	65,444	22,869	88,313	74.1	20,625	28,257	48,882	111
Bombay, Baroda and Central India . . . . .	62,450	44,757	16,987	68,744	70.3	31,583	18,161	49,744	17
Burma . . . . .	63,624	77,646	24,081	101,727	76.3	11,373	22,915	34,288	70
Eastern Bengal* . . . . .	55,523	39,169	8,380	47,529	82.3	18,271	9,618	27,889	6
Jodhpur-Bikaner† . . . . .	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta . . . . .	55,103	69,428	24,546	93,974	73.8	17,795	8,353	26,148	40
Nizam's Guaranteed State . . . . .	12,368	11,037	2,869	13,906	71.0	5,454	1,073	6,527	22
Rohilkund and Kumaon . . . . .	12,952	10,548	5,000	15,548	67.7	2,068	4,841	6,909	Nd
South Indian . . . . .	73,994	57,293	19,905	77,198	74.2	30,382	6,023	36,405	210
<b>Total</b>	<b>424,478</b>	<b>399,061</b>	<b>134,578</b>	<b>533,639</b>	<b>74.8</b>	<b>137,607</b>	<b>115,066</b>	<b>252,673</b>	<b>548</b>
<b>2' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	17,895	11,133	6,226	17,369	64.1	2,619	6,626	9,245	10
Bombay, Baroda and Central India† . . . . .	..	..	..	..	..	..	..	..	..
Great Indian Peninsula† . . . . .	..	..	..	..	..	..	..	..	..
North Western . . . . .	7,524	5,729	2,424	8,153	70.3	786	3,076	3,812	2
South Indian . . . . .	2,073	490	126	622	79.7	Nil	1,042	1,042	Nd
<b>Total</b>	<b>27,492</b>	<b>17,352</b>	<b>8,776</b>	<b>26,134</b>	<b>66.4</b>	<b>3,355</b>	<b>10,744</b>	<b>14,099</b>	<b>18</b>
<b>Total Class I Railways</b>	<b>1,297,769</b>	<b>1,565,224</b>	<b>681,409</b>	<b>2,246,633</b>	<b>69.7</b>	<b>547,383</b>	<b>168,683</b>	<b>713,966</b>	<b>2,233</b>

\* Includes figures for 2' 6" gauge.  
† Information not available.

year ended the 31st March 1924. (In thousands).

ENDED 31st MARCH 1924.

Goods.														
Main Lines.				Branch Lines.				Mixed trains.		Total.				
Loaded.	Empty.	Total.	Percent- age loaded of total.	Loaded.	Empty.	Total.	Percent- age loaded of total.	Loaded.	Empty.	Loaded.	Empty.	Total.	Percent- age loaded of total.	Depart- mental.
11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
73,896	20,724	132,610	72.0	633	603	1,236	51.2	689	370	75,218	29,697	104,915	71.7	207
40,102	16,295	56,397	71.1	4,094	2,410	6,510	62.9	5,052	2,912	49,248	21,523	70,871	69.5	3,586
31,090	10,840	31,930	66.0	833	629	1,462	57.0	137	28	22,060	11,497	33,557	65.7	5,136
176,706	111,837	288,543	61.2	18,274	3,751	22,025	83.0	1,675	784	198,655	116,372	313,027	62.8	10,257
92,901	36,373	129,274	71.9	14,492	8,472	22,964	63.1	1,882	806	109,275	45,651	154,926	70.5	4
25,155	11,225	36,380	69.1	70	24	94	74.4	1,180	366	26,405	11,615	38,020	69.4	1,171
5,918	2,189	8,107	73.0	61	18	79	78.0	216	233	6,195	2,440	8,635	71.7	517
80,443	34,715	115,158	69.8	37,020	14,239	51,259	72.2	5,005	1,113	122,468	50,067	172,535	71.0	3,996
22,989	11,558	34,547	66.5	2,096	364	2,460	65.2	1,267	560	26,352	12,482	38,834	67.9	2,280
5,587	1,549	7,136	78.3	Nil	Nil	Nil	Nil	896	225	6,483	1,774	8,257	78.2	211
544,777	255,305	810,082	76.3	77,573	30,516	108,089	71.8	18,009	7,387	740,359	303,218	933,577	79.3	27,355
2,222	978	3,200	69.4	1,156	380	1,536	75.2	10,047	2,829	13,425	4,187	17,612	76.2	1,625
18,480	5,226	23,706	78.0	2,889	1,121	4,010	72.0	10,276	3,125	31,645	9,472	41,117	77.0	5,980
31,146	16,332	47,478	65.6	25,261	11,011	36,272	69.6	6,947	2,263	63,354	29,606	92,960	68.1	1,550
26,723	7,820	33,543	76.7	2,942	1,458	4,400	66.9	11,601	3,000	40,186	12,277	52,444	76.6	9,911
18,754	3,909	17,663	77.9	97	55	152	63.8	3,591	827	17,442	4,791	22,233	78.5	12,50
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21,174	9,535	36,709	74.0	204	169	463	63.5	7,650	2,567	35,118	12,271	47,389	74.1	1,976
5,007	1,356	7,323	81.0	12	12	24	49.0	407	121	6,386	1,489	7,875	81.0	849
1,369	763	2,132	64.2	69	55	124	55.6	4,519	1,862	5,957	2,680	8,637	69.0	307
19,245	7,975	27,220	70.7	7,290	1,814	9,104	80.0	2,831	820	29,366	10,609	39,975	73.5	2,495
145,180	53,894	198,974	73.0	40,010	16,075	56,085	71.3	57,769	17,414	242,859	87,382	330,242	73.5	37,346
3,067	2,614	6,571	60.2	Nil	Nil	Nil	Nil	1,807	581	5,784	3,195	8,959	64.2	222
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nil	Nil	Nil	Nil	1,914	897	2,811	68.0	806	209	2,720	1,106	3,826	71.3	209
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	241	60	241	60	301	80.0	25
3,067	2,614	6,571	60.2	1,914	897	2,811	68.0	2,854	850	8,725	4,261	13,086	66.7	458
693,894	321,813	1,015,627	68.3	119,497	47,488	166,985	71.6	78,632	25,661	991,943	394,961	1,276,905	77.7	65,157

## 20.—Statement of Running of Trains of Class I Railways for the half-year ended 31st March 1924.

Railway.	PASSENGER		MIXED.		PASSENGER AND PRO- PORTION OF MIXED.		GOODS.		GOODS AND PROPOR- TION OF MIXED.	
	Train miles per train engine hour.	Train miles per train engine hour.	Train miles per train engine hour.	Train miles per train engine hour.	Train miles per train engine hour.		Train miles per train engine hour.	Train miles per train engine hour.		
					Main lines.	Branch lines.				
1	2	3	4	5	6	7	8	9		
<b>5' 6" GAUGE.</b>										
Bengal-Nagpur . . . . .	16.30	9.30	15.70	11.40	7.29	7.38	7.34	3.57		
Bombay, Baroda and Central India . . . . .	15.10	14.20	15.10	14.20	9.67	9.30	10.26	5.60		
Eastern Bengal . . . . .	16.90	10.00	16.70	12.50	7.03	6.96	7.07	2.34		
East Indian . . . . .	21.80	14.90	21.10	15.90	9.44	7.76	9.24	4.02		
Great Indian Peninsula . . . . .	18.20	9.58	17.60	13.90	9.34	10.20	9.48	5.06		
Madras and Southern Mahratta . . . . .	18.35	11.34	18.00	15.00	9.59	5.37	9.60	6.53		
Nizam's Guaranteed State . . . . .	20.38	12.19	20.10	19.50	9.73	12.90	9.87	5.01		
North Western . . . . .	19.09	13.12	17.40	12.40	9.63	9.24	9.66	4.91		
Oudh and Rohilkhand . . . . .	19.58	13.89	18.20	13.50	9.59	9.38	9.89	6.10		
South Indian . . . . .	15.51	9.45	14.20	11.30	7.80	1.62	8.08	4.27		
<b>TOTAL</b>	<b>18.36</b>	<b>12.90</b>	<b>17.73</b>	<b>13.72</b>	<b>9.08</b>	<b>8.96</b>	<b>9.18</b>	<b>4.70</b>		
<b>3' 3½" GAUGE.</b>										
Assam Bengal . . . . .	14.40	10.30	10.80	9.08	8.16	8.27	9.61	5.16		
Bengal and North Western . . . . .	15.03	10.50	12.00	10.90	8.11	6.73	9.03	4.82		
Bombay, Baroda and Central India . . . . .	16.60	12.70	14.60	12.60	10.60	9.78	10.60	6.96		
Burma . . . . .	13.03	12.07	12.50	9.68	9.41	9.53	10.20	4.32		
Eastern Bengal . . . . .	16.00	12.00	14.20	9.23	7.77	7.70	8.69	2.94		
Jodhpur Bikaner . . . . .	*	*	*	*	*	*	*	*		
Madras and Southern Mahratta . . . . .	15.52	11.67	14.30	12.60	9.19	9.20	9.71	5.94		
Nizam's Guaranteed State . . . . .	17.30	11.56	16.60	15.70	8.84	12.40	9.89	4.83		
Rohilkund and Kumaon . . . . .	16.90	12.40	13.50	7.77	8.07	3.18	13.00	10.70		
South Indian . . . . .	12.70	9.48	12.00	9.64	9.02	7.59	8.63	4.72		
<b>TOTAL</b>	<b>15.05</b>	<b>11.30</b>	<b>12.21</b>	<b>10.15</b>	<b>9.94</b>	<b>8.92</b>	<b>9.74</b>	<b>5.86</b>		
<b>2' 6" GAUGE.</b>										
Bengal-Nagpur . . . . .	13.00	10.10	10.90	8.95	<i>Nil.</i>	8.27	8.65	4.71		
Bombay, Baroda and Central India . . . . .	25.00	10.00	*	6.82	<i>Nil.</i>	6.67	*	9.53		
Eastern Bengal . . . . .	8.97	9.62	*	*	<i>Nil.</i>	*	*	*		
Great Indian Peninsula . . . . .	*	*	*	*	<i>Nil.</i>	*	*	*		
North Western . . . . .	10.39	11.06	*	11.30	<i>Nil.</i>	8.45	8.62	5.00		
South Indian . . . . .	*	9.23	9.28	8.30	<i>Nil.</i>	*	9.17	7.06		
<b>TOTAL</b>	<b>14.34</b>	<b>10.00</b>	<b>10.09</b>	<b>8.79</b>	<b><i>Nil.</i></b>	<b>7.79</b>	<b>8.81</b>	<b>6.57</b>		
<b>TOTAL CLASS I RAILWAYS</b>	<b>11.89</b>	<b>11.82</b>	<b>15.50</b>	<b>12.30</b>	<b>9.28</b>	<b>8.93</b>	<b>9.37</b>	<b>5.03</b>		

\* Information not available.

21.—Statement of Shunting and Light Running of Class I Railways for the half-year ended 31st March 1924.

RAILWAY.	PASSENGER AND PROPORTION OF MIXED.		GOODS AND PROPORTION OF MIXED.	
	Shunting miles per 100 train miles.	Light engine miles per 100 train miles.	Shunting miles per 100 train miles.	Light engine miles per 100 train miles.
1	2	3	4	5
<b>5' 6" GAUGE.</b>				
Bengal-Nagpur . . . . .	11.40	1.65	49.7	10.20
Bombay, Baroda and Central India . . . . .	1.90	3.87	34.9	2.33
Eastern Bengal . . . . .	9.66	0.16	125.8	0.11
East Indian . . . . .	5.68	0.84	45.9	8.88
Great Indian Peninsula . . . . .	4.82	0.82	34.5	11.30
Madras and Southern Mahratta . . . . .	3.85	3.31	42.0	7.04
Nizam's Guaranteed State . . . . .	0.48	0.83	33.7	11.80
North Western . . . . .	10.27	0.88	43.5	8.71
Oudh and Rohilkhand . . . . .	9.59	1.49	31.8	7.42
South Indian . . . . .	4.04	0.18	35.4	3.42
Total . . . . .	6.86	1.31	44.3	8.54
<b>3' 3½" GAUGE.</b>				
Assam-Bengal . . . . .	7.87	1.21	37.4	2.92
Bengal and North Western . . . . .	3.66	0.12	46.5	0.25
Bombay, Baroda and Central India . . . . .	3.79	1.21	23.4	1.60
Burma . . . . .	9.29	1.37	34.3	2.07
Eastern Bengal . . . . .	18.80	0.22	70.1	1.03
Jodhpur-Bikaner . . . . .	*	*	*	*
Madras and Southern Mahratta . . . . .	3.98	0.85	21.2	2.33
Nizam's Guaranteed State . . . . .	1.14	0.44	30.5	2.54
Rohilkhand and Kumaon . . . . .	44.40	2.79	9.3	4.00
South Indian . . . . .	5.42	0.29	25.7	2.23
Total . . . . .	7.14	0.85	31.2	1.82
<b>2' 6" GAUGE.</b>				
Bengal Nagpur† . . . . .	9.06	0.93	43.8	23.40
Bombay, Baroda and Central India . . . . .	25.50	2.13	..	..
Great Indian Peninsula . . . . .	*	*	*	*
North Western . . . . .	29.80	0.47	34.0	4.68
South Indian . . . . .	0.35	0.06	1.3	..
Total . . . . .	15.90	0.73	35.7	2.90
Total class I Railways . . . . .	7.10	1.10	40.1	6.36

\* Information not furnished.

† Excluding Mayurbhanj and Parlakimedi Light Railways for which information is not available.

## 22.—Statement of Loads of Trains of Class I Railways

Railway.	AVERAGE TRAIN									
	Passenger.		Goods.							
	No. of vehicles.	Gross weight including weight of engine.	Main lines.				Branch lines.			
			Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Empty wagons.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11
<b>5' 6" GAUGE.</b>										
Bengal Nagpur . . . . .	16.0	383.9	27.4	10.6	38.0	72.0	15.1	14.4	29.5	51.2
Bombay, Baroda and Central India . . . . .	14.4	†	33.1	13.5	46.6	71.1	24.6	14.5	39.1	62.9
Eastern Bengal . . . . .	17.1	387.4	34.2	17.6	51.8	66.1	33.9	25.7	59.6	57.0
East Indian . . . . .	18.1	362.7	30.1	19.0	49.1	61.3	20.5	4.2	24.7	83.0
Great Indian Peninsula . . . . .	16.9	377.5	28.6	11.2	39.8	71.9	16.4	9.5	25.9	63.1
Madras and Southern Mahratta . . . . .	14.8	381.9	28.2	12.6	40.8	69.1	9.0	3.1	12.1	74.4
Nizam's Guaranteed State . . . . .	12.2	304.3	22.1	8.2	30.3	72.9	14.2	12.8	27.0	62.6
North Western (Commercial) . . . . .	18.9	395.3	36.5	15.7	52.2	69.9	32.0	13.2	45.2	70.1
North Western (Military) . . . . .	16.8	371.1	6.1	3.7	9.8	62.2	20.0	6.2	26.2	76.3
Oudh and Rohilkhand . . . . .	18.6	361.2	29.4	14.8	44.2	66.5	25.7	4.7	30.4	84.4
South Indian . . . . .	12.6	271.1	23.3	6.5	29.8	78.3	11.9	10.0	21.9	64.2
<b>3' 3½" GAUGE.</b>										
Assam-Bengal . . . . .	21.5	298.0	20.6	9.0	29.6	69.4	12.2	4.0	16.2	75.2
Bengal and North-Western . . . . .	26.3	254.0	35.6	10.1	45.7	77.9	21.8	8.5	30.3	71.4
Bombay, Baroda and Central India . . . . .	18.3	†	26.1	13.6	39.7	65.6	25.1	11.0	36.1	69.6
Burma . . . . .	23.7	250.2	32.4	9.9	42.3	76.6	11.6	5.8	17.4	66.7
Eastern Bengal* . . . . .	25.3	357.6	36.0	10.2	46.2	77.9	10.9	6.1	17.0	64.1
Jodhpur-Bikaner . . . . .	†	†	†	†	†	†	†	†	†	†
Madras and Southern Mahratta . . . . .	15.6	230.3	20.5	7.2	27.7	74.0	10.6	6.1	16.7	63.6
Nizam's Guaranteed State . . . . .	13.2	185.0	33.6	7.7	41.3	81.1	18.2	5.8	24.0	75.8
Rohilkund and Kumaon . . . . .	18.5	181.0	26.7	14.9	41.6	64.2	12.1	9.6	21.7	55.8
South Indian . . . . .	17.6	176.8	29.6	12.3	41.9	70.7	21.4	5.3	26.7	80.1
<b>2' 6" GAUGE.</b>										
Bengal-Nagpur . . . . .	22.9	202.3	15.1	10.0	25.1	60.2	..	..	..	..
Bombay, Baroda and Central India . . . . .	†	†	†	†	†	†	†	†	†	†
Great Indian Peninsula . . . . .	†	†	†	†	†	†	†	†	†	†
North Western (Commercial) . . . . .	18.4	137.6	10.8	4.9	15.7	68.8	..	..	..	..
North Western (Military) . . . . .	14.3	126.1	8.9	4.4	13.3	66.7	..	..	..	..
South Indian . . . . .	..	80.6	..	..	..	..	..	..	..	..

\* Including the 2' 6" gauge.  
† Information not available.

for the half-year ended 31st March 1924.

LOAD.

Main lines.			Branch lines.			Main and Branch lines.		
Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
12	13	14	15	16	17	18	19	20
383.4	831.3	716.9	286.9	646.9	546.1	380.5	825.8	711.8
347.1	852.2	758.5	178.9	538.7	452.7	317.6	796.3	703.9
329.4	888.5	811.1	226.1	464.0	386.6	324.7	869.2	791.8
452.9	954.3	859.7	111.9	406.0	320.1	404.8	877.1	783.6
368.7	929.5	758.5	219.8	589.4	484.8	336.8	856.6	699.9
286.7	729.1	619.4	84.4	310.4	238.5	282.7	720.8	611.9
268.3	642.1	542.8	210.2	501.8	411.6	264.3	632.5	533.9
446.7	977.8	880.1	306.1	758.8	666.9	405.3	913.3	817.3
70.6	262.7	164.5	189.8	507.3	406.2	188.9	605.5	404.5
430.9	877.5	785.6	181.3	459.8	367.9	383.8	798.7	706.8
222.8	585.2	493.6	104.2	305.4	228.3	222.3	583.9	492.3
138.2	364.6	306.7	76.9	243.1	186.1	115.7	320.0	262.4
216.3	472.6	414.9	119.5	293.0	244.6	163.7	712.9	599.5
186.0	410.3	359.8	155.5	349.8	299.6	170.9	380.3	329.9
207.2	483.2	424.9	107.0	300.4	239.5	175.0	424.5	365.3
214.8	544.8	492.7	52.4	213.1	165.8	199.4	513.4	461.7
†	†	†	†	†	†	†	†	†
112.7	293.2	239.6	78.3	213.5	171.9	111.4	290.1	237.0
245.3	556.5	465.8	96.0	278.8	227.3	228.1	524.6	438.4
153.4	287.9	250.0	160.9	504.0	472.1	154.9	349.2	294.5
150.1	425.8	371.0	97.0	273.4	225.2	128.6	364.0	311.9
83.8	234.8	179.2	..	..	..	83.8	234.8	179.2
†	†	†	†	†	†	†	†	†
†	†	†	†	†	†	†	†	†
45.9	157.3	111.4	..	..	..	45.9	157.3	111.4
35.4	141.5	80.9	..	..	..	35.4	141.5	80.9
36.2	156.6	117.1	..	..	..	36.2	156.6	117.1



## 23.—Statement of Engine user of Class I

Railway.	Average authorized stock (excluding engines ordered but not yet handed over to traffic).	Average total number on the line.	Average number available for use.	Average number in good repair stored.	AVERAGE NUMBER IN		
					Ordinary passenger traffic (including mixed).	Special service.	Goods service.
1	2	3	4	5	6	7	8
<b>5' 6" GAUGE.</b>							
Bengal Nagpur	654	648	488		85.00	0.87	204.00
Bombay, Baroda and Central India	428	458	390		161.00		82.00
Eastern Bengal	292	301	239		74.10	0.60	43.30
East Indian	1,329	1,297	1,135	9	207.20	51.30	372.00
Great Indian Peninsula	1,285	1,343	878	88	219.00	4.00	345.00
Madras and Southern Mahratta	283	317	238		77.10	2.22	50.60
Nizam's Guaranteed State	71	82	53		16.10	0.18	18.50
North Western	1,552	1,590	1,265	296	306.97	12.98	257.08
Oudh and Rohilkhand	301	314	256		72.80	2.70	55.30
South Indian	140	149	113		43.00	0.21	25.00
<b>3' 3½" GAUGE.</b>							
Assam Bengal	177	177	132		65.29	0.81	11.83
Bengal and North Western	330	356	270		130.00		44.00
Bombay, Baroda and Central India	513	520	420	14	145.40	2.31	113.80
Burma	359	359	317		112.00	5.00	65.00
Eastern Bengal	241	250	184	5	73.00	1.30	33.60
Jodhpur Bikaner	*	*	*	*	*	*	*
Madras and Southern Mahratta	316	359	275		101.90	1.17	87.70
Nizam's Guaranteed State	75	81	54		19.50	0.06	9.54
Rohilkund and Kumaon	75	75	68		32.03		7.70
South Indian	412	412	328		124.00	0.45	76.00
<b>2' 6" GAUGE.</b>							
Bengal Nagpur	100	100	73		27.00	0.13	16.40
Bombay, Baroda and Central India	19	19	19		16.00		
Eastern Bengal	†	†	†		†	†	†
Great Indian Peninsula	*	*	*	*	*	*	*
North Western	91	100	79	5	16.54	0.89	18.63
South Indian	11	11	10		5.00	0.02	

\* Information not available.  
† Included with 3' 3½" Gauge.

## Railways for the half-year ended 31st March 1924.

DAILY USE ON—			Maximum number in use on any one day.	Engine miles per passenger engine per day.	Engine miles per goods engine per day.	Engine miles per day per engine in use.	Engine miles per day per engine on the line.	Net ton miles per locomotive day.
Departmental Service.	Shunting including siding.	Total						
9	10	11	12	13	14	15	16	17
16·10	81·70	389·17	420	138·7	90·3	109·3	65·3	28,601·4
10·00	70·00	323·00	345	93·0	122·0	74·0	59·0	14,452·3
6·40	60·00	184·40	193	117·8	81·3	101·0	61·8	10,942·3
52·70	299·30	982·50	1,030	142·1	112·2	101·5	76·9	30,058·5
28·00	117·00	713·00	732	139·0	78·7	98·9	52·5	15,933·5
10·50	35·80	185·22	204	127·6	96·6	103·2	60·2	16,550·8
2·28	7·76	44·80	54	137·5	80·9	106·2	58·3	13,375·7
51·27	150·23	778·53	843	110·0	89·3	95·5	46·5	25,036·0
17·10	25·40	173·30	194	125·5	96·5	106·7	58·9	25,567·4
3·00	11·00	82·21	111	102·5	60·1	84·2	46·5	10,661·6
5·01	14·68	97·62	108	86·7	105·1	94·0	51·8	9,554·9
16·00	34·00	224·00	252	107·0	82·0	101·0	64·0	11,458·4
16·40	57·00	334·91	364	112·3	109·9	102·3	65·9	15,889·6
26·00	46·00	254·00	279	102·1	92·3	98·1	69·4	13,419·0
15·70	44·00	168·20	172	93·9	64·6	85·8	57·7	7,152·7
*	*	*	*	*	*	*	*	*
11·10	25·40	227·27	253	103·3	98·4	101·3	64·2	7,221·8
2·28	7·72	39·10	51	145·4	105·5	117·2	56·4	15,867·3
2·83	8·53	51·09	56	85·0	48·2	79·4	54·1	7,313·4
19·00	23·00	242·45	279	98·5	75·3	91·1	63·7	8,476·7
1·40	9·55	55·08	62	89·4	90·9	92·6	51·0	7,128·5
†	†	10·00	16	39·0	†	39·0	32·0	2,121·2
*	*	*	*	*	*	*	*	*
3·51	9·31	48·88	60	59·0	56·4	77·6	37·9	2,197·7
		5·02	7	87·7		90·9	41·5	2,909·9

## 24.—Statement of wagon user of Class I Railways for the half-year ended 31st March 1924.

Railway.	Average wagon load. (Total traffic.)	Wagon miles per wagon day.	Net ton miles per wagon day.
1	2	3	4
<b>5' 6" GAUGE.</b>			
Bengal Nagpur .. .. .	14.9	25.8	262.3
Bombay Baroda, & Central India .. .	17.9	40.9	311.3
Eastern Bengal .. . . .	13.1	24.4	154.7
East Indian .. . . .	13.8	42.2	375.0
Great Indian Peninsula .. . . .	15.1	42.4	380.6
Madras and Southern Mahratta .. . .	13.6	39.6	285.6
Nizam's Guaranteed State .. . . .	14.3	21.7	267.7
North-Western .. . . .	14.8	35.7	297.6
Oudh and Rohilkhand .. . . .	14.4	28.9	218.5
South Indian .. . . .	13.5	28.2	229.3
<b>3' 3½" GAUGE.</b>			
Assam Bengal .. . . .	7.9	19.7	85.1
Bengal and North Western .. . . .	7.6	23.6	107.2
Bombay Baroda, and Central India .. .	13.5	51.3	250.8
Burma .. . . .	9.1	30.3	167.0
Eastern Bengal .. . . .	7.7	15.7	79.8
Jodhpur Bikaner .. . . .	*	*	*
Madras and Southern Mahratta .. . .	7.0	39.2	167.2
Nizam's Guaranteed State .. . . .	8.2	35.1	253.7
Rohilkund and Kumaon .. . . .	*	*	*
South Indian .. . . .	7.0	38.4	143.2
<b>2' 6" GAUGE.</b>			
Bengal Nagpur .. . . .	9.1	17.1	56.2
Bombay, Baroda and Central India .. .	*	10.7	37.8
Eastern Bengal .. . . .	†	†	†
Great Indian Peninsula .. . . .	*	*	*
North Western .. . . .	4.4	17.9	47.9
South Indian .. . . .	4.4	10.5	22.7

\* Information not available.  
† Included with 3' 3½" Gauge.

## 25.—Statement of Density of Traffic on Class I Railways for the years 1922-23 and 1923-24.

Railway.	Year.	Passenger miles per running track mile per annum.	Passenger miles per route mile per annum.	Net ton miles per running track mile per annum.	Net ton miles per route mile per annum.	Gross ton miles per running track mile per annum.	Train miles per running track mile per day.
1	2	3	4	5	6	7	8
<b>5' 6" GAUGE.</b>							
Bengal Nagpur . . . . .	1922-23 ..	454,716	482,203	1,043,818	1,106,911	3,028,989	13·8
	1923-24 ..	465,076	491,612	1,005,073	1,068,903	2,812,883	14·1
Bombay, Baroda and Central India	1922-23 ..	854,790	1,040,249	652,701	794,314	2,646,206	14·3
	1923-24 ..	828,587	996,801	613,196	737,673	2,745,875	14·3
Eastern Bengal . . . . .	1922-23 ..	735,217	977,835	441,842	587,648	2,501,086	15·6
	1923-24 ..	796,013	1,062,205	429,904	571,838	3,139,536	14·8
East Indian . . . . .	1922-23 ..	657,001	852,408	1,378,641	1,788,680	4,194,583	18·1
	1923-24 ..	662,314	866,102	1,419,568	1,856,352	4,255,379	18·5
Great Indian Peninsula . . . . .	1922-23 ..	486,096	618,661	649,054	826,047	2,465,421	13·8
	1923-24 ..	498,638	634,132	670,915	853,219	2,524,455	13·1
Madras and Southern Mahratta	1922-23 ..	649,276	676,218	551,380	574,259	2,435,355	13·8
	1923-24 ..	662,277	689,910	524,295	546,182	2,412,091	13·8
Nizam's Guaranteed State . . . . .	1922-23 ..	373,422	373,422	455,950	455,950	1,692,415	10·6
	1923-24 ..	381,262	381,262	414,092	414,092	1,486,982	10·7
North Western . . . . .	1922-23 ..	502,425	584,954	398,146	463,546	1,643,700	8·5
	1923-24 ..	503,818	584,771	437,346	507,618	1,762,266	8·8
Oudh and Rohilkhand . . . . .	1922-23 ..	531,184	538,502	429,587	435,505	1,533,514	9·5
	1923-24 ..	511,741	518,732	437,443	443,446	1,656,489	9·3
South Indian . . . . .	1922-23 ..	552,586	552,586	316,756	316,756	1,764,057	14·2
	1923-24 ..	539,008	539,008	302,060	302,060	1,760,783	9·9
Total . . . . .	1922-23 ..	562,624	660,718	701,417	823,710	2,494,840	12·8
	1923-24 ..	570,292	670,677	704,040	827,967	2,560,579	12·5
<b>3' 3½" GAUGE.</b>							
Assam Bengal . . . . .	1922-23 ..	253,905	253,905	130,925	130,925	632,276	6·3
	1923-24 ..	281,783	281,783	139,922	139,922	667,173	6·6
Bengal and North Western . . . . .	1922-23 ..	535,460	537,973	213,203	214,203	859,075	8·3
	1923-24 ..	538,203	540,728	196,908	197,823	881,444	8·4
Bombay, Baroda and Central India	1922-23 ..	542,432	543,082	300,494	300,855	1,154,758	11·0
	1923-24 ..	532,603	533,262	272,377	313,406	1,206,787	11·5
Burma . . . . .	1922-23 ..	401,252	430,346	293,874	315,182	1,124,588	10·3
	1923-24 ..	383,531	410,689	296,972	318,017	1,157,922	10·6

## 25.—Statement of Density of Traffic on Class I Railways for the years 1922-23 and 1923-24—concl'd.

Railway.	Year.	Passenger miles per running track mile per annum.	Passenger miles per route mile per annum.	Net ton miles per running track mile per annum.	Net ton miles per route mile per annum.	Gross ton miles per running track mile per annum.	Train miles per running track mile per day.
1	2	3	4	5	6	7	8
<b>3' 3½" GAUGE—concl'd.</b>							
Eastern Bengal	1922-23 ..	380,596	383,091	204,129	205,467	1,195,119	9.1
	1923-24 ..	405,748	403,310	174,033	175,131	1,198,776	8.1
Jodhpur Bikaner	1922-23 ..	175,700	175,700	98,482	98,482	450,976	4.9
	1923-24 ..	169,063	169,063	119,710	119,710	493,263	5.1
Madras and Southern Mahratta	1922-23 ..	303,996	303,996	191,855	191,855	825,252	9.6
	1923-24 ..	300,815	300,815	204,667	204,667	874,032	10.0
Nizam's Guaranteed State	1922-23 ..	312,594	312,806	155,162	155,267	633,076	6.4
	1923-24 ..	325,923	326,173	134,503	135,393	640,379	6.8
Rohilkund and Kumaon	1922-23 ..	318,330	318,330	145,005	145,005	533,315	5.9
	1923-24 ..	304,841	305,390	132,985	133,011	545,049	5.4
South Indian	1922-23 ..	707,387	707,387	184,031	184,031	1,155,255	15.8
	1923-24 ..	682,553	682,553	235,155	235,155	1,274,107	14.5
Total	1922-23 ..	420,277	424,382	209,745	211,825	913,315	8.1
	1923-24 ..	420,750	424,928	219,371	222,034	953,900	9.3
<b>2' 6" GAUGE.</b>							
Bengal Nagpur	1922-23 ..	131,143	131,143	67,800	67,800	329,657	4.3
	1923-24 ..	155,809	155,809	74,403	74,403	328,267	4.0
Bombay, Baroda and Central India	1922-23 ..	104,781	104,781	26,809	26,809	†	3.5
	1923-24 ..	118,765	118,765	28,321	28,321	149,024	3.4
Eastern Bengal	1922-23 ..	*	*	*	*	*	*
	1923-24 ..	*	*	*	*	*	*
Great Indian Peninsula	1922-23 ..	173,642	173,642	32,587	32,587	†	3.8
	1923-24 ..	176,632	176,632	46,555	46,555	†	4.2
North Western	1922-23 ..	129,443	129,443	48,618	48,618	267,837	7.2
	1923-24 ..	129,919	129,919	47,961	47,961	304,822	6.5
South Indian	1922-23 ..	117,400	117,400	16,285	16,285	185,235	4.6
	1923-24 ..	97,576	97,576	14,457	14,457	184,353	4.6
Total	1922-23 ..	132,532	132,582	52,925	52,925	301,668	4.9
	1923-24 ..	132,228	132,228	49,926	49,926	296,473	4.7
<b>2' 0" GAUGE.</b>							
Jodhpur Bikaner	1922-23 ..	43,366	43,366	6,495	6,495	24,950	2.1
	1923-24 ..	46,574	46,574	4,634	4,634	23,802	2.0
Total Class I Railways	1922-23 ..	487,476	534,965	483,724	530,863	1,804,015	11.0
	1923-24 ..	492,507	540,681	489,544	537,753	1,853,300	10.9

\* Included with Eastern Bengal Railway 3' 3½" gauge.

† Information not available.

## 26.—Statement of Efficiency of Class I Railways for the half-year ended 31st March 1924.

Railway.	GOODS TRAINS AND PROPORTION OF MIXED.				
	Wagon miles per shunting engine hour.	Wagon miles per engine hour.	Net ton miles per shunting engine hour.	Net ton miles per engine hour.	Gross ton miles per engine hour.
1	2	3	4	5	6
<b>5' 6" GAUGE.</b>					
Bengal-Nagpur .. .. .	378·6	131·5	3,852·8	1,337·9	2,003·7
Bombay, Baroda and Central India .. .. .	595·4	229·1	4,532·7	1,744·0	4,380·0
Eastern Bengal .. .. .	203·8	119·8	1,290·3	758·7	2,031·2
East Indian .. .. .	490·0	182·3	4,410·0	1,692·2	3,608·3
Great Indian Peninsula .. .. .	543·1	172·3	4,882·8	1,549·3	3,940·1
Madras and Southern Mahratta .. .. .	465·5	176·3	3,379·7	1,280·2	3,264·5
Nizam's Guaranteed State .. .. .	317·0	107·0	3,016·0	1,325·2	3,171·2
North Western .. .. .	511·5	192·7	4,260·8	1,025·8	3,710·9
Oudh and Rohilkhand .. .. .	635·1	198·0	6,304·0	1,958·5	4,291·9
South Indian .. .. .	386·0	110·7	3,139·2	948·8	2,492·6
<b>3' 3½" GAUGE.</b>					
Assam-Bengal .. .. .	352·4	135·8	1,545·3	592·5	1,559·7
Bengal and North-Western .. .. .	323·0	129·6	352·2	706·8	1,619·3
Bombay, Baroda and Central India .. .. .	757·0	217·7	3,898·9	1,063·7	2,368·1
Burma .. .. .	464·9	137·1	2,552·7	757·3	1,837·4
Eastern Bengal * .. .. .	280·7	115·6	1,421·9	585·7	1,508·1
Jodhpur-Bikaner † .. .. .					
Madras and Southern Mahratta .. .. .	615·0	154·7	2,026·6	661·0	1,722·2
Nizam's Guaranteed State .. .. .	515·8	152·2	3,732·7	1,101·5	2,532·9
Rohilkhand and Kumaon .. .. .	1,872·0	292·0	9,295·9	1,451·3	3,272·5
South Indian .. .. .	670·6	162·5	2,503·1	606·7	1,717·0
<b>2' 6" GAUGE.</b>					
Bengal-Nagpur † .. .. .	285·5	119·9	939·4	394·6	1,105·7
Bombay, Baroda and Central India .. .. .	†	124·6	†	436·9	1,321·0
North-Western .. .. .	238·8	72·6	638·9	198·5	684·0
South Indian .. .. .	6,146·4	118·6	13,243·1	255·5	1,105·4

\* Includes the 2' 6" gauge.

† Information not available.

Excludes Mayurbhanj and Parlakimedi Light Railways for which information is not available.

## 27.—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	ENGINES.				Average number of passenger carriages under or awaiting repair.	Percentage of column 6 to average number on the line.
	Average number under or awaiting repair.	Percentage of column 2 to average number on the line.	Number over due repairs on 31st March 1924.	Percentage of column 4 to average authorized stock (excluding engines ordered but not yet handed over to traffic.)		
1	2	3	4	5	6	7
<b>5' 6" GAUGE.</b>						
Bengal-Nagpur . . . . .	164	25.3	7	1.1	235	28.7
Bombay, Baroda and Central India . . . . .	90	21.7	60	15.7	115	16.0
Eastern Bengal . . . . .	63	20.8	27	9.3	70	13.3
East Indian . . . . .	162	12.5	..	..	234	17.0
Great Indian Peninsula . . . . .	325	24.2	81	6.3	334	13.4
Madras and Southern Mahratta . . . . .	80	25.2	2	0.7	109	14.7
Nizam's Guaranteed State . . . . .	25	31.1	12	16.4	10	9.7
North Western . . . . .	334	20.9	40	2.6	415	18.0
Oudh and Rohilkhand . . . . .	56	17.7	68	22.2	90	12.0
South Indian . . . . .	35	23.8	10	6.7	30	10.0
<b>TOTAL . . . . .</b>	<b>1,334</b>	<b>20.5</b>	<b>313</b>	<b>4.9</b>	<b>1,642</b>	<b>17.6</b>
<b>3' 3½" GAUGE.</b>						
Assam-Bengal . . . . .	44	24.9	21	11.9	46	9.8
Bengal and North Western . . . . .	86	24.1	..	..	126	11.8
Bombay, Baroda and Central India . . . . .	97	18.6	20	3.9	221	15.6
Burma . . . . .	43	12.0	26	7.2	159	16.9
Eastern Bengal . . . . .	56	22.3	41	17.0	82	10.7
Jodhpur-Bikaner . . . . .	20	15.2	*	*	16	4.8
Madras and Southern Mahratta . . . . .	84	23.3	6	1.0	139	14.1
Nizam's Guaranteed State . . . . .	20	24.0	2	2.6	12	7.9
Rohilkund and Kumaon . . . . .	7	9.7	..	..	19	7.9
South Indian . . . . .	67	16.2	21	5.1	160	12.1
<b>TOTAL . . . . .</b>	<b>524</b>	<b>19.5</b>	<b>137</b>	<b>5.5</b>	<b>980</b>	<b>13.3</b>
<b>2' 6" GAUGE.</b>						
Bengal-Nagpur . . . . .	27	27.1	1	1.0	30	9.5
Bombay, Baroda and Central India . . . . .	3	15.7	9	47.3	3	7.3
Eastern Bengal . . . . .	†	†	†	†	†	†
Great Indian Peninsula . . . . .	*	*	*	*	*	*
North Western . . . . .	21	21.3	4	4.4	21	8.6
South Indian . . . . .	2	16.7	..	..	1	2.9
<b>TOTAL . . . . .</b>	<b>53</b>	<b>23.0</b>	<b>14</b>	<b>6.3</b>	<b>55</b>	<b>8.6</b>
<b>TOTAL CLASS I RAILWAYS . . . . .</b>	<b>1,911</b>	<b>20.5</b>	<b>464</b>	<b>5.1</b>	<b>2,677</b>	<b>15.5</b>

\* Information  
† Included with

for the half-year ended 31st March 1924.

COACHING STOCK.				GOODS STOCK.			Percentage of column 14 to average authorized number of wagons owned (excluding wagons ordered but not yet handed over to traffic.)
Average number of other coaching vehicles under or awaiting repair.	Percentage of column 8 to average number on the line.	Number over due repairs on 31st March 1924.	Percentage of column 10 to average authorized stock (excluding stock ordered but not yet handed over to traffic.)	Number of unserviceable wagons.	Percentage of column 12 to average number on the line daily.	Number over due repairs on 31st March 1924.	
8	9	10	11	12	13	14	15
25	11.2	130	11.1	1,784	7.5	963	13.5
38	14.1	476	48.2	500	3.3	997	9.6
42	16.3	*	*	698	8.2	*	*
142	9.0	959	32.3	2,220	6.5	7,793	18.3
125	5.0	*	*	1,166	5.8	*	*
21	10.3	209	33.1	657	11.9	1,036	17.7
6	10.8	9	7.9	159	8.0	92	4.8
214	14.3	324	8.1	2,682	9.0	3,700	12.4
33	10.8	413	37.2	535	6.5	1,319	16.4
5	6.3	102	26.9	454	22.6	415	19.9
651	12.3	2,622	17.0	10,854	7.4	18,315	12.2
5	7.1	45	9.4	204	3.7	200	3.8
1	5.2	..	..	477	5.0	..	..
49	14.1	296	15.8	343	3.6	2,003	27.0
48	16.2	208	16.9	800	8.9	2,100	23.2
30	9.0	*	*	316	4.3	*	*
4	1.2	*	*	*	*	*	*
12	8.8	148	15.3	657	10.0	564	8.1
5	11.5	9	1.7	34	2.8	58	4.8
8	14.6	15	5.0	65	2.7	..	..
24	11.3	561	36.3	559	9.2	602	11.6
186	12.3	1,282	14.1	3,455	6.2	6,127	11.4
4	9.6	35	9.5	107	3.6	54	3.3
..	..	18	43.9	7	..	..	..
†	†	†	†	†	†	†	†
*	*	*	*	*	*	*	*
7	7.6	65	18.6	65	5.6	205	23.0
..	..	3	8.0	1	0.8	..	..
11	7.8	121	16.0	180	3.9	259	10.0
848	12.2	4,025	15.9	14,489	7.0	24,701	12.0

not available.  
the Eastern Bengal Railway 3' 3½" Gauge.



## 28-(a).—Statement of Coal Consumption

Railway.	Year.	NUMBER OF TONS OF FUEL CONSUMED.					
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal)	
1	2	3	4	5	6	7	
<b>5' 6" GAUGE.</b>							
Bengal-Nagpur	1922-23	..	577,583	..	..	577,583	
	1923-24	..	615,736	..	..	615,736	
Bombay, Baroda and Central India	1922-23	203,707	96,310	4,857	..	300,960	
	1923-24	53,387	289,980	4,110	..	345,011	
Eastern Bengal	1922-23	..	245,613	..	..	245,613	
	1923-24	..	235,017	..	..	235,017	
East Indian	1922-23	..	1,172,794	..	..	1,172,794	
	1923-24	..	1,126,192	..	..	1,126,192	
Great Indian Peninsula	1922-23	72,776	943,778	757	53,047	1,113,306	
	1923-24	19	984,974	188	68,018	1,108,737	
Madras and Southern Mahratta	1922-23	14,867	216,066	61	29	231,010	
	1923-24	5,236	217,694	..	48	223,017	
Nizam's Guaranteed State	1922-23	..	52,634	..	..	52,634	
	1923-24	..	52,445	..	..	52,445	
North-Western	1922-23	232,291	510,934	18	52,360	888,432	
	1923-24	15,310	831,557	349	59,450	955,098	
Oudh and Rohilkhand	1922-23	..	226,241	..	..	226,241	
	1923-24	..	212,840	..	..	212,840	
South Indian	1922-23	110	82,205	2,664	..	83,381	
	1923-24	..	75,571	1,025	..	75,981	
<b>TOTAL</b>	1922-23	..	573,751	4,123,158	8,357	105,436	4,891,954
	1923-24	..	73,952	4,642,006	5,872	127,516	4,950,074
<b>3' 3½" GAUGE.</b>							
Assam-Bengal	1922-23	1,115	60,174	1,597	..	61,928	
	1923-24	2,114	62,925	..	..	65,039	
Bengal and North-Western	1922-23	..	171,541	..	..	171,541	
	1923-24	..	171,518	..	..	171,518	
Bombay, Baroda and Central India	1922-23	36,428	210,631	1,712	..	247,744	
	1923-24	..	262,652	2,231	..	263,544	
Burma	1922-23	16,265	130,381	82,302	..	179,567	
	1923-24	3,775	148,007	80,412	..	183,947	
Eastern Bengal †	1922-23	..	129,252	..	..	129,252	
	1923-24	..	126,570	..	..	126,570	
Jodhpur-Bikaner	1922-23	1,000	62,313	407	..	63,476	
	1923-24*	..	..	..	..	..	
Madras and Southern Mahratta	1922-23	51,241	121,180	30,417	14	184,613	
	1923-24	29,128	153,648	26,913	34	193,603	
Nizam's Guaranteed State	1922-23	..	42,058	..	..	42,058	
	1923-24	..	41,023	..	..	41,023	
Rohilkund and Kumaon	1922-23	..	32,356	5,443	..	34,533	
	1923-24	..	31,110	..	..	31,110	
South Indian	1922-23	3,790	151,380	41,735	..	171,864	
	1923-24	605	161,731	5,286	60	164,559	
<b>TOTAL</b>	1922-23	109,839	1,111,266	163,613	14	1,286,576	
	1923-24	35,622	1,159,184	114,842	94	1,240,913	
<b>2' 6" GAUGE.</b>							
Bengal-Nagpur ‡	1922-23	..	60,007	..	..	60,007	
	1923-24	..	63,365	..	..	63,365	
Bombay, Baroda and Central India	1922-23	484	4,739	72	..	5,252	
	1923-24	..	4,996	74	..	5,026	
Great Indian Peninsula	1922-23	..	13,423	..	..	13,423	
	1923-24	..	11,639	..	..	11,639	
North-Western	1922-23	9,034	23,764	35	..	37,312	
	1923-24	60	35,007	25	..	35,077	
South Indian	1922-23	..	2,541	129	..	2,593	
	1923-24	..	2,276	91	..	2,312	
<b>TOTAL</b>	1922-23	9,518	109,474	236	..	119,087	
	1923-24	60	117,283	190	..	117,419	
<b>2' 0" GAUGE.</b>							
Jodhpur-Bikaner	1922-23	..	224	..	..	224	
	1923-24*	..	..	2	..	..	
Bengal-Nagpur	1922-23	..	3,176	..	..	3,176	
	1923-24*	..	..	..	..	..	
<b>TOTAL</b>	1922-23	..	3,400	2	..	3,401	
	1923-24	..	..	..	..	..	
<b>TOTAL CLASS I RAILWAYS</b>	1922-23	..	693,108	5,347,298	172,208	105,450	6,301,018
	1923-24	..	109,634	5,918,473	120,704	127,610	6,308,460

on Class I Railways for the years 1922-23 and 1923-24.

AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON (INCLUDING ALL FREIGHT, BOTH RAIL AND SEA, FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED WHERE ISSUED TO LOCOMOTIVES).				REMARKS.
Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.	
8	9	10	11	12	13	14	15	16
..	4.72	..	..	..	7.8	..	..	*Information not available.
..	5.67	..	..	..	9.1	..	..	
..	8.12	5.00	..	42.9	18.1	6.53	..	
19.5	8.31	5.25	..	23.2	9.7	*	..	
..	8.26	..	..	..	11.6	..	..	
..	8.81	..	..	..	12.4	..	..	
..	5.69	..	..	..	7.9	..	..	
..	5.52	..	..	..	7.7	..	..	
65.4	7.41	14.41	35.7	68.7	15.3	17.80	36.3	
..	7.72	5.00	34.0	*	16.8	23.53	35.9	
18.7	8.44	5.00	195.2	39.1	21.5	5.00	195.2	
11.7	8.41	..	204.1	25.6	21.7	..	204.1	
..	8.75	..	..	..	9.9	..	..	
..	9.25	..	..	..	10.4	..	..	
..	9.08	*	*	38.7	22.3	8.48	35.9	
..	9.52	7.69	34.0	*	25.7	9.01	35.5	
..	7.79	..	..	..	16.1	..	..	
..	8.20	..	..	..	15.6	..	..	
10.2	8.37	8.82	..	38.8	31.7	8.82	..	
..	9.17	9.66	..	..	26.1	9.66	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	3.32	..	39.8	19.5	3.32	..	
*	12.84	..	..	89.4	19.6	..	..	
..	8.84	..	..	..	13.5	..	..	
..	9.45	..	..	..	16.0	..	..	
36.0	8.37	8.28	..	39.6	20.2	11.50	..	
..	8.50	9.00	..	*	8.6	*	..	
..	10.50	6.08	..	35.2	30.1	7.08	..	
24.9	11.20	6.24	..	25.0	29.0	7.24	..	
..	8.99	..	..	..	14.9	..	..	
..	8.81	..	..	..	16.1	..	..	
36.5	7.26	10.32	..	38.8	18.0	10.58	..	
..	..	..	..	..	..	..	..	
19.6	8.72	10.19	195.2	37.9	15.8	10.84	195.2	
13.6	9.19	9.76	225.3	31.2	16.7	10.50	225.3	
..	8.75	..	..	..	12.9	..	..	
..	9.25	..	..	..	12.8	..	..	
..	7.73	6.50	..	..	15.6	7.94	..	
..	8.58	..	..	..	17.8	..	..	
10.2	8.71	7.81	..	32.7	30.2	7.84	..	
13.6	8.95	7.89	51.8	47.5	26.6	7.89	51.8	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	6.69	..	..	..	9.6	..	..	
..	6.76	..	..	..	11.0	..	..	
*	9.59	5.16	..	44.2	20.2	5.16	..	
..	8.33	5.08	..	..	20.8	5.09	..	
..	7.37	..	..	..	11.0	..	..	
..	7.32	..	..	..	14.3	..	..	
*	9.08	*	..	37.7	19.5	8.48	..	
..	*	..	..	*	19.6	*	..	
..	7.16	8.78	..	..	30.8	8.78	..	
..	7.04	8.78	..	..	24.9	8.78	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	6.00	10.00	..	..	16.3	10.00	..	
..	4.70	..	..	..	11.5	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	
..	..	..	..	..	..	..	..	

†Includes the Eastern Bengal (2' 6" gauge) Railway.  
‡Excluding Mayurbhanj and Parlakimedi Light Railways for which information is not available.

## 28-(b).—Statement of Coal Consumption on Class I Railways for the half-year ended 31st March 1924.

Railway.	PASSENGER AND MIXED.		PASSENGER AND PROPORTION OF MIXED. lbs. of coal consumed per 1,000 gross ton miles.	GOODS.					GOODS AND PROPORTION OF MIXED. lbs. of coal consumed per 1,000 gross ton miles.	REMARKS.
				COAL CONSUMED.						
	Total net tons of coal consumed.	lbs. per engine mile.		Goods trains (Total net tons).	Shunting including siding (Total net tons).	Departmental (Total net tons).	lbs. per engine mile (Goods trains).	lbs. per engine mile (Shunting including siding).		
1	2	3	4	5	6	7	8	9	10	11
<i>5' 6" Gauge.</i>										
Bengal-Nagpur . . . . .	80,340	82·0	211·5	173,757	42,200	7,846	114·9	52·1	172·9	
Bombay, Baroda and Central India . . . . .	86,692	69·4	199·6	62,651	25,717	2,995	94·8	82·8	140·9	
Eastern Bengal . . . . .	59,258	82·1	164·2	31,563	23,755	3,659	108·6	54·0	125·7	
East Indian . . . . .	162,229	63·1	167·1	339,076	96,258	13,552	99·1	50·2	149·6	
Great Indian Peninsula . . . . .	211,322	85·0	240·9	294,178	54,599	13,640	132·6	85·7	186·0	
Madras and Southern Mahratta . . . . .	50,031	62·8	179·0	47,099	6,818	2,916	100·2	33·1	157·7	
Nizam's Guaranteed State . . . . .	10,428	57·6	185·2	12,295	2,227	1,037	90·4	56·7	160·6	
North Western . . . . .	197,548	68·7	184·1	201,018	83,604	30,007	107·2	86·2	146·7	
Oudh and Rohilkhand . . . . .	51,892	67·0	193·0	45,088	9,502	6,708	103·4	53·7	133·3	
South Indian . . . . .	18,866	52·8	171·8	9,681	2,504	1,651	77·7	47·8	145·7	
<i>3' 1½" Gauge.</i>										
Assam-Bengal . . . . .	22,105	46·7	158·0	6,013	5,162	1,687	59·2	40·7	167·4	
Bengal and North-Western . . . . .	53,602	46·1	173·6	14,113	12,936	6,943	38·8	54·2	127·5	
Bombay, Baroda and Central India . . . . .	65,719	49·3	213·7	59,509	11,556	3,571	58·4	39·1	154·3	
Burma . . . . .	46,328	49·6	201·0	29,041	13,464	5,679	59·3	37·3	137·0	
Eastern Bengal* . . . . .	32,860	55·2	151·7	12,702	15,980	7,567	69·6	65·5	132·8	
Jodhpur Bikaner† . . . . .	..	..	..	..	..	..	..	..	..	
Madras and Southern Mahratta . . . . .	42,576	49·0	228·3	40,385	5,188	3,093	57·3	28·5	213·7	
Nizam's Guaranteed State . . . . .	11,911	51·4	277·1	7,593	1,652	893	92·3	60·5	173·9	
Rohilkund and Kumaon . . . . .	12,002	54·4	165·0	1,308	2,378	676	43·1	20·0	200·2	
South Indian . . . . .	41,084	41·1	203·0	21,387	4,064	4,704	45·9	29·8	132·9	
<i>2' 6" Gauge.</i>										
Bengal Nagpur‡ . . . . .	16,505	81·5	407·9	12,132	3,741	649	99·4	44·9	420·3	
Bombay, Baroda and Central India . . . . .	2,403	18·5	340·0	*	*	*	*	*	407·3	
Great Indian Peninsula† . . . . .	..	..	..	..	..	..	..	..	..	
North Western . . . . .	5,530	43·6	363·1	7,255	3,500	1,165	71·8	60·1	515·7	
South Indian . . . . .	1,018	28·4	285·2	..	..	33	..	..	181·1	

\* Includes the Eastern Bengal (2' 6" gauge) Railway.

† Information not available.

‡ Excluding Mayurbhanj and Parlakimedi Light Railways for which information is not available.

## 29.—Statement of Oil Consumption on Class I Railways for the half-year ended 31st March 1924.

Railway.	LUBRICATING OIL USED ON ENGINES.				LUBRICATING OIL USED ON PASSENGERS AND GOODS STOCK.	
	Total pints (Passenger and mixed).	Total pints (Goods trains).	Pints per 100 engine miles (Passenger and mixed).	Pints per 100 engine miles (Goods trains).	Total pints.	Pints per 100 miles.
1	2	3	4	5	6	7
<b>5' 6" GAUGE.</b>						
Bengal-Nagpur . . . . .	140,260	219,438	6.39	6.48	1,414,227	10.00
Bombay, Baroda and Central India	254,573	118,078	9.10	7.98	339,130	2.90
Eastern Bengal . . . . .	151,511	61,535	9.37	9.45	274,520	4.09
East Indian . . . . .	401,296	638,840	7.43	8.34	1,052,448	2.48
Great Indian Peninsula . . . . .	535,195	636,546	9.61	12.80	571,376	2.25
Madras and Southern Mahratta . . . . .	161,396	101,451	9.05	9.63	10,815	1.65
Nizam's Guaranteed State . . . . .	30,409	21,257	7.53	6.98	28,274	1.99
North-Western . . . . .	639,461	515,551	9.92	12.30	513,978	1.75
Oudh and Rohilkhand . . . . .	137,222	74,242	7.92	7.60	190,116	2.61
South Indian . . . . .	87,011	32,652	10.90	11.70	118,326	6.30
<b>3' 3½" GAUGE.</b>						
Assam-Bengal . . . . .	62,122	16,123	5.86	7.09	74,556	2.09
Bengal and North-Western . . . . .	132,884	34,559	5.20	4.24	124,004	1.20
Bombay, Baroda and Central India	219,068	172,552	7.33	7.55	228,328	1.51
Burma . . . . .	128,806	69,459	6.15	6.33	101,472	1.06
Eastern Bengal* . . . . .	86,533	25,082	6.49	6.13	89,991	1.41
Jodhpur-Bikaner† . . . . .	..	..	..	..	..	..
Madras and Southern Mahratta . . . . .	134,519	106,045	6.91	6.72	18,106	1.46
Nizam's Guaranteed State . . . . .	31,723	13,727	6.11	7.45	17,022	1.08
Rohilkund and Kumaon . . . . .	22,062	3,563	4.43	5.24	50,148	3.16
South Indian . . . . .	158,124	77,635	7.06	7.44	137,461	1.69
<b>2' 6" GAUGE.</b>						
Bengal-Nagpur‡ . . . . .	18,556	14,140	4.09	5.17	24,491	1.30
Bombay, Baroda and Central India . . . . .	7,609	†	6.19	†	4,611	5.0
Great Indian Peninsula‡ . . . . .	..	..	..	..	..	..
North Western . . . . .	24,735	25,793	8.71	11.40	18,992	2.21
South Indian . . . . .	5,253	..	6.54	..	2,907	2.12

\*Includes the Eastern-Bengal (2' 6" gauge) Railway.

†Information not available.

‡Excludes Mayurbhanj and Parlakimedi Light Railways for which information is not available.

## 30.—Statement of Principal Commodities excluding live-stock carried

RAILWAY SYSTEM.	QUANTITY.			Earnings. Rs.	QUANTITY.			Earnings. Rs.
	Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
	Tons.	Tons.	Tons.		Tons.	Tons.	Tons.	
	1. Coal and Coke.				2. Cotton, raw.			
	2	3	4	5	6	7	8	9
Assam-Bengal	65,038	57,400	122,438	4,06,723	..	..	..	..
Bengal and North-Western	27,118	183,896	221,014	6,74,802	..	..	..	..
Bengal-Nagpur	3,206,165	662,232	3,868,397	1,25,01,420	5,198	8,258	13,456	3,67,941
Bombay, Baroda and Central India	4,206	610,084	614,270	27,61,864	244,566	79,868	324,432	85,35,871
Burma	35,991	..	35,991	4,10,830	574	..	574	6,969
Eastern Bengal	24,830	1,236,343	1,261,173	22,97,233	..	..	..	..
East Indian	10,154,733	455,379	10,610,112	4,80,38,930	13,788	19,064	32,852	4,25,932
Great Indian Peninsula	343,743	613,051	956,794	49,80,487	290,337	140,648	430,985	1,60,06,206
Jodhpur-Bikaner	†	†	23,636	32,911	†	†	50,582	2,91,219
Madras and Southern Mahratta	75,932	241,410	317,342	20,62,672	123,666	16,063	139,029	23,24,364
Nizam's Guaranteed State	406,773	35,894	441,667	16,62,601	67,189	6,354	73,543	13,49,943
North-Western	216,154	364,803	580,957	25,79,119	230,957	15,520	246,477	59,35,083
Ondh and Rohilkhand	2,686	769,035	771,721	37,17,361	..	..	..	..
Rohilkund and Kumaon	1,197	9,311	10,508	12,512	2,125	105	2,230	6,924
South Indian	17,605	7,185	24,800	1,02,644	51,224	5,014	56,238	7,23,566
Total, 1923-24	14,671,171	5,156,013	19,850,820	8,22,32,129	1,029,524	290,892	1,370,998	3,60,83,519
Total, 1922-23	14,660,566	5,235,055	19,895,621	8,38,69,612	1,026,058	308,452	1,334,510	3,75,75,515
Increase	10,605	..	..	..	3,466	..	36,488	..
Decrease	..	79,042	44,801	16,37,483	..	17,560	..	14,91,986
Railway System.	6. Rice in the husk.				7. Rice not in the husk.			
22	23	24	25	26	27	28	29	30
Assam-Bengal	35,708	93	35,801	2,10,469	55,441	8,613	64,054	5,55,359
Bengal and North-Western	53,115	18,455	71,570	3,41,785	193,518	72,534	266,052	16,74,571
Bengal-Nagpur	183,075	7,598	190,673	20,11,515	425,080	14,277	439,337	44,14,627
Bombay, Baroda and Central India	12,648	1,590	14,238	1,08,250	91,288	86,539	177,827	24,06,982
Burma	614,216	..	614,216	33,88,185	479,096	..	479,096	32,63,261
Eastern Bengal	143,337	43,387	186,724	7,36,124	159,738	14,126	173,864	5,98,974
East Indian	108,562	11,245	119,807	4,78,772	222,960	60,789	283,749	21,89,080
Great Indian Peninsula	97,518	134,274	231,792	21,28,893	..	..	..	..
Jodhpur-Bikaner	†	†	2,996	10,661	†	†	67,825	4,78,655
Madras and Southern Mahratta	81,104	21,002	102,106	6,07,990	333,456	86,360	419,816	48,87,403
Nizam's Guaranteed State	..	..	..	..	59,356	53,332	112,688	10,87,182
North-Western	40,778	273	41,051	2,18,066	224,539	14,875	239,414	23,31,724
Ondh and Rohilkhand	..	..	..	..	7,502	38,459	45,961	2,77,778
Rohilkund and Kumaon	9,214	206	9,420	39,218	11,346	5,269	16,615	57,702
South Indian	153,234	0,148	153,382	13,66,642	186,910	80,150	267,060	27,25,274
Total, 1923-24	1,532,507	246,271	1,781,774	1,16,46,670	2,450,210	635,323	3,053,358	2,68,97,679
Total, 1922-23	1,290,123	130,863	1,420,986	77,70,927	2,555,950	683,781	3,239,711	2,90,47,936
Increase	242,384	115,408	360,788	38,75,743	..	..	..	..
Decrease	..	..	..	..	105,740	148,488	186,353	21,50,297

\* Included in 6—Rice in the husk.

† Separate figures not available.

by Class I Railways and the earnings therefrom for the year 1923-24.

QUANTITY.			Earnings.	QUANTITY.			Earnings.	QUANTITY.			
Originating on Home line whether Local or Foreign.	Other traffic.			Originating on Home line whether Local or Foreign.	Other traffic.			Originating on Home line whether Local or Foreign.	Other traffic.		Earnings.
	Tons.	Tons.			Tons.	Tons.			Tons.	Tons.	
3. Cotton, manufactured.			13	4. Fodder.			17	15. Kerosine oil.			
10	11	12		14	15	16		60	61	62	63
..	..	..	..	..	..	..	56,495	13,739	70,234	5,99,233	
12,683	22,562	35,245	7,51,358	27,567	1,757	29,324	4,104	35,922	40,026	3,81,699	
18,829	24,416	43,245	11,94,794	38,495	4,957	43,452	45,496	5,779	51,275	10,03,485	
116,597	5,861	122,458	53,75,170	239,303	21,783	261,086	54,116	6,549	60,665	12,25,121	
14,128	..	14,128	4,05,365	45,829	..	45,829	49,775	..	49,775	8,27,242	
16,044	9,482	25,526	4,42,245	41,851	8,012	49,863	163,340	9,623	192,963	10,09,827	
53,457	9,548	63,005	20,09,721	98,815	22,515	121,180	1,457	145,476	146,933	31,70,660	
90,732	32,738	123,470	44,66,356	60,530	16,880	77,410	92,505	1,001	93,506	20,75,905	
†	†	13,104	1,72,474	†	†	15,050	†	†	12,432	1,56,348	
31,301	28,630	59,931	11,98,654	31,340	8,261	39,601	105,412	4,062	109,474	14,65,260	
3,135	16,800	19,935	3,33,489	17,109	4,090	21,199	588	14,300	14,888	1,79,649	
58,281	23,205	81,486	33,16,727	106,441	33,699	140,130	92,914	726	93,640	31,96,616	
13,730	13,984	27,714	4,25,958	14,761	10,747	25,508	2,181	26,945	29,126	3,70,171	
771	5,107	5,878	55,736	12,134	105	12,239	1,410	3,227	4,637	24,424	
30,657	4,617	35,274	6,16,311	40,042	3,023	43,065	72,776	8,609	81,385	10,42,080	
460,845	196,950	657,795	2,08,54,358	773,817	136,819	910,636	782,569	275,958	1,058,527	1,67,27,920	
466,875	235,534	702,409	2,10,29,761	724,006	132,557	856,563	718,574	268,609	985,478	1,58,46,808	
..	..	..	..	49,811	3,262	53,073	43,995	9,056	53,051	8,81,062	
6,530	38,584	32,010	1,75,403	..	..	..	..	..	..	..	
8. Gram and Pulse.			34	9. Wheat.				20. Gur, Jaggree, molasses, etc.			
31	32	33		35	36	37	38	81	82	83	84
..	..	..	..	..	..	..	..	..	..	..	
110,096	14,228	124,324	7,75,655	50,282	3,645	53,927	3,23,123	165,654	3,427	169,281	14,40,461
104,564	24,118	128,682	14,15,773	73,845	2,779	76,624	9,20,537	8,946	23,432	32,078	4,51,698
173,352	56,546	229,898	32,22,425	126,861	59,681	186,542	26,27,045	22,281	140,849	163,130	23,01,230
†113,548	..	†113,548	†14,82,267	..	..	..	..	†54,853	..	†54,853	†6,01,619
48,420	42,236	90,656	4,68,873	..	..	..	..	13,237	31,697	44,934	3,52,306
277,856	131,605	409,461	38,59,789	117,330	215,198	332,437	34,55,139	100,550	67,721	168,271	12,77,236
306,272	139,780	446,052	73,32,259	224,005	81,794	305,809	42,98,497	48,966	92,233	141,199	18,49,999
†	†	†	†	†	†	69,798	4,17,076	†	†	17,205	38,608
80,327	190,285	270,612	32,29,431	19,744	17,334	37,078	3,98,385	115,188	20,824	136,012	16,21,655
21,715	19,274	40,989	2,93,253	2,427	10,833	22,261	1,99,958	1,627	21,546	23,173	2,50,740
309,562	58,089	367,651	41,68,777	1,075,883	5,926	1,081,809	1,41,12,361	145,854	21,541	167,395	18,79,944
65,686	40,933	106,619	7,14,542	54,979	31,207	86,186	7,53,358	63,249	15,186	78,435	5,35,078
51,870	838	52,708	1,61,678	15,168	4,162	19,330	64,307	39,429	3,652	43,081	2,78,784
99,924	32,460	132,384	11,46,865	810	548	1,358	13,958	49,548	824	50,372	5,30,062
1,779,922	745,767	2,525,689	2,83,08,547	1,702,143	442,036	2,273,996	2,74,63,829	829,282	442,932	1,299,419	1,35,09,348
..	..	..	..	1,571,525	628,537	2,200,062	2,39,69,126	745,616	488,180	1,243,796	1,33,83,676
..	..	..	..	190,618	..	73,934	41,14,708	83,666	..	45,623	1,25,673
..	..	..	..	..	186,482	..	..	..	55,248	..	..

† Includes 'Jowar' figures for the half-year ended 30th September 1924

Report of Principal Commodities excluding live-stock carried by class I Railways

RAILWAY SYSTEM.	QUANTITY.				Earnings.	QUANTITY.			
	Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Earnings.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Earnings.
		11. Other grains and pulses.				12. Jute, raw.			
		45	46	47		48	49	50	51
Assam-Bengal	65,0	..	..	..	149,974	3,204	163,178	10,02,770	
Bengal and North-Western	27,1	..	..	..	..	..	..	..	
Bengal-Nagpur	3,206,1	27,841	209,448	13,43,109	..	..	..	..	
Bombay, Baroda and Central India	4,2	6,698	17,204	1,57,749	8,450	25,593	34,043	2,50,314	
Burma	35,9	83,989	167,857	22,12,076	31	206	237	4,035	
Eastern Bengal	24,8	..	561	6,269	..	..	..	..	
East Indian	10,154,7	21,076	39,677	2,67,550	722,178	241,742	963,920	1,12,41,050	
Great Indian Peninsula	343,7	66,504	121,876	10,10,638	5,320	49,719	55,039	1,83,350	
Jodhpur-Bikaner	†	40,311	83,108	10,31,806	..	..	..	..	
Madras and Southern Mahratta	75,9	†	232,742	14,00,944	†	†	12	119	
Nizam's Guaranteed State	405,7	8,620	39,625	4,44,805	..	..	..	..	
North-Western	216,1	..	..	..	..	..	..	..	
Oudh and Rohilkhand	2,8	71,643	707,825	85,22,219	..	..	..	..	
Rohilkund and Kumaon	1,1	42,232	172,889	12,23,895	..	..	..	..	
South Indian	17,3	750	19,781	95,204	1	25	26	198	
	63	25,138	58,401	5,08,708	32	53	85	1,046	
Total, 1923-24	14,671,1								
Total, 1922-23	14,860,6	384,300	1,871,144	1,82,12,972	887,989	320,542	1,206,540	1,26,82,666	
Increase	10,8	1,089,060	3,800,583	3,65,84,545	748,878	305,308	1,054,186	1,07,98,314	
Decrease	2	724,760	1,929,439	1,83,71,573	137,109	15,234	152,364	10,14,352	
	..	..	..	..	..	..	..	..	
Railway System.		16. Oilseeds.			17. Tobacco.				
		66	67	68	69	70	71	72	
Assam-Bengal	35,7	..	..	..	1,207	6,465	7,762	96,993	
Bengal and North-Western	53,1	4,468	197,217	11,94,829	37,791	4,084	42,775	4,95,555	
Bengal-Nagpur	183,0	7,950	134,431	14,02,701	8,350	16,668	23,018	4,60,740	
Bombay, Baroda and Central India	12,6	98,869	339,838	37,24,879	29,941	5,482	34,423	6,99,403	
Burma	614,2	..	17,573	1,54,023	10,138	..	16,138	1,82,241	
Eastern Bengal	143,3	16,812	80,093	5,29,170	27,659	20,869	48,528	7,80,345	
East Indian	108,6	335,798	568,371	58,13,090	17,780	23,878	43,650	6,88,815	
Great Indian Peninsula	97,5	298,017	600,961	81,01,586	4,031	14,684	18,715	4,20,780	
Jodhpur-Bikaner	†	†	145,480	7,33,151	†	†	4,985	53,484	
Madras and Southern Mahratta	81,1	80,020	303,260	37,84,507	89,612	7,212	46,824	7,95,276	
Nizam's Guaranteed State	..	21,722	222,805	17,99,707	892	3,024	3,916	66,559	
North-Western	40,7	74,103	500,122	56,66,560	23,512	5,540	29,052	5,67,939	
Oudh and Rohilkhand	..	8,140	80,971	5,84,298	1,993	6,363	7,356	76,399	
Rohilkund and Kumaon	9,2	463	24,321	1,13,506	3,222	809	4,031	40,995	
South Indian	153,2	68,088	213,557	20,44,004	25,007	3,098	28,105	3,93,692	
Total, 1923-24	1,532,5	1,005,938	3,437,990	3,56,46,020	236,225	120,074	361,284	58,18,213	
Total, 1922-23	1,200,1	1,007,216	3,045,435	3,28,21,931	241,712	130,887	372,509	58,50,600	
Increase	242,5	..	392,555	28,24,089	..	..	..	..	
Decrease	..	..	..	..	..	..	..	..	
		1,378	..	..	5,487	10,813	11,315	82,397	

† Separate figures not available.

and the earnings therefrom for the year 1923-24—contd.

QUANTITY.				Earnings.	QUANTITY.				Earnings.	QUANTITY.				Earnings.
Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Ra.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Ra.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Ra.	
Tons.	Tons.	Tons.			Tons.	Tons.	Tons.			Tons.	Tons.	Tons.		
13. Iron and Steel, wrought.					14. Marble and stone.					15. Kerosine oil.				
52	53	54	55		56	57	58	59	60	61	62	63		
5,872	9,078	14,050	1,76,242	..	..	..	..	..	56,495	13,739	70,234	5,99,233		
7,121	11,929	19,050	1,85,428	2,873	10,437	13,310	50,505	4,104	35,922	40,026	3,81,699			
98,038	16,276	114,314	9,35,954	38,663	3,763	42,426	99,773	45,496	5,779	51,275	10,03,485			
112,213	12,308	124,521	27,48,694	252,528	67,494	320,022	10,90,828	54,116	6,549	60,665	12,25,121			
14,213	..	14,213	1,45,317	296,121	..	296,121	5,96,850	49,775	..	49,775	8,27,242			
44,059	39,695	93,754	6,66,561	..	..	..	..	183,340	9,623	192,963	10,09,827			
124,191	39,622	163,813	24,54,127	340,328	44,900	385,228	10,65,375	1,457	145,476	146,933	31,70,860			
175,766	17,709	193,475	28,15,854	238,294	160,427	398,721	15,48,864	92,505	1,001	93,506	20,75,905			
†	†	9,840	86,484	†	†	84,743	2,03,382	†	†	12,432	1,58,348			
49,877	21,663	71,540	9,84,152	96,078	2,616	98,694	5,03,219	105,412	4,062	109,474	14,65,260			
3,182	23,326	26,508	2,97,921	114,814	7,890	122,704	3,20,511	588	14,300	14,888	1,79,649			
103,981	38,515	142,476	33,07,287	596,002	24,264	620,266	18,14,946	92,914	726	93,640	31,96,616			
9,857	51,783	61,645	4,29,558	36,181	46,030	82,211	1,11,534	2,181	26,945	29,126	3,70,171			
2,303	6,615	8,918	58,274	16,065	3,225	19,290	54,795	1,410	3,227	4,637	24,424			
30,903	8,582	39,545	4,64,522	131,914	3,643	135,557	3,86,455	72,776	8,609	81,385	10,42,080			
781,616	297,106	1,088,562	1,57,56,375	2,160,461	374,689	2,619,893	78,28,037	762,569	276,958	1,050,059	1,67,27,920			
639,954	253,046	893,000	1,40,54,721	1,839,427	418,593	2,258,020	71,38,998	718,574	269,602	986,476	1,58,46,868			
141,662	44,080	195,582	17,01,654	321,034	..	361,973	6,89,039	43,995	9,056	65,489	8,81,052			
..	..	..	..	..	43,904	..	..	..	..	..	..	..		
18. Provisions.					19. Salt.					20. Gur, Jaggree, molasses, etc.				
72	74	75	76	77	78	79	80	81	82	83	84			
6,081	823	6,904	74,664	41,865	1,928	43,793	3,27,855	..	..	..	..			
7,945	3,267	11,262	1,16,897	15,707	88,071	104,768	5,54,563	165,854	3,427	169,281	14,40,461			
41,776	14,744	56,520	8,25,040	63,108	52,217	115,325	11,33,822	8,646	23,432	32,078	4,51,696			
54,339	26,329	80,668	14,72,825	291,007	17,770	308,777	27,60,134	22,281	140,849	163,130	23,01,230			
7,817	..	7,817	1,44,071	42,620	..	42,620	6,97,597	154,853	..	154,853	18,01,619			
..	..	..	..	30,152	56,141	92,293	6,87,060	13,237	31,697	44,934	3,52,306			
75,779	41,853	117,632	17,99,613	185,323	49,103	233,516	11,68,641	100,550	67,721	168,271	12,77,236			
70,058	23,806	93,864	17,25,125	81,312	105,261	187,073	22,21,399	48,966	92,233	141,199	18,49,999			
†	†	14,128	1,14,249	†	†	23,871	1,32,044	†	†	17,205	38,608			
80,371	37,756	118,127	14,26,769	86,368	42,796	129,164	11,77,779	115,188	20,924	136,012	16,21,686			
11,901	24,555	36,456	4,09,317	6,795	50,113	56,908	5,04,888	1,627	21,546	23,173	2,50,740			
84,439	16,550	100,989	18,48,274	126,010	7,221	133,231	12,77,890	145,854	21,541	167,395	18,79,944			
3,182	3,684	6,866	75,320	5,415	32,973	38,388	2,40,223	63,249	15,186	78,435	5,35,078			
2,021	847	2,868	10,361	4,854	21,188	26,042	1,26,034	39,429	3,652	43,081	2,78,784			
76,411	10,133	86,544	12,20,286	137,118	11,169	148,307	84,565	49,548	824	50,372	5,30,662			
522,120	209,337	745,585	1,12,73,111	1,121,244	535,961	1,684,076	1,42,94,494	829,282	442,932	1,239,419	1,35,09,348			
534,427	207,013	741,440	1,15,39,392	1,558,387	850,546	2,406,933	2,07,38,239	745,616	498,180	1,243,796	1,33,83,676			
..	2,324	4,145	..	..	..	..	..	83,666	..	45,623	1,25,673			
12,307	..	..	2,96,281	432,143	314,585	722,857	64,43,745	..	55,248	..	..			

† Includes figures for Sugar for the half-year ended 30th September 1923.



## 30.—Statement of Principal Commodities excluding live-stock carried by Class I Railway.

Railway System.	QUANTITY.			Earnings. Rs.	QUANTITY.			Earnings. Rs.
	Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
	Tons.	Tons.	Tons.		Tons.	Tons.	Tons.	
	21. Sugar, refined and unrefined.				22. Wood, unwrought.			
85	86	87	88	89	90	91	92	93
Assam Bengal	..	..	..	..	19,975	2,713	22,688	95,946
Bengal and North-Western	75,024	3,442	78,466	8,95,076	119,805	8,684	128,579	4,51,068
Bengal Nagpur	20,453	4,381	24,834	4,58,467	127,739	5,686	133,425	8,10,941
Bombay, Baroda and Central India	56,933	56,040	112,973	15,53,366	127,813	59,277	187,090	11,49,607
Burma	13,878	..	13,878	157,441	168,745	..	168,745	8,36,415
Eastern Bengal	17,671	7,067	24,738	2,53,417	33,940	17,952	51,892	3,52,761
East Indian	68,097	44,259	112,356	17,12,293	40,560	77,422	117,982	6,86,456
Great Indian Peninsula	54,538	18,049	72,587	10,89,758	194,390	49,944	244,334	11,84,650
Jodhpur Bikaner	†	†	20,350	1,61,222	†	†	13,373	70,870
Madras and Southern Mahratta	19,312	14,047	33,359	3,81,515	79,305	48,647	127,952	10,12,045
Nizam's Guaranteed State	618	7,402	8,020	87,950	69,680	16,622	86,302	3,12,544
North-Western	166,312	35,980	202,292	45,26,624	240,433	53,122	293,555	13,16,418
Oudh and Rohilkhand	36,259	30,870	67,129	6,60,522	89,816	51,128	140,944	5,20,517
Rohilkund and Kumaon	14,011	2,965	16,976	79,137	33,344	492	33,836	1,37,776
South Indian	22,010	3,243	25,253	2,72,352	182,604	2,878	185,482	12,61,112
Total, 1923-24	555,110	227,745	803,211	1,21,89,740	1,528,739	394,537	1,936,649	1,01,99,126
Total, 1922-23	509,517	215,041	724,558	1,06,43,625	1,573,169	450,449	2,023,618	1,10,43,402
Increase	45,593	12,704	78,653	15,46,115	..	..	..	..
Decrease	..	..	..	..	44,430	55,912	86,969	8,44,276

† Separate figures not  
‡ Excludes figures for

and the earnings therefrom for the year 1923-24 -conold.

QUANTITY.				Earnings.	QUANTITY.				Earnings.	QUANTITY.				Earnings.
Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Earnings.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Earnings.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Earnings.	
Tons.	Tons.	Tons.			Tons.	Tons.	Tons.			Tons.	Tons.	Tons.		
23. Metallic ores.					24. Railway materials.					25. Other commodities.				
94	95	96	97		98	99	100	101	102	103	104	105		
..	..	..	..	..	331	351	682	3,466	190,188	75,979	266,167	30,67,044		
..	..	..	..	..	9,269	688	9,957	40,704	290,156	97,409	387,567	27,33,778		
1,758,866	44	1,758,910	60,70,833	127,476	9,832	137,306	8,90,222	1,216,264	174,249	1,390,513	81,40,884			
95,576	1	95,577	6,37,226	20,323	5,968	26,291	1,20,336	942,942	323,440	1,266,382	1,37,88,277			
51,619	..	51,619	3,56,192	†1,651	..	†1,651	†17,393	694,063	..	694,063	68,96,359			
..	..	..	..	..	3,442	8,811	10,253	19,071	408,886	339,734	748,620	45,51,319		
23,577	1,511	25,088	92,997	153,868	87,875	241,743	12,61,611	1,226,887	411,001	1,637,888	1,74,35,866			
139	235,952	236,091	22,22,859	8,739	18,187	26,926	1,59,984	1,040,581	414,341	1,454,922	1,61,72,681			
†	†	2	45	†	†	2,655	5,817	†	†	170,949	13,68,658			
63,700	51,851	115,551	6,95,068	11,682	11,522	23,204	1,00,962	680,523	221,022	901,545	91,80,943			
..	..	..	..	..	..	..	..	74,335	71,173	145,508	13,13,772			
26,490	81	26,571	3,93,602	12,645	32,645	45,290	2,69,413	1,539,250	161,921	1,701,171	1,54,59,284			
..	..	..	..	..	5,267	109	5,376	33,004	308,891	221,051	529,942	31,16,443		
..	..	..	..	..	..	..	..	..	358,347	16,061	374,408	12,96,083		
1,149	902	2,051	21,618	3,087	2,774	5,861	39,663	608,564	87,479	696,043	54,45,732			
2,021,116	290,342	2,311,460	1,04,90,440	357,780	176,762	537,197	29,67,646	9,579,879	2,614,860	12,365,388	10,99,97,120			
1,637,215	439,239	2,076,454	1,12,21,061	378,754	172,839	551,593	27,99,554	9,113,385	2,552,292	11,665,677	11,24,90,513			
383,901	..	235,006	..	..	3,923	..	1,68,092	466,494	62,568	699,711	..			
..	148,897	..	7,30,621	20,974	..	14,396	..	..	..	..	24,93,392			

a available.

the half-year ended 30th September 1923.

Railway.	TABLE A.—MAINTENANCE OF WAY,						
	GENERAL SUPERINTENDENCE (INCLUDING OFFICE EXPENSES.)					MAINTENANCE AND	
	Amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Amount	Per mile of line maintained.
1	2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
<b>6" GAUGE.</b>							
Bangal Nagpur . . . . .	14,68,517	734·9	528·0	0·24	17·9	43,16,449	2,160·1
Bombay, Baroda and Central India	11,38,185	862·1	561·2	0·27	17·1	35,73,122	2,706·4
Eastern Bengal . . . . .	8,87,275	1,443·5	677·0	0·34	13·6	35,87,043	5,835·3
East Indian . . . . .	25,15,302	900·7	511·3	0·16	14·9	95,08,619	3,404·7
Great Indian Peninsula . . . . .	23,70,067	746·4	465·5	0·23	14·5	90,79,464	2,859·2
Madras and Southern Mahratta . . . . .	7,69,950	718·3	569·9	0·29	18·5	24,27,610	2,264·7
Nizam's Guaranteed State . . . . .	1,89,453	529·1	454·7	0·32	29·7	2,87,043	803·3
North Western . . . . .	32,06,959	597·4	408·5	0·29	11·7	1,69,77,565	3,162·4
Oudh and Rohilkhand . . . . .	9,37,276	583·7	463·0	0·36	12·9	40,85,475	2,531·0
South Indian . . . . .	2,74,514	610·3	517·0	0·35	12·2	15,36,437	3,415·8
<b>3' 3½" GAUGE.</b>							
Assam-Bengal . . . . .	5,64,649	538·2	453·1	0·82	23·2	12,72,042	1,213·1
Bengal and North Western . . . . .	5,49,928	266·5	219·1	0·29	18·2	15,42,533	747·9
Bombay, Baroda and Central India	9,11,013	383·3	322·6	0·32	14·4	42,00,256	1,767·4
Burma . . . . .	9,00,269	536·0	405·1	0·43	14·8	33,78,519	2,011·6
Eastern Bengal* . . . . .	5,29,747	475·9	373·2	0·39	15·6	18,85,986	1,676·3
Jodhpur-Bikaner . . . . .	1,31,403	94·7	86·9	0·19	4·1	27,54,409	1,985·7
Madras and Southern Mahratta . . . . .	6,28,369	322·2	287·5	0·36	12·2	37,65,831	1,981·1
Nizam's Guaranteed State . . . . .	2,00,021	361·8	321·3	0·57	21·0	6,08,836	1,101·2
Rohilkund and Kumaon . . . . .	1,64,212	285·6	236·1	0·53	17·8	5,23,448	910·5
South Indian . . . . .	7,56,490	569·8	478·4	0·46	16·2	27,15,482	2,045·2
<b>2' 6" GAUGE.</b>							
Bengal-Nagpur† . . . . .	2,45,002	306·6	276·8	0·82	19·5	7,75,426	970·4
North Western . . . . .	2,19,923	478·8	400·6	1·57	22·7	4,08,180	888·7
South Indian . . . . .	26,441	267·9	250·4	1·48	22·1	70,748	716·8

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

†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## expenses of Class I Railways for the year 1923-24.

## WORKS AND STATIONS.

RENEWAL OF PERMANENT WAY.			REPAIRS OF BRIDGES, ETC.				
Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.
9	10	11	12	13	14	15	16
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1,552·0	0·71	52·6	6,23,101	311·8	224·0	0·10	7·60
1,761·9	0·85	53·6	8,72,626	661·0	430·3	0·21	13·10
2,736·8	1·40	54·7	8,01,466	1,303·8	611·5	0·31	13·23
1,932·8	0·61	56·1	11,72,399	419·8	238·3	0·08	6·92
1,783·3	0·89	55·6	17,24,901	543·2	338·8	0·17	10·56
1,797·1	0·90	58·2	2,34,907	219·1	173·9	0·09	5·63
690·3	0·49	45·1	35,400	98·9	84·9	0·06	5·55
2,162·4	1·55	61·9	15,30,640	285·1	195·0	0·14	5·58
2,008·2	1·57	55·9	8,77,299	545·1	432·4	0·34	12·00
2,893·5	1·96	68·4	1,82,852	362·0	306·7	0·21	7·29
1,021·2	1·85	52·3	1,76,704	168·4	141·6	0·26	7·26
614·9	0·81	51·1	4,17,565	202·5	166·5	0·22	13·93
1,487·6	1·47	66·4	2,07,466	87·3	73·5	0·08	3·28
1,520·2	1·61	55·4	7,29,117	434·1	328·1	0·35	12·00
1,314·6	1·39	54·8	2,07,296	186·2	146·0	0·16	6·09
1,821·2	3·98	86·4	52,044	37·5	34·4	0·07	1·63
1,723·0	2·19	72·8	2,86,723	147·0	131·2	0·17	5·54
977·9	1·75	63·9	20,850	37·7	38·5	0·06	2·19
752·4	1·67	56·8	80,981	140·9	116·4	0·26	8·79
1,717·1	1·64	58·4	5,11,087	395·0	323·2	0·30	10·98
876·1	2·58	61·7	63,851	79·9	72·1	0·21	5·08
743·5	2·91	42·0	1,00,720	219·3	183·4	0·72	10·37
670·0	3·96	59·0	4,465	45·2	42·3	0·25	3·73

## 31.—Analysis of operating

Railway.	TABLE A.—MAINTENANCE OF WAY,						
	CONSERVANCY OF RIVERS.					REPAIRS OF STATIONS	
	Amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Amount.	Per mile of line maintained.
17	18	19	20	21	22	23	24
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
<b>5' 6" GAUGE.</b>							
Bengal-Nagpur . . . . .	781	0·39	0·28	..	0·01	12,75,531	638·3
Bombay, Baroda and Central India . . . . .	..	..	..	..	..	7,63,925	578·6
Eastern Bengal . . . . .	32,769	53·30	25·00	0·01	0·50	9,70,997	1,579·6
East Indian . . . . .	..	..	..	..	..	29,46,306	1,055·0
Great Indian Peninsula . . . . .	..	..	..	..	..	23,31,859	734·3
Madras and Southern Mahratta . . . . .	..	..	..	..	..	5,95,158	555·2
Nizam's Guaranteed State . . . . .	..	..	..	..	..	96,202	268·6
North Western . . . . .	83,329	15·52	10·61	..	0·30	36,28,810	675·9
Oudh and Rohilkhand . . . . .	34,939	21·76	17·26	0·01	0·48	10,26,699	639·6
South Indian . . . . .	..	..	..	..	..	1,93,357	429·9
<b>3' 3½" GAUGE.</b>							
Assam-Bengal . . . . .	..	..	..	..	..	2,66,798	254·3
Bengal and North-Western . . . . .	2,139	1·04	0·95	..	0·07	2,31,431	112·2
Bombay, Baroda and Central India . . . . .	..	..	..	..	..	6,24,882	262·0
Burma . . . . .	4,237	2·52	1·90	..	0·07	7,53,549	448·7
Eastern Bengal* . . . . .	37,258	33·46	26·25	0·03	1·09	5,30,805	477·0
Jodhpur-Bikaner . . . . .	..	..	..	..	..	93,038	67·1
Madras and Southern Mahratta . . . . .	..	..	..	..	..	4,02,223	206·3
Nizam's Guaranteed State . . . . .	..	..	..	..	..	74,310	134·4
Rohilkund and Kumaon . . . . .	4,476	7·79	6·43	0·01	0·49	89,823	156·2
South Indian . . . . .	..	..	..	..	..	4,41,223	332·3
<b>2' 6" GAUGE.</b>							
Bengal-Nagpur† . . . . .	..	..	..	..	..	77,399	96·9
North Western . . . . .	145	0·32	0·27	..	0·02	1,73,271	377·2
South Indian . . . . .	..	..	..	..	..	13,962	141·5

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

†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## expenses of Class I Railways for the year 1923-24—contd.

## WORKS AND STATIONS—concl'd.

AND BUILDINGS.			NEW MINOR WORKS AND UNCLASSIFIED EXPENDITURE (NET).					TOTAL.			
Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract A.	Amount.	Per mile of line maintained.	Per mile of track including sidings.	Per 1,000 gross ton miles.
25	26	27	28	29	30	31	32	33	34	35	36
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
468·6	0·21	15·6	5,14,408	257·4	185·0	0·09	6·27	81,98,787	4,103·0	2,948·0	1·35
376·7	0·18	11·5	3,15,950	239·3	155·8	0·08	4·74	66,63,808	5,047·4	3,285·9	1·59
740·8	0·38	14·8	2,75,476	448·1	210·1	0·11	4·20	65,55,026	10,668·6	5,001·2	2·55
598·9	0·19	17·4	7,93,328	284·0	161·3	0·05	4·68	1,69,35,954	6,064·2	3,442·6	1·09
458·0	0·23	14·3	8,35,470	263·1	164·1	0·08	5·11	1,63,41,781	5,146·2	3,209·7	1·60
440·6	0·22	14·3	1,43,798	134·2	106·4	0·05	3·44	41,71,423	3,891·5	3,087·9	1·55
230·9	0·17	15·1	29,542	82·5	70·9	0·05	4·63	6,38,240	1,782·4	1,531·7	1·09
462·2	0·33	13·2	20,03,935	373·3	255·2	0·18	7·31	2,74,31,228	5,109·6	3,483·9	2·49
507·1	0·40	14·1	3,37,452	210·2	166·7	0·13	4·64	72,77,140	4,532·1	3,594·7	2·81
364·1	0·24	8·6	78,575	174·7	148·0	0·10	3·50	22,45,735	4,992·7	4,229·3	2·86
214·1	0·39	11·0	1,51,277	144·2	121·4	0·22	6·22	24,32,070	2,318·2	1,951·6	3·54
92·3	0·12	7·7	2,74,880	133·3	109·6	0·15	9·11	30,18,176	1,463·4	1,203·2	1·59
221·3	0·21	9·9	3,82,575	161·0	135·5	0·14	6·05	63,26,192	2,661·9	2,240·5	2·22
339·1	0·36	12·3	3,31,862	197·6	149·3	0·15	5·44	60,97,553	3,630·5	2,743·7	2·90
374·1	0·39	15·6	2,34,027	210·3	164·9	0·18	6·88	34,05,309	3,059·2	2,399·1	2·54
61·5	0·13	2·9	1,57,727	113·7	104·3	0·24	4·95	31,88,621	2,298·7	2,108·3	4·61
184·0	0·23	7·8	86,123	44·2	39·4	0·05	1·67	51,69,269	2,650·8	2,365·1	3·00
119·3	0·21	7·8	48,576	87·9	78·0	0·14	5·10	9,52,593	1,723·0	1,530·0	2·73
129·1	0·28	9·7	58,282	101·4	83·7	0·19	6·32	9,21,222	1,802·4	1,324·1	2·94
279·0	0·26	9·5	2,27,534	171·4	143·9	0·14	4·89	46,51,816	3,503·7	2,941·6	2·80
87·5	0·26	6·2	95,693	119·8	108·1	0·32	7·61	12,57,371	1,573·6	1,420·6	4·19
315·6	1·24	17·8	68,783	149·8	125·3	0·49	7·08	9,71,022	2,114·1	1,768·7	6·93
132·2	0·78	11·6	4,335	43·9	41·0	0·24	3·61	1,10,951	1,215·3	1,135·9	6·71

Railway.	TABLE B.—LOCOMOTIVE							
	GENERAL SUPERINTENDENCE (INCLUDING OFFICE EXPENSES).				RUNNING EXPENSES.			
	Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
1	2	3	4	5	6	7	8	9
<b>5' 6" GAUGE.</b>								
	Rs.	As.	Rs.		Rs.	As.	Rs.	
Bengal-Nagpur . . . . .	9,89,654	1·02	0·16	7·24	31,53,676	3·28	0·52	23·1
Bombay, Baroda and Central India . . . . .	6,76,726	1·11	0·16	3·74	25,25,549	4·15	0·60	14·0
Eastern Bengal . . . . .	3,62,637	0·01	0·15	5·86	10,27,114	2·46	0·40	15·7
East Indian . . . . .	21,88,390	0·07	0·14	7·04	61,26,522	2·71	0·39	22·2
Great Indian Peninsula . . . . .	16,62,523	1·08	0·16	4·03	68,84,187	4·48	0·68	16·7
Madras and Southern Mahratta . . . . .	5,09,897	1·16	0·19	5·04	13,45,630	3·07	0·50	13·3
Nizam's Guaranteed State . . . . .	1,11,784	1·04	0·19	8·56	2,30,649	2·15	0·39	17·7
North Western . . . . .	17,52,555	1·06	0·16	3·78	52,89,404	3·21	0·48	11·4
Oudh and Rohilkhand . . . . .	4,06,120	0·99	0·16	5·47	11,35,788	2·78	0·43	15·3
South Indian . . . . .	1,71,969	1·08	0·22	5·38	5,71,468	3·60	0·73	17·9
<b>3' 3½" GAUGE.</b>								
Assam-Bengal . . . . .	2,37,988	1·17	0·34	9·38	3,48,955	1·73	0·50	13·7
Bengal and North-Western . . . . .	2,40,058	0·47	0·13	5·04	4,09,774	0·98	0·26	10·5
Bombay, Baroda and Central India . . . . .	9,19,924	1·27	0·32	7·28	23,57,526	3·26	0·82	18·6
Burma . . . . .	6,03,096	1·10	0·29	6·83	15,25,580	2·79	0·73	17·3
Eastern Bengal* . . . . .	3,29,598	1·07	0·25	8·23	7,02,544	2·27	0·62	17·6
Jodhpur-Bikaner . . . . .	1,39,411	0·75	0·20	4·70	2,40,166	1·29	0·35	8·1
Madras and Southern Mahratta . . . . .	4,24,535	0·80	0·24	5·44	14,43,006	2·71	0·84	18·5
Nizam's Guaranteed State . . . . .	1,25,188	1·28	0·36	8·31	2,00,542	2·05	0·57	13·3
Rohilkund and Kumaon . . . . .	95,094	1·18	0·30	8·76	99,247	1·13	0·32	9·1
South Indian . . . . .	4,51,457	0·90	0·27	5·06	15,76,019	3·16	0·95	17·7
<b>2' 6" GAUGE.</b>								
Bengal-Nagpur† . . . . .	1,18,161	1·02	0·33	7·96	2,20,224	1·91	0·73	14·8
North Western . . . . .	88,505	0·99	0·63	5·10	3,53,997	3·98	2·53	20·4
South Indian . . . . .	13,981	1·34	0·78	7·91	28,204	2·72	1·58	16·0

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

† Excludes figures for Mayurbhanj and P. diakimedi Light Railways.

## expenses of Class I Railways for the year 1923-24.—contd.

## EXPENSES.

FUEL (AVERAGE COST).				WATER (INCLUDING WAGES AND STORES).			
Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
10	11	12	13	14	15	16	17
Rs.	As.	Rs.		Rs.	As.	Rs.	
34,92,576	3·61	0·57	25·6	3,86,311	0·40	0·06	2·83
76,28,035	12·37	1·80	41·6	4,05,837	0·82	0·12	2·74
28,98,765	6·93	1·13	44·4	1,33,636	0·32	0·05	2·05
62,19,356	2·76	0·40	22·6	5,87,469	0·26	0·04	2·13
1,57,23,321	10·20	1·55	38·1	6,35,167	0·41	0·06	1·54
38,57,829	8·80	1·43	38·1	2,52,585	0·58	0·09	2·50
4,92,288	4·58	0·84	37·7	47,845	0·45	0·08	3·65
1,91,40,292	11·60	1·74	41·3	9,24,116	0·56	0·09	2·60
26,24,956	6·44	1·02	35·4	1,30,814	0·32	0·05	1·76
17,27,838	10·90	2·20	54·0	57,166	0·36	0·07	1·78
12,15,266	6·02	1·74	47·9	70,175	0·35	0·10	3·77
21,97,794	4·30	1·16	46·2	1,59,002	0·31	0·08	3·34
45,33,449	6·26	1·59	35·9	2,87,330	0·40	0·10	2·27
45,71,885	8·37	2·18	51·7	2,68,140	0·49	0·13	3·03
14,31,440	4·63	1·07	35·8	71,053	0·23	0·05	1·78
13,69,432	7·30	1·97	45·8	2,20,158	1·18	0·32	7·42
29,09,738	5·47	1·69	37·3	2,75,274	0·52	0·16	3·53
3,88,592	3·98	1·11	25·8	53,338	0·55	0·15	3·54
5,21,620	5·91	1·66	48·1	29,534	0·33	0·09	2·72
41,05,192	8·22	2·48	46·1	1,54,040	0·31	0·09	1·73
4,28,050	3·70	1·43	28·8	62,596	0·54	0·21	4·22
5,83,558	6·55	4·17	33·6	52,393	0·59	0·37	3·03
83,824	8·08	4·69	47·4	12,626	1·22	0·70	7·14



## 31.—Analysis of operating expenses of

Railway.	TABLE B.—LOCOMOTIVE							
	OIL, TALLOW AND OTHER STORES.				MAINTENANCE AND RENEWALS OF LOCOMOTIVES.			
	Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.
18	19	20	21	22	23	24	25	26
<b>5' 6" GAUGE.</b>								
Bengal Nagpur	Rs. 2,84,693	As. 0·29	Rs. 0·05	2·09	Rs. 29,00,495	As. 3·01	Rs. 0·48	21·2
Bombay, Baroda and Central India	5,08,570	0·93	0·14	3·14	46,40,705	7·63	1·11	25·6
Eastern Bengal	1,05,127	0·25	0·04	1·61	15,89,115	3·80	0·62	24·4
East Indian	13,98,432	0·62	0·09	5·08	77,55,332	3·44	0·50	28·2
Great Indian Peninsula	5,07,273	0·33	0·05	1·23	1,03,65,378	6·75	1·02	25·1
Madras and Southern Mahratta	1,08,324	0·25	0·04	1·07	25,40,784	5·79	0·95	25·1
Nizam's Guaranteed State	38,565	0·36	0·07	2·95	3,10,422	2·89	0·53	23·8
North Western	5,71,092	0·35	0·05	1·23	1,33,49,631	8·11	1·22	28·9
Oudh and Rohilkhand	97,115	0·24	0·04	1·31	20,18,805	4·95	0·78	27·2
South Indian	1,04,572	0·66	0·13	3·27	3,25,042	2·05	0·42	10·2
<b>3' 3½" GAUGE.</b>								
Assam Bengal	40,455	0·20	0·09	1·59	3,39,004	1·67	0·49	13·4
Bengal and North-Western	1,03,453	0·20	0·05	2·17	9,60,060	1·87	0·51	20·2
Bombay, Baroda and Central India	3,04,549	0·42	0·11	2·41	30,10,510	4·16		23·8
Burma	1,14,294	0·21	0·05	1·29	10,80,307	1·98	0·51	12·2
Eastern Bengal**	67,213	0·22	0·05	1·68	7,46,010	2·18	0·56	18·6
Jodhpur-Bikaner	7,9,775	0·43	0·11	2·69	7,33,362	3·97	1·07	24·9
Madras and Southern Mahratta	112,991	0·21	0·07	1·45	14,80,725	2·78	0·86	19·0
Nizam's Guaranteed State	30,979	0·32	0·09	2·06	5,05,302	5·17	1·45	33·5
Rohilkund and Kumaon	28,086	0·32	0·03	2·59	2,41,629	2·73	0·77	22·3
South Indian	1,32,647	0·27	0·08	1·49	17,11,038	3·42	1·03	19·2
<b>2' 6" GAUGE.</b>								
Bengal-Nagpur†	25,263	0·22	0·09	1·70	3,51,809	3·04	1·17	23·7
North Western	27,594	0·32	0·20	1·59	4,69,540	5·27	3·36	27·1
South Indian	3,183	0·31	0·18	1·80	32,902	3·17	1·81	18·6

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

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## Class I Railways for the year 1923-24—contd.

## EXPENSES—contd.

MAINTENANCE AND RENEWALS OF MACHINERY, TOOLS AND PLANT.				NEW MINOR WORKS, PAYMENTS TO OTHER LINES AND UNCLASSIFIED EXPENDI- TURE (NET).				*TOTAL.		
Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expendi- ture under Abstract B.	Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Percentage of total expendi- ture under Abstract B.	Amount.	Per Engine mile.	Per 1,000 gross ton miles.
27	28	29	30	31	32	33	34	35	36	37
Rs.	As.	Rs.		Rs.	As.	Rs.		Rs.	As.	Rs.
4,17,192	0.43	0.07	3.05	20,38,656	2.11	0.34	14.92	1,36,63,258	14.1	2.25
3,87,118	0.64	0.09	2.14	12,67,970	2.09	0.30	7.01	1,80,90,510	29.7	4.32
2,55,471	0.61	0.10	3.91	1,35,682	0.32	0.05	2.08	65,27,547	15.6	2.54
5,92,290	0.26	0.04	2.15	26,72,258	1.19	0.17	9.70	2,75,40,055	12.2	1.71
8,44,267	0.55	0.08	2.05	46,06,315	3.00	0.46	11.18	4,12,28,431	26.8	4.05
4,83,267	1.10	0.16	4.77	10,19,845	2.32	0.38	10.08	1,01,18,161	23.1	3.78
6,698	0.06	0.01	0.51	68,257	0.64	0.11	5.22	13,06,508	12.2	2.23
7,83,319	0.48	0.07	1.69	45,08,935	2.74	0.41	9.73	4,63,19,344	28.1	4.22
2,72,137	0.67	0.10	3.67	7,37,654	1.81	0.29	9.94	74,23,389	18.2	2.87
81,992	0.51	0.10	2.56	1,59,054	1.00	0.20	4.97	31,99,101	20.1	4.07
44,082	0.22	0.06	1.74	2,40,691	1.19	0.34	9.49	25,36,596	12.5	3.63
50,203	0.10	0.02	1.06	5,52,486	1.08	0.03	11.60	47,62,830	9.3	2.51
4,85,242	0.67	0.17	3.84	7,43,077	1.02	0.26	5.87	1,26,41,607	17.5	4.43
84,886	0.15	0.04	0.96	5,87,634	1.07	0.27	6.65	88,35,822	16.2	4.20
1,18,821	0.38	0.08	2.98	5,33,285	1.73	0.40	13.33	39,99,994	12.9	2.98
48,658	0.26	0.07	1.64	1,38,879	0.75	0.20	4.63	29,65,841	15.9	4.29
2,12,463	0.40	0.12	2.72	9,40,961	1.77	0.55	12.07	77,99,693	14.7	4.53
5,921	0.08	0.02	0.39	1,96,161	2.01	0.56	13.03	15,06,023	15.4	4.31
37,202	0.42	0.12	3.43	32,683	0.37	0.11	3.01	10,85,155	12.3	3.46
1,77,484	0.36	0.11	1.99	6,05,497	1.21	0.36	6.79	89,13,974	17.9	5.37
3,774	0.03	0.01	0.25	2,74,180	2.37	0.91	18.48	14,84,057	12.8	4.94
14,176	0.16	0.10	0.81	1,45,980	1.64	1.04	8.41	17,35,741	19.5	12.49
625	0.06	0.03	0.35	1,439	0.14	0.08	0.81	1,76,784	17.0	9.88

\* Excluding expenditure attributable to Motors.

## 31.—Analysis of operating expenses of

Railway.	TABLE C.—CARRIAGE							
	GENERAL SUPERINTENDENCE (INCLUDING OFFICE EXPENSES).			REPAIRS AND RENEWALS OF COACHING VEHICLES.			REPAIRS AND OF GOODS	
	Amount.	Per 1000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.	Amount.	Per 1000 vehicle miles run by home and foreign vehicles.	Percentage of total expenditure under Abstract C.	Amount.	Per 1000 vehicle miles run by home and foreign vehicles.
1	2	3	4	5	6	7	8	9
<b>5' 6" GAUGE.</b>								
Bengal Nagpur . . . . .	Rs. 3,45,215	Rs. 1.31	4.29	Rs. 18,85,084	Rs. 29.8	Rs. 23.4	Rs. 43,03,494	Rs. 21.51
Bombay, Baroda and Central India . . . . .	2,55,885	1.16	4.33	24,14,289	29.0	40.9	25,07,705	18.27
Eastern Bengal . . . . .	2,30,663	1.88	7.59	13,37,818	10.9	44.0	9,86,306	8.05
East Indian . . . . .	6,73,183	0.85	3.16	46,93,533	5.9	22.0	1,29,35,694	10.25
Great Indian Peninsula . . . . .	7,08,987	1.56	5.86	47,45,704	27.6	39.3	48,33,489	17.03
Madras and Southern Mahratta . . . . .	2,25,090	1.76	6.40	13,23,207	26.9	37.6	14,17,603	17.99
Nizam's Guaranteed State . . . . .	48,546	1.73	8.03	3,52,262	30.0	58.2	1,48,364	7.81
North Western . . . . .	8,22,254	1.44	7.11	48,99,799	21.9	42.4	39,54,802	11.39
Oudh and Rohilkhand . . . . .	1,74,168	1.34	5.81	14,92,417	25.0	49.8	8,89,030	12.57
South Indian . . . . .	57,039	1.72	5.30	4,01,905	24.0	37.0	4,62,330	27.53
<b>3' 3½" GAUGE.</b>								
Assam Bengal . . . . .	82,715	1.34	12.81	2,15,667	7.1	33.4	2,51,518	7.93
Bengal and North-Western . . . . .	91,994	0.45	5.60	4,21,832	2.1	25.7	9,60,755	4.60
Bombay, Baroda and Central India . . . . .	4,06,941	1.50	18.37	16,79,746	15.8	75.8	4,99,012	3.04
Burma . . . . .	2,32,019	1.33	7.51	10,19,328	5.8	32.9	15,94,085	9.09
Eastern Bengal* . . . . .	1,67,192	1.46	10.66	7,45,283	6.5	47.5	4,91,161	4.28
Jodhpur-Bikanor . . . . .	50,401	0.74	7.88	2,98,593	12.6	46.7	2,09,160	4.60
Madras and Southern Mahratta . . . . .	1,45,551	0.96	9.33	6,02,931	10.9	38.6	5,75,118	5.99
Nizam's Guaranteed State . . . . .	54,693	1.94	17.65	1,25,089	10.1	40.4	83,188	5.30
Rohilkund and Kumaon . . . . .	41,148	1.37	11.40	1,44,639	10.8	40.2	1,06,139	6.40
South Indian . . . . .	1,51,108	0.99	6.98	10,93,395	14.9	50.5	5,73,032	7.20
<b>3' 6" GAUGE.</b>								
Bengal-Nagpur† . . . . .	40,723	1.14	9.77	1,70,350	9.4	40.9	1,30,872	7.44
North Western . . . . .	34,283	2.02	7.11	2,07,046	26.0	42.9	1,25,186	13.91
South Indian . . . . .	4,618	1.72	20.00	6,903	3.4	30.8	2,806	4.33

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

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## Class I Railways for the year 1923-24—contd.

## AND WAGON EXPENSES.

RENEWALS VEHICLES.	REPAIRS AND RENEWALS OF MACHINERY, TOOLS AND PLANT.			CLEANING AND OILING.			NEW MINOR WORKS AND UN- CLASSIFIED EXPENDITURE (Net).			TOTAL.	
	Percentage of total ex- penditure under Abstract C.	Amount.	Per 1000 vehicle miles run by home and foreign vehicles.	Percentage of total ex- penditure under Abstract C.	Amount.	Per 1000 vehicle miles run by home and foreign vehicles.	Percentage of total ex- penditure under Abstract C.	Amount.	Per 1000 vehicle miles run by home and foreign vehicles.	Percentage of total ex- penditure under Abstract C.	Amount.
10	11	12	13	14	15	16	17	18	19	20	21
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
53·4	1,52,524	0·58	1·89	13,63,723	5·18	16·9	5,864	0·02	0·07	80,55,704	30·6
42·5	2,15,678	0·98	3·65	4,80,027	2·18	8·1	32,844	0·15	0·56	5,06,428	26·8
32·5	1,43,907	1·18	4·73	3,19,876	2·61	10·5	20,387	0·17	0·67	30,38,957	24·8
60·7	3,23,966	0·41	1·52	24,21,640	3·04	11·4	2,64,343	0·33	1·24	2,13,12,359	26·8
40·0	1,78,292	0·39	1·48	15,20,573	3·34	12·6	1,00,175	0·22	0·83	1,20,87,220	26·5
40·3	75,677	0·59	2·15	2,49,149	1·95	7·1	2,26,848	1·77	6·45	35,17,574	27·5
24·5	2,906	0·11	0·48	45,965	1·64	7·0	6,998	0·25	1·15	6,05,041	21·6
34·2	5,70,123	1·01	4·92	12,60,220	2·21	10·9	61,850	0·19	0·53	1,15,69,048	20·3
20·7	94,476	0·72	3·15	3,15,635	2·42	10·5	31,750	0·24	1·06	29,97,476	23·0
42·0	25,771	0·78	2·37	1,28,848	3·85	11·9	9,551	0·29	0·88	10,86,044	32·4
38·9	3,275	0·05	0·51	85,025	1·36	13·3	6,749	0·11	1·05	6,45,549	10·4
58·5	25,198	0·12	1·53	1,36,607	0·67	8·3	6,472	0·02	0·39	16,42,858	8·0
—22·5	1,16,635	0·43	5·27	4,45,974	1·04	20·1	65,183	0·21	2·94	22,15,467	8·2
51·5	69,464	0·39	2·24	1,46,226	0·83	4·7	34,729	0·20	1·12	30,96,451	17·7
31·3	9,834	0·09	0·63	1,45,638	1·27	9·3	9,028	0·08	0·57	15,68,136	13·7
32·7	30,022	0·43	4·69	67,236	0·97	10·5	—16,157	—0·24	—2·52	6,39,255	9·2
36·9	55,015	0·37	3·56	1,46,884	0·97	9·4	34,274	0·23	2·20	15,60,373	10·3
26·8	2,360	0·08	0·76	33,351	1·19	10·8	11,181	0·40	3·61	3,09,802	11·0
29·5	14,020	0·47	3·89	45,831	1·53	12·7	8,468	0·28	2·35	3,60,245	12·0
26·5	58,134	0·38	2·69	2,79,489	1·83	12·9	9,488	0·06	0·44	21,64,646	14·1
31·4	3,359	0·09	0·81	69,542	1·95	16·7	1,912	0·05	0·46	4,16,758	11·7
25·9	1,623	0·09	0·33	1,11,121	6·55	23·0	3,490	0·21	2·72	4,82,749	28·4
12·5	149	0·06	0·66	7,816	2·91	34·9	97	0·04	0·44	22,389	8·4

TABLE D.—TRAFFIC						
Railway.	GENERAL SUPERINTENDENCE (INCLUDING OFFICE EXPENSES).			STATION STAFF.		
	Amount.	Per total train mile.	Percentage of total expenditure under Abstract D.	Amount.	Per total train mile.	Per cent of total expenditure under Abstract D.
1	2	3	4	5	6	7
<b>5' 6" GAUGE.</b>						
	Rs.	As.		Rs.	As.	
Bengal Nagpur . . . . .	11,88,838	1.76	16.6	33,28,435	4.93	46.5
Bombay, Baroda and Central India . . . . .	7,62,296	1.47	10.5	44,68,650	8.62	61.6
Eastern Bengal . . . . .	7,20,824	2.41	12.3	34,15,478	11.75	58.2
East Indian . . . . .	28,51,662	1.85	16.2	82,88,703	5.37	47.3
Great Indian Peninsula . . . . .	15,40,514	1.27	11.1	69,72,698	5.74	50.4
Madras and Southern Mahratta . . . . .	3,65,107	1.03	12.1	14,87,721	4.21	49.4
Nizam's Guaranteed State . . . . .	1,17,015	1.33	15.5	3,14,445	3.59	41.7
North Western . . . . .	22,60,077	1.69	12.1	97,44,547	7.30	52.3
Oudh and Rohilkhand . . . . .	7,55,115	2.28	15.9	23,04,083	6.97	48.5
South Indian . . . . .	1,53,160	1.13	13.2	5,19,238	3.83	44.6
<b>3' 3½" GAUGE.</b>						
Assam Bengal . . . . .	3,23,106	2.00	18.9	8,45,597	5.22	49.5
Bengal and North-Western . . . . .	3,70,395	0.89	14.4	11,77,031	2.83	45.7
Bombay, Baroda and Central India . . . . .	6,65,814	1.06	12.4	29,49,846	4.70	54.7
Burma . . . . .	5,88,754	1.35	17.3	10,40,490	3.75	48.2
Eastern Bengal* . . . . .	4,97,014	2.13	18.0	14,01,848	6.02	53.2
Jodhpur-Bikaner . . . . .	1,70,342	1.02	15.8	4,08,958	2.45	38.0
Madras and Southern Mahratta . . . . .	3,69,677	0.82	14.1	12,28,236	2.72	46.9
Nizam's Guaranteed State . . . . .	1,30,833	1.53	18.3	2,87,707	3.37	40.2
Rohilkund and Kumaon . . . . .	96,059	1.39	17.1	2,45,769	3.56	43.8
South Indian . . . . .	3,97,381	0.91	13.3	13,91,601	3.19	46.5
<b>2' 6" GAUGE.</b>						
Bengal-Nagpur† . . . . .	91,965	1.03	10.4	3,10,824	3.48	55.3
North Western . . . . .	1,06,239	1.47	14.5	4,28,594	5.95	58.4
South Indian . . . . .	11,498	1.12	25.1	21,720	2.12	47.3

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

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## Class I Railways for the year 1923-24—contd.

TRAIN STAFF.			FUEL, LIGHTING, WATER AND GENERAL STORES.			CLOTHING.		
Amount.	Per total train mile.	Per cent of total expenditure under Abstract D.	Amount.	Per total train mile.	Per cent of total expenditure under Abstract D.	Amount.	Per total train mile.	Per cent of total expenditure under Abstract D.
8	9	10	11	12	13	14	15	16
Rs.	As.		Rs.	As.		Rs.	As.	
10,84,111	1.60	15.2	8,13,501	1.20	11.4	1,68,949	0.25	2.38
8,68,225	1.68	12.0	8,36,275	1.61	11.5	1,02,850	0.20	1.42
6,25,739	2.24	10.6	8,44,985	2.90	14.4	96,905	0.33	1.65
25,47,647	1.65	14.5	25,93,302	1.68	14.8	3,27,720	0.21	1.87
27,01,342	2.23	19.5	17,07,877	1.41	12.3	3,03,858	0.25	2.19
4,55,307	1.29	15.1	4,93,010	1.39	16.4	38,967	0.11	1.29
1,27,464	1.45	16.9	81,693	0.93	10.8	20,362	0.23	2.70
25,00,373	1.88	13.4	28,48,523	2.14	15.3	4,90,239	0.37	2.63
6,80,543	2.06	14.3	6,53,693	1.98	13.7	35,934	0.11	0.76
1,85,843	1.37	16.0	2,10,067	1.55	18.0	10,359	0.07	0.89
1,35,265	0.84	7.9	2,27,666	1.41	13.3	12,948	0.03	0.76
2,90,765	0.70	11.3	3,84,740	0.92	14.9	45,483	0.11	1.77
7,06,337	1.13	13.1	6,33,274	1.01	11.8	76,019	0.12	1.43
5,31,279	1.21	15.6	3,09,591	0.84	10.9	65,339	0.15	1.99
3,84,866	1.65	14.6	2,26,373	0.97	8.6	55,479	0.24	2.12
1,03,479	0.62	9.6	2,28,925	1.37	21.2	28,403	0.17	2.64
4,29,327	0.95	16.4	2,83,626	0.63	10.8	35,856	0.08	1.37
1,04,609	1.22	14.6	86,969	1.02	12.1	19,574	0.23	2.73
46,896	0.68	8.4	1,07,161	1.55	19.1	10,168	0.15	1.81
4,65,949	1.07	15.5	5,37,376	1.23	17.9	32,585	0.07	1.09
84,585	0.94	15.1	55,412	0.62	9.9	8,784	0.10	1.56
96,386	1.34	13.1	65,088	0.90	8.8	22,611	0.31	3.08
7,573	0.74	16.5	2,075	0.20	4.5	960	0.10	2.14

TABLE D.—TRAFFIC						
Railway.	PRINTING, STATIONERY AND TICKETS.			MISCELLANEOUS EXPENSES INCLUDING CHARGES FOR DELIVERY AND COLLECTION OF GOODS.		
	Amount.	Per total train mile.	Per cent of total expenditure under Abstract D.	Amount.	Per total train mile.	Per cent of total expenditure under Abstract D.
17	18	19	20	21	22	23
<b>5' 6" GAUGE.</b>						
	Rs.	As.		Rs.	As.	
Bengal Nagpur . . . . .	2,43,830	0·36	3·41	16,881	0·03	0·23
Bombay, Baroda and Central India . . . . .	1,95,014	0·38	2·69	3,660	..	0·05
Eastern Bengal . . . . .	1,36,294	0·47	2·32	17,238	0·06	0·29
East Indian . . . . .	5,22,516	0·34	2·98	91,256	0·06	0·52
Great Indian Peninsula . . . . .	3,63,860	0·30	2·63	82,391	0·07	0·59
Madras and Southern Mahratta . . . . .	1,21,856	0·34	4·05	35,382	0·10	1·17
Nizam's Guaranteed State . . . . .	37,427	0·43	4·97	1,842	0·02	0·25
North Western . . . . .	4,71,530	0·35	2·53	6,665	..	0·04
Oudh and Rohilkhand . . . . .	1,37,219	0·42	2·89	41,106	0·12	0·86
South Indian . . . . .	57,545	0·42	4·95	2,740	0·02	0·24
<b>3' 3½" GAUGE.</b>						
Assam Bengal . . . . .	61,162	0·38	3·59	425	..	0·02
Bengal and North-Western . . . . .	1,99,974	0·48	7·77	19,881	0·05	0·77
Bombay, Baroda and Central India . . . . .	1,21,773	0·20	2·28	7,268	0·01	0·13
Burma . . . . .	1,77,291	0·41	5·21	12,625	0·03	0·37
Eastern Bengal* . . . . .	60,625	0·26	2·30	2,117	0·01	0·08
Jodhpur-Bikaner . . . . .	73,304	0·44	6·81	2,183	0·01	0·20
Madras and Southern Mahratta . . . . .	1,07,333	0·37	6·39	14,374	0·03	0·55
Nizam's Guaranteed State . . . . .	38,090	0·44	5·32	1,537	0·01	0·22
Rohilkund and Kumaon . . . . .	34,228	0·50	6·10	1,319	0·02	0·24
South Indian . . . . .	1,46,181	0·33	4·88	6,743	0·02	0·23
<b>2' 6" GAUGE.</b>						
Bengal Nagpur† . . . . .	6,206	0·07	1·11	1,733	0·02	0·31
North Western . . . . .	10,280	0·14	1·40	7,082	0·09	0·97
South Indian . . . . .	1,850	0·18	4·03	99	0·01	0·23

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

† Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## expenses of Class I Railways for the year 1923-24—contd.

## EXPENSES—concl'd.

PAYMENTS TO OTHER LINES.			UNCLASSIFIED EXPENDITURE (NET).			TOTAL.	
Amount.	Per total train mile.	Per cent. of total expenditure under Abstract D.	Amount.	Per total train mile.	Per cent. of total expenditure under Abstract D.	Amount.	Per total train mile.
24	25	26	27	28	29	30	31
Rs.	As.		Rs.	As.		Rs.	As.
3,06,529	0·45	4·29	—1,053	..	—0·01	71,50,021	10·58
11,314	0·02	0·16	4,371	0·01	0·05	72,51,655	13·99
774	..	0·01	15,869	0·05	0·27	58,74,103	20·21
2,96,974	0·19	1·69	4,012	..	0·02	1,75,23,792	11·36
89,342	0·07	0·05	87,247	0·07	0·03	1,38,49,120	11·41
19,719	0·06	0·66	—4,506	—0·01	—0·15	30,12,563	8·52
53,201	0·61	7·06	64	..	0·01	7,53,473	8·59
2,67,780	0·20	1·44	52,728	0·04	0·28	1,86,42,407	13·97
1,39,228	0·42	2·93	7,489	0·02	0·16	47,54,410	14·38
35,383	0·26	3·04	—10,065	—0·08	—0·92	11,63,670	8·57
1,01,904	0·63	5·97	312	..	0·03	17,08,445	10·56
85,700	0·21	3·33	574	..	0·02	25,74,543	6·19
2,21,965	0·35	4·11	6,231	0·01	0·12	53,89,428	8·59
..	..	..	17,464	0·04	0·51	34,02,733	7·78
189	..	..	6,990	0·03	0·20	26,35,510	11·31
71,633	0·43	6·65	—9,801	—0·06	—0·91	10,77,372	6·45
79,892	0·18	3·05	9,596	0·02	0·37	26,17,917	5·80
40,212	0·58	6·87	—2,142	—0·02	—0·30	7,10,389	8·38
18,056	0·27	3·38	196	..	0·04	5,60,752	8·12
6,529	0·02	0·22	11,395	0·02	0·38	29,95,740	6·86
1,760	0·02	0·31	307	..	0·07	5,01,636	6·28
—3,278	—0·04	—0·45	1,326	0·02	0·18	7,34,338	10·18
..	..	..	79	0·01	0·17	45,874	4·48



TABLE E.—GENERAL									
Railway.	GENERAL ADMINISTRATION.			AGENT'S OFFICE—SALARIES AND EXPENSES.			AUDIT, ACCOUNTS AND PAY OFFICE.		
	Amount.	Per total train mile.	Per cent. of gross earnings.	Amount.	Per total train mile.	Per cent. of gross earnings.	Amount.	Per total train mile.	Per cent. of gross earnings.
	1	2	3	4	5	6	7	8	9
	Rs.	As.		Rs.	As.		Rs.	As.	
<b>5' 6" GAUGE.</b>									
Bengal-Nagpur . . . . .	3,96,519	0·59	0·54	2,33,114	0·34	0·32	7,14,579	1·06	0·99
Bombay, Baroda and Central India.	2,85,785	0·55	0·39	1,62,279	0·29	0·21	7,92,636	1·53	1·09
Eastern Bengal* . . . . .	3,17,558	0·60	0·57	2,73,392	0·52	0·49	7,95,068	1·52	1·43
East Indian . . . . .	5,53,990	0·36	0·33	3,50,097	0·23	0·21	12,06,508	0·78	0·73
Great Indian Peninsula . . . . .	3,66,875	0·30	0·25	3,84,324	0·30	0·25	14,96,056	1·23	1·01
Madras and Southern Mahratta.	1,89,344	0·54	0·43	1,34,350	0·38	0·31	3,91,843	1·10	0·90
Nizam's Guaranteed State . . . . .	86,235	0·98	0·84	63,027	0·72	0·61	1,55,591	1·77	1·51
North Western . . . . .	4,525	0·01	..	4,16,891	0·31	0·25	16,15,490	1·21	0·97
Oudh and Rohilkhand . . . . .	5,753	0·02	0·02	1,75,752	0·53	0·47	6,16,493	1·86	1·66
South Indian . . . . .	1,12,877	0·82	0·75	35,814	0·27	0·24	1,25,517	0·93	0·83
<b>3' 3½" GAUGE.</b>									
Assam Bengal . . . . .	1,37,977	0·85	0·95	1,28,997	0·80	0·80	2,34,587	1·45	1·62
Bengal and North-Western . . . . .	2,42,455	0·58	0·72	65,291	0·16	0·19	3,48,401	0·83	1·03
Bombay, Baroda and Central India.	3,28,932	0·52	0·61	1,13,140	0·18	0·21	5,88,916	0·94	1·09
Burma . . . . .	3,16,070	0·72	0·77	2,04,048	0·47	0·49	3,93,249	0·90	0·95
Jodhpur Bikaner . . . . .	30,001	0·18	0·23	59,329	0·36	0·46	1,81,821	1·10	1·40
Madras & Southern Mahratta	2,17,940	0·48	0·66	1,08,880	0·24	0·33	2,93,264	0·65	0·89
Nizam's Guaranteed State . . . . .	1,02,091	1·19	1·22	72,373	0·85	0·86	1,78,431	2·08	2·14
Rohailkund and Kumaon . . . . .	66,832	0·97	1·05	46,919	0·68	0·74	1,32,608	1·92	2·08
South Indian . . . . .	2,94,009	0·67	0·71	97,654	0·22	0·24	3,43,923	0·79	0·83
<b>2' 6" GAUGE.</b>									
Bengal-Nagpur† . . . . .	1,63,777	1·83	3·16	16,253	0·18	0·31	80,835	0·91	1·56
North Western . . . . .	43	..	..	23,386	0·32	0·49	16,167	0·22	0·35
South Indian . . . . .	9,660	0·94	2·79	819	0·07	0·23	4,535	0·44	1·31

\*Includes figures for Eastern Bengal (3' 3½" and 2' 6" gauges) Railway.

†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## expenses of Class I Railways for the year 1923-24—contd.

## CHARGES.

STORES DEPARTMENT.			MEDICAL DEPARTMENT.			RENTS AND MISCELLANEOUS.		
Amount.	Per total train mile.	Per cent. of gross earnings.	Amount.	Per total train mile.	Per cent. of gross earnings.	Amount.	Per total train mile.	Per cent. of gross earnings.
11	12	13	14	15	16	17	18	19
Rs.	As.		Rs.	As.		Rs.	As.	
3,23,692	0.48	0.44	2,58,415	0.38	0.35	3,27,868	0.49	0.45
3,49,444	0.68	0.48	2,30,360	0.45	0.32	1,86,410	0.30	0.25
4,43,016	0.85	0.80	3,20,739	0.61	0.58 <sup>d</sup>	6,86,977	1.31	1.24
4,53,685	0.29	0.27	4,87,014	0.32	0.29	7,30,184	0.47	0.44
5,70,146	0.47	0.38	4,20,455	0.35	0.28	3,88,454	0.32	0.26
1,50,432	0.43	0.35	94,562	0.27	0.22	1,20,673	0.34	0.28
48,452	0.55	0.47	42,700	0.49	0.41	43,660	0.50	0.42
7,90,849	0.59	0.49	5,00,377	0.38	0.30	11,25,491	0.84	0.69
2,27,642	0.69	0.61	93,445	0.28	0.25	1,70,949	0.52	0.46
63,798	0.47	0.42	34,874	0.26	0.23	26,418	0.20	0.18
79,184	0.49	0.55	1,30,785	0.81	0.90	55,603	0.34	0.38
48,692	0.12	0.14	60,480	0.15	0.18	72,210	0.17	0.21
2,08,345	0.33	0.39	1,52,022	0.24	0.28	1,08,597	0.17	0.20
1,43,594	0.33	0.35	2,27,228	0.52	0.55	1,50,945	0.37	0.38
64,948	0.39	0.50	19,788	0.12	0.15	44,203	0.26	0.34
1,01,675	0.23	0.31	93,428	0.21	0.28	85,891	0.19	0.25
57,358	0.67	0.69	52,034	0.61	0.62	48,486	0.57	0.58
15,902	0.23	0.25	18,244	0.26	0.28	24,801	0.35	0.39
1,81,757	0.42	0.44	1,06,310	0.24	0.26	76,617	0.17	0.18
22,559	0.25	0.43	36,561	0.41	0.70	296		0.01
7,947	0.11	0.16	32,894	0.26	0.68	13,882	0.19	0.30
2,215	0.22	0.64	2,512	0.24	0.73	650	0.07	0.19

## 31.—Analysis of operating expenses of

TABLE E.—GENERAL						
Railway.	POLICE.			ADVERTISING.		
	Amount.	Per total train mile.	Per cent. of gross earnings.	Amount.	Per total train mile.	Per cent. of gross earnings.
20	21	22	23	24	25	26
<b>5' 6" GAUGE.</b>	<b>Rs.</b>	<b>As.</b>		<b>Rs.</b>	<b>As.</b>	
Bengal-Nagpur . . . . .	2,25,300	0·33	0·31	32,823	0·05	0·04
Bombay, Baroda and Central India	3,54,586	0·68	0·49	7,912	0·02	0·01
Eastern Bengal* . . . . .	1,45,014	0·28	0·26	22,993	0·04	0·04
East Indian . . . . .	6,52,846	0·42	0·39	34,129	0·02	0·02
Great Indian Peninsula . . . . .	4,66,770	0·39	0·31	52,170	0·04	0·04
Madras and Southern Mahratta . . . . .	2,43,114	0·69	0·56	8,604	0·02	0·02
Nizam's Guaranteed State . . . . .	82,006	0·93	0·80	2,025	0·02	0·02
North Western . . . . .	6,51,665	0·49	0·30	44,920	0·03	0·03
Oudh and Rohilkhand . . . . .	1,40,784	0·43	0·38	18,703	0·06	0·05
South Indian . . . . .	66,912	0·49	0·43	5,891	0·04	0·04
<b>3' 3½" GAUGE.</b>						
Assam-Bengal . . . . .	89,567	0·55	0·63	1,058	0·01	
Bengal and North-Western . . . . .	97,670	0·23	0·29	4,057	0·01	0·01
Bombay, Baroda and Central India	3,26,632	0·52	0·60	5,879	0·01	0·01
Burma. . . . .	2,07,350	0·47	0·50	5,572	0·01	0·01
Jodhpur Bikaner . . . . .	47,999	0·29	0·37	674		0·01
Madras and Southern Mahratta . . . . .	1,72,007	0·38	0·52	6,829	0·02	0·02
Nizam's Guaranteed State . . . . .	1,08,648	1·27	1·30	2,142	0·03	0·02
Rohilkund and Kumaon . . . . .	31,945	0·46	0·50	992	0·01	0·01
South Indian . . . . .	1,88,552	0·43	0·46	16,063	0·04	0·04
<b>2' 6" GAUGE.</b>						
Bengal-Nagpur† . . . . .	15,350	0·17	0·30			
North Western . . . . .	78,999	1·09	1·67	1,708	0·24	0·04
South Indian . . . . .	2,482	0·24	0·72	135	0·01	0·04

\*Includes figures for Eastern Bengal (3' 3½" and 2' 6" gauges) Railway.

†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## Class I Railways for the year 1923-24—contd.

## CHARGES—concl'd.

ELECTRIC TELEGRAPH.			OTHER CHARGES (NET).			TOTAL.		
Amount.	Per total train mile.	Per cent. of gross earnings.	Amount.	Per total train mile.	Per cent. of gross earnings.	Amount.	Per total train mile.	Per cent. of gross earnings.
27	28	29	30	31	32	33	34	35
Rs.	As.		Rs.	As.		Rs.	As.	
11,22,228	1·06	1·55	58,650	0·09	0·08	36,93,188	5·47	5·07
6,51,617	1·26	0·90	18,085	0·03	0·03	30,29,114	5·85	4·17
5,70,620	1·11	1·05	1,56,183	0·30	0·29	37,40,560	7·14	6·75
18,50,188	1·20	1·12	53,292	0·04	0·03	63,80,933	4·13	3·83
15,74,497	1·30	1·06	7,02,394	0·05	0·53	64,92,141	5·35	4·37
4,34,615	1·23	0·99	82,210	0·23	0·19	18,49,747	5·23	4·25
1,06,899	1·22	1·04	—3,970	—0·04	—0·04	6,26,625	7·14	6·08
16,43,881	1·23	0·98	7,31,864	0·55	0·44	75,25,953	5·64	4·51
4,05,023	1·22	1·08	1,16,444	0·35	0·31	19,70,988	5·96	5·29
1,13,061	0·83	0·75	2,06,477	1·52	1·36	7,91,639	5·83	5·23
1,61,368	0·99	1·11	39,451	0·25	0·28	10,58,577	6·54	7·31
2,64,147	0·64	0·78	4,547	0·01	0·01	12,07,950	2·90	3·57
6,74,949	1·09	1·25	13,100	0·02	0·03	25,20,512	4·02	4·67
4,27,634	0·97	1·03	7,507	0·02	0·02	20,93,097	4·78	5·05
1,63,603	0·97	1·25	73,443	0·44	0·57	7,85,809	4·11	5·28
4,85,467	1·07	1·47	40,350	0·08	0·12	16,05,731	3·55	4·85
1,12,170	1·31	1·34	—9,388	—0·11	—0·11	7,24,317	8·47	8·66
55,514	0·82	0·87	1,873	0·03	0·03	3,95,630	5·73	6·20
3,24,752	0·75	0·78	5,54,090	1·27	1·34	21,83,727	5·00	5·28
1,19,323	1·34	2·30	..	..	..	4,54,954	5·09	8·77
56,926	0·79	1·20	7,560	0·10	0·16	2,39,512	3·32	5·05
7,315	0·72	2·11	5,740	0·57	1·65	36,093	3·52	10·41

## 31.—Analysis of operating expenses of

Railway.	TABLE G.—MISCELLANEOUS					
	LAW CHARGES.		COMPENSATION.		RATES AND TAXES.	
	Amount.	Per cent. of gross earnings.	Amount.	Per cent. of gross earnings.	Amount.	Per cent. of gross earnings.
1	2	3	4	5	6	7
<b>5' 6" GAUGE.</b>	Rs.		Rs.		Rs.	
Bengal-Nagpur . . . . .	29,213	0·04	2,41,962	0·33	1,24,680	0·17
Bombay, Baroda and Central India . . . . .	55,066	0·08	4,04,205	0·56	3,73,649	0·51
Eastern Bengal* . . . . .	13,778	0·02	1,83,499	0·33	2,72,874	0·49
East Indian . . . . .	1,85,381	0·11	41,77,524	2·51	2,95,787	0·18
Great Indian Peninsula . . . . .	1,06,876	0·07	16,87,726	1·14	4,15,946	0·28
Madras and Southern Mahratta . . . . .	20,578	0·05	1,18,992	0·27	1,53,153	0·35
Nizam's Guaranteed State . . . . .	118		13,792	0·14	411	0·01
North Western . . . . .	34,409	0·02	4,72,998	0·28	45,138	0·03
Oudh and Rohilkhand . . . . .	8,735	0·02	3,05,454	0·82	31,571	0·09
South Indian . . . . .	6,079	0·04	18,354	0·12	19,751	0·13
<b>3' 3½" GAUGE.</b>						
Assam-Bengal . . . . .	11,363	0·08	17,069	0·12	25,049	0·17
Bengal and North-Western . . . . .	7,982	0·02	1,62,571	0·48	12,995	0·04
Bombay, Baroda and Central India . . . . .	17,907	0·03	2,77,793	0·51	19,453	0·04
Burma . . . . .	12,045	0·03	37,225	0·09	1,66,421	0·40
Jodhpur Bikaner . . . . .	1,001	0·01	12,534	0·10		
Madras and Southern Mahratta . . . . .	5,368	0·02	61,419	0·18	21,518	0·06
Nizam's Guaranteed State . . . . .	373		10,414	0·13	1,220	0·02
Rohilkund and Kumaon . . . . .	3,800	0·06	23,320	0·37	514	
South Indian . . . . .	4,882	0·01	32,208	0·08	2,05,005	0·50
<b>2' 6" GAUGE.</b>						
Bengal-Nagpur† . . . . .			23,620	0·46	1,803	0·03
North Western . . . . .	361	0·01	1,729	0·04	12,132	0·26
South Indian . . . . .	30	0·01	148	0·04	250	0·07

\*Includes figure for Eastern Bengal (3' 3½" and 2' 6" gauges) Railway.  
†Excludes figures for Mayurbhanj and Parlakimedi Light Railways.

## Class I Railways for the year 1923-24.—concl.

## EXPENSES.

PAYMENTS TO OTHER LINES.		OTHER CHARGES (NET).		TOTAL.	
Amount.	Per cent. of gross earnings.	Amount.	Per cent. of gross earnings.	Amount.	Per cent. of gross earnings.
8	9	10	11	12	13
Rs.		Rs.		Rs.	
17,76,699	2.44	30,66,000	4.21	52,38,554	7.19
6,38,920	0.88	18,49,148	2.54	33,20,988	4.57
45,722	0.08	17,38,480	3.15	22,54,353	4.07
30,42,785	1.82	35,81,483	2.15	1,12,82,960	6.77
24,54,262	1.66	46,65,948	3.14	93,30,758	6.29
1,49,980	0.34	10,50,967	2.42	14,93,670	3.43
62,731	0.61	10,48,704	10.17	11,25,756	10.98
1,88,996	0.11	39,83,970	2.39	47,25,511	2.83
2,85,172	0.77	9,31,178	2.50	15,62,110	4.20
3,00,174	1.98	3,92,714	2.59	7,37,072	4.86
2,58,225	1.78	6,37,521	4.40	9,49,227	6.55
97,031	0.28	4,14,912	1.23	6,95,491	2.05
39,382	0.07	14,07,193	2.61	17,61,728	3.26
74,187	0.18	10,92,686	2.64	13,82,564	3.34
3,58,101	2.75	1,64,543	1.27	5,36,179	4.13
21,454	0.06	8,48,788	2.57	9,58,547	2.89
1,20,695	1.44	—86,152	—1.03	46,550	0.58
1,306	0.02	1,25,681	1.97	1,54,821	2.42
1,51,869	0.37	15,15,003	3.66	19,08,967	4.62
4,400	0.09	74,830	1.44	1,04,653	2.02
246	0.01	55,908	1.17	70,376	1.49
		7,169	2.07	7,597	2.19

## 32.—Statement of Equipment of

Railway.	Locomotives.	COACHING STOCK.						
		Number.	PASSENGER VEHICLES.				Other coaching vehicles.	Total.
			Seats by classes.					
			1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9
<b>CLASS II RAILWAYS.</b>								
<i>3' 3½" Gauge.</i>								
Bengal Doars . . . . .	16	50	118	102	202	2,014	7	57
Bhavnagar State . . . . .	27	110	167	367	..	3,411	30	140
Dibru-Sadiya . . . . .	26	41	191	144	239	1,318	0	50
Gondal . . . . .	24	100	139	376	..	2,496	12	112
Junagad State . . . . .	15	67	120	285	..	2,385	5	72
Morvi . . . . .	17	63	69	192	..	2,130	11	74
Mysore* . . . . .	30	103	150	208	112	3,387	10	122
Total . . . . .	155	534	934	1,674	553	17,141	93	627
<i>2' 6" Gauge.</i>								
Barai Light . . . . .	17	48	80	152	..	2,284	..	48
Gaekwar's Dabhoi . . . . .	26	93	40	142	..	3,956	4	97
Morvi . . . . .	5	37	53	106	..	684	5	42
Total . . . . .	48	178	173	400	..	6,924	9	187
<i>2' 0" Gauge.</i>								
Darjeeling-Himalayan . . . . .	29	117	321	284	..	1,860	25	142
<b>CLASS III RAILWAYS.</b>								
<i>3' 3½" Gauge.</i>								
Aden . . . . .	6	8	16	18	..	308	..	8
Birur-Shimoga† . . . . .	..	..	..	..	..	..	..	..
Chickajalur-Chitaldrug† . . . . .	..	..	..	..	..	..	..	..
Jamnagar . . . . .	6	31	54	64	..	960	5	80
Jamnagar-Dwarka . . . . .	5	..	..	..	..	..	1	1
Okhamandal . . . . .	3	11	6	6	..	280	1	12
Udaipur-Chitorgarh . . . . .	6	35	34	30	40	899	6	41
Total . . . . .	26	85	110	118	40	2,467	13	98
<i>2' 6" Gauge.</i>								
Ahmadpur-Katwa . . . . .	4	19	18	18	64	448	..	19
Arakan Light . . . . .	3	10	24	..	..	320	..	10
Arrah-Sasaram Light . . . . .	6	22	12	..	72	384	4	26
Bangalore-Chick Ballapur Light† . . . . .	10	21	24	61	..	870	..	21
Bankura-Damoodar River . . . . .	6	27	24	24	112	616	..	27
Baraset-Bairhat Light . . . . .	8	45	44	..	120	1,029	3	48
Carried over . . . . .	37	144	146	103	368	3,657	7	151

## Class II and III Railways on the 31st March 1924.

GOODS STOCK.			RAILWAY SERVICE VEHICLES.		REMARKS.
Covered and open Wagons.	Other vehicles.	Total.	Coaching.	Goods.	
10	11	12	13	14	
360	92	452	5	9	
545	25	570	6	5	
1,246	154	1,400	50	..	
503	10	513	3	4	
240	14	254	5	10	
120	2	122	1	..	
378	6	384	9	6	* Includes Birur-Shimoga & Chikksajur-Chitaldrug Railways.
3,392	303	3,695	79	34	
200	3	203	1	..	
515	..	515	..	..	
59	3	62	..	..	
774	6	780	1	..	
461	..	461	..	..	
57	20	77	..	..	† Included with the Mysore Railway.
..	..	..	..	..	
..	..	..	..	..	
80	..	80	1	..	
20	..	20	1	..	
34	..	34	..	..	
51	..	51	1	..	
242	20	262	3	..	
22	4	26	..	..	
8	..	8	..	..	
48	..	48	1	..	
85	2	87	2	2	‡ Includes Kolar District Railway.
72	6	78	..	..	
46	..	46	1	..	
281	12	293	4	2	



## 32.—Statement of Equipment of Class II and III Railways on the 31st March 1924—concl'd.

Railway.	Locomotives.	COACHING STOCK.							Goods Stock.			RAILWAY SERVICE VEHICLE.		
		PASSENGER VEHICLES.						Other coaching Vehicles.	Total.	Covered and open Wagons.	Other vehicles.	Total.	Coaching.	Goods.
		No.	Seats by classes.				Total.							
			1st	2nd	Inter.	3rd								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Brought forward . . . . .	37	144	146	103	368	3,687	7	151	281	12	293	4	2	
<b>CLASS III RAILWAYS—concl'd.</b>														
<i>2' 6" Gauge.</i>														
Bengal Provincial . . . . .	8	27	24	25	76	712	3	30	62	..	62	1	..	
Bukhtiarpur-Bihar Light . . . . .	5	19	18	12	24	304	3	22	68	..	68	..	..	
Burdwan-Katwa . . . . .	4	22	18	18	96	512	..	22	36	4	40	..	..	
Orissa State . . . . .	3	6	..	28	..	159	..	6	32	2	34	1	..	
Dehri-Rohtas Light . . . . .	5	10	26	..	16	154	3	13	109	..	109	..	..	
Dholpur-Bari . . . . .	6	8	18	..	..	400	..	8	8	73	81	..	..	
Fatwah-Islampur . . . . .	3	5	6	..	78	202	..	5	12	..	12	..	..	
Gaekwar's Billimora-Kalamba . . . . .	2	10	..	20	..	584	..	10	77	..	77	..	..	
Gaekwar's Kosamba-Zankhvay . . . . .	2	5	..	10	..	248	..	5	61	..	61	..	..	
Gaekwar's Petlad-Vaso . . . . .	2	18	..	36	..	932	..	18	38	..	38	..	..	
Jessore-Jheindah . . . . .	6	19	18	22	88	408	2	21	35	..	35	..	..	
Kalighat-Falta . . . . .	5	38	30	34	112	1,080	..	38	45	8	53	..	..	
Kolar District* . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	
Shahdara-(Delhi)-Ssharanpur Light . . . . .	10	39	33	..	66	894	4	43	204	5	209	..	..	
Tarpore-Balipara Light . . . . .	5	15	24	..	60	480	3	18	90	..	90	..	..	
<b>Total</b> . . . . .	<b>103</b>	<b>385</b>	<b>361</b>	<b>308</b>	<b>984</b>	<b>10,726</b>	<b>25</b>	<b>410</b>	<b>1,158</b>	<b>104</b>	<b>1,262</b>	<b>6</b>	<b>2</b>	
<i>2' 0" Gauge.</i>														
Gwalior Light . . . . .	24	104	30	86	..	1,706	37	141	375	1	376	4	..	
Howrah-Amra Light' . . . . .	17	126	54	..	296	2,458	11	137	76	..	76	2	..	
Howrah-Sheakhala Light . . . . .	3	32	26	..	75	608	1	33	13	..	13	..	..	
Jagadhri Light . . . . .	2	5	2	..	3	12	†1	6	7	..	7	..	..	
Jorhah (Provincial) . . . . .	8	25	48	32	86	596	4	29	103	5	108	2	1	
Kulasekarapatnam Light . . . . .	1	17	..	..	..	408	..	17	40	..	40	..	..	
Tarikere Narasimharajapura . . . . .	4	4	..	16	..	96	..	4	34	2	36	..	..	
Trivellore Light . . . . .	2	7	..	..	..	196	..	7	3	2	5	..	..	
<b>Total</b> . . . . .	<b>61</b>	<b>320</b>	<b>160</b>	<b>134</b>	<b>460</b>	<b>6,080</b>	<b>54</b>	<b>374</b>	<b>651</b>	<b>10</b>	<b>661</b>	<b>8</b>	<b>1</b>	

\*Included with the Bangalore-Chik Ballapur Light Railway.  
† Brake van.

## 33.—Statement of Net Additions to Equipment of Class II and III Railways during the year 1923-24.

Railway System.	Locomotives.	COACHING STOCK.					GOODS STOCK.		REMARKS.
		No.	Seats.				Covered and open wagons.	Other vehicles.	
			1st.	2nd.	Inter.	3rd.			
1	2	3	4	5	6	7	8	9	10
<b>CLASS II RAILWAYS.</b>									
<i>3' 3½" Gauge.</i>									
Bengal Dooars . . . . .	..	-2	-17	10	1	300	-81	72	
Bhavnagar State . . . . .	2	-2	69	73	..	23	52	8	
Dibru-Sadiya . . . . .	..	8	..	..	..	..	54	135	
Gondal . . . . .	..	..	-4	-16	..	20	116	-89	
Junagad State . . . . .	..	-1	19	..	..	135	-20	10	
Morvi . . . . .	3	-1	-47	-96	..	5	..	..	
Mysore* . . . . .	1	-9	62	64	76	-796	26	-33	
Total . . . . .	6	-7	82	35	77	-313	147	103	
<i>2' 6" Gauge.</i>									
Barsi Light . . . . .	..	3	..	..	..	50	6	-6	
Gaekwar's Dabhoi . . . . .	3	-8	6	-50	..	22	3	-17	
Morvi . . . . .	-1	2	..	2	..	7	..	..	
Total . . . . .	2	-3	6	-48	..	79	9	-23	
<i>2' 0" Gauge.</i>									
Darjeeling-Himalayan . . . . .	3	12	26	-12	..	80	7	-9	
<b>CLASS III RAILWAYS.</b>									
<i>3' 3½" Gauge.</i>									
Aden . . . . .	..	..	..	..	..	..	..	..	
Birur-Shimoga† . . . . .	..	..	..	..	..	..	..	..	
Chiockjajur-Chitaldrug† . . . . .	..	..	..	..	..	..	..	..	
Jamnagar . . . . .	..	-1	-11	..	..	4	..	..	
Jamnagar-Dwarka . . . . .	..	-1	-9	..	..	..	..	..	
Okhamandal . . . . .	1	11	6	6	..	280	15	-1	
Udaipur-Chitorgarh . . . . .	..	-1	-6	-6	-13	-87	..	-5	
Total . . . . .	1	8	-20	..	-13	197	15	-6	
<i>2' 6" Gauge.</i>									
Ahmadpur-Katwa . . . . .	..	..	..	..	..	..	..	..	
Arakan Light . . . . .	..	..	..	..	..	..	..	..	
Arrah-Sasaram Light . . . . .	1	-1	..	..	-12	12	1	-4	
Bangalore-Chik Ballapur Light‡ . . . . .	..	-3	..	-3	..	-200	..	-2	
Bankura-Damoodar River . . . . .	..	..	..	..	..	..	..	..	
Baraset Basirhat Light . . . . .	..	..	..	..	-9	32	..	-3	
Bengal Provincial . . . . .	..	..	..	..	..	..	-4	..	
Bukhtiarpur-Bihar Light . . . . .	-1	..	..	..	..	..	..	-3	
Burdwan-Katwa . . . . .	..	..	..	..	..	..	..	..	
Cutch State . . . . .	..	-1	..	-20	..	..	..	..	
Delhi-Rohtas Light . . . . .	..	..	..	..	..	..	-70	70	
Dholpur-Bari . . . . .	..	..	..	..	..	..	1	..	
Futwah-Islampur . . . . .	..	..	..	..	..	..	..	..	
Gaekwar's Billimora-Kalamba . . . . .	..	-1	..	-10	..	-30	25	-3	
Gaekwar's Kosamba-Zankhvav . . . . .	..	-2	..	..	..	..	28	-2	
Gaekwar's Petlad-Vaso . . . . .	-1	10	..	..	..	..	18	-2	
Jessore-Jhenidah . . . . .	..	1	..	..	..	..	-5	-3	
Kalighat-Falta . . . . .	..	1	..	..	..	..	..	..	
Kolar District§ . . . . .	..	..	..	..	..	..	..	..	
Shahdara (Delhi)-Saharanpur Light . . . . .	..	-4	33	..	66	884	-2	2	
Tezpur-Balipara Light . . . . .	..	..	..	..	..	..	..	-3	
Total . . . . .	-1	..	33	-33	45	698	-8	47	
<i>2' 0" Gauge.</i>									
Gwalior Light . . . . .	1	23	-24	-24	..	74	..	-1	
Howrah-Amta Light . . . . .	..	3	6	..	-162	158	-1	-11	
Howrah-Sheakhala Light . . . . .	..	1	..	..	-36	75	..	-1	
Jagadhri Light . . . . .	..	1	-4	..	-8	-72	..	-1	
Jorhat (Provincial) . . . . .	..	-5	..	..	-2	-84	14	-15	
Kulasekarapatnam Light . . . . .	-5	-1	..	..	..	-24	2	..	
Tarikere Narasimharajapura . . . . .	..	7	..	..	..	32	..	..	
Trivellore Light . . . . .	2	..	..	..	..	196	3	2	
Total . . . . .	-2	29	-22	-24	-208	355	18	-27	

\* Includes Birur-Shimoga and Chiockjajur Chitaldrug Railways.

† Included with the Mysore Railway.

‡ Includes Kolar District Railway.

§ Included with the Bangalore Chik Ballapur Light Railway.

## 34.—Statement of Passenger and Goods Revenue

Railway.	Gauge.	Year.	NUMBER OF PASSENGERS CARRIED (IN HUNDREDS).						PASSENGER (IN		
			1st.	2nd.	Inter.	3rd.	†Season and vendors tickets.	Total.	1st.	2nd.	Inter.
1	2	3	4	5	6	7	8	9	10	11	12
<b>CLASS II RAILWAYS.</b>											
Barai Light . . . . .	2' 6"	1922-23	5	3,9	..	1,117,2	..	1,121,6	25	195	..
		1923-24	6	4,0	..	1,095,8	..	1,100,4	22	169	..
Bengal Doonam . . . . .	3' 3½"	1922-23	2,7	3,3	19,2	1,080,4	..	1,105,6	81	116	464
		1923-24	2,7	3,7	23,1	1,183,0	..	1,212,5	80	97	561
Bhavnagar State . . . . .	3' 3½"	1922-23	2,8	39,5	..	2,731,5	30,4	2,804,2	156	1,936	..
		1923-24	2,4	35,2	..	3,014,9	55,0	3,107,5	141	1,786	..
Darjeeling-Himalayan . . . . .	2' 0"	1922-23	10,2	32,0	..	502,1	2	544,5	422	1,016	..
		1923-24	8,3	30,3	..	523,6	..	562,2	348	954	..
Dibru-Sadiya . . . . .	3' 3½"	1922-23	5,8	9,3	10,5	811,2	..	836,8	120	109	15
		1923-24	5,1	6,7	10,9	878,5	..	901,2	12	152	249
Gaekwar's Baroda State . . . . .	2' 6"	1922-23	..	10,0	..	3,211,4	..	3,221,4	..	205	..
		1923-24	4	13,8	..	3,919,4	..	3,933,6	11	277	..
Gondal . . . . .	3' 3½"	1922-23	3,3	66,6	..	2,535,2	1,7	2,666,8	175	2,480	..
		1923-24	2,7	56,5	..	2,480,2	3,7	2,562,1	224	2,239	..
Junagad . . . . .	3' 3½"	1922-23	1,9	44,7	..	1,668,7	5,6	1,720,9	64	1,142	..
		1923-24	1,9	42,1	..	1,734,0	8,2	1,786,2	66	1,100	..
Morvi . . . . .	3' 3½" & 2' 6"	1922-23	3,3	28,8	..	953,6	5	986,2	196	1,697	..
		1923-24	2,9	27,2	..	959,7	1,5	991,3	183	1,626	..
Mysore . . . . .	3' 3½"	1922-23	3,7	26,6	1,3	2,542,3	38,1	2,612,0	226	1,282	45
		1923-24	3,3	25,5	13,1	2,546,1	64,5	2,652,5	198	1,071	482
TOTAL CLASS II RAILWAYS . . . . .	..	1922-23	34,2	264,7	31,0	17,203,6	76,5	17,610,0	1,465	10,178	524
		1923-24	30,3	245,0	47,1	18,344,2	132,9	18,790,5	1,285	9,471	1,292
<b>CLASS III RAILWAYS.</b>											
Aden . . . . .	3' 3½"	1922-23	2	1,6	..	240,1	2,8	244,7	*	*	..
		1923-24	3	1,5	80,6	110,8	..	193,2	6	33	285
Ahmadpur-Katwa . . . . .	2' 6"	1922-23	..	9	5,3	265,3	..	271,5	1	12	65
		1923-24	..	7	4,8	264,1	..	269,6	..	11	67
Arakan Light . . . . .	2' 6"	1922-23	5	..	..	71,7	..	72,2	*	..	..
		1923-24	6	..	..	74,8	..	75,4	8	..	..
Arrah-Sasaram Light . . . . .	2' 6"	1922-23	7	..	5,7	526,6	..	533,0	*	..	*
		1923-24	1,0	..	5,2	516,2	..	522,4	*	..	*
Bangalore-Chik Ballapur Light . . . . .	2' 6"	1922-23	3	4,3	..	722,8	2,2	729,6	8	119	..
		1923-24	2	4,3	..	903,5	11,5	919,5	4	96	..
Bankura-Damoodar River . . . . .	2' 6"	1922-23	..	7	5,1	223,3	..	229,1	2	13	102
		1923-24	..	7	3,1	235,6	..	239,4	1	16	75
Baraset-Basirhat Light . . . . .	2' 6"	1922-23	4,6	..	35,9	870,8	147,5	1,058,8	*	..	*
		1923-24	4,2	..	34,8	938,2	145,4	1,122,6	111	..	661
Bengal Provincial . . . . .	2' 6"	1922-23	1	1,3	9,3	391,2	14,0	415,9	*	*	*
		1923-24	3	2,0	10,9	506,5	3,2	522,9	*	*	*
Bukhtiarpur-Bihar Light . . . . .	2' 6"	1922-23	6	3,1	16,4	521,9	..	542,0	*	*	*
		1923-24	4	2,5	15,7	737,6	..	766,2	8	46	277

\* Information not available.

M10RAR

† Calculated at the rate of 50 single journeys per month in 1923-24 and at the rate of 40 in 1922-23.

## Statistics of Class II and III Railways for the years 1922-23 and 1923-24.

MILES. THOUSANDS).			AVERAGE MILES A PASSENGER WAS CARRIED.						No. OF TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thou- sands).	Average miles a ton of goods was carried.
3rd.	†Season and vendors tickets.	Total.	1st.	2nd.	Inter.	3rd.	Season and vendors tickets.	Total.	Origin- ating on Home line whether local or foreign.	Other traffic.	Total.		
13	14	15	16	17	18	19	20	21	22	23	24	25	26
49,635	..	49,855	50.0	50.0	..	44.4	..	44.4	118	53	171	8,930	52.2
41,902	..	42,093	36.7	42.2	..	38.2	..	38.2	116	53	169	8,734	51.7
22,121	..	22,782	30.0	35.1	24.2	20.5	..	20.6	96	78	174	13,403	77.0
24,252	..	24,990	29.6	26.2	24.7	20.5	..	20.6	97	93	100	14,521	76.4
86,740	241	89,073	55.7	49.0	..	31.8	7.9	31.8	193	172	365	23,178	63.5
90,390	319	92,638	58.7	50.7	..	30.0	5.8	29.8	220	138	358	23,373	65.4
8,582	..	10,020	41.4	31.7	..	17.1	..	18.4	101	34	135	4,327	32.0
8,859	..	10,161	41.9	31.5	..	16.9	..	18.1	99	34	133	4,370	32.9
12,620	..	12,864	20.7	11.7	1.4	15.6	..	15.4	*	*	701	17,265†	40.7
13,447	..	13,880	2.4	22.7	22.8	15.3	..	15.4	637	40	677	28,474	42.1
44,214	..	44,419	..	20.5	..	13.8	..	13.8	*	*	265	10,587	39.9
55,334	..	55,622	27.5	20.1	..	14.1	..	14.1	232	93	325	12,180	37.5
74,624	21	77,300	53.0	37.2	..	28.9	12.3	29.1	195	186	381	19,914	52.3
72,892	54	75,409	83.0	39.6	..	29.3	14.6	29.5	196	144	340	16,608	48.8
38,628	141	39,975	33.7	25.5	..	23.1	25.2	23.2	166	36	202	7,021	34.8
39,078	193	40,437	34.7	26.1	..	22.5	23.5	22.6	171	37	208	8,071	38.8
41,535	8	43,436	59.4	58.9	..	43.6	16.0	44.0	63	103	166	9,370	56.4
42,510	28	44,347	63.1	59.8	..	44.3	18.7	44.7	51	125	176	9,992	56.8
69,147	205	70,905	61.1	48.2	34.6	27.2	5.4	27.1	203	86	289	15,600	54.0
37,511	267	69,529	60.0	42.0	36.8	26.5	4.1	26.2	210	81	291	14,637	50.3
447,846	616	460,629	42.8	38.5	16.9	26.5	8.1	26.2	1,135	748	2,849	129,595	50.4
456,175	861	469,084	42.4	38.7	27.4	24.9	6.5	24.9	2,029	838	2,867	140,980	49.2
*	*	*	..	..	..	..	..	..	32	..	32	*	..
2,087	..	2,411	20.0	22.0	3.5	18.8	..	12.5	38	..	38	956	25.2
3,266	..	3,344	..	13.3	12.3	12.3	..	12.3	8	2	10	231	23.1
3,408	..	3,486	..	15.7	14.0	12.9	..	12.9	8	1	9	183	20.2
*	..	*	..	..	..	..	..	..	1	..	1	*	..
1,128	..	1,136	13.3	..	..	15.1	..	15.1	1	..	1	*	..
*	..	*	..	..	..	..	..	..	*	*	33	*	..
*	..	*	..	..	..	..	..	..	27	..	27	*	..
14,623	18	14,768	26.7	27.7	..	20.2	8.2	20.3	20	9	29	1,198	41.8
16,230	45	16,375	20.0	22.3	..	18.0	3.9	17.8	22	10	32	1,254	39.2
4,000	..	4,117	..	18.6	20.0	17.9	..	18.0	10	3	13	653	50.2
4,272	..	4,364	..	22.9	24.2	18.1	..	18.2	15	5	20	873	43.6
*	*	*	..	..	..	..	..	..	24	6	30	*	..
14,589	2,486	17,847	26.4	..	19.0	15.5	17.1	15.9	30	1	31	*	..
*	*	*	..	..	..	..	..	..	*	*	28	*	..
*	*	*	..	..	..	..	..	..	36	..	36	*	..
*	*	*	..	..	..	..	..	..	*	*	*	*	..
12,489	..	12,820	20.0	18.4	17.6	16.9	..	16.9	45	..	45	*	..

†Excludes the Ledo and Tikak-Margheritta Colliery Branch Railway for which information is not available.

## 34.—Statement of Passenger and Goods Revenue

Railway.	Gauge.	Year.	NUMBER OF PASSENGERS CARRIED (IN HUNDREDS).						PASSENGERS (IN		
			1st.	2nd.	Inter.	3rd.	†Season and vendors tickets.	Total.	1st.	2nd.	Inter.
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—concl'd.											
Burdwan-Katwa . . . . .	2' 6"	1922-23	..	1,3	8,7	334,6	..	344,6	3	24	148
		1923-24	..	1,0	7,2	347,0	..	355,2	2	22	136
Cutch State . . . . .	2' 6"	1922-23	..	1,0	..	83,5	..	84,5	..	31	..
		1923-24	..	9	..	72,7	..	73,6	..	26	..
Dehri-Rohtas Light . . . . .	2' 6"	1922-23	2	..	7	96,1	..	97,0	*	..	*
		1923-24	3	..	4	114,6	..	115,3	*	..	*
Dholpur-Bari . . . . .	2' 6"	1922-23	..	3	..	171,6	..	171,9	..	7	..
		1923-24	..	2	..	178,0	..	178,2	..	5	..
Futwah-Islampur . . . . .	2' 6"	1922-23	1,3	..	6,5	318,2	..	326,0	*	..	*
		1923-24	9	..	7,4	364,3	..	372,6	12	..	105
Gwalior Light . . . . .	2' 0"	1922-23	1,0	6,1	..	437,9	..	445,0	66	328	..
		1923-24	1,2	6,2	..	424,0	..	431,4	80	340	..
Howrah-Amta Light . . . . .	2' 0"	1922-23	7,6	..	101,9	2,095,4	405,0	2,609,9	*	..	*
		1923-24	6,1	..	102,9	2,189,5	423,6	2,722,1	89	..	1,041
Howrah-Sheakhala Light . . . . .	2' 0"	1922-23	1,4	..	23,0	478,2	284,7	787,3	*	..	*
		1923-24	1,3	..	23,6	499,4	292,3	816,6	13	..	146
Jagadhri Light . . . . .	2' 0"	1922-23	3	..	2,2	124,0	3	126,8	..	..	1
		1923-24	2	..	1,6	90,4	..	92,2	..	..	1
Jamnagar and Dwarka . . . . .	3' 3½"	1922-23	8	12,6	..	563,5	2,5	579,2	37	546	..
		1923-24	1,1	14,2	..	853,7	2,7	871,7	68	711	..
Jessore-Jhenidah . . . . .	2' 6"	1922-23	2	1,1	3,9	195,6	..	200,8	3	23	72
		1923-24	1	9	3,0	165,1	..	169,1	4	19	60
Jorhat (Provincial). . . . .	2' 0"	1922-23	..	..	..	203,8	..	203,8	..	..	..
		1923-24	..	..	..	204,4	..	204,4	..	..	..
Kalighat-Falta . . . . .	2' 6"	1922-23	..	3,1	25,0	738,1	22,2	788,4	2	28	148
		1923-24	..	1,5	20,3	744,6	16,8	783,2	2	21	127
Kolar District† . . . . .	2' 6"	..	..	..	..	..	..	..	..	..	
Kulasekarapatnam Light . . . . .	2' 0"	1922-23	..	..	..	79,9	..	79,9	..	..	..
		1923-24	..	..	..	99,0	..	99,0	..	..	..
Tarikere-Narasimharajapura Light . . . . .	2' 0"	1922-23	..	2,0	..	39,6	..	41,6	..	35	..
		1923-24	..	2,1	..	58,1	9	61,1	..	38	..
Shahdara (Delhi)-Saharanpur Light . . . . .	2' 6"	1922-23	1,3	..	23,9	1,201,5	..	1,226,7	*	..	*
		1923-24	1,1	..	18,2	1,078,6	..	1,097,9	*	..	*
Tarpore-Balipara . . . . .	2' 6"	1922-23	7	..	3,4	209,6	19,6	233,3	*	..	*
		1923-24	6	..	3,0	240,1	19,6	263,3	*	..	*
Trivellore Light . . . . .	2' 0"	1922-23	..	..	..	*	..	*	..	..	..
		1923-24	..	..	..	148,8	..	148,8	..	..	..
Udaipur-Chitorgarh . . . . .	3' 3½"	1922-23	1,3	4,0	2,0	461,1	5	468,9	78	238	114
		1923-24	1,3	3,8	2,7	479,4	6	487,8	83	217	136
TOTAL CLASS III RAILWAYS . . . . .	..	1922-23	23,1	43,4	278,9	11,665,9	901,1	12,912,4	200	1,404	650
		1923-24	21,2	42,5	345,4	12,039,0	916,6	13,964,7	491	1,601	3,116

\* Information not available.

†Included with the Bangalore Chik-Ballapur Light Railway.

‡Calculated at the rate of 50 single journeys per month in 1923-24 and at the rate of 40 in 1922-23.

## Statistics for Class II and III Railways for the years 1922-23 and 1923-24—concl'd.

MILES. THOUSANDS).			AVERAGE MILES A PASSENGER WAS CARRIED.						NO. OF TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thou- sands).	Average miles a ton of goods was carried.
3rd.	†Season and vendors tickets.	Total.	1st.	2nd.	Inter.	3rd.	Season and vendors tickets.	Total.	Origi- nating on Home line whether local or foreign.	Other traffic.	Total.		
13	14	15	16	17	18	19	20	21	22	23	24	25	26
4,763	..	4,938	..	18.5	17.0	14.2	..	14.3	8	5	13	320	24.6
5,042	..	5,201	..	22.0	18.7	14.5	..	14.6	9	0	15	336	22.4
1,596	..	1,627	..	31.0	..	19.1	..	19.2	12	..	12	176	14.7
1,389	..	1,415	..	28.9	..	19.1	..	19.2	20	..	20	275	13.7
*	..	*	..	..	..	..	..	..	154	14	168	*	..
*	..	*	..	..	..	..	..	..	165	..	165	*	..
3,331	..	3,338	..	23.3	..	19.4	..	19.4	98	2	100	3,510	35.4
3,334	..	3,339	..	25.0	..	18.7	..	18.7	102	6	108	3,958	36.6
*	..	*	..	..	..	..	..	..	9	..	9	*	..
5,000	..	5,117	13.3	..	14.2	..	..	13.7	15	..	15	*	..
14,521	..	14,916	66.0	53.8	..	33.2	..	33.5	*	*	105	5,881	56.0
14,088	..	14,508	66.7	54.8	..	33.2	..	33.6	120	2	122	6,362	52.1
*	*	*	..	..	..	..	..	..	35	15	50	*	..
32,217	5,110	38,457	14.6	..	10.1	14.7	12.1	14.1	41	9	50	*	..
*	*	*	..	..	..	..	..	..	12	4	16	*	..
6,210	2,728	9,097	10.0	..	6.2	12.4	9.3	11.1	16	1	17	*	..
37	..	38	..	..	0.4	0.3	..	0.3	13	..	13	52	4.0
30	..	31	..	..	0.6	0.3	..	0.3	9	..	9	9	1.0
18,549	65	19,197	46.2	43.3	..	32.9	28.3	33.1	72	26	98	3,080	31.4
33,272	75	34,126	61.8	50.1	..	39.0	27.8	39.1	69	43	112	5,525	49.3
2,817	..	2,915	15.0	20.9	18.5	14.4	..	14.5	6	4	10	260	26.0
2,562	..	2,645	40.0	21.1	20.0	15.5	..	15.6	8	5	13	298	22.9
*	..	*	..	..	..	..	..	..	*	*	21	289	13.8
*	..	*	..	..	..	..	..	..	*	*	20	263	13.1
7,694	220	8,092	..	9.0	5.9	10.4	9.9	10.3	35	1	36	778	21.6
8,175	188	8,513	..	14.0	6.3	11.0	11.2	10.9	33	4	37	878	23.7
..	..	..	..	..	..	..	..	..	..	..	..	..	..
670	..	670	..	..	..	8.4	..	8.4	33	..	33	147	4.4
1,036	..	1,036	..	..	..	10.5	..	10.5	15	..	15	98	6.5
694	..	729	..	17.5	..	17.5	..	17.5	6	..	6	163	27.2
1,044	4	1,088	..	18.1	..	18.0	4.4	17.8	4	..	4	72	18.0
*	..	*	..	..	..	..	..	..	*	*	116	*	..
*	..	*	..	..	..	..	..	..	*	*	111	*	..
*	*	*	..	..	..	..	..	..	21	..	21	*	..
*	*	*	..	..	..	..	..	..	22	..	22	*	..
*	..	*	..	..	..	..	..	..	*	*	*	*	..
307	..	307	..	..	..	2.1	..	2.1	1	..	1	3	3.0
16,909	17	17,356	60.0	59.5	57.0	36.7	34.0	37.0	34	..	34	1,669	49.1
17,083	15	17,534	63.8	57.1	50.4	35.6	25.0	35.0	30	..	30	1,456	48.5
93,470	320	96,044	51.3	37.5	12.5	21.0	11.6	21.0	643	91	1,037	18,437	34.6
184,992	10,651	200,851	27.4	39.5	10.1	18.5	11.9	17.9	901	93	1,125	22,799	37.6

Railway	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				ENGINE MILES (IN THOUSANDS).			
			Coach- ing.	Goods.	Mixed.	Total (including depart- mental.)	Shunting	Miscellaneous (including light, assisting required, assisting not required, siding and departmental).	Total	Total train engine and engine miles.
1	2	3	4	5	6	7	8	9	10	11
<b>CLASS II.</b>										
Barri Light . . . . .	2' 6"	{ 1922-23 1923-24	32 27	27 35	176 186	235 248	41 47	13 8	54 55	289 303
Bengal Dooars . . . . .	3' 3½"	{ 1922-23 1923-24	1 1	22 28	284 289	307 324	20 28	11 16	31 44	338 368
Bhavnagar State . . . . .	3' 3½"	{ 1922-23 1923-24	299 381	158 124	150 165	607 699	106 95	23 14	129 109	736 808
Darjeeling-Himalayan . . . . .	2' 0"	{ 1922-23 1923-24	50 50	185 192	250 253	485 495	52 50	.. ..	52 50	537 545
Dibru-Sadiya . . . . .	3' 3½"	{ 1922-23 1923-24	.. ..	126 125	125 124	266 249	208 201	3 2	211 203	477 452
Gaskwar's Baroda State. . . . .	2' 6"	{ 1922-23 1923-24	1 62	3 29	361 358	397 453	90 113	13 11	103 124	500 577
Gondal . . . . .	3' 3½"	{ 1922-23 1923-24	279 252	148 157	131 159	574 568	102 115	12 5	114 120	688 688
Junagad State . . . . .	3' 3½"	{ 1922-23 1923-24	63 67	40 56	107 108	216 232	41 47	15 13	56 60	272 292
Morvi . . . . .	3' 3½" and 2' 6"	{ 1922-23 1923-24	102 90	52 57	98 116	252 268	13 15	6 ..	19 15	271 283
Mysore . . . . .	3' 3½"	{ 1922-23 1923-24	109 20	152 130	300 182	553 531	66 72	6 5	72 77	635 608
Total Class II Railways . . . . .	..	{ 1922-23 1923-24	936 950	913 933	1,982 1,940	3,902 4,067	739 783	102 74	841 857	4,743 4,924
<b>CLASS III.</b>										
Aden . . . . .	3' 3½"	{ 1922-23 1923-24	.. 20	.. ..	42 31	42 52	.. 3	.. ..	.. 3	42 55
Ahmadpur-Katwa . . . . .	2' 6"	{ 1922-23 1923-24	37 31	.. ..	30 29	67 60	.. 7	.. 19	.. 26	67 86
Arakan Light . . . . .	2' 6"	{ 1922-23 1923-24	.. ..	.. ..	19 18	19 18	.. 2	.. ..	.. 2	19 20
Arrah-Sasaram . . . . .	2' 6"	{ 1922-23 1923-24	.. ..	.. 2	93 84	93 86	.. 6	.. ..	.. 6	93 92
Bangalore-Chik Ballapur Light	2' 6"	{ 1922-23 1923-24	.. 19	38 4	115 136	154 160	18 27	2 5	20 32	174 192
Bankura Damodar River . . . . .	2' 6"	{ 1922-23 1923-24	.. ..	.. 2	101 93	101 95	.. 19	.. 16	.. 35	101 130
Baraset-Basirhat Light . . . . .	2' 6"	{ 1922-23 1923-24	.. ..	.. ..	155 137	155 137	.. 3	.. 9	.. 12	155 149
Bengal Provincial . . . . .	2' 6"	{ 1922-23 1923-24	31 ..	4 ..	48 92	83 92	.. 8	.. 1	.. 9	83 101
Bukhtiarpur Bihar Light . . . . .	2' 6"	{ 1922-23 1923-24	.. 14	.. 2	56 48	56 64	.. 12	.. 2	.. 14	56 78
Burdwan-Katwa . . . . .	2' 6"	{ 1922-23 1923-24	37 34	.. ..	40 42	77 76	.. 9	.. 19	.. 28	77 104
Cuteh State . . . . .	2' 6"	{ 1922-23 1923-24	.. ..	.. ..	27 27	27 27	7 7	.. ..	7 7	34 34

\*Information not

## and III Railways for the years 1922-23 and 1923-24..

NUMBER OF TONS OF FUEL CONSUMED.				AVERAGE COST AT PITS MOUTH OR AT STATION OF SUPPLY.			AVERAGE COST PER TON INCLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES.		
Foreign Coal.	Indian Coal.	Wood.	Total.	Foreign Coal.	Indian Coal.	Wood.	Foreign Coal.	Indian Coal.	Wood.
12	13	14	15	16	17	18	19	20	21
..	6,355	21	6,363	..	8.75	12.0	..	20.5	12.0
..	5,301	7	5,304	..	9.75	12.0	..	24.0	12.0
..	7,751	..	7,751	..	6.00	..	..	14.0	..
..	8,040	..	8,040	..	6.50	..	..	13.2	..
6,323	10,075	80	15,430	30.2	7.55	13.1	35.6	20.7	13.1
6,066	11,422	87	17,523	29.5	6.52	12.0	29.6	21.4	12.0
..	10,819	..	10,819	..	8.50	..	..	14.1	..
..	12,553	..	12,553	..	8.00	..	..	16.1	..
..	10,626	..	10,626	..	*	..	..	8.5	..
..	10,005	..	10,005	..	16.00	..	..	16.0	..
206	8,452	149	8,717	*	10.00	4.5	48.0	23.5	4.5
73	9,246	49	9,339	43.0	8.84	4.5	48.0	21.5	4.5
9,444	8,794	81	18,270	*	*	*	42.4	23.9	18.7
6,562	10,027	55	17,511	*	6.50	*	41.4	20.4	25.0
558	5,331	53	5,910	34.5	6.64	10.0	45.4	21.9	10.0
450	6,006	53	6,477	32.7	6.00	10.0	43.6	21.5	10.0
..	6,363	105	6,405	..	*	5.4	..	24.2	5.4
..	7,451	85	7,485	..	5.50	5.5	..	19.5	5.5
988	18,990	443	20,155	44.0	6.00	11.0	50.7	24.6	11.0
..	16,824	229	16,916	..	7.87	11.5	..	25.5	11.5
16,518	93,556	932	110,446	..	..	..	..	..	..
13,151	97,775	565	111,153	..	..	..	..	..	..
703	43	..	746	*	*	..	40.8	46.0	..
576	..	..	576	38.5	..	..	38.8	..	..
..	1,590	..	1,590	..	8.41	..	..	10.9	..
..	1,040	..	1,040	..	7.25	..	..	10.1	..
..	*	..	*	..	*	..	..	*	..
..	243	281	355	..	27.00	*	..	29.0	6.0
..	*	..	*	..	*	..	..	*	..
..	742	..	742	..	5.50	..	..	10.2	..
..	2,832	42	2,849	..	6.00	11.0	..	23.3	11.0
..	3,046	63	3,071	..	7.87	11.5	..	25.5	11.5
..	2,683	..	2,683	..	8.41	..	..	9.8	..
..	2,395	..	2,395	..	7.25	..	..	9.0	..
..	*	..	*	..	*	..	..	*	..
..	1,328	..	1,328	..	5.50	..	..	9.9	..
..	1,908	..	1,908	..	6.00	..	..	9.6	..
..	1,792	..	1,792	..	6.25	..	..	9.7	..
..	*	..	*	..	*	..	..	*	..
..	588	..	588	..	5.50	..	..	10.2	..
..	1,718	..	1,718	..	8.41	..	..	11.0	..
..	1,851	..	1,851	..	7.25	..	..	10.1	..
..	431	5	433	..	*	..	..	44.0	7.4
..	403	5	405	..	*	*	..	39.0	7.5

\* available.

M18RAR



Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				ENGINE MILES (IN THOUSANDS).			Total train engine and engine miles.
			Coaching	Goods.	Mixed.	Total (including departmental.)	Shunting.	Miscellaneous (including light, assisting required, assisting not required, siding and departmental.)	Total.	
1	2	3	4	5	6	7	8	9	10	11
<b>CLASS III—concl.</b>										
Dehri-Rohtas Light	2' 6"	{ 1922-23 1923-24	.. ..	.. ..	54 56	54 56	.. ..	.. ..	.. ..	54 56
Dholpur-Bari	2' 6"	{ 1922-23 1923-24	7 4	.. ..	73 80	80 84	17 11	3 2	20 13	100 97
Futwah-Ialampur	2' 6"	{ 1922-23 1923-24	.. ..	.. ..	39 40	39 40	.. ..	.. ..	.. ..	39 40
Gwalior Light	2' 0"	{ 1922-23 1923-24	3 2	63 81	187 189	291 274	.. 32	13 4	13 36	304 310
Howrah-Amta Light	2' 0"	{ 1922-23 1923-24	.. ..	.. ..	226 222	226 222	.. 7	.. 14	.. 21	226 243
Howrah-Sheakhala Light	2' 0"	{ 1922-23 1923-24	.. ..	.. ..	59 56	59 56	.. 2	.. 3	.. 5	59 61
Jagadhri Light	2' 0"	{ 1922-23 1923-24	.. ..	.. ..	9 10	9 10	.. ..	.. ..	.. ..	9 10
Jamnagar and Dwarka	3' 3 1/2"	{ 1922-23 1923-24	1 2	9 24	115 194	131 220	17 23	1 2	18 25	149 245
Jessore-Jhenidah	2' 6"	{ 1922-23 1923-24	.. ..	.. 1	76 58	76 59	.. 24	.. 20	.. 44	76 103
Jorhat (Provincial)	2' 0"	{ 1922-23 1923-24	.. ..	19 13	32 38	51 51	.. ..	.. ..	.. ..	51 51
Kalighat-Falta	2' 6"	{ 1922-23 1923-24	42 46	.. ..	63 60	105 106	.. 74	.. 16	.. 90	106 196
Kolar District†	2' 6"	{ 1922-23 1923-24	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Kulasekarapatnam Light	2' 0"	{ 1922-23 1923-24	.. 10	.. 2	41 8	41 20	.. ..	.. ..	.. ..	41 20
Tarikere-Narasimharajapura Light.	2' 0"	{ 1922-23 1923-24	.. ..	10 6	18 19	28 33	12 5	1 2	13 7	41 40
Shahdara (Delhi)-Saharanpur Light.	2' 6"	{ 1922-23 1923-24	.. ..	.. ..	126 136	126 136	.. ..	.. ..	.. ..	126 136
Tespore-Balipara Light	2' 6"	{ 1922-23 1923-24	.. ..	.. ..	37 38	37 38	.. ..	.. ..	.. ..	37 38
Trivellore Light	2' 0"	{ 1922-23 1923-24	* 11	* 4	.. ..	* 15	.. ..	.. ..	.. ..	* 15
Udaipur-Chittorgarh	3' 3 1/2"	{ 1922-23 1923-24	1 2	1 ..	102 102	104 104	7 7	.. ..	7 7	111 111
<b>Total Class III Railways</b>		{ 1922-23 1923-24	159 105	149 141	1,983 2,043	2,331 2,391	78 288	26 134	98 422	2,429 2,813

## and III Railways for the years 1922-23 and 1923-24—concl'd.

NUMBER OF TONS OF FUEL CONSUMED.				AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY.			AVERAGE COST PER TON INCLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES.		
Foreign coal.	Indian coal.	Wood.	Total.	Foreign coal.	Indian coal.	Wood.	Foreign coal.	Indian coal.	Wood.
12	13	14	15	16	17	18	19	20	21
..	2,392	..	2,392	..	12.50	..	..	17.0	..
..	2,486	..	2,486	..	12.52	..	..	16.2	..
..	1,452	10	1,456	..	14.00	*	..	25.5	19.9
..	1,441	3	1,442	..	13.28	20.0	..	23.1	20.0
..	*	..	*	..	*	..	..	*	..
..	311	..	311	..	5.50	..	..	10.6	..
..	5,622	2	5,623	..	12.00	6.0	..	21.5	6.0
..	5,452	5	5,454	..	12.00	6.0	..	21.3	6.0
..	*	..	*	..	*	..	..	*	..
..	2,419	..	2,419	..	5.42	..	..	9.8	..
..	*	..	*	..	*	..	..	*	..
..	580	..	580	..	5.69	..	..	10.2	..
..	127	3	128	..	12.00	27.0	..	24.0	27.0
..	138	3	139	..	6.12	27.0	..	24.0	27.0
..	4,500	23	4,509	..	7.91	32.8	..	19.2	35.5
..	7,383	35	7,397	..	7.00	31.0	..	24.0	33.0
..	1,856	..	1,856	..	8.41	..	..	12.9	..
..	1,106	..	1,106	..	7.25	..	..	12.5	..
..	1,774	..	1,774	..	14.85	..	..	18.6	..
..	1,507	..	1,507	..	19.50	..	..	19.6	..
..	2,950	..	2,950	..	3.41	..	..	12.6	..
..	3,020	..	3,020	..	7.25	..	..	12.2	..
..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..
..	115	..	115	..	5.00	..	..	36.2	..
..	..	..	..	..	..	..	..	..	..
..	763	26	773	..	6.00	11.0	..	26.0	11.0
..	611	21	619	..	7.87	11.5	..	25.5	11.5
..	*	..	*	..	*	..	..	*	..
..	2,157	..	2,157	..	*	..	..	*	..
..	797	..	797	..	*	..	..	21.9	..
..	820	..	820	..	*	..	..	27.0	..
..	*	*	*	..	*	..	..	*	..
..	20	207	103	..	*	8.5	..	21.0	8.5
..	1,634	22	1,643	..	13.50	*	..	23.9	7.1
..	1,566	39	1,582	..	13.50	7.0	..	24.2	7.0
703	35,187	133	35,943	..	..	..	..	..	..
576	44,445	662	45,285	..	..	..	..	..	..

available.  
the Bangalore-Chik Ballapur Light Railway.

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# APPENDICES.

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## Value of Stores Purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

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

Classes.	Bengal Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work .. ..	3,64	..	..	32,05	16	2	63	..	1,46
(B) Engineer's plant, excluding petty tools.	..	53	1	2,26	1,25	10	76	6	..
(C) Workshop Machinery and Heavy Tools.	3,28	33	..	4,78	1,18	..	3,70	1,34	13
(D) Permanent-way :—									
(a) Rails .. ..	3,91	1,42	1,34	8,24	25	11,31	2	..	4,98
(b) Steel sleepers ..	1,91	..	..	4,68	..	..	..	..	..
(c) Cast iron sleepers	..	..	..	..	..	3,09	..	..	..
(d) Wooden sleepers	..	..	..	..	..	27,34	..	..	15,92
(e) Chairs and Fastenings.	20	7,94	3,22	51	3,34	3,47	43	5	1,31
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	4,82	1,21	2	52,73	1,67	5,76	5,75	11	40
(b) Coaching stock ..	5,52	..	..	..	..	..	7,96	..	1,10
(c) Goods stock ..	64,22	..	..	..	..	..	9,09	..	2,43
(d) Spare parts Coaching and Goods stock.	31,63	11,46	18	45,78	4,92	12,29	5,87	1,18	2,47
(e) Motor cars ..	..	..	..	..	9	..	..	..	..
(F) Building and Station Materials and Fencing.	33	47	1	2,17	1,53	21	1,06	1,59	2,31
(G) Tools and Stores :—									
(a) Tools and Cutlery	19	1,69	18	77	2,31	31	1,82	79	11
(b) Steel (excluding permanent-way materials).	20	87	5	3,48	6,17	1,15	1,11	2	..
(c) Iron (excluding permanent-way materials).	50	3,37	47	34	2,14	1,19	44	1,41	26
(d) Other metals ..	..	76	..	36	3,06	17	36	56	41
(e) Timber ..	..	..	4,52	..	..	16,66	..	6,78	..
(f) Oils .. ..	..	9,21	1,99	..	8,12	4,12	..	6,55	1,11
(g) Portland cement	..	68	75	..	53	13	..	..	66
(h) All other stores	1,59	19,80	6,81	4,62	14,57	55,92	1,54	9,94	4,01
(H) Electrical plant and materials.	1,10	2,70	..	6,89	4,06	1	7,24	2,07	12
Total ..	1,33,04	62,44	19,55	1,69,66	55,29	1,43,25	47,79	31,47	39,19

## DIX A.

year 1923-24 (In thousands of rupees).

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

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

East Indian.			Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
14,58	3,00	9	5,44	..	37	82	..	..	1,30	4,99	1
2,45	83	..	91	1,10	10	94	1	2	3,66	74	16
16,62	3,62	..	11,94	75	3	3,29	3	..	6,13	125	1
17,30	..	..	21,89	..	..	11,01	..	8,41	..	..	52,85
..	..	..	16,36	..	..	..	..	..	..	..	..
7	..	..	8,67	..	..	..	..	14,34	..	..	..
..	12,23	13,77	..	..	30,49	..	..	9,11	..	..	54,33
1,55	1,97	41	5,00	..	2	3,33	6	1,16	4,25	..	58,54
..	..	..	..	..	43	..	..	..	..	..	..
62,60	39	..	82,36	31	2	8,34	31	1	69,26	89	..
..	..	..	..	..	..	5,18	2	3	..	..	5,35
..	..	..	50,23	39	..	16,05	1	4,25	..	..	7,75
1,97,39	6,18	1,86	38,94	1,57	1,90	8,08	71	10	72,12	3,98	1,69
..	16	..	5	52	..	..	..	..	16	59	5
3,07	2,87	85	1,35	2,69	1,51	60	1,39	58	1,49	2,58	2,51
1,61	1,26	..	2,75	52	15	1,18	11	18	1,73	1,52	16
2,26	5,86	3	6,13	1,15	1	1,28	48	..	5,04	2,90	3,68
20	4,28	40,79	21	2	1,32	1,60	64	27	..	37	59
5,65	1,37	9	3,95	16	3,19	2,16	36	1,40	..	3,01	67
..	95	15,38	..	..	9,37	..	..	5,78	..	..	12,47
9	18,32	5,43	..	6,47	4,36	2	7,19	1,07	..	78	15,02
..	..	1,04	..	11	83	42	..	..	..	4	3,55
8,35	20,75	42,99	18,39	7,87	15,34	15,02	3,14	4,80	10,89	10,80	16,80
9,64	4,58	32	14,03	1,80	5	4,43	50	..	6,23	3,95	24
3,43,43	88,62	1,23,05	2,88,65	25,43	69,49	83,75	14,96	51,51	1,92,26	38,48	2,36,34

## Value of Stores Purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

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

Classes.	Oudh and Rohilkhand.			South Indian.			Assam Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work .. ..	4,47	..	3,30	2,46	2	2	..	..	..
(B) Engineer's plant, excluding petty tools.	92	33	8	33	8	9	16	4	2
(C) Workshop Machinery and Heavy Tools.	1,54	2,39	9	8,94	23	1	57	2	..
(D) Permanent-way :—									
(a) Rails .. ..	..	..	7,82	2,59	..	2	..	..	..
(b) Steel sleepers ..	..	..	..	..	..	..	..	..	..
(c) Cast iron sleepers.	..	..	..	2,72	..	2	..	..	..
(d) Wooden sleepers	..	..	36,15	..	9	6,33	..	..	3,44
(e) Chairs and Fastenings.	2,59	9	1,51	4,19	15	1,99	37	..	6
(f) Concrete Sleepers	..	..	..	..	..	..	..	..	..
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	19,99	11	..	42,89	4	..	32	19	1
(b) Coaching stock ..	..	1,11	..	51	..	..	..	..	..
(c) Goods stock ..	5,70	..	..	10,68	..	..	14,48	..	..
(d) Spare parts Coaching and Goods stock	10,15	92	1,09	4,34	77	25	7,14	24	2
(e) Motor cars ..	4	1	..	88	2	..	7	..	..
(F) Building and Station Materials and Fencing.	69	38	1,56	14,98	1,02	1,04	54	66	1,99
(G) Tools and Stores :—									
(a) Tools and Cutlery	53	56	7	31	28	7	7	10	3
(b) Steel (excluding permanent-way materials).	41	96	39	17	61	1	6	31	14
(c) Iron (excluding permanent-way materials).	17	37	85	2,45	1,03	3	..	6	1
(d) Other metals ..	52	58	24	1,49	7	..	3	20	1
(e) Timber ..	..	..	65	..	..	2,98	..	..	2,10
(f) Oils ..	..	3,65	62	..	3,44	2,34	..	68	1,06
(g) Portland cement	..	..	6	10	88	2	..	4	29
(h) All other stores	1,92	1,77	3,10	4,79	2,52	2,37	19	1,02	80
(H) Electrical plant and materials	5,03	2,30	..	5,76	54	23	2,38	76	..
Total ..	54,67	15,53	57,59	1,10,58	11,79	18,32	26,38	4,32	9,98

DIX A—concl'd.

year 1923-24 (in thousands of rupees).—concl'd.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

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

Bengal and North-Western.			Burma.			Rohilkund and Kumaon.			Total expenditure for railways who have reported for 1923-24.		
A	B	C	A	B	C	A	B	C	A	B	C
2	..	..	3,71	13	7	..	..	..	69,12	8,30	5,34
4	1	1	27	5	..	..	1	..	12,70	5,06	59
45	5	3	62	2	..	2	3	..	66,88	11,24	30
..	..	5,58	17,84	..	5,71	..	..	14	87,81	1,67	98,16
..	..	..	..	..	..	..	..	..	22,95	..	..
..	..	..	..	..	..	..	..	..	11,46	..	17,45
..	..	7,69	..	..	15,02	..	..	2,24	..	12,32	2,21,83
48	..	5	4,07	14	34	36	1	..	27,33	13,75	72,08
..	..	..	..	..	..	..	..	..	..	..	43
3,37	3	..	4,94	18	..	10	2	..	3,57,47	5,46	6,22
1,15	14	..	1,62	..	..	1	2	..	21,95	1,20	6,48
5,91	11	..	11,53	..	..	2	..	..	1,87,91	51	14,43
..	..	2	6,78	2	..	1	11	..	4,28,23	32,06	21,87
..	..	..	..	1	1	..	..	..	1,20	1,40	6
6	10	9	1,41	1,06	1,18	..	15	..	27,75	16,49	13,84
28	33	4	48	43	4	..	18	2	11,72	10,08	1,36
39	4	..	3,15	59	7	1	2	..	23,69	20,01	5,53
78	1,18	21	9	22	18	..	25	..	6,78	15,34	46,08
29	23	2	8	8	1	2	10	..	14,91	10,54	6,21
..	..	2,07	..	..	6,02	..	..	35	..	7,73	78,35
..	1,64	1,26	..	87	2,97	..	26	58	11	67,18	41,94
..	..	2	27	28	..	..	..	3	79	2,56	7,38
1,23	2,43	2,00	3,08	2,32	3,03	7	73	51	71,68	96,66	1,59,58
22	36	1	55	22	1	..	22	..	63,55	24,06	99
14,67	6,65	19,70	60,49	6,62	34,66	62	2,11	3,87	15,15,99	3,63,71	6,26,50

## Details of working of State collieries; worked by

Colliery.	Owned by	Province.	Year.	Capital outlay.	OUTPUT.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Jarangdih .. ..	Bombay, Baroda and Central India and Madras and Southern Mahratta Railways.	Bihar and Orissa.	1923-24	15,99,189	..	..	..	25,072
			1921-22	20,38,560	411,492	7,113	73,014	491,619
Bokharo-Ramgarh ..	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	1922-23	25,59,008	465,904	6,704	88,454	561,082
			1923-24	25,51,998	452,311	6,836	70,309	529,456
			1921-22	32,18,874	515,919	17,247	97,708	630,872
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1922-23	39,44,558	460,462	11,497	89,122	561,081
			1923-24	52,21,660	516,167	8,908	105,269	630,344
			1921-22	9,83,729	67,797	18,986	1,184	87,987
Mohpani .. ..	Great Indian Peninsula Railway.	Central Provinces.	1922-23	9,58,625	67,548	16,536	492	84,576
			1923-24	8,99,935	69,352	15,947	35	85,334
			1921-22	25,28,718	343,608	7,060	8,897	359,565
Kargali .. ..	Great Indian Peninsula Railway.	Bihar and Orissa.	1922-23	28,62,171	371,403	..	†10,634	382,037
			1923-24	28,61,784	362,924	21,067	572	384,563
			1921-22	2,73,796	2,985	..	‡20,764	23,749
Khost .. ..	North Western Railway.	Baluchistan ..	1922-23	2,73,915	2,891	..	‡20,308	23,199
			1923-24	2,73,915	3,122	..	‡21,030	24,152
			1921-22	25,306	..	..	..	12,681
Khost Pressed Fuel Factory	North Western Railway.	Baluchistan ..	1922-23	23,408	..	..	..	16,079
			1923-24	23,408	..	..	..	13,955

† Includes small coal.  
‡ Dust coal.



## DIX B.

either Railway Companies or the State for the years 1920-21 to 1923-24.

Quantity issued.	Working expenses.	Average cost of a ton of coal.*	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	REMARKS.
10	11	12	13	14	15	16	17
Tons.	Rs.	Rs.		Tons.			
24,800	75,000	3.00	70	278	..	1	
490,979	11,66,007	2.68	4,280	115	2	3	
560,942	13,51,614	2.74	4,286	131	1	4	The decrease in the capital outlay is due to credit to the Sinking Fund.
529,836	13,77,071	2.90	4,800	110	..	11	
609,893	30,14,457	5.45	8,208	77	4	16	
581,882	29,40,978	5.98	7,351	76	2	25	
629,925	31,06,590	5.66	7,500	84	7	27	
86,877	9,47,580	11.51	1,980	44	1	14	
79,768	8,76,696	10.95	2,021	42	1	3	The decrease in the capital outlay in 1922-23 and 1923-24 is due to credits to the Sinking Fund and other credits.
86,091	7,63,022	9.38	1,613	53	2	..	
354,791	12,07,548	3.44	6,266	57	2	1	
374,387	13,79,064	3.66	3,217	119	3	4	
380,063	15,35,497	4.05	2,907	132	..	10	
21,758	4,32,940	52.95	866	36	19	3	
25,610	4,55,753	57.20	730	32	2	3	
22,249	3,41,782	40.79	556	43	5	3	
12,681	3,38,840	26.72	22	576	..	..	
16,079	3,53,087	21.96	30	536	..	..	The decrease in the capital outlay in 1922-23 is due to adjustments of materials recovered from certain buildings dismantled and some Tools and Plant returned to Stores.
13,955	3,45,589	24.76	26	537	..	..	

\* For purposes of working out average cost of a ton of coal 4 tons of small coal has been reckoned as equal to 3 tons of large coal and 4 tons of slack coal as equal to 1 ton of large coal.

Number of persons reported, during the year ended the 31st March 1924, as killed or injured in India railway servants and other persons, and classifying, as far as practicable,

Serial No.	Particulars.	Killed and injured.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.
<b>PASSENGERS.</b>									
<b>FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.</b>									
1	From falling between trains and platforms ..	Killed ..	..	..	..	..	4	2	10
		Injured ..	..	1	..	6	13	2	13
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ..	..	2	..	2	1	..	7
		Injured ..	..	1	2	44	8	2	23
3	Whilst crossing the line at stations ..	Killed ..	1	2	..	7	..	2	1
		Injured ..	..	2	1	6	1	..	3
4	By closing of carriage doors ..	Killed ..	..	..	..	..	..	..	..
		Injured ..	..	..	..	3	..	..	..
5	Falling or jumping out of carriages during the travelling of trains.	Killed ..	..	3	2	10	..	8	10
		Injured ..	11	53	74	119	22	34	30
6	Other accidents ..	Killed ..	..	..	..	..	..	..	3
		Injured ..	1	1	4	21	1	2	15
	<b>TOTAL</b> ..	Killed ..	1	7	2	19	5	12	31
		Injured ..	12	58	81	199	45	40	84
<b>SERVANTS.</b>									
<b>ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES</b>									
1	Whilst coupling or uncoupling vehicles ..	Killed ..	..	..	1	3	1	1	2
		Injured ..	8	2	2	8	5	2	12
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ..	..	..	1	..	..	..	..
		Injured ..	..	..	1	..	..	..	..
3	Whilst passing over or standing upon buffers during shunting.	Killed ..	..	..	1	..	1	..	..
		Injured ..	..	..	2	..	..	..	1
4	When getting on or off or falling off, engines, wagons, etc., during shunting.	Killed ..	..	..	..	..	1	..	4
		Injured ..	1	..	7	..	5	1	11
5	Whilst braking, spragging or chocking wheels.	Killed ..	..	..	..	..	..	..	..
		Injured ..	..	..	..	1	..	..	..
6	Whilst attending to ground points, marshalling trains, etc.	Killed ..	..	..	1	1	1	3	..
		Injured ..	..	..	..	..	..	1	..
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ..	..	..	1	1	..	..	..
		Injured ..	..	..	5	..	..	..	..
8	By other accidents during shunting operations not included in the preceding.	Killed ..	..	..	..	..	..	2	..
		Injured ..	..	..	..	..	2	..	6
9	<b>TOTAL</b> ..	Killed ..	..	..	5	5	4	6	6
		Injured ..	9	2	17	9	12	4	32

DIX C.(i)

by the movement of vehicles used exclusively upon railways, distinguishing between passengers, the nature and causes of the accidents occasioning the death or injury.

Great Indian Peninsula.	Jodhpur Bikaner.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Rohilkund and Kumaon.	South Indian	Total Class I Railways.	Serial No.
12	..	1	..	6	7	..	..	42	1
9	..	..	..	16	6	..	..	66	
2	..	2	1	14	2	..	..	33	2
4	..	12	2	30	3	..	1	132	
3	..	..	1	10	..	..	..	27	3
2	..	..	1	11	..	..	..	27	
..	..	..	..	8	..	..	..	8	4
..	..	..	..	20	..	..	..	23	
15	..	11	..	81	9	2	14	165	5
11	8	56	15	184	16	13	40	686	
1	..	1	..	8	..	..	3	16	6
2	1	4	..	5	1	..	3	61	
33	..	15	2	127	18	2	17	291	
28	9	72	18	266	26	13	44	995	
2	..	2	..	6	2	..	2	22	1
11	..	1	3	14	..	..	6	74	
..	..	..	..	..	..	..	..	1	2
..	..	..	..	..	..	..	..	1	
..	..	..	..	..	..	..	..	2	3
..	..	..	..	2	..	..	..	5	
1	1	..	..	2	..	1	..	10	4
2	..	..	1	3	..	..	1	32	
..	..	..	..	..	..	..	..	..	5
3	..	1	..	3	..	..	..	8	
3	..	..	..	2	..	..	..	11	6
6	..	1	..	2	..	..	..	10	
..	..	..	..	..	..	..	..	2	7
..	..	..	..	..	..	..	..	5	
4	..	..	1	13	1	..	2	23	8
4	..	3	..	23	..	..	4	44	
10	1	2	1	23	3	1	4	71	9
26	..	6	4	47	..	..	11	179	

Number of persons reported during the year ended the 31st March 1924, as killed or injured in India railway servants and other persons, and classifying, as far as practicable, the nature and

Serial No.	Particulars	Killed and injured.	Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.
<b>SERVANTS—concd.</b>									
<b>OTHER ACCIDENTS.</b>									
	Brought forward	Killed	..	..	5	5	4	6	6
		Injured	9	2	17	9	12	4	32
10	From falling off engines, etc., during the travelling of trains.	Killed	..	..	..	..	1	1	2
		Injured	..	1	12	2	5	2	5
11	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	..	..	..	..	..	..	..
		Injured	..	..	..	1	3	..	1
12	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	..	1	..	1	..	..	5
		Injured	1	..	4	2	4	2	14
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..
		Injured	..	..	2	4	3	..	5
14	Whilst working on the permanent-way, aidings etc.	Killed	..	..	2	..	1	8	7
		Injured	..	..	2	..	2	1	4
15	Whilst attending to gates at level-crossings	Killed	..	1	..	..	..	1	4
		Injured	..	1	..	..	..	2	..
16	Whilst walking, crossing, or standing on the line on duty.	Killed	..	..	1	15	1	6	35
		Injured	2	2	3	16	3	4	15
17	From being caught between vehicles	Killed	..	..	..	3	..	..	6
		Injured	..	..	2	..	..	1	1
18	From falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	..	4
		Injured	..	2	..	..	..	1	7
19	Whilst walking, etc., on the line on the way home or to work.	Killed	..	..	..	4	1	1	10
		Injured	..	..	2	3	1	..	2
20	Miscellaneous	Killed	..	..	5	1	3	3	4
		Injured	5	2	29	17	5	5	13
21	TOTAL	Killed	..	2	8	25	7	20	77
		Injured	8	8	56	45	26	18	67
	<b>TOTAL SERVANTS</b>	Killed	..	2	13	30	11	26	83
		Injured	17	10	73	54	38	22	99
<b>OTHERS.</b>									
1	Whilst passing over the railway at level crossings.	Killed	1	..	..	11	3	..	8
		Injured	..	2	..	4	4	..	..
2	Trespassers	Killed	23	127	154	134	59	157	246
		Injured	12	51	62	50	40	64	92
3	Suicides	Killed	5	5	11	8	4	1	64
		Injured	..	1	2	..	1	..	3
4	Miscellaneous	Killed	..	..	4	..	2	..	14
		Injured	..	..	18	1	5	2	6
	<b>TOTAL OTHERS</b>	Killed	31	169	169	153	68	158	332
		Injured	12	52	82	55	50	66	101
	<b>TOTAL ALL CLASSES</b>	Killed	32	171	177	202	84	196	446
		Injured	41	123	159	308	133	128	284

DIX C.(i)—contd.

by the movement of vehicles used exclusively upon railways, distinguishing between passengers, causes of the accidents occasioning the death or injury.

Great Indian Peninsula.	Jodhpur-Bikaner.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Rohilkund and Kumaon.	South Indian.	Total class I Railways.	Serial No.
10	1	2	1	23	3	1	4	71	9
26	..	6	4	47	..	..	11	179	
3	..	..	..	8	1	..	1	17	1
4	..	..	1	11	..	..	1	44	
3	..	..	..	1	..	..	..	4	11
2	..	1	..	..	..	..	..	8	
2	..	..	1	4	2	..	1	17	12
9	..	1	1	5	1	..	1	45	
..	..	..	..	..	..	..	..	..	13
17	..	..	..	3	..	..	3	37	
2	..	..	..	..	2	..	..	22	14
3	..	..	1	1	..	1	..	15	
1	..	..	..	1	3	..	..	11	15
..	..	..	..	1	1	..	..	5	
32	1	1	1	23	3	..	..	119	16
17	1	2	7	7	2	..	1	82	
6	..	..	..	2	2	..	..	19	17
4	3	1	..	1	..	..	1	14	
1	..	1	..	1	..	..	1	9	18
3	..	..	..	2	1	..	..	16	
4	..	4	..	1	..	..	1	26	19
3	..	1	..	1	..	..	..	13	
4	..	5	1	3	2	..	1	32	20
3	1	12	1	4	4	3	..	104	
58	1	11	3	44	15	..	5	276	21
65	5	18	11	36	9	4	7	383	
68	2	13	4	67	18	1	9	347	22
91	5	24	15	93	9	4	18	562	
..	..	4	..	6	..	..	4	37	1
..	..	9	..	8	..	..	6	33	
173	9	92	15	190	104	17	79	1,579	2
25	4	27	3	72	19	1	31	553	
20	1	24	1	21	36	4	35	240	3
..	..	..	..	4	..	..	..	11	
2	..	..	..	14	..	11	6	46	4
1	3	4	..	8	..	2	2	53	
195	10	120	16	231	140	22	124	1,902	5
26	7	40	3	92	19	3	39	650	
296	12	148	22	425	176	25	150	2,540	6
145	21	136	36	441	54	20	101	2,207	

Number of persons reported, during the year ended the 31st March 1924, as killed or injured in India railway servants and other persons, and classifying, as far as practicable, the nature and causes.

Serial No.	Particulars.	Killed and injured.	Barsi Light.	Bengal Dooars.	Bhavnagar State.	Darjeeling Himalayan.	Dibru-Sadiya.	Gaekwar's Baroda Satta.
<b>PASSENGERS.</b>								
<b>FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.</b>								
1	From falling between trains and platforms	Killed . . . . . Injured . . . . .	1 ..	.. ..	.. ..	.. ..	.. ..	.. ..
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
3	Whilst crossing the line at stations	Killed . . . . . Injured . . . . .	.. ..	.. ..	1 ..	.. ..	.. ..	.. ..
4	By closing of carriage doors . . . . .	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
5	Falling or jumping out of carriages during the travelling of trains.	Killed . . . . . Injured . . . . .	.. 1	1 ..	.. 2	.. 1	.. ..	.. 5
6	Other accidents	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
	<b>TOTAL</b>	Killed . . . . . Injured . . . . .	1 1	1 ..	1 2	.. 1	.. ..	.. 5
<b>SERVANTS.</b>								
<b>ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.</b>								
1	Whilst coupling or uncoupling vehicles	Killed . . . . . Injured . . . . .	.. ..	1 ..	.. ..	.. ..	1 ..	.. 1
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
3	Whilst passing over or standing upon buffers during shunting.	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. 2	.. ..
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
5	Whilst braking, spragging, or chocking wheels.	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
6	Whilst attending to ground points, marshalling trains, etc.	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
7	Whilst moving vehicles by capstans, turn-tables, prope, etc., during shunting.	Killed . . . . . Injured . . . . .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
8	By other accidents during shunting operations not included in the preceding.	Killed . . . . . Injured . . . . .	.. 1	.. ..	.. ..	.. 1	.. ..	.. ..
9	<b>Total</b>	Killed . . . . . Injured . . . . .	.. 1	1 ..	.. ..	.. 1	1 2	.. 1

DIX C (i).—contd.

by the movement of vehicles used exclusively upon railways, distinguishing between passengers, of the accidents occasioning the death or injury.

Gondal.	Junagad State.	Morvi.	Mysore Railways.	Total class II Railways.	Total class III Railways.		Total all classes.		Serial No.
					Total.	Total previous year.	1923-24.	1922-23.	
..	..	..	1	2	..	..	44	52	1
..	..	..	..	..	1	..	67	91	2
..	..	..	..	..	..	1	33	34	
..	..	..	..	..	1	2	133	103	3
..	..	..	..	1	..	1	28	45	
..	..	..	..	..	1	1	28	50	4
..	..	..	..	..	..	..	8	3	
..	..	..	..	..	..	..	23	13	5
..	..	..	..	1	5	3	171	205	
6	3	3	3	24	11	15	721	845	6
..	..	..	..	..	..	..	16	25	
5	..	..	..	5	..	1	66	68	7
..	..	..	1	4	5	5	300	364	
11	3	3	3	29	14	19	1,038	1,170	8
..	..	..	1	3	..	..	25	16	
..	..	..	..	1	..	2	75	98	9
..	..	..	..	..	..	..	1	4	
..	..	..	1	1	..	..	2	7	3
..	..	..	..	..	..	..	2	4	
..	..	..	..	2	..	1	7	5	4
..	..	1	..	1	..	..	11	8	
1	..	..	..	1	1	..	34	32	5
..	..	..	..	..	..	..	..	3	
..	..	..	..	..	..	..	8	10	6
..	..	..	..	..	..	..	11	6	
..	..	..	..	..	..	..	10	9	7
..	..	..	..	..	..	..	2	2	
..	..	..	..	..	..	..	5	9	8
..	..	..	..	..	..	..	23	20	
..	..	..	..	2	..	..	46	59	9
..	..	1	1	4	..	..	75	62	
1	..	..	1	7	1	3	187	229	

Number of persons reported, during the year ended the 31st March 1924, as killed or injured in railway servants and other persons, and classifying, as far as practicable,

Serial No.	Particulars.	Killed and injured.	Barsi Light.	Bengal-Doopars.	Bhavnagar State.	Darjeeling Himalayan.	Dibru-Sadiya.	Gaekwar's Baroda State.
<b>SERVANTS—contd.</b>								
<b>OTHER ACCIDENTS.</b>								
	Brought forward . . . . .	Killed . . . . .	..	1	..	..	1	..
		Injured . . . . .	1	..	..	1	2	1
10	From falling off engines, etc., during the travelling of trains.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	1	..	1
11	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	1	..	..
12	When getting on or off engines, vans, etc., during the travelling of trains.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	1	..	..	..	..
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	..	..	..
14	Whilst working on the permanent-way, sidings, etc.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	..	..	..
15	Whilst attending to gates at level-crossings	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	..	..	1
16	Whilst walking, crossing, or standing on the line on duty.	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	..	..	..
17	From being caught between vehicles	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	..	..	..
18	From falling or being caught between trains and platforms, walls, etc.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	1	..	..
19	Whilst walking, etc., on the line on the way home or to work.	Killed . . . . .	..	..	..	..	..	..
		Injured . . . . .	..	..	..	1	..	..
20	Miscellaneous . . . . .	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	1	..	..
21	TOTAL . . . . .	Killed . . . . .	..	..	1	5	..	3
		Injured . . . . .	..	..	..	..	..	2
	TOTAL SERVANTS . . . . .	Killed . . . . .	1	1	1	6	1	3
		Injured . . . . .	..	..	..	..	2	3
<b>OTHERS.</b>								
1	Whilst passing over the railway at level-crossings.	Killed . . . . .	..	1	1	..	..	2
		Injured . . . . .	1	..	..	..	..	..
2	Trespassers . . . . .	Killed . . . . .	..	6	3	2	4	1
		Injured . . . . .	..	..	..	4	3	1
3	Suicides . . . . .	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	..	..	..
4	Miscellaneous . . . . .	Killed . . . . .	..	..	..	..	..	1
		Injured . . . . .	..	..	..	..	..	..
	TOTAL OTHERS . . . . .	Killed . . . . .	..	7	4	2	4	5
		Injured . . . . .	1	..	..	4	3	1
	TOTAL—ALL CLASSES . . . . .	Killed . . . . .	1	9	5	2	5	8
		Injured . . . . .	3	..	3	11	5	9



DIX C (i).—concl'd.

India by the movement of vehicles used exclusively upon railways, distinguishing between passengers, the nature and causes of the accidents occasioning the death or injury.

Gondal.	Junagad State.	Morvi.	Mysore Railways.	Total Class II Railways.	Total class III Railways.		Total all classes.		Serial No.
					Total.	Total previous year.	1923-24.	1922-23.	
..	..	1	1	4	..	..	75	62	9
1	..	..	1	7	1	3	187	220	
..	..	..	..	..	..	..	17	13	10
..	..	2	..	4	1	..	49	64	
..	..	..	..	1	..	..	5	4	11
..	..	..	..	1	..	1	9	16	
..	..	..	..	..	..	1	17	25	12
..	..	..	..	1	1	1	47	54	
..	..	..	..	..	..	..	..	1	13
..	..	..	..	..	..	..	37	33	
..	..	..	..	..	..	..	22	34	14
..	..	..	..	..	..	..	15	22	
1	..	..	..	1	..	..	12	13	15
..	..	..	..	1	..	..	6	4	
..	..	..	..	1	..	..	120	107	16
..	..	..	..	..	..	..	82	90	
..	..	..	..	..	..	..	10	13	17
..	..	..	1	1	..	..	15	14	
..	..	..	..	..	..	1	9	7	18
..	..	..	..	1	..	..	17	16	
..	..	..	..	..	..	..	26	25	19
..	..	..	..	1	..	..	14	22	
..	..	..	..	1	..	1	33	41	20
2	..	..	..	3	..	..	107	107	
1	..	..	..	4	..	3	280	283	21
2	..	2	1	13	2	2	398	442	
1	..	1	1	8	..	3	355	345	22
3	..	2	2	20	3	5	585	671	
..	..	..	..	4	..	1	41	38	1
..	1	..	..	2	..	2	35	47	
2	..	2	2	22	6	13	1,607	1,602	2
2	1	..	2	13	10	5	576	618	
..	..	..	..	1	2	6	243	200	3
..	..	..	..	..	..	..	11	8	
..	..	..	1	2	6	2	54	50	4
..	..	..	..	..	3	..	56	39	
2	..	2	3	29	14	22	1,945	1,990	5
2	2	..	2	15	13	7	678	712	
3	..	3	5	41	19	30	2,600	2,599	6
16	5	5	7	64	30	31	2,301	2,553	

*Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March  
accidents and the number of passengers and others, and of railway*

Description.	ASSAM-BENGAL.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	5	..	3	..	1	..	9
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains travelling in the wrong directions through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes.	..	6	6	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	9	9	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	5	5	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	18	18	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	20	20	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	4	4	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	7	7	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	13	13	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	3	3	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	152	152	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	9	9	..	..	..	..	..	..	..	..
(d) Trains running through gates at level-crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total all classes	..	258	258	..	5	..	3	..	1	..	9

DIX C (ii).

1924, as having occurred on the several railways open for traffic in India, distinguishing the different classes of servants, killed or injured in each class of accident.

BENGAL AND NORTH-WESTERN.												No. of Heading.
Number of accidents reported Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
..	1	1	..	..	..	..	..	..	..	..	1	
..	6	6	..	..	..	..	..	..	..	..	2	
..	..	..	..	..	..	..	..	..	..	..	3	
..	2	2	..	..	..	..	..	..	..	..	4	
..	..	..	..	..	..	..	..	..	..	..	5	
..	1	1	..	..	..	..	..	..	..	..	6	
..	..	..	..	..	..	..	..	..	..	..	7	
..	5	5	..	..	..	..	..	..	..	..	(a)	
..	..	..	..	..	..	..	..	..	..	..	(b)	
..	5	5	..	..	..	..	..	..	..	..	8	
..	..	..	..	..	..	..	..	..	..	..	(a)	
..	5	5	..	..	..	..	..	..	..	..	(b)	
..	..	..	..	..	..	..	..	..	..	..	9	
..	..	..	..	..	..	..	..	..	..	..	(a)	
..	..	..	..	..	..	..	..	..	..	..	(b)	
..	52	52	..	..	..	..	..	..	..	..	(c)	
..	..	..	..	..	..	..	..	..	..	..	(d)	
..	..	..	..	..	..	..	..	..	..	..	(e)	
..	1	1	..	..	..	..	..	..	..	..	(f)	
..	..	..	..	..	..	..	..	..	..	..	(g)	
..	30	30	..	6	..	..	..	..	..	6	(h)	
..	..	..	..	..	..	..	..	..	..	..	10	
..	..	..	..	..	..	..	..	..	..	..	(a)	
..	..	..	..	..	..	..	..	..	..	..	(b)	
1	6	7	..	..	..	..	..	..	..	..	(c)	
..	..	..	..	..	..	..	..	..	..	..	(d)	
..	1	1	..	..	..	..	..	..	..	..	11	
..	..	..	..	..	..	..	..	..	..	..	(a)	
..	..	..	..	..	..	..	..	..	..	..	(b)	
..	8	8	..	..	..	..	..	..	..	..	12	
..	191	191	..	..	..	..	..	..	..	..	(a)	
..	4	4	..	..	..	..	..	..	..	..	(b)	
..	4	4	..	..	..	..	..	..	..	..	(c)	
..	..	..	..	..	..	..	..	..	..	..	(d)	
..	..	..	..	..	..	..	..	..	..	..	(e)	
1	317	318	..	6	..	..	..	..	..	6	Total	

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March  
classes of accidents and the number of passengers and others, and of

Description.	BENGAL NAGPUR.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	2	2	..	..	..	1	..	..	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	4	4	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	..	3	60	..	..	..	2	..	..	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
6. Collisions between light engines.	..	5	5	..	..	..	1	..	..	..	1
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	..	3	3	..	..	..	..	..	..	..	..
(b) Other causes	1	14	15	..	2	..	..	2	..	2	2
8. Other derailments—											
(a) Due to trains travelling in the wrong direction through points.	1	89	90	..	..	..	..	..	..	..	..
(b) Other causes.	..	90	90	..	..	..	..	7	..	7	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines.	..	41	41	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	61	61	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	2	71	73	..	..	..	1	..	..	..	1
(g) Ditto brake apparatus	..	4	4	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	305	305	..	..	..	1	..	..	..	1
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	38	38	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	6	7	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	17	17	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	1	12	13	..	1	..	..	..	..	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	..	7	7	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	194	194	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	..	32	32	..	..	..	..	..	2	..	2
( ) Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	66	66	..	2	1	2	..	..	1	4
<b>TOTAL—ALL CLASSES</b>	<b>9</b>	<b>1,127</b>	<b>1,136</b>	<b>..</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>10</b>	<b>16</b>



Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March  
classes of accidents and the number of passengers and others, and of

Description.	BURMA.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	..	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	12	12	..	..	1	1	..	..	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	..	5	5	..	..	..	2	..	..	..	2
Derailments of passenger trains—											
(a) due to trains travelling in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) other causes	12	..	12	..	..	..	..	..	..	..	..
d. Other derailments—											
(a) due to trains travelling in the wrong direction through points.	..	17	17	..	..	..	..	..	..	..	..
(b) other causes	..	50	50	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	2	2	..	..	..	1	..	..	..	1
(c) The failure of machinery, springs, etc., of engines.	..	52	52	..	..	..	..	..	..	..	..
(d) The failure of tyres.	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	40	40	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	..	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	30	32	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	49	49	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	2	229	231	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line.	1	26	27	..	..	1	..	..	..	1	..
(d) Trains running through gates at level-crossings	..	5	5	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	60	60	..	..	..	3	..	2	..	5
Total all classes	21	591	612	..	..	2	7	..	2	2	9

DIX C (ii)—contd.

1924, as having occurred on the several railways open for traffic in India, distinguishing the different railway servants, killed or injured in each class of accident.

EASTERN BENGAL.											
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
4	..	4	..	2	..	4	..	..	..	6	2
..	..	..	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	3	3	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7
1	..	1	..	..	..	..	..	..	..	..	(a)
9	..	9	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	8
..	41	41	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	10	10	..	..	..	..	..	..	..	..	(c)
..	36	36	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	(h)
..	48	48	..	..	..	..	..	..	..	..	10
..	16	16	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
3	1	4	..	..	..	..	..	..	..	..	(a)
..	5	5	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	12
..	1	1	..	..	..	..	..	..	..	..	(a)
6	256	262	..	..	..	..	..	..	..	..	(b)
12	14	26	..	..	..	..	..	1	..	1	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	12	12	..	..	..	..	..	..	..	..	(e)
36	480	485	..	2	..	4	..	1	..	7	Total.

*Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March classes of accidents and the number of passengers and others, and of*

Description.	EAST INDIAN.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	4	2	6	..	1	1	247	..	1	1	249
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.	..	8	8	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	4	5	..	..	..	2	..	..	..	2
6. Collisions between light engines	2	3	5	..	..	..	8	..	..	..	8
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	3	..	3	..	1	..	8	..	..	..	9
(b) Other causes	3	12	15	..	..	1	3	..	..	1	3
8. Other derailments—											
(a) Due to trains travelling in the wrong directions through points.	2	3	5	..	..	..	4	..	..	1	4
(b) Other causes	2	19	21	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	33	33	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	114	114	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	8	8	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	13	13	..	..	..	..	..	..	..	..
(f) Ditto axles	..	23	23	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	1	6	7	..	..	..	1	..	..	..	1
(h) Ditto couplings	3	528	531	..	21	..	2	..	..	..	23
10. Accidents due to failure of permanent-way, etc.											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(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	..	1	1	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	4	29	33	..	..	..	1	..	..	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	1	2	3	..	..	..	2	2	1	2	3
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed	..	10	10	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	977	977	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	7	22	29	..	..	..	1	2	3	2	4
(d) Trains running through gates at level-crossings	..	7	7	..	..	..	..	..	..	..	..
(e) Miscellaneous	1	43	44	..	..	..	1	..	..	..	1
<b>Total all classes</b>	<b>35</b>	<b>1,863</b>	<b>1,898</b>	<b>..</b>	<b>23</b>	<b>3</b>	<b>280</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>208</b>



DIX C (ii)—contd.

1924, as having occurred on the several railways open for traffic in India, distinguishing the different railway servants, killed or injured in each class of accident.

GREAT INDIAN PENINSULA.											
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	2	2	..	..	..	..	..	..	..	..	1
1	11	12	..	..	..	4	..	..	..	4	2
1	1	2	3	24	1	2	..	..	4	28	3
..	43	43	..	..	..	5	..	..	..	5	4
..	23	23	..	..	..	1	..	..	..	1	5
..	10	10	..	..	..	1	..	..	..	1	6
..	2	2	..	..	..	..	..	..	..	..	7
..	39	39	..	..	..	..	..	..	..	..	(a)
..	67	67	..	..	..	..	..	..	..	..	(b)
..	629	629	..	..	..	3	..	..	..	3	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	66	66	..	..	..	..	..	..	..	..	(d)
..	522	522	..	..	..	..	..	..	..	..	(e)
..	4	4	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	13	13	..	..	..	..	..	..	..	..	(h)
..	9	9	..	..	..	..	..	..	..	..	(i)
1	563	564	..	..	..	..	..	..	..	..	(j)
..	39	39	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	3	3	..	..	..	..	..	..	..	..	(c)
3	5	8	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
3	130	133	..	..	..	..	..	..	..	..	(a)
..	14	14	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	12
..	1	1	..	..	..	..	..	..	..	..	(a)
..	936	936	..	..	..	..	..	..	..	..	(b)
2	14	16	..	..	..	..	2	6	2	6	(c)
..	4	4	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	1	..	..	..	1	(e)
..	113	113	..	..	..	..	..	..	..	..	13
11	3,263	3,274	3	24	1	17	2	6	6	47	Total.



DIX C (ii)—contd.

as having occurred on the several railways open for traffic in India, distinguishing the different classes of servants, killed or injured in each class of accident.

## MADRAS AND SOUTHERN MAHRATTA.

Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	..	..	..	..	..	..	..	..	1
3	3	6	..	..	..	..	..	..	..	..	2
1	..	1	..	..	..	1	..	..	..	1	3
1	4	5	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	..	..	..	..	..	6
1	1	2	..	..	..	..	..	..	..	..	7
2	3	5	..	..	..	..	..	..	..	..	(a)
1	1	2	..	..	..	..	..	..	..	..	(b)
..	4	4	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	18	18	..	..	..	..	..	..	..	..	(e)
..	163	163	..	..	..	..	..	..	..	..	(f)
1	..	1	..	..	..	..	..	..	..	..	(g)
1	..	1	..	..	..	..	..	..	..	..	(h)
..	8	8	..	..	..	..	..	..	..	..	(i)
..	..	..	..	..	..	..	..	..	..	..	(j)
..	69	69	..	..	..	..	..	..	..	..	(k)
..	..	..	..	..	..	..	..	..	..	..	(l)
..	44	44	..	..	..	..	..	..	..	..	(m)
..	..	..	..	..	..	..	..	..	..	..	(n)
2	6	8	..	..	..	..	10	..	10	..	(o)
..	1	1	..	..	..	..	..	..	..	..	(p)
7	11	18	..	3	..	..	..	..	..	3	(q)
1	..	1	..	..	..	..	..	..	..	..	(r)
..	11	11	..	..	..	..	..	..	..	..	(s)
2	988	990	..	..	..	..	..	..	..	..	(t)
3	..	3	..	..	..	..	..	..	..	..	(u)
..	1	1	..	..	..	..	..	..	..	..	(v)
3	5	8	..	..	1	6	..	..	1	6	(w)
30	1,244	1,374	..	3	1	7	10	..	11	10	Total.



DIX C (ii)—contd.

s having occurred on the several railways open for traffic in India, distinguishing the different classes of railway servants, killed or injured in each class of accident.

NORTH WESTERN.											
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
3	..	3	27	53	1	..	..	..	28	53	2
1	..	1	..	2	..	..	..	..	..	2	3
..	65	65	..	..	..	..	..	..	..	..	4
..	13	13	..	..	..	..	..	..	..	..	5
1	6	7	..	..	..	1	1	..	1	1	6
1	5	6	1	..	..	3	..	..	1	3	(a)
13	14	27	..	..	..	..	..	..	..	..	(b)
3	13	16	..	..	1	..	..	..	1	..	(a)
1	1,395	1,396	..	1	..	..	..	..	..	1	(b)
1	..	1	..	..	7	11	..	..	7	11	(a)
..	63	63	..	..	..	..	..	..	..	..	(b)
..	60	60	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	3	3	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	491	491	..	..	..	..	..	..	..	..	(h)
..	..	..	..	..	..	..	..	..	..	..	10
..	42	42	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	12	12	..	..	..	..	..	..	..	..	(c)
..	4	4	..	..	..	..	..	..	..	..	(d)
1	9	10	..	..	..	..	..	..	..	..	11
..	5	5	..	..	..	..	..	..	..	..	(a)
..	8	8	..	..	..	..	..	..	..	..	(b)
..	581	581	..	..	..	..	..	..	..	..	(c)
3	12	15	..	..	..	3	1	1	1	4	(d)
..	2	2	..	..	..	..	..	..	..	..	(e)
..	45	45	..	..	..	..	..	..	..	..	(e)
28	2,848	2,876	28	56	9	18	2	1	39	75	Total.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March 1924  
accidents and the number of passengers and others, and of

Description.	ODDH AND ROHILKHAND.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	1	..	..	..	1	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	3	3	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains travelling in the wrong direction through points.	..	9	9	..	..	..	..	..	..	..	..
(b) Other causes	..	22	22	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	..	18	18	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	1	..	1	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(h) Ditto couplings	..	60	60	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(a) Broken rails	..	10	10	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	4	6	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	9	9	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	483	483	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	1	6	7	..	..	..	..	..	1	..	1
(d) Trains running through gates at level crossings.	..	2	2	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total all classes	5	638	638	..	..	1	..	..	1	1	1

## DIX C (ii)—contd.

as having occurred on the several railways open for traffic in India, distinguishing the different classes of railway servants, killed or injured in each class of accident.

## ROHILKHAND AND KUMAON.

Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
..	2	2	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7
..	1	1	..	..	..	..	..	..	..	..	(a)
..	10	10	29	50	3	22	..	..	32	72	(b)
..	1	1	..	..	..	..	..	..	..	..	(a)
..	6	6	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	..	..	(a)
..	2	2	..	..	..	..	..	..	..	..	(b)
..	23	23	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
..	..	..	..	..	..	..	..	..	..	..	(g)
..	1	1	..	..	..	..	..	..	..	..	(h)
..	10	10	..	..	..	..	..	..	..	..	10
..	9	9	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	3	3	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
..	1	1	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	12
..	4	4	..	..	..	..	..	..	..	..	(a)
..	73	73	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	3	4	3	4	(d)
..	5	5	..	..	..	..	..	..	..	..	(e)
..	153	153	29	50	3	22	3	4	35	76	Total.

*Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st. March 1924, accidents and the number of passengers and others, and of*

Description.	SOUTH INDIAN.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	8	..	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	2	7	9	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of machinery, springs, etc., of engines	..	172	172	..	..	..	..	..	..	..	..
(d) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto axles	9	..	9	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(h) Ditto couplings	56	..	56	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	5	..	5	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	4	..	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	5	..	5	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,678	1,678	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line	22	..	22	..	..	..	..	4	3	4	3
(d) Trains running through gates at level-crossings	3	..	3	..	3	..	..	..	..	..	3
(e) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
<b>Total all classes</b>	<b>115</b>	<b>1,858</b>	<b>1,973</b>	<b>..</b>	<b>3</b>	<b>..</b>	<b>..</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>6</b>



## DIX C (ii)—contd.

as having occurred on the several railways open for traffic in India, distinguishing the different classes of railway servants, killed or injured in each class of accident.

BARSÌ LIGHT.			BENGAL DOOARS.			BHAYNAGAR STATE.			DARJEELING-HIMALAYAN.			No. of Hoading.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	
..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	2	2	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	1	1	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	40	1	41	(b)
..	..	..	..	..	..	..	1	1	..	..	..	(a)
..	..	..	..	5	5	..	6	6	1	21	22	(b)
..	..	..	..	..	..	..	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	1	1	..	2	2	..	2	2	(b)
..	..	..	..	6	6	..	7	7	1	1	2	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	1	..	1	5	..	5	(f)
..	..	..	..	5	5	1	..	1	8	2	10	(g)
..	..	..	..	..	..	1	..	1	2	2	4	(h)
..	..	..	..	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	1	1	5	..	5	(a)
..	..	..	..	1	1	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	1	1	1	..	1	(c)
..	..	..	..	4	4	..	..	..	1	3	4	(d)
..	..	..	..	..	..	..	..	..	..	..	..	11
..	..	..	..	..	..	..	2	2	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	2	2	..	1	1	(a)
..	21	21	..	8	8	..	37	37	..	2	2	(b)
..	..	..	..	2	2	1	2	3	..	1	1	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	1	1	1	..	1	..	..	..	(e)
..	21	21	..	30	36	5	61	66	64	36	100	Total

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March 1924, accidents and the number of passengers and others, and of

Description.	DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GONDAL.		
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	1	1	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	3	3	2	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	2	2	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—									
(a) Due to trains travelling in the wrong direction through points.	..	..	..	..	..	..	..	1	1
(b) Other causes	..	1	1	..	20	20	3	1	4
8. Other derailments—									
(a) Due to trains travelling in the wrong direction through points.	..	..	..	..	15	15	..	1	1
(b) Other causes	..	7	7	..	2	2	..	..	..
9. Accidents due to failures of engines and rolling-stock—									
(a) The bursting of boilers of engines	..	11	11	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines.	..	15	15	..	10	10	..	16	16
(c) The failure of machinery, springs, etc., of engines.	..	..	..	..	8	8	..	34	34
(d) The failure of tyres	..	1	1	..	..	..	..	..	..
(e) Ditto wheels	..	..	..	..	1	1	..	..	..
(f) Ditto axles	..	..	..	..	..	..	..	..	..
(g) Ditto brake apparatus	..	..	..	..	2	2	..	..	..
(h) Ditto couplings	..	18	18	..	20	20	..	..	..
10. Accidents due to failure of permanent-way, etc.—									
(a) Broken rails	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—									
(a) Fire in trains	..	..	..	..	4	4	..	2	2
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	2	2	..	..	..
12. Other accidents—									
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	1	1
(b) Trains running over cattle on the line.	..	..	..	..	15	15	..	25	25
(c) Trains running over obstructions on the line.	..	..	..	..	3	3	..	3	3
(d) Trains running through gates at level-crossings.	..	1	1	..	..	..	..	..	..
(e) Miscellaneous	..	..	..	..	18	18	..	7	7
Total all classes	..	56	56	..	124	124	5	91	96

IX C (ii)—contd.

as having occurred on the several railways open for traffic in India, distinguishing the different classes of railway servants, killed or injured in each class of accident.

JUNAGAD STATE.			MORVI.			MYSORE RAILWAYS.			No. of Heading.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	
..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	1	..	1	2
..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	1	..	1	4
..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	4	..	4	(b)
..	..	..	..	..	..	..	..	..	8
..	5	5	..	..	..	..	..	..	(a)
..	1	1	..	2	2	..	6	6	(b)
..	..	..	..	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	(a)
..	10	10	..	2	2	..	14	14	(b)
..	3	3	..	5	5	..	42	42	(c)
..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	1	1	..	..	..	(e)
..	..	..	..	1	1	..	..	..	(f)
..	..	..	..	2	2	..	2	2	(g)
..	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	1	..	1	(c)
..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	11
..	..	..	..	2	2	1	..	1	(a)
..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	12
..	..	..	..	..	..	..	..	..	(a)
..	7	7	..	34	34	..	108	108	(b)
..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	1	1	..	1	1	(e)
..	26	26	..	50	50	8	171	179	Total

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended the 31st March classes of accidents and the number of passengers and others, and of

Description.	TOTAL CLASS II RAILWAYS.										
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	5	8	..	4	..	2	..	..	..	6
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running to 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	3	4	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains travelling in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	47	23	70	..	7	..	..	..	..	..	7
8. Other derailments—											
(a) Due to trains travelling in the wrong direction through points.	..	22	22	..	..	..	..	..	..	..	..
(b) Other causes	1	50	51	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) The bursting of boilers of engines	..	11	11	..	..	..	..	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	72	72	..	..	..	1	..	..	..	1
(c) The failure of machinery, springs, etc., of engines	..	106	107	..	..	..	1	..	..	..	1
(d) The failure of tyres	1	1	1	..	..	..	..	..	..	..	..
(e) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto break apparatus	6	1	7	..	..	..	..	..	..	..	..
(h) Ditto couplings	9	10	19	..	..	..	..	..	..	..	..
	3	44	47	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	5	1	6	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	1	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	1	7	8	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	1	10	11	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	255	255	..	..	..	..	26	6	26	6
(c) Trains running over obstructions on the line	1	11	12	..	..	..	..	..	..	..	..
(d) Trains running through gates at level crossings.	..	1	1	..	..	..	..	..	..	..	..
(e) Miscellaneous	1	28	29	..	..	..	..	..	..	..	..
Total all classes	82	672	754	..	11	..	4	20	6	26	21

DIX C (ii)—concl'd.

1924, as having occurred on the several railways open for traffic in India, distinguishing the different railway servants, killed or injured in each class of accident.

TOTAL CLASS III RAILWAYS.											
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers.		Number of servants.		Number of others.		Total all classes.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
2	..	2	..	15	..	1	..	..	..	16	1
8	..	8	..	3	..	..	..	..	..	3	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7
7	..	7	..	..	..	..	..	..	..	..	(a)
29	25	54	..	..	..	..	..	..	..	..	(b)
2	3	5	..	..	..	..	..	..	..	..	(a)
4	36	40	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	9
..	9	9	..	..	..	..	..	..	..	..	(a)
..	111	111	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
2	9	11	..	..	..	..	..	..	..	..	(f)
3	8	11	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	(h)
..	1	1	..	..	..	..	..	..	..	..	10
..	1	1	..	..	..	..	..	..	..	..	(a)
1	1	2	..	..	..	..	..	..	..	..	(b)
1	3	4	..	..	..	..	..	..	..	..	(c)
3	..	3	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	12
1	1	2	..	..	..	..	..	..	..	..	(a)
2	61	63	..	..	..	..	2	..	2	..	(b)
6	14	20	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
12	8	20	3	8	..	2	3	3	6	13	(e)
83	291	374	3	26	..	3	5	3	8	32	Total.

*Accidents to trains, rolling-stock, permanent-way, etc., reported during the years 1922-23 and classes of accidents and the number of passengers and*

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890, i.e., serious accidents.		Number of other accidents.		Total number of accidents.		NUMBER OF PASSENGERS.			
							Killed.		Injured.	
	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.
1. Collisions between passenger trains or parts of passenger trains.	3	3	5	5	8	8	..	..	7	20
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	29	32	31	32	60	64	9	27	39	63
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	..	7	..	10	..	3	..	26
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	18	10	182	231	200	241	..	..	1	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	..	48	..	49	..	..	..	..
6. Collisions between light engines	4	8	32	48	36	56	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains travelling in the wrong direction through points.	..	14	..	19	..	33	..	1	..	1
(b) Other causes	151	142	149	171	300	313	5	29	55	69
8. Other derailments—										
(a) Due to trains travelling in the wrong direction through points.	6	9	92	258	98	267	..	..	1	..
(b) Other causes	38	38	3,100	3,238	3,138	3,276	..	..	..	1
9. Accidents due to failures of engines and rolling-stock—										
(a) The bursting of boilers of engines	..	1	1	11	1	12	..	..	..	..
(b) The bursting of tubes, etc., of engines	..	..	352	352	352	352	..	..	..	..
(c) The failure of machinery, springs, etc., of engines.	3	1	1,717	1,749	1,720	1,750	..	..	..	..
(d) The failure of tyres	1	1	8	13	9	14	..	..	..	..
(e) The failure of wheels	1	1	19	15	20	16	..	..	..	..
(f) The failure of axles	23	22	55	134	78	156	..	..	..	..
(g) The failure of brake apparatus	..	10	18	32	18	42	..	..	..	..
(h) The failure of couplings	46	67	2,355	2,597	2,401	2,664	..	..	..	27
10. Accidents due to failure of permanent-way, etc.—										
(a) Broken rails	10	10	315	346	325	356	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	2	3	2	3	4	..	..	..	..
(c) The flooding of portions of permanent-way.	34	23	59	89	93	112	5	..	3	..
(d) Slips in cuttings or embankments	23	12	62	67	85	69	..	..	..	..
11. Accidents due to fire—										
(a) Fire in trains	21	22	397	311	418	333	1	..	1	4
(b) Fire at stations, or involving injury to bridges or viaducts.	11	2	74	52	85	54	1	..	..	..
12. Other accidents—										
(a) Passenger trains travelling in the wrong direction through points but not derailed.	1	1	28	68	29	69	..	..	..	..
(b) Trains running over cattle on the line	12	12	8,030	8,737	8,042	8,749	..	..	..	..
(c) Trains running over obstructions on the line.	69	70	181	189	250	259	5	..	22	..
(d) Trains running through gates at level crossings.	8	3	10	31	18	34	1	..	5	3
(e) Miscellaneous	23	18	502	440	525	458	3	3	20	10
Total	535	538	17,777	19,282	18,312	19,820	30	63	154	214

DIX C. (iii).

1923-24, as having occurred on all railways open for traffic in India, distinguishing between the different others, and of railway servants, killed or injured in each class of accident.

NUMBER OF SERVANTS.				NUMBER OF OTHERS.				TOTAL ALL CLASSES.				Number of head-ings.
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	
2	..	7	4	..	..	..	1	2	..	14	25	1
6	3	18	258	..	..	2	1	15	30	59	322	2
..	1	..	3	..	..	..	..	..	4	..	29	3
..	1	18	9	..	..	..	..	..	1	19	9	4
..	..	..	3	..	..	..	..	..	..	..	3	5
2	..	7	12	..	1	1	..	2	1	8	13	6
..	..	..	11	..	..	..	..	..	1	..	12	7 (a)
3	4	7	25	5	2	11	..	13	35	73	84	(b)
..	2	4	4	..	..	..	..	..	2	5	4	8 (a)
5	..	20	3	..	7	..	..	5	7	20	4	(b)
..	7	..	11	..	..	..	..	..	7	..	11	9 (a)
..	..	..	2	..	..	..	..	..	..	..	2	(b)
..	..	..	1	..	..	..	..	..	..	..	1	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	..	(e)
..	..	..	1	..	..	..	..	..	..	..	1	(f)
..	..	..	1	..	..	..	..	..	..	..	1	(g)
1	..	6	3	..	..	..	..	1	..	6	30	(h)
..	..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
2	..	..	..	..	10	..	..	7	10	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
1	..	10	1	..	..	..	..	2	..	11	5	11 (a)
2	..	1	2	4	2	..	1	3	2	1	3	(b)
..	..	..	..	..	..	..	..	..	..	..	..	2 (a)
..	..	..	..	..	28	2	6	..	28	2	6	(b)
2	1	4	4	8	9	8	21	15	10	34	25	(c)
..	..	2	..	..	3	..	4	1	3	7	7	(d)
4	2	21	15	..	3	..	5	11	8	41	30	(e)
30	21	125	374	17	65	24	39	77	149	303	627	Total

*Summary showing accidents reported during the years 1922-23 and 1923-24, as having occurred and others, killed or injured*

Description.	NUMBER OF PASSENGERS.				NUMBER OF	
	Killed.		Injured.		Killed.	
	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.
1. From Train accidents	30	63	154	214	30	21
2. From accidents caused by the movements of trains and railway vehicles exclusive of train accidents.	364	300	1,170	1,038	345	355
3. From accidents on Railway premises in which the movements of trains, etc., were not concerned.	11	9	44	20	47	41
<b>TOTAL</b>	<b>405</b>	<b>372</b>	<b>1,368</b>	<b>1,272</b>	<b>422</b>	<b>417</b>



## DIX C (iv).

on all railways open for traffic in India, distinguishing between the number of passengers, servants in each class of accident.

SERVANTS.		NUMBER OF OTHERS.				TOTAL ALL CLASSES.				REMARKS.
Injured.		Killed.		Injured.		Killed.		Injured.		
1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	
125	374	17	65	24	39	77	149	303	627	
671	585	1,890	1,945	712	678	2,599	2,600	2,553	2,301	
554	461	6	19	15	38	64	69	613	519	
1,350	1,420	1,913	2,029	751	755	2,740	2,818	3,489	3,447	

*Accidents to Railway servants caused by the movements of trains and Railway vehicles exclu-  
year*

Railway.	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.	Percent- age.	Injured.	Percent- age.	Killed.	Percent- age.	Injured.	Percent- age.	Killed.	Percent- age.	Injured.	Percent- age.
Assam-Bengal .. ..	..	..	11	64·70	..	..	6	35·30	..	..	..	..
Bengal and North-Western ..	..	..	..	..	2	100·00	8	80·00	..	..	2	20·00
Bengal-Nagpur .. ..	9	69·23	52	71·23	4	30·77	20	27·40	..	..	1	1·37
Bombay, Baroda and Central India.	14	46·67	35	64·82	15	50·00	18	33·33	1	3·33	1	1·85
Burma .. ..	9	81·82	34	89·47	2	18·18	4	10·53	..	..	..	..
Eastern Bengal .. ..	..	..	2	9·09	25	96·15	20	90·09	1	3·85	..	..
East Indian .. ..	55	66·27	61	61·62	25	30·12	27	27·27	3	3·61	10	10·10
Great Indian Peninsula ..	27	39·71	64	70·33	36	52·94	22	24·18	5	7·35	5	5·49
Jodhpur-Bikaner .. ..	..	..	4	80·00	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	6	46·15	12	50·00	7	53·85	12	50·00	..	..	..	..
Nizam's Guaranteed State ..	3	75·00	15	100·00	1	25·00	..	..	..	..	..	..
North Western .. ..	52	77·61	59	71·09	15	22·39	21	25·30	..	..	2	2·41
Oudh and Rohilkhand .. ..	2	11·11	3	33·33	15	83·34	6	66·67	1	5·55	..	..
Rohilkund and Kumson .. ..	1	100·00	..	..	..	..	3	75·00	..	..	1	25·00
South Indian .. ..	3	33·33	2	11·11	6	66·67	16	88·89	..	..	..	..
TOTAL .. ..	181	52·16	354	62·99	153	44·09	193	32·56	11	3·17	22	3·91

DIX C (v).

side of Train accidents classified in respect of primary causes on Class I Railways during the 1923-24.

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.			
Killed.	Percent- age.	Injured.	Percent- age.	Killed.	Percent- age.	Injured.	Percent- age.	Killed.	Percent- age.	Injured.	Percentage.
..	..	..	..	..	..	..	..	..	..	17	100·00
..	..	..	..	..	..	..	..	2	100·00	10	100·00
..	..	..	..	..	..	..	..	13	100·00	73	100·00
..	..	..	..	..	..	..	..	30	100·00	54	100·00
..	..	..	..	..	..	..	..	11	100·00	38	100·00
..	..	..	..	..	..	..	..	26	100·00	22	100·00
..	..	..	..	..	..	1	1·01	83	100·00	90	100·00
..	..	..	..	..	..	..	..	68	100·00	91	100·00
2	100·00	1	20·00	..	..	..	..	2	100·00	5	100·00
..	..	..	..	..	..	..	..	13	100·00	24	100·00
..	..	..	..	..	..	..	..	4	100·00	15	100·00
..	..	..	..	..	..	1	1·20	67	100·00	83	100·00
..	..	..	..	..	..	..	..	18	100·00	9	100·00
..	..	..	..	..	..	..	..	1	100·00	4	100·00
..	..	..	..	..	..	..	..	9	100·00	18	100·00
2	0·58	1	0·18	..	..	2	0·36	347	100·00	562	100·00

## APPENDIX D.

Statement of Number of Servants of all races employed on each Railway system (open lines only) at the close of the years 1922-23 and 1923-24.

Railway.	NUMBER OF SERVANTS EMPLOYED.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.	1922-23.	1923-24.
1	2	3	4	5	6	7	8	9
<b>CLASS I.</b>								
Assam-Bengal . . . . .	84	91	306	267	12,212	11,618	12,002	11,976
Bengal and North-Western . . . . .	113	111	236	229	25,880	25,473	26,029	25,813
Bengal-Nagpur . . . . .	657	705	1,184	1,201	57,086	60,283	58,927	62,189
Bombay, Baroda and Central India . . . . .	684	718	869	893	72,400	72,766	73,953	74,377
Burma . . . . .	131	137	565	559	21,793	22,722	22,489	23,418
Eastern Bengal . . . . .	348	317	552	512	47,664	47,542	48,564	48,371
East Indian . . . . .	1,560	1,461	1,787	1,899	126,003	118,535	129,350	121,695
Great Indian Peninsula . . . . .	1,276	1,125	1,518	1,216	98,998	90,448	101,792	92,789
Jodhpur-Bikaner . . . . .	24	29	21	19	9,691	8,940	9,736	8,988
Madras and Southern Mahratta . . . . .	286	289	2,089	2,022	47,974	47,287	50,349	49,598
Nizam's Guaranteed State . . . . .	90	84	370	350	12,786	13,736	13,246	14,170
North Western . . . . .	1,095	1,078	904	850	106,901	101,165	108,900	103,093
Oudh and Rohilkhand . . . . .	232	228	338	362	29,079	28,368	29,649	28,958
Rohilkund and Kumaon . . . . .	27	26	30	20	5,268	5,487	5,325	5,533
South Indian . . . . .	187	164	1,249	1,182	30,894	29,588	32,330	30,934
Total . . . . .	6,794	6,563	12,018	11,381	704,429	683,958	723,241	701,902
<b>CLASS II.</b>								
Barri Light . . . . .	5	6	1	1	993	963	999	970
Bengal-Doon . . . . .	7	7	2	2	1,473	1,877	1,482	1,886
Bhavnagar State . . . . .	2	2	18	15	2,600	2,627	2,620	2,644
Darjeeling-Himalayan . . . . .	18	17	19	19	1,916	1,874	1,953	1,910
Dibru-Sadiya . . . . .	13	11	..	4	2,575	2,534	2,588	2,549
Gaekwar's Baroda State . . . . .	9	3	14	7	2,695	2,816	2,718	2,826
Gondal . . . . .	1	1	2	2	1,529	1,545	1,532	1,548
Junagad State . . . . .	1	1	5	6	1,020	1,124	1,026	1,131
Morvi . . . . .	..	..	..	..	684	728	684	728
Mysore . . . . .	6	5	27	45	3,211	1,104	3,244	1,154
Total . . . . .	62	53	88	101	18,696	17,192	18,846	17,346
Class III, Total . . . . .	27	26	23	27	7,543	7,792	7,593	7,845
<b>GRAND TOTAL . . . . .</b>	<b>*6,883</b>	<b>6,642</b>	<b>*12,129</b>	<b>11,509</b>	<b>*730,668</b>	<b>708,942</b>	<b>*749,680</b>	<b>727,093</b>

\* Revised figures.

## APPENDIX E.

Statement showing the cost of the Police Force during the year 1923-24.

Railway System.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	Cost.	
		Watchmen.	Contingen- cies.		Per Route Mile.	Per 1,000 net ton miles.
1	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>CLASS I.</b>						
Assam-Bengal	35,172	53,515	880	89,567	85.38	0.00
Bengal and North-Western	30,000	67,284	386	97,670	45.46	0.23
Bengal-Nagpur	72,022	1,63,678	4,950	2,40,650	86.03	0.11
Bombay, Baroda and Central India	1,47,831	5,13,089	20,298	6,81,218	181.46	0.40
Burma	1,28,000	77,068	2,282	2,07,350	123.46	0.35
Eastern Bengal	..	1,42,825	2,189	1,45,014	83.98	0.25
East Indian	2,22,000	3,73,696	57,150	6,52,846	233.80	0.13
Great Indian Peninsula	2,39,942	2,26,828	..	4,66,770	147.00	0.18
Jodhpur-Bikaner	30,510	16,864	625	47,999	34.26	0.29
Madras and Southern Mahratta	2,06,744	1,95,830	12,547	4,15,121	136.50	0.42
Nizam's Guaranteed State	..	1,83,135	7,519	1,90,654	199.70	0.85
North Western.	64	7,28,830	1,770	7,30,664	125.37	0.27
Oudh and Rohilkhand	..	1,36,427	4,357	1,40,784	87.70	0.21
Rohilkund and Kumaon	10,000	21,945	..	31,945	55.57	0.42
South Indian	1,55,714	99,572	2,659	2,57,945	137.48	0.60
Total	12,77,999	30,00,586	1,17,612	43,96,197	126.58	0.24
<b>CLASS II.</b>						
Barsi Light	2,450	4,108	295	6,853	58.32	0.78
Bengal-Dooars	..	3,736	..	3,736	23.80	0.26
Bhavnagar-State	37,793	10,362	*	48,155	170.27	2.06
Darjeeling-Himalayan	..	1,441	..	1,441	9.83	0.33
Dibru-Sadiya	5,760	6,199	..	11,959	130.67	0.42
Gaekwar's Baroda State	989	5,816	325	7,130	2.26	0.59
Gondal	15,290	6,217	..	21,507	93.70	1.29
Junagad State	15,607	1,130	..	16,737	113.01	2.07
Morvi	4,913	1,605	..	6,518	70.21	0.65
Mysore	..	..	..	27,246	67.78	1.86
Total	92,802	40,614	620	1,51,282	80.98	1.07
Class III, Total	..	35,688	243	35,931	25.50	1.58
<b>GRAND TOTAL</b>	13,60,801	30,76,888	1,18,475	45,83,410	120.59	0.24

\*Included under watchmen.

## Rolling-stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class Carriages

Railway system.	Gauge.	Loco- motives.	Coaching vehicles including brake-vans used exclusive- ly on passenger service.		Goods vehicles, including brake-vans used indiscrimi- nately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.		Percentage of vehicles fitted for lighting with gas or electricity on the total number of vehicles suitable for lighting.	
			Percent- age of number fitted on the total number on the line.	Percentage of number braked on total.	Percentage of number piped on total.	Percentage of number braked on total.	Percentage of number piped on total.	Gas.
1	2	3	4	5	6	7	8	9
<b>CLASS I RAILWAYS.</b>								
Assam-Bengal	3' 3½"	90.4	97.1	2.91	82.6	4.74	72.4	27.6
Bengal & North-Western	3' 3½"	52.2	60.2	17.50	1.1	0.41	..	2.7
Bengal Nagpur	5' 6"	90.9	97.0	3.00	64.1	5.98	74.9	25.1
	2' 6"	96.1	94.8	..	90.9	6.12	84.9	15.1
Bombay, Baroda and Central India.	5' 6"	94.4	99.0	..	72.4	8.78	64.7	33.9
	3' 3½"	94.4	99.9	0.08	10.2	0.29	..	97.2
	2' 6"	..	..	..	..	..	..	..
Burma	3' 3½"	81.5	65.0	4.95	34.6	0.19	..	91.2
Eastern Bengal	5' 6"	87.5	96.9	3.01	48.1	13.80	46.6	53.1
	3' 3½"	100.0	83.9	15.60	11.1	2.09	62.6	37.3
East Indian	5' 6"	92.6	92.3	2.60	62.0	3.94	69.5	22.3
	2' 6"	..	..	..	..	..	..	..
Great Indian Peninsula	5' 6"	97.9	100.0	..	72.1	19.90	71.7	28.3
	2' 6"	..	..	..	..	..	100.0	..
Jodhpur Bikaner	3' 3½"	30.3	10.4	21.70	..	..	..	91.0
	2' 0"	..	..	..	..	..	..	..
Madras and Southern Mahratta.	5' 6"	93.9	99.2	0.74	72.4	27.50	78.4	13.7
	3' 3½"	52.3	66.7	8.10	4.1	4.14	99.6	0.1
Nizam's Guaranteed State.	5' 6"	78.0	98.8	1.19	45.5	49.20	71.2	18.3
	3' 3½"	68.3	99.5	..	18.9	0.66	76.3	97.9
North Western	5' 6"	99.6	99.0	1.00	87.4	7.10	68.1	27.5
	2' 6"	75.3	64.6	..	64.5	1.40	..	100.0
Oudh and Rohilkhand	5' 6"	99.0	97.4	2.31	58.1	22.90	64.8	23.0
Rohilkund & Kumaon	3' 3½"	64.0	37.2	21.56	0.7	0.04	..	90.0
South Indian	5' 6"	94.1	100.0	..	79.2	84.89	..	47.2
	3' 3½"	97.3	69.3	4.57	4.9	4.04	..	92.3
CLASS II RAILWAYS.	2' 6"	54.5	..	..	..	..	..	..
	2' 6"	94.1	100.0	..	37.6	62.37	..	100.0
Barsi Light	2' 6"	94.1	100.0	..	37.6	62.37	..	100.0
Bengal Doon	3' 3½"	37.5	17.5	27.10	0.2	..	..	100.0
Bhavnagar State	3' 3½"	62.9	54.1	45.89	..	1.39	..	85.4
Darjeeling Himalayan	2' 0"	3.4	..	..	..	..	..	93.7
Dibru Sadiya	3' 3½"	80.8	74.0	18.00	25.2	43.42	..	92.0
Gaekwar's Baroda State	2' 6"	..	..	..	..	..	..	13.1
Gondal	3' 3½"	54.1	44.3	38.20	..	0.50	..	100.0
Junagad State	3' 3½"	46.7	61.0	23.38	..	3.04	..	59.0
Morvi	3' 3½"	70.6	68.0	32.00	0.1	..	..	58.6
	2' 6"	..	..	..	..	..	..	..
Mysore	3' 3½"	70.0	71.1	3.70	28.4	5.99	60.0	87.0
	2' 6"	30.0	..	..	..	..	..	100.0

DIX F.

provided with latrine accommodation on the 31st March 1924.

Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number.				REMARKS
Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.	Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.	
10	11	12	13	14	15	16	17	
..	161	24	185	..	30.0	100.0	91.1	
64	321	70	445	4.4	23.2	5.7	36.3	
53	391	114	558	4.5	37.4	9.7	47.7	
3	162	30	204	0.8	44.1	10.0	55.5	
..	327	101	423	..	81.4	63.2	43.2	
18	699	189	906	100.0	72.0	91.3	75.8	
..	..	..	..	..	..	..	..	
..	407	159	566	..	34.2	13.3	47.5	
14	165	139	318	82.3	82.1	61.8	71.8	
32	375	174	581	100.0	100.0	100.0	100.0	
..	..	..	..	..	..	..	..	
84	574	355	1,013	91.3	56.4	83.0	66.0	
1	512	253	771	100.0	66.0	79.4	70.0	
..	24	18	42	..	57.1	100.0	100.0	
25	128	65	218	7.4	38.0	19.3	64.7	
..	..	..	..	..	..	..	..	
3	325	139	467	100.0	75.7	77.2	76.3	
..	487	233	720	..	93.9	73.3	86.0	
..	43	14	62	..	100.0	87.5	96.9	
..	85	19	104	..	92.4	100.0	93.7	
96	1,037	575	1,703	100.0	100.0	100.0	100.0	
8	98	33	144	88.9	65.3	84.4	70.9	
38	399	137	574	100.0	92.1	97.9	290.0	
3	65	32	100	100.0	39.6	100.0	43.7	
..	110	69	163	..	64.3	88.1	71.1	
..	500	80	589	..	53.2	37.1	49.9	
..	8	10	18	..	44.4	58.8	51.4	
..	7	..	7	..	14.6	..	14.6	
..	8	11	19	..	16.0	22.0	38.0	
..	63	2	65	..	77.8	2.5	80.2	
..	8	..	8	..	6.8	..	6.8	
11	25	35	71	100.0	66.6	100.0	..	
..	38	14	52	..	20.2	10.8	40.0	
..	58	4	62	..	66.6	50.0	91.1	
..	27	3	30	..	65.8	7.3	73.2	
..	38	7	45	..	100.0	100.0	100.0	
..	9	..	9	..	42.6	..	39.1	
..	74	7	81	..	77.1	100.0	..	
..	18	..	18	..	100.0	..	..	