

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board
ON
INDIAN RAILWAYS
FOR
1937-38
Volume II—Statistics

(Compiled by Controller of Railway Accounts.)



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ADDENDUM.

Page.	Railway or item(s)	Year.	Column.	As printed.	As should
3.	General charges under item 2.	31st March 1938.	7	36 6	36,65
13	9. Earnings from Goods carried.	1936-37	10	17,24,13	17,24,13
	-Do-	-Do-	12	1,05,92	1,05,92
74	Last footnote.	..	..	(i)	(i)
81	Footnote. 6	..	..	52 and 100	52,56 and 100
82	E.B. Jodhpur, Rohilkund and Kumson.	..	36 37	Dim figures 2, 4, 1 Dim figures. 30, 36, 33	
94.	Total Class I Rlys.	1937-38	9	460,6	460,7
95.	-Do-	-Do-	13	504,490,6	504,490,5
140	E.B.	1936-37	5	3	33
147	E.I.	1936-37	15	200	290
149	E.B(2'6" & 2'0")	1936-37	16	(a) 1.9	(a) 1.96
181	Footnote (i)	..	..	Under	Under A.I.
198	Footnote.	..	..	Includes	Includes.
219	Cutch State.	1936-37	7.	16,5	215,5
228	Total	..	10	94,6	91,60
229	-Do-	..	12	2, 26	24,26
232	Kurasia	1937-38	7	290,570	290,670
262	Footnote.	..	..	Exclusive	Exclusive.
275	Summary Statement Appendix.	1934-35	..	Statement 30, Table C.	Statement 30, Table C(a).

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A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below:—

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INTRODUCTORY NOTE.

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

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

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

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

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

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

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

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

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 1936-37 and 1937-38 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

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

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100) Col. 3	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100) Col. 3
					Payments of account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	1936-37	4,97,16,11	19,84,55	3.99	42,43	19,30,45	19,30,45	54,10	..	0.11
	1937-38	4,63,46,23	18,68,29	4.03	..	17,81,63	17,81,63	86,68	..	0.19
2. State Lines worked by Companies or by Indian States.	1936-37	2,88,62,93	12,11,68	4.20	42,43	11,38,36	11,80,79	30,89	..	0.11
	1937-38	2,88,84,26	13,26,34	4.59	52,55	11,38,86	11,91,41	1,34,93	..	0.47
3. Miscellaneous items	1936-37	3,03,82	..	..	..	12,50	12,50	..	12,50	-4.05
	1937-38	1,36,36	..	..	..	5,79	5,79	..	5,79	-4.25
4. Total Central	1936-37	7,88,87,86	31,96,23	4.05	42,43	30,81,31	31,23,74	72,49	..	0.09
	1937-38	7,53,66,85	31,94,63	4.24	52,55	29,26,28	29,78,83	(a) 2,15,80	..	0.29
Provincial.										
5. Total Provincial	1936-37	14,61	..	..	..	50	50	..	50	-3.43
	1937-38	14,61	..	..	..	5	5	..	5	-0.34
6. GRAND TOTAL	1936-37	7,89,02,47	31,96,23	4.05	42,43	30,81,31	31,24,24	71,99	..	0.09
	1937-38	7,53,81,46	31,94,63	4.24	52,55	29,26,33	29,78,88	2,15,75	..	0.29

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

(a) See also footnote * under Statement I on page 23.

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

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1937 and 1938.

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

(In thousands of rupees.)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1937.	31st March 1938.	31st March 1937.	31st March 1938.	31st March 1937.	31st March 1938.
	2	3	4	5	6 (Cols. 2+4.)	7 (Cols. 3+5.)
1. Liabilities incurred in the purchase of railways:—						
(a) During the year . . . . .	..	..	..	..	..	..
(b) To end of the year	1,16,56,31	1,16,56,31	44,52,15	44,52,15	1,61,08,06	1,61,08,06
2. Capital outlay during the financial year from funds provided by the State:—						
(a) Works	25,58	—8,88	87,23	68,14	1,12,36	59,26
(b) Rolling-stock	—72,89	—23,42	—6,92	17,71	—79,31	—5,71
(c) General charges	4,00	—2,35	92	—34,29	4,92	—36,65
(d) Stores, etc., not finally charged off in the accounts.	—5,03	20,40	—4,36	5,53	—9,94	34,93
(e) Total	—48,39	—5,26	76,42	57,09	23,03	51,83
3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase:—						
(a) Works	2,63,65,12	2,38,85,52	1,64,79,72	1,61,87,87	4,28,44,84	4,00,73,39
(b) Rolling-stock	96,24,85	89,64,60	67,03,92	67,28,96	1,63,28,77	1,56,93,56
(c) General charges	14,72,25	12,47,33	11,82,73	12,92,86	26,55,98	25,40,19
(d) Stores, etc., not finally charged off in the accounts.	5,95,03	5,91,97	3,67,54	3,73,37	9,63,92	9,65,24
(e) Total	3,80,59,30	3,46,89,42	2,47,34,21	2,45,83,06	6,27,93,51	5,92,72,50
4. Total Capital at Charge at the end of the financial year [Items 1(b) plus 3(e)].	4,97,16,11	4,63,46,23	2,91,86,36	2,50,35,23	7,89,02,47	7,53,81,46

II-B.—Summary of Capital Outlay to the end of the years 1936-37

Classification.	Year.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		1	2	3	4	5
		Rs.	Rs.	Rs.	Rs.	Rs.
1. Branch line Companies' Railways under Guarantee Terms—						
(a) Worked by the branch line company	1936-37	39	10	Nil	—16	33
	1937-38	2	Nil	Nil	33	35
(b) Worked by the main line	1936-37	28	Nil	Nil	Nil	28
	1937-38	15	Nil	Nil	Nil	15
	1936-37	1,36	—11	Nil	Nil	1,25
2. Branch line Companies' Railways under rebate terms worked by the main line.	1937-38	1,13	1	1	Nil	1,15
	1936-37	21	Nil	Nil	Nil	21
3. Branch line Companies' Railways under guarantee and rebate terms.	1937-38	32	—8	Nil	Nil	24
	1936-37	4,30	2,52	—43	3,69	10,08
	1937-38	7,27	11,90	2	—4,18	15,01
	1936-37	45	—72	—10	—17	—54
	1937-38	26	—1,64	Nil	1,85	47
	1936-37	1,71	—63	Nil	—1	1,07
	1937-38	18	Nil	Nil	—8	15
	1936-37		—19	2	Nil	30
	1937-38	23	—2	Nil	Nil	21
	1936-37	54	1,00	Nil	—75	79
	1937-38	37	19	2	—13	45
	1936-37	36,54	22,98	34	—6,48	53,38
	1937-38	38,73	11,32	1,45	5,97	57,47
	1936-37	3,96	81	5	12	4,94
	1937-38	—2,47	35	23	19	—1,70
	1936-37	Nil	6	Nil	Nil	6
	1937-38	4	—2	Nil	Nil	2
	1936-37	47	Nil	Nil	Nil	47
	1937-38	1,68	Nil	Nil	Nil	1,68
13. Total	1936-37	50,98	25,82	—12	—3,76	72,92
	1937-38	47,91	22,01	1,73	4,00	75,65
14. Miscellaneous	1936-37	Nil	Nil	Nil	Nil	Nil
	1937-38	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	1936-37	50,98	25,82	—12	—3,76	72,92
	1937-38	47,91	22,01	1,73	4,00	75,65

[For details see Statement 2 (b), pages 22-23.]

and 1937-38 of other than State-owned Railways.

(In thousands of rupees.)

§ TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
93,00	21,41	9,31	1,39	1,25,11	1. Branch line Companies' Railways under Guarantee Terms—
93,02	21,41	9,31	1,73	1,25,46		(a) Worked by the branch line company.
82,40	1,17	7,89	Nil	91,46	(b) Worked by the main line.
82,55	1,17	7,89	Nil	91,61	
5,85,60	56,92	73,03	Nil	7,20,60	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,85,51	57,01	73,23	Nil	7,21,76	
1,77,91	2,96	9,56	2,00	1,92,43	3. Branch line Companies' Railways under guarantee and rebate terms.
1,78,23	2,88	9,56	2,00	1,92,67	
*12,09,76	3,97,29	1,21,52	14,63	17,43,19	4. Companies' lines subsidized by the Government of India.
*12,17,03	4,09,19	1,21,54	10,44	17,58,20	
1,42,92	35,67	20,98	73,44	72,53,01	5. Companies' lines subsidized by Local Governments.
1,43,18	34,03	20,98	75,29	72,53,48	
60,18	10,65	2,41	17	63,41	6. Unassisted Companies' lines.
60,36	10,65	2,41	14	63,56	
71,87	4,93	6,51	Nil	83,31	7. District Board lines.
72,10	4,91	6,51	Nil	83,52	
1,17,29	46,66	3,08	2,38	1,69,41	8. Companies' lines subsidized by District Boards.
1,17,66	46,84	3,10	2,26	1,69,86	
29,94,34	9,72,48	1,92,88	68,11	42,27,81	9. Indian State lines worked by Indian States.
31,79,52	10,37,91	2,01,38	76,55	44,95,36	
9,96,31	97,77	75,95	5,83	11,76,86	10. Indian State lines worked by the main line.
8,48,21	43,77	69,25	3,61	9,04,84	
8,43	6,01	1,76	Nil	16,20	11. Companies' lines guaranteed by Indian States.
8,47	5,99	1,76	Nil	16,22	
‡2,38,16	Nil	1,50	Nil	2,39,66	12. Lines in Foreign territory worked by British Indian Railway Companies.
‡2,39,84	Nil	1,50	Nil	2,41,34	
67,68,17	17,03,92	5,31,43	97,94	91,01,46	13. TOTAL.
68,15,68	17,25,76	5,34,42	1,02,01	91,77,87	
8,23	Nil	64	Nil	8,87	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
67,76,40	17,03,92	5,32,07	97,94	91,10,33	15. GRAND TOTAL
68,23,91	17,25,76	5,35,06	1,02,01	91,86,74	

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

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

‡ Includes 2,26,51 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

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

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

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

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railway for the years 1936-37 and 1937-38.

Particulars.	CENTRAL.								Total Provincial.		Grand Total	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.		1936-37.	1937-38.	1936-37.	1937-38.
	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.				
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . . £	3,448,332	3,410,452	899,366	899,366	..	..	4,347,698	4,309,818	..	..	4,347,698	4,309,818
2. Interest on capital contributed by companies:—												
(a) On share capital £	..	..	420,000	420,000	..	..	420,000	420,000	..	..	420,000	420,000
(b) On debenture and debenture stock £	..	..	478,228	459,089	..	..	478,228	459,089	..	..	478,228	459,089
3. TOTAL . . . £	..	..	898,228	879,089	..	..	898,228	879,089	..	..	898,228	879,089
4. GRAND TOTAL . . . £	3,448,332	3,410,452	1,797,594	1,778,455	..	..	5,245,926	5,188,907	..	..	5,245,926	5,188,907
5. Converted into rupees at average rate of exchange (In thousands of rupees.)	4,57,19	4,52,37	2,40,12	2,36,86	(a)—1,35	(a)—1,23	6,95,96	6,88,00	..	..	6,95,96	6,88,00
6. Interest on capital outlay provided by Government (In thousands of rupees.)	14,73,22	13,29,22	8,90,74	8,94,50	13,85	7,02	23,77,81	22,30,74	50	5	23,78,31	22,30,79
7. Interest on rupee debt (In thousands of rupees.)	4	4	7,50	7,50	..	..	7,54	7,54	..	..	7,54	7,54
8. GRAND TOTAL . (In thousands of rupees.)	19,30,45	17,81,63	11,38,36	11,38,86	12,50	5,79	30,81,31	29,26,28	50	5	30,81,31	29,26,33

(a) Represents exchange charges.

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

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1936-37 and 1937-38.

[In thousands of rupees.]

Class of Railways.	Year.	GROSS REVENUE RECEIPTS. (c)			WORKING EXPENSES.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	1936-37	60,61,42	-14,18	60,47,24	31,63,66	8,26,22	6,60	39,86,28	76,41	19,84,56	50-03
	1937-38	58,07,87	5,37	58,13,24	30,98,24	7,67,67	4,61	38,70,53	74,43	18,68,29	53-35
State Railways worked by Companies or Indian States and Miscellaneous.	1936-37	40,65,34	-10,32	40,55,02	21,23,76	4,83,81	5,44	26,18,01	2,35,33	12,11,68	57-24
	1937-38	42,22,19	9,04	42,32,13	21,95,44	4,89,31	2,07	26,87,42	2,18,37	13,26,34	52-00
Total	1936-37	1,01,26,76	-24,50	1,01,02,26	52,77,32	13,15,03	11,94	66,04,29	3,01,74	31,96,23	59-12
	1937-38	1,00,30,06	15,31	1,00,45,37	52,93,68	12,56,98	7,28	65,57,94	2,02,80	31,94,63	52-78

[For details, see Statement 6, pages 43-47.]

V.—Summary of $\frac{\text{Capital at Charge}^*}{\text{Capital Outlay}}$, Revenue Earnings and Expenses of Railways for the years 1936-37 and 1937-38.

[In thousands of rupees.]

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

Classification.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Percentage of working expenses to gross earnings. ($\frac{\text{Col. 5} \times 100}{\text{Col. 4}}$)	Percentage of net earnings on total capital at charge given in column 3. ($\frac{\text{Col. 6} \times 100}{\text{Col. 3}}$)
		† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4-5.)				
1	2	3	4	5	6	7	8		
		By classes of railways.							
Class I Railways	1936-37	8,40,47,02	1,04,35,37	67,47,05	36,83,32	64-66	4-39		
	1937-38†	8,05,19,93	1,03,54,95	67,12,01	36,42,84	64-82	4-32		
Class II Railways	1936-37	28,81,03	3,18,59	2,03,69	1,14,90	63-93	3-99		
	1937-38	31,35,22	3,47,12	2,12,71	1,34,41	61-28	4-29		
Class III Railways	1936-37	5,87,87	65,21	43,86	11,35	79-44	1-93		
	1937-38	5,91,52	56,30	43,87	12,43	77-92	2-10		
Other items not included in the preceding heads	1936-37	4,90,88	-2,44	-1,79	-65	..	..
	1937-38	3,21,53	-1,27	-6,04	4,77	..	..
		By Ownership.							
Total State Railways (a)	1936-37	7,84,05,59	95,76,18	63,18,43	32,56,75	65-99	4-18		
	1937-38†	7,50,59,93	94,86,52	62,82,54	32,03,98	66-23	4-27		
Other items not included in the preceding heads.	1936-37	4,90,88	-2,44	-1,79	-65	..	..
	1937-38	3,21,53	-1,27	-6,04	4,77	..	..
Total other Railways	1936-37	91,01,46	12,32,73	6,74,79	5,57,94	64-74	6-13		
	1937-38	91,77,87	12,70,86	6,85,71	5,85,15	63-96	6-28		
Miscellaneous (b)	1936-37	8,87	26	38	-12	..	..
	1937-38	8,87	89	34	55	..	..
GRAND TOTAL	1936-37	8,30,12,90	1,03,06,73	69,92,31	38,13,92	††64-71	4-23		
	1937-38	8,45,68,20	1,07,57,00	69,62,55	37,94,45	64-73	4-40		

* In the case of State-owned railways.

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

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

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

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

(b) Represents figures pertaining to Alnavar-Dandell (Provincial) Railway.

†† Revised figures.

‡ Exclusive of Burma Railways due to separation.

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

VI.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses and Mileage of Railway classified according to methods of working for the years 1936-37 and 1937-38.

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

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees.				Remarks.
			Total capital at charge.	Gross earnings. ‡	Working expenses. §	Net earnings.	
			Capital Outlay. †	4	5	6		7
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (a)	1936-37	17,736-92	4,95,29,44	59,30,50	39,12,55	20,17,95	
	1937-38†	15,678-90	4,61,62,45	56,74,72	37,97,51	18,77,21	
2. State lines worked by companies (a)	1936-37	14,025-03	2,28,76,15	36,45,68	24,06,88	12,38,80	
	1937-38	14,035-69	2,28,97,48	38,11,80	24,85,03	13,26,77	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1936-37	177-93	1,25,11	5,61	5,89	—28	
	1937-38	177-96	1,25,46	6,31	6,31	..	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	1936-37	114-65	91,46	9,22	4,97	4,85	
	1937-38	114-65	91,61	9,84	4,97	4,87	
5. Branch line companies' railways under Rebate terms, worked by the main line.	1936-37	1,076-58	7,20,60	81,72	43,12	38,60	
	1937-38	1,076-58	7,21,75	83,12	45,73	37,39	
6. Branch line companies' railways under Guarantee and rebate terms	1936-37	166-60	1,92,43	12,22	6,67	5,55	
	1937-38	165-74	1,92,67	12,18	6,55	5,63	
7. Companies' lines subsidized by the Government of India.	1936-37	1,913-62	17,42,19	2,76,35	1,25,36	1,50,99	
	1937-38	1,913-61	17,58,20	2,82,15	1,31,95	1,50,20	
8. Companies' lines subsidized by Local Governments.	1936-37	229-59	2,53,01	39,76	25,44	14,32	
	1937-38	229-59	2,53,48	41,79	24,45	17,34	
9. Unassisted companies' lines	1936-37	164-25	63,41	3,70	3,72	—2	
	1937-38	127-50	63,56	4,04	3,33	71	
10. District Board lines (c)	1936-37	136-43	83,31	20,56	11,11	9,45	
	1937-38	136-43	83,52	18,47	9,94	8,53	
11. Companies' lines subsidized by District Boards	1936-37	299-13	1,69,41	23,20	21,15	7,65	
	1937-38	299-13	1,69,86	30,47	21,19	9,28	
12. Indian State lines worked by Indian States.	1936-37	5,517-11	42,27,31	6,45,33	3,08,59	2,36,74	
	1937-38	5,552-09	44,95,36	5,82,26	3,19,38	2,62,88	
13. Indian State lines worked by the main line	1936-37	1,438-88	11,75,86	1,80,73	1,02,08	78,65	
	1937-38	1,438-88	9,64,84	1,75,79	97,33	78,46	
14. Companies' lines guaranteed by Indian States	1936-37	38-63	16,20	1,24	1,03	21	
	1937-38	38-63	16,22	1,33	1,09	24	
15. Lines in foreign territory worked by British Indian railway companies	1936-37	73-54	2,39,66	26,89	15,66	11,23	
	1937-38	73-54	2,41,34	23,11	13,49	9,62	
16. Miscellaneous (b)	1936-37	19-12	8,37	26	38	—12	
	1937-38	19-12	8,37	89	34	55	
17. Other items not included in the preceding heads.	1936-37	..	4,96,58	—2,44	—1,79	—65	
	1937-38	..	3,21,53	—1,27	—6,04	4,77	
18. TOTAL	1936-37	43,128-01	8,80,12,30	1,08,06,73	69,92,81	38,13,92	
	1937-38†	41,075-94	8,45,68,20	1,07,57,00	69,82,55	37,94,45	

(a) Please see footnote (a) in Summary V on page 7.

(b) Represents figures pertaining to Alnavar-Dandeli (Provincial) railway.

* In the case of State-owned Railways.

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

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

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

|| Include State lines worked by Indian States.

¶ Exclusive of Burma Railways due to separation.

(c) Includes Eravada-Masulipatam line, purchased by the Government of India on 4th February 1938.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1938.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1938.			TRACK MILEAGE OPEN ON THE 31st MARCH 1938.			Route mileage opened during the financial year 1937-38.	ROUTE MILEAGE AUTHORIZED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1938.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
I	2	3	4	5	6	7	8	9	10
I. (a) Class I Railways—									
5' 6" gauge	17,762-76	3,434-00	21,196-76	24,886-51	7,428-19	32,314-70	Nd	Nd	4-31
3' 3½" gauge	12,667-94	63-18	12,731-12	12,709-85	2,702-00	15,411-85	Nd	Nd	12-04
2' 6" and 2' 0" gauges	2,216-58	Nd	2,216-58	2,216-58	249-85	2,466-43	Nd	Nd	Nd
Total	22,637-28	3,497-18	26,134-46	39,802-94	10,380-04	50,182-98	Nd	Nd	16-35
(b) Class II Railways—									
3' 3½" gauge	2,890-66	Nd	2,890-66	2,890-66	446-96	3,337-62	34-98	16-16	106-76
2' 6" and 2' 0" gauges	926-11	Nd	926-11	926-11	112-64	1,038-75	Nd	Nd	Nd
Total	3,816-77	Nd	3,816-77	3,816-77	559-60	4,377-37	34-98	16-16	106-76
(c) Class III Railways—									
3' 3½" gauge	145-64	Nd	145-64	145-64	30-68	166-32	Nd	Nd	Nd
2' 6" and 2' 0" gauges	979-07	Nd	979-07	980-45	102-43	1,082-88	Nd	Nd	Nd
Total	1,124-71	Nd	1,124-71	1,126-09	123-11	1,249-20	Nd	Nd	Nd
II. (a) Total State-owned Railways—									
5' 6" gauge	15,762-01	3,434-00	19,197-01	22,886-76	7,142-06	30,028-81	Nd	Nd	Nd
3' 3½" gauge	8,870-23	45-26	8,915-49	8,976-60	1,992-46	10,970-06	Nd	Nd	Nd
2' 6" and 2' 0" gauges	1,618-91	Nd	1,618-91	1,616-61	300-11	1,919-08	Nd	Nd	Nd
Total	26,252-25	3,479-26	29,731-51	33,472-27	9,335-62	42,817-89	Nd	Nd	Nd
(b) Total Other Railways—									
5' 6" gauge	1,999-75	Nd	1,999-75	1,999-75	236-14	2,235-89	Nd	Nd	4-31
3' 3½" gauge	6,823-91	17-82	6,841-73	6,859-56	1,176-18	8,035-73	34-98	16-16	118-00
2' 6" and 2' 0" gauges	2,502-85	Nd	2,502-85	2,504-23	265-81	2,770-04	Nd	Nd	Nd
Total	11,326-51	17-82	11,344-33	11,363-53	1,728-13	12,091-66	34-98	16-16	123-11
III. (a) Total State-managed Rlys.—									
5' 6" gauge	12,101-60	2,867-02	14,968-62	18,045-26	5,551-68	23,597-03	Nd	Nd	Nd
3' 3½" gauge	1,130-57	7-29	1,137-86	1,145-16	332-25	1,477-40	Nd	Nd	Nd
2' 6" and 2' 0" gauges	967-03	Nd	967-03	967-03	116-47	1,083-50	Nd	Nd	Nd
Total	14,199-20	2,874-31	17,073-51	20,157-53	6,000-40	26,157-93	Nd	Nd	Nd
(b) Total Other Railways—									
5' 6" gauge	5,661-16	566-98	6,228-14	6,841-16	1,676-51	7,917-67	Nd	Nd	4-31
3' 3½" gauge	14,563-07	55-89	14,619-56	14,691-00	2,327-29	17,028-29	34-98	16-16	118-00
2' 6" and 2' 0" gauges	3,154-73	Nd	3,154-73	3,166-11	249-45	3,415-56	Nd	Nd	Nd
Total	23,379-56	622-87	24,002-43	24,698-27	5,063-25	29,761-62	34-98	16-16	123-11
IV. Total by gauges—									
5' 6" gauge	17,762-76	3,434-00	21,196-76	24,886-51	7,428-19	32,314-70	Nd	Nd	4-31
3' 3½" gauge	15,694-24	63-18	15,757-42	15,826-15	3,160-64	19,006-79	34-98	16-16	118-00
2' 6" and 2' 0" gauges	4,121-76	Nd	4,121-76	4,123-14	455-92	4,579-06	Nd	Nd	Nd
GRAND TOTAL	37,579-76	3,497-18	41,076-94	44,845-80	11,063-75	55,909-55	34-98	16-16	123-11

NOTE 1.—Route mileage open on 31st March 1937 42,128-01
 Add Route mileage opened during 1937-38 24-96
 Total 42,152-96

Route mileage open on 31st March 1938 as shown in columns 4 above 41,076-94
 Difference (vide details below) -2,087-02

*Exclusion of Burma Railway -2,059-89
 " Jessore Jhenidah Railway -26-75
 Removal from Route mileage and treatment as siding on B. B. & C. L. Ry. of Anwar Ganj Gwalior Branch -2-25
 Diamantlement of line between Bhairab Bazar and New Bhairab Bazar station on A. B. Ry. -0-66
 Due to adjustments on E. I., S. L., Bhavnagar state and Kalighat Falta Railways -0-02
 Additions during the year on B. & N. W. Ry. chiefly on account of diversions and linking of Ghat Shifts, etc. +12-85
 Total -2,087-02

NOTE 2.—The classified route mileage on 31st March 1938 was 98-23 miles vide details in statement No. 22, page 208

VIII.—Summary of Equipment showing

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		†ELECTRIC MOTOR COACHES.			COACHING VEHICLES.						
	Steam No.	Electric No.	Total tractive efforts in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.				OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers' carriages).	
			Steam.	Electric.								PASSENGER CARRIAGES.						
													Seats.				No. (In units.)	No. (In units.)
												1st.	2nd.	Inter.	Third.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
CLASS I RAILWAYS.																		
5' 6" gauge	5,252	69	136,406,727	2,116,352	1	7	(a)13	1,118	93	9,188	69	9,244	22,897	42,447	60,753	625,775	3,496	1,160
3' 3½" gauge	2,246	4	33,281,815	41,800	4	232	7	623	24	1,236	38	6,406	9,827	11,336	13,998	311,266	1,320	558
2' 6" and 2' 0" gauges	Number. 283			Number. 6			(a)7	280	1	16	13	865	975	1,358	1,799	26,510	88	35
CLASS II RAILWAYS.																		
3' 3½" gauge			345		13		56					1,235	1,597	2,800	1,092	47,073	269	69
2' 6" and 2' 0" gauges			130		5		(b)6					595	354	754	78	15,927	41	22
CLASS III RAILWAYS.																		
3' 3½" gauge			17		2							64	42	80	71	3,016	17	3
2' 6" and 2' 0" gauges			142		18		1					555	539	437	1,508	14,141	55	14

IX.—Summary of net additions to or reduction

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		†ELECTRIC MOTOR COACHES.			COACHING VEHICLES.						
	Steam No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.				OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers' carriages).		
			Steam.	Electric.							PASSENGER CARRIAGES.							
													Seats.				No. (In units.)	No. (In units.)
												1st.	2nd.	Inter.	Third.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
CLASS I RAILWAYS.																		
5' 6" gauge	-79	..	-1,463,010	..	..	..	..	-42	..	..	*-137	** -226	** -623	** -294	** -12,809	-57	3
3' 3½" gauge (c)	†-31	..	-331,522	..	..	..	..	..	..	205	*-84	-117	93	269	-2,821	32	-8
2' 6" and 2' 0" gauges	Number. ..			Number. ..							-3	5	9	-14	79	..	-5	
CLASS II RAILWAYS.																		
3' 3½" gauge			41		3		..	..	..	..	116	84	184	166	5,196	27	6
2' 6" and 2' 0" gauges			-2		..		-1	..	..	..	-2	..	-46	-6	-213	-1	..
CLASS III RAILWAYS.																		
3' 3½" gauge			1		2		..	..	..	..	3	4	8	7	180	3	..
2' 6" and 2' 0" gauges			-1		-1		..	..	..	..	-17	-4	-44	-20	-112	-6	1
BY GAUGES.																		
5' 6" gauge	-79	..	-1,463,010	..	..	..	..	-42	..	..	*-137	** -226	** -623	** -294	** -12,809	-57	3
3' 3½" gauge (c)	Number. †11			Number. 5							205	85	-29	285	442	2,555	62	-2
2' 6" and 2' 0" gauges	Number. -3			Number. -1							..	-21	1	-81	-40	-246	-7	-4

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 19 respectively in Summaries VIII and IX.
 † Motor Coach composites.
 (a) Includes 1 Internal Combustion Coach.
 (b) Includes 4 Internal Combustion Coaches.
 ‡ Internal Combustion Coaches.
 ** Exclude seating accommodation of vehicles referred to at (*) above.
 † See footnote (†) on page 90 in this connection.
 (c) Due to separation from 1st April 1937 the Burma Railways have not been taken into account in arriving at these differences.

actual stock running on 31st March 1938.

[For details see Statement 10, pages 74-88 and Statement 34, pages 313-314.]

GOODS WAGONS									
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.									
COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		SPECIAL WAGONS INCLUDING BRAKE VANS.	Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks.	Road Motors.	Classification.
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.					No. (In units.)	No. (In units.)
20	21	22	23	24	25	26	27	28	29
92,311	1,914,895	39,935	863,430	4,121	93,934	11,973	3,900	111	CLASS I RAILWAYS. 5' 6" gauge.
39,296	515,589	2,693	43,068	3,705	50,830	4,802	3,395	10	3' 3½" gauge.
			Number. 3,445					128	..
			7,632					209	..
			2,274					49	..
			87					..	..
			1,511					48	..
									CLASS II RAILWAYS. 3' 3½" gauge.
									2' 6" and 2' 0" gauges.
									CLASS III RAILWAYS. 3' 3½" gauge.
									2' 6" and 2' 0" gauge.

in Equipment during the year 1937-38.

[For details, see Statement 11, pages 90-91 and Statement 36, page 314.]

GOODS WAGONS									
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.									
COVERED WAGONS.		OPEN WAGONS.		SPECIAL WAGONS INCLUDING BRAKE VANS.	Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks.	Road Motors.	Classification.		
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.					No. (In units.)	No. (In units.)
19	20	21	22	23	24	25	26		
-1,496	-54,029	1,576	33,557	-59	-80	..	CLASS I RAILWAYS. 5' 6" gauge.		
-837	-9,382	111	910	66	-54	..	3' 3½" gauge.		
		Number. -7			..	..	2' 6" and 2' 0" gauges.
		490			31	-1	CLASS II RAILWAYS. 3' 3½" gauge.		
		-6			-1	..	2' 6" and 2' 0" gauges.		
		3			..	..	CLASS III RAILWAYS. 3' 3½" gauge.
		3			3	..	2' 6" and 2' 0" gauges.		
-1,496	-54,029	1,576	33,557	-59	-80	..	By gauge. 5' 6" gauge.		
		Total Number. -167			-33	-1	3' 3½" gauge.		
		-10			†1	..	2' 6" and 2' 0" gauges.		

† See footnote (†) on page 91 in this connection.

X.—Summary of Passenger and Goods Revenue

Headings. I	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.
	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	473.4	460.7	16.9	18.1	12.4	14.1
2nd class "	4,760.5	4,385.3	217.6	222.4	23.9	23.3
Inter class "	11,227.3	11,483.4	69.0	73.5	171.8	182.3
3rd Class "	477,135.8	488,161.1	*28,931.8	30,681.8	8,998.5	9,718.3
TOTAL (a) "	493,697.0	504,490.5	*29,235.8	30,995.8	9,206.6	9,937.8
2. Passenger miles (in thousands)—						
1st class Miles	85,562	83,107	865	913	314	369
2nd class "	327,174	321,141	9,314	10,268	664	664
Inter class "	529,212	561,823	1,945	2,276	2,385	2,697
3rd class "	16,494,729	16,967,509	675,676	744,325	142,829	152,154
TOTAL "	17,436,677	17,933,580	687,790	757,782	146,192	155,884
3. Average miles a passenger was carried—						
1st class Miles	180.7	180.4	50.6	50.4	25.3	26.2
2nd class "	68.7	73.2	42.8	46.2	27.8	28.6
Inter class "	47.1	48.9	28.2	31.0	13.9	14.6
3rd class "	34.6	34.8	*23.4	24.3	15.9	15.7
TOTAL "	35.3	35.5	23.5	24.4	15.9	15.7
4. Earnings from passengers carried (in thousands of rupees)—						
1st class Rs.	79.92	77.82	97	1.04	26	30
2nd class "	1,41.86	1,39.03	4.57	4.77	62	60
Inter class "	1,13.30	1,20.73	56	69	68	75
3rd class "	25,33.35	25,94.62	1,28.15	1,87.26	28.96	30.81
TOTAL "	28,68.43	29,32.20	1,34.25	1,43.76	30.52	32.46
5. Average rate charged per passenger per mile (in pice)—						
1st class Pice.	17.9	18.0	21.8	21.9	15.9	15.6
2nd class "	8.32	8.31	9.42	8.82	17.9	17.3
Inter class "	4.11	4.13	5.53	5.82	5.48	5.34
3rd class "	2.95	2.94	3.64	3.54	3.89	3.89
TOTAL "	3.16	3.14	3.75	3.64	4.01	4.00
6. Tons of goods carried (in thousands) (b)	110,598	113,415	4,898	5,336	*9.11	9.19
7. Net ton-miles (in thousands)	21,172,091	22,479,591	235,572	270,402	27,795	26,695
8. Average miles a ton of goods was carried	191	198	48.1	50.7	30.5	29.0
9. Earnings from goods carried (in thousands of rupees).	*68,09.19	66,70.57	*1,59.97	1,76.73	19.21	18.74
10. Average rate charged for carrying a ton of goods one mile	6.17	5.69	13.0	12.5	13.3	13.5

† (a) } See remarks on page 13.
(b) }

* Revised figures.

[For details, see Statements 12, 13 and 36, pages 98-111 and 216-221.]

Statistics for the years 1936-37 and 1937-38.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		Headings.
1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	
8	9	10	11	12	13	14	15	16
336,2	330,4	146,6	142,0	19,9	20,5	408,4	397,1	1. Number of Passengers (in hundreds)— 1st class No.
3,680,3	3,597,5	1,223,6	934,8	98,1	98,6	4,539,8	4,217,3	2nd class "
9,573,6	9,711,0	1,619,4	1,742,8	275,1	285,3	11,085,2	11,323,5	Inter class "
303,479,4	319,366,5	189,148,0	185,215,2	*22,438,7	23,979,5	*493,795,1	505,346,8	3rd class "
317,069,5	333,005,4	192,137,6	188,034,8	*22,831,8	24,383,9	*509,573,5	521,984,7	TOTAL (a)
70,839	70,421	16,191	13,286	701	682	86,731	84,389	2. Passenger miles (in thousands)— 1st class Miles.
250,569	255,098	83,154	73,200	3,429	3,778	337,152	332,073	2nd class "
454,374	481,675	73,717	79,249	5,451	5,872	533,542	566,796	Inter class "
11,144,030	11,704,276	5,769,753	5,729,868	399,451	430,044	17,313,234	17,863,998	3rd class "
11,919,812	12,511,467	5,941,815	5,895,403	409,032	440,376	18,270,659	18,947,246	TOTAL
210.7	213.1	103.6	93.6	35.2	33.3	212.4	212.5	3. Average miles a passenger was carried— 1st class Miles.
68.1	70.9	68.0	78.3	35.0	38.3	73.5	78.7	2nd class "
47.5	49.6	45.5	45.5	19.8	20.6	48.1	50.1	Inter class "
36.7	36.6	30.5	30.9	17.8	17.9	35.1	35.3	3rd class "
37.6	37.6	30.9	31.4	17.9	18.1	35.8	36.2	TOTAL
64,99	65,24	15,23	12,98	92	94	81,15	79,16	4. Earnings from passengers carried (in thousands of rupees)— 1st class Rs.
1,09,80	1,12,67	34,92	29,27	2,33	2,46	1,47,05	1,44,40	2nd class "
96,97	1,03,31	15,89	17,05	1,68	1,81	1,14,54	1,22,17	Inter class "
17,03,25	18,02,93	9,09,01	8,76,58	78,20	83,18	26,90,48	27,62,69	3rd class "
19,75,01	20,84,15	9,75,05	9,35,88	83,14	88,39	30,33,20	31,08,42	TOTAL
17.6	17.8	19.3	18.8	25.5	26.5	18.0	18.0	5. Average rate charged per passenger per mile (in pice)— 1st class Pice.
5.41	6.48	8.06	7.68	13.0	12.5	8.37	8.35	2nd class "
4.10	4.12	4.14	4.13	5.92	5.92	4.12	4.14	Inter class "
3.93	2.96	3.02	2.94	3.76	3.71	2.93	2.97	3rd class "
3.18	3.20	3.15	3.05	3.90	3.85	3.19	3.17	TOTAL
81,779	88,208	31,044	27,581	3,584	3,881	86,263	87,289	6. Tons of goods carried (in thousands)(b).
17,351,015	19,222,629	3,943,592	3,397,737	140,351	156,322	21,435,458	22,776,688	7. Net ton-miles (in thousands).
212	218	127.0	123.2	39.2	40.3	248.5	260.9	8. Average miles a ton of goods was carried.
51,58,32	52,92,72	17,24,13	14,66,09	1,05,92	1,07,23	*69,83,37	68,66,04	9. Earnings from goods carried (in thousands of rupees).
5.71	5.29	8.35	8.28	14.4	13.2	6.25	5.78	10. Average rate charged for carrying a ton of goods one mile. Pice.

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

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

* Revised figures.

† Exclusive of Burma Railways due to separation.]

[For details, see Statement 6, pages 43—47 and Statement 14, pages 112—115.]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges for the years 1936-37 and 1937-38.

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

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways‡	1936-37	36,88,32	2.06	9,533	67,47,05	3.74	338	1,04,35,37	5.30	26,873	516
	1937-38	36,42,84	2.00	9,938	67,12,01	3.68	351	1,03,54,85	5.68	28,215	541
Class II Railways	1936-37	1,14,90	1.50	3,007	2,03,69	2.66	102	3,18,59	4.16	3,334	160
	1937-38	1,34,41	1.64	3,286	2,12,71	2.60	99	3,47,12	4.25	3,487	163
Class III Railways	1936-37	11,35	0.44	987	43,86	1.71	73	55,21	2.15	4,801	92
	1937-38	12,43	0.48	1,081	43,87	1.70	74	56,30	2.18	4,896	94
					By gauges.						
5' 6" Gauge	1936-37	27,52,64	2.34	12,757	49,81,24	4.22	442	77,33,88	6.56	35,802	637
	1937-38	28,08,47	2.25	13,012	51,73,89	4.15	459	79,82,36	6.40	36,943	709
3' 3½" Gauge‡	1936-37	10,62,39	1.69	5,920	18,05,00	2.33	190	28,67,39	4.52	15,815	303
	1937-38	9,76,53	1.66	6,017	15,83,80	2.68	186	25,60,33	4.33	15,741	302
2' 6" and 2' 0" Gauges.	1936-37	—46	—0.01	—11	2,08,36	2.53	96	2,07,90	2.53	5,002	96
	1937-38	4,68	0.05	113	2,10,90	2.48	97	2,15,58	2.53	5,187	99
					Total all railways.						
†TOTAL‡	1936-37	38,14,57	2.08	8,736	69,94,60	3.30	305	1,08,09,17	5.39	24,663	473
	1937-38	37,89,68	2.04	9,043	69,68,59	3.74	319	1,07,58,27	5.78	25,643	493

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

‡ Figures of 1937-38 are exclusive of Burma Railways due to separation.

[For details, see Statement 17, pages 120-125 and Statement 37, pages 222-226.]

XII.—Summary of Train and Engine Mileage for the years 1936-37 and 1937-38. (In thousands of miles.)

Particulars.	Year.	TRAIN MILES.				SHUNTING AND OTHER ENGINE MILES.			Total engine miles. (Cols. 6+9).	
		† Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting.	* Miscel- laneous.	Total. (Cols. 7+8).		
1	2	3	4	5	6	7	8	9	10	
					By classes of railways.					
Class I Railways	Steam	1936-37	83,551	53,865	23,476	170,892	26,912	14,094	41,006	211,622
		1937-38 (a)	87,499	57,389	23,103	172,688	27,112	14,196	41,308	213,996
	† Electric	1936-37	1,418	587	Nil	2,033	208	307	515	2,548
		1937-38	1,359	594	Nil	1,979	223	307	530	2,509
Class II Railways	Steam	1936-37	1,923	‡ 783	4,325	7,660	1,407	173	1,580	9,240
		1937-38	2,132	983	4,928	8,166	1,508	230	1,738	9,904
Class III Railways †	Steam	1936-37	692	306	1,635	2,571	244	243	492	3,063
		1937-38	624	200	1,722	2,583	223	263	486	3,069
					By gauges.					
5' 6" gauge	Steam	1936-37	56,938	39,162	11,168	109,977	18,125	10,649	28,774	138,751
		1937-38	59,462	42,767	11,437	116,857	18,979	11,288	30,267	146,924
	† Electric	1936-37	1,418	587	Nil	2,033	208	307	515	2,548
		1937-38	1,359	594	Nil	1,979	223	307	530	2,509
3' 3½" gauge	Steam	1936-37	27,214	14,473	18,920	62,648	9,375	3,460	12,835	75,483
		1937-38 (a)	28,768	14,456	13,370	58,270	8,783	2,921	11,704	69,974
2' 6" and 2' 0" gauges †	Steam	1936-37	2,014	‡ 1,219	4,848	8,228	1,063	406	1,469	9,697
		1937-38	2,025	1,349	4,946	8,510	1,081	480	1,561	10,071
Total	Steam	1936-37	86,166	‡ 54,354	34,936	180,853	28,563	14,516	43,078	223,931
		1937-38 (a)	90,255	58,572	29,753	183,437	28,843	14,689	43,532	226,969
	† Electric	1936-37	1,418	587	Nil	2,033	208	307	515	2,548
		1937-38	1,359	594	Nil	1,979	223	307	530	2,509

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

† Other than electric multiple unit suburban trains.

‡ Excluding departmental.

§ The figures for Jorhat (Provincial) Railway have not been included as the information is not available.

¶ Revised figures

(a) Excludes Burma not furnished due to separation.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1938.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
1.* Coaching vehicle miles—(In thousands)	1,044,130	501,967	40,688
2.* Wagon miles—(In thousands)			
2-01 Loaded	1,468,693	452,995	24,095
2-02 Total (excluding brake vans)	2,140,677	633,336	35,577
2-03 Percentage loaded of total	68.6	71.5	67.7
3.* Net or freight ton miles (In thousands)	18,611,512	3,023,256	90,162
4. Gross ton miles (including weight of engine)—(In thousands)			
4-01 Passenger and proportion of mixed.			
{ Excluding departmental	279,114	..	..
{ Including departmental	25,971,545	6,874,636	332,546
{ Excluding departmental	667,353	..	..
{ Including departmental	26,105,800	6,961,624	332,956
{ Excluding departmental	44,124,787	7,485,123	303,973
{ Including departmental	682,923	..	..
{ Including departmental	45,584,109	7,868,734	327,992
{ Including departmental	692,354	..	..
5.* Vehicle and Wagon Usage—			
5-01 Vehicle Miles per vehicle day (in terms of 4-wheelers)	135	109	47
5-02 Wagon miles per wagon day (in terms of 4-wheelers)	41.1	28.9	15.9
5-03 Net miles per wagon day (in terms of 4-wheelers)	367	149	41
5-04 Average wagon load (Total traffic) (in terms of 4-wheelers)	12.9	6.67	3.74
6.* Average speed of goods trains—Three miles per train engine hour—			
Through Goods trains [excluding van goods and shunting (pick up) trains]—			
6-01 Main lines	\$	\$	..
{ Steam	19.9	..	..
{ Electric†	\$	\$	..
6-02 Branch lines	\$	\$	..
6-03 Total	\$	\$	..
{ Steam	19.9	..	..
{ Electric†	..	..	..
All Goods trains—			
6-04 Main lines	11.4	11.2	..
{ Steam	15.6	..	..
{ Electric†	10.6	10.8	..
6-05 Branch lines	10.6	10.8	..
6-06 Total	11.2	11.1	9.24
{ Steam	15.6	..	..
{ Electric†	..	..	..
7.* Average trains load—			
Passengers—			
7-01 Number of vehicles	16	15	..
{ Steam	19	..	..
{ Electric†	388	214	..
Passenger and proportion of mixed—			
7-02 Gross weight (including weight of engine)	388	214	..
{ Steam	491	..	..
{ Electric†	35	30	..
Goods—			
7-03 Main lines—Loaded wagons	35	30	..
{ Steam	43	..	..
{ Electric†	52	43	..
7-04 Main lines—Total	52	43	..
{ Steam	54	..	..
{ Electric†	67.5	71.1	..
7-05 Percentage loaded of total	67.5	71.1	..
{ Steam	79.9	..	..
{ Electric†	..	..	..

* Excluding Departmental.

† Excluding Electric Multiple Unit Suburban trains.

‡ Figures not available.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
*Average train load—conold.			
Goods—contd.			
7-06 Branch lines—Loaded wagons	25	23	—
7-07 Branch lines—Total	37	32	—
7-08 Percentage loaded of total	65.5	71.5	—
Main and Branch Lines—			
Goods and proportion and mixed—			
7-09 Net or freight weight	{ Steam 399	169	51
	{ Electric† 470	..	—
7-10 Gross weight (including weight of engine)	{ Steam 945	418	171
	{ Electric† 1,143	..	—
7-11 Gross weight (excluding weight of engine)	{ Steam 835	360	126
	{ Electric† 1,005	..	—
8. *Light Running—			
Light engine miles per 100 train miles—			
8-01 Passenger and proportion of mixed	1.76	0.84	—
8-02 Goods and proportion of mixed	6.40	3.43	—
Light and assisting not required miles per 100 train miles—			
8-03 Passenger and proportion of mixed	2.19	1.15	—
8-04 Goods and proportion of mixed	7.26	3.46	—
9. *Shunting—			
Shunting miles per 100 train miles—			
9-01 Passenger and proportion of mixed	5.06	4.36	—
9-02 Goods and proportion of mixed	33.3	33.9	—
9-03 Wagon miles per shunting engine hour	680	521	—
10. Efficiency—			
10-01 Wagon* miles per engine hour (including departmental)	227	180	..
10-02 Net* ton miles per engine hour (including departmental)	2,001	859	..
10-03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).	4,902	2,237	..
11. Engines and Engine Usage—			
11-01 Average authorised stock	{ Steam 5,396	2,267	296
	{ Electric† 66	..	—
11-02 Average total number on line	{ Steam 5,277	2,277	277
	{ Electric† 65	..	—
11-03 Average number available for use	{ Steam 4,276	1,986	217
	{ Electric† 57	..	—
11-04 Engine miles per day per engine on line (including departmental).	{ Steam 77	75	53
	{ Electric† 106	..	..
11-05 Net* ton miles per goods locomotive day on line (including departmental).	{ Steam 15,768	7,089	1,812
	{ Electric† 26,766	..	..
11-06 Net* ton miles per goods locomotive day in use	{ Steam 25,515	11,261	3,367
	{ Electric† 37,335	..	..

*Excluding departmental.

†Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
12. Density (including departmental)—			
12-01 Passenger miles per running track mile per annum	502,741	409,238	82,980
12-02 Passenger miles per route mile per annum	590,254	411,770	82,980
12-03 Net ton miles per running track mile per annum	772,412	246,862	43,838
12-04 Net ton miles per route mile per annum	906,866	248,389	43,838
12-05 Gross ton miles (including weight of engine) per running track mile per annum.	2,935,332	1,158,635	298,184
12-06 Gross ton miles (including weight of engine) per route mile per annum.	3,446,289	1,165,806	298,184
12-07 Train miles per running track mile per day	13.1	11.1	5.44
13. Repair of Rolling stock—			
Engines (including departmental)—			
Average number under or awaiting repair (daily)—			
In Mechanical workshops—			
13-01 Number	{ Steam 296	{ 87	{ 23
	{ Electric† 2	{ Nil	{ Nil
13-02 Percentage of item 13-01 to average number on line.	{ Steam 5.61	{ 3.82	{ 8.30
	{ Electric† 3.08	{ Nil	{ Nil
In sheds and transportation workshops			
13-03 Number	{ Steam 704	{ 200	{ 38
	{ Electric† 6	{ Nil	{ Nil
13-04 Percentage of item 13-03 to average total number on line.	{ Steam 13.3	{ 8.78	{ 13.7
	{ Electric† 9.23	{ Nil	{ Nil
Coaching Stock (excluding departmental)—			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13-05 Passenger carriages	743	391	48
13-06 Other coaching vehicles	235	63	8
13-07 Percentage of item 13-05 to average total number on line	8.17	6.10	5.56
13-08 Percentage of item 13-06 to average total number on line	7.36	5.86	9.30
In sick lines and transportation Workshops—			
13-09 Passenger carriages	273	54	26
13-10 Other coaching vehicles	91	9	7
13-11 Percentage of item 13-09 to average total number on line	3.00	0.84	3.01
13-12 Percentage of item 13-10 to average total number on line	2.85	0.84	8.14
Goods Stock (excluding departmental)—			
Average number of unserviceable wagons (daily)—			
In Mechanical Workshops—			
13-13 Number	1,512	460	48
13-14 Percentage of item 13-13 to average number on line	1.07	0.83	0.80
In sick lines and transportation Workshops—			
13-15 Number	6,683	1,098	305
13-16 Percentage of item 13-15 to average number on line	4.74	1.98	5.05
Hot boxes—			
13-17 Coaching vehicles—Number. (Monthly)	47	97	..
13-18 Wagons—Number. (Monthly)	1,378	418	3

†Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
A. Coal consumption for locomotive services—			
Number of tons of fuel consumed (including departmental)—			
14-01 Foreign coal	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
14-02 Indian coal	5,516,977	1,251,733	137,415
14-03 Wood	4,737	4,138	158
14-04 Oil fuel	51,888	8	23
14-05 Total‡ (in terms of coal)	5,613,214	1,253,403	137,520
14-06* Total net tons of coal consumed—Passenger and Mixed	2,216,179	689,190	88,228
14-07* Total net tons of coal consumed—Goods service	2,583,186	391,563	33,603
14-08* Total net tons of Shunting (including siding)	899,304	101,160	10,614
14-09 Total net tons of Departmental	181,277	48,725	3,828
14-10 Total tons of coal used on steam coaches	1,090	628	620
14-11 Total tons of coal used on Internal Combustion coaches	328	<i>Nil</i>	42
14-12 Total tons of coal used on Locomotive on other miscellaneous services.	41,850	22,148	587
14-13 Total tons of coal used on all locomotive Services	5,613,214	1,253,403	137,520
14-14* Lbs. per engine mile (shunting including siding)	69.9	31.1	(a)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14-15* Passenger and proportion of mixed	177.6	192.6	421.9
14-16* Goods and proportion of mixed	136.1	142.4	413.5
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pints (Passenger and Mixed)	6,330,874	2,103,433	} 312,169 (b)
15-02 Total pints (Goods trains)	4,531,809	894,009	
15-03 Pints per 100 engine miles (Passenger and Mixed)	8.46	5.58	} 5.97 (b)
15-04 Pints per 100 engine miles (Goods)	9.12	5.90	
Lubricating oil used on coaching, goods and departmental vehicles—			
15-05 Total pints	4,783,799	1,491,538	(a)
15-06 Pints per 1,000 vehicle miles	1.42	1.21	(a)

* Excluding Departmental.

‡ 2½ tons of wood=1 ton of coal.

0.55 tons of oil fuel=1 ton of coal.

(a) Not published.

(b) Including departmental.

SECTION B.

**FINANCIAL AND STATISTICAL
STATEMENTS.**

FINANCIAL STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1937-38 and of the per Government after meeting all charges against the

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1938.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. (Col. 2 × 100) Col. 1
1	2	3	4
Central.			
State Lines worked by the State.			
1. Eastern Bengal	51,44,69	1,15,32	2.24
2. East Indian (including South Bihar)	1,48,18,38	8,25,52	5.57
3. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,13,26,80	5,50,87	4.86
4. North Western (Military)	33,93,29	—52,34	—1.54
5. Great Indian Peninsula	1,14,75,29	4,28,92	3.74
6. Coal Department	1,83,78	..	..
7. TOTAL	4,63,46,23	18,68,29	4.03
State Lines worked by Companies or Indian States.			
8. Assam-Bengal	24,15,32	18,47	0.76
9. Bengal-Nagpur	77,23,53	2,67,65	3.47
10. Bezwada Extension including D. K. extension (N. S.)	45,61	6,22	13.62
11. Bombay, Baroda and Central India	73,83,87	5,09,16	6.90
12. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,16,41	15,95	13.47
13. Lucknow-Bareilly (R. & K.)	2,57,14	20,09	7.82
14. Madras and Southern Mahratta	53,62,09	2,37,42	4.43
15. South Indian	45,68,62	1,76,00	3.85
16. Tirhoot (B. & N. W.)	10,09,67	84,07	8.33
17. Railway Clearing Accounts . . . . .	..	—43	..
18. Contribution to Depreciation Reserve Fund (miscellaneous) . . . . .	..	—8,26	..
19. TOTAL	2,88,84,26	13,26,34	4.59
Miscellaneous Items.			
20. Abandoned Projects, etc. . . . .	..	..	..
21. Other miscellaneous items	1,36,36	..	..
22. Deduct—Interest during construction . . . . .	..	..	..
23. TOTAL	1,36,36	..	..
24. Total Central	7,53,66,85	31,94,63	4.24
Provincial.			
25. Assam (Jorhat) (a)	13,22	..	..
26. United Provinces (Distillery siding)	1,39	..	..
27. Total Provincial	14,61	..	..
28. Grand Total	7,53,81,46	31,94,63	4.24

(a) The property of Jorhat railway vests with the Central Government from 1st April 1937 under the Government of India Act 1935.

centage of those figures on the Capital at Charge, on 31st March 1938 also of the net gain or loss to net Revenue Receipts.

(In thousands of rupees.)

of statement No. 2 (a).

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 x 100 Column 8	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	1,92,96	1,92,96	..	77,64	-1.61	1. Eastern Bengal.
..	5,86,87	5,86,87	2,38,65	..	1.61	2. East Indian (including South Bihar).
..	4,43,82	4,43,82	1,07,05	..	.95	3. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	1,32,61	1,32,61	..	1,84,95	-5.45	4. North Western (Military).
..	4,17,32	4,17,32	11,60	..	0.10	5. Great Indian Peninsula.
..	8,05	8,05	..	8,05	-4.38	6. Coal Department.
..	17,81,63	17,81,63	86,66	..	0.19	7. Total.
						State Lines worked by Companies or Indian States.
..	93,01	93,01	..	74,54	-3.09	8. Assam-Bengal.
..	3,24,13	3,24,13	..	56,48	-0.73	9. Bengal-Nagpur
..	1,85	1,85	4,37	..	9.57	10. Bezwada Extension including D. K. extension (N. S.).
20,47	2,72,32	2,92,79	2,16,37	..	2.93	11. Bombay, Baroda and Central India.
..	4,93	4,93	11,02	..	9.80	12. Jodhpur-Hyderabad (British Section) (Jodhpur).
1,68	8,71	10,39	9,70	..	2.77	13. Lucknow-Bareilly (R. & K.).
23,96	2,24,82	2,48,78	..	11,36	-0.21	14. Madras and Southern Mahratta.
4,37	1,71,22	1,75,59	41	..	0.01	15. South Indian.
2,07	37,87	39,94	44,13	..	4.37	16. Tirhoot (B. & N. W.).
..	..	..	..	43	..	17. Railway Clearing Accounts.
..	..	..	..	8,26	..	18. Contribution to Depreciation Reserve Fund (miscellaneous.)
52,55	11,38,96	11,91,41	1,34,93	..	0.47	19. Total.
						Miscellaneous Items.
..	30	30	..	30	..	20. Abandoned Projects, etc.
..	5,64	5,64	..	5,64	-4.14	21. Other miscellaneous items.
..	15	15	..	15	..	22. Deduct—Interest during construction.
..	5,79	5,79	..	5,79	-4.25	23. Total.
52,55	29,26,28	29,78,83	2,15,80	..	0.29	24. Total Central.
						Provincial.
..	5	5	..	5	-3.60	25. Assam (Jorhat). (a)
..	..	..	..	..	..	26. United Provinces (Distillery aiding).
..	5	5	..	5	-3.24	27. Total Provincial.
52,55	29,26,33	29,78,88	2,15,75	..	0.29	28. Grand Total.

*The total gain (Central) for the year is—

Gain as per column 8 above	..	..	..	..	..	..	..	Rs.
4 dt—Miscellaneous Railway Receipts	..	..	..	..	..	..	..	2,15,80
Government share of surplus profits from subsidized Companies	..	..	..	..	..	..	..	1,11,50
Deduct—Miscellaneous Railway expenditure	..	..	..	..	..	..	..	11,99
								63,64

Net Gain = 2,75,65

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

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

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
<i>Central.</i>							
I.—STATE LINES WORKED BY THE STATE.							
(i) OPEN LINES.							
Eastern Bengal	5,28,82	—13,69	15,13	—48	2,55	3,51
East Indian (including South Bihar)	..	49,58,45	4,28	—21,52	—71	12,28	—5,67
Great Indian Peninsula (including Bhopal State).	..	49,09,94	—15,95	—5,79	..	—5,47	—27,21
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	5 94	—9,14	33	24,92	22,05
North Western (Military)	16,23	—2,10	57	—2,47	12,23
Coal Department	—3,12	..	..	—1,97	—5,09
Total I (i)	..	1,16,56,81	—6,31	—23,42	—29	29,84	—18
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal	—2,82	..	..	—1	—2,83
East Indian	21	..	—1	—43	—23
Great Indian Peninsula	—1,42	..	—2,04	..	—3,46
North Western (Commercial)	7	..	—2	..	5
North Western (Military)	1,39	..	..	..	1,39
Total I (ii)	—2,57	..	—2,07	—44	—5,08
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES.							
Assam-Bengal—I	19	..	..	..	19
Assam-Bengal—II	21,66	4,73	78	1,04	28,21
Bengal-Nagpur	20,54	2,36	11	—11,75	11,26
Beawada Extension (N. S.)
Bombay, Baroda and Central India	..	19,40,92	10,14	—1	12	—3,97	6,28
Total Companies' Lines (Open lines)
Carried over	..	19,40,92	52,53	7,08	1,01	—14,68	45,94

* Includes (1) Campbellpur Reserve —1.20 and (2) Frontier Railway Reserve —2.34.

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

Railways on the 31st March, 1938.

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

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						<i>Central.</i>
						I.—STATE LINES WORKED BY THE STATE.
						(i) OPEN LINES.
29,62,92	11,86,60	1,89,27	62,12	44,00,91	49,89,73	Eastern Bengal.
55,53,48	35,25,13	2,56,78	1,56,49	94,91,88	1,44,50,33	East Indian (including South Bihar).
48,25,04	14,62,36	1,76,54	96,58	65,60,50	1,14,70,44	Great Indian Peninsula (including Bhopal State).
71,89,22	23,09,31	3,83,76	2,08,60	1,00,40,89	1,13,00,49	North Western (Commercial) including Delhi (New Capital). Railway Works Scheme.
26,67,00	4,81,20	1,79,14	(c) 64,58	33,91,90	33,91,90	North Western (Military).
1,80,14	..	..	3,64	1,83,78	1,83,78	Coal Department.
2,33,27,80	89,64,60	11,85,49	5,91,97	3,40,89,86	4,57,26,67	TOTAL I (i).
						(ii) NEW CONSTRUCTIONS.
1,99,28	..	19,68	..	2,18,96	2,18,96	Eastern Bengal.
3,32,56	..	35,49	..	3,68,05	3,68,05	East Indian.
3,99	..	86	..	4,85	4,85	Great Indian Peninsula.
20,50	..	5,81	..	26,31	26,31	North-Western (Commercial).
1,39	..	..	..	1,39	1,39	North Western (Military).
5,57,72	..	61,84	..	6,19,56	6,19,56	TOTAL I (ii).
						II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
						(i) OPEN LINES.
97,91	..	..	..	97,91	97,91	Assam Bengal—I. } †
16,44,62	4,82,99	1,70,17	19,63	23,17,41	23,17,41	Assam Bengal—II. }
46,58,74	26,14,20	3,45,10	1,03,45	77,21,49	77,21,49	Bengal Nagpur.
16,89	..	1,17	..	18,06	18,06	Barwade Extension (N. E.).
37,52,65	14,20,17	1,89,88	80,25	54,42,95	73,83,97	Bombay, Baroda and Central India.
1,01,70,81	45,17,36	7,06,32	2,03,33	1,55,97,82	1,75,88,74	Total Companies' Lines (Open Lines). Carried over.

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

(c) Includes (1) Campbellpur Reserve 12,44 and (2) Frontier Railway Reserve 28,97.

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

NOTE:—Up to 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange then in force. From 1935-36 they have again been converted into rupees at the statutory rates of exchange then in force. (In thousands of rupees.)

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	19,40,92	52,53	7,08	1,01	—14,68	45,94
Jodhpur	1,86	..	..	87	2,73
Lucknow-Bareilly (R. & K.)	1,03	1,87	..	—20	2,70
Madras and Southern Mahratta (excluding Mysore State).	..	17,47,74	29,79	2,46	—8	13,41	45,58
Dhone-Kurnool (N. S.)	4	..	..	..	4
South Indian	..	7,63,49	8,69	6,09	39	4,15	19,32
Tirhoot (B. & N. W.) including Mashrak-Thawe Extension.	6,31	21	8	1,98	8,58
TOTAL II (i)	..	44,52,15	1,00,25	17,71	1,40	5,53	1,24,89
II (ii)—New Constructions.							
Bengal Nagpur	1	..	..	..	1
Jodhpur	1	..	..	..	1
Madras and Southern Mahratta
South Indian	13	..	..	..	13
TOTAL II (ii)	15	..	..	..	15
III.—Miscellaneous Items.							
Abandoned Projects, etc.	—32,26	..	..	..	—32,26
Controller of Railway Accounts—Account Current.	—35,69	..	—35,69
TOTAL III	—32,26	..	—35,69	..	—67,95
TOTAL Central I (i)—III	..	1,61,08,96	59,26	—5,71	—36,65	34,93	51,83
IV.—Provincial.							
Assam (Jorhat) (a)
United Provinces (Distillery Siding)
TOTAL IV—Provincial
GRAND TOTAL I (i)—IV	..	1,61,08,96	59,26	—5,71	—36,65	34,93	51,83

* Includes 30,47 on account of purchase of B. M. Rly.
(a) Please see note (a) on page 22.

on the 31st March 1938—concl'd.

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

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 8+13)	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
1,01,70,81	45,17,36	7,06,32	2,03,33	1,55,97,82	1,75,38,74	Total Companies' Lines' (Open Lines)—Brought forward.
90,45	..	3,08	2,23	95,76	95,76	Jodhpur.
1,87,85	75,80	8,87	4,82	2,57,14	2,57,14	Lucknow-Bareilly (R. & K.).
21,98,12	9,91,83	1,52,57	66,48	34,09,00	51,56,74	Madras and Southern Mahratta (excluding Mysore State).
25,23	..	2,32	..	27,55	27,55	Dhone-Kurnool (N. S.).
19,03,41	8,92,80	1,51,35	55,53	30,03,09	37,66,58	South Indian.
6,71,39	2,46,49	51,29	40,50	10,09,67	10,09,67	Tirhoot (B. & N. W.) including (Maahrak-Thawe Extension).
1,52,27,26	67,24,28	10,75,80	3,72,69	2,34,00,03	2,78,52,18	TOTAL II (i).
						II (ii)—New Constructions.
1,65	..	39	..	2,04	2,04	Bengal Nagpur.
21,87	..	78	..	22,65	22,65	Jodhpur.
1,88,49	..	16,86	..	2,05,35	2,05,35	Madras and Southern Mahratta.
7,39,78	..	62,26	..	8,02,04	8,02,04	South Indian.
9,51,79	..	80,29	..	10,32,08	10,32,08	TOTAL II (ii).
						III.—Miscellaneous Items.
..	..	..	..	..	..	Abandoned Projects, etc.
..	..	1,36,36	..	1,36,36	1,36,36	Controller of Railway Accounts—Account Current.
..	..	1,36,36	..	1,36,36	1,36,36	TOTAL III.
4,00,64,57	1,56,88,86	25,39,78	9,64,66	5,92,57,89	7,53,66,85	Total Central I (i)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat). (a)
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	TOTAL IV.—Provincial.
4,00,73,39	1,56,93,58	25,40,19	9,65,34	5,92,72,50	7,53,81,46	GRAND TOTAL I (i)—IV.

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

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		1	2	3	4	5	6	7
		Ra.	Ra.	Ra.	Ra.	Ra.
1. BRANCH LINE COMPANIES						
OPEN LINES.						
(A) Worked by the Branch						
Ahmadpur-Katwa	2' 6"	Nil	Nil	Nil	Nil	Nil
Bankura-Damodar River	"	Nil	Nil	Nil	2	2
Burdwan-Katwa	"	Nil	Nil	Nil	12	12
Futwah-Islampur	"	2	Nil	Nil	Nil	2
Kalighat-Falta	"	Nil	Nil	Nil	19	19
TOTAL 1-(A)	..	2	Nil	Nil	33	35
(B) Worked by the						
OPEN LINES.						
Hardwar-Dehra (E. I.)	5' 6"	15	Nil	Nil	Nil	15
Chaparmukh-Silghat (A. B.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Katakhal Lalabazar (A. B.)	"	Nil	Nil	Nil	Nil	Nil
Dasghara-Jamalpurganj (Bengal Provincial)	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL 1-(B)	..	15	Nil	Nil	Nil	15
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5' 6"	17	Nil	Nil	Nil	17
Phagwara-Rahon (N. W.)	"	3	Nil	Nil	Nil	3
Mandra-Bhann (N. W.)	"	18	Nil	Nil	Nil	18
Sara-Sirajganj (E. B.)	"	31	Nil	Nil	Nil	31
Sialkot-Narowal (N. W.)	"	6	Nil	Nil	Nil	6
Tapti Valley (B. B. & C. I.)	"	9	Nil	1	Nil	10
Ahmedabad-Parantij (B. B. & C. I.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Champaner-Shivrajpur-Pani Light (B. B. & C. I.)	2' 6"	Nil	Nil	Nil	Nil	Nil
Dhond-Baramati (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.)	"	2	Nil	Nil	Nil	2
Godhra-Lunavada (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Jacobabad-Kashmor (N. W.)	"	2	Nil	Nil	Nil	2
Khulna Bagerhat (E. B.)	"	6	1	Nil	Nil	7
Larkana-Jacobabad (N. W.)	"	4	Nil	Nil	Nil	4
Mayurbhanj (B. N.)	"	Nil	Nil	Nil	Nil	Nil
Nadiad Kapadvanj (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Pachora-Jamner (G. I. P.)	"	1	Nil	Nil	Nil	1
Darjeeling-Himalayan Extensions	2' 0"	14	Nil	Nil	Nil	14
TOTAL (2)	..	1,13	1	1	Nil	1,15

year 1937-38 of other than State-owned Railways.

(In thousands of rupees.)

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

RAILWAYS UNDER GUARANTEE TERMS.

Line Company.						OPEN LINES.
16,27	2,38	2,06	1	20,72		Ahmadpur-Katwa.
30,19	5,61	3,90	51	40,21		Bankura-Damodar River.
14,59	3,67	1,71	57	20,54		Burdwan-Katwa.
16,89	2,70	N/A	3	19,62		Futwah-Islampur.
15,08	7,05	1,64	60	24,37		Kalighat-Falta.
93,02	21,41	9,31	1,72	1,25,46		TOTAL 1-(A).
Main Line.						OPEN LINES.
31,44	N/A	4,59	N/A	36,03		Hardwar-Dehra (E. I.).
33,30	N/A	1,72	N/A	35,02		Chaparmukh-Silghat (A. B.).
15,80	N/A	1,39	N/A	17,19*		Katakhal-Lalabazar (A. B.).
2,01	1,17	19	N/A	3,37		Daaghara-Jamalpurjanj (Bengal Provincial).
82,55	1,17	7,89	N/A	91,61		TOTAL 1-(B).

TERMS WORKED BY THE MAIN LINE.

						OPEN LINES.
33,56	N/A	3,12	N/A	36,68		Hoshiarpur-Doab (N. W.)—
26,41	N/A	2,52	N/A	28,93		Jullundur-Mukerian (N. W.).
24,64	N/A	3,13	N/A	27,77		Phagwara-Rahon (N. W.).
91,37	N/A	6,94	N/A	98,31		Mandra-Bhaun (N. W.).
29,18	N/A	2,55	N/A	31,73		Sara-Sirajganj (E. B.).
1,26,24	N/A	11,00	N/A	1,37,24		Siakot-Narowal (N. W.).
33,99	3	4,04	N/A	38,06		Tapti Valley (B. B. & C. I.).
11,28	6,35	3,43	N/A	21,06		Ahmedabad-Parantij (B. B. & C. I.).
8,41	2,34	1,85	N/A	12,60		Champaner-Shivrajpur-Pani Lights (B. B. & C. I.).
59,78	18,87	15,09	N/A	93,74		Dhond-Baramati (G. I. P.).
8,95	1,83	3,43	N/A	14,20		Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
17,60	5,31	1,67	N/A	24,58		Godhra-Lanavada (B. H. & C. I.).
6,72	1,49	81	N/A	9,02		Jacobabad-Kashmor (N. W.).
20,44	6,75	3,54	N/A	30,73		Khuina-Bagerhat (E. B.).
24,12	62	N/A	N/A	24,74		Larkana-Jacobabad (N. W.).
8,85	4,73	2,72	N/A	16,30		Mayurbhanj (B. N.).
12,04	2,02	3,77	N/A	17,83		Nadiad Kapadvanj (B. B. & C. I.).
41,93	6,67	9,63	N/A	58,23		Pachora-Jamner (G. I. P.).
5,85,51	57,01	79,23	N/A	7,21,75		Darjeeling-Himalayan Extensions.
						TOTAL (2).

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.		
1	2	3	4	5	6	7	
		Rs.	Rs.	Rs.	Rs.	Rs.	
OPEN LINES.		3. BRANCH LINE COMPANIES' RAILWAYS UNDER					
Jamnagar-Dwarka	3' 3½"	—1	—8	Nil	Nil	—9	
Mymensingh-Bhairab Bazar (A. B.)	"	33	Nil	Nil	Nil	33	
TOTAL (3)		32	—8	Nil	Nil	24	
OPEN LINES.		4. COMPANIES' LINES SUBSIDIZED BY THE					
Bengal and North-Western*	3' 3½"	6,14	11,69	Nil	—3,90	13,93	
Bengal Doocars Extensions*	"	40	10	Nil	—16	34	
Mirpur Khas-Khadro† (Jodhpur)	"	12	Nil	Nil	Nil	12	
Rohilkund and Kumaon	"	61	77	Nil	—3	1,35	
Barai Light‡	2' 6"	Nil	—66	2	—9	—73	
Matheran Light‡	2' 0"	Nil	Nil	Nil	Nil	Nil	
TOTAL (4)		7,27	11,90	2	—4,18	15,01	
OPEN LINES.		5. COMPANIES LINES SUBSIDIZED					
Dibru-Sadiya	3' 3½"	19	—1,67	Nil	Nil	—1,48	
Shahdara (Delhi) Saharanpur Light*‡	2' 6"	7	3	Nil	1,54	1,64	
Darjeeling-Himalayan	2' 0"	Nil	Nil	Nil	31	31	
TOTAL (5)		26	—1,64	Nil	1,85	47	
OPEN LINES.		6. UNASSISTED					
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3' 3½"	23	Nil	Nil	Nil	23	
Bengal Provincial	2' 6"	Nil	Nil	Nil	—3	—3	
Parlakimedi Light (B. N.)	"	—5	Nil	Nil	Nil	—5	
Jagadhri Light	2' 0"	Nil	Nil	Nil	Nil	Nil	
Kulasekarapatnam Light	"	Nil	Nil	Nil	Nil	Nil	
Trivellore Light	"	Nil	Nil	Nil	Nil	Nil	
TOTAL (6)		18	Nil	Nil	—3	15	

* Receives land only from Government.

† Receives land only from Government and Indian States.

‡ Receives land and rebate from Government.

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

year 1937-38 of other than State-owned Railways—contd.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEE AND REBATE TERMS.					OPEN LINES.
60,78	2,88	2,56	2,00	68,22	Jamnagar-Dwarka.
1,17,45	Nil	7,00	Nil	1,24,45	Mymensingh-Bhairab Bazar (A. N.).
1,78,23	2,88	9,56	2,00	1,92,67	TOTAL (3).
GOVERNMENT OF INDIA.					OPEN LINES.
8,38,85(b)	2,84,93	91,32	6,09	12,21,09	Bengal and North-Western.*
94,12	16,34	8,61	2,87	1,21,94	Bengal Doonam Extensions.*
9,13	Nil	58	Nil	9,71	Mirpur Khas-Khadro† (Jodhpur).
1,35,40	59,50	12,94	Nil	2,07,84	Rohilkund and Kumaon.
1,27,58	48,00	8,02	1,58	1,85,18	Barsi Light.†
11,95	42	7	Nil	12,44(a)	Matheran Light.‡
12,17,03	4,09,19	1,21,54	10,44	17,58,20	TOTAL (4).
BY LOCAL GOVERNMENTS.					OPEN LINES.
74,79	57,36	18,18	Nil	1,50,33	Dibru-Sadiya.
35,81	14,17	Nil	2,79	52,77	Shahdara (Delhi)-Saharanpur Light.*§
32,58	12,50	2,80	2,50	50,38	Darjeeling-Himalayan.
1,43,18	84,03	20,98	5,29	2,53,48	TOTAL (5).
COMPANIES' LINES.					OPEN LINES.
18,82	Nil	Nil	Nil	18,82	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	14	11,71	Bengal Provincial.
18,35	5,30	2,16	Nil	25,81	Parlakimedi Light (B. N.).
62	39	12	Nil	1,13	Jagadhri Light.
8,38	1,50	8	Nil	4,91	Kulasekarapatnam Light.
39	70	9	Nil	1,18	Trivellore Light.
50,36	10,55	2,41	14	63,56	TOTAL (6).

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

(b) Includes 4 on account of survey.

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

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
1	2	3	4	5	6	7	
		Rs.	Rs.	Rs.	Rs.	Rs.	
7. DISTRICT							
OPEN LINES.							
Tenali-Repalle (M. & S. M.)	5' 6"	Nil	Nil	Nil	Nil	Nil	
Bowwada-Masulipatam† (M. & S. M.)	3' 3½"	23	Nil	Nil	Nil	23	
Podanur-Pollachi (S. I.)	"	Nil	—2	Nil	Nil	—2	
Tinnevely-Tiruchendur (S. I.)	"	Nil	Nil	Nil	Nil	Nil	
TOTAL (7)		23	—2	Nil	Nil	21	
8. COMPANIES' LINES SUBSIDIZED							
Bengal Doonah	3' 3½"	31	Nil	2	Nil	33	
Arrah-Sasaram Light	2' 6"	Nil	8	Nil	—2	6	
Baraset-Basirhat Light	"	4	—3	Nil	—5	—4	
Bukhtiarpur-Bihar Light	"	1	14	Nil	—3	12	
Dehri-Rohtas Light*	"	Nil	Nil	Nil	17	17	
Howrah-Amra Light	2' 0"	Nil	Nil	Nil	—11	—11	
Howrah Sheakhala Light	"	1	Nil	Nil	—9	—8	
Taspur-Balipara Light‡	2' 6"	Nil	Nil	Nil	Nil	Nil	
TOTAL (8)		37	19	2	—13	45	

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

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

† Purchased by the Government of India on 4th February 1938.

1937-38 of other than State-owned Railways—contd.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Railway.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,84	Nil	1,14	Nil	15,98	Tenali-Repalle (M. & S. M.).
23,78	Nil	1,61	Nil	25,39	Bowwada-Masulipatam† (M. & S. M.).
8,87	4,91	1,26	Nil	15,04	Podanur-Pollachi (S. I.).
24,61	Nil	2,50	Nil	27,11	Tinnevely-Tiruchendur (S. I.).
72,10	4,91	6,51	Nil	83,52	TOTAL (7).
BY DISTRICT BOARDS.					OPEN LINES.
34,77	7,35	2,61	Nil	44,73	Bengal Dooms.
18,75	6,73	Nil	10	25,58	Arrah-Sasaram Light.
19,43	6,77	Nil	13	26,33	Baraset-Basirhat Light.
10,61	4,83	Nil	9	15,53	Bukhtiarpur-Bihar Light.
7,67	3,87	42	60	12,63	Dehri-Bohtas Light. *
18,23	12,10	Nil	1,25	31,64	Howrah-Amta Light.
5,00	3,55	Nil	Nil	8,55	Howrah Sheekhale Light.
2,20	1,00	7	Nil	4,27	Tespur-Balipara Light. ‡
1,17,76	46,84	3,10	2,26	1,69,96	TOTAL (5).

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
		3	4	5	6	7	
1	2	Rs.	Rs.	Rs.	Rs.	Rs.	
9. INDIAN STATE LINES WORKED							
(a) OPEN LINES.							
Nizam's State†	5' 6"	0,17	—1,15	16	—2,24	5,04	
Bhavnagar State	3' 3½"	55	2,72	NH	2,64	5,91	
Bikaner State	"	1,44	NH	NH	2,94	4,38	
Gaekwar's Baroda State (Mehsana)	"	1,69	78	NH	NH	2,47	
Gondal	"	—7,44	NH	1	76	—6,67	
Jaipur State	"	1,39	2,97	NH	22	4,58	
Jetalsar-Rajkot (Gondal)	"	9	NH	NH	27	36	
Jodhpur	"	53,20	2,67	1,76	97	58,60	
Junagad State	"	3,17	69	14	30	4,30	
Morvi	"	89	71	NH	—20	1,40	
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections, Arsalu-Anandapuram, Bangalore-Harihar and Yesvanthpur-Hindupur).	"	7,51	53	5	—90	7,19	
Porbandar State (Gondal)	"	54	1,01	NH	90	2,45	
Udaipur-Chitorgarh	"	1,21	87	40	42	2,90	
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2' 0"	NH	NH	NH	NH	NH	
Cutch State	"	9	2	1	2	14	
Dholpur State*	"	3	1	NH	NH	4	
Gaekwar's Baroda State	"	1,13	—1,40	NH	—13	—40	
Kolar District (Mysore)	"	3	1	NH	NH	4	
Gwalior Light	2' 0"	13	NH	NH	NH	13	
Tarikere-Narasimharajapura Light (Mysore)	"	NH	NH	NH	NH	NH	
TOTAL (a)	..	74,82	10,44	2,53	5,97	93,76	
(b) LINES UNDER CONSTRUCTION.							
Tahsil Bhadra to Sadulpur (Bikaner State).	3' 3½"	10,78	88	33	NH	11,99	
Anandapuram to Sagra (Mysore)	"	3,26	NH	30	NH	3,56	
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	"	—51,79	NH	—1,76	NH	—53,55	
Kunkavav-Derdi section (Gondal)	"	81	NH	NH	NH	81	
Prachi Road to Kodinar (Gaekwar's Baroda State)	"	85	NH	5	NH	90	
Dholpur to Rajakhara (Dholpur State)	2' 0"	NH	NH	NH	NH	NH	
TOTAL (b)	..	—36,09	88	—1,08	NH	—36,29	
TOTAL (9) [—a+b]	..	38,73	11,32	1,45	5,97	57,47	

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

† Includes figures for Metre Gauge.

1937-38 of other than State-owned Railways—contd.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in this account.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					(a) OPEN LINES.
10,48,02	2,82,53	82,30	22,03	§ 14,46,38	Nizam's State.†
1,61,26	76,83	7,51	7,80	2,53,40	Bhavnagar State.
2,65,12	90,59	5,64	8,03	3,69,38	Rikaner State.
1,42,95	25,98	11,00	Nil	1,70,91	Gaekwar's Baroda State (Mehsana).
68,31	35,34	2,52	1,80	1,08,00	Gondal.
74,91	14,00	3,39	51	92,81	Jaipur State.
23,20	Nil	90	27	20,37	Jetalsar-Rajkot (Gondal).
2,88,42	1,78,85	3,59	9,58	4,78,24	Jodhpur.
1,19,68	33,38	4,79	6,41	1,64,26	Junagad State.
70,04	37,43	2,23	3,20	1,12,90	Morvi.
3,87,81	1,38,92	27,31	6,40	5,90,44	Mysore (including Birur-Shimoga Chik- jajur-Chitaldrug, Mysore-Bangalore, Mysore-Araikere Nanjangud- Chamarajanagar, Shimoga-Araikere Sontiona and Arsal—Anandapuram) Bangalore-Harihar and Yeevanthpur- Hindupur).
15,21	9,05	46	90	25,63	Porbandar State (Gondal).
1,00,52	21,94	5,32	75	1,28,53	Udaipur-Chitorgarh.
9,37	Nil	1,19	Nil	10,56	Bodoli-Chhota Udaipur (Gaekwar's Baroda State).
16,11	3,58	2,09	2,03	23,81	Cutch State.
11,63	4,42	51	Nil	16,56	Dholpur State.*
2,24,82	54,46	20,92	6,15	3,06,35	Gaekwar's Baroda State.
14,51	11,58	1,50	Nil	27,59	Kolar District (Mysore).
1,01,81	15,22	6,10	Nil	1,23,13	Gwalior Light.
5,92	3,15	78	Nil	39,63	Farikere-Narasimharsapura Light (Mysore).
31,53,52	10,37,03	2,00,03	76,55	44,67,13	TOTAL (a).
					(b) LINES UNDER CONSTRUCTION.
11,49	88	33	Nil	12,70	Talsil Dhadra to Sadulpur (Bikaner State).
7,92	Nil	81	Nil	8,73	Anandapuram to Sagra (Mysore).
57	Nil	Nil	Nil	57	Jalore-Bhimtal, Phalodi-Pokra (Jodhpur).
93	Nil	Nil	Nil	93	Kunkavav-Derdli section (Gondal).
4,22	Nil	14	Nil	4,36	Prachi Road to Kodinar (Gaekwar's Baroda State).
87	Nil	7	Nil	94	Dholpur to Itajakhera (Dholpur State).
26,00	88	1,35	Nil	28,23	TOTAL (b).
31,70,52	10,37,91	2,01,38	76,55	44,95,36	TOTAL (V) [= a + b].

§ Includes a credit of Rs. 1,88,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

† Excludes the outlay on Tadasa Hebbe Tramway.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
		Rs.	Rs.	Rs.	Rs.	Rs.	
1	2	3	4	5	6	7	
OPENING LINES.		10. INDIAN STATE LINES					
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5' 6"	—3	Nil	Nil	Nil	—3	
Bhopal Itarsi* (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil	
Bhopal Ujjain (G. I. P.)	"	3	Nil	Nil	Nil	3	
Bina-Goonn-Baran (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil	
Jammu and Kashmir (Indian State section) (N. W.)	"	4	Nil	Nil	Nil	4	
Jind-Panipat (Indian State section) (N. W.)	"	Nil	Nil	Nil	Nil	Nil	
Khanpur-Chachran (N. W.)	"	Nil	Nil	Nil	Nil	Nil	
Kolar Gold Fields (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil	
Ludhiana-Dhuri-Jakhal (N. W.)	"	7	Nil	Nil	Nil	7	
Nagda-Ujjain (B. B. & C. I.)	"	—5	Nil	Nil	Nil	—5	
Petlad-Cambay (Anand-Tarapur section) B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil	
Petlad-Cambay (Tarapur-Cambay section) B. B. & C. I.	"	6	Nil	1	Nil	9	
Rajpura-Bhatinda (N. W.)	"	67	Nil	4	Nil	71	
Shoranur-Cochin (including Idappatti Ernakulam Extension (S. I.))	"	3,02	Nil	88	—2	3,88	
Sirhind Ropar (N. W.) ‡	"	Nil	Nil	Nil	Nil	Nil	
Cooch Behar State (E. B.)	3' 3½"	3	Nil	Nil	Nil	3	
Dhrangadra (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil	
Jamnagar (Jamnagar Dwarka)	"	15	3	Nil	Nil	18	
Kolhapur State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil	
Okhamandal (Jamnagar Dwarka)	"	—33	28	Nil	Nil	—5	
Palanpur State (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil	
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	—6,17	2	—70	21	—6,64	
Sangli State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil	
Piplod Devgad Baria (B. B. & C. I.)	2' 6"	Nil	Nil	Nil	Nil	Nil	
Rajpipla State (B. B. & C. I.) †	"	2	2	Nil	Nil	4	
TOTAL (10)		—2,47	35	23	19	—1,70	

* 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.

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

‡ Includes expenditure incurred by the Patiala Durbar.

1937-38 of other than State-owned Railways -contd.

(In thousands of rupees).

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					OPEN LINES.
81.26	NH	12.30	NH	93.56	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)
50.00	NH	NH	NH	50.00	Bhopal Itarsi* (G. I. P.)
75.13	NH	5.96	NH	82.09	Bhopal Ujjain (G. I. P.)
93.73	18	8.24	NH	1,02.15	Bina-Goonsa-Baran (G. I. P.)
11.12	NH	60	NH	11.72	Jammu and Kashmir (Indian State section). (N. W.)
15.83	NH	1.73	NH	17.56	Jind-Panipat (Indian State section) (N. W.)
13.48	NH	89	NH	14.36	Khanpur-Chachran (N. W.)
11.84	NH	64	NH	12.48	Kolar Gold Fields (M. & S. M.)
47.49	NH	2.29	NH	49.78	Ludhiana-Dhuri-Jakhal (N. W.)
21.06	NH	1.73	NH	22.79	Nagda-Ujjain (B. B. & C. I.)
13.68	NH	83	10	14.61	Petlad-Cambay (Ad. T'pur sec.) (B. B. & C. I.)
9.15	NH	33	NH	9.48	Petlad-Cambay (T'pur-Caby. sec.) (B. B. & C. I.)
77.85	NH	2.73	NH	80.58	Rajpura-Bhatinda (N. W.)
95.62	63	12.30	30	1,08.04	Shoranur-Cochin (S. I.)
20.53	NH	2.08	NH	31.61	Sirhind Rupar (N. W.) ‡
19.74	1.07	96	NH	21.77	Cooch Behar State (E. B.)
14.39	4	67	NH	15.10	Dhrangadra (B. B. & C. I.)
30.56	17.00	95	2.00	50.51	Jamnagar (Jamnagar Dwarke).
22.39	NH	1.21	NH	23.60	Kolhapur State (M. & S. M.)
25.38	12.27	2.04	1.00	40.69	Okhamandal (Jamnagar Dwarke).
5.80	NH	15	NH	5.95	Palanpur State (B. B. & C. I.)
60.67	5.78	7.50	21	74.25	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)
1.95	NH	10	NH	2.05	Sangli State (M. & S. M.)
5.82	3.29	66	NH	9.77	Piplod Devgad Baria (B. B. & C. I.)
14.74	3.51	1.19	NH	19.44	†Rajpipla State (B. B. & C. I.)
8,48,21	43,77	69,25	3,61	9,64,84	TOTAL (10).

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		1	2	3	4	5	6	7
		Ra.	Ra.	Ra.	Ra.	Ra.
11. COMPANIES' LINE						
OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore)	2' 6"	4	—2	Nil	Nil	2
TOTAL (11)		4	—2	Nil	Nil	2
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Keraikkal (S. I.)	3' 3½"	—1	Nil	Nil	Nil	—1
Pondicherry (S. I.)	"	26	Nil	Nil	Nil	26
West of India Portuguese (M. & S. M.)	"	1,43				1,43
TOTAL (12)		1,68	Nil	Nil	Nil	1,68
13. TOTAL (1) TO (12)		47,91	22,01	1,73	4,00	75,65
14. Miscellaneous		Nil	Nil	Nil	Nil	Nil
15. Grand Total		47,91	22,01	1,73	4,00	75,65

‡ Represents total figure, the details not being available.

1937-38 of other than State-owned Railways—concl.

(In thousands of rupees).

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

GUARANTEED BY INDIAN STATES.

8,47	5,99	1,76	Nil	16,22	Bangalore-Chik Ballapur Light (Mysore).
8,47	5,99	1,76	Nil	16,22	TOTAL (11).

OPEN LINES.

BY BRITISH INDIAN RAILWAY COMPANIES.

6,12	Nil	1,14	Nil	7,26	Punalam Karakkal (S. I.).
5,78	Nil	36	Nil	6,14	Pondicherry (S. I.).
‡2,27,94	..	..	..	2,27,94	West of India Portuguese (M. & S. M.).
2,39,84	Nil	1,50	Nil	2,41,34	TOTAL (12).
68,15,63	17,25,76	5,34,43	1,02,01	91,77,87	13. TOTAL (1) TO (12).
8,23	Nil	64	Nil	8,87*	14. Miscellaneous.
68,23,91	17,25,76	5,35,06	1,02,01	91,86,74	15. Grand Total.

OPEN LINES.

* Made up of outlay by Forest Department on the Alnavar-Dandeh Railways Rs. 8,87.
 ‡ Represents the total figure, details not being available.

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

Class and Name of Railway.	GROSS REVENUE RECEIPTS. For the system including worked lines.			WORKING For the		
	Earnings. 2	Suspense. 3	Gross Receipts Total (Cols. 2 and 3). 4	Ordinary Working Expenses. 5	Renewals and Replacements. 6	Appropriation to Depreciation Reserve Fund. 7
STATE LINES WORKED BY THE STATE.						
East Indian	21,15,02	—7,81	21,07,21	10,25,83	1,68,49	2,46,17
Eastern Bengal	5,95,18	75	5,95,93	3,87,48	79,49	85,80
North Western	17,43,72	9,00	17,52,72	9,75,85	1,53,97	2,44,74
Great Indian Peninsula	13,53,95	3,43	13,57,38	7,09,08	67,03	1,90,96
TOTAL	58,07,87	5,37	58,13,24	30,98,24	4,68,88	7,67,67
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	1,87,14	—23	1,86,91	1,22,05	27,61	39,78
Bengal-Nagpur	9,50,75	2,48	9,53,23	5,51,38	58,02	1,29,79
Berwada Extension and Dhone Kurnool	13,63	..	13,63	6,65	—2	76
Bombay, Baroda and Central India	12,80,69	3,88	12,84,57	6,08,09	85,32	1,22,96
Jodhpur-Hyderabad (British Section) (Jodhpur).	41,38	—98	40,40	21,52	1,48	1,93
Lucknow-Bareilly (R. & K.)	75,18	6	75,24	31,28	2,70	4,24
Madras and Southern Mahratta (excluding Mysore State).	7,49,33	3,56	7,52,89	3,99,29	38,14	88,64
South Indian (including Travancore)	5,59,85	—70	5,59,15	2,99,26	47,90	76,13
Tirhoot (B. & N. W.)	3,84,24	1,87	3,86,11	1,55,92	5,82	16,08
Railway Clearing Accounts	..	..	..	..	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous.)	..	..	..	..	..	8,26
TOTAL	42,32,19	9,04	42,32,13	21,95,44	2,66,07	4,89,31
GRAND TOTAL	1,00,30,06	15,31	1,00,45,37	52,93,68	7,35,85	12,56,98

* The total Railway Receipts for the year are:—

Gross Receipts as per Col. 4 above	Rs. 1,00,45,37
Add—Miscellaneous Railway Receipts	1,11,50
Government share of surplus profits from the subsidized companies, etc.	11,99

Total Receipts Rs. 1,01,68,86

Revenue Receipts of State-owned Railways for the year 1937-38. (In thousands of rupees.)

EXPENSES.							Class and Name of Railway.
system including worked lines.		Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 9-10).	Payment to Worked Lines.	Net Revenue Receipts of State-owned Railways. (Cols. 4-11-12).	Percentage of Ordinary Working Expenses on Earnings. (Col. 5) x 100 (Col. 3).	
Suspense.	Total. (Cols. 5 to 8).						10
1,96	74,42,45	1,68,49	12,73,96	7,73	8,25,52	48.60	STATE LINES WORKED BY THE STATE.
1	5,52,78	79,49	4,73,29	7,32	1,15,32	65.10	East Indian.
489	13,79,35	1,53,87	12,25,48	28,71	(b)4,08,53	55.96	Eastern Bengal.
2,25	9,64,82	67,03	8,97,79	30,67	4,28,92	53.37	North Western.
							Great Indian Peninsula.
4,61	43,39,40	4,68,88	38,70,52	74,43	18,68,29	53.35	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
18	1,99,26	27,61	1,61,65	6,79	18,47	65.22	Assam-Bengal.
8,08	7,42,19	58,02	6,84,17	1,41	2,67,65	57.99	Bengal-Nagpur.
	7,39	—	7,41	..	6,22	48.84	Berwada Extension and Dhose Kurnool.
1,96	8,14,41	85,32	7,29,09	26,32	5,09,16	48.23	Bombay, Baroda and Central India.
33	24,60	1,48	23,12	1,33	15,95	52.00	Jodhpur-Hyderabad (British Section) (Jodhpur).
	38,22	2,70	35,52	19,63	20,09	41.60	Lucknow-Bareilly (R. & K.).
150	5,27,77	38,14	4,89,63	25,84	2,37,43	53.29	Madras and Southern Mahratta (excluding Mysore State).
42	4,23,71	47,90	3,75,81	7,34	1,76,00	53.45	South Indian (including Travancore).
27	1,78,15	5,82	1,72,33	1,29,71	84,07	40.58	Tirhoot (B. & N. W.)
43	43	..	43	..	—43	..	Railway Clearing Accounts.
	8,26	..	8,26	..	—8,26	..	Contribution to Depreciation Reserve Fund (miscellaneous).
2,67	29,54,39	2,68,97	26,87,42	2,18,37	13,26,34	59.00	TOTAL.
7,28	72,93,79	7,35,85	*65,57,94	2,92,80	31,94,63	52.78	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(6) N. W. Railway, Commercial	16,07,85	10,28,27	28,71	5,50,87
N. W. Railway, Military	1,44,87	1,97,21	..	—52,34
Total	17,52,72	12,25,48	28,71	4,98,53

*The total Expenditure on Railways for the year is—

Working expenses as per column 11 above	..	..	..	..	65,57,94
Payment to Worked Lines	..	..	..	..	2,92,80
Add —Miscellaneous Railway Expenditure	..	..	..	..	63,64
Surplus profits paid to companies	..	..	..	..	52,55
Interest charges as per Statement 4	..	..	..	..	29,26,28
Total Expenditure.	..	..	..	..	98,43,21

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1937-38.

Class and Name of Railway.	Interest on sterling Debt.	INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES.			Total Columns 2 and 5.	IN THOUSANDS OF RUPEES.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	GRAND TOTAL (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central State Lines worked by the State.									
1. Aden	..	..	..	..	..	..	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,74	1,76.22	..	1,92,96
3. East Indian (including South Bihar).	1,929,754	..	..	..	1,929,754	2,55,97	3,30.86	4	5,86.87
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	48,80	3,95,02	..	4,43,82
5. North Western (Military)	..	..	..	..	..	..	1,32.61	..	1,32.61
6. Great Indian Peninsula	986,644	..	..	..	986,644	1,30,86	2,86,46	—	4,17,32
7. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	8,05	..	8,05
8. TOTAL	3,410,452	..	..	..	3,410,452	4,52,37	13,29,22	4	17,81,63
State Lines worked by Companies or by Indian States.									
9. Assam-Bengal.	..	45,000	..	45,000	45,000	6,00	87,01	..	93,01
10. Bengal-Nagpur	..	105,000	121,205	226,205	226,205	30,16	2,93,97	..	3,24,13
11. Berwada (including Dhona Kurnool).	..	..	..	..	..	..	1,85	..	1,85
12. Bombay, Baroda and Central India.	368,851	60,000	34,998	94,998	463,849	65,32	1,99,50	7,50	2,72,32
13. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	4,93	..	4,93
14. Lucknow-Bareilly (R. & K.)	..	..	(a)18,880	18,880	18,880	1,45	7,26	..	8,71
15. Madras and Southern Mahratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,39,16	..	2,24,82
16. South Indian	148,053	35,000	98,655	133,655	281,708	37,56	1,33,66	..	1,71,22
17. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	27,16	..	37,87
18. TOTAL	899,366	420,000	459,089	879,089	1,778,455	2,36,86	8,94,50	7,50	11,38,86
Miscellaneous Items.									
19. Abandoned Projects, etc.	..	..	..	..	..	..	30	—	30
20. Other miscellaneous items Deduct —	..	..	..	..	..	(b)—1,23	6,87	..	5,64
21. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	..	..	..	..	..	12	..	12
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	3	..	3
22. TOTAL	..	..	..	..	..	—1,23	7,02	..	5,79
23. Total Central	4,309,818	420,000	459,089	879,089	5,188,907	6,88,00	22,30,74	7,54	29,26,28
Provincial Railway.									
24. United Provinces (Distillery Siding).	..	..	..	..	..	..	5	..	5
25. Total Provincial	..	..	..	..	..	..	5	..	5
26. Grand Total	4,309,818	420,000	459,089	879,089	5,188,907	6,88,00	22,30,79	7,54	29,26,33

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

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$ Revenue Earnings and Expenses for the years 1936-37 and 1937-38, —contd. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge. ††	§ Gross earnings.	¶ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
Class I—concl.			Rs.	Rs.	Rs.	Rs.			
Nizam's State	5' 6"	1936-37	14,86,01	1,46,56	65,88	80,68	44.95	7.67	
		1937-38	14,91,99	1,58,72	67,84	90,88	42.75	8.61	
	3' 3½"	1936-37	**	82,24	48,99	33,25	59.56	**	
		1937-38	**	86,48	48,88	37,60	56.50	**	
North Western (Commercial)	5' 6" and 2' 6"	1936-37	1,17,82,99	16,23,22	9,89,04	6,34,18	60.93	5.33	
		1937-38	1,18,08,39	15,98,86	10,23,38	5,75,48	64.01	4.87	
North Western (Military)	5' 6" and 2' 6"	1936-37	33,79,67	1,37,31	1,99,94	-62,63	145.62	-1.85	
		1937-38	33,93,29	1,44,86	1,97,21	-52,35	136.14	-1.54	
North Western (Total)	..	1936-37	1,51,62,66	17,60,53	11,88,98	5,71,55	67.54	3.77	
		1937-38	1,51,99,68	17,43,72	12,20,59	5,23,13	70.00	3.44	
Rohilkund and Kumaon	3' 3½"	1936-37	4,00,92	75,16	34,51	40,65	45.91	3.82	
		1937-38	4,64,98	75,18	37,69	37,49	50.13	3.06	
South Indian	5' 6", 3' 3½" and 2' 6"	1936-37	48,08,81	5,37,62	3,65,05	1,72,57	67.90	3.59	
		1937-38	48,07,36	5,59,85	3,75,38	1,84,47	67.05	3.84	
Total Class I Railways	..	1936-37	8,40,27,02	1,04,35,37	67,27,05	36,88,32	64.66	4.39	
		1937-38	8,05,19,93	1,03,54,85	67,12,01	36,42,84	64.82	4.52	
Class II.									
Barai Light	2' 6"	1936-37	1,85,91	15,35	10,37	4,48	70.82	2.41	
		1937-38	1,85,18	18,45	10,58	7,87	57.36	4.25	
Bengal Doons	3' 3½"	1936-37	1,66,00	17,29	10,98	6,31	63.52	3.80	
		1937-38	1,66,67	19,50	11,67	7,83	59.82	4.76	
Bhavnagar State	3' 3½"	1936-37	2,27,49	33,18	19,62	13,56	59.14	5.48	
		1937-38	2,53,40	30,81	20,10	10,71	65.23	4.23	
Bikaner State	3' 3½"	1936-37	3,65,71	39,41	27,50	11,91	69.78	3.26	
		1937-38	3,82,08	45,15	29,18	15,97	64.64	4.18	
Darjeeling Himalayan	2' 0"	1936-37	1,03,16	17,95	11,95	6,00	66.57	5.55	
		1937-38	1,08,61	16,75	12,43	4,32	74.21	3.95	

* In the case of State-owned railways.

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

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

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

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

†† Please see Note III at page 43.

‡‡ Exclusive of Burma Railways due to separation.

5—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}}$ Revenue Earnings and Expenses for the years 1936-37 and 1937-38
—contd. (In thousands of rupees.)

Railway System,	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Per-centage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Per-centage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
			4	5	6	7	8	9	
			Rs.	Rs.	Rs.	Rs.			10
CLASS II—concd.									
Dibru-Sadiya	3' 3 1/2"	1936-37	‡‡1,70.40	18.82	12.52	6.30	66.52	3.70	
		1937-38	‡‡1,69.15	21.21	11.77	9.44	55.49	5.58	
Gaekwar's Baroda State	3' 3 1/2"	1936-37	1,80.90	21.95	14.23	7.67	65.07	4.24	
		1937-38	1,84.27	22.69	15.04	7.65	66.29	4.15	
Gondal	2' 6"	1936-37	3,17.31	23.61	16.71	6.90	70.79	2.17	
		1937-38	3,16.91	23.01	16.24	6.77	70.56	2.14	
Jaipur State	3' 3 1/2"	1936-37	88.23	12.40	6.42	5.98	51.82	6.77	
		1937-38	92.81	13.31	7.97	5.34	59.86	5.76	
Jamnagar Dwarka	3' 3 1/2"	1936-37	1,59.28	13.15	7.64	5.51	58.05	3.46	
		1937-38	1,59.42	14.92	7.83	7.09	52.44	4.45	
Junagad State	3' 3 1/2"	1936-37	1,59.96	18.10	9.76	3.34	53.91	5.22	
		1937-38	1,64.26	19.25	9.83	6.42	51.06	5.73	
Morvi	3' 3 1/2"	1936-37	1,11.50	15.16	10.36	7.20	57.06	6.99	
		1937-38	1,12.90	19.24	9.80	9.44	50.96	8.36	
Mysore	3' 3 1/2"	1936-37	3,48.24	29.96	25.01	4.95	83.48	1.42	
		1937-38	5,69.17	39.88	30.66	9.22	76.88	†‡2.56	
Mysore	2' 6"	1936-37	43.75	2.90	2.42	48	83.37	1.10	
		1937-38	43.81	3.06	2.50	56	81.84	1.28	
Mysore	2' 0"	1936-37	9.83	38	31	7	81.55	0.71	
		1937-38	9.83	38	31	7	80.18	0.77	
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1936-37	51.13	9.86	4.36	4.21	50.29	9.40	
		1937-38	52.77	10.62	4.85	5.77	45.69	10.93	
Total Class II Railways	..	1936-37	28,81.03	3,18.59	2,03.69	1,14.90	63.93	3.99	
		1937-38	31,35.22	3,47.12	2,12.71	1,34.41	61.28	4.29	
CLASS III.									
Ahmadpur Katwa	2' 6"	1936-37	20.72	85	96	-11	113.66	-0.53	
		1937-38	20.72	99	97	2	97.55	0.12	

* † ‡ For explanations see footnotes on opposite page.

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

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

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1936-37 and 1937-38.

—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column †. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
			4	5	6	7	8	9	
			Rs.	Rs.	Rs.	Rs.			
CLASS III—contd.									
Arrah-Sasaram Light	2' 6"	1936-37	25,52	3,27	2,27	1,00	69.30	3.90	
		1937-38	25,58	3,44	2,33	1,11	87.79	4.32	
Bankura Damoodar River	2' 6"	1936-37	40,19	1,14	1,24	—10	103.45	—0.25	
		1937-38	40,21	1,19	1,34	—15	112.95	—0.37	
Baraset-Basirhat Light	2' 6"	1936-37	26,37	4,21	3,93	28	93.20	1.00	
		1937-38	26,33	4,97	3,95	1,02	79.50	3.88	
Bengal Provincial	2' 6"	1936-37	15,11	96	92	4	96.11	0.25	
		1937-38	15,08	1,06	98	8	92.08	0.55	
Bukhtiarpur-Bihar Light	2' 6"	1936-37	15,41	2,32	2,16	66	76.60	4.20	
		1937-38	15,53	2,41	2,02	39	83.87	2.50	
Burdwan-Katwa	2' 6"	1936-37	20,42	1,12	1,17	—5	104.32	—0.24	
		1937-38	20,54	1,28	1,20	8	93.30	0.42	
Cutch State	2' 6"	1936-37	23,67	2,50	1,46	1,04	53.50	4.38	
		1937-38	23,81	2,55	1,62	93	63.44	3.91	
Dehri-Rohtas Light	2' 6"	1936-37	12,46	1,65	1,41	24	85.62	1.90	
		1937-38	12,63	1,74	1,20	54	68.81	4.30	
Dholpur State	2' 6"	1936-37	17,46	1,57	1,25	32	79.52	**1.85	
		1937-38	17,50	1,80	1,13	67	62.68	3.85	
Futwah-Islampur	2' 6"	1936-37	19,60	90	1,05	—15	117.30	—0.77	
		1937-38	19,62	112	1,09	3	97.32	0.15	
Gwalior Light	2' 0"	1936-37	1,23,00	2,51	6,06	3,45	63.72	2.80	
		1937-38	1,23,13	3,52	6,14	2,38	72.07	1.93	
Howrah Amta Light	2' 0"	1936-37	31,75	3,34	3,25	2,39	71.30	7.53	
		1937-38	31,64	3,70	6,05	2,65	69.56	3.37	
Howrah-Sheakhala Light	2' 0"	1936-37	3,63	1,54	1,59	35	81.80	4.10	
		1937-38	3,55	1,89	1,59	30	83.98	3.55	
Jagadhri Light	2' 0"	1936-37	1,13	17	14	3	80.14	3.04	
		1937-38	1,13	15	14	1	90.83	1.25	

* In the case of State-owned railways

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

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

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

** Revised figures.

5.—Statement of *Capital at Charge**, Revenue Earnings and Expenses for the years 1935-37 and 1937-38.

—concl.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 6—6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100) Col. 5	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100) Col. 4	
1	2	3	4	5	6	7	8	9	10
CLASS III—concl.			Rs.	Rs.	Rs.	Rs.			
Jorhat (Provincial) (a)	2'0"	1936 (b)	13,22	1,13	1,49	—36	132.25	—2.73	
		1937 (b)	13,22	98	1,41	—43	144.53	—3.25	
Kalighat-Falta	2'6"	1936-37	24,18	1,60	1,47	13	92.15	0.49	
		1937-38	24,37	1,73	1,71	2	98.76	0.00	
Kulasekarapatnam Light	2'0"	1936-37	4,91	64	1,21	—57	133.89	—11.53	
		1937-38	4,91	63	65	—2	103.21	—0.41	
Matheran Light	3'0"	1936-37	12,44	1,01	69	32	68.31	2.57	
		1937-38	12,44	97	79	18	81.44	1.40	
Tempore-Balipara Light	2'6"	1936-37	4,67	1,54	1,20	31	77.71	7.03	
		1937-38	4,67	1,63	1,14	49	69.71	10.12	
Trivellore Light	2'0"	1936-37	1,18	1	4	—3	332.27	—2.54	
		1937-38	1,18	1	3	—2	405.53	—1.73	
Udaipur-Chitorgarh	3'3½"	1936-37	1,25,63	8,33	6,20	2,13	74.42	1.69	
		1937-38	1,23,53	8,54	6,39	2,15	74.77	1.67	
Total Class III Railways	..	1936-37	5,87,87	55,21	43,66	11,55	79.44	1.93	
		1937-38	5,91,52	56,30	43,87	12,43	77.92	2.10	
Other items not included in the preceding heads (c).	..	1936-37	4,00,88	—2,44	—1,79	—65	..	..
		1937-38	3,21,53	—1,27	—6,04	477	..	..
GRAND TOTAL	..	1936-37	3,80,12,80	1,08,06,73	69,92,21	38,13,02	64.71	4.33	
		1937-38	3,45,68,20	1,07,57,00	68,62,55	37,94,45	64.73	4.49	

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

¶ Revised figures.

(a) With effect from 1st April 1937 this Railway has become the property of the Central Government under the Government of India Act 1935.

(b) Figures are in respect of Calendar year.

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

	Capital at charge.
Coal Department	1,83,78
Abandoned Projects	..
Controller of Railway Accounts' account current	1,36,36
United Provinces (Distillery siding)	1,39
Total	3,21,53

Gross Earnings.

—28	Adjustment of Gross Earnings of Bezwada Extension & Dhons Kurnool Railways.	
—98	Gross Earnings of Jorhat (Provincial) Railway.	
—1	Due to rounding off.	
—127		

	1936-37.	1937-38.
(d) State owned..	7,89,02,47	7,53,81,46
Other than State owned	91,10,33	91,86,74
	8,80,12,80	8,45,68,20

Working Expenses.

—10,74	Adjustment of Coy's. share of Replacement and Renewals Expenses in respect of B. & N. W. Ry.
—2,17	Adjustment of Coy's. share of Replacement and Renewals Expenses in respect of H. & K. Ry.
—1,41	Working Expenses of Jorhat (Provl.) Ry.
+1	Adjustment of Working Expenses of Bezwada and Dhonskurnool Railways.
+8,26	Contribution to Depreciation Reserve Fund (Miscellaneous.)
+1	Due to rounding off.
—6,04	

(a) Exclusive of Burma Railways due to Separation.

6.—Details of Gross Earnings of each Railway System for the years 1936-37 and 1937-38.

[In thousands of rupees.]

Note.—“Credits for released materials” previously accounted for under “Earnings” in the case of class I Railways, are booked under “Depreciation Reserve Fund” from 1936-37.

Note 2.—In the case of Class I Railways the figures for 1936-37 shown under columns 4, 5, 7, and 8 are inclusive of refunds.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.											
Assam Bengal	3' 3 1/2"	1936-37	Ra. 62,56	Ra. 8,97	71,47	Ra. 1,01,01	Ra. 71	1,01,62	Ra. 25	Ra. 7,80	1,30,98
		1937-38	66,09	9,08	76,07	1,02,17	69	1,02,86	23	7,98	1,37,14
Bengal and North-Western	3' 3 1/2"	1936-37	1,39,09	12,88	*1,48,07	2,36,84	94	*2,31,46	42	10,71	2,78,66
		1937-38	1,48,38	13,23	*1,55,76	2,32,17	80	*2,16,39	39	11,70	2,84,24
Bengal-Nagpur	5' 6"	1936-37	1,41,33	32,60	1,73,94	6,22,44	2,80	6,24,14	33	12,03	8,10,14
		1937-38	1,54,80	32,07	1,88,93	7,18,00	2,14	7,18,14	33	12,41	9,17,81
	3' 6"	1936-37	11,67	1,19	12,75	17,75	51	18,24	6	24	31,29
		1937-38	11,75	1,20	12,95	19,38	33	19,71	5	23	32,94
5' 6"	1936-37	2,07,91	63,69	2,61,62	4,49,23	—4,00	4,44,24	47	11,80	7,18,63	
	1937-38	2,20,01	63,44	2,73,45	4,38,34	—3,42	4,31,92	47	11,39	7,17,23	
Bombay, Baroda and Central India.	3' 3 1/2"	1936-37	1,65,68	19,25	1,85,02	2,30,25	1,41	2,31,18	48	6,58	5,23,26
		1937-38	1,76,59	19,98	1,95,57	2,28,55	94	2,29,49	45	7,00	5,32,51
3' 6"	1936-37	4,72	32	5,11	5,93	1	5,93	3	70	11,17	
	1937-38	4,79	30	5,09	5,00	1	5,61	2	22	10,94	
Burma	3' 3 1/2"	1936-37	95,99	13,11	1,09,02	2,55,23	43	2,54,35	33	8,52	2,70,22
		1937-38	§	§	§	§	§	§	§	§	§
5' 6"	1936-37	1,16,77	25,71	1,44,41	2,15,54	9,63	2,24,73	20	11,57	2,80,91	
	1937-38	1,26,90	24,38	1,51,28	2,10,01	5,89	2,15,90	20	12,20	2,79,58	
Eastern Bengal	3' 3 1/2" and 3' 6"	1936-37	69,95	8,14	78,04	1,26,27	70	1,26,78	19	4,50	2,09,51
		1937-38	79,14	7,65	86,79	1,22,49	71	1,23,20	19	5,42	2,15,60
East Indian	3' 6"	1936-37	4,27,89	77,33	5,04,72	12,46,70	3,35	12,48,82	1,23	44,01	*19,58,78
		1937-38	5,46,90	75,93	6,12,83	14,60,76	3,63	14,64,29	1,29	36,62	*21,15,03
Great Indian Peninsula	5' 6"	1936-37	3,27,59	97,70	4,25,27	9,21,78	6,90	9,28,82	1,17	49,58	13,72,34
		1937-38	3,32,07	1,02,17	4,34,24	8,83,29	9,82	8,93,11	1,01	17,44	13,45,80
3' 6"	1936-37	2,24	24	2,48	5,04	8	5,06	1	7	8,63	
	1937-38	2,48	25	2,73	5,27	7	5,34	1	7	8,15	
Jodhpur	3' 3 1/2"	1936-37	41,97	5,48	47,43	69,91	22	70,02	16	4,26	1,21,87
		1937-38	43,47	5,73	49,20	72,55	30	72,85	19	4,41	1,26,65
5' 6"	1936-37	1,27,74	29,12	1,56,73	2,67,04	1,32	2,68,06	16	9,42	4,34,37	
	1937-38	1,31,83	28,58	1,60,81	2,76,05	1,20	2,77,85	15	10,16	4,48,97	
Madras and Southern Mahratta.	3' 3 1/2"	1936-37	81,76	12,33	95,09	†2,19,78	82	†2,20,02	22	6,68	†3,22,01
		1937-38	82,84	13,47	96,31	†2,04,42	72	†2,05,14	21	6,70	†2,08,36
6"	1936-37	31,19	9,77	40,74	1,02,52	53	1,03,29	26	2,17	1,46,56	
	1937-38	32,86	9,79	42,65	1,12,81	60	1,13,41	39	2,27	1,68,72	
Nizam's State	3' 3 1/2"	1936-37	27,06	3,23	30,27	50,08	32	50,36	22	1,39	82,24
		1937-38	†8,02	3,54	32,46	51,88	44	52,32	21	1,44	86,43

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

† Revised figures.

‡ Includes Mormugao Harbour earnings.

§ Figures not received due to separation with effect from 1st April 1937.

6.—Details of Gross Earnings of each Railway System for the years 1936-37 and 1937-38—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
			4	5	6	7	8	9	10	11	12
CLASS I—contd.											
North Western (Commercial)	5' 6"	1936-37	5	5	5	20,37,84	12,99	10,66,46	1,79	30,11	15,92,61
		1937-38	5	5	5	9,92,93	11,36	10,04,39	1,77	27,80	15,63,62
	2' 6"	1936-37	5	5	5	16,67	60	17,11	4	29	30,61
		1937-38	5	5	5	16,92	57	17,49	4	6	32,96
North Western (Military)	5' 6"	1936-37	5	5	5	80,79	87	81,33	20	1,90	1,31,60
		1937-38	5	5	5	84,56	67	85,23	17	2,40	1,33,46
	2' 6"	1936-37	5	5	5	2,74	5	2,77	1	18	5,71
		1937-38	5	5	5	2,91	8	2,99	2	21	6,60
North Western (Total)	5' 6"	1936-37	4,84,38	93,67	5,77,23	11,29,06	14,36	11,48,67	2,04	33,64	17,69,53
	2' 6"	1937-38	4,02,61	1,00,46	5,00,07	10,62,23	12,68	11,11,00	2,00	30,63	17,43,72
Rohilkhand and Kumaon	3' 3 1/2"	1936-37	23,67	3,02	26,67	45,40	27	45,61	6	2,23	75,16
		1937-38	24,90	3,24	28,14	42,39	23	42,63	5	4,37	75,16
South Indian	5' 6"	1936-37	58,07	12,92	70,89	1,14,03	75	1,14,66	9	1,22	1,27,44
		1937-38	60,65	14,03	74,68	1,17,27	91	1,18,28	9	1,78	1,94,23
	3' 3 1/2"	1936-37	1,55,62	14,31	1,69,72	1,64,90	2,03	1,66,65	27	10,28	2,67,22
		1937-38	1,65,78	14,60	1,80,33	1,68,90	2,20	1,71,20	26	10,23	2,62,11
3' 6"	1936-37	1,41	6	1,46	1,07	1	1,08	Nil	1	2,56	
	1937-38	1,58	6	1,64	1,25	1	1,26	Nil	1	2,91	
Total Class I Railways	5' 6"	1936-37	28,66,43	5,26,06	33,95,76	68,09,19†	43,91	68,98,22	2,74	1,97,60	1,04,25,27
		1937-38	29,32,20	5,32,28	34,69,08	66,70,87	37,20	66,91,89	2,19	1,94,79	1,08,64,26
CLASS II.											
Barsi Light	2' 6"	1936-37	6,20	77	7,07	7,79	8	7,87	4	37	15,36
		1937-38	7,05	70	8,74	9,20	10	9,20	3	28	16,45
Bengal Doonars	3' 3 1/2"	1936-37	2,20	71	3,97	13,98	3	13,96	3	24	17,20
		1937-38	2,45	75	4,20	14,99	4	15,03	2	25	19,20
Bhavnagar State	3' 3 1/2"	1936-37	14,62	1,40	16,02	15,93	11	16,04	24	78	32,18
		1937-38	14,63	1,27	15,90	13,79	8	13,87	26	78	30,61
Bikaner State	3' 3 1/2"	1936-37	17,21	1,35	19,06	19,33	7	19,40	19	76	39,41
		1937-38	19,56	2,53	22,08	22,13	9	22,22	16	66	45,15
Darjeeling-Himalayan	3' 6"	1936-37	2,29	2,16	4,25	12,49	3	12,52	3	16	17,96
		1937-38	2,96	1,98	4,94	11,90	4	11,94	3	25	16,75
Dibru-Sadiya	3' 3 1/2"	1936-37	2,27	69	3,96	14,80	3	14,83	1	23	16,82
		1937-38	2,29	67	3,97	16,73	2	16,74	1	29	21,31
Gaskwar's Baroda State	3' 3 1/2"	1936-37	12,21	25	12,46	7,43	4	7,46	3	40	21,96
		1937-38	13,04	25	13,29	8,13	12	8,25	4	61	23,69
	2' 6"	1936-37	10,33	63	10,36	11,54	4	11,59	13	1,04	22,61
		1937-38	10,00	56	10,55	11,12	6	11,18	11	1,17	22,01
Gondal	3' 3 1/2"	1936-37	11,11	1,13	12,24	11,23	7	11,29	17	2,02	26,22
		1937-38	11,26	1,22	12,60	13,68	5	13,73	17	2,20	26,59

† Includes figures of Porbandar State Railway for 7 months only, viz. from 1st September 1936 to 31st March 1937, as the working of the line was taken over by Gondal Railway from 1st September 1936.

‡ Figures not required.

§ Revised figures.

HIOAActs

6.—Details of Gross Earnings of each Railway System for the years 1936-37 and 1937-38—contd.
 [In thousands of rupees.]

Railway System.	Ganga.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—contd.			Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
Jaipur State.	S' 31'	1936-37	6,85	45	7,30	4,95	3	4,98	3	9	12,40
		1937-38	7,19	50	7,69	5,43	3	5,46	3	13	13,31
Jamnagar Dwarika.	S' 31'	1936-37	5,91	43	6,34	5,95	1	5,96	4	31	13,15
		1937-38	7,09	43	7,52	6,57	2	6,59	4	77	14,92
Junagad State.	S' 31'	1936-37	3,73	64	4,42	3,16	2	3,18	7	43	18,10
		1937-38	3,66	60	4,26	3,37	4	3,41	7	49	19,25
Morvi.	S' 31'	1936-37	3,45	1,28	4,73	3,03	2	3,05	11	27	18,16
		1937-38	9,02	1,28	10,30	3,53	3	3,56	10	23	19,24
Mysore.	S' 31'	1936-37	15,27	1,17	16,44	12,73	16	12,89	2	62	129,96
		1937-38	18,59	1,53	20,12	15,60	24	15,84	2	85	139,68
Mysore.	S' 6"	1936-37	1,92	6	1,98	99	1	100	Nil	1	3,00
		1937-38	1,97	7	2,04	99	1	100	Nil	2	3,06
Mysore.	S' 0"	1936-37	9	Nil	9	29	Nil	29	Nil	Nil	38
		1937-38	8	1	9	29	Nil	29	Nil	Nil	38
Shahdara (Delhi) Saharanpur Light.	S' 6"	1936-37	4,57	13	4,70	5,01	—23	4,78	Nil	13	9,06
		1937-38	4,87	15	5,02	5,59	—12	5,47	Nil	13	10,61
Total Class II Railways	..	1936-37	1,34,25	14,19	1,48,44	1,59,97	51	1,60,48	1,21	3,46	3,18,59
		1937-38	1,43,76	15,02	1,58,78	1,76,73	85	1,77,58	1,08	9,68	3,47,12
CLASS III.											
Ahmadpur-Katwa.	S' 6"	1936-37	63	2	65	13	Nil	13	Nil	2	85
		1937-38	72	2	74	24	Nil	24	Nil	1	99
Arrah-Sasaram.	S' 6"	1936-37	2,13	5	2,18	1,05	Nil	1,05	Nil	4	3,27
		1937-38	2,28	6	2,34	1,08	Nil	1,08	Nil	2	3,44
Bankura Damoodar River.	S' 6"	1936-37	69	3	72	40	Nil	40	Nil	2	1,14
		1937-38	71	2	73	44	Nil	44	Nil	2	1,19
Baraset-Basirhat Light.	S' 6"	1936-37	2,32	17	2,49	1,15	Nil	1,15	Nil	7	4,21
		1937-38	2,79	13	2,92	1,02	Nil	1,02	Nil	3	4,97
Bengal Provincial.	S' 6"	1936-37	53	4	57	23	Nil	23	Nil	16	96
		1937-38	60	3	63	27	Nil	27	Nil	16	1,06
Bukhtiarpur Bihar Light.	S' 6"	1936-37	1,38	3	1,41	31	3	34	Nil	2	2,35
		1937-38	1,42	9	1,51	37	1	38	Nil	2	2,41
Burdwan Katwa.	S' 6"	1936-37	85	5	90	19	Nil	19	Nil	3	1,12
		1937-38	94	5	99	25	Nil	25	Nil	4	1,28
Cutch State.	S' 6"	1936-37	1,24	25	1,49	77	17	94	Nil	7	2,60
		1937-38	1,23	35	1,58	67	14	81	Nil	10	2,55

† Includes Shimoga Anandapuram Section Bus collections.

6.—Details of Gross Earnings of each Railway System for the years 1936-37 and 1937-38—concl'd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
			4	5	6	7	8	9	10	11	12
Class III—concl'd.											
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dohri-Rohtas Light	2' 6"	1936-37	19	1	20	1,37	2	1,39	1	6	1,46
		1937-38	23	1	24	1,46	2	1,48	1	1	1,74
Dholpur State	2' 6"	1936-37	44	1	45	1,10	Nil	1,10	1	1	1,57
		1937-38	57	2	59	1,18	Nil	1,18	1	2	1,80
Futwah-Islampur	2' 6"	1936-37	60	2	62	23	1	24	Nil	4	69
		1937-38	81	1	82	27	2	29	Nil	1	1,12
Gwalior Light	2' 0"	1936-37	3,23	19	3,42	5,73	12	5,85	11	16	9,41
		1937-38	3,23	27	3,50	4,61	16	4,77	8	17	8,58
Howrah-Amra Light	2' 0"	1936-37	6,45	29	6,74	1,56	Nil	1,56	..	4	2,24
		1937-38	6,67	29	6,96	1,70	Nil	1,70	1	2	2,70
Howrah-Sheekhala Light	3' 0"	1936-37	1,07	50	1,57	27	Nil	27	Nil	1	1,94
		1937-38	1,17	44	1,61	28	Nil	28	Nil	Nil	1,89
Jagadhri Light	2' 0"	1936-37	6	..	6	2	Nil	2	Nil	4	17
		1937-38	6	..	6	2	Nil	2	Nil	1	15
Jorhat (Provincial)††	2' 0"	1936-37	†	†	†	†	†	†	†	†	1,12
		1937-38	†	†	†	†	†	†	†	†	98
Kalighat-Falta	2' 6"	1936-37	1,11	2	1,13	41	Nil	41	Nil	6	1,60
		1937-38	1,23	2	1,25	42	Nil	42	..	6	1,73
Kulasekarapatnam Light	2' 0"	1936-37	43	..	43	21	Nil	21	Nil	Nil	64
		1937-38	42	..	42	21	Nil	21	..	..	63
Matheran Light	2' 0"	1936-37	65	13	78	11	Nil	11	Nil	12	1,01
		1937-38	63	11	74	12	Nil	12	..	12	97
Tempore-Balipara Light	2' 6"	1936-37	55	13	68	20	Nil	20	1	6	1,14
		1937-38	48	12	60	20	Nil	20	1	12	1,03
Trivellore Light	2' 0"	1936-37	1	†	1	†	†	†	†	†	1
		1937-38	1	†	1	†	†	†	†	†	1
Udaipur Chitorgarh	3' 3 1/2"	1936-37	4,98	63	5,60	2,55	4	2,59	4	9	3,33
		1937-38	5,21	49	5,70	2,68	4	2,72	4	6	3,54
Total Class III Railways	..	1936-37	30,56	2,79	33,35	19,21	29	19,50	18	1,08	65,31
		1937-38	32,48	2,62	35,10	19,74	39	19,13	16	1,04	66,30
Other items not included in the preceding heads.‡	..	1936-37	..	..	..	..	..	..	..	..	-3,44
		1937-38	..	..	..	..	..	..	..	..	-1,27
GRAND TOTAL	..	1936-37	(a) 30,56	(a) 2,79	33,35	(a) 19,21	(a) 29	19,50	18	1,08	65,31
		1937-38	32,48	2,62	35,10	19,74	39	19,13	16	1,04	66,30

† Information not furnished.

(a) Includes refunds in the case of Class I Railways for 1936-37.

‡ For details see foot-note in statement No. 6 for the year concerned.

‡ Revised figures.

†† This Railway has become the property of the Central Government under the Government of India Act 1954, with effect from 1-4-57.

7.—Details of Working Expenses of each Railway

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

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3' 3 1/2"	1936-37 .	28,06	15.51	29,70	16.40	11,12	6.15	..	..
		1937-38 .	30,41	16.25	31,46	16.81	11,95	6.38	..	..
Bengal and North-Western	3' 3 1/2"	1936-37 .	32,38	8.55	43,91	11.60	12,51	3.30	..	..
		1937-38 .	30,63	7.97	45,83	11.98	13,03	3.39	..	..
Bengal-Nagpur	5' 6"	1936-37 .	83,14	10.26	1,45,84	18.00	67,79	8.37	..	..
		1937-38 .	79,49	8.66	1,52,53	16.62	71,10	7.75	..	..
	2' 6"	1936-37 .	9,21	29.43	12,45	39.80	4,70	15.03	..	..
		1937-38 .	9,60	29.15	13,29	40.33	5,00	15.17	..	..
Bombay, Baroda and Central India.	5' 6"	1936-37 .	43,13	6.00	93,41	13.00	37,76	5.25	31,17	4.34
		1937-38 .	46,39	6.47	96,02	13.39	40,30	5.62	33,10	4.61
	3' 3 1/2"	1936-37 .	31,55	6.03	92,07	17.59	29,37	5.61	9,78	1.87
		1937-38 .	31,13	5.84	95,75	17.96	29,86	5.61	9,45	1.77
	2' 6"	1936-37 .	1,34	12.02	2,75	24.67	1,95	9.42	8	0.74
		1937-38 .	1,54	14.09	3,07	28.10	1,00	9.13	8	0.76
Burma	3' 3 1/2"	1936-37 .	42,39	11.45	69,46	18.76	15,46	4.18	..	..
		1937-38 .	..	..	..	..	..	..	..	..
Eastern Bengal	5' 6"	1936-37 .	49,08	12.90	70,34	18.50	28,81	7.56	..	..
		1937-38 .	51,00	13.40	73,04	19.20	28,62	7.54	..	..
	3' 3 1/2"	1936-37 .	18,85	9.05	30,92	14.80	16,14	7.75	..	..
		1937-38 .	18,95	8.84	31,34	14.60	16,66	7.77	..	..
	2' 6"	1936-37 .	20	16.10	55	45.30	10	8.35	..	..
		1937-38 .	20	15.60	58	44.40	9	6.70	..	..
East Indian	5' 6"	1936-37 .	1,32,75	6.78	2,86,07	14.61	1,14,58	5.85	..	..
		1937-38 .	1,53,37	7.25	3,19,97	15.13	1,33,33	6.30	..	..
Great Indian Peninsula	5' 6"	1936-37 .	91,01	6.63	2,01,69	14.69	77,23	5.63	71,37	5.20
		1937-38 .	90,00	6.69	2,13,62	15.87	81,90	6.09	73,18	5.44
	2' 6"	1936-37 .	1,30	15.08	1,90	22.04	51	5.92	..	..
		1937-38 .	1,17	14.30	1,71	21.00	66	8.05	..	..
Jodhpur	3' 3 1/2"	1936-37 .	10,02	8.22	17,68	14.51	5,88	4.83	..	..
		1937-38 .	10,29	8.12	18,08	14.27	5,39	4.26	..	..

*Figures not furnished due to separation.

system for the years 1936-37 and 1937-38. (In thousands of rupees.)

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

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Appropriation to Depreciation Reserve fund.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I.
5.24	2.90	21.44	11.85	12.22	6.75	9.06	5.00	39.94	22.07	156.78	86.63	Assam-Bengal.
4.98	2.66	22.12	11.82	12.41	6.63	8.73	4.67	39.78	21.26	1,61.84	86.48	
6.61	1.75	33.56	8.86	16.36	4.32	7.71	2.04	323.97	6.33	1,77.91	46.75	Bengal and North Western.
7.28	1.89	35.32	9.19	16.16	4.20	7.67	2.00	327.42	7.14	1,83.34	47.71	
7.09	0.87	1,03.92	12.33	47.23	5.84	46.33	5.72	1,20.31	14.85	6,21.79	76.74	Bengal-Nagpur.
7.22	0.79	1,03.39	11.26	50.01	5.45	48.29	5.26	1,20.33	13.11	6,32.36	68.90	
		7.05	22.53	2.14	10.03	1.50	4.79	2.27	29.63	47.32	151.24	Bombay, Baroda and Central India.
		6.65	20.20	3.26	9.90	1.55	4.70	9.39	28.51	42.74	147.96	
		71.01	9.33	29.08	4.05	27.17	3.72	84.65	11.73	4,17.38	53.08	Bombay, Baroda and Central India.
		71.80	10.01	28.92	4.03	28.32	3.95	84.64	11.80	4,29.49	59.88	
		43.50	8.31	23.93	4.57	17.50	3.35	37.67	7.20	2,35.37	54.53	Bombay, Baroda and Central India.
		46.39	8.71	23.90	4.49	18.99	3.57	37.74	7.09	2,93.21	55.06	
		1.34	12.96	55	4.88	5	0.56	53	5.29	7.75	69.35	Burma.
		1.37	12.53	53	4.79	17	1.57	53	5.32	8.34	76.29	
1.41	0.33	42.25	11.42	13.55	5.01	16.99	4.53	58.19	16.72	2,64.52	71.45	Burma.
		60.49	15.99	23.23	6.10	24.98	6.56	56.98	15.00	3,13.91	32.40	Eastern Bengal.
		62.87	16.60	25.08	6.61	23.94	6.31	56.88	15.00	3,21.43	34.70	
4.22	2.02	23.23	13.69	11.51	5.53	10.76	4.82	23.99	13.90	1,43.98	71.59	Eastern Bengal.
4.35	2.03	28.10	13.16	12.49	5.83	9.87	4.61	23.80	13.40	1,50.56	70.20	
		20	16.20	7	6.10	5	4.05	12	9.72	1.29	105.90	East Indian.
		20	15.50	7	5.93	5	3.88	12	9.30	1.29	101.30	
1.66	0.09	2,32.50	11.87	80.51	4.11	91.12	4.64	2,45.44	12.53	11,34.63	60.43	East Indian.
2.09	0.10	2,40.31	11.36	84.47	4.00	92.30	4.36	2,46.17	11.64	12,72.01	60.14	
		1,36.90	9.97	57.81	4.21	45.19	3.29	1,91.72	13.96	3,72.92	63.53	Great Indian Peninsula.
		1,31.16	9.75	61.25	4.55	53.70	3.99	1,90.96	14.19	3,95.77	66.57	
		68	7.89	5	0.53	19	1.04			4.54	52.55	Jodhpur.
		62	7.55	4	0.49	7	0.94			4.27	52.33	
		9.90	8.12	6.55	5.37	6.51	5.34	38.52	7.24	66.26	53.63	Jodhpur.
		10.95	8.65	6.18	4.88	6.99	5.52	37.90	6.24	65.78	51.94	

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

	1931-37	1937-38
B. & N. W. Railway (coy.'s portion)	Ra. 7.39	Ra. 10.74
Jodhpur Railway (Darbar lines)	Ra. 6.96	Ra. 5.97

7.—Details of Working Expenses of each Railway

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

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotives Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—concl.										
Madras and Southern Mahratta.	5' 6"	1936-37.	29,81	6.87	84,35	19.40	18,56	4.27	..	..
		1937-38.	27,73	6.18	91,49	20.40	23,15	5.15	..	..
	3' 3½"	1936-37.	29,26	9.09	92,57	19.40	12,72	3.95	..	..
		1937-38.	27,79	9.01	98,55	22.20	12,53	4.07	..	..
Nizam's State.	5' 6"	1936-37.	9,56	6.52	17,05	11.63	5,15	3.52	..	..
		1937-38.	10,49	6.61	17,38	10.95	5,35	3.37	..	..
	3' 3½"	1936-37.	8,91	10.84	11,56	14.05	3,55	4.31	..	..
		1937-38.	8,45	9.78	11,88	13.75	3,81	4.17	..	..
North Western (Commercial).	5' 6"	1936-37.	1,12,74	7.08	2,72,40	17.11	95,41	5.99	..	..
		1937-38.	1,07,70	6.88	3,04,90	19.46	1,01,72	6.50	..	..
	2' 6"	1936-37.	6,14	20.07	11,16	36.45	4,14	13.52	..	..
		1937-38.	5,81	17.65	12,63	38.35	4,00	12.14	..	..
North Western (Military).	5' 6"	1936-37.	31,42	23.88	48,17	36.60	11,73	8.92	..	..
		1937-38.	25,54	18.45	53,44	38.59	11,74	8.48	..	..
	2' 6"	1936-37.	3,33	66.96	3,59	62.80	85	14.94	..	..
		1937-38.	3,71	57.89	4,17	65.22	71	11.10	..	..
North Western (Total)	..	1936-37.	1,54,13	8.76	3,35,32	19.05	1,12,13	6.37	..	..
		1937-38.	1,42,76	8.19	3,75,04	21.51	1,18,17	6.76	..	..
Rohilkund and Kumaon.	3' 3½"	1936-37.	5,71	7.59	10,07	13.39	2,43	3.24	..	..
		1937-38.	5,93	7.89	11,52	15.32	2,59	3.44	..	..
South Indian	5' 6"	1936-37.	†	†	†	†	†	†	..	..
		1937-38.	†	†	†	†	†	†	..	..
	3' 3½"	1936-37.	‡40,37	‡7.51	‡1,12,36	‡20.90	‡22,24	‡4.14	3.93	0.73
		1937-38.	‡41,55	‡7.42	‡1,20,11	‡21.46	‡20,65	‡3.69	4.40	0.70
	2' 6"	1936-37.	†	†	†	†	†	†	..	..
		1937-38.	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	1936-37.	3,52,16	8.17	17,32,02	16.60	5,99,79	6.75	1,16,33	1.1
		1937-38 (a)	3,18,87	7.91	17,92,24	17.31	6,24,94	6.03	1,20,21	1.1

† Included with 3' 3½" gauge.

‡ Includes 5' 6" and 3' 6" Gauges.

(a) Exclusive of Burma Railways due to separation.

System for the years 1936-37 and 1937-38. (In thousands of rupees.)—contd.

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

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Appropriation to Depreciation Reserve Fund.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
--	--	37.39	8.61	21.48	4.94	20.77	4.78	55.74	12.80	2,68.08	61.70	Class I—consolid.
--	--	38.20	8.51	23.50	5.23	22.06	4.91	55.70	12.40	2,81.82	62.80	
4.63	1.43	33.73	10.50	17.29	5.37	12.86	4.00	33.04	10.30	12,06.10	64.00	
5.11	1.66	32.75	10.60	18.23	5.91	13.33	4.32	33.14	10.80	12,11.43	68.60	Madras and Southern Mahratta.
--	--	10.56	7.20	8.38	5.72	4.50	3.13	10.59	7.23	65.88	44.95	
--	--	11.15	7.02	8.12	5.12	3.93	2.48	11.42	7.20	67.84	42.75	Nizam's State.
--	--	8.14	9.90	7.12	8.65	3.35	4.07	16.36	7.73	48.99	59.56	
--	--	8.30	9.60	6.90	8.09	2.92	3.38	16.68	7.73	48.82	56.50	
--	--	1,60.17	10.06	71.25	4.47	55.67	3.63	1,76.81	11.10	9,47.45	59.49	
--	--	1,53.01	9.77	76.32	4.87	59.86	3.82	1,77.08	11.31	9,80.49	62.61	North Western (Commercial).
--	--	5.47	17.86	1.45	4.74	1.33	5.98	11.40	37.24	41.59	135.86	
--	--	5.56	16.89	1.59	4.82	1.97	5.96	11.33	34.40	42.89	130.21	
--	--	19.95	15.16	11.71	8.90	8.42	6.40	52.38	39.80	1,83.78	139.66	North Western (Military).
--	--	19.47	14.06	11.73	8.47	7.04	5.08	52.03	37.58	1,80.99	130.71	
--	--	2.17	38.00	.97	16.97	.46	5.13	4.29	75.20	16.16	283.00	North Western (Total).
--	--	1.89	29.69	.97	15.12	.47	7.30	4.30	67.12	16.22	253.34	
--	--	1,87.76	10.66	85.38	4.35	69.38	3.94	2,44.88	13.91	11,88.98	67.54	Rohilkhand and Kumaon.
--	--	1,79.93	10.32	90.61	5.20	69.34	3.97	2,44.74	14.03	12,20.59	70.00	
--	--	4.69	6.25	4.44	5.91	1,72	2.23	35.45	7.25	34.51	45.91	South Indian.
--	--	4.90	6.51	4.68	6.23	1.66	2.21	16.41	6.53	37.69	50.13	
†	†	†	†	†	†	†	†	†	†	1,05.51	56.28	TOTAL CLASS I RAILWAYS.
†	†	†	†	†	†	†	†	†	†	1,11.69	57.33	
12.85	10.53	149.87	19.23	130.20	15.62	127.45	15.10	175.78	14.09	2,54.60	73.24	TOTAL CLASS I RAILWAYS.
12.86	10.51	151.19	19.13	130.33	15.42	128.17	15.03	176.12	13.60	2,58.93	71.51	
†	†	†	†	†	†	†	†	†	†	4.94	193.73	TOTAL CLASS I RAILWAYS.
†	†	†	†	†	†	†	†	†	†	4.76	163.57	
33.71	6.32	11,25.16	10.78	6,05.12	4.84	4,44.36	4.26	13,35.10	12.83	67,47.95	64.66	TOTAL CLASS I RAILWAYS.
33.89	6.33	10,87.66	10.50	5,07.24	4.90	4,42.04	4.27	12,84.92	12.41	67,12.01	64.82	

† Included with 3' 3 1/4" gauge.

‡ Includes 5' 6" and 2' 6" gauges

¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13.

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

1936-37. 1937-38.
 Nizam's State Ry. (H. E. H.'s Govt. lines) Ra. 16, 19 (B.G. Ra. 10, 29 & M.G. Ra. 5, 90) Ra. 17, 34 (B. G. Ra. 11, 12) & M. G. Ra. 6, 22
 R. & K. Ry. (Coy. a. portion).....Ra. 1, 23 .. Ra. 2, 17.

7.—Details of Working Expenses* of each Railw

Railways System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barai Light	2' 6"	1936-37 .	1,54	10.06	3,42	22.26	68	4.44	..	..
		1937-38 .	1,54	8.39	3,36	18.20	65	3.50	..	..
Bengal Doars	3' 3½"	1936-37 .	3,41	19.72	1,06	9.60	83	4.80	..	..
		1937-38 .	3,09	15.88	2,02	10.35	79	4.04	..	..
Bhavnagar State	3' 3½"	1936-37 .	3,99	12.03	6,35	19.15	1,69	5.08	..	..
		1937-38 .	3,62	11.76	7,14	23.17	1,82	5.91	..	..
Bikaner State	3' 3½"	1936-37 .	6,21	15.76	9,54	24.21	3,40	8.63	..	..
		1937-38 .	6,88	15.25	10,19	22.67	3,49	7.72	..	..
Darjeeling-Himalayan†	2' 0"	1936-37 .	2,14	11.92	3,35	18.66	1,69	9.42	..	..
		1937-38 .	2,57	15.34	3,42	20.42	1,57	9.38	..	..
Dibru-Sadiya	3' 3½"	1936-37 .	2,45	13.02	4,08	21.68	2,31	12.27	..	..
		1937-38 .	2,23	10.51	4,14	19.52	1,85	8.72	..	..
Gaekwar's Baroda State.	3' 3½"	1936-37 .	3,64	16.57	4,84	22.07	1,59	7.27	..	..
		1937-38 .	4,04	17.79	5,41	23.87	1,08	4.79	..	..
	2' 6"	1936-37 .	5,72	24.24	4,29	18.16	1,74	7.40	..	..
		1937-38 .	5,36	23.28	4,04	17.54	1,98	8.39	..	..
Gondal‡	3' 3½"	1936-37 .	3,37	12.82	3,37	14.70	1,07	4.08	..	..
		1937-38 .	4,31	14.91	3,44	11.02	1,43	4.92	..	..
Jaipur State .	3' 3½"	1936-37 .	1,80	14.52	2,01	16.22	85	6.87	8	0.61
		1937-38 .	3,23	24.27	2,15	16.10	62	4.67	19	1.44
Jamnagar Dwarka	3' 3½"	1936-37 .	1,43	10.86	2,76	21.00	69	5.25	..	..
		1937-38 .	2,07	13.88	2,36	15.82	73	4.92	..	..
Junagad State	3' 3½"	1936-37 .	2,41	†13.31	3,02	16.69	1,07	5.89	..	..
		1937-38 .	2,32	12.05	3,33	17.81	81	4.21	..	..
Morvi	3' 3½"	1936-37 .	—33	—1.81	3,51	19.33	36	4.75	..	..
		1937-38 .	76	3.97	2,72	14.15	95	4.96	..	..
Mysore	3' 3½"	1936-37 .	4,93	16.47	10,19	33.99	2,01	6.69	..	..
		1937-38 .	5,69	14.26	12,90	32.34	2,25	5.66	..	..
	2' 6"	1936-37 .	47	16.27	99	34.01	20	6.87	..	..
		1937-38 .	49	15.90	1,04	34.23	20	6.27	..	..
3' 0"	1936-37 .	6	16.78	12	31.27	3	6.67	..	..
	1937-38 .	6	15.06	12	33.63	3	5.90	..	..
Shahdara (Delhi) Saharanpur Light.	2' 6"	1936-37 .	1,59	16.50	1,31	13.60	23	2.30	..	..
		1937-38 .	1,10	10.34	1,40	13.21	59	5.57	..	..
TOTAL CLASS II RAILWAYS	..	1936-37 .	44,83	14.07	65,31	20.50	20,94	6.57	8	0.03
		1937-38 .	49,36	14.22	69,18	19.93	20,78	5.98	19	0.06

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Porbandar State Railway.
† Revised figures.

System for the years 1936-37 and 1937-38. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
		1,48	9.64	2,87	18.68	88	5.74	10,87	70.89	} CLASS II.
		1,52	8.23	2,74	14.86	77	4.18	10,58	57.36		} Barid Light.
21	1.22	2,20	12.73	2,06	11.92	61	3.53	10,93	63.62	} Rangal Doara.
19	0.96	2,19	11.23	2,22	11.37	1,17	6.00	11,67	59.82		} Bhavnagar State.
		4,42	13.32	2,40	7.24	77	3.32	10,62	59.14	} Bikaner State.
		4,20	13.63	2,38	7.65	96	3.11	20,10	65.23		} Darjeeling Himalayan.‡
		4,09	10.37	2,89	7.33	1,37	3.48	27,60	69.78	} Dibru-Sadiya.
		4,17	9.23	2,77	6.15	1,68	3.73	20,18	64.64		} Gaskwar's Baroda State.
		2,23	12.42	1,56	8.69	98	5.46	11,95	66.57	} Gondal.‡
		2,35	14.03	1,50	8.95	1,02	6.09	12,43	74.21		} Jaipur State.
		1,99	10.57	1,56	8.29	13	0.69	12,62	66.62	} Jamnagar Dwarka.
		1,96	9.24	1,50	7.07	9	0.43	11,77	55.49		} Junagad State.
		2,72	12.33	1,14	5.18	36	1.60	14,23	65.07	} Morvi.
		2,89	12.72	1,25	5.50	37	1.62	15,04	66.29		} Mysora.
		3,06	12.07	1,46	6.17	44	1.86	16,71	70.79	} Shahdara (Delhi) Sahasrapur Light.
		3,02	13.14	1,49	6.46	40	1.75	16,24	70.56		} TOTAL CLASS II RAILWAYS.
		2,43	9.22	1,34	5.08	41	1.55	12,49	47.45	}
		1,24	4.31	1,14	3.93	40	1.37	11,95	41.36	
		79	6.35	77	6.18	12	1.01	6,42	61.82	}
		78	5.82	84	6.33	16	1.23	7,07	59.86	
		1,42	10.76	97	7.41	37	2.77	7,64	58.03	}
		1,45	0.67	87	5.81	85	2.34	7,83	52.44	
		1,91	10.55	95	5.25	40	2.22	9,76	53.91	}
		1,95	10.13	1,00	5.17	42	2.19	9,63	51.06	
		1,74	9.57	80	4.42	3,78	20.20	10,36	57.06	}
		1,62	8.40	83	4.29	2,92	15.19	9,80	50.06	
		4,31	14.40	2,38	7.95	1,19	3.98	25,01	33.48	}
		5,77	14.47	2,70	6.78	1,35	3.37	20,66	76.88	
		42	14.40	23	3.00	11	3.82	2,42	33.37	}
		45	14.61	22	7.16	10	3.47	2,50	31.84	
		8	14.44	3	3.07	2	4.32	31	31.55	}
		6	15.30	3	7.20	1	3.09	21	30.18	
		83	9.70	57	5.99	22	2.30	4,85	50.29	}
		96	9.00	57	5.38	23	2.19	4,85	45.69	
21	9.07	36,19	11.30	23,98	7.52	12,15	3.81	2,03,69	63.93	}
19	0.06	36,58	10.54	24,03	6.92	12,40	3.57	2,12,71	61.28	

HICRA acts.

‡ Includes the Darjeeling Himalayan Extension Railway.

‡ Includes the Porbandar State Railway.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2' 6"	1936-37	29	24.29	24	27.98
		1937-38	27	26.86	27	26.96
Arrah-Sasaram Light	2' 6"	1936-37	59	17.90	82	25.00
		1937-38	57	16.58	89	25.98
Bankura-Damoodar River	2' 6"	1936-37	33	28.62	36	31.61
		1937-38	37	30.98	41	34.01
Baraset-Basirhat Light	2' 6"	1936-37	1,07	25.40	1,22	28.99
		1937-38	85	17.18	1,42	28.67
Bengal Provincial	2' 6"	1936-37	20	20.63	35	36.15
		1937-38	21	19.15	40	37.98
Bukhtiarpur-Bihar Light	2' 6"	1936-37	75	26.70	68	29.70
		1937-38	65	26.98	60	24.93
Burdwan-Katwa	2' 6"	1936-37	27	24.30	38	33.41
		1937-38	28	22.05	38	28.84
Cutch State	2' 6"	1936-37	34	13.57	66	26.40
		1937-38	40	15.68	74	28.87
Devi-Rohtas Light	2' 6"	1936-37	29	17.47	71	43.43
		1937-38	33	18.95	52	29.85
Dhulpur State	2' 6"	1936-37	22	13.86	69	43.94
		1937-38	10	5.50	67	37.06
Fatwah-Jalampur	2' 6"	1936-37	45	50.10	23	25.34
		1937-38	38	33.87	31	27.61

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

System for the years 1936-37 and 1937-38. (In thousands of rupees.)—contd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
8.	9.	10.	11.	12.	13.	14.	15.	16.
								CLASS III.
22	26.34	19	22.57	2	2.43	96	113.66	Ahmadpur-Katwa.
24	23.99	17	17.66	2	2.03	97	97.55	
44	13.50	33	10.00	9	3.00	2,27	69.30	Arrah-Sasaram Light.
44	12.77	33	9.43	10	3.03	2,33	67.79	
23	20.11	23	24.33	4	3.29	1,24	106.45	Bankura-Dumoodar River.
25	21.04	23	23.85	3	3.07	1,34	113.95	
1,04	24.60	42	9.90	13	4.40	3,93	93.20	Baraset-Basirhat Light.
1,02	20.54	43	8.56	23	4.55	3,95	79.50	
20	21.23	16	16.44	1	1.69	92	96.11	Bengal Provincial.
20	18.76	16	15.09	1	1.10	93	92.06	
46	16.20	27	9.70	10	3.30	2,16	76.60	Bukhtiarpur-Bihar Light.
40	16.67	28	11.78	9	3.53	2,02	83.87	
27	23.99	22	20.01	3	3.60	1,17	104.32	Burdwan-Katwa.
29	22.80	22	17.20	3	3.41	1,20	96.20	
26	10.49	20	7.93		0.06	1,46	55.50	Cutch State.
26	10.34	22	8.48		0.07	1,63	63.44	
19	11.55	18	10.73	4	3.44	1,41	35.62	Dehri-Rohtas Light.
19	11.01	12	6.51	4	3.40	1,20	69.81	
16	10.47	17	10.75	1	0.50	1,25	79.53	Dholpur-State.
16	8.79	19	10.64	1	0.47	1,13	62.63	
19	21.30	15	17.00	3	3.10	1,05	117.30	Futwah-Islampur.
21	18.72	15	13.81	4	3.30	1,09	97.22	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—concl.						
Gwalior Light	2' 0"	1936-37	1,13	11-38	3,25	34-17
		1937-38	1,06	12-44	3,42	40-14
Howrah Amta Light	2' 0"	1936-37	1,43	17-20	1,92	23-00
		1937-38	1,09	12-54	2,32	26-69
Howrah-Sheakhala Light	2' 0"	1936-37	47	24-10	39	20-30
		1937-38	45	23-20	38	20-25
Jagadhri Light	2' 0"	1936-37	2	9-43	5	30-01
		1937-38	1	7-80	6	38-45
Jorhat (Provincial)†	2' 0"	1936†	31	27-60	57	50-61
		1937†	29	29-59	52	53-23
Kalighat-Falta	2' 6"	1936-37	26	16-22	57	35-04
		1937-38	32	18-39	69	40-15
Kulasekarepatnam Light	2' 0"	1936-37	19	29-62	89	138-13
		1937-38	21	34-30	28	44-12
Matheran Light	2' 0"	1936-37	17	16-83	21	20-30
		1937-38	19	19-59	29	30-41
Tespore-Balipare	2' 6"	1936-37	17	10-72	46	29-89
		1937-38	12	7-52	43	26-25
Trivellore Light	2' 0"	1936-37		17-60	2	142-62
		1937-38		15-99	1	143-67
Udaipur-Chitorgarh	3' 3½"	1936-37	1,15	13-84	3,35	40-24
		1937-38	1,53	17-06	2,97	34-71
TOTAL CLASS III RAILWAYS		1936-37	10,10	18-29	17,92	32-46
		1937-38	9,68	17-19	17,98	31-94

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Figures are in respect of the calendar year.
‡ See explanation on page 61.

System for the years 1936-37 and 1937-38. (In thousands of rupees.)—conold.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
								CLASS III—conold.
71	7.47	54	5.63	43	4.53	6.06	63.73	} Gwalior Light.
70	8.23	59	6.03	37	4.34	6.14	72.07	
1,59	19.10	55	6.50	48	5.50	4.95	71.30	} Howrah Amta Light.
1,00	18.37	58	6.65	46	5.31	6.05	60.58	
42	21.70	21	10.80	10	5.10	1.59	31.30	} Howrah-Sheakhala Light.
42	22.31	23	12.40	11	5.80	1.59	33.96	
3	19.20	3	11.75	3	9.75	14	30.14	} Jagadhri Light.
4	22.54	2	13.61	1	8.43	14	30.83	
44	39.04	13	11.64	4	3.36	1.49	132.25	} Jorhat (Provincial)‡
44	45.34	12	12.33	4	4.05	1.41	144.53	
31	19.54	26	16.31	7	4.14	1.47	93.15	} Kailghat-Falta.
35	20.12	27	15.72	8	4.38	1.71	98.76	
10	16.53	3	4.41	..	..	1.21	133.69	} Kulsakarapatnam Light.
13	20.39	3	4.40	..	..	65	103.21	
9	8.91	13	12.37	9	9.40	69	63.31	} Matheran Light.
9	9.23	16	10.40	6	5.67	70	81.44	
32	20.95	22	14.03	3	3.12	1.20	77.71	} Tanjore-Ballpara.
34	20.56	22	13.42	3	1.06	1.14	60.71	
1	113.99	1	44.01	..	9.05	4	332.27	} Trivellore Light.
1	90.25	1	90.71	..	63.91	3	405.53	
1,06	12.69	43	5.73	16	1.87	6.20	74.42	} Udaipur-Chitorgarh.
1,13	13.17	58	6.78	18	2.15	6.39	74.77	
3,74	15.83	5,15	9.33	1,95	3.53	43.56	79.44	} TOTAL CLASS III RAILWAYS.
3,91	15.82	5,36	9.52	1,94	3.45	43.87	77.92	

‡ With effect from 1-4-1937, this railway has become the property of the Central Government under the Government of India Act, 1935.

STATISTICAL STATEMENTS.

8.—Mileage Statements

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1933.				TRACK MILEAGE OPEN ON 31st MARCH 1933.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam Bengal—	3' 3 1/2"	1-7-95	1,123-93	2-50	..	1,131-43	1,133-93	232-99	18-95	1,385-87
	Chaparmukh-Siliguri	3' 3 1/2"	30-3-20	50-81	..	..	50-81	50-81	4-12	..	54-93
	Katakhal Lalabazar	3' 3 1/2"	1-4-33	23-49	..	..	23-49	23-49	1-03	..	24-52
	Mymensingh-Bhairab Bazar	3' 3 1/2"	20-3-17	99-82	..	..	99-82	99-82	18-84	0-36	119-02
	Total—1			1,303-05	2-50	..	1,305-55	1,308-05	256-98	19-31	1,584-34
2	Bengal and North-Western	3' 3 1/2"	2-4-84	1,269-05	..	..	1,269-05	1,269-05	280-14	39-25	1,588-44
	Mashrak-Thane	3' 3 1/2"	12-1-31	39-32	..	..	39-32	39-32	4-64	1-95	45-91
	Tinchoot	3' 3 1/2"	1-11-75	802-33	10-05	..	812-38	822-43	206-76	22-64	1,051-83
	Total—2			2,110-70	10-05	..	2,120-75	2,130-80	491-54	63-84	2,685-18
3	Bengal-Nagpur	5' 6"	27-11-33	2,157-23	254-84	..	2,412-07	2,666-91	641-46	155-43	3,463-80
	Central India Coal-fields.	5' 6"	17-6-28	53-84	..	..	53-84	53-84	4-44	2-21	60-49
	Mayurbhanj	2' 6"	30-1-05	70-64	..	..	70-64	70-64	3-61	0-10	74-35
	Parlakimedi Light	2' 6"	1-4-00	56-30	..	..	56-30	56-30	1-83	1-42	59-55
	Purulia-Ranchi	2' 6"	15-11-07	116-54	..	..	116-54	116-54	11-30	0-05	127-89
	Raipur-Dhamra	2' 6"	10-9-00	56-94	..	..	56-94	56-94	4-88	0-65	61-47
	Satpura	2' 6"	18-4-03	625-92	..	..	625-92	625-92	61-72	11-83	699-53
	Total—3			2,137-41	254-84	..	2,392-25	2,647-09	729-24	171-74	4,548-07

for the year 1937-38.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
13	14	Section.	Miles.	Section.	Miles.	19	20
..	State line.	Assam Bengal—
..	} Branch lines under guarantee terms.†	Chaparmukh-Silghat.
..		Katakhal-Lalabasa.
..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
..		Total—1.
..	Line subsidised by the Government of India.*	Bengal and North-Western—
..	} State line.	Mashrak-Thana.
..		Tirhoot.
..		Total—2.
..	State line.	Bengal Nagpur—
..	State line.	Central India Coal-fields.
..	Branch line under rebate terms.	Mayurbhanj.
..	Unassisted company's line.	Parikimedi Light.
..	} State line.	Purulia-Banohi.
..		Raipur Dhamard.
..		Setpura.
..		Total—3.

* Receives 1 and only from Government.
 (a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown. (b) Lines technically under construction but on whose work has been suspended or held in abeyance indefinitely, are not shown.
 † Guaranteed by the Govt. of India & also receives a subsidy from the Assam Government.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1938.				TRACK MILEAGE OPEN ON 31st MARCH 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5' 0"	10-2-80	775-04	240-82	*19-44	1,035-80	1,334-18	351-18	98-24	1,781-60
	Nagda-Ujjain	5' 6"	15-7-98	34-79	..	..	34-79	34-79	4-49	1-01	40-29
	Gaekwar's Petlad	5' 6"	5-5-90	21-42	..	..	21-42	21-42	1-28	2-45	25-15
	Tarapur-Cambay State	5' 6"	20-8-01	12-35	..	..	12-35	12-35	1-48	2-38	16-21
	Tapti Valley	5' 6"	1-12-98	155-72	..	..	155-72	155-72	7-87	4-08	167-64
	Bombay, Baroda and Central India.	3' 3½"	14-2-73	1,876-12	2-82	..	1,878-94	1,881-70	390-51	26-77	2,299-04
	Ahmedabad-Parantij	3' 3½"	1-5-97	88-73	..	..	88-73	88-73	8-70	1-49	98-02
	Dhruvagram	3' 3½"	1-6-98	40-28	..	..	40-28	40-28	5-24	13-30	58-82
	Palanpur State	3' 3½"	8-11-93	17-11	..	..	17-11	17-11	1-47	..	18-58
	Bombay, Baroda and Central India.	2' 6"	23-11-14	72-28	..	..	72-28	72-28	4-90	2-32	80-50
	Champaner-Shivrajpur-Pani Light	2' 6"	2-3-11	30-68	..	..	30-68	30-68	3-90	2-07	37-65
	Godhra-Lunavada	2' 6"	4-2-13	25-49	..	..	25-49	25-49	1-81	0-85	26-15
	Nadiad-Kapadvanj	2' 6"	5-3-13	28-18	..	..	28-18	28-18	2-48	1-39	33-05
	Rajpipla State	3' 6"	1-7-97	58-37	..	..	58-37	58-37	3-70	1-19	63-26
	Piplod-Devgad Baria	3' 6"	1-1-29	9-52	..	..	9-52	9-52	0-54	1-03	11-09
	Total—4			3,246-08	243-64	19-44	3,509-16	3,810-86	790-55	158-54	4,759-95

for the year 1937-38—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	State line.	Bombay, Baroda and Central India—
..	} Indian State lines.	Nagda-Ujjain.
..		Gackwar's Petlad.
..		Tarapur Cambay State.
..		Tapti Valley.
..	Branch line under rebate terms.	
..	State line.	Bombay, Baroda and Central India—
..	Branch line under rebate terms.	Ahmedabad-Parantij
..	Indian State line.	Dhruvadra.
..	Indian State line.	Palanpur State.
..	State line.	Bombay, Baroda and Central India.
..	} Branch lines under rebate terms.	Champaner-Shivrajpur-Pantl. Lgh.
..		Godhra-Lunavad.
..		Nadiad-Kapadvanj.
..	} Indian State lines.	Rajpipla State.
..		Piplod-Devgad Baris.
..		Total—4.

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

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

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1933.				TRACK MILEAGE OPEN ON 31st MARCH 1933.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Eastern Bengal	5' 6"	2-1-02	677.58	146.18	22.60 (quad-ruple).	846.31	1,080.24	490.75	41.32	1,582.31
	Sara-Sirajganj	5' 6"	1-7-18	54.22	..	..	54.22	54.22	25.28	..	79.50
	Eastern Bengal	3' 3 1/2"	23-8-77	1,031.75	7.29	..	1,039.04	1,046.33	303.53	10.44	1,360.30
	Cooch Behar State	3' 3 1/2"	15-9-23	33.09	..	..	33.09	33.09	2.42	..	35.51
	Eastern Bengal	2' 6"	18-7-81	17.14	..	..	17.14	17.14	1.28	..	18.42
	Khulna-Bagerhat Light	2' 6"	10-6-18	19.75	..	..	19.75	19.75	1.95	..	21.70
	Total—5			1,833.53	153.42	22.60	2,009.55	2,230.77	815.21	51.76	3,097.74
6	East Indian—	5' 6"	15-8-54	†3,212.21	943.88	†61.12	4,217.21	5,321.24	(a)1,730.48	178.47	7,230.19
	Hardwar-Delra	5' 6"	1-2-00	32.04	..	..	32.04	32.04	5.73	0.36	38.13
	South Bihar	5' 6"	5-7-09	75.82	..	..	75.82	75.82	8.58	0.38	82.78
	Cawnpore-Burhwal link	3' 3 1/2"	24-11-26	(a)65.73	..	..	(a) 65.73	(a) 65.73	14.17	1.69	81.59
	Total—6			3,385.80	943.88	61.12	4,390.80	5,494.83	1,756.96	180.90	7,432.69
7	Great Indian Peninsula (b) (f)	5' 6"	18-4-53	2,357.37	775.52	82.74 (quad-ruple)	3,165.63	4,039.87	941.89	156.84	5,138.10
	Bhopal-Itarsi (Jointly owned by State and Indian State.)	5' 6"	1-11-84	56.64	..	..	56.64	56.64	23.99	0.18	80.81
	Bhopal-Ujjain	5' 6"	11-11-25	113.46	..	..	113.46	113.46	9.19	1.52	124.17
	Sina-Gooma-Baran	5' 6"	23-9-25	147.07	..	..	147.07	147.07	10.06	..	157.13
	Darwha-Pusad	2' 6"	15-12-31	42.80	..	..	42.80	42.80	2.34	0.36	45.50
	Dhond-Baramati	2' 6"	20-5-14	27.30	..	..	27.30	27.30	1.19	0.50	28.99
	Ellichpur-Yeastmal	2' 6"	1-12-13	117.81	..	..	117.81	117.81	5.77	2.64	126.22
	Pachora-Jamner	2' 6"	1-4-13	34.62	..	..	34.62	34.62	1.97	0.89	37.48
	Pulgaon-Arvi	2' 6"	25-9-17	21.83	..	..	21.83	21.83	1.13	0.24	23.20
	Total—7			2,918.90	775.52	82.74	3,727.16	4,800.90	997.53	163.17	5,761.60

† Includes 16.79 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Burhwal and Barabanki.

‡ 30.54 miles treble, 25.60 miles quadruple, 4.01 miles quintuple, 0.08 miles sextuple and 0.89 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2.18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, viz., 12.26 miles) and Cawnpore-Banda Railways.

(c) Includes 1.59 miles of Traverser track and 1.21 miles of Crane Path in Lilloah Workshops.

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

B. B. & C. I. Railway	1.665 miles of 3' 3 3/8" Gauge in Agra Area.
M. & S. M. Railway	0.064 miles of 3' 3 3/8" Gauge at Ghorpuri.
G. L. Railway	0.998 miles of 2'-0" Gauge at Gwalior.
B. N. Railway	1.070 miles of 2'-6" Gauge at Jubbulpore.
B. B. & C. I. Railway	2.259 miles of Mixed Gauge in Agra Area.

There are about 3.61 miles of Tram Lines (2'-0" Gauge) used for facilitating the conveyance of Departmental stores, etc., which have not been included.

for the year 1937-38—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	State line.	Eastern Bengal—
..	Branch line under rebate terms.	Sara-Sirajganj.
..	State line.	Eastern Bengal.
..	Indian State line. *	Cooch Behar State.
..	State line.	Eastern Bengal.
..	Branch line under rebate terms.	Khulna-Bagurhat light.
..		Total—5.
..	State line.	East Indian—
..	Branch line under guarantee terms.	Hardwar-Dehra.
..	State line. †	South Bihar.
..	State line. ‡	Cawnpore Burhwal link.
..		Total—6.
..	State line.	Great Indian Peninsula (b)—
..	} Indian State lines.	Bhopal-Itarsi (Jointly owned by State and Indian State). Bhopal-Ujjain.
..		Bina-Coona-Baran.
..	State line.	Darwah Pund.
..	} Branch lines under rebate terms.	Dhond-Baramati.
..		Killeshpur-Yectmal.
..		Pachora-Jamner.
..		Palgana-Arvi.
..		Total—7.

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

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

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

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

8.—Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1938			TRACK MILEAGE OPEN ON 31ST MARCH 1938.				
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total
1	2	3	4	5	6	7	8	9	10	11	12
8	Jodhpur—	3' 3½"	24-6-32	766-94	..	..	766-94	766-94	105-80	13-27	886-01
	Jodhpur Hyderabad (British Section).	3' 3½"	18-3-32	238-52	..	..	238-52	238-52	49-47	5-11	293-10
	MirpurKhas-Khadro	3' 3½"	1-1-12	49-50	..	..	49-50	49-50	3-91	1-50	54-91
	Total—8			1,054-96	..	..	1,054-96	1,054-96	159-18	19-88	1,234-02
9	Madras and Southern Mahratta—	5' 6"	1-7-56	1,067-22	48-17	3-71 (Quad-ruple).	1,119-10	1,178-40	330-07	10-08	1,518-50
	Kolar Gold-fields (M. S. Ry.).	5' 6"	1-6-94	9-88	..	..	9-88	9-88	2-68	3-10	15-66
	Tenali-Repalle	5' 6"	18-3-16	21-41	..	..	21-41	21-41	1-28	..	22-69
	Madras and Southern Mahratta	3' 3½"	24-3-84	1,659-18	1-15	..	1,660-33	1,661-48	248-64	4-70	1,914-82
	Alnavar-Dandeli (Provincial).	3' 3½"	1-2-19	19-12	..	..	19-12	19-12	1-96	..	21-08
	‡Bangalore Harihar (M. S. Ry.).	3' 3½"	11-8-84	210-49	..	..	210-49	210-49	30-46	..	240-95
	‡Bezwada Masulipatam	3' 3½"	4-2-08	51-80	..	..	51-80	51-80	9-05	0-08	60-83
	‡Hindupur (Yeovantpur Mysore Frontier) (M. S. Ry.).	3' 3½"	15-12-92	51-19	..	..	51-19	51-19	4-21	..	55-40
	Kolhapur State	3' 3½"	21-4-91	29-27	..	..	29-27	29-27	1-89	..	31-16
	Sangli State	3' 3½"	1-4-07	4-90	..	..	4-90	4-90	0-42	..	5-32
	West of India Portuguese	3' 3½"	17-1-87	51-04	..	..	51-04	51-04	22-70	1-58	75-32
	Total—9			3,175-50	49-32	3-71	3,228-53	3,228-96	653-36	19-49	3,961-83
10	Nizam's State—	5' 6"	9-10-74	330-18	..	..	330-18	330-18	64-16	11-39	405-73
	Bezwada Extension	5' 6"	10-2-39	21-47	..	..	21-47	21-47	1-53	..	23-00
	Kazipet-Balharshah	5' 6"	1-2-24	145-69	..	..	145-69	145-69	4-95	3-10	153-74
	Karepalli-Kothagudam	5' 6"	21-3-27	24-52	..	..	24-52	24-52	1-30	1-57	27-39
	Vikarabad-Birda	5' 6"	14-1-30 1-7-32	166-25	..	..	166-25	166-25	12-32	..	178-57
	Hingoli Branch	3' 3½"	15-5-12	50-31	..	..	50-31	50-31	0-88	..	51-19
	Hyderabad-Godavari Valley	3' 3½"	21-10-99	377-11	8-54	..	385-65	394-19	61-70	2-22	453-11
	Parbhani-Purli	3' 3½"	16-10-29	39-44	..	..	39-44	39-44	2-12	..	41-56
	Secunderabad-British Frontier	3' 3½"	1-2-16	138-80	9-28	..	148-08	157-36	16-00	0-05	173-41
	Dronachellam Kurool	3' 3½"	1-1-09	36-28	..	..	36-28	36-28	3-41	..	39-69
	Total—10			1,330-05	17-82	..	1,347-87	1,365-69	168-37	18-33	1,552-35

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

† Maintained by N. S. Ry. 20-25 Miles & by M. and S. M. Ry. 1-23 miles.

‡ Purchased by the Government of India from the District Board with effect from 4th February 1933.

§ The working of these lines has been transferred to the Mysore State Railway with effect from 1st January, 1933.

for the year 1937-38—contd.
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (b)		UNDER CONSTRUCTION. (c)			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	Indian State line.	Jodhpur—
..	State line.	Jodhpur Hyderabad (British Section).
..	Line subsidised by the Government of India (a).	Mirpur Khas-Khadro.
..		Total—6.
..	State line.	Madras and Southern Mahratta—
..	Indian State line.	Kolar Gold-fields, (M. S. Ry.)
..	District Board line.	Tenali-Repalle.
..	} State lines.	Madras and Southern Mahratta.
..		Alnavar-Dandell (Provincial.)
..	Indian State line.	{Bangalore Harihar (M. S. Ry.)
..	District Board Line.	{Bewade-Masulipatan.
..	Indian State Line.	{Hindupur (Yarvanpur Mysore Frontier), (M. S. Ry.)
..	} Indian State lines.	Kolhapur State.
..		Sangli State.
..	Foreign line.	West of India Portuguese.
..		Total—6.
..	Indian State line.	Nizam's State—
..	State line.	Bewade Extension.
..	} Indian State line.	Kazipet-Balharshah.
..		Karepalli-Kothagudam.
..		Vikarabad-Bidar.
..		Hingoli Branch.
..		Hyderabad-Godevarri Valley. Parbhani-Parli.
..	State line.	Secunderabad-British Frontier. Dronacholim Kurnool.
..	Jankampet to Bodhan	18.04	Indian State line.	
..		12.04		Total—10.

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

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

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

8.—Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1938.				TRACK MILEAGE OPEN ON 31st MARCH 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
11	North Western—	5' 6"	13-5-61	4,717-78	885-08	..	5,602-79	6,487-82	1,795-57	74-98	8,358-32 (a)
	Shahdara Narowal . . .	5' 6"	21-12-28	48-33	..	..	48-33	48-33	1-56	..	49-89
	Bahawalnagar-Fort Abbas-Kut-Al-Imara.	5' 6"	4-4-28	151-51	..	..	151-51	151-51	7-13	..	158-64
	Jind-Panipat (Indian State Section).	5' 6"	1-11-16	25-94	..	..	25-94	25-94	2-30	..	28-24
	Jullundur-Mukerian . . .	5' 6"	1-1-15	45-08	..	..	45-08	45-08	3-77	..	48-85
	Phagwara-Rabou (including Jaijon Extension).	5' 6"	1-4-15	46-08	..	..	46-08	46-08	5-85	..	51-88
	Jammu-Kashmir (Indian State Section).	5' 6"	15-2-00	15-86	..	..	15-86	15-86	3-45	0-36	19-67
	Khanpur-Chachran . . .	5' 6"	2-7-11	21-98	..	..	21-98	21-98	2-50	..	24-48
	Ludhiana-Dhuri-Jakkhal .	5' 6"	10-4-01	78-58	..	..	78-58	78-58	6-21	..	84-79
	Mandra-Bhaun	5' 6"	1-5-15	46-68	..	..	46-68	46-68	3-61	..	50-29
	Rajpura Bhatinda	5' 6"	1-11-24	107-78	..	..	107-78	107-78	20-84	..	128-62
	Sialkot-Narowal	5' 6"	10-11-15	38-70	..	..	38-70	38-70	5-98	..	44-68
	Sirhind-Rupar	5' 6"	26-2-28	30-96	..	..	30-96	30-96	4-60	..	35-56
	Jacobabad-Kashmor	2' 6"	1-12-14	76-46	..	..	76-46	76-46	4-19	..	80-65
	Kalka-Simla	2' 6"	9-11-03	59-93	..	..	59-93	59-93	10-23	..	70-16
	Kangra Valley	2' 6"	1-12-28	102-99	..	..	102-99	102-99	9-99	..	112-98
	Zhob Valley (Fort Sandeman-Khanai).	2' 6"	1-1-21	173-84	..	..	173-84	173-84	14-19	15-72	204-75
	Kohat-Thal	2' 6"	1-4-03	61-86	..	..	61-86	61-86	10-39	..	72-25
	Larkana-Jacobabad	2' 6"	15-2-22	53-22	..	..	53-22	53-22	3-39	..	56-61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pemu-Tank-Manzal.	2' 6"	15-6-13	157-48	..	..	157-48	157-48	19-00	8-11	184-59
	Total—11			6,060-97	885-08	..	6,946-00	7,831-03	1,934-75	100-12	9,865-90

(a) Nek Kundi-Zahiden (137-28 miles, single line and 13-83 miles sidings) and Landi Kot-Landi Khana (5 miles, single line and 1-17 miles sidings) sections closed to traffic, not included.

for the year 1937-38—contd.
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	State line.	North Western.
..	Branch line under guarantee terms with the Punjab Govt.	Shabdara-Narowal.
..		Bahawalnagar-Fort Abbas Kut-Al-Imara.
..	Indian State lines.	Jind-Panipat (Indian State Section).
..	Branch line under rebate terms.	Jullundur-Mukerian.
..		Phegware-Rahon (including Jaijon Extension).
..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..		Khanpur-Chachran.
..	Branch line under rebate terms.	Lodhiana-Dhuri-Jakha.
..		Mandra-Eham.
..	Indian State line.	Rejpur-Ehatinda.
..	Branch line under rebate terms.	Sialkot-Narowal.
..	Indian State line.	Sirhind-Bupper.
..	Branch line under rebate terms.	Jacobabad-Kashmon.
..	State line.	Kalka-Simla.
..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..		Zhob Valley (Fort Sandeman-Khanai).
..	State lines.	Kohat-Thal.
..	Branch line under rebate terms.	Larkana-Jacobabad.
..	State line.	Mari-Indus (Kalafeeh Banna) and Laki-Yona, Tank-Mamul.
..		Total—11.

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

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

8.—Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1938.				TRACK MILEAGE OPEN ON 31st MARCH 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	Rohilkhand and Kumaon—	3' 3½"	12-10-84	258-72	..	..	258-72	258-72	37-01	4-11	299-84
	Lucknow-Bareilly . . .	3' 3½"	12-10-84	310-00	1-16	..	311-16	312-32	65-53	12-35	390-19
	Total—12			568-72	1-16	..	569-88	571-04	103-53	16-46	690-03
13	South Indian— . . .	5' 6"	23-5-80	599-14	..	..	599-14	599-14	138-21	2-48	739-83
	Shoranur Cochin . . .	5' 6"	**24-10-34	65-01	..	..	65-01	65-01	11-91	*1-36	*78-28
	South Indian . . .	3' 3½"	15-7-61	1,486-12	4-84	15-55	1,506-51	1,542-45	322-65	17-17	1,882-27
	Nilgiri . . .	3' 3½"	15-6-99	28-96	..	..	28-96	28-96	4-65	..	33-61
	Peralam-Karaikkal . . .	3' 3½"	14-3-98	14-65	..	..	14-65	14-65	1-41	..	16-06
	Podanur-Pollachi . . .	3' 3½"	15-10-16	25-04	..	..	25-04	25-04	4-42	..	29-46
	Pondicherry . . .	3' 3½"	15-12-79	7-85	..	..	7-85	7-85	2-22	0-18	10-25
	Tinnevely-Tiruchendur . . .	3' 3½"	24-2-23	38-18	..	..	38-18	38-18	4-00	..	42-27
	Travancore (British Section) . . .	3' 3½"	1-8-02	50-33	..	..	50-33	147-97	22-18	0-61	170-76
	Travancore (Indian State Section). . .	3' 3½"	1-8-04	97-64	..	..	97-64				
	Morappur-Hosur . . .	2' 6"	18-1-06	73-31	..	..	73-31	73-31	4-32	..	77-63
	Tirupattur-Krishnagiri . . .	2' 6"	18-9-05	25-38	..	..	25-38	25-38	2-44	..	27-82
	Total—13			2,511-61	4-84	15-55	2,532-00	2,567-04	518-50	21-80	3,108-34
	Total Class I			32,637-28	3,342-02	155-16	36,134-46	39,902-04	9,374-70	1,005-34	50,282-08

*Includes 0-90 miles of 3' 3½" Gauge.

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

for the year 1937-38—contd.
RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
		Line subsidised by the Government of India.	Rohilkhand and Kumaon—
		State line.	Lucknow-Bareilly.
		Total—12.
	State line.	South India.
	Cochin Railway Extension to link with the Harbour Railway (Idappalli-Ernakulam Extension).	4.31	Indian State line.	Shoranur Cochin.
	State line.	South India.
	State line.	Nilgiri.
	Foreign line.	Punalam-Karikhal.
	District Board line.	Podanur-Pollachi.
	Foreign line.	Pondicherry.
	District Board line.	Tiruvally-Tiruchendur.
	State line.	Travancore (British Section).
	State line.*	Travancore (Indian State Section).
	State line.	Marappur-Hosur.
	State line.	Tirupattur-Krishnagiri.
		4.31		Total—2.
		16.35		Total Class.

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

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

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

8.—Mileage Statement
CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1938.	TRACK MILEAGE OPEN ON 31ST MARCH 1938.			Classification.	
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	
CLASS II RAILWAYS.									
1	Barvi Light	2' 6"	1-3-97	202-57	202-57	22-39	224-96	Line subsidized by the Government of India and Indian State.*	
2	Bengal Doars	3' 3½"	15-1-93	39-50	39-50	7-65	47-15		Line subsidized by District Board.
	Bengal Doars Extensions	3' 3½"	20-4-00	121-16	121-16	17-75	138-91	Line subsidized by the Government of India.*	
	Total—2			160-66	160-66	25-40	186-06		
3	Bhavnagar State	3' 3½"	20-12-30	307-04	307-04	68-49	375-53	Indian State Lines.	
4	Bikaner State	3' 3½"	9-12-91	795-35	795-35	80-40	876-25		
5	Darjeeling Himalayas	2' 0"	23-9-90	51-07	51-07	10-66	61-73	Line subsidized by Local Government. Branch line under rebate terms.	
	Darjeeling Himalayan Extensions	2' 0"	16-3-14	95-44	95-44	4-79	100-23		
	Total—5			146-51	146-51	15-45	161-96		
6	Dibru-Sadiya	3' 3½"	15-3-32	86-02	86-02	26-28	112-30	Line subsidized by Local Government. (a) Unassisted Company's line.	
	Ledo and Tikak Margherita Colliery	3' 3½"	17-2-94	5-50	5-50	26-18	31-68		
	Total—6			91-52	91-52	52-46	143-98		
7	Gaekwar's Baroda State	3' 3½"	21-3-97	255-12	255-12	34-67	289-69	Indian State lines.	
	Khijadiya-Dhari†	3' 3½"	1-3-13	37-46	37-46	4-65	42-11		
	Gaekwar's Baroda State	2' 6"	8-4-78	333-06	333-06	55-04	388-10		
	Bodeli Chhota Udaipur	2' 6"	1-12-17	22-67	22-67	2-02	24-69		
	Total—7			648-31	648-31	96-28	744-59		
8	Gondal	3' 3½"	19-1-31	118-74	118-74	19-53	138-27	Indian State lines.	
	Jetalpur-Rajkot	3' 3½"	12-4-93	46-16	46-16	9-91	56-07		
	Porbandar State	3' 3½"	1-10-89	††41-25	††41-25	7-75	49-00		
	Total—8			206-15	206-15	37-19	243-34		
9	Jaipur State	3' 3½"	10-11-05	179-80	179-80	14-01	193-81	Indian State lines.	
10	Jamnagar-Dwarka	3' 3½"	1-4-22	65-92	65-92	3-73	69-65		Branch line under guarantee and rebate terms.
	Jamnagar	3' 3½"	8-4-97	‡54-23	‡54-23	12-94	67-16		
	Okhamandal	3' 3½"	15-11-22	37-21	37-21	4-77	41-98		
	Total—10			157-35	157-35	21-44	178-79		
11	Junagad State	3' 3½"	1-9-33	‡‡29-22	‡‡29-22	28-94	258-16	Indian State lines.	
12	Morvi	3' 3½"	4-3-05	132-26	132-26	24-50	166-76	Line guaranteed Indian State. Indian State line.	
13	Mysore State	3' 3½"	1-3-31	338-23	338-23	44-91	383-14		
	Bangalore-Chik Ballapur Light	2' 6"	6-4-15	38-63	38-63	4-96	107-16		
	Kolar District	2' 6"	15-12-13	63-57	63-57				
	Tarikere Narasimharajapura Light	2' 6"	22-5-15	26-60	26-60	2-63	29-23		Indian State line.
	Total—13			467-03	467-03	52-49	519-52		
	Shahdara (Delhi)-Seharanpur Light	2' 6"	7-5-07	92-50	92-50	11-16	103-66	Line subsidized Local Government.†	
	TOTAL CLASS II			3,816-77	3,816-77	560-60	4,377-37		

* Receives land only from Government.

† Taken over from Gondal Railway on 1st April 1934.

‡ Includes 3-93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.

‡‡ Includes 0-73 miles of Dungarpur quarry and 0-53 mile of Veraval Dock Estate lines, worked for goods traffic only.

†† Includes 1-51 miles of Porbandar Dock Estate Line and 3-70 miles of Banwas quarry line worked for goods traffic.

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

for the year 1937-38—contd.
RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1938				Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	Barsi Light.
..	Bengal Doonars.
..	Bengal Doonars Extension.
..	Total—3.
..	Bhavnagar State.
..	Sadulpur-Rewari .	85-83	Bikaner State.
..	Darjeeling Himalayan.
..	Darjeeling Himalayan Extension.
..	Total—5.
..	Dibru-Sadiya.
..	Ledo and Tikak Margherita Colliery.
..	Total—6.
..	Gaekwar's Baroda State.
..	Prachi Road to Kodinar.	16-10	Khiladiya-Dhari.
..	Gaekwar's Baroda State.
..	Bodli Chhota Udaipur.
..	16-10	Total—7.
..	..	Kunkarwar Dardi	7-30	..	..	Gondal.
..	Jetalsar Rajkot.
..	Porbandar State.
..	7-30	..	..	Total—8.
..	Jalpur State.
..	..	Khambhalia Salaya.	7-65	..	..	Jamnagar-Dwarka.
..	Bodeshwar-Roni .	4-33	Jamnagar.
..	Okhamandal.
..	7-35	..	4-33	Total—10
Sasangir to Visavadar.	18-63	..	..	..	..	Junagad State.
..	Morvi.
Anandapuram Sagar.	16-33	..	..	..	..	Mysore State.
..	Bangalore-Chik Ballapur Light.
..	Kolar District.
..	Turkase Marathaharajapur Light.
..	16-33	..	..	..	..	Total—13.
..	Shikhar (Delhi)-Sahasrapur Light.
..	34-95	..	15-15	..	106-76	TOTAL CLASS II.

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

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

8.—Mileage Statement
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1938.	TRACK MILEAGE OPEN ON 31st MARCH 1938.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
CLASS III RAILWAYS.								
1	Ahmadpur-Katwa	2' 6"	30-5-17	32-26	32-69	2-87	35-56	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2' 6"	6-3-11	65-16	65-16	5-73	70-89	Line subsidized by District Board.
3	Bankura-Damoodar River	2' 6"	15-12-16	59-95	60-33	7-43	67-76	Branch line under guarantee terms.
4	Barasat-Basirhat Light	2' 6"	1-2-05	52-24	52-24	5-08	57-32	Line subsidized by District Board.
5	Bengal Provincial	2' 6"	7-11-94	35-27	35-27	2-31	35-58	Unassisted Company's line.
	Daaghara-Jamalpuranj	2' 6"	1-9-17	8-31	8-31	0-77	9-08	Branch line under guarantee terms.
	Total—5	..	..	41-58	41-58	3-08	44-66	
6	Bukhtiarpur-Bihar Light	2' 6"	1-7-03	33-00	33-00	2-37	35-37	Line subsidized by District Board.
7	Burdwan-Katwa	2' 6"	1-12-15	32-47	32-90	4-08	36-98	Branch line under guarantee terms.
8	Cutch State	2' 6"	1-5-05	72-00	72-00	4-50	76-50	Indian State line.
9	Dehri-Rohas Light	2' 6"	6-2-11	25-51	25-51	2-09	28-60	Line subsidized by District Board.
10	Dholpur State	2' 6"	24-2-08	55-44	55-44	5-83	61-27	Indian State line.
11	Futwah-Islampur	2' 6"	24-1-22	27-00	27-00	1-65	28-65	Branch line under guarantee terms.
12	Gwalior Light	2' 0"	2-12-09	294-92	294-92	230-27	325-19	Indian State line.
13	Howrah-Amta Light	2' 0"	1-7-97	43-87	43-87	0-01	50-78	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2' 0"	2-9-97	19-75	19-75	1-41	21-16	
15	Jagadhri Light	2' 0"	11-8-11	2-31	2-31	0-55	2-86	Unassisted Company's line.
16	Jorhat Provincial†	2' 0"	13-9-33	32-50	32-50	2-04	34-54	State line.
17	Kalighat-Falta	2' 6"	23-5-17	26-28	26-42	5-98	32-38	Branch line under guarantee terms.
18	Kulasekarapatnam Light	2' 0"	18-7-15	26-75	26-75	..	26-75	Unassisted Company's line.
19	Matheran Hill Light	2' 0"	22-3-07	12-61	12-61	1-02	13-63	Line subsidized by the Government of India.‡
20	Torapore-Balipara Light	2' 6"	9-8-94	20-10	20-10	2-42	22-52	Line subsidized by District Board.
21	Trivellore Light	2' 0"	17-9-21	2-37	2-37	0-14	2-51	Unassisted Company's line.
22	Udaipur-Chitorgarh	2' 3½"	1-3-95	145-04	145-04	20-68	165-72	Indian State line.
TOTAL CLASS III		..	..	1,124-71	1,126-09	123-11	1,249-80	

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

‡ Receives Land and rebate from Government.

† This Railway has become the Property of the Central Govt. with effect from the 1st April 1937 under the Govt. of India Act, 1935.

for the year 1937-38—concl'd.
RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Name of Railway
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	Ahmadpur-Katwa.
..	Arrah-Nasrabad Light.
..	Bankura-Dumcodar River.
..	Barrack-Banichhat Light.
..	Bengal Provincial.
..	Dagbura-Jamalpuranj.
	Total—8.
..	Bukhtiarpur-Bihar Light.
..	Burlwan-Katwa.
..	Cutch State.
..	Dehri-Bohtas Light.
..	Dholpur State.
..	Putwal-Lalampur.
..	Gwalior Light.
..	Howrah-Amta Light.
..	Howrah-Sheakhista Light.
..	Jagadhri Light.
..	Jorhat Provincial.
..	Kalighat-Falta.
..	Kulasekarapatnam Light.
..	Matheran Hill Light.
..	Tezpur-Balipara Light.
..	Trivellore Light.
..	Udaipur-Chitorgarh.
	TOTAL CLASS III.

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

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

9.—Description of Class I Railways worked during the year 1937-38.

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).	
			1/60 and less.	1/61 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Len- gth (in miles).	Inclina- tion.	Degree.	Radius in feet.			
			4	5	6	7	8	9							10	11	12	13	14	15
5' 6" GAUGE.															
Bengal-Nagpur .	2,522.8	413	1.47	10.1	222.0	916.0	204.4	1,354.0	0.87	1 in 50	10.0	573	0.02	0.10	
Bombay, Baroda & Central India.	1,258.2	258	<i>Nil</i>	1.35	0.61	261.5	95.1	358.6	0.88	1 in 80	5.75	996	14.6	19.9	
Eastern Bengal .	900.5	242	<i>Nil</i>	<i>Nil</i>	0.65	3.42	10.3	14.4	0.65	1 in 100	6.00	955	13.1	10.5	
East Indian .	4,450.1	766	0.15	23.0	66.1	304.6	135.4	529.3	0.15	1 in 50	8.00	712	15.0	9.80	
Great Indian Pen- insula.	3,544.9	510	20.8	24.3	91.5	1,047.1	414.3	1,598.0	0.16	1 in 34	9.92	600	20.4	15.6	
Madras and South- ern Mahratta.	1,157.2	262	<i>Nil</i>	14.1	36.0	185.7	109.0	344.8	0.80	1 in 60	7.96	720	22.8	9.72	
Nizam's State .	688.1	98	<i>Nil</i>	<i>Nil</i>	153.7	220.8	30.7	405.2	2.52	1 in 100	4.40	1,300	18.9	20.2	
North Western .	6,260.2	952	109.7	122.0	225.1	249.7	227.9	934.4	2.75	1 in 25	12.6	455	12.2	13.7	
South Indian .	798.1	165	<i>Nil</i>	33.4	65.7	135.5	55.2	289.8	1.16	1 in 62	7.16	800	34.8	24.6	
Total .	21,580.1	3,666	132.1	228.3	861.4	3,324.3	1,282.3	5,828.5							
3' 3½" GAUGE.															
Assam Bengal .	1,329.4	325	10.3	47.8	31.2	182.3	39.8	311.4	10.1	1 in 37	15.0	382	14.8	35.2	
Bengal and North Western.	2,189.2	365	0.11	1.52	3.16	9.17	8.88	22.8	0.11	1 in 50	8.73	656	10.0	7.96	
Bombay, Baroda & Central India.	2,025.1	323	3.40	0.48	19.4	393.9	235.2	652.4	3.40	1 in 40	8.00	718	9.55	10.3	
Eastern Bengal .	1,072.1	213	0.34	0.63	3.97	40.7	47.5	93.1	0.34	1 in 50	11.4	500	11.1	10.9	
East Indian .	65.7	1	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	0.65	2.80	3.45	0.65	1 in 200	7.66	748	14.7	11.6	
Jodhpur .	1,055.0	163	0.51	<i>Nil</i>	1.55	236.1	72.2	310.4	0.51	1 in 50	8.00	716	8.57	11.3	
Madras and South- ern Mahratta.	2,012.7	279	14.2	53.4	628.9	392.3	115.8	1,204.6	2.01	1 in 40	12.0	479	20.3	33.6	
Nizam's State .	659.8	110	<i>Nil</i>	<i>Nil</i>	6.68	350.6	174.8	532.1	0.78	1 in 100	5.00	1,146	10.7	8.83	
Rohilkund and Kumaon.	562.9	104	<i>Nil</i>	4.85	8.44	13.8	23.6	50.7	3.31	1 in 70	12.0	479	8.70	8.22	
South Indian .	1,770.9	469	24.0	35.3	90.8	368.7	137.1	655.9	0.31	1 in 53	11.5	500	18.0	16.5	
Total .	12,742.8	2,352	52.9	144.0	794.1	1,988.2	857.7	3,836.9							
2' 6" AND 2' 0" GAUGES.															
Bengal Nagpur .	926.3	144	0.51	44.2	153.5	205.0	54.9	458.1	0.51	1 in 50	14.0	409	18.6	38.3	
Bombay, Baroda & Central India.	224.5	64	<i>Nil</i>	4.20	29.1	35.2	10.4	78.9	0.35	1 in 75	12.0	478	18.3	40.1	
Eastern Bengal .	36.9	14	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	15.0	382	25.0	42.3	
Great Indian Pen- insula.	244.4	46	<i>Nil</i>	1.81	60.8	63.4	14.5	140.5	0.80	1 in 80	12.0	478	22.6	41.3	
North Western .	685.8	91	108.9	42.8	97.5	85.5	41.2	375.9	0.80	1 in 20	52.1	110	21.6	125.2	
South Indian .	98.7	16	<i>Nil</i>	32.8	11.9	19.4	2.50	66.6	2.39	1 in 67	6.00	955	30.2	32.2	
Total .	2,216.6	375	109.4	125.8	352.8	408.5	123.5	1,120.0							
GRAND TOTAL .	36,539.5	6,393	294.4	498.1	2,008.3	5,721.0	2,263.5	10,785.4							

Mean mileage worked.

Number of Stations.

(a) {	Class II Railways	4,086.39	740
	Class III Railways	1,150.50	339

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

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

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

(e) Excepting Mhow Ghat section on which the maximum curvature is 10.2° and radius = 530 ft.

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

(g) The figure is for plains section, the figure for ghat section being 341.7°.

(h) Excepting the Nilgiri Mountain Ry. the Steepest Gradient worked on which is 1 in 12.28 for a length of 0.28 mile, 1 in 12.50 generally the rack section and 1 in 25 for a length of 2.63 miles in the adhesive section.

(i) Figures relating to Nok-Kundi-Zabidan and Landi Kotal-Landi Khana Sections (closed to traffic) not excluded while calculating the results.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938.
A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—By gauges.

Railway.	LOCOMOTIVES.						RAIL MOTORS.			STREAM COACHES.			ELECTRIC MOTOR COACHES.			Average weight in tons.
	Steam.			Electric.	Total tractive effort lbs.		No.	Seats.		No.	Seats.		No. (in units.)	Seats.		
	Tender.	Tank.	Total.		Steam.	Electric.		Upper.	Lower.		Upper.	Lower.				
				2			3			4			5	6	7		8	9	10	11	12	13	14	15	16
5' 6" GAUGE.																
Bengal Nagpur . . .	604	52	656	..	20,341,604	..	..	..	..	2	48	100	..	..	..	..
Bombay, Baroda and Central India.	321	*39	360	2	9,414,737	10,000	..	..	..	..	..	..	40	..	4,800	71
Eastern Bengal . . .	220	74	294	..	7,462,646	..	..	..	..	..	..	..	..	..	..	..
East Indian . . .	1,131	411	1,542	..	36,655,166	..	..	..	..	3	30	270	..	..	..	..
Great Indian Peninsula	615	67	682	65	18,097,024	2,048,000	..	..	..	(a)1	..	55	53	..	4,388	67
Madras and Southern Mahratta.	240	58	298	..	7,457,624	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . . .	81	4	85	..	2,122,026	..	..	..	..	..	..	..	..	..	..	..
North Western . . .	1,074	110	1,184	2	31,482,264	58,352	(c)1	7	..	(b)7	30	525	..	..	..	..
South Indian . . .	137	14	151	..	3,373,636	..	..	..	..	..	..	..	..	..	..	..
Total . . .	4,423	829	5,252	69	136,406,727	2,116,352	1	7	..	13	108	1,010	93	..	9,188	69
3' 3¼" GAUGE.																
Assam Bengal . . .	191	13	204	..	3,109,807	..	..	..	..	..	..	..	..	..	..	..
Bengal and North West-ern.	366	28	394	..	5,215,435	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	395	65	460	..	7,087,906	..	..	..	..	3	36	307	..	..	..	..
Eastern Bengal . . .	205	2	207	..	3,279,481	..	..	..	..	2	..	56	..	..	..	..
Jodhpur . . .	103	4	107	..	1,399,462	..	1	7	5	..	..	..	..	..	..	..
Madras and Southern Mahratta.	316	5	321	..	5,335,999	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . . .	75	12	87	..	1,305,729	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	78	5	83	..	1,133,245	..	..	..	..	..	..	..	..	..	..	..
South Indian . . .	316	67	383	4	5,414,751	41,600	3	..	220	..	..	..	24	540	606	38
Total . . .	2,045	201	2,246	4	33,281,815	41,600	4	7	225	7	36	587	24	540	606	38
2' 6" GAUGE.																
Bengal Nagpur . . .	101	14	115	..	1,565,848	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	9	18	27	..	236,279	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . . .	..	9	9	..	34,598	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	13	8	21	..	309,392	..	..	..	..	(a)1	..	58	..	..	..	..
North Western . . .	68	32	100	..	1,439,946	..	6	70	..	3	..	108	1	16	..	13
South Indian . . .	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total . . .	197	86	283	..	3,724,072	..	6	70	..	7	18	262	1	16	..	13

* Includes one Diesel Electric Shunting Engine.

(a) Internal combustion coach.

(b) Includes one Sentinel Locomotive.

(c) Used as Inspection Car without rearrangement of the seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd.

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

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal-Nagpur	415	27	163	4,206	35,846	13	48			54
Bombay, Baroda and Central India	(a) 460	(b) 1,508	(c) 5,683		(d) 43,766	19		32		993
Eastern Bengal	239	370	51	318	28,287	18	105	24	72	444
East Indian	1,130	865	1,920	10,416	104,695	296	216	265		††16,244
Great Indian Peninsula	*636	1,623	1,436	71	†60,604					
Madras and Southern Mahratta	214	80	300		23,604	(k) 114		96		2,780
Nizam's State	42				5,177	22	12	93		757
North Western	952	208	427	3,807	98,418	101	14	198	65	4,128
South Indian	148	162	104		14,345					
Total	4,275	4,850	10,084	18,708	414,740	583	395	708	137	25,400
3' 3½" GAUGE.										
Assam-Bengal	267	1,014		150	15,964	10				270
Bengal and North Western	441	11		725	38,904	(g) 539	186	336	1,352	19,475
Bombay, Baroda and Central India	642	120	60		51,259	195	366	576		2,624
Eastern Bengal	306	228		540	20,177	(i) 28	96		84	416
Jodhpur	6	16			5,774	56	39	88	312	622
Madras and Southern Mahratta	261	48	189		17,176	96	72	108		2,340
Nizam's State	36				3,067	(f) 41	54	192		1,225
Rohilkund and Kumaon	64				5,784	(h) 102	96	78	70	3,046
South Indian	(e) 760	635	442		(j) 49,443					
Total	2,843	2,072	691	1,415	207,548	1,067	909	1,378	1,818	30,016

* Includes 98 bogies Electric Stock.

(a) Includes 120 Electric Trailer Coaches.

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

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

(d) Includes 8,720 3rd class seats of Electric Stock.

* Includes 759 seats for servants in Higher class stock and 13,342 seats in 125 Replaced vehicles running as Mela Stock.

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

† Includes 10,805 Third class seats of Electric Stock.

(e) Includes 48 Trailer Electric Coaches.

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

(g) Includes 370 six-wheelers.

(h) Includes 27 six-wheelers.

(i) Includes 8 six-wheelers.

(j) Six-wheeled.

(k) Includes 3 six-wheelers.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd

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

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										
Bogies.					Four-wheelers.					Railway.
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
5' 6" GAUGE.										
(n)159	1,597	2,706	1,725	1,244	12	66	126	..	..	Bengal Nagpur.
111	1,410	2,619	150	2,153	7	42	84	..	..	Bombay, Baroda and Central India.
257	2,080	3,256	9,550	8,640	16	102	169	54	72	Eastern Bengal.
476	2,913	6,275	10,146	††13,471	§§16	116	173	..	¶8	East Indian.
‡308	‡2,899	‡5,739	1,677	‡7,366	..	..	..	..	..	Great Indian Peninsula.
152	566	1,849	2,199	6,321	16	70	116	..	..	Madras and Southern Mahratta.
26	254	618	..	514	4	24	50	..	..	Nizam's State.
627	3,213	4,170	11,145	27,465	61	458	549	..	5	North Western.
66	720	1,818	..	1,060	..	..	..	..	..	South Indian.
2,182	15,652	29,050	36,792	68,234	132	878	1,267	54	85	Total.
3' 2½" GAUGE.										
153	958	..	1,956	4,621	..	..	..	..	..	Assam Bengal.
79	524	738	1,168	1,312	(k)119	567	576	608	634	Bengal and North Western.
156	1,308	1,788	162	2,239	20	160	180	..	..	Bombay, Baroda and Central India.
154	982	915	1,978	2,760	(m)22	126	128	14	14	Eastern Bengal.
48	142	214	791	976	13	45	52	12	..	Jodhpur.
138	440	936	1,382	2,816	10	40	60	..	..	Madras and Southern Mahratta.
12	108	236	..	123	¶9	51	110	..	..	Nizam's State.
27	147	216	392	616	(l)20	67	69	129	139	Robilkund and Kumera.
103	1,143	2,897	177	3,341	3	18	24	..	..	South Indian.
960	5,752	7,940	8,006	18,904	225	1,094	1,199	773	1,067	Total.

‡ Includes 48 Bogies Electric Stock.

§ Includes 581 First, 1,995 Second and 1,612 Third class seats of Electric Stock; and excludes 52 and 100 Dining seat respectively.

¶ Six-Wheeled.

(k) Includes 90 six-wheelers.

(l) Includes 6 six-wheelers.

(m) Includes 18 six-wheelers.

(n) Includes 2 Steam Coaches.

‡‡ Excludes 2 Steam Coaches shown in statement No. 10-A (page 75).

†† Includes 2,347 seats for servants in Higher class stock.

¶ Represent servants seats in Higher class stock.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd.

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

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					Four wheelers.					No. (in units).	Seats.	No. (in units).	Seats.
	No.	Seats by classes.				No.	Seats by classes.							
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" GAUGE.														
Bengal Nagpur	138	..	..	276	7,952	4	..	..	26	120	..	..	13	390
Bombay, Baroda and Central India.	113	16	..	1,407	6,405	..	..	..	..	..	..	..	16	480
Eastern Bengal	265	..	..	880	17,481	1	..	..	..	36	..	..	2	72
East Indian	352	26	46	720	34,006	11	..	..	..	469	..	..	(d)24	(f)900
Great Indian Peninsula	251	112	224	..	12,402	..	..	..	..	..	58	13,133	29	(e)962
Madras and Southern Mahratta.	147	..	..	384	8,337	4	..	..	132	..	..	..	5	142
Nizam's State	14	..	..	..	520	..	..	..	..	..	..	..	..	..
North Western	524	896	924	1,237	23,107	..	..	..	..	..	18	1,152	30	640
South Indian	108	72	144	..	6,481	..	..	..	..	..	..	..	2	64
Total	2,052	1,122	1,338	4,904	116,691	20	..	..	158	625	76	4,285	120	3,351
3' 3½" GAUGE.														
Assam-Bengal	151	..	..	1,398	4,173	24	..	..	..	96	..	..	2	(e)4
Bengal and North Western	47	..	..	..	2,255	(a)23	..	..	..	588	..	..	2	2
Bombay, Baroda and Central India.	190	..	..	..	10,069	..	..	..	..	..	..	..	5	(b)16
Eastern Bengal	153	..	..	138	6,170	4	..	..	..	63	..	..	2	..
Jodhpur	66	..	..	..	3,547	4	..	..	..	80	..	..	..	..
Madras and Southern Mahratta	118	..	..	384	3,747	124	..	..	..	1,584	..	..	..	..
Nizam's State	19	..	123	..	484	*4	..	..	..	110	..	..	..	..
Robilkund and Kumaon	23	..	..	53	1,209	*1	..	..	13	19	..	..	1	..
South Indian	360	..	..	..	19,515	..	..	..	..	..	..	..	8	11
Total	1,127	..	123	1,973	51,169	184	..	..	13	2,540	..	..	24	5

* six-wheeled.

† 123 First class and 3,010 Third class.

(a) Includes 15 six-wheelers.

(b) Includes 72 Dining seats of 6 Bogies' composite 1st, 2nd and Dining Cars included in the number 156 also under column 12, page 81.

(c) Excludes 211 seats for servants.

(d) Includes 16 six-wheeled Bogies.

(e) 36 First class and 10 Third class.

(f) 504 First class and 105 Third class.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd.

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

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
5' 6" GAUGE.									
..	..	..	..	6	30	..	..	760	Bengal Nagpur.
1	7	..	..	13	156	*10	111	758	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	743	Eastern Bengal.
14	39	..	..	(d)27	184	8	22	2,554	East Indian.
5	17	..	..	22	216	..	..	1,309	Great Indian Peninsula.
3	(e)8	..	..	3	21	†3	12	660	Madras and Southern Mahratta.
†11	62	3	6	6	46	..	..	128	Nizam's State.
28	123	..	..	(b)23	110	..	..	2,394	North Western.
3	18	..	..	2	16	..	..	328	South Indian.
.. 66	278	3	6	105	769	20	145	9,634	Total.
3' 3½" GAUGE.									
1	2	1	5	1	3	..	..	610	Assam-Bengal.
1	2	†3	4	..	..	(a)14	22	1,267	Bengal and North Western.
6	22	1	1	16	94	1	2	1,242	Bombay, Baroda and Central India.
2	4	..	..	2	5	..	..	663	Eastern Bengal.
..	..	..	..	..	..	..	..	267	Jodhpur.
1	4	..	..	1	6	3	9	752	Madras and Southern Mahratta.
4	18	†1	4	1	3	†1	4	127	Nizam's State.
..	..	..	..	..	..	(c)8	4	241	Rohilkhand and Kumaon.
2	4	..	..	2	38	..	..	1,329	South Indian.
17	56	5	14	24	149	22	41	6,498	Total.

* Includes 3 six-wheelers.
 † Includes 3 First class State carriages.
 ‡ Six-wheeled.

(a) Includes 6 six-wheelers.
 (b) Tourist cars.
 (c) Includes 1 six-wheeler.
 (d) Includes 12 six-wheeled Bogies.
 (e) Excludes 12 dining berths.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd.

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

Railway.	Other Coaching Vehicles.								
	Luggage and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carrriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.				No. (in units).	No. (in units).			No. (in units).	Stalls.
48	49	50	51	52	53	54	55	56	57
5' 6" GAUGE.									
Bengal-Nagpur . . . . .	..	..	28	..	69	34	204	2	67
Bombay, Baroda and Central India . . . . .	..	..	..	..	58	25	150	91	2
Eastern Bengal	3	..	..	..	39	37	222	139	97
East Indian . . . . .	..	..	4	14	231	148	888	(e)33	(d)51
Great Indian Peninsula	0	..	..	2	54	96	549	23	266
Madras and Southern Mahratta . . . . .	..	..	..	4	51	27	162	82	2
Nizam's State . . . . .	..	..	..	1	9	10	60	..	9
North Western	14	..	..	..	117	148	888	157	(a) 425
South Indian	5	..	..	..	41	17	102	54	..
Total	31	..	32	21	669	542	3,225	581	919
3' 3 1/2" GAUGE.									
Assam-Bengal	9	41	..	..	26	12	48	4	42
Bengal and North Western . . . . .	..	..	..	..	(c) 33	30	120	..	(b) 2
Bombay, Baroda and Central India . . . . .	..	..	..	..	60	76	304	23	6
Eastern Bengal	5	..	..	1	36	30	120	185	41
Jodhpur . . . . .	..	..	..	..	5	8	32	7	3
Madras and Southern Mahratta . . . . .	..	..	..	..	29	37	148	34	13
Nizam's State . . . . .	..	..	..	..	4	12	48	..	7
Robilkund and Kumaon . . . . .	..	..	3	..	9	12	48	6	7
South Indian	11	..	5	..	45	44	104	10	13
Total	25	41	8	1	247	261	972	269	13

* Includes 2 State Vehicles (a Dynamo van and a kitchen and Third class bogie).

(a) Includes 166 Cold Storage Vans and 22 Insulated Fruit Vans.

(b) Includes 1 six-wheeler.

(c) Includes 12 six-wheelers.

(d) Includes one six-Wheeled Bogie. 3 Bogie Parcel Vans are provided with insulation in one comp't. of each.

(e) 3 Bogie Luggage Vans are provided with insulation in one comp't. of each.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd.

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

Bogie vans used exclusively on passenger service.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including office carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.					
55	59	60	61	62	63	64
						6' 6" GAUGE.
		200	960	162	(c) 138	Bengal Nagpur.
31	7	176	972	20	40	Bombay, Baroda and Central India.
	12	315	1,070	71	(d) 131	Eastern Bengal.
	74	481	3,100	(k) 336	235	East Indian.
14	18	450	1,791	187	309	Great Indian Peninsula.
	35	166	861	82	270	Madras and Southern Mahratta.
	5	29	162	12	22	Nizam's State.
	115	861	3,370	259	490	North Western.
		117	445	31	22	South Indian.
45	266	2,795	12,740	1,160	1,657	Total.
						8' 3½" GAUGE.
		134	744	112	323	Assam Bengal.
1	(g) 162	66	1,496	(A) 82	48	Bengal and North Western.
33	3	165	1,443	29	48	Bombay, Baroda and Central India.
	19	298	980	83	(e) 107	Eastern Bengal.
4	10	23	304	46	102	Jodhpur.
		113	665	108	136	Madras and Southern Mahratta.
	14	18	(f) 159	(j) 23	15	Nizam's State.
		37	278	(i) 13	17	Rohilkhand and Kumaon.
		128	1,457	62	85	South Indian.
38	208	982	7,726	558	881	Total.

‡ Includes 16 units of State Stock for private use.

(c) Excludes 16 chairs.

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

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

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

(g) Includes 122 six-wheelers.

(h) Includes 7 six-wheelers and 2 bogies.

(i) Includes 5 six-wheelers.

(j) Includes 14 workmen train Carriages.

(k) Includes 1 six-wheeler Road carriage & 1 six-wheeler Bogie Reserved carriage.

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

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
6' 6" GAUGE.												
Bengal Nagpur .	..	6,958	..	..	147,449	..	12,766	..	..	280,778	..	58
Bombay, Baroda & Central India.	446	5,502	..	..	128,626	29	2,108	..	..	46,869	..	..
Eastern Bengal .	967	5,992	..	2	140,164	86	52	..	2	2,657	208	425
East Indian .	453	30,583	6	2	618,716	93	16,194	12	14	342,771	218	2
Great Indian Peninsula.	2,148	8,768	..	1,076	263,363	463	2,729	..	215	74,498	438	185
Madras & Southern Mahratta.	462	3,667	..	..	89,475	20	980	..	73	25,684	..	334
Nizam's State .	..	(a) 936	..	..	20,159	..	(b) 939	..	..	20,752	..	157
North Western .	242	22,295	187	112	473,725	9	2,435	..	101	55,801	6	1,855
South Indian .	..	1,507	..	..	33,218	..	615	..	..	13,620	..	..
TOTAL	4,718	86,208	193	1,192	1,914,895	700	38,818	12	405	863,430	870	2,816

Railway	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3½" GAUGE.												
Assam Bengal .	607	2,939	100	..	51,483	11	..	44	..	990	..	..
Bengal & North-Western.	2,928	5,497	955	..	119,343	..	..	..	..	..	433	950
Bombay, Baroda & Central India.	69	5,290	382	95	76,863	218	128	463	14	12,445	..	387
Eastern Bengal .	990	2,110	656	802	72,137	..	10	2	10	454	132	175
Jodhpur .	..	1,515	482	100	24,207	..	..	..	..	..	..	97
Madras & Southern Mahratta.	230	2,987	1,821	40	73,914	..	699	65	43	12,733	12	..
Nizam's State .	..	967	..	..	12,400	..	42	..	..	476	..	1253
Rohilkund and Kumaon.	306	1,378	874	..	34,128	..	..	30	..	540	2	255
South Indian .	350	1,237	1,034	45	51,114	43	346	179	346	15,430	..	..
TOTAL	6,480	24,820	6,914	1,082	515,589	272	1,225	783	413	43,068	579	2,117

* 8 of these have been coupled to goods brake vans.
(a) 20 of these are being used as coaching vehicles.
(b) Includes 11 open wagons stencilled as coaching vehicles.
‡ 2 of these are being utilized as temporary water tanks.

Class I Railways on the 31st March 1938—Broad and Metre gauges—contd.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trolleys). (In units.)	Traveling Cranes and their dummies trucks. (In units.)	Road Motors.	Railway.	
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	Timber or rail wagons.		Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.							
14	15	16	17	18	24 tons and under.	Over 24 tons.	21	22	23	24	25	26	27	28	29	
																5' 6" Gauge.
..	..	1,137	32	10	258	569	30	168	1,115	21,964	475	209	78	2	..	B. N.
*36	221	12,179	916	11	..	..	30	134	1	9,434	199	618	16	18	..	B. D. & O. L.
34	..	14,355	..	4	24	97	87	87	104	8,171	90	123	27	4	..	E. R.
..	..	2,460	107	36	25	408	25	564	363	49,108	999	1,173	122	32	..	E. L.
..	..	10,533	1,459	32	181	70	84	200	29	18,077	515	606	91	22	..	G. I. P.
..	..	7,166	3	26	99	9	56	99	7	5,835	136	97	30	2	..	M. & S. M.
..	..	3,396	..	..	10	..	..	..	..	2,042	38	158	5	11	..	N. S.
..	144	42,708	4	48	77	437	108	452	†211	28,523	387	406	99	20	..	N. W.
..	..	..	..	13	101	12	14	8	4	2,274	78	136	7	..	..	S. L.
70	365	93,934	2,521	180	775	1,600	434	1,712	1,834	145,423	2,917	3,426	475	111	..	Total

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trolleys). (In units.)	Traveling Cranes and their dummies trucks. (In units.)	Road Motors.	Railway.	
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	Timber or rail wagons.		Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.							
14	15	16	17	18	15 tons and under.	Over 15 tons.	21	22	23	24	25	26	27	28	29	
																3' 3 1/2" Gauge.
..	..	..	14	1	..	201	156	89	152	5,314	2	596	19	2	..	A. B.
28	..	15,673	..	..	278	100	20	156	1	12,346	130	23	47	1	..	B. & N. W.
293	..	10,190	983	25	11	270	6	30	24	8,688	148	631	44	4	..	B. D. & O. L.
91	108	8,109	..	8	80	189	11	55	10	5,419	78	102	30	..	..	F. R.
70	223	6,749	35	3	..	..	6	19	..	2,560	50	92	2	..	..	Jodhpur.
136	45	3,829	99	11	118	21	26	67	172	6,592	241	104	34	..	..	M. & S. M.
..	2	3,071	..	..	30	..	1	3	..	1,298	43	121	6	1	..	N. S.
..	..	2,962	..	2	62	40	..	..	7	2,856	64	72	26	1	..	R. & K.
13	..	247	..	9	1	125	26	97	13	4,464	213	1,410	20	1	..	S. L.
631	378	60,830	1,131	59	570	926	252	516	379	49,527	969	3,167	225	10	..	Total

* Includes one Six-wheeler.

† Includes 205 sugar cane trucks.

10.— Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—concl'd.

COACHING STOCK—(Narrow gauge).

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailer for public use. In units.
	SEATS BY CLASSES.								
	No. (in units).	1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal Nagpur	362	523	506	817	9,687	26	368	23	3
Bombay, Baroda and Central India	72	(a)	176	(a)	3,008	..	72	..	..
Eastern Bengal	58	70	30	113	1,473	..	58	..	..
Great Indian Peninsula	48	(a)	68	..	1,878	2	50	1	..
North Western	291	332	540	869	9,681	60	351	10	..
South Indian	34	..	40	..	783	..	34	1	..
TOTAL	865	975	1,358	1,799	26,510	88	953	35	3

GOODS STOCK—(Narrow gauge).

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS).		Railway service wagons. (In units).	REMARKS.
	Number. (In units).	Total capacity (in tons).		
1	2	3	4	5
2' 6" GAUGE.				
Bengal Nagpur	*1,988	**30,814	12	
Bombay, Baroda and Central India	‡328	‡4,063	2	
Eastern Bengal	‡23	‡101	..	
Great Indian Peninsula	‡206	‡3,220	30	
North Western	‡824	‡11,226	83	
South Indian	78	765	(b)1	
TOTAL	3,445	50,189	128	

* Includes 303 special wagons.

† Includes 6 special wagons.

‡ Includes 5 special wagons.

§ Includes 127 special wagons.

|| Includes 16 special wagons.

¶ Includes 61 tons carrying capacity of 16 special wagons.

** Includes 3,402 tons carrying capacity of 303 special wagons.

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

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

§§ Includes 836 tons carrying capacity of 127 special wagons.

(a) Included in next column.

(b) Motor Inspection Trolley.

**11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN,
EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR
1937-38.**

HICRAocta.

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

Railway.	LOCOMOTIVES.			RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES USED EXCLUSIVELY	
	Steam.	Electric.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	Pass	
	No.	No.								No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	-8	..	-103,925	..	..	..	..	..	..	-29	-65
Bombay, Baroda and Central India	-1	..	-14,360	..	..	..	..	..	..	19	..
Eastern Bengal . . . . .	..	..	5,906	..	..	..	..	..	..	30	71
East Indian	-37	..	-655,764	..	..	..	-42	..	..	-31	-242
Great Indian Peninsula	-10	..	-176,993	..	..	..	..	..	..	-16	-10
Madras and Southern Mahratta	-4	..	-52,139	..	..	..	..	..	..	-32	32
Nizam's State . . . . .	..	..	..	..	..	..	..	..	..	-3	..
North Western	-18	..	-444,093	..	..	..	..	..	..	-82	-41
South Indian	-1	..	-21,642	..	..	..	..	..	..	..	..
Total	-79	..	-1,463,010	..	..	..	-42	..	..	-144	-26
3' 3½" GAUGE.											
Assam-Bengal	-3	..	34,372	..	..	..	..	..	..	-1	-32
Bengal and North Western	-6	..	32,569	..	..	..	..	..	..	-6	..
Bombay, Baroda and Central India	8	..	120,947	..	..	..	..	..	..	20	120
Eastern Bengal . . . . .	..	..	9,002	..	..	..	..	..	..	-9	-36
Jodhpur . . . . .	..	..	5,897	..	..	..	..	..	..	8	26
Madras and Southern Mahratta	†-33	..	-590,743	..	..	..	..	..	..	-118	-90
Nizam's State . . . . .	..	..	..	..	..	..	..	..	..	-11	-12
Rohilkund and Kumaon	8	..	56,434	..	..	..	..	..	..	-1	..
South Indian . . . . .	..	..	..	..	..	..	..	..	205	32	-93
Total (a)	-31	..	-331,522	..	..	..	..	..	205	-86	-117
2' 6" & 2' 0" GAUGES.											
Bengal Nagpur . . . . .	..	..	16,961	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	2	..	14,500	..	..	..	..	..	..	-2	-1
Eastern Bengal	-1	..	-3,371	..	..	..	..	..	..	..	..
Great Indian Peninsula	-1	..	-6,468	..	..	..	..	..	..	..	6
North Western . . . . .	..	..	..	..	..	..	..	..	..	..	..
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..	..
Total . . . . .	..	..	21,622	..	..	..	..	..	..	-2	5

† One Sentinel Locomotive of the 3' 3½" gauge hitherto on trial has been sanctioned on Additional A/c (vide Ry. Bd's No. 37/650/49/S of 10th January 1938) and included in the equipment for 1937-38. But this does not affect the total of steam Locomotives on the 3' 3½" gauge as the same has neither a tender nor a tank, but has only a tank in it and is self-propelled.

(a) Due to operation from 1-4-37, the Burma Rlys. figures have not been taken into account in arriving at these differences.

equipment of Class I Railways during the year 1937-38—(By gauges).

PASSENGER CARRIAGES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					RAILWAY SERVICE VEHICLES, INCLUDING OFFICERS' CARRIAGES, INSPECTION TROLLEYS, TRAVELLING CRANES AND DUMMY TRUCKS.			Road Motors.	Railway.
Seats.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).	Passenger (in units).	Goods (in units).			
2nd.	Inter.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).				22	23	
13	14	15	16	17	18	19	20	21	22	23	24	25	
66	158	-2,551	-9	74	913	-109	-2,069	37	3	-1	..	5' 6" GAUGE.	
..	..	1,126	..	88	2,391	42	2,814	-98	..	1	..	Bengal Nagpur.	
53	200	1,707	10	80	13,385	19	679	16	5	2	..	Bombay, Baroda and Central India.	
452	269	-2,803	-10	1,803	33,936	1,821	37,525	28	4	-5	..	Eastern Bengal.	
80	-28	-1,227	-15	16	596	-102	-1,903	-66	-11	-6	..	East Indian.	
-43	96	-3,681	-8	141	2,092	-55	-972	-37	-4	-32	..	Great Indian Peninsula.	
..	..	-13	-5	-10	-232	-83	-1,726	-5	..	2	..	Madras and Southern Mahratta.	
-271	-451	-5,412	-16	200	34,627	43	-947	59	6	-1	..	Nizam's State.	
..	..	..	3	..	-427	..	-144	7	..	-40	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
-567	-294	-12,854	-50	1,496	54,029	1,576	33,557	-59	3	-90	..	Total.	
..	..	..	..	..	..	..	..	..	..	..	..	3' 3 1/4" GAUGE.
..	4	10	3	-8	-76	-4	-40	64	-3	-1	..	Assam-Bengal.	
..	149	-694	9	-95	-908	392	4,720	-1	-1	..	..	Bengal and North Western.
186	..	1,151	1	-16	-181	-16	-304	75	..	-1	..	Bombay, Baroda and Central India.	
-24	-46	-405	37	-22	-370	-18	-32	-6	..	4	..	Eastern Bengal.	
6	16	288	..	..	-10	..	..	3	..	..	..	Jodhpur.
-252	113	-4,196	-21	589	-7,005	-199	-3,347	-30	-6	-15	..	Madras and Southern Mahratta.	
-24	..	-746	..	..	..	-23	-225	14	-1	-5	..	Nizam's State.
..	42	-226	3	-1	-10	36	458	-1	..	2	..	Rohilkund and Kumaon.	
201	..	1,997	2	-106	-823	-60	-420	-2	3	-38	..	South Indian.	
93	269	-2,821	34	-937	-9,382	111	910	66	-3	-54	..	(a) Total.	
..	..	..	..	..	..	..	..	..	..	..	..	2' 6" & 2' 0" GAUGES.
3	-42	-128	..	-1	-20	..	80	-1	-6	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
6	28	..	..	..	..	-4	-16	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	207	..	..	7	-1	-48	..	1	..	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
9	-14	79	..	-1	-13	-5	16	-1	-5	..	..	Total.

‡ In the year 1936-37, the number of Ry. service wagons (N. G.) on G. I. P. and S. I. railways was 30 and 1 instead of 29 and NII respectively as shown on para. 88 of the Vol. II for that year vide Appendix G to this volume.

(a) See footnote (a) on page 90.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 3 4 5 6 7					Other traffic. (a) 8	Passengers carried 9 10	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
5' 6" GAUGE.									
Bengal-Nagpur	1936-37	21,3	98,2	1,494,8	14,183,0	15,797,3	507,5	24,1	107,7
	1937-38	20,9	91,7	1,525,8	15,388,3	17,026,7	529,8	23,4	101,1
Bombay, Baroda and Central India	1936-37	42,2	1,482,7	64,7	56,157,8	57,747,4	2,542,6	48,7	1,532,1
	1937-38	41,7	1,457,9	64,9	60,045,3	61,609,8	2,676,9	48,3	1,511,3
Eastern-Bengal	1936-37	40,4	229,7	2,037,5	27,032,1	29,339,7	1,065,5	45,6	245,6
	1937-38	41,2	241,2	2,341,1	28,845,7	31,469,2	1,124,0	48,5	256,6
East Indian	1936-37	58,7	370,7	3,518,3	51,644,3	55,592,5	2,439,2	68,1	405,5
	1937-38	57,5	333,9	3,380,3	54,964,1	58,715,8	2,768,4	66,3	387,9
Great Indian Peninsula	1936-37	53,5	740,1	97,4	50,124,3	51,015,3	1,674,5	66,5	733,5
	1937-38	52,8	728,9	103,9	50,616,6	51,502,2	1,619,4	64,4	769,3
Madras and Southern Mahratta	1936-37	10,9	119,2	304,7	16,290,1	16,724,9	857,1	17,3	152,2
	1937-38	10,8	108,3	320,2	16,936,8	17,376,1	911,8	16,3	135,4
Nizam's State	1936-37	4,0	25,9	2,3	2,839,2	2,871,4	255,0	6,3	35,6
	1937-38	4,3	26,6	2,8	3,128,0	3,161,7	253,6	6,6	37,2
North-Western	1936-37	42,5	294,3	1,806,7	62,528,2	64,671,7	1,044,1	49,6	318,2
	1937-38	42,7	283,0	1,726,3	64,989,2	67,041,2	1,144,7	49,8	308,6
South Indian	1936-37	6,9	81,2	Nil	12,144,6	12,231,3	692,0	9,5	99,9
	1937-38	5,8	91,7	Nil	13,298,2	13,395,7	678,4	8,8	110,1
TOTAL 5' 6" GAUGE	1936-37	279,5	3,442,0	9,326,4	292,944,1	305,992,0	11,077,5	336,2	3,630,3
	1937-38	277,7	3,363,2	9,445,3	308,212,2	321,298,4	11,707,0	330,4	3,597,5
3' 3½" GAUGE.									
Assam Bengal	1936-37	20,7	28,3	324,0	11,274,1	11,647,1	342,6	23,5	30,3
	1937-38	39,8	1,0	342,8	12,507,0	12,890,6	356,6	44,2	1,6
Bengal and North Western	1936-37	14,2	90,2	399,5	29,887,6	30,391,5	979,5	15,0	94,4
	1937-38	12,4	88,8	393,4	30,744,9	31,239,5	1,246,4	13,3	93,9
Bombay, Baroda and Central India.	1936-37	7,5	80,0	11,1	19,505,9	19,604,5	2,552,4	13,3	120,5
	1937-38	9,1	87,3	15,4	20,753,8	20,865,6	2,854,4	15,8	128,0
Burma	1936-37	19,8	261,3	Nil	19,991,7	20,272,3	Nil	19,8	261,3
	1937-38	†	†	†	†	†	†	†	†

† Figures not received due to separation with effect from 1-4-

Class I Railways for the years 1936-37 and 1937-38.

(in hundreds). (a)				Passenger miles (in thousands)					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	
									5' 6" GAUGE.
1,514.8	14,658.2	16,304.8	18,797.3	5,951	16,607	59,085	633,594	770,237	Bengal Nagpur.
1,530.5	15,901.5	17,556.5	20,227.0	5,780	17,443	62,735	761,130	947,078	
69.6	58,639.6	60,290.0	32,952.4	9,077	39,337	18,749	1,111,797	1,179,460	Bombay, Baroda and Central India.
70.1	62,657.0	64,286.7	38,355.1	9,486	41,045	21,874	1,183,760	1,256,165	
2,093.2	28,020.8	30,405.8	41,373.6	3,912	11,993	45,139	645,675	706,719	Eastern Bengal.
2,398.2	29,891.9	32,593.2	45,470.8	4,083	12,156	50,245	699,870	766,354	
3,592.5	53,964.6	58,031.7	58,031.7	15,248	53,684	181,323	3,013,219	3,263,474	East Indian.
3,439.1	57,610.9	61,484.2	61,484.2	15,207	53,281	190,372	3,220,706	3,479,566	
142.4	51,697.4	52,639.8	53,225.3	17,388	48,994	24,962	1,756,770	1,843,114	Great Indian Peninsula.
154.5	52,133.4	53,121.6	53,872.7	16,514	49,185	27,932	1,751,059	1,844,690	
317.4	17,094.6	17,582.0	30,640.3	4,290	12,297	18,497	639,405	680,489	Madras and Southern Mahratta.
351.2	17,785.0	18,287.9	33,007.4	4,088	19,062	19,330	690,530	733,500	
4.1	3,080.4	3,126.4	7,585.3	924	4,532	640	172,609	173,705	Nizam's State.
4.8	3,366.7	3,415.3	8,594.4	914	4,419	686	172,074	178,093	
1,839.6	63,508.4	65,715.3	66,496.5	12,437	46,704	105,979	2,750,733	2,945,908	North Western.
1,762.6	66,064.9	68,185.9	69,032.1	12,878	47,926	108,011	2,883,757	3,052,579	
NH	12,814.4	12,923.8	53,752.3	1,612	9,921	NH	335,178	346,711	South Indian.
NH	13,955.2	14,074.1	61,126.9	1,471	10,578	NH	341,400	353,449	
9,573.6	303,479.4	317,069.5		70,839	250,569	454,374	11,144,030	11,919,312	TOTAL 5' 6" GAUGE.
9,711.0	319,366.5	333,005.4		70,421	255,005	481,675	11,704,376	12,511,467	
									5' 3½" GAUGE.
343.6	11,591.8	11,989.7	11,989.7	1,723	1,600	14,575	333,697	351,595	Assam Bengal.
360.1	12,841.3	13,247.2	13,247.2	2,918	3	15,926	361,073	379,920	
418.7	30,842.9	31,371.0	31,371.0	1,452	7,243	24,335	1,075,716	1,109,300	Bengal and North Western.
409.2	31,969.5	32,435.9	32,435.9	1,371	6,882	25,205	1,195,665	1,229,123	
17.7	22,005.4	22,156.9	*	1,773	11,043	1,134	911,325	925,274	Bombay, Baroda and Central India.
22.9	23,553.3	23,720.0	*	1,929	11,272	1,200	963,571	982,972	
NH	19,991.7	20,272.8	20,272.8	2,680	10,217	NH	473,076	485,97	Burma.
†	†	†	†	†	†	†	†	†	

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

* Included under 5' 6" gauge.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a) 8	Passen	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
3' 3½" GAUGE—concd.									
Eastern Bengal . . .	1936-37	11,1	45,6	383,0	10,351,8	10,791,5	1,296,9	16,4	69,6
	1937-38	6,7	41,3	413,5	11,643,1	12,104,6	1,492,0	12,0	54,2
Jodhpur . . .	1936-37	2,4	24,8	178,2	4,169,0	4,374,4	416,5	4,0	33,0
	1937-38	2,6	25,4	168,4	4,290,0	4,486,4	439,7	4,4	34,0
Madras and Southern Mah-ratta.	1936-37	5,0	76,0	82,0	12,970,3	13,133,3	526,1	7,0	39,9
	1937-38	4,1	66,0	152,6	14,598,7	14,821,4	548,1	6,3	78,0
Nizam's State . . .	1936-37	2,9	28,1	Nil	4,361,7	4,392,7	122,4	3,3	30,5
	1937-38	2,9	31,6	Nil	5,074,7	5,109,2	126,7	3,4	33,6
Robilkund and Kumaon . . .	1936-37	3,7	22,3	65,7	6,458,8	6,550,5	104,9	4,0	23,7
	1937-38	2,7	17,3	61,6	6,612,7	6,694,3	260,0	3,5	21,9
South Indian . . .	1936-37	16,7	290,3	5,6	40,181,8	40,494,4	544,9	25,0	300,6
	1937-38	11,7	287,3	6,1	46,096,5	46,401,6	902,8	21,9	302,7
TOTAL 3' 3½" GAUGE . . .	1936-37	104,0	946,9	1,449,1	159,152,7	161,652,7	6,886,2	131,3	1,044,3
	1937-38	92,0	646,0	1,553,8	152,321,4	154,613,2	8,226,7	124,8	747,9
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . .	1936-37	6	6,2	54,6	2,546,0	2,607,4	143,1	1,1	9,0
	1937-38	6	5,9	53,6	2,741,8	2,801,9	140,6	1,0	8,7
Bombay, Baroda and Central India.	1936-37	Nil	3,4	Nil	1,939,3	1,942,7	113,7	Nil	4,4
	1937-38	Nil	3,8	Nil	1,918,0	1,921,8	131,8	Nil	4,7
Eastern Bengal . . .	1936-37	..	2,3	2,6	607,6	612,5	67,3	..	2,8
	1937-38	..	2,1	3,0	634,3	639,4	75,4	..	2,8
Great Indian Peninsula . . .	1936-37	•	1,0	•	591,7	592,7	51,6	•	1,3
	1937-38	•	9	•	808,2	809,1	51,4	•	1,1
North Western . . .	1936-37	2,4	8,9	24,2	909,7	945,2	163,5	4,0	13,8
	1937-38	2,7	10,9	23,9	992,8	1,030,3	164,6	4,5	17,3
South Indian . . .	1936-37	Nil	6	Nil	670,0	670,6	88,3	8	4,6
	1937-38	Nil	6	Nil	818,2	818,8	60,1	Nil	5,5
TOTAL 2' 6" AND 2' 0" GAUGES . . .	1936-37	2,0	22,4	81,4	7,264,3	7,371,1	617,5	5,9	35,9
	1937-38	3,3	24,2	80,5	7,913,3	8,021,3	623,9	5,5	39,9
TOTAL CLASS I RAILWAYS . . .	1936-37	386,5	4,411,3	10,866,9	459,361,1	475,015,8	18,581,2	473,4	4,760,5
	1937-38	373,0	4,033,4	11,079,6	468,446,9	483,932,9	20,557,6	460,6	4,385,3

*Included in the next column.

Class I Railways for the years 1936-37 and 1937-38—contd.

Passengers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19		20
430.2	11,582.3	12,088.4	†	1,271	3,343	14,044	409,147	427,505	3' 3 1/2" GAUGE—contd.
464.9	13,065.5	13,598.6	†	1,336	3,361	15,091	470,397	480,185		Eastern Bengal.
183.6	4,570.3	4,790.9	4,790.9	484	3,336	6,526	192,337	202,623	Jodhpur.
174.6	4,713.1	4,926.1	4,926.1	536	3,402	6,896	198,983	209,817	
90.6	13,471.9	13,559.4	†	1,020	12,317	6,764	484,602	504,703	Madras and Southern Mah- ratta.
171.9	15,113.3	15,369.5	†	948	12,579	8,749	501,118	523,394	
Nil	4,481.3	4,515.1	†	455	3,036	Nil	179,993	183,484	Nizam's State.
Nil	5,198.9	5,235.9	†	428	2,808	Nil	183,255	186,401	
67.5	6,560.2	6,655.4	6,655.4	395	2,039	2,936	166,771	172,141	Rohilkund and Kumaon.
65.9	6,863.0	6,954.3	6,954.3	370	2,015	2,881	175,145	180,411	
5.7	40,708.0	41,039.3	†	3,110	29,531	969	956,339	980,990	South Indian.
6.1	46,973.7	47,304.4	†	2,519	21,427	1,089	1,030,833	1,055,868	
1,557.5	165,805.8	168,538.9		14,363	74,709	71,833	5,123,043	5,343,948	TOTAL 3' 3 1/2" GAUGE.
1,675.6	180,291.6	182,839.9		12,355	63,749	77,037	5,085,040	5,238,181	
63.6	2,676.3	2,750.5	†	53	461	2,012	76,477	78,993	3' 6" AND 2' 0" GAUGES.
63.3	2,869.5	2,942.5	†	48	443	1,996	78,777	81,264		Bengal Nagpur.
Nil	2,052.0	2,056.4	†	Nil	104	Nil	23,323	23,426	Bombay, Baroda and Cen- tral India.
Nil	2,048.9	2,053.6	†	Nil	109	Nil	28,662	28,771	
3.3	673.7	679.8	†	..	39	27	6,135	6,201	Eastern Bengal.
3.9	708.3	714.8	†	..	35	30	6,427	6,492	
..	643.0	644.3	†	..	35	..	9,316	9,351	Great Indian Peninsula.
..	859.4	800.5	†	..	29	..	13,292	13,321	
29.3	1,051.6	1,098.7	†	232	835	966	31,333	33,366	North Western.
29.6	1,143.5	1,194.9	†	283	1,162	1,065	35,241	37,771	
Nil	753.5	758.9	†	75	432	Nil	16,073	16,580	South Indian.
Nil	873.4	878.9	†	Nil	519	Nil	15,794	16,313	
96.2	7,850.6	7,988.6		360	1,896	3,005	167,656	172,917	TOTAL 3' 6" AND 2' 0" GAUGES.
96.8	8,503.0	8,645.2		331	2,297	3,111	178,193	183,932	
11,227.3	477,135.8	493,597.0	488,435.0	85,562	327,174	629,212	10,494,729	17,436,677	TOTAL CLASS I RAILWAYS.
11,483.4	488,161.1	504,490.6	498,784.1	83,107	321,141	561,823	16,967,509	17,933,580	

(a) See note (a) on page 93.

† Included under 3' 6" Gauge.

12.—Statement of Passenger Revenue Statistics of

Railway. 21	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27	
5' 6" GAUGE.							
Bengal Nagpur	1936-37	246.9	154.2	39.0	47.0	47.2	
	1937-38	247.0	172.6	41.0	47.9	48.2	
Bombay, Baroda and Central India	1936-37	186.4	26.0	269.1	19.0	19.5	
	1937-38	196.6	27.2	312.2	18.9	19.5	
Eastern Bengal	1936-37	85.8	48.8	21.6	23.0	23.2	
	1937-38	87.8	47.4	21.0	23.4	23.5	
East Indian	1936-37	224.0	132.0	50.0	56.0	56.0	
	1937-38	230.0	145.0	55.0	56.0	57.0	
Great Indian Peninsula	1936-37	261.6	62.5	175.2	34.0	35.1	
	1937-38	255.5	63.9	180.8	33.6	34.7	
Madras and Southern Mahratta	1936-37	241.0	120.2	58.2	37.4	38.7	
	1937-38	250.8	140.8	56.5	38.8	40.1	
Nizam's State	1936-37	142.5	121.4	155.1	49.8	51.0	
	1937-38	137.3	115.7	142.4	48.9	50.0	
North Western	1936-37	250.6	146.8	57.6	43.8	44.8	
	1937-38	258.6	155.3	61.3	43.7	44.8	
South Indian	1936-37	138.7	73.4	Nil	22.7	23.2	
	1937-38	147.5	70.2	Nil	22.3	22.6	
TOTAL 5' 6" GAUGE		1936-37	210.7	63.1	47.5	36.7	37.6
		1937-38	213.1	70.9	49.6	36.6	37.6
3' 3 1/2" GAUGE							
Assam Bengal	1936-37	73.4	51.9	42.4	28.8	29.3	
	1937-38	65.9	2.00	44.2	28.1	28.7	
Bengal and North Western	1936-37	97.0	76.8	59.4	34.9	35.4	
	1937-38	103.2	73.3	61.6	37.4	37.8	
Bombay Baroda and Central India	1936-37	133.0	91.6	64.2	41.4	41.8	
	1937-38	122.5	88.0	52.3	41.1	41.4	
Burma	1936-37	135.5	39.1	Nil	23.7	24.6	
	1937-38	†	†	†	†	†	

* Columns 23 to 27—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.
 † Figures not received due to separation from 1st April 1937.

Class I Railways for the years 1936-37 and 1937-38—contd.

Note.—The figures for 1936-37, shown under columns 28 to 32 include refunds.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Ra.	Ra.	Ra.	Ra.	Ra.						
6,49	7,70	12,07	1,16,07	1,41,33	17.7	8.90	3.92	3.24	3.52	} Bengal-Nagpur.
5,38	7,94	12,92	1,28,62	1,54,86	17.9	8.74	3.96	3.24	3.61	
8,33	17,46	4,45	1,77,67	2,07,91	17.6	8.41	4.56	3.07	3.38	} Bombay, Baroda and Central India.
8,45	18,13	5,11	1,88,32	2,20,01	17.1	8.48	4.49	3.05	3.36	
3,33	6,06	7,94	1,01,44	1,18,77	16.4	9.69	3.37	3.01	3.22	} Eastern-Bengal.
3,43	6,10	8,73	1,08,64	1,26,80	16.1	9.63	3.34	2.98	3.18	
12,53	20,95	34,34	4,20,07	4,87,89	16.8	7.49	3.63	3.67	3.66	} East Indian.
12,74	21,02	36,81	4,66,33	5,36,90	16.1	7.57	3.71	2.77	3.06	
17,50	23,87	7,81	2,78,71	3,27,89	19.3	9.36	6.01	3.05	3.41	} Great Indian Peninsula.
17,34	24,19	8,68	2,81,86	3,32,07	20.2	9.44	5.97	3.09	3.45	
4,73	7,44	6,27	1,10,30	1,27,74	21.2	7.81	5.47	3.31	3.60	} Madras and Southern Mahratta.
4,47	7,62	5,56	1,14,18	1,31,83	21.0	7.68	5.37	3.17	3.45	
92	2,18	21	27,88	31,19	19.6	9.39	6.21	3.39	3.66	} Nizam's State.
94	2,26	22	29,44	32,86	19.8	10.0	6.16	3.37	3.64	
10,63	19,93	24,88	4,18,78	4,74,22	16.4	8.19	4.51	2.89	3.09	} North Western.
10,98	21,09	25,28	4,30,72	4,88,07	16.4	8.45	4.49	2.87	3.07	
1,53	4,21	NH	52,33	58,07	20.9	10.1	NH	3.28	3.51	} South Indian.
1,51	4,32	NH	54,82	60,65	20.4	9.78	NH	3.23	3.13	
64,99	1,09,80	96,97	17,03,25	19,75,01	17.6	8.41	4.10	2.93	3.13	} TOTAL 5' 6" GAUGE.
65,24	1,12,67	1,03,31	18,02,93	20,84,15	17.8	8.48	4.12	2.96	3.20	
1,66	1,06	3,51	56,33	62,56	18.5	12.5	4.59	3.23	3.40	} Assam Bengal.
2,40		3,80	60,79	66,99	15.7	14.9	4.56	3.23	3.38	
94	2,62	4,51	1,31,02	1,39,09	11.8	6.67	3.35	3.27	3.34	} Bengal and North Western.
90	2,52	4,55	1,40,36	1,48,33	11.9	6.75	3.34	2.19	2.25	
1,84	5,94	23	1,57,68	1,65,68	19.9	10.3	4.50	3.33	3.44	} Bombay, Baroda and Central India.
2,02	6,11	29	1,67,17	1,75,59	20.1	10.4	4.60	3.23	3.43	
2,89	4,96	NH	88,14	95,99	20.7	9.31	NH	3.57	3.79	} Burma.
†	†	†	†	†	†	†	†	†	†	

† Revised figures.
HICRAccounts.

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

Railway. 21	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3½" GAUGE—contd.						
Eastern Bengal	1936-37	77.5	56.1	32.7	35.3	35.4
	1937-38	111.3	62.0	32.5	36.0	36.1
Jodhpur	1936-37	121.8	101.0	35.5	42.1	42.3
	1937-38	122.4	100.2	39.5	42.2	42.6
Madras and Southern Mahratta	1936-37	145.7	137.0	74.7	36.0	36.9
	1937-38	162.9	161.3	50.9	33.2	34.1
Nizam's State	1936-37	129.2	90.9	Nil	36.1	36.6
	1937-38	120.9	78.1	Nil	34.0	34.4
Rohilkund and Kumaon	1936-37	100.0	85.9	43.5	25.4	25.9
	1937-38	106.7	91.8	43.7	25.5	25.9
South Indian	1936-37	86.8	43.6	171.3	20.6	20.8
	1937-38	90.1	43.9	178.3	20.2	20.4
TOTAL 3' 3½" GAUGE	1936-37	109.4	71.5	46.1	31.3	31.7
	1937-38	99.0	85.2	46.0	31.7	32.2
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1936-37	49.1	50.0	31.6	28.6	28.7
	1937-38	46.5	51.1	31.5	27.5	27.6
Bombay, Baroda and Central India	1936-37	Nil	23.6	Nil	13.8	13.8
	1937-38	Nil	23.2	Nil	14.0	14.0
Eastern Bengal	1936-37	7.88	14.2	8.07	9.11	9.12
	1937-38	7.47	13.6	7.70	9.07	9.08
Great Indian Peninsula	1936-37	†	26.4	†	14.5	14.5
	1937-38	†	27.0	†	15.5	15.5
North-Western	1936-37	58.3	60.4	33.0	29.8	30.4
	1937-38	63.4	67.1	36.7	30.8	31.6
South Indian	1936-37	40.9	33.5	Nil	13.6	13.6
	1937-38	Nil	32.5	Nil	13.5	13.5
TOTAL 2' 6" AND 2' 0" GAUGES	1936-37	61.0	52.8	31.2	21.4	21.7
	1937-38	60.2	57.6	32.1	21.0	21.3
TOTAL CLASS I RAILWAYS	1936-37	180.7	68.7	47.1	34.6	35.3
	1937-38	180.4	73.2	48.9	34.8	35.6

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

for the years 1936-37 and 1937-38—concl'd.

Note.—The figures for 1936-37 shown under columns 28 to 32, include refunds.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 33
1st. 28	2nd 29	Inter. 30	3rd. 31	Total 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total 37	
Rs.	Rs.	Rs.	Rs.	Rs.						
3' 3½" GAUGE—concl'd.										
1,08	1,68	2,41	68,66	68,83	16.1	9.57	3.27	2.96	3.07	} Eastern Bengal.
1,10	1,67	2,56	72,64	77,97	15.8	9.42	3.23	2.93	3.03	
57	1,91	1,69	37,80	41,97	22.5	11.0	4.98	3.77	3.98	} Jodhpur.
63	1,98	1,79	39,07	43,47	22.7	11.1	4.98	3.77	3.98	
1,11	3,35	1,93	75,37	81,76	20.9	5.22	5.48	2.99	3.11	} Madras and Southern Mahratta.
1,04	3,13	2,34	76,33	82,84	21.1	4.78	5.14	2.92	3.04	
37	1,12	Nil	25,57	27,06	16.2	7.42	Nil	2.94	3.05	} Nizam's State.
35	1,14	Nil	27,43	28,92	16.3	8.06	Nil	2.93	3.03	
43	1,01	65	21,58	23,67	21.0	9.50	4.26	2.43	2.64	} Rohilkund and Kumaon.
39	96	64	22,91	24,00	20.2	9.19	4.24	2.51	2.65	
3,44	7,33	39	1,44,36	1,55,52	23.0	10.1	7.70	3.19	3.35	} South Indian.
3,13	7,53	43	1,54,64	1,65,73	22.1	10.1	7.57	3.04	3.18	
14,33	30,98	15,37	8,01,45	8,62,13	19.2	7.98	4.11	2.97	3.10	} TOTAL 3' 3½" GAUGE.
11,96	25,04	16,40	7,61,34	8,14,74	18.6	7.54	4.09	2.87	2.99	
3' 6" AND 2' 0" GAUGES.										
5	22	43	10,87	11,57	18.5	9.15	4.15	2.73	2.81	} Bengal-Nagpur.
5	21	43	11,06	11,75	18.9	9.19	4.11	2.70	2.78	
Nil	8	Nil	4,71	4,79	Nil	14.9	Nil	3.19	3.23	} Bombay, Baroda and Central India.
Nil	9	Nil	4,70	4,79	Nil	15.0	Nil	3.15	3.20	
	2	1	1,09	1,12	17.2	13.2	3.39	3.40	3.47	} Eastern Bengal.
	2	1	1,14	1,17	16.9	13.0	3.44	3.41	3.45	
†	3	†	2,21	2,24	†	13.0	†	4.58	4.59	} Great Indian Peninsula.
†	2	†	2,46	2,48	†	13.0	†	3.55	3.57	
54	69	52	8,41	10,16	44.1	15.9	10.4	5.15	5.55	} North-Western.
57	93	58	9,46	11,54	39.0	15.3	10.2	5.16	5.36	
1	4	Nil	1,36	1,41	14.1	11.6	Nil	12.46	12.47	} South Indian.
Nil	5	Nil	1,53	1,58	Nil	10.4	Nil	2.43	2.44	
60	1,08	96	28,65	31,29	32.0	10.9	6.13	3.23	3.47	} TOTAL 3' 6" AND 2' 0" GAUGES.
62	1,32	1,02	30,35	33,31	36.0	11.0	6.30	3.27	3.48	
79,92	1,41,86	7,13,30	25,33,35	28,68,43	17.9	8.32	4.11	2.96	3.16	} TOTAL CLASS I. RAILWAYS.
77,82	1,39,03	1,20,73	25,94,62	29,32,20	18.0	8.31	4.13	2.94	3.14	

† Revised figures.

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

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+ 6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1936-37	4,691	1,048	867	809	6,460	13,881	1,573	15,454
	1937-38	5,269	1,279	979	885	7,451	15,863	1,869	17,732
Bombay, Baroda and Central India.	1936-37	1	Nil	16	379	2,810	3,006	2,226	5,232
	1937-38	1	Nil	14	350	2,796	3,161	2,444	5,605
Eastern Bengal	1936-37	5	..	13	235	1,326	2,079	2,733	4,812
	1937-38	7	..	5	200	2,005	2,217	2,773	4,990
East Indian	1936-37	9,147	2,400	1,611	1,229	7,212	20,599	3,552	24,151
	1937-38	9,373	2,681	1,778	1,346	7,703	22,881	3,489	26,370
Great Indian Peninsula	1936-37	314	13	556	1,116	4,559	7,058	3,408	10,466
	1937-38	338	5	608	877	4,502	6,830	4,216	11,046
Madras and Southern Mahratta.	1936-37	52	Nil	..	467	1,334	1,853	2,068	3,916
	1937-38	51	..	1	423	1,352	1,826	2,335	4,161
Nizam's State	1936-37	349	341	210	235	339	1,524	512	2,036
	1937-38	476	448	226	202	401	1,755	562	2,317
North Western (Commercial).	1936-37	18	1	25	1,989	6,492	8,525	4,333	12,858
	1937-38	16	1	23	2,093	6,298	8,431	4,710	13,141
North-Western (Military)	1936-37	63	Nil	3	207	1,168	1,441	1,028	2,469
	1937-38	72	..	5	168	1,322	1,567	1,166	2,733
North Western (Total)	1936-37	81	1	28	2,196	7,660	9,966	3,525	13,491
	1937-38	88	1	28	2,261	7,620	9,998	3,811	13,809
South Indian	1936-37	19	Nil	8	189	1,273	1,489	732	2,221
	1937-38	36	Nil	18	154	1,270	1,480	698	2,178
TOTAL 5' 6" GAUGE.	1936-37	14,159	3,803	3,309	6,855	33,329	61,455	(a) 20,324	(a) 81,779
	1937-38	16,143	4,414	3,657	6,897	35,100	66,011	(a) 22,197	(a) 88,208
3' 3 1/2" GAUGE.									
Assam Bengal	1936-37	28	9	11	131	1,026	1,198	385	1,583
	1937-38	28	1	22	136	1,044	1,231	385	1,616
Bengal and North Western	1936-37	8	1	43	640	3,131	3,828	1,464	5,292
	1937-38	9	..	49	610	3,400	4,068	1,396	5,464
Bombay, Baroda and Central India.	1936-37	2	Nil	6	423	1,271	1,707	2,344	4,051
	1937-38	1	..	6	429	1,256	1,692	2,434	4,126
Burma	1936-37	48	Nil	173	1,299	2,337	3,854	Nil	3,857
	1937-38	‡	‡	‡	‡	‡	‡	‡	‡

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

‡ Figures not received due to separation with effect from 1-4-37.

for the years 1936-37 and 1937-38 (In thousands).

Tons carried (a).									
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.	Tons terminating.	Tons of cross traffic.	Railway.
11	12	13	14	15	16	17	18	19	20
5' 6" GAUGE.									
5,194	1,194	867	926	7,273	15,454	15,335	11,359	376	} Bengal-Nagpur.
5,929	1,404	979	1,002	8,416	17,732	18,176	13,065	368	
783	20	232	697	3,500	5,232	3,126	3,992	301	} Bombay, Baroda and Central India.
941	23	289	707	3,645	5,605	3,559	4,335	340	
1,228	115	293	315	2,361	4,812	5,966	3,757	568	} Eastern Bengal.
1,388	89	248	276	2,989	4,990	6,133	3,839	598	
8,882	2,652	1,611	1,383	9,123	24,151	24,151	16,373	1,101	} East Indian.
10,125	2,899	1,778	1,930	9,638	26,370	26,370	18,009	1,008	
1,627	275	849	1,743	5,972	10,466	10,495	7,308	477	} Great Indian Peninsula.
2,067	383	1,010	1,565	6,021	11,046	11,078	7,661	1,369	
184	334	391	256	2,151	3,916	5,365	2,824	435	} Madras and Southern Mah-ratta.
254	355	527	627	2,198	4,161	6,037	3,104	556	
377	341	270	439	669	2,036	2,504	318	313	} Nizam's State.
516	453	228	437	685	2,317	2,796	839	351	
1,139	1	1,022	2,475	3,221	12,858	†	10,950	†	} North Western (Commer-cial).
1,314	1	1,209	2,565	3,052	13,141	†	11,012	†	
213		121	322	1,313	2,469	†	1,375	†	} North-Western (Military).
231		130	292	2,080	2,733	†	1,521	†	
1,177	1	1,025	2,433	3,805	13,491	13,609	12,323	169	} North-Western (Total).
1,358	1	1,213	2,568	3,671	13,809	13,959	12,533	196	
23	Nil	270	418	1,510	2,221	5,137	1,655	177	} South Indian.
43	Nil	223	367	1,525	2,178	5,194	1,622	119	
(a) 19,475	(a) 4,932	(a) 5,748	(a) 9,760	(a) 41,364	(a) 81,779		60,911	3,966	} TOTAL 5' 6" GAUGE.
(a) 22,619	(a) 5,607	(a) 6,493	(a) 9,699	(a) 43,790	(a) 88,308		65,007	4,894	
3' 3½" GAUGE.									
99	10	105	162	1,207	1,583	1,583	1,223	11	} Assam Bengal.
113	8	97	166	1,232	1,616	1,616	1,258	14	
322	1	276	944	3,749	6,292	3,292	4,431	68	} Bengal and North-Western.
320		298	833	3,963	5,464	5,464	4,603	80	
300	101	242	366	2,542	4,051	*	2,277	899	} Bombay, Baroda and Central India.
331	112	284	691	2,518	4,126	*	2,312	1,016	
43	Nil	173	1,299	2,337	3,857	3,857	3,857	Nil	} Burma.
†	†	†	†	†	†	†	†	†	

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

* Shown under 5' 6" gauge.

† Not required.

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

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+ 6+7.)	(a) Other traffic.	(d) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).			
	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—conold.									
Eastern Bengal	1936-37	1	..	6	254	987	1,248	1,229	2,477
	1937-38	1	..	9	198	911	1,119	1,267	2,386
Jodhpur	1936-37	Nil	Nil	4	154	691	849	447	1,296
	1937-38	1	Nil	4	178	638	821	476	1,297
Madras and Southern Mah- ratta.	1936-37	29	12	152	608	1,005	1,806	732	2,538
	1937-38	29	12	172	464	985	1,662	758	2,420
Nizam's State	1936-37	..	..	..	180	256	436	260	696
	1937-38	..	..	..	200	225	425	280	705
Rohilkund and Kumaon	1936-37	Nil	Nil	53	94	1,387	1,534	232	1,766
	1937-38	..	..	68	138	1,237	1,443	166	1,609
South Indian	1936-37	74	Nil	22	735	2,201	3,032	421	3,453
	1937-38	105	Nil	46	690	2,223	3,064	461	3,525
TOTAL 3' 3½" GAUGE	1936-37	190	16	476	4,523	14,292	19,495	(a) 7,514	(a) 27,009
	1937-38	174	13	376	3,043	11,919	15,525	(a) 7,623	(a) 23,148
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur.	1936-37	39	1	51	91	431	613	146	759
	1937-38	40	2	57	90	592	781	147	928
Bombay, Barode and Cen- tral India.	1936-37	Nil	Nil	Nil	22	229	251	66	317
	1937-38	Nil	Nil	Nil	15	242	257	71	328
Eastern Bengal	1936-37	Nil	Nil	Nil	Nil	2	2	1	3
	1937-38	..	..	..	..	2	2	1	3
Great Indian Peninsula	1936-37	Nil	Nil	Nil	18	82	100	73	173
	1937-38	..	..	..	20	76	96	62	158
North Western (Commer- cial)	1936-37	83	..	14	96	108	306	141	447
	1937-38	99	..	20	102	135	356	164	520
North-Western (Military)	1936-37	Nil	..	2	1	45	48	46	94
	1937-38	..	..	2	2	51	55	46	101
North-Western (Total)	1936-37	83	..	16	97	153	354	161	515
	1937-38	99	..	22	104	186	411	179	590
South Indian	1936-37	Nil	Nil	Nil	11	20	31	12	43
	1937-38	Nil	Nil	Nil	19	19	38	14	52
TOTAL 2' 6" & 2' 0" GAUGES	1936-37	127	1	67	239	917	1,351	(a) 459	(a) 1,810
	1937-38	139	2	79	248	1,117	1,585	(a) 474	(a) 2,059
TOTAL CLASS I RAILWAYS	1936-37	14,476	3,819	3,851	11,517	48,538	82,308	(a) 28,297	(a) 110,598
	1937-38	16,456	4,429	4,112	9,988	48,136	83,121	(a) 30,294	(a) 113,415

(a) Columns 8 to 16 — In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1936-37 and 1937-38 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3' 3½" GAUGE—contd.
245	95	120	380	1,637	2,477	•	1,093	599	Eastern Bengal.
295	70	114	317	1,590	2,386	•	1,115	614	
26	8	65	283	914	1,296	1,296	804	193	Jodhpur.
28	8	69	326	866	1,297	1,297	781	194	
56	25	158	855	1,444	2,538	•	1,377	103	Madras and Southern Maharashtra.
72	22	180	703	1,443	2,420	•	1,819	116	
36	1	30	250	379	696	•	383	65	Nizam's State.
42	1	34	275	353	705	•	383	70	
26	Nil	53	122	1,565	1,766	1,766	1,399	3	Rohilkund and Kumaon.
23	•••	68	146	1,372	1,609	1,609	1,239	3	
75	•••	128	815	2,435	3,453	•	2,143	12	South Indian.
106	Nil	169	779	2,471	3,525	•	2,173	10	
(a) 1,233	(a) 241	(a) 1,350	(a) 5,976	(a) 18,209	(a) 27,009		20,487	1,947	TOTAL 3' 3½" GAUGE.
(a) 1,330	(a) 221	(a) 1,313	(a) 4,476	(a) 15,908	(a) 23,148		16,651	2,116	
									2' 6" AND 2' 0" GAUGES.
69	1	54	113	522	759	•	520	7	Bengal-Nagpur.
72	2	60	116	678	928	•	587	5	
4	Nil	1	45	267	317	•	123	4	Bombay, Baroda and Central India.
3	•••	1	43	281	323	•	116	6	
Nil	Nil	Nil	Nil	3	3	•	1	Nil	Eastern Bengal.
•••	•••	•••	•••	3	3	•	1	••	
10	Nil	Nil	43	120	173	•	103	Nil	Great Indian Peninsula.
13	•••	•••	36	109	159	•	94	••	
103	•••	14	114	216	447	•	275	†	North-Western (Commercial).
118	•••	21	117	264	520	•	271	†	
6	•••	4	6	79	94	•	64	†	North-Western (Military).
5	•••	4	6	86	101	•	60	†	
104	•••	16	118	277	515	•	279	†	North-Western (Total).
119	•••	22	122	327	590	•	331	†	
Nil	Nil	Nil	13	30	43	•	17	Nil	South Indian.
Nil	Nil	Nil	22	30	52	•	22	Nil	
(a) 187	(a) 1	(a) 71	(a) 332	(a) 1,219	(a) 1,810		1,043	11	TOTAL 2' 6" & 2' 0" GAUGES.
(a) 207	(a) 2	(a) 83	(a) 339	(a) 1,428	(a) 2,059		1,151	11	
(a) 20,895	(a) 5,274	(a) 7,169	(a) 16,068	(a) 61,292	(a) 110,598	105,452	82,440	5,924	TOTAL CLASS I RAILWAYS.
(a) 24,156	(a) 5,830	(a) 7,889	(a) 14,514	(a) 61,026	(a) 113,415	108,268	82,839	7,021	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey
 * Shown under 5' 6" gauge. † Not required.

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

Railway.	Year.	Net tonmiles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5' 6" GAUGE.							
Bengal-Nagpur	1936-37	666,050	341,093	167,000	168,778	1,390,135	2,733,056
	1937-38	787,337	364,828	186,530	190,461	1,678,407	3,207,563
Bombay, Baroda and Central India.	1936-37	231,153	5,482	67,234	145,514	641,881	1,091,264
	1937-38	283,224	6,250	76,309	168,293	625,019	1,159,095
Eastern Bengal	1936-37	81,980	19,244	41,529	30,124	350,827	523,704
	1937-38	96,536	14,117	34,833	23,773	362,186	531,445
East Indian	1936-37	2,210,256	1,344,193	414,509	600,136	1,549,050	6,118,144
	1937-38	2,627,546	1,539,020	468,570	631,240	1,567,013	6,833,389
Great Indian Peninsula	1936-37	444,388	110,735	252,086	545,256	1,313,590	2,666,055
	1937-38	674,617	146,618	269,256	482,895	1,323,426	2,896,815
Madras and Southern Mahratta	1936-37	30,197	191,063	104,428	151,317	363,895	840,900
	1937-38	44,530	192,376	145,777	160,895	383,802	927,380
Nizam's State	1936-37	71,907	37,156	16,970	75,165	95,360	226,658
	1937-38	91,097	56,513	19,230	85,963	100,615	353,418
North Western (Commercial)	1936-37	260,453	24	365,577	595,460	1,405,430	2,616,944
	1937-38	296,306	16	443,944	708,381	1,364,160	2,812,807
North Western (Military)	1936-37	78,325	2	18,113	29,953	167,034	223,477
	1937-38	21,631	..	21,074	24,922	189,915	257,542
North Western (Total).	1936-37	268,778	26	383,690	625,413	1,562,514	2,840,421
	1937-38	317,937	16	465,018	733,303	1,554,075	3,070,349
South Indian	1936-37	2,064	2	49,459	45,691	143,697	240,913
	1937-38	4,408	Nil	37,635	40,034	161,098	243,175
TOTAL 5' 6" GAUGE.	1936-37	4,006,773	2,048,994	1,496,905	2,387,394	7,410,949	17,351,015
	1937-38	4,927,232	2,319,738	1,703,158	2,516,857	7,755,644	19,222,629
3' 3½" GAUGE.							
Assam-Bengal	1936-37	10,355	2,123	16,704	22,450	210,013	261,645
	1937-38	13,509	1,975	15,943	21,094	218,605	271,126
Bengal and North-Western	1936-37	43,668	30	42,216	111,013	493,307	690,234
	1937-38	42,340	11	40,144	100,648	502,266	685,409
Bombay, Baroda and Central India.	1936-37	45,330	20,303	61,073	169,460	463,962	760,128
	1937-38	46,321	24,425	63,165	189,141	463,559	786,011
Burma	1936-37	24,733	Nil	34,779	175,736	411,073	646,321
	1937-38	†	†	†	†	†	†

† Figures not received due to separation with effect from 1-4-37.

for the years 1936-37 and 1937-38 (In thousands)—contd.

*Average miles a ton of goods was carried.

Coal for the public.	Coal for foreign rail-ways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5' 6" GAUGE.
129	286	194	182	191	169	178	} Bengal Nagpur.
134	260	193	190	200	168	183	
295	273	289	209	188	298	212	} Bombay, Baroda and Central India.
301	275	264	238	178	300	212	
67	167	142	96	123	76	109	} Eastern Bengal.
70	159	141	86	121	75	107	
249	507	257	319	170	308	253	} East Indian.
260	531	263	327	163	320	259	
273	402	297	313	220	292	256	} Great Indian Peninsula.
326	382	267	309	220	335	263	
164	572	267	177	169	427	215	} Madras and Southern Mahratta.
175	542	277	195	175	389	223	
191	109	81	171	143	152	146	} Nizam's State.
176	125	85	197	147	152	153	
220	23	359	241	177	220	208	} North Western (Commercial).
226	20	369	276	174	225	218	
86	31	150	93	89	86	93	} North Western (Military).
94		162	85	93	94	95	
228	23	376	252	185	228	216	} North Western (Total).
234	20	385	286	185	234	227	
91	40	183	109	95	91	109	} South Indian.
103	Nil	169	103	106	103	112	
*206	*415	*260	*245	*177	*248	*212	} TOTAL 5' 6" GAUGE.
*218	*414	*262	*259	*177	*257	*218	
							3' 3 1/2" GAUGE.
104	205	160	139	174	114	165	} Assam-Bengal.
119	238	164	127	178	128	169	
135	40	153	118	132	135	131	} Bengal and North Western.
132	68	135	114	127	132	125	
151	201	252	196	183	164	188	} Bombay, Baroda and Central India.
140	217	223	215	184	160	191	
516	Nil	202	135	176	516	163	} Burma.
†	†	†	†	†	†	†	

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

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

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)
21	22	23	24	25	26	27	28
3' 3½" GAUGE—conold.							
Eastern Bengal	1936-37	28,779	11,194	12,623	43,625	172,613	268,834
	1937-38	33,699	8,427	11,230	37,020	175,750	266,126
Jodhpur	1936-37	4,843	1,048	14,537	62,367	106,327	189,122
	1937-38	6,241	802	15,447	62,093	99,750	184,333
Madras and Southern Mahratta	1936-37	6,117	6,681	31,509	148,468	232,086	424,861
	1937-38	7,422	8,372	61,128	123,618	237,251	437,791
Nizam's State	1936-37	7,074	170	5,971	36,114	44,593	93,922
	1937-38	8,180	197	6,726	41,772	44,899	101,774
Rohilkund and Kumaon	1936-37	1,103	Nil	1,480	7,873	101,014	111,470
	1937-38	977	..	2,210	9,653	93,266	106,106
South Indian	1936-37	5,177	8	4,758	85,921	193,938	289,802
	1937-38	8,272	3	19,876	85,728	206,836	320,515
TOTAL 3' 3½" GAUGE	1936-37	177,179	41,557	225,650	863,027	2,428,926	3,736,339
	1937-38	166,961	44,212	235,669	670,767	2,042,182	3,159,791
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1936-37	5,998	158	6,874	7,465	25,335	45,830
	1937-38	6,093	278	6,961	8,670	32,098	54,100
Bombay, Baroda and Central India.	1936-37	127	Nil	21	1,065	5,385	6,598
	1937-38	98	..	18	1,025	5,592	6,733
Eastern Bengal	1936-37	Nil	Nil	Nil	1	55	56
	1937-38	..	..	..	1	55	56
Great Indian Peninsula	1936-37	364	Nil	Nil	1,976	4,465	6,805
	1937-38	488	..	..	1,844	3,971	6,303
North Western (Commercial)	1936-37	2,929	..	595	4,208	10,401	18,223
	1937-38	3,454	..	803	4,352	13,400	22,009
North Western (Military)	1936-37	347	..	277	375	4,810	5,809
	1937-38	394	..	308	407	5,173	6,270
North Western (Total)	1936-37	3,276	..	872	4,673	15,211	24,032
	1937-38	3,838	..	1,109	4,759	18,573	28,279
South Indian	1936-37	Nil	Nil	1	445	970	1,416
	1937-38	Nil	Nil	2	787	911	1,700
TOTAL 2' 6" & 2' 0" GAUGES	1936-37	9,765	158	7,768	15,625	51,421	84,737
	1937-38	10,517	278	8,090	17,083	61,200	97,171
TOTAL CLASS I RAILWAYS	1936-37	4,193,717	2,090,709	1,730,323	3,266,046	6,891,296	21,172,091
	1937-38	5,104,710	2,364,229	1,946,917	3,204,710	9,850,026	22,479,591

for the years 1936-37 and 1937-38 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	
117	117	105	115	105	117	109	} 3½" GAUGE—contd. Eastern Bengal.
114	120	98	117	111	115	112	
188	127	222	220	116	173	146	} Jodhpur.
221	101	224	190	115	195	142	
109	267	199	174	161	158	167	} Madras and Southern Mahratta.
103	380	340	176	164	168	181	
197	184	194	145	118	196	135	} Nizam's State.
194	185	198	152	127	194	144	
42	Nil	28	65	65	42	63	} Rohilkund and Kumaon.
42	..	32	68	69	42	66	
69	144	37	106	80	69	84	} South Indian.
78	38	117	110	84	78	91	
*144	*172	*167	*144	*133	*148	*138	} TOTAL 3½" GAUGE.
*126	*200	*179	*150	*129	*136	*137	
} 5' 6" AND 2' 6" GAUGES.							
87	126	127	66	49	88	60	} Bengal-Nagpur.
84	138	116	75	47	86	58	
29	Nil	40	24	20	29	21	} Bombay, Baroda and Central India.
29	Nil	39	24	20	29	21	
Nil	Nil	Nil	11	19	..	18	} Eastern Bengal.
..	..	..	11	19	..	18	
36	Nil	Nil	46	37	36	39	} Great Indian Peninsula.
37	..	..	52	37	37	40	
28	Nil	44	38	49	28	41	} North Western (Commercial).
29	..	39	37	51	29	42	
66	Nil	76	60	61	66	68	} North Western (Military).
79	..	71	68	60	79	62	
31	Nil	57	40	56	31	47	} North Western (Total).
32	..	50	39	57	32	46	
Nil	Nil	19	35	32	Nil	33	} South Indian.
..	..	19	36	31	..	33	
*52	*126	*109	*47	*42	*53	*47	} TOTAL 5' 6" AND 2' 6" GAUGES.
*51	*138	*97	*50	*43	*52	*47	
*201	*404	*241	*203	*161	*241	*191	} TOTAL CLASS I RAILWAYS
*211	*408	*247	*221	*162	*240	*198	

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

13.—Statement of Goods Revenue Statistics of Class I Railways
 Note.—The figures for 1936-37 shown under

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
		39	40	41	42	43	44
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" GAUGE.							
Bengal-Nagpur	1936-37	1,23,54	42,68	21,69	88,35	3,46,18	6,22,44
	1937-38	1,45,01	50,44	24,45	94,69	4,01,41	7,18,00
Bombay, Baroda and Central India.	1936-37	29,64	60	6,30	64,56	3,48,22	4,49,32
	1937-38	37,71	69	7,16	68,06	3,24,72	4,38,34
Eastern Bengal	1936-37	19,08	2,98	6,20	13,44	1,73,84	2,15,54
	1937-38	21,94	2,27	5,22	10,59	1,69,99	2,10,01
East Indian	1936-37	3,71,20	1,67,22	53,06	1,67,79	5,87,43	13,46,70
	1937-38	4,27,91	1,88,04	59,86	1,81,41	6,03,54	14,60,76
Great Indian Peninsula	1936-37	62,52	13,20	26,75	2,09,04	6,10,27	9,21,78
	1937-38	90,04	18,18	28,28	1,84,20	5,62,59	8,83,29
Madras and Southern Mahratta	1936-37	6,55	17,50	14,03	60,29	1,68,67	2,67,04
	1937-38	9,34	21,66	19,39	55,66	1,70,60	2,76,65
Nizam's State	1936-37	15,72	8,53	2,14	28,41	48,02	1,02,82
	1937-38	19,54	11,67	2,45	28,59	50,56	1,12,81
North Western (Commercial)	1936-37	30,86	..	37,75	2,41,39	7,27,84	10,37,84
	1937-38	35,59	..	46,93	2,66,99	6,43,42	9,92,93
North Western (Military)	1936-37	2,29	..	1,89	12,21	64,40	80,79
	1937-38	2,62	..	2,24	9,72	69,98	84,56
North Western (Total)	1936-37	33,15	..	39,64	2,53,60	7,92,24	11,18,66
	1937-38	38,21	..	49,17	2,76,71	7,13,40	10,77,48
South Indian	1936-37	55	Nil	6,36	26,67	80,47	1,14,05
	1937-38	1,34	Nil	5,84	23,74	86,45	1,17,37
TOTAL 5' 6" GAUGE	1936-37	6,61,95	2,52,71	1,76,17	9,12,16	31,55,34	51,58,33
	1937-38	7,91,04	2,92,95	2,01,82	9,23,65	30,83,26	52,92,71
3' 3 1/2" GAUGE.							
Assam-Bengal	1936-37	2,92	28	2,19	9,51	86,11	1,01,01
	1937-38	3,13	25	2,09	9,33	87,37	1,02,17
Bengal and North Western	1936-37	9,88	..	5,78	53,23	1,67,95	2,36,84
	1937-38	9,64	..	5,76	49,79	1,66,98	2,32,17
Bombay, Baroda and Central India	1936-37	6,53	2,46	5,72	63,45	2,47,09	3,30,25
	1937-38	6,81	2,87	5,92	74,15	2,38,80	3,28,55
Burma	1936-37	5,31	Nil	4,49	35,34	1,60,09	2,55,23
	1937-38	†	†	†	†	†	†

† Figures not received due to separation with effect from 1-4-37.

for the years 1936-37 and 1937-38 (In thousands)—contd.
columns 39 to 44 include refunds.

Average rate (in pice) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5' 6" GAUGE.
3.47	2.40	2.49	10.0	4.73	3.11	4.32	} Bengal Nagpur.
3.45	2.65	2.52	9.51	4.53	3.20	4.24	
2.46	2.10	1.80	8.52	10.4	2.45	7.90	} Bombay, Baroda and Central India.
2.56	2.12	1.80	7.77	9.96	2.55	7.25	
4.47	2.98	2.87	8.56	9.51	4.19	7.90	} Eastern Bengal.
4.36	3.09	2.88	8.55	9.01	4.20	7.59	
3.22	2.39	2.46	5.37	7.27	2.91	4.22	} East Indian.
3.12	2.35	2.45	5.52	7.38	2.84	4.10	
2.70	2.29	2.04	7.36	8.92	2.62	6.04	} Great Indian Peninsula.
2.56	2.38	2.02	7.32	8.16	2.53	5.85	
4.16	1.76	2.58	7.65	8.90	2.00	6.10	} Madras and Southern Mahratta.
4.03	2.16	2.55	6.64	8.53	2.51	5.73	
4.20	4.41	2.42	7.26	9.67	4.27	6.66	} Nizam's State.
4.12	3.96	2.44	6.39	9.65	4.06	6.13	
2.37	2.44	1.98	7.78	9.94	2.37	7.61	} North Western (Commercial).
2.31	2.33	2.03	7.24	9.05	2.31	6.77	
2.40	4.17	2.01	7.82	7.86	2.40	6.93	} North Western (Military).
2.33		2.04	7.48	7.07	2.33	6.80	
2.37	2.54	1.98	7.79	9.73	2.37	7.56	} North Western (Total).
2.31	2.33	2.03	7.24	8.81	2.15	6.73	
5.16	2.65	2.47	11.2	9.82	5.16	8.54	} South Indian.
5.54	Nil	2.47	11.4	9.60	5.54	8.72	
3.17	2.37	2.26	7.34	8.17	2.90	5.71	} TOTAL 5' 6" GAUGE.
3.08	2.42	2.28	7.05	7.63	2.87	5.29	
							3' 3 1/2" GAUGE.
5.25	2.45	2.41	8.11	7.81	4.77	7.35	} Assam-Bengal.
4.40	2.45	2.41	8.47	7.65	4.16	7.21	
4.34	2.55	2.63	9.21	6.54	4.34	4.69	} Bengal and North Western.
4.37	2.59	2.76	9.50	6.40	4.37	6.52	
2.79	2.32	1.80	7.80	10.3	2.64	3.39	} Bombay, Baroda and Central India.
2.84	2.25	1.80	7.57	9.96	2.64	3.07	
4.13	Nil	2.48	9.31	7.47	4.13	7.57	} Burma.
†	†	†	†	†	†	†	

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

NOTE.—The figures for 1936-37, shown under

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3' 3½" GAUGE—conold.							
Eastern Bengal	1936-37	6,67	1,73	1,89	19,50	96,44	1,26,23
	1937-38	7,60	1,36	1,68	16,54	95,26	1,22,44
Jodhpur	1936-37	60	11	1,67	21,09	46,54	69,91
	1937-38	75	9	1,67	22,78	47,26	72,55
Madras and Southern Mahratta	1936-37	1,91	95	4,28	84,32	1,19,31	*†2,19,78
	1937-38	2,02	97	7,91	67,65	1,17,88	*2,04,42
Nizam's State	1936-37	1,63	3	78	15,64	31,95	50,08
	1937-38	1,93	4	89	18,48	30,54	51,88
Rohilkund and Kumaon	1936-37	19	Nil	19	4,92	40,10	45,40
	1937-38	17	..	28	6,12	35,82	42,39
South Indian	1936-37	1,50	Nil	74	60,33	1,12,28	1,64,90
	1937-38	2,44	Nil	2,65	47,85	1,15,96	1,68,90
TOTAL 3' 3½" GAUGE	1936-37	37,19	5,56	27,63	4,12,38	11,07,86	†15,99,63
	1937-38	34,49	5,58	28,85	3,12,69	9,35,87	13,25,47
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1936-37	1,78	2	88	4,28	10,79	17,75
	1937-38	1,84	4	89	4,82	11,79	19,38
Bombay, Baroda and Central India	1936-37	5	Nil	Nil	1,32	4,56	6,93
	1937-38	4	Nil	Nil	1,19	4,37	5,60
Eastern Bengal	1936-37	Nil	Nil	Nil	Nil	4	4
	1937-38	..	..	..	..	5	5
Great Indian Peninsula	1936-37	12	Nil	Nil	1,32	4,60	6,04
	1937-38	15	..	..	1,20	3,92	5,27
North Western (Commercial)	1936-37	68	..	17	3,87	11,95	16,67
	1937-38	77	..	23	3,47	12,45	16,92
North Western (Military)	1936-37	7	..	5	24	3,38	3,74
	1937-38	8	..	6	25	3,52	3,91
North Western (Total)	1936-37	75	..	22	4,11	15,33	20,41
	1937-38	85	..	29	3,72	15,97	20,83
South Indian	1936-37	Nil	Nil	Nil	31	76	1,07
	1937-38	Nil	Nil	Nil	53	72	1,25
TOTAL 2' 6" & 2' 0" GAUGES	1936-37	2,70	2	1,10	11,34	36,08	51,24
	1937-38	2,88	4	1,18	11,46	36,82	52,38
TOTAL CLASS I RAILWAYS	1936-37	7,01,84	2,58,29	2,04,90	13,35,87	42,99,28	†68,09,19
	1937-38	8,28,41	2,98,57	2,31,85	12,47,80	40,55,95	66,70,57

* Includes Mormugao Harbour receipts.

† Revised figures.

for the years 1936-37 and 1937-38 (In thousands)—concl'd.
columns 39 to 44, include refunds.

Average rate (in pice) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							2' 3 1/2" GAUGE—concl'd.
4-31	2-63	2-33	8-54	10-6	3-84	8-32	} Eastern Bengal.
4-20	2-78	2-83	8-52	10-2	3-92	8-63	
2-36	2-11	2-07	6-49	3-40	2-32	7-10	} Jodhpur.
2-31	2-15	2-08	7-04	9-10	2-29	7-66	
6-00	2-73	2-61	10-9	9-87	4-29	9-52	} Madras and Southern Mahratta.
5-23	2-22	2-48	10-5	9-54	3-63	8-61	
4-55	3-18	2-52	8-32	13-8	4-52	10-2	} Nizam's State.
4-52	3-65	2-53	8-49	13-1	4-50	9-79	
3-34	Nil	2-45	12-0	7-62	3-34	7-32	} Rohilkhand and Kumaon.
3-36	..	2-45	12-2	7-37	3-36	7-67	
5-55	2-36	3-00	11-3	10-9	5-55	10-8	} South Indian.
5-67	2-19	2-59	10-7	10-6	5-67	9-98	
4-03	2-57	2-35	9-17	3-76	3-75	8-17	} TOTAL 2' 3 1/2" GAUGE.
3-97	2-42	2-35	8-05	3-80	3-64	8-01	
							2' 6" AND 2' 0" GAUGES.
5-71	2-45	2-45	11-0	8-18	5-62	7-44	} Bengal Nagpur.
5-81	2-45	2-45	10-7	7-05	5-66	6-88	
7-33	Nil	1-80	23-8	16-2	7-33	17-2	} Bombay, Baroda and Central India.
7-48	..	1-80	22-4	15-0	7-48	16-0	
..	Nil	Nil	16-9	14-0	..	14-1	} Eastern Bengal.
..	..	..	23-0	18-1	..	18-1	
6-22	Nil	Nil	12-8	19-8	6-22	17-0	} Great Indian Peninsula.
6-10	..	..	12-5	19-0	6-10	16-1	
4-45	Nil	5-59	17-3	22-0	4-45	17-6	} North Western (Commercial)
4-26	..	5-58	15-3	17-8	4-27	14-8	
4-10	Nil	3-65	12-2	13-6	4-10	12-4	} North Western (Military).
3-93	..	3-61	12-0	13-1	3-93	12-0	
4-42	Nil	4-97	16-9	19-3	4-42	16-3	} North Western (Total).
4-23	..	5-04	15-0	16-5	4-23	14-1	
Nil	Nil	3-02	13-5	15-1	Nil	14-6	} South Indian.
Nil	Nil	2-89	12-9	15-1	Nil	14-1	
5-31	2-45	2-72	13-9	13-6	5-26	11-6	} TOTAL 2' 6" AND 2' 0" GAUGES.
5-26	2-45	2-80	12-9	11-6	5-19	10-3	
							TOTAL CLASS I RAILWAYS.
3-21	2-37	2-27	7-85	8-35	2-93	6-17	}
3-12	2-42	2-29	7-48	7-90	2-90	5-69	

14.—Statement of Revenue Earnings and Expenses

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

Railway.	Year.	Capital at charge ^a Capital outlay† per route mile.	Gross earnings (in thousands of rupees).‡	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.‡	Gross earnings per train mile.‡
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	1936-37	2,33,361	8,10,14	31,340	610·6	6·14
	1937-38	2,31,574	9,17,81	36,079	691·9	6·34
Bombay, Baroda and Central India	1936-37	2,19,319	7,18,53	57,116	1,095·5	8·1
	1937-38	2,19,649	7,17,23	57,002	1,092·7	7·5
Eastern Bengal	1936-37	2,59,692	3,80,91	42,261	310·5	5·08
	1937-38	2,59,889	3,79,59	42,151	308·4	4·89
East Indian	1936-37	3,37,273	19,53,78	43,363	831·6	6·47
	1937-38	3,38,355	21,15,08	46,782	897·2	6·51
Great Indian Peninsula	1936-37	3,16,804	13,72,84	38,727	742·7	6·23
	1937-38	3,17,369	13,45,80	37,964	728·0	6·03
Madras and Southern Mahratta	1936-37	1,77,104	4,34,37	37,538	719·9	6·34
	1937-38	1,81,867	4,48,97	38,800	744·1	6·21
Nizam's State	1936-37	1,10,348	1,46,55	21,298	408·5	3·23
	1937-38	1,10,798	1,58,72	23,066	442·4	7·95
North Western (Commercial)	1936-37	2,25,340	15,92,61	32,356	630·1	7·66
	1937-38	2,25,788	15,65,92	32,300	619·5	7·08
North Western (Military)	1936-37	1,96,833	1,31,60	9,319	178·7	4·98
	1937-38	1,97,627	1,38,46	9,805	188·0	5·03
North Western (Total)	1936-37	2,18,293	17,24,21	27,546	528·3	7·36
	1937-38	2,18,826	17,04,38	27,226	522·1	6·85
South Indian	1936-37	1,78,281	1,87,45	23,487	450·4	4·71
	1937-38	1,88,552	1,94,83	24,411	468·1	4·60
TOTAL 5' 6" GAUGE	1936-37		77,33,88	35,302	686·6	6·56
	1937-38		79,82,36	36,943	708·5	6·40
3' 3½" GAUGE.						
Assam-Bengal	1936-37	1,98,868	1,80,98	13,185	252·9	4·09
	1937-38	1,97,865	1,87,14	13,608	261·0	3·86
Bengal and North Western	1936-37	1,02,553	3,78,66	16,563	318·0	4·00
	1937-38	1,02,994	3,84,24	16,776	322·0	4·00
Bombay, Baroda and Central India	1936-37	†	5,23,36	25,310	494·9	6·51
	1937-38	†	5,32,51	26,296	504·0	6·22
Burma	1936-37	1,64,374	3,70,22	17,949	344·2	4·64
	1937-38	‡‡	‡‡	‡	‡‡	‡‡

^a In the case of State-owned railways.

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

‡ The gross earnings (col. (4)), working expenses (col. (8)), and net earnings (col. (11)), include figures relating to steam boat services included in 5' 6" Gauge.

‡‡ Revised figures.

‡‡ Figures not received due to separation with effect from 1-4-1937.

of Class I Railways rated against selected units for the years 1936-37 and 1937-38.

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

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week. §	Working expenses per train mile. §	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked. §	Net earnings per train mile. §	Railway.
8	9	10	11	12	13	14
						5' 6" GAUGE.
6,21,70	466.5	4.69	1,38,44	7,514.7	1.45	} Bengal-Nagpur.
6,32,36	474.5	4.38	2,95,45	11,337.7	2.01	
4,17,38	636.3	4.74	3,01,25	23,942.2	3.43	} Bombay, Baroda and Central India.
4,29,49	654.5	4.51	2,87,74	22,868.3	3.02	
3,13,91	668.5	4.19	67,00	7,402.8	0.89	} Eastern Bengal.
3,21,43	684.5	4.14	58,16	6,457.3	0.75	
11,84,63	502.7	3.91	7,74,15	17,149.8	3.56	} East Indian.
12,72,01	539.3	3.91	8,43,02	18,662.3	3.60	
8,72,92	472.5	3.96	4,99,92	14,102.4	3.37	} Great Indian Peninsula.
8,95,77	484.4	4.01	4,50,03	12,694.9	3.02	
2,68,08	444.3	3.91	1,66,29	14,370.6	3.43	} Madras and Southern Mahratta.
2,81,82	467.1	3.90	1,67,15	14,445.0	3.31	
65,88	183.6	3.70	80,67	11,723.6	4.53	} Nizam's State.
67,84	189.1	3.40	90,88	13,206.3	4.55	
9,47,45	374.9	4.56	6,45,16	13,310.0	3.11	} North Western (Commercial).
9,80,49	387.9	4.43	5,85,43	12,075.5	2.65	
1,33,78	249.6	6.95	-52,18	-3,695.6	-1.97	} North Western (Military).
1,30,99	245.8	6.58	-42,53	-3,011.5	-1.55	
11,31,23	346.6	4.83	5,92,98	9,473.4	3.53	} North Western (Total).
11,61,48	355.8	4.67	5,42,90	8,672.2	2.18	
1,05,51	253.5	2.65	81,94	10,267.1	3.06	} South Indian.
1,11,69	268.4	2.64	83,14	10,416.0	1.96	
49,81,24	441.9	4.22	27,52,64	12,757.4	3.34	} TOTAL 5' 6" GAUGE.
51,73,89	459.9	4.15	28,08,47	13,012.3	2.25	
						3' 3½" GAUGE.
1,56,78	216.9	3.50	24,20	1,376.2	0.53	} Assam-Bengal.
1,61,84	224.8	3.31	25,30	1,962.4	0.55	
1,77,01	148.0	2.00	2,01,65	3,331.0	3.00	} Bengal and North Western.
1,83,34	153.0	2.00	2,00,90	3,796.0	3.00	
2,85,37	270.2	3.60	2,37,89	11,733.8	3.01	} Bombay, Baroda and Central India.
2,93,21	277.9	3.43	2,39,30	11,817.1	3.79	
2,64,52	244.8	3.44	1,05,70	5,185.6	1.40	} Burma.
††	††	††	††	††	††	

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

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

NOTE I.—Upto the year 1936-37, the figures of total working expenses of other than State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway system) include the figures of "Appropriation to Depreciation Reserve".

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

NOTE III.—Please see note under heading of Stat. No. 2 (c).

Railway.	Year.	Capital at charge.*	Gross earnings (in thousands of rupees).‡	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.¶	Gross earnings per train mile.‡
		Capital outlay† per route mile.				
1	2	3	4	5	6	7
2' 3½' GAUGE—conold.						
Eastern Bengal	1936-37	‡	2,08,29	19,109	366.5	4.52
	1937-38	‡	2,14,32	19,623	376.3	4.38
Jodhpur	1936-37	49,506	1,21,87	11,552	221.6	5.61
	1937-38	57,477	1,26,65	12,005	230.2	5.77
Madras and Southern Mahratta	1936-37	‡	₹3,22,01	15,062	288.9	4.13
	1937-38	‡	₹3,08,36	14,923	286.2	3.89
Nizam's State	1936-37	‡	82,25	12,466	239.1	5.30
	1937-38	‡	86,43	13,100	251.2	4.99
Rohilkund and Kumaon	1936-37	80,881	75,16	13,260	255.0	4.00
	1937-38	81,593	75,18	13,357	257.0	4.00
South Indian	1936-37	‡	3,47,62	19,330	370.7	3.29
	1937-38	‡	3,62,11	20,126	386.0	3.26
TOTAL 2' 3½' GAUGE	1936-37		26,10,32	17,311	332.0	4.50
	1937-38		22,76,94	17,593	337.4	4.27
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1936-37	‡	31,29	3,378	64.8	1.76
	1937-38	‡	32,94	3,556	68.2	1.76
Bombay, Baroda and Central India	1936-37	‡	11,17	4,976	95.2	2.62
	1937-38	‡	10,94	4,872	93.1	2.49
Eastern Bengal	1936-37	‡	1,22	3,310	63.5	1.07
	1937-38	‡	1,27	3,459	66.3	1.06
Great Indian Peninsula	1936-37	‡	8,62	3,531	67.7	1.73
	1937-38	‡	8,16	3,337	64.0	1.67
North Western (Commercial)	1936-37	‡	30,61	3,036	154.1	3.40
	1937-38	‡	32,94	3,647	165.8	3.36
North Western (Military)	1936-37	‡	5,71	1,874	35.9	2.87
	1937-38	‡	6,40	2,100	40.3	3.11
North Western (Total)	1936-37	‡	36,32	5,297	101.6	3.31
	1937-38	‡	39,34	5,736	110.0	3.31
South Indian	1936-37	‡	2,55	2,582	49.5	0.75
	1937-38	‡	2,91	2,951	56.6	0.85
TOTAL 2' 6" AND 2' 0" GAUGES	1936-37		91,17	4,114	78.9	2.17
	1937-38		95,55	4,311	82.7	2.17
TOTAL CLASS I RAILWAYS	1936-37	**2,18,638	1,04,35,37	26,873	515.3	5.80
	1937-38	2,23,329	1,03,54,85	28,215	541.1	5.68

* In the case of State-owned railways.

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

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

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

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

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

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

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

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

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

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

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

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

Railways rated against selected units for the years 1936-37 and 1937-38—concl'd.

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

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.‡	Working expenses per train mile.‡	Net earnings (in thousands of rupees).‡	Net earnings per mean mile worked.‡	Net earnings per train mile.‡	Railway.
8	9	10	11	12	13	14
1,48,98	257.3	3.17	59,31	5,892.3	1.35	3' 3 1/2' GAUGE—concl'd.
1,50,56	259.9	3.01	63,76	6,071.4	1.35	} Eastern Bengal.
65,36	118.8	3.01	56,51	5,356.6	2.60	
65,78	119.6	3.00	60,87	5,769.4	2.77	} Jodhpur.
₹2,06,10	185.9	2.66	₹1,15,91	5,367.0	1.47	} Madras and Southern Mahratta.
₹2,11,43	196.6	2.67	₹96,93	4,672.6	1.22	
48,99	148.4	3.16	33,26	5,041.0	2.14	} Nizam's State.
48,63	142.0	2.82	37,60	5,698.6	2.17	
34,51	117.0	2.00	40,65	7,172.0	2.00	} Rohilkund and Kumaon.
37,69	129.0	2.00	37,49	6,660.0	2.00	
2,54,60	272.0	2.41	93,02	5,146.0	0.88	} South Indian.
2,58,93	276.7	2.34	1,03,18	5,697.6	0.92	
16,42,22	207.5	2.81	9,68,10	6,493.0	1.69	} TOTAL 3' 3 1/2' GAUGE.
14,11,61	208.9	2.64	8,65,33	6,702.1	1.63	
47,32	98.0	2.66	-16.03	-1,730.8	-0.90	2' 6" AND 2' 0" GAUGES.
48,74	100.9	2.80	-15.80	-1,705.8	-0.84	} Bengal Nagpur.
7,75	66.2	1.82	3.42	1,525.6	0.80	} Bombay, Baroda and Central India.
8,34	71.3	1.90	2.60	1,155.0	0.59	
1,29	67.2	1.14	-7	-194.4	-0.06	} Eastern Bengal.
1,29	67.2	1.07	-2	-46.1	-0.01	
4,54	35.6	0.91	4.08	1,672.0	0.82	} Great Indian Peninsula.
4,27	33.5	0.87	3.88	1,590.6	0.80	
41,59	208.7	4.61	-10.98	-2,849.0	-1.21	} North Western (Commercial).
42,89	215.9	4.37	-9.95	-2,612.0	-1.01	
16,16	101.7	3.12	-10.45	-3,428.7	-5.25	} North Western (Military).
16,22	102.0	7.87	-9.82	-3,219.5	-4.76	
57,75	161.2	5.25	-21.43	-3,106.7	-1.94	} North Western (Total).
59,11	165.3	4.98	-19.77	-2,892.0	-1.67	
4,94	98.0	1.45	-2.39	-2,423.4	-0.70	} South Indian.
4,76	92.5	1.39	-1.85	-1,871.6	-0.54	
1,23,59	106.9	2.94	-32.42	-1,462.2	-0.77	} TOTAL 2' 6" AND 2' 0" GAUGES.
1,26,51	109.4	2.88	-30.96	-1,396.7	-0.70	
67,47,05	332.6	3.74	36,38,32	9,532.6	2.06	} TOTAL CLASS I RAILWAYS.
67,12,01	350.6	3.68	36,42,84	9,937.5	2.00	

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

15.—Results of working of Class I Railways

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

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§ COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
N° GAUGE.							
Bengal-Nagpur	1936-37	Ra. 6,01,30,671	Ra. 1,61,40,446	Ra. 4,39,90,225	3-06	2-34	0-22
	1937-38	6,11,43,540	1,52,26,150	4,59,17,390	3-10	2-53	0-57
Bombay, Baroda and Central India	1936-37	4,05,11,767	1,76,73,718	2,28,38,049	4-28	2-90	1-38
	1937-38	4,17,63,653	1,76,99,959	2,38,63,694	4-16	2-72	1-44
Eastern Bengal	1936-37	3,02,13,781	1,73,43,193	1,28,70,588	2-62	3-15	-0-53
	1937-38	3,09,03,652	1,74,76,942	1,34,26,710	2-67	3-08	-0-41
East Indian	1936-37	11,37,64,226	3,74,17,006	7,63,47,220	3-34	2-22	1-12
	1937-38	12,31,92,450	3,81,77,955	8,50,14,495	3-43	2-14	1-29
Great Indian Peninsula	1936-37	8,52,17,339	3,68,00,938	4,84,16,401	2-94	2-55	0-39
	1937-38	8,77,33,672	3,70,19,408	5,07,14,264	3-02	2-57	0-45
Madras and Southern Mahratta	1936-37	2,59,77,618	1,09,88,532	1,49,89,086	3-63	2-54	1-09
	1937-38	2,71,51,125	1,10,77,659	1,60,73,466	3-62	2-49	1-13
Nizam's State	1936-37	63,35,992	21,66,107	41,69,885	4-50	2-40	2-10
	1937-38	65,18,643	20,15,022	45,03,621	4-35	2-05	2-30
North Western	1936-37	10,97,15,197	4,90,91,211	6,06,23,986	3-83	3-34	0-49
	1937-38	11,29,16,527	4,99,67,240	6,39,49,287	3-77	3-17	0-60
South Indian	1936-37	1,03,59,609	62,18,840	41,40,769	2-33	2-04	0-29
	1937-38	1,09,82,215	65,45,684	44,36,531	2-28	2-00	0-28
S° 3½° GAUGE.							
Assam-Bengal	1936-37	1,46,80,681	64,28,670	82,52,011	3-51	3-24	0-27
	1937-38	1,52,29,888	70,08,794	82,21,094	3-23	2-98	0-25
Bengal and North-Western	1936-37	1,57,94,077	72,12,496	85,81,581	2-00	1-00	1-00
	1937-38	1,62,60,165	75,06,232	87,53,933	2-00	1-00	1-00
Bombay, Baroda and Central India	1936-37	2,78,31,460	1,11,42,940	1,66,88,520	4-22	2-54	1-68
	1937-38	2,85,75,480	1,13,61,652	1,72,13,628	3-96	2-30	1-66
Burma	1936-37	2,56,07,083	98,08,425	1,57,98,658	2-52	2-27	0-25
	1937-38	††	††	††	††	††	††
Eastern Bengal	1936-37	1,39,15,623	71,07,272	68,08,351	2-64	2-47	0-17
	1937-38	1,39,68,831	72,35,975	67,32,856	2-72	2-33	0-39
Jodhpur	1936-37	60,94,020	23,41,066	37,52,954	4-41	2-18	2-23
	1937-38	61,18,159	23,46,489	37,71,670	4-66	2-22	2-44
Madras and Southern Mahratta	1936-37	1,94,56,363	85,02,426	1,09,53,927	2-19	1-96	0-23
	1937-38	1,99,41,145	84,04,928	1,14,46,217	2-20	1-94	0-26
Nizam's State	1936-37	47,37,423	22,73,188	24,64,235	2-87	2-15	0-72
	1937-38	47,17,917	22,25,694	24,92,323	2-70	1-85	0-85
Rohilkund and Kumaon	1936-37	31,62,703	13,78,722	17,83,981	2-60	1-34	1-26
	1937-38	33,27,423	15,21,656	18,05,767	1-99	1-07	0-92
South Indian	1936-37	2,39,93,759	1,52,22,183	87,71,576	2-03	1-86	0-17
	1937-38	2,44,93,107	1,52,94,026	91,99,081	2-05	1-77	0-28

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and
 †† Figures not received due to separation with effect from 1st April 1937.

for the years 1936-37 and 1937-38.

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

§ Goods Traffic.									
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (viz., one ton) one mile.	Cost of hauling a goods unit (viz., one ton) one mile (including interest on capital expended on open line at the rate of 4½ per cent. per annum) (see note under the heading).	Profit on working a goods unit (viz., one ton) one mile.	Railway.
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
8-33	5-94	2-39	39-8	28-4	11-4	3-09	4-78	1-23	5' 6" GAUGE.
8-64	5-59	3-05	40-8	26-4	14-4	2-78	4-21	1-49	
16-5	8-47	8-03	69-3	35-6	33-7	4-02	6-37	3-33	Bengal Nagpur.
14-6	8-06	6-59	62-7	34-6	28-1	3-95	6-19	3-31	
11-3	6-48	4-83	52-4	30-0	22-4	4-72	7-17	3-18	Bombay, Baroda and Central India.
10-3	6-43	3-91	48-0	29-9	18-1	4-85	7-31	2-74	
10-1	5-69	4-36	39-0	22-1	16-9	2-40	3-30	1-32	Eastern Bengal.
10-0	5-82	4-19	38-7	22-5	16-2	2-39	3-68	1-71	
12-2	6-40	6-84	54-1	28-3	25-8	3-49	15-63	13-14	East Indian.
11-3	6-40	4-90	49-8	28-3	21-5	3-36	5-37	2-49	
10-6	5-31	4-66	47-3	26-4	20-9	3-42	5-49	2-68	Great Indian Peninsula.
9-96	5-76	4-20	44-4	25-7	18-7	3-33	5-18	2-40	
11-8	4-77	7-03	60-4	24-4	36-0	2-70	115-40	3-96	Madras and Southern Mahratta.
11-2	4-44	6-74	54-4	21-6	32-8	2-45	114-89	3-68	
12-9	6-94	5-97	58-0	31-2	26-8	4-10	6-48	3-46	Nizam's State.
11-6	6-80	4-80	51-1	30-4	20-7	4-00	6-26	2-73	
12-3	4-44	7-86	75-8	27-4	48-4	3-30	5-07	6-24	North Western.
12-3	4-62	7-70	74-4	27-9	46-5	3-50	5-29	5-22	
4-36	3-58	0-78	33-4	27-4	6-00	6-06	10-9	1-29	5' 3½" GAUGE.
4-34	3-48	0-86	32-7	26-2	6-50	5-82	10-3	1-39	
6-00	2-00	4-00	30-0	12-0	18-0	2-00	3-56	4-59	Assam-Bengal.
6-00	2-00	4-00	29-0	12-0	17-0	2-00	3-93	4-52	
9-39	4-73	4-66	43-7	22-0	21-7	4-22	5-30	4-17	Bengal and North-Western.
9-10	4-76	4-34	41-6	21-7	19-9	4-20	5-74	3-88	
7-64	4-75	2-89	42-9	26-7	16-2	4-69	7-49	2-88	Bombay, Baroda and Central India.
11	11	11	11	11	11	11	11	11	
7-49	4-12	3-37	34-7	19-1	15-6	4-86	17-60	3-96	Burma.
7-02	3-93	3-09	32-1	18-0	14-1	4-86	17-59	3-77	
6-39	3-42	2-97	30-5	16-3	14-2	3-31	5-23	3-29	Eastern Bengal.
6-39	3-31	3-08	30-8	15-9	14-9	3-93	5-68	3-63	
6-50	3-38	3-12	45-0	23-4	21-6	4-95	7-53	4-57	Jodhpur.
5-88	3-42	2-46	40-4	23-5	16-9	5-02	7-62	3-59	
10-2	4-98	5-22	58-9	27-9	29-0	5-04	..	5-10	Madras and Southern Mahratta.
9-86	4-70	5-16	54-2	25-8	28-4	4-70	..	5-09	
5-39	2-11	3-28	42-3	16-5	25-8	3-07	5-09	4-75	Nizam's State.
5-68	2-41	3-27	35-2	14-9	20-3	3-27	6-63	4-40	
7-46	3-98	3-48	43-2	23-0	20-2	5-81	9-36	4-99	Rchilkund and Kumaon.
7-31	3-98	3-33	41-7	22-7	19-0	5-51	9-03	4-47	

earnings and expenses.
 sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.
 † Metre and Narrow gauges combined. †† Broad and Metre gauges combined.
 * Included in Broad gauge.

‡ Revised figures.

16.—Statement of Ton Mileage of Class I Railways for the years 1936-37 and 1937-38.

(In thousands.)

Railway.	Year.	*Net or (freight ton miles (goods and proportion of mixed).	Gross ton miles (ex- cluding weight of engine and departmental).		Gross ton miles (in- cluding weight of engine but exclud- ing departmental).		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed.	Goods and propor- tion of mixed.	Passenger and propor- tion of mixed.	Goods and propor- tion of mixed.	Passenger and propor- tion of mixed.	Goods and propor- tion of mixed.	
									4
5' 6" GAUGE.									
Bengal Nagpur	1936-37(a)	2,706,902	1,746,862	5,465,786	2,388,844	6,371,778	2,410,335	6,569,283	
	1937-38	3,184,272	1,810,756	6,280,379	2,422,910	7,197,592	2,441,405	7,362,528	
Bombay, Baroda and Central India	1936-37	1,033,595	1,179,158	2,303,997	1,587,847	2,584,520	1,592,762	2,638,551	
	1937-38	1,140,912	1,241,302	2,495,674	1,629,615	2,769,932	1,633,318	2,827,864	
Eastern Bengal	1936-37	471,770	1,521,364	1,138,214	2,037,345	1,309,762	2,047,003	1,519,105	
	1937-38	456,222	1,525,195	1,109,405	2,058,342	1,281,959	2,067,498	1,588,353	
East Indian	1936-37	6,048,450	5,002,605	12,236,868	6,890,211	13,792,841	6,965,948	14,213,610	
	1937-38	6,769,415	5,107,572	13,499,123	6,905,018	15,031,233	6,976,755	15,535,805	
Great Indian Peninsula	Steam	1936-37	2,381,171	2,909,112	6,234,194	3,899,421	6,015,810	3,902,615	6,102,325
		1937-38	2,603,189	2,993,955	5,572,874	3,988,109	6,399,249	3,992,583	6,487,386
	Electric ‡	1936-37	268,457	502,038	536,265	668,585	671,367	669,291	680,903
		1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354
Madras and Southern Mahratta	1936-37	833,458	1,167,211	1,961,898	1,664,687	2,256,316	1,681,860	2,296,395	
	1937-38	921,060	1,216,048	2,103,618	1,667,004	2,404,947	1,679,862	2,438,643	
Nizam's State	1936-37	294,875	272,474	605,099	384,935	727,276	385,502	742,115	
	1937-38	352,013	281,647	730,587	391,336	862,647	391,826	875,741	
North Western	1936-37	2,739,880	4,455,540	6,103,029	5,808,582	6,955,498	5,821,431	7,189,034	
	1937-38	2,942,998	4,585,954	6,644,416	5,988,492	7,571,899	6,001,335	7,837,507	
South Indian	1936-37	219,955	1,606,123	496,399	1,901,817	578,561	1,902,271	604,938	
	1937-38	233,431	1,628,888	524,326	1,920,719	605,329	1,921,228	630,283	
TOTAL 5' 6" GAUGE	Steam	1936-37	16,780,056	18,860,449	35,545,484	25,563,688	40,592,362	25,709,727	41,875,856
		1937-38	18,611,512	19,391,317	38,960,402	25,971,545	44,124,787	26,105,800	45,584,109
	Electric ‡	1936-37	268,457	502,038	536,265	668,585	671,367	669,291	680,903
		1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354
3' 6" GAUGE.									
Assam Bengal	1936-37	242,544	460,465	556,640	546,824	657,088	547,827	703,338	
	1937-38	255,722	513,162	591,509	644,805	722,495	647,220	759,056	
Bengal and North Western	1936-37	636,790	886,955	1,200,734	††1,180,103	1,368,426	††1,256,561	1,495,083	
	1937-38	634,076	911,359	1,213,658	†1,210,987	1,377,467	†1,286,509	1,500,355	
Bombay, Baroda and Central India	1936-37	754,312	868,793	1,451,753	1,131,204	1,662,858	1,131,872	1,695,178	
	1937-38	772,032	893,637	1,519,342	1,156,344	1,710,522	1,156,849	1,752,669	
Barma	1936-37	612,418	674,148	1,174,098	951,986	1,407,672	953,303	1,535,501	
	1937-38	**	**	**	**	**	**	**	

* Excluding traffic carried in departmental trains.

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

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

‡ Includes 68,927 & 78,653 thousands of Gross Ton miles of running power trains for 1936-37 & 1937-38 respectively. (a) represents actual figures of Dead weight ton miles of vehicles and Engines from April to November 1936 and March 1937 and three months figures for December 1935, and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

** Figures not furnished due to separation.

16.—Statement of Ton Mileage of Class I Railways for the years 1936-37 and 1937-38—concl'd.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	
									4	5	6	7	8	9
3' 3½" GAUGE—concl'd.									
Eastern Bengal	1936-37	261,601	615,675	633,365	791,370	730,901	793,956	760,563	
	1937-38	253,935	659,833	642,941	846,128	739,907	848,907	789,882	
Jodhpur	1936-37	175,474	226,574	369,765	286,108	428,178	256,304	458,972	
	1937-38	175,881	229,645	380,529	284,249	438,201	284,586	457,434	
Madras and Southern Mahratta	1936-37	418,653	655,100	950,541	935,810	1,183,278	938,724	1,209,331	
	1937-38	493,945	658,232	995,044	909,953	1,211,090	912,884	1,230,703	
Nizam's State	1936-37	91,499	152,670	189,790	319,702	226,325	230,339	232,857	
	1937-38	100,124	162,822	209,172	227,407	246,256	227,803	255,104	
Rohilkund and Kumaon	1936-37	105,710	147,633	193,316	201,827	234,600	203,509	263,323	
	1937-38	100,354	157,212	206,976	218,448	236,564	219,654	260,666	
South Indian	1936-37	272,924	926,782	639,944	1,327,414	750,752	1,328,647	805,559	
	1937-38	297,187	984,192	691,656	1,376,367	802,601	1,377,212	862,865	
TOTAL 3' 3½" GAUGE.	1936-37	2,571,918	4,612,195	7,360,446	7,572,348	8,650,078	7,661,042	9,166,716	
	1937-38 (b)	3,023,258	5,170,094	6,450,827	6,874,686	7,485,123	6,961,624	7,868,734	
2' 6" & 2' 0" GAUGES.									
Bengal Nagpur	1936-37 (a)	43,755	119,618	109,578	174,529	146,173	174,857	165,593	
	1937-38	49,873	125,887	121,815	176,777	156,645	176,885	171,876	
Bombay, Baroda and Central India	1936-37	5,957	15,904	12,597	24,023	16,536	24,041	18,048	
	1937-38	6,065	16,644	12,770	24,612	16,659	24,612	18,352	
Eastern Bengal	1936-37	56	4,560	186	5,923	246	5,934	246	
	1937-38	55	5,619	156	7,096	202	7,096	202	
Great Indian Peninsula	1936-37	6,470	17,333	16,456	27,762	26,501	27,766	29,106	
	1937-38	5,960	17,401	15,123	28,754	24,312	28,756	26,982	
North Western	1936-37	23,216	47,747	69,300	69,231	85,770	69,461	89,168	
	1937-38	26,548	50,581	69,560	73,714	99,666	74,011	103,982	
South Indian	1936-37	1,408	12,358	3,675	23,900	5,546	23,910	5,568	
	1937-38	1,661	11,383	4,230	21,593	6,488	21,694	6,597	
TOTAL 2' 6" AND 2' 0" GAUGES	1936-37	80,862	217,518	201,792	325,378	280,751	325,969	297,729	
	1937-38	90,162	227,515	223,654	332,546	303,073	332,956	327,992	
TOTAL CLASS I RAILWAYS	Steam	1936-37	20,432,836	24,690,162	43,107,722	33,461,416	49,523,221	33,696,738	61,239,301
		1937-38 (b)	21,724,930	24,788,926	45,634,843	33,178,777	51,913,883	33,400,380	63,780,835
	Electric	1936-37	268,457	502,038	586,265	668,585	671,367	669,291	680,903
		1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354

(a) See remarks on page 118.

(b) Excludes Burma; figures not furnished due to separation.

17.—Statement of Train and Engine † Mileage of Class I Railways for the years 1936-37 and 1937-38. (In thousands)

Railways.	Year.	TRAIN MILES.												
		Passen-ger.	Goods.			MIXED.		Passen-ger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Departmental.			
			Main lines.	Branch lines.	Total. (Cols. 4 +5).	Passen-ger proportion.	Goods propor-tion.				Total. (Cols. 7 +8).	Passen-ger and total mixed.	Goods.	Tot. (Cols. +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
4' 6" GAUGE.														
Bengal Nagpur	1936-37	(a) 6,680	(a) 4,017	(a) 3,755	6,772	(a) 111	(a) 232	(a) 343	(a) 5,631	(a) 7,004	12,635	(a) 47	(a) 401	(a) 448
	1937-38	6,284	4,519	3,141	7,660	96	208	304	5,980	7,868	13,848	45	349	394
Bombay, Baroda & Central India	1936-37	3,463	1,733	289	3,027	299	608	905	3,793	2,633	6,395	16	63	79
	1937-38	3,976	1,891	324	2,215	336	677	1,013	4,012	2,892	6,904	16	70	86
Eastern Bengal	1936-37	5,306	1,234	145	1,429	187	277	464	5,493	1,706	7,199	10	281	291
	1937-38	5,480	1,279	140	1,419	181	283	463	5,661	1,701	7,362	9	288	297
East Indian	1936-37	15,349	10,233	2,151	12,339	1,341	266	1,667	16,690	12,655	29,345	166	758	924
	1937-38	16,349	11,056	2,353	13,308	1,408	303	1,711	17,657	13,611	31,268	166	998	1,164
Great Indian Peninsula	1936-37	3,922	4,513	1,690	6,408	737	296	1,023	9,649	6,704	16,353	19	253	272
	1937-38	9,022	4,625	2,041	6,666	655	343	997	9,677	7,008	16,685	19	292	311
Electrified	1936-37	1,418	537	Nil	537	Nil	Nil	Nil	1,418	537	2,005	1	27	28
	1937-38	1,359	594	Nil	594	Nil	Nil	Nil	1,359	594	1,953	1	25	26
Madras & Southern Mahratta	1936-37	4,172	1,752	467	2,219	109	193	302	4,281	2,412	6,693	39	124	163
	1937-38	4,193	1,938	564	2,552	108	145	253	4,305	2,697	7,003	31	92	123
Nizam's State	1936-37	733	594	1	595	189	233	416	1,903	823	1,736	2	42	44
	1937-38	798	728	5	743	162	235	417	1,980	976	1,958	1	37	38
North Western	1936-37	10,539	5,639	945	6,634	4,102	1,319	5,921	14,641	8,453	23,094	44	281	325
	1937-38	10,981	6,255	1,229	7,484	4,480	1,643	6,093	15,431	9,197	24,558	43	275	318
South Indian	1936-37	2,944	597	122	689	104	81	185	3,043	770	3,813	1	163	164
	1937-38	3,174	530	180	720	102	84	186	3,276	804	4,080	1	158	159
Total 4' 6" Gauge	1936-37	66,993	30,337	3,236	39,162	7,160	4,003	11,163	64,693	43,170	107,863	343	2,266	2,709
	1937-38	69,463	32,831	3,686	42,767	7,518	3,919	11,437	66,980	46,686	113,666	331	2,600	2,931
	1936-37	1,418	537	Nil	537	Nil	Nil	Nil	1,418	537	2,005	1	27	28
	1937-38	1,359	594	Nil	594	Nil	Nil	Nil	1,359	594	1,953	1	25	26
5' 3 1/2" GAUGE.														
Assam Bengal	1936-37	82	253	233	591	1,339	1,535	3,484	1,982	2,126	4,108	5	179	184
	1937-38	79	473	345	818	2,261	1,422	3,683	2,340	2,240	4,580	12	122	134
Bengal and North Western	1936-37	4,914	1,444	1,272	2,716	779	431	1,210	6,693	3,167	9,860	12	432	444
	1937-38	5,689	1,503	1,484	2,987	461	214	675	6,050	3,201	9,251	10	453	463
Bombay, Baroda & Central India	1936-37	3,477	1,430	1,043	2,493	910	897	1,907	4,337	3,475	7,812	3	51	54
	1937-38	4,161	1,569	1,234	2,803	777	780	1,627	4,933	3,553	8,486	3	67	70
Burma	1936-37	1,394	1,111	423	1,725	2,219	3,274	4,193	4,213	3,019	7,332	12	303	315
	1937-38	.	.	.	.	.	.	.	.	.	.	.	.	.

† Including electric multiple unit suburban trains.
 (a) Represents actual figures from April to November 1936 and three months figures for December 1936 and January and February 1937—figures for these three months in 1936-37 not being available due to labour unrest.
 * Information not furnished due to separation.

17.—Statement of Train and Engine † Mileage of Class I Railways for the years 1936-37 and 1937-38. (In thousands)—contd.

Railways.	Year.	TRAIN MILES.													
		Passen- ger.	Goods.			Mixed.			Passen- ger and propor- tion of mixed.	Goods and propor- tion of mixed.	Total. (Cols. 10+11.)	Departmental.			
			Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passen- ger propor- tion.	Goods propor- tion.	Total. (Cols. 7+8.)				Passen- ger and total mixed.	Goods.	Total. (Cols. 13+14.)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
3' 3 1/2" GAUGE—concd.															
Eastern Bengal	1936-37	2,380	2,191	120	1,211	494	262	756	2,574	1,573	4,447	9	81	90	
	1937-38	2,636	1,191	98	1,290	484	308	792	2,100	1,508	4,608	9	128	137	
Ajmer	1936-37	588	527	37	564	486	472	958	1,074	1,036	2,110	1	69	70	
	1937-38	547	552	45	597	508	406	1,004	1,055	1,093	2,148	2	48	50	
Indus & Southern Mahratta	1936-37	3,882	1,663	632	2,365	436	744	1,180	4,218	2,109	7,437	14	136	150	
	1937-38	3,940	1,892	685	2,577	420	671	1,091	4,390	2,343	7,600	14	103	117	
Uttar Pradesh	1936-37	1,002	412	1	413	51	40	91	1,053	453	1,506	2	43	45	
	1937-38	1,152	457	4	461	46	40	86	1,198	501	1,699	2	30	32	
Jammu and Kashmir	1936-37	653	223	26	309	368	461	829	1,021	770	1,791	7	76	83	
	1937-38	1,278	472	102	574	132	111	243	1,410	685	2,095	5	66	71	
North Indian	1936-37	6,975	1,037	223	1,420	409	291	700	7,354	1,711	9,065	2	494	496	
	1937-38	7,379	1,137	479	1,616	307	195	502	7,686	1,811	9,497	2	301	303	
Total 3' 3 1/2" Gauge	1936-37	26,358	9,571	4,341	18,912	2,741	6,507	15,248	34,099	20,419	54,518	37	1,345	1,382	
	1937-38 (b)	26,761	9,246	4,476	13,722	5,376	4,202	9,578	32,137	17,924	50,061	60	1,511	1,571	
2' 6" & 2' 0" GAUGES.															
			Total									Total			
Bengal-Nagpur	1936-37	(a)764	(a)444			(a)228	(a)240	(a)528	(a)1,052	(a)334	(a)1,736	(a)46			
	1937-38	818	496			253	237	490	1,071	723	1,794	69			
Bombay, Baroda & Central India	1936-37	84	6			197	129	256	221	125	416	29			
	1937-38	96	6			108	123	236	290	139	429	11			
Eastern Bengal	1936-37	88	Nil			23	6	29	109	5	114	Nil			
	1937-38	97	Nil			30	4	34	117	4	121	Nil			
Great Indian Peninsula	1936-37	Nil	Nil			218	210	428	218	210	428	16			
	1937-38	1	1			236	190	426	237	191	428	12			
North Western	1936-37	127	241			249	253	502	477	294	1,071	27			
	1937-38	126	406			262	249	511	468	265	1,133	24			
North Indian	1936-37	124	Nil			109	48	157	293	48	341	5			
	1937-38	123	1			161	60	211	276	61	340	5			
Total 2' 6" & 2' 0" Gauges	1936-37	1,255	791			1,175	335	2,060	2,420	1,076	4,100	99			
	1937-38	1,276	900			1,212	372	2,088	2,491	1,773	4,264	125			
Total Class I Railways	1936-37	33,651	62,806			17,976	11,409	22,476	100,227	65,265	166,292	4,729			
	1937-38 (b)	37,499	67,220			14,199	2,994	23,193	101,208	66,283	167,991	4,697			
	Steam	1936-37	1,418	557			Nil	Nil	Nil	1,418	557	2,005	28		
		1937-38	1,359	594			Nil	Nil	Nil	1,359	594	1,953	26		
Electric	1936-37														
	1937-38														

† Excluding electric multiple unit suburban trains.
(a) See remarks on page 120.
(b) Excludes Burma not furnished due to separation.

17.—Statement of Train and Engine & Mileage of Class

Railway.	Year.	SHUNTING MILES.						Trains				
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.				
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assist- ing required.	Assist- ing not required.	Light.	Total Other. (Cols. 24+25 +26.)	
18	19	20	21	22	23	24	25	26	27			
4' 6" GAUGE.												
Bengal Nagpur	1936-37	(a)235	(a)36	(a)271	(a)2,497	(a)405	(a)2,902	(a)9	(a)3	(a)73	(a)85	
	1937-38	272	30	311	2,538	420	2,967	7	6	64	77	
Bombay, Baroda & Central India	1936-37	144	12	156	775	89	874	2	2	130	134	
	1937-38	151	12	163	870	107	977	Nil	1	130	137	
Eastern Bengal	1936-37	353	43	401	301	86	387	Nil	1	40	41	
	1937-38	330	51	387	321	93	414	Nil	1	37	38	
East Indian	1936-37	796	18	814	3,036	342	4,328	70	98	528	696	
	1937-38	809	16	825	4,286	361	4,649	44	73	530	647	
Great Indian Peninsula	1936-37	199	12	211	1,972	202	2,174	60	74	100	234	
	Steam	1937-38	202	12	214	2,053	105	2,248	79	71	106	256
	Electric	1936-37	153	1	154	42	12	54	98	45	29	172
		1937-38	168	Nil	168	39	16	55	93	45	36	174
Madras & Southern Mahratta	1936-37	120	8	128	639	113	752	16	7	72	95	
	1937-38	140	10	150	652	148	800	30	8	93	121	
Nizam's State	1936-37	69	2	61	209	13	227	1	1	18	21	
	1937-38	58	6	64	237	20	257	1	1	22	24	
North Western	1936-37	657	93	1,050	1,993	477	2,475	148	54	170	472	
	1937-38	698	74	1,072	2,073	504	2,577	187	86	173	546	
South Indian	1936-37	36	64	100	176	103	284	2	Nil	15	17	
	1937-38	41	50	100	101	107	298	2	2	8	12	
Total 4' 6" Gauge	1936-37	2,029	293	2,222	13,013	1,350	14,903	308	270	1,155	1,723	
	Steam	1937-38	3,013	270	3,292	13,723	1,064	15,687	350	244	1,169	1,753
	Electric	1936-37	153	1	154	42	12	54	98	45	29	172
		1937-38	168	Nil	168	39	16	55	93	45	36	174
4' 3 1/2" GAUGE.												
Assam Bengal	1936-37	107	29	136	526	74	600	9	15	25	49	
	1937-38	123	33	156	560	75	635	12	9	36	57	
Bengal and North Western	1936-37	151	53	204	1,297	333	1,630	12	12	29	63	
	1937-38	162	30	201	1,382	346	1,728	13	20	39	72	
Bombay, Baroda & Central India	1936-37	203	46	249	559	132	691	10	16	36	62	
	1937-38	206	48	256	332	123	1,005	11	19	45	75	
Burma	1936-37	227	Nil	227	309	Nil	309	11	1	35	47	
	1937-38	.	.	.	.	.	.	.	.	.	.

† Excluding electric multiple unit suburban trains.
 (a) See remarks on page 120.
 * Information not furnished due to separation.

Railways for the years 1936-37 and 1937-38 (In thousands)—contd.

EXTRA MILES.													Railway.
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Total Engine Miles.				
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Ergg.	Total Goods.		Traffic Engine Miles.		Total including Departmental. (Columns 26+27+28.)		
									Passenger and proportion of mixed. (Columns 10+20+21)	Goods & proportion of mixed. (Columns 11+22+23)			
28	29	30	31	33	33	34	35		36	37	38	39	40
5' 6" GAUGE.													
(a) 333	(a) 137	(a) 593	(a) 234	(a) 1,347	(a) 10	(a) 29	(a) 413	(a) 870	(a) 5,937	(a) 11,353	(a) 18,110	Bengal Nagpur.	
804	112	701	310	1,517	7	25	387	788	6,363	12,332	19,508		
Nil	2	60	13	75	4	16	256	338	4,052	3,532	7,972	Bombay, Baroda & Central India.	
Nil	2	64	17	83	4	18	287	377	4,312	3,632	8,041		
6	17	62	152	267	67	92	115	473	6,033	2,100	8,343	Eastern Bengal.	
6	15	60	185	260	64	60	77	538	6,086	2,861	9,505		
69	137	958	1,393	2,547	97	71	838	1,909	15,270	19,530	29,639	East India.	
68	92	1,070	1,496	2,716	100	68	880	2,144	10,129	20,976	42,349		
126	89	234	42	491	7	40	225	504	10,094	9,369	19,967	Steam	
127	94	248	42	511	7	44	214	532	10,147	9,767	20,440	Great Indian Peninsula.	
76	Nil	31	Nil	107	1	12	27	56	1,744	743	2,543	Electric	
74	1	34	Nil	109	Nil	15	24	50	1,701	758	2,500		
38	18	100	16	178	4	26	163	329	4,504	3,310	8,169	Madras & Southern Mahratta.	
98	26	180	14	318	4	21	169	206	4,568	3,816	8,909		
4	1	72	Nil	77	Nil	9	137	131	984	1,137	3,302	Nizam's State.	
2	1	68	Nil	61	1	6	140	179	1,068	1,206	2,542		
155	45	481	73	754	48	31	633	1,011	16,132	11,632	23,825	North Western.	
181	58	570	112	921	41	18	623	984	16,949	12,625	30,558		
20	3	31	3	57	21	21	33	223	3,165	1,112	4,499	South Indian.	
29	6	42	5	82	17	17	29	203	3,383	1,184	4,775		
741	449	2,591	2,006	5,737	258	335	2,871	5,838	60,063	63,600	128,751	Steam	
805	406	2,993	2,171	6,475	245	277	2,805	6,041	72,035	68,348	146,924	Total 5' 6" Gauge.	
76	Nil	31	Nil	107	1	12	27	56	1,744	743	2,543	Electric	
74	1	34	Nil	109	Nil	15	24	50	1,701	758	2,500		
3' 3 1/2" GAUGE.													
33	42	39	100	214	8	19	63	239	2,167	2,940	6,346	Assam Bengal.	
34	14	46	112	206	4	18	72	210	2,553	3,081	6,844		
29	46	66	Nil	141	127	15	168	737	6,950	4,915	11,605	Bengal and North Western.	
32	52	62	Nil	146	113	12	165	741	6,323	6,075	12,130		
14	43	71	21	149	1	3	291	245	4,691	4,515	9,653	Bombay, Baroda & Central India.	
15	45	65	10	144	1	3	300	280	5,259	4,702	10,351		
11	1	142	320	474	Nil	Nil	164	479	4,537	4,202	9,363	Burma.	

(a) See remarks on page 121.

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

Railway.	Year.	SHUNTING MILES.						OTHER					
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.					
		Shunting Engines.	Train Engines.	Total. (Cols. 18 + 19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 + 22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24 + 25 + 26.)		
												18	19	20	21	22	23	24	25	26	27
3' 3 1/2' Gauge—consolid.													
Eastern Bengal	1936-37	197	14	211	585	90	655	Nil	1	18	19		
	1937-38	205	13	218	593	88	680	Nil	1	14	15		
Jodhpur	1936-37	25	79	104	191	98	287	2	6	6	14		
	1937-38	24	84	108	184	100	284	1	8	7	18		
Madras and Southern Mahratta	1936-37	95	8	103	647	83	730	19	10	45	74		
	1937-38	115	8	123	661	95	756	17	6	40	63		
Nizam's State	1936-37	25	6	31	98	6	103	1	2	24	27		
	1937-38	25	10	35	118	7	125	1	1	29	31		
Rohilkhand and Kumaon	1936-37	47	Nil	47	255	14	269	13	7	13	33		
	1937-38	49	Nil	49	272	17	289	15	12	21	48		
South Indian	1936-37	100	135	235	298	245	543	8	6	28	42		
	1937-38	106	148	254	321	262	583	10	22	39	71		
Total 3' 3 1/2' Gauge	1936-37	1,178	379	1,548	5,545	1,072	6,617	85	76	264	425		
	1937-38	1,017	388	1,405	4,972	1,113	6,085	80	98	270	448		
	(b)												
SHUNTING MILES (ALL CLASSES).													
		SHUNTING ENGINES.		TRAIN ENGINES.		TOTAL.							
3' 6" & 2' 0" Gauges.													
Bengal-Nagpur	1936-37	(a) 280		(a) 113		(a) 392							
	1937-38	288		109		397							
Bombay, Baroda and Central India	1936-37	Nil		39		39							
	1937-38	Nil		38		38							
Eastern Bengal	1936-37	Nil		Nil		Nil							
	1937-38	Nil		Nil		Nil							
Great Indian Peninsula	1936-37	27		10		37							
	1937-38	28		10		38							
North Western	1936-37	100		45		145							
	1937-38	115		49		164							
South Indian	1936-37	Nil		9		9							
	1937-38	Nil		11		11							
Total 3' 6" and 2' 0" Gauges	1936-37	407		215		622							
	1937-38	431		217		648							
Total Class I Railways	Steam	22,112		2,809		24,921							
		22,158		2,956		25,114							
	Electric	143		2		145		13		54			
		168		Nil		168		39		16		55	
	1937-38	168		Nil		168		39		16		55	
	1937-38	168		Nil		168		39		16		55	

† Excluding electric multiple unit suburban trains.
 * Included in column 22.
 (a) See remarks on page 120.
 (b) See remarks on page 121.

Railways for the years 1936-37 and 1937-38 (In thousands)—concl'd.

ENGINE MILES.								Total Engine Miles.			Railway.		
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental (Cols. 15+23+25.)	Traffic Engine Miles.				
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Cols. 10+20+21.)	Goods & proportion of mixed. (Cols. 11+22+23.)		Total including Departmental. (Cols. 26+27+28.)	
28	29	30	31	32	33	34	35	36	37	38		39	
NH	5	22	30	57	3	9	36	123	3,106	2,235	4,517	3' 3 1/2" Gauge—concl'd.	
NH	4	20	26	50	3	11	36	171	3,323	2,323	4,626		Eastern Bengal.
5	2	22	7	36	1	4	107	169	1,192	1,359	2,730	Judhpan.	
5	1	26	7	41	NH	3	102	161	1,179	1,418	2,748		Madras & Southern Mahratta.
20	59	132	3	293	3	17	122	278	4,495	4,122	8,902	Nizam's State.	
27	60	137	4	298	3	14	120	250	4,546	4,202	9,068		Rohilkhand and Kumaon.
1	2	42	NH	51	NH	7	102	142	1,112	607	1,567	South Indian.	
2	2	46	NH	50	1	3	109	142	1,264	676	2,082		Total 3' 3 1/2" Gauge.
9	5	12	3	30	12	2	31	176	1,206	1,069	2,351	Total 2' 6" & 2' 0" Gauge.	
6	5	3	4	23	12	1	34	167	1,607	997	2,671		Bengal Nagpur.
24	2	14	30	70	35	44	63	539	7,661	2,324	10,534	Bombay, Baroda & Central India.	
24	3	23	27	77	32	51	74	610	2,011	2,471	11,002		Eastern Bengal.
225	207	569	514	1,515	184	120	1,129	3,295	26,072	22,551	67,912	Great Indian Peninsula.	
205	186	426	199	1,025	170	121	1,081	2,822	22,085	25,034	61,241		North Western.
Total OTHER ENGINE MILES.					Total OTHER DEPARTMENTAL.								
		(a) 22				(a) 24		(a) 29	(a) 1,125	(a) 971	(a) 2,225	Total 2' 6" & 2' 0" Gauge.	
		55				26		95	1,216	1,030	2,341		Total 2' 6" & 2' 0" Gauge.
		15				3		12	225	125	493	Total 2' 6" & 2' 0" Gauge.	
		18				3		14	245	130	408		Total 2' 6" & 2' 0" Gauge.
		NH				NH		NH	109	6	114	Total 2' 6" & 2' 0" Gauge.	
		NH				NH		NH	117	4	121		Total 2' 6" & 2' 0" Gauge.
		NH				1		17	227	222	453	Total 2' 6" & 2' 0" Gauge.	
		NH				3		21	246	220	487		Total 2' 6" & 2' 0" Gauge.
		52				10		27	422	729	1,205	Total 2' 6" & 2' 0" Gauge.	
		71				3		42	607	621	1,420		Total 2' 6" & 2' 0" Gauge.
		NH				NH		1	222	42	261	Total 2' 6" & 2' 0" Gauge.	
		1				NH		3	222	60	284		Total 2' 6" & 2' 0" Gauge.
		95				27		125	2,692	2,121	4,959	Total 2' 6" & 2' 0" Gauge.	
		145				29		174	2,774	2,222	5,221		Total 2' 6" & 2' 0" Gauge.
				9,555				9,209	197,217	24,542	211,622	Steam	
				9,855				9,097	108,794	95,165	212,906		Electric
76	NH	21	NH	107	1	12	27	56	1,746	742	2,548	Total (Class I Railways.	
74	1	24	NH	109	NH	15	24	50	1,701	728	2,509		

§ "Other" includes Assisting required, Assisting not required, Light and Siding.
 (a) See remarks on page 120.

16.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passen- ger trains.	Mixed trains.			Goods trains.			Traffic	
			Passen- ger proportion.	Goods pro- portion.	Total. (Columns 4 + 5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Shunting.	
									Passen- ger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal Nagpur	1936-37	252.0	8.3	17.5	25.8	300.3	229.8	530.1	64.2	560.5
	1937-38	267.0	7.8	16.9	23.2	355.1	260.1	614.2	62.1	593.3
Bombay, Baroda and Central India.	1936-37	140.9	19.4	41.1	60.5	135.5	25.7	161.2	31.2	174.8
	1937-38	148.4	21.3	44.3	65.6	152.2	30.6	182.8	32.5	195.2
Eastern Bengal	1936-37	247.0	15.7	23.4	39.1	113.2	17.3	130.5	80.3	177.8
	1937-38	254.0	15.6	24.5	40.1	115.2	16.8	132.0	77.3	182.7
East Indian	1936-37	612.6	70.8	14.6	85.4	919.5	253.8	1,173.3	162.8	865.5
	1937-38	607.8	76.0	16.8	92.9	1,077.0	290.1	1,368.0	165.1	929.7
Great Indian Peninsula	1936-37	400.3	40.7	19.1	59.8	340.9	144.1	485.0	73.2	447.4
	1937-38	391.0	35.3	21.4	56.7	347.2	154.8	502.0	76.4	482.0
Madras and Southern Mahratta	1936-37	192.8	2.2	14.5	22.7	153.2	43.2	196.4	25.5	160.4
	1937-38	192.6	7.5	10.0	17.5	173.5	49.6	223.1	31.3	160.1
Nizam's State	1936-37	23.8	10.7	14.3	25.0	40.0	1	49.1	12.3	45.3
	1937-38	32.2	11.1	14.3	25.4	60.2	4	60.6	12.9	61.5
North Western	1936-37	455.0	237.4	123.4	360.8	514.8	92.6	607.4	215.9	495.1
	1937-38	470.1	252.8	111.1	363.9	566.6	113.7	680.3	214.4	515.3
South Indian	1936-37	143.2	6.9	5.3	12.7	43.1	15.3	58.4	20.0	56.9
	1937-38	151.5	6.7	6.0	12.7	46.8	16.4	63.2	19.0	60.8
Total 5' 6" Gauge	1936-37	2,472.7	418.1	273.7	691.8	2,578.5	821.0	3,400.4	675.4	2,993.5
	1937-38	2,574.6	433.6	264.3	697.9	2,894.7	931.5	3,826.2	691.9	3,149.4
5' 3" Gauge.										
Assam Bengal	1936-37	6.2	133.6	108.3	242.4	19.5	30.1	49.6	27.2	120.8
	1937-38	4.5	148.2	63.5	241.7	34.7	30.7	65.4	31.3	127.0
Bengal and North Western	1936-37	279.3	69.9	32.9	92.8	125.0	114.2	239.2	39.4	225.3
	1937-38	312.3	32.3	15.2	48.0	130.4	130.3	260.7	28.4	244.5
Bombay, Baroda and Central India.	1936-37	152.3	62.6	69.3	131.9	118.7	94.2	212.9	49.9	195.3
	1937-38	210.5	51.6	50.3	101.0	130.4	111.0	247.4	51.1	201.1
Burma	1936-37	64.5	173.8	86.3	260.1	113.7	37.0	151.6	45.5	161.9
	1937-38	.	.	.	.	.	.	.	.	.

*Information not furnished due to separation.

for the years 1936-37 and 1937-38 (In hundreds).

Services.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 10.)	Percentage of train Engine hours to total Engine hours.		Railway.		
†Other Hours.			Total.		Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).			
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4 + 10+12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)				17			18	19	20	21	22	23
66.4	222.5	40.5	380.9	1,400.1	4.5	103.3	107.8	1,233.8	68	37	} 5' 6" Gauge.		
74.0	266.8	44.4	410.4	1,534.6	4.5	80.7	84.3	2,039.3	66	30			
44.1	46.7	1.9	235.6	425.7	2.7	45.1	47.8	700.1	67	43	} Bengal-Nagpur.		
44.1	52.4	2.5	240.3	477.2	3.2	50.2	53.4	770.9	68	44			
99.0	40.0	25.9	442.0	397.4	11.9	49.7	61.6	901.0	63	34	} Bombay, Baroda and Central India.		
80.5	40.6	26.5	436.4	400.3	11.5	58.6	70.1	912.8	60	34			
261.0	295.8	199.0	1,107.2	2,543.2	30.2	223.4	253.6	3,916.0	60	43	} Eastern Bengal.		
246.2	285.8	212.3	1,155.1	2,812.6	33.8	255.5	289.3	4,257.0	63	48			
101.7	138.3	6.0	615.9	1,145.8	3.0	63.6	71.6	1,333.3	71	42	} East Indian.		
104.4	105.7	6.1	607.1	1,187.3	7.6	64.6	72.2	1,208.5	69	42			
82.1	70.7	2.3	303.6	434.3	4.6	35.0	40.5	753.4	64	45	} Great Indian Peninsula.		
80.3	83.1	2.1	320.7	483.4	5.4	32.3	37.7	811.8	61	45			
11.1	19.2	Nil	62.0	127.9	1	28.4	23.5	219.3	63	41	} Madras and Southern Mahratta.		
12.0	20.3	Nil	68.2	146.7	1	29.3	20.4	244.3	63	43			
166.2	151.2	10.5	1,074.5	1,337.6	14.3	127.3	141.5	2,003.6	64	48	} Nizam's State.		
167.6	180.7	16.1	1,104.9	1,503.5	12.6	124.0	137.5	2,745.9	66	49			
63.8	24.6	5	239.0	146.2	4.9	27.7	32.6	417.3	62	37	} North Western.		
62.0	28.5	6	241.0	157.0	4.1	25.2	29.3	428.2	65	38			
900.4	1,059.0	286.6	4,466.6	8,013.2	81.1	709.4	790.5	13,270.3			} South Indian.		
890.0	1,158.9	310.6	4,500.1	8,708.4	82.8	730.3	813.1	14,112.6					
												} Total 5' 6" Gauge.	
													} 5' 3 1/2" Gauge.
34.1	40.1	14.2	200.1	332.7	6	27.6	28.2	661.0	69	41	} Assam Bengal.		
38.9	36.1	16.0	222.9	338.0	1.2	22.2	23.4	684.3	68	44			
71.1	61.2	Nil	449.7	658.5	25.4	82.3	107.7	1,215.9	71	37	} Bengal and North Western.		
79.6	62.9	Nil	463.1	683.2	22.5	84.1	106.6	1,262.0	71	36			
57.2	60.5	3.0	351.0	544.0	8	57.6	67.8	953.7	70	47	} Bombay, Baroda and Central India.		
63.1	58.4	2.7	376.3	559.9	8	62.4	62.7	998.9	70	43			
55.6	38.4	45.7	339.4	433.4	1.3	60.3	61.6	884.9	70	44	} Burma.		
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† "Other" includes Assistant required, Assistant not required, L.A. & not being on gauge hours.

* Information not furnished due to separation.

18 — Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7+8.)	Shunting.	
									Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3 1/2' GAUGE—contd.										
Eastern Bengal	1936-37	131,7	36,0	19,1	55,1	104,8	11,9	116,7	42,3	131,0
	1937-38	143,5	33,6	21,9	55,5	108,0	9,5	112,5	43,7	135,9
Jodhpur	1936-37	30,0	34,8	33,8	68,6	61,0	3,9	64,9	20,8	67,5
	1937-38	26,9	36,0	35,2	71,2	58,2	3,8	57,0	21,6	56,9
Madras and Southern Mahratta	1936-37	200,9	34,3	58,7	93,0	158,1	67,1	225,2	20,5	146,2
	1937-38	199,9	33,5	53,5	87,0	174,8	68,5	243,3	24,7	161,3
Nizam's State	1936-37	49,1	3,9	3,1	7,0	38,7	2	38,9	6,4	20,8
	1937-38	57,9	3,5	3,1	6,6	44,0	3	44,3	7,1	25,0
Rohilkhand and Kumaon	1936-37	37,9	26,1	25,3	63,4	30,3	2,5	32,8	9,3	53,7
	1937-38	72,4	9,9	8,3	18,2	47,9	10,8	58,7	9,7	67,8
South Indian	1936-37	378,3	32,3	22,1	54,4	92,2	37,4	129,6	46,9	108,3
	1937-38	400,6	24,1	14,9	39,0	101,1	48,0	149,1	50,9	116,0
Total 3' 3 1/2' gauge	1936-37	1,359,1	599,3	469,4	1,068,7	852,0	399,4	1,251,4	308,2	1,323,1
	1937-38	1,428,5	373,2	295,9	669,1	825,5	412,9	1,238,4	278,5	1,216,1
2' 6" & 2' 0" GAUGES.										
Bengal Nagpur	1936-37	50,9			47,1			45,5	78,3	
	1937-38	54,4			43,9			49,8	79,3	
Bombay, Baroda and Central India.	1936-37	5,8			29,7			3	7,9	
	1937-38	6,6			29,0			7	7,7	
Eastern Bengal	1936-37	7,8			2,6			Nil	Nil	
	1937-38	8,5			3,0			Nil	Nil	
Great Indian Peninsula	1936-37	Nil			30,5			Nil	7,7	
	1937-38	1			29,8			Nil	7,8	
North Western	1936-37	13,6			42,9			41,4	39,1	
	1937-38	13,6			53,5			46,8	32,7	
South Indian	1936-37	14,2			12,2			Nil	1,9	
	1937-38	8,0			14,3			1	2,3	
Total 2' 6" & 2' 0" Gauges	1936-37	92,2			175,9			87,7	124,9	
	1937-38	91,2			173,4			97,4	129,7	
Total Class I Railways	1936-37	3,924,0			1,935,5			4,739,5	5,425,1	
	1937-38	4,094,3			1,540,4			5,162,0	5,465,6	

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§ Exclude Burma Railways; figures not furnished due to separation.

for the years 1936-37 and 1937-38 (In hundreds)—concl'd.

Service.			Departmental Engine hours.					Percentage of train Engine hours to Total Engine hours.		Railway.						
† Other Hours.			Total.		Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)	Total Engine hours. (Columns 15 + 16 + 19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).		Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).					
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)						12		13	14	15	16	17	18	19	20	21	22	23
49.6	21.4	4.4	259.6	292.6	3.0	16.4	13.4	570.0	64	46	} 2' 3 1/2' Gauge—concl'd.					
54.3	22.8	3.8	275.1	298.9	3.4	21.7	24.1	500.1	64	42		} Eastern Bengal.				
21.6	43.5	1.0	117.1	190.7	3	27.5	27.7	335.5	55	41	} Jodhpur.					
28.3	44.0	1.0	112.8	194.1	3	25.0	25.0	332.8	50	42		} Madras & Southern Maharashtra.				
51.4	73.8	5	307.1	504.4	2.1	23.3	20.9	249.4	76	44	} Mysore & Southern Maharashtra.					
40.2	73.2	5	307.3	521.8	1.8	25.4	27.2	260.2	76	54		} Mysore & Southern Maharashtra.				
16.8	116.7	Nil	76.2	179.3	4	22.2	22.2	176.8	69	41	} Mysore & Southern Maharashtra.					
18.9	22.8	Nil	87.4	95.0	4	22.4	22.8	206.2	70	40		} Mysore & Southern Maharashtra.				
12.2	12.8	5	37.5	135.1	2.8	25.5	22.4	251.0	73	42	} Rohilkhand and Kumaon.					
15.9	12.3	5	107.9	137.6	2.6	27.2	29.9	275.4	74	41		} South Indian.				
106.8	39.5	4.2	624.1	304.2	3.4	74.3	63.2	1,011.5	63	46	} South Indian.					
175.5	39.9	3.6	651.1	324.3	5.4	76.1	84.5	1,050.0	64	41		} South Indian.				
546.1	1407.9	73.6	2,312.7	13,525.4	43.2	424.0	467.2	16,895.2			} Total 2' 3 1/2' Gauge.					
623.7	872.1	29.3	1,603.0	2,150.8	30.9	287.2	407.1	6,161.8				} Total 2' 3 1/2' Gauge.				
Total.					Total						} 2' 6" & 3' 6" Gauge.					
27.4							9.5	258.7				} Bengal Nagpur.				
30.8							12.6	270.3			} Bengal Nagpur.					
17.9							1.5	63.7				} Bombay, Beroda and Central India.				
19.8							1.8	66.5			} Bombay, Beroda and Central India.					
7.3							Nil	17.5				} Eastern Bengal.				
6.3							Nil	16.8			} Eastern Bengal.					
4.7							2.3	45.2				} Great Indian Peninsula.				
4.6							2.7	45.0			} Great Indian Peninsula.					
13.3							4.9	160.7				} North Western.				
23.0							5.5	175.1			} North Western.					
9.3							1	37.2				} South Indian.				
12.5							2	37.2			} South Indian.					
84.5							18.2	432.2				} Total 2' 6" and 3' 6" Gauge.				
96.0							22.2	610.2			} Total 2' 6" and 3' 6" Gauge.					
13,353.1							1,276.9	120,514.2				} Total Class I Railways.				
2,378.6							1,243.0	20,284.9			} Total Class I Railways.					

† "Other" includes Assisting required, Assisting not required, Light and siding engine hours.
‡ Revised figures.

19.—Statement of vehicle and wagon miles (in terms of four-wheelers) of Class

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS			
		Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 +7.)	Coaching Vehicles. (Col. 8+9)	Other Vehicles. (Col. 9 +10.)	Total (Cols. 9 +10.)	Goods.			
											Main Lines.			
											Loaded.	Total.	Per cent loaded of total	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
4' 6" Gauge.														
Bengal-Nagpur	1936-37	(a)84,271	(a)2,514	(a)86,785	(a)2,252	(a)32	(a)2,284	(a)86,523	(a)2,546	(a)89,069	(a)116,549	(a)167,031	(a)70	
	1937-38	80,831	2,619	83,450	2,097	35	2,132	91,928	2,654	94,582	131,349	167,344	70	
Bombay, Baroda and Central India.	1936-37	68,156	11,107	79,263	7,190	800	7,990	55,345	11,907	67,252	66,813	92,074	72	
	1937-38	61,177	11,453	72,630	7,876	838	8,714	59,053	12,290	71,343	71,940	98,792	72	
Eastern Bengal	1936-37	80,034	5,002	85,036	3,102	Nil	3,102	83,188	5,002	88,190	42,963	69,777	71	
	1937-38	80,364	4,025	84,389	3,014	Nil	3,014	83,278	4,025	87,303	42,565	69,488	72	
East Indian	1936-37	247,398	10,459	257,857	18,932	372	19,304	266,330	10,861	277,191	365,387	566,743	64	
	1937-38	250,387	11,257	261,644	20,255	517	20,772	270,642	11,774	282,416	399,083	614,701	64	
Great Indian Peninsula	1936-37	180,065	4,625	184,690	12,817	Nil	12,817	172,882	4,625	177,507	180,586	250,407	72	
	1937-38	161,561	5,132	166,693	12,800	Nil	12,800	174,361	5,132	179,493	187,452	256,524	73	
Madras and Southern Maharashtra.	1936-37	64,160	937	65,147	1,869	20	1,889	66,029	1,007	67,036	58,822	66,586	64	
	1937-38	65,796	695	67,491	1,556	17	1,573	66,352	712	67,064	65,847	96,644	65	
Nizam's State	1936-37	10,302	242	10,544	3,422	63	3,485	13,724	305	14,029	13,728	27,577	67	
	1937-38	10,003	304	10,997	2,668	85	2,753	14,361	389	14,750	22,252	34,421	64	
North Western	1936-37	184,105	8,712	192,817	64,343	938	65,281	243,448	9,656	253,104	277,014	399,710	71	
	1937-38	180,881	9,263	190,144	66,250	986	67,236	256,131	10,249	266,380	231,932	326,466	71	
South Indian	1936-37	33,306	345	34,151	1,440	Nil	1,440	35,246	345	35,591	15,634	19,627	70	
	1937-38	34,664	486	35,150	1,370	1	1,371	36,034	487	36,521	16,967	21,187	60	
Total 4' 6" Gauge	1936-37	908,347	44,029	946,376	115,367	2,225	117,592	1,017,714	40,254	1,063,968	1,082,498	1,563,482	69	
	1937-38	826,244	46,233	870,477	118,886	2,470	121,356	1,044,130	47,712	1,091,842	1,169,407	1,694,667	69	
3' 3 1/2" Gauge.														
Assam Bengal	1936-37	437	23	455	44,722	2,960	47,682	45,154	2,983	48,137	6,226	8,416	65	
	1937-38	454	30	493	50,048	2,719	52,767	50,502	2,768	53,270	10,061	16,874	69	
Bengal and North West- ern.	1936-37	75,373	738	77,116	13,246	58	13,304	89,624	796	90,420	50,928	67,759	75	
	1937-38	84,842	696	85,538	7,289	20	7,309	91,831	716	92,547	51,605	68,840	73	
Bombay, Baroda and Central India.	1936-37	55,812	4,601	60,413	23,542	1,154	24,697	69,355	5,755	75,110	60,311	71,833	70	
	1937-38	62,086	5,071	67,157	18,824	859	19,683	80,910	5,930	86,840	53,914	77,803	70	
Burma.	1936-37	25,317	267	25,584	67,264	1,192	68,456	2,581	1,459	74,070	51,584	72,066	71	
	1937-38				Figures not furnished		due to	separation.						

(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—56%

these three months in 1936-37 not being available due to labour unrest.

Railways for the years 1936-37 and 1937-38 (In thousands).

REPORTION OF MIXED.

Goods.			GOODS PROPORTION OF MIXED.					DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL.)			Railway.
Branch lines.			Loaded.		Total.			Passenger and total mixed.	Goods.		Passenger and total mixed.	Goods.		
Loaded.	Total.	Percentage loaded of total.	18	19	Loaded. (Cols. 12 + 15 + 18).	Total. (Cols. 13 + 16 + 19).	Percentage loaded of total.		23	24		Total. (Columns 23 + 24.)	25	27	28
10	16	17	18	19	20	21	22	23	24	25	25	27	28	29
(a) 17,991	(u) 118,262	(a) 60.9	(a) 3,021	(a) 4,828	(a) 191,551	(a) 290,121	(a) 66.0	(a) 800	(a) 7,704	(a) 8,504	(a) 397	(a) 8,412	(a) 8,810	5' 6" Gauge.
81,826	135,936	60.2	2,962	4,671	216,137	327,951	65.9	717	6,330	7,047	341	6,596	9,927	Bengal Nagpur.
7,656	12,743	60.1	13,007	15,902	37,476	121,719	71.9	181	1,512	1,693	1,453	2,103	3,556	Bombay, Baroda and Central India.
8,006	13,487	59.4	14,094	18,159	94,040	130,438	72.1	114	1,823	1,937	1,277	2,338	3,615	
3,542	5,694	62.3	3,373	4,633	49,880	70,104	71.2	193	12,269	12,462	296	1,778	2,174	Eastern Bengal.
3,471	5,318	65.3	3,386	4,677	49,422	69,483	72.2	180	17,804	17,984	612	1,878	2,390	
48,201	70,749	68.1	2,788	3,924	416,376	640,416	65.0	3,036	23,739	26,775	1,972	14,726	16,698	East Indian.
62,320	76,271	68.6	3,176	4,441	454,579	695,413	65.4	2,870	30,527	33,397	2,094	16,664	18,778	
44,431	68,362	65.0	3,231	5,146	228,248	323,915	70.5	92	5,141	5,233	3,503	7,502	11,005	
47,340	75,081	63.1	4,214	6,365	239,006	337,950	70.7	135	5,980	6,115	3,312	7,830	11,142	Great Indian Peninsula.
12,878	16,259	79.2	2,664	3,459	74,364	106,254	70.0	635	2,624	3,259	422	3,092	3,514	
15,118	19,103	78.9	1,731	2,157	62,696	117,964	70.1	484	2,013	2,497	596	2,300	2,896	Madras and Southern Mahratta.
24	50	47.7	3,627	4,628	22,379	32,255	69.4	21	599	620	276	723	999	
127	257	49.5	3,639	4,843	26,018	39,521	65.8	14	488	502	208	807	1,012	Nizam's State.
23,658	31,045	76.2	26,342	33,798	267,014	364,553	73.2	525	8,781	9,296	5,546	6,981	12,527	North Western.
29,807	39,152	76.1	22,462	29,972	284,201	394,590	72.0	540	9,206	9,746	3,831	8,328	12,159	
4,218	5,667	74.4	1,152	1,443	21,004	28,737	73.6	3	2,308	2,311	89	1,326	1,406	South Indian.
4,398	5,674	77.5	1,209	1,506	22,594	28,307	79.6	14	2,172	2,186	324	1,333	1,657	
216,001	328,831	65.9	59,205	78,761	1,358,302	1,976,074	68.7	5,436	64,657	70,142	14,045	46,644	60,689	Total 5' 6" Gauge.
242,413	370,319	65.5	56,873	75,791	1,468,693	2,140,677	68.6	5,068	76,343	81,411	12,491	42,044	64,575	
5' 2 1/2" Gauge.														
4,411	6,657	66.3	26,242	38,310	36,479	63,383	67.7	108	3,975	4,083	N/A	821	821	Assam Bengal.
4,597	6,901	66.6	23,706	33,274	36,364	57,049	67.3	227	3,097	3,324	N/A	1,037	1,037	
30,243	40,748	74.2	5,303	7,607	86,479	116,114	74.5	111	17,624	17,735	7,879	3,358	11,222	Bengal and North Western.
33,455	45,909	72.9	2,324	3,399	87,384	118,148	74.0	89	17,729	17,818	7,943	3,677	11,820	
22,363	45,052	71.8	21,929	27,336	103,793	144,271	71.9	54	1,390	1,414	2,780	2,600	5,380	Bombay, Baroda and Central India.
27,554	53,212	70.6	14,694	19,177	106,152	150,252	70.6	24	1,729	1,769	2,799	2,940	5,729	
6,572	9,541	68.9	18,611	23,115	76,787	104,722	73.3	145	9,001	9,146	125	2,546	2,671	Burma.
			Figures not furnished due to					separation.						

(a) See remarks on page 130.

19.—Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+ 4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6 +7.)	Coaching Vehicles. (Col. 8 +9.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9 +10.)	Goods.		
											Main Lines.		
											Loaded.	Total.	Per centage loaded Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3 1/2' Gauge—contd.	1936-37	67,848	1,029	68,877	11,806	Nil	11,806	69,064	1,019	69,073	39,076	55,792	70.0
	1937-38	61,083	1,023	62,106	11,129	Nil	11,129	62,212	1,022	63,234	39,209	57,158	69.9
Eastern Bengal	1936-37	10,214	254	10,468	11,233	227	11,520	21,447	541	21,988	20,192	27,934	72.1
	1937-38	9,658	275	9,933	11,502	415	11,917	21,160	690	21,850	21,203	30,288	70.1
Jodhpur	1936-37	60,862	641	61,503	8,973	127	9,110	69,826	778	69,403	42,891	56,600	76.1
	1937-38	61,634	520	62,154	8,865	152	9,017	69,389	672	69,061	46,126	62,091	74.3
Madras and Southern Maharashtra	1936-37	11,662	542	12,204	603	4	607	12,256	552	12,808	11,512	15,493	74.4
	1937-38	12,668	556	13,224	568	2	570	13,214	568	13,772	13,279	17,280	76.9
Nizam's State	1936-37	8,236	116	8,352	6,275	160	6,435	14,612	175	14,686	5,559	8,598	64.7
	1937-38	12,747	170	12,917	1,792	13	1,805	15,539	183	15,722	9,707	15,816	61.4
Rohilkhand and Kumaon	1936-37	93,622	627	94,249	6,930	1	6,931	100,453	628	101,080	33,185	46,727	73.6
	1937-38	101,672	726	102,398	4,638	2	4,640	106,210	725	106,938	36,266	49,525	73.1
South Indian	1936-37	379,464	2,832	382,297	174,595	5,853	180,448	554,059	14,686	568,745	210,465	430,218	72.1
	1937-38	287,424	2,074	289,498	114,543	4,183	118,726	501,987	12,267	514,254	221,370	395,713	71.1
Total 3' 3 1/2' Gauge	1936-37	Total			Total			Total			Total Main and Branch Lines.		
	1937-38	Total			Total			Total			Total Main and Branch Lines.		
2' 6" & 2' 0" Gauge.	1936-37		(a) 12,457			(a) 7,210			(a) 20,797		(a) 7,621	(a) 11,194	(a) 58.0
	1937-38		14,720			6,606			21,426		8,257	12,670	65.1
Bengal-Nagpur	1936-37		802			2,617			3,420		60	31	61.0
	1937-38		862			2,516			3,398		44	73	60.9
Bombay, Baroda and Central India.	1936-37		227			234			1,055		Nil	Nil	Nil
	1937-38		956			212			1,181		Nil	Nil	Nil
Eastern Bengal	1936-37		2			2,210			2,212		2	4	74.1
	1937-38		6			2,191			2,197		9	10	65.5
Great Indian Peninsula	1936-37		2,223			6,162			8,085		2,334	4,102	50.9
	1937-38		1,869			6,529			8,547		3,275	5,993	64.7
North Western	1936-37		1,619			1,601			3,211		Nil	Nil	Nil
	1937-38		977			1,962			2,939		14	17	60.9
South Indian	1936-37		18,645			20,734			39,379		10,018	15,381	64.1
	1937-38		19,523			21,166			40,688		11,599	18,663	62.1
Total 2' 6" & 2' 0" Gauge	1936-37		1,251,312			212,774			1,672,092		1,715,827	2,476,605	68.1
	1937-38		1,296,692			261,256			1,647,754		1,366,361	2,621,281	68.9
Total Class I Railways	1936-37												
	1937-38												

(a) See remarks on page 130.
 & Revised figures.

Railways for the years 1936-37 and 1937-38 (In thousands)—concl'd.

REPORT OF MIXED.

Goods.			GOODS PROPOR- TION OF MIXED.		TOTAL.			DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPART- MENTAL.)			Railway.	
Branch lines.			Loaded.	Total.	Loaded. (Cols. 12+ 15+18.)	Total. (Cols. 13+ 16+19.)	Per- centage loaded of total.	Pas- senger and total mixed.	Goods.	Total. (Cols. 23+24.)	Pas- senger and total mixed.	Goods.	Total (Cols. 26+27.)		
Loaded.	Total.	Per- centage loaded of total.												18	19
2,295	3,389	67.7	4,780	6,259	46,151	65,449	70.5	199	2,046	2,238	267	1,463	1,859	} Eastern Bengal.	
1,916	2,573	74.5	5,379	7,276	46,504	67,007	69.4	203	4,926	5,129	439	1,840	1,979		
504	835	60.2	2,430	12,609	30,128	41,378	72.8	13	2,729	2,762	1,919	779	1,795	} Jodhpur.	
576	973	59.2	8,920	12,405	30,699	43,644	70.3	54	1,776	1,830	1,104	754	1,358		
11,510	15,335	75.1	12,081	15,662	66,482	87,497	76.0	155	2,574	2,729	927	4,752	5,769	} Madras and Southern Maharatta.	
11,593	15,193	76.3	10,903	14,390	68,022	91,679	74.0	164	2,012	2,176	886	5,180	6,066		
11	20	33.4	333	490	11,907	16,013	74.4	45	963	1,014	231	909	1,271	} Nizam's State.	
45	80	55.7	400	809	13,724	17,869	76.3	29	679	708	251	1,022	1,408		
306	557	55.2	5,762	7,972	11,627	17,127	67.9	78	2,568	2,645	1,673	432	2,109	} Rohilkhand and Kumaon.	
1,759	3,004	58.6	876	1,537	12,342	20,357	60.6	52	2,893	2,945	1,608	642	2,310		
2,032	11,549	69.5	4,371	6,751	45,588	63,027	72.3	34	10,069	10,123	278	1,507	2,286	} South Indian.	
10,077	14,169	71.2	2,861	3,637	49,204	67,331	73.1	24	10,372	10,407	258	2,862	4,190		
96,247	133,693	72.0	102,597	145,561	515,209	709,472	72.6	934	54,946	55,878	15,459	21,200	26,849	} Total 2 1/2' Gauge.	
101,572	142,019	71.5	70,033	95,604	452,995	633,336	71.5	886	45,216	46,100	15,422	20,664	26,122		
Total.													Total.		
2' 6" & 2' 0" GAUGES.															
			(a) 4,693	(a) 6,185	(a) 12,329	(a) 17,379	(a) 70.9	(a) 1,162			(a) 679			} Bengal Nagpur.	
			5,167	6,485	13,424	19,055	70.5	1,787			775				
			1,134	1,908	1,184	1,989	69.5	154			228			} Bombay, Baroda and Central India.	
			1,156	1,942	1,200	2,016	59.5	185			271				
			41	48	41	48	33.8	Nil			43			} Eastern Bengal.	
			30	39	30	39	77.2	Nil			41				
			2,130	2,247	2,133	2,251	74.3	273			25			} Great Indian Peninsula.	
			1,999	2,905	2,008	2,615	76.3	287			28				
			3,627	5,120	5,951	9,222	64.6	272			1,218			} North Western.	
			2,561	5,047	6,636	11,040	61.9	209			1,421				
			525	707	525	707	74.3	7			29			} South Indian.	
			593	795	597	812	73.5	24			Nil				
			12,155	16,815	22,173	22,196	68.9	1,248			2,235			} Total 2' 6" and 2' 0" Gauges.	
			12,496	16,914	24,095	25,577	67.7	2,522			2,646				
			179,957	241,137	1,895,724	2,717,748	68.3	127,999			99,773			} Total Class I Railway.	
			139,425	188,300	1,945,783	2,809,590	69.3	120,094			102,242				

(a) See remark on page 129.

20.—Statement of speed of Goods Trains (excluding Departmental) of Class I Railways for the years 1936-37 and 1937-38.

Railway.		Average speed of Goods Trains.											
		Through Goods Trains.						All Goods Trains.					
		Train miles per Train Engine hour.						Train miles per Train Engine hour.					
		Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	
1	2	3	4	5	6	7	8	9	10	11	12	13	
5' 6" GAUGE.													
Bengal Nagpur	11.0	14.9	12.9	13.2	14.0	14.1	12.1	12.0	11.8	11.5	11.8	11.8	
Bombay, Baroda and Central India	12.7	12.4	10.9	10.4	12.4	12.0	11.7	11.5	10.9	10.8	11.6	11.3	
Eastern Bengal	16.6	16.5	12.6	11.8	15.4	15.4	10.9	10.7	7.62	7.55	10.5	10.4	
East Indian	12.8	11.7	9.49	8.54	12.6	11.5	10.8	9.99	7.97	7.26	10.2	9.89	
Great Indian Peninsula	Steam	17.1	17.2	14.0	14.2	16.0	16.1	14.1	14.2	12.5	12.4	13.5	13.6
	Electric†	19.3	19.2	Nil	Nil	19.3	19.9	15.1	15.6	Nil	Nil	15.1	15.6
Madras and Southern Mahratta	12.4	13.6	14.7	14.6	13.6	13.6	11.2	11.3	10.4	11.0	11.1	11.3	
Nizam's State	13.7	13.6	13.3	14.4	13.7	13.6	12.0	12.1	13.6	14.2	12.0	12.1	
North Western	15.1	13.9	Nil	Nil	15.1	13.9	10.5	10.5	9.77	10.1	10.4	10.4	
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	11.2	10.6	11.3	11.0	11.2	10.7	
Average for 5' 6" gauge	Steam	.	.	.	.	.	11.3	11.4	10.7	10.6	11.5	11.2
	Electric†	19.3	19.9	Nil	Nil	19.3	19.9	15.1	15.6	Nil	15.1	15.6	
3' 3 1/2" GAUGE.													
Assam Bengal	13.9	14.6	11.7	11.8	12.3	13.5	12.9	13.5	11.0	11.0	11.3	12.3	
Bengal and North Western	12.1	12.1	8.52	8.39	11.6	11.8	10.5	10.5	9.15	9.12	9.31	9.77	
Bombay, Baroda and Central India	12.9	12.4	13.3	13.2	13.0	12.6	11.9	11.4	10.6	10.3	11.3	11.1	
Barma	12.3	(a)	11.4	(a)	12.3	(a)	11.5	(a)	11.4	(a)	11.5	(a)	
Eastern Bengal	14.5	15.0	9.31	11.2	14.4	15.0	11.2	11.4	9.55	9.72	11.0	11.3	
Jodhpur	13.6	13.3	12.0	13.2	13.4	13.9	9.65	9.76	9.62	11.7	9.64	9.88	
Madras and Southern Mahratta	11.4	12.0	10.7	10.2	11.3	11.6	10.6	10.8	10.0	9.31	10.4	10.5	
Nizam's State	12.4	12.4	9.79	10.4	12.4	12.4	10.7	10.3	9.67	9.67	10.7	10.4	
Rohilkund and Kumaon	8.64	9.31	9.53	8.95	8.70	9.24	8.64	9.31	9.53	8.95	8.70	9.24	
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	11.3	11.2	10.2	9.98	11.0	10.8	
Average for 3' 3 1/2" gauge	.	.	.	.	.	.	11.2	11.2	10.9	10.8	11.1	11.1

5' 6" AND 3' 3 1/2" GAUGES.	All Goods Trains.	
	1936-37.	1937-38.
Bengal Nagpur	10.22	9.31
Bombay, Baroda and Central India	7.95	8.32
Eastern Bengal	Nil	Nil
Great Indian Peninsula	6.67	11.2
North Western	8.21	8.63
South Indian	Nil	12.8
Average for 5' 6" and 3' 3 1/2" gauges	9.02	9.24

* Information not available. † Other than Electric multiple unit suburban trains. ‡ Based on actual figures from April to November 1936 and March 1937, and three months figures of December 1935 and January and February 1936. § Revised figures. (a) Figures not furnished due to separation.

1.—Statement of Shunting and Light Running on Class I Railways for the years 1936-37 and 1937-38.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)						
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		
	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	
Year.	1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.													
Bengal Nagpur	14.31	5.20	31.31	1.07	51.25	1.17	141.4	37.7	33.46	8.00	110.6	10.8	
Bombay, Baroda and Central India	4.15	4.04	3.44	3.28	4.50	3.41	33.2	33.8	3.30	3.23	3.39	3.23	
Eastern Bengal	7.31	6.83	0.72	0.86	0.74	0.67	23.9	23.7	3.66	3.65	4.66	4.49	
East Indian	4.88	4.68	3.16	3.00	3.75	3.41	24.2	24.2	7.47	7.80	3.65	3.64	
Great Indian Peninsula	3.31	3.48	1.17	1.20	2.25	2.34	20.6	20.3	3.64	3.70	4.66	4.68	
Madras and Southern Mahratta	2.08	3.04	1.69	2.15	1.36	2.21	21.2	20.7	4.13	6.64	4.20	7.66	
Nizam's State	6.78	6.60	1.97	2.21	2.06	2.27	27.2	26.3	4.60	5.89	3.87	6.00	
North Western	7.37	6.96	1.22	1.12	1.79	1.68	29.3	28.2	5.60	6.34	6.23	6.87	
South Indian	3.28	3.08	0.50	0.25	0.51	0.31	37.0	37.0	4.07	3.22	4.39	6.01	
Average for 5' 6" gauge	5.15	5.06	1.31	1.76	2.29	2.19	34.2	33.3	4.99	6.40	7.09	7.30	
3' 3 1/2" GAUGE.													
Assam Bengal	6.86	6.68	1.26	1.55	2.04	1.64	22.2	20.4	1.33	2.06	3.22	3.68	
Bengal and North Western	3.46	3.16	0.50	0.65	0.73	0.97	31.7	33.6	3.04	1.93	3.56	3.56	
Bombay, Baroda and Central India	5.69	5.13	0.22	0.22	1.10	1.31	25.6	28.2	3.65	1.92	3.20	3.08	
Burma	5.27	(a)	0.31	(a)	0.22	(a)	26.3	(a)	4.70	(a)	4.74	(a)	
Eastern Bengal	7.35	7.05	0.61	0.45	0.65	0.48	41.6	42.7	1.60	1.23	1.60	1.48	
Jodhpur	9.68	10.2	0.55	0.60	1.15	1.41	27.5	28.0	3.09	3.66	3.33	3.65	
Madras and Southern Mahratta	3.38	2.83	1.06	0.92	1.23	1.05	23.6	23.3	4.22	4.30	6.12	6.06	
Nizam's State	3.05	2.94	2.26	2.37	3.43	3.48	23.3	25.0	10.6	9.26	11.0	9.20	
Rohilkund and Kumaon	4.66	3.45	1.22	1.48	2.60	2.31	34.8	42.2	1.63	1.23	3.27	1.94	
South Indian	3.18	3.31	0.23	0.51	0.46	0.70	31.7	23.2	0.22	1.27	0.94	1.44	
Average for 3' 3 1/2" gauge	4.54	4.36	0.77	0.84	1.00	1.15	22.4	23.0	3.79	2.43	3.30	3.46	
† Other engine miles per 100 train miles.													
Year.													
1936-37. 1937-38.													
2' 6" AND 2' 0" GAUGES.													
Bengal Nagpur			184.2	25.5									
Bombay, Baroda and Central India			15.0	13.2									
Eastern Bengal			0.03	0.03									
Great Indian Peninsula			3.64	3.05									
North Western			18.4	20.4									
South Indian			2.75	3.23									
Average for 2' 6" and 2' 0" gauges			17.5	18.6									

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

‡ Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

(a) figures not furnished due to separation.

§ Revised figure.

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN			
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.	
1	2	3	4	5	6	7	8	9	10	11	
5' 6" GAUGE.											
Bengal Nagpur	1936-37	(a) 743	(a) 665	(a) 136	(a) 529	(a) 4	(a) 2	(a) 101	(a) 6	(a) 225	
	1937-38	743	654	147	507	17	3	95	7	223	
Bombay, Baroda and Central India.	1936-37	335	361	59	302	27	16	64	23	66	
	1937-38	378	380	63	297	21	1	63	26	72	
Eastern Bengal	1936-37	313	296	62	231	7	Nil	100	13	43	
	1937-38	313	294	47	245	18	1	105	13	43	
East Indian	1936-37	1,538	1,573	247	1,329	99	1	295	40	409	
	1937-38	1,544	1,561	260	1,301	42	Nil	306	41	439	
Great Indian Peninsula.	Steam	1936-37	*713	*711	132	*579	95	43	126	30	158
		1937-38	*685	*694	134	‡550	65	10	128	28	165
	Electric †	1936-37	65	65	10	55	5	Nil	23	Nil	19
		1937-38	66	65	8	57	1	Nil	23	Nil	20
Madras and Southern Mahratta.	1936-37	305	302	73	227	14	4	91	7	68	
	1937-38	304	300	67	233	10	1	91	6	79	
Nizam's State	1936-37	35	34	13	71	Nil	Nil	13	9	18	
	1937-38	35	34	12	72	Nil	Nil	14	9	20	
North Western	1936-37	1,229	1,225	220	1,005	37	20	214	113	243	
	1937-38	1,192	1,188	246	942	38	8	226	109	271	
South Indian	1936-37	152	‡155	28	127	4	Nil	57	6	24	
	1937-38	152	‡152	23	129	2	Nil	60	5	26	
Total 5' 6" Gauge	Steam	1936-37	5,513	5,377	970	4,400	1,061	247	1,258
		1937-38	5,396	5,277	999	4,276	1,088	244	1,338
	Electric †	1936-37	65	65	10	55	5	Nil	23	Nil	19
		1937-38	66	65	8	57	1	Nil	23	Nil	20
3' 3½" GAUGE.											
Assam Bengal	1936-37	205	203	26	132	Nil	Nil	3	97	19	
	1937-38	205	204	23	181	3	Nil	3	96	23	
Bengal and North Western	1936-37	364	394	24	370	17	1	114	38	31	
	1937-38	364	396	24	372	13	1	121	25	33	
Bombay, Baroda and Central India.	1936-37	490	443	65	333	56	25	82	55	74	
	1937-38	490	459	74	385	38	19	97	45	83	

*This includes 8 engines used exclusively by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.

‡This includes 7 engines used exclusively by Mechanical Department.
§Includes one Engine employed in workshop shunting.

(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935, January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

Railways for the years 1936-37 and 1937-38.

USE DAILY ON—				Spare.	Maxi- mum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per en- gine avail- able for use.	Railway.
Depart- mental service.	Shunt- ing includ- ing aiding.	Total	Per passenger engine.			Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomo- tive day in use.			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	
(a)26	(a)79	(a)437	(a)88	(a)476	(a)152	(a)169	(a)100	(a)113	(a)75	(a)14,368	(a)24,411	(a)9.78	5' 6" GAUG.	
25	81	431	71	477	173	148	113	124	83	17,638	23,817	11.0	B. N.	
13	45	211	72	250	153	111	90	104	60	13,038	24,571	6.43	H. B. & C.L.	
17	40	224	60	283	165	110	90	105	66	13,069	24,622	7.11		
11	48	214	16	233	148	108	101	121	88	9,900	14,841	10.7	E. M.	
13	48	222	17	237	145	111	98	120	91	9,507	14,065	10.2		
68	235	1,047	223	1,176	147	119	93	103	63	16,370	26,756	8.06	E. I.	
70	245	1,101	185	1,207	150	122	92	105	74	18,137	28,042	8.96		
*26	87	*427	83	470	199	99	123	131	73	\$14,234	\$26,516	7.56	Steam.	
26	88	435	72	480	198	103	121	131	83	\$16,575	\$28,002	8.43		
1	6	49	5	55	190	N4	103	142	107	\$26,590	\$37,568	9.70	Elec. †	
1	6	50	7	56	183	N11	98	138	105	\$26,766	\$37,335	9.37		
12	27	205	17	218	129	124	98	110	76	16,047	24,092	9.45	V. & S. M.	
12	28	217	12	227	132	125	102	112	81	15,989	23,772	9.57		
6	7	53	18	63	160	129	105	115	73	14,753	23,348	8.46	N. S.	
5	8	56	16	63	158	133	111	119	80	17,712	30,504	9.29		
31	128	734	211	827	142	160	84	109	65	11,204	20,071	7.10	N. W.	
30	127	763	157	816	140	160	87	111	71	12,349	20,622	7.99		
10	7	103	22	112	144	97	97	120	79	9,771	18,677	9.11	S. I.	
9	7	107	21	119	149	104	95	123	85	10,574	18,621	9.18		
203	663	3,431	755	..	152	131	96	111	71	14,131	24,112		Steam.	
207	679	3,556	611	..	154	136	99	114	77	15,768	25,516			
1	6	49	5	55	190	N3	103	142	107	26,590	37,568		Elec. †	
1	6	50	7	56	183	N11	98	138	105	26,766	37,335			
7	26	152	30	159	91	101	98	98	71	5,335	7,919	8.44	A. B.	
6	27	154	27	174	80	110	111	104	79	6,010	8,572	8.84		
23	43	304	66	349	120	93	103	104	83	8,589	12,943	9.00	B. & N. W.	
22	46	312	60	341	129	87	105	106	87	8,441	12,701	9.23		
13	40	269	69	324	119	93	101	93	69	8,120	15,320	6.32	B. B. & C.I.	
15	45	285	71	325	120	96	101	100	63	8,423	14,975	7.11		

† Locomotive days of Shunting engines are wholly charged to Steam as the shunting operations both for steam and electric trains are performed by Steam engines.
 (a) Same remarks as on page 136.
 H19C:Actes.

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—concl'd.										
Burma	1936-37	376	377	33	344	31	2	23	96	44
	1937-38	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)
Eastern Bengal	1936-37	212	207	42	164	31	4	49	20	35
	1937-38	210	207	40	165	15	1	54	20	33
Jodhpur	1936-37	108	104	9	95	Nil	Nil	12	29	16
	1937-38	105	107	8	98	Nil	Nil	14	26	18
Madras and Southern Mahratta.	1936-37	339	355	61	293	29	9	76	37	87
	1937-38	330	347	53	293	26	9	77	36	92
Nizam's State	1936-37	87	87	3	79	Nil	Nil	20	3	12
	1937-38	87	87	9	79	Nil	Nil	21	3	13
Rohilkund and Kumaon	1936-37	75	80	..	74	Nil	Nil	13	22	9
	1937-38	75	83	..	78	Nil	Nil	25	7	13
South Indian	1936-37	*401	‡389	60	329	21	3	160	25	54
	1937-38	401	‡387	51	336	7	3	171	18	58
Total 3' 3½" Gauge	1936-37	2,654	2,649	328	2,313	..	..	552	422	431
	1937-38	2,267	2,277	282	1,986	..	..	583	276	420
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1936-37	(a) 116	(a) 110	(a) 21	(a) 89	(a) 3	(a) 1	(a) 22	(a) 18	(a) 18
	1937-38	116	110	26	184	1	1	22	15	19
Bombay, Baroda and Central India.	1936-37	28	26	4	22	Nil	Nil	2	13	Nil
	1937-38	28	25	4	21	Nil	Nil	2	14	Nil
Eastern Bengal	1936-37	9	10	3	7	Nil	Nil	4	1	Nil
	1937-38	9	10	3	7	Nil	Nil	4	1	Nil
Great Indian Peninsula	1936-37	22	22	5	17	2	Nil	Nil	10	Nil
	1937-38	22	21	5	16	2	Nil	Nil	10	Nil
North Western	1936-37	100	101	18	83	14	7	4	23	17
	1937-38	100	100	20	80	12	4	4	23	18
South Indian	1936-37	11	11	1	10	Nil	Nil	4	3	Nil
	1937-38	11	11	2	9	Nil	Nil	3	4	..
TOTAL 2' 6" AND 2' 0" GAUGES	1936-37	236	230	52	223	..	..	36	68	35
	1937-38	236	277	60	217	..	..	35	67	37

* Excludes 2 Battery Tenders.

‡ Includes 2 Engines employed in workshop Shunting.

(a) Same remarks as on page 136.

(b) Figures not furnished due to separation.

Railways for the years 1936-37 and 1937-38—concl'd.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
14	40	217	107	244	166	122	116	119	68	8,058	16,185	7-05	3' 3 1/2" Gauge —concl'd.
(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)		Burma.
5	29	138	11	152	135	116	107	111	74	7,089	11,336	9-51	E. B.
6	81	144	12	156	135	120	108	112	79	6,098	10,852	9-57	
6	10	73	22	84	136	108	100	102	72	7,631	12,304	12-6	Jodhpur.
6	10	73	26	84	109	126	95	106	70	7,529	11,974	9-03	
7	34	241	36	233	142	92	84	101	69	5,316	8,189	7-55	M. & S. N.
7	33	245	34	280	142	86	85	102	72	5,076	8,372	8-01	
4	7	46	33	60	143	94	110	110	58	5,833	13,409	16-17	N. S.
4	8	49	29	59	156	109	106	116	65	6,144	13,061	7-21	
3	11	58	16	69	142	103	100	111	81	6,488	9,477	9-27	R. & K.
3	11	59	19	68	144	103	127	124	88	6,617	10,761	9-73	
24	14	276	42	299	122	86	85	106	75	5,505	10,070	18-42	S. I.
25	14	286	45	328	122	85	91	107	79	7,513	10,653	8-64	
116	254	1,774	432	..	129	105	98	105	71	7,012	11,873		TOTAL 3' 3 1/2" Gauge.
103	225	1,607	323	..	105	103	99	106	75	7,089	11,361		
(a) 2	(a) 10	(a) 70	(a) 16	(a) 82	(a) 95	(a) 92	(a) 76	(a) 87	(a) 56	(a) 2,191	(a) 3,666	(a) 7-97	2' 6" & 2' 0" Gauge.
3	11	70	14	79	103	101	79	92	59	2,401	4,086	8-55	B. N.
Nil	Nil	15	7	19	121	78	Nil	88	51	2,331	2,331	7-21	B., B. & C.I.
Nil	Nil	16	5	19	140	73	Nil	85	55	2,077	2,077	8-54	
Nil	Nil	5	2	7	55	59	Nil	56	31	393	686	6-00	E. B.
Nil	Nil	5	2	7	60	64	Nil	61	34	559	992	6-09	
1	1	12	4	16	Nil	120	Nil	110	60	1,366	2,956	7-25	G. I. P.
1	1	12	4	16	Nil	120	Nil	111	64	1,361	2,721	7-71	
1	4	49	24	63	108	78	59	73	35	964	2,120	8-31	M. W.
1	5	51	21	69	93	82	66	77	39	1,119	2,273	6-00	
Nil	Nil	7	3	8	134	141	Nil	137	87	2,679	4,022	10-7	S. I.
..	Nil	7	2	9	142	134	77	136	88	2,110	3,399	11-2	
4	15	158	56	..	98	91	68	86	49	1,634	3,171		TOTAL 2' 6" AND 2' 0" Gauge.
5	17	161	48	..	102	93	73	89	52	1,812	3,287		

† Revised figure.

(a) Same remarks as on Page 136.

(b) Figures not furnished due to separation.

23.—Statement of Loads of Trains of Class I Railways for the years 1936-37 and 1937-38.

AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).													
Railway.	Year.	PAS- SNGER TRAINS.	PASSENGERS INCLUDING PRO- PORTION OF MIXED.	GOODS TRAINS.						'GOODS AND PROPORTION OF MIXED.			
				Main lines.			Branch lines.			Main and Branch lines.			
				No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Per-centage loaded of total.	Loaded wagons.	Total.	Per-centage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
5' 6" GAUGE.													
Bengal Nagpur .	1936-37	18	Tons. 424	29	42	69.8	26	43	60.9	Tons. 386	Tons. 900	Tons. 780	
	1937-38	16	404	29	41	70.1	26	43	60.2	405	906	798	
Bombay, Baroda and Central India.	1936-37	18	422	38	53	71.7	26	44	59.1	412	979	875	
	1937-38	18	406	39	52	73.1	25	42	59.5	398	956	851	
Eastern Bengal .	1936-37	16	370	3	47	71.9	24	39	62.2	277	764	667	
	1937-38	15	363	33	46	72.8	25	36	65.3	268	750	652	
East Indian .	1936-37	17	409	36	55	64.6	22	33	68.1	478	1,081	967	
	1937-38	16	388	36	56	64.9	23	34	68.4	497	1,096	992	
Great Indian Peninsula	Steam	1936-37	16	404	34	48	71.1	24	36	65.0	355	894	781
		1937-38	16	412	35	49	72.1	23	37	63.1	371	910	795
	Electric	1936-37	19	472	43	54	79.1	Nil	Nil	Nil	457	1,137	999
		1937-38	19	491	43	54	79.9	Nil	Nil	Nil	470	1,143	1,005
Madras and Southern Mahratta.	1936-37	18	389	34	49	68.0	28	35	79.2	346	932	813	
	1937-38	14	387	33	49	68.1	27	34	78.9	342	887	780	
Nizam's State .	1936-37	15	424	32	46	67.9	22	46	47.7	354	860	736	
	1937-38	14	397	30	47	64.6	23	46	49.5	360	875	747	
North Western .	1936-37	18	396	38	53	72.4	25	33	76.2	324	818	721	
	1937-38	16	387	37	52	71.0	24	32	76.1	322	824	721	
South Indian .	1936-37	12	295	31	39	79.7	23	31	74.4	286	748	64	
	1937-38	11	281	32	40	80.2	23	30	77.5	290	749	65	
Average for 5' 6" gauge	Steam	1936-37	16	399	35	51	68.8	26	37	65.9	389	940	81
		1937-38	16	388	35	52	67.5	25	37	65.5	399	945	81
	Electric	1936-37	19	472	43	54	79.1	Nil	Nil	Nil	457	1,137	999
		1937-38	19	491	43	54	79.9	Nil	Nil	Nil	470	1,143	1,005
5' 3 1/2" GAUGE.													
Assam Bengal .	1936-37	5	276	21	33	62.0	13	20	66.5	114	308	2	
	1937-38	6	276	21	36	59.6	13	20	66.6	114	321	2	
Bengal and North Western.	1936-37	16	297	35	46	76.1	24	32	75.0	203	435	1	
	1937-38	15	300	34	46	73.9	23	31	71.0	198	430	1	
Bombay, Baroda and Central India.	1936-37	20	268	35	50	70.0	31	43	72.1	217	477	1	
	1937-38	18	234	34	50	68.0	30	43	69.8	217	481	1	

† Figures for 1936-37 are based on actuals of 9 months (April to November 1936 and March 1937) and for the remaining 3 months, figures which were not compiled due to labour unrest the actual for the corresponding months Dec. 31, January and February 36 have been adopted.

23.—Statement of Loads of Trains of Class I Railways for the years 1936-37 and 1937-38—*conold.*

AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS)													
Railway.	Year.	PAS- SENGER TRAINS.	PASSENGER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				Main lines.			Branch lines.			Main and Branch lines.			
				No. of vehicles.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
<i>conold.</i>													
Birma	1936-37	18	Tons. 221	39	55	71.6	15	23	63.9		Tons. 308	Tons. 468	Tons. 339
	1937-38			Figures not furnished				due to separation.					
Eastern Bengal	1936-37	21	276	33	47	70.0	19	23	67.7	166	464	403	
	1937-38	20	273	33	48	68.6	20	26	74.6	160	404	404	
Udhampur	1936-37	20	266	38	53	71.7	14	23	60.9	169	413	357	
	1937-38	21	269	38	55	70.0	13	22	59.1	161	400	348	
Madras and Southern Mahratta.	1936-37	14	217	28	34	75.8	17	23	75.1	135	373	306	
	1937-38	14	209	24	33	74.3	17	22	76.8	134	370	306	
Nizam's State	1936-37	12	207	28	33	74.3	8	20	38.4	203	493	419	
	1937-38	12	189	29	36	76.8	14	25	55.7	200	486	418	
Bohilkund & Kumaon	1936-37	13	198	20	30	66.7	12	31	67.1	137	305	268	
	1937-38	11	158	21	34	61.8	17	29	58.6	147	345	303	
South Indian	1936-37	14	180	32	44	72.8	21	30	69.6	160	433	374	
	1937-38	14	179	32	44	73.2	21	30	71.1	164	443	383	
Average for 3' 3 3/4" gauge.	1936-37	15	222	32	45	72.2	22	31	72.0	175	42	366	
	1937-38 (a)	15	214	30	43	71.1	23	32	71.5	169	418	360	
3' 6" AND 2' 0" GAUGES.													
Bengal Nagpur	1936-37									64	213	160	
	1937-38									69	215	169	
Bombay, Baroda and Central India.	1936-37									46	123	93	
	1937-38									44	119	92	
Eastern Bengal	1936-37									12	51	38	
	1937-38									15	65	42	
Great Indian Peninsula	1936-37									31	120	78	
	1937-38									31	127	79	
North Western	1936-37									39	143	109	
	1937-38									41	151	106	
South Indian	1936-37									30	117	77	
	1937-38									27	105	69	
Average for 2' 6" and 2' 0" gauges.	1936-37									43	103	120	
	1937-38									51	174	126	

† Please see footnote on page 140.

‡ Revised figures.

(a) Excluding Burma; figures not furnished due to Separation.

24. *Statement of vehicles and wagons and their usage on Class I Railways for the years 1936-37 and 1937-38

Railway.	Year.	COACHING STOCK							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).			AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).			Net ton miles per wagon day (in terms of 4-wheelers).
		AVERAGE AUTHORIZED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.				Average authorized stock (in units).	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).			
		Passenger carriages.	Other coaching vehicles.	Passenger Carriages.		Other Coaching Vehicles.			In units.	In terms of 4-wheelers.							In units.	In terms of 4-wheelers.	
				In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
5' 6" Gauge.																			
Bengal Nagpur	1936-37	(a) 836	(a) 306	(a) 788	(a) 1,658	(a) 239	(a) 328	(a) 126	(a) 22,841	(a) 22,845	(a) 24,487	(a) 21,514	(a) 20.5	(a) 18.3	(a) 12.4	(a) 14.1	(a) 36.6	(a) 34	
	1937-38	703	303	768	1,494	223	310	140	22,791	22,805	24,443	21,612	20.5	18.2	12.3	14.7	41.3	(b) 40	
Bombay, Baroda and Central India.	1936-37	613	296	666	1,097	303	238	114	9,937	9,203	9,465	9,351	20.8	13.8	9.90	12.4	31.5	32	
	1937-38	605	295	665	1,123	316	246	117	9,940	9,270	9,527	9,261	20.7	13.5	9.37	12.2	38.5	36	
Eastern Bengal	1936-37	792	393	707	1,333	300	317	134	7,940	8,055	8,215	7,518	19.3	13.5	8.19	9.48	25.4	17	
	1937-38	788	397	730	1,428	318	336	129	7,948	8,053	8,217	7,746	18.8	13.5	8.45	9.23	24.0	16	
East Indian	1936-37	2,119	664	2,518	4,712	651	829	132	49,081	48,896	49,333	48,254	20.6	14.0	7.82	14.5	36.0	243	
	1937-38	2,109	647	2,504	4,688	640	813	139	49,107	48,874	49,311	(b) 47,031	20.7	14.2	7.75	14.9	(b) 40.1	(b) 394	
Great Indian Peninsula.	1936-37	1,145	767	1,128	2,274	432	652	116	17,118	17,348	18,632	18,599	20.2	16.3	12.2	11.6	47.4	30	
	1937-38	1,131	733	1,112	2,248	508	611	160	16,990	17,173	18,513	17,708	20.5	16.3	12.8	12.1	51.9	48	
Madras and Southern Mahratta.	1936-37	631	316	684	1,186	224	238	108	5,803	6,103	6,191	6,403	20.5	12.3	6.55	11.2	45.0	33	
	1937-38	631	309	660	1,174	221	232	114	5,803	5,904	5,993	5,963	20.1	12.2	6.29	11.1	53.3	41	
Nizam's State	1936-37	118	55	117	203	24	37	167	2,081	12,106	12,106	2,024	20.2	16.4	6.75	13.2	43.5	39	
	1937-38	118	65	112	196	22	35	170	2,081	12,053	12,053	1,995	20.3	16.5	6.69	12.5	53.8	49	
North Western	1936-37	2,434	1,338	2,375	4,589	928	1,003	122	38,326	27,984	28,944	28,100	18.8	18.2	7.73	10.3	24.9	28	
	1937-38	2,370	1,329	2,300	4,428	919	1,000	129	38,360	27,710	28,678	27,551	20.0	18.5	7.53	10.4	28.5	28	
South Indian	1936-37	324	128	320	648	107	116	126	2,297	2,298	2,370	2,155	20.2	15.8	9.55	10.5	33.7	23	
	1937-38	324	126	322	653	130	128	126	2,297	2,297	2,309	2,195	19.9	14.8	9.18	10.3	35.2	23	
Total 5' 6" Gauge and average.	1936-37	9,007	4,628	9,208	17,636	2,216	2,752	130	145,474	144,843	149,693	143,918				12.6	37.0	3	
	1937-38	8,859	4,486	9,089	17,452	2,195	2,711	135	145,307	144,139	149,044	141,060				12.9	41.1	3	
3' 6" Gauge.																			
Assam Bengal	1936-37	609	250	605	1,175	133	146	24	5,356	5,248	5,755	5,604	10.6	7.87	5.49	6.65	26.2	1	
	1937-38	612	252	605	1,178	138	151	105	5,384	5,271	5,791	5,528	10.6	8.07	5.74	6.67	28.0	1	
Bengal and North Western.	1936-37	1,266	277	1,208	1,367	64	65	122	10,931	11,225	11,974	12,035	10.4	8.77	4.65	7.36	25.6	1	
	1937-38	1,290	309	1,209	1,337	65	66	132	11,090	12,084	12,232	12,312	10.3	8.54	4.59	7.26	26.4	1	
Bombay, Baroda & Central India.	1936-37	1,430	223	1,174	2,126	187	223	92	8,869	8,577	10,664	10,000	9.19	9.37	6.42	7.27	35.8	1	
	1937-38	1,425	276	1,193	2,170	193	234	92	8,815	8,685	10,194	10,125	9.13	9.35	5.87	7.27	40.5	1	
Burma	1936-37	512	394	719	1,434	774	205	121	9,094	9,094	9,953	9,363	18.0	12.2	6.15	7.98	29.8		
	1937-38				Figures not furnished due to separation.														

* Does not include electric multiple unit suburban service stock.
 † Includes 20 covered wagons used as coaching vehicles.
 (a) The figures shown in columns 3 to 8 and 10 to 12 are actuals for 12 months and in the rest are based on 9 months' actuals from April to November 1936 March 1937 and 3 months for December 1935, January and February 1936—the figures for these three months in 1936-37 not being compiled due to labour union revised figures.
 (b) Exclude uneconomical types of wagons ear-marked either for wrapping or reconditioning into open wagons.

24.-Statement of vehicles and wagons and their usage on Class I Railways for the years 1936-37 and 1937-38
—concl.

Railway.	Year.	COACHING STOCK.								GOODS STOCK				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).					
		AVERAGE AUTHORIZED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.				Average authorized stock (in units).	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	AVERAGE WAGON LOAD IN ALL TONNAGE (IN TONS) (IN TERMS OF 4-WHEELERS).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).		
		Passenger carriages.	Other coaching vehicles.	Passenger Carriages.		Other Coaching Vehicles.			In units.	In terms of 4-wheelers.								In units.	In terms of 4-wheelers.
				In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Eastern Bengal	1936-37	755	353	675	1,290	251	250	104	5,029	5,467	7,170	5,330	9.37	7.62	6.89	6.87	16.0	266	
	1937-38	747	371	663	1,269	266	274	110	5,028	5,433	7,195	5,723	9.26	7.02	6.84	6.46	17.0	108	
Jodhpur	1936-37	260	87	257	440	26	33	124	2,461	2,449	2,679	2,700	10.4	8.47	6.86	6.22	60.2	176	
	1937-38	272	89	261	451	27	34	130	2,629	2,453	2,680	2,708	9.68	7.83	6.88	6.73	41.4	174	
Madras and Southern Mahratta.	1936-37	871	220	857	1,444	206	216	90	7,265	7,472	7,859	7,744	11.5	8.04	4.70	6.30	30.2	148	
	1937-38	834	227	816	1,470	195	206	104	7,007	7,173	7,874	7,461	11.6	8.13	4.49	6.32	33.0	189	
Nizam's State	1936-37	132	41	140	224	16	16	140	1,341	11,309	11,318	1,308	9.77	9.71	8.03	7.68	23.4	192	
	1937-38	132	41	127	199	16	16	168	1,300	11,297	11,293	1,355	9.85	9.71	8.72	7.30	29.7	210	
Rohilkund & Kumaon.	1936-37	241	89	221	335	36	37	106	2,669	2,812	2,853	2,895	10.8	11.6	8.22	10.7	18.6	172	
	1937-38	241	91	225	330	36	37	114	2,707	2,847	2,887	2,660	10.2	10.9	8.02	10.2	20.8	108	
South Indian	1936-37	1,229	187	1,234	2,462	130	224	102	5,163	5,178	7,307	6,003	10.1	8.23	6.86	6.99	24.6	298	
	1937-38	1,229	187	1,262	2,601	140	226	107	5,160	5,160	7,285	6,668	10.4	8.30	6.74	6.04	27.1	125	
Total 3' 3 1/2" Gauge and Average.	1936-37 (c)	7,625	2,189	7,179	12,787	1,222	1,419	107	55,178	59,370	66,923	65,058				6.92	22.9	189	
	1937-38	6,712	1,845	6,411	11,412	1,076	1,244	109	49,180	50,592	57,131	55,516				6.67	25.9	149	
1' 6" & 2' 0" GAUGES.		(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)				(a)	(a)	(a)	
Bengal Nagpur	1936-37	391	56	373	740	24	47	70	1,560	1,950	2,860	2,737				3.64	12.6	32	
	1937-38	380	57	365	720	23	46	75	1,950	1,950	2,860	2,715				3.72	12.9	37	
Bombay, Baroda and Central India.	1936-37	71	1	71	141	1	2	•	222	317	512	516				6.02	10.6	28	
	1937-38	71	1	71	142	1	2	•	227	312	521	515				6.06	10.1	28	
Eastern Bengal	1936-37	55	Nil	51	64	Nil	Nil	45	25	24	24	22				1.22	5.86	7	
	1937-38	47	Nil	58	90	Nil	Nil	40	25	22	22	20				1.25	5.17	8	
Great Indian Peninsula.	1936-37	49	3	49	92	2	2	87	201	201	297	297				2.02	19.6	46	
	1937-38	48	3	48	91	2	2	94	201	201	297	297				2.97	19.0	41	
North Western	1936-37	300	70	291	661	68	100	22	762	762	1,369	1,225				2.90	20.2	62	
	1937-38	290	71	288	558	60	102	23	762	762	1,368	1,228				2.88	24.0	60	
South Indian	1936-37	34	1	34	68	Nil	Nil	129	78	78	166	156				2.62	12.4	26	
	1937-38	34	1	34	68	Nil	Nil	118	78	78	166	166				2.78	14.1	29	
TOTAL 1' 6" & 2' 0" GAUGES AND AVERAGE.	1936-37	900	131	869	1,567	85	151	45	2,322	2,327	3,324	3,032				2.64	14.2	37	
	1937-38	879	133	864	1,629	96	152	47	2,342	2,328	3,224	3,034				2.74	15.9	14	

Information not available.

Does not include electric multiple unit motor cars or stock.

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

‡ Excludes Burma Railways; figures not received due to separation.

§ Does not include electric multiple unit motor cars or stock.

¶ Excludes Burma Railways; figures not received due to separation.

(a) For explanation see footnote on page 142.

(c) Excludes Burma Railways; figures not received due to separation.

25.—Statement of Density of Traffic on Class I Railways for the years 1936-37 and 1937-38.

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur .	1936-37	232,719	312,031	934,336	1,083,810	(a) 3,231,555	(a) 3,559,386	(a) 12.9
	1937-38	310,924	343,161	1,155,233	1,271,979	3,528,207	3,886,132	14.0
Bombay, Baroda and Central India.	1936-37	718,067	877,790	696,505	860,693	2,576,664	3,149,072	10.8
	1937-38	758,046	924,855	739,369	913,536	2,692,146	3,284,555	11.6
Eastern Bengal .	1936-37	636,847	737,404	469,917	581,551	3,199,852	3,690,010	13.4
	1937-38	689,502	853,848	476,863	590,147	3,280,370	4,059,655	19.1
East Indian	1936-37	604,103	758,170	1,109,652	1,385,512	3,819,853	4,762,844	15.0
	1937-38	643,595	808,226	1,237,242	1,545,379	4,055,323	5,058,884	16.0
Great Indian Peninsula.	1936-37	424,216	630,640	611,966	765,492	2,740,709	3,428,279	13.9
	1937-38	423,430	629,657	664,935	831,749	2,851,043	3,566,293	14.0
Madras and Southern Mahratta.	1936-37	599,866	588,582	691,274	726,700	3,270,381	3,437,976	15.4
	1937-38	603,481	634,434	762,366	801,434	3,385,675	3,559,180	16.1
Nizam's State .	1936-37	259,703	259,703	430,975	430,975	1,638,716	1,638,716	7.08
	1937-38	258,814	258,814	513,607	513,607	1,842,099	1,842,099	7.95
North Western .	1936-37	412,288	470,575	397,526	453,725	1,820,355	2,078,276	8.98
	1937-38	427,217	467,614	429,705	490,454	1,936,789	2,210,600	9.54
South Indian .	1936-37	522,395	522,395	361,666	361,666	2,262,670	2,262,670	15.6
	1937-38	533,057	533,057	365,062	365,062	2,211,100	2,211,100	16.4
Total 5' 6" gauge	1936-37	479,025	562,338	697,291	813,564	2,770,343	3,252,165	12.3
	1937-38	502,741	590,254	772,412	906,866	2,935,332	3,446,289	13.1
3' 3½" GAUGE								
Assam Bengal .	1936-37	264,424	264,424	196,776	196,776	940,966	940,966	8.34
	1937-38	285,249	285,785	203,565	203,948	1,055,850	1,057,836	9.70
Bengal and North Western.	1936-37	504,502	506,819	313,914	316,355	1,251,430	1,257,176	11.6
	1937-38	555,749	558,286	309,909	311,323	1,260,083	1,265,835	12.0
Bombay, Baroda and Central India.	1936-37	455,746	456,382	367,230	367,833	1,366,167	1,368,037	10.5
	1937-38	484,402	485,076	380,885	381,082	1,406,692	1,408,613	11.3
Burma .	1936-37	214,393	235,922	236,132	313,765	1,097,969	1,208,225	9.24
	1937-38	†	†	†	†	†	†	†

(a) Represents actual figures of Tare ton miles and Train miles from April to November 1936 and March 1937 and three months figures for December 1936 and January and February 1937—figures for these three months in 1936-37 not being available due to labour unrest.

† Figures not furnished due to separation.

‡ Revised figures.

25.—Statement of Density of Traffic on Class I Railways for the years 1936-37 and 1937-38—
concl'd.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Trains miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal	1936-37	396,329	399,024	249,064	260,747	1,440,143	1,449,935	11.6
	1937-38	454,119	457,207	246,546	248,222	1,518,313	1,528,536	12.2
Jodhpur	1936-37	193,849	193,849	179,270	179,270	706,450	706,450	6.64
	1937-38	193,886	193,886	176,299	176,299	703,364	703,364	6.70
Madras and Southern Mahratta.	1936-37	225,252	225,376	204,330	204,443	1,033,071	1,033,643	9.93
	1937-38	260,282	260,431	217,388	217,512	1,064,412	1,065,020	10.5
Nizam's State.	1936-37	270,793	278,107	138,614	142,358	677,761	696,005	6.27
	1937-38	275,234	282,669	150,202	154,259	712,605	731,944	7.00
Rohilkund and Kumaon.	1936-37	301,451	302,065	196,205	196,602	817,521	819,155	9.22
	1937-38	315,934	316,577	185,811	186,189	841,166	842,879	10.7
South Indian	1936-37	542,577	553,581	160,462	163,720	1,180,411	1,204,351	15.2
	1937-38	584,379	596,239	177,585	181,193	1,277,124	1,303,043	16.6
Total 3' 3½" Gauge	1936-37	354,976	361,779	248,189	252,946	1,117,729	1,139,161	10.3
	1937-38†	409,238	411,770	246,862	248,389	1,158,635	1,165,806	11.1
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	1936-37	85,274	85,274	49,474	49,474	(a) 356,726	(a) 356,726	(a) 5.25
	1937-38	87,726	87,726	58,402	58,402	376,494	376,494	5.51
Bombay, Baroda and Central India.	1936-37	126,618	126,618	29,392	29,392	187,478	187,478	5.20
	1937-38	128,158	128,158	29,991	29,991	191,383	191,383	5.35
Eastern Bengal	1936-37	168,091	168,091	2,029	2,029	167,529	167,529	5.44
	1937-38	176,000	176,000	2,013	2,013	197,865	197,865	5.96
Great Indian Peninsula	1936-37	38,268	38,268	30,823	30,823	232,733	232,733	5.69
	1937-38	54,513	54,513	27,491	27,491	228,097	228,097	5.47
North Western	1936-37	43,655	43,655	35,043	35,043	231,312	231,312	4.39
	1937-38	55,077	55,077	41,237	41,237	259,549	259,549	4.74
South Indian	1936-37	167,997	167,997	16,343	16,343	293,694	293,694	9.49
	1937-38	165,299	165,299	17,224	17,224	285,653	285,653	9.49
Total 2' 6" and 2' 0" Gauges.	1936-37	78,011	78,011	38,229	38,229	231,379	231,379	5.20
	1937-38	82,980	82,980	43,838	43,838	298,184	298,184	5.44
Total Class I Railways	1936-37	418,638	456,639	502,250	554,464	3,049,378	3,262,320	11.2
	1937-38†	449,430	496,301	583,357	622,110	3,218,921	3,450,333	12.0

(a) See explanation on page 144.

† Exclusive of Burma Railways due to Separation.

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

Railway.	Year.	ENGINES.				COACHING STOCK.				
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).				
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.				
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.	
1	2	3	4	5	6	7	8	9	10	
5' 6" GAUGE.										
Bengal-Nagpur	1936-37	(b)40	(b)6.08	(b)96	(b)14.3	92	41	11.7	15.4	
	1937-38	37	5.65	111	16.9	67	29	8.72	11.6	
Bombay, Baroda and Central India	1936-37	16	4.50	43	11.9	81	22	14.3	10.9	
	1937-38	17	4.81	46	12.7	70	15	12.6	6.91	
Eastern Bengal	1936-37	24	8.16	38	12.8	98	53	13.8	17.7	
	1937-38	18	6.10	29	10.0	88	35	12.0	11.2	
East Indian	1936-37	61	3.37	186	11.8	147	21	5.84	3.23	
	1937-38	74	4.74	186	11.9	155	30	6.19	4.69	
Great Indian Peninsula	Steam	1936-37	28	3.98	104	14.8	70	27	6.20	5.07
		1937-38	24	3.40	110	16.3	74	22	6.65	4.23
	Electric*	1936-37	4	6.15	6	9.23				
		1937-38	2	3.08	6	9.23				
Madras and Southern Mahratta	1936-37	35	11.4	38	12.6	54	14	7.98	6.15	
	1937-38	27	8.97	40	13.4	50	17	7.79	7.00	
Nizam's State	1936-37	7	3.33	6	7.14	8	2	6.84	5.85	
	1937-38	6	7.14	6	7.14	8	1	7.14	3.13	
North Western	1936-37	76	6.25	144	11.8	220	76	9.26	8.10	
	1937-38	84	7.02	162	13.6	218	81	9.48	8.81	
South Indian	1936-37	8	5.42	20	12.8	20	5	6.25	4.67	
	1937-38	9	5.92	14	9.34	13	5	4.04	4.17	
Total 5' 6" gauge	Steam	1936-37	295	5.49	674	12.5	790	260	8.58	8.69
		1937-38	296	5.61	704	13.3	743	235	8.17	7.36
	Electric*	1936-37	4	6.15	6	9.23				
		1937-38	2	3.08	6	9.23				
3' 3½" GAUGE.										
Assam-Bengal	1936-37	8	3.86	13	3.70	61	22	10.1	6.68	
	1937-38	8	3.94	15	7.39	45	14	7.44	5.80	
Bengal and North-Western	1936-37	8	2.23	16	4.43	69	2	5.32	3.70	
	1937-38	8	3.09	16	4.18	64	2	5.04	3.08	
Bombay, Baroda and Central India	1936-37	20	4.32	45	10.1	82	13	6.98	6.55	
	1937-38	21	4.67	53	11.4	74	7	6.20	3.63	
Burma	1936-37	12	3.33	21	5.47	30	2	4.21	1.18	
	1937-38	†	†	†	†	†	†	†	†	

* Excluding Electric multiple unit suburban trains.

(b) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

† Information not furnished due to separation.

of the years 1936-37 and 1937-38.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBERS (MONTHLY).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Num-ber.	Per 10,000,000 Vehicle miles.	Num-ber.	Per 1,000,000 Wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.						19	20	21	22
11	12	13	14	15	16	17	18	19	20	21	22	23
(b)32	(b)17	(b)4.06	(b)5.25	(b)747	(b)3.47	(b)1,520	(b)7.06	(b)2	(b)1.99	(b)198	(b)7.67	5' 6" GAUGE.
29	21	3.79	6.49	364	1.68	1,157	5.36	1	1.78	252	8.80	Bengal-Nagpur.
4	3	0.74	1.40	211	2.26	291	3.12	2	3.05	33	3.19	Bombay, Baroda and Central India.
6	2	0.95	0.81	176	1.90	315	3.43	1	1.64	46	4.06	
4	3	0.53	0.86	65	0.86	308	10.7	1	1.46	23	3.95	Eastern Bengal.
4	3	0.52	0.86	66	0.86	665	8.60	1	1.70	51	6.88	
78	15	3.10	2.30	200	0.60	5,772	12.0	17	7.41	501	3.35	East Indian.
69	18	2.76	2.81	†248	†0.53	†1,892	†4.02	18	7.41	641	10.3	
48	29	4.28	5.49	207	1.11	664	3.57	6	4.20	129	4.69	Sum. } Great Indian Peninsula.
42	21	3.73	4.11	128	0.72	708	4.00	6	3.77	167	5.71	
5	1	0.74	0.40	68	1.06	226	3.53	2	4.20	36	3.71	Madras and Southern Mahratta.
6	1	0.86	0.54	49	0.82	268	4.45	4	3.65	27	3.47	
3		2.77	(a)1.13	14	0.69	68	3.36	1	11.9	11	3.99	Nizam's State.
2		1.90	(a)0.56	15	0.75	66	3.31	2	19.4	13	3.80	
90	24	3.77	3.54	462	1.64	2,220	7.90	11	5.03	173	5.43	North Western.
108	24	4.70	2.60	446	1.62	1,493	5.41	14	6.20	166	4.82	
9	2	2.96	1.92	22	1.02	54	2.60	..	(a)0.23	4	1.45	South Indian.
7	1	2.16	0.66	20	0.91	119	5.42	..	(a)1.09	5	1.85	
273	94	2.97	2.92	2,086	1.45	11,623	3.08	42		1,109		Steam. } Total 5' 6" Gauge. *Electric.
278	91	3.00	2.85	1,512	1.07	6,683	4.74	47		1,378		
1	..	0.18	(a)0.22	57	1.02	53	0.94	3	19.0	46	9.00	3' 3 1/2" GAUGE. Assam-Bengal.
2	..	0.37	(a)0.34	58	1.06	64	1.15	11	25.0	46	9.00	
2	Nil	0.15	Nil	113	0.94	120	0.99	3	3.66	16	1.31	Bengal and North Western.
1	Nil	0.08	Nil	116	0.94	143	1.16	3	3.23	10	0.82	
15	1	1.28	0.63	60	0.59	225	2.24	29	39.7	319	25.3	Bombay Baroda and Central India.
17	3	1.44	1.34	76	0.75	264	2.61	23	50.2	200	15.5	
18	3	2.49	1.76	40	0.43	192	2.05	1	0.94	9	0.97	Burma.
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.
 (b) See remarks on page 146.
 † Exclude un-economical types of wagons earmarked either for scrapping or reconditioning into open wagons.
 ‡ Information not furnished due to separation.

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

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3½" Gauge—conold.									
Eastern Bengal	1936-37	5	2.54	37	17.7	52	11	7.71	4.51
	1937-38	6	3.00	34	16.4	52	16	7.79	6.04
Jodhpur	1936-37	4	3.85	6	4.81	25	3	9.73	11.4
	1937-38	3	2.80	5	4.67	26	4	9.96	14.8
Madras and Southern Mahratta	1936-37	22	6.29	39	11.1	73	11	8.55	5.31
	1937-38	19	5.43	34	9.93	67	11	8.20	6.46
Nizam's State.	1936-37	5	5.75	3	3.45	10	1	7.14	6.23
	1937-38	5	5.75	4	4.60	8	1	6.80	6.23
Rohilkund and Kumaon	1936-37	3	4.08	3	3.14	10	3	4.49	8.64
	1937-38	3	3.66	2	2.91	9	3	3.89	8.24
South Indian	1936-37	15	3.90	45	11.7	73	6	5.92	4.33
	1937-38	14	3.76	37	9.56	46	5	3.67	3.57
	1936-37	Nil	Nil	Nil	Nil				
	1937-38	Nil	Nil	Nil	Nil				
Total 3' 3½" Gauge	1936-37	102	3.85	232	8.76	435	74	6.76	6.06
	1937-38	87	3.82	200	8.78	391	63	6.10	5.86
	1936-37	Nil	Nil	Nil	Nil				
	1937-38	Nil	Nil	Nil	Nil				
3' 0" AND 2' 0" GAUGES.									
Bengal-Nagpur	1936-37	(b)8	(b)6.99	(b)14	(b)12.4	(b)19	1	5.09	3.86
	1937-38	12	10.4	15	13.4	17	2	4.63	6.94
Bombay, Baroda and Central India	1936-37	1	3.91	3	11.7	1	1	0.59	7.63
	1937-38	1	5.32	3	12.6	1	Nil	1.88	Nil
Eastern Bengal	1936-37	1	7.40	2	17.7	3	Nil	5.45	Nil
	1937-38	1	5.95	2	19.9	3	Nil	5.28	Nil
Great Indian Peninsula	1936-37	1	4.55	4	18.2	2	Nil	4.08	Nil
	1937-38	1	4.76	4	19.0	3	Nil	6.25	Nil
North Western	1936-37	4	3.88	14	14.0	34	7	11.7	13
	1937-38	7	7.27	13	12.8	24	6	8.33	10
South Indian	1936-37	1	4.65	1	7.64	Nil	Nil	Nil	Nil
	1937-38	1	4.55	1	12.1	Nil	Nil	Nil	Nil
Total 3' 0" and 2' 0" Gauges	1936-37	16	5.71	38	13.6	59	9	6.79	10.1
	1937-38	23	6.30	38	13.7	48	8	5.56	9.34
TOTAL CLASS I RAILWAYS.	1936-37	413	4.97	944	11.4	1,334	243	7.73	7.51
	1937-38	406	5.18	942	12.0	1,182	306	7.22	7.01
	1936-37	4	6.15	6	9.23				
	1937-38	2	3.08	6	9.23				

* Excluding electric multiple units suburban trains.
 (b) See remarks on page 146.

for the years 1936-37 and 1937-38—concl'd.

COACHING STOCK.				GOODS STOCK.				HOT BOXES. AVERAGE NUMBER (MONTHLY).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.						19	20	21	22
11	12	13	14	15	16	17	18	19	20	21	22	23
9	4	1.31	1.74	44	0.64	582	3.52	3	6.76	5	0.86	3' 3 1/2" Gauge—concl'd. Eastern Bengal.
7	3	1.00	0.99	41	0.61	265	3.94	2	2.82	3	0.53	
1	...	0.38	(a) 0.39	50	1.85	10	0.37	2	11.0	14	4.00	Jodhpur.
1	..	0.27	(a) 0.44	60	2.15	15	0.54	1	4.00	11	3.00	
9	2	0.91	0.94	35	0.45	111	1.43	10	20.2	60	7.33	Madras and Southern Mahratta.
7	1	0.94	0.64	47	0.62	181	2.44	13	24.6	60	7.24	
4	...	2.83	(a) 1.94	8	0.61	28	2.14	2	13.7	4	2.45	Nizam's State.
2	..	1.90	(a) 1.62	8	0.64	34	2.71	2	13.4	4	2.45	
Nil	Nil	Nil	Nil	15	0.53	13	0.71	9	5.43	37	4.11	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	3	0.30	21	0.79	27	15.5	30	3.25	
17	2	1.35	1.42	127	1.84	208	3.02	..	(a) 0.10	5	0.74	Steam } South Indian. *Electric }
17	2	1.33	1.74	46	0.69	111	1.67	..	(a) 0.28	4	0.64	
76	12	1.06	0.98	549	0.84	1,547	2.33	67	..	564	..	Steam } Total 3' 3 1/2" Gauge. *Electric }
54	9	0.84	0.84	460	0.83	1,098	1.98	97	..	418	..	
(b) 18	(b) 4	(b) 4.20	(b) 10.1	(b) 17	(b) 0.46	(b) 220	(b) 5.89	..	(a) 0.95	(b) 8	(b) 3.68	3' 6" AND 3' 0" GAUGES. Bengal-Nagpur.
12	5	3.32	12.9	18	0.48	252	6.79	Nil	Nil	1	0.74	
7	Nil	9.46	Nil	Nil	Nil	17	3.39	Nil	Nil	Nil	Nil	Bombay, Baroda and Central India.
4	Nil	5.40	Nil	2	0.40	13	2.56	Nil	Nil	1	6.61	
..	Nil	(a) 0.02	Nil	..	(a) 1.96	..	(a) 0.78	Nil	Nil	Nil	Nil	Eastern Bengal.
1	Nil	1.52	Nil	..	(a) 1.06	Nil	Nil	Nil	Nil	Nil	Nil	
2	Nil	3.31	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Great Indian Peninsula.
1	Nil	2.83	Nil	15	2.78	Nil	Nil	Nil	Nil	Nil	Nil	
4	1	1.46	2.52	12	0.98	37	3.02	..	(a) 4.67	3	2.63	North Western.
6	2	2.19	3.30	13	1.06	38	2.09	..	(a) 2.10	1	1.36	
1	Nil	3.03	Nil	Nil	Nil	1	0.64	Nil	Nil	..	(a) 1.40	South Indian.
2	Nil	4.50	Nil	Nil	Nil	2	1.38	Nil	Nil	..	(a) 1.20	
30	5	3.45	5.88	29	0.45	275	4.54	..	..	3	..	Total 3' 6" and 3' 0" Gauges.
28	7	3.01	8.14	48	0.80	305	5.05	..	..	3	..	
379	111	2.20	2.45	2,664	1.24	13,445	6.25	109	..	1,631	..	Steam } TOTAL CLASS I RAILWAYS. Electric* }
353	107	2.16	2.46	2,020	1.00	8,068	2.99	144	..	1,799	..	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.
 (b) See remarks on page 146.

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

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
	2	3	4
5' 6" GAUGE.			
	As.	As.	As.
Bengal Nagpur	1.43	0.96	2.39
Bombay, Baroda & Central India	1.47	1.36	2.83
Eastern Bengal	1.84	0.85	2.69
East Indian	1.66	1.18	2.84
Great Indian Peninsula	1.73	1.05	2.78
Madras and Southern Mahratta	2.15	1.16	3.31
Nizam's State	1.25	0.80	2.05
North Western	1.59	1.33	2.92
South Indian	1.42	0.89	2.31
Averages			2.72
3' 3½" GAUGE.			
Assam Bengal	1.63	1.09	2.72
Bengal and North Western	1.06	1.31	2.37
Bombay, Baroda & Central India	3.21	1.80	5.01
Eastern Bengal	1.60	0.96	2.56
Jodhpur	1.59	1.96	3.55
Madras and Southern Mahratta	2.02	1.16	3.18
Nizam's State	1.76	0.99	2.75
Rohilkund and Kumaon	1.18	1.28	2.46
South Indian	1.73	1.32	3.05
Averages			3.20

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

Class I Railways for the year 1937-38.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
658.1	136.2	794.3	102.0	56.0	158.0	5' 6" GAUGE.
841.1	147.2	988.3	80.0	47.9	127.9	Bengal Nagpur.
587.4	84.8	672.2	84.2	24.1	108.3	Bombay, Baroda & Central India.
586.2	83.1	669.3	78.7	35.5	114.2	Eastern Bengal.
799.9	191.9	991.8	64.3	48.1	112.4	East Indian.
580.9	85.9	666.8	88.6	15.6	104.2	Great Indian Peninsula.
527.2	87.2	614.4	57.7	27.2	84.9	Madras and Southern Maharatta.
516.5	65.2	581.7	84.5	33.8	118.3	Nizam's State.
246.4	40.4	286.8	74.1	-1.88	72.2	North-Western.
		707.8			120.6	South Indian.
						Averages.
						3' 3 1/2" GAUGE.
333.6	31.1	364.7	50.7	10.0	60.7	Assam Bengal.
159.9	78.9	238.8	21.5	18.8	40.3	Bengal and North West- ern.
373.5	77.7	451.2	44.6	23.7	68.3	Bombay, Baroda & Central India.
459.4	64.2	523.6	43.3	16.5	59.8	Eastern Bengal.
395.4	32.4	427.8	42.1	6.79	48.9	Jodhpur.
286.7	43.6	330.3	33.0	9.18	42.2	Madras and Southern Maharatta.
407.3	53.3	460.6	51.2	23.9	75.1	Nizam's State
210.1	44.6	254.8	15.0	6.47	21.4	Rohilkund and Kumaon.
163.2	33.2	196.4	18.1	3.01	21.1	South Indian
		341.6			47.7	Averages.

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

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR PUMPING ENGINES,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5' 6" Gauge.								
Bengal Nagpur	1936-37	Nil	769,519	Nil	Nil	769,519	Nil	114,916
	1937-38	Nil	882,374	Nil	Nil	882,374	Nil	109,674
Bombay, Baroda and Central India.	1936-37	Nil	285,269	3,290	Nil	288,559	Nil	16,968
	1937-38	Nil	326,497	3,525	52	328,001	Nil	18,737
Eastern Bengal.	1936-37	Nil	305,272	Nil	Nil	305,272	Nil	63,993
	1937-38	Nil	303,136	Nil	Nil	303,136	Nil	67,616
East Indian	1936-37	Nil	1,424,793	412	Nil	1,424,958	Nil	156,578
	1937-38	Nil	1,562,671	578	Nil	1,562,902	Nil	168,329
Great Indian Peninsula	1936-37	Nil	839,426	217	Nil	839,513	Nil	97,708
	1937-38	Nil	885,480	275	Nil	885,590	Nil	101,327
Madras and Southern Mahratta	1936-37	Nil	301,109	2	144	301,371	Nil	14,742
	1937-38	Nil	322,051	1	200	322,416	Nil	14,733
Nizam's State	1936-37	Nil	85,666	121	Nil	85,718	Nil	3,398
	1937-38	Nil	93,160	149	Nil	93,220	Nil	3,598
North Western	1936-37	Nil	910,993	Nil	43,970	1,000,029	26	94,043
	1937-38	Nil	1,027,034	Nil	51,636	1,120,918	1	95,300
South Indian	1936-37	Nil	103,097	196	Nil	103,175	Nil	1,561
	1937-38	Nil	114,574	209	Nil	114,657	Nil	1,636
Total 5' 6" Gauge	1936-37	Nil	5,025,144	4,248	49,114	5,116,140	26	663,911
	1937-38	Nil	5,516,977	4,737	51,838	5,613,214	1	581,010
3' 3½" Gauge.								
Assam Bengal	1936-37	Nil	100,481	Nil	Nil	100,481	Nil	13,080
	1937-38	Nil	111,350	Nil	Nil	111,350	Nil	11,182
Bengal and North Western	1936-37	Nil	195,780	Nil	Nil	195,780	Nil	52,943
	1937-38	Nil	208,772	Nil	Nil	208,772	Nil	58,298
Bombay, Baroda and Central India.	1936-37	Nil	231,304	3,220	Nil	232,592	Nil	19,010
	1937-38	Nil	257,697	3,337	Nil	259,032	Nil	20,261
Burma	1936-37	Nil	179,721	11,728	Nil	184,412	Nil	8,976
	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)

(a) Figures not furnished due to separation.

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

During the years 1936-37 and 1937-38.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (Tons.)			TOTAL FUEL CONSUMED (Tons.)					Railway.
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
Nil	Nil	114,915	Nil	334,434	Nil	Nil	334,434	5' 6" GAUGE.
Nil	Nil	109,674	Nil	992,048	Nil	Nil	992,048		Bengal Nagpur.
1,078	Nil	17,399	Nil	302,237	4,368	Nil	303,984	Bombay, Baroda and Central India.
970	Nil	19,125	Nil	345,234	4,495	53	347,126	
Nil	Nil	63,993	Nil	369,265	Nil	Nil	369,265	Eastern Bengal.
Nil	Nil	67,616	Nil	370,752	Nil	Nil	370,752	
1,084	867	158,588	Nil	1,581,371	1,496	867	1,583,548	East Indian.
1,210	955	170,549	Nil	1,731,000	1,788	955	1,733,451	
Nil	421	98,473	Nil	937,134	217	421	937,986	Great Indian Peninsula.
Nil	176	101,647	Nil	986,807	275	176	987,237	
21	634	15,903	Nil	315,851	23	778	317,274	Madras and Southern Mahratta.
16	670	15,957	Nil	336,784	17	670	338,373	
17	Nil	3,405	Nil	89,064	148	Nil	89,123	Nizam's State.
20	Nil	3,606	Nil	96,758	169	Nil	96,826	
Nil	5,765	104,561	26	1,005,041	Nil	54,735	1,104,590	North Western.
Nil	6,303	106,821	1	1,122,394	Nil	57,939	1,227,739	
Nil	Nil	1,561	Nil	104,653	196	Nil	104,736	South Indian.
Nil	Nil	1,636	Nil	116,210	209	Nil	116,293	
2,200	7,687	578,798	26	5,589,055	6,448	56,801	5,694,938	Total 5' 6" Gauge.
2,216	8,104	596,631	1	6,097,987	6,953	59,992	6,209,845	
Nil	310	13,643	Nil	113,561	Nil	310	114,124	Assam Bengal.
Nil	356	11,829	Nil	122,532	Nil	356	123,179	
Nil	Nil	52,943	Nil	248,723	Nil	Nil	248,723	Bengal and North Western.
Nil	Nil	58,298	Nil	267,070	Nil	Nil	267,070	
240	Nil	19,106	Nil	250,314	3,460	Nil	251,598	Bombay, Baroda and Central India.
218	Nil	20,349	Nil	277,958	3,555	Nil	279,261	
6,729	Nil	11,668	Nil	138,697	18,467	Nil	196,880	Burma.
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	

1 ton of coal.
1 ton of coal.
HICRAccts

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

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR PUMPING ENGINES.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3' 3½' Gauge—concl'd.	1936-37	Nil	132,509	Nil	Nil	132,509	Nil	29,564
	1937-38	Nil	139,459	Nil	Nil	139,459	Nil	32,731
Eastern Bengal	1936-37	Nil	55,050	258	Nil	55,153	Nil	3,973
	1937-38	Nil	57,725	252	Nil	57,826	Nil	4,018
Jodhpur	1936-37	Nil	188,837	Nil	9	188,854	Nil	11,377
	1937-38	Nil	190,440	Nil	8	190,454	Nil	10,457
Madras and Southern Mahratta	1936-37	Nil	48,182	85	Nil	48,216	Nil	1,907
	1937-38	Nil	51,765	128	Nil	51,816	Nil	2,374
Nizam's State	1936-37	Nil	40,680	Nil	Nil	40,680	Nil	6,212
	1937-38	Nil	47,469	Nil	Nil	47,469	Nil	7,353
Rohilkhand and Kumaon	1936-37	Nil	167,923	399	Nil	168,083	Nil	13,370
	1937-38	Nil	178,056	421	Nil	178,224	Nil	12,450
South Indian	1936-37	Nil	1,340,467	15,690	9	1,346,760	Nil	160,412
	1937-38	Nil	1,251,733	4,138	8	1,253,402	Nil	159,124
Total 3' 3½' Gauge								
3' 6" AND 2' 0" GAUGES.	1936-37	Nil	63,139	Nil	Nil	63,139	Nil	10,160
	1937-38	Nil	68,906	Nil	Nil	68,906	Nil	9,822
Bengal Nagpur	1936-37	Nil	8,824	155	Nil	8,886	Nil	6
	1937-38	Nil	9,500	150	Nil	9,500	Nil	6
Bombay, Baroda and Central India.	1936-37	Nil	1,738	Nil	Nil	1,738	Nil	189
	1937-38	Nil	1,920	Nil	Nil	1,920	Nil	174
Eastern Bengal	1936-37	Nil	12,242	Nil	36	12,307	Nil	510
	1937-38	Nil	13,535	Nil	23	13,577	Nil	521
Great Indian Peninsula	1936-37	Nil	35,950	Nil	Nil	35,950	Nil	3,295
	1937-38	Nil	39,540	Nil	Nil	39,540	Nil	3,462
North-Western	1936-37	Nil	3,674	6	Nil	3,676	Nil	22
	1937-38	Nil	4,014	8	Nil	4,017	Nil	24
South Indian	1936-37	Nil	125,567	161	36	125,696	Nil	14,182
	1937-38	Nil	137,415	158	23	137,520	Nil	14,009
Total 2' 6" & 2' 0" Gauges								
TOTAL CLASS I RAILWAYS	1936-37	Nil	16,491,178	20,099	49,159	16,538,596	26	733,505
	1937-38	Nil	6,906,125	9,033	51,919	7,004,136	1	754,143

†Revised figures.

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

during the years 1936-37 and 1937-38—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
Nil	Nil	29,564	Nil	162,073	Nil	Nil	162,073	3' 3 1/2" GAUGE—contd. Eastern Bengal.
Nil	Nil	32,731	Nil	172,190	Nil	Nil	172,190	
Nil	Nil	3,973	Nil	59,023	268	Nil	59,196	Jodhpur.
Nil	Nil	4,018	Nil	61,743	252	Nil	61,844	
Nil	812	12,853	Nil	200,214	Nil	821	201,707	Madras and Southern Mahratta.
Nil	857	12,016	Nil	209,897	Nil	865	211,470	
11	Nil	1,911	Nil	150,089	96	Nil	150,127	Nizam's State.
10	Nil	2,378	Nil	54,139	138	Nil	54,194	
Nil	Nil	6,212	Nil	46,892	Nil	Nil	46,892	Rohilkund and Kumaon.
Nil	Nil	7,353	Nil	54,822	Nil	Nil	54,822	
Nil	2,215	17,396	Nil	181,293	399	2,215	185,679	South Indian.
Nil	2,320	16,668	Nil	190,505	421	2,320	194,892	
6,980	3,337	169,269	Nil	1,500,879	22,670	3,346	1,516,029	Total 3' 3 1/2" Gauge.
228	3,533	165,640	Nil	1,410,857	4,366	3,541	1,419,042	
Nil	Nil	10,160	Nil	73,299	Nil	Nil	73,299	2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
Nil	Nil	9,822	Nil	78,728	Nil	Nil	78,728	
Nil	Nil	6	Nil	8,830	155	Nil	8,892	Bombay, Baroda and Central India.
Nil	Nil	6	Nil	9,506	150	Nil	9,566	
Nil	Nil	189	Nil	1,927	Nil	Nil	1,927	Eastern Bengal.
Nil	Nil	174	Nil	2,094	Nil	Nil	2,094	
Nil	12	532	Nil	12,752	Nil	43	12,839	Great Indian Peninsula.
Nil	4	528	Nil	14,056	Nil	27	14,105	
Nil	Nil	3,295	Nil	39,245	Nil	Nil	39,245	North Western.
Nil	Nil	3,462	Nil	43,002	Nil	Nil	43,002	
Nil	Nil	22	Nil	3,595	6	Nil	3,598	South Indian.
Nil	Nil	24	Nil	4,038	6	Nil	4,041	
Nil	12	14,204	Nil	139,748	161	48	139,900	Total 2' 6" & 2' 0" Gauge.
Nil	4	14,016	Nil	151,424	158	27	151,536	
9,130	11,036	762,271	26	17,229,632	29,279	60,196	17,260,567	TOTAL CLASS I RAILWAYS.
2,444	11,641	776,287	1	7,660,268	11,477	63,560	7,780,423	

1 ton of coal.

1 ton of coal.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1936-37 and 1937-38
—contd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5' 6" GAUGE.									
Bengal Nagpur	1936-37	Nil	3.02	Nil	Nil	Nil	5.45	Nil	Nil
	1937-38	Nil	2.56	Nil	Nil	Nil	5.20	Nil	Nil
Bombay, Baroda and Central India	1936-37	Nil	2.91	3.49	Nil	Nil	13.2	5.19	Nil
	1937-38	Nil	2.67	3.69	51.0	Nil	12.8	5.38	51.1
Eastern Bengal	1936-37	Nil	2.50	Nil	Nil	Nil	6.98	Nil	Nil
	1937-38	Nil	2.80	Nil	Nil	Nil	7.17	Nil	Nil
East Indian	1936-37	Nil	2.84	11.9	37.0	Nil	6.27	12.0	37.6
	1937-38	Nil	3.46	12.6	79.4	Nil	6.98	12.6	79.5
Great Indian Peninsula	1936-37	Nil	3.68	6.00	42.3	Nil	9.04	6.00	43.1
	1937-38	Nil	3.63	6.79	36.1	Nil	8.96	6.79	42.3
Madras and Southern Mahratta	1936-37	Nil	4.28	Nil	53.8	Nil	12.5	Nil	55.2
	1937-38	Nil	3.90	Nil	60.1	Nil	12.5	Nil	61.4
Nizam's State	1936-37	Nil	4.15	6.00	Nil	Nil	5.62	6.69	Nil
	1937-38	Nil	4.09	6.00	Nil	Nil	5.62	6.46	Nil
North Western	1936-37	Nil	3.00	Nil	17.3	Nil	15.7	Nil	23.7
	1937-38	Nil	3.05	Nil	17.3	Nil	15.5	Nil	23.8
South Indian	1936-37	Nil	3.14	2.32	150.2(b)	Nil	17.3	2.32	(b) 150.3
	1937-38	Nil	3.95	2.23	Nil	Nil	17.6	2.23	Nil
3' 3 1/2" GAUGE.									
Assam Bengal	1936-37	Nil	5.04	Nil	33.5	Nil	11.0	Nil	42.0
	1937-38	Nil	6.03	Nil	33.5	Nil	12.1	Nil	42.0
Bengal and North Western	1936-37	Nil	2.95	Nil	Nil	Nil	9.56	Nil	Nil
	1937-38	Nil	3.03	Nil	Nil	Nil	9.73	Nil	Nil
Bombay, Baroda and Central India	1936-37	Nil	2.52	4.40	Nil	Nil	13.1	4.94	Nil
	1937-38	Nil	2.58	4.40	Nil	Nil	13.2	4.94	Nil
Burma	1936-37	Nil	3.66	3.60	Nil	Nil	14.7	5.18	Nil
	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)

(a) Figures not furnished due to separation.

(b) This rate represents the rate of kerosene oil.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1936-37 and 1937-38
—concl'd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
3' 3½" GAUGE—concl'd.									
Eastern Bengal	1936-37	Nil	2.50	Nil	Nil	Nil	2.40	Nil	Nil
	1937-38	Nil	2.80	Nil	Nil	Nil	2.17	Nil	Nil
Jodhpur	1936-37	Nil	2.71	3.77	Nil	Nil	14.9	3.77	Nil
	1937-38	Nil	2.71	5.88	Nil	Nil	14.9	5.88	Nil
Madras and Southern Mahratta	1936-37	Nil	3.31	Nil	45.6	Nil	14.9	Nil	47.8
	1937-38	Nil	5.26	Nil	50.7	Nil	14.8	Nil	52.7
Nizam's State	1936-37	Nil	4.15	6.00	Nil	Nil	3.79	6.69	Nil
	1937-38	Nil	4.09	6.00	Nil	Nil	3.80	6.46	Nil
Rohilkund and Kumaon	1936-37	Nil	2.79	Nil	Nil	Nil	11.3	Nil	Nil
	1937-38	Nil	4.85	Nil	Nil	Nil	8.61	Nil	Nil
South Indian	1936-37	Nil	3.14	2.32	45.8	Nil	18.0	2.32	49.6
	1937-38	Nil	3.95	2.23	50.8	Nil	18.0	2.23	53.5
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1936-37	Nil	3.76	Nil	Nil	Nil	5.69	Nil	Nil
	1937-38	Nil	3.46	Nil	Nil	Nil	5.11	Nil	Nil
Bombay, Baroda and Central India	1936-37	Nil	3.21	3.48	Nil	Nil	12.4	3.48	Nil
	1937-38	Nil	2.72	3.69	Nil	Nil	12.3	3.69	Nil
Eastern Bengal	1936-37	Nil	2.59	Nil	Nil	Nil	6.65	Nil	Nil
	1937-38	Nil	2.80	Nil	Nil	Nil	3.35	Nil	Nil
Great Indian Peninsula	1936-37	Nil	3.85	Nil	49.2	Nil	8.12	Nil	49.8
	1937-38	Nil	3.81	Nil	76.7	Nil	7.93	Nil	81.3
North Western	1936-37	Nil	3.00	Nil	Nil	Nil	18.0	Nil	Nil
	1937-38	Nil	3.05	Nil	Nil	Nil	19.3	Nil	Nil
South Indian	1936-37	Nil	3.14	2.32	Nil	Nil	15.6	2.32	Nil
	1937-38	Nil	3.95	2.23	Nil	Nil	15.6	2.23	Nil

27 (b).—Statement of Coal Consumption on Class I Railways for the years 1936-37 and 1937-38.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaches.	Internal combustion coaches.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12.	Fuel consumed for other than Locomotive purposes.			
						Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.						Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total (columns 14+15+16).
		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
4' 6" Gauge.																
Bengal Nagpur	1936-37	208,664	†181.1	450,632	†159.9	81,761	†60.7	24,092	138	Nil	4,332	769,519	37,066	32,909	44,941	114,916
	1937-38	230,987	190.8	536,488	167.6	80,882	64.2	21,954	137	Nil	4,176	882,374	33,426	31,451	44,787	109,674
Bombay, Baroda and Central India.	1936-37	134,523	261.6	108,819	109.1	34,116	80.2	9,127	Nil	Nil	Nil	286,585	9,860	1,591	6,948	17,399
	1937-38	153,533	178.2	123,684	115.9	36,127	78.0	14,657	Nil	Nil	Nil	328,001	10,950	1,771	6,404	19,125
Eastern Bengal	1936-37	178,527	184.8	68,748	130.8	31,907	53.3	10,562	Nil	Nil	15,823	305,272	5,865	12,413	45,716	63,993
	1937-38	174,928	178.7	66,127	129.3	31,026	53.2	12,819	Nil	Nil	17,636	303,136	5,788	11,380	50,443	67,616
East Indian	1936-37	533,008	169.4	874,778	109.3	159,430	58.9	54,238	34	Nil	3,426	1,424,958	39,567	52,302	66,719	168,588
	1937-38	562,915	178.2	766,456	114.6	170,631	59.2	59,068	2	Nil	3,830	1,562,902	39,761	58,219	72,569	170,549
Great Indian Peninsula.	1936-37	311,014	169.3	423,931	163.6	81,274	82.7	18,100	Nil	Nil	6,194	339,513	25,684	57,214	15,575	98,473
	1937-38	326,066	172.8	449,266	163.7	85,660	83.3	18,363	Nil	Nil	6,135	385,590	27,468	59,224	14,955	101,647
Madras and Southern Mahratta.	1936-37	140,799	180.3	121,135	127.0	26,163	74.6	3,671	Nil	227	4,476	301,371	5,299	1,162	9,452	15,903
	1937-38	140,969	169.7	141,138	136.1	23,664	76.6	7,414	Nil	328	3,903	322,416	5,368	1,218	9,351	15,967
Nizam's State	1936-37	33,617	169.2	36,722	140.7	6,517	89.9	4,146	Nil	Nil	Nil	85,716	2,430	Nil	975	3,405
	1937-38	36,787	173.1	43,429	135.0	6,504	70.2	4,500	Nil	Nil	Nil	93,220	2,583	Nil	1,023	3,606
North Western	1936-37	474,223	158.8	353,219	128.6	126,901	87.8	34,452	1,098	Nil	5,131	1,000,629	15,217	4,455	84,389	104,561
	1937-38	511,735	169.6	426,811	136.6	136,311	91.1	29,203	951	Nil	5,907	1,120,918	13,729	3,383	89,704	106,831
South Indian	1936-37	68,023	153.4	27,377	106.9	3,626	45.4	3,444	Nil	Nil	206	103,175	661	Nil	900	1,541
	1937-38	76,309	174.1	30,637	112.5	4,099	46.5	3,299	Nil	Nil	263	114,657	697	Nil	939	1,638
Total 4' 6" Gauge.	1936-37	2,066,696	169.1	2,269,277	130.9	551,626	68.7	166,732	1,270	227	39,593	5,116,140	141,648	162,036	275,114	678,793
	1937-38	2,216,179	177.6	2,562,186	136.1	589,304	69.9	181,277	1,000	328	41,850	5,613,214	139,790	166,651	290,190	696,631
3' 3 1/2" Gauge.																
Assam Bengal	1936-37	68,451	167.1	12,267	146.6	12,239	37.7	5,072	Nil	Nil	1,763	100,431	2,066	5,093	6,464	13,641
	1937-38	73,779	169.2	17,608	141.6	13,522	39.1	4,369	Nil	Nil	1,963	111,350	1,510	5,207	5,112	11,827
Bengal and North Western.	1936-37	166,169	122.2	61,957	115.0	14,309	22.3	12,791	Nil	Nil	2,434	195,730	3,909	5,848	(b)	52,241
	1937-38	107,837	189.7	69,264	121.3	15,432	22.6	13,130	Nil	Nil	3,089	208,772	9,788	5,788	42,722	58,306
Bombay, Baroda and Central India.	1936-37	120,244	190.6	32,244	132.1	22,663	45.6	6,555	431	Nil	Nil	232,592	5,783	4,500	3,823	19,101
	1937-38	133,337	222.2	64,967	144.1	22,632	44.6	7,705	801	Nil	Nil	259,032	5,307	4,433	10,559	20,361
Burma	1936-37	99,557	177.4	56,566	122.5	19,553	22.2	2,706	Nil	Nil	Nil	124,412	6,586	Nil	5,032	11,661
	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)

† Figures for the years 1936-37 are based on actuals for 9 months viz. April to November 1936 and March 1937 and for the remaining 3 months figures, which were not compiled due to labour unrest the actuals for the corresponding months December 1936, January and February 1937 have been adopted.
 ‡ Coal plus oil fuel @ 0.55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.
 (a) Figures not furnished due to separation.
 (b) Revised figures.

27 (b).—Statement of Coal* Consumption on Class I Railways for the years 1936-37 and 1937-38—
concl'd.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Standing including siding all services.		Departmental.	Steam Cons.	Internal consumption cons.	Loss on Misc. services.	Total tons used on all Locomotive services. Col. 3+5+7+9+10+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.						Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total (columns 14+15+16+17)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3 1/2 GAUGE—concl'd.																
Eastern Bengal	1936-37	63,370	158.6	38,625	135.1	15,601	43.9	2,932	180	Nil	11,801	132,509	3,968	Nil	25,909	29,504
	1937-38	68,011	167.5	37,551	133.5	16,301	43.9	4,175	66	Nil	13,463	139,459	3,709	Nil	29,023	32,731
Jodhpur	1936-37	30,788	154.7	17,803	141.0	2,469	27.0	2,837	Nil	Nil	1,208	65,153	1,452	Nil	2,321	3,973
	1937-38	31,605	158.0	19,533	149.0	2,700	28.1	3,690	Nil	Nil	1,208	57,536	1,474	Nil	2,544	4,018
Madras and Southern Mahratta.	1936-37	93,125	181.5	73,557	171.9	15,018	43.4	4,862	Nil	Nil	2,292	188,554	4,058	1,476	7,312	12,852
	1937-38	96,302	197.7	80,324	178.1	16,222	44.0	4,599	Nil	Nil	2,012	190,454	4,226	1,569	6,221	12,016
Nizam's State	1936-37	25,406	247.3	(a) 16,442	(a) 175.1	3,741	73.4	2,527	100	Nil	Nil	(a) 43,216	1,163	Nil	748	1,911
	1937-38	27,504	259.7	17,778	178.3	4,102	70.3	2,375	57	Nil	Nil	51,816	1,548	Nil	820	2,378
Rohilkhand and Kumaon.	1936-37	26,487	193.0	7,896	162.3	3,314	24.4	2,823	Nil	Nil	Nil	40,630	2,090	1,637	2,423	6,319
	1937-38	26,774	252.2	14,087	154.0	3,758	25.9	2,850	Nil	Nil	Nil	47,400	2,461	1,900	2,523	7,353
South Indian	1936-37	119,342	188.2	34,991	111.1	6,383	35.0	6,523	Nil	Nil	239	165,033	2,351	2,614	7,021	17,996
	1937-38	124,041	190.9	40,351	113.2	6,681	34.6	6,838	Nil	Nil	213	176,224	2,176	7,171	7,321	16,668
Total 3 1/2 Gauge.	1936-37	752,459	180.7	(a) 402,168	(a) 137.4	115,395	35.7	56,143	761	Nil	19,236	(a) 1,346,700	22,440	26,668	104,261	160,269
	1937-38	689,190	192.6	391,563	142.4	101,150	31.1	48,725	626	Nil	22,145	1,362,402	22,302	25,568	107,870	165,640
2' 6" AND 2' 0" GAUGES.																
Bengal Nagpur	1936-37	39,717	1381.3	15,988	1342.5	5,768		1,323	131	Nil	216	63,139	9,700	608	2,962	10,100
	1937-38	41,599	413.9	18,601	265.4	6,409		1,937	217	Nil	198	68,206	6,774	230	2,312	6,223
Bombay, Baroda and Central India.	1936-37	8,361	510.2	138	403.3	Nil		337	Nil	Nil	Nil	8,226	Nil	Nil	0	0
	1937-38	8,908	532.0	199	436.6	Nil		459	Nil	Nil	Nil	9,500	Nil	Nil	0	0
Eastern Bengal	1936-37	1,583	572.3	Nil	625.0	Nil		2	Nil	Nil	153	1,738	Nil	Nil	189	189
	1937-38	1,782	544.7	Nil	629.0	Nil		1	Nil	Nil	127	1,920	Nil	Nil	174	174
Great Indian Peninsula.	1936-37	11,322	461.1	13	430.9	529		377	Nil	66	Nil	12,207	529	Nil	3	522
	1937-38	12,552	537.5	17	526.2	487		479	Nil	42	Nil	13,577	526	Nil	Nil	526
North Western	1936-37	12,793	419.1	12,693	406.3	2,764		1,004	393	Nil	223	35,940	1,197	Nil	2,108	2,298
	1937-38	19,413	376.3	14,767	406.3	3,718		993	403	Nil	257	39,540	1,206	Nil	2,266	2,482
South Indian	1936-37	3,664	221.6	Nil	201.6	Nil		12	Nil	Nil	Nil	3,676	12	Nil	4	28
	1937-38	3,975	222.6	19	240.0	Nil		23	Nil	Nil	Nil	4,017	12	Nil	6	24
Total 2' 6" & 2' 0" Gauge.	1936-37	83,440	402.2	22,232	334.9	9,049		2,125	424	66	609	125,298	8,434	404	5,268	14,304
	1937-38	85,228	421.9	33,602	412.5	10,614		2,526	620	42	587	127,530	8,526	230	5,260	14,016
TOTAL CLASS I RAILWAYS.	1936-37	2,922,595	174.0	2,700,577	133.5	676,139		226,129	2,155	293	60,017	6,543,496	122,222	129,112	264,637	762,271
	1937-38	2,993,597	182.2	3,008,352	138.7	701,068		233,822	2,336	270	64,525	7,004,126	120,519	192,449	472,220	776,287

* Coal includes oil fuel @ 0.65 ton of oil fuel = 1 ton of coal and firewood, @ 2 1/2 tons of wood = 1 ton of coal.

† Figures for the year 1936-37 are based on actuals for 9 months viz. April to November 1936 and March 1937 and for the remaining 3 months, figures for which were not compiled due to labour unrest, the actuals for the corresponding months December 1936, January and February 1937 have been adopted.

(a) Revised Figures.

28.—Statement of Efficiency of Class 1 Railways for the years 1936-37 and 1937-38.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	{ 1936-37 1937-38	500 553	193 198	1,800 1,960	4,368 4,532	9,821 9,967
Bombay, Baroda and Central India	{ 1936-37 1937-38	696 668	258 250	2,302 2,206	5,605 5,424	13,043 10,828
Eastern Bengal	{ 1936-37 1937-38	395 375	157 147	1,055 981	3,397 3,417	7,395 7,093
East Indian	{ 1936-37 1937-38	740 748	231 227	2,178 2,206	5,119 5,064	10,300 9,748
Great Indian Peninsula	{ 1936-37 1937-38	724 732	268 270	2,191 2,302	5,609 5,735	11,546 11,786
Madras and Southern Mahratta	{ 1936-37 1937-38	706 737	226 229	1,771 1,786	4,880 4,727	9,301 9,026
Nizam's State	{ 1936-37 1937-38	712 768	206 225	1,387 2,000	4,748 4,977	9,545 9,759
North Western	{ 1936-37 1937-38	736 766	241 242	1,809 1,807	4,746 4,813	8,351 8,395
South Indian	{ 1936-37 1937-38	470 476	154 155	1,265 1,275	3,480 3,443	7,738 7,575
Average for 5' 6" gauge.	{ 1936-37 1937-38	660 680	227 227	1,955 2,001	4,879 4,902	9,834 9,670
3' 3½" GAUGE.						
Assam Bengal	{ 1936-37 1937-38	449 449	150 158	673 710	1,952 2,108	3,515 3,724
Bengal and North Western	{ 1936-37 1937-38	357 342	157 154	859 826	2,078 1,955	4,418 4,399
Bombay, Baroda and Central India	{ 1936-37 1937-38	727 747	240 241	1,254 1,240	2,818 2,816	5,145 5,104
Burma	{ 1936-37 1937-38	647 ‡	192 ‡	1,124 ‡	2,818 ‡	4,937 ‡
Eastern Bengal	{ 1936-37 1937-38	500 493	212 210	847 797	2,462 2,479	4,663 4,782
Jodhpur	{ 1936-37 1937-38	719 768	202 199	804 800	2,103 2,081	4,170 4,127
Madras and Southern Mahratta	{ 1936-37 1937-38	598 606	164 168	785 793	2,258 2,249	3,348 3,353
Nizam's State	{ 1936-37 1937-38	776 713	‡157 ‡152	‡396 862	‡2,338 2,172	4,529 4,410
Rohilkund and Kumaon	{ 1936-37 1937-38	319 352	106 123	657 609	1,636 1,581	2,847 3,089
South Indian.	{ 1936-37 1937-38	530 577	166 168	720 742	2,126 2,155	4,189 4,196
Average for 3' 3½" gauge	{ 1936-37 1937-38(a)	536 521	180 180	904 859	2,321 2,227	4,277 4,204
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	{ 1936-37 1937-38	338 349	124 126	312 329	1,108 1,133	1,633 1,706
Bombay, Baroda and Central India	{ 1936-37 1937-38	252 263	94 95	262 262	652 617	946 933
Eastern Bengal	{ 1936-37 1937-38	* 48,342 * 38,688	28 30	33 43	145 156	420 501
Great Indian Peninsula	{ 1936-37 1937-38	493 445	113 109	255 249	1,149 1,128	1,100 1,135
North Western	{ 1936-37 1937-38	455 465	92 99	232 238	893 933	932 1,017
South Indian	{ 1936-37 1937-38	772 631	123 108	244 221	964 877	986 1,013

* Shunting operations generally performed by hand. There was only one shunting engine hour.
† Figures of wagon miles, engine hours and tare-ton miles, are based on actual figures from April 1936 to November 1936 and March 1937, and 3 months figures for December 1936 and January and February 1936—the figures for these 3 months in 1936-37 not being compiled due to labour unrest.
‡ Figures not furnished due to separation.
§ Revised figures.

(a) Exclusive of Burma.

**29.—STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1937-38 (IN
HUNDREDS).**

29.—Statement of Principal Commodities carried by Class

Railway.	L.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
Bengal Nagpur . . .	5,269,1	5,928,6	1,43,31,3	1,278,9	1,404,5	50,45,7	6,548,0	7,333,1	1,93,77,0	3,6	4,2	80,1
Bombay, Baroda and Central India.	6	941,1	44,55,9	..	22,7	3,55,7	6	963,8	48,11,6	27,4	27,5	5,44,8
Eastern Bengal . . .	6,7	1,387,7	29,31,9	1	88,8	3,49,2	6,8	1,476,5	32,81,1	26,0	26,0	1,39,5
East Indian . . .	9,373,0	10,125,2	4,27,55,3	2,880,7	2,898,3	1,88,04,0	12,053,7	13,023,5	6,15,59,3	2,2	13,6	3,96,5
Great Indian Peninsula	838,2	2,067,3	90,19,5	5,1	383,4	18,18,3	843,3	2,450,7	1,08,37,8	37,1	38,1	6,55,3
Madras and Southern Maharatta.	50,9	254,0	11,36,2	..	354,9	22,62,5	50,9	608,9	33,98,7	14,7	14,8	2,96,5
Nizam's State . . .	478,1	516,6	21,46,9	448,4	453,1	11,70,5	926,5	969,7	33,17,4	4	2,4	43,8
North Western . . .	88,4	1,356,1	39,05,9	8	8	2	89,2	1,356,9	39,06,1	52,8	53,2	14,83,2
South Indian . . .	37,6	42,7	3,71,4	Nil	Nil	Nil	37,6	42,7	3,71,4	3	3	11,7
Total	16,142,6	22,619,3		4,414,0	5,606,5		20,556,6	28,225,9		164,5	180,1	
3' 3½" GAUGE.												
Assam Bengal . . .	27,7	113,1	3,09,9	1,0	8,3	25,2	28,7	121,4	3,35,1	..	1,2	7,8
Bengal and North West- ern.	8,7	320,1	9,64,4	2	2	2	8,9	320,3	9,64,6	1	1	7
Bombay, Baroda and Central India.	6	330,7	..	..	112,6	..	6	443,3	..	1,4	7,7	..
Eastern Bengal . . .	1,1	204,8	..	..	70,1	..	1,1	364,9	..	1	5,1	..
Jodhpur . . .	1,3	28,2	75,1	Nil	8,0	9,0	1,3	36,2	84,1	Nil	8,0	1,22,3
Madras and Southern Maharatta.	28,6	72,3	..	12,0	22,4	..	40,6	94,6	..	8,1	11,4	..
Nizam's State . . .	..	42,2	..	Nil	1,0	..	..	43,2	..	..	1,8	..
Rohilkund and Kumaon	2	23,1	17,1	..	..	..	2	23,1	17,1	..	..	..
South Indian . . .	104,9	105,9	..	1	1	..	105,0	106,0	..	7	7	..
Total	173,1	1,330,3		13,3	222,7		186,4	1,553,0		10,4	34,0	
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur . . .	40,4	72,2	..	1,7	2,0	..	42,1	74,2	..	..	3	..
Bombay, Baroda and Central India	1	3,5	..	..	..	..	1	3,5	..	..	4	..
Eastern Bengal . . .	..	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	13,2	..	..	..	..	..	13,2	..	6	6	..
North Western . . .	99,1	119,3	..	Nil	Nil	Nil	99,1	119,3	..	2	6	..
South Indian . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total	139,6	298,2		1,7	2,0		141,3	210,2		8	1,9	
Total, 1937-38 †	16,455,3	24,157,8	8,24,30,8	4,429,0	5,831,2	2,98,40,5	20,994,3	29,989,0	11,23,61,3	175,7	216,0	37,94,7
Total, 1936-37 ‡	14,477,9	20,805,7	6,97,99,4	3,817,3	5,175,1	2,58,02,7	18,295,2	26,070,8	9,56,02,1	165,9	207,0	38,52,9
Increase	1,977,4	3,262,1	1,26,31,4	611,7	656,1	40,37,8	2,589,1	3,918,2	1,66,59,2	9,8	9,0	..
Decrease	..	..	..	..	..	..	..	..	..	..	..	58,1

* Shown as/

† In these totals consignments passing over two or more

‡ Exclude Barrow

§ Include Barrow

Railways and the earnings therefrom for the year 1937-38 (In hundreds).

(5) Firewood and other fuel.			II.—Heavy Merchandise.						Railway.
			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
203,2	217,5	6,35,4	102,1	108,7	5,85,1	590,9	616,8	63,92,6	Bengal Nagpur.
92,7	144,4	5,75,8	5,9	6,2	43,3	124,6	138,9	19,56,8	Bombay, Baroda and Central India.
17,8	46,7	55,8	38,4	57,0	2,91,4	88,5	114,4	10,34,7	Eastern Bengal.
118,7	169,9	3,55,6	111,9	119,3	3,94,2	324,7	469,0	38,68,2	East Indian.
171,3	176,4	3,24,1	3,2	4,9	45,4	66,6	267,7	25,73,7	Great Indian Peninsula.
66,2	76,9	3,97,7	43,3	45,5	2,85,3	183,8	265,4	41,32,1	Madras and Southern Mahratta.
66,6	66,6	2,18,5	6	7	4,3	54,1	76,5	8,56,7	Nizam's State.
366,9	377,3	12,59,2	27,9	28,5	1,27,0	283,3	331,0	38,85,0	North Western.
47,9	53,4	4,64,2	16,2	133,2	17,41,6	43,1	81,7	16,36,8	South Indian.
1,151,3	1,329,1		349,5	504,0		1,759,6	2,361,4		Total.
									3' 3½" GAUGE.
3,3	3,3	5,3	38,3	39,0	1,80,0	77,0	81,4	5,04,1	Assam Bengal.
115,5	116,9	1,80,3	28,2	35,5	1,62,5	147,8	368,1	20,06,9	Bengal and North Western.
77,7	96,9	*	1	1,3	*	2,6	77,5	*	Bombay, Baroda and Central India.
8,0	8,1	*	27,0	29,2	*	91,1	123,5	*	Eastern Bengal.
13,8	14,8	32,5	7	7	4,0	10,0	24,6	1,96,5	Jodhpur.
54,2	54,3	*	16,5	27,4	*	129,8	185,9	*	Madras and Southern Mahratta.
11,8	11,9	*	..	..	*	12,4	25,4	*	Nizam's State.
231,8	231,8	4,21,6	11,1	11,1	63,6	6,0	9,7	41,4	Rohilkund and Kumaon.
75,9	77,5	*	191,5	192,1	*	179,9	201,3	*	South Indian.
592,0	615,5		313,4	336,3		656,6	1,097,4		Total.
									2' 6" AND 2' 0" GAUGES.
36,5	36,9	*	6,7	7,6	*	36,1	55,2	*	Bengal Nagpur.
40,1	40,8	*	..	..	..	3	12,4	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	1	*	1	8,4	*	Great Indian Peninsula.
1,9	8,8	*	2	3	*	43,9	49,2	*	North Western.
5,5	5,5	*	3	3	*	Nil	9	*	South Indian.
84,0	92,0		7,2	8,3		60,4	126,1		Total.
1,827,3	2,036,6	49,26,0	670,1	848,6	39,30,7	2,496,6	3,584,9	2,99,85,5	Total, 1937-38†.
1,813,0	2,007,6	50,41,6	997,4	1,179,9	54,87,6	3,416,5	4,471,9	3,50,18,6	Total, 1936-37‡.
14,3	29,0	..	..	..	..	..	..	..	Decrease.
..	..	1,15,6	327,3	331,3	15,56,9	919,9	897,0	59,33,1	Increase.

† 6" gauge
 ‡ 6" gauge
 † 6" gauge or railways are considered as two or more separate consignments.
 ‡ 6" gauge railway figures.
 † 6" gauge railway figures.

29.—Statement of Principal Commodities carried by Class I

Railway.	II.—Heavy Ma								
	(3) Gram and pulse.			(4) Wheat.			(5) J-war and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
5' 6" GAUGE.									
Bengal Nagpur	54.2	95.5	10,73.5	27.0	42.4	4,98.1	6	8	6.5
Bombay, Baroda and Central India	40.5	119.9	31,27.9	39.1	136.4	32,83.5	31.7	83.2	19,40.2
Eastern Bengal	38.9	48.6	6,17.8	..	..	..	..	..	..
East Indian	298.3	358.9	30,31.9	252.0	384.3	47,24.7	17.2	24.5	1,73.1
Great Indian Peninsula	234.8	371.3	53,47.4	201.9	236.6	29,11.1	130.2	203.0	19,62.3
Madras and Southern Mahratta	37.4	193.9	18,79.1	4.8	21.3	4,63.4	9.2	20.9	3,81.2
Nizam's State	22.7	181.8	14,16.1	3.2	27.4	3,47.6	17.0	20.1	4,32.8
North Western	385.3	480.0	47,59.6	967.5	1,075.8	1,30,28.6	34.7	43.2	3,51.3
South Indian	27.3	40.3	9,52.7	3.2	6.2	93.0	4.7	13.7	1,31.2
Total	1,139.4	1,890.2		1,493.7	1,930.4		245.3	409.4	
3' 3½" GAUGE.									
Assam Bengal	5.8	21.4	1,29.1	1.6	7.9	41.8	..	..	..
Bengal and North Western	96.1	108.5	6,31.3	75.8	68.8	5,91.8	‡	‡	‡
Bombay, Baroda and Central India	120.1	193.5	*	107.8	168.9	*	56.1	110.9	*
Eastern Bengal	20.5	68.5	*	..	..	..	..	..	..
Jodhpur	5.5	63.8	4,52.1	60.9	101.8	5,37.1	8.4	29.2	1,79.
Madras and Southern Mahratta	12.2	93.5	*	20.0	34.0	*	27.2	32.0	*
Nizam's State	26.5	62.0	*	7.8	18.6	*	33.3	37.1	*
Rohilkund and Kumaon	34.1	35.3	1,42.2	37.9	40.1	1,46.0	10.0	10.9	49.
South Indian	97.0	104.0	*	4.5	6.5	*	7.6	7.9	*
Total	417.8	750.5		336.3	466.6		142.8	228.0	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	18.1	21.8	*	10.5	11.7	*	4	4	*
Bombay, Baroda and Central India	7	2.5	*	2	3.2	*	3	4.4	*
Eastern Bengal . . . . .	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	4.4	7.0	*	2	3.9	*	4.5	4.7	*
North Western	29.2	33.1	*	17.9	24.1	*	2.9	3.2	*
South Indian	3.7	4.3	*	Nil	Nil.	Nil.	7	7	*
Total	56.1	68.6		28.8	42.9		8.6	13.4	
Total, 1937-38 ‡	1,613.3	2,709.3	2,35,00.7	1,863.8	2,439.9	2,66,66.7	396.7	650.8	56,07.1
Total, 1936-37 ‡	1,758.5	2,795.5	2,42,22.1	1,822.4	2,374.5	2,47,56.6	384.1	590.2	52,60.
Increase	..	..	..	41.4	65.4	19,10.1	12.6	60.6	4,07.
Decrease	145.2	86.2	6,61.4	..	..	..	..	..	..

* Shown and
 † In these totals consignments passing over two or more
 ‡ Not recorded
 § Exclude Bars
 || Include Bars

Railways and the earnings therefrom for the year 1937-38 (In hundreds)—contd.

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
1,7	5,5	44,6	160,7	166,6	4,74,5	87,2	137,8	15,44,4	Bengal Nagpur.
15,0	47,0	11,96,7	339,4	364,9	19,84,2	204,0	225,6	47,50,5	Bombay, Baroda and Central India.
22,9	31,2	3,59,2	3,2	59,3	1,27,0	82,1	91,3	8,96,7	Eastern Bengal.
148,1	162,1	13,68,6	589,0	732,1	19,98,2	160,9	268,8	20,09,8	East Indian.
11,1	20,5	2,14,1	242,2	371,7	14,81,5	115,9	237,0	26,30,1	Great Indian Peninsula.
7,1	13,0	2,39,3	63,2	70,6	4,51,9	53,9	68,9	9,29,1	Madras and Southern Mahratta.
3,1	5,7	66,1	87,2	87,6	3,22,2	2	41,7	5,57,4	Nizam's State.
70,0	84,7	7,73,2	651,9	675,9	19,05,9	177,7	202,9	18,30,6	North Western.
5,3	10,9	2,23,8	14,8	16,0	4,11,3	9,8	48,7	12,17,6	South Indian.
284,3	380,6		2,151,6	2,544,7		891,5	1,322,7		Total.
									3' 3½' GAUGE.
8	9	3,4	100,9	101,1	2,69,5	39,0	41,1	2,79,3	Assam Bengal.
138,2	152,3	8,07,0	12,9	14,9	42,4	5,4	152,5	11,10,9	Bengal and North Western.
46,6	76,8	*	135,8	242,7	*	254,0	338,7	*	Bombay, Baroda and Central India.
19,2	46,3	*	7,7	16,2	*	2,8	62,7	*	Eastern Bengal.
3,2	27,3	1,94,4	110,6	114,4	3,80,8	56,0	56,1	2,65,6	Jodhpur.
10,0	17,9	*	44,2	51,8	*	7,7	66,1	*	Madras and Southern Mahratta.
2,3	3,8	*	4	8,9	*	2	23,8	*	Nizam's State.
22,6	22,9	93,1	16,4	17,2	29,1	4	28,4	1,74,8	Rohilkund and Kumaon.
19,7	21,2	*	117,1	118,0	*	144,2	145,6	*	South Indian.
262,6	369,4		546,0	685,2		509,5	914,9		Total.
									2' 6" AND 2' 0" GAUGES.
6	8	*	5,6	6,8	*	9	22,1	*	Bengal Nagpur.
7	3,4	*	1,5	7,9	*	..	2,9	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
1	2	*	2,1	2,9	*	..	4,3	*	Great Indian Peninsula.
1,4	2,6	*	6	3,0	*	7	2,3	*	North Western.
5,7	6,0	*	Nil.	Nil.	Nil.	Nil.	3,6	*	South Indian.
8,5	13,0		9,8	20,6		1,8	35,2		Total.
555,4	763,0	55,83,5	2,707,4	3,250,5	96,76,5	1,402,6	2,272,8	1,82,46,8	Total, 1937-38. §
582,5	814,0	57,00,9	2,552,7	3,011,8	93,96,7	1,427,0	2,299,9	1,87,51,6	Total, 1936-37. ¶
..	..	..	154,7	238,7	4,79,8	..	..	..	Increase.
27,1	51,0	1,17,4	..	..	..	24,4	17,1	5,04,8	Decrease.

5' 6" gauge.

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

Railway figures.

Railway sources

29.—Statement of Principal Commodities carried by Class

II.—Heavy

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home whether local or Foreign.	‡ Total.	Earnings.
	45	46	47	48	49	50	51	52	53
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.									
Bengal Nagpur	8,4	74,8	7,82,5	108,2	117,6	6,48,1	3,444,5	3,663,6	1,18,60,7
Bombay, Baroda and Central India	14,6	51,8	30,31,0	68,6	155,5	10,75,2	1	67,7	3,93,5
Eastern Bengal	13,4	21,3	3,99,0	30,0	45,1	3,10,7	..	..	..
East Indian	208,4	862,4	28,13,9	168,9	268,3	13,58,1	2,1	9,4	47,7
Great Indian Peninsula	52,4	189,4	30,75,7	113,5	167,3	9,21,7	6,3	48,8	3,55,6
Madras and Southern Mahratta	7,1	74,7	7,35,9	23,9	71,0	7,66,0	2	7,6	9,88,3
Nizam's State	3,3	7,4	1,84,5	38,0	42,6	4,35,4	Nil	..	..
North Western	101,8	268,5	43,07,0	250,2	330,8	14,67,4	1	27,1	3,86,0
South Indian	6,5	46,3	5,06,9	73,7	75,9	8,27,7	13,4	13,4	30,2
Total	415,9	1,096,6		873,0	1,274,1		3,466,7	3,837,6	
3' 3½" GAUGE.									
Assam Bengal	3,0	17,1	87,5	13,5	14,9	71,6	..	..	..
Bengal and North Western	495,4	497,7	43,14,4	83,4	88,5	4,55,4	†	†	†
Bombay, Baroda and Central India	15,0	1,74,6	*	4,5	99,4	*	1	2	*
Eastern Bengal	8,1	43,1	*	25,1	35,4	*	..	..	..
Jodhpur	1,1	34,7	3,02,8	1,1	6,8	32,3	Nil.	Nil.	Nil.
Madras and Southern Mahratta	14,9	27,5	*	31,9	53,9	*	191,0	197,8	*
Nizam's State	4	9,6	*	2,5	9,2	*	Nil	..	..
Rohilkund and Kumaon	93,5	98,8	5,90,4	124,8	124,9	4,90,4	..	..	..
South Indian	21,0	28,1	*	34,0	41,6	*	2	2	*
Total	657,4	931,2		320,8	474,6		191,3	198,2	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	4	5,6	*	44,6	45,7	*	216,2	216,2	*
Bombay, Baroda and Central India	4	2,2	*	44,4	47,3	*	67,6	67,6	*
Eastern Bengal . . . . .	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	1	2,6	*	2,1	3,5	*	..	..	..
North Western	5	9,4	*	2,7	6,5	*	26,7	26,7	*
South Indian	Nil	1	*	7	1,1	*	Nil.	Nil.	Nil.
Total	1,4	19,9		94,5	104,1		310,5	310,5	
Total, 1937-38 ††	1,074,7	2,047,7	2,11,31,5	1,288,3	1,852,8	88,60,0	3,068,5	4,346,3	1,40,71,0
Total, 1936-37 ‡	1,163,1	2,205,4	2,30,10,4	1,336,2	1,857,9	88,84,9	3,351,0	3,614,3	1,15,43,5
Increase	..	..	..	..	..	..	617,5	732,0	25,27,5
Decrease	90,4	157,7	18,78,9	47,9	5,1	24,9	..	..	..

* Shown under
† In these totals consignments passing over two or more
‡ Not recorded
†† Exclude Burma
‡‡ Include Burma

Railways and the earnings therefrom for the year 1937-38 (In hundreds)—contd.

chandise—contd.

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	
108,3	132,4	13,19,5	5	4,4	1,09,8	4,7	6,9	1,08,4	5' 6" Gauge.
93,2	175,9	27,92,3	120,3	200,1	51,60,4	13,6	13,6	5,65,2	Bengal Nagpur.
11,8	24,8	3,95,1	2	1,3	5,8	36,3	56,0	8,62,1	Bombay, Baroda and Central India.
193,9	412,2	45,80,6	10,3	56,6	14,58,3	..	26,2	11,19,5	Eastern Bengal.
229,0	460,4	64,85,6	91,9	176,1	56,07,7	33,9	36,3	11,13,0	East Indian.
136,1	267,1	49,50,2	23,9	36,9	12,23,9	33,5	33,5	10,23,0	Great Indian Peninsula.
101,3	124,9	16,50,7	2,3	9,0	8,88,8	..	7,8	1,98,1	Madras and Southern Mahratta.
491,9	524,5	51,18,6	320,0	353,2	1,16,62,2	45,4	46,7	24,16,2	Nizam's State.
54,0	101,4	24,32,9	15,8	19,9	4,58,6	8,4	9,7	6,01,6	North Western.
1,419,5	2,223,6		685,2	857,5		176,8	236,7		South Indian.
									Total.
									3' 3 1/2" Gauge.
13,1	15,4	72,2	1	1	8	37,8	38,5	6,63,2	Assam Bengal.
123,6	129,7	7,79,8	†	†	†	1,5	13,7	4,06,0	Bengal and North Western.
95,5	252,1	..	43,9	95,4	..	1,4	3,4	..	Bombay, Baroda and Central India.
40,3	49,2	..	1	1	..	..	33,6	..	Eastern Bengal.
69,2	78,7	7,14,6	44,8	49,6	5,05,0	Nil	4,0	1,80,7	Jodhpur.
248,6	311,8	..	31,7	41,2	..	12,7	12,7	..	Madras and Southern Mahratta.
117,4	127,9	..	45,3	45,7	..	5	9	..	Nizam's State.
16,1	16,4	76,0	3	1,2	3,9	..	1,8	26,0	Robilkund and Kumaon.
189,7	246,3	..	21,4	27,7	..	16,5	16,5	..	South Indian.
913,5	1,227,5		187,6	261,0		70,4	125,1		Total.
									2' 6" AND 3' 0" Gauge.
17,7	18,3	..	9	1,0	..	..	9	..	Bengal Nagpur.
13,8	16,6	..	13,8	13,8	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
11,2	11,4	..	24,8	24,8	..	..	..	..	Great Indian Peninsula.
8,2	9,2	..	Nil	Nil	Nil	Nil	9	..	North Western.
9,1	9,6	..	Nil	Nil	Nil	Nil	Nil	Nil	South Indian.
59,0	65,1		39,5	39,6		..	1,8		Total.
2,302,0	3,516,2	3,03,68,1	812,3	1,158,1	2,70,85,2	246,2	303,6	1,02,63,0	Total, 1937-38. ††
2,657,2	3,842,1	3,31,48,2	1,203,3	1,683,2	4,42,28,0	226,1	361,6	1,02,27,6	Total, 1936-37. §
..	..	..	..	..	..	20,1	12,2	1,25,4	Increase.
265,2	325,9	27,80,1	391,0	525,1	1,71,42,8	..	..	..	Decrease.

5' 6" gauge.

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

Railway figures.

Railway figures.

Statement of Principal Commodities carried by Class I

Railway.	II—Heavy Merchandise—concl'd.								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise (Item 1 to 16).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.									
Bengal Nagpur	26,8	34,6	6,99,1	..	..	..	4,723,8	5,208,4	2,62,46,4
Bombay, Baroda and Central India	11,6	11,6	2,43,1	..	1	20,6	1,122,2	1,798,4	3,15,64,4
Eastern Bengal	89,1	100,7	10,06,7	4,0	6,5	52,3	458,8	657,5	63,61,5
East Indian	1	63,2	12,98,4	91,5	92,1	5,58,3	2,577,3	3,809,4	3,08,61,5
Great Indian Peninsula	37,0	39,2	8,61,5	6,3	6,4	49,9	1,576,2	2,836,6	3,46,36,3
Madras and Southern Mahratta	44,1	44,1	8,63,3	..	..	..	671,5	1,234,4	1,93,12,0
Nizam's State . . . . .	..	2,9	74,7	..	1	1,2	333,0	637,2	74,36,6
North Western	18,0	18,8	5,90,0	22,4	22,5	1,25,4	3,848,1	4,514,1	5,37,27,0
South Indian	13,1	16,7	5,43,6	Nil	Nil	Nil	309,1	634,0	1,18,09,5
Total	239,8	332,8		124,2	127,7		15,820,0	21,330,0	
3' 3 3/8" GAUGE.									
Assam Bengal	63,8	64,4	7,11,4	..	..	..	394,7	443,2	30,04,2
Bengal and North Western	12,9	72,3	7,41,2	189,3	190,9	3,76,7	1,410,5	1,913,4	1,24,26,3
Bombay, Baroda and Central India	1	3,3	*	2	3,7	*	883,8	1,842,4	*
Eastern Bengal . . . . .	..	65,4	*	1,7	1,8	*	243,4	575,0	*
Jodhpur	Nil	1,2	29,3	Nil	Nil	Nil	391,5	592,9	39,74,4
Madras and Southern Mahratta	21,8	22,5	*	..	..	..	820,2	1,176,0	*
Nizam's State	4	2,5	*	..	..	*	249,4	375,4	*
Rohilkund and Kumaon . . . . .	..	3	7	9	9	1,1	379,1	419,9	19,23,4
South Indian	31,6	31,6	*	Nil	Nil	Nil	1,075,9	1,188,5	*
Total	130,6	263,5		192,1	197,3		5,848,5	8,526,7	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . . . .	..	4,0	*	..	..	..	358,7	418,1	*
Bombay, Baroda and Central India	..	..	..	..	..	..	142,7	184,2	*
Eastern Bengal . . . . .	..	..	..	..	..	..	..	..	..
Great Indian Peninsula . . . . .	..	..	..	..	..	..	49,6	73,8	*
North Western	Nil	3	*	Nil	1,3	*	134,9	172,1	*
South Indian	Nil	3	*	Nil	Nil	Nil	20,2	26,8	*
Total	..	4,6		..	1,3		706,1	875,0	
Total, 1937-38‡	370,4	600,9	76,63,0	316,3	326,3	11,88,5	22,174,6	30,731,7	24,32,68,5
Total, 1936-37‡	358,3	562,5	75,57,8	229,7	246,9	12,04,0	23,468,0	31,891,4	26,83,38,6
Increase	12,1	38,4	1,05,2	86,6	79,4	..	..	..	..
Decrease	..	..	..	..	..	15,5	1,293,4	1,159,7	2,50,50,1

* Shown under
‡ In these totals consignments passing over two or more
† Not recorded.
‡ Exclude Burma
|| Include Burma

Railways and the earnings therefrom for the year 1937-38. (In hundreds)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
74	75	76	77	78	79	80	81	82	
Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	
									5' 6" GAUGE.
3	4	9.3	19.8	93.0	19,18.8	54.1	71.5	3,80.8	Bengal-Nagpur.
3.9	4.9	1,33.9	119.6	133.8	80,06.9	159.4	175.8	13,38.3	Bombay, Baroda and Central India.
1.2	2.7	35.2	28.2	35.5	7,88.9	42.0	53.5	3,64.2	Eastern Bengal.
4.8	5.1	1,02.0	78.0	112.0	21,81.9	149.5	184.4	9,37.3	East Indian.
5.1	6.7	74.8	136.3	219.2	51,06.5	141.4	179.5	12,36.5	Great Indian Peninsula.
2.0	2.7	1,29.6	24.8	70.5	17,65.2	29.3	62.8	7,11.7	Madras and Southern Mahratta.
2.5	2.9	57.1	3.8	19.2	4,51.5	20.9	25.7	2,04.4	Nizam's State.
79.7	82.7	5,97.1	69.7	122.6	30,46.2	120.1	171.1	8,14.6	North Western.
11.3	14.1	3,04.9	36.2	44.8	12,51.6	10.3	11.6	1,99.3	South Indian.
110.6	122.2		516.4	850.6		727.0	935.9		Total.
									3' 3-3/8" GAUGE.
4.5	4.6	55.3	3.1	10.5	1,06.8	12.4	13.1	47.0	Assam-Bengal.
†	†	†	31.9	60.7	10,00.9	30.2	31.5	1,38.3	Bengal and North Western.
7.4	10.4	*	87.8	137.0	*	23.3	40.3	*	Bombay, Baroda and Central India.
9	1.4	*	1.9	25.1	*	20.0	29.6	*	Eastern Bengal.
30.5	31.7	1,88.7	1.5	13.8	1,90.5	10.1	18.5	38.6	Jodhpur.
9.4	10.2	*	16.4	35.9	*	55.9	90.6	*	Madras and Southern Mahratta.
1.4	1.4	*	4.6	9.2	*	12.9	13.9	*	Nizam's State.
3	5	5.4	2.3	11.9	95.6	4.8	4.9	19.9	Rohilkund and Kumaon.
15.9	20.0	*	44.0	54.0	*	20.3	23.5	*	South Indian.
70.3	80.2		193.5	358.1		190.3	265.9		Total.
									2' 6" AND 2' 0" GAUGE.
..	1	*	2.0	7.4	*	5.2	6.0	*	Bengal-Nagpur.
6	1.2	*	2	1.0	*	4	7	*	Bombay, Baroda and Central India.
..	..	..	..	1	*	..	..	..	Eastern Bengal.
..	..	..	7	2.1	*	2.2	2.6	*	Great Indian Peninsula.
2.8	2.9	*	1	3.7	*	1.5	4.2	*	North Western.
2	2	*	Nil	3	*	5	5	*	South Indian.
3.6	4.4		3.0	14.6		9.8	14.0		Total.
184.5	206.8	16,93.3	712.9	1,223.3	2,60,61.3	927.1	1,215.3	63,80.7	Total, 1937-38 §
250.1	272.3	21,60.9	693.6	1,134.5	2,49,51.8	980.1	1,224.9	64,44.7	Total, 1934-37. §
..	..	..	19.3	85.8	11,09.5	..	..	..	Increase.
65.6	65.5	4,67.6	..	..	..	53.0	9.1	64.0	Decrease

5' 6" gauge.

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

Railway figures.

Railway figures.

RICRAccm.

29.—Statement of Principal Commodities carried by Class I

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jaggree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
	85	86	87	88	89	90	91	92	93
	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
N 6' GAUON.									
Bengal Nagpur	34.9	62.5	8,65.5	3.0	21.4	2,81.9	14.3	27.8	2,45.9
Bombay, Baroda and Central India	29.5	47.2	10,37.4	4.3	56.9	25,21.4	..	..	..
Eastern Bengal	127.9	149.4	7,05.4	9.2	11.7	3,47.9	378.1	755.0	1,01,20.7
East Indian	1,018.5	1,057.0	20,03.3	169.2	181.1	12,83.7	21.9	67.4	3,41.2
Great Indian Peninsula	68.4	137.9	14,39.9	35.7	134.0	13,82.5	..	..	..
Madras and Southern Mahratta	81.6	119.0	15,12.4	34.4	46.1	8,20.7	§	§	§
Nizam's State	1.4	10.8	1,82.5	4	6.7	1,30.1	..	1	6
North Western	204.3	274.7	20,57.4	195.6	253.0	26,46.2	1	5	4.7
South Indian	58.6	66.2	11,59.6	6.3	9.8	3,15.7	..	..	3
Total	1,625.1	1,924.7		458.1	720.7		414.4	850.8	
3' 3 3/8' GAUON.									
Assam-Bengal	27.0	29.3	1,82.6	4.8	15.7	87.8	160.6	166.5	7.55.
Bengal and North Western	1,616.5	1,649.0	17,03.0	53.0	54.3	3,64.8	10.5	22.1	1.92.
Bombay, Baroda and Central India	78.0	93.2	*	3.0	172.4	*	..	..	..
Eastern Bengal	52.2	83.4	*	6.9	42.9	*	411.7	457.2	*
Jodhpur	2.8	10.4	70.3	6	19.8	1,83.0	Nil	1	
Madras and Southern Mahratta	39.1	47.3	*	51.3	61.7	*	§	§	§
Nizam's State	4.0	6.2	*	4.3	7.4	*	..	..	*
Rohilkond and Kumaon	459.7	490.6	4,52.9	80.7	81.5	4,82.2	††	††	††
South Indian	130.9	146.8	*	19.4	23.0	*	..	..	*
Total	2,405.2	2,556.8		223.9	478.7		582.8	645.9	
2' 6" AND 2' 0" GAUONS.									
Bengal-Nagpur	1.2	3.1	*	5	2.5	*	..	..	..
Bombay, Baroda and Central India	7	1.4	*	1	2.3	*	..	..	..
Eastern Bengal	1	1	*	..	..	..	..	..	..
Great Indian Peninsula	4	5	*	12.9	16.8	*	..	..	..
North Western	20.2	22.5	*	7	4.0	*	Nil	Nil	Nil
South Indian	9	1.4	*	1	1	*	..	..	*
Total	23.5	39.0		14.3	25.7				
Total, 1937-38†	4,063.8	4,510.0	1,33,72.2	696.8	1,225.1	1,08,47.9	997.2	1,496.7	1,16,61.1
Total, 1936-37(a)	4,230.1	4,720.9	1,48,42.1	783.8	1,327.1	1,19,40.7	1,099.4	1,659.1	1,29,69.4
Increase	..	..	..	..	..	..	..	..	..
Decrease	185.3	210.9	14,69.9	87.5	102.0	10,92.8	102.2	162.4	13,06.1

* Shown and

† In these totals consignments passing over two or more

†† Not so

§ Included and

† Excludes Bura

(a) Includes

Railways and the earnings therefrom for the year 1937-38. (In hundreds)—contd.

merchandise—contd.

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	† Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	† Total. 98	Earnings. 99		100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
618.6	640.3	36,64.2	5.7	20.0	3,51.9	5' 6" GAUGE.
73.5	96.0	23,27.0	40.8	41.0	8,66.6	Bengal-Nagpur.
49.4	148.5	10,63.0	76.4	76.7	8,05.9	Bombay, Baroda and Central India.
205.8	410.4	54,13.6	6.5	47.9	9,32.5	Eastern Bengal.
91.3	265.6	37,04.1	43.0	46.8	9,57.6	East Indian.
59.3	127.4	19,02.4	30.9	31.1	5,30.4	Great Indian Peninsula.
5.9	20.8	3,79.8	2	5.0	1,24.7	Madras and Southern Mahratta.
137.3	212.7	46,34.8	54.5	54.7	19,54.5	Nizam's State.
13.9	36.1	8,22.2	17.2	18.8	3,43.5	North Western.
						South Indian.
1,255.0	1,957.8		275.2	342.0		Total.
						3' 3-3/8" GAUGE.
22.6	32.8	3,30.5	81.2	88.5	10,10.7	Assam-Bengal.
25.1	44.0	4,01.7	1.4	12.3	1,13.0	Bengal and North Western.
14.8	60.4	*	1.2	18.2	*	Bombay, Baroda and Central India.
5.2	42.1	*	4.5	47.4	*	Eastern Bengal.
2.2	16.8	2,18.0	2	8.0	1,70.7	Jodhpur.
18.0	61.9	*	15.0	21.7	*	Madras and Southern Mahratta.
6.1	17.9	*	1.5	6.0	*	Nizam's State.
4.4	9.6	54.7	2.7	5.0	25.7	Rohilkund and Kumaon.
32.0	48.1	*	16.2	19.0	*	South Indian.
130.4	333.6		123.9	226.1		Total.
						2' 6" AND 2' 0" GAUGES.
1.9	5.8	*	6	3.8	*	Bengal-Nagpur.
4	2.0	*	1	2.5	*	Bombay, Baroda and Central India.
..	1	*	..	..	..	Eastern Bengal.
1.2	3.1	*	2.4	4.1	*	Great Indian Peninsula.
1.0	4.3	*	1	2.1	*	North Western.
2	4	*	1	1.0	*	South Indian.
4.7	15.7		3.3	13.5		Total.
1,390.1	2,307.1	2,49,16.0	402.4	581.8	81,87.7	Total, 1937-38. †
1,393.0	2,354.7	2,65,00.5	439.4	614.8	88,04.8	Total, 1936-37. (o)
..	..	..	..	..	..	Increase.
2.9	47.6	15,84.5	37.0	33.2	6,17.1	Decrease.

5' 6" gauge.

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

paid.

* Other Commodities."

Railway figures.

Railway figures.

29.—Statement of Principal Commodities carried by Class I

Railway.	III.—Light					
	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	103	104	105	106	107	
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.						
Bengal-Nagpur	3.0	3.2	45.6	14.9	40.3	8,67.0
Bombay, Baroda and Central India	5.3	5.4	1,42.1	39.7	44.4	11,50.6
Eastern Bengal	2.1	2.1	48.0	13.0	26.8	7,23.7
East Indian	3.2	4.7	70.2	24.7	49.2	9,46.4
Great Indian Peninsula	4.0	4.5	70.4	9.6	45.5	9,97.9
Madras and Southern Mahratta	4.2	4.3	95.9	51.1	70.1	14,45.7
Nizam's State	7	9	25.6	2.0	9.7	2,55.1
North Western	10.1	10.3	3,12.0	30.5	39.1	8,72.2
South Indian	4.8	6.0	1,37.4	14.4	18.8	4,61.1
Total	37.4	41.4		199.9	343.9	
3' 3-3/8" GAUGE.						
Assam Bengal	3.2	3.2	47.3	2.1	9.4	1,05.1
Bengal and North Western	7	7	8.9	31.9	35.0	4,96.3
Bombay, Baroda and Central India	3.0	4.4	*	9.3	25.4	*
Eastern Bengal	7	1.3	*	20.7	36.4	*
Jodhpur	8	1.4	42.0	6	4.8	75.7
Madras and Southern Mahratta	2.5	3.6	*	23.4	29.9	*
Nizam's State	4	7	*	2.8	4.5	*
Rohilkund and Kumaon	4	4	3.0	2.4	4.1	37.0
South Indian	4.3	4.4	*	10.4	16.9	*
Total	17.0	20.3		103.6	166.4	
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	7	9	*	1.6	4.7	*
Bombay, Baroda and Central India . . . . .	..	2	*	3	5	*
Eastern Bengal . . . . .	..	..	..	..	3	..
Great Indian Peninsula	1	1	..	..	6	..
North Western	1	6	..	..	2.0	..
South Indian	NH	3	..	NH	7	..
Total	9	21		2.1	8.8	
Total, 1937-38 ‡	55.3	63.8	10,48.4	305.6	519.1	84,33.8
Total, 1936-37††	60.1	67.9	11,56.0	309.1	507.3	81,83.0
Increase . . . . .	..	..	..	..	11.8	2,50.8
Decrease	4.8	4.1	1,07.6	3.5	..	..

* Shown and
‡ In these totals, consignments passing over two or more
§ Exclude Bars
†† Include Bars

Railways and the earnings therefrom for the year 1937-38. (In hundreds)—contd.

Merchandise—contd.

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
83.7	140.1	22,56.9	31.5	33.5	1,18.0	883.8	1,154.0	1,10,06.3	5' 6" GAUGE.
82.3	118.7	29,58.7	49.5	67.7	4,30.7	607.8	791.8	2,10,03.6	Bengal-Nagpur.
48.7	106.9	26,75.1	9.2	16.0	1,08.2	785.4	1,384.8	1,76,86.2	Bombay, Baroda and Central India.
104.9	156.3	37,64.3	27.0	29.4	2,32.9	1,813.8	2,304.9	1,82,09.3	Eastern Bengal.
106.7	229.2	40,03.3	8.2	24.0	1,17.0	649.7	1,292.9	1,91,50.5	East Indian.
74.1	140.4	27,37.1	23.7	25.8	1,16.2	416.4	700.2	1,17,67.3	Great Indian Peninsula.
27.0	54.4	8,66.2	11.1	13.5	1,46.0	76.9	169.7	28,23.6	Madras and Southern Mahratta.
102.8	130.2	32,92.6	2.2	2.6	10.4	1,006.9	1,354.2	2,02,42.7	Nizam's State.
84.5	114.9	28,57.4	16.9	29.8	3,70.6	274.4	370.9	82,23.6	North Western.
714.7	1,191.1		179.3	242.3		6,513.1	9,523.4		South Indian.
									Total.
									3' 3-3/8" GAUGE.
95.5†	117.2†	20,42.0†	10.4	19.8	1,81.8	427.4	610.6	49,52.4	Assam-Bengal.
53.8	71.8	9,17.9	6.4	10.2	52.0	1,861.4	1,991.6	53,69.0	Bengal and North Western.
27.2	75.8	*	10.5	12.2	*	290.4	649.8	*	Bombay, Baroda and Central India.
37.0	109.3	*	5	13.2	*	562.1	889.3	*	Eastern Bengal.
8.7	19.9	2,31.2	1	1	3	53.1	145.3	14,59.2	Jodhpur.
65.1	108.2	*	2.1	3.8	*	299.2	475.0	*	Madras and Southern Mahratta.
14.8	26.1	*	8.8	9.3	*	61.6	102.6	*	Nizam's State.
7.2	10.9	74.7	1.3	1.6	5.6	566.2	630.9	12,56.7	Rohilkund and Kumaon.
103.9	131.8	*	83.4	83.6	*	431.2	541.0	*	South Indian.
408.2	671.0		73.5	123.6		4,522.6	5,926.1		Total.
									3' 6" AND 3' 0" GAUGE.
9.6	19.3	*	1.4	1.7	*	24.7	55.3	*	Bengal-Nagpur.
3.0	5.9	*	11.9	11.9	*	17.7	29.6	*	Bombay, Baroda and Central India.
1.7	1.8	*	..	..	..	1.8	2.4	*	Eastern Bengal.
4	4.0	*	1	3.9	*	20.4	37.8	*	Great Indian Peninsula.
4.4	8.3	*	NH	NH	NH	31.1	54.6	*	North Western.
4.3	5.2	*	5	5	*	6.8	10.6	*	South Indian.
23.4	44.5		13.9	18.0		102.5	190.3		Total.
1,146.3	1,906.6	2,86,77.4	266.7	383.9	18,90.3	11,136.2	15,639.8	14,21,70.3	Total, 1937-38. §
1,167.9	1,881.0	2,91,64.5	255.3	360.3	17,88.6	11,670.9	16,124.8	14,69,07.0	Total, 1936-37. ††
..	25.6	..	11.4	23.6	1,01.7	..	..	..	Increase.
21.6	..	4,87.1	..	..	..	532.7	485.0	57,36.7	Decrease.

† † gauge.

§ Figures of railways are considered as two or more separate consignments.

† Includes Tea, Indian, 68.1 tons and Rs. 16,07.6 & Provisions for Railway employees at special rate, 3 tons & Rs. 1.4.

†† Railway figures.

§ Railway figures.

29.—Statement of Principal Commodities carried by Class I

Railway.	IV—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,623,6	1,901,4	1,13,22,9	7,231,2	8,263,8	4,85,75,5	1,0	3,2	47,4
Bombay, Baroda and Central India	827,8	1,094,9	1,45,07,8	2,557,8	3,685,1	6,70,75,8	2,0	2,4	93,7
Eastern Bengal	286,6	462,1	36,70,1	1,530,8	2,504,4	2,77,17,8	6,4	11,7	24,2
East Indian	2,344,5	2,952,6	2,40,89,9	6,735,6	9,066,9	7,31,60,7	47,1	74,4	5,31,8
Great Indian Peninsula	1,947,0	2,202,7	1,82,18,9	4,172,9	6,332,2	7,20,05,7	42,8	66,1	8,42,3
Madras and Southern Mahratta	850,8	696,3	84,82,9	1,437,2	2,630,9	3,95,62,2	1,3	5,0	63,3
Nizam's State	61,5	163,1	20,60,3	470,4	970,0	1,23,20,5	1,3	12,3	79,5
North Western	1,023,0	1,294,1	1,95,10,6	5,878,0	7,162,4	9,34,80,3	248,4	288,3	22,19,1
South Indian	230,1	385,6	63,94,3	913,6	1,390,5	2,64,27,4	9	2,3	34,1
Total	8,794,4	11,152,8		30,927,5	42,006,2		351,2	465,7	
3' 8-3/8" GAUGE.									
Assam-Bengal	99,9	163,4	13,20,3	922,0	1,117,2	92,77,4	8	9	4,1
Bengal and North Western	244,4	422,8	30,52,6	3,516,8	4,327,8	2,08,67,9	4,7	4,8	23,0
Bombay, Baroda and Central India	173,1	463,0	*	1,317,3	2,955,2	*	3,0	12,7	*
Eastern Bengal	68,7	165,3	*	874,2	1,629,6	*	1	1,5	*
Jodhpur	85,1	139,8	12,32,7	529,7	878,0	66,66,3	Nd	4	3,3
Madras and Southern Mahratta	176,2	311,3	*	1,295,6	1,962,3	*	2,0	4,2	*
Nizam's State	37,4	66,4	*	348,4	544,4	*	1,5	3,7	*
Rohilkund and Kumaon	49,2	94,3	4,26,6	994,5	1,135,1	36,11,7	5,9	6,5	27,9
South Indian	196,7	291,7	*	1,703,3	2,021,2	*	2	1,8	*
Total	1,130,7	2,118,0		11,501,3	16,570,8		22,7	36,5	
3' 6" AND 3' 0" GAUGES.									
Bengal Nagpur	84,1	103,3	*	467,5	576,7	*		2	*
Bombay, Baroda and Central India	23,5	35,8	*	183,9	249,6	*			*
Eastern Bengal	1	4	*	1,9	2,8	*			*
Great Indian Peninsula	3,2	10,0	*	73,2	121,6	*			*
North Western	34,0	83,0	*	200,0	309,7	*	23,2	58,0	*
South Indian	2,7	5,1	*	29,7	42,5	*	Nd	Nd	Nd
Total	147,6	337,6		956,2	1,302,9		23,2	58,2	
Total, 1937-38‡	10,072,7	12,508,4	11,42,90,4	43,385,5	59,879,9	50,07,49,2	397,1	560,4	40,48,6
Total, 1936-37†	9,697,8	12,094,2	11,62,73,4	44,836,7	61,110,4	53,35,19,0	363,6	513,9	32,91,5
Increase	374,9	414,2	..	..	..	..	33,5	46,5	7,56,7
Decrease	..	..	19,83,0	1,451,2	1,230,5	3,27,69,8	..	..	..

* Shown as
‡ In these totals consignments passing over two or more
§ Exclude Barr
† Include Barr

Railways and the earnings therefrom for the year 1937-38. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	(1) Fuel.			
						Originating on Home line whether local or Foreign.	† Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
9.4	9.9	1,02.4	244.4	265.2	9,48.9	979.5	979.5	25,33.4	5' 6" GAUGE.
30.7	44.7	20,61.4	82.7	91.6	2,80.9	17.1	292.0	13,17.8	Bengal-Nagpur.
4.6	5.1	1,14.9	420.3	437.6	5,27.4	5.1	247.7	6,67.9	Bombay, Baroda and Central India.
24.9	40.1	16,32.0	499.0	518.1	8,75.3	1,778.3	1,778.3	59,86.0	Eastern Bengal.
18.8	21.7	4,51.0	171.4	184.6	2,98.3	608.0	1,011.4	28,31.4	East Indian.
10.7	11.2	2,30.2	75.6	117.3	3,34.7	1.1	526.5	27,29.6	Great Indian Peninsula.
..	3	24.9	5.7	11.2	58.6	225.8	225.8	3,33.4	Madras and Southern Mahratta.
34.5	34.6	4,99.1	760.0	760.2	7,90.4	66.9	1,251.7	49,85.6	Nizam's State.
1.5	2.2	77.9	72.9	73.2	36.7	18.5	222.9	7,49.9	North Western.
135.1	169.8		2,332.0	2,459.0		3,700.3	6,535.8		South Indian.
									Total.
									3' 3-3/8" GAUGE.
1.2	1.6	27.7	56.4	60.5	80.4	21.7	97.0	2,06.2	Assam-Bengal.
9.0	11.3	1,57.7	103.0	111.7	1,71.8	49.0	297.8	5,76.1	Bengal and North Western.
19.7	25.5	*	28.4	60.2	*	8.5	285.8	*	Bombay, Baroda and Central India.
6	5.4	*	58.2	78.5	*	8.8	114.3	*	Eastern Bengal.
1.7	1.8	22.7	123.2	133.1	80.1	3.9	68.8	1,67.1	Jodhpur.
3.2	3.4	*	11.0	31.7	*	172.2	179.6	*	Madras and Southern Mahratta.
1.1	1.1	*	8.1	10.9	*	..	33.9	*	Nizam's State.
3	4	4.1	77.7	79.5	90.1	68.1	68.1	28.2	Rohilkund and Kumaon.
1.8	1.9	*	88.9	89.8	*	45.9	168.6	*	South Indian.
38.6	52.4		554.9	655.9		378.1	1,313.9		Total.
									2' 6" AND 2' 0" GAUGES.
..	..	..	24.0	24.0	..	56.8	60.1	..	Bengal-Nagpur.
1	1	..	15.0	15.3	..	2	4	..	Bombay, Baroda and Central India.
..	..	..	1	1	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
2	5	..	35.9	38.2	..	22.0	22.0	..	North Western.
Nil	Nil	Nil	Nil	Nil	Nil	1	1	..	South Indian.
..	..	..	..	..	..	..	..	..	Total.
3	6	..	75.0	77.6	..	79.1	62.5	..	
174.0	222.8	54,06.0	2,961.9	3,192.5	45,53.6	4,167.5	7,932.3	2,31,32.6	Total, 1937-38. §
169.6	212.2	53,42.3	4,258.7	4,491.7	52,05.2	3,919.8	7,239.1	2,05,65.1	Total, 1936-37. †
4.4	10.6	63.7	..	..	..	237.7	693.3	25,67.5	Increase.
..	..	..	1,296.8	1,299.2	6,51.6	..	..	..	Decrease.

5' gauge.

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

† railway figures.

§ railway figures.

20.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1937-38. (In hundreds)—concl'd.

Railway.	IX.—Materials and Stores on Revenue Account—concl'd.						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.			Originating on Home line whether local or Foreign.	† Total.	Earnings.
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.			
133	139	140	141	142	143	144	145	146	147
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	643.2	655.8	4,71.7	1,622.7	1,635.3	30,05.1	15,863.5	17,732.2	7,27,77.8
Bombay, Baroda and Central India	349.8	353.2	5,07.2	366.9	645.2	18,25.0	3,160.8	5,604.7	7,72,49.0
Eastern Bengal	199.0	234.2	4,20.5	204.1	481.9	11,08.4	2,216.8	4,989.9	3,29,69.1
East Indian	1,621.7	1,685.5	13,97.8	3,400.0	3,463.8	73,83.8	22,981.2	26,370.3	14,59,45.0
Great Indian Peninsula	764.7	764.7	6,10.4	1,372.7	1,776.1	34,41.8	6,830.3	11,045.9	8,88,56.3
Madras and Southern Mahratta	167.6	169.0	2,94.6	168.7	695.5	30,24.2	1,825.3	4,160.5	4,73,07.5
Nizam's State	58.4	59.2	72.1	284.2	285.0	4,05.5	1,755.1	2,317.5	1,64,68.7
North Western	2,501.0	2,524.0	12,03.4	2,567.9	3,775.7	61,89.0	9,997.7	13,808.6	10,98,32.4
South Indian	386.4	390.5	3,49.0	404.9	613.4	10,98.9	1,479.6	2,178.0	2,85,22.3
Total	6,691.8	6,836.1		10,392.1	13,371.9		66,010.3	88,207.6	
3' 3-3/8" GAUGE.									
Assam-Bengal	198.0	213.2	2,37.0	219.7	310.2	4,43.2	1,231.6	1,616.3	1,01,81.0
Bengal and North Western	281.6	273.4	2,75.1	310.6	571.2	8,51.2	4,068.1	5,484.1	2,32,17.3
Bombay, Baroda and Central India	230.0	238.8	*	238.5	524.6	*	1,691.6	4,126.1	*
Eastern Bengal	168.3	178.9	*	177.1	293.2	*	1,119.4	2,386.3	*
Jodhpur	147.4	157.7	70.6	151.3	226.5	2,37.7	821.0	1,296.8	72,54.4
Madras and Southern Mahratta	75.2	78.6	*	247.4	258.2	*	1,662.1	2,420.1	*
Nizam's State	53.7	54.3	*	53.7	88.2	*	424.6	705.2	*
Robilkund and Kumaon	64.6	64.6	38.8	132.7	132.7	67.0	1,443.1	1,609.1	42,39.5
South Indian	1,041.8	1,057.0	*	1,087.7	1,225.6	*	3,064.0	3,524.5	*
Total	2,240.6	2,316.5		2,618.7	3,630.4		15,525.5	23,148.5	
2' 6" AND 3' 0" GAUGES.									
Bengal-Nagpur	153.7	155.7	*	210.5	215.8	*	780.6	928.1	*
Bombay, Baroda and Central India	17.5	17.9	*	17.7	18.3	*	256.9	328.0	*
Eastern Bengal	1	1	*	1	1	*	2.1	3.0	*
Great Indian Peninsula	22.4	22.4	*	22.4	22.4	*	96.2	157.8	*
North Western	28.6	33.4	*	50.6	55.4	*	411.1	590.5	*
South Indian	2.9	3.4	*	3.0	3.5	*	38.2	51.5	*
Total	225.2	232.9		304.3	315.5		1,585.1	2,058.9	
Total, 1937-38 ‡	9,157.6	9,385.5	59,48.2	13,315.1	17,317.8	2,90,80.8	83,120.9	113,415.0	66,48,30.2
Total, 1936-37 †	8,480.1	8,747.7	61,15.7	12,399.9	15,986.8	2,06,80.8	82,301.0	110,600.4	67,85,65.8
Increase	677.5	637.8	..	915.2	1,331.0	24,00.0	819.9	2,814.6	..
Decrease	..	..	1,67.5	..	..	..	..	..	1,37,45.6

* Shown under 5' 6" gauge.

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

‡ Exclude Burma Railway figures.

† Include Burma Railway figures.

**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I
RAILWAYS FOR THE YEAR 1937-38.**

TABLE A.—MAINTENANCE OF									
Railway.	*A. I (1).—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			*A. I (2).—SUBORDINATE SUPERVISING STAFF.			*A. I (3).—OFFICE STAFF.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	7,79,243	267·8	1·23	6,07,814	209·2	0·96	6,06,091	208·6	0·96
Bombay, Baroda and Central India	3,45,264	205·7	0·80	3,71,310	221·2	0·86	4,16,321	248·0	0·97
Eastern Bengal	3,25,954	225·9	1·01	2,21,429	153·4	0·69	2,93,218	203·2	0·91
East Indian	10,56,014	163·0	0·83	11,06,031	170·7	0·87	9,46,601	146·1	0·74
Great Indian Peninsula	8,80,471	186·4	0·98	7,19,129	152·2	0·80	7,30,905	154·7	0·82
Madras and Southern Mahratta	3,05,536	194·8	1·08	2,16,475	137·7	0·77	2,60,810	165·9	0·83
Nizam's State	1,28,835	207·1	1·90	83,610	134·4	1·23	76,247	122·6	1·12
North Western	10,79,842	181·2	0·93	12,91,909	157·0	1·11	8,05,121	97·8	0·69
South Indian	1,54,345	197·2	1·38	1,24,385	158·9	1·12	1,10,297	140·9	0·91
3' 3½" GAUGE.									
Assam-Bengal	2,45,341	241·6	1·52	1,64,801	162·3	1·02	1,50,526	148·2	0·9
Bengal and North Western	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,01,450	201·0	1·03	2,97,262	198·2	1·01	3,13,266	208·9	1·0
Eastern Bengal	1,21,123	126·4	0·80	1,31,286	137·0	0·87	1,43,801	150·1	0·9
Jodhpur	1,07,288	149·6	1·63	49,903	69·6	0·76	53,994	75·3	0·8
Madras and Southern Mahratta	2,69,121	174·1	1·30	2,22,816	144·2	1·08	1,82,669	118·2	0·8
Nizam's State	1,00,557	234·4	2·06	68,482	159·6	1·40	58,718	136·9	1·1
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian	3,70,416	206·2	1·43	2,84,313	158·2	1·10	2,70,137	150·4	1·1
3' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	64,279	108·1	1·32	82,325	138·4	1·69	52,152	87·7	1·1
Bombay, Baroda and Central India	12,159	90·3	1·46	13,321	98·9	1·60	2,701	20·1	0·8
Eastern Bengal	1,273	54·6	0·98	252	10·8	0·20	588	25·2	0·8
Great Indian Peninsula	4,622	30·5	1·08	7,057	46·5	1·65	4,508	29·7	1·1
North Western	1,00,849	173·6	1·71	1,04,561	180·0	1·77	78,698	135·5	1·1
South Indian	20,061	247·6	4·21	7,377	91·1	1·55	13,581	167·7	2·2

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

Class I Railways for the year 1937-38.

STRUCTURAL WORKS.

A.I.—ADMINISTRATION— TOTAL.			A.II-1(a)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			A.II-1(b) AND A.II (3).—BRIDGES, TUNNELS AND CONSERVANCY OF RIVERS.			A.II-1 (d).—SERVICE BUILDINGS, ORDINARY REPAIRS AND MAIN- TENANCE.			Railway.
Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percent- age of total working expenses.	Total amount.	† Per mile of track including sidings. *Per equat- ed track mile.	Percentage of total working expenses.	Total amount.	† Per mile of track including sidings. *Per 100 lineal feet of opening per track.	Percent- age of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	
												11	12	13	14	15	16	17	18	19	20	21	22	23
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
21,47,546	*739.0	3.40	25,38,328	*873.5	4.01	*1,63,370	*88.9	0.26	3,24,106	6.64	0.51	5' 6" GAUGE. B. N.
12,59,893	*750.6	2.93	17,06,189	*1,016.5	3.97	*1,21,821	*90.0	0.28	2,03,037	‡	0.47	B. B. & C. I.
9,79,380	*678.7	3.04	11,18,192	*774.9	3.48	*1,05,105	*158.3	0.32	2,21,030	4.51	0.60	R. B.
35,74,950	*551.8	2.81	57,37,573	*885.6	4.51	*5,37,064	*118.8	0.42	14,91,694	9.63	1.17	E. I.
25,55,678	*541.0	2.85	40,72,176	*862.0	4.55	*1,79,427	*77.5	0.20	3,68,316	3.92	0.41	G. I. P.
(b) 8,50,891	*541.1	3.02	12,04,462	*766.0	4.27	*81,526	*71.6	0.29	1,17,989	3.54	0.42	M. & S. M.
3,17,340	*510.2	4.68	4,83,037	*776.6	7.12	*17,697	*56.0	0.26	23,241	‡	0.34	N. S.
35,98,362	*437.2	3.10	57,54,930	*699.3	4.95	*3,00,861	*79.8	0.27	6,52,929	3.78	0.56	N. W.
4,20,672	*537.5	3.77	4,76,216	*608.4	4.26	*67,915	*140.1	0.61	68,276	5.41	0.61	S. I.
6,12,799	*603.4 (e)	3.79	12,89,645	*1,269.8 (f)	7.97	*97,476	*115.4 (g)	0.60	1,58,415	‡	0.98	3' 3 3/4" GAUGE. A. B.
6,14,079	†228.6	3.35	9,43,745	†351.3	5.15	†80,984	†30.2	0.44	2,24,060	‡	1.23	B. & N. W.
9,86,074	*857.5	3.36	12,97,701	*865.3	4.42	*44,098	*43.5	0.15	1,75,435	4.95	0.00	R. B. & C. I.
4,45,107	*464.6	2.96	7,29,211	*761.1	4.84	*46,181	*71.1	0.31	80,032	6.57	0.53	E. B.
2,23,560 (b)	*311.7	3.40	5,31,224 (a)	*740.7	8.08	*31,264 (a)	*155.0	0.47	26,045 (a)	2.85	0.40	Jodhpur.
7,36,397	*475.8	3.56	14,66,878	*949.1	7.11	*58,786	*52.0	0.28	60,905	3.51	0.30	M. & S. M.
2,53,239	*590.3 (g)	5.19	4,13,504	*963.9 (h)	8.47	*10,984	*35.4	0.22	19,049	‡	0.39	N. S.
1,04,728	†151.6	2.77	2,67,598	†387.8	7.10	†57,861	(f) †83.9	1.54	‡	‡	‡	R. & K.
10,02,115	*557.8	3.87	8,21,999	*457.5	3.17	*61,924	*46.9	0.24	1,70,842	3.62	0.66	S. I.
2,11,671	*355.9	4.34	5,20,382	*875.0	10.7	*31,950	*68.0	0.65	32,249	7.13	0.66	2' 6" & 2' 3" GAUGE. B. N.
28,972	*215.1	3.47	1,06,568	*791.4	12.8	*1,706	‡	0.20	1,967	‡	0.24	H. B. & C. I.
2,431	*104.3	1.88	15,607	*669.8	12.1	..	..	..	189	0.62	0.14	E. B.
16,805	*110.8	3.94	79,837	*526.2	18.7	*1,796	*13.7	0.42	1,801	1.68	0.42	G. I. P.
3,26,088	*561.3	5.52	4,51,565	*777.3	7.64	*24,596	*42.5	0.42	36,323	5.62	0.61	N. W.
44,387	*548.2	0.33	30,868	*381.2	6.49	*1803	*30.1	0.17	2,151	8.63	0.45	S. I.

‡ Information not available.

† Includes expenditure on tunnels.

(a) Includes the freight of stores pertaining to this head, booked in accounts under the head A-II-6 (a) "Carriage of Revenue Stores."

(b) Includes expenditure booked under "Furniture and Sundries" (A-II-2.C. of the C. and R. a/cs) B. G. Ra. 4,207 M. G. Ra. 1,234.

Per mile of line maintained.

	Rs.
(e)	299.6
(f)	445.0
(g)	183.8
(h)	409.6
(i)	28.2
(j)	101.5

Per train mile.

	Rs.
(e)	1.01
(f)	1.56
(g)	0.77
(h)	1.96
(i)	0.12
(j)	0.42

TABLE A.—MAINTENANCE OF

Railway.	*A. II 1 (f).—RESIDENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENANCE.			*A. II 1 (b), (c), (g), (h), AND (i).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.		*A. II 1—ALL ITEMS, TOTAL, ORDINARY REPAIRS AND MAINTENANCE.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
24	25	26	27	28	29	30	31	32
5' 6" GAUGE.								
Bengal-Nagpur	8,33,770	7.58	1.32	1,20,811	0.19	89,80,385	1,369.7	6.29
Bombay, Baroda and Central India	1,65,359	‡	0.39	17,457	0.04	22,13,863	1,318.9	5.15
Eastern Bengal	3,07,383	5.36	0.96	2,71,765	0.84	20,23,975	1,402.5	6.29
East Indian	(c) 9,30,783	3.68	0.73	(c) 3,41,115	0.27	90,28,429	1,393.5	7.10
Great Indian Peninsula	4,63,139	4.48	0.52	2,56,475	0.29	53,39,533	1,130.3	5.96
Madras and Southern Mahratta	1,29,401	2.57	0.46	84,128	0.30	16,17,508	1,028.6	5.74
Nizam's State	64,238	‡	0.95	(h) 28,861	0.42	6,16,574	991.3	9.09
North Western	7,35,501	2.49	0.63	6,36,544	0.55	80,79,765	981.7	6.96
South Indian	59,093	3.64	0.53	(h) 4,413	0.04	6,75,913	863.5	6.05
3' 3½" GAUGE.								
Assam-Bengal	3,11,089	‡	1.92	88,857	0.55	19,45,482	1,915.6	12.0
Bengal and North Western	1,39,843	‡	0.76	2,52,843	1.38	539,161	‡ (m)	‡ 0.21
Bombay, Baroda and Central India	2,28,362	3.45	0.78	51,695	0.18	17,97,291	1,198.5	6.13
Eastern Bengal	1,29,553	8.21	0.86	1,39,719	0.93	11,24,706	1,173.9	7.47
Jodhpur	(d) 68,495	4.96	1.04	(h) 13,099	0.20	(d) 6,70,127	934.4	10.2
Madras and Southern Mahratta	70,780	1.82	0.34	45,014	0.22	17,02,373	1,101.5	8.21
Nizam's State	49,400	‡	1.01	(h) 17,056	0.35	5,09,993	1,188.9	10.1
Rohilkund and Kumaon	‡	‡	‡	(b)93,935	2.49	57,848	‡ (n)	‡ 0.2
South Indian	1,73,604	3.40	0.67	(h) 22,069	0.09	12,50,438	696.0	4.8
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	48,744	6.47	1.00	3,429	0.17	6,41,754	1,079.1	13.
Bombay, Baroda and Central India	2,211	‡	0.26	437	0.05	1,12,869	838.3	13.
Eastern Bengal	285	1.06	0.22	729	0.56	16,805	721.2	13.
Great Indian Peninsula	2,360	1.32	0.55	1,902	0.45	87,696	578.0	20.
North Western	39,578	2.64	0.67	35,824	0.61	5,87,906	1,011.9	9.1
South Indian	1,434	2.62	0.30	(h) 310	0.06	35,566	439.3	7.1

(a) Represents expenditure on shore connections at Ferries and Miscellaneous.

(b) Represents other structural works—A. II 1 (c) to (g) according to the form prior to 1931.

(c) Includes expenditure incurred on Electric Power stations and sub-stations.

(d) Includes the freight of stores pertaining to this head, booked in a/cos under the head "A. II 1—Carriage of Revenue Stores."

‡ Represents equipment—A. II 2 according to the form prior to 1931-32.

(h) Includes expenditure on 'Tunnels' included under 'Bridges' A. II 1 (C).

Class I Railways for the year 1937-38—contd.

STRUCTURAL WORKS—contd.

*A II 2—SPECIAL MAINTENANCE.		*A II 3 (d).—SIGNALS AND INTER-LOOKING—ORDINARY REPAIRS AND MAINTENANCE. (Equipment).			A. II—TOTAL REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Percentage of total working expenses.	Total amount.	Per lever.	Percentage of total working expenses.	Total amount.	† Per mile of track including sidings. * Per equated track mile.	Percentage of total working expenses.	
33	34.1	35	36	37	38	39	40	41
Rs.		Rs.	Rs.		Rs.	Rs.		
		4,55,593	50.0	0.72	58,01,527	*1,996.4	9.17	5' 6" GAUGE.
6,27,262	1.46	3,50,110	39.6	0.82	33,79,078	*2,013.1	7.87	Bengal-Nagpur.
5,20,815	1.65	4,42,773	71.8	1.38	41,20,584	*2,855.4	12.8	Bombay, Baroda and Central India.
†	†	6,27,998	34.2	0.49	1,17,61,814	*1,315.4	9.25	Eastern Bengal.
1,70,320	0.19	4,70,101	36.4	0.52	64,43,985	*1,364.1	7.19	East Indian.
		1,74,372	25.0	0.62	(i) 19,21,927	*1,223.2	6.83	Great Indian Peninsula.
†	†	21,607	21.6	0.32	7,32,006	*1,176.9	10.8	Madras and Southern Mahratta.
3,25,973	0.28	7,59,669	48.5	0.65	97,26,286	*1,181.8	8.38	Nizam's State.
7,357	0.07	34,986	14.8	0.31	8,34,531	*1,066.2	7.47	North Western.
								South Indian.
		76,008	35.6	0.47	24,28,075	*2,390.7	15.0	5' 3½" GAUGE.
3,42,595	1.87	†	†	†	24,48,402	† 911.5	13.4	Anam-Bengal.
41,163	0.17	1,66,050	27.9	0.56	21,26,710	*1,418.1	7.25	Bengal and North Western.
1,44,712	1.09	4,955	1.41	0.03	14,50,016	*1,513.4	9.63	Bombay, Baroda and Central India.
15,681	0.24	(d) 16,184	8.73	0.25	8,05,074	*1,122.5	12.2	Eastern Bengal.
16,711	0.08	1,20,086	33.3	0.58	(i) 20,43,398	*1,322.2	9.90	Jodhpur.
†	†	18,040	22.3	0.37	5,91,805	*1,379.6	12.1	Madras and Southern Mahratta.
†	†	†	†	†	4,89,367	† 709.2	13.0	Nizam's State.
1,80,835	0.70	1,10,425	20.9	0.43	18,10,094	*1,007.5	6.99	Robilkund and Kumaon.
								South Indian.
		2,782	38.6	0.06	7,48,681	*1,258.9	15.4	2' 6" AND 3' 0" GAUGE.
5,064	0.61	..	..	..	1,25,117	*929.1	15.0	Bengal-Nagpur.
..	..	364	6.28	0.28	17,496	*750.9	13.5	Bombay, Baroda and Central India.
2,057	0.48	270	1.06	0.06	99,805	*675.8	23.4	Eastern Bengal.
32,839	0.56	6,720	9.13	0.11	6,25,624	*1,076.8	10.6	Great Indian Peninsula.
335	0.70	2,265	73.1	0.48	43,129	*523.7	9.06	North Western.
								South Indian.

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

† According to the form prior to 1931-32.

‡ Information not available.

Per mile of line maintained.

Rs.
(m) 18.5
(n) 13.8
(o) 1,154.5
(p) 858.7

Per mile of track including sidings.

Rs.
14.6
11.4
..
..

Per train mile.

0.7
0.06
4.08
3.62

(i) Excludes expenditure on 'Furniture and Sundries' (AII-2. e. of G. and R. Accts) taken under

30.—Analysis of operating expenses of

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS— <i>concl.</i>			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS— <i>***</i> (TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.)					LOCOMOTIVES—(c)	
	Total amount.	† Per mile of track including sidings. * Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.
42	43	44	45	46	47	48	49	50	51	52
5' 6" GAUGE.										
Bengal-Nagpur	Rs. 79,49,073	Rs. *2,735.4	12.6	Rs. 13,87,540	As. 1.14	Rs. 0.14	As. 1.56	2.20	Rs. 18,09,310	As. 1.48
Bombay, Baroda and Central India.	46,38,971	*2,763.7	10.8	6,32,775	1.17	0.14	1.45	1.47	9,59,508	1.78
Eastern Bengal	50,99,064	*3,534.0	15.9	7,92,748	1.28	0.22	1.63	2.46	6,57,398	1.12
East Indian	1,53,36,764	*2,367.2	12.1	31,44,782	1.19	0.14	1.55	2.47	37,06,934	1.40
Great Indian Peninsula	89,99,063	*1,905.2	10.1	16,90,424	1.32	0.16	1.59	1.89	18,04,143	1.41
Madras and Southern Mahratta	27,72,818	*1,763.3	9.84	5,46,014	0.99	0.14	1.21	1.94	7,86,320	1.45
Nizam's State	10,49,345	*1,687.1	15.5	1,85,813	1.12	0.15	1.49	2.74	1,58,975	0.95
North Western	1,33,24,648	*1,619.0	11.5	21,08,435	1.10	0.15	1.36	1.82	34,26,009	1.79
South Indian	12,55,203	*1,803.0	11.2	2,47,489	0.83	0.16	0.93	2.22	2,94,103	0.99
3' 3½" GAUGE.										
Assam-Bengal	30,40,874	*2,994.1	18.8	3,23,965	0.89	0.23	1.09	2.00	3,01,754	0.83
Bengal and North Western	30,62,481	†1,140.1	16.7	3,16,746	0.48	0.11	0.52	1.73	**	**
Bombay, Baroda and Central India.	31,12,784	*2,075.7	10.6	9,74,385	1.50	0.34	1.82	3.32	8,98,253	1.39
Eastern Bengal	18,95,123	*1,978.0	12.6	3,12,562	0.96	0.19	1.04	2.07	2,81,380	0.80
Jodhpur	10,28,634	*1,434.2	15.6	1,28,728	0.75	0.17	0.94	1.96	2,20,437	1.28
Madras and Southern Mahratta	27,78,795	*1,798.0	13.5	4,00,238	0.70	0.19	0.83	1.95	5,52,966	0.97
Nizam's State	8,45,044	*1,969.9	17.3	1,42,018	1.12	0.29	1.31	2.91	96,848	0.80
Rohilkund and Kumaon	††5,94,095	†861.0	15.8	83,757	0.50	0.18	0.61	2.23	**	**
South Indian	28,12,209	*1,565.2	10.9	5,75,209	0.83	0.26	0.93	2.22	6,44,326	0.94
3' 6" AND 2' 0" GAUGES.										
Bengal-Nagpur	9,60,352	*1,614.9	19.7	1,10,185	0.75	0.32	0.94	2.26	2,11,774	1.45
Bombay, Baroda and Central India.	1,54,089	*1,144.3	18.5	8,837	0.29	0.20	0.32	1.06	70,577	2.27
Eastern Bengal	19,927	*855.2	15.4	1,451	0.16	0.20	0.19	1.12	6,985	0.96
Great Indian Peninsula	1,16,610	*768.8	27.3	3,529	0.11	0.06	0.13	0.83	24,345	0.80
North Western	9,51,712	*1,638.1	16.1	1,11,991	1.25	0.63	1.51	1.90	1,89,538	2.12
South Indian	87,516	*1,080.8	18.4	17,049	0.77	0.60	0.80	3.58	14,239	0.64

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

† According to the form prior to 1931-32.

Per mile of line maintained.

Rs.

(a) 1,444.0

(b) 1,043.8

Per train mile.

As.

(a) 5.04

(b) 4.39

†† Exclusive of value of stores returned to stock Rs. 569.

** Included under workshop repairs.

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

Class I Railways for the year 1937-38—contd.

Running Repairs—(B. II-1 (a)).			LOCOMOTIVE POWER.					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	LOCOMOTIVES—(b) WORKSHOP REPAIRS [B. II-1 (b)].					
			Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
53	54	55	56	57	58	59	60	61
Ra.	Aa.		Ra.	Aa.	Ra.	Aa.		5' 6" Gauge.
0-18	2-03	2-86	27,02,634	2-21	0-28	2-04	4-27	B. N.
3-22	2-20	2-23	10,27,249	1-90	0-23	2-35	2-22	B. B. & C. I.
0-18	1-36	2-04	14,13,350	2-40	0-39	2-91	4-40	E. B.
0-17	1-83	2-92	52,01,951	1-97	0-23	2-56	4-09	E. I.
0-17	1-70	2-02	29,74,007	2-33	0-29	2-80	2-22	G. I. P.
0-19	1-77	2-79	14,55,959	2-68	0-35	2-27	5-17	M. & S. M.
0-12	1-27	2-34	2,48,924	1-60	0-20	1-99	2-68	N. S.
0-25	2-20	2-95	39,57,195	2-07	0-29	2-54	2-41	N. W.
0-19	1-11	2-63	4,72,537	1-58	0-30	1-78	4-22	S. I.
								3' 3 1/2" Gauge.
0-21	1-02	1-86	4,47,611	1-22	0-32	1-52	2-77	A. B.
**	**	**	‡11,76,869	‡1-60	‡0-42	‡1-94	‡0-42	B. & N. W.
0-31	1-68	2-06	15,97,914	2-47	0-55	2-09	5-45	B. B. & C. I.
0-17	0-93	1-87	4,89,337	1-28	0-29	1-56	2-12	E. B.
0-30	1-61	2-35	1,78,795	1-04	0-24	1-30	2-72	Jodhpur.
0-25	1-15	2-68	9,59,742	1-69	0-45	1-99	4-65	M. & S. M.
0-20	0-90	1-98	1,71,629	1-28	0-36	1-59	2-51	N. S.
**	**	**	‡2,84,164	‡1-70	‡0-59	‡2-10	‡7-54	R. & K.
0-29	1-04	2-49	8,41,815	1-22	0-38	1-25	2-25	S. I.
								2' 6" & 3' 6" Gauge.
0-61	1-81	4-34	2,86,435	1-95	0-32	2-45	5-68	B. N.
1-64	2-57	2-46	50,323	1-61	1-17	1-64	6-02	B. B. & C. I.
0-93	0-92	5-40	15,467	2-08	2-12	2-05	12-0	E. B.
0-44	0-87	5-70	26,822	0-88	0-49	0-96	6-29	G. I. P.
1-07	2-55	2-21	2,25,272	2-52	1-27	2-04	2-51	N. W.
0-51	0-67	2-99	22,668	1-02	0-80	1-06	4-76	S. I.

‡ Includes running repairs.

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
62	63	64	65	66	67	68	69	70
5' 6" GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	7,87,302	0-65	0-08	0-55	1-25	53,13,245	4-35	0-54
Bombay, Baroda and Central India	1,08,608	0-20	0-02	0-24	0-25	20,97,924	3-88	0-47
Eastern Bengal	2,95,423	0-48	0-08	0-61	0-92	23,71,728	4-00	0-65
East Indian	7,18,881	0-28	0-08	0-36	0-56	96,57,255	3-66	0-43
Great Indian Peninsula	3,46,942	0-27	0-03	0-33	0-39	51,39,021	4-02	0-49
Madras and Southern Mahratta	2,49,975	0-45	0-06	0-56	0-89	24,98,169	4-59	0-60
Nizam's State	22,228	0-16	0-02	0-18	0-33	4,32,245	2-72	0-34
North Western	8,52,080	0-45	0-06	0-55	0-73	82,88,535	4-34	0-60
South Indian	28,509	0-09	0-02	0-11	0-26	7,97,544	2-67	0-51
3' 3½" GAUGE.								
Assam-Bengal	93,870	0-25	0-07	0-32	0-58	8,43,235	2-30	0-60
Bengal and North-Western	64,661	0-16	0-02	0-10	0-35	12,47,947	1-76	0-45
Bombay, Baroda and Central India	2,37,958	0-37	0-08	0-44	0-81	27,41,521	4-24	0-94
Eastern Bengal	1,90,714	0-32	0-08	0-43	0-87	8,84,578	2-40	0-54
Jodhpur	2,115	0-01	0-00	0-01	0-03	4,05,533	2-36	0-55
Madras and Southern Mahratta	77,909	0-14	0-04	0-16	0-38	16,02,510	2-32	0-75
Nizam's State	13,147	0-16	0-02	0-12	0-28	2,84,321	2-24	0-59
Rohilkund and Kumaon	22,294	0-13	0-05	0-16	0-59	3,06,458	1-63	0-64
South Indian	66,440	0-10	0-03	0-11	0-26	15,58,850	2-27	0-70
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	22,256	0-15	0-06	0-19	0-46	5,21,237	3-56	1-49
Bombay, Baroda and Central India	664	0-02	0-02	0-02	0-08	1,21,554	3-90	2-83
Eastern Bengal	199	0-00	0-03	0-03	0-16	22,651	3-04	3-10
Great Indian Peninsula	190	0-01	0-00	0-01	0-04	51,357	1-69	0-93
North-Western	12,283	0-14	0-07	0-17	0-21	4,27,603	4-79	2-41
South Indian	2,107	0-10	0-08	0-10	0-44	39,093	1-77	1-39

Class I Railways for the year 1937-38—contd.

POWER—contd.

MAINTENANCE— (B-II).		RUNNING STAFF—(B-III-1).					FUEL—(B-III-2).					Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
71	72	73	74	75	76	77	78	79	80	81	82	83
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		
5-97	8-40	33,82,482	2-77	0-35	3-80	5-35	46,52,512	3-81	0-47	5-22	7-36	5' 6" Gauge. B. N.
4-79	4-88	22,09,076	4-09	0-50	5-08	5-14	43,66,790	3-09	0-98	9-99	10-2	B. B. & C. I.
4-89	7-38	13,08,196	2-40	0-86	2-69	4-08	26,82,999	4-64	0-73	5-53	8-35	E. B.
4-76	7-59	66,13,153	2-50	0-29	3-27	5-20	1,05,93,667	4-01	0-47	5-23	8-33	E. I.
4-84	5-74	46,30,788	3-62	0-44	4-36	5-17	86,88,480	6-30	0-83	3-18	9-70	G. I. P.
5-61	8-87	15,27,844	2-81	0-37	3-43	5-42	41,75,850	7-68	1-01	9-38	14-8	M. & S. M.
3-46	6-37	3,68,972	2-40	0-20	2-96	5-44	5,01,953	3-20	0-40	4-09	7-40	N. S.
5-83	7-14	55,88,885	2-92	0-40	3-58	4-79	1,92,38,306	10-1	1-39	12-4	16-6	N. W.
3-01	7-14	7,83,473	2-63	0-51	2-96	7-02	21,23,475	7-11	1-36	3-02	19-0	S. I.
												3' 3½" Gauge.
2-86	5-21	5,00,064	1-37	9-36	1-69	3-09	13,31,284	3-65	0-95	4-52	8-23	A. B.
2-05	6-81	7,09,048	0-96	0-25	1-16	3-86	15,00,933	1-92	0-53	2-47	3-19	B. N. & N. W.
5-12	9-35	21,05,641	3-25	0-72	3-93	7-18	24,92,910	5-40	1-20	6-53	11-9	B. B. & C. I.
2-93	5-88	5,93,565	1-60	0-37	1-97	3-93	12,36,293	3-36	0-75	4-10	8-21	E. B.
2-95	6-16	2,52,021	1-47	0-34	1-84	3-83	8,82,516	5-14	1-19	6-43	12-4	Jodhpur.
3-32	7-77	13,98,152	2-46	0-65	2-90	6-78	31,02,804	5-47	1-45	6-43	15-0	M. & S. M.
2-63	5-82	2,64,693	2-08	0-55	2-44	5-41	4,05,348	3-04	0-64	3-75	8-31	N. S.
2-26	8-13	1,19,688	0-72	0-25	0-89	3-19	5,76,117	3-45	1-20	4-26	15-3	E. & K.
2-51	6-02	17,00,394	2-47	0-77	2-73	6-57	35,37,458	5-14	1-60	5-69	12-7	S. I.
												2' 6" & 3' 0" Gauge.
4-46	10-7	2,68,101	1-83	0-77	2-29	5-50	3,42,214	3-33	0-96	2-93	7-02	B. N.
4-43	14-6	59,215	1-90	1-38	2-16	7-10	94,721	3-04	2-29	3-45	11-4	B. B. & C. I.
3-00	17-5	18,724	2-56	2-57	2-47	14-5	10,044	1-23	1-23	1-23	7-77	E. B.
1-84	12-0	39,103	1-23	0-71	1-40	9-16	59,722	1-96	1-09	2-14	14-0	G. I. P.
5-76	7-23	2,80,257	3-14	1-58	3-78	4-74	7,69,959	3-62	4-23	10-4	12-0	N. W.
1-83	8-21	44,565	2-02	1-58	2-09	9-37	56,528	3-56	2-01	2-64	11-9	S. I.

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING	
	Total amount	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.
	84	85	86	87	88	89	90	91
5' 6" GAUGE.							
Bengal-Nagpur	Rs. 5,83,807	As. 0.48	Rs. 0.06	As. 0.66	0.92	Rs. 85,52,138	7.01
Bombay, Baroda and Central India	3,06,899	0.57	0.07	0.70	0.71	68,71,234	12.7
Eastern Bengal	2,26,855	0.32	0.06	0.47	0.70	41,39,409	7.04
East Indian	14,28,964	0.54	0.06	0.70	1.12	1,91,95,061	7.27
Great Indian Peninsula	10,85,117	0.85	0.11	1.02	1.21	1,45,32,896	11.4
Madras and Southern Mahratta	3,79,942	0.69	0.09	0.85	1.35	61,04,851	11.2
Nizam's State	91,274	0.64	0.07	0.73	1.34	11,20,189	7.0
North Western	13,70,088	0.72	0.10	0.88	1.18	2,64,26,842	13.3
South Indian	1,64,584	0.55	0.10	0.62	1.47	31,24,570	10.5
3' 3½" GAUGE.							
Assam-Bengal	1,08,164	0.29	0.07	0.37	0.67	19,78,290	6.4
Bengal and North-Western	2,65,887	0.32	0.10	0.44	1.45	30,18,682	8.8
Bombay, Baroda and Central India	2,71,334	0.42	0.09	0.50	0.93	58,58,813	9.0
Eastern Bengal	1,08,515	0.32	0.06	0.35	0.69	19,36,231	5.1
Jodhpur	1,34,584	0.78	0.18	0.98	2.04	12,73,423	7.1
Madras and Southern Mahratta	3,36,102	0.59	0.16	0.71	1.63	49,52,657	8.1
Nizam's State	70,920	0.48	0.15	0.66	1.45	7,61,752	5.1
Rohilkund and Kumaon	68,088	0.41	0.14	0.51	1.81	7,61,517	4.1
South Indian	2,81,886	0.41	0.13	0.46	1.09	55,41,527	8.1
3' 6" AND 2' 0" GAUGE.							
Bengal Nagpur	61,005	0.55	0.23	0.70	1.67	6,97,217	4.1
Bombay, Baroda and Central India	15,946	0.51	0.37	0.58	1.91	1,76,952	5.1
Eastern Bengal	3,491	0.48	0.47	0.47	2.70	32,523	4.1
Great Indian Peninsula	14,960	0.49	0.27	0.53	3.50	1,16,377	3.1
North-Western	76,977	0.88	0.43	1.03	1.36	11,41,066	12.1
South Indian	7,730	0.35	0.27	0.36	1.62	1,09,535	4.1

Class I Railways for the year 1937-38—contd.

POWER—contd.

EXPENSES—(B. III)			TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—(TOTAL ABSTRACT B).*					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
92	93	94	95	96	97	98	99	100
Rs.	As.		Rs.	As.	Rs.	As.		
0.88	9.60	13.5	1,52,52,923	12.5	1.56	17.1	24.1	5' 6" GAUGE. B. N.
1.55	15.7	16.0	96,01,933	17.8	2.16	22.0	22.4	B. B. & C. I.
1.13	8.54	12.9	73,03,885	12.3	2.00	15.1	22.7	E. B.
0.86	9.47	15.1	3,19,97,098	12.1	1.42	15.8	25.2	E. I.
1.39	13.7	15.2	2,13,62,341	16.7	2.04	20.1	23.9	G. I. P.
1.48	13.7	21.7	91,49,034	16.8	2.22	20.5	22.5	M. & S. M.
0.88	8.98	16.5	17,38,247	10.9	1.37	13.9	25.8	N. S.
1.84	16.3	21.9	3,53,23,812	18.8	2.59	23.0	30.8	N. W.
2.01	11.8	28.0	41,69,603	14.0	2.68	15.7	37.3	S. I.
1.40	6.71	12.2	31,45,490	8.61	2.23	10.7	19.4	3' 3 1/2" GAUGE. A. B.
1.07	4.97	16.5	45,83,375	6.08	1.65	7.54	25.0	B. & N. W.
2.01	11.0	20.0	95,74,719	14.8	3.29	17.9	32.7	B. B. & C. I.
1.18	6.42	12.9	31,33,371	8.64	1.91	10.4	20.8	E. B.
1.72	9.28	19.4	18,07,684	10.5	2.44	13.3	27.5	Jodhpur.
2.26	10.1	23.5	68,55,405	12.1	3.20	14.2	33.2	M. & S. M.
1.58	7.04	15.6	11,88,091	9.12	2.46	11.0	24.3	N. S.
1.58	5.64	20.2	†11,51,732	6.90	2.40	3.51	30.5	B. & K.
2.50	8.93	21.4	76,75,586	11.3	3.46	12.4	29.6	S. I.
2.00	5.97	14.3	13,28,639	9.06	3.81	11.4	27.3	3' 6" & 3' 0" GAUGE. B. N.
4.12	6.46	21.2	3,07,343	9.87	7.15	11.3	26.8	B. B. & C. I.
4.46	4.31	25.2	56,825	7.52	7.76	7.50	43.8	E. B.
2.12	4.16	27.3	1,71,263	5.62	3.11	6.13	40.1	G. I. P.
6.42	15.4	19.3	16,80,660	18.8	9.46	22.6	28.4	N. W.
3.88	5.12	23.0	1,65,677	7.50	5.87	7.75	24.3	S. I.

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

† Exclusive of value of stores returned to stock Rs. 71.

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
101	102	103	104	105	106	107
5' 6" GAUGE.						
Bengal-Nagpur	Rs. 6,24,562	Rs. 1.45	As. 0.70	0.99	Rs. 2,70,665	2.84
Bombay, Baroda and Central India	3,22,492	1.58	0.74	0.75	2,90,440	4.06
Eastern Bengal	3,91,836	2.25	0.81	1.22	1,56,916	1.79
East Indian	12,94,104	1.28	0.64	1.02	4,89,146	1.71
Great Indian Peninsula	9,78,651	1.87	0.83	1.09	6,07,044	3.38
Madras and Southern Mahratta	3,06,015	1.70	0.68	1.09	1,28,267	2.15
Nizam's State	91,423	1.67	0.73	1.35	21,089	1.43
North Western	12,77,829	1.91	0.82	1.10	3,98,165	1.49
South Indian	76,561	1.14	0.29	0.69	32,901	0.90
3' 3½" GAUGE.						
Assam-Bengal	1,32,270	1.16	0.45	0.82	45,116	0.84
Bengal and North-Western	1,17,663	0.51	0.19	0.64	**	**
Bombay, Baroda and Central India	5,54,680	2.32	1.04	1.89	1,94,583	2.24
Eastern Bengal	1,72,196	1.27	0.57	1.15	1,06,400	1.68
Jodhpur	1,06,861	1.59	0.78	1.63	18,954	0.87
Madras and Southern Mahratta	1,63,514	1.06	0.34	0.79	72,038	1.18
Nizam's State	64,338	1.99	0.60	1.32	14,434	1.05
Rohilkund and Kumaon	31,157	0.80	0.23	0.83	**	**
South Indian	1,09,358	1.08	0.32	0.77	93,650	0.83
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	41,291	0.98	0.35	0.85	51,385	2.44
Bombay, Baroda and Central India	2,958	0.53	0.10	0.85	20,262	5.9
Eastern Bengal	877	0.72	0.12	0.68	1,270	1.06
Great Indian Peninsula	364	0.06	0.01	0.09	3,685	1.11
North-Western	45,409	2.28	0.61	0.77	27,093	3.16
South Indian	4,121	1.09	0.19	0.86	9,454	3.21

** Included in Workshop Repairs. *

1st I Railways for the year 1937-38—contd.

D WAGON STOCK.

RUNNING REPAIRS— (C. II-1 (a)).		COACHING VEHICLES—(b) WORKSHOP REPAIRS— (C. II-1 (b)).				GOODS VEHICLES—(a) RUNNING REPAIRS— (C. II-3 (a)).				Railway.
Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
108	109	110	111	112	113	114	115	116	117	118
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		
0-30	0-43	13,07,630	13-7	1-47	2-07	12,00,356	3-59	1-35	1-90	5'6" GAUGE B. N.
0-66	0-68	14,93,155	20-9	3-42	2-48	5,37,646	4-07	1-23	1-25	B. B. & C. I.
0-33	0-49	10,87,236	12-4	2-24	2-48	2,04,013	2-36	0-42	0-63	E. B.
0-24	0-38	34,40,334	12-5	1-70	2-70	19,16,004	2-64	0-95	1-51	E. L.
0-51	0-68	25,28,560	14-1	2-13	2-82	10,54,500	3-07	0-89	1-18	G. I. P.
0-29	0-46	8,67,290	14-6	1-95	3-08	1,33,137	1-11	0-20	0-47	M. & S. M.
0-17	0-31	1,31,810	8-93	1-06	1-94	42,583	1-06	0-24	0-63	N. S.
0-26	0-34	30,01,987	11-2	1-93	2-59	10,18,843	2-53	0-65	0-88	N. W.
0-13	0-29	2,01,067	5-50	0-76	1-80	—4,762	—0-16	—0-02	—0-04	S. L.
0-15	0-28	4,83,489	9-06	1-64	2-29	64,418	1-07	0-23	0-39	3'3" GAUGE A. B.
**	**	†5,13,630	†5-54	†0-85	†2-80	**	**	**	**	B. & N. W.
0-36	0-66	9,35,339	10-8	1-75	2-19	2,56,981	1-69	0-45	0-88	B. B. & C. I.
0-35	0-71	7,58,551	12-0	2-52	5-04	1,16,105	1-61	0-29	0-77	E. B.
0-14	0-29	2,19,071	10-0	1-60	2-23	20,054	0-44	0-15	0-30	Jodhpur.
0-15	0-35	4,73,884	7-74	0-98	2-30	74,858	0-80	0-16	0-37	M. & S. M.
0-13	0-30	1,04,676	7-58	0-97	2-15	26,212	1-96	0-24	0-74	N. S.
**	**	†1,13,917	†7-22	†0-84	†3-02	**	**	**	**	B. & K.
0-15	0-36	4,61,161	4-31	0-73	1-79	23,426	0-23	0-04	0-10	S. L.
0-44	1-05	1,78,356	8-31	1-53	2-66	45,969	2-25	0-42	1-01	5'0" & 5'6" GAUGE B. N.
0-74	2-43	12,213	2-59	0-45	1-46	28,950	17-7	1-42	4-57	B. B. & C. I.
0-17	0-98	2,086	1-77	0-28	1-62	491	12-7	0-06	0-38	E. B.
0-12	0-86	12,167	2-71	0-39	2-65	16,223	5-69	0-53	2-81	G. I. P.
0-36	0-46	1,32,034	15-4	1-78	2-23	42,691	2-78	0-55	0-72	N. W.
0-44	1-99	2,411	0-82	0-11	0-51	—2,227	—2-66	—0-10	—0-47	S. L.

† Includes Running Repairs.

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE						
	GOODS VEHICLES—(b) WORKSHOP REPAIRS— [C. II-3 (b)].				EQUIPMENT—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.
119	120	121	122	123	124	125	126
	Rs.	Rs.	As.		Rs.	Rs.	As.
5' 6" GAUGE.							
Bengal-Nagpur	24,79,944	7.42	2.78	3.92	1,85,519	0.43	0.21
Bombay, Baroda and Central India	8,23,300	6.22	1.88	1.92	1,21,528	0.60	0.28
Eastern Bengal	7,12,243	8.25	1.47	2.22	65,600	0.38	0.13
East Indian	40,90,124	5.63	2.02	3.22	3,18,047	0.31	0.16
Great Indian Peninsula	18,63,232	3.96	1.15	1.52	2,63,274	0.50	0.23
Madras and Southern Mahratta	5,56,333	4.64	1.25	1.97	1,01,229	0.56	0.22
Nizam's State	1,31,489	3.29	1.05	1.94	8,861	0.17	0.07
North Western	24,51,566	6.07	1.58	2.11	6,07,945	0.91	0.39
South Indian	1,88,478	6.17	0.71	1.69	19,708	0.29	0.07
3' 3½" GAUGE.							
Assam-Bengal	3,25,712	5.41	1.11	2.01	12,401	0.11	0.04
Bengal and North-Western	15,11,257	13.76	10.84	12.79	28,681	0.13	0.05
Bombay, Baroda and Central India	4,91,211	3.24	0.92	1.68	1,42,260	0.59	0.27
Eastern Bengal	3,20,472	4.46	1.06	2.13	23,400	0.17	0.08
Jodhpur	1,24,195	2.73	0.90	1.89	5,185	0.08	0.04
Madras and Southern Mahratta	2,64,166	2.82	0.55	1.28	45,497	0.29	0.09
Nizam's State	76,850	4.14	0.71	1.57	5,973	0.19	0.05
Rohilkund and Kumaon	1,64,539	12.77	10.48	11.71	6,485	0.17	0.05
South Indian	1,54,690	1.99	0.25	0.60	53,177	0.29	0.09
2' 6" AND 2' 0" GAUGE.							
Bengal Nagpur	90,050	4.33	0.77	1.85	3,636	0.09	0.03
Bombay, Baroda and Central India	8,884	4.04	0.32	1.06	311	0.06	0.01
Eastern Bengal	273	7.04	0.03	0.21	4	0.00	0.00
Great Indian Peninsula	10,558	3.64	0.35	2.47	21	0.00	0.00
North-Western	63,005	5.57	0.85	1.07	4,662	0.23	0.06
South Indian	—42	—0.05	—0.00	—0.01	1,054	0.28	0.05

† Includes Running Repairs.

Class I Railways for the year 1937-38—contd.

AND WAGON STOCK—contd.

C. II-5)	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II).				Railway.
	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.		Percentage of total working expenses.
127	128	129	130	131	132
	Rs.	Rs.	As.		5' 6" GAUGE.
0.29	56,94,829	13.3	6.39	9.00	B. N.
0.28	32,25,798	15.8	7.38	7.51	B. B. & C. I.
0.20	21,63,416	12.5	4.46	6.73	E. B.
0.25	1,05,42,449	10.4	5.20	8.29	E. I.
0.29	58,64,265	11.2	4.94	6.55	G. I. P.
0.36	17,93,738	9.96	3.97	6.36	M. & S. M.
0.13	3,58,261	6.54	2.87	6.28	N. S.
0.52	76,87,939	11.5	4.95	6.62	N. W.
0.17	4,46,310	6.66	1.68	3.99	S. I.
					3' 3 1/2" GAUGE.
0.08	9,31,136	8.19	3.16	5.75	A. B.
0.16	10,55,558	4.62	1.74	5.76	B. & N. W.
0.48	20,37,352	8.53	3.81	6.95	B. B. & C. I.
0.15	13,32,368	9.85	4.42	6.85	E. B.
0.08	3,90,790	5.80	2.85	5.94	Jodhpur.
0.22	9,29,814	6.00	1.93	4.51	M. & S. M.
0.12	2,46,555	7.62	2.28	5.05	N. S.
0.17	1,85,379	4.76	1.37	4.91	R. & K.
0.20	7,96,068	4.31	1.27	3.08	S. I.
					2' 6" & 2' 0" GAUGE.
0.07	3,81,155	9.01	3.26	7.82	B. N.
0.04	80,620	14.4	2.94	9.65	B. B. & C. I.
0.00	4,124	3.38	0.54	3.19	E. B.
0.00	45,176	7.30	1.48	10.6	G. I. P.
0.08	3,02,070	15.2	4.07	5.11	N. W.
0.22	10,734	2.84	0.50	3.26	S. I.

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE				
Railway.	TOTAL OPERATING EXPENSES—(C.-III).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
133	134	135	136	137
5' 6" GAUGE.				
Bengal-Nagpur	7,90,346	1-84	0-89	1-25
Bombay Baroda and Central India	4,81,681	2-36	1-10	1-13
Eastern Bengal	3,07,228	1-17	0-63	0-96
East Indian	14,06,666	1-48	0-74	1-17
Great Indian Peninsula	13,46,852	2-57	1-13	1-50
Madras and Southern Mahratta	2,14,883	1-19	0-48	0-76
Nizam's State	84,768	1-55	0-68	1-25
North Western	23,80,092	3-55	1-53	2-05
South Indian	1,66,369	2-48	0-63	1-49
3' 3½" GAUGE.				
Assam-Bengal	1,31,103	1-15	0-44	0-81
Bengal and North-Western	1,30,245	0-56	0-22	0-70
Bombay Baroda and Central India	3,93,918	1-65	0-73	1-34
Eastern Bengal	1,61,407	1-19	0-54	1-07
Jodhpur	41,717	0-62	0-30	0-63
Madras and Southern Mahratta	1,59,886	1-03	0-33	0-78
Nizam's State	50,008	1-55	0-46	1-03
Rohilkund and Kumaon	42,257	1-09	0-31	1-12
South Indian	3,55,790	1-93	0-56	1-37
3' 6" AND 2' 0" GAUGES.				
Bengal Nagpur	77,190	1-83	0-66	1-58
Bombay Baroda and Central India	16,316	2-91	0-60	1-96
Eastern Bengal	3,547	2-91	0-47	2-74
Great Indian Peninsula	20,135	3-26	0-66	4-73
North Western	1,23,519	6-20	1-67	3-09
South Indian	9,272	2-46	0-44	1-95

Class I Railways for the year 1937-38—contd.

AND WAGON STOCK—concl.

TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK.—(TOTAL ABSTRACT C.)*					Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.		
138	139	140	141	142	
					5' 0" GAUGE.
Ra.	Ra.	As.			B. N.
71,09,737	16.6	7.98	11.2		
40,29,971	19.7	9.22	9.28		B. B. & C. I.
28,62,480	16.5	5.90	8.91†		E. B.
1,33,33,219	13.2	6.58	10.5		E. I.
81,89,768	15.6	6.90	9.14		G. I. P.
23,14,636	12.9	5.13	8.21		M. & S. M.
5,34,452	9.76	4.28	7.88		N. S.
1,13,45,860	16.9	7.30	9.77		N. W.
6,89,240	10.3	2.60	6.17		S. I.
					3' 3 1/2" GAUGE.
11,94,509	10.5	4.05	7.38		A. B.
13,03,466	5.70	2.15	7.10		B. & N. W.
29,85,959	12.5	5.58	10.2		B. B. & C. I.
16,65,971	12.8	5.53	11.1		E. B.
5,39,368	8.01	3.93	8.20		Jodhpur.
12,53,194	8.09	2.60	6.08		M. & S. M.
8,60,901	11.2	3.34	7.39		N. S.
12,58,793	6.63	1.91	6.86		R. & K.
13,51,216	7.32	2.15	5.23		S. I.
					2' 6" & 2' 0" GAUGE.
4,99,636	11.8	4.27	10.3		B. N.
99,804	17.8	3.64	12.0		B. B. & C. I.
8,548	7.01	1.13	6.61		E. B.
65,675	10.6	2.15	15.4		G. I. P.
4,70,998	23.6	6.35	7.97		N. W.
24,127	6.39	1.13	5.07		S. I.

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

† Exclusive of value of stores returned to stock Rs. 39.

M.C.R.A.

TABLE C (2)—MAINTENANCE

Railway.	GENERAL ADMINISTRATION—C (a) I.				SUB-STATION, OVERHEAD EQUIPMENT AND TRANSMISSION LINES—ORDINARY REPAIRS AND MAINTENANCE [C (a) II 1 AND 2].				MULTIPLE UNIT STOCK [C (a) II 3 (a) i + 4 (a) i]	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
143	144	145	146	147	148	149	150	151	152	153
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	3,22,250	1.45	0.54	0.75	81,916	4.55	0.51	0.19	99,458	5.52
Great Indian Peninsula .	4,86,609	6.85	1.47	0.55	4,72,000	6.66	1.42	0.52	2,07,261	16.3
3' 3½" GAUGE.										
South Indian	40,725	5.90	0.68	0.16	28,910	4.10	0.49	0.11	33,312	12.5

TABLE C (a)—MAINTENANCE

Railway.	ELECTRIC LOCOMOTIVES—WORKSHOP REPAIRS —[C(a) II 3 (b) ii + 4 (b) ii].				EQUIPMENT (OTHER THAN POWER STATION) AND OTHER ITEMS. [C(a) II 5—9].				TOTAL—ORDINARY AND MAINTENANCE [C(a)]	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
165	166	167	168	169	170	171	172	173	174	175
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	†7,98,394	4.00	1.38	1.86	†9,88,044	4.46
Great Indian Peninsula .	3,21,400	5.52	2.60	0.36	97,388	1.37	0.29	0.10	18,22,409	25.7
3' 3½" GAUGE.										
South Indian	329	0.21	0.07	0.00	6,352	0.02	0.10	0.02	98,761	14.3

TABLE C (a)—MAINTENANCE

Railway.	OIL, WASTE AND OTHER STORES. [C (a) III 4].				TOTAL OPERATING EXPENSES. [C (a) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
187	188	189	190	191	192	193	194	195
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	13,737	0.76	0.09	0.03	†10,99,402	9.01	3.36	4.65
Great Indian Peninsula .	66,812	0.94	0.20	0.07	50,09,217	70.6	15.1	8.35
3' 3½" GAUGE.								
South Indian	9,721	1.41	0.16	0.04	3,00,572	43.5	5.03	1.15

NOTE.—The figures of different railways exhibited in this table are in
 † Includes expenses pertaining to 'General Services'.

Class I Railways for the year 1937-38—contd.

MAINTENANCE OF ELECTRIC SERVICE

—RUNNING REPAIRS.		MULTIPLE UNIT STOCK—WORKSHOP REPAIRS— [C(a) II 3 (b) i + 4 (b) i].				ELECTRIC LOCOMOTIVES—RUNNING REPAIRS —[C(a) II 3(a) ii + 4 (a) ii].				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
151	155	156	157	158	159	160	161	162	163	164
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
0.63	0.23	..	..	..	..	8,376	0.46	0.05	0.02	B. B. & C. I.
0.00	0.23	4,41,835	34.7	2.11	0.50	2,82,456	4.86	2.28	0.33	G. I. P.
0.60	0.13	27,363	10.3	0.49	0.11	2,486	1.56	0.56	0.01	3' 3½" GAUGE.
										S. I.

MAINTENANCE OF ELECTRIC SERVICE—contd.

REPAIRS MAINTENANCE.		RUNNING STAFF—OPERATING EXPENSES. [C(a) III 1].				ELECTRIC CURRENT (FOR TRACTION PURPOSES ONLY). [C(a) III 2].				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
176	177	178	179	180	181	182	183	184	185	186
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
1.65	2.30	4,13,898	23.0	2.59	0.96	12,09,207	67.1	7.60	2.82	B. B. & C. I.
5.48	2.03	16,04,195	22.6	4.82	1.79	32,43,870	45.7	9.76	3.62	G. I. P.
1.65	0.38	65,246	9.45	1.10	0.25	1,97,126	28.5	3.30	0.76	3' 3½" GAUGE.
										S. I.

MAINTENANCE OF ELECTRIC SERVICE—concl'd.

TOTAL MAINTENANCE OF ELECTRIC SERVICE [TOTAL ABSTRACT C(a)].*				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
196	197	198	199	200
Rs.	Rs.	As.		5' 6" GAUGE.
133,09,696	14.9	5.55	7.70	B. B. & C. I.
73,18,295	103.1	22.0	8.17	G. I. P.
4,40,058	63.7	7.36	1.70	3' 3½" GAUGE.
				S. I.

* Acceptable of comparison as they are not compiled on a uniform basis.

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

30.—Analysis of operating expenses of

Railway.	TABLE E.—EXPENSES			
	GENERAL ADMINISTRATION—(E. I.)			STATION
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.
201	202	203	204	205
	Rs.	As.		Rs.
5' 6" GAUGE.				
Bengal-Nagpur	13,44,120	1-51	2-12	46,61,960
Bombay, Baroda and Central India	8,01,509	1-83	1-87	40,42,067
Eastern Bengal	7,64,707	1-57	2-38	31,76,873
East Indian	25,01,647	1-23	1-97	1,07,93,502
Great Indian Peninsula	16,06,674	1-15	1-79	67,40,895
Madras and Southern Mahratta	4,44,197	0-98	1-58	21,67,469
Nizam's State	1,80,022	1-44	2-65	4,45,711
North Western	20,94,055	1-35	1-80	1,16,72,302
South Indian	1,70,665	0-64	1-53	6,33,122
3' 3½" GAUGE.				
Assam-Bengal	3,71,383	1-26	2-29	11,39,531
Bengal and North Western	4,98,080	0-82	2-72	16,70,962
Bombay, Baroda and Central India	5,57,585	1-04	1-90	22,69,560
Eastern Bengal	4,07,619	1-35	2-71	13,32,802
Jodhpur	1,42,790	1-04	2-17	3,74,886
Madras and Southern Mahratta	3,62,745	0-75	1-76	17,72,344
Nizam's State	1,30,842	1-21	2-68	4,02,218
Rohilkund and Kumaon	76,680	0-61	2-03	2,69,943
South Indian	4,43,822	0-65	1-72	17,85,995
2' 6" AND 2' 0" GAUGE.				
Bengal-Nagpur	61,335	0-53	1-26	3,61,741
Bombay, Baroda and Central India	6,079	0-22	0-73	56,220
Eastern Bengal	1,824	0-24	1-41	15,153
Great Indian Peninsula	—5	—0-00	—0-00	42,126
North Western	1,05,177	1-42	1-78	3,95,707
South Indian	17,653	0-82	3-71	24,325

Class I Railways for the year 1937-38—contd.

OF TRAFFIC DEPARTMENT.

STAFF—E. III. 1 (b).		TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (c & d).			Railway.
Per train mile.	Percentage of total working expenses.	Total amount	Per train mile.	Percentage of total working expenses.	
206	207	208	209	210	211
As.		Rs.	As.		5' 6" GAUGH.
5-24	7-37	13,71,881	1-54	2-16	B. N.
9-25	9-41	5,70,418	1-30	1-33	B. B. & C. I.
6-55	9-88	6,29,210	1-30	1-06	E. B.
5-32	8-49	29,08,493	1-44	2-29	E. L.
4-83	7-52	15,93,571	1-14	1-78	G. I. P.
4-80	7-69	4,46,723	0-99	1-58	M. & S. M.
8-57	6-57	1,19,131	0-96	1-76	N. S.
7-44	9-96	19,78,775	1-27	1-70	N. W.
2-39	5-67	2,04,361	0-78	1-83	S. I.
					5' 3½" GAUGH.
8-87	7-04	2,53,566	0-86	1-56	A. B.
2-75	9-11	4,82,063	0-71	2-36	B. & N. W.
4-24	7-74	5,73,341	1-07	1-05	B. B. & C. I.
4-42	8-85	3,44,817	1-14	2-29	E. P.
2-73	5-70	1,05,420	0-77	1-60	Jodhpur.
8-67	8-59	4,43,510	0-92	2-16	M. & S. M.
8-72	8-24	92,224	0-85	1-89	N. S.
2-14	7-69	63,860	0-48	1-69	R. & K.
2-61	6-90	4,92,766	0-72	1-00	S. I.
					2' 6" & 2' 0" GAUGH.
8-09	7-42	1,19,823	1-02	2-46	B. N.
2-05	6-74	10,400	0-38	1-25	B. B. & C. I.
2-01	11-7	398	0-05	0-31	E. B.
1-38	9-87	8,827	0-29	2-07	G. I. P.
5-33	6-97	86,338	1-17	1-46	N. W.
1-16	5-22	13,419	0-63	2-82	S. I.

TABLE E.—EXPENSES OF

Railway.	OTHER STAFF.—E. III. 1 (a & c).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount	Per train mile.	Percentage of total working expenses.
212	213	214	215	216	217	218
5' 6" GAUGE.						
Bengal-Nagpur	Rs. 4,24,202	AN. 0.48	0.67	Rs. 5,47,772	0.61	0.88
Bombay, Baroda and Central India	4,16,881	0.06	0.97	1,81,334	0.41	0.42
Eastern Bengal	4,03,333	0.83	1.26	2,75,846	0.57	0.88
East Indian	11,79,697	0.58	0.92	15,59,079	0.77	1.22
Great Indian Peninsula	8,30,258	0.50	0.93	8,88,155	0.64	0.89
Madras and Southern Mahratta	1,43,224	0.32	0.50	3,48,022	0.77	1.24
Nizam's State	42,313	0.34	0.62	54,563	0.44	0.60
North Western	6,73,181	0.44	0.58	7,21,93,089	1.41	1.80
South Indian	1,02,237	0.38	0.02	1,23,906	0.46	1.11
3' 3 1/2" GAUGE.						
Assam-Bengal	1,52,237	0.52	0.94	1,47,944	0.50	0.91
Bengal and North-Western	..	..	..	3,46,911	0.57	1.89
Bombay, Baroda and Central India	3,48,188	0.65	1.19	1,27,742	0.24	0.43
Eastern Bengal	2,25,520	0.75	1.50	1,81,924	0.60	1.21
Jodhpur	40,708	0.29	0.62	1,41,220	1.03	2.15
Madras and Southern Mahratta	1,25,522	0.26	0.01	2,74,250	0.57	1.33
Nizam's State	35,831	0.34	0.73	52,770	0.40	1.06
Rohilkund and Kumaon	20,632	0.18	0.54	77,491	0.57	2.05
South Indian	2,51,377	0.37	0.97	3,41,034	0.50	1.32
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	22,754	0.20	0.47	49,767	0.43	1.02
Bombay, Baroda and Central India	3,024	0.11	0.36	1,654	0.06	0.19
Eastern Bengal	1,184	0.16	0.23	239	0.03	0.18
Great Indian Peninsula	2,635	0.08	0.63	1,621	0.05	0.38
North-Western	37,831	0.51	0.64	780,899	1.09	1.37
South Indian	12,741	0.60	2.68	2,175	0.10	0.46

Includes Rs. 11,03,333 on account of lighting charges
 1 do. Rs. 36,064 do.

Class I Railways for the year 1937-38—contd.

TRAFFIC DEPARTMENT—contd.

CLOTHING—(E.-III-4.)			STATIONERY FORMS AND TICKETS—(E.-III-5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.-III-10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
219	220	221	222	223	224	225	226	227	228
Rs.	As.		Rs.	As.		Rs.	As.		
79,958	0-09	0-13	1,76,326	0-20	0-28	36,282	0-04	0-06	5'6" GAUGE.
48,160	0-11	0-11	2,11,889	0-49	0-49	25,150	0-06	0-06	D. N.
26,324	0-05	0-08	1,67,091	0-35	0-52	19,777	0-04	0-06	B. B. & C. I.
2,99,958	0-15	0-24	3,41,637	0-17	0-27	†1,46,067	0-07	0-12	E. B.
61,338	0-04	0-07	2,74,739	0-20	0-31	71,650	0-05	0-08	E. L.
31,409	0-07	0-11	1,19,493	0-26	0-42	23,159	0-05	0-08	G. I. P.
13,654	0-11	0-20	35,280	0-28	0-52	2,612	0-03	0-04	M. & S. M.
2,38,448	0-15	0-21	4,92,750	0-32	0-42	76,282	0-05	0-06	N. S.
6,366	0-02	0-06	91,583	0-35	0-82	5,261	0-02	0-05	N. W.
									S. L.
11,399	0-04	0-07	72,092	0-24	0-45	5,814	0-03	0-03	3'3½" GAUGE.
54,003	0-09	0-30	99,835	0-17	0-54	14,543	0-02	0-06	A. B.
31,666	0-06	0-11	1,11,807	0-21	0-38	18,603	0-03	0-06	B. & N. W.
12,048	0-04	0-03	89,244	0-30	0-59	11,280	0-04	0-03	B. B. & C. I.
19,637	0-08	0-16	46,382	0-34	0-71	2,954	0-03	0-04	E. B.
23,276	0-05	0-11	1,47,085	0-30	0-71	11,856	0-03	0-06	Jodhpur.
9,135	0-08	0-10	26,271	0-24	0-54	4,440	0-04	0-09	M & S. M.
11,298	0-08	0-30	29,275	0-17	0-78	2,169	0-02	0-06	N. S.
24,373	0-04	0-09	1,76,224	0-26	0-68	6,776	0-01	0-03	R. & K.
									S. L.
5,749	0-05	0-12	4,361	0-04	0-09	..	..	..	2'0" & 2'6" GAUGE.
688	0-02	0-08	7,219	0-26	0-86	64	0-00	0-01	D. N.
1	0-00	0-00	523	0-07	0-41	5	0-00	0-00	B. B. & C. I.
168	0-01	0-04	192	0-01	0-04	..	..	..	E. B.
10,526	0-14	0-18	22,736	0-31	0-78	3,618	0-05	0-06	G. I. P.
441	0-02	0-09	5,811	0-27	1-22	..	..	..	N. W.
									S. L.

† Represents gross expenditure without deducting sale proceeds of unclaimed and damaged goods.
 to trains, booked in accounts against C.III.
 do. do.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concl.*

Railway.	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT (TOTAL ABSTRACT E.)*		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	229	231	232	233	234	235
5' 6" GAUGE.						
Bengal-Nagpur	89,20,628	10·0	14·1	1,03,39,183	11·6	16·4
Bombay, Baroda and Central India	62,70,011	14·3	14·6	71,80,738	16·4	16·7
Eastern Bengal	54,49,993	11·2	17·0	62,86,471	13·0	19·6
East Indian	2,12,14,951	10·5	16·7	2,40,31,035	11·9	16·9
Great Indian Peninsula	1,13,74,110	8·15	12·7	1,31,16,233	9·40	14·6
Madras and Southern Mahratta	33,29,370	7·37	11·8	38,19,763	8·45	13·6
Nizam's State	9,26,693	7·43	13·7	11,14,685	8·93	16·4
North Western	1,49,02,329	9·53	12·8	1,72,47,455	11·1	14·8
South Indian	12,67,655	4·79	11·4	14,45,261	5·46	12·9
3' 3½" GAUGE.						
Assam-Bengal	18,28,360	6·20	11·3	22,11,789	7·50	13·7
Bengal and North-Western	30,34,026	4·99	16·6	35,32,106	5·81	19·3
Bombay, Baroda and Central India	40,24,112	7·52	13·7	46,38,543	8·67	15·8
Eastern Bengal	23,70,093	7·86	15·7	28,10,350	9·32	18·7
Jodhpur	9,24,285	6·73	14·1	10,95,144	7·98	16·7
Madras and Southern Mahratta	28,94,377	5·99	14·0	32,75,265	6·78	15·9
Nizam's State	6,93,177	6·41	14·2	8,29,656	7·67	17·0
Rohilkund and Kumaon	4,03,225	2·94	10·7	4,90,734	3·63	13·0
South Indian	31,35,887	4·59	12·1	35,95,725	5·26	13·9
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	5,96,570	5·10	12·2	6,65,353	5·69	13·7
Bombay, Baroda and Central India	1,23,489	4·50	14·8	1,37,105	5·00	16·4
Eastern Bengal	17,919	2·37	13·9	19,830	2·62	15·3
Great Indian Peninsula	61,519	2·02	14·4	61,520	2·02	14·4
North-Western	6,31,971	8·52	10·7	7,45,677	10·0	12·6
South Indian	59,599	2·79	12·5	77,612	3·63	16·1

* Excluding Depreciation or Replacements and Renewals as the case may be.
 † Exclusive of value of stores returned to stock Rs. 1,185.

Class I Railways for the year 1937-38—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.													Railway.
GENERAL ADMINISTRATION, HOME EXPENDITURE—(F. I. 1 to 4.)			AGENT'S OFFICE—[F. I. 5 (a).]			ACCOUNTS AND AUDIT DEPARTMENT—[F. I. 5 (b).]			STORES DEPARTMENT—[F. I. 5 (c).]			248	
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.		
236	237	238	239	240	241	242	243	244	245	246	247		
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		248	
2,93,475	0-33	0-47	4,83,385	0-54	0-76	12,75,130	1-43	2-02	6,28,508	0-71	0-99	5' 6" GAUGH.	
1,91,618	0-44	0-45	3,05,557	0-70	0-71	7,48,372	1-71	1-74	4,32,836	0-99	1-01	B. N.	
..	..	..	3,82,616	0-79	1-19	6,53,550	1-37	2-08	3,42,774	0-71	1-07	B. B. & C. I.
..	..	..	3,87,200	0-19	0-30	27,61,893	1-36	2-17	12,19,555	0-60	0-96	E. B.
..	..	..	2,71,400	0-19	0-30	16,94,756	1-21	1-89	7,55,583	0-54	0-85	E. I.
1,90,315	0-42	0-68	1,83,785	0-41	0-65	5,34,645	1-18	1-90	2,41,322	0-53	0-85	G. I. P.	
84,616	0-68	1-25	1,38,315	1-11	2-04	1,87,368	1-50	2-78	92,415	0-74	1-35	M. & S. M.	
197,353	0-06	0-08	110,11,747	0-65	0-87	126,35,804	1-70	2-27	110,01,448	0-65	0-86	N. S.	
96,083	0-36	0-87	99,934	0-38	0-89	2,59,405	0-98	2-22	1,46,300	0-55	1-21	N. W.	
..	..	..	..	..	..	..	..	..	..	..	..	S. I.
1,76,557	0-59	1-09	1,38,655	0-47	0-86	2,90,529	0-99	1-80	1,00,916	0-34	0-62	5' 31" GAUGH.	
2,44,521	0-40	1-33	1,00,970	0-17	0-55	4,45,556	0-74	2-43	63,013	0-10	0-24	A. B.	
2,28,066	0-42	0-78	2,25,965	0-42	0-78	5,53,145	1-08	1-88	2,91,923	0-55	0-99	B. & N. W.	
..	..	..	1,99,627	0-66	1-33	3,46,255	1-15	2-20	84,395	0-28	0-56	B. B. & C. I.
40,186	0-29	0-61	70,058	0-51	1-07	1,92,051	1-40	2-92	73,633	0-54	1-12	E. B.	
2,13,274	0-44	1-03	1,28,102	0-27	0-62	4,00,015	0-83	1-94	1,47,701	0-31	0-72	Joanpur.	
61,278	0-57	1-25	1,00,082	0-92	2-05	1,35,427	1-23	2-78	67,054	0-62	1-27	M. & S. M.	
78,275	0-58	2-07	59,425	0-44	1-58	1,38,237	1-03	2-67	19,998	0-15	0-53	N. S.	
2,25,480	0-33	0-87	1,85,823	0-27	0-72	5,12,202	0-75	1-98	2,66,962	0-42	1-11	B. & K.	
..	..	..	..	..	..	..	..	..	..	..	..	S. I.
97,263	0-83	1-99	16,390	0-14	0-34	50,292	0-43	1-08	21,313	0-16	0-44	5' 0" & 5' 0" GAUGH.	
5,783	0-21	0-69	6,698	0-24	0-80	17,006	0-62	2-04	1,520	0-06	0-18	B. N.	
..	..	..	1,456	0-19	1-13	2,525	0-24	1-95	545	0-07	0-42	B. B. & C. I.
..	..	..	..	..	..	..	..	..	..	..	..	E. B.
12,776	0-04	0-05	112,586	0-17	0-21	132,816	0-44	0-56	111,355	0-16	0-20	G. I. P.	
3,621	0-40	1-81	1,494	0-07	0-31	5,442	0-26	1-14	4,186	0-20	0-68	N. W.	
..	..	..	..	..	..	..	..	..	..	..	..	S. I.

† Represents expenditure on a/c of leave allowances paid in England, booked in a/c's under the detailed head 'F. I. 4 (e) to (g).
‡ Excludes expenditure on a/c of 'Leave Allowances paid in England' shown in col. 236.

Railway.	TABLE F.—EXPENSES								
	MEDICAL DEPARTMENT— [F. I. 5 (e)].			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g)].		
	Total amount.	Per-train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
249	250	251	252	253	254	255	256	257	258
5' 6" GAUGE.									
Bengal-Nagpur	Rs. 5,51,369	As. 0.62	0.87	Rs. 3,58,912	As. 0.40	0.57	Rs. 6,52,162	As. 0.73	1.03
Bombay, Baroda and Central India	2,81,665	0.64	0.65	3,37,094	0.77	0.78	4,57,415	1.05	1.07
Eastern Bengal	3,20,059	0.66	1.00	99,726	0.21	0.31	3,87,077	0.76	1.11
East Indian	8,45,399	0.42	0.67	5,74,875	0.28	0.45	11,03,325	0.55	0.61
Great Indian Peninsula	6,05,853	0.44	0.68	9,45,924	0.68	1.06	7,44,882	0.53	0.81
Madras and Southern Mahratta	2,55,228	0.56	0.90	2,33,763	0.52	0.83	3,18,647	0.71	1.13
Nizam's State	85,111	0.68	1.26	48,201	0.38	0.71	96,002	0.77	1.41
North Western	†7,23,006	0.46	0.62	†8,30,287	0.53	0.72	†15,59,594	1.00	1.34
South Indian	84,204	0.32	0.75	50,934	0.19	0.46	1,08,426	0.41	0.97
3' 3½" GAUGE.									
Assam-Bengal	2,06,861	0.70	1.28	78,215	0.27	0.48	1,36,112	0.46	0.84
Bengal and North-Western	1,48,250	0.24	0.81	1,63,151	0.27	0.89	1,67,619	0.28	0.81
Bombay, Baroda and Central India	2,87,736	0.54	0.98	2,83,532	0.53	0.97	4,21,307	0.79	1.44
Eastern Bengal	1,46,125	0.49	0.97	1,00,620	0.33	0.67	2,49,052	0.83	1.64
Jodhpur	29,067	0.21	0.44	59,978	0.44	0.91	34,729	0.26	0.55
Madras and Southern Mahratta	1,76,049	0.36	0.85	1,87,082	0.39	0.91	1,98,631	0.41	0.91
Nizam's State	64,771	0.60	1.33	40,197	0.37	0.83	1,05,635	0.98	2.11
Rohilkund and Kumaon	34,408	0.25	0.91	32,910	0.24	0.87	38,711	0.29	1.04
South Indian	1,96,330	0.29	0.76	1,19,568	0.18	0.46	2,25,336	0.33	0.91
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	44,053	0.38	0.90	16,008	0.14	0.33	27,132	0.23	0.90
Bombay, Baroda and Central India	2,680	0.09	0.32	3,875	0.14	0.47	12,755	0.47	1.00
Eastern Bengal	532	0.07	0.41	379	0.05	0.29	825	0.11	0.90
Great Indian Peninsula . . . . .	..	..	..	..	..	..	..	..	..
North-Western	†35,131	0.48	0.60	†19,078	0.26	0.32	†61,043	0.88	1.00
South Indian	4,354	0.16	0.71	4,711	0.08	0.36	• 2,207	0.10	0.90

† Excludes expenditure on a/c of "Leave Allowances paid in England shown in col. 1"

Class I Railways for the year 1937-38—contd.

GENERAL DEPARTMENT—contd.									
TOTAL GENERAL ADMINISTRATION— F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			TOTAL EXPENSES OF GENERAL DEPARTMENT (TOTAL ABSTRACT F). ^a			Railway.
Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
259	260	261	262	263	264	265	266	267	268
Ra.	As.		Ra.	As.		Ra.	As.		
44,10,823	4.95	6.97	5,90,604	0.67	0.94	50,01,227	5.62	7.91	5' 6" GAUGE.
28,78,087	6.58	6.70	16,297	0.04	0.03	28,02,384	6.62	6.73	B. N.
22,43,139	4.63	6.98	2,64,453	0.54	0.82	25,07,592	5.17	7.80	B. B. & C. I.
70,73,705	3.49	5.56	13,72,684	0.68	1.08	84,46,389	4.17	6.64	E. B.
52,36,553	3.75	5.85	8,88,713	0.64	0.99	61,25,266	4.39	6.84	F. I.
21,36,357	4.73	7.58	2,13,464	0.47	0.76	23,49,821	5.20	8.34	G. I. P.
7,49,763	6.01	11.1	62,358	0.50	0.92	8,12,121	6.51	12.0	M. & N. M.
80,52,792	5.18	6.03	7,52,271	0.48	0.65	88,05,003	5.66	7.68	N. S.
8,66,941	3.27	7.76	96,414	0.36	0.86	9,63,355	3.03	8.62	N. W.
									S. I.
									3' 3 1/2" GAUGE.
11,62,636	3.94	7.16	78,586	0.27	0.49	12,41,423	4.21	7.67	A. B.
14,71,234	2.42	8.01	1,44,573	0.23	0.80	16,15,807	2.65	8.81	B. & N. W.
23,86,092	4.45	8.14	4,296	0.01	0.01	23,90,388	4.46	8.15	B. B. & C. I.
11,60,352	3.85	7.71	88,690	0.29	0.59	12,49,042	4.14	8.30	E. B.
5,16,563	3.77	7.85	1,01,863	0.74	1.55	6,18,426	4.51	9.40	Jodhpur.
15,66,899	3.25	7.60	2,56,112	0.53	1.24	18,23,011	3.74	8.84	M. & S. M.
5,87,396	5.43	12.0	1,12,243	1.04	2.30	6,99,639	6.47	14.8	N. B.
4,27,999	3.16	11.4	40,125	0.30	1.06	14,68,124	3.46	12.4	R. & K.
18,16,290	2.66	7.01	2,20,101	0.32	0.85	20,36,391	2.98	7.86	S. I.
									2' 0" & 2' 6"
									GAUGE.
2,77,916	2.38	5.70	48,421	0.41	0.99	1,26,337	2.79	6.69	B. N.
52,515	1.91	6.29	..	..	..	52,515	1.91	6.29	B. B. & C. I.
6,612	0.86	5.03	1,055	0.14	0.82	7,567	1.00	5.85	E. B.
802	0.03	0.19	3,205	0.10	0.75	4,007	0.13	0.94	G. I. P.
1,77,579	2.40	3.01	7,073	1.05	1.32	2,55,652	3.45	4.33	N. W.
28,329	1.33	5.95	4,949	0.23	1.04	33,278	1.56	6.99	S. I.

^aExcluding Depreciation or Replacements and Renewals as the case may be.

†Exclusive of value of stores returned to stock ka. 25.

30.—Analysis of operating expenses of Class I Railways for the year 1937-38—contd.

TABLE G.—MISCELLANEOUS EXPENSES.

Railway.	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.) ^a		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	269	270	271	272	273	274	275
5' 6" GAUGE.						
Bengal Nagpur	Rs. 43,20,863	As. 4.85	6.83	Rs. 48,28,820	As. 5.42	7.64
Bombay, Baroda and Central India	27,36,960	6.26	6.37	28,31,774	6.48	6.59
Eastern Bengal	22,18,115	4.58	6.90	23,94,473	4.94	7.45
East Indian	85,63,514	4.22	6.73	92,30,100	4.55	7.28
Great Indian Peninsula	51,14,736	3.67	5.71	53,69,476	3.85	5.99
Madras and Southern Mahratta	19,08,999	4.22	6.77	22,05,458	4.88	7.83
Nizam's State	3,71,831	2.98	5.48	3,93,371	3.15	5.80
North Western	61,45,909	3.95	5.29	66,90,244	4.30	5.76
South Indian	6,84,444	2.58	6.13	7,69,697	2.90	6.89
3' 3½" GAUGE.						
Assam-Bengal	7,57,366	2.57	4.68	8,73,312	2.96	5.40
Bengal and North-Western	7,14,189	1.19	3.89	7,66,525	1.28	4.18
Bombay, Baroda and Central India	18,49,164	3.46	6.30	18,99,350	3.55	6.67
Eastern Bengal	9,08,969	3.01	6.03	9,87,054	3.27	6.55
Jodhpur	3,03,025	2.21	4.60	6,99,498	5.10	10.6
Madras and Southern Mahratta	11,28,683	2.34	5.49	13,32,377	2.76	6.47
Nizam's State	2,76,749	2.56	5.67	2,92,285	2.70	5.94
Rohilkund and Kumaon	1,66,119	1.23	4.41	1,66,119	1.23	4.41
South Indian	17,55,769	2.57	6.78	20,33,126	2.98	7.66
2' 6" and 2' 0" GAUGES.						
Bengal-Nagpur	1,38,567	1.19	3.84	1,55,027	1.33	3.19
Bombay, Baroda and Central India	17,122	0.62	2.05	17,122	0.62	2.05
Eastern Bengal	4,939	0.65	3.82	4,948	0.65	3.83
Great Indian Peninsula	7,658	0.25	1.80	7,658	0.25	1.80
North Western	2,37,145	3.20	4.01	2,43,052	3.28	4.11
South Indian	13,807	0.65	2.90	14,571	0.68	3.00

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

‡ Exclusive of value of stores returned to stock Rs. Nil.

30.—Analysis of operating expenses of Class I Railways for the year 1937-38 - conclud.

TABLE A TO G.

Summary.

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

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expense.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
276	277	278	279	280	281	282	283	284	285
5' 6" GAUGE.									
Bengal-Nagpur	1,43,11,954	22.6	1,76,30,232	27.9	1,92,60,411	30.5	1,20,33,453	19.0	6,32,36,060
Bombay, Baroda and Central India	89,51,966	20.8	98,16,359	23.9	1,57,17,142	26.6	84,63,727	19.7	4,29,49,194
Eastern Bengal	73,89,925	23.0	89,91,952	28.0	1,00,72,988	31.2	56,88,321	17.7	3,21,43,186
East Indian	2,61,68,987	20.6	3,36,64,359	26.5	4,27,50,343	33.6	2,46,16,825	19.3	12,72,00,514
Great Indian Peninsula	1,76,69,385	19.7	2,02,93,842	22.7	3,25,17,815	36.2	1,90,96,271	21.3	8,95,77,313
Madras and Southern Mahratta	61,92,473 ^(a)	22.0	64,73,494 ^(b)	23.0	99,45,563	35.3	55,70,552	19.7	3,81,82,082
Nizam's State	18,96,192	28.0	15,92,839	23.5	21,53,190	31.7	11,42,637 ^(c)	16.8	67,84,858
North Western	2,32,77,382	20.0	2,67,06,102	23.0	4,32,53,598	37.2	2,29,11,328	19.7	11,61,48,410
South Indian	24,66,772	22.1	21,81,740	19.5	46,43,847	41.6	18,77,006	16.8	1,11,69,365
3' 3½" GAUGE.									
Assam Bengal	35,29,567	21.8	44,00,525	27.2	42,76,330	26.4	39,78,216 ^(c)	24.6	1,61,83,638
Bengal and North Western	39,58,199	21.6	50,66,270	27.6	65,67,418	35.8	27,42,345	15.0	1,83,24,232
Bombay, Baroda and Central India	74,25,298	25.3	76,62,493	26.1	1,04,59,155	35.7	37,74,108	12.9	2,93,20,961
Eastern Bengal	34,53,314	22.9	38,65,087	25.7	48,57,072	32.3	23,79,961	19.1	1,50,55,414
Jodhpur	14,21,528	21.6	17,31,329	26.3	26,35,898	40.1	7,89,624 ^(c)	12.0	65,78,379
Madras and Southern Mahratta	43,57,476 ^(a)	21.1	48,49,977 ^(b)	23.5	81,10,594	39.3	33,13,724 ^(c)	16.1	3,06,31,781
Nizam's State	14,54,582	29.8	12,40,561	25.4	15,20,473	31.1	6,67,594 ^(c)	12.7	48,83,210
Rohilkund and Kumaon	8,90,440	23.6	10,33,158	27.4	12,06,999	32.0	6,41,416 ^(c)	17.0	3,77,71,013
South Indian	58,62,184	22.6	45,49,488	17.6	98,19,043	37.9	56,62,394	21.9	2,58,93,109
2' 6" & 2' 0" GAUGES.									
Bengal Nagpur	8,40,965	17.2	17,06,942	35.0	13,87,437	28.5	9,39,105	19.3	48,74,449
Bombay, Baroda and Central India	1,16,483	14.0	2,42,645	41.0	3,17,245	38.0	58,164	7.00	8,24,537
Eastern Bengal	18,034	13.9	45,413	35.1	53,998	41.8	11,969	9.18	1,29,314
Great Indian Peninsula	29,153	6.83	1,99,549	46.8	1,98,031	46.4	..	..	4,26,733
North Western	10,03,389	17.0	14,41,899	24.4	19,02,463	32.2	18,62,613	26.4	59,10,264
South Indian	1,25,345	26.3	98,266	20.7	1,79,170	37.6	73,168	15.4	4,75,949

‡ Exclusive of value of stores returned to stock Rs. 1,889.

§ Excludes Rs. 5,11,058, the expenses of Mormugao Harbour.

(a) Includes (b) Excludes Rs. 5,441 (B.G. Rs. 4,207 and M.G. 1,234) on account of 'Furniture and Sundries' taken under 'A. I.' but booked in a/c's under 'A. II'

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

B. & N. W. Ry. (Company's portion)	..	..	Rs. 10,72,858
Jodhpur Railways (Durbar lines)	..	..	Rs. 6,96,834
Nizam's State (H. E. H.'s Government lines)	..	..	Rs. 17,34,235 (B. G. Rs. 11,12,540 and M. G. Rs. 6,21,745)
Rohilkund and Kumaon Railways (Company portion)	..	..	Rs. 2,17,363

31.—Statement of Oil Consumption on Class I Railways during the years 1936-37 and 1937-38.

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
W of GAUGE.							
Bengal Nagpur	{ 1936-37 1937-38	(a)348,074 337,025	(a)511,448 537,699	(a) 5.78 5.30	(a)6.24 5.82	(a)424,780 402,197	(a)1.07 0.92
Bombay, Baroda and Central India	{ 1936-37 1937-38	280,149 302,301	142,850 149,081	6.17 6.23	6.59 6.30	198,549 232,839	1.02 1.12
Eastern Bengal	{ 1936-37 1937-38	557,101 593,132	127,801 138,222	9.45 9.76	8.18 8.27	249,798 250,512	1.44 1.42
East Indian	{ 1936-37 1937-38	1,581,693 1,703,534	1,227,991 1,396,041	8.86 9.06	8.89 9.42	1,395,074 1,349,722	1.40 1.26
Great Indian Peninsula	{ 1936-37 1937-38	861,186 867,696	795,279 834,724	7.39 7.33	9.77 9.91	742,205 753,825	1.43 1.41
Madras and Southern Mahratta	{ 1936-37 1937-38	465,365 465,703	254,931 294,464	10.1 10.0	10.5 10.1	232,887 194,191	1.37 1.05
Nizam's State	{ 1936-37 1937-38	83,682 84,764	54,002 63,116	7.14 6.77	7.92 7.74	43,290 34,008	0.90 0.61
North Western	{ 1936-37 1937-38	7,646,982 1,573,388	915,457 1,029,126	9.07 8.91	12.1 11.9	1,310,133 1,510,923	2.03 2.21
South Indian	{ 1936-37 1937-38	361,637 412,831	85,157 99,336	11.2 12.0	10.1 11.1	66,623 55,582	1.00 0.81
Total	{ 1936-37 1937-38	6,085,869 6,330,874	4,114,916 4,531,809	8.45 8.46	9.06 9.12	4,662,743 4,783,799	1.47 1.42
S of GAUGE.							
Assam Bengal	{ 1936-37 1937-38	202,831 209,459	40,353 51,666	5.49 5.31	5.92 5.79	136,629 133,686	1.28 1.17
Bengal and North Western	{ 1936-37 1937-38	†309,005 *317,561	143,766 163,076	4.86 4.90	4.70 4.83	297,485 296,778	1.26 1.24
Bombay, Baroda and Central India	{ 1936-37 1937-38	254,669 280,591	122,037 141,453	4.60 4.81	4.52 4.68	507,751 430,540	2.15 1.76
Burma	{ 1936-37 1937-38	364,533 **	197,693 **	6.45 **	10.5 **	149,269 **	0.78 **
Eastern Bengal	{ 1936-37 1937-38	208,411 227,317	75,595 74,409	6.43 6.47	5.58 5.64	145,881 158,894	1.12 1.16
Jodhpur	{ 1936-37 1937-38	81,546 100,597	23,740 31,844	4.63 5.73	4.05 5.10	51,432 53,441	0.76 0.77
Madras and Southern Mahratta	{ 1936-37 1937-38	361,681 373,636	227,142 248,858	6.94 7.24	8.52 8.60	112,962 107,412	0.72 0.67
Nizam's State	{ 1936-37 1937-38	69,923 73,277	34,966 38,944	6.17 5.70	7.56 7.63	18,576 18,506	0.60 0.55
Rohilkund and Kumaon	{ 1936-37 1937-38	‡ 63,173 ‡ 66,137	10,247 20,349	4.09 4.19	3.13 4.88	47,075 50,007	1.26 1.21
South Indian	{ 1936-37 1937-38	459,036 454,859	100,243 114,411	5.81 5.59	6.02 6.02	230,347 242,274	1.38 1.28
Total	{ 1936-37 1937-38	2,374,803 2,103,433	975,836 894,009	5.65 5.58	6.24 5.90	1,697,907 1,491,538	1.24 1.21

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

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

‡ Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1936 at January and February 1937—figures for these three months in 1936-37 not being available due to labour unrest.

** Figures not furnished due to sequestration.

31.—Statement of Oil Consumption on Class I Railways during the years 1936-37 and 1937-38—concl'd.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles* (all Engines).
	3	3	4
2' 6" and 2' 0" GAUGES.			
Bengal-Nagpur	1936-37	(a) 63,991	(a) 3.73
	1937-38	65,694	3.66
Bombay, Baroda and Central India	1936-37	25,434	3.24
	1937-38	25,433	3.11
Eastern Bengal	1936-37	8,302	7.37
	1937-38	11,423	9.44
Great Indian Peninsula	1936-37	67,722	3.09
	1937-38	45,591	3.23
North Western	1936-37	117,033	3.97
	1937-38	125,555	3.78
South Indian	1936-37	18,304	3.21
	1937-38	18,503	3.24
Total	1936-37	299,815	3.66
	1937-38	312,189	3.97

(a) See remarks on page 206.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1936-37 and 1937-38.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1.	2.	3.	4.	5.
<i>Physical Statistics.</i>				
1. Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). §§ (5) Borivli to Virar (Main Line). 5th January 1928. §§ 1st Sept. 1936.	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡ 3rd February 1925.	Madras Beach to Tambaram. 11th May 1931.
2. Date of first opening for public service				
3. Mileage equipped for electric service on 31st March	1937	36.79	44.00	18.14
3-01. Route mileage	1938	36.79	44.00	18.14
3-02. Track mileage (excluding sidings)	1937	91.58	88.00	36.28
	1938	91.58	88.00	36.28
4. Mileage open for electric service on 31st March.	1937	36.79	44.00	18.14
	1938	36.79	44.00	18.14
5. No. of sub-power stations on 31st March	1937	4	4	4
	1938	4	4	4
6. No. of electric railway stations on 31st March	1937	27	28	14
	1938	27	28	14
7. Mileage of transmission cable on 31st March	1937	†77.00	**48.78	41.49
	1938	†77.00	**48.78	41.49
<i>Rolling Stock.</i>				
8. Average authorised stock (in units)—				
8-01. Motor coaches	1936-37	40	53	24
	1937-38	40	53	24
8-02. Trailer coaches	1936-37	120	153	48
	1937-38	120	153	48
9. Average number on line (in units)—				
9-01. Motor coaches	1936-37	40	53	24
	1937-38	40	53	24
9-02. Trailer coaches	1936-37	120	153	48
	1937-38	120	150	48
9-03. Train units*	1936-37	40	51	24
	1937-38	40	51	24
10. Average number under or awaiting repairs (in units)—				
10-01. Motor coaches	1936-37	2	9	3
	1937-38	2	9	3
10-02. Percentage of item 9-01	1936-37	5.00	17.0	7.29
	1937-38	5.00	17.0	10.4
10-03. Trailer coaches	1936-37	5	21	4
	1937-38	5	21	5
10-04. Percentage of item 9-02	1936-37	4.17	13.7	7.29
	1937-38	4.17	14.0	10.4

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

†Overhead 43.50 miles and underground 34.50 miles.

‡Includes 2 spare motor coaches.

**Overhead 7.80 miles and underground 40.98 miles.

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

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1936-37 and 1937-38—contd.

Particulars. 1	Year. 2	Results.		
		Bombay, Baroda and Central India Railway. 3	Great Indian Peninsula Railway. 4	South Indian Railway. 5
<i>Rolling Stock—contd.</i>				
11. Average number available for use (in units)—				
11-01. Motor coaches	1936-37 ..	38	44	22
	1937-38 ..	39	44	22
11-02. Trailer coaches	1936-37 ..	115	133	45
	1937-38 ..	115	129	43
12. Average number in use daily (in units)—				
12-01. Motor coaches	1936-37 ..	37	38	20
	1937-38 ..	37	38	17
12-02. Trailer coaches	1936-37 ..	91	114	40
	1937-38 ..	92	114	33
12-03. Train units*	1936-37 ..	37	38	20
	1937-38 ..	37	38	17
13. Average number spare or stored in good repair (in units)—				
13-01. Motor coaches	1936-37 ..	1	6	3
	1937-38 ..	1	6	5
13-02. Trailer coaches	1936-37 ..	24	13	6
	1937-38 ..	23	15	10
<i>Operating Statistics.</i>				
14. Train miles—Passenger—				
14-01. Total unit traffic trains ..	1936-37 ..	102,621	1,007,550	337,744
	1937-38 ..	85,412	1,070,838	774,315
14-02. Total two unit traffic trains ..	1936-37 ..	1,112,403	1,180,323	197,424
	1937-38 ..	1,227,792	1,135,134	47,570
14-02. (a) Total three unit traffic trains ..	1936-37 ..	Nil	Nil	6,202
	1937-38 ..	Nil	Nil	5,335
14-02. (b) Total four unit traffic trains ..	1936-37 ..	Nil	Nil	Nil
	1937-38 ..	Nil	Nil	Nil
14-03. Total traffic trains	1936-37 ..	2,327,427	3,368,206	761,498
	1937-38 ..	2,540,906	3,341,156	825,400
14-04. Other trains	1936-37 ..	47,281	837	Nil
	1937-38 ..	18,831	301	43
15. Hours—				
15-01. Traffic trains	1936-37 ..	114,087	142,476	34,243
	1937-38 ..	121,308	141,138	24,114
15-02. Other	1936-37 ..	3,196	31,380	Nil
	1937-38 ..	1,764	20,376	2
15-03. Total	1936-37 ..	117,283	173,856	34,243
	1937-38 ..	123,162	170,514	24,114
16. Vehicle miles (in units)—				
16-01. Passenger trains	1936-37 ..	8,197,304	12,912,061	2,254,494
	1937-38 ..	8,936,192	12,743,969	2,656,470
16-02. Other trains	1936-37 ..	166,488	2,275	Nil
	1937-38 ..	66,681	1,333	144

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1936-37 and 1937-38—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—contd.</i>				
17. Train usage—				
17-01. Train unit miles per day per train unit in use.	1936-37 ..	178	243	103
	1937-38 ..	190	241	146
17-02. Train unit miles per day per train unit on line.	1936-37 ..	163	181	86
	1937-38 ..	175	180	101
18. Train usage—				
18-01. Train unit hours per day per train unit in use.	1936-37 ..	8-78	12-5	4-69
	1937-38 ..	9-12	12-3	5-61
18-02. Train unit hours per day per train unit on line.	1936-37 ..	8-03	9-34	3-91
	1937-38 ..	8-44	9-16	3-89
19. Vehicle usage—				
19-01. Motor coach miles per day per motor coach on line (in units).	1936-37 ..	163	181	86
	1937-38 ..	175	180	101
19-02. Trailer coach miles per day per trailer Coach unit on line.	1936-37 ..	137	171	86
	1937-38 ..	147	172	101
20. Motor coach failures—				
20-01. Number	1936-37 ..	Nil	339	15
	1937-38 ..	1	301	44
20-02. Motor coach miles per motor coach failure (in units).	1936-37 ..	Nil	9,938	50,100
	1937-38 ..	159,989	11,102	20,125
21. Power supply failure—				
21-01. Failures originating at source of supply	1936-37 ..	Nil	Nil	5
	1937-38 ..	Nil	Nil	Nil
21-02. Failures originating at sub-station ..	1936-37 ..	Nil	1	10
	1937-38 ..	Nil	Nil	6
21-03. Failures on account of overhead track equipment.	1936-37 ..	Nil	12	19
	1937-38 ..	Nil	6	31
22. Number of passengers carried—				
22-01. First Class	1936-37 ..	26,625	11,547	3,666
	1937-38 ..	26,972	11,394	523
22-02. Second Class	1936-37 ..	1,307,187	547,769	142,304
	1937-38 ..	1,361,256	546,882	138,227
22-03. Third Class	1936-37 ..	33,162,613	31,598,845	7,177,636
	1937-38 ..	43,880,664	32,268,404	8,133,727
22-04 Total	1936-37 ..	39,496,425	32,158,161	7,323,606
	1937-38 ..	45,268,892	32,826,680	8,272,477

12.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1936-37 and 1937-38—concl'd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—concl'd.</i>				
Passenger miles—				
23-01. First Class	1936-37	207,678	150,503	31,607
	1937-38	195,928	153,557	6,164
23-02. Second Class	1936-37	9,545,179	4,104,906	1,008,761
	1937-38	9,988,986	4,204,895	1,029,980
23-03. Third Class	1936-37	277,692,853	221,603,793	45,103,101
	1937-38	315,991,921	229,316,338	52,465,170
23-04. Total	1936-37	287,452,807	225,859,202	46,143,469
	1937-38	326,156,835	233,674,790	53,501,314
Earnings from passengers carried—				
24-01. First Class	1936-37	7,721	5,114	323
	1937-38	7,687	5,439	184
24-02. Second Class	1936-37	2,09,382	88,068	13,291
	1937-38	2,20,875	88,557	13,147
24-03. Third Class	1936-37	32,55,874	26,17,231	5,57,632
	1937-38	37,11,377	26,97,191	6,47,217
24-04. Total	1936-37	34,72,977	27,10,413	5,71,746
	1937-38	39,39,939	27,91,187	6,60,548
5. Earnings from and cost of, electric train working—				
25-01. Earnings per passenger mile Pies	1936-37	2-32	2-30	2-11
	1937-38	2-32	2-29	2-37
25-02. Cost per passenger mile Pies	1936-37	1-44	2-18	1-71
	1937-38	1-35	3-02	1-64
25-03. Earnings per train mile Ra.	1936-37	1-49	0-80	0-70
	1937-38	1-59	0-84	0-79
25-04. Cost per train mile Ra.	1936-37	0-91	1-11	0-68
	1937-38	0-90	1-10	0-55
26. Gross ton miles (including Departmental)	1936-37	449,137,803	634,374,326	57,187,247
	1937-38	487,838,726	680,464,239	67,455,613
27. Power used—				
27-01. Total power for traction and train lighting kilo-watt hours.	1936-37	29,443,145	40,446,428	4,711,184
	1937-38	31,642,697	39,777,607	6,212,965
27-02. Kilo-watt hours per train unit mile	1936-37	12-4	12-1	5-78
	1937-38	12-4	12-2	6-49
27-03. Kilo-watt hours per 1,000 gross ton miles	1936-37	65-6	70-0	60-9
	1937-38	64-9	70-0	70-6
28. Lubricating oil used for all purposes (including Departmental)—				
28-01. Total pints	1936-37	40,240	130,313	13,222
	1937-38	41,049	150,472	17,626
28-02. Pints per 1,000 vehicles miles	1936-37	4-81	10-1	5-86
	1937-38	4-56	11-6	6-63

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1936-37 and 1937-38.

(i) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur	{ 1936-37 1937-38	2 2	2 2	17 16	23.1 22.5	2 Nil	8,442 Nil	18.3 19.7
Eastern Bengal	{ 1936-37 1937-38	Nil Nil	Nil Nil	Nil Nil	Nil Nil	Nil Nil	Nil Nil	Nil Nil
East Indian	{ 1936-37 1937-38	3 3	3 3	6 ..	5.12 0.41	2 Nil	2,802 Nil	13.6 12.1
Great Indian Peninsula	{ 1936-37 1937-38	Nil Nil	Nil Nil	Nil Nil	Nil Nil	Nil Nil	Nil Nil	Nil Nil
North Western	{ 1936-37 1937-38	7 7	7 7	158 137	61.7 53.5	6 2	26,295 68,351	15.6 15.6
Total	{ 1936-37 1937-38	12 12	12 12	181 153	41.2 35.1	10 2	18,026 76,795	15.8 15.9
3' 3½" GAUGE.								
Bombay, Baroda & Central India.	{ 1936-37 1937-38	3 3	3 3	66 71	60.0 65.0	2 1	32,849 70,725	16.4 15.0
Eastern Bengal	{ 1936-37 1937-38	2 2	2 2	14 5	19.5 6.29	2 1	7,112 4,588	23.2 33.2
Nizam's State	{ 1936-37 1937-38	2 2	2 2	18 8	25.0 11.0	1 Nil	18,195 Nil	12.4 15.6
Total	{ 1936-37 1937-38	7 7	7 7	98 84	33.4 32.6	5 2	19,623 41,700	17.4 16.8
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	{ 1936-37 1937-38	3 3	3 3	12 20	10.9 18.3	1 2	12,013 10,035	24.4 24.2
North Western	{ 1936-37 1937-38	3 3	3 3	75 72	68.1 65.7	Nil Nil	Nil Nil	11.8 12.5
Total	{ 1936-37 1937-38	6 6	6 6	87 92	39.5 42.0	1 2	36,570 46,000	13.5 15.1

(ii) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
North Western	{ 1936-37 1937-38	1 1	1 1	1 ..	1.96 0.35	Nil Nil	Nil Nil	12.7 10.9
3' 3½" GAUGE.								
Jodhpur	{ 1936-37 1937-38	1 1	1 1	Nil 2	Nil 4.45	Nil Nil	Nil Nil	Nil 9.59
South Indian	{ 1936-37 1937-38	3 3	3 3	66 43	60.0 40.0	2 4	32,550 10,855	9.39 9.16
Total	{ 1936-37 1937-38	4 4	4 4	66 45	45.6 30.9	2 4	32,550 11,263	9.30 8.83
2' 6" GAUGE.								
North Western	{ 1936-37 1937-38	7 7	7 7	50 43	19.7 16.7	1 3	50,283 14,259	13.8 17.3

*Represent actual figures for April to November 1936 and March 1937 and three months figures for December 1936 and January and February 1937.

-Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1938.

Railway.	Loco- motives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE)†							GIRTH WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE)			RAILWAY SERVICE VEHICLES	
					Passenger carriages.				Other coach- ing vehi- cles.	Total.	Cover- ed and open wag- ons.	Special wag- ons.	Total.	Coach- ing (in- clud- ing off- icers' carriage- s).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).	
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Agal Doonars	19	..	..	..	59	137	107	374	2,554	8	67	433	15	448	6	10
Bhavnagar State	39	4	..	..	131	198	461	..	6,505	60	101	1,106	8	1,100	11	17
Bikaner State	54	..	..	..	128	169	243	391	5,885	33	161	1,209	..	1,209	15	61
Bombay-Sadiya	32	..	..	..	46	154	56	167	2,532	22	68	1,139	112	1,252	8	4
Bhopalwar's Baroda State	24	..	..	..	163	108	130	..	5,078	8	166	327	9	334	5	14
Bombay (including Por- bandar State).	26	..	..	..	109	168	409	..	3,490	30	139	659	..	659	3	43
Bombay Dwarka	16	3	..	..	51	83	181	..	1,000	19	70	598	8	606	4	3
Bombay State	13	..	..	..	74	48	72	..	2,150	4	78	183	8	191	..	..
Bombay State	18	2	..	..	143	144	444	..	3,697	20	163	340	14	354	7	12
Bombay	20	3	..	..	92	170	280	..	2,775	27	110	344	..	344	..	3
Bombay	84	1	(a) 6	..	(d) 230	198	468	160	10,708	48	282	1,047	..	1,047	(d) 31	43
Total	345	13	0	..	1,235	1,597	2,860	1,092	47,073	269	1,504	7,470	163	7,632	80	209
3' 6" Gauge.																
Bombay Light	32	1	1	..	108	..	240	..	5,005	11	119	270	8	278	2	14
Bhopalwar's Baroda State	37	2	(b) 5	..	300	93	180	..	6,144	4	304	1,072	13	1,085	13	20
Bombay	10	..	..	..	(d) 27	..	30	..	1,352	..	(d) 27	(d) 31	..	(d) 31	(d) 3	11
Bombay (Delhi) Saha- ranpur Light.	10	..	..	..	49	12	36	78	1,135	1	50	203	1	204	4	1
Total	89	3	6	..	484	110	486	78	13,636	16	500	1,096	22	1,710	23	46
3' 0" Gauge.																
Darjeeling-Himalayan	35	2	..	..	108	244	250	..	2,193	25	131	513	..	513	..	..
Bombay	6	..	..	..	(d) 5	..	18	..	98	..	(d) 5	(d) 51	..	(d) 51	..	3
Total	41	2	..	..	111	244	268	..	2,291	25	136	564	1	564	..	3
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Bombay Chitorgarh	17	2	..	..	64	42	80	71	3,016	17	81	87	..	87	3	..
Total	17	2	..	..	64	42	80	71	3,016	17	81	87	..	87	3	..
3' 6" Gauge.																
Bombay-Katwa	5	..	..	..	19	18	18	64	448	4	23	23	..	23	..	..
Bombay-Sasaram Light	6	..	..	..	22	33	..	66	621	3	25	128	..	128	..	1
Bombay-Damoodar R. ver.	7	..	..	..	27	24	21	112	610	6	33	72	..	72	..	(c) 1
Bombay-Basirhat Light	11	..	..	..	41	58	..	221	1,257	1	42	68	..	68	..	4
Carried over	20	..	..	..	109	132	42	463	2,942	14	123	290	..	290	..	6

* Brake vans.

† In units.

(a) Internal Combustion Coaches.
 (b) Includes 4 Internal Combustion Coaches.
 (c) Inspection motor vehicles.
 (d) Represent actual Numbers in Stock.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1938—concl'd.

Railway.	Loco- motives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). [†]							GOODS WAGONS [‡] (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES. [‡]	
					Passenger carriages.				Other coach- ing vehic- les.	Total.	Cover- ed and open wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing offi- cers' carri- ages).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).	
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	..	..	..	109	132	42	463	2,942	14	123	290	..	290	..	6
CLASS III RAIL- WAYS—concl'd.																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	52
Bukhtiarpur-Bihar Light.	5	..	..	..	22	30	24	119	575	..	22	68	..	68	..	2
Burdwan-Katwa .	7	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	51
Cutch State . . .	6	1	..	..	17	..	60	..	424	..	17	58	1	59	..	52
Dehri-Rohtas Light .	6	3	1	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State . . .	6	..	..	..	9	..	22	..	404	..	9	114	3	117	..	2
Futwah-Islampur .	3	..	..	..	9	12	..	58	308	..	9	28	..	28	..	..
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tezpur-Balipara Light	3	..	..	..	19	12	..	40	670	4	23	91	..	91	..	1
Total .	83	4	1	..	278	274	220	982	7,587	35	313	914	4	918	3	19
2' 0" Gauge.																
Gwalior Light . . .	24	..	..	..	71	46	124	..	1,904	6	77	343	7	350	9	7
Howrah-Amta Light .	†10	..	..	..	89	82	..	304	2,374	7	96	80	..	80	..	(c) 9
Howrah-Sheakhala Light.	3	..	..	..	32	28	..	110	802	..	32	11	..	11	..	(d) 2
Jagadhri Light . .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	18	24	98	384	5	24	75	1	76	..	1
Kulasekharapatnam Light.	..	6	..	..	24	..	..	..	746	..	24	45	..	45	..	51
Matheran Light . .	3	4	..	..	24	85	69	..	166	(b)1	25	17	*2	19	2	(a) 3
Trivellore Light . .	1	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total .	59	14	..	..	277	265	217	526	6,554	20	297	582	11	593	11	24

* Brake vans.

† Includes one Diesel Locomotives.

(a) Includes one motor trolley.

‡ In units.

§ Inspection motor trolleys.

(b) Saloon.

(c) Includes 7 workmen Train Coaches.

(d) Workmen Train Coaches.

Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1937-38.

Railway.	Loco- motives.	Rail Motor cars.	Steam coaches.	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICES).							GOODS WAGONS (EX- CLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICES).			RAILWAY SERVICES VEHICLES.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (in- cluding inspection trolleys, Travelling Cranes and Trolley Trucks).
					Seats by Classes.											
					No.	1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
<i>3 3/4" Gauge.</i>																
Agal Dockers	..	..	..	..	..	6	4	..	-23	..	..	-1	..	-1	..	..
Bhopal State	2	2	..	..	1	6	9	..	8	4	8	110	..	110	1	1
Bikaner State	..	..	..	..	-2	-9	-12	-6	-43	..	-8	-1	..	-1	..	6
Bombay State	..	..	..	(b)-1	..	-8	-74	12	66	..	..	-141	-1	-142	..	..
Bombay State (including Porbandar State)	2	..	..	..	1	9	..	..	-15	..	1	6	..	6	-1	..
Bombay State (including Durgam Chattrani)	..	..	..	..	1	5	..	..	18	..	1	-2	..	-2	-1	..
Bombay State (including Durgam Chattrani)	-1	1	..	..	1	-6	3	..	23	-1	..	-7	1	-6	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	..	..	..	..	..	58	..	58	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	12	..	84	..	304	3	15	2	..	2	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	..	..	..	..	..	-5	..	-5	..	..
Bombay State (including Durgam Chattrani)	38	..	..	..	102	81	170	160	4,962	21	123	472	..	472	7	18
Total	41	3	..	(b)-1	116	84	184	166	5,196	27	143	490	..	490	6	21
<i>2 1/2" Gauge.</i>																
Bombay State (including Durgam Chattrani)	-2	..	-1	..	1	..	-6	..	-30	..	1	..	..	..	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	..	..	-31	..	..	..	..	..	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	..	-6	-142	..	..	2	..	2	..	-2
Total	-2	..	-1	..	1	..	-6	-6	-253	..	1	2	..	2	..	-1
<i>2 1/4" Gauge.</i>																
Bombay State (including Durgam Chattrani)	..	..	..	..	-3	..	-40	..	40	-1	-1	-2	..	-2	..	..
Total	..	..	..	..	-3	..	-40	..	40	-1	-1	-2	..	-2	..	..
CLASS III RAILWAYS.																
<i>3 3/4" Gauge.</i>																
Udaipur-Chitorgarh	1	2	..	..	3	4	8	7	180	2	6	2	..	2	..	..
Total	1	2	..	..	3	4	8	7	180	2	6	2	..	2	..	..
<i>2 1/2" Gauge.</i>																
Arab-Sasaram Light	..	..	..	..	3	..	..	2	62	-1	2	5	..	5	..	..
Bombay State (including Durgam Chattrani)	..	-1	..	..	2	..	..	..	-25	..	2	1	..	1	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	-36	..	..	..	..	2	..	2	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	..	..	..	..	..	-1	..	-1	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Total	..	-1	..	..	5	..	-36	2	24	-1	4	7	..	7	..	1
<i>2 1/4" Gauge.</i>																
Bombay State (including Durgam Chattrani)	-1	..	..	..	-5	-4	..	..	-66	..	-6	-4	..	-4	..	..
Bombay State (including Durgam Chattrani)	1	..	..	..	-16	-2	..	-14	-49	-5	-21	..	..	..	..	1
Bombay State (including Durgam Chattrani)	..	..	..	..	..	2	..	-3	-12	..	..	..	..	..	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	-1	..	-9	..	12	..	-1	..	..	..	..	..
Bombay State (including Durgam Chattrani)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	-1	..	..	..	-23	-4	-8	-23	-148	-5	-27	-4	..	-4	..	1

(b) Petrol Road Motor Bus.

† In units.

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

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (Cols. 8+9).
			4	5	6	7	8		10	11	12	13	14
CLASS II RAILWAYS.													
Daval Light	2' 6"	1936-37	..	1.8	..	743.5	745.3	130.7	..	2.5	..	873.5	876.0
		1937-38	..	2.1	..	803.8	805.9	200.2	..	2.0	..	1,009.5	1,072.1
Bengal Dooms	3' 3 1/2"	1936-37	0	2.0	18.4	1,024.6	1,045.9	27.4	1.0	2.4	19.8	1,050.7	1,073.3
		1937-38	0	2.3	19.3	1,077.1	1,099.2	30.2	8	2.5	20.1	1,100.0	1,120.4
Bhavnagar State	2' 3 1/2"	1936-37	0	19.5	..	2,440.8	2,661.2	307.9	1.4	26.0	..	2,941.7	2,969.1
		1937-38	0	15.7	..	2,907.3	2,923.9	37.5	1.3	21.2	..	2,938.9	2,961.4
Bikaner State	3' 3 1/2"	1936-37	8	5.7	12.0	1,906.8	1,925.3	102.8	1.2	7.7	14.1	2,005.1	2,115.1
		1937-38	1.0	0.4	12.1	1,984.5	2,004.0	203.0	1.5	8.4	14.4	2,243.6	2,307.9
Darjeeling Himalayan	2' 0"	1936-37	1.2	10.2	..	704.6	716.0	12.6	2.1	13.4	..	713.1	728.6
		1937-38	1.3	8.4	..	718.3	728.0	11.0	1.8	11.3	..	726.8	739.9
Dibra Sadiya	3' 3 1/2"	1936-37	2.3	4.0	23.7	1,249.7	1,279.6	33.2	2.4	4.3	25.5	1,285.6	1,317.5
		1937-38	2.3	3.7	24.0	1,299.0	1,329.0	41.5	2.7	3.9	20.6	1,338.2	1,371.4
Gadkwar's Baroda State	2' 6"	1936-37	3	8.4	..	3,390.9	3,399.6	704.3	8	13.2	..	4,059.9	4,103.9
		1937-38	4	6.5	..	3,220.1	3,238.0	680.0	9	13.2	..	3,904.8	3,918.9
Gondal	3' 3 1/2"	1936-37	4	21.2	..	2,811.4	2,833.0	102.4	5	22.1	..	3,002.3	3,025.4
		1937-38	5	21.0	..	2,089.1	2,710.0	187.0	5	21.8	..	2,875.3	2,897.0
Jaipur State	3' 3 1/2"	1936-37	3	11.1	..	1,003.6	1,014.9	733.1	1.0	24.2	..	2,327.8	2,353.0
		1937-38	3	11.4	..	1,569.3	1,581.5	743.5	1.1	24.3	..	2,290.1	2,325.0
Jaisalmer	3' 3 1/2"	1936-37	0	3.6	..	904.9	909.1	196.7	1.2	5.9	..	1,008.7	1,105.8
		1937-38	5	3.6	..	937.5	941.6	213.9	1.1	0.1	..	1,148.3	1,165.5
Jodhpur	2' 3 1/2"	1936-37	9	7.5	..	598.2	606.6	68.8	1.1	9.7	..	664.6	675.4
		1937-38	8	8.0	..	671.3	680.6	96.8	1.1	10.0	..	765.7	777.4
Junagadh State	3' 3 1/2"	1936-37	4	15.5	..	2,175.0	2,190.9	243.2	5	19.3	..	2,413.3	2,434.1
		1937-38	5	15.0	..	2,150.6	2,166.1	240.0	8	18.9	..	2,385.4	2,406.1
Morvi	3' 3 1/2"	1936-37	8	11.3	..	829.4	842.0	322.7	1.8	23.1	..	1,139.6	1,164.7
		1937-38	9	11.4	..	805.2	817.5	367.1	2.0	23.3	..	1,149.3	1,174.6
Mysore	2' 6"	1936-37	2.4	36.6	..	3,359.3	3,338.3	93.4	1.7	32.2	..	3,447.3	3,487.2
		1937-38	2.0	46.9	2.3	4,733.5	4,784.7	113.3	2.3	48.9	3.0	4,843.3	4,898.0
Shahdra (Delhi)—Saharanpur Light	2' 6"	1936-37	..	1.0	..	505.3	508.3	17.9	..	1.0	..	523.7	524.7
		1937-38	..	1.1	..	544.2	545.3	21.8	..	1.1	..	566.0	567.1
TOTAL CLASS II RAILWAYS		1936-37	11.3	163.9	64.1	125,685.0	125,924.3	3,311.0	16.9	217.6	69.0	128,931.8	129,235.4
		1937-38	12.2	160.2	67.9	27,423.7	27,673.0	3,322.8	18.1	222.4	73.5	30,681.8	30,995.8
CLASS III RAILWAYS.													
Ahmedpur Katwa	2' 6"	1936-37	..	5	2.0	165.7	163.8	5.8	..	6	3.1	170.9	174.4
		1937-38	..	3	2.5	194.2	197.0	5.7	..	3	2.8	199.6	202.1
Arrah-Sasaram Light	2' 6"	1936-37	4	..	6.1	297.3	404.3	3.2	4	..	6.2	400.9	407.1
		1937-38	4	..	5.1	438.6	444.1	3.8	4	..	5.2	442.3	447.1
Bankura-Damodar River	2' 6"	1936-37	1	3	1.8	123.6	130.8	1.6	1	3	1.8	130.0	132.2
		1937-38	..	3	1.6	130.2	138.1	1.0	1	3	1.6	137.1	139.2
Dumraon Basirhat Light	2' 6"	1936-37	4.7	..	49.7	2,005.3	1,059.6	6	4.1	..	49.7	1,006.4	1,069.2
		1937-38	5.9	..	61.7	1,264.2	1,331.8	8	5.9	..	61.8	1,264.9	1,332.2
Bengal Provincial	2' 6"	1936-37	1	7	4.6	262.9	269.3	64.3	1	1.0	7.4	325.1	333.2
		1937-38	1	7	5.5	305.0	312.2	53.9	2	1.0	7.5	357.4	366.5

* Columns 9 to 14 and 20 to 24 - For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.
 † Includes figures of Porbandar State Railway for 7 months viz., from September 1936 to March 1937, as it was taken over by Gondal Railway from 1st April 1937. Figures from April 1936 to August 1936 are not available.
 ‡ Revised figures.

Class II and III Railways for the years 1936-37 and 1937-38.

PASSENGER MILES (IN THOUSANDS)					AVERAGE NUMBER OF MILES & PASSENGERS WAS CARRIED					EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS)					Railway
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
..	136	..	32,380	33,016	..	54.3	..	37.6	37.7	Ra.	Ra.	Ra.	Ra.	Ra.	Class II Rys.
..	162	..	43,527	43,089	..	61.6	..	40.7	40.8	..	8	..	7.87	7.98	Paral Light.
29	62	319	18,635	19,045	29.2	26.9	16.6	17.7	17.7	6	4	9	3.87	3.88	Bengal Doonab.
23	64	329	19,589	20,005	28.3	25.2	16.4	17.7	17.7	6	4	9	3.26	3.45	Bengal Doonab.
106	1,325	..	78,527	79,958	76.0	50.9	..	28.7	28.9	9	69	..	13.94	14.02	Rhavnagar State.
82	1,224	..	78,884	80,190	63.1	57.7	..	26.8	27.8	7	55	..	14.01	14.63	Rhavnagar State.
87	431	848	79,626	80,992	75.3	56.0	60.2	38.0	38.2	11	27	24	16.69	17.21	Bikaner State.
109	498	908	89,946	91,461	73.7	59.2	63.1	40.1	40.3	17	37	28	18.74	19.56	Bikaner State.
86	485	..	9,513	10,084	41.7	36.2	..	13.3	13.3	14	48	..	2.43	3.19	Darjeeling Himalayan.
68	395	..	9,933	10,396	37.8	34.9	..	13.7	14.1	13	39	..	2.44	2.96	Darjeeling Himalayan.
56	99	541	19,308	20,004	23.0	23.0	21.0	16.0	15.9	5	6	16	3.03	3.27	Dibru Sadia.
49	85	549	19,568	20,251	17.8	22.1	20.6	14.0	14.8	4	4	16	3.06	3.30	Dibru Sadia.
28	338	..	66,450	66,816	35.2	25.6	..	16.2	16.3	3	21	..	12.97	13.21	Cachwar Burdwa State.
27	337	..	65,536	65,900	30.5	25.5	..	16.8	16.8	3	21	..	12.80	13.04	Cachwar Burdwa State.
14	421	..	39,391	40,326	30.7	19.0	..	13.3	13.3	2	20	..	10.11	10.33	Cachwar Burdwa State.
16	436	..	38,508	38,900	31.4	19.9	..	13.4	13.4	2	20	..	9.78	10.00	Cachwar Burdwa State.
46	971	..	63,788	63,305	43.8	28.6	..	23.9	24.1	4	45	..	10.62	11.11	Candol.
50	975	..	65,708	66,733	44.8	30.3	..	24.3	24.4	5	45	..	10.88	11.38	Candol.
74	316	..	38,234	38,624	61.9	53.6	..	34.8	34.9	8	79	..	6.52	6.85	Jaiypr State.
75	340	..	40,093	40,508	68.8	55.4	..	34.9	35.1	9	20	..	6.90	7.19	Jaiypr State.
71	534	..	23,953	24,558	63.3	55.4	..	36.0	36.4	7	29	..	5.55	5.91	Jamnagar Dwarka.
72	594	..	29,240	29,806	66.4	56.2	..	33.3	33.5	8	32	..	6.69	7.09	Jamnagar Dwarka.
18	696	..	46,904	47,518	35.9	30.1	..	19.4	19.5	2	26	..	3.50	3.78	Jamnagar State.
25	555	..	46,277	46,857	31.9	29.4	..	19.4	19.5	2	25	..	3.41	3.68	Jamnagar State.
121	1,381	..	42,354	43,856	67.0	59.9	..	37.3	37.7	12	66	..	7.67	8.45	Morvi.
138	1,448	..	45,416	47,002	68.9	62.1	..	39.5	40.0	14	69	..	8.19	9.02	Morvi.
113	2,039	..	83,997	86,199	66.5	54.7	..	24.4	24.7	13	75	..	14.39	15.27	Morvi.
173	3,016	251	123,270	126,710	75.2	61.7	83.7	25.4	25.9	14	92	8	17.45	18.59	Morvi.
..	23	..	14,842	14,865	..	23.0	..	18.0	18.0	..	1	..	1.91	1.92	Mysore.
..	26	..	15,491	15,517	..	23.6	..	17.9	17.9	..	1	..	1.96	1.97	Mysore.
..	4	..	499	503	..	13.3	..	14.7	14.7	..	..	..	9	9	Mysore.
..	5	..	587	592	..	16.7	..	15.6	15.6	..	..	..	8	8	Mysore.
6	103	287	21,276	21,621	29.3	27.0	23.3	22.3	22.3	1	8	8	4.43	4.57	Mahidra (Inhi) Baharanpur Light.
6	108	239	22,752	23,105	27.1	30.7	25.5	23.2	23.2	..	5	8	4.74	4.87	Mahidra (Inhi) Baharanpur Light.
365	2,314	1,945	675,676	687,790	50.6	42.3	28.2	23.4	23.5	97	457	66	1,24,16	1,24,25	Total Class II Rys.
913	10,208	2,276	744,325	767,782	50.4	46.2	31.0	24.3	24.4	1,04	4,77	69	1,27,26	1,23,76	Total Class II Rys.
..	7	43	1,936	1,986	..	11.7	13.9	11.3	11.4	..	1	2	60	63	Class III Rys.
..	4	42	2,247	2,293	..	13.3	15.0	11.3	11.3	..	..	2	70	72	Ahmedpur State.
16	..	221	11,237	11,473	36.9	..	25.6	23.0	23.2	1	..	7	2.06	2.13	Arushapuram Light.
14	..	206	12,113	12,333	35.7	..	30.9	27.4	27.5	1	..	6	2.21	2.28	Arushapuram Light.
1	9	37	2,147	2,194	10.0	30.0	20.6	16.8	16.8	..	1	1	67	69	Barkara-Baramoda River.
1	7	32	2,198	2,238	10.0	23.3	20.0	16.0	16.1	..	1	1	69	71	Barkara-Baramoda River.
102	..	760	14,314	15,166	24.7	..	16.1	14.3	14.3	6	..	20	2.43	2.52	Barnat-Purhat Light.
137	..	1,026	18,735	19,898	23.4	..	16.8	14.8	14.9	6	..	27	2.46	2.79	Barnat-Purhat Light.
1	6	41	2,054	2,102	6.40	6.61	5.69	6.22	6.22	..	..	1	52	53	Bengal Provincial.
1	8	40	2,583	2,632	5.61	7.38	5.38	7.23	7.19	..	..	1	59	60	Bengal Provincial.

† See similar remarks on previous page.
‡ Revised figures.

30.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1936-37 and 1937-38—contd.

Railways.	Gauge.	Year.	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thous- ands).	* Average rates a ton of goods was car- ried.	Earnings from tons carried (in thous- ands).	Average rate charged for carry- ing a ton of goods one mile. (In pies)
			1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	* Other traf- fic.	Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
CLASS II RAILWAYS.														
Bard Light	2' 6"	1936-37	..	10-0	..	3-04	3-06	91	67	148	3,160	65-1	7,79	15-3
		1937-38	..	10-0	..	3-47	3-49	112	64	176	10,160	67-8	9,20	17-4
Bengal Doars	3' 3 1/2"	1936-37	24-2	11-9	5-33	3-00	3-20	706	88	794	14,619	75-4	13,03	17-1
		1937-38	24-2	11-9	5-33	3-00	3-08	102	112	214	17,392	80-8	14,09	16-7
Bhavnagar State	3' 3 1/2"	1936-37	17-6	8-66	..	3-41	3-51	331	174	505	26,160	47-7	15,33	11-6
		1937-38	17-5	8-62	..	3-41	3-50	323	156	481	23,910	49-7	13,79	11-1
Bikaner State	3' 3 1/2"	1936-37	24-0	12-0	5-50	4-00	4-08	231	154	435	49,002	112-5	19,33	7-60
		1937-38	29-4	14-5	5-90	4-00	4-10	278	186	464	53,200	114-5	22,13	7-99
Darjeeling-Himalayan	2' 0"	1936-37	31-9	19-0	..	6-00	5-91	127	42	169	4,303	28-4	12,49	50-1
		1937-38	33-6	19-0	..	4-73	6-47	136	42	177	5,406	30-5	11,60	41-2
Dibru Sadiya	3' 3 1/2"	1936-37	18-0	9-00	5-50	3-00	3-00	235	59	334	12,366	33-0	14,60	22-0
		1937-38	18-0	9-00	5-50	3-00	3-00	423	58	481	15,581	32-6	16,72	21-0
Gaskwar's Baroda State	3' 3 1/2"	1936-37	23-6	11-7	..	3-75	3-79	86	269	355	11,763	31-4	7,42	12-8
		1937-38	23-6	11-6	..	3-75	3-80	101	263	364	12,318	32-1	8,13	12-7
	2' 6"	1936-37	24-0	9-00	..	4-37	4-92	233	111	394	12,005	30-4	11,55	18-5
		1937-38	23-7	9-00	..	4-38	4-93	259	116	385	11,705	30-4	11,12	18-2
Gondal	3' 3 1/2"	1936-37	17-8	9-00	..	3-47	3-57	1266	1892	518	116,394	136-3	11,32	12-9
		1937-38	17-7	8-86	..	3-75	3-85	298	311	599	20,184	33-7	13,68	13-0
Jaipur State	3' 3 1/2"	1936-37	20-1	11-5	..	3-31	3-41	24	141	165	11,378	68-9	4,95	8-35
		1937-38	21-0	11-4	..	3-31	3-41	32	147	179	12,206	68-1	5,43	8-55
Jamnagar Dwarka	3' 3 1/2"	1936-37	19-8	10-3	..	4-45	4-62	292	42	334	12,042	36-0	5,95	9-49
		1937-38	20-0	10-4	..	4-39	4-55	318	58	376	13,392	35-8	6,57	9-42
Junagadh State	3' 3 1/2"	1936-37	17-6	8-43	..	3-42	3-55	243	38	281	11,593	41-2	6,16	12-5
		1937-38	17-4	8-50	..	3-49	3-58	265	46	311	12,337	39-7	9,37	14-6
Morvi	3' 3 1/2"	1936-37	19-1	9-12	..	3-42	3-70	204	110	314	14,912	47-4	8,03	10-3
		1937-38	18-8	9-19	..	3-46	3-69	188	128	316	16,372	51-8	8,53	9-96
	3' 3 1/2"	1936-37	22-1	6-29	..	3-29	3-40	309	109	418	22,363	53-5	12,72	10-9
		1937-38	15-5	5-86	6-12	2-72	2-82	404	153	557	37,224	66-9	18,60	9-58
Mysore	2' 6"	1936-37	..	3-35	..	2-47	2-43	21	4	25	1,384	39-5	90	12-5
		1937-38	..	7-38	..	2-43	2-44	40	2	42	1,672	39-8	99	11-4
	2' 0"	1936-37	..	..	..	3-46	3-44	8	1	9	242	26-9	29	23-0
		1937-38	..	..	..	2-62	2-59	8	1	9	241	26-8	29	23-1
Shabdara (Delhi) Saharan- pur Light	2' 6"	1936-37	14-0	6-99	6-50	3-99	4-05	145	36	180	5,586	31-1	5,01	17-4
		1937-38	14-0	9-00	6-50	4-00	4-05	119	66	185	7,142	38-7	5,59	15-0
TOTAL CLASS II RAILWAYS	..	1936-37	21-2	9-42	5-53	3-64	3-75	3,202	1,698	4,898	235,572	43-1	1,59,97	13-0
		1937-38	21-9	8-92	5-82	3-54	3-64	3,405	1,931	5,336	270,402	50-7	1,76,73	12-5
CLASS III RAILWAY														
Ahmadpur Kotwa	2' 6"	1936-37	..	27-4	3-93	5-95	6-09	8	5	13	273	21-0	18	12-7
		1937-38	..	..	9-14	5-96	6-03	12	6	18	357	19-8	24	12-9
Arrah-Sasaram Light	2' 6"	1936-37	15-6	..	6-00	3-50	3-56	27	9	56	1,219	32-4	1,05	11-1
		1937-38	15-0	..	6-00	3-50	3-55	50	8	58	2,007	34-8	1,08	10-3
Bankura-Damodar River	2' 6"	1936-37	..	21-3	5-19	5-99	6-04	14	4	18	766	42-6	40	10-0
		1937-38	..	27-4	6-00	6-03	6-09	15	6	21	835	42-1	44	9-55
Baraset-Basirhat Light	2' 6"	1936-37	7-73	..	5-07	3-46	3-57	36	5	41	1,422	35-1	1,15	15-5
		1937-38	7-71	..	5-11	3-54	3-65	39	2	42	1,219	28-8	1,02	16-1
Bengal Provincial	3' 6"	1936-37	23-9	11-5	5-92	3-33	4-33	23	5	28	253	9-14	23	17-2
		1937-38	18-4	9-10	5-35	4-25	4-35	12	6	18	196	10-9	27	25-5

*Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.
† See similar remarks on page 216.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1936-37 and 1937-38—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINES WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					† Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		† 1st.	† 2nd.	† Inter.	† 3rd.	† Total (Col. 9 + 12.)
CLASS III—contd.													
Buxtiarpur Bihar Light	2' 6"	1936-37	3	1.5	10.2	546.6	561.3	53.4	1	1.7	12.6	602.4	616.3
		1937-38	..	1.3	9.1	432.5	442.9	41.9	1	1.5	11.4	471.3	484.3
Burdwan-Katwa	2' 6"	1936-37	..	4	3.7	193.0	196.5	3.6	..	6	3.4	201.1	206.0
		1937-38	..	3	2.1	217.0	220.4	2.0	..	3	2.4	225.7	229.4
Cutch State	2' 6"	1936-37	..	3.5	..	116.6	230.1	..	..	3.6	..	216.6	230.1
		1937-38	..	4.4	..	200.6	204.9	..	..	4.4	..	200.6	204.9
Dehri Rohtas Light	2' 6"	1936-37	3	..	3	73.3	74.3	..	2	..	3	73.3	74.3
		1937-38	1	Nil	2	93.4	93.7	Nil	1	Nil	2	93.4	93.7
Dholpur State	2' 6"	1936-37	..	1	..	109.3	109.3	4	..	1	..	109.6	109.7
		1937-38	..	1	..	124.3	124.4	3	..	1	..	124.6	124.7
Futwah-Jalampur	2' 6"	1936-37	3	..	3.3	159.4	163.6	12.1	3	..	3.7	169.6	175.6
		1937-38	3	..	5.1	217.3	222.7	19.2	3	..	6.0	230.6	241.9
Gwalior Light	2' 6"	1936-37	..	1.6	..	474.6	476.2	1.6	..	1.6	..	476.4	478.1
		1937-38	..	1.6	..	469.3	470.3	2.2	..	1.6	..	471.4	473.0
Howrah Amta Light	2' 0"	1936-37	3.4	..	63.1	2,302.2	2,309.3	..	3.4	..	63.1	2,302.2	2,309.3
		1937-38	3.3	..	63.5	2,442.1	2,508.9	..	3.3	..	63.5	2,442.1	2,508.9
Howrah-Sheakhala Light	2' 0"	1936-37	6	..	9.6	713.6	723.2	..	6	..	9.6	713.6	723.2
		1937-38	5	..	10.0	805.1	815.6	..	5	..	10.0	805.1	815.6
Jagadhri Light.	2' 0"	1936-37	..	..	2	79.7	79.9	..	..	..	2	79.7	79.9
		1937-38	..	..	2	88.6	88.8	..	..	..	2	88.6	88.8
Jorhat (Provincial)	2' 0"	1936-37	†	†	†	†	†	†	†	†	†	†	†
		1937-38	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta.	2' 6"	1936-37	..	1	3.7	792.9	796.7	..	..	1	3.7	792.9	796.7
		1937-38	..	1	3.5	868.6	872.1	1	..	1	3.5	868.6	872.3
Kulasekarapatnam Light	2' 0"	1936-37	..	..	..	161.3	161.3	..	..	..	..	161.3	161.3
		1937-38	..	..	..	176.9	176.9	..	..	..	..	176.9	176.9
Matheran Light	2' 0"	1936-37	5	2.9	..	6.3	10.2	15.3	1.3	0.5	..	14.0	21.0
		1937-38	5	2.8	..	7.4	10.7	12.1	1.3	0.5	..	14.0	21.0
Terapur-Balipara	2' 6"	1936-37	3	..	1.9	243.3	245.5	..	3	..	1.9	243.3	245.5
		1937-38	3	..	2.0	230.1	232.4	..	3	..	2.0	230.1	232.4
Trivellore Light	2' 0"	1936-37	..	..	..	19.6	19.6	..	..	..	..	19.6	19.6
		1937-38	..	..	..	10.7	10.7	..	..	..	..	10.7	10.7
Udaipur. Chittorgarh	3 3 1/2"	1936-37	6	2.9	2.7	694.6	700.7	95.6	1.2	4.3	3.1	707.3	709.3
		1937-38	5	2.3	2.0	694.6	700.7	106.6	1.5	5.1	3.1	709.5	709.5
TOTAL CLASS III RAILWAYS	..	1936-37	10.8	14.5	164.2	8,749.0	8,932.6	264.3	12.6	43.9	171.8	8,998.5	9,249.6
		1937-38	11.9	14.7	176.0	9,476.2	9,678.8	259.0	14.1	23.2	162.2	9,718.3	9,937.6

† Not available.

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

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

Railway.	Gauge.	Year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
			18	19	20	21	22	23	24	25	26	27
Class III—consolid.												
Bukhtiarpur-Bihar Light	2' 6"	1936-37	3	36	252	9,775	10,066	23.7	21.4	20.1	14.6	16.3
		1937-38	1	31	222	7,310	7,584	22.1	20.0	19.5	15.5	15.6
Burdwan-Katwa	2' 6"	1936-37	..	10	69	2,620	2,699	..	20.0	20.3	13.0	13.2
		1937-38	..	8	60	2,898	2,972	..	26.7	19.4	12.8	13.0
Cutch State	2' 6"	1936-37	..	107	..	6,145	5,252	..	29.9	..	23.8	23.9
		1937-38	..	111	..	5,362	5,373	..	25.4	..	20.2	20.3
Dehri Rohtas Light	2' 6"	1936-37	3	..	6	923	922	18.0	..	16.0	13.0	13.0
		1937-38	2	Nil	9	1,162	1,157	20.0	Nil	16.0	12.0	12.0
Dholpur State	2' 6"	1936-37	..	4	..	2,091	2,085	..	28.9	..	19.1	19.1
		1937-38	..	4	..	2,720	2,724	..	26.3	..	21.8	21.8
Futwah-Islampur	2' 6"	1936-37	4	..	64	2,446	2,524	16.3	..	11.2	14.4	14.2
		1937-38	5	..	85	2,302	2,392	14.9	..	14.2	14.0	14.0
Gwalior Light	2' 6"	1936-37	..	60	..	12,122	12,241	23.0	29.0	..	25.0	25.0
		1937-38	..	67	..	12,324	12,391	22.0	41.0	..	26.0	26.0
Howrah Amta Light	2' 0"	1936-37	74	..	625	29,081	29,780	21.6	..	9.29	12.6	12.6
		1937-38	73	..	696	30,140	30,909	22.1	..	11.0	12.3	12.3
Howrah-Sheakhala Light	2' 0"	1936-37	8	..	59	5,824	5,901	12.9	..	6.18	8.77	8.15
		1937-38	7	..	61	6,431	6,499	14.3	..	6.14	7.98	7.96
Jagadhri Light	2' 0"	1936-37	..	..	..	264	264	3.31	..	3.31	3.31	3.31
		1937-38	..	..	1	293	294	3.31	..	3.31	3.31	3.31
Jorhat (Provincial)	2' 0"	1936-37	†	†	†	†	†	†	†	†	†	†
		1937-38	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2' 6"	1936-37	..	2	16	6,739	6,756	..	20.0	4.05	8.60	8.48
		1937-38	..	2	17	7,498	7,515	..	20.0	4.86	8.63	8.62
Kulasekarapatnam Light	2' 0"	1936-37	..	..	..	1,587	1,587	..	..	..	9.81	9.81
		1937-38	..	..	..	1,743	1,743	..	..	..	9.91	9.91
Matheran Light	2' 0"	1936-37	20	121	..	186	327	12.6	12.6	..	12.6	12.6
		1937-38	16	107	..	177	300	12.6	12.6	..	12.6	12.6
Tempore-Balipara	2' 6"	1936-37	4	..	27	2,237	2,318	12.3	..	14.4	9.30	9.44
		1937-38	4	..	25	2,004	2,033	11.5	..	12.4	8.71	8.74
Trivellore Light	2' 0"	1936-37	..	..	..	47	47	..	..	..	2.37	2.37
		1937-38	..	..	..	25	25	..	..	..	2.37	2.37
Udampur-Chitorgarh	3' 3 1/2"	1936-37	79	303	176	29,934	30,492	65.9	62.6	57.1	38.0	38.3
		1937-38	108	315	175	31,101	31,699	68.9	61.6	55.6	38.9	39.2
Total Class III Railways	..	1936-37	314	664	2,385	142,829	146,192	25.3	27.3	13.9	16.9	16.9
		1937-38	369	664	2,697	153,154	155,884	26.2	28.6	14.8	16.7	16.7

* Columns 23 to 27, 34, 40 and 43.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.
† Not available.

Class II and III Railways for the years 1936-37 and 1937-38—concl'd.

EARNINGS FROM PASSENGERS CARRIED IN THOUSANDS.					AVERAGE RATES (IN PISE) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thousands).	Average miles a ton of goods was carried.	Earnings from ton carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pise).	Railway.	
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.						
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.			
..	2	8	1,78	1,88	14.5	9.01	5.99	3.50	3.58	33	18	51	983	29.4	21	26.5	Class III— concl'd. Bhaktin- pur Bihar Light.	
..	2	7	1,33	1,42	15.0	9.00	6.00	3.50	3.59	36	16	52	1,505	30.3	27	15.9		
..	1	2	82	85	..	19.2	5.57	6.01	5.05	9	3	17	382	22.5	19	8.55		
..	..	3	91	94	..	..	8.73	6.03	6.07	12	8	20	437	31.9	25	10.9	Rudra- Katwa.
..	5	..	1,19	1,24	..	9.01	..	4.45	4.55	43	..	43	943	23.2	77	15.6		
..	5	..	1,24	1,29	..	9.10	..	4.50	4.60	34	1	35	741	31.2	67	17.2	Cutch- State.	
1	18	19	20.0	..	7.00	3.75	3.82	29	6	34	†	†	1,37	†		Dhri Hoblas Light.
..	Nil	..	23	23	20.0	Nil	7.00	3.75	3.78	98	6	103	†	†	1,46	†		
..	..	..	44	44	..	15.0	..	4.00	4.02	65	2	67	2,538	37.8	1,10	8.33	Dholpur State.
..	..	..	57	57	..	15.0	..	4.00	4.02	69	2	71	2,669	37.6	1,18	8.50	
..	..	3	57	60	20.0	..	7.50	4.49	4.60	10	7	17	204	17.1	23	16.2	Futwah Lalampur.	
1	..	3	77	81	20.0	..	7.50	4.50	4.69	15	7	22	377	17.0	27	16.0		
..	4	..	3,18	3,23	30.0	12.0	..	5.00	5.00	215	29	244	10,519	44.0	4,73	10.0	Gwalior Light.	
..	5	..	3,18	3,23	30.0	12.0	..	5.00	5.00	196	29	225	9,253	41.0	4,61	10.0		
3	..	16	6,26	6,45	29.0	..	4.87	4.13	4.15	43	12	55	1,368	24.9	1,66	22.0	Howrah Amta Light.	
3	..	17	6,47	6,67	29.0	..	4.63	4.11	4.14	53	16	69	1,440	21.0	1,70	22.7		
..	..	2	1,05	1,07	29.99	..	5.00	3.46	3.48	12	2	14	183	13.6	27	27.4	Howrah, Shrahhala Light.	
..	..	2	1,15	1,17	29.98	..	4.82	3.43	3.45	12	2	14	220	16.1	26	25.0		
..	..	..	5	5	21.7	..	7.15	3.82	3.84	7	..	7	25	3.31	8	63.3	Jagdishri Light.
..	..	..	6	6	22.3	..	7.32	3.84	3.86	7	..	7	23	3.31	8	63.2	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provin- cial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	2	1,10	1,11	..	..	12.8	3.13	3.15	32	6	38	791	20.2	41	9.96	Kalgias- Falta.
..	..	1	1,22	1,23	..	..	11.3	3.12	3.14	33	6	39	802	20.6	42	10.1	
..	..	..	42	43	..	..	..	5.19	5.19	13	..	13	110	8.22	21	26.2	Kularka- rapatanas Light.
..	..	..	42	42	..	..	..	4.58	4.58	13	..	13	109	8.23	21	26.5	
7	30	..	28	65	67.0	47.0	..	28.0	28.0	1	1	2	12	12.6	11	120.0	Matheran Light.	
6	28	..	28	62	72.0	50.0	..	30.0	40.0	1	1	2	19	12.6	12	122.0		
..	..	1	54	55	20.0	..	7.00	4.50	4.55	21	..	21	1,030	49.7	29	16.9	Tempore- Malipora.	
..	..	1	47	48	20.0	..	7.00	4.50	4.32	20	..	20	1,016	50.0	29	16.9		
..	..	..	1	1	..	..	..	6.00	6.00	††	††	††	††	††	††	††	Trivellore Light.
..	..	..	1	1	..	..	..	6.00	6.00	††	††	††	††	††	††	††	
10	18	4	4,66	4,98	23.4	11.8	4.47	3.99	3.16	29	33	72	2,861	53.9	2,56	12.7	Vaidar- Chitorgarh.	
13	19	4	4,85	5,21	23.5	11.8	4.51	3.99	3.16	27	34	71	2,370	54.7	2,06	12.2		
28	62	68	28,96	30,52	15.9	17.9	5.43	3.89	4.01	760	151	911	27,795	29.5	22,21	12.3	Total Class III Ry.	
30	60	75	30,81	32,46	15.6	17.2	5.24	3.89	4.00	763	159	919	28,995	29.6	18,74	12.6		

† Not available.
†† Owing to remodelling of stations etc. goods traffic was closed, but transport, as usual, was done by bullock carts.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) (Cols. 7 & 10).	Rail motor Car miles.	Steam Coach miles.	TONS OF COAL CONSUMED ON LOCOMOTIVES.				
			† Pas-senger.	† Mixed.	† Goods.	Total (including departmental).	† Shunt-ing.	* Miscel-laneous.	‡ Total.				For-ign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS II.																	
Barsi Light.	2' 6"	1936-37	148	212	3	366	53	7	60	425	Nil	39	Nil	2,972	Nil	Nil	2,972
		1937-38	172	214	10	400	58	7	65	465	"	71	"	10,628	2	"	10,629
Bengal Doonars.	3' 3 1/2"	1936-37	1	288	10	305	32	16	48	353	"	Nil	"	7,106	Nil	"	7,106
		1937-38	1	288	27	335	27	14	41	376	"	"	"	8,221	"	"	8,221
Bhavnagar State.	3' 3 1/2"	1936-37	331	282	97	719	193	18	211	930	13	12	"	22,052	110	"	22,096
		1937-38	330	276	80	697	183	42	225	922	31	10	32	21,522	135	"	21,808
Bikaner State.	3' 3 1/2"	1936-37	9	917	19	951	33	29	112	1,063	Nil	Nil	Nil	21,592	38	"	21,607
		1937-38	13	940	40	998	90	40	130	1,128	"	"	"	24,442	49	"	24,462
Darjeeling Himalayan.	2' 0"	1936-37	37	266	218	523	33	25	58	580	"	"	"	11,732	Nil	"	11,732
		1937-38	37	268	214	523	35	30	65	588	"	"	"	11,840	"	"	11,840
Dibru-Sadiya	3' 3 1/2"	1936-37	Nil	353	72	426	167	1	168	594	"	"	"	12,791	"	"	12,791
		1937-38	"	343	83	427	186	1	187	614	"	"	"	13,366	"	"	13,366
Gaekwar's Baroda State.	3' 3 1/2"	1936-37	113	382	18	616	96	16	112	628	"	"	"	13,313	54	"	13,335
		1937-38	127	379	20	529	97	17	114	643	"	"	"	15,467	54	"	15,489
	2' 0"	1936-37	37	428	5	475	95	3	98	573	"	††75	"	8,413	57	(c) ††59	8,436
		1937-38	18	440	5	466	95	3	98	564	2	††81	"	8,515	54	(c) ††64	8,537
Gondal†	3' 3 1/2"	1936-37	30	376	9	480	140	1	151	631	Nil	Nil	"	14,001	40	Nil	14,017
		1937-38	122	385	26	535	168	15	183	718	"	"	"	15,536	42	"	15,552
Jaipur State.	3' 3 1/2"	1936-37	198	78	33	360	43	3	51	411	"	"	"	7,425	55	"	7,447
		1937-38	197	78	93	368	44	11	55	423	"	"	"	7,741	55	"	7,763
Jamnagar Dwarka.	3' 3 1/2"	1936-37	40	164	17	223	73	16	89	312	39	"	"	7,144	67	"	7,171
		1937-38	42	207	14	264	81	22	103	367	51	"	"	7,090	70	"	7,118
Junagad State.	3' 3 1/2"	1936-37	138	291	15	452	43	1	44	496	37	"	"	9,133	51	"	9,153
		1937-38	140	286	38	471	49	4	53	524	49	"	"	10,408	55	"	10,430
Morvi	3' 3 1/2"	1936-37	126	195	12	376	98	Nil	98	474	34	"	"	9,984	132	"	10,037
		1937-38	128	197	12	383	105	"	105	488	30	"	"	10,821	128	"	10,872
	3' 3 1/2"	1936-37	586	303	158	1,068	218	21	239	1,307	Nil	"	"	24,243	Nil	"	24,243
		1937-38	727	337	262	1,334	250	23	273	1,607	"	"	"	30,619	"	"	30,619
Mysore	2' 6"	1936-37	79	135	1	218	17	Nil	17	235	"	"	"	3,387	"	"	3,387
		1937-38	78	135	1	220	18	"	18	238	"	"	"	3,218	"	"	3,218
	2' 0"	1936-37	Nil	20	13	33	10	"	10	43	"	"	"	583	"	"	583
		1937-38	"	20	14	34	10	"	10	44	"	"	"	533	"	"	533
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1936-37	"	135	33	171	13	1	14	185	"	"	"	3,420	11	"	3,424
		1937-38	"	135	44	182	13	1	13	195	"	"	"	3,397	13	"	3,402
Total Class II Railways.		1936-37	1,923	4,325	763	7,660	1,407	173	1,580	9,240	122	176	Nil	136,791	615	††59	137,937
		1937-38	2,132	4,928	983	8,166	1,508	230	1,738	9,904	163	162	32	203,364	657	††64	203,659
CLASS III.																	
Ahmadpur-Katwa.	2' 6"	1936-37	"	73	Nil	33	16	26	42	124	Nil	Nil	Nil	1,033	Nil	Nil	1,033
		1937-38	2	71	"	89	16	28	44	133	"	"	"	1,112	"	"	1,112
Arrah-Sasaram Light	3' 6"	1936-37	Nil	119	6	125	6	"	6	131	"	"	"	1,688	"	"	1,688
		1937-38	"	148	8	156	10	"	10	166	"	"	"	2,044	"	"	2,044
Bankura Damodar River.	2' 6"	1936-37	"	110	Nil	118	11	42	53	171	"	"	"	1,337	"	"	1,337
		1937-38	"	110	1	116	10	43	53	169	"	"	"	1,519	"	"	1,519

* Include light, assisting required, assisting not required, siding and departmental.
 †† Includes Internal Combustion miles 1936-37, 69 and 1937-38, 80
 †† Oil fuel is not converted into coal.
 (c) Includes 15 tons. of Oil Fuel consumed for other than Locomotive purposes
 † Revised figures.
 † Includes the Porbander State Railway.

† Excluding Departmental.
 ‡ Including Departmental.

nd III Railways for the years 1936-37 and 1937-38.

(b) TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).				TOTAL NUMBER OF TONS OF COAL CONSUMED.					AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
10	20	21	23	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Nil	86	Nil	86	Nil	10,058	Nil	Nil	10,058	Ra. Nil	Ra. 5-09	Ra. Nil	Ra. Nil	Ra. Nil	Ra. 12-6	Ra. Nil	Ra. Nil	Class II.
"	41	"	41	"	10,669	2	"	10,670	"	5-14	3-25	"	"	12-6	3-25	"	Barsi Light
"	375	"	375	"	7,981	Nil	"	7,981	"	2-50	Nil	"	"	10-2	Nil	"	Bengal Doonars.
"	862	"	862	"	9,083	"	"	9,083	"	3-00	"	"	"	10-7	"	"	"
"	713	8	716	"	22,765	118	"	22,812	"	5-84	12-3	"	"	11-3	12-3	"	Bhavnagar State.
"	759	8	762	32	22,281	143	"	22,370	15-0	9-77	12-6	"	21-0	15-8	12-6	"	"
"	2,785	Nil	2,785	Nil	24,377	38	"	24,392	Nil	3-33	6-81	"	Nil	15-2	6-81	"	Bikaner State.
"	2,397	"	2,397	"	26,839	49	"	26,859	"	3-58	6-81	"	"	15-4	6-81	"	"
"	2,275	"	2,275	"	14,007	Nil	"	14,007	"	3-33	Nil	"	"	10-6	Nil	"	Darjeeling Himalayan.
"	2,366	"	2,366	"	14,206	"	"	14,206	"	3-85	"	"	"	11-0	"	"	"
"	3,407	"	3,407	"	16,198	"	"	16,198	"	3-61	"	"	"	11-8	"	"	Dibru-Sadiya.
"	3,406	"	3,406	"	16,772	"	"	16,772	"	3-70	"	"	"	11-8	"	"	"
"	414	"	414	"	14,227	54	"	14,249	"	3-00	6-50	"	"	16-2	3-30	"	"
"	426	"	426	"	15,893	54	"	15,915	"	3-48	6-50	"	"	17-0	7-17	"	Gachwar's Haroda State.
"	238	4	240	"	8,651	61	1169	8,676	"	3-00	6-50	58-4	"	15-9	7-61	75-0	"
"	263	6	265	"	8,778	60	1164	8,802	"	3-54	6-50	54-4	"	16-5	7-01	77-8	"
"	746	5	748	"	14,747	45	Nil	14,765	"	12-3	16-2	Nil	"	12-5	16-2	Nil	Gondal.
"	1,935	7	1,938	"	17,471	49	"	17,490	"	14-8	16-2	"	"	15-0	16-2	"	"
"	51	2	52	"	7,476	57	"	7,499	"	2-69	4-50	"	"	11-5	4-50	"	Jaipur State.
"	86	3	87	"	7,827	58	"	7,850	"	2-75	4-50	"	"	13-3	4-50	"	"
"	93	Nil	93	"	7,237	67	"	7,264	"	2-97	14-4	"	"	11-3	14-4	"	Jamnagar Dwarka.
"	102	"	102	"	7,192	70	"	7,220	"	2-06	13-5	"	"	11-4	13-5	"	"
"	612	9	616	"	9,745	60	"	9,769	"	10-9	10-0	"	"	12-4	10-0	"	Junagad State.
"	857	8	860	"	11,265	63	"	11,290	"	14-5	10-3	"	"	15-8	10-3	"	"
"	240	9	243	"	10,224	141	"	10,280	"	5-04	6-70	"	"	12-8	5-70	"	Morvi.
"	188	9	192	"	11,009	137	"	11,064	"	5-13	5-29	"	"	12-8	5-29	"	"
"	2,382	Nil	2,382	"	26,625	Nil	"	26,625	"	4-63	Nil	"	"	15-1	Nil	"	"
"	3,776	"	3,776	"	34,395	"	"	34,395	"	4-63	"	"	"	15-3	"	"	Mysora.
"	33	"	33	"	3,420	"	"	3,420	"	4-63	"	"	"	13-8	"	"	"
"	89	"	89	"	3,307	"	"	3,307	"	4-63	"	"	"	14-0	"	"	"
"	2	"	2	"	584	"	"	584	"	4-63	"	"	"	16-0	"	"	"
"	7	"	7	"	540	"	"	540	"	4-63	"	"	"	15-7	"	"	"
"	45	"	45	"	3,465	11	"	3,469	"	3-25	13-3	"	"	13-1	13-5	"	Shahdara (Delhi) Baharanpur Light.
"	38	"	38	"	3,435	13	"	3,440	"	3-60	13-5	"	"	12-5	13-5	"	"
Nil	14,996	37	15,011	Nil	201,787	652	1159	202,048									Total Class II Railways.
"	17,598	41	17,614	32	220,962	698	1164	221,273									Class III.
Nil	100	Nil	100	Nil	1,133	Nil	Nil	1,133	Nil	2-12	Nil	Nil	Nil	5-55	Nil	Nil	Ahmadpur Kotwa.
"	103	"	103	"	1,215	"	"	1,215	"	3-22	"	"	"	6-56	"	"	"
"	413	"	413	"	2,101	"	"	2,101	"	2-31	"	"	"	3-39	"	"	Arrab-Basaram Light
"	453	"	453	"	2,497	"	"	2,497	"	2-88	"	"	"	3-95	"	"	"
"	583	"	583	"	1,920	"	"	1,920	"	2-12	"	"	"	4-55	"	"	Bankura Damodar River
"	622	"	622	"	2,141	"	"	2,141	"	3-52	"	"	"	4-72	"	"	"

(a) 2½ Tons of Wood=1 Ton of Coal, and 0.55 Ton of Oil Fuel=1 Ton of Coal.
 (b) For Figures relating to Oil Fuel see remarks against (c) on previous page.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			Passenger.	Mixed.	Goods	Total (including departmental).	Shunting.	Miscellaneous.	Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III— contd.													
Baraset-Basirhat Light.	2' 6"	1936-37	69	165	29	263	12	..	12	275	10	NH	NH
		1937-38	70	165	30	265	12	..	12	277	17	"	"
Bengal Provincial.	2' 6"	1936-37	..	98	NH	98	8	3	11	109	NH	"	"
		1937-38	..	98	"	98	8	3	11	109	"	"	"
Bukhtiarpur-Bihar Light	2' 6"	1936-37	6	85	1	91	11	..	11	102	"	"	"
		1937-38	6	98	..	104	5	..	5	109	"	"	"
Burdwan-Katwa.	2' 6"	1936-37	12	121	NH	139	34	29	63	202	"	"	"
		1937-38	8	121	"	134	21	42	63	197	"	"	"
Cutch State	2' 6"	1936-37	1	65	3	69	9	14	23	86	"	"	"
		1937-38	..	55	1	59	9	18	22	81	"	"	"
Dehri-Rohas Light.	2' 6"	1936-37	NH	51	NH	51	8	NH	8	59	1	"	"
		1937-38	"	52	"	52	6	"	6	58	"	"	"
Dholpur-State.	2' 6"	1936-37	1	58	..	59	16	2	18	77	"	"	"
		1937-38	2	58	..	61	15	1	16	77	1	"	"
Futwah-Ilampur.	2' 6"	1936-37	..	46	NH	46	2	..	2	48	NH	"	"
		1937-38	..	72	"	72	3	..	3	75	"	"	"
Gwalior Light.	2' 0"	1936-37	4	242	88	338	54	7	61	399	"	"	"
		1937-38	5	213	96	318	55	8	63	381	"	"	"
Howrah Amta Light.	2' 0"	1936-37	171	118	22	312	6	1	6	318	"	"	"
		1937-38	185	118	22	325	6	2	8	333	"	"	"
Howrah-Sheakhala Light.	2' 0"	1936-37	92	21	3	116	1	..	1	117	"	"	"
		1937-38	90	31	1	122	2	..	2	124	"	"	"
Jagadhri Light.	2' 0"	1936-37	NH	10	NH	10	1	NH	1	11	"	"	"
		1937-38	"	10	"	10	1	"	1	11	"	"	"
Jorhat (Provincial).†	2' 0"	1936-37	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1937-38	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat Falta.	2' 6"	1936-37	58	39	2	148	18	114	138	280	NH	NH	NH
		1937-38	51	89	NH	141	18	116	133	274	"	"	"
Kulasaka-rapatnam Light.	2' 0"	1936-37	..	75	..	75	NH	NH	NH	75	"	"	"
		1937-38	..	83	..	83	"	"	"	83	"	"	"
Matheran Light.	2' 0"	1936-37	..	11	2	13	"	"	"	13	8	"	"
		1937-38	..	9	2	11	"	"	"	11	7	"	"
Tespore Balipara Light	2' 6"	1936-37	NH	45	NH	45	8	..	8	53	NH	"	"
		1937-38	"	45	"	45	8	"	8	53	"	"	"
Trivellore Light.	2' 0"	1936-37	47	NH	..	47	NH	..	NH	47	"	"	"
		1937-38	25	"	"	25	"	"	"	25	"	"	"
Udaipur Chittorgarh	3' 3 1/2"	1936-37	234	43	50	332	24	10	34	366	"	"	"
		1937-38	180	76	39	297	18	8	26	323	"	"	"
Total Class III Railways.	..	1936-37	692	1,635	206	2,571	244	243	492	3,063	19	NH	NH
		1937-38	694	1,722	200	2,583	223	263	486	3,069	24	"	"

* Includes light, assisting required, assisting
† This railway has become the property of
‡ Information not available.
§ Excluding departmental.
** Including Departmental.

and III Railways for the years 1936-37 and 1937-38—contd.

TONS OF COAL CONSUMED ON LOCOMOTIVES.					TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).					TOTAL NUMBER OF TONS OF COAL CONSUMED.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
															CLASS III—contd.
Nil	3,430	Nil	Nil	3,430	Nil	1,080	Nil	Nil	1,080	Nil	4,610	Nil	Nil	4,610	Ranach-Nasirhat Light.
"	4,228	"	"	4,228	"	1,131	"	"	1,131	"	8,350	"	"	8,350	"
"	1,808	"	"	1,808	"	118	"	"	118	"	1,931	"	"	1,931	Bengal Provincial.
"	1,818	"	"	1,818	"	119	"	"	119	"	1,937	"	"	1,937	"
"	1,416	"	"	1,416	"	323	"	"	323	"	1,739	"	"	1,739	Bukhtiarpur-Bihar Light.
"	1,441	"	"	1,441	"	394	"	"	394	"	1,826	"	"	1,826	"
"	1,539	"	"	1,539	"	357	"	"	357	"	1,896	"	"	1,896	Hurdwan-Katwa.
"	1,560	"	"	1,560	"	337	"	"	337	"	1,897	"	"	1,897	"
"	1,328	10	"	1,332	"	49	21	"	67	"	1,377	31	"	1,389	Cutch State.
"	1,279	18	"	1,286	"	83	7	"	86	"	1,862	25	"	1,872	"
"	1,913	Nil	"	1,913	"	149	Nil	"	149	"	2,062	Nil	"	2,062	Dehri-Rohatas Light.
"	1,716	"	"	1,716	"	163	"	"	163	"	1,809	"	"	1,809	"
"	1,001	3	"	1,002	"	Nil	"	"	Nil	"	1,001	3	"	1,002	Dholpur-State.
"	1,184	5	"	1,186	"	"	"	"	"	"	1,184	5	"	1,186	"
"	626	Nil	"	626	"	93	"	"	93	"	619	Nil	"	619	Futwah-Islampur
"	878	"	"	878	"	126	"	"	126	"	1,003	"	"	1,003	"
"	7,220	8	"	7,224	"	162	3	"	163	"	7,372	11	"	7,377	Gwalior Light.
"	7,475	4	"	7,477	"	245	6	"	247	"	7,720	9	"	7,724	"
"	4,670	Nil	"	4,670	"	1,185	Nil	"	1,185	"	6,355	Nil	"	6,355	Howrah Amta Light.
"	5,460	"	"	5,460	"	996	"	"	996	"	6,456	"	"	6,456	"
"	1,169	"	"	1,169	"	297	"	"	297	"	1,466	"	"	1,466	Howrah-Sherkhal Light.
"	1,368	"	"	1,368	"	248	"	"	248	"	1,616	"	"	1,616	"
"	162	"	"	162	"	Nil	"	"	Nil	"	162	"	"	162	Jagadhri Light.
"	178	"	"	178	"	"	"	"	"	"	178	"	"	178	"
"	942	Nil	"	942	"	332	"	"	332	"	1,274	Nil	"	1,274	Jorhat (Provincial)†
"	954	"	"	954	"	242	"	"	242	"	1,196	"	"	1,196	"
"	2,286	"	"	2,286	"	346	"	"	346	"	2,631	"	"	2,631	Kalighat-Palta.
"	2,562	"	"	2,562	"	408	"	"	408	"	2,970	"	"	2,970	"
"	Nil	"	34	62	"	Nil	"	"	Nil	"	Nil	"	34	62	Kulackera-patnam Light.
"	"	"	45	82	"	"	"	"	"	"	"	"	45	82	"
"	342	"	Nil	342	"	"	"	"	"	"	342	"	Nil	342	Matheran Light.
"	312	"	"	312	"	"	"	"	"	"	312	"	"	312	"
"	957	"	"	957	"	172	"	"	172	"	1,129	"	"	1,129	Tempore-Balipara Light.
"	917	"	"	917	"	181	"	"	181	"	1,003	"	"	1,003	"
"	30	3	"	31	"	Nil	"	"	Nil	"	30	3	"	31	Trivellore Light
"	12	2	"	13	"	"	"	"	"	"	12	2	"	13	"
"	8,564	30	"	8,576	"	1,263	"	"	1,263	"	9,827	30	"	9,839	Trisipura-Chittoorgarh.
"	8,161	28	"	8,172	"	968	"	"	968	"	9,129	28	"	9,140	"
Nil	43,346	54	34	43,430	Nil	7,011	24	Nil	7,020	Nil	60,357	78	34	60,450	Total Class III Railways.
"	46,178	57	45	46,283	"	6,798	12	"	6,803	"	52,976	69	45	53,066	"

not required, siding and departmental. (a) 2½ Tons of Wood = 1 Ton of Coal and 0·65 Ton of Oil fuel = 1 Ton of Coal.
Central Govt. with effect from 1-4-37 under the Govt. of India Act 1935.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the year 1936-37 and 1937-38—concl'd.

Railway.	Gauge.	Year.	AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.
			34	35	36	37	38	39	40	41
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—concl'd.										
Barrack-Besirhat Light	2' 0"	1936-37	Nil	2-50	Nil	Nil	Nil	8-73	Nil	Nil
		1937-38	"	2-81	"	"	"	9-04	"	"
Bengal Provincial	2' 0"	1936-37	"	2-13	"	"	"	5-44	"	"
		1937-38	"	3-00	"	"	"	6-06	"	"
Bukhtiarpur-Bihar Light	2' 0"	1936-37	"	2-31	"	"	"	8-24	"	"
		1937-38	"	2-88	"	"	"	8-81	"	"
Burdwan-Katwa	2' 0"	1936-37	"	2-12	"	"	"	5-65	"	"
		1937-38	"	3-22	"	"	"	6-56	"	"
Cutch State	2' 0"	1936-37	"	23-0	7-50	"	"	23-0	7-50	"
		1937-38	"	22-8	7-00	"	"	22-8	7-00	"
Dehri-Rohas Light	2' 0"	1936-37	"	2-64	Nil	"	"	7-89	Nil	"
		1937-38	"	3-08	"	"	"	8-48	"	"
Dholpur-State	2' 0"	1936-37	"	3-12	8-75	"	"	13-8	10-9	"
		1937-38	"	3-87	8-75	"	"	14-4	9-39	"
Futwah-Lahampur	2' 0"	1936-37	"	2-31	Nil	"	"	8-10	Nil	"
		1937-38	"	2-88	"	"	"	8-67	"	"
Gwalior-Light	2' 0"	1936-37	"	3-32	8-38	"	"	13-1	8-38	"
		1937-38	"	3-88	6-25	"	"	14-4	6-25	"
Howrah-Amra Light	2' 0"	1936-37	"	2-50	Nil	"	"	7-67	Nil	"
		1937-38	"	2-81	"	"	"	7-98	"	"
Howrah-Sheakhala Light	2' 0"	1936-37	"	2-50	"	"	"	7-67	"	"
		1937-38	"	2-81	"	"	"	7-98	"	"
Jagadhri Light	2' 0"	1936-37	"	3-13	"	"	"	13-3	"	"
		1937-38	"	5-75	"	"	"	16-6	"	"
Jorhat (Provincial)†	2' 0"	1936-37	"	10-5	Nil	"	"	12-8	Nil	"
		1937-38	"	10-3	"	"	"	12-5	"	"
Kalighat-Falta	2' 6"	1936-37	"	2-12	"	"	"	8-17	"	"
		1937-38	"	3-22	"	"	"	9-15	"	"
Kulasekarapatnam Light	2' 0"	1936-37	"	Nil	"	117-0	"	Nil	"	130-0
		1937-38	"	"	"	122-0	"	"	"	136-0
Matheran Light	2' 0"	1936-37	"	3-80	"	Nil	"	15-0	"	Nil
		1937-38	"	5-10	"	"	"	15-0	"	"
Tespore-Balipara Light	2' 6"	1936-37	"	15-3	"	"	"	15-3	"	"
		1937-38	"	15-7	"	"	"	15-7	"	"
Trivellore Light	2' 0"	1936-37	"	12-8	6-50	"	"	16-1	6-50	"
		1937-38	"	13-5	6-50	"	"	16-8	6-50	"
Udaipur-Chitorgarh	3 3/4"	1936-37	"	3-50	13-5	"	"	17-5	13-5	"
		1937-38	"	3-75	13-5	"	"	17-8	13-5	"

†For explanation see remarks, at page 224.

APPENDICES.

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

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

Stores purchased. 1	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	2	2,60	..	..	11	..	26	7
B. Engineering Plant and components including all hand and power machinery.	1,18	9	6	1	22	2	..	2,29	11
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	70	18	1	4	9	..	3,66	1,76	4
D. Permanent Way Material and Track tools—									
(a) Rails. .. .. .	..	3	7,94	1,72	..	2,01	..	1	3,17
(b) Steel Sleepers .. .. .	..	..	3	..	..	2	..	..	2
(c) Cast-iron sleepers .. .. .	..	..	..	..	..	..	..	..	6
(d) Wooden sleepers .. .. .	..	..	5,37	..	..	6,21	..	..	12,90
(e) Other P. W. Material	43	22	1,95	54	27	23	..	22	3,70
Eal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	3,81	6	15	8,24	22	2	11,97	1,92	59
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	3,05	29	25	..	..	..	3,65	10,07	10,97
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	4	3	1	1,08	35	5	1	1,21	1,72
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	1	..	12	6	..	..	1,16	17
Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	1	5	7	2	6	..	..	39	22
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	77	86	13	27	19	..	1,33	2,24
F2. Signal and Interlocking material, and their parts and fittings.	..	78	2,53	..	22	60	..	63	2,64
Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.	1	51	24	15	61	24	..	1,68	1,00
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	10	3	1	30	7	..	51	15
Gb4. Metals	11	2,25	1,43	65	2,23	2,37	25	9,23	5,80
Gb5. Painters' Stores .. .. .	..	84	41	55	83	33	..	1,39	2,96
Gb6. Timber. .. .. .	..	..	2,56	..	..	1,80	..	10	3,46
Gb7. Fuel and fuel oil .. .. .	..	..	6,76	..	6	6,25	..	12	30,06
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	67	1,25	8	53	1,46	..	3	7,26	47
All other stores not detailed in the above major heads.	15	2,15	3,41	18	3,31	5,41	67	12,32	12,14
Total	10,16	9,63	36,75	13,97	10,56	27,93	20,24	53,86	94,66

* Includes figures of Vizagapatam Harbour construction.

DIX A.

(the Nizam's State Railways) during the year 1937-38. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19		20
53	..	4	..	..	30	..	1	3.42	A. Bridge work and its parts, fittings and special fastenings.
20	14	4	..	24	6	..	44	1.07	B. Engineering Plant and components including all hand and power machinery.
1,79	61	2	..	65	2	..	3,35	3.57	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
..	2	3,60	..	..	6,76	..	..	16,70	D. Permanent Way Material and Track tools—
1,44	..	3,45	..	..	..	..	..	..	(a) Rails.
..	..	..	..	..	..	..	..	11,32	(b) Steel Sleepers.
..	85	11,07	..	..	12,80	..	..	9,98	(c) Cast iron sleepers.
1,32	8	2,47	..	12	4,37	..	47	13,53	(d) Wooden sleepers.
4,46	49	..	..	7,67	55	..	13,51	1,08	(e) Other P. W. Material.
7,91	9	11,23	..	1,38	3,20	..	14,12	6,26	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
19	31	32	..	33	8,90	..	89	21,06	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
23	46	57	..	34	35	..	99	3,97	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
2	21	..	..	43	9	..	1,33	27	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
57	95	61	..	63	4,42	..	1,44	2,65	EbC. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
2,89	88	23	..	19	27	..	1,77	4,81	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
1,28	95	36	..	1,48	87	..	1,77	2,75	F2. Signal and Interlocking material, and their parts and fittings.
27	89	26	..	39	25	..	97	37	Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.
3,64	2,59	10,41	..	6,90	3,98	..	13,69	49,68	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
4	1,43	2,64	..	64	3,39	..	1,12	6,75	Gb4. Metals.
..	1,80	1,06	..	5	3,11	..	6	2,69	Gb5. Painters' Stores.
..	2,43	17,78	..	..	16,07	..	..	24,04	Gb6. Timber.
3,73	3,30	18	..	12,58	48	..	9,12	3,37	Gb7. Fuel and fuel oil.
82	6,78	16,82	..	4,35	3,25	3	9,01	45,35	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
31,33	21,26	83,18	..	39,47	79,09	3	74,06	2,24,61	All other stores not detailed in the above major heads.

† Includes figures for Central India Coalfields Railway.

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

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

" " *B* indicate Value of imported

" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
21									
A. Bridge work and its parts, fittings and special fastenings.	1	1	..	..	1
B. Engineering Plant and components including all hand and power machinery.	..	26	2	4	17	1	..	61	5
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	3,33	21	15	1,17	1	..	3,99	1
D. Permanent Way Material and Track tools—									
(a) Rails.	1,70	..	..	8,64	..	..	12,58
(b) Steel Sleepers	1,72
(c) Cast iron sleepers	90	..	..	2,44
(d) Wooden sleepers	4,24	..	..	7,88	..	1,47	20,62
(e) Other P. W. Material	..	2,21	3,23	3,13	12	38	..	98	10,74
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	10,52	39	14,80	84	21	1	18,64	62
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	7,07	5,50	1,23	12	4,88	..	7,62	69
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	2,02	17	30	13	2	..	34,01	38
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	94	13	6	22	6	..	2,78	5
Eb3. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	1,00	24	4	10	7	..	1,14	11
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	85	1,67	6	55	83	..	3,76	5,74
F2. Signal and Interlocking material, and their parts and fittings.	..	21	58	1	10	7	..	2,67	46
Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.	..	1,88	1,26	39	1,01	41	..	2,10	2,17
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	66	28	46	25	13	..	58	48
Gb4. Metals	..	9,49	4,36	2,01	3,84	2,96	..	15,39	18,23
Gb5. Painters' Stores	..	2,92	1,07	25	97	49	..	4,97	1,38
Gb6. Timber	..	5,42	24	..	..	1,73	..	..	7,51
Gb7. Fuel and fuel oil	..	48	39,79	..	1,09	25,81	..	10,01	47,42
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	7,20	32	1,13	3,51	11	..	7,71	16
All other stores not detailed in the above major heads.	..	13,54	11,26	2,13	7,95	6,77	33	21,04	22,82
Total	..	70,00	76,66	26,08	22,15	62,38	34	1,39,47	1,56,39

DIX A—concl.

Nizam's State Railways) during the year 1937-38. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	40
..	..	..	2,61	60	35	3,14	90	6,81	A. Bridge work and its parts, fittings and special fastenings.
..	1	..	2	25	4	1,45	4,72	1,48	B. Engineering Plant and components including all hand and power machinery.
..	4	..	67	17	14	7,01	15,34	4,03	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
..	..	..	..	..	..	..	..	..	D. Permanent Way Material and Track tools—
..	..	..	..	..	4,38	1,73	6	67,48	(a) Rails.
..	..	..	..	..	3,25	1,44	..	8,49	(b) Steel Sleepers.
..	..	..	..	..	..	..	..	14,72	(c) Cast iron sleepers.
..	..	1,90	..	..	8,24	..	1,82	1,01,21	(d) Wooden sleepers.
8	15	13	58	67	5,09	6,13	5,51	45,82	(e) Other P. W. Material.
2,96	25	2	4,86	72	..	50,91	54,84	3,63	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	3,08	54	3,08	18,97	41,30	46,06	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
18	4	1	1,04	30	4	2,84	39,67	32,70	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	3	..	1	23	2	42	7,22	5,32	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	8	31	1	17	5,08	1,08	Eb3. Trimmings, i.e., textiles, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	7	11	9	1,01	1,98	85	11,63	21,30	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	4	17	..	1,05	13	2,90	3,04	12,49	F2. Signal and Interlocking material, and their parts and fittings.
..	16	1	31	59	13	2,13	12,74	9,44	Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.
..	8	1	9	10	4	83	4,83	2,07	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
5	79	30	80	3,46	2,73	7,51	60,86	1,02,15	Gb4. Metals.
8	25	12	55	1,99	64	1,47	17,35	20,18	Gb5. Painters' Stores.
..	..	33	..	..	3,00	..	7,43	27,51	Gb6. Timber.
..	..	2,00	..	76	13,33	..	14,95	2,31,31	Gb7. Fuel and fuel oil.
..	32	..	3,99	3,97	36	10,08	57,58	5,53	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	51	84	80	5,37	3,79	5,11	86,33	1,37,46	All other stores not detailed in the above major heads.
3,35	2,75	5,95	19,58	*22,09	50,67	1,25,08	4,67,30	9,08,27	Total.

*Includes Rs. 2,70 on account of Customs duty.

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Output		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	August 1916.	1935-36	28,90,859	611,108	Nil	100,395
				1936-37	(e)(b) 27,52,165	597,050	95,795	77,003
				1937-38	(a) 26,83,495	805,342	154,434	120,963
Swang	East Indian and Bengal-Nagpur Railways.	Bihar	27th July 1924.	1935-36	16,15,088	38,145	4,790	7,706
				1936-37	(b) 15,60,572	41,391	4,025	(e) 10,497
				1937-38	(a) 15,51,634	55,386	3,648	(e) 9,177
Kurharbaroo	State	Bihar	1st January 1871.	1935-36	(j) 69,50,106	(m) 189,818	(m) 55,459	(m) 72,671
				1936-37	(j)(i) 67,81,902	168,285	75,316	27,501
				1937-38	(f) 31,83,356	177,366	54,409	38,733
Serampur	State	Bihar	1st January 1871.	1935-36	(k)	230,866	69,254	94,895
				1936-37	(k)	229,948	96,666	67,862
				1937-38	(f) 30,90,960	194,924	116,812	60,043
Bhurkunda	State	Bihar	1st June 1927.	1935-36	53,24,592	73,631	Nil	13,269
				1936-37	53,25,994	56,474	Nil	10,693
				1937-38	54,17,395	171,928	(c) 355	(d) 25,473
Kargali	State	Bihar	18th July 1917.	1935-36	42,27,839	343,189	2,059	(d) 90,092
				1936-37	(h) 39,78,990	493,519	2,781	(d) 80,281
				1937-38	(i) 39,51,904	710,798	1,338	(d) 140,654
Argada	Bengal Nagpur Railway.	Bihar	1st May 1926.	1935-36	28,29,616	237,278	Nil	19,754
				1936-37	(n) 26,82,233	238,989	Nil	20,584
				1937-38	(n) 26,27,265	265,047	Nil	21,791
Deulbera	Bengal Nagpur Railway.	Orissa	(g) 1st Sept. 1932.	1935-36	20,20,541	145,045	Nil	12,894
				1936-37	(n) 20,00,544	26,854	Nil	3,120
				1937-38	(n) 19,41,201	121,271	Nil	8,821
Talcher	Madras & Southern Mahratta Railway.	Orissa	Sept. 1930	1935-36	38,87,494	150,005	Nil	6,285
				1936-37	39,09,899	153,089	Nil	6,393
				1937-38	40,35,137	193,018	Nil	11,044
Jarangdih	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	1st April 1927.	1935-36	78,58,188	77,737	14,486	11,189
				1936-37	(a) 78,81,602	62,519	8,205	6,549
				1937-38	(p) 78,57,335	85,841	8,638	10,231
Religara	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	..	1935-36	20,79,627	††	††	††
				1936-37	20,79,627	††	††	††
				1937-38	(o) 19,80,626	††	††	††
Kurasia	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	1935-36	12,25,397	150,245	Nil	3,087
				1936-37	(a) 13,20,417	177,227	Nil	2,655
				1937-38	13,70,495	290,570	Nil	2,832
Kodla	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	1935-36	7,38,124	§	§	§
				1936-37	(l) 7,36,561	§	§	§
				1937-38	7,36,561	§	§	§

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

(b) Revised figures.

(c) Represents Dust coal.

(d) Includes coal consumption.

(e) Represents Smithy coal

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

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

(h) Decrease of Rs. 2,48,000 is due to credit balance under outstanding Account, Sinking Fund and Purchase Account during the year.

(i) The decrease is due to credits to Sinking Fund Accounts having been more than the net additions to fixed assets during the year. and in the case of Bokaro, in addition to this it is also due to the transfer to Swang Colliery of a sum of Rs. 78,000 (odd) representing capital expenditure on Swang previously booked under Bokaro.

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

(k) Included with the figures of Kurharbaroo Colliery.

(l) The decrease is due to adjustment of difference in the amounts of capital at charge as booked by the two Rlys. (E. I. & B. N.).

(m) Revised figures exclusively for Kurharbaroo Colliery.

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

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

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

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

DIX B.

for the years 1935-36 to 1937-38.

FIG.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
Total.								
10	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
611,501	611,501	12,12,306	1-98	1,714	357	1	8	Bokaro.
789,848	789,978	13,94,974	1-81	1,685	457	2	18	
1,080,739	1,080,739	20,14,397	1-86	3,278	330	1	8	
50,641	50,641	2,40,638	4-75	278	122	Nil	1	Swang.
65,913	65,918	2,43,535	4-44	270	207	Nil	Nil	
68,211	68,211	2,83,701	4-16	233	203	1	2	
(m) 317,948	(m) 301,427	(j) 30,07,305	(j) 4-22	(m) 2,875	(m) 111	(m) 66	(m) 26	Kuchibhotla.
271,102	290,734	12,63,317	4-62	1,885	144	7	13	
270,508	304,332	14,00,415	5-17	2,024	134	1	46	
395,015	366,003	(k) 15,96,914	(k) 4-05	2,505	157	3	11	Serampur.
394,476	438,164	15,96,914	4-05	(b) 2,492	158	Nil	21	
971,779	422,423	15,98,034	4-30	1,912	206	3	40	
86,900	86,900	6,21,055	7-15	675	120	Nil	4	Bhurkunda.
67,167	67,167	5,29,120	7-85	698	112	1	3	
197,756	197,756	6,78,980	4-95	1,083	183	Nil	3	
435,340	435,340	11,78,441	2-71	3,147	138	3	13	Kargall.
676,581	676,581	16,41,773	2-84	3,314	174	Nil	15	
852,790	852,790	29,05,639	2-41	5,171	166	7	31	
257,032	(b) 257,032	7,22,598	2-81	1,336	192	Nil	2	Aryada.
259,573	259,573	7,00,606	2-70	1,674	155	1	Nil	
286,838	236,838	7,31,230	2-55	1,452	198	Nil	1	
157,939	158,193	5,70,402	3-61	1,209	131	3	10	Deolbani.
29,974	29,974	1,37,762	4-60	755	40	1	Nil	
130,092	130,092	5,28,633	4-05	1,158	112	1	6	
156,290	156,290	5,06,751	3-24	174	898	3	93	Talcher.
158,482	158,482	4,63,889	2-93	232	633	Nil	141	
204,062	204,062	5,27,365	2-58	1,099	186	Nil	519	
103,462	103,747	4,50,831	4-36	1,156	80	1	7	Jaranghata.
77,273	77,538	3,20,434	4-15	936	33	4	3	
104,710	103,662	3,46,892	3-31	475	220	Nil	11	
††	††	††	††	††	††	††	††	Bokaro.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
153,332	152,892	5,14,807	3-36	619	244	Nil	10	Koradia.
179,832	179,921	5,10,192	2-84	828	217	Nil	5	
293,502	293,544	7,18,409	2-66	1,016	289	1	7	
§	§	§	§	§	§	§	§	Kalia.
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

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

§ Further Development postponed indefinitely.

† Includes Contractors labour not included in previous years.

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

Number of

Railways.	Europeans.		Indians.									
	1936-37.	1937-38.	Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes.		Depressed Classes.		1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.
			1936-37.	1937-38.	1936-37.	1937-38.						
I	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal .	48	48	7,286	7,587	3,070	2,003	6,970	6,161	228	242	118	148
Bengal & North Western.	87	94	20,082	20,182	*2,885	3,910	3,717	3,828	237	248	8	9
Bengal-Nagpur .	279	213	46,814	48,085	9,123	10,977	6,578	6,310	1,911	1,918	662	548
Bombay, Baroda & Central India.	348	328	40,234	40,409	7,690	7,509	11,114	11,088	931	968	196	209
Burma .	93	†	14,915	†	..	†	2,301	†	606	†	617	†
Eastern Bengal .	*169	149	*28,022	26,047	*7,830	9,359	*16,301	16,667	*602	624	*205	214
East Indian . .	*628	589	*78,831	79,248	*17,161	17,824	*24,764	25,251	*2,390	2,364	*515	490
Great Indian Peninsula.	*409	321	*48,542	45,812	*16,475	17,261	*10,523	10,102	*1,587	1,623	*270	263
Jodhpur . .	*23	31	4,783	5,414	963	821	1,727	1,807	27	25	15	21
Madras & Southern Mahratta.	168	156	*28,076	26,121	*10,724	9,736	*5,631	5,290	*1,883	1,822	*32	33
Nizam's State .	75	77	‡11,891	7,126	††	4,858	2,533	2,512	393	367	19	14
North Western .	*476	473	*31,384	32,584	*5,675	3,714	*54,991	55,617	*968	932	*5,841	5,904
Rohilkund and Kumaun.	17	14	*2,967	3,021	*715	799	*1,785	1,786	39	40	2	3
South Indian .	108	90	27,366	26,974	2,093	2,561	2,039	2,063	1,397	1,451	3	NH
Total .	*2,919	2,578	*391,193	368,610	*84,404	92,252	*148,974	148,470	*13,199	12,624	*8,503	7,856
CLASS II.												
Barak Light . .	9	7	798	771	388	365	167	160	13	15	NH	NH
Bengal-Dooars .	3	4	562	688	749	664	233	236	7	9	8	17
Bhavnagar State	2	2	*2,101	2,081	906	942	266	257	NH	NH	NH	NH
Bikaner State .	3	9	3,256	3,403	(a)	(a)	331	351	2	2	40	45
Darjeeling-Himalayan.	6	5	1,522	1,520	164	161	66	68	19	17	3	1
Dibru-Sadiya .	11	11	1,008	975	565	647	232	304	5	4	26	28
Gaekwar's Baroda State.	4	1	3,133	3,197	365	411	320	308	10	13	32	38
Gondal .	NH	NH	1,081	1,075	188	183	41	60	NH	NH	NH	NH
Jaipur State .	2	3	640	625	158	157	143	164	6	6	1	1
Jamnagar-Dwarka	NH	NH	954	938	21	21	200	204	NH	NH	NH	NH
Junagad State .	3	4	*1,113	1,132	*52	60	*234	242	*7	7	*NH	NH
Morvi . .	NH	NH	395	341	45	39	68	79	NH	NH	NH	NH
Mysore . .	2	2	1,393	2,707	NH	2	224	490	33	67	NH	NH
Shabdara (Delhi)-Saharanpur.	*3	2	274	240	74	89	249	251	6	3	5	6
Total . .	*53	50	*18,620	20,193	*3,675	3,741	*3,324	3,664	*113	148	*115	136
Class III, Total .	28	29	*3,767	3,922	2,469	2,410	1,008	932	14	18	5	6
Railway Board & Other Railway Offices.	*41	40	*2,314	2,656	*197	488	*607	723	*51	53	*20	116
Grand Total .	*3,041	2,692	*415,394	395,381	*90,745	98,891	*153,913	153,794	*13,377	12,843	*8,703	8,114

*Revised figures.

†Figures not furnished due to separation with effect from 1st April 1937.

‡Includes Hindus—Depressed classes

††Included under Hindus—other than Depressed classes.

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

DIX C.

only) and in the Railway Board and other Railway Offices at the close of the years 1936-37 and 1937-38

servants employed.

Indian Christians.		Paria.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Depts.)		Railways.
1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	
14	15	16	17	18	19	20	21	22	23	24	25	26
*139	122	NH	1	*236	98	17,067	17,362	17,095	17,310	17,095	17,310	Class L.
202	207	2	2	3	3	27,136	28,387	27,223	28,481	27,223	28,481	A. B.
1,026	1,153	13	14	37	28	66,164	69,033	66,443	69,246	66,443	69,246	B. & N.-W.
1,649	1,718	884	881	300	271	62,998	63,051	63,346	63,370	63,346	63,370	B. N.
374	†	†	†	4,332	†	23,145	†	23,233	†	23,233	†	B., B. & C. I.
*256	255	3	3	*17	17	*52,236	53,186	*52,406	53,336	*52,407	53,337	Burma.
*666	697	19	15	*36	35	*124,382	125,924	*125,010	126,513	*125,016	126,519	E. H.
*3,252	3,385	460	471	*548	448	*81,657	79,385	*82,057	79,706	*82,058	79,707	E. I.
96	94	NH	2	10	8	7,621	8,192	*7,644	8,213	7,645	8,214	G. I. P.
*3,691	3,563	50	49	*29	284	*50,116	46,866	*50,224	47,024	*50,224	47,024	Jodhpur.
764	894	††	††	67	71	15,067	15,842	15,742	15,919	15,742	15,919	M. & S. M.
*1,221	1,121	*69	62	*36	20	*100,185	99,954	*100,661	*100,427	*100,665	100,431	N. B.
*26	29	NH	NH	*NH	NH	5,534	5,678	5,551	5,692	5,551	5,692	N. W.
3,720	3,709	NH	NH	4	6	36,632	36,764	36,730	36,854	36,730	36,854	B. & K.
*17,082	16,945	*1,500	1,500	*5,855	1,269	*670,510	649,528	*673,429	652,009	*673,444	652,113	B. L.
43	52	NH	NH	1	1	1,410	1,364	1,419	1,371			Total.
8	5	NH	NH	1	7	1,558	1,626	1,561	1,630			Class II.
45	43	35	33	NH	NH	*3,353	3,356	*3,355	3,358			Bard Light.
10	5	††	††	NH	NH	4,139	4,306	4,167	4,315			B. D.
15	13	NH	NH	13	15	1,802	1,795	1,808	1,800			B. S.
26	36	††	††	6	1	1,917	1,995	1,928	2,006			BK. S.
55	54	10	12	NH	2	3,925	4,036	3,929	4,036			D. H.
7	10	NH	NH	NH	NH	1,317	1,328	1,317	1,328			D. S.
4	6	NH	NH	2	NH	854	959	856	962			G. B. S.
9	13	*1	1	*NH	NH	1,185	1,177	1,186	1,177			Gondal.
*5	6	2	2	3	8	*1,416	1,457	*1,419	1,461			Jaipur State.
2	2	1	1	NH	NH	1,011	962	1,011	962			J. D.
NH	NH	1	1	144	249	1,300	3,506	1,302	3,508			J. S.
6	4	NH	NH	NH	29	*614	627	*617	629			Morvi.
*235	249	*50	50	*169	312	*26,301	28,493	*26,354	28,543			Mysore.
52	56	6	5	15	15	*7,336	7,364	*7,364	7,393			S. (D.) S.
*60	61	NH	NH	*1	1	*3,310	4,103	*3,251	4,143			Total.
*17,429	17,311	*1,556	1,555	*5,840	1,507	*707,457	689,486	*710,498	692,178			Cl. III Total.
												B. Bd. & other R. O.
												Grand Total.

* Revised figures.
† Figures not furnished due to separation with effect from 1st April 1937.

* Information not available.
†† Not furnished.

APPENDIX C—concl'd.

II.—Statement showing number of servants of all races employed on Class I Railways—Open line and Construction—(excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1936-37 and 1937-38.

Name of Railway.	31st MARCH 1937.											31st MARCH 1938.											
	Europeans.	INDIANS.									Total No. on the Railway (Column 2 plus 11).	Europeans.	INDIANS.									Total No. on the Railway (Col. 13 plus 22).	
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Pariahs.	Other Communities.	Total (Columns 3 to 10).			Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Pariahs.	Other Communities.	Total (Cols. 14 to 21).		
		Hindus other than Depressed classes.	Depressed classes.										Hindus other than Depressed classes.	Depressed classes.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
<i>State Managed Railways.</i>																							
Burma ..	22	2,018	N/A	591	517	84	245	†	1,172	4,627	4,649	†	†	†	†	†	†	†	†	†	†	†	†
Eastern Bengal ..	*117	*7,350	*164	*1,926	*532	*28	*49	†	*17	*10,067	*10,184	104	7,441	193	2,161	552	27	61	1	17	10,443	10,547	
East Indian** ..	*487	*43,792	*8,977	*14,772	*2,269	*187	*446	*15	*22	*70,480	*70,967	456	44,456	9,063	14,860	2,264	176	468	10	26	71,323	71,779	
Great Indian Peninsula	*263	*9,699	*407	*1,592	*1,406	*51	*1,192	*403	*231	*14,981	*15,244	193	9,694	294	1,576	1,437	56	1,249	408	167	14,881	15,074	
North Western ..	*349	*11,453	*47	*6,831	*828	*1,512	*223	55	*22	*20,971	*21,320	347	11,290	67	7,023	805	1,569	198	59	15	21,026	21,373	
Railway Board and Miscellaneous Offices.	2	*1,496	*5	*313	*40	*55	*38	N/A	*1	*1,948	*1,950	2	1,510	5	322	41	61	38	N/A	1	1,978	1,980	
Total ..	*1,240	*75,808	*9,600	*26,025	*5,532	*1,917	*2,193	*474	*1,465	*123,074	*124,314	1,102	74,391	9,622	25,942	5,099	1,889	2,004	478	228	119,651	120,753	
<i>Company Managed Railways.</i>																							
Assam Bengal ..	*14	*2,693	*184	*1,289	*183	*24	*50	N/A	*57	*4,480	*4,494	14	2,607	211	1,124	193	27	41	N/A	57	4,260	4,274	
Bengal Nagpur ..	103	7,829	64	806	1,171	86	203	6	5	10,170	10,273	106	7,934	51	799	1,210	91	187	8	5	10,285	10,391	
B. and N. Western† ..	*28	*3,563	*181	1,097	*241	9	*71	2	*2	*5,166	*5,194	36	7,125	790	1,641	245	6	79	2	2	9,890	9,926	
B. B. and Central India	*248	*14,072	*697	*4,201	*905	*115	*918	*817	*365	*22,090	*22,338	237	14,122	672	4,181	900	122	951	797	375	22,120	22,357	
M. and S. Mahatta ..	83	*7,067	*96	*927	*1,366	6	*721	39	*12	*10,234	*10,317	77	6,837	108	943	1,319	8	685	34	90	10,024	10,101	
U. and Kumaon ..	*6	646	1	283	*35	1	6	N/A	N/A	*972	978	6	645	1	266	34	2	8	N/A	N/A	956	962	
South Indian† ..	42	6,056	28	532	936	N/A	792	N/A	1	9,245	9,267	31	7,823	58	681	1,006	N/A	940	N/A	4	10,512	10,543	
Total ..	*524	*42,826	*1,251	*9,135	*4,837	*241	*2,761	*864	*442	*62,357	*62,881	507	47,093	1,891	9,635	4,907	256	2,891	841	533	68,047	68,554	
GRAND TOTAL	*1,764	*118,634	*10,851	*35,160	*10,429	*2,158	*4,954	*1,338	*1,907	*185,431	*187,195	1,609	121,484	11,513	35,577	10,006	2,145	4,895	1,319	759	187,698	189,307	

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* Revised figures.
 † Increase in the figures on 31st March 1938 as compared with those on 31st March 1937 is due to the inclusion of monthly paid labourers by the Railway which is under investigation.

† Figures not furnished due to separation with effect from 1st April 1937.
 ** Increase in the figures on 31st March 1937 and 31st March 1938 is due to the inclusion of the inferior staff by the Railway which is under investigation.

† Information not available.
 ‡ Increase in the figures on 31st March 1938 as compared with those on 31st March 1937 is under investigation.

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1937-38 and the preceding four years.

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

Class of accidents.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	References.					
	2	3	4	5	6	7					
I.—Accidents to trains—											
Collisions—						Appendix D (iii) Col. 290.					
Passenger trains	65	47	59	48	48						
Other trains and light engines	191	166	204	206	215	Items 1 to 3.					
Derailments—						" 4 to 6.					
Passenger trains	234	274	272	283	258	" 7 (a) & 7 (b).					
Other trains	3,174	3,217	3,077	3,362	3,361	" 8 (a) & 8 (b).					
II.—Failure of engines and rolling stock											
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						Item 9 (a) (1).					
(1) boilers and tubes	84	115	95	101	85	" 9 (a) (2).					
(2) machinery springs, etc.	437	441	308	338	344						
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	269	224	260	299	237	" 9 (b) (1).					
(2) other causes	1,132	1,182	1,379	1,246	1,434	" 9 (b) (2).					
Failure of tyres and wheels	12	33	20	11	13	" 9 (c) & 9 (d).					
ditto axles	44	51	52	47	45	" 9 (e).					
ditto brake apparatus	18	15	9	33	22	" 9 (f).					
ditto couplings and draft gear	1,917	2,029	2,025	2,100	1,916	" 9 (g).					
Other rolling stock failures	345	748	435	164	274	" 9 (h).					
III.—Failure of permanent-way—											
Broken rails	355	323	321	309	316	" 10 (a).					
Failure of tunnels, bridges, viaducts, culverts, etc.	6	5	4	4	8	" 10 (b).					
Flooding of portions of permanent-way.	188	107	83	83	90	" 10 (c).					
Slips in cuttings or embankments	74	52	68	61	45	" 10 (d).					
IV.—Fires—											
Fire in trains	144	182	166	170	188	" 11 (a).					
Fire at stations or involving injury to bridges or viaducts.	42	23	64	65	36	" 11 (b).					
V.—Other accidents—											
Trains running over cattle on the line	9,701	9,362	9,538	9,573	9,191	" 12 (b).					
Trains running over obstructions on the line (other than those at level crossings)	193	189	201	183	157	" 12 (c).					
Trains running over obstructions or vehicles at level crossings	94	79	85	78	116	" 12 (d).					
Train-wrecking	20	17	10	16	16	" 12 (e).					
Attempted train-wrecking	116	107	101	84	73	" 12 (f).					
Miscellaneous	381	387	387	376	372	" 12 (g) + 12 (a).					
TOTAL	19,231	19,379	19,214	19,259	18,910	Total.					
*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—											Appendix D (ii).
Passengers	204	785	189	794	177	787	164	729	214	818	Total (a) Col. 29.
Railway servants	177	1,975	183	2,269	164	2,306	178	2,505	185	2,258	" (b) Col. 53.
Other persons	2,307	679	2,545	790	2,509	767	2,769	802	2,714	773	" (c) Col. 53.
Total	2,688	3,439	2,917	3,853	2,940	3,860	3,111	4,036	3,113	4,849	" (d) Col. 53.
B.—In accidents to trains, rolling-stock and permanent-way—											Appendix D (iii).
Passengers	21	160	15	74	5	87	13	72	105	174	Cols. 301 and 303—(Total)
Railway servants	9	123	10	107	16	135	7	191	18	107	" 305 & 307— "
Other persons	45	86	32	42	98	139	56	81	61	80	" 309 & 311— "
Total	75	369	57	223	119	361	76	344	184	361	" 313 & 315—(Total).
C.—In accidents on railway premises not connected with the movement of railway vehicles—											Appendix D (iv).
Passengers	7	19	5	38	2	27	2	81	1	14	Cols. 342 & 343—(Total)
Railway servants	33	6,357	24	6,071	22	6,618	16	7,039	20	8,773	" 344 & 345— "
Other persons	23	798	28	67	25	84	32	106	43	116	" 346 & 347— "
TOTAL	63	7,174	57	6,176	50	6,729	50	7,174	73	8,901	" 348 & 349—(Total).
TOTAL PASSENGERS	233	964	209	906	185	901	179	832	320	1,006	A + B + C above.
TOTAL RAILWAY SERVANTS.	219	8,455	217	8,447	202	9,069	201	9,734	233	12,138	
TOTAL OTHER PERSONS	2,375	1,563	2,605	899	2,722	990	2,857	988	2,817	967	
GRAND TOTAL	2,826	10,932	3,031	10,252	3,109	10,900	3,237	11,554	3,370	14,111	

Railway Servants. Other Persons. Total. Appendix D (vi).
 Killed .. 11 4 15
 Injured .. 8,111 4 8,115
 Total (b), (c) & (d) (Col. 393)

*Number of persons killed or injured in Railway Workshops, etc., in 1937-38 not included in the above summary.
 †Exclusive of Burma Railway's figures not furnished due to separation.

Number of persons killed or injured during the year 1937-38 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (a)	8	9	10	11	12	13	14	15
(a) PASSENGERS.								
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.								
1. Falling between trains and platforms	Killed . . . . .	..	..	..	..	..	16	6
	Injured	1	2	2	..	5	15	12
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed . . . . .	..	..	..	..	..	2	4
	Injured	7	3	10	1	3	15	40
3. Crossing the line at stations	Killed . . . . .	..	..	..	..	2	3	1
	Injured	1	3	..	..	1	1	..
4. Closing of carriage doors	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	..	..	..	..
5. Falling or jumping out of carriages during the running of trains.	Killed	4	2	2	20	8	14	22
	Injured	15	69	27	81	7	19	54
6. Other accidents	Killed	1	3	..	7	..	1	1
	Injured	1	9	2	34	..	4	98
TOTAL (a)	Killed	5	5	2	27	10	36	34
	Injured	25	86	41	116	16	54	208
(b) RAILWAY SERVANTS.								
(i) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.								
1. Coupling or uncoupling vehicles	Killed . . . . .	..	..	..	..	..	1	1
	Injured	2	..	57	104	23	123	224
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc, standing on adjacent lines.	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	..	2	1	1	4	1
3. Passing over or standing upon buffers during shunting	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	3	..	..	1
4. Getting on or off or falling off engines, wagons, etc., during shunting.	Killed . . . . .	..	..	..	..	..	..	..
	Injured	2	..	5	3	6	23	29
5. Braking, spragging or choking wheels	Killed . . . . .	..	..	1	1	..	..	1
	Injured . . . . .	..	..	4	2	7	22	48
6. Attending to ground points, marshalling trains, etc.	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	..	1	2	1	2	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed . . . . .	..	..	..	..	..	..	..
	Injured . . . . .	..	1	..	3	5	4	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	1	..	..	..	3	4	7
	Injured . . . . .	..	3	34	11	25	65	76
TOTAL (i)	Killed	1	..	1	1	3	5	9
	Injured	4	4	103	129	70	243	380

DIX D (ii).

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents [see Col. 7 (a)].
Jodhpur.	Madras and Southern Mah-ratta.	Nizam's State.	North Western.	Rohil-kund and Kumaon.	South Indian.	†		1936-37.	1937-38.	1936-37.	1937-38.	†		
						1936-37.	1937-38.					1936-37. (Cols. 22, 24 and 26.)	1937-38. (Cols. 23, 25 and 27.)	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
			7	1		24	30					24	30	1
			10			64	47				3	64	60	
			4		1	19	11		1			19	12	2
			14		5	36	98				3	36	101	
			2	1		11	9		1			11	10	3
			2			5	8	1				5	8	
														4
					2	10	6				1	10	7	
1	9	1	52		8	99	143	2				101	143	5
1	26	1	55	13	70	427	447	25	23*	12	20	464	400	
			5		1	9	19					9	19	6
	2	1	3	1	5	93	160		3	3		99	162	
1	9	1	70	2	10	162	212	2	2			164	214	Total (a).
1	28	2	84	14	91	633	766	26	26*	15	27	729	818	
														1
1	2		4			3	9					3	9	
1	62	12	157		28	662	793		4	4	9	666	806	2
								1	1			1	1	
			6			17	15	2				19	15	3
						1		2	1			3	1	
	3		2			3	9					3	9	4
	2					5	2					5	2	
	10	2	20			113	102	3		2	1	117	163	5
					1	1	4					1	4	
	10		10		3	95	106					95	106	6
						1					1	1	1	
			9			14	16			2		16	16	7
			1			16	14					16	14	8
	2		1		1	14	19					16	19	
	9		30	1	13	192	267				1	192	268	Total (b)
1	6		5		2	30	34	2	2		1	33	37	
1	94	14	235	1	44	1,117	1,322	4	4	2	11	1,129	1,337	

*This does not include 3 passengers who jumped out of a running train but received no injuries.
 †Exclusive of Burma Railway's figures not furnished due to separation.

Number of persons killed or injured during the year 1937-38 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
31	32	33	34	35	36	37	38	39
(b) RAILWAY SERVANTS—contd.								
(ii) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains.	Killed	1	..	..	..	1	..	..
	Injured	1	1	7	8	1	13	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..
	Injured	..	2	..	2	1	4	5
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	1	..	..	..	1	3	2
	Injured	1	3	10	5	4	18	69
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	1	..
	Injured	..	5	..	..	27	292	188
13. Working on the permanent-way, sidings, etc.	Killed	..	..	2	..	..	6	2
	Injured	2	1	8	5	3	6	3
14. Attending to gates, at level-crossings	Killed	..	1	..	..	..	..	1
	Injured	..	1	1	4	1	..	..
15. Walking, crossing, or standing on the line on duty.	Killed	..	5	2	..	7	17	..
	Injured	3	10	2	4	3	6	68
16. Being caught between vehicles	Killed	1	..	..	1	..	4	..
	Injured	..	..	..	..	..	..	1
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	2	..	..	1	4	..
	Injured	..	3	..	..	1	3	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	1	4	5	5	1
	Injured	..	..	..	3	1	3	1
19 Miscellaneous	Killed	..	..	2	1	1	21	2
	Injured	1	8	86	39	88	68	270
	TOTAL (ii).	8	8	7	6	16	61	14
	TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	4	8	8	7	19	66	23
		12	38	212	109	200	661	932
(c) OTHER PERSONS.								
1. Passing over the railway at level crossings	Killed	..	..	..	..	11	8	2
	Injured	..	..	..	..	2	..	..
2. Trespassing on the line	Killed	46	236	168	151	203	471	181
	Injured	26	111	74	73	46	195	53
3. Suicides	Killed	5	2	52	14	27	175	66
	Injured	..	..	8	1	..	5	3
4. Miscellaneous	Killed	..	2	..	1	2	23	..
	Injured	4	17	4	1	3	17	4
	TOTAL OTHER PERSONS (c)	51	240	240	166	243	677	249
		30	128	86	75	51	157	60
(d) GRAND TOTAL = (a) + (c)								
	Killed	60	253	250	200	272	779	303
	Injured	67	252	339	390	267	872	1,200

DIX D (ii)—concid.

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Total No. of accidents (see Col. 51). 54
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1936-37	† 1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37 (Cols. 46 & 50.)	† 1937-38. (Cols. 47, 49 & 51.)	
40	41	42	43	44	45	46	47	48	49	50	51	52	53	
..	1	2	1	2	9
..	5	..	19	1	7	53	70	..	2	..	..	53	72
..	2	1	..	3	..	10
..	1	..	8	..	..	17	23	..	1	..	1	17	24
..	1	..	2	..	1	8	11	..	1	1	1	9	13	11
1	12	..	34	..	..	130	157	1	2	1	..	132	160
..	1	2	2	2	2	12
..	..	..	107	..	2	405	621	1	1	..	..	406	622
..	1	..	5	26	16	26	16	13
..	..	..	32	1	..	42	56	..	2	..	..	42	58
..	4	2	4	2	14
..	1	..	..	1	..	2	9	..	1	1	1	3	11
..	1	1	7	..	1	60	47	60	47	15
..	4	3	10	1	2	65	56	2	1	..	..	68	57
..	1	..	2	3	9	1	4	9	16
..	1	..	5	..	..	4	7	1	..	..	..	5	7
..	1	2	8	1	3	8	17
..	..	..	2	..	..	10	14	..	..	..	..	10	14
..	3	17	19	17	19	18
..	..	..	8	..	..	31	16	..	..	..	..	31	16
..	2	..	1	16	30	16	30	19
..	153	6	152	1	5	590	877	19	1	..	2	609	890	
..	6	1	22	..	2	141	146	2	1	2	1	145	148	Total (a).
1	177	9	377	5	16	1,350	1,906	24	11	2	4	1,376	1,921	
1	12	1	27	..	4	171	180	5	2	2	2	178	185	Total (b).
2	271	23	612	6	60	2,467	3,228	23	16	10	15	2,505	3,258	
..	5	..	7	39	33	1	2	..	1	40	36	1
..	..	..	2	..	1	9	6	..	4	2	..	11	9
10	107	23	254	18	182	2,078	2,070	28	47	11	12	2,117	2,129	2
8	15	3	65	10	26	663	645	20	15	20	22	704	682	
1	60	6	57	1	23	566	489	..	3	1	3	567	495	3
..	..	1	1	1	..	12	20	..	1	..	2	12	22	
1	6	2	5	..	12	44	54	1	..	45	54	4
1	..	..	5	..	2	66	58	6	1	4	..	76	59
12	173	31	321	19	224	2,727	2,646	29	52	13	16	2,769	2,714	Total (c).
9	15	4	73	11	29	750	728	26	21	26	24	802	772	
14	194	33	418	21	236	3,060	3,038	36	57	16	18	3,111	3,113	Grand Total (d).
12	314	29	769	31	180	3,905	4,722	60	61	51	66	4,036	4,814	

† Exclusive of Burma Railway's figures not furnished due to separation.

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

CLASS I

Class of accident,	ASSAM BRANCH.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 56 and 57).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 59, 61 and 63.)	In- jured. (Cols. 60, 62 and 64.)
55	56	57	58	59	60	61	62	63	64	65	66
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	4	1	5	..	..	..	3	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	4	5	9	..	..	1	6	..	..	1	6
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	17	17	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	1	37	38	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	6	6	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	13	13	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	280	280	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	4	4	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	4	4	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	9	382	391	..	..	1	9	..	..	1	9

DIX D (iii).

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 67 and 68).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 65).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 70, 73 and 74).	Injured. (Cols. 71, 73 and 75).	
..	1	1	..	..	..	..	..	..	..	..	1
..	3	3	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (a)
..	2	2	..	..	..	..	..	..	..	..	7 (b)
..	5	5	..	..	..	..	..	..	..	..	8 (a)
..	70	70	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	3	3	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	33	33	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c) 1
..	..	..	..	..	..	..	..	..	..	..	9 (c) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c) 3
..	..	..	..	..	..	..	..	..	..	..	9 (c) 4
..	2	2	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
..	25	25	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	3	3	..	..	..	..	..	..	..	..	12 (a)
..	..	..	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
..	4	4	..	..	..	..	..	..	..	..	12 (d)
..	5	5	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
..	2	2	..	..	..	..	..	..	..	..	Total.
..	164	164	..	..	..	..	..	..	..	..

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

Class of accident.	BENGAL-NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 80 and 81.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 83, 85 and 87.)	Injured. (Cols. 84, 86 and 88.)
79	80	81	82	83	84	85	86	87	88	89	90
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.	..	30	30	..	..	..	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.	..	3	3	..	..	..	1	..	..	..	1
6. Collisions between light engines	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	1	..	..	..
(b) other causes	..	1	1	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	82	82	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	14	14	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	13	13	..	..	..	..	..	..	..	..
(2) other causes	..	167	167	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	229	229	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	31	31	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	1	2	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	1	2	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	34	34	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	89	89	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	6	6	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	12	12	..	..	..	..	..	..	..	..
(g) Miscellaneous	1	36	37	..	..	..	..	..	..	..	..
Total	3	753	755	..	..	..	5	4	10	4	15

DIX D (iii)—contd.

permanent-way, etc., during the year 1937-38 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

BOMBAY, BARODA AND CENTRAL INDIA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 91.	Other accidents. 92.	Total. (Cols. 91 and 92.) 93.	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 79.) 102.
			Killed. 94.	Injured. 95.	Killed. 96.	Injured. 97.	Killed. 98.	Injured. 99.	Killed. (Cols. 94, 96 and 98.) 100.	Injured. (Cols. 95, 97 and 99.) 101.	
	6	6	..	..	1	..	..	..	1	..	1
	3	3	..	..	..	..	..	..	..	..	2
	..	..	..	..	..	..	..	..	..	..	3
	4	4	..	..	..	..	..	..	..	..	4
	..	..	..	..	..	..	..	..	..	..	5
	..	..	..	..	..	..	..	..	..	..	6
	60	60	..	..	1	..	..	..	1	..	7 (a)
	3	3	..	..	..	..	..	..	..	..	7 (b)
	45	45	..	..	..	..	..	..	..	..	8 (a)
	649	649	..	..	..	..	..	..	..	..	8 (b)
	2	2	..	..	..	..	..	..	..	..	9 (a) 1
	5	5	..	..	..	..	..	..	..	..	9 (a) 2
	37	37	..	..	..	..	..	..	..	..	9 (b) 1
	111	111	..	..	..	..	..	..	..	..	9 (b) 2
	..	..	..	..	..	..	..	..	..	..	9 (c) 1
	..	..	..	..	..	..	..	..	..	..	9 (c) 2
	..	..	..	..	..	..	..	..	..	..	9 (c) 3
	1	1	..	..	..	..	..	..	..	..	9 (d) 1
	133	133	..	..	..	..	..	..	..	..	9 (d) 2
	38	38	..	..	..	..	..	..	..	..	9 (d) 3
	48	48	..	..	..	..	..	..	..	..	10 (a)
	..	..	..	..	..	..	..	..	..	..	10 (b)
	4	4	..	..	..	..	..	..	..	..	10 (c)
	2	2	..	..	..	..	..	..	..	..	10 (d)
1	2	3	..	..	3	11	..	..	3	11	11 (a)
	..	..	..	..	..	..	..	..	..	..	11 (b)
	3	3	..	..	..	..	..	..	..	..	12 (a)
	358	358	..	..	..	..	..	..	..	..	12 (b)
	..	..	..	..	..	..	..	..	..	..	12 (c)
1	10	11	1	1	..	..	..	..	1	1	12 (d)
1	..	..	..	..	..	..	..	..	..	..	12 (e)
1	13	13	..	..	..	..	..	..	..	..	12 (f)
	..	..	..	..	..	..	..	..	..	..	12 (g)
3	2,037	2,040	1	1	4	11	..	..	5	12	Total

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

CLASS I											
EASTERN BENGAL.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 104 and 105.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
				(Col. 107)	(Col. 108)	(Col. 109)	(Col. 110)	(Col. 111)	(Col. 112)	(Cols. 107, 109 and 111.)	(Cols. 108, 110 and 112.)
103	104	105	106	107	108	109	110	111	112	113	114
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	1	..	3	..	..	..	4
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	..	4	4	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	15	..	15	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	37	37	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical Department—											
(1) boilers and tubes	..	15	15	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	17	17	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	22	22	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	96	96	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	12	12	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	2	1	3	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	2	..	2	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	2	4	6	..	..	..	..	1	..	1	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	195	195	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	6	..	6	..	..	..	..	1	..	1	..
(d) Trains running over obstructions or vehicles at level crossings.	12	..	12	..	1	..	..	..	2	..	3
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	5	..	5	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	7	7	..	..	..	..	..	..	..	..
Total	45	417	462	..	2	..	3	2	2	2	7

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

EAST INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 115	Other accidents. 116	Total (Cols. 115 and 116.) 117	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 103.) 126
			Killed. 118	Injured. 119	Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. (Cols. 118, 120 and 122.) 124	Injured. (Cols. 119, 121 and 123.) 125	
..	..	..	..	..	..	..	..	..	..	..	1
3	3	6	3	17	4	11	..	..	7	28	2
..	..	..	..	..	..	..	..	..	..	..	3
..	12	12	..	..	..	12	..	..	..	12	4
..	2	2	..	..	..	..	..	..	..	..	5
1	5	6	..	..	..	..	1	..	1	..	6
..	4	4	..	1	..	1	..	1	..	2	7 (a)
1	6	7	101	115	4	3	1	..	106	116	7 (b)
..	13	13	..	..	..	1	..	..	..	1	8 (a)
1	637	638	..	3	..	4	..	..	..	7	8 (b)
..	11	11	..	..	..	..	..	..	..	..	9 (a) 1
..	89	89	..	..	..	..	..	..	..	..	9 (a) 2
..	15	15	..	..	..	..	..	..	..	..	9 (b) 1
..	279	279	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	4	5	..	..	..	..	..	..	..	..	9 (d)
1	1	1	..	..	..	..	..	..	..	..	9 (e)
..	661	661	..	..	..	..	..	..	..	..	9 (f)
..	5	5	..	..	..	..	..	..	..	..	9 (g)
..	63	63	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
4	..	4	..	..	..	..	..	..	..	..	10 (c)
1	3	4	..	..	..	..	..	..	..	..	10 (d)
..	7	7	..	3	..	..	..	..	..	3	11 (a)
..	2	2	..	..	..	..	..	..	..	..	11 (b)
..	15	15	..	..	..	..	..	..	..	..	11 (c)
..	1,030	1,030	..	..	..	..	..	..	..	..	12 (b)
..	11	11	..	..	..	..	..	..	..	..	12 (c)
4	4	8	..	..	..	..	2	6	2	6	12 (d)
..	1	1	..	..	..	4	..	..	..	4	12 (e)
5	4	9	..	..	..	..	..	..	..	..	12 (f)
..	75	75	..	..	1	9	..	..	1	9	12 (g)
21	2,963	2,964	104	139	9	45	4	7	117	191	Total

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

Class of accident.	GREAT INDIAN PENINSULA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 128	Other accidents. 129	Total. (Cols. 128 and 129) 130	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 131	Injured. 132	Killed. 133	Injured. 134	Killed. 135	Injured. 136	Killed. (Cols. 131, 133 and 135) 137	Injured. (Cols. 132, 134 and 136.) 138
127											
1. Collisions between passenger trains or parts of passenger trains.	..	8	8	..	..	..	1	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	9	10	..	17	2	4	..	..	2	21
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	23	25	..	1	..	7	1	..	1	8
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	74	74	..	..	..	1	..	..	..	1
6. Collisions between light engines	..	20	20	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	31	32	..	..	..	1	..	..	1	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	6	6	..	..	..	..	..	..	..	..
(b) other causes	..	504	504	..	..	..	2	..	..	..	2
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	43	43	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	14	14	..	..	..	..	..	..	..	..
(2) other causes	..	481	481	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	1	6	7	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	3	3	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	441	441	..	1	..	..	..	..	..	1
(h) Other Rolling Stock failures	..	40	40	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	49	49	..	..	..	..	..	..	..	..
(b) the failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	1	106	107	..	4	..	..	..	..	..	4
(b) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,410	1,410	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	7	7	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	1	11	12	..	..	..	..	1	6	1	6
(a) Train-wrecking	..	7	7	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	1	1	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	48	48	..	..	..	..	..	..	..	..
Total	7	3,355	3,362	..	23	2	21	2	6	4	50

* Includes 298 Electrical multiple units failures on Suburban Service.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

January.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 139 and 140.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Claim of Accidents. (See column No. 127.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 142, 144 and 146.)	Injured. (Cols. 143, 145, and 147.)	
..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
2	..	2	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	3	3	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	..	..	..	9 (a) 2
..	3	3	..	..	..	..	..	..	..	..	9 (b) 1
..	18	18	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c) 1
..	..	..	..	..	..	..	..	..	..	..	9 (c) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c) 3
..	..	..	..	..	..	..	..	..	..	..	9 (c) 4
..	..	..	..	..	..	..	..	..	..	..	9 (c) 5
..	15	15	..	..	..	..	..	..	..	..	9 (c) 6
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
2	..	2	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	3	3	..	..	..	..	..	..	..	..	12 (a)
..	73	73	..	..	..	..	..	..	..	..	12 (b)
..	6	6	..	..	..	..	..	..	..	..	12 (c)
..	..	..	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
4	124	128	..	..	..	..	..	..	..	..	Total.

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

Class of accident.	MADHAR AND SOUTHERN MAHRATTA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 152 & 153.)	Passengers.		Rail way accounts.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 155, 157 & 159.)	Injured. (Cols. 156, 158 & 160.)
151	152	153	154	155	156	157	158	159	160	161	162
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	13	15	..	..	..	1	..	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.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	6	6	..	..	..	1	..	..	..	1
(b) other causes	..	5	5	..	..	..	1	..	..	..	1
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	58	58	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	15	15	..	..	..	..	..	..	..	..
(2) other causes	..	61	61	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	21	21	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	5	29	34	..	..	..	..	1	..	1	..
(h) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	44	44	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	2	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	2	15	17	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	983	983	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	..	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	17	..	17	..	..	..	..	5	1	5	1
(f) Attenuated train wrecking	5	..	5	..	..	..	1	..	..	..	1
(g) Miscellaneous	31	..	31	..	..	..	..	..	..	..	..
(h) Miscellaneous	2	6	8	..	..	..	..	..	..	..	..
Total	70	1,262	1,332	..	..	..	4	6	3	6	7

DIX D (iii)—contd.

Stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons; killed or injured in each class of accident.

RAILWAY—contd.

NIRAN'S STATE.

Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1930. 163	Other accidents. 164	Total. (Cols. 163 & 164). 165	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 174.) 174
			Killed. 166	Injured. 167	Killed. 168	Injured. 169	Killed. 170	Injured. 171	Killed. (Cols. 166, 168 & 170.) 172	Injured. (Cols. 167, 169 & 171.) 173	
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	..	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
1	..	1	..	..	..	2	..	..	..	2	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	6	6	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	2	2	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	17	17	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	2	2	..	..	..	..	..	..	..	..	9 (f)
..	61	61	..	..	..	..	..	..	..	..	9 (g)
..	9	9	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	4	4	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	2	2	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	..	..	..	..	..	..	..	..	..	..	12 (b)
..	370	370	..	..	..	..	..	..	..	..	12 (c)
4	..	4	..	..	..	..	..	..	..	..	12 (d)
1	..	1	..	..	..	..	1	4	1	4	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
1	..	1	..	..	..	..	..	..	..	..	12 (g)
..	3	3	..	..	..	..	..	..	..	..	12 (h)
8	482	480	..	..	..	2	1	4	1	6	Total.

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

Class of accident.	NORTH WESTERN.										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1900. 176	Other acci- dents. 177	Total. (Cols. 176 & 177.) 178	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 179, 181 & 183)	In- jured (Cols. 180, 182 & 184.)
				179	180	181	182	183	184	185	186
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	1	4	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	3	3	..	..	..	3	..	..	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—	..	..	..	..	..	..	..	..	..	..	..
(a) due to trains running in the wrong direction through points.	5	..	5	..	..	..	..	..	..	..	..
(b) other causes	30	1	31	..	..	..	..	..	..	..	..
8. Other derailments—	..	..	..	..	..	..	..	..	..	..	..
(a) due to trains running in the wrong direction through points.	..	310	310	..	..	..	..	..	..	..	..
(b) other causes	..	834	834	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—	..	..	..	..	..	..	..	..	..	..	..
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	11	11	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	15	15	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—	..	..	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	117	117	..	..	..	..	..	..	..	..
(2) other causes	..	60	60	..	..	..	..	..	..	..	..
(c) The failure of tyres	1	2	3	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	1	1	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	32	32	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	47	47	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	16	16	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—	..	..	..	..	..	..	..	..	..	..	..
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	3	6	9	..	..	..	..	..	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	773	773	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	3	15	18	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	25	1	26	..	..	..	..	19	24	19	24
(e) Train-wrecking	1	..	1	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	3	2	5	..	..	..	..	1	..	1	..
(g) Miscellaneous	..	53	53	..	..	..	..	..	..	..	..
Total	75	2,313	2,388	..	..	..	3	20	24	20	27

*Includes three failures of rail motors and two of steam coaches.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

ROHILKHAND AND KUMAON.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 187	Other accidents. 188	Total. (Cols. 187 and 188.) 189	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents, (See column No. 178.) 186
			Killed. 190	Injured. 191	Killed. 192	Injured. 193	Killed. 194	Injured. 195	Killed. (Cols. 190, 191, 192 & 194.) 196	Injured. (Cols. 191, 193 and 195.) 197	
..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
1	2	3	..	..	..	..	..	..	..	..	7 (b)
..	1	1	..	..	..	..	..	..	..	..	8 (a)
..	11	11	..	..	..	..	..	..	..	..	8 (b)
..	5	5	..	..	..	..	..	..	..	..	9 (a) 1
..	13	13	..	..	..	..	..	..	..	..	9
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	10	10	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	16	16	..	..	..	..	..	..	..	..	9 (g)
..	1	1	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
1	..	1	..	..	..	..	..	..	..	..	12 (a)
..	29	29	..	..	..	..	..	..	..	..	12 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (c)
1	3	4	..	..	..	..	..	1	..	1	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	7	7	..	..	..	..	..	..	..	..	12 (g)
3	101	104	..	..	..	..	..	1	..	1	Total.

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

CLASS I RAILWAYS—contd.

Class of accident.	SOUTH INDIAN.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 200 & 201.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 203, 205 & 207.)	In-jured. (Cols. 204, 206 & 208.)
199	200	201	202	203	204	205	206	207	208	209	210
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collision between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	5	..	5	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	3	3	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	21	21	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	69	69	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	49	49	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	8	1	4	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	14	14	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	42	147	189	..	..	..	..	..	..	..	..
(h) Other rolling stock failures	..	159	159	..	..	..	..	..	..	..	..
10. Failure or permanent-way—											
(a) Broken rails	5	..	5	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	13	..	13	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	2	..	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	1	..	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	14	..	14	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	2,509	2,509	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	9	..	9	..	..	..	..	..	..	..	..
(d) Train running over obstructions or vehicles at level crossings.	7	..	7	..	..	..	..	..	4	..	4
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	2	..	2	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	103	2,976	3,079	..	..	..	..	..	4	..	4

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between servants and other persons killed or injured in each class of accident.

TOTAL CLASS I RAILWAYS—contd.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 211 and 212.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 100.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216 and 218.)	Injured. (Cols. 217 and 219.)	
211	212	213	214	215	216	217	218	219	220	221	222
1	15	16	..	1	1	4	..	..	1	5	1
7	20	27	3	34	6	15	..	..	9	49	2
..	3	3	..	..	..	..	..	..	..	..	3
5	94	99	..	1	..	25	1	2	1	28	4
..	79	79	..	..	..	2	..	..	..	2	5
1	30	31	..	..	..	5	1	..	1	5	6
6	65	71	..	1	1	1	..	1	1	3	7 (a)
63	47	110	101	115	4	9	1	..	106	124	7 (b)
..	388	388	..	..	..	2	..	..	..	2	8 (a)
5	2,846	2,851	..	8	1	13	..	..	1	16	8 (b)
..	67	67	..	..	..	..	..	..	..	..	9 (a) 1
..	332	332	..	..	..	..	..	..	..	..	9 (a) 2
..	221	221	..	..	..	..	..	..	..	..	9 (b) 1
..	1,325	1,325	..	..	..	..	..	..	..	..	9 (b) 2
1	7	8	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
6	33	39	..	..	..	..	..	..	..	..	9 (e)
..	21	21	..	..	..	..	..	..	..	..	9 (f)
48	1,898	1,946	..	1	..	..	1	..	1	1	9 (g)
..	260	260	..	..	..	..	..	..	..	..	9 (h)
5	302	307	..	..	..	..	..	..	..	..	10 (a)
3	4	7	..	..	..	..	..	..	..	..	10 (b)
22	49	71	..	..	..	..	..	..	..	..	10 (c)
3	18	21	..	..	..	..	..	..	..	..	10 (d)
10	173	183	..	7	2	11	..	..	2	18	11 (a)
2	29	31	..	..	..	..	1	..	1	..	11 (b)
15	26	41	..	..	..	..	..	..	..	..	12 (a)
..	8,599	8,599	..	..	..	..	..	..	..	..	12 (b)
22	57	79	..	..	..	..	1	..	1	..	12 (c)
69	38	107	1	2	..	..	28	48	29	50	12 (d)
6	8	14	..	..	..	5	..	..	..	5	12 (e)
48	23	71	..	..	..	..	1	..	1	..	12 (f)
3	250	253	..	..	1	11	4	10	5	21	12 (g)
351	17,328	17,679	105	165	16	103	29	61	160	229	Total.

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

Class of accident.	CLASS II		
	BANK LINES.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1880.	Other accidents.	Total (Cols. 224 and 225.)
223	224	225	226
1. Collisions between passenger trains or parts of passenger trains . . . . .	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
6. Collisions between light engines . . . . .	..	..	..
7. Derailments of passenger trains—			
(a) Due to trains running in the wrong direction through points . . . . .	..	..	..
(b) Other causes	2	..	2
8. Other derailments—			
(a) Due to trains running in the wrong direction through points . . . . .	..	2	2
(b) Other causes . . . . .	..	13	13
9. Failure of engines and rolling stock—			
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes . . . . .	..	..	..
(2) machinery, springs, etc. . . . .	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes . . . . .	..	2	2
(2) other causes . . . . .	..	7	7
(c) The failure of tyres . . . . .	..	..	..
(d) Ditto wheels . . . . .	..	..	..
(e) Ditto axles . . . . .	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..
(g) Ditto couplings and draft gear . . . . .	..	5	5
(h) Other rolling stock failures . . . . .	..	..	..
10. Failure of permanent way—			
(a) Broken rails . . . . .	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc. . . . .	..	..	..
(c) The flooding of portions of permanent way . . . . .	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	..	..
11. Fires—			
(a) Fire in trains . . . . .	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts . . . . .	..	..	..
12. Other accidents—			
(a) Passenger trains running in the wrong direction through points but not derailed . . . . .	..	1	1
(b) Trains running over cattle on the line . . . . .	..	29	29
(c) Trains running over obstructions on the line (other than those at level-crossings) . . . . .	..	3	3
(d) Trains running over obstructions or vehicles at level-crossings . . . . .	..	..	..
(e) Train-wrecking . . . . .	..	..	..
(f) Attempted train-wrecking . . . . .	..	..	..
(g) Miscellaneous . . . . .	..	..	..
Total	2	62	64

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-58 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

BENGAL DOOARS.			BHAVNAGAR STATE.			BIKANER STATE.			Serial No. of class of accidents (See column No. 236.)
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 227 and 228.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 230 and 231.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 233 and 234.)	
227	228	229	230	231	232	233	234	235	236
..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	7 (a)
..	..	..	..	..	..	0	..	0	7 (b)
..	..	..	..	..	..	..	..	..	8 (a)
..	..	..	..	..	..	..	..	..	8 (b)
..	1	1	..	7	7	1	..	1	9 (a) 1
..	..	..	..	2	2	1	..	1	9 (a) 2
..	..	..	..	..	..	0	..	0	9 (b) 1
..	4	4	..	..	..	5	..	5	9 (b) 2
..	1	1	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	9 (f)
..	1	1	..	..	..	1	..	1	9 (g)
..	..	..	..	..	..	..	..	..	9 (h)
..	..	..	1	..	1	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	1	..	1	11 (a)
..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	12 (a)
..	5	5	..	53	53	..	77	77	12 (b)
..	2	2	..	..	..	..	..	..	12 (c)
..	2	2	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	1	1	..	2	2	12 (g)
	16	16	1	63	64	20	79	99	Total

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

Class of accident,	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GARHWAR'S BARODA STATE.			GON	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 238	Other acci- dents. 239	Total (Cols. 238 and 239.) 240	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 241	Other acci- dents. 242	Total (Cols. 241 and 242.) 243	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 244	Other acci- dents. 245	Total (Cols. 244 and 245.) 246	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 247	Other acci- dents. 248
237	238	239	240	241	242	243	244	245	246	247	248
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines	1
7. Derailments of passenger trains—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	35	..	35	..	..	..	..	1	1	..	..
8. Other derailments—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	..	26	26	..	1	1	..	14	14	..	21
9. Failure of engines and rolling-stock—
(a) Failure of engines due to faulty design, material or workmanship in the Mechanical Department—
(1) boilers and tubes
(2) machinery, springs, etc.
(b) Failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—
(1) boilers and tubes	2	2	..	21	21	..	2
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear.	1	1	..	..	..	..	..
(A) Other Rolling Stock failures.
10. Failure of permanent way—
(a) Broken rails	6	6	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent way.	7	..	7	..	..	..	5	3	8	..	..
(d) Slips in cuttings or embankments	6	15	21	..	..	..	..	..	..	..	..
11. Fires—
(a) Fire in trains	4	4	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	4
12. Other accidents—
(a) Passenger trains running in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line.	..	3	3	..	5	5	..	40	40	..	23
(c) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	42	42	..	..
(d) Trains running over obstructions or vehicles at level crossings.
(e) Train-wrecking
(f) Attempted train wrecking
(g) Miscellaneous	..	5	5	..	..	..	..	20	20	..	2
Total	48	57	105	..	9	9	5	160	165	..	53

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

DAL-	JAIPUR STATE.			JAMNAGAR DWARAA.			JUNAGAD STATE.			MORVI.			Serial No. of class of accidents. (See column No. 237.)
	Total. (Cols. 247 and 248.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 250	Other accidents. 251	Total. (Cols. 250 and 251.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 253	Other accidents. 254	Total. (Cols. 253 and 254.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 256	Other accidents. 257	Total. (Cols. 256 and 257.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 259	Other accidents. 260		Total. (Cols. 259 and 260.)	262
													1
													2
													3
													4
		1		1									5
													6
													7 (a)
								2	2				7 (b)
											6	6	8 (a)
	21	2	4	6		2	2				2	2	8 (b)
								1	1			1	9 (a) (1)
								2	2		2	2	9 (a) (2)
													9 (b) (1)
								1	1				9 (b) (2)
		8		8		2	2						9 (c)
													9 (d)
													9 (e)
													9 (f)
											1	1	9 (g)
								10	10				9 (h)
								1	1				10 (a)
								1	1				10 (b)
													10 (c)
								2	2				10 (d)
											1	1	10 (e)
													11 (a)
													11
	4												12
		1		1									12 (a)
													12 (b)
	21		43	43		18	18		33	33		18	12 (c)
													12 (d)
													12 (e)
													12 (f)
													12 (g)
						1	1		2	2			Total
59	10	49	59		23	23		54	54		29	29	

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

Class of accident.	CLASS II RAILWAYS.									TOTAL CLASS II		
	MYSORE RAILWAYS.			SHAHNARA (DELHI). SAHARANPUR LIGHT.			Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.			Passengers.		Railway servants.
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 264 and 265.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 267 and 268.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 270 and 271.)	Killed.	Injured.	Killed.
	263	265	266	267	268	269	270	271	272	273	274	275
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	1	..	..	..
6. Collisions between light engines	1	1	..	..	..	..	2	2	..	..	..
7. Derailments of passenger trains—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	43	3	46	..	..	..
8. Other Derailments—
(a) Due to trains running in the wrong direction through points.	8	8	..	..	..
(b) Other causes	1	1	..	..	..	2	84	86	..	..	..
9. Failure of engines and rolling-stock—
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—
(1) boilers and tubes	4	4	..	..	..	1	14	15	..	..	..
(2) machinery, springs, etc.	1	7	8	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff
(1) boilers and tubes	3	3	..	..	..	5	8	13	..	..	..
(2) other causes	17	17	..	..	..	13	57	70	..	..	..
(c) The failure of tyres	1	1	..	..	..
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus	5	5	..	..	..
(g) Ditto couplings and draft gear.	1	..	1	..	..	..
(h) Other Rolling Stock failures	2	..	2	..	..	..	2	8	10	..	..	..
10. Failure of permanent way —
(a) Broken rails	12	12	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	7	8	..	..	..
(c) The flooding of portions of permanent-way.	..	2	2	..	..	..	..	1	1	..	..	..
(d) Slips in cuttings or embankments	..	1	1	..	..	..	12	7	19	..	..	..
11. Fires—
(a) Fire in trains	6	17	23	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	4	5	..	..	..
12. Other accidents—
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	3	3	..	..	..
(b) Trains running over cattle on the line.	..	125	125	..	2	2	..	471	471	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	..	52	52	..	..	2
(d) Trains running over obstructions or vehicles at level crossings.	1	..	1	..	..	..	1	2	3	..	..	..
(e) Train-wrecking
(f) Attempted train-wrecking
(g) Miscellaneous	3	..	3	..	..	..	3	42	45	..	..	..
Total	6	100	166	..	4	4	92	830	912	..	..	2

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.												Serial No. of accident. (See col. No. 203.)
Railway servants	Other persons.		Total.		Accidents reported to Local Governments under section 63 of the Indian Railways Act No. IX of 1900.	Other accidents.	Total. (Cols. 281 and 282.)	Passengers.		Railway servants.		Other persons.		Total.			
	Injured.	Killed.	Injured.	Killed.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
276	277	278	279	280	281	283	283	284	285	286	287	288	289	290	291	292	
..	1	
..	1	..	1	..	5	..	..	..	..	..	5	2	
..	1	..	1	..	..	..	..	..	..	..	..	3	
..	2	2	..	..	..	..	..	..	..	..	4	
..	1	1	..	..	..	..	..	..	..	..	5	
..	6	
..	1	2	3	..	..	..	..	..	..	..	..	7 (a)	
..	19	9	28	..	4	..	3	..	..	..	7	7 (b)	
..	10	10	..	..	..	..	..	..	..	..	8 (a)	
..	18	18	..	..	..	..	..	..	..	..	8 (b)	
..	3	3	..	..	..	..	..	..	..	..	9 (a) (1)	
..	4	4	..	..	..	..	..	..	..	..	9 (a) (2)	
..	3	..	3	..	..	..	..	..	..	..	..	9 (b) (1)	
..	4	..	39	..	..	..	..	..	..	..	..	9 (b) (2)	
..	2	2	..	..	..	..	..	..	..	..	9 (c)	
..	2	2	..	..	..	..	..	..	..	..	9 (d)	
..	9 (e)	
..	3	7	10	..	..	..	..	..	..	..	..	9 (f)	
..	2	2	..	..	..	..	..	..	..	..	9 (g)	
..	1	1	..	..	..	..	..	..	..	..	9 (h)	
..	10 (a)	
..	10 (b)	
..	10 (c)	
..	1	1	..	..	..	..	..	..	..	..	10 (d)	
..	11 (a)	
..	1	1	..	..	..	..	..	..	..	..	11 (b)	
..	9	9	..	..	..	..	..	..	..	..	12 (a)	
..	11	18	11	18	1	120	121	..	..	..	..	11	..	11	..	12 (b)
1	2	1	10	16	26	..	..	..	..	..	1	..	1	12 (c)	
..	6	6	..	..	..	..	..	..	..	..	12 (d)	
..	12 (e)	
..	4	..	4	..	..	..	..	..	..	..	..	12 (f)	
..	3	18	21	..	..	..	..	..	..	..	..	12 (g)	
1	11	18	13	19	50	269	319	..	8	..	3	11	1	11	13	Total	

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

Class of accident.	TOTAL ALL									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
					(Cols. 294 and 296.)	(Cols. 295 and 297.)	Killed.		Injured.	
	1936-37. 294	1937-38† 295	1936-37. 296	1937-38† 297	1936-37. 298	1937-38† 299	1936-37. 300	1937-38† 301	1936-37. 302	1937-38† 303
293										
1. Collisions between passenger trains or parts of passenger trains.	9	1	6	15	14	16	1	..	19	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	10	8	19	20	29	28	2	3	17	39
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	3	5	4	1	..	6	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	3	5	90	96	93	101	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.	..	..	89	81	89	81	..	..	..	..
6. Collisions between light engines	1	1	22	22	23	33	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	11	7	43	67	54	74	..	..	1	1
(b) Other causes	165	125	63	59	228	184	7	101	20	119
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	2	..	705	406	707	406	..	..	..	..
(b) Other causes	29	7	2,626	2,948	2,655	2,955	..	..	..	3
9. Failure of engines and rolling stock—										
(d) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	1	101	84	101	85	..	..	..	..
(2) machinery, springs, etc.	..	1	338	343	338	344	..	..	..	..
(e) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	8	299	329	299	237	..	..	..	..
(2) other causes	..	17	1,246	1,417	1,246	1,434	..	..	..	..
(f) The failure of tyres	..	1	7	8	7	9	..	..	..	..
(d) Ditto wheels	..	1	4	3	4	4	..	..	..	..
(e) Ditto axles	7	5	40	40	47	45	..	..	..	..
(f) Ditto brake apparatus	..	1	33	21	33	22	..	..	..	..
(g) Ditto couplings and draft gear	47	53	2,113	1,913	2,160	1,968	..	..	..	1
(h) Other Rolling Stock failures	..	..	162	274	164	274	..	..	1	..
10. Failure of Permanent way—										
(a) Broken rails	7	6	302	310	309	316	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	3	4	5	4	8	..	..	..	..
(c) The flooding of portions of permanent-way.	25	34	58	66	83	90	..	..	..	..
(d) Slips in cuttings or embankments	3	9	58	38	61	45	..	..	..	..
11. Fires—										
(a) Fire in trains	9	11	161	177	170	188	1	..	4	7
(b) Fire at stations, or involving injury to bridges or viaducts.	6	2	30	34	55	36	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	16	15	43	38	59	53	..	..	..	..
(b) Trains running over cattle on the line	7	1	9,556	9,190	9,573	9,191	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	53	32	130	125	183	157	..	..	4	..
(d) Trains running over obstructions or vehicles at level crossings.	40	70	33	45	73	116	..	1	..	2
(e) Train-wrecking	1	8	15	8	16	16	..	..	..	..
(f) Attempted train-wrecking	35	50	49	23	84	73	..	..	..	..
(g) Miscellaneous	6	9	312	310	317	319	..	..	..	..
Total	493	493	18,795	18,417	19,283	18,910	13	105	72	174

Exclusive of Burma Railway's figures not furnished due to separation.

DIX D (iii)—concl'd.

stock, permanent-way, etc., during the years 1936-37 and 1937-38 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				Other persons.				Grand Total.				Serial No. of class of accident. (See column No. 203.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1936-37. 204	1937-38.† 205	1936-37. 206	1937-38.† 207	1936-37. 208	1937-38.† 209	1936-37 210	1937-38.† 211	1936-37. 212	1937-38.† 213	1936-37. 214	1937-38.† 215		216
..	1	72	4	..	..	..	..	1	1	91	5	1
..	6	53	15	1	..	..	..	3	9	70	64	2
..	..	3	..	..	..	..	..	1	..	9	..	3
1	..	13	25	..	1	..	2	2	1	13	26	4
..	..	1	2	..	..	..	..	..	..	1	2	3
..	..	6	5	..	1	2	..	..	1	2	5	5
..	1	1	1	..	..	..	1	..	1	2	3	7 (a)
..	4	14	12	1	1	1	..	3	109	36	131	7 (b)
1	..	..	2	..	..	..	..	1	..	..	2	8 (a)
..	1	13	13	..	..	..	..	..	1	13	10	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	1	..	..	1	..	..	..	1	1	1	9 (g)
..	..	..	..	..	..	..	..	..	..	1	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	1	..	..	..	1	..	..	..	10 (d)
..	2	..	11	..	1	..	..	1	2	2	13	11 (a)
..	..	1	..	1	1	..	..	1	1	1	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	..	..	..	27	23	27	18	27	22	49	18	12 (b)
..	..	3	..	..	1	3	1	6	3	9	2	12 (c)
5	2	3	1	..	..	23	43	25	20	30	50	12 (d)
..	..	2	..	25	23	23	..	..	..	..	..	12 (e)
..	..	..	5	..	..	..	..	..	1	..	5	12 (f)
..	..	..	..	..	1	..	..	..	5	16	..	12 (g)
..	1	5	..	..	4	11	10	..	..	..	21	12 (h)
7	18	191	107	56	61	81	80	76	184	344	291	Total.

† Exclusive of Burma Railway's figures not furnished due to separation.

Number of persons killed or injured during the year 1937-38 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
317	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	
1. Ascending or descending steps at stations.	14	1	..	1	14	..	..	..	..	..	..	..
2. Being struck, by barrows falling over packages, etc., on platform.	1	..	..	30	..	..	1	30	..	..	..	..	..	..	..
3. Falling off platforms.	20	2	..	2	20	..	..	..	..	..	..	..
4. Loading, unloading or shunting waggons.	1	1,033	4	21	5	1,033	..	..	..	1	..	..	1	
5. Moving or carrying goods at stations, etc.	1	299	2	8	3	307	..	..	..	..	..	..	..
6. Working at cranes or capstans.	2	85	1	1	3	89	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	1	..	264	2	5	2	270	..	..	..	2	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	1	..	279	..	..	..	280	..	..	..	2	..	..	2
9. Falling off platforms, ladders, scaffolds, etc.	..	1	9	168	4	13	13	182	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	5	2	251	6	8	8	264	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	1	2,077	..	..	1	2,077	..	..	..	3	..	..	3	
12. Being trampled on or kicked by horses.	0	..	..	..	0	..	..	..	..	..	..	..
13. Working on the line or in sidings.	1	1,528	1	..	2	1,528	..	..	..	4	..	..	4	
14. Miscellaneous.	..	6	13	2,701	17	57	30	2,764	..	..	..	4	2	..	4
Total	1	14	30	8,754	40	113	71	8,881	..	..	..	14	2	..	14

DIX D (iv).

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

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 334, 336 and 338.)	In-jured. (Cols. 335, 337 and 339.)	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 342, 344 and 346.)	In-jured. (Cols. 343, 345 and 347.)	
334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	
..	14	1	..	1	14	1. Ascending or descending steps at stations.
..	1	..	..	30	..	..	1	30	2. Being struck by barrows, by falling overpackages, etc., on platform.
..	1	..	..	..	1	..	..	..	21	2	..	2	21	3. Falling off platforms
..	1	..	..	..	1	..	..	1	1,034	4	21	5	1,055	4. Loading, unloading or shunting wagons.
..	1	209	2	8	3	207	5. Moving or carrying goods at stations, etc.
..	2	85	1	1	3	86	6. Working at cranes or capstans.
..	1	..	1	..	1	..	264	2	6	2	271	7. Falling off wagon doors, lamps, hales of goods, etc.
..	1	..	281	..	..	..	282	8. Falling off, or getting on or off, stationary engines or vehicles.
..	1	9	168	4	13	13	182	9. Falling off platforms, ladders, scaffolds, etc.
..	2	..	..	..	2	..	5	2	253	6	8	8	266	10. Stumbling whilst walking on the line or platforms.
..	1	2,080	..	..	1	2,080	11. Attending to stationary engines in sheds.
..	6	..	..	..	6	12. Being trampled on or kicked by horses
..	1	1,532	1	..	2	1,533	13. Working on the line or in sidings.
..	1	..	..	..	1	..	6	13	2,706	19	57	32	2,709	14. Miscellaneous.
..	5	..	1	..	6	1	14	20	8,773	42	114	73	8,901	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1937-38
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed. 352	Percentage of total. 353	Injured. 354	Percentage of total. 355	Killed. 356	Percentage of total. 357	Injured. 358	Percentage of total. 359	Killed. 360	Percentage of total. 361	Injured. 362	Percentage of total. 363
Assam-Bengal	1	25.0	5	41.7	3	75.0	7	59.8	..	..	..	..
Bengal and North-Western	5	62.5	26	68.4	3	87.5	12	31.6	..	..	..	..
Bengal-Nagpur	2	25.0	186	87.7	6	75.0	24	11.8	..	..	2	0.94
Bombay, Baroda and Central India.	4	57.1	190	95.5	3	42.9	9	4.53	..	..	..	..
Eastern-Bengal	4	21.1	151	75.5	15	78.9	36	18.0	..	..	13	6.50
East Indian	51	77.3	646	97.7	15	22.7	11	1.66	..	..	4	0.61
Great Indian Peninsula	16	69.6	904	97.0	7	30.4	19	3.04	..	..	9	0.97
Jodhpur . . . . .	..	..	2	100.0	1	100.0	..	..	..	..	..	..
Madras and Southern Mahratta	12	100.0	260	95.9	..	..	11	4.10	..	..	..	..
Nizam's State	1	100.0	30	87.0	..	..	3	13.0	..	..	..	..
North Western	26	96.3	608	99.3	1	3.70	3	0.49	..	..	1	0.16
Rohilkund and Kumaon . . . . .	..	..	..	..	..	..	6	100.0	..	..	..	..
South Indian	4	100.0	54	90.0	..	..	6	10.0	..	..	..	..
Total	126	70.0	2,052	94.5	54	30.0	147	4.55	..	..	29	0.90

DIX D (v).

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

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway System.
Killed. 364	Percentage of total. 365	Injured. 366	Percentage of total. 367	Killed. 368	Percentage of total. 369	Injured. 370	Percentage of total. 371	† Killed. (Cols. 368, 369, 370, 364 and 368.) 372	† Injured. (Cols. 366, 367, 362, 366 and 370.) 373		374
..	4	12	Assam-Bengal.
..	8	38	Bengal and North-Western.
..	8	212	Bengal-Nagpur
..	7	199	Bombay, Baroda and Central India.
..	19	200	Eastern Bengal.
..	66	661	East Indian.
..	23	932	Great Indian Peninsula
..	1	2	Jodhpur.
..	12	271	Madras and Southern Mahratta.
..	1	23	Nizam's State
..	27	612	North Western.
..	6	Rohilkhand and Kumaon.
..	4	60	South Indian.
..	180	2,228	Total.

†Exclusive of Burma Railways' figures not furnished due to separation.

Number of accidents which occurred during the year 1937-38 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I						
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
375	376	377	378	379	380	381	382	383
(a) Total number of accidents .. .. .	.. .. .	4	16	42	1,979	373	1,562	1,202
(b) Affecting Railway Servants.								
1. Railway workshops	Killed ..	1	..	..	..	2	2	1
	Injured ..	3	9	30	1,063	365	1,560	1,201
2. New works not opened for traffic	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
3. Lines under constructions	Killed ..	..	..	..	1	..	..	..
	Injured ..	..	..	..	15	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	1	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	1	..	..	..	..
	Injured ..	..	1	6	..	..	..	..
Total (b)	Killed ..	1	..	1	1	2	2	1
	Injured ..	3	10	36	1,078	366	1,560	1,201
(c) Affecting other persons.								
1. Railway workshops	Killed ..	..	..	..	..	1	..	..
	Injured ..	..	..	..	..	1	..	..
2. New works, not opened for traffic	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
3. Lines under construction	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	2	..	..
	Injured ..	..	..	2	..	1	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
Total (c)	Killed ..	..	..	1	..	3	..	..
	Injured ..	..	..	2	..	2	..	..
(d) GRAND TOTAL-(b+c)	Killed ..	1	..	2	1	5	2	1
	Injured ..	3	10	38	1,078	369	1,560	1,201

DIX D (vi).

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

Railways.										No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	† Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 300, 301 and 302).	
384	385	386	387	388	389	390	391	392	393	394
	723	450	1,336	3	371	8,001	..	..	8,001	(a) Total number of accidents.
										(b) Affecting Railway Servants.
	1	..	2	..	..	9	..	..	9	Killed } 1
	727	450	1,334	3	371	8,016	68	4	8,088	Injured } 1
	..	..	..	..	..	..	..	..	..	Killed } 2
	..	..	..	..	..	..	..	..	..	Injured } 2
	..	..	..	..	..	1	..	..	1	Killed } 3
	..	..	..	..	..	15	..	..	15	Injured } 3
	..	..	..	..	..	..	..	..	..	Killed } 4
	..	..	..	..	..	1	..	..	1	Injured } 4
	..	..	..	..	..	1	..	..	1	Killed } 5
	..	..	..	..	..	7	..	..	7	Injured } 5
	1	..	2	..	..	11	..	..	11	Killed } Total (b).
	727	450	1,334	3	371	8,039	68	4	8,111	Injured } Total (b).
										(c) Affecting other persons.
	..	..	..	..	..	1	..	..	1	Killed } 1
	..	..	..	..	..	1	..	..	1	Injured } 1
	..	..	..	..	..	..	..	..	..	Killed } 2
	..	..	..	..	..	..	..	..	..	Injured } 2
	..	..	..	..	..	..	..	..	..	Killed } 3
	..	..	..	..	..	..	..	..	..	Injured } 3
	..	..	..	..	..	3	..	..	3	Killed } 4
	..	..	..	..	..	3	..	..	3	Injured } 4
	..	..	..	..	..	..	..	..	..	Killed } 5
	..	..	..	..	..	..	..	..	..	Injured } 5
	..	..	..	..	..	4	..	..	4	Killed } Total (c).
	..	..	..	..	..	4	..	..	4	Injured } Total (c).
	1	..	3	..	..	15	..	..	15	Killed } GRAND TOTAL (d)
	727	450	1,334	3	371	8,043	68	4	8,115	Injured } GRAND TOTAL (d)

† Exclusive of Burma Railways' figures not furnished due to to separation.

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

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with auto-matic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3' 3½"	204	100-0	856	97-8	0-82	5,912	88-5	1-96
Bengal and North-Western	3' 3½"	394	72-8	1,578	67-6	12-9	12,476	Nil	0-82
Bengal-Nagpur	5' 6"	656	100-0	1,103	95-7	4-26	22,645	78-3	21-7
	2' 6"	115	93-0	414	91-8	Nil	1,987	85-3	0-10
Bombay, Baroda and Central India	5' 6"	362	100-0	1,992	100-0	Nil	10,140	94-0	2-34
	3' 3½"	460	100-0	1,475	99-9	0-07	9,458	38-1	11-0
	2' 6"	27	Nil	72	Nil	Nil	329	Nil	Nil
Eastern-Bengal	5' 6"	294	100-0	1,141	99-7	0-26	3,378	58-9	40-7
	3' 3½"	207	100-0	1,063	88-5	11-5	5,593	38-6	2-22
	2' 6"	9	Nil	58	Nil	Nil	23	Nil	Nil
East Indian	5' 6"	1,542	99-4	3,353	98-7	1-19	51,229	78-8	18-9
Great Indian Peninsula	5' 6"	682	100-0	2,031	100-0	Nil	19,122	91-3	8-48
	2' 6"	21	Nil	51	Nil	Nil	235	Nil	Nil
Jodhpur	3' 3½"	107	84-1	345	86-7	4-06	2,695	4-01	2-00
Madras and Southern Mahratta	5' 6"	298	99-3	905	98-2	1-77	6,064	86-3	13-7
	3' 3½"	322	73-0	973	88-1	5-14	6,933	2-70	44-6
Nizam's State	5' 6"	85	100-0	174	99-4	0-57	2,231	78-7	18-9
	3' 3½"	87	85-1	168	100-0	Nil	1,457	33-2	1-17
North Western	5' 6"	1,186	99-0	3,629	100-0	Nil	29,274	93-0	6-94
	2' 6"	100	Nil	361	84-2	Nil	907	75-0	0-77
Rohilkund and Kumaon	3' 3½"	83	77-1	225	55-6	21-8	2,393	0-97	0-53
South Indian	5' 6"	151	100-0	478	97-5	2-52	2,484	80-4	18-8
	3' 3½"	383	100-0	1,519	94-3	4-34	6,078	4-66	4-26
	2' 6"	11	54-5	35	Nil	Nil	78	Nil	Nil
Total		7,786	94-4	22,997	93-9	2-74	208,721	67-4	13-6
CLASS II RAILWAYS.									
Barsi Light	2' 6"	33	90-9	121	100-0	Nil	286	43-7	56-3
Bengal Doore	3' 3½"	19	47-4	72	15-3	44-4	448	0-44	Nil
Bhavnagar State	3' 3½"	39	76-9	202	92-1	5-94	1,212	0-33	1-07
Bikaner State	3' 3½"	54	55-5	179	34-1	16-8	1,262	5-71	0-24
Darjeeling Himalayan	2' 0"	35	2-90	128	100-0	Nil	516	100-0	Nil
Dibru Sadiya	3' 3½"	27	81-4	64	82-8	17-2	1,126	28-4	66-3
Gaukwar's Baroda State	3' 3½"	24	95-8	91	68-9	1-10	321	21-2	3-43
	2' 6"	28	Nil	162	Nil	Nil	743	Nil	Nil
Gondal	3' 3½"	26	100-0	142	95-1	4-93	700	0-14	2-00
Jaipur State	3' 3½"	13	100-0	78	100-0	Nil	188	100-0	Nil
Jamnagar and Dwarka	3' 3½"	16	75-0	74	71-6	21-6	598	96-3	0-84
Junagad State	3' 3½"	18	100-0	170	98-2	1-76	361	0-28	6-09
Morvi	3' 3½"	20	90-0	119	97-5	Nil	344	3-78	4-65
Mysore	3' 3½"	91	87-9	312	92-0	6-00	1,079	41-0	18-0
	2' 6"	10	90-0	30	10-0	Nil	88	3-00	96-0
	2' 0"	6	Nil	5	Nil	Nil	52	Nil	Nil
Shahdara (Delhi)-Saharanpur	2' 6"	10	Nil	49	Nil	Nil	266	Nil	Nil
Total		479	67-0	1,998	74-4	6-51	9,590	24-3	13-3
GRAND TOTAL (CLASS I & II RAILWAYS).		8,265	92-8	24,995	92-3	3-04	218,311	65-5	13-6

† Includes 48 Trailer Coaches (Electric).

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1938.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
722	Nil	93.4	4	329	227	460	100.0	95.8	100.0	97.9	CLASS I RAILWAYS.
1,349	Nil	100.0	61	498	78	637	100.0	51.9	100.0	88.0	Assam-Bengal.
(b)840	5.12	94.9	57	345	189	591	100.0	97.7	97.9	98.0	Bengal and North Western.
(b)893	Nil	91.9	11	176	65	252	100.0	84.2	73.0	81.6	Bengal Nagpur.
778	Nil	100.0	Nil	299	154	453	Nil	94.9	64.7	81.9	Bombay, Baroda and Central India.
1,271	Nil	100.0	Nil	651	254	905	Nil	89.4	100.0	92.2	
72	Nil	38.9	Nil	38	26	69	Nil	76.7	100.0	85.8	
814	Nil	100.0	5	184	237	426	100.0	78.2	69.9	73.6	Eastern Bengal.
746	Nil	100.0	15	291	231	537	100.0	100.0	100.0	100.0	
58	Nil	39.7	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
(c)2,798	Nil	81.7	139	1,143	795	2,077	100.0	96.5	97.3	97.0	East Indian.
(a)1,809	Nil	100.0	1	457	357	815	100.0	82.2	77.9	80.4	Great Indian Peninsula.
49	Nil	100.0	Nil	26	20	46	Nil	92.9	100.0	95.8	
313	Nil	93.6	13	98	113	224	100.0	100.0	100.0	100.0	Jodhpur.
(d)668	Nil	99.7	Nil	264	262	526	Nil	94.2	97.4	95.8	Madras and Southern Mahratta.
(d)812	Nil	97.7	Nil	353	321	674	Nil	100.0	95.2	97.7	
140	20.0	80.0	Nil	59	21	80	Nil	100.0	100.0	100.0	Nizam's State.
136	44.9	55.1	Nil	62	20	82	Nil	93.9	87.0	92.1	
*2,653	Nil	96.8	45	1,004	823	1,872	100.0	100.0	100.0	100.0	North Western.
*301	Nil	81.7	8	178	45	231	100.0	100.0	100.0	100.0	
254	Nil	93.7	3	91	52	146	100.0	67.9	100.0	77.2	Roilkund and Kumaon.
359	Nil	94.2	Nil	141	102	243	Nil	100.0	100.0	100.0	South Indian.
1,391	Nil	94.5	Nil	558	212	770	Nil	83.0	81.2	70.9	
35	Nil	100.0	Nil	8	1	9	Nil	44.4	9.09	31.0	
18,251	0.72	94.0	362	7,148	4,605	12,115	100.0	87.4	88.7	88.2	Total.
110	Nil	100.0	Nil	24	12	36	Nil	32.4	66.7	39.1	CLASS II RAILWAYS.
64	Nil	100.0	3	17	10	30	100.0	54.8	100.0	68.2	Barak Light.
142	Nil	100.0	Nil	85	14	99	Nil	100.0	100.0	100.0	Bengal Doon.
143	Nil	97.2	6	86	16	108	100.0	100.0	100.0	100.0	Bhavnagar State.
106	4.70	87.7	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Bikaner State.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Darjeeling Himalayan.
168	Nil	100.0	Nil	50	29	79	Nil	100.0	100.0	100.0	Dibru Sadiya.
313	Nil	91.7	Nil	79	43	122	Nil	79.0	100.0	85.3	
112	Nil	100.0	Nil	62	16	78	Nil	100.0	100.0	100.0	Gaskwar's Baroda State.
74	Nil	100.0	Nil	60	Nil	60	Nil	100.0	Nil	100.0	Gondal.
55	Nil	100.0	Nil	30	Nil	30	Nil	98.2	Nil	98.2	Jaipur State.
150	Nil	100.0	Nil	65	37	102	Nil	100.0	86.0	94.4	Jamnagar and Dwarka.
92	Nil	98.9	Nil	45	15	60	Nil	100.0	83.2	95.2	Junagad State.
270	Nil	99.0	2	185	28	215	100.0	100.0	100.0	100.0	Morvi.
30	Nil	97.0	Nil	22	Nil	22	Nil	100.0	Nil	100.0	Mysore.
5	Nil	Nil	Nil	3	Nil	3	Nil	100.0	Nil	100.0	
53	Nil	100.0	3	12	2	17	100.0	28.1	100.0	25.2	Shabdara(Delhi)-Sahasrapur.
1,941	0.26	97.2	14	858	234	1,106	100.0	82.1	67.0	83.3	Total.
20,192	0.68	94.3	376	8,006	4,839	13,221	100.0	86.8	86.6	87.8	GRAND TOTAL (CLASS I & II RAILWAYS.)

* Includes State Saloons, Store vans, Road vans, Medical vans and haloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(a) This figure varies from the total figure of columns 45 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 121 reserved cars and 56 non-passenger carrying vehicles.

(b) Exclude 63 Broad-Gauge and 5 Narrow Gauge Goods Vehicles, respectively, which are included in figures of columns 62 and 9, respectively, of statement 10 of B. N. Ry. (broad and narrow gauges). Also excludes 19 carriages not used for public traffic and includes 3 steam coaches in respect of Broad Gauge and 3 in respect of Narrow Gauge.

(c) Includes 3 steam coaches.

(d) Exclude 26 and 44 vehicles on the Broad and Metre Gauges, respectively, transferred from Goods Stock as they are not passenger carriages.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1937-38.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingen- cies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
CLASS I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	65,266	93,396	1,782	1,60,444	122-9	0-08
Bengal and North Western	84,180	79,150	4,289	1,67,619	79-0	0-02
Bengal Nagpur	32,59,604	3,98,916	20,776	6,79,296	200-2	0-04
Bombay, Baroda and Central India	2,27,213	6,46,174	18,090	8,91,477	254-0	0-05
Eastern Bengal	2,38,241	3,60,224	18,489	6,16,954	307-0	0-08
East Indian	3,50,703	(a) 6,88,590	64,032	11,03,325	251-3	0-08
Great Indian Peninsula	(a) 3,28,965	4,06,807	9,111	7,44,883	199-9	0-08
Jodhpur	7,021	24,600	3,108	34,729	32-9	0-12
Madras and Southern Mahratta	2,09,093	2,97,516	10,669	5,17,278	163-5	0-03
Nizam's State	1,67,232	.	84,405	2,01,637	149-6	0-05
North Western	5,80,877	10,20,004	19,756	16,20,637	233-3	0-06
Rohilkhand and Kumaon	14,409	23,426	876	38,711	67-9	0-02
South Indian	1,96,428	1,36,956	2,587	3,35,970	132-7	0-02
Total	27,29,230	41,75,759	2,07,970	71,12,959	196-8	0-04
CLASS II.						
Barri Light	4,800	6,034	122	10,956	51-6	0-02
Bengal Doonars	Nil	7,481	833	7,614	48-6	0-02
Bhavnagar State	13,610	12,448	Nil	26,058	84-9	0-04
Bikaner State	43	7,054	212	7,309	9-18	0-01
Darjeeling Himalayan	1,562	Nil	Nil	1,562	10-7	0-00
Dibru Sadiya	Nil	4,740	Nil	4,740	55-1	0-01
Gaskwar's Baroda State	Nil	10,348	191	10,537	16-3	0-01
Gondal	13,094	10,835	52	23,981	116-3	0-04
Jaipur State	(b)	(b)	(b)	(b)	(b)	(b)
Jamnagar Dwarka	1,979	3,181	67	5,227	33-2	0-02
Junagad State	5,059	2,073	Nil	7,732	33-7	0-02
Morvi	8,143	1,572	Nil	9,715	73-5	0-02
Mysore	Nil	10,440	Nil	10,440	14-1	0-01
Shahdara (Delhi)-Saharanpur Light	Nil	4,840	176	5,016	54-2	0-03
Total	48,390	81,044	1,153	1,30,537	34-2	0-02
Class III Total	10,752	11,177	128	22,057	19-6	00-1
GRAND TOTAL	27,88,372	42,67,980	2,09,251	72,65,803	176-9	0-04

* Included in column 2.

§ Includes Rs. 1,44,957 for additional Police Force deputed during the strike in 1936-37.

(a) Represents expenses incurred by Provincial Government on 'Order' Police from 1st April 1937 *Vide* section 187 (3) of the Government of India Act 1935.

(b) The cost of Police force and Watch and Ward Staff is borne by the Jaipur Government under Jaipur State Police Budget.

(c) Includes Rs. 985 on account of passages of Officers under *Loco* concession.

APPENDIX G.

Errata showing (i) Corrections in comparative statements (i.e., statements in which two or more years' figures are published),

(ii) Corrections in statements in which only one year's figures are published, and

(iii) Corrections relating to earlier years [other than those referred to at (i) and (ii)],

in Vol. II of the annual Report by the Railway Board on Indian Railways.

PART I.—*Corrections in comparative statements showing two or more years' figures [item (i) in heading above].*

Please see corrected figures referred to as "revised figures" in footnotes on pages 7, 12, 13, 15, 46, 47, 48, 49, 51, 56, 97, 99, 110, 112, 114, 117, 129, 132, 134, 135, 139, 141, 142, 144*, 154, 155, 158, 159, 160, 216, 217, 222, 232, 233, 234, 235 and 236.

* Previous years' figures in respect of Bengal and North Western Railway in cols. 7 and 8 of Statement 25 are incorrect as they are based on gross ten miles-goods and proportion of mixed only.

PART II.—*[Showing particulars of (ii) and (iii) heading above].*

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary statement Appendix.		Figures as shown.	Figures as should be.
1936-37	Heading 7 net ton miles (Class I Railways).	1935-36	12	Summary X	2	20,295,579	20,295,581*
1936-37	Heading 7 net ton miles (3' 3 3/4" gauge).	1935-36	13	Do.	10	3,718,827	3,718,829*
1936-37	Heading 7 net ton miles (All Railways).	1935-36	13	Do.	14	20,553,684	20,553,686
1936-37	Class II Railways	1935-36	7	Summary V	8	††4.03	4.03
1936-37	Total other Railways	1935-36	7	Do.	8	††5.59	5.59
1936-37	Grand Total	1935-36	7	Do.	8	††3.74	3.74
1936-37	Total Class II Railways	1935-36	45	Statement 5	9	††4.03	4.03
1936-37	Grand Total	1935-36	47	Do.	9	††3.74	3.74
1936-37	Total Class I Railways	1935-36	115	Statement 14	10	**3.79	3.79
1936-37	Do.	1935-36	115	Do.	13	**1.94	1.94
1936-37	Total Class III Railways	1935-36	220	Statement 26	26 and 27	††15.7	15.7
1936-37	Class I Railways	1935-36	14	Summary XI	4	‡1.94	1.94
1936-37	Do.	1935-36	14	Do.	7	‡3.79	3.79
1936-37	3' 3 3/8" Gauge	1935-36	14	Do.	4	‡1.67	1.67
1936-37	Do.	1935-36	14	Do.	7	‡2.90	2.90
1936-37	Do.	1935-36	14	Do.	8	‡1.85	1.85
1936-37	Total	1935-36	14	Do.	7	‡3.85	3.85
1936-37	Do.	1935-36	14	Do.	8	‡300	300
1936-37	Total 2' 6" and 3' 0" Gauges	1935-36	94	Statement 12	3	‡	‡
1935-36	Jamnagar and Dwarka	1935-36	270	Appendix E.	7	93.3	22.7
1936-37	Do.	1936-37	270	Do.	7	94.6	23.0
1936-37	South Indian	1935-36	113	Statement 14	8	1,01,15	1,01,51
1936-37	Do.	1935-36	114	Do.	4	2,34,56	2,43,56
1931-32	Assam Bengal	1931-32	43	Statement 5	10	(a) In-cludes Rs. 75,70,000	(a) Ex-cludes Rs. 75,70,000
1932-33 to 1936-37	Assam Bengal	1931-32 to 1936-37	43	Do.	10	Capital.	Capital.
1936-37	Heading in Col. 7 (portion within brackets).	..	160	Statement 23	7	Including weight-departmental. 0.1	Excluding weight-departmental. 0.14
1936-37	Eastern Bengal 5' 6" Gauge	1936-37	190	Statement 30	126		

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary statement Appendix.		Figures as shown.	Figures as should be.
1936-37	Footnotes ..	1936-37	198	Statement 30	3rd foot-note.		§ to be inserted before the foot-note.
1936-37	Do.	1936-37	204	Do.	Do.	†	§
1936-37	Nizam's State	1936-37	180	Do.	25	(c) appearing above the figures (both 5' 6" and 3' 2 3/8" Gauges) should be deleted.	
1936-37	Bengal and North Western	1936-37	190	Do.	120 to 123	†	†
1936-37	Do.	1936-37	205	Do.	285		* to be deleted.
1936-37	Jodhpur	1936-37	205	Do.	283		(c) should be put on the figures in this column.
1936-37	Great Indian Peninsula Gauge.	1936-37	181	Do.	37	0-36	0-56
1936-37	Do.	1936-37	205	Do.	285	8,722,248	8,72,92,248
1936-37	Great Indian Peninsula 2' 6" Gauge.	1936-37	181	Do.	37	0-01	0-05
1936-37	Great Indian Peninsula	1936-37	88	Statement 10	4 Goods stock (Narrow gauge).	29	30
1936-37	South Indian	1936-37	88	Do.	Do.		1
1936-37	Total	1936-37	88	Do.	Do.	126	128
1936-37	Great Indian Peninsula	1936-37	91	Statement 11	23 (Narrow gauge).		1
1936-37	South Indian	1936-37	91	Do.	Do.		1
1936-37	Total	1936-37	91	Do.	Do.	-1	1
1936-37	Class I Railways 2' 6" and 2' 0" Gauges.	1936-37	11	Summary VIII	27	126	128
1936-37	Do.	1936-37	11	Summary IX	24	-1	1
1936-37	Total 2' 6" and 2' 0" Gauges	1936-37	11	Do.	24	-11	-9
1935-36	Bombay Baroda and Central India.	1935-36	78	Statement 9	12 (Narrow Gauge).	9-00	12-0
1926-27 and 1927-28	Dholpur Bari	1926-27	46	Statement 5	9	7-30	7-20
1927-28 and 1928-29	Do.	1927-28	46	Do.	9	6-58	6-03
1928-29 and 1929-30	Do.	1928-29	46	Do.	9	4-42	4-15
1929-30 and 1930-31	Do.	1929-30	46	Do.	9	6-36	6-35
1930-31 and 1931-32	Do.	1930-31	46	Do.	9	4-57	4-56
1931-32 and 1932-33	Do.	1931-32	46	Do.	9	3-16	2-98
1933-34 and 1934-35	Do.	1933-34	46	Do.	9	3-37	3-35
1934-35 and 1935-36	Do.	1934-35	46	Do.	9	4-60	4-35
1935-36 and 1936-37	Do.	1935-36	46	Do.	9	3-26	3-08
1936-37	Great Indian Peninsula	1936-37	194 and 195	Statement 30, Table C (a)	179 180 183 184 189 190	48-0 10-8 9-05 18-1 2-26 0-47	23-0 4-85 44-5 9-40 0-98 0-21
1935-36	Do.	1935-36	Do.	Do.	179 180 183 184 189 190	48-1 10-6 91-8 18-7 2-94 0-54	23-0 4-97 45-3 9-79 1-18 0-25

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary Statement Appendix.		Figures as shown.	Figures as should be.
1934-35	Great Indian Peninsula ..	1934-35	194 and 195	Statement 30, Table C.	{ 191 { 192 { 195 { 196 { 201 { 202	49.0 11.1 94.6 19.1 4.44 0.78	24.6 5.19 46.9 9.91 1.72 0.86
1933-34	Do.	1933-34	Do.	Do.	{ 191 { 192 { 195 { 196 { 201 { 202	52.9 11.2 93.2 18.8 4.18 0.69	25.2 5.32 45.6 9.85 1.55 0.32
1932-33	Do.	1932-33	Do.	Do.	{ 191 { 192 { 201 { 202	50.2 11.9 4.02 0.68	26.8 5.54 1.55 0.32
1932-33 to 1936-37	Footnote below Table C (a)	1932-33 to 1936-37 each Volume.	Do.	Do.	Footnote	The existing footnote under Table C (a) should be replaced by the following note— "Note—The figures of different railways exhibited in this Table are not susceptible of comparison as they are not compiled on a uniform basis".	