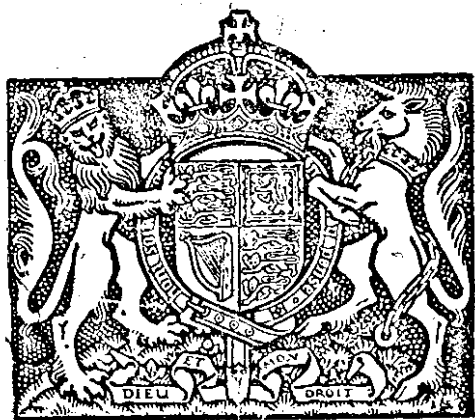


GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

REPORT
BY THE
RAILWAY BOARD
ON
INDIAN RAILWAYS

FOR
1936-37

Volume I



DELHI: MANAGER OF PUBLICATIONS
1937

Books and Technical Papers published by the Railway Board.

BOOKS.

- (1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 5-6-0 or 8s. 6d. Volume II, Rs. 4-12-0 or 8s. (1935-36).
- (2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price—Rs. 6-0-0 or 9s. 6d.
- (4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20 or 31s. 6d. (Corrected up to 1st July 1936).

TECHNICAL PAPERS.

- (5) Over 206 papers have been published by the Railway Board's office. The papers comprise :—
- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

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

Technical Paper.	Name.	Author.
No. 72.	The design of wall foundations for bridges	(Compiled.)
" 148.	Statistics of railway working expenditure	G. DEUCHARS.
" 153.	River training and control on the guide bank system	F. J. E. SPRING.
" 215.	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
" 219.	Technical education in relation to railways in America	H. L. COLR.
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" 242.	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
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" 244.	Sleeper spacing and the effect of the New Permissible Axle-loads	A. F. HARVEY.
" 245.	Report of the Indian Railway Bridge Committee on track stresses.	
" 247.	1st and 2nd interim reports of the Indian Railway Bridge Committee on impact and revision of the Bridge rules.	
" 249.	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
" 250.	Axle-loads, wheel diameter and railhead dimensions.	
" 251.	A. B. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
Description of the Planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Railway Loco. shops at Farel		
No. 256.	Notes on the preparation of railway projects	F. G. S. MARTIN.
" 259.	The estimation of Passenger earnings on new projects	H. L. GLASS.
" 261.	Tube wells on the N. W. Railway, 1925-27	A. LINES.
" 262.	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	J. WARDON.
" 263.	Note on Composite Index numbers of Indian Railways	A. I. SLEIGH.
" 264.	Memorandum on Traffic Surveys	W. G. BAINNETT.
" 266.	Principles of the Absolute Block System, 1929	B. N. NICOLLS.
" 267.	Flood-Lighting, 1929	L. H. KIRKNESS.
" 271.	Antiseptic treatment of Pinus Longifolia (Chir) for Railway Sleepers	H. J. MULLENEUX.
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" 273.	A Schedule system for the Control of Operations in Workshops, 1929	MAJOR KENNETH MASON. (Reprint.)
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" 279.	Report on Track Practice on American and Canadian Railways	H. G. SALMOND.
" 280.	The installation of a Production System in the locomotive workshops at Moghalpura	A. F. HARVEY.
" 281.	The Belt System of Repairs introduced in the Locomotive Workshops at Kanchnrapara	A. E. HOWELL.
" 282.	Note on "Friders"—A composition for reconditioning abraded spike holes in Railway Sleepers	B. DE VERE IRWIN and J. R. POTTER.
" 283.	Description of a system introduced in the Stores Department of the East Indian Railway, and Appendices	S. KRISHNA and T. P. GHOSE.
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" 293.	Simplified Design of Masonry Arch by the Elastic Theory	A. VASUDEVAN and GURDIAL SINGH.
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" 296.	Paint Flaking on Railway Carriages	H. M. R. MORSE and B. S. SINDHU.
" 297.	The Maximum Length of Rails as affected by the Range of Temperature and the design of the Rail-joint	A. M. SIMS.
" 298.	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
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Map of India showing railways open and under construction on 31st March 1937	In the pocket of the back cover.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies, ownership and route mileage open on 31st March 1937.

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.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1937, are shown in italics.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS.					
1. Assam Bengal	Assam Bengal Railway Company.	(a) Assam-Bengal	3' 3½"	1,131	State.
		(b) Chaparmukh-Silghat	3' 3½"	51	Branch line Company under guarantee terms.
		(c) Katakhal-Lalabazar	3' 3½"	23	Do.
		(d) Mymensingh-Bhairab Bazar.	3' 3½"	101	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Mashrak-Thawe	3' 3½"	39	State.
		(b) Firhoo	3' 3½"	800	Do.
		(c) Bengal and North-Western.	3' 3½"	1,269	Company subsidized by the Government of India*.
3. Bengal Nagpur	Bengal Nagpur Railway Company.	(a) Anuppur-Manendragarh.	5' 6"	54	State.
		(b) Bengal Nagpur	5' 6"	2,412	Do.
		(c) Puralia-Ranothi	2' 6"	116	Do.
		(d) Raipur-Dhamtari	2' 6"	57	Do.
		(e) Satpura	2' 6"	628	Do.
		(f) Mayurbhanj	2' 6"	71	Branch line Company under rebate terms.
		(g) Parlakimedi Light	2' 6"	56	Private body.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5' 6"	1,035	State.
		(b) Bombay, Baroda and Central India.	3' 3½"	1,881	Do.
		(c) Bombay, Baroda and Central India.	2' 6"	72	Do.
		(d) Nagda-Ujjain	5' 6"	35	Indian State.
		(e) Petlad-Cambay (Anand-Tarapur Section).	5' 6"	22	Do.
		(f) Petlad-Cambay (Tarapur-Cambay Section).	5' 6"	12	Do.
		(g) Dhrangadra	3' 3½"	40	Do.
		(h) Palanpur State.	3' 3½"	17	Do.
		(i) Piplod-Devgad-Baria	2' 6"	10	Do.
		(j) Rajpipla State	2' 6"	58	Do.
		(k) Tapti-Valley	5' 6"	156	Branch line Company under rebate terms.
		(l) Ahmedabad-Parantij	3' 3½"	89	Do.
		(m) Champaner-Shivrajpur-Pani Light.	2' 6"	31	Do.
		(n) Godhra-Lunavada	2' 6"	25	Do.
		(o) Nadiad-Kapadvanj	2' 6"	28	Do.
5. Burma	State	Burma	3' 3½"	2,080	State.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—contd.					
6. Eastern Bengal	State	(a) Eastern Bengal	5' 6"	847	State.
		(b) Eastern Bengal	3' 3½"	1,030	Do.
		(c) Eastern Bengal	2' 6"	17	Do.
		(d) Cooch Behar State	3' 3½"	33	Indian State.
		(e) Sara-Sirajganj	5' 6"	54	Branch line Company under rebate terms.
		(f) Khulna-Bagerhat	2' 6"	20	Do.
7. East Indian	State	(a) East Indian	5' 6"	4,217	State.
		(b) Cawnpore-Burhwal link.*	3' 3½"	66	Do.
		(c) Hardwar-Dehra	5' 6"	32	Branch line Company under guarantee terms.
		(d) South Bihar ‡	5' 6"	76	Branch line Company.
8. Great Indian Peninsula.	State	(a) Great Indian Peninsula.	5' 6"	3,166	State.
		(b) Darwaha-Pusad	2' 6"	43	Do.
		(c) Bhopal-Itarsi	5' 6"	57	Jointly owned by State and Indian State.
		(d) Bhopal-Ujjain	5' 6"	113	Indian State.
		(e) Bina-Goona-Baran	5' 6"	147	Do.
		(f) Dhond-Baramati	2' 6"	27	Branch line Company under rebate terms.
		(g) Ellichpur-Yectmal	2' 6"	118	Do.
		(h) Pachora-Jamner	2' 6"	34	Do.
		(i) Fulgaon-Arvi	2' 6"	22	Do.
9. Jodhpur	Indian State	(a) Jodhpur-Hyderabad (British Section).	3' 3½"	239	State.
		(b) Jodhpur	3' 3½"	767	Indian State.
		(c) Mirpur Khas-Khadro	3' 3½"	49	Company subsidized by the Government of India.†
10. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(a) Madras and Southern Mahratta.	5' 6"	1,119	State.
		(b) Madras and Southern Mahratta.	3' 3½"	1,660	Do.
		(c) Alnavar-Dandeli (Provincial).	3' 3½"	19	Do.
		(d) Kolar Goldfields	5' 6"	10	Indian State.
		(e) Bangalore-Harihara	3' 3½"	211	Do.
		(f) Hindupur (Yesvantpur-Mysore Frontier).	3' 3½"	51	Do.
		(g) Kolhapur State	3' 3½"	29	Do.
		(h) Sangli State	3' 3½"	5	Do.
		(i) Tenali-Repalle	5' 6"	22	District Board.
		(j) Bezwa d a-M a s u l i-patam.	3' 3½"	52	Do.
		(k) West of India Portuguese.	3' 3½"	51	Foreign Country.
11. Nizam's State	Nizam's State Railways.	(a) Bezwada Extension	5' 6"	22	State.
		(b) Dronachellam (Dhone)-Kurnool-British Frontier.	3' 3½"	36	Do.
		(c) Nizam's State	5' 6"	667	Indian State.
		(d) Nizam's State	3' 3½"	623	Do.

* Under running power agreement, the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

‡ Leased to the Government for a yearly sum of £30,000.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6

CLASS I RAILWAYS—*concl.*

12. North Western	State	(a) North Western	5' 6"	5,651	State.
		(b) Kalka-Simla	2' 6"	60	Do.
		(c) Kangra-Valley	2' 6"	103	Do.
		(d) Kohat-Thal	2' 6"	62	Do.
		(e) Mari-Indus Kalabagh-Bannu and Laki-Pezu-Tank-Manzai.	2' 6"	157	Do.
		(f) Zhob Valley (Fort Sandeman Khanai).	2' 6"	174	Do.
		(g) Bahawalnagar Fort-Abba-Kut-al-Imara	5' 6"	152	Indian State.
		(h) Jammu and Kashmir (Indian State Section).	5' 6"	16	Do.
		(i) Jind-Panipat (Indian State Section).	5' 6"	26	Do.
		(j) Khanpur-Chachran	5' 6"	22	Do.
		(k) Ludhiana-Dhuri Jakkal.	5' 6"	78	Do.
		(l) Rajpura-Bhatinda	5' 6"	108	Do.
		(m) Sirhind Rupar	5' 6"	31	Do.
		(n) Hoshiarpur-Doab (Jullundur Mukerian).	5' 6"	45	Branch line Company under rebate terms.
		(o) Hoshiarpur-Doab (Phagwara-Rahon).	5' 6"	46	Do.
		(p) Mandra-Bhaun	5' 6"	47	Do.
		(q) Sialkot Narowal	5' 6"	39	Do.
(r) Jacobabad-Kashmor.	2' 6"	76	Do.		
(s) Larkana-Jacobabad	2' 6"	53	Do.		
13. Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(a) Lucknow-Bareilly	3' 3½"	311	State.
		(b) Rohilkund and Kumaon.	3' 3½"	259	Company subsidized by the Government of India.
14. South Indian	South Indian Railway Company.	(a) South Indian	5' 6"	599	State.
		(b) South Indian	3' 3½"	1,507	Do.
		(c) Nilgiri	3' 3½"	29	Do.
		(d) Travancore (British Section including Shencottah-Quilon Section).	3' 3½"	108	Do.
		(e) Morappur-Hosur	2' 6"	73	Do.
		(f) Tirupattur-Krishnagiri.	2' 6"	25	Do.
		(g) Shoranur-Cochin	5' 6"	65	Indian State.
		(h) Travancore (Indian State Section).	3' 3½"	40	Do.
		(i) Podanur-Pollachi	3' 3½"	25	District Board.
		(j) Tinnevely-Tiruchendur.	3' 3½"	38	Do.
		(k) Peralam-Karaikkal	3' 3½"	15	Foreign Country.
(l) Pondicherry	3' 3½"	6	Do.		

CLASS II RAILWAYS.

1. Barai Light	Barai Light Railway Company.	Barai Light	2' 6"	203	Company subsidized by the Government of India and Indian State.*
2. Bengal Dooars	Bengal-Dooars Railway Company.	(a) Bengal Dooars	3' 3½"	40	Company subsidized by District Board.
		(b) Bengal Dooars Extensions.	3' 3½"	121	Company subsidized by the Government of India.†
3. Bhavnagar State	Indian State	Bhavnagar State	3' 3½"	307	Indian State.
4. Bikaner State	Do.	Bikaner State	3' 3½"	796	Do.

* Receives land only from Government and Indian State.
 † Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS II RAILWAYS—concl.					
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(a) Darjeeling Himalayan.	2' 0"	51	Company subsidized by Local Government.
		(b) Darjeeling Himalayan Extensions.	2' 0"	95	Branch line Company under rebate terms.
6. Dibru-Sadiya	Assam Railways and Trading Company.	(a) Dibru-Sadiya †	3' 3½"	86	Company subsidized by Local Government.
		(b) Ledo and Tikak-Margherita Colliery.	3' 3½"	5	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State	(a) Gaekwar's Baroda State	3' 3½"	255	Indian State.
		(b) Khijadiya Dhari	3' 3½"	37	Do.
		(c) Prachi Road Kodinar	3' 3½"	16	Do.
		(d) Bodeli Chhota Udai-pur.	2' 6"	23	Do.
		(e) Gaekwar's Baroda State.	2' 6"	333	Do.
8. Gondal	Do.	(a) Gondal	3' 3½"	119	Do.
		(b) Jetalsar-Rajkot	3' 3½"	46	Do.
		(c) Porbandar State	3' 3½"	41	Do.
9. Jaipur State	Do.	Jaipur State	3' 3½"	180	Do.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(a) Jamnagar	3' 3½"	54	Do.
		(b) Okhamandal	3' 3½"	37	Do.
		(c) Jamnagar-Dwarka	3' 3½"	66	Branch line Company under guarantee and rebate terms.*
11. Junagad State	Indian State	Junagad State	3' 3½"	211	Indian State.
12. Morvi	Do.	Morvi	3' 3½"	132	Do.
13. Mysore	Do.	(a) Mysore	3' 3½"	322	Do.
		(b) Kolar District	2' 6"	63	Do.
		(c) Tarikere-Narasimhara-rajapura Light.	2' 0"	27	Do.
		(d) Bangalore-Chik-Ballapur Light.	2' 6"	39	Company guaranteed by Indian State.
14. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2' 6"	93	Company subsidized by Local Government.†

CLASS III RAILWAYS.

1. Ahmadpur-Katwa	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa	2' 6"	32	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light	2' 6"	65	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damodar River.	2' 6"	60	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light	2' 6"	52	Company subsidized by District Board.
5. Bengal Provincial	Bengal Provincial Railway Company.	(a) Bengal Provincial	2' 6"	33	Unassisted Company.
		(b) Dasghara-Jamalpur-gunj.	2' 6"	9	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2' 6"	33	Company subsidized by District Board.
7. Burdwan-Katwa	Burdwan-Katwa Railway Company.	Burdwan-Katwa	2' 6"	32	Branch line Company under guarantee terms.
8. Cutch State	Indian State	Cutch State	2' 6"	72	Indian State.

* Financed on rebate terms given by the Jamnagar Durbar.

† Receives only land from Government.

‡ Subsidy ceased with effect from 1920-21.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6

CLASS III RAILWAYS—concl'd.

9. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2' 6"	26	Company subsidized by District Board.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2' 6"	55	Indian State.
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2' 6"	27	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2' 0"	295	Indian State.
13. Howrah-Amra Light .	Howrah-Amra Light Railway Company.	Howrah-Amra Light .	2' 0"	44	Company subsidized by District Board.
14. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2' 0"	20	Do.
15. Jagadhri Light . .	Jagadhri Light Railway Company.	Jagadhri Light . .	2' 0"	3	Unassisted Company.
16. Jessore-Jhenidah† .	Jhenidah Railway Syndicate.	Jessore-Jhenidah . .	2' 6"	37	Do.
17. Jorhat (Provincial) .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial) .	2' 0"	32	State.
18. Kalighat-Falta . .	Kalighat-Falta Railway Company.	Kalighat-Falta . .	2' 6"	26	Branch line Company under guarantee terms.
19. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2' 0"	27	Unassisted Company.
20. Matheran Light . .	Matheran Steam Tramway Company.	Matheran Light . .	2' 0"	13	Company subsidized by the Government of India. *
21. Tezapore-Balipara Light.	Tezapore-Balipara Steam Tramway Company.	Tezapore-Balipara Light .	2' 6"	20	Company subsidized by District Board.
22. Trivellore Light . .	T. Nambarnal Chetty and Sons.	Trivellore Light . .	2' 0"	2	Unassisted Company.
23. Udaipur-Chitorgarh .	Indian State . .	Udaipur-Chitorgarh .	3' 3½"	146	Indian State.

* Receives land and rebate from Government.
 † Closed to all kinds of traffic from 1st May 1936.

APPENDIX B.

Relations of the Government to Railways in India.

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

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

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

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

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

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

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

* Includes the Delhi, Umballa, Kalka and Southern Punjab Railways which were purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

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

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

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

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

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

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

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

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

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at $3\frac{1}{2}$ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also $3\frac{1}{2}$ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The

lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was $3\frac{1}{2}$ per cent. for the first six years and thereafter 3 per cent.

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

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta; and Bengal Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928.

Arrangements between the Government and Companies at present.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Other Lines Worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894). While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Barreilly Railway to the latter. Their lines can be purchased by the State in 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

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

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

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

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

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

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

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

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

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

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

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

Madras and Bombay.

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

Punjab.

15. Secretary, Public Works Department.

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

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

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

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

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

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

matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Acworth Committee recommended in their report:—

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

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

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

for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

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

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

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

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

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

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's Office consequent on the taking over of the West Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and

with the transfer of this work, the post of Assistant Director of Statistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The re-organisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

Shortly after this, however, it was recognised that unless the work was to be seriously delayed, it would be impossible for the Chief Commissioner who had taken over the duties of the Member Engineering, after that post had been held in abeyance, to devote the time that was necessary for the disposal of Civil Engineering business in the Railway Board's office and it was accordingly decided to revive the post of Director of Civil Engineering, which was being held in abeyance since December 1931, with effect from November 1932, from which date the post of Deputy Director, Civil Engineering is being held in abeyance. It was also decided in October 1932 to convert the post of Chief Superintendent to that of Assistant Secretary. The post of Director, Mechanical Engineering has been revived with effect from the 1st April 1935. As the Government of India had for some time felt the need for a whole time Member of the Railway Board devoting himself entirely to Traffic questions, such as competition with alternative means of transport, alterations in fares in order to improve net earnings, etc., the post of Member, Traffic, which was held in abeyance from 29th March 1932 has been revived with effect from the 12th October 1936 as a temporary measure but owing to increase of work in the Traffic Branch it has been decided not to abolish for the present the temporary post of Deputy Director, Traffic.

The existing superior staff in the Railway Board's office consists of the Chief Commissioner, the Financial Commissioner, 2 Members, 5 Directors, 5 Deputy Directors, 1 Secretary and 1 Assistant Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling-stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure, the post of Technical Officer with the Railway Board, being abolished at the same time. The activities of this office towards the introduction of standard designs for railways on an all-India basis having proved successful, it was made permanent in 1935 with an addition to the existing staff, to carry out more extensive technical research to enable Indian Railways to keep abreast with modern development in railway practice.

APPENDIX D.

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

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

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

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

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

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

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

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

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

Apart from the above convention this Assembly further recommends—

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

APPENDIX E.

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

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

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.
2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.
3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.
4. Amongst the disadvantages pointed out by the Committee are the following:—
 - (i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.
 - (ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.
 - (iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.
 - (iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.
5. The only arguments urged in favour of the Branch Line Companies were:—
 - (i) That money had been raised which the Government of India was unable to furnish.
 - (ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.
 - (iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.
6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.
7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount

that the Government of India have to raise in the open market, they are at present increasing that amount.

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

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. 10½ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

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

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

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. 2½ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to

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

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

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

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

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

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

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the construction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local

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

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

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

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

APPENDIX F.

I.—GAZETTED OFFICERS.

I.—Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1937 as compared with 31st March 1936.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		TOTAL.	
	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.†	1937.†	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. Agency Department—																												
1-01. Europeans	3	2	4	4	*3	2	*8	8	4	5	4	4	5	5	4	5	5	6	7	2	2	4	3	2	3	*55	54	
1-02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	1	1	2	2	..	..	..	..	..	..	2	2	3	5	..	..	..	..	1	1	..	3	3	..	..	11	14	
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1
(c) Anglo-Indians and domiciled Europeans . . . . .	..	..	..	..	..	..	..	..	..	..	1	3	3	..	..	..	..	1	1	..	..	1	1	..	..	5	6	
(d) Sikhs . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(e) Indian Christians . . . . .	..	..	..	..	..	..	*1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1	1
(f) Parsis . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(g) Other communities . . . . .	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(h) Total	1	1	2	2	..	..	*1	1	1	..	2	3	6	8	..	..	..	2	3	..	..	4	4	..	..	*10	22	
1-03. GRAND TOTAL	4	3	6	6	*3	2	9	9	5	5	6	7	11	13	5	4	5	5	8	10	2	2	8	7	2	3	*74	76
2. Accounts Department—																												
2-01. Europeans . . . . .	..	..	5	5	6	6	7	4	2	2	..	..	3	4	6	6	6	5	1	1	1	1	3	3	1	1	41	37
2-02. Indians—																												
(a) Hindus—																												
Other than Depressed classes . . . . .	..	..	4	4	2	2	2	2	1	1	5	6	8	7	1	3	2	2	9	8	2	2	6	5	4	6	46	48
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims . . . . .	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	4	5	1	1	..	..	2	1	7	8	
(c) Anglo-Indians and domiciled Europeans . . . . .	..	..	3	3	..	..	1	2	1	1	..	..	4	4	1	1	1	2	1	1	..	..	1	1	..	..	13	15
(d) Sikhs . . . . .	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	..	2	2	..	..	..	..	..	..	..	4	4
(e) Indian Christians . . . . .	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	2	1
(f) Parsis . . . . .	..	..	..	..	..	..	2	2	..	..	..	..	..	..	2	1	2	2	..	..	..	..	..	..	..	..	6	5
(g) Other communities . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total . . . . .	..	..	8	8	2	2	6	3	2	2	7	7	12	11	4	5	5	6	16	16	2	2	8	7	6	7	79	81
2-03. GRAND TOTAL . . . . .	..	..	13	13	8	8	13	12	4	4	7	7	15	16	10	11	11	12	17	16	3	3	11	10	7	8	119	118

* Revised figures.

† The figures in respect of Parsis are negligible.

APPENDIX F—contd.

I.—Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1937 as compared with 31st March 1936—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		By. Board and Miscellaneous Officers.		TOTAL.		
	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.†	1937.†	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
3. Engineering Department—																													
3-01. Europeans	11	10	41	36	18	16	29	28	25	21	19	17	37	37	40	40	24	25	42	40	3	3	22	22	11	12	322	306	
3-02 Indians—																													
(a) Hindus—																													
Other than Depressed classes	6	7	10	10	*5	6	16	15	4	4	13	12	31	34	8	9	17	17	47	48	..	..	14	14	2	2	*173	178
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	3	3	2	3	2	3	2	2	4	4	5	4	6	9	2	1	28	29
(c) Anglo-Indians and domiciled Europeans	1	1	9	9	*2	2	1	1	2	3	1	1	3	5	..	2	1	1	8	9	..	..	..	..	1	..	*29	34
(d) Sikhs	1	1	5	6	1	1	7	8
(e) Indian Christians	6	5	2	2	2	2	1	1	11	10
(f) Parsis	1	1	1	1	2	2	3	3	7	7
(g) Other communities	1	1	1	1
(h) Total	11	12	22	23	*9	11	16	17	7	8	16	15	40	45	22	23	20	20	70	74	2	2	15	15	3	2	*255	267	
3-03. GRAND TOTAL	22	22	63	59	*27	27	47	45	32	29	35	32	77	82	62	63	44	45	112	114	6	5	37	37	14	14	*578	573	
4. Transportation—																													
4-01. Europeans	7	7	*23	21	12	9	24	23	16	16	14	14	35	29	49	49	18	16	26	25	2	3	11	9	5	5	*242	226	
4-02. Indians—																													
(a) Hindus—																													
Other than Depressed classes	3	3	14	16	*2	3	7	7	..	..	13	13	10	13	9	9	7	7	12	11	..	..	12	12	2	2	*91	96
Depressed classes
(b) Muslims	1	2	7	9	1	1	4	4	4	4	6	6	4	4	7	6	1	1	1	1	1	1	2	37	40
(c) Anglo-Indians and domiciled Europeans	2	2	2	4	1	1	1	1	2	2	5	4	3	3	3	2	3	3	2	2	..	1	5	5	2	2	31	37	
(d) Sikhs . . . . .	..	..	1	2	..	..	1	1	..	..	..	..	1	1	..	..	2	2	4	4	..	..	..	..	..	..	9	10
(e) Indian Christians . . . . .	..	..	1	1	..	..	2	3	..	..	..	..	1	1	..	..	1	1	1	1	..	..	..	..	..	..	6	7
(f) Parsis . . . . .	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	*2	3
(g) Other communities . . . . .	..	..	..	..	..	..	..	..	6	6	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	*7	7
(h) Total	6	7	25	32	*4	5	17	18	8	8	22	21	21	29	17	16	18	14	26	24	1	2	18	18	5	6	*188	200	
4-03. GRAND TOTAL	13	14	*48	53	*16	14	41	41	24	24	36	35	56	58	66	65	33	30	52	49	3	5	29	27	10	11	425	426	

* Revised figures.

† The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
5. Commercial—																													
5-01. Europeans	1	2			1	1							6	7	12	10								2	3	1	..	22	23
5-02. Indians—																													
(a) Hindus—																													
Other than Depressed classes																													
	..	..			..	..							6	3	10	11							5	5	1	..	21	19
Depressed classes																													
	
(b) Muslims																													
	..	..	Included under Transportation.		1	3							1	1	1	1							..	..	..	..	8	5
(c) Anglo-Indians and domiciled Europeans.																													
	..	..	Included under Transportation.		..	..	Included under Transportation.						2	2	1	1							..	..	..	..	3	3
(d) Sikhs																													
	..	..	Included under Transportation.		..	..	Included under Transportation.						..	..	..	..							..	..	..	..	..	..
(e) Indian Christians																													
	..	..	Included under Transportation.		..	..	Included under Transportation.						..	..	1	1							..	..	..	..	1	1
(f) Parsis																													
	..	..	Included under Transportation.		..	..	Included under Transportation.						..	..	..	..							..	..	..	..	..	..
(g) Other communities																													
	..	..	Included under Transportation.		..	..	Included under Transportation.						..	..	..	..							..	..	..	..	..	..
(h) Total																													
	..	..	Included under Transportation.		1	3	Included under Transportation.						9	6	13	14							5	5	..	..	28	28
5-03. GRAND TOTAL	1	2			2	4							15	13	25	24							7	8	..	..	50	51
6. Mechanical Engineering—																													
6-01. Europeans	*7	6	21	21	*15	14	*23	23	20	20	15	13	33	23	20	21	18	18	45	43	2	2	16	16	3	4	*243	234	
6-02. Indians—																													
(a) Hindus—																													
Other than Depressed classes																													
	2	2	5	5	..	..	5	5	..	..	7	7	15	17	3	4	5	5	6	9	..	..	5	5	..	..	53	59
Depressed classes																													
	
(b) Muslims																													
	1	1	..	..	..	..	1	1	..	..	1	1	3	4	..	..	..	..	4	4	..	..	..	..	..	..	10	11
(c) Anglo-Indians and domiciled Europeans.																													
	1	1	1	1	..	..	..	..	2	2	1	2	2	3	1	1	..	..	1	1	..	..	..	..	..	..	9	16
(d) Sikhs																													
	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(e) Indian Christians																													
	1	1	2	1	1	1	2	2	1	1	7	6
(f) Parsis																													
	..	..	1	1	..	..	..	..	..	..	..	..	1	1	1	1	*1	1	..	..	..	..	..	..	..	..	*4	4
(g) Other communities																													
	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1	1
(h) Total																													
	4	4	7	7	..	..	6	6	3	3	10	11	24	32	6	7	6	6	14	17	..	..	5	5	1	1	86	99
6-03. GRAND TOTAL	*11	10	28	28	*15	14	*34	34	23	23	25	24	57	60	26	26	24	24	59	60	2	2	21	21	4	5	*329	333	
7. Stores Department—																													
7-01. Europeans	2	1	5	5	1	2	7	6	1	2	2	2	7	6	5	5	5	5	5	5	..	..	3	3	..	..	43	42
7-02. Indians—																													
(a) Hindus—																													
Other than Depressed classes.																													
	..	..	2	2	..	..	1	1	..	1	2	2	4	4	..	..	2	2	3	3	..	..	1	2	..	..	15	17
Depressed classes																													
	
(b) Muslims																													
	..	..	..	..	..	..	1	..	..	..	..	..	..	2	2	..	..	1	1	..	..	..	..	..	..	..	3	4
(c) Anglo-Indians and domiciled Europeans.																													
	..	..	2	2	..	..	..	..	1	1	2	3	1	2	1	1	..	..	..	..	..	..	2	1	..	..	9	10
(d) Sikhs																													
	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(e) Indian Christians																													
	
(f) Parsis																													
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1	1	..	..	..	..	..	..	..	..	*1	1
(g) Other communities																													
	..	..	4	4	..	..	1	2	1	2	4	5	6	7	3	3	3	3	4	4	..	..	3	3	..	..	29	33
7-03. GRAND TOTAL	2	1	9	9	1	2	8	8	2	4	6	7	13	13	8	8	8	8	9	9	..	..	6	6	..	..	72	75

* Revised figures.

APPENDIX F—contd.

I.—Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1937 as compared with 31st March 1936—concl'd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & O. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		B. & K.		S. I.		Hy. Board and Miscellaneous officers.		TOTAL.	
	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.†	1937.†	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
8. Other Departments—																												
8-01. Europeans	7	7	14	15	*2	2	13	13	6	5	1	1	20	23	4	4	12	10	3	3	..	..	6	4	*19	17	*113	104
8-02. Indians—																												
(a) Hindus—																												
Other than Depressed classes .	*6	5	3	3	..	..	4	4	..	..	5	5	14	14	3	3	2	2	3	3	..	..	3	3	8	10	*51	52
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims . . . . .	..	1	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	2	2	..	..	..	..	1	2	6	8
(c) Anglo-Indians and domiciled Europeans.	3	2	3	3	..	..	..	..	1	2	1	1	6	5	1	3	..	..	..	..	..	..	..	..	..	4	*19	20
(d) Sikhs . . . . .	..	..	1	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	1	2	5	6
(e) Indian Christians	1	1	..	..	..	..	..	..	..	..	..	..	1	1	1	1	2	2	..	..	..	..	..	..	1	1	5	6
(f) Parsis . . . . .	..	..	..	..	..	..	3	3	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	4	4
(g) Other communities . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	*10	9	7	7	..	..	8	8	1	2	6	6	23	23	6	6	4	4	7	7	..	..	3	3	*15	19	*90	96
8-03. GRAND TOTAL	17	16	21	22	*2	2	21	21	7	7	7	7	49	46	10	12	16	14	10	10	..	..	9	7	34	35	*203	200
9. Total—																												
9-01. Europeans	*38	35	*113	106	*58	52	116	110	74	71	55	51	152	139	141	139	88	84	128	123	10	11	67	62	*41	42	*1,081	1,026
9-02. Indians—																												
(a) Hindus—																												
Other than Depressed classes .	*18	18	40	42	*9	11	35	34	5	6	47	47	91	97	34	39	35	35	90	83	2	2	49	49	16	20	*461	483
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	5	7	9	12	4	7	7	9	..	..	7	7	16	17	12	11	..	..	27	28	3	2	1	1	4	5	95	106
(c) Anglo-Indians and domiciled Europeans.	7	6	20	22	*3	3	3	4	9	11	10	12	24	37	8	11	5	6	13	14	..	1	9	8	*7	6	*118	141
(d) Sikhs	1	1	3	4	..	..	1	1	..	..	1	1	4	4	..	..	2	2	14	15	1	1	..	..	1	2	28	31
(e) Indian Christians	1	1	1	1	..	..	*3	4	..	..	2	1	3	3	9	8	5	5	5	5	..	..	2	2	2	2	*33	32
(f) Parsis . . . . .	..	..	2	2	..	..	3	3	..	..	..	..	*3	3	7	6	*4	5	..	..	..	..	..	..	..	..	*24	24
(g) Other communities . . . . .	..	..	..	..	..	..	..	..	9	8	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	*10	9
(h) Total	*32	33	75	83	*16	21	*57	60	23	25	67	68	141	161	71	70	51	53	139	145	6	6	61	60	*80	85	*769	826
9-03. GRAND TOTAL	70	68	*188	189	*74	73	*173	170	97	96	122	119	293	300	212	215	139	137	267	268	16	17	128	123	71	77	*1,850	1,852
9-04. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	70	68	*188	189	*74	73	*173	170	99	97	124	121	299	306	213	216	139	137	271	272	16	17	128	123	..	..	..	..

* Revised figures.

† The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
10. Increase (+) and Decrease (-)																													
10-01. Europeans . . . . .	..	-3	..	-7	..	-6	..	-6	..	-3	..	-4	..	-13	..	-2	..	-4	..	-5	..	+1	..	-4	..	+1	..	-56
10-02. Indians—																													
(a) Hindus—																													
Other than Depressed classes	+2	..	+2	..	-1	..	+1	+6	..	+5	+8	+4	..	+22
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	+2	..	+3	..	+3	..	+2	+1	..	-1	+1	..	-1	+1	..	+11
(c) Anglo-Indians and domiciled Europeans	-1	..	+2	+1	..	+2	..	+2	..	+13	..	+3	..	+1	..	+1	..	+1	..	-1	-1	..	+23
(d) Sikhs	+1	+1	+1	..	+3
(e) Indian Christians	+1	-1	-1
(f) Parsis	-1	..	+1
(g) Other Communities	-1	-1
(h) Total . . . . .	..	+1	..	+3	..	+5	..	+3	..	+2	..	+1	..	+20	..	+5	..	+2	..	+6	..	..	..	-1	..	+5	..	+57
10-03. GRAND TOTAL . . . . .	..	-2	..	+1	..	-1	..	-3	..	-1	..	-3	..	+7	..	+3	..	-2	..	+1	..	+1	..	-5	..	+6	..	+2
11. Percentage of Total—																													
11-01. Europeans	*54.3	51.5	*60.1	56.1	*78.4	71.2	*67.1	64.7	70.3	74.0	45.2	43.0	51.9	45.3	66.5	64.7	63.3	61.3	47.9	45.9	62.5	64.7	62.3	51.2	57.8	54.5	*53.4	55.4	
11-02. Indians—																													
(a) Hindus—																													
Other than Depressed classes	*25.7	26.4	*11.3	22.2	*12.2	15.1	*20.2	20.0	5.1	5.3	33.7	39.7	31.1	32.4	16.0	13.1	25.2	25.5	30.0	31.0	12.5	11.7	33.3	39.3	22.5	23.0	*24.9	26.1	
Depressed classes
(b) Muslims	7.2	10.3	4.8	6.4	*5.4	9.6	4.1	5.2	..	..	5.6	5.3	5.5	5.7	5.7	5.1	..	..	10.1	10.4	13.3	11.3	0.3	0.3	5.3	6.5	5.1	5.7
(c) Anglo-Indians and domiciled Europeans	10.0	3.3	10.6	11.6	*4.0	4.1	*1.7	2.3	9.3	11.4	3.1	9.9	3.2	12.3	3.3	5.1	3.6	4.4	4.9	5.2	..	5.9	7.0	6.6	9.9	7.3	*3.4	7.6	
(d) Sikhs	1.4	1.5	1.6	2.1	..	..	0.3	0.3	..	..	0.3	0.3	1.3	1.3	..	..	1.4	1.5	5.2	5.3	0.2	5.9	..	..	1.4	2.3	1.5	1.7
(e) Indian Christians	1.4	1.5	0.5	0.5	..	..	*1.7	2.3	..	..	1.6	0.3	1.0	1.0	4.2	3.7	3.6	3.6	1.9	1.9	..	..	1.6	1.3	2.3	2.3	*1.3	1.7
(f) Parsis	1.1	1.1	*4.6	4.7	1.0	1.0	*3.3	2.3	*2.9	3.7	*1.3	1.3
(g) Other Communities	9.3	3.3	*0.5	0.5	*0.3	0.5

* Revised figures.

APPENDIX F—contd.

II.—SENIOR SUBORDINATES.

II.—Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1937 as compared with 31st March 1936.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		B. I.		G. I. P.		M. & S. M.		N. W.		B. & K.		S. I.		TOTAL.		
	1936.	1937.	1936.†	1937.	1936.	1937.	1936.†	1937.	1936.‡	1937.‡	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.‡	1937.	1936.	1937.	1936.	1937.	1936.	1937.	
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
1. Agency Department—																											
1-01. Europeans	1	2	4	1	2	7	8
1-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes	6	5	1	1	10	10	4	4	12	13	10	10	8	2	3	3	7	7	1	..	3	3	60	58	
Depressed classes
(b) Muslims	3	2	1	1	..	..	..	..	..	..	..	1	1	..	1	..	..	5	5	
(c) Anglo-Indians and domiciled Europeans	1	1	1	..	1	1	4	3	2	2	1	..	2	4	..	2	1	1	1	1	..	..	1	1	15	16
(d) Sikhs
(e) Indian Christians	2	2	1	1	..	..	..	..	3	1	..	..	2	2	..	..	..	..	3	6	
(f) Parsis	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	3	
(g) Other communities	1	1	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	3	3	
(h) Total	1	1	7	5	2	2	22	20	9	9	13	14	12	14	7	6	4	4	11	11	1	1	4	4	93	91	
1-03 GRAND TOTAL	1	1	7	5	2	2	22	20	9	9	14	16	16	15	9	6	4	4	11	11	1	1	4	4	100	94	
2. Accounts Department—																											
2-01. Europeans	4	3	..	..	..	..	3	3	6	5	..	..	..	..	..	..	..	..	13	16	
2-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes	31*	30	6	5	23	23	9	9	30	30	59	57	14	22	3	3	52	53	..	..	13	13	250*	255	
Depressed classes
(b) Muslims	1	1	2	2	1	2	..	..	..	..	7	7	..	..	..	..	19	20	..	..	1	1	31	33	
(c) Anglo-Indians and domiciled Europeans	22	20	6	6	13	15	8	7	4	4	8	8	11	11	10	8	2	2	..	..	3	3	87	84	
(d) Sikhs	1	1	1	1	..	..	3	7	..	..	..	..	10	9	
(e) Indian Christians	1*	1	1	1	1	1	1	1	..	..	..	..	3	1	..	..	1	..	..	..	..	..	3*	6	
(f) Parsis	3	3	..	..	..	..	..	..	2	1	2	2	..	..	..	..	..	..	14	11	
(g) Other communities	2	1	..	..	..	..	..	..	..	..	1	1	
(h) Total	55*	52	15	14	46	49	18	17	34	34	75	73	33	37	20	13	32	32	..	..	22	22	400*	398	
2-03 GRAND TOTAL	55*	52	15	14	50	52	18	17	34	34	83	81	39	42	20	13	32	32	..	..	22	22	418*	414	

* Revised figures.

† The No. of depressed classes and Parsis for 1936 not being available, are not shown separately.

‡ The figures for the depressed and other than depressed classes for the year 1936 are not available separately.

§ The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
3. Engineering Department—																											
3-01. Europeans . . . . .	..	..	4	4	1	8	10	12	1	1	5	4	32	33	22	21	7	6	16	18	1	1	8	3	102	108
3-02. Indians—																											
(a) Hindus																											
Other than Depressed classes	18	15	57*	52	5	5	65	68	24	24	37	37	100	92	57	58	22	22	101	107	..	..	10	10	491*	490
Depressed classes . . . . .	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
(b) Muslims	4	4	6	5	3	2	14	14	2	3	3	3	8	12	13	12	1	2	59	66	2	1	2	2	116	116	
(c) Anglo-Indians and domiciled Europeans	6	6	32	33	14	13	7	6	29	28	18	17	94	99	65	62	28	20	47	48	1	1	10	9	337	331	
(d) Sikhs	2	2	2	3	1	1	1	1	3	3	3	3	7	7	11	8	..	..	31	30	..	..	..	..	60	58
(e) Indian Christians . . . . .	..	..	3*	3	..	..	5	4	3	3	1	1	7	4	12	11	1	4	3	2	..	..	1	2	35*	34
(f) Parsis . . . . .	..	..	..	..	..	..	..	17	..	..	..	..	..	..	10	9	1	2	3	1	..	..	..	..	46	29
(g) Other communities . . . . .	..	..	..	..	..	..	28	4	3	1	..	..	..	..	5	4	..	..	1	2	..	..	..	..	..	11
(h) Total	25	26	100*	96	23	21	115	115	64	62	61	61	216	214	163	154	48	50	245	246	3	2	23	23	1,086*	1,070	
3-03. GRAND TOTAL	25	26	104*	100	24	24	125	127	65	63	66	65	248	247	185	175	55	58	261	264	4	3	26	26	1,188*	1,178	
4. Transportation—																											
4-01. Europeans . . . . .	..	..	18	18	3	3	31	31	3	4	15	20	73	76	128	131	..	..	98	96	1	..	8	7	378	376
4-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes	6	6	71	74	5	4	114	104	12	13	32	34	48	61	84	84	3	5	76	78	1	1	10	9	462*	473	
Depressed classes	2*	1	2*	1
(b) Muslims . . . . .	..	..	10	10	1	1	7	7	1	1	1	..	9	29	18	17	1	2	34	41	..	..	1	1	83	109
(c) Anglo-Indians and domiciled Europeans	13	13	57	48	13	13	31	32	66	64	60	45	173	161	420	416	31	30	82	79	5	6	16	14	957	920	
(d) Sikhs . . . . .	..	..	6	6	..	..	..	..	..	..	2	2	2	2	3	1	..	..	15	18	..	..	..	..	28	20
(e) Indian Christians . . . . .	..	..	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Parsis . . . . .	..	..	..	..	..	..	39	..	..	..	..	..	..	..	16*	14	..	..	13*	14	..	..	..	..	109	67
(g) Other communities . . . . .	..	..	..	..	..	..	39	2	18	15	..	..	1	1	16*	18	..	..	4*	3	..	..	..	..	41	..
(h) Total	21	21	147	141	19	18	203	201	99	96	85	82	234	256	617	605	35	38	230	240	6	6	27	24	1,729	1,728	
4-03. GRAND TOTAL	21	21	165	169	22	21	239	232	102	100	101	102	312	332	745	736	35	38	323	326	7	6	35	31	2,107	2,104	
5. Commercial—																											
5-01. Europeans . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	2	1	6	4	..	..	2	4	..	..	..	..	10	9
5-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes	3	3	..	..	..	..	..	..	..	..	..	..	14	18	27	20	..	..	18	16	..	..	7	6	69	72
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	1	1	2	1	3	5	2	7	5	14
(c) Anglo-Indians and domiciled Europeans	..	..	..	..	1	1	..	..	..	..	..	..	5	4	11	9	..	..	3	3	..	..	..	..	20	17
(d) Sikhs . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	6	..	..	..	..	6	6
(e) Indian Christians . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Parsis . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(g) Other communities . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	1	2
(h) Total	3	3	..	..	2	2	..	..	..	..	..	..	21	23	48	50	..	..	30	33	..	..	7	6	111	117
5-03. GRAND TOTAL	3	3	..	..	2	2	..	..	..	..	..	..	23	24	54	54	..	..	32	37	..	..	7	6	121	126

* Revised figures.

APPENDIX F—contd.

II.—Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1937 as compared with 31st March 1936—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & O. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		B. & K.		S. I.		TOTAL.	
	1936.	1937.	1936.†	1937.	1936.	1937.	1936.†	1937.	1936.‡	1937.‡	1936.	1937.	1936.‡	1937.	1936.	1937.	1936.	1937.	1936.‡	1937.	1936.	1937.	1936.	1937.	1936.	1937.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
6. Mechanical Engineering—																										
6-01. Europeans	9	0	56	60	9	0	64	113	16	14	32	20	174	186	55	48	49	48	120	108	5	4	18	14	607	640
6-02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	3	4	15	15	..	3	40	12	13	30	44	129	132	28	20	7	8	..	87	..	..	34	33	386	414	
Depressed classes . . . . .	..	..	..	..	..	..	4	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	1	1	4	4	..	..	9	9	1	1	3	4	19	19	2	2	..	1	61	78	..	..	1	3	101	122
(c) Anglo-Indians and domiciled Europeans	15	18	292	272	14	14	243	196	104	93	85	84	505	586	99	99	98	99	235	218	3	4	107	110	1,900	1,798
(d) Sikhs . . . . .	..	1	5	5	..	..	2	2	3	4	1	1	7	7	2	2	1	1	33	40	..	..	..	..	54	63
(e) Indian Christians . . . . .	..	4	3	4	..	..	12	13	2	2	1	1	2	3	12	13	..	..	15	7	..	..	5	5	52	52
(f) Parsis . . . . .	..	..	4	1	..	..	20	..	..	..	..	2*	1	4	5	1	..	..	5	6	..	..	..	..	52	52
(g) Other communities	2	2	4	3	..	..	14	11	11	10	..	1	2*	2	4	2	..	..	3	10	..	..	..	..	73	83
(h) Total	21	25	323	304	14	17	354	307	133	123	126	135	766	752	151	149	107	109	420	446	3	4	147	151	2,565	2,527
6-03. GRAND TOTAL	30	34	379	373	23	26	418	420	149	142	158	164	940	938	206	197	156	157	540	552	8	8	165	165	3,172	3,175
7. Stores Department—																										
7-01. Europeans . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	3	3	2	2	1	1	9	5	..	..	1	1	16	12
7-02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	1	1	9	10	..	..	9	9	3	2	9	11	15	15	6	6	1	2	18	18	..	..	2	2	73	76
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims . . . . .	..	..	..	..	..	..	1	1	..	..	..	..	3	3	1	1	..	..	9	10	..	..	..	..	13	14
(c) Anglo-Indians and domiciled Europeans	1	1	11	11	..	..	..	..	..	..	3	2	22	22	1	..	3	2	7	9	..	..	1	1	48	48
(d) Sikhs . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	3	..	..	..	..	4	3
(e) Indian Christians . . . . .	..	..	2	2	..	..	2	2	..	1	..	..	..	..	1	1	..	..	1	1	..	..	..	..	6	7
(f) Parsis . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	1	..	..	..	..	2	2
(g) Other Communities . . . . .	..	..	..	..	..	..	2	2	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	3	3
(h) Total	2	2	22	23	..	..	14	14	3	3	12	13	40	40	9	9	4	4	40	42	..	..	3	3	149	153
7-03. GRAND TOTAL	2	2	22	23	..	..	14	14	3	3	12	13	43	43	11	11	5	5	49	47	..	..	4	4	165	165

* Revised figures.

† The No. of depressed classes and Parsis for 1936 not being available, are not shown separately.

‡ The figures for the depressed and other than depressed classes for the year 1936 are not available separately.

§ The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
8. Other Departments—																											
8-01. Europeans	6	4	*25	28	1	2	12	11	..	..	1	1	34	35	1	1	3	2	4	3	..	..	1	1	*86	88
8-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes	11	13	34	36	4	4	36	38	20	20	12	11	33	39	7	7	20	21	10	10	1	1	3	3	241	253	
Depressed classes . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims . . . . .	..	..	1	1	..	..	..	..	2	2	2	2	9	10	..	..	..	..	4	3	..	..	1	1	19	19
(c) Anglo-Indians and domiciled Europeans	8	9	*46	46	8	8	16	16	4	3	2	4	31	26	4	5	15	14	6	5	..	..	4	3	*194	189
(d) Sikhs . . . . .	..	..	4	4	..	..	..	..	4	4	..	..	..	..	..	..	..	1	1	1	2	..	..	..	10	11
(e) Indian Christians	1	1	2	3	5	6	2	2	2	3	2	1	3	2	*20	21
(f) Parsis . . . . .	..	..	2	2	..	..	7	7	..	..	..	..	*1	1	6	6	..	..	..	..	..	..	..	..	..	16
(g) Other Communities . . . . .	..	..	..	..	..	1	8	1	6	5	..	..	..	..	1	1	..	..	..	..	..	..	..	..	24	8
(h) Total	19	22	*88	90	12	13	62	65	41	40	16	17	176	178	20	22	38	37	24	22	1	1	11	10	*508	517	
8-03. GRAND TOTAL	23	26	113	118	13	16	74	76	41	40	17	18	210	213	21	23	41	39	28	25	1	1	12	11	594	605	
9. Railway Board and other Railway offices—																											
9-01. Europeans	2	2
9-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes	*153	152
Depressed classes
(b) Muslims	32	37
(c) Anglo-Indians and domiciled Europeans	20	21
(d) Sikhs	13	16
(e) Indian Christians	6	5
(f) Parsis
(g) Other Communities
(h) Total	*224	230
9-03. GRAND TOTAL	*236	231
10. Total—																											
10-01. Europeans	13	13	*108	119	14	17	121	170	20	19	54	56	335	343	222	213	60	57	244	222	7	5	31	26	*1,226	1,261	
10-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes	37	42	223	222	21	22	310	301	34	35	168	130	474	226	234	64	69	376	3	2	37	34	..	..	*2,136	2,343
Depressed classes	5	2	2	1	8
(b) Muslims	5	5	21	21	7	6	35	35	7	8	9	9	57	31	36	36	2	5	139	216	2	2	6	8	403	469	
(c) Anglo-Indians and domiciled Europeans	44	42	*462	430	57	56	314	268	213	202	163	156	990	930	600	594	131	174	333	355	9	10	142	141	*3,573	3,419	
(d) Sikhs	2	3	17	18	1	1	3	9	10	11	5	6	17	17	17	12	2	2	93	103	..	..	..	..	135	193
(e) Indian Christians . . . . .	..	4	13	14	1	1	41	42	14	17	3	3	12	11	97	39	3	6	32	22	..	..	*9	10	*231	224
(f) Parsis . . . . .	..	..	6	3	..	..	94	..	..	..	..	..	*3	2	*39	36	4	4	*22	22	..	..	..	..	..	161
(g) Other Communities	4	4	..	3	..	1	118	23	39	32	..	2	*3	3	*31	30	..	..	*8	15	..	..	..	..	277	113
(h) Total	92	100	*742	711	37	37	321	771	367	355	343	356	1,540	1,550	1,043	1,032	256	260	1,032	1,122	14	14	244	243	*6,365	6,330	
10-03. GRAND TOTAL	105	113	845	830	101	104	942	941	337	374	402	412	1,375	1,393	1,270	1,244	316	317	1,326	1,344	21	19	275	269	*8,091	8,091	

* Revised figures.

X

APPENDIX F—concl'd.

II.—Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1937 as compared with 31st March 1936—concl'd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.		
	1936.	1937.	1936.†	1937.	1936.	1937.	1936.†	1937.	1936.‡	1937.‡	1936.	1937.	1936.§	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
11. Increase (+) Decrease (—)																											
11-01. Europeans . . . . .	..	..	..	+16	..	+8	..	+49	..	-1	..	+2	..	+8	..	-10	..	-3	..	-22	..	-2	..	-5	..	+35
11-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes . . . . .	..	+5	..	-1	..	+1	..	4	..	+1	..	+12	..	+18	..	+8	..	+5	..	+26	..	-1	..	-3	..	+66
Depressed classes . . . . .	..	..	..	..	..	-1	..	..	..	+1	..	..	..	+24	..	..	..	+3	..	+27	..	..	..	+2	..	+61
(b) Muslims . . . . .	..	..	..	..	..	-1	..	..	..	+1	..	..	..	-30	..	-6	..	-7	..	-18	..	+1	..	-1	..	-159
(c) Anglo-Indians and domiciled Europeans . . . . .	..	-2	..	-32	..	-1	..	-46	..	-11	..	-7	..	-8	..	-6	..	-7	..	-18	..	..	..	-1	..	+8
(d) Sikhs . . . . .	..	+1	..	+1	..	..	..	..	..	+1	..	+1	..	..	..	-6	..	..	..	+8	..	..	..	..	..	+8
(e) Indian Christians . . . . .	..	+4	..	+1	..	..	..	..	..	+1	..	..	..	-1	..	-8	..	..	..	-10	..	..	..	..	..	-7
(f) Parsis . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	-1	..	-8	..	..	..	..	..	..	..	..	..	-3
(g) Other Communities . . . . .	..	..	..	..	..	+1	..	-1	..	-7	..	+2	..	..	-1	..	..	..	..	+7	..	..	..	..	..	-25
(A) Total . . . . .	..	+8	..	-31	..	..	..	-50	..	-12	..	+8	..	+10	..	-16	..	+4	..	+40	..	..	..	-1	..	..
11-03. GRAND TOTAL . . . . .	..	+8	..	-15	..	+8	..	-1	..	-13	..	+10	..	+18	..	-26	..	+1	..	+18	..	-2	..	-6	..	..
12. Percentage of total—																											
12-01. Europeans	12.4	11.5	*12.2	14.3	13.9	16.3	12.0	18.1	5.2	5.1	13.4	13.6	17.9	18.1	17.5	17.0	19.0	18.0	13.4	16.5	33.3	26.3	11.3	0.7	15.2	15.6	
12-02. Indians—																											
(a) Hindus—																											
Other than Depressed classes	35.2	37.1	26.4	26.7	20.8	21.1	32.0	32.0	21.7	22.7	41.8	43.7	24.4	25.0	17.8	18.8	20.2	21.8	26.4	28.0	14.3	10.6	31.6	31.2	27.0	27.7	
Depressed classes . . . . .	..	..	..	..	..	..	0.5	..	..	..	..	..	..	0.1	0.2	0.1	..	..	..	..	..	..	..	..	..	0.1
(b) Muslims	4.8	4.5	2.5	2.5	6.9	5.8	3.7	3.7	1.8	2.1	2.3	2.2	3.1	4.3	2.8	2.0	0.6	1.3	14.3	16.1	9.5	10.5	2.2	3.0	5.0	5.3	
(c) Anglo-Indians and domiciled Europeans	41.9	37.2	*56.7	51.8	56.4	53.8	33.3	23.5	55.0	54.0	40.5	37.9	32.8	50.7	47.3	47.8	57.3	54.9	28.9	27.1	42.9	52.7	51.6	52.4	44.2	42.2	
(d) Sikhs	1.9	2.7	2.0	2.2	1.0	1.0	0.3	0.3	2.6	2.9	1.2	1.4	0.9	0.9	1.3	1.0	0.6	0.6	7.4	7.9	..	..	..	..	2.3	2.4
(e) Indian Christians . . . . .	..	3.5	1.5	1.7	1.0	1.0	4.4	4.5	3.6	4.6	0.8	0.7	0.6	0.6	7.6	7.1	1.0	1.9	2.4	1.6	..	..	*3.3	3.7	*2.9	2.8
(f) Parsis . . . . .	..	..	0.7	0.4	..	..	12.5	10.0	..	..	..	..	0.1	3.1	2.9	1.3	1.3	1.6	1.7	..	..	..	..	..	..	2.0
(g) Other Communities	3.8	3.5	..	0.4	..	1.0	2.4	10.1	3.6	..	0.5	0.3	0.2	2.4	2.4	..	..	0.6	1.1	..	..	..	..	..	1.4	1.4

* Revised figures.

† The No. of depressed classes and Parsis for 1936 not being available, are not shown separately.

‡ The figures for the depressed and other than depressed classes for the year 1936 are not available separately.

§ The figures in respect of Parsis are negligible.

APPENDIX G.

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1936-37.

Departments. 1	No. of vacancies actually filled. 2	FILLED BY								
		Europeans. 3	INDIANS.							Total. 11
			Hindus. 4	Muslims. 5	Anglo-Indians and Domiciled Europeans. 6	Sikhs. 7	Indian Christians. 8	Paras. 9	Other classes. 10	
STATE-MANAGED RAILWAYS.										
1. Agency . . . . .	..	..	..	..	..	..	..	..	..	..
2. Accounts	3	..	2	..	..	..	..	1	..	3
3. Engineering	4	1	2	..	1	..	..	..	..	3
4. Transportation (Traffic) and Commercial. .	9	2	3	2	1	1	..	..	..	7
5. Transportation (Power) and Mechanical Engineering. .	7	..	4	..	2	1	..	..	..	7
6. Stores Department . . . . .	..	..	..	..	..	..	..	..	..	..
7. Other Departments	3	..	1	..	..	1	1	..	..	3
8. TOTAL—										
1936-37	20	3	12	2	4	3	2	..	..	23
1935-36	32	3	18	7	2	1	1	..	..	29
9. Percentage of Europeans to number of vacancies filled—										
1936-37	11.5	..	..	..	..	..	..	..	..	..
1935-36	9.4	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	88.5	..	..	..	..	..	..	..	..	..
1935-36	90.6	..	..	..	..	..	..	..	..	..
OTHER RAILWAYS.										
<i>Assam Bengal Railway.</i>										
1. Agency . . . . .	..	..	..	..	..	..	..	..	..	..
2. Accounts . . . . .	..	..	..	..	..	..	..	..	..	..
3. Engineering	2	..	2	..	..	..	..	..	..	2
4. Transportation and Commercial .	2	1	..	1	..	..	..	..	..	1
5. Mechanical . . . . .	..	..	..	..	..	..	..	..	..	..
6. Stores . . . . .	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	1	..	..	..	..	..	1
8. TOTAL—										
1936-37	5	1	2	2	..	..	..	..	..	4
1935-36	9	4	4	..	..	..	1	..	..	6
9. Percentage of Europeans to number of vacancies filled—										
1936-37	20.0	..	..	..	..	..	..	..	..	..
1935-36	44.4	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	80.0	..	..	..	..	..	..	..	..	..
1935-36	55.6	..	..	..	..	..	..	..	..	..

APPENDIX H.

Officers of the Railway Department (Railway Board) and attached offices on 31st March 1937.

The Hon'ble Sir MUHAMMAD ZAFRULLA KHAN, Bar.-at-Law,
Member of Council of the Governor-General.

Railway Board.

The Hon'ble Sir Guthrie Russell	Chief Commissioner of Railways.
Sir Raghavendra Rau	Financial Commissioner of Railways.
Mr. A. E. Tylden-Pattenson	Member (Temporary).
Mr. J. C. Highet, F.C.H., A.M.I.C.E.	Member (<i>Offg.</i>).
Col. H. L. Woodhouse, M.C.	Director, Civil Engineering (On leave).
Mr. J. Mackinnon	Director, Civil Engineering (<i>Offg.</i>).
Mr. T. S. Sankara Aiyar, B.A., B.E.	Director of Finance.
Diwan Bahadur Mathra Das	Director of Establishment.
Mr. F. D'Souza	Director of Traffic.
Mr. E. Ingoldby, A.M.I.C.E., M.I.L.E.	Director of Mechanical Engineering.
Mr. B. Moody, M. A., V. D., M.I.T.	Secretary.
Mr. Yaqub Shah	Deputy Director, Finance (<i>Offg.</i>).
Khan Bahadur Z. H. Khan	Deputy Director, Establishment (I).
Mr. F. M. Khan	Deputy Director, Establishment (II) (Temporary).
Mr. H. M. Jagtiani	Deputy Director, Traffic (Commercial) (<i>Offg.</i>).
Mr. R. C. Paranjoti, B.A., B.E., B.Sc. (ENG.) (LOND.), A.M.I.L.E.	Deputy Director, Mechanical Engineering.
Mr. J. W. C. Holt	Deputy Director, Traffic (Transportation) (<i>Offg.</i>).
Mr. K. Ubaidullah	Assistant Director, Finance (Temporary).
Mr. E. C. Rundlett	Assistant Secretary.

Attached Officers.

Mr. C. W. Scott, O.B.E., D.F.C., B.Sc., I.F.S.	Joint Timber Advisory Officer, Railway and Defence Departments.
Mr. R. F. Mudie, C.I.E., C.B.E., I.C.S., J.P.	Officer on Special Duty.
Mr. K. C. Srinivasan	Officer on Special Duty.

Attached Offices.

Lt.-Col. H. W. Wagstaff, M.C., R.E. Supervisor of Railway Labour.

Central Standards Office for Railways.

Mr. J. M. D. Wrench, C.I.E.	Chief Controller of Standardization.
Mr. L. H. Swain	Deputy Chief Controller (Civil).
Mr. R. C. Case	Deputy Chief Controller (Mechanical).
Mr. W. A. Nightingale	Assistant Chief Controller (Mechanical).
Mr. W. Douglas Thomson	Assistant Chief Controller (Civil).
Mr. A. Vasudevan	Assistant Chief Controller (Specifications and Records).
Mr. W. E. Gelson	Officer on Special Duty.
Mr. E. A. Blackwood	Officer on Special Duty.

Central Publicity Bureau.

Mr. G. T. Tait, B.Sc. Central Publicity Officer.
Mr. P. W. Sullivan Assistant Publicity Officer.

Overseas Bureaux.

Mr. V. L. Dean Resident Manager, Indian Railways Bureau,
New York, U. S. A.
Mr. V. P. Bhandarkar Manager, Indian Railways Bureau,
London.

Office of the Controller of Railway Accounts.

Mr. V. S. Sundaram Controller of Railway Accounts.
Mr. Rangbihari Lal Deputy Controller of Railway Accounts.
Mr. P. N. Bose Assistant Accounts Officer (*Offg.*).