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GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report on:—

- (1) **The Cost of Parental Educational Assistance on the Eastern Bengal Railway under the Railway Board's New Rules of 25th September 1930.**
- (2) **The Administration of Railway Schools.**

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GOVERNMENT OF INDIA.
RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

O. S. D. EDC. No. 1.

Calcutta, the 5th August 1931.

FROM

W. ERLAM SMITH, Esq., I.E.S.,
Officer on Special Duty with the Railway Board,

TO

THE SECRETARY, RAILWAY BOARD.

SIR,

I have the honour to submit my report: (a) on the cost of parental educational assistance on the Eastern Bengal Railway under the Railway Board's New Rules of the 25th September 1930 and (b) on the Administration of Railway Schools. I have described in detail the steps of what was necessarily a small census operation, in the belief that such particulars will be found useful by any agency which has occasion to make a similar enquiry, both as regards procedure and as regards the time required for the separate steps of the enquiry.

2. Much supplementary information was kindly supplied by the Heads of Institutions attended by children of railway employees.

3. In conclusion my warmest thanks are due to the Railway Board and to the Agent and Heads of Departments, in particular the Personnel Officers of the Eastern Bengal Railway, for the courteous and ready manner in which experience and information were placed at my disposal.

I have the honour to be,

SIR,

Your most obedient servant,

W. ERLAM SMITH,
Officer on Special Duty with the Railway Board.

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Report on :—

- (1) The cost of Parental Educational Assistance on the Eastern Bengal Railway under the Railway Board's new rules of 25th September 1930.
- (2) The Administration of Railway Schools.

CHAPTER I.

INTRODUCTORY.

1. *Preliminary.*—Joining my duty on the 13th November, 1930, I made a careful study of the papers bearing on my enquiry including the *Report on the Expenditure of the Railways on the Education of the children of employees in 1925-26* prepared by Mr. C. E. W. Jones in 1927. The wide divergencies of the rough estimates furnished by Railway Administrations of the cost of the New Rules for parental educational assistance made it clear that accurate estimates could not be compiled unless very full particulars were collected regarding the subordinates eligible and regarding their children of school age. A specimen form was prepared containing such heads as would yield all the desired particulars and with this form returns were obtained from 100 employees at Ghaziabad station early in December by Mr. Deva Datta of the North Western Railway who was associated with me in my enquiry from the 4th December 1930 to the 11th May 1931. This *Form A* was emended both then and subsequently, before it was finally used on the 16th February 1931. Trial sorting and tabulating of the Ghaziabad returns showed that the sorting and tabulating of the many particulars in respect of some 15,000 subordinates and their children on the Eastern Bengal Railway would be slow and costly unless carried out mechanically on Hollerith cards.

I transferred my office to the Eastern Bengal Railway Headquarter Office in Calcutta on the 19th December 1930 and had the advantage of preliminary discussions with the Agent, the Deputy Agent (Personnel) and the Statistical Officer regarding Form A and the agency by which the census should be effected.

2. *Terms of Reference.*—The nature and scope of my enquiry will be clear from the following Terms of Reference, dated the 3rd January 1931.

“ I. To frame varying estimates, in accordance with the instructions contained in paragraph 2 of this letter, of the cost of giving assistance to Railway employees, on each of the State-managed Railways except the Burma Railways, towards the education of their children. The estimates should be framed on the assumption that assistance will be confined to parents who are stationed at places where they cannot obtain education of the requisite standard for their children ;

II. To make recommendations for the introduction of improvements in the existing methods of administration of railway schools on State-managed

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CHAPTER I.

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II. To make recommendations for the introduction of improvements in the existing methods of administration of railway schools on State-managed

railways (1) generally, and (2) in respect of each of the State-managed Railways, except the Burma Railways.

III. I am to explain in regard to the first of the terms of reference that—

A. Separate estimates of cost are required—

- (i) for assistance to European and Anglo-Indian employees;
- (ii) for assistance to Indian employees;

B. These estimates should show separately the cost—

- (i) if assistance is limited to the Middle standard;
- (ii) if assistance is limited to the High School standard.

C. Under each of the two main divisions referred to in B separate estimates of cost are required if assistance—

- (a) is given to all employees in the subordinate establishments, excluding Inferior servants;
- (b) is restricted to employees in the subordinate establishments, excluding inferior servants, drawing pay not exceeding each of the following limits :—

- (1) Rs. 300 per mensem.
- (2) Rs. 350 per mensem.
- (3) Rs. 400 per mensem.
- (4) Rs. 450 per mensem.
- (5) Rs. 500 per mensem.

D. That assistance will be admissible subject to the following Scale :—

Pay of employee.	Limit of assistance.
Not exceeding Rs. 100 per mensem ..	½ fees for board and tuition.
Rs. 101—200 per mensem ..	¾ fees for board and tuition.
Above Rs. 200 per mensem ..	1 fee for board and tuition.

Alternative estimates should also be prepared on the basis that the limits referred to above will be as follows :—

Pay of employee.	Limit of assistance.
Not exceeding Rs. 200 per mensem ..	½ fees for board and tuition.
Rs. 201—350 per mensem ..	¾ fees for board and tuition.
Above 350 per mensem ..	1 fee for board and tuition.

In both cases alternative estimates should be made :—

- (a) on the assumption that there will be an over-riding maximum of Rs. 15 per child and Rs. 40 per parent; and
- (b) that there will be an over-riding maximum of Rs. 20 per child and Rs. 40 per parent.

IV. Alternative estimates should be framed on the basis that assistance towards the education of children above the Middle Standard will be limited to parents :—

- (i) whose pay exceeds Rs. 200 per mensem, and
- (ii) whose pay exceeds Rs. 100 per mensem.

V. The following detailed instructions should be observed by you in framing the estimates called for :—

- (i) the expression ' pay ' used in this letter will be substantive pay and will include allowances to the extent to which they are taken into account for the Provident Fund contribution ;
- (ii) an ' Indian School ' shall be held to be a school not of the ' requisite standard ' (within the meaning of the expression used in the first of the terms of reference) for European and Anglo-Indian children, and *vice versa*. Similarly if a child is prevented by the tenets of his religion from attending a school managed by a body of another persuasion such a school shall be held to be a school not of the ' requisite Standard '.
- (iii) Assistance will be admissible to an employee whose children attend an Indian Primary School away from a station, if owing to the absence of a boarding house at such a school he is compelled to board at an institution not connected with the school or even with a private family. For the purpose of obtaining assistance admissible in such cases the boarding charges should be assumed to be the average of those obtaining in Middle or Secondary Schools in the same locality or district.

VI. I am further to state that your report should show separately :—

- (i) the immediate extra cost according to the various estimates required by the terms of this letter as compared with the cost under existing arrangements ;
- (ii) the probable extra cost after 5 and 10 years ; and
- (iii) the ultimate extra cost when the new principles of assistance become applicable to all employees.

These and other estimates asked for should, as required, by paragraph III of this letter show separately the cost—

- (i) for assistance to European and Anglo-Indian employees ;
- (ii) for assistance to Indian employees.

VII. I am to say that you should to begin with confine your enquiries to the Eastern Bengal Railway and submit a report which complies fully with the instructions contained in this letter in respect of this railway."

CHAPTER II.

EASTERN BENGAL RAILWAY—THE ' OLD RULES ' FOR PARENTAL EDUCATIONAL ASSISTANCE.

3. *History.*—(a) The Old Rules relate to the scheme established in 1913 for assistance in respect of children of employees below the officer grade sent as boarders to Hill Schools. As these Schools do not admit Indians as boarders, the assistance was in effect restricted to parents of a European mode of life, viz., Anglo-Indians, Domiciled Europeans, Jews, Armenians and Parsis. For purposes of this enquiry these classes have been included in the comprehensive designation *Anglo-Indian and Domiciled Communities*. Their total strength (i.e., subordinates, permanent and temporary, not in inferior service) on the 16th February 1931 was 753 (viz., Anglo-Indians 553, Domiciled Europeans 184, Jews 7, Armenians 6 and Parsis 3). Of these, 158 employees came under the New Rules, 3 by choice and the remainder by rule as having been recruited on the 1st February 1929 or later. There are thus 595 men recruited before the 1st February 1929 who wish to remain under the Old Rules and of these 553 are permanent and therefore eligible for benefits until retirement. This is a considerable number, moreover assistance under the Old Rules will continue for another 20 to 25 years at a diminishing cost to the railway which is estimated later in Chapter VIII: for these reasons it is desirable to deal with the history and cost of assistance under the Old Rules.

(b) Prior to 1913 the educational activities of the railway were confined to maintaining railway schools and giving grants-in-aid to non-railway schools attended by children of the European, Anglo-Indian and Indian employees, the cost being met in equal proportions from railway revenues and from the Fine Fund. In 1911 a Committee of officers of the Engineering, Traffic and Loco. Departments was appointed to report on the improvement of the railway schools and on the establishment of a Central School in the Hills for the European and Anglo-Indian subordinate staff. In May of that year the Committee made suggestions regarding the railway schools and put forward the existing scheme for assistance in respect of children boarding at Hill Schools (originally only the four schools now recognised at Kurseong). Their proposals regarding the admissible items of fees, the eligibility of step children, outfit grants, the percentages of salary to be recovered from the parent and the method of payment of fees and recovery remain largely unchanged in the present rules. Expenditure on the scheme was sanctioned by the Railway Board in July 1913 and it was then put into operation. At the same time the Fine Fund was relieved of all liability, educational expenditure being met entirely from railway revenues.

(c) Subsequent modifications in the Scheme were (1) the recognition of additional Hill Schools to provide further accommodation (2) recognition of Plains Schools for exceptional reasons, medical and other (3) classification of schools according to the fees for the purpose of regulating the parents' share of the fees (4) the percentage recovery from the parents to be on total emoluments instead of on grade pay (5) the extension of benefits to 18 years or to the date of passing either the Senior Cambridge Examination or the highest standard of High English School. This is a very indefinite upper limit: it may mean any age up to which a school is prepared to retain a pupil.

(d) The net effect of these modifications was a gradual increase in the Expenditure on the scheme up to March 1927.

4. *Current Rules*.—These will be found in Appendix I. The list of schools currently recognised is as follows :—

TABLE NO. 1.

Eastern Bengal Railway—Names of Schools recognised (1931) as schools to which employees may send their children for assistance under the Old Rules.

Darjeeling (Bengal)—

St. Paul's	..	..	..	Protestant	..	Boys.
St. Michael's	..	..	..	Do.	..	Girls.
Queen's Hill	..	..	..	Do.	..	Girls.
St. Joseph's (North Point)	..	..	..	Roman Catholic	..	Boys.
Loretto Convent	..	..	..	Do.	..	Girls.

Kurseong (Bengal)—

Victoria High School	..	..	..	Protestant	..	Boys.
Dow Hill	..	..	..	Do.	..	Girls.
Goethal's Memorial	..	..	..	Roman Catholic	..	Boys.
St. Helen's Convent	..	..	..	Do.	..	Girls.

Shillong (Assam)—

Pine Mount	..	..	..	Protestant	..	Girls.
St. Edmund's	..	..	..	Roman Catholic	..	Boys.
Loretto Convent	Do.	..	Girls.

Haflong (Assam)—

St. Agnes' Convent..	Roman Catholic	..	Girls.
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Panchgani (Satara District, Bombay)—

Women's Educational Home	Parsi	..	Girls.
Parsi High School	Do.	..	Boys.

Plains Schools—

In exceptional cases the following schools in the plains have also been recognised :—

Asansol ..	..	..	..	St. Patrick's Boys' School (Roman Catholic).	
				Loretto Convent Girls' School (Roman Catholic).	
Bangalore	..	..	..	St. Joseph's College.	
Calcutta	..	..	..	St. Joseph's College.	
Chandernagore	..	..	..	The Convent.	
Lucknow	..	..	..	La Martinière College.	
Patna ..	..	..	..	St. Joseph's Convent.	

5. *Cost to the Railway.*—The figures for the past 12 years, prior to which figures separate from grants-in-aid are not available, are given below :—

TABLE NO. 2.

Eastern Bengal Railway—Cost to railway revenues of parental educational assistance under the Old Rules.

Year.	Total.	Hill Schools separately.	Plains Schools separately.
1	2	3	4
	Rs.	Rs.	Rs.
1919-20	39,464	..	..
1920-21	45,572	..	..
1921-22	42,150	..	..
1922-23	47,057	..	..
1923-24	57,932	..	..
1924-25	55,318	49,005	6,313
1925-26	62,004	56,006	5,998
1926-27	71,843	68,186	3,657
1927-28	59,316	55,973	3,343
1928-29	59,962	58,652	1,310
1929-30	55,134	60,705	2,429
1930-31	58,532	56,530	2,002

The following comments may be made on the expenditure :—

- (a) Not more than a quarter of the employees who are otherwise eligible qualify for assistance by sending their children to hill schools: some of course have no children, in other cases the children are below or above the school-boarding age or the employee cannot afford his share of the higher fees charged at hill schools relatively to plain schools. It may be taken as certain however that any employee of the Anglo-Indian or Domiciled Communities will certainly send his children to a hill school if he can possibly afford it.
- (b) Even if the conditions of aid and the number of eligible employees remain fixed some fluctuation of cost is unavoidable owing to changes in the number of children boarding and the class of school attended. In general however the cost has been declining since March 1927 and this fall is likely to continue with the reduction in the number of subordinates of the Anglo-Indian and Domiciled Communities.
- (c) There has been a reduction in the assistance given in respect of boarding at Plains Schools. As this assistance is at variance with the *raison d'être* of the scheme, it may well be discontinued except in the case of children previously on the assisted list at a Hill School and compelled for medical reasons to transfer to a Plains School.

(d) Parental educational assistance costs the Eastern Bengal Railway much more than any other Class I Railway (in proportion to establishment). The annual cost per pupil is also greater, viz., Rs. 212 in 1925-26 and Rs. 215 in 1929-30.

6. Fuller details for the year 1929-30.—During this year 132 men (i.e., 24 per cent. of those eligible in the Anglo-Indian and Domiciled Communities (were in receipt of assistance in respect of 294 children. The total assistance given by the railway was Rs. 63,134 which amounts to 43 per cent. of the total fees or, expressed in another way, to 10.8 per cent. of the total emoluments of the men receiving benefits. The parent's share of the fees for his child(ren) varied of course from 7½ per cent. of his emoluments to 15 per cent. + Rs. 24 according to the number of children and the class of school attended by them.

The following table gives further particulars for this period April 1929 to March 1930. The details regarding the children had necessarily to be obtained from the managements of the schools:—

TABLE No. 3.

Eastern Bengal Railway 1929-30 Subordinates of the Anglo-Indian and Domiciled Communities receiving parental educational assistance under the Old Rules and children (School-boarders) in respect of whom assistance was given.

Scale of pay of parent.	Number of employees assisted.	Total monthly pay.	Grade of European School attended.						Totals of children concerned.		
			Primary.		Middle.		High.		Boys.	Girls.	Grand Total.
			Boys.	Girls.	Boys.	Girls.	Boys.	Girls.			
1	2	3	4	5	6	7	8	9	10	11	12
(1) Not > 100 ..	3	270	..	..	..	1	..	1	..	2	2
(2) 101—200 ..	17	1,708	10	4	1	4	1	..	12	8	20
(3) 201—300 ..	16	3,976	11	6	6	3	2	4	19	13	32
(4) 301—350 ..	37	10,351	18	16	15	11	5	6	38	33	71
(5) 351—400 ..	29	10,923	22	17	11	12	9	6	42	35	77
(6) 401—450 ..	13	5,647	9	8	7	3	6	..	22	11	33
(7) 451—500 ..	14	6,890	5	7	7	4	4	6	16	16	32
(8) 501—550 ..	9	4,900	5	3	6	2	..	1	11	6	17
(9) 551—600 ..	..	..	..	..	..	..	..	..	..	..	..
(10) 601—650 ..	4	2,575	3	1	2	2	..	1	5	4	9
(11) 651—700 ..	2	1,400	..	..	1	..	..	..	1	..	1
(12) 701—750 ..	..	..	..	..	..	..	..	..	..	..	..
Totals ..	132	48,640	83	62	56	42	27	24	166	128	294

NOTE.—The apparent discrepancy between the numbers of parents and children against scales I and II is due to the number of children being average numbers, attendance not being complete throughout the 12 months.

It will be noted that—

- (1) the girls are kept at school longer than the boys, the proportion of girls rising from 43 per cent. in the case of Primary and Middle School classes to 47 per cent. in the case of the High School classes;
- (2) the ratio of the number of children to the number of parent employees is 294 to 132 or 2.23 to 1.
- (3) assistance is most called for in the scales Rs. 301—400; and just as much in the scales Rs. 401—550 as in the scales Rs. 101—300. Reference is invited to Appendix XVI of Mr. C. E. W. Jones'

Report (page 84): the figures there quoted for 9 railways indicate that assistance is most needed in the scale Rs. 350—399 but *more* needed in the scales from Rs. 400 upwards than in the scales up to Rs. 350.

7. *Cost to employee.*—We may now proceed to calculate the cost of tuition and boarding fees to employees under the Old Rules as percentages both of their gross emoluments and of their net pay (*i.e.*, after deduction of Provident Fund deductions and Income Tax).

For the 294 children in respect of whom assistance was given in 1929-30 the average monthly fee for tuition and board and other admissible assistable items was Rs. 50·1. It may be convenient to state here that the New Rules give assistance in respect of tuition and board only and not in respect of books, stationery, library, games, medical assistance and washing: the average cost of these six "assistable items" admissible under the Old Rules amounts to about Rs. 4 to Rs. 6 per mensem.

TABLE No. 4.

E. B. Railway.—*Subordinates of the Anglo-Indian and Domiciled Communities under the Old Rules. Cost to employee of fees for tuition, board and other assistable items as a percentage of his gross emoluments. The figures are for a Class B school.*

Gross emoluments of parents.	Number of children.	School fees.	Rate of cost to employee. The percentages are of gross emoluments.	Cost to employee.	Cost to employee as a percentage of his gross emoluments.	Cost to employee as a percentage of fees paid.
1	2	3	4	5	6	7
Rs.		Rs.		Rs.		
100	1	50	7½% + Rs. 5 ..	13	13	26
150	1	50	Do. ..	16	11	32
201	1	50	Do. ..	20	10	40
201	2	100	12½% + Rs. 9 ..	34	17	34
251	1	50	7½% + Rs. 5 ..	24	10	48
251	2	100	12½% + Rs. 9 ..	40	16	40
301	2	100	Do. ..	47	16	47
301	3	150	15% + Rs. 12 ..	57	19	38
351	2	100	12½% + Rs. 9 ..	53	15	53
351	3	150	15% + Rs. 12 ..	65	19	43
401	2	100	12½% + Rs. 9 ..	59	15	59
401	3	150	15% + Rs. 12 ..	72	18	48
451	2	100	12½% + Rs. 9 ..	65	14	65
451	3	150	15% + Rs. 12 ..	80	18	53
501	2	100	12½% + Rs. 9 ..	72	14	72
501	3	150	15% + Rs. 12 ..	87	17	58
551	2	100	12½% + Rs. 9 ..	78	14	78
551	3	150	15% + Rs. 12 ..	95	17	63
601	2	100	12½% + Rs. 9 ..	84	14	84
601	3	150	15% + Rs. 12 ..	102	17	68
651	2	100	12½% + Rs. 9 ..	90	14	90
651	3	150	15% + Rs. 12 ..	110	17	73
701	2	100	12½% + Rs. 9 ..	97	14	97
701	3	150	15% + Rs. 12 ..	117	17	78

TABLE No. 5.

E. B. Railway—Subordinates of the Anglo-Indian and Domiciled Communities under the Old Rules. Cost to employee of fees for tuition, board and other assistable items as a percentage of his net pay. The figures are for a Class B school.

Assumptions—

Provident Fund deduction, 1/12 of emoluments.

Income Tax deduction .. up to Rs. 1,999 .. Nil.

Rs. 2,000 to 4,999 .. 6 pies per Re. 1.

Rs. 5,000 to 9,999 .. 9 do.

Gross emoluments of parents.	Net pay.	No. of children.	School fees.	Rate of cost to employee. The percentages are of gross emoluments.	Cost to employee.	Cost to employee as a percentage of his net pay.	Cost to employee as a percentage of fees paid.
1	2	3	4	5	6	7	8
Rs.	Rs.		Rs.		Rs.		
100	92	1	50	7½% + Rs. 5 ..	13	14	26
150	138	1	50	Do. ..	16	12	32
201	179	1	50	Do. ..	20	11	40
201	179	2	100	12½% + Rs. 9 ..	34	19	34
251	223	1	50	7½% + Rs. 5 ..	24	11	43
251	223	2	100	12½% + Rs. 9 ..	40	18	40
301	267	2	100	Do. ..	47	18	47
301	267	3	150	15% + Rs. 12 ..	57	21	38
351	312	2	100	12½% + Rs. 9 ..	53	17	53
351	312	3	150	15% + Rs. 12 ..	65	21	43
401	356	2	100	12½% + Rs. 9 ..	59	17	59
401	356	3	150	15% + Rs. 12 ..	72	20	48
451	394	2	100	12½% + Rs. 9 ..	65	16	65
451	394	3	150	15% + Rs. 12 ..	80	20	53
501	438	2	100	12½% + Rs. 9 ..	72	16	72
501	438	3	150	15% + Rs. 12 ..	87	20	58
551	481	2	100	12½% + Rs. 9 ..	78	16	78
551	481	3	150	15% + Rs. 12 ..	95	20	63
601	525	2	100	12½% + Rs. 9 ..	84	16	84
601	525	3	150	15% + Rs. 12 ..	102	19	68
651	569	2	100	12½% + Rs. 9 ..	90	16	90
651	569	3	150	15% + Rs. 12 ..	110	19	73
701	612	2	100	12½% + Rs. 9 ..	97	16	97
701	612	3	150	15% + Rs. 12 ..	117	19	78

The percentages in column 6 of Table No. 4 and in column 7 of Table No. 5 are important. They may be regarded as the maxima which a man of these communities can spare for this class of education.

CHAPTER III.

STATE-MANAGED RAILWAYS—THE RAILWAY BOARD'S NEW RULES OF 25TH SEPTEMBER 1930 FOR PARENTAL EDUCATIONAL ASSISTANCE.

8. *Comparison with Old Rules.*—The New Rules—a copy of which is included for ease of reference as Appendix II—are provisional and it is not necessary to deal with their origin and history. They may however for the sake of clearness be compared with the three *different sets* of Old Rules (State-managed railways) applying to employees of:—

- (1) the Great Indian Peninsula Railway,
- (2) the Eastern Bengal Railway, the North Western Railway, the Oudh and Rohilkhand Railway (recruited before the 31st December 1924),
- (3) the Burma Railways.

It will be seen that the New Rules resemble most closely the Old Rules of the Great Indian Peninsula Railway.

Particulars.	New Rules.	Old rules.		
		G. I. P. R.	E. B. R., etc.	Burma Railways.
1. Employees eligible	Subordinates of any community not in inferior service whose pay does not exceed Rs. 300.	All subordinates of any community.	All subordinates of the Anglo-Indian and Domiciled Communities.	(a) Asiatic parents on Rs. 25 or less. (b) European or Anglo-Indian parents on Rs. 165 or less.
2. Conditions for assistance.	No school of the requisite standard available at the station.	No railway or other good school at parent's station.	None ..	None.
3. Schools approved	Any, when child boards for above reason away from station (no list).	Approved list of boarding schools both in hills and plains.	Approved list of Hill boarding schools. (Plains boarding schools only in rare cases).	Any school in hills or plains recommended by the Director of Public Instruction.
4. Whether assistance is given for attendance at railway schools.	Cannot arise ..	Cannot arise ..	No	Yes.
5. School classes for which assistance is admissible.	Primary and Middle	All	All	All.
6. Is an adopted child eligible.	Not stated ..	Not known ..	No	No.
7. Is a step child eligible.	Not stated ..	Not known ..	Yes if wholly dependent on step-father.	Yes.
8. Lower age limit for children.	None	None	None	5
9. Upper age limit for children.	None	16	16	16

Particulars.	New Rules.	Old Rules.		
		G. I. P. R.	E. B. R., etc.	Burma Railways.
10. Extent of assistance.	$\frac{1}{2}$ fees for tuition and boarding, but falling to $\frac{1}{3}$ and $\frac{1}{4}$ as pay of employee rises.	$\frac{1}{2}$ fees for tuition and boarding.	Varies with class of school and No. of children—average is 43% of tuition and boarding fees.	For each child— (a) if tuition fee does not exceed Rs. $1\frac{1}{2}$, the whole tuition fee, (b) if tuition fee exceeds Rs. $1\frac{1}{2}$, half the tuition fee to a limit of Rs. 3.
11. Limit of assistance.	Rs. 15 per child per mensem. Rs. 40 per parent per mensem.	Rs. 15 per child per mensem.	No over-riding maxima per child or per parent.	Assistance not given for more than 4 children.

CHAPTER IV.

E. B. RAILWAY. EDUCATIONAL CENSUS OF THE 16TH FEBRUARY 1931. DETAILED PROCEDURE.

9. The full details of the census procedure will be found in the ANNEXURE. They comprise not only the various stages of the census but also the interpretation of the New Rules, point by point.

It will be sufficient here to indicate two main difficulties that arose :—

- (a) Eligibility for parental educational assistance is twofold. There is the eligibility of the subordinate *per ipse* under certain conditions and also his final eligibility in respect of one or more children under other conditions. There was some reluctance on the part of an employee to make any return if he had at the moment no children qualifying him for assistance : there was also a tendency to omit such female children, especially those aged 11 to 16, as did not qualify him for assistance.
- (b) For estimate purposes employees were asked to indicate which of their children not yet at school they proposed to send to school in the immediate future : they returned *all* such children as to be sent to school.

10. It may be convenient to summarise here the various stages of the census and the time taken by each stage.

	Days.
(a) Instruction of Inspectors	6
(b) Appointment of Enumerators	7
(c) Period during which <i>Form A</i> was in the hands of employees before the census	14
(d) Interval after census before all returns were received ..	30
(e) Coding and verification	14
(f) Punching and verification	13
(g) Sorting and tabulation	4
(h) Dissection of machine-printed figures and reassembly of them into tables	7

CHAPTER V.

E. B. RAILWAY.—EDUCATIONAL CENSUS. MAIN RESULTS.

11. *Particulars regarding Employees.*—These are given in Table No. 6 below, arranged according to the employees' community, scale of pay, and type of service. For reasons given against Item 6 (Form A) in paragraph 1 of the ANNEXURE all the Indian Employees are, for estimate purposes, regarded as under the New Rules for parental educational assistance: the men of the Anglo-Indian and Domiciled Communities are arranged in two classes—those under the New Rules and those under the Old Rules.

It may be noted that of the 7,843 employees eligible under the New Rules (*i.e.*, the permanent men) nearly 99 % are in the three lowest scales, *viz.* 84 % draw not over Rs. 100, 13 % draw from Rs. 101 to 200 and 2 % draw from Rs. 201 to 300.

It is desirable to indicate what degree of reliance may be placed on these data for employees. It is reasonable to assume that there are no omissions in the case of men entitled to benefits. As regards them we are not dependent on employees' statements alone: the entries were made under the supervision of enumerators and all the returns were received under the signature of the latter. An endeavour was made to impress a sense of responsibility upon the enumerators by requiring them to certify that the returns were "complete in all respects and for the full number of eligible employees at the station". This certificate was furnished by 43% only of the enumerators. All the returns however passed through the hands of the departmental Headquarter or District Officers concerned for scrutiny and it may be anticipated that there are no omissions of moment.

TABLE No. 6.

Eastern Bengal Railway.—Subordinates (excluding Labourers and those in Inferior Service) on 16th February 1931, by Community, Scale of Pay and Type of Service.

Scale of Pay.	Hindus.				Muslims.				Indian Christians.			A. I.'s and D.C.'s Old Rules.				A. I.'s and D. C.'s New Rules.				Others.				All communities together.				
	Permanent.	Temporary 3 or more years.	Temporary < 3 years.	Total.	Permanent.	Temporary 3 or more years.	Temporary < 3 years.	Total.	Permanent.	Temporary 3 or more years.	Temporary < 3 years.	Total.	Permanent.	Temporary 3 or more years.	Temporary < 3 years.	Total.	Permanent.	Temporary 3 or more years.	Temporary < 3 years.	Total.	Permanent.	Temporary 3 or more years.	Temporary < 3 years.	Total.	Permanent.	Temporary 3 or more years.	Temporary < 3 years.	Total.
(1) Not > Rs. 100 ..	5,220	183	643	6,046	1,942	52	240	1,634	22	10	32	54	7	13	74	21	1	65	87	6	6	13	6,665	245	976	7,886		
(2) Rs. 101—200 ..	854	30	53	927	109	4	117	117	7	1	8	126	5	5	136	21	2	23	32	6	6	6	1,123	31	72	1,226		
(3) Rs. 201—300 ..	129	..	..	129	8	..	8	8	..	..	..	102	..	..	102	6	..	6	14	..	..	..	251	..	20	271
(4) Rs. 301—350 ..	26	..	..	26	1	..	1	1	..	..	..	94	..	..	94	2	..	2	8	1	..	..	126	1	7	136
(5) Rs. 351—400 ..	12	1	1	14	1	..	1	1	..	..	..	75	1	1	76	2	..	2	10	2	..	..	97	2	4	103
(6) Rs. 401—450 ..	13	1	..	14	..	..	..	..	..	..	..	28	..	1	29	..	..	..	2	..	..	..	43	1	1	45
(7) Rs. 451—500 ..	4	..	..	4	..	..	..	..	4	..	4	22	..	2	24	2	..	2	2	1	..	1	39	4	2	45
(8) Rs. 501—550 ..	1	..	..	1	..	..	..	..	..	..	..	27	..	..	27	1	..	1	1	..	..	..	29	..	..	29
(9) Rs. 551—600 ..	1	..	..	1	..	..	..	..	..	..	..	7	..	..	7	..	..	..	..	..	..	..	9	..	..	9
(10) Rs. 601—650 ..	1	..	..	1	..	..	..	..	..	..	..	6	..	..	6	1	..	1	1	..	..	..	8	..	..	8
(11) Rs. 651—700 ..	..	..	..	..	..	..	..	..	..	..	..	4	..	..	4	..	..	..	..	..	..	..	4	..	..	4
(12) Rs. 701—750	
Totals ..	6,267	306	707	7,173	1,461	56	246	1,763	35	4	11	50	563	14	28	595	70	3	85	158	16	2	5	23	8,396	284	1,062	9,762

12. *Number of children.*—When we come to particulars regarding the children we are dependent on parents' statements, rarely capable of verification by enumerators. So far as children 'qualifying' for benefits are concerned it is a reasonable assumption that parents have given all the necessary data and the estimates of the cost of assistance are probably correct enough. The inclusion of Item 10 of Return A (*Children not yet at School but whom parent intends to send to school at once*) evidently encouraged parents to complete the returns for children aged 6 to 16 since practically all the children not yet at school were returned as *to be sent to school at once*. It was noted however that, taking all communities and varieties of service, the ratio of sexes was—

(a) *Children at School.*—4,769 males to 2,019 females or 100 : 42.

(b) *Children not yet at School.*—985 males to 1,016 females or 100 : 103.

My first impression was merely that the high proportion of females under (b) was the necessary complement to the low proportion under (a).

In order to check the degree of completeness of the return of children I proceeded to estimate the average size of an Eastern Bengal Railway family, separately by communities, for comparison with such data as are available for the average size of an Indian family.

13. *Average size of a Family.*—The compilation of Table No. 7 was only possible by hand-sorting all the Returns A. On the day of the Census 158 employees were absent on leave: the returns received in respect of these men contained particulars of them as employees only and no details regarding children. These 158 returns were therefore not taken into consideration in compiling the table.

TABLE NO. 7.

E. B. Railway.—Number of subordinates (not labourers or in inferior service) of all classes of service and on all scales of pay, with the following numbers of children of School age 6 to 16 inclusive.

Community.	0 Children.	1 Child.	2 Children.	3 Children.	4 Children.	5 Children.	6 Children.	7 Children.	Total employees.	Total children.
1. Hindus ..	3,603	1,314	1,076	667	281	90	15	3	7,049	7,152
2. Muslims ..	1,202	281	156	66	30	8	2	..	1,745	963
3. Indian Christians.	30	6	5	1	5	1	..	..	48	44
4. Anglo-Indian & Domiciled Communities.	476	89	87	73	22	5	..	2	754	609
5. Others ..	2	..	1	1	4	..	..	..	8	21
Totals of employees	5,313	1,690	1,325	808	342	104	17	5	9,604	8,759 children.

Thus the 4,291 employees (*i.e.*, 9,604 *minus* 5,313) who have children of school age have 8,789 such children or an average of 2.05 such children apiece. The separate averages for the various communities are—

1. 'Others'	3.50
2. Indian Christians	3.44
3. Anglo-Indian and Domiciled Communities	2.19
4. Hindus	2.08
5. Muslims	1.77

The samples of 'Others' (6 parents and 21 children) and Indian Christians (18 parents and 44 children) are too small to permit of deductions. As regards the Anglo-Indian and Domiciled Communities some corroboration of the correctness of the figures may be drawn from the number of children per parent assisted on this Railway under the Old Rules, *viz.*, 2.12 in 1925-26 and 2.23 in 1929-30. In the case of Hindus and Muslims, if to the above figures we add 2 to represent the father and mother we get an average size of family (excluding children 0—5 years) as 4.08 for Hindus and 3.77 for Muslims, averages which are certainly too low.

Such data as exist do not confirm the popular impression that Indian families run to large *average* figures. It would appear that for *completed* families (*i.e.*, where child bearing has ceased) the usual number of children born is from 5 to 7 of whom between one-third and two-fifths die in infancy. The largest sample examined (131,235 families of whom 21% were for completed marriages and the rest for continuing marriages) gave the average size of a family as 4.1 persons, inclusive of course of children aged 0 to 5, unlike the figures for the E. B. Railway. The figure is higher for Anglo-Indians and Indian Christians with their lower rate of infantile mortality. In Bengal the joint Hindu family averages 5 persons but this includes also of course daughters-in-law. References to this topic will be found in the *Imperial Census of India, 1921*.—Volume 1, Part I, page 47, paragraph 4 : also APPENDIX 7.

It appeared therefore that the Hindu and Muslim children returned in the Educational Census were slightly but definitely fewer than one expects for an average family of nearly 4.1. A likely cause of the low average being a deficiency in the number of Hindu and Muslim girls returned, the next step was to examine in greater detail the proportions of boys and girls.

14. *The Ages of the children and the Proportion of Female to Male children.*—These are shown in Table No. 8 below. In Census returns (general population) for ages there is a tendency to prefer round numbers like 10 and 15 and in the case of girls there is preference for the age 12. The present railway returns come well out of this test. It will be seen that there is some accumulation of numbers round the age 10, but not round the ages of 15 (either sex) or of 12 (girls). A possible reason for this relative correctness of the returns in the matter of ages may be that, as will be shown later, the percentage of these

railway children at school is high and in the case of a child at school a statement of its age is frequently required for registers, examinations, etc.

TABLE No. 8.

E. B. Railway.—Number of children on 16th February 1931 by age, sex and community.

Age.	All Communities together.		Hindus.		Muslims.		Indian Christians.		A.-I. and D. Cs.		Others.		Totals.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		M+F.
Years.	2	3	4	5	6	7	8	9	10	11	12	13	14
6	1,022	662	856	547	124	66	..	4	41	43	1	2	1,684
7	607	463	488	377	91	46	2	5	26	34	..	1	1,070
8	740	527	509	441	105	48	4	4	31	33	1	1	1,267
9	548	364	449	306	61	34	1	3	36	19	1	2	912
10	622	364	479	308	105	27	1	4	36	24	1	1	986
11	418	244	340	200	47	14	1	1	29	28	1	1	662
12	509	193	412	165	56	5	2	1	39	21	..	1	702
13	357	111	300	68	33	5	1	..	22	37	1	1	468
14	378	66	304	36	43	3	3	3	26	23	2	1	444
15	304	29	254	10	27	2	2	1	21	15	..	1	333
16	249	12	209	4	21	..	1	..	17	8	1	..	261
Total	5,754	3,035	4,690	2,462	713	250	18	26	324	295	9	12	8,789
Totals	8,789		7,152		963		44		609		21		-

Turning now to the question of Sex-ratios it will be seen that taking all communities together the proportion of boys to girls (ages 6 to 16) is 5,754 to 3,035 or 100 : 53. Calculation from the 1921 Census figures (All India) showed that for the analogous age—range 5 to 15 years for all communities together the proportion of boys to girls was 100 : 89. It was decided to extend these calculations to all communities for the past 3 censuses to see whether any

correction of the E. B. Railway figures for Hindu and Muslim girls could be based on known sex-ratios for various age-ranges. The result of these further calculations is shown in the following table.

TABLE No. 9.

Imperial Census—Number of girls per 100 boys by community and age-ranges.

Community.	Age range.	1901 All-India.	1911 All-India.	1921 All-India.	Mean for 1901, 1911 and 1921. All-India.
1	2	3	4	5	6
1. All communities together	5—10	95	95	96	95
	10—15	82	82	82	82
	5—15	89	89	89	89
2. Hindus	5—10	96	96	96	96
	10—15	83	82	83	83
	5—15	89	89	90	89
3. Muslims	5—10	94	93	94	94
	10—15	79	79	78	79
	5—15	87	86	86	86
4. Indian Christians ..	5—10	99	99	99	99
	10—15	91	91	92	91
	5—15	95	96	96	96
5. Anglo-Indians	5—10	Not given.	Not given.	101	..
	10—15	..	..	93	..
	5—15	..	..	97	..

It will be seen (1) that the ratio of girls to boys for each of the age-ranges 5 to 10 and 10 to 15 is highest in the case of Anglo-Indians, followed by Indian Christians, Hindus and Muslims in the order given and (2) that for each of the same age-ranges the ratio of girls to boys is extraordinarily uniform from census to census.

These ratios thus afford a valuable check upon and a means of correcting any enumerations of a large sample of boys and girls over corresponding ages.

The next step is to give for each community—

- (a) the number of E. B. Railway boys and girls aged 6—11, 11—16 and 16—21, *vide* columns 2 to 5 of Table No. 10 below,
- (b) calculated from (a), the number of E. B. Railway girls per 100 boys for the three age-ranges, *vide* column 6 of Table No. 10.

(c) calculated from the Imperial Census 1921, the number of girls per 100 boys (general population British India) for the three age-ranges, *vide* column 7 of Table No. 10.

TABLE No. 10.

E. B. Railway.—Children on the 16th February 1931 by Sex, Community and Age-ranges :

(a) 6—11 years corresponding to the Primary stage of instruction.

(b) 11—16 years corresponding approximately to the Middle and High stages of school instruction.

(c) 6 to 16 years.

Community.	Age-ranges.	Nos. of children.			Sex Ratios.	
		Total M+F.	Males.	Females.	No. of girls per 100 boys.	
					E. B. Railway from Columns 4 & 5.	British India 1921 Census.
1	2	3	4	5	6	7
1. All communities together.	6—11	5,919	3,539	2,380	67	94
	11—16	2,870	2,215	655	30	85
	6—16	8,789	5,754	3,035	53	89
2. Hindus	6—11	4,850	2,871	1,979	69	94
	11—16	2,302	1,819	483	27	84
	6—16	7,152	4,690	2,462	52	89
3. Muslims	6—11	707	486	221	45	91
	11—16	256	227	29	13	81
	6—16	963	713	250	35	87
4. Indian Christians ..	6—11	28	8	20	250	98
	11—16	16	10	6	60	93
	6—16	44	18	26	144	97
5. Anglo-Indian and Domiciled Communities.	6—11	323	170	153	90	<i>Data for Anglo-Indians only available.</i>
	11—16	286	154	132	86	
	6—16	609	324	285	83	
6. Others	6—11	11	4	7	175	..
	11—16	10	5	5	100	..
	6—16	21	9	12	133	..

NOTE.—(a) The age-range 6—11 includes children aged 6, 7, 8, 9 and 10.
(b) The age-range 11—16 includes the rest.

The numbers of Indian Christian and 'Other' children are too few to justify conclusions or corrections. There are no Sex-ratio data in column 7 for the combined class of Anglo-Indians and Domiciled Communities. But a comparison of columns 6 and 7 for Hindus and Muslims leaves no doubt that the number of girls has been understated, especially for the older girls aged 11 to 16, at the railway census of the 16th February 1931. The age-range 11 to 16 considerably overlaps the marriageable age and under present conditions of female education in India it is reasonable to expect the omission from the return of daughters who in the parent's view are not going to attend or re-attend school.

15. *Remarks on figures of railway children corrected for understatement of Hindu and Muslim girls.*—It is understood of course that there is no question of altering any of the data returned by parents in respect of girls enrolled at school. The correction simply consists in adding to the total number of girls returned the number required to reconcile those figures with the general population sex-ratios.

TABLE No. 11.

E. B. Railway.—Numbers of children corrected for understatement of Hindu and Muslim girls.

Community.	Age-ranges.	Males.	Factor of correction from Column 7 of Table No. 10 to be applied to Males to give next column.	Females corrected.
1	2	3	4	5
Hindus	6—11	2,871	$\times 94 \div 100$	2,699
	6—16	4,690	$\times 89 \div 100$	4,174
Muslims	6—11	486	$\times 91 \div 100$	442
	6—16	713	$\times 87 \div 100$	620

TABLE NO. 12.

E. B. Railway on the 16th February 1931.—Employees (not on leave) by Community, and children by community, sex and age-ranges after correction for understatement of Hindu and Muslim girls.

Community. 1	Employees who made		Children.		Children. M+F	No. of children per employee of column 3. 7
	no return of children. 2	a return of children. 3	6—11 years. 4	6—16 years. 5	6—16 years. 6	
1. Hindus	3,603	3,446	M 2,871 F 2,699	4,690 4,174	8,864	2·57
2. Muslims	1,202	543	M 486 F 442	713 620	1,333	2·46
3. Indian Christians	30	18	M 8 F 20	18 20	44	2·44
4. Anglo-Indian and Domiciled Communities.	476	278	M 170 F 153	324 285	609	2·19
5. Others	2	6	M 4 F 7	9 12	21	3·50
6. All communities together.	5,313	4,291	M 3,539 F 3,321	5,754 5,117	10,871	2·53
7. Total employees not on leave.	9,604					
8. Add employees on leave.	158					
9. Total employees ..	9,762					

(b) In the last column of Table No. 12 are given figures for the number of children per employee of those employees who included children in their returns. The figures 2·57 for Hindus and 2·46 for Muslims are high enough to assure us that there is no understatement of *male* children: we cannot however deduce from them that the Hindu and Muslim railway family averages as high as 4·57 and 4·46 persons respectively, since in calculating them we have assigned the understated girl children to employees who included children in their returns, whereas a good number of the understated girls are likely to be in respect of employees who showed no children in their returns.

(c) A deduction from Table No. 12 that is useful statistically is that in respect of 9,604 employees (subordinates, not in inferior service, of all communities and types of service) there are—

- (1) 6,860 children aged 6 to 11.
- (2) 10,871 children aged 6 to 16.

16. *Number of children at School.*—Table No. 13 below gives the particulars dissected. No corrections have of course been applied to these figures or to any other particulars given by parents, *e.g.*, type of scholar, fees, etc.

TABLE No. 13.

E. B. Railway.—*Number of children attending schools on the 16th February 1931, by Sex, Community and grade of instruction attended.*

Community.	Primary.			Middle.			High.			Total.
	In Indian schools.	In European schools.	Total.	In Indian schools.	In European schools.	Total.	In Indian schools.	In European schools.	Total.	
1. Hindus M	1,956	3	1,959	1,097	..	1,097	850	..	850	3,906
	1,450	1	1,451	109	..	109	31	..	31	1,591
	Total ..	3,406	4	3,410	1,206	..	1,206	881	..	881	5,497
2. Muslims M	368	..	368	108	..	108	72	..	72	548
	148	..	148	10	..	10	2	..	2	160
	Total ..	516	..	516	118	..	118	74	..	74	708
3. Indian Christians .. M	5	..	5	4	1	5	4	2	6	16
	10	2	12	8	..	8	..	..	..	20
	Total ..	15	2	17	12	1	13	4	2	6	36
4. Anglo-Indian and Domi- ciled Communities. M	8	157	165	2	78	80	1	46	47	292
	3	142	145	3	55	58	2	39	41	244
	Total ..	11	299	310	5	133	138	3	85	88
5. Others M	1	2	3	1	..	1	2	..	2	6
	2	1	3	1	1	2	..	..	..	5
	Total ..	3	3	6	2	1	3	2	..	2	11
6. All communities .. M	2,338	162	2,500	1,212	79	1,291	929	48	977	4,768
	1,613	146	1,759	131	56	187	35	39	74	2,020
	Total ..	3,951	308	4,259	1,343	135	1,478	964	87	1,051	6,788

17. *Pupils boarded away from the parent's station.*—Assistance in respect of such pupils is admissible under the New Rules when there is no school of the requisite standard at the station or when admission to a school of the requisite standard at the station has been refused. The reasons may be classified under

eight heads and the following table shows for each head the number of children by community in respect of whom assistance was claimed.

TABLE NO. 14.

E. B. Railway.—Educational Census of the 16th February 1931. Numbers of children by Community in respect of whom employees under the New Rules claimed it to be necessary to send the child away from the parent's station to board at a distant school. The employees referred to are subordinates (not in inferior service) of all types of service.

Reason.	Number of children.					
	Hindus.	Muslims.	Indian Christians.	A.-Is. & D. Cs.	Others.	Total children all communities.
1	2	3	4	5	6	7
1. Primary school for Indians not available at station ..	360	35	..	2	..	397
2. Middle school for Indians not available at station ..	167	16	1	..	..	184
3. High school for Indians not available at station ..	164	17	..	2	..	183
4. Primary school for Anglo-Indians not available at station ..	..	..	..	92	..	92
5. Middle school for Anglo-Indians not available at station ..	..	..	..	57	..	57
6. High school for Anglo-Indians not available at station ..	..	..	..	21	..	21
7. School of employee's religious denomination not available at the station	64	36	14	10	15	139
8. Suitable school available at station but admission has been refused on grounds of lack of vacancy ..	18	..	..	4	..	22
9. Suitable school available at station but admission has been refused for some reason other than lack of vacancy ..	46	4	..	1	3	54
Totals ..	819	108	15	189	18	1,149
Total numbers of children by Community	7,152	963	44	609	21	8,789

18. *Main Data*.—The tables which contain the main data for Permanent Subordinates will be found at APPENDIX XII. Consideration of what should be main heads and what should be sub-heads in the tables was necessarily completed before the headings of the Hollerith card were selected, in order to secure an economical sequence of steps for sorting and tabulating. The tabulation adopted is designed to enable one to say—

- (1) that 100 subordinates under the New Rules (under the Old Rules also, in the case of the Anglo-Indian and Domiciled Communities) of community *a*, on scale of pay *b*, and of class of service *c*, will have *d* boys/*e* girls of school-age, of whom (for either sex) *f/g* are now enrolled in Primary/Middle/High classes of schools as Day scholars/School boarders/ Boarders with relations or friends and whose aggregate monthly fees (for each sex and each type of scholar) are Rs. *h*, *i*, *j*, *k*, *l* and *m*.
- (2) further that the calculated monthly assistance for the 100 men under reference will be Rs. *n*, *o*, *p*, *q*, *r*, *s*, *t*, *u*, according to the various conditions to be applied under the Terms of Reference.

While the main data are available in APPENDIX XII (except ages which cannot be included without making the tables unwieldy) the information on the punched cards can be sorted in a great variety of combinations to give any required additional information. A few hours' sorting and tabulating would suffice, *e.g.*—

- (1) to determine the cost of particular modifications of the New Rules, *e.g.*, the restriction of benefits in respect of girls to those of 6 years and over up to the Middle stage and in respect of boys to those of 8 years and over up to the High School stage,
- (2) to determine the aggregate fees of Day Scholars in the case of boys and/or girls of any age(s) between 6 to 16 and for any or all of the Primary, Middle and High School stages of education,
- (3) by sorting on the Station code number to decide if it would be cheaper to maintain a railway school at that particular station rather than to continue parental assistance to the employees there under the New Rules,
- (4) to find the punched card of any particular employee as each man has been given a code number and the station where he was working on the 16th February 1931 has also been given a code number.

A great variety of information of purely educational interest could readily be tabulated, *e.g.*, the numbers, age and fees of boys and girls enrolled in Primary, Middle or High classes of schools as Day Scholars, School Boarders or Boarders with relations or friends.

CHAPTER VI.

New Rules. Estimates of immediate cost on Eastern Bengal Railway.

19. The terms of Reference involved estimates under a variety of conditions :—

- (1) Four Standards or grades of School instruction—
 - A. Primary *plus* Middle (as in the present form of the Rules).
 - B. Primary *plus* Middle for men up to Rs. 200 and High for men on pay above Rs. 200.
 - C. Primary *plus* Middle for men up to Rs. 100 and High for men on pay above Rs. 100.
 - D. Primary *plus* Middle *plus* High.
- (2) Two scales of assistance, referred to as D₁ and D₂ *vide* Items (24 to 31), paragraph 1 of the ANNEXURE.
- (3) Two over-riding maxima per child, Rs. 15 and Rs. 20.
- (4) Eleven Scales of pay.

A great variety of estimates result and these are in tabular form below Table No. 15. They are compiled from Columns 34 to 41 of APPENDIX XII.

20. *Remarks on the Estimates* —

- (1) The *immediate* cost under the present New Rules is Rs. 18,230 per annum (*i.e.*, Rs. 1,823 per month paid for 10 months out of the 12).
- (2) The effect of the more liberal scale D₂ and of the extension of assistance for High School pupils to successive scales of pay beyond Rs. 100 is of course to enhance the cost.
- (3) If the over-riding maximum per child is raised to Rs. 20 then—
 - (a) Indian Christians and 'Others' would derive no extra benefit (but these employees, permanent, number only 51).
 - (b) Muslims would benefit under Scale D₂ and Standard D.
 - (c) Hindus would benefit under Scale D₂ and Standards C and D.
 - (d) Anglo-Indian and Domiciled Communities would benefit under Scale D₂ and Standards A, B, C and D.

The *individual* benefits would be small but will ultimately be important to the Anglo-Indian and Domiciled Communities, as more and more of their members come under the New Rules, owing to the higher fees charged in European Schools.

- (4) However the *maximum* of the *immediate* cost (*i.e.*, if subordinate on *all* scales of pay are given the D₂ scale of assistance up to and including the High School stage with an over-riding maximum of Rs. 20) is only Rs. 26,040 per annum, or Rs. 7,810 more than under the *present* New Rules.
- (5) The Eastern Bengal Railway's estimate for assistance to employees up to Rs. 350 on the present scale of assistance but with an over-riding maximum of Rs. 20 was Rs. 50,000 per annum (*vide*

Agent's letter to the Railway Board No. 1587-C./E./292/85/27, dated 23rd August 1929).

- (6) While the estimates of cost in Table No. 15 are based on the employees' own statements and claims (revised by me when it was clear that the reason given for the claim was inadmissible) it would be a misnomer to call the figure Rs. 18,230 (under the present New Rules) an immediate *liability*, since, whatever may be the reason, the claims which have so far reached the Head Office are very few in number. Up to the 6th July 1931 claims for assistance had been received from only 9 employees (Hindus 5, Muslims 1, Indian Christian 1, Anglo-Indian and Domiciled Communities 2) and 2 claims had been sanctioned (Indian Christian 1, Anglo-Indian and Domiciled Communities 1).
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TABLE No. 15.

Eastern Bengal Railway.

Estimates of the cost of assistance to subordinates (excluding labourers and inferior servants) Permanent in Service—*immediate* extra cost in Rs. per mensem. The annual cost will be ten times the cost per mensem.

		Scale of assistance.			
		D ₁		D ₂	
		Over-riding maxima.		Over-riding maxima.	
		15 & 40.	20 & 40.	15 & 40.	20 & 40.
A.—Assistance limited to the Middle standard for—					
(a) Subordinates drawing not more than Rs. 300.	Hindus	1,516	1,516	1,606	1,606
	Muslims	251	251	278	278
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	..	..
	Others	9	9	14	14
	Totals	1,823	1,823	1,954	1,954
(b) Subordinates drawing not more than Rs. 350.	Hindus	1,516	1,516	1,612	1,612
	Muslims	251	251	278	278
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	39	40
	Others	9	9	14	14
	Totals	1,823	1,823	1,999	2,000
(c) Subordinates drawing not more than Rs. 400.	Hindus	1,516	1,516	1,612	1,612
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	59	60
	Others	9	9	14	14
	Totals	1,823	1,823	2,022	2,023
(d) Subordinates drawing not more than Rs. 450.	Hindus	1,516	1,516	1,613	1,613
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	59	60
	Others	9	9	14	14
	Totals	1,823	1,823	2,023	2,024
(e) Subordinates drawing not more than Rs. 500.	Hindus	1,516	1,516	1,613	1,613
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	59	60
	Others	9	9	14	14
	Totals	1,823	1,823	2,023	2,024
(f) All subordinates	Hindus	1,516	1,516	1,632	1,632
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	59	60
	Others	9	9	14	14
	Totals	1,823	1,823	2,042	2,043

		Scale of assistance.			
		D ₁		D ₂	
		Over-riding maxima. 15 & 40. 20 & 40.		Over-riding maxima. 15 & 40. 20 & 40.	
B.—Assistance limited to the Middle standard in the case of subordinates drawing up to Rs. 200 with assistance up to the High School standard for—					
(a) Other subordinates drawing not more than Rs. 300.	Hindus	1,516	1,516	1,606	1,606
	Muslims	251	251	278	278
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	..	..
	Others	9	9	14	14
	Totals	1,823	1,823	1,954	1,954
(b) Other subordinates drawing not more than Rs. 350.	Hindus	1,516	1,516	1,612	1,612
	Muslims	251	251	278	278
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	39	40
	Others	9	9	14	14
	Totals	1,823	1,823	1,999	2,000
(c) Other subordinates drawing not more than Rs. 400.	Hindus	1,516	1,516	1,612	1,612
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
	Totals	1,823	1,823	2,033	2,034
(d) Other subordinates drawing not more than Rs. 450.	Hindus	1,516	1,516	1,613	1,613
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
	Totals	1,823	1,823	2,034	2,035
(e) Other subordinates drawing not more than Rs. 500.	Hindus	1,516	1,516	1,613	1,613
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
	Totals	1,823	1,823	2,034	2,035
(f) All other subordinates	Hindus	1,516	1,516	1,632	1,632
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
	Totals	1,823	1,823	2,053	2,054

		Scale of assistance.			
		D ₁		D ₂	
		Over-riding maxima.		Over-riding Maxima.	
		15 & 40.		20 & 40.	
C.—Assistance limited to the Middle standard in the case of subordinates drawing up to Rs. 100 with assistance up to the High School standard for—					
(a) Other subordinates drawing not more than Rs. 300.	Hindus	1,564	1,564	1,677	1,683
	Muslims	258	258	288	288
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities.	..	..	..	..
	Others	9	9	14	14
Totals ..		1,881	1,881	2,040	2,046
(b) Other subordinates drawing not more than Rs. 350.	Hindus	1,564	1,564	1,683	1,689
	Muslims	258	258	288	288
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities.	..	..	39	40
	Others	9	9	14	14
Totals ..		1,881	1,881	2,085	2,092
(c) Other subordinates drawing not more than Rs. 400.	Hindus	1,564	1,564	1,683	1,689
	Muslims	258	258	291	291
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
Totals ..		1,881	1,881	2,119	2,126
(d) Other subordinates drawing not more than Rs. 450.	Hindus	1,564	1,564	1,684	1,690
	Muslims	258	258	291	291
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
Totals ..		1,881	1,881	2,120	2,127
(e) Other subordinates drawing not more than Rs. 500.	Hindus	1,564	1,564	1,684	1,690
	Muslims	258	258	291	291
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
Totals ..		1,881	1,881	2,120	2,127
(f) All other subordinates	Hindus	1,564	1,564	1,703	1,709
	Muslims	258	258	291	291
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
Totals ..		1,881	1,881	2,139	2,146

		Scales of Assistance.			
		D ₁		D ₂	
		Over-riding maxima.		Over-riding Maxima.	
		15 & 40.	20 & 40.	15 & 40.	20 & 40.
D.—Assistance up to and including the High School standard for—					
(a) Subordinates drawing not more than Rs. 300.	Hindus	1,952	1,952	2,065	2,071
	Muslims	321	323	351	353
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities.	..	..	..	..
	Others	9	9	14	14
	Totals	2,337	2,339	2,496	2,504
(b) Subordinates drawing not more than Rs. 350.	Hindus	1,952	1,952	2,071	2,077
	Muslims	321	323	351	353
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities.	..	..	30	40
	Others	9	9	14	14
	Totals	2,337	2,339	2,541	2,550
(c) Subordinates drawing not more than Rs. 400.	Hindus	1,952	1,952	2,071	2,077
	Muslims	321	323	354	356
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
	Totals	2,337	2,339	2,575	2,584
(d) Subordinates drawing not more than Rs. 450.	Hindus	1,952	1,952	2,072	2,078
	Muslims	321	323	354	356
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
	Totals	2,337	2,339	2,576	2,585
(e) Subordinates drawing not more than Rs. 500.	Hindus	1,952	1,952	2,072	2,078
	Muslims	321	323	354	356
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
	Totals	2,337	2,339	2,576	2,585
(f) All subordinates ..	Hindus	1,952	1,952	2,091	2,097
	Muslims	321	323	354	356
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities.	..	..	70	71
	Others	9	9	14	14
	Totals	2,337	2,339	2,595	2,604

CHAPTER VII.

NEW RULES. ESTIMATES OF ULTIMATE COST ON THE E. B. RAILWAY

(i.e., when the New Rules become applicable to all employees).

21. *Remarks on the estimates.*—(1) The estimates of *immediate* cost in the previous chapter are in respect of the following existing number of permanent subordinates (not all with 'qualifying' children) under the New Rules :—Hindus 6,261, Muslims 1,461, Indian Christians 35, Anglo-Indian and Domiciled Communities 70, Others 16 (Total 7,843). The estimates of *ultimate* cost in Table No. 16 below are got by adding to the immediate cost the cost, under the New Rules, which will be incurred when the present 553 permanent subordinates of the Anglo-Indian and Domiciled Communities are succeeded by an equal number of men but under the New Rules. The school enrolment and fees (tuition and boarding only) of the present children of the present Old Rules employees form the basis of the calculations of the extra cost.

(2) It will be seen that the ultimate cost under the present New Rules will be *Rs. 21,670 per annum* and that the maximum cost (i.e., if subordinates on all scales of pay are given the D₂ scale of assistance up to and including the High School stage with an over-riding maximum of Rs. 20) will be *Rs. 48,180 per annum*.

(3) The remarks in the previous Chapter with regard to the extra benefits of the over-riding maximum of Rs. 20 apply equally in the case of the estimates of *ultimate* cost. A glance at the figures for the Anglo-Indian and Domiciled Communities will show the importance of the higher over-riding maximum to the members of these communities.

(4) Variations of the ultimate cost due to variations from the present numbers of subordinates of the different communities can readily be computed from the average estimates of cost per 100 employees (of the community and scale of pay concerned) given under columns 34 to 41 of APPENDIX XII.

(5) By the time that the cost of parental educational assistance under the New Rules has risen to the ultimate figure of *Rs. 21,670 or 48,180 per annum* the cost under the Old Rules will have fallen from its present figure of about *Rs. 60,000 per annum to zero*.

TABLE No. 16.
Eastern Bengal Railway.

Estimates of the cost of assistance to subordinates (excluding labourers and inferior servants) Permanent in Service.

Ultimate extra cost in rupees per mensem. The annual cost will be ten times the cost per mensem.

		Scale of assistance.			
		D ₁		D ₂	
		Over-riding maxima.		Over-riding maxima.	
		15 & 40.	20 & 40.	15 & 40.	20 & 40.
A.—Assistance limited to the Middle standard for—					
(a) Subordinates drawing not more than Rs. 300.	Hindus	1,516	1,516	1,608	1,608
	Muslims	251	251	278	278
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	344	360	408	439
	Others	9	9	14	14
	Totals	2,167	2,183	2,362	2,393
(b) Subordinates drawing not more than Rs. 350.	Hindus	1,516	1,516	1,612	1,612
	Muslims	251	251	278	278
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	344	360	788	847
	Others	9	9	14	14
	Totals	2,167	2,183	2,748	2,807
(c) Subordinates drawing not more than Rs. 400.	Hindus	1,516	1,516	1,612	1,612
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	344	360	1,230	1,294
	Others	9	9	14	14
	Totals	2,167	2,183	3,193	3,257
(d) Subordinates drawing not more than Rs. 450.	Hindus	1,516	1,516	1,613	1,613
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	344	360	1,375	1,442
	Others	9	9	14	14
	Totals	2,167	2,183	3,339	3,406
(e) Subordinates drawing not more than Rs. 500.	Hindus	1,516	1,516	1,613	1,613
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	344	360	1,707	1,778
	Others	9	9	14	14
	Totals	2,167	2,183	3,671	3,742
(f) All subordinates	Hindus	1,516	1,516	1,632	1,632
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	344	360	1,869	1,951
	Others	9	9	14	14
	Totals	2,167	2,183	3,852	3,934

		Scale of assistance.			
		D ₁		D ₂	
		Over-riding maxima.		Over-riding maxima.	
		15 & 40.	20 & 40.	15 & 40.	20 & 40.
B.—Assistance limited to the Middle standard in the case of subordinates drawing Rs. 200 with assistance up to the High School standard for—					
(a) Other Subordinates drawing not more than Rs. 300.	Hindus	1,516	1,516	1,606	1,606
	Muslims	251	251	278	278
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	382	399	456	490
	Others	9	9	14	14
	Totals	2,205	2,222	2,410	2,444
(b) Other Subordinates drawing not more than Rs. 350.	Hindus	1,516	1,516	1,612	1,612
	Muslims	251	251	278	278
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	382	399	855	922
	Others	9	9	14	14
	Totals	2,205	2,222	2,815	2,882
(c) Other Subordinates drawing not more than Rs. 400.	Hindus	1,516	1,516	1,612	1,612
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	382	399	1,372	1,443
	Others	9	9	14	14
	Totals	2,205	2,222	3,335	3,406
(d) Other Subordinates drawing not more than Rs. 450.	Hindus	1,516	1,516	1,613	1,613
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	382	399	1,536	1,611
	Others	9	9	14	14
	Totals	2,205	2,222	3,500	3,575
(e) Other Subordinates drawing not more than Rs. 500.	Hindus	1,516	1,516	1,613	1,613
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	382	399	1,912	1,992
	Others	9	9	14	14
	Totals	2,205	2,222	3,876	3,956
(f) All other Subordinates	Hindus	1,516	1,516	1,632	1,632
	Muslims	251	251	281	281
	Indian Christians	47	47	56	56
	Anglo-Indians and Domiciled communities	382	399	2,178	2,270
	Others	9	9	14	14
	Totals	2,205	2,222	4,161	4,253

		Scale of assistance.			
		D ₁		D ₂	
		Over-riding maxima.		Over-riding maxima.	
		15 & 40.	20 & 40.	15 & 40.	20 & 40.
C.—Assistance limited to the Middle standard in the case of subordinates' drawing up to Rs. 100 with assistance up to the High School standard for—					
(a) Other Subordinates drawing not more than Rs. 300.	Hindus	1,564	1,564	1,677	1,683
	Muslims	258	258	288	288
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities	401	415	475	505
	Others	9	9	14	14
	Totals	2,282	2,296	2,515	2,551
(b) Other Subordinates drawing not more than Rs. 350.	Hindus	1,564	1,564	1,683	1,689
	Muslims	258	258	288	288
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities	401	415	874	937
	Others	9	9	14	14
	Totals	2,282	2,296	2,920	2,989
(c) Other Subordinates drawing not more than Rs. 400.	Hindus	1,564	1,564	1,683	1,689
	Muslims	258	258	291	291
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities	401	415	1,391	1,458
	Others	9	9	14	14
	Totals	2,282	2,296	3,440	3,513
(d) Other Subordinates drawing not more than Rs. 450.	Hindus	1,564	1,564	1,684	1,690
	Muslims	258	258	291	291
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities	401	415	1,555	1,626
	Others	9	9	14	14
	Totals	2,282	2,296	3,605	3,682
(e) Other Subordinates drawing not more than Rs. 500.	Hindus	1,564	1,564	1,684	1,690
	Muslims	258	258	291	291
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities	401	415	1,931	2,007
	Others	9	9	14	14
	Totals	2,282	2,296	3,981	4,063
(f) All other Subordinates	Hindus	1,564	1,564	1,703	1,709
	Muslims	258	258	291	291
	Indian Christians	50	50	61	61
	Anglo-Indians and Domiciled communities	401	415	2,197	2,285
	Others	9	9	14	14
	Totals	2,282	2,296	4,266	4,360

		Scale of assistance.			
		D ₁		D ₂	
		Over-riding maxima.		Over-riding maxima.	
		15 & 40.	20 & 40.	15 & 40.	20 & 40.
D.—Assistance up to and including the High School standard for—					
(a) Subordinates drawing not more than Rs. 300.	Hindus	1,952	1,952	2,065	2,071
	Muslims	321	323	351	353
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities	401	415	475	505
	Others	9	9	14	14
	Totals	2,738	2,754	2,971	3,009
	(b) Subordinates drawing not more than Rs. 350.	Hindus	1,952	1,952	2,071	2,077
Muslims		321	323	351	353
Indian Christians		55	55	66	66
Anglo-Indians and Domiciled communities		401	415	874	937
Others		9	9	14	14
Totals		2,738	2,754	3,376	3,447
(c) Subordinates drawing not more than Rs. 400.		Hindus	1,952	1,952	2,071	2,077
	Muslims	321	323	354	356
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities	401	415	1,391	1,458
	Others	9	9	14	14
	Totals	2,738	2,754	3,896	3,971
	(d) Subordinates drawing not more than Rs. 450.	Hindus	1,952	1,952	2,072	2,078
Muslims		321	323	354	356
Indian Christians		55	55	66	66
Anglo-Indians and Domiciled communities		401	415	1,555	1,626
Others		9	9	14	14
Totals		2,738	2,754	4,061	4,140
(e) Subordinates drawing not more than Rs. 500.		Hindus	1,952	1,952	2,072	2,078
	Muslims	321	323	354	356
	Indian Christians	55	55	66	66
	Anglo-Indians and Domiciled communities	401	415	1,931	2,007
	Others	9	9	14	14
	Totals	2,738	2,754	4,437	4,521
	(f) All Subordinates	Hindus	1,952	1,952	2,091	2,097
Muslims		231	323	354	356
Indian Christians		55	55	66	66
Anglo-Indians and Domiciled communities		401	415	2,197	2,285
Others		9	9	14	14
Totals		2,738	2,754	4,722	4,818

CHAPTER VIII.

NEW RULES. ESTIMATES OF COST AFTER FIVE YEARS AND TEN YEARS ON THE EASTERN BENGAL RAILWAY.

22. *Cost after Five years.*—As when calculating the ultimate cost we shall assume no change in the number of Indian employees. There was some difficulty in estimating the subordinates of the Anglo-Indian and Domiciled Communities likely to be appointed substantively in permanent vacancies in the next five years. The only available statement was for Anglo-Indian and Domiciled European subordinates on Rs. 30 and over (including inferior servants and temporary staff likely to be retained for not less than two years) who had been newly admitted or retired between 1925 and 1930. Eventually the number of permanent subordinates (not in inferior service) who had been confirmed in the past five years was arrived at by searching the Provident Fund records : about 100,000 individual records were scrutinized : a scrutiny of service registers at district headquarters would have been still more laborious. The figures so obtained are in the following table :—

TABLE No. 17.

E. B. Railway.—Statement showing the number of permanent subordinates not in inferior service of the Anglo-Indian and Domiciled Communities (i.e., Europeans, Jews, Armenians, Parsis) Confirmed for any cause, during the five years 1925-26 to 1929-30.

Scale of pay.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	Totals.
(1) Not > Rs. 100 ..	8	13	28	18	12	79
(2) Rs. 101—200 ..	15	9	19	24	10	87
(3) Rs. 201—300 ..	8	5	24	11	3	51
(4) Rs. 301—350 ..	2	1	4	1	1	9
(5) Rs. 351—400 ..	2	2	1	..	1	6
(6) Rs. 401—450 ..	4	..	2	2	..	8
(7) Rs. 451—500 ..	..	..	1	..	..	1
(8) Rs. 501—550 ..	..	..	1	..	..	1
(9) Rs. 551—600 ..	..	..	1	..	..	1
(10) Rs. 601—650 ..	..	..	..	..	..	..
(11) Rs. 651—700 ..	..	..	..	..	..	..
(12) Rs. 701—750 ..	..	..	1	..	..	1
Totals ..	39	30	82	66	27	244

Assuming that 244 men of these communities will be confirmed and come under the New Rules in the course of the next five years, we now proceed to estimate the cost in the following table. Two estimates are given—

(a) Column 3 for the present New Rules.

(b) Column 4 for the most liberal modification of the New Rules that has been suggested.

TABLE NO. 18.

Monthly cost under New Rules to E. B. Railway of parental educational assistance after 5 years in respect of the 244 men of the Anglo-Indian and Domiciled Communities shown in Column 2 likely to be confirmed under the New Rules by that date.

Scale of Pay.	Probable number confirmed after 5 years.	Monthly cost for men in col. 2 under present New Rules (Scale D ₁ O. M. Rs. 15, assistance up to Rs. 300 for Primary and Middle School stages):— Calculated from rate per 100 men from Col. 34 of Appendix XII.	Monthly cost for men in Col. 2 under Scale D ₂ O. M. Rs. 20, assistance for all subordinates for Primary, Middle and High School stages :—Calculated from rate per 100 men from Col. 41 of Appendix XII.
1	2	3	4
		Rs.	Rs.
(1) Not > Rs. 100 ..	79	45	73
(2) Rs. 101—200 ..	87	50	80
(3) Rs. 201—300 ..	51	136	195
(4) Rs. 301—350 ..	9	..	33
(5) Rs. 351—400 ..	6	..	40
(6) Rs. 401—450 ..	8	..	48
(7) Rs. 451—500 ..	1	..	12
(8) Rs. 501—550 ..	1	..	6
(9) Rs. 551—600 ..	1	..	9
(10) Rs. 600—650 ..	..	..	..
(11) Rs. 651—700 ..	..	..	..
(12) Rs. 701—750 ..	1	..	9
Totals ..	244	231	510

We now proceed to add the above costs Rs. 231 and Rs. 510 (for the 244 additional men of the Anglo-Indian and domiciled Communities) to the *immediate* costs of Table No. 15, *viz.*—

(a) to estimate A (a), first column (Column 2 below).

(b) to estimate D (f), last column (Column 3 below).

TABLE No. 19.

E. B. Railway. Monthly cost of parental educational assistance under the New Rules after Five years.

Community.	Monthly cost under present New Rules (scale D ₁ O. M. Rs. 15, assistance up to Rs. 300 for Primary and Middle School stages).	Monthly cost under scale D ₂ O. M. Rs. 20, assistance for all subordinates for Primary, Middle and High School stages.
1	2	3
	Rs.	Rs.
1. Hindus	1,516	2,097
2. Muslims	251	356
3. Indian Christians	47	66
4. Anglo-Indian .. and Domiciled Communities }	.. .. 231	71 .. 510
5. Others	9	14
Monthly cost . . .	2,054	3,114

The yearly cost after 5 years may therefore be estimated at from *Rs. 20,540 to Rs. 31,140* according to the scale of benefits.

23. *Cost after Ten Years.*—If it could be assumed that twice as many men, viz., 488 of the Anglo-Indian and Domiciled Communities would be confirmed in the next 10 years as in the next 5 years, the total cost after Ten years would vary between *Rs. 22,850 and Rs. 36,240 per annum* according to the scale of benefits. Such long-range speculation does not however seem justifiable.

24. *Savings under the Old Rules after Five Years.*—As the retirements of permanent subordinates of the Anglo-Indian and Domiciled Communities over the past 5 years have been more numerous than the confirmations, it seems desirable to estimate the savings in expenditure under the Old Rules that will result after 5 years if retirements continue at the same rate. The following figures for retirements (due to age-limit, death, dismissal, transfer to other railways, etc.) were compiled from the Provident Fund Registers.

TABLE No. 20.

E. B. Railway.—Statement showing the number of permanent subordinates, not in inferior service, of the Anglo-Indian and Domiciled Communities (i.e., Europeans, Jews, Armenians, Parsis) Retired for any cause during the five years 1925-26 to 1929-30.

Scale of Pay.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	Totals.
(1) Not > Rs. 100 ..	6	12	11	10	6	45
(2) Rs. 101—200 ..	12	19	12	24	8	75
(3) Rs. 201—300 ..	23	22	21	20	14	100
(4) Rs. 301—350 ..	5	9	9	7	7	37
(5) Rs. 351—400 ..	1	5	3	2	4	15
(6) Rs. 401—450 ..	1	2	1	3	4	11
(7) Rs. 451—500 ..	1	3	3	1	2	10
(8) Rs. 501—550 ..	1	..	2	1	1	5
(9) Rs. 551—600 ..	..	..	1	1	..	2
(10) Rs. 601—650 ..	1	1	1	..	2	5
(11) Rs. 651—700 ..	..	..	..	..	..	..
(12) Rs. 701—750 ..	..	..	..	..	..	..
Totals ..	51	73	64	69	48	305

By referring to the average monthly assistance per 100 men (under the Old Rules) on the various scales of pay as set out in Column 33 of Appendix XII the savings in respect of these 305 men can be calculated. The results are shown in the following table :—

TABLE No. 21.

E. B. Railway.—Monthly savings on expenditure under the Old Rules after Five years, due to the probable retirement by that date of 305 permanent subordinates (excluding labourers and inferior servants) of the Anglo-Indian and Domiciled Communities.

Range of emoluments.	No. of men now eligible for assistance under Old Rules.	No. of men receiving assistance under the Old Rules in 1929-30.	Column 3 as a % of Column 2.	Probable No. of men retired after 5 years.	Probable No. of men retired after 5 years who would have been receiving assistance under the Old Rules—by calculation from Col. 4 and 5.	Cost of assistance under the Old Rules per 100 men during 1929-30.	Cost of assistance under the Old Rules for the number of men shown in Col. 6.
1	2	3	4	5	6	7	8
Rs.						Rs.	Rs.
(1) Not > 100 ..	54	3	6	45	3	518	16
(2) 101—200 ..	126	11	9	75	7	518	36
(3) 201—300 ..	102	16	16	100	16	1,036	166
(4) 301—350 ..	94	31	33	37	12	1,223	147
(5) 351—400 ..	73	29	40	15	6	2,869	172
(6) 401—450 ..	28	13	46	11	5	1,364	68
(7) 451—500 ..	32	14	44	10	4	1,960	78
(8) 501—550 ..	27	7	33	5	2	1,008	20
(9) 551—600 ..	7	..	..	2	..	4,919	..
(10) 601—650 ..	6	4	67	5	3	750	23
(11) 651—700 ..	4	2	50	..	..	..	..
(12) 701—750 ..	..	..	..	..	..	..	..
Totals ..	553	132	24	305	58	..	726

Thus after 5 years the expenditure on parental educational assistance under the Old Rules should be less by Rs. 7,260 *per annum* or by about $\frac{1}{3}$ the present expenditure.

CHAPTER IX.

NEW RULES. THE EMPLOYEE'S SHARE OF THE COST.

25. The share of the cost of boarding and tuition fees borne by an employee under the New Rules is worked out below just as was done for employees under Old Rules in paragraph 7 of Chapter II and is expressed in Table No. 23 as a percentage of his gross emoluments, and in Table No. 24 as a percentage of his net pay.

Rule 3, Note I, recognizes the claim of European and Anglo-Indian children to attend a 'European School' and, as the fees charged in Indian and European Schools differ, it is inevitable that the percentages of cost borne by the employee should be shown separately for Indian and non-Indian subordinates.

Moreover, as the fees used in the tables are averages of those returned by parents at the Census of the 16th February 1931, this is a convenient place to record these fees, tabulated by grade of instruction, type of scholar, employee's scale of pay and by the two categories of employees.

TABLE No. 22.

E. B. Railway—Average monthly tuition and boarding fees, for various types of boarders, by grade of instruction, as reported by employees on the 16th February 1931.

Indian employees.						Scale of Pay.	Employees of the Anglo-Indian and Domiciled Communities.					
Primary.		Middle.		High.			Primary.		Middle.		High.	
School boarders.	Boarders with relations or friends.	School boarders.	Boarders with relations or friends.	School boarders.	Boarders with relations or friends.		School boarders.	Boarders with relations or friends.	School boarders.	Boarders with relations or friends.	School boarders.	Boarders with relations or friends.
1	2	3	4	5	6		7	8	9	10	11	12	13
Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs.	Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs. as.
12 11	6 2	13 13	8 6	18 0	11 10	(1) Not >100 ..	22 0	..	35 5	..	43 0	..
14 6	8 10	21 8	14 0	19 6	14 0	(2) 101—200 ..	41 6	48 0	48 14	..	47 11	15 0
..	11 2	26 0	9 3	28 10	16 10	(3) 201—300 ..	36 10	35 0	35 13	..	46 10	20 3
..	15 3	..	20 8	..	..	(4) 301—350 ..	39 3	34 3	40 6	70 0	46 3	..
..	10 13	26 0	16 0	..	20 0	(5) 351—400 ..	45 5	26 10	43 10	40 0	44 6	..
..	11 3	..	18 8	30 0	22 6	(6) 401—450 ..	34 14	..	53 11	..	53 14	..
..	..	..	..	..	..	(7) 451—500 ..	47 13	11 8	48 14	20 0	42 3	..
..	..	..	..	16 0	..	(8) 501—550 ..	60 10	..	56 14	..	74 0	..
..	..	..	..	..	..	(9) 551—600 ..	51 3	65 0	47 11	40 8	34 8	65 0

Indian employees.						Scale of pay.	Employees of the Anglo-Indian and Domiciled Communities.					
Primary.		Middle.		High.			Primary.		Middle.		High.	
School boarders.	Boarders with relations or friends.	School boarders.	Boarders with relations or friends.	School boarders.	Boarders with relations or friends.		School boarders.	Boarders with relations or friends.	School boarders.	Boarders with relations or friends.	School boarders.	Boarders with relations or friends.
1	2	3	4	5	6	7	8	9	10	11	12	13
Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs.	Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs. as.	Rs. as.
..	37 8	..	..	..	..	(10) 801—850 ..	44 8	..	..	..	56 8	..
..	..	..	..	..	..	(11) 851—700 ..	..	..	..	..	45 3	..
..	..	..	..	..	..	(12) 701—750 ..	..	..	..	..	..	..
27 1	100 9	87 5	86 9	112 0	84 10	Total ..	4 23 8	220 5	411 2	170 8	534 2	100 3
13 8	14 6	21 13	14 7	22 6	16 15	Average cost of tuition and boarding fees for all Scales.	42 8	36 11	45 11	42 10	48 9	33 6
Rs. 19						Average cost of tuition and boarding fees, school-boarders, for all 3 grades of instruction.	Rs. 46.					
Rs. 18.						Average cost of tuition and boarding fees, school boarders, for the Primary and Middle grades of instruction.	Rs. 44.					

TABLE NO. 23.

E. B. Railway subordinates not in inferior service. Cost to employee of tuition and boarding fees as a percentage of his gross emoluments under Railway Board's New Rules of September 1930.

Assumptions—

School fees.—Average for Primary and Middle stages, E. B. Railway children, viz., Rs. 18 for Indian Schools and Rs. 44 for European Schools from Table No. 22.

Assistance—

$\frac{1}{2}$ fees up to Rs. 100

$\frac{1}{3}$ fees Rs. 101—200.

$\frac{1}{4}$ fees Rs. 200—300.

Over-riding maxima : Rs. 15 per child, Rs. 40 per parent.

A.—Indian subordinates not in inferior service.

Gross emoluments of parent.	Number of children.	School fees.	Assistance.	Cost to employee.	Cost to employee as a percentage of his gross emoluments.	Cost to employee as a percentage of fees paid.
1	2	3	4	5	6	7
Rs.		Rs.	Rs.	Rs.		
100	1	18	9	9	9	50
150	1	18	6	12	8	67
201	1	18	5	13	6	72
201	2	36	9	27	13	75
251	1	18	5	13	5	72
251	2	36	9	27	11	75
301	2	36	9	27	9	75
301	3	54	14	40	13	74
351	2	36	9	27	8	75
351	3	54	14	40	11	74
401	2	36	9	27	7	75
401	3	54	14	40	10	74
451	2	36	9	27	6	75
451	3	54	14	40	9	74
501	2	36	9	27	5	75
501	3	54	14	40	8	74
551	2	36	9	27	5	75
551	3	54	14	40	7	74
601	2	36	9	27	4	75
601	3	54	14	40	7	74
651	2	36	9	27	4	75
651	3	54	14	40	6	74
701	2	36	9	27	4	75
701	3	54	14	40	6	74

N.B.—The last eighteen lines assume the extension of assistance of $\frac{1}{4}$ fees to all subordinates over Rs. 300.

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B.—Subordinates (not in inferior service) of the Anglo-Indian and Domiciled Communities.

Gross emoluments.	Number of children.	School fees.	Assistance.	Cost to employe.	Cost to employe as a percentage of gross emoluments.	Cost to employe as a percentage of fees paid.
1	2	3	4	5	6	7
Rs.		Rs.	Rs.	Rs.		
100	1	44	15	29	29	66
150	1	44	15	29	19	66
201	1	44	11	33	16	75
201	2	88	22	66	33	75
251	1	44	11	33	13	75
251	2	88	22	66	26	75
301	2	88	22	66	22	75
301	3	132	33	99	33	75
351	2	88	22	66	19	75
351	3	132	33	99	28	75
401	2	88	22	66	16	75
401	3	132	33	99	25	75
451	2	88	22	66	15	75
451	3	132	33	99	22	75
501	2	88	22	66	13	75
501	3	132	33	99	20	75
551	2	88	22	66	12	75
551	3	132	33	99	18	75
601	2	88	22	66	11	75
601	3	132	33	99	16	75
651	2	88	22	66	10	75
651	3	132	33	99	15	75
701	2	88	22	66	9	75
701	3	132	33	99	14	75

N.B.—The last eighteen lines assume the extension of assistance of $\frac{1}{2}$ fees to all subordinates over Rs. 300.

TABLE NO. 24.

E. B. Railway subordinates not in inferior service. Cost to employee of tuition and boarding fees as a percentage of his net pay under Railway Board's New Rules of September 1930.

Assumptions—

Provident Fund deduction, 1/12 of emoluments.

Income-tax deduction—

Up to Rs. 1,999	..	..	Nil.
Rs. 2,000 to 4,999	..	..	6 pies per Re. 1.
Rs. 5,000 to 9,999	..	..	9 pies per Re. 1.

School fees.—Average for Primary and Middle stages, E. B. Railway children, viz., Rs. 18 for Indian Schools and Rs. 44 for European Schools from Table No. 22.

Assistance—

$\frac{1}{2}$ fees up to Rs. 100.
$\frac{1}{2}$ fees Rs. 101—200.
$\frac{1}{2}$ fees Rs. 201—300.

Over-riding maxima : Rs. 15 per child, Rs. 40 per parent.

A.—Indian Subordinates not in inferior service.

Gross emoluments of parent.	Net Pay.	Number of children.	School Fees.	Assistance.	Cost to employee.	Cost to employee as a percentage of his net pay.	Cost to employee as a percentage of fees paid.
1	2	3	4	5	6	7	8
Rs. 100	Rs. 92	1	Rs. 18	Rs. 9	Rs. 9	10	50
150	138	1	18	6	12	9	67
201	179	1	18	5	13	7	72
201	179	2	36	9	27	15	75
251	223	1	18	5	13	6	72
251	223	2	36	9	27	12	75
301	267	2	36	9	27	10	75
301	267	3	54	14	40	15	74
351	312	2	36	9	27	9	75
351	312	3	54	14	40	13	74
401	356	2	36	9	27	8	75
401	356	3	54	14	40	11	74
451	394	2	36	9	27	7	75
451	394	3	54	14	40	10	74
501	438	2	36	9	27	6	75
501	438	3	54	14	40	9	74
551	481	2	36	9	27	6	75
551	481	3	54	14	40	8	74
601	525	2	36	9	27	5	75
601	525	3	54	14	40	8	74
651	569	2	36	9	27	5	75
651	569	3	54	14	40	7	74
701	612	2	36	9	27	4	75
701	612	3	54	14	40	7	74

N.B.—The last 18 lines assume the extension of assistance of $\frac{1}{2}$ fees to all subordinates over Rs. 300.

B.—Subordinates, not in inferior service, of the Anglo-Indian and Domicile Communities.

Gross emoluments of parent.	Net Pay.	Number of children.	School Fees.	Assistance.	Cost to employe.	Cost to employe as a percentage of his net pay.	Cost to employe as a percentage of fees paid.
1	2	3	4	5	6	7	8
Rs.	Rs.		Rs.	Rs.	Rs.		
100	92	1	44	15	29	32	66
150	138	1	44	15	29	21	66
201	179	1	44	11	33	18	75
201	179	2	88	22	66	37	75
251	223	1	44	11	33	15	75
251	223	2	88	22	66	30	75
301	267	2	88	22	66	25	75
301	267	3	132	33	99	37	75
351	312	2	88	22	66	31	75
351	312	3	132	33	99	32	75
401	356	2	88	22	66	19	75
401	356	3	132	33	99	28	75
451	394	2	88	22	66	17	75
451	394	3	132	33	99	25	75
501	438	2	88	22	66	15	75
501	438	3	132	33	99	23	75
551	481	2	88	22	66	14	75
551	481	3	132	33	99	21	75
601	525	2	88	22	66	13	75
601	525	3	132	33	99	19	75
651	569	2	88	22	66	12	75
651	569	3	132	33	99	17	75
701	612	2	88	22	66	11	75
701	612	3	132	33	99	16	75

N.R.—The last 18 lines assume the extension of assistance of $\frac{1}{2}$ fees to all subordinates over Rs. 300.

It will be noted that the effect of the fraction of assistance given is to prevent the overriding maxima coming in to play except in the case of an Anglo-Indian on Rs. 100 with one child at school.

It is important to compare Column 7 of the above table (New Rules) with Column 7 Table No. 5 (Old Rules). Under the New Rules it is not likely that a subordinate of the Anglo-Indian and Domiciled Communities can afford to send more than one child to a boarding school and not even one child if his pay is Rs. 100 or under.

CHAPTER X.

THE EXTENT OF SCHOOL EDUCATION AMONG EASTERN BENGAL RAILWAY CHILDREN COMPARED WITH THAT AMONG CHILDREN OF THE SAME COMMUNITIES IN BRITISH INDIA AND IN BENGAL.

26. In the discussions and reports on the education of the children of railway employees it appears to have been tacitly accepted that, owing to the conditions of employment and frequent transfers of their parents, these children are under such serious disabilities in the matter of access to schools that their education is in a backward condition relatively to that of non-railway children. It seemed desirable to obtain definite figures on this point to determine whether in fairness to railway servants very special additional measures are called for to facilitate and improve the enrolment at school of railway children.

In the educational statistics published by the Government of India and by Provincial Governments school enrolment is stated as a percentage of population. This method of comparison is not possible for the present purpose since, while the numbers of employees and their children of school-age can be found by enquiry, it is not possible accurately to determine the numbers of the other members of their households which must be added to arrive at the 'railway population'.

The alternative is to take the census figures of population aged 5—10 years, 10—15 years and 15—20 years and to calculate from them the population by sex and community aged 6—11 (Primary School-age) and 6—16 (Primary, Middle and High School-age); and then to see what percentages of children of these school-ages are actually at school.

The resulting comparisons referred to in the heading of this chapter are exhibited in the tables which follow. The population aged 6—11 has been taken as the sum of $\frac{4}{5}$ of the 1921 Census population aged 5—10 and $\frac{1}{5}$ of the 1921 Census population aged 10—15; this is the method adopted in *Progress of Education in India, 1922-27*, published in 1929, Volume I, page 148. The population aged 11—16 has been taken as the sum of $\frac{4}{5}$ of the 1921 Census population aged 10—15 and $\frac{2}{5}$ of the 1921 Census population aged 15—20. The fraction $\frac{2}{5}$ rather than $\frac{1}{5}$ is taken since in the Imperial Census tables a person aged 16 means one aged 16 years, 0 month and 0 days; while in the educational census taken on the Eastern Bengal Railway on 16th February 1931 children aged '16' include all from 16 years 0 months and 0 days to 16 years 11 months 31 days. Unfortunately the 1931 Census Tables of population by Sex, Community and age-ranges will not be available until 1933.

TABLE No. 25.

All India—numbers of children of Primary School age, 6-11 years, by Community and Sex.

Community and Sex.	Total population all ages. 1921 Census.	Population 5-10 years. 1921 Census.	Population 10-15 years. 1921 Census.	4/5 of population 5-10 years.	1/5 of population 10-15 years.	Approximate population 6-11 Total of Columns 5 and 6.	Percentage Column 7 to Column 2.	Population 6-11 years. No. of girls per 100 boys of same community.
	2	3	4	5	6	7	8	9
Hindus M	110,626,596	15,947,197	13,686,290	12,757,757	2,737,258	15,495,015	14.1	100
.. .. F	105,611,201	15,426,083	11,327,411	12,340,866	2,265,482	14,606,348	13.8	94
Muslims M	35,592,846	5,635,896	4,514,110	4,508,717	902,823	5,411,539	15.2	100
.. .. F	32,389,848	5,273,149	3,487,589	4,218,519	697,518	4,916,037	15.2	91
Indian Christians .. M	2,456,628	339,432	309,858	271,546	61,972	333,518	13.6	100
.. .. F	2,297,309	336,075	286,279	268,860	57,256	326,116	14.2	98
Anglo-Indians M	56,668	7,220	7,549	5,776	1,510	7,286	12.9	100
.. .. F	56,422	7,279	7,001	5,823	1,400	7,223	12.8	99
Domiciled Communities M	24,146	Not available.	available.	..	..	..	..	..
.. .. F	24,042	Not available.	available.	..	..	..	..	..

NOTE.—The figures 48,188 for Domiciled Communities (European and Allied Races, including Armenians) is arrived at by deducting the number of those born in Europe, America and Australia, viz., 125,869 from the total number of Europeans and Allied Races, viz., 174,057, vide Census of India 1921, Volume I, Part I, page 232.

TABLE NO. 26.

Primary School grade of Instruction : Pupils (by Community and Sex) as percentages of children of school age, 6-11 years—percentages for British India as compared with percentages for Eastern Bengal Railway children (on 16th February 1931).

Community and Sex.	Total population British India All ages.	Population 6-11 years as percentage of Column 1, from Table 25.	Population 6-11 years approximate numbers by calculation from Columns 2 and 3.	Pupils in Primary School classes British India. 1928-29.	British India—percentage Column 5 to Column 4.	E. B. Railway children 6-11 years corrected for understatement of females in the case of Hindus and Muslims.	E. B. Railway pupils in Primary School classes.	E. B. Railway percentage Column 8 to Column 7.
1	2	3	4	5	6	7	8	9
1. Hindus M	83,988,484	14·1	11,842,376	5,407,828	45·7	2,871	1,959	68
.. .. F	80,296,024	13·8	11,080,851	1,154,223	10·4	2,699	1,451	54
2. Muslims M	31,118,291	15·2	4,729,980	2,094,436	44·3	486	368	76
.. .. F	28,370,926	15·2	4,312,381	467,191	10·8	442	148	33
3. Indian Christians .. M	1,426,165	13·6	193,958	195,015	100·5	8	5	63
.. .. F	1,374,538	14·2	195,184	112,799	57·7	20	12	60
4. Anglo-Indians and Europeans. M	258,917*	12·85	33,271	32,134*	96·5	170	165	97
.. .. F	..	..	..	..	..	153	145	95

NOTE.—1. The starred figures* are for males and females together.

2. Columns 2 and 5 are from ' Education in India 1928-29 ' pages 66, 67.

TABLE NO. 27.

Primary School grade of Instruction : Pupils (by Community and Sex) as percentages of children of school age, 6-11 years—percentages for Bengal as compared with percentages for Eastern Bengal Railway children (on 16th February 1931).

Community and Sex.	Total population Bengal All ages.	Population 6-11 years as percentage of Column 1.	Population 6-11 years approximate numbers by calculation from Columns 2 and 3.	Pupils in Primary School classes Bengal 1929-30.	Bengal percentage Column 5 to Column 4.	E. B. Railway children 6-11 years corrected for under statement of females in the case of Hindus and Muslims.	E. B. Railway pupils in Primary School classes.	E. B. Railway percentage Column 8 to Column 7.
1	2	3	4	5	6	7	8	9
1. Hindus M	10,536,119	14·1	1,485,593	813,964	55	2,871	1,959	68
.. .. F	9,667,408	13·8	1,334,102	214,398	17	2,699	1,451	54
2. Muslims M	12,957,775	15·2	1,969,582	899,531	46	486	368	76
.. .. F	12,253,027	15·2	1,862,460	267,413	14	442	148	33
3. Indian Christians .. M	52,771	13·6	7,177	5,607	78	8	5	63
.. .. F	49,440	14·2	7,020	5,709	81	20	12	60
4. Anglo-Indians and Europeans. M	25,231	12·9	3,255	3,256	100	170	165	97
.. .. F	19,639	12·8	2,514	3,092	122·9*	153	145	95

NOTE.—(a) Columns 2 and 5 are taken from 'Report on Public Instruction in Bengal for the year 1929-30' pages 68, 70.

(b)* This high figure is accounted for by the large number of infant girl pupils below 6 years included in category 'Primary Classes'.

27. *Comparison of Enrolment in Primary classes of schools.*—Column 9 may now be compared with column 6 in Table No. 26 and in Table No. 27. In the case of Indian Christians on the Eastern Bengal Railway no conclusions can be drawn owing to the smallness of the samples, viz., 28 children. For Hindus and Muslims the percentage enrolment of Eastern Bengal Railway children is much higher than that of children in Bengal generally and still higher than that of children in British India, the disparity being especially striking in the case of girls. No such superiority in the matter of Primary School enrolment is possible in the case of the Anglo-Indian and Domiciled Communities for the simple reason that their children in all provinces of India are practically all at school.

TABLE No. 28.

All India—numbers of children, 11-16 years, by Community and Sex.

Community and Sex.	All India Total popu- lation all ages, 1921 Census.	All India population 10-15 years. 1921 Census.	All India population 15-20 years. 1921 Census.	4/5 Popula- tion 10-15 years.	2/5 Popula- tion 15-20 years.	Approximate population 11-16 years Total of Columns 5 and 6.	Percentage Column 7 to Column 2.	Population 11-16 years. No. of girls per 100 boys of same community.
1	2	3	4	5	6	7	8	9
1. Hindus M	110,626,596	13,686,290	9,242,541	10,949,032	3,697,016	14,646,048	13.2	100
.. .. F	105,611,201	11,327,411	8,230,082	9,061,929	3,292,033	12,353,962	11.7	84
2. Muslims M	35,592,846	4,514,110	2,980,642	3,611,288	1,192,257	4,803,545	13.5	100
.. .. F	32,389,848	3,487,589	2,852,320	2,790,071	1,140,928	3,903,999	12.1	81
3. Indian Christians .. M	2,456,628	309,858	225,277	247,886	90,111	337,997	13.8	100
.. .. F	2,297,309	286,279	213,203	229,023	85,281	314,304	13.7	93
4. Anglo-Indians only .. M	56,668	7,549	6,082	6,039	2,433	8,472	14.9	100
.. .. F	56,422	7,001	6,474	5,601	2,590	8,191	14.5	97

TABLE No. 30.

Primary, Middle and High School grades of Instruction taken together. Pupils (by Community and Sex) as percentages of children of school-age 6—16 years : percentages for Bengal as compared with percentages for Eastern Bengal Railway children (on 16th February 1931).

Community and Sex.	Total population Bengal. All ages.	Population 11—16 years as percentage of Column 1 from Table No. 26.	Population 11—16 years. Approximate Nos. by calculation from Columns 2 and 3.	Population 6—11 years Bengal. Approximate Nos. taken from Column 4 of Table No. 27.	Population 6—16 years Bengal. Totals of Columns 4 and 5.	Pupils in Primary, Middle and High School classes, Bengal. 1929-30.	Bengal percentage Column 7 to Column 6.	E. B. Railway children 6—16 years corrected for understatement of females.	E. B. Railway pupils in Primary, Middle and High School classes.	Percentage Column 10 to Column 9.
1	2	3	4	5	6	7	8	9	10	11
1. Hindus M	10,536,119	13·2	1,390,768	1,485,596	2,876,366	999,702	35	4,690	3,908	83
	F	9,667,408	11·7	1,131,067	1,334,102	2,465,189	218,601	9	4,174	1,591	38
2. Muslims M	12,967,775	13·5	1,749,300	1,969,562	3,718,882	945,811	25	713	548	77
	F	12,253,027	12·1	1,482,616	1,802,480	3,245,076	267,809	8	620	160	26
3. Indian Christians .. M	52,771	13·8	7,382	7,177	14,459	6,764	47	18	16	89
	F	49,440	13·7	6,773	7,020	13,793	6,336	46	26	20	77
4. Anglo-Indians and Europeans. M	25,231	14·9	3,769	3,255	7,014	4,919	70	324	292	90
	F	19,639	14·5	2,848	2,514	5,362	4,335	81	285	244	86

NOTE.—Columns 2 and 7 are taken from 'Report on Public Instruction in Bengal for the year 1929-30', pages 66, 70.

28. *Comparison of Enrolment in the Primary, Middle and High classes of schools taken together.*—It will be seen from columns 8 and 11 of Table No. 29 and Table No. 30 that, when higher school education is taken into account, the superiority of enrolment of Eastern Bengal Railway children of the category censused over that of children in British India or Bengal is even more marked than when Primary classes alone are considered. For all communities Eastern Bengal Railway children are well in advance of other children in their own province, Bengal, in the matter of school enrolment.

It may fairly be objected that in Table No. 30 for example the figures of Column 6 represent the whole 6—16 year old population of Bengal while the figures of Column 9 represent the 6—16 year old children not of the whole Eastern Bengal Railway establishment but of subordinates excluding those in inferior service. Data for a fuller comparison are not available. It may be added however that if *all* subordinates on Rs. 30 and above are taken into account and even if it is assumed (a monstrous supposition) that those subordinates not censused have *no* children at School, the percentages in Column 11 of Table No. 30 would read 55, 25, 51, 17, 50, 51, 60 and 57, as compared with 35, 9, 25, 8, 47, 46, 70 and 81 respectively for Bengal.

From discussion with railway personnel it would appear that changes of posting while involving separation for the children of school-age are definitely favourable to their being sent to school at an early age and to their retention in the higher classes of schools.

The problem then is mainly limited to the relatively few children at way-side stations whose disabilities are so marked as to prejudice the whole question. We shall now consider how many stations of the Eastern Bengal Railway have no school within a reasonable distance.

CHAPTER XI.

E. B. RAILWAY STATIONS. AVAILABILITY AND PROXIMITY OF SCHOOLS.

29. *European Schools.*—In the area served by the Eastern Bengal Railway there are 36 non-vocational schools :—

- (a) 4 Primary (Infant) Day Schools maintained by the railway at Dakhindari (Chitpur), Kanchrapara, Saidpur and Katihar.
- (b) 30 maintained by religious denominations.
- (c) 2 under non-sectarian management.

Only one of the 32 non-railway schools is outside Calcutta—a Secondary school for girls under Roman Catholic management at Dacca. The 31 Calcutta schools may be classified as follows :—

TABLE NO. 31.

Grade of School.	For Boys.	For Girls.	Mixed.	Total.
Secondary Schools	3	6*	1	10
Higher Grade Schools	3	4	5*	12
Primary Schools	2	..	6	8
Ungraded	1†	..	..	1
Total	9	10	12	31
With provision for boarders	8	8	2	18

* Including in each case 1 school for Jewish children.

† For Armenians.

It follows that railway children of the Anglo-Indian and Domiciled Communities whose homes are at stations within, say, 5 miles of Calcutta are amply provided with schools which they can attend as day-scholars.

Children of these communities living elsewhere (except very young children at Kanchrapara, Saidpur and Katihar) must attend schools as boarders.

30. *Schools for Indians*—

- (a) The E. B. Railway does not maintain any schools for the ordinary school education of the children of its Indian employees. Preliminary enquiries showed that it would not be easy for the three Education Departments concerned (Bengal ; Bihar and Orissa ; and Assam) to supply a list of recognised schools from the point of view of the distance of the schools from railway stations, but that Station Masters were sufficiently familiar with local conditions to furnish the necessary information if the details required were clearly explained to them.

(b) Accordingly Station Masters were requested (in Notification No. 236A, published in the E. B. Railway Weekly Gazette No. 6 of 1931, dated the 14th February 1931, *vide* APPENDIX XIII) to state in Form B supplied with the Notification whether within 5 miles by rail *or* by road there was a recognised Primary/Middle/High School under :—

(i) Public management (Government, or District Board or Municipality).

(ii) Private management—

(1) Undenominational or non-communal.

(2) Denominational—Catholic.

(3) Denominational—Protestant.

(4) Denominational—Hindu.

(5) Denominational—Muslim.

They were also asked in the case of each such school or schools available within 5 miles to give the distance from the station of the *nearest* school by rail or by road. By way of assistance in completing Form B Station Masters were supplied with a specimen completed form with an explanation of the entries in it.

(c) There was no need to secure lists of schools for “Calcutta Stations” where schools are known to be abundant [*i.e.*, for Calcutta (Sealdah), Cossipore Road, Chitpur, Sahebbazar, Ruthtolla, Ultadanga Road], or for near-by suburban stations or for ghat stations separately from their parent stations. This eliminates 31 out of the 452 stations.

(d) The returns were obtained without much difficulty though in 8 cases a clerk had eventually to be sent to collect the particulars. The entries were revised with the aid of Educational Department returns of schools for Bengal.

(e) APPENDIX XIV contains the tabulated particulars for the 421 stations, *i.e.*, the grade and type of schools—recognised by the Education Department—nearest to the station within 5 miles by rail or by road and the distance of the school from the station in each case. Where in the case of any one grade and type there are entries both by rail and road the reference is to separate schools. Where no distance is given it may be taken that the school is in the immediate neighbourhood of the station.

(f) Scrutiny of the tabulation shows that there are 57 stations which have no primary undenominational school, whether under public or private management, within 5 miles by rail or road. These 57 stations are marked on the map of the E. B. Railway at APPENDIX XV. Out of the 57—

32 are in Bengal.

14 are in Bihar and Orissa.

10 are in Assam.

1 is in Cooch Behar.

- (g) At five of the 57 stations there are denominational schools under private management, e.g., at—
- | | |
|---------------------|---|
| Atrai | a Muslim High School. |
| Dum Dum Cant. . . . | a Hindu High School. |
| Dakshinbarasat .. . | two Hindu High Schools and a Hindu Middle School. |
| Narundi | a Hindu Middle School. |
| Piyarpur | a Muslim Middle School. |
- (h) There are thus it would seem 52 stations out of 452 with no recognised school within 5 miles. It is known that at many of these stations there are schools of a simple type which have not sought or have not been granted recognition by the educational authorities concerned.
- (i) When it is considered that in the more advanced provinces of India the provision of a school for every village of 500 inhabitants (with, say, 65 children of primary school age 6—11 years) is still a distant ideal, one may feel certain that, even in areas favourable to the introduction of compulsion, no local authority will find it possible to establish schools at or near way-side stations where only 5 or 6 children could be enrolled and that the facilities offered by the New Rules will for long remain the only way of overcoming the difficulties that employees at way-side stations have in educating their children.

31. *Proximity of Schools.*—The references in Rule 3 of the New Rules are to a school of the 'requisite standard' *at the Station*. In 1929 the Agent Assam-Bengal Railway, enquired of the Railway Board (in his letter No. E. P./96, dated the 3rd May 1929) "what distance from a railway station is considered reasonable to enable a child to receive education?" In reply the Railway Board in letter No. 4233-E., dated the 14th June 1929, laid down "that any station where no suitable school exists within 5 miles of the station is one at which employees cannot obtain education of the requisite standard for their children."

If the limit thus proposed means *5 miles by rail*, it may be regarded as suitable, since a child can attend a school at that distance as a day scholar receiving monthly concession tickets at 1/3 cost.

It will more often happen, however, that while no suitable school is available within 5 miles by rail, there is a suitable school within 5 miles or less by road. It was for this reason that particulars of schools within 5 miles were obtained separately by rail and by road for APPENDIX XIV. A calculation has been made for the 510 schools in that appendix under Public Management and Private Management (Uddenominational or non-communal) distant not more than 5 miles *by road*. The average for the distance of such a school from a station is 1.51 miles.

The Agents of two railways (the A. B. Railway in the letter referred to above, and the E. I. Railway in letter No. A. E.-1770/2, dated the 6th December 1930) adverting to a limit *5 miles* (without qualification) as excessive, have suggested *3 miles* as a limit. If this is defined as *by road* it may be accepted. The ideal would be to lay down different limits of distance by road for children of various ages, but this complication may be rejected as unworkable in practice. The *average* distance by road of a school from a station taking into consideration the 573 schools within 3 miles by road (instead of those within 5 miles) is 1.26 miles.

CHAPTER XII.

RECOMMENDATIONS REGARDING THE NEW RULES.

32. *General.*—A feature common to new schemes is that beneficiaries are slow to grasp the salient points and to take advantage of facilities which involve perhaps some slight change of family habits. Thus it took 13 years for the expenditure on parental assistance by the Eastern Bengal Railway under the Old Rules to rise from Rs. 5,000 per annum to its peak of Rs. 72,000, although this increase was accompanied by very little change in the numbers of men eligible. Again, the Old Rules of the Great Indian Peninsula Railway for parental educational assistance have afforded about the same rate of assistance since 1903, *viz.*, about Rs. 7 per child p. m. while the scheme was extended to Indians in July 1919. I have only a few figures at hand but they are enough to show the slow rate of increase of expenditure on this old-established scheme:—

					Total expenditure.	Expenditure on Indians.
					Rs.	Rs.
1916-17					about 2,200	NJ.
1925-26	..	..	..	..	58,043	7,341
1926-27	..	..	..	..	69,361	6,540
1928-29	..	..	..	..	79,916	12,271
1929-30	..	..	..	..	78,977	12,738
1930-31	..	..	..	..	91,587	16,374

A common objection to the new principles of assistance when they were originally propounded in Railway Board's letter No. 4233-E., dated the 8th February 1929, was that Indian parents would not be willing to send their children away to boarding schools and that no Primary schools for Indians and very few Middle Schools had boarding arrangements. A conflicting view was that the schools both European and Indian, especially boarding schools, were too overcrowded to admit children of employees willing to use the scheme.

The scheme in its present form, however, has two decided advantages over the somewhat similar Old Rules scheme of the Great Indian Peninsula Railway, *viz.*, that a child may be sent to *any* boarding school, not being restricted to one of a short approved list, and that absence of boarding arrangements at an Indian Primary School is no bar to benefits as the child may then board at an institution unconnected with the school or even with a private family. For these reasons it may be expected that participation will not be so slow as under the Old Rules scheme of the Great Indian Peninsula Railway.

At the same time 9 claims in 7 months cannot be called an auspicious start. The New Rules were published as Notification No. 1762 in the Eastern Bengal Railway Weekly Gazette No. 46 of 1930, dated the 22nd November 1930.

The experience of myself and my staff was that employees had either not heard of the New Rules at all, or if so had thought they were not yet in operation, alleging in support in some cases the word 'provisional' in Rule 6. It would no doubt have been an advantage if the endorsement in the Notification, instead of being limited to the question of option, had invited claims or at least had outlined a procedure for making them.

It seems to me of the first importance that propaganda should be undertaken by the Railway to bring these facilities prominently to the notice of subordinates and at least to make it clear that the rules are in operation now, without waiting for points—such as the eligibility of temporary staff, labourers, etc.,—on which the rules are not specific to be cleared up.

In this work of explanation there is a wide field of endeavour open to Employees' Unions which so far as I observe have confined themselves to asking for an extension of the benefits to additional classes of employees.

33. *Rule 1.*—(a) The word *all* is not consistent with the limitation of assistance in Rule 5 to employees whose pay is not more than Rs. 300 p. m., and should be deleted unless it is decided to remove the pay limitation.

(b) For reasons given under Item 5, paragraph 1 of the ANNEXURE it is suggested that, after *Railways*, the words *who hold substantively a permanent post* be added.

(c) The question whether the words *and labourers* should be added at the end after *inferior service* calls for decision. The argument in favour of this addition will be found, under the heading *Eligibility of Employees (a)*, paragraph 1 of the ANNEXURE.

34. For reasons given in paragraph 31 of CHAPTER XI it is suggested that the following be added to *Rule 3* as—

NOTE 1.—*An employee may claim, with reference to any school distant more than 5 miles by rail or more than 3 miles by road from his station, that his child or children cannot obtain education of the " requisite standard " at the station.*

35. A definition of 'child' for the purposes of these rules is desirable. It is suggested that the following be added to *Rule 3* as—

NOTE 2.—*For purposes of Rule 3 the term child or children includes not only legitimate children, but also such step-children and children adopted by regular legal process as the parent employee certifies to be wholly dependent on him.*

The Railway Board has already ruled that step-children are eligible, *vide* the heading *Eligibility of Children*, paragraph 1 of *item 6* of the ANNEXURE. As regards children who have been adopted by *regular legal process* they doubtless possess in every respect the same legal status as legitimate children and could not be excluded.

36. It is suggested that the following be added to *Rule 3* as—

NOTE 3.—*Assistance will not be given in respect of a child enrolled at a school which is not recognised by the Education Department or Educational authority in whose jurisdiction the school is situated.*

This offers some guarantee against the waste of money on inefficient or bogus schools. The term *Educational authority* is inserted since in many areas the recognition of primary schools is vested in local committees or councils: moreover many Indian States have no specific Department of Education.

37. *Note 4 (Present Note 2).*—Many Agents have laid stress on the disadvantages of the break in curriculum and study which result when a child is transferred from school to school. I would suggest that to minimise still further the interruption in school-studies and school-life it would be wise and liberal to insert the word *following* before *scholastic year*.

38. *Note 5 (Present Note 3).*—The cases where a child has been refused admission for any other reason call for some remarks. The reason is almost invariably a physical infirmity (blindness, deafness, dumbness) or a mental infirmity (sub-normality) or a disease (e.g., tuberculosis). There is a fairly adequate supply of special institutions which will take these children as boarders: most of them are situated in the largest towns. Thus a railway employee in Calcutta cannot get assistance under the New Rules for boarding a deaf and dumb child at the appropriate institution in Calcutta.

These 'hard cases' are not numerous, but will no doubt be found to be of such varying degrees of complexity, that it will be difficult so to modify the rules as to render such cases eligible for assistance without upsetting the general principles on which the rules are based.

The proper course, I suggest, is to refer such cases for consideration (for assistance) to the Staff Benefit Fund Committee. Applications for educational assistance in respect of orphan children of deceased railway employees would doubtless be dealt with in the same way.

39. *Rule 4.*—The question of changing the last 17 words to *primary, middle and high stages, that is up to and including the High School or Senior Cambridge classes* requires consideration.

There is general agreement among parents that school education which ends at the middle stage leads nowhere and that the Junior Cambridge "is valueless as a qualifying examination for employment in most walks of life". The inclusion of the highest stage of school education would undoubtedly be a decided advantage to parents. Estimates of the cost of such inclusion have been given in CHAPTERS VI and VII.

40. *Age and Examination Limits.*—A few words may be given to this subject, *vide* paragraph 8 of CHAPTER III. I see no reason to complicate the procedure by specifying that assistance shall cease when a child has passed a particular examination. Parents are not likely to keep a child at school when he has passed the Senior Cambridge or Matriculation Examinations: and in the case of Secondary School Leaving Certificate Public Examination there is the difficulty that 'passing' forms no part of the scheme.

Nor would anything be gained by specifying a minimum age limit since Anglo-Indians send their children as boarders at an earlier age than Indians would prefer for their own children.

If Rule 4 remains unchanged I would not propose the addition of an upper age limit for children because of the somewhat varying ages at which they are likely to complete the Middle Course in different provinces and classes of schools. But if Rule 4 is changed to include the High Standard or grade of education I think there is some reason for laying down an upper age limit to prevent waste of money on backward boys (specifically) who are often kept at school to the age of 20 or even 22 without the least chance that they will ever pass the Matriculation Examination or come creditably out of their Secondary School Leaving Certificate course.

To sum up, if Rule 4 is modified to include the High standard or grade of education I suggest the addition of the following words to the modified rule—*Assistance in respect of a child shall cease when he attains his seventeenth birthday.*

41. *Rule 5.—(a) Pay of Employee. Limit of Assistance. Amount or fraction* would be a more suitable word than *limit*. On the question whether assistance should not be extended to subordinates whose pay is over Rs. 300, attention is invited to the evidence (referred to in Note No. 3 to Table 3, paragraph 6 of CHAPTER II) that assistance is most needed in the range Rs. 301—400 and on the whole more needed in the range Rs. 401—550 than in the range Rs. 101—300.

The Agents of the Assam Bengal Railway, the Bengal Nagpur Railway, the Eastern Bengal Railway and the Great Indian Peninsula Railway have expressed their reasons in favour of an extension of benefits to men drawing up to Rs. 500 p. m. in their letters—

No. E.P./96, dated the 24th February 1930,

No. C./5496, dated the 1st August 1929,

No. 1587-C./E./292/95/27, dated the 23rd August 1929,

and No. 21535-R.-35, dated the 7th August 1929, respectively.

This is a convenient place for comment on the questions—

- (a) whether all subordinates on pay above Rs. 300 should be included,
- (b) whether the improved scale of assistance D_2 should be given,
- (c) whether assistance should extend to High School classes,
- (d) whether the higher over-riding maximum of Rs. 20 per child should be given.

As the crucial point is the cost of these additional benefits the following deductions from the estimates for the Eastern Bengal Railway are pertinent :—

- (1) It is certain that the application of the present New Rules will cost very much less than had been estimated by Railway administrations.
- (2) If all four enhancements *a, b, c, d* above are sanctioned, the 'immediate' cost for the Eastern Bengal Railway will be 43 % above the "immediate cost" under the present provisions of the New Rules.
- (3) There is a marked lag about new schemes which will prevent the "immediate" cost becoming an immediate liability.
- (4) The ultimate cost to the Eastern Bengal Railway under the present provisions of the New Rules for all communities will be one-third of the present expenditure (then extinguished) under the Old Rules for the Anglo-Indian and Domiciled Communities.
- (5) If all four enhancements *a, b, c, d* above are sanctioned the ultimate cost to the E. B. Railway for all communities will be four-fifths of the present expenditure (then extinguished) under the Old Rules for the Anglo-Indian and Domiciled Communities.

42. *Rule 5(b).*—The effect of raising the over-riding maximum per child from Rs. 15 to Rs. 20 has been explained in paragraph 20(3) of CHAPTER VI and paragraph 21(3) of CHAPTER VII.

A resolution of the Anglo-Indian and Domiciled European Association that this over-riding maximum should be not less than Rs. 25 was submitted to the Railway Board by the General Secretary in his letter, dated the 26th July 1929. This request may conveniently be dealt with here. Such an enhancement would not benefit, or increase the cost for, Indian Communities. The ultimate costs for the Anglo-Indian and Domiciled Communities under the present and 'improved' Rules with O. M. of Rs. 15, 20 and 25 have been calculated and are shown in the following table. At the time of the Association's resolution no O. M. per parent had been laid down. It was thought of interest to examine the effect on the above costs if there were no O. M. per parent: the differences are surprisingly small.

TABLE NO. 32.

Estimates of ULTIMATE monthly cost to the Eastern Bengal Railway of parental educational assistance for 623 permanent subordinates (not in inferior service) of the Anglo-Indian and Domiciled Communities (i.e., for 70 such men now under the New Rules plus 553 such men at present under the Old Rules, but ultimately under New Rules). The annual cost will be ten times the monthly cost.

Assistance to subordinates on not more than Rs. 300 under Scale D ₁ for Primary and Middle School Stages.				Assistance to all Subordinates under Scale D ₂ for Primary, Middle and High School stages.			
OM 15 & 40 i.e., present New Rules. 1	OM 20 & 40	OM 25 & 40	OM 25 & nil	OM 15 & 40	OM 20 & 40	OM 25 & 40	OM 25 & nil.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
344	360	429	449	2,197	2,285	2,606	3,087

43. *Rule 5(c).*—The advisability of introducing the following under this head (and re-lettering the remaining sub-rules of Rule 5) may be considered—

No assistance is admissible for any month in which a child has put in fewer than half the possible number of attendances at school.

44. *Rule 5(d).*—The question has been raised whether the concession under this rule should not be extended to attendance at those Middle Schools for Indians which have no boarding arrangements, on the ground that few such schools are so provided. I have obtained figures for all provinces except the United Provinces which is of importance as containing so much of the mileage of the East Indian and Great Indian Peninsula Railways. The question may be deferred until the figures are received for Middle Schools for Indians in the United Provinces without boarding arrangements. The matter is not urgent since a parent when starting a boy on a Middle School course will usually get him

admitted into a High School to forestall any difficulty about his eventual admission into a High School class : and of the High Schools with Middle School sections 30 % to 35 % have hostels or messes.

45. *Rule 5(e)*.—Deals purely with promotion from subordinate post to subordinate post.

If benefits are not extended beyond the pay limit of Rs. 300—

- (1) then the maximum that a subordinate can draw is Rs. 340 (emoluments Rs. 300 + maximum Educational assistance Rs. 40) and if he is promoted to officiate as a Gazetted Officer (on Rs. 350) he is not financially worse off even though educational assistance to him is withdrawn,
- (2) and therefore the rule may remain unchanged.

If, however, it is decided to extend benefits beyond a pay of Rs. 300 then provision is required to prevent financial loss to a subordinate promoted to act as a Gazetted Officer, and the second sentence of the rule should be re-worded. The exact wording will depend on whether the highest pay eligible is also the maximum pay of all subordinate posts : the following is suggested by way of illustration :—

Similarly, if the promotion results in his passing into a non-entitled category or if he is promoted to officiate as a gazetted officer, he shall continue to receive assistance, provided other conditions remain unaltered, until his emoluments exceed the total of his emoluments plus assistance prior to such promotion, and the amount of assistance will be limited to the difference between the said total in the entitled category and his emoluments for the time being after promotion.

It may be added that under the Old Rules for parental educational assistance :—

- (a) Subordinates while officiating in Superior grades may continue to receive the same assistance admissible to them on their substantive appointment (*vide* Railway Board's letter No. 867-E./1, dated the 14th June 1918).
- (b) Subordinates permanently promoted to Superior establishment cannot continue to receive educational assistance (*vide* Railway Board's letter No. 1143-E./19, dated the 6th August 1919).

46. *Conclusion*.—From further conversations with employees I am of opinion that the very general belief that the New Rules are not yet in force but will be brought into operation in the future, and probably when this report is published, is due to the use of the future tense *will be* in Rules 3, 4, 5a, b, c, d. I suggest that in such places in the Rules the present tense be substituted.

CHAPTER XIII.

THE ADMINISTRATION OF RAILWAY SCHOOLS.

47. *Number of Schools.*—The following table relates to the 42 European Schools and the 16 Schools* for Indians which are maintained by the four State-managed railways in India. Oakgrove High School with which the Railway Board is dealing separately is not included.

TABLE NO. 33.

India : State-managed Railways—Railway Schools, by Province and grade of school.

I	E. B. Rail- way. 4 Schools.	E. I. Rail- way. 34 Schools.			G. I. P. Rail- way. 12 Schools.	N. W. Railway. 8 Schools.	
	P	P	M	H	P	P	M
	2	3	4	5	6	7	8
EUROPEAN SCHOOLS (42).							
<i>Primary 42</i> Bengal (9)	3	6	..	..	..	..	..
Bihar and Orissa (10)	1	9	..	..	..	..	..
United Provinces (9) .. ..	..	6	..	..	1	2	..
Central Provinces (3) .. ..	..	..	..	..	3	..	..
Bombay (10) .. ..	..	..	..	..	8	2	..
Punjab (1) .. ..	..	..	..	..	..	1	..
Total	4	21	..	..	12	5	..
SCHOOLS FOR INDIANS (16).							
<i>Primary 2</i> Bengal (2) .. ..	..	..	1	1	..	..	..
<i>Middle 9</i> Bihar and Orissa (8)* .. ..	..	2*	3	3	..	..	..
<i>High 5</i> United Provinces (3) .. ..	..	..	2	1	..	..	..
Bombay (1) .. ..	..	..	..	..	..	..	1
Punjab (2) .. ..	..	..	..	..	..	..	2
Total	2	6	5	3

*There are also 16 Indian Primary Schools at the Giridih Collieries.

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As I have so far visited only the E. B. Railway schools the remarks which follow should be regarded as tentative. A fuller report on the E. B. Railway Schools will be submitted separately.

48. *Transfer of management to Non-Railway Agency.*—After infructuous negotiations in 1929-30 with Local Governments the Government of India has decided that its railways shall continue to control and maintain their existing schools and that “ the policy of transferring the management and maintenance of railway schools to Local Governments will be given effect to only in individual cases, that is whenever it is possible to transfer a railway school to a Local Government or Local body on terms mutually acceptable to both parties ” (letters to Local Governments and Agents of State-managed Railways, No. 4233-E., dated the 25th and 26th September 1930).

(a) *Railway Schools for Indians.*—The only cases in which there is any possibility of transfer are the railway schools at centres which, once purely railway colonies, now have a large non-railway population with established local authorities (Municipalities, District Boards or Union Boards). The interest of the local authority would be the large proportion of non-railway children now attending the railway school. The G. I. P. and E. B. Railways do not maintain schools for Indians. The N. W. and E. I. Railways schools as a whole contain 30 % of non-railway children (excluding the Giridih Colliery Schools) and the following schools contain more than 50 % of non-railway children :—

Railway.	Place.	Local Authority and Province.
E. I. ..	Ondal	Union Board (Bengal).
Do. ..	Dinapore	Municipality (B. & O.).
Do. ..	Pathardihi	District Board (do.).

N.B.—The figures relate to the 5 year period 1926-27 to 1930-31.

It is recognised that the difficulties of transfer will be considerable. To avoid alienation of railway land it may be desirable to build a new school just outside railway property. It will probably be necessary to continue to the present teachers benefits now enjoyed in respect of provident fund, free quarters with water and conservancy, transport concessions and of pay which may be higher than that obtaining for teachers of the same qualifications in the localities. Difficulties may arise in connection with the lower fees now paid by the second and successive children of a railway family. The local authority would probably ask for a recurring contribution from the railway sufficient to meet the net annual (increasing) cost and may not easily be persuaded to accept anything less than a continuance of the present railway contribution for so long as the school is in existence.

If negotiation shows that no relief in railway expenditure will result it will be for consideration whether there is anything to be said for a mere change of management which *may* impair the efficiency of the school. After all the railway schools have creditable records extending in many cases over 50 and 60 years and Local Governments are of the opinion that "the existing railway schools are well and efficiently managed and are in some cases among the best in the Province".

(b) *European Schools*.—The European Schools maintained by the E. B. E. I., G. I. P. and N. W. Railways contain only 6·5% of non-railway children and 6·2% of Indians and the general public is therefore quite uninterested in them. It may be said at once that no other agency will take over any part of the railway expenditure. There are no unsectarian bodies working in this field except in the case of old endowed schemes. Missionary bodies are finding it increasingly difficult to provide funds for such European Schools as they now maintain : and Local Governments are not prepared to maintain more European Schools even in the rare instances of Provincial Governments which have embarked on the management of schools of this class.

So far as concerns the four E. B. Railway schools (Primary European Mixed Day Schools) at Dakhindari (Bengal) Kanchrapara (Bengal), Saidpur (Bengal) and Katihar (Bihar and Orissa), and quite apart from the question of finance there are no persons except railway employees at the last three places who could constitute a committee of management.

49. *Discontinuance of Redundant Schools.*

(a) *Schools for Indians*.—The Schools maintained by the N. W. R. at Lahore and Sukkur (at both of which places there are Municipal Schools) are for railway children whose mother-tongues, Sindhi and Punjabi respectively, differ from the languages locally prevalent.

Certainly at 5 and probably at all the 11 places where the E. I. Railway maintains schools there are schools controlled by local authorities and the question of overlapping may be examined from the view point of language of instruction, vacancies in local schools and the distance of these schools from railway settlements.

(b) *European Schools*.—It is stated in Mr. C. E. W. Jones' Report that there are non-railway European Schools at the following places where the railways maintain Primary European Schools, though the former schools are said to be at a considerable distance from the railway colonies in the case of Cawnpore and Lahore.

	E. I. Railway.				G. I. P. Railway.	
Allahabad	Parel
Cawnpore	Igatpuri
						Jhansi
						Ajni

N. W. Railway.

Lahore.

The possibility of overlapping may be considered in these instances also.

50. *The Problem of Small Schools.*—

- (a) *Schools for Indians.*—There is only one school with a small enrolment, viz., the N. W. Railway school at Lahore with about 33 pupils, but as explained in paragraph 49 (a) there are special linguistic reasons for its continuance.

The average strength of a N. W. Railway school is 268 and that of an E. I. Railway school (omitting colliery schools) is 201. No special measures of consolidation, such as amalgamation or the provision of boarding departments, are therefore required to maintain these schools at an economical enrolment.

- (b) *European Schools.*—(Excluding Oakgrove). The average strengths of these schools are :—

E. B. Railway	..	..	..	..	..	21
E. I. Railway	..	..	..	..	..	32
G. I. P. Railway	..	..	..	..	..	47
N. W. Railway	..	..	..	..	..	38

The Schools with 10 pupils or under are :—

Railway.	Place.	Pupils.	Province.
E. B. ..	Katihar ..	10	Bihar and Orissa.
E. I. ..	Burdwan..	7	Bengal.
E. I. ..	Rampur Haut	10	Do.

Not only are the strengths of these schools low, except on the G. I. P. Railway but they show marked fluctuations due to frequent transfers of parents and a consequent variation in the classes in which instruction is given.

This may be illustrated by the figures for the four E. B. Railway schools. In the last five years the enrolment at Saidpur has varied between 16 and 30, at Katihar between 7 and 17, at Dakhindari between 14 and 24 and at Kanchrapara between 18 and 25. The enrolments in March 1931 were 30, 10, 24 and 18 respectively, a total of 82. The total strength has rather increased than fallen off as shown by the total enrolment on the 31st March of the following years :—

Year.	1926	1927	1928	1929	1930	1931
Enrolment ..	75	74	65	74	70	82

but this is due to increases at Saidpur and Dakhindari alone.

There is no lack of accommodation in the E. B. Railway schools : the Saidpur school can hold 50 children, that at Katihar 20 and the others 30 each. What steps then can be taken to get more pupils into these schools ?—

- (1) *Railway children*,—living at the places where the schools are located. I examined this matter carefully and found that there are practically no children of the Anglo-Indian and Domiciled Communities who are not enrolled either at the railway schools or as boarders elsewhere. For example the Headmistress prepared a list of these children at Kanchrapara which showed only 2

school-age children not at school and in each case there were good personal reasons. At Katihar again there are 34 subordinates with 33 children of school-age but the teacher could not indicate an additional child who could be brought on the rolls of the Katihar school.

- (2) *Non-Railway children*.—At these railway settlements there are, practically no non-railway employees of the Anglo-Indian and Domiciled Communities. In all four schools there are only 3 non-railway children and as the same cause operates elsewhere the European schools of the State-managed railways contain on the whole only 6·5% of non-railway children.
- (3) *Indian children*.—The Provincial Codes for European Schools allow the enrolment of Indian children up to various percentages of the total enrolment, e.g., 15% in Bengal, 25% in the United Provinces, Central Provinces and Bihar and Orissa, 33·3% in Madras and Bombay and 100% in Burma : and taking India and Burma as a whole the European Schools contain 18·2% of non-European pupils. But the Indian parent when he sends his child to a European school does so because he wants him to get a thorough grounding in English up to the High School leaving stage. The railway schools under report are Primary schools and therefore offer no attractions of this nature to an Indian parent and it is not surprising that they contain only 6·2% of Indian pupils.
- (4) *Transport facilities*.—The European and Anglo-Indian children away from these four stations are too dispersed to be able to attend the railway schools as day-scholars. By reason of distance also the schools cannot be amalgamated.

I was informed, however, by the President of the School Committee at Saidpur that there were 18 or 20 children 9 miles away at Parbatipur who could attend at Saidpur as day-scholars if the Agent would sanction the running of a Clayton coach, the pupils to pay ordinary fares. This seems a very desirable arrangement : the railway expenditure on boarding and tuition fees of the Parbatipur children is likely otherwise to become a considerable item.

- (5) *Hostels*.—Small hostels, as adjuncts to one or other of the railway schools could not be run economically enough to compete with the European boarding schools of Calcutta. The limited range of instruction that the railway schools could offer to boarders from outside would be a further handicap.

It may be added that none of the 42 Railway European Schools have hostels.

51. *Discontinuance of the Small European Schools*.—Examination in the preceding paragraph disclosed no general remedy for the small enrolment of these schools, an enrolment which is bound to diminish as the members of Anglo-Indian and European subordinates fall off. The maintenance of an

existing school is no doubt a moral obligation on the railway so long as its numbers are sufficiently large to justify the title of 'school'. But I would suggest that, when the enrolment in the case of any one school has been below 10 for two years in succession, the maintenance of the institution may be recommended to the good offices of the Staff Benefit Fund Committee as a work of supererogation not debitable to railway revenues.

52. *Grant of Parental Educational Assistance in Replacement of a Railway School for Indians.*—The factors for consideration are the following :—

- (1) The annual cost to the railway per pupil in various grades of railway schools, viz. :—

	Primary Rs.	Middle Rs.	High Rs.
E. I. Railway (including Colliery Schools)	5	13	13
N. W. Railway .. .. .	..	15	..

- (2) The percentage of pupils, *i.e.*, railway children, in respect of whom assistance would be a liability, viz. :—

	%
E. I. Railway	72
N. W. Railway	60

- (3) The annual cost to the railway of *each* child of the 86% of permanent Indian subordinates for whom assistance would be given, viz. :—

I. For 84% of those employees (whose pay is not more than Rs. 100),

	Rs.
$10 \times (\frac{1}{4} \times \text{Rs. } 18)$	90

II. For 13% of those employees (whose pay is Rs. 101—200),

	Rs.
$10 \times (\frac{1}{4} \times \text{Rs. } 18)$	60

III. For 2% of those employees (whose pay is Rs. 201—300),

	Rs.
$10 \times (\frac{1}{4} \times \text{Rs. } 18)$	48

A brief consideration of the above figures will show that, even in the case of the small Middle School at Lahore with 33 pupils, it is cheaper to continue to maintain the school.

53. *Grant of Parental Educational Assistance in Replacement of a Railway European School.*—The general factors for consideration are the following :—

- (1) The annual cost to the railway per pupil in the present primary schools, viz. :—

	Railway.	Rs.
E. B.	91
E. I.	60
G. I. P.	61
N. W.	57

- (2) Assistance would be a liability in respect of 93.5 % of the pupils, *i.e.*, the railway children.

- (3) The annual cost to the railway of *each* child of the 93% of permanent subordinates under the Old Rules for whom assistance would be given, viz.:—

	Railway			Cost in Rs.	
E. B.	215
E. I.	125
G. I. P.	159
N. W.	116

- (4) The annual cost to the Railway for *each* child of the 44% of permanent subordinates of the Anglo-Indian and Domiciled Communities under the New Rules for whom assistance would be given, viz.:—

I. For 30% of those employees (whose pay is not more than Rs. 100),

$$10 \times \left(\frac{1}{3} \times \text{Rs. } 44 \text{ to Rs. } 37\right) \text{ or in view of the O. M.} = 10 \times \text{Rs. } 15 = 150$$

II. For 30% of those employees (whose pay is Rs. 101—200),

$$10 \times \left(\frac{1}{3} \times \text{Rs. } 44 \text{ to Rs. } 37\right) \dots \dots \dots = 150 \text{ to } 120$$

III. For 6% of those employees (whose pay is Rs. 201—300),

$$10 \times \left(\frac{1}{3} \times \text{Rs. } 44 \text{ to Rs. } 37\right) \dots \dots \dots = 110 \text{ to } 190$$

- (5) At present among permanent subordinates of the Anglo-Indian and Domiciled Communities the ratio of the number of men under Old Rules to the number of men under the New Rules is 8 : 1.

It is evident on general grounds that at present and for some time to come it will be cheaper to continue to maintain the European Schools than to close them and give parental educational assistance.

54. Grant of Parental Educational Assistance in Replacement of the Eastern Bengal Railway European Schools.—It will always be more satisfactory, however, to make a calculation separately for each school. The following calculations show that at present it will cost less to continue to maintain these schools than to close them and give parental educational assistance.

Saidpur.—The school at present costs the Railway Rs. 1,495 p. a. Twenty of the children are children of permanent subordinates under the Old Rules : sent away as school boarders their cost to the Railway would be $20 \times \text{Rs. } 215 = \text{Rs. } 4,300$ p. a. To this would be added the cost of seven children of permanent subordinates under the New Rules or $7 \times \text{Rs. } 150 = \text{Rs. } 1,050$ p. a., making the total cost for assistance Rs. 5,350 p. a.

Katihar.—The school at present costs the Railway Rs. 1,088 p. a. Three of the children are children of permanent subordinates under the Old Rules : sent away as school boarders their cost to the Railway would be $3 \times \text{Rs. } 215 = \text{Rs. } 645$ p. a. To this would be added the cost of four children of permanent subordinates under the New Rules or $4 \times \text{Rs. } 150 = \text{Rs. } 600$ p. a., making the total cost for assistance Rs. 1,245 p. a.

Dakhindari.—Although this school is in Northern Calcutta it is more than 3 miles by road from a non-railway Infant European School and there are no passenger trains from Dakhindari. Hence if the school is closed parental educational assistance should be given.

The school at present costs the railway Rs. 1,275 p. a. Eighteen of the 22 railway-children are children of permanent subordinates under the Old Rules : sent away as school boarders their cost to the railway would be $18 \times \text{Rs. } 215 = \text{Rs. } 3,870$ p. a. To this would be added the cost of one child of a permanent subordinate under the New Rules or Rs. 150 p. a., making the total cost for assistance Rs. 4,020 p. a.

There are at this school 11 children aged 3 to 5 who are really too young to go as school boarders. The remaining 7 children (Old Rules) and 1 child (New Rules) would still cost the railway by way of assistance Rs. 1,655 p. a.

Kanchrapara.—The school at present costs the railway Rs. 3,600 p. a. Eighteen of the children are children of permanent subordinates under the Old Rules : sent away as school boarders their cost to the Railway would be $18 \times \text{Rs. } 215 = \text{Rs. } 3,870$ p. a.

55. *Establishment of a Railway School in Replacement of Parental Educational Assistance*.—This case will rarely arise. In any event it would not be worth while to establish a school for Indians unless there were sufficient boys at the station for a High School, say, 250 at least.

56. *Finances of Railway Schools.*

(a) *Schools for Indians*.—The following table from Mr. Jones' *Report* gives the *percentages* of the expenditure met from various sources :—

	Railway.	Railway grant.	Government grant.	Fees.	Other sources.
E. I.	25	33	35	7
N. W.	63	10	25	2
<hr/>					
All Class I Railways together	40	26	30	4

In the E. I. Railway Schools fees are levied at the standard rates of the Educational Department and substantial Government grants are received with the result that the railway contribution is an economical proportion of the total expenditure, much less than the 40% average for all Class I Railways taken together. The railway grant takes the form of a payment of As. 8, As. 12 and Re. 1 for each railway child in a Primary, Middle or High School class respectively, with a maximum of Rs. 200 per school which is however exceeded in some cases.

The N. W. Railway grants a large number of concessions in fee rates in the Bahawalpur and Sukkur Schools : it receives no Government grant for its Sindhi School at Lahore partly on the grounds of its uneconomical size and consequently the railway's share of expenditure on its schools is high, 62%.

It is possible that Local Governments may be impelled by financial stringency to raise the objection that it is anomalous that Provincial Governments should give grants to institutions financed and managed by the

Central Government. The reply presumably is that the Central Government maintains these schools not as Government institutions but in its private capacity as an employer of labour. The matter is not likely to go so far as the discontinuance of the Provincial grants since the schools contain such a large proportion of non-Railway children.

(b) *European Schools.* The percentages of expenditure met from various sources are as follows :—

Railway.	Railway Grant.	Government grant.	Fees.	Other sources.
E. B.	46	21	15	18
E. I.	46	14	38	2
G. I. P.	46	32	17	5
N. W.	40	37	18	5
All Class I Railways together	48	19	30	3

Fees.—The proportion of expenditure met from fees is low for the E. B., G. I. P. and N. W. Railways owing partly to the rates being below the standard rates of the Education Department and partly to the reductions allowed to second and subsequent children of a family : in only one case are standard fees charged, viz., at the E. B. Railway school at Katihar. In the E. I. Railway day schools fees at standard rates are levied, hence the high percentage of 38. The figures for the E. I. R. are inclusive of the Oakgrove Boarding School. Up to 1929-30 the *separate* figures for Oakgrove for the percentages of expenditure by sources were—

Railway grant.	Government grant.	Fees.	Other sources.
47	10	41	2

Government Grants.—From 1929-30 the Government of the United Provinces has withdrawn from Oakgrove its annual grant of Rs. 29,000 on the grounds that the majority of the pupils come from other provinces whose Governments do not contribute, that all the pupils are railway children and that there is no local population within reach of the School. From 1929-30 the E. I. Railway grant will form about 57% of the total expenditure, since this railway meets the deficit.

If similar action should be contemplated by Local Governments with reference to their grants to Railway day schools, it may be pointed out that in each case the children all belong to the same province as the School and that the low percentage of non-railway children results unavoidably from the location of the School.

Railway Grants.—The percentage of the expenditure met by these is much the same for all the four railways. The G. I. P. and N. W. Railways have no rules but deal with each school on its merits. The E. I. Railway gives to each school a minimum monthly grant of Rs. 10 : then Rs. 40 for the first 10 pupils : then Rs. 3 for each pupil from the 11th to the 20th : then Rs. 2 for each pupil from the 21st to the 40th : then Re. 1 for each pupil from the 41st to the 60th the whole subject to a maximum of Rs. 100 : but the actual grants are generally in excess of these provisions.

The E. B. Railway gives (a) a monthly lump sum grant of Rs. 85,75,80 and 300 for each of the 12 months to its schools at Saidpur, Katihar, Dakhindari and Kanchrapara respectively, (b) a monthly capitation grant of Rs. 2 per railway pupil in the schools at Saidpur, Katihar and Dakhindari-reduced proportionately for a pupil whose attendance is less than 50% of the working days.

Other Sources.—The E. B. Railway schools are quite exceptional in respect of the large income they derive from invested funds. Their monthly grants from the railway are not adjusted at the end of the year to prevent either a deficit or a surplus. If there is a deficit the school can meet it out of its cash balances accumulated as the result of more favourable working in former years. Each school has an investment in either Government Loan, Post Office Cash Certificates or the Railway Co-operative Credit Fund. The position needs watching in respect of two schools which are drawing too continuously on their investments. At Saidpur the credit balance has fallen from Rs. 3,695 on the 31st March 1926 to Rs. 1,346 on the 31st March 1930 : and at Kanchrapara from Rs. 7,543 on the 31st March 1926 to Rs. 4,741 on the 31st March 1931. All these schools work on small margins and any fall in strength results in a diminution of grant from both the Railway and the Local Government.

57. *Co-ordination of the work of Local Committees of Management of Railway Schools.*—Different systems of delegation from the Agent downwards obtain on the various railways and remarks regarding the E. I., G. I. P. and N. W. Railways are deferred.

On the E. B. Railway there is a local committee of management for each school, matters outside their competence being referred to the Agent who is assisted in this respect of railway schools by the Welfare Officer. The Rules for the four Schools will be found at APPENDIX XVI. There are really no rules for the Dakhindari School : a few miscellaneous points have been jotted down. The rules for the other three schools are not uniform, they omit most matters of importance and need re-drafting. For example, (1) two members at Kanchrapara is too few (2) the rules say nothing about the powers and duties of the Committee at Katihar, Dakhindari and Kanchrapara : no one reading the rules would be aware that the teachers are appointed by the Committee.

It is suggested that the following points in the Rules need attention :—

- (a) *Constitution of the Committee.*—The number of members should be stated. If the committee is to be composed always of certain designations of employees, *ex-officio*, this may be stated. On the other hand if the members are to be appointed as individuals by the Agent, it may be so stated. The office-bearers should be indicated (*e.g.*, Chairman or President, Vice-Chairman or Vice-President, Honorary Secretary) and it should be made clear in each case whether the office-bearer is to be appointed as such by the Agent, or elected by vote of the members as a whole or whether he holds office *ex-officio* his individual post on the railway.

It is strongly recommended that each Committee be required to co-opt one woman as member, since the pupils are quite small children (average age 6.5) and 59% of them are girls and the teachers are women.

- (b) *Powers of the Committee.*—These should be defined, e.g., that the committee is entrusted with the local management and up keep of the school and its equipment and is empowered to fix the pay of the teachers and other members of the staff and to appoint and dismiss them.

This is the present position. The teachers are recruited locally their pay ranging from Rs. 50 to Rs. 240. They do not form a service and are not transferred, but they are railway employees and enjoy free quarters, Provident Fund benefits and travelling concessions.

The Agent may wish to reserve certain powers, e.g., the fixing of the fees. These are not uniform. It is not clear why the fee for stationery should be As. 12 at Katihar, As. 4 at Kanchrapara and As. 2½ elsewhere.

- (c) *Duties of the Committee.*—The frequency of meetings should be stated—quarterly or terminally at any rate, and in any case to consider (1) the estimates at the beginning of the year (2) the financial statement sent annually to the Education Department and (3) the reports of the Inspector of European Schools.

The Katihar School Committee held no meeting for 27 months prior to the 9th March 1931.

- (d) *Procedure of the Committee.*—Particulars should be given regarding a quorum, chairmanship, voting, the keeping of minutes and the despatch of a copy of them to the Agent.

The above provisions are desirable to ensure continuity and application in the work of these Local Committees. If the Welfare Officer is furnished with past and future copies of the financial statements of these Schools and of the Inspector's Reports a co-ordinated supervision will be possible. For example :—

- (1) Any progressive decline in cash balances can be watched (*vide* paragraph 56 (b) *Other Sources*).
- (2) The variations of monthly expenditure on clerical and menial assistance do not seem justified by any differences in the work of the Schools :—

	Saidpur.	Katihar.	Dakhindari.	Kanchrapara.
	Ra.	Ra.	Ra.	Ra.
Clerical	30	8	25	10
Menial	44	29	23	59

- (3) Kanchrapara is the only School whose funds are debited with an item for 'house rent'.

- (4) The funds of the Dakhindari School should not have been saddled with the cost of purchase, repair and wages for a 'bus' for pupils who have not attended that school since 1925.

These are small details but the schools are run with small financial margins. There seems no need however for any formal audit of the accounts of these institutions.

58. *Acknowledgments.*—In conclusion I wish to express my appreciation of the industry and efficiency with which my staff have discharged their duties.

ANNEXURE.

E. B. RAILWAY—EDUCATIONAL CENSUS OF THE 16TH FEBRUARY 1931. DETAILED PROCEDURE.

1. *Return A.*—For the sake of clearness it will be best, before detailing the various stages in the Census, to deal with the particulars of this return (*vide* APPENDIX III), noting the special points on which instructions were conveyed to employees and the way in which errors or omissions in the return were dealt with.

Eligibility of employees.—(a) “*Inferior service* means any kind of service on a scale of pay the maximum of which does not exceed Rs. 30 per mensem and any other kind of service which may be specially classed as such by the Agent of a Railway.” The question at once arose as to whether *Labourers* should be regarded as eligible for assistance under the New Rules. The functions of these two classes—*Inferior servants* and *Labourers*—do not seem so different as to require that the children of the latter should be treated preferentially. *Inferior servants* are regarded (*vide* letter from the Railway Board to Agents of State-managed Railways, No. 8373-E., dated the 26th September 1930) as men employed on work which can be performed by illiterate and semi-literate staff: and *labourers* as men employed on manual or mechanical work. But these definitions are not mutually exclusive—very many *labourers* are illiterate or semi-literate. Further many of the categories of staff on a pay over Rs. 30 who have been classed by Agents of State-managed railways as *Inferior servants* can fairly be said to be employed on manual or mechanical work, *e.g.*, *Carpenters*, *Masons*, *Clock-repairers*, *Signal fitters*, *Lamp fitters*.

Again, in the new leave rules embodied in Railway Department Resolution No. 8373-E., dated the 20th February 1930 and its two annexures, the apparent distinction between *Inferior servants* and *Labourers* relates only to the nature of their service (permanent and monthly paid as opposed to temporary and on daily wages). It does not relate to leave privileges: both classes are entitled to the same leave concessions, *vide* Rule 9 of Annexure I and Rule 4 of Annexure II.

There would seem therefore no reason to give to *labourers* concessions in the matter of parental educational assistance which are not to be given to *inferior railway servants*. This was the view taken by the Agent and Deputy Agent Personnel of the Eastern Bengal Railway when I began in January 1931 to collect the data for estimates. The list of staff categories thus excluded was communicated to all employees in paragraph 4 of Agent's Notification No. 157-A in E. B. Railway Weekly Gazette No. 4 of 1931, dated the 31st January 1931: a copy will be found in APPENDIX VI.

(b) Enumerators were instructed to regard the following classes as eligible:—

- (1) Employees of the Audit and Accounts Departments.

(2) Construction Staff. Returns were received from 117 men distributed as shown below.

	Permanent.	Temporary with 3 or more years service.	Temporary with less than 3 years service.	Totals.
Abdulpur-Nawabgunj	1	5	4	10
Calcutta-Chord	5	1	4	10
Kalukhali-Bhatiapara	3	17	35	55
Tangla-Belsiri-Bhatiapara	3	4	35	42
Totals ..	12	27	78	117

(3) Journeymen. At the time of the census the E. B. Railway desired to remove these men from the category of inferior servants and the question was still under correspondence with the Railway Board. Returns were received from 75 journeymen, viz.—

Loco. Department.—Dacca 1, Saidpur 11, Kanchrapara 23.

Electrical.—Siliguri 1, Dacca 1, Paksey 1, Santahar 1, Katihar 2, Saidpur 5, Calcutta 9, Naihati 1, Kanchrapara 9, Ranaghat 1.

Carriage and Wagon.—Kanchrapara 9.

- (4) Yard Gunners.
- (5) Gate Sergeants.
- (6) Out-station despatchers.
- (7) Such Firemen of Loco. sheds as come under the head of running staff.
- (8) Shunters.
- (9) Teachers in railway schools whose pay is met from railway revenues.
- (10) Civil and Military Assistant and Sub-assistant Surgeons. Returns were received from 6 such employees.
- (11) Women employees except those whose husbands are railway employees.

(c) It was necessary to get particulars of employees on emoluments over Rs. 300 and of all subordinates (not in inferior service) even if they had no children between the ages of 6 and 16. Enumerators were therefore instructed that every employee drawing over Rs. 30 (and not in inferior service) should make a return even if—

- (1) unmarried.
- (2) married but with no children aged 6 to 16.
- (3) widowed with no children aged 6 to 16.
- (4) paid over Rs. 300 per mensem.

Returns were also called for from Anglo-Indians and Domiciled Communities in inferior service provided they were recruited before the 1st February 1929 as such service is not a disqualification under the *Old Rules*.

Item 1. Name of Station.—The returns from the 452 stations were on receipt pigeonholed alphabetically by names of stations, the serial numbers allotted to the alphabetically arranged stations being used as the Station Code numbers to be later punched on the cards.

Item 2. Name of Employee.—Each return was stamped by a serial-numbering stamp. In this way a mechanical check was obtained on the total number of employees and each employee was thus assigned a code number to be later punched on the cards of himself and his children.

Item 3. Community.—The note on this item was so worded as to leave employees free to state their community to any degree of precision. Returns which contained only the entry *Statutory Indian* were transferred to the proper community by consideration of the man's name and the kind of school (Indian or European) attended by his children. The appellation *Indian Christian* was deliberately invited so that a check might be available on claims for assistance under Item 20(7), *viz.*, that a school of the employee's religious denomination was not available at the station. The Indian Christians proved to be very few in number, *viz.*, 50. The convenience of classing together Anglo-Indians (553) Domiciled Europeans (184), Jews (7), Armenians (6), and Parsis (3) under the designation *Anglo-Indian and Domiciled Communities* on the ground that all of them in service prior to the 1st February 1929 may continue under the *Old Rules* has already been referred to in Chapter II.

The returns were finally grouped under five categories Hindus, Muslims Indian Christians, Anglo-Indian and Domiciled Communities, and Others.

Item 4. Scale of Pay.—It was explained to enumerators that if on the date of census the total emoluments of an employee amounted (as explained in the notes at the head of the form) to, say, Rs. 112 per mensem, then his scale of pay should be entered as (2) and so on. It was well understood that the *12 Scales of pay* were arbitrary ranges necessitated by the very great variety of scales in actual use, and no difficulty arose under this item; though probably *range of total emoluments* would have been a better form of words than *scale of pay*.

In the few cases where there was no entry against this item the scale was taken as (1).

Item 5. Nature of Service.—It was thought advisable to get data for temporary as well as for permanent employees. Out of the 9,762 men censused 8,396 (or 86%) were permanent, 284 (or 3%) were temporary with three or more years' service and 1,082 (or 11%) were temporary with less than three years' service.

It remains to be considered whether the temporary men are entitled to assistance. Paragraph 5 (c) of the *New Rules* specifies the pay of an employee for the purposes of these rules to be substantive pay. Now that part of Fundamental Rule 9(30) which permits a temporary post to be held substantively was during the period 1st October 1927 to 18th March 1930 ruled not to apply to railway servants. It was during this period that the *New Rules* were in process of

being drafted, the basic provisions being communicated to Agents of State-managed railways in Railway Board's letter No. 4233-E., dated the 8th February 1929. This conclusion that temporary men are not entitled to assistance is confirmed by the following extract from Railway Board's letter to the Agent, Great Indian Peninsula Railway, No. 7434-E., dated the 12th June 1929 (communicated to the Agents of all State Railways).—

“ the grant of assistance to employees from railway funds for the education of their children should not be allowed to temporary staff who are taken in service after the 1st July 1929. Where, as on some railways the concession has already been allowed to individuals who do not hold a permanent appointment substantively it may be continued.”

For these reasons the estimates of the cost of assistance in this main report are in respect of Subordinates (not in inferior service) holding substantively a permanent post. Estimates in respect of the two classes of temporary men have however been prepared and will be furnished in a subsequent memorandum.

In two or three returns where no entry was made against type of service *temporary with less than 3 years' service* was assumed: in the few cases where two different types of service were simultaneously claimed the less favourable type was assumed.

Item 6. Option between Old and New Rules.—It will be seen from the notes at the head of the form and from the instructions against 6(b) that Indian employees have been treated as coming under the New Rules even if recruited before the 1st February 1929. For estimate purposes this is certainly the best procedure. An option to remain under the Old Rules is a useless privilege to an Indian when his children are not admitted as boarders by the Hill Schools in respect of which alone assistance is given.

For employees in the Accounts Department the last date for exercise of the option was extended by the Railway Board from 31st December 1930 (*vide* New Rule 2) to 1st April 1931.

Eligibility of Children.—In reply to enquiries enumerators were told to exclude step-children from the returns, but to include *legally* adopted children.

The Railway Board's decision that under the New Rules 'children' should include 'step-children' (*vide* letter to the Agent, Burma Railways, No. 4233-E., dated the 17th March 1931) was received too late to be acted upon.

The instructions to enumerators on these two points are not likely to have had much effect on the estimates. The question of the eligibility of adopted children will be dealt with further in Chapter XII.

Enumerators were also told that a married daughter dependent on her father might be included among children aged 6 to 16.

Item 8—Age last birthday of children aged 6 to 16.—The five year range 6 to 11 years is now widely accepted in India as covering the primary school age and normally a pupil should be able to finish the High School course by his 16th birthday.

The intention was to include children whose ages ranged from 6 years 0 months 0 days to 16 years 0 months 0 days. It became apparent however that the phrase in the note *6 to 16 completed years* was not understood and that the ages of the children returned ranged from 6 years 0 months 0 days to 16 years 11 months 31 days. The term *16th completed birthday* is not, it would seem from enquiry, free from misunderstanding. A better heading would perhaps have been *Particulars of children whose ages range from 6 years 0 months 0 days to 15 years 11 months 31 days* but this was thought likely to confuse parents who in the matter of ages are uncertain of years let alone months or days.

Item 10—Children not yet at School, but whom father intends to send to school at once.—The New Rules were communicated to employees of the Eastern Bengal Railway in Weekly Gazette No. 46 of 1930, dated the 21st November 1930. It was known that employees were quite unfamiliar with them and might in the course of a month or two find it possible, in view of the assistance, to send further children to school. Item 10 was introduced to provide in the estimates against such a contingent liability. At the same time to secure *bona fide* entries, enumerators were told not to make any entry against item 10 unless the parent could specify both the class of school to be attended and the fees to be paid.

In the end this item caused a great deal of trouble and delay. It was not until a late stage of the tabulation that it became apparent that in practically all cases parents had entered *all* children not yet at school as to be sent to school at once. As such a pretension is inadmissible it became necessary to reject all claims under item 10. The estimates are not produced by simple summation of the claims for individual children : a separate estimate for each family is the basis ; the revision of the estimates was therefore a laborious matter.

Items 11 to 16—Grade of Instruction.—In spite of instruction to enumerators many parents whose children were in the primary or middle classes of High Schools entered them as High School pupils. This difficulty had been foreseen : provision for an entry of the number of the standard or class attended would have been made except for the lack of uniformity in the numbering of classes that prevails under the Education Codes of the various provinces. In practically all cases it was possible to rectify these incorrect entries by consideration of the age of the pupil and of the tuition fee.

In a few cases children were shown as attending technical schools. These entries were ignored as the New Rules are not concerned with attendance at such schools.

Items 17, 18 and 19—Type of Scholar.—In cases where no information was furnished the child was assumed to be a day scholar. The fee was a safe guide in such instances.

Item 20 (1)—Primary school for Indians not available at the Station.—The lascars, mostly Chittagonians, are berthed on flats the location of which changes with the state of the rivers. They leave their wives and children at home in Chittagong or Arracan and there the children get their schooling. It seems reasonable to concede that the lascars are at 'stations' where there are no schools and any claims made by them under item 20 (1, 2 or 3) were admitted for purposes of the estimates.

Item 20 (7)—School of Employee's religious denomination not available at station.—New Rule 3, Note 1 reads "if a child is prevented by the tenets of his religious persuasion from attending a school run by a body of another persuasion, such school shall be held to be a school not of the requisite standard." The interpretation of this was felt to be beyond the ordinary employee and the somewhat laxer wording above was employed. The claims under this item 20 (7) were in respect of 139 children (all communities).

It is pertinent to add that the Metropolitan of India in his letter to the Railway Board, dated the 20th January 1931, enquired who would be the arbiter to decide whether it is against the tenets of the child's religion to attend such a school. He stated it to be against the teaching of the Church of India (Church of England) that one of its children should attend a school where it cannot receive religious teaching in accordance with the tenets of the Church: further that neither the Roman Catholics nor the American Methodists will allow any facilities for teaching Church of England children who attend their schools. He expressed the hope that such schools were not of the requisite standard for Church of England children.

The Railway Board, in reply *vide* letter No. 4233-E., dated the 6th February 1931, informed his Lordship that the circumstances described would be accepted as bringing the school in question within the provision for schools "not of the requisite standard."

Item 20 (9)—Suitable school available at station but admission has been refused for some other reason. State the reason briefly here.—Claims under this head were accepted when admission was stated to have been refused—

- (1) on grounds of some natural defect in the child (blindness, deafness, dumbness),
- (2) on specific medical grounds, *e.g.*, tuberculosis,
- (3) because there was no provision for girls.

A reason likely to be put forward is that some language (English or some particular Indian language) is not taught in the local school. If it is the employee's home language and there is evidence that admission has been refused, such claims may be accepted. In the few such cases dealt with in the returns it was not made clear whether admission had been refused.

Item 21—Monthly fees for tuition and board, or tuition only in the case of day scholars.—In previous discussions objection has occasionally been taken to assistance towards *boarding* fees on the ground that an assisted parent's share of the cost may become less than the expense of keeping the child at his house with or without education. In the early drafts of Form A provision was made to enter the fees for tuition and boarding separately but this had to be abandoned since very many boarding schools do not quote separate rates but only the combined rate.

Item 23—Actual average monthly assistance from railway under Old Rules for tuition and board and other assistable items.—The preliminary trial at Ghaziabad and other enquiries had shown that parents' recollections of these figures were vague and inaccurate. Calculations were therefore made (from the school bills and other data in the Accounts Department at Calcutta and Kanchrapara) of the assistance received from the railway during the year

1929-30 by individual employees of the Anglo-Indian and Domiciled Communities: and these correct figures were entered against item 23 in the returns sent in by employees in receipt of assistance.

Items 24 to 31—Average monthly assistance under New Rules to the employee.—The immediate cost to the railway under the New Rules is that on account of employees now under the New Rules. The ultimate cost is to be arrived at by adding to the immediate cost the additional expenditure that will result when men now under the Old Rules are replaced in due course by an equal number of men under the New Rules. Hence for each employee (whether under New or Old Rules) who has children boarding away from home on admissible grounds it was necessary to make estimates—four different estimates if the 'qualifying' child(ren) was in a primary or middle class and eight different estimates if the 'qualifying' child(ren) was in a High School class.

The variable factors are—

- (1) two over-riding maxima (O. M.) per child, Rs. 15 and Rs. 20 p. m.
- (2) two scales of assistance, *viz.*—
 - D₁—the scale of the present rules (half fees up to a pay of Rs. 100, then 1/3 fees up to Rs. 200, then 1/4 fees up to Rs. 300).
 - D₂—a more liberal scale (half fees up to a pay of Rs. 200, then 1/3 fees up to Rs. 350, then 1/4 fees).
- (3) assistance concluding (a) at the end of the Middle School stage,
(b) at the end of the High School stage.

For each of the 4 or 8 estimates per employee the procedure was—

1. to mark the children admissible for assistance and their fees,
2. for each child to note the quotient of fee admissible as assistance, applying also the appropriate children's over-riding maximum when necessary,
3. to sum the total assistance for all the children, applying when necessary the parent's over-riding maximum of Rs. 40.

2. *Printing and Distribution of Form A.*—The necessary copies of Form A were not finally printed until 50 had been filled in as Sample returns, and the particulars coded and punched on 250 Hollerith cards, previously over printed, to determine the sequence of sorting and tabulating. If such a trial is not made there is always the possibility that, when the returns come in, they may not in the end ensure all the required data.

One method of distribution of the forms would have been to send them in bulk to Headquarter and District Departmental officers for sub-distribution. This simple course was not adopted for several reasons. It was not possible to say off-hand in what proportions the forms should be divided among the 2 Headquarter and the 56 District Offices. Sub-distribution would not be rapid and might not be complete: and while one might feel that returns were incomplete for a particular department it would not be possible to indicate any station or office. Cases indeed came to notice in which packets of forms clearly marked by station and department lay for a month in offices unforwarded.

A better plan seemed to be to put the forms into a separate packet (with 10 per cent. spare copies) for *each* department (traffic, loco. etc.) at *each* station. The detailed numbers could not without excessive expenditure of time be obtained from the Authorisation Rolls, owing to the frequent corrections under gone by the latter and the uncertainty as to whether such corrections were up to date. Figures were however, obtained from data prepared in connection with the Hours of Work enquiry: they evidently included a large but uncertain number of inferior servants, but it was clearly better to distribute too many rather than too few forms. The number of copies of Form A printed was 20,750 and these were all distributed with the exception of about 1000 used to instruct Inspectors and coding clerks. Some hundreds of these copies were supplied in response to urgent requests sent by Departmental officers in their anxiety not to be short of forms at the last minute.

An equal number, *viz.*, 20,750 of sample *completed* forms were also enclosed in the packets containing Form A so that every employee might read clearly for himself or have explained to him the nature of the details required: copies of the sample forms will be found in Appendix V.

By the 31st January 1931 the copies of Form A and of the sample completed forms had been enclosed in separate covers for each department at each of the 452 stations and Headquarter offices and despatched to Departmental District and Headquarter offices for forwarding. There were 1,042 such packets. For a suggested improved label *vide* APPENDIX IV. The forms were in the hands of employees for about a fortnight before the date of the census, the 16th February 1931.

It was a simple matter to follow up by letter, telephone and finally personal visit-cases in which forms for any department at any station or office did not come back as completed returns.

3. *Instruction of Inspectors and appointment of Enumerators.*—Forms however clear in themselves are never correctly filled in unless a great deal of supervision is available. Men after glancing over a form superficially are apt to think that it presents no difficulties—the difficulties only become apparent later when the time comes to fill it in, and then advice may no longer be at hand. Those individuals are especially indifferent and careless from whom particulars are required for a scheme which does not confer benefits on them immediately.

It was estimated that about 10,000 to 12,000 subordinates might be found eligible and that, in view of the detailed nature of the form, an enumerator for every 20 or 25 employees would afford sufficient supervision. It was decided to appoint separate enumerators (Chief and Sub-) for each of the departments at the 20 largest stations and at the Headquarter offices, and to make the Station Masters at the remaining stations act as Enumerators for all departments at their stations.

It would be necessary to convey detailed instructions to some hundreds of widely-scattered enumerators and the proper agency for this appeared to be the Inspectors of the various departments: their personal instructions could be reinforced by Notifications in the Weekly Gazette.

The general procedure for the Census and the duties of Inspectors and of Chief and Sub-enumerators were published (together with copies of Form A

and of the two sample completed forms) as Notification No. 114 in the E. B. Railway Weekly Gazette No. 3 of 1931, dated the 24th January 1931, a copy of which forms APPENDIX V. An advance copy of this Notification was sent on the 22nd January 1931 by the Deputy Agent Personnel to all District Officers requesting their fullest personal interest and their proposals for Enumerators at the 20 large stations specified. They were also invited to send their Inspectors for instruction at the Koila Ghat Street Offices between the 26th and 31st January 1931.

Between these dates instruction was given to 66 Inspectors (Traffic Travelling Ticket, Loco, Boiler, Works, Statistical, Mechanical Signal, Block Signal, Watch and Ward, Sanitary), subordinates of the Electrical and Medical Departments and Head Clerks. The directions given to them regarding Form A have already been dealt with in paragraph 1 above in the form of comments on the various items of that Form. The general procedure outlined in paragraphs 1 to 8 of Agent's Notification No. 114 was also gone over with them. They were further advised that, particularly in the case of running staff, the forms might be filled in prior to the date of Census, but that the particulars for all men should be revised to represent the position on that date, the object of the synchronous census being to avoid duplicate or deficient returns due to transfers.

Monday the 16th February 1931 was notified (on the 31st January 1931) as the date of Census in Agent's Notification No. 157 A of the E. B. Railway Weekly Gazette No. 4 of 1931 (APPENDIX VI) which contained also lists of inferior servants and labourers regarded as ineligible and the first list of the names of enumerators.

All the enumerators had been appointed by the 7th February 1931 and a complete list was published on that date as Notification No. 204 A of the E. B. Railway Weekly Gazette No. 5 of 1931, a copy of which forms APPENDIX VII. There were in all 784 enumerators. Of these, 432 were the Station Masters at small stations, 344 were chief and sub-enumerators for separate departments at the 20 large stations and headquarter offices (the enumerators in Calcutta numbering 101) and 8 were for railways under construction. The Statistical Officer kindly lent me the services of his two Statistical Inspectors for 10 days. Their special knowledge and assistance were invaluable. Mr. S. S. Dutt was put in charge of the arrangements at Naihati and Kanchrapara and Mr. R. C. Ghosh had the difficult task of seeing that no office or department at Calcutta (and Chitpur) was left without enumerators.

From the 9th to the 13th February 1931 the remaining 17 large stations and 43 smaller stations were visited by myself, Mr. Deva Datta and two of my 3 clerks (*vide* paragraph 3 of Appendix VII) in order (1) to supply copies of Form A in cases where they had not come through from District Headquarters (2) to appoint enumerators where last-moment deficiencies, due to leave etc., were found and (3) in general to give advice and instructions on the lines of the comments in paragraph 9 above.

The work of instruction in their lengths by Inspectors had been very indifferently done. At 45 out of the 60 stations visited by my staff no instruction had been given to enumerators by Inspectors. A camp of exercise attend-

ed by Inspectors at Paksey (which broke up on the 15th February 1931) seems to have been largely responsible.

My small staff could not have visited *all* the stations and offices in a shorter period than 12 weeks, too large an interval for the forms to be kept pending before the Census took place. Over such a period men would not only lose interest in the matter but would in addition mislay a large proportion of the forms.

4. *Receipt of Return A.*—The returns were to be transmitted to me through departmental District Officers so that the latter might check the names of staff with the lists in their offices and, in the case of employees absent on the 16th February 1931, fill in returns with the employee's name, community, scale of pay, date of appointment and any other information available. A week was allowed for this.

The returns were thus due at the Koila Ghat Street offices on the 24th February 1931. On the 27th February only 770 packets out of the 1,042 sent out had been returned. A list of deficiencies by stations and departments was sent out on that date with a D. O. letter to the 21 District Officers concerned, *vide* APPENDIX VIII. The list however comprises deficiencies more apparent than real *e.g.*, three stations are included whose names had been changed and the returns had been sent in under the old names, again many of the returns for the Ghat stations had been sent in under the names of the parent stations, finally in some cases (*e.g.*, 27 stations under District Medical Officer, Lalmanirhat) no personnel were found eligible.

By correspondence these discrepancies were cleared up but, on the 6th March 1931, 185 packets in respect of 157 stations were still outstanding. By the 20th March 1931 the returns (apart from the Accounts) had come in except for 5 cases (returns for 3 stations under District Traffic Superintendent, Kathihar and for 2 stations under District Medical Officer, Lalmanirhat). Clerks were sent to these 5 stations to prepare and bring back returns.

The last returns received were 180 from the Chief Accounts Officer on the 30th March 1931.

5. *The Coding of Return A forms.*—On receipt the 9,762 forms were filed by stations (arranged alphabetically) and serially numbered. At the same time (1) a record was kept of the numbers of Anglo-Indians, Domiciled Europeans, Armenians, Jews, Parsis, Journeymen, Construction Staff and Military Assistant and Sub-assistant Surgeons, (2) the forms for the members of the Anglo-Indian and Domiciled Communities under the Old Rules (597) were withdrawn, stamped *Old Rules* and kept separately: they were coded by my three clerks in view of the difficult entries under items 21 to 31.

The directions for Coding and Code-verification are given fully in APPENDIX IX. It may be added that it was advantageous to leave the figures for fees and assistance in the familiar form of a *monthly* rate. Conversion to the rate *per annum* for coding and punching might give large aggregate figures exceeding the capacity of the counters of the tabulating machine and involving special attention to the counters as the limit of their

range is approached. If the annual rate of fees and assistance is required it is only necessary to remember that on the average fees are paid for 10 months in the year.

Ten temporary Coding clerks were engaged on different dates after two days' instruction in their own time: thereafter each was employed for 26 working days. Each form after coding was independently verified by another clerk. No high rate of coding is possible on a new form especially in view of the estimates to be made under items 24 to 31: the estimates are not difficult but require prolonged attention. At the end it was found that the average output of a coder was 178 forms a day (whether in coding or verifying).

Coding began on the 18th March 1931 and verification was finished on the 31st March. Thereafter the coders were employed in (1) visual verification of punched cards: this was abandoned as open to error (2) obtaining from the forms certain data urgently required or impossible to get from the machine, e.g., Table No. 7 of Chapter V (3) tabulating the results of Return B (*vide* Chapter XI) in the form of APPENDIX XIV.

6. *Punching the Cards*.—A specimen, overprinted, 45-column Hollerith card, as punched, forms APPENDIX X. In the headings will be found the item-numbers of Form A to which the various columns of the card relate. The form of over-printing would be suitable for a similar census on the E. I., G. I. P. and N. W. Railways as it provides for 9,999 station code numbers and 99,999 employees' code numbers.

It was clear that one must be able to correlate data for children and data for their parents, e.g., one might wish to know the total tuition and boarding fees of male High School boarders aged 16 whose parents are Muslims on Scale of pay (2), temporary with 3 or more years' service, and under the New Rules. This is possible only if on *every* card which contains the particulars of a child there are also the particulars regarding his father. Thus—

- (a) if an employee has no children aged 6 to 16, we require only one card for him with his data,
- (b) if an employee has one child aged 6 to 16 we require only one card for him containing data for himself and his child,
- (c) if an employee has three children aged 6 to 16 we require three cards for him—
 - (1) with data for himself and the first child.
 - (2) Do. do. second child.
 - (3) Do. do. third child.

Such a collection of cards will give correct aggregate data for the children but will not give correct aggregate data regarding the employees, since the particulars regarding an employee with children will be duplicated, triplicated, etc., according as he has 2, 3 or more children. One must be able to sort out *one* card only for each employee. For this reason out of all the cards punched in respect of any one particular Return A (which might of course be only one card) the *first* card (i.e., for employee alone or for employee and his first child) had the figure 9 in Column 1 of the card punched. (Column 1 is a 'Station' column but not required for use on the E. B. Railway). By withdrawing the cards where 9 of Column 1 has been punched we get a set of cards in which the data for each employee occur once only.

This method of correlation produced 14,284 cards in respect of 9,762 employees with 8,789 children. The 9,762 copies of Return A and the 14,284 cards have been deposited with the Statistical Officer, Eastern Bengal Railway.

Eight temporary clerks were engaged as punchers for 13 working days. Each punched card was checked by means of a punch-verifying machine. The average output of a puncher was 300 cards per day (punching or punch-verifying). Punching began on the 30th March 1931 and verification was completed on the 21st April.

7. *Sorting and Tabulation.*—These processes occupied one Hollerith Sorter and one Hollerith tabulating machine for 4 days: the detailed instructions are in APPENDIX XI.

Dissection of the machine-printed figures and their re-assembly in three tables (one of which, that for *Permanent* subordinates, forms APPENDIX XII) required 7 days.

It was at this stage, early in May, that the difficulty regarding Item 10 of Form A (*vide* paragraph 1 above) came to light and the revision of APPENDIX XII (and the similar tables for the two classes of temporary subordinates) which became necessary in consequence was a laborious matter.

APPENDIX I.

E. B. Ry. 'Old Rules' for Parental Educational Assistance.

EASTERN BENGAL RAILWAY.

Weekly Gazette No. 3 of 1920, Notification No. 54.

In continuation of Notification No. 1351 of Weekly Gazette No. 47 of 23rd November 1919, the staff are informed that assistance will be afforded in the case of other Hill Schools only when accommodation in the approved Hill School is not available, or under special circumstances. In such cases separate applications must be submitted through District Officers and Heads of Departments to the Agent with full reasons as to the necessity for sending children to other Hill Schools.

2. No assistance will be given for education in European Schools in the plains except in cases where it is shown there is no accommodation available in Hill schools or when there are medical reasons or exceptional circumstances preventing the applicant from sending a child to the Hills. In these cases applications for assistance with full particulars must be submitted through District Officers and Heads of Departments to the Agent. Assistance will be given in very special cases and only when children are sent as Boarders away from the stations at which their parents are employed.

3. For purposes of this Rule, the staff at Chitpore, Narculdanga and Sealdah will be considered as being employed in Calcutta.

4. Employees who wish to send their children to the Schools listed in Notification No. 1351 above referred to may do so without any further sanction from the Agent. They must, however, advise the Chief Auditor through their District Officers at the beginning of each year of the names and relationship of such children. The Chief Auditor will prepare bills in accordance with paragraph 6 of Notification No. 1351 of Weekly Gazette, No. 47 of 23rd November 1919.

5. In the case of other Schools, application for sanction must be made to the Agent through District Officers and Heads of Departments annually at the beginning of each year.

6. An advance of one month's pay recoverable in ten equal monthly instalments will also be made by the Chief Auditor at the beginning of each year towards the purchasing of outfit for children attending the Schools listed in Notification No. 1351. Application for the advance should be made to the Chief Auditor through the Head of the Department or the District Officer concerned who will forward the same to the Chief Auditor duly accompanied by a Pay Order for the amount equivalent to a month's pay of the applicant.

In the case of other Schools application must be made to the Agent through the District Officers and Heads of Departments.

CALCUTTA ;

J. H. WHITE, *Agent,*

The 13th January 1920.

Eastern Bengal Railway.

WEEKLY GAZETTE No. 47 OF 1919, NOTIFICATION No. 1351.

Improved Assistance for Education at Hill Schools.

In supersession of Notification No. 372 of Weekly Gazette No. 16 of 1918 it is hereby notified that, for the future, the Hill Schools mentioned in the following lists will be recognised for the purpose of assisted education:—

	<i>Darjeeling.</i>			
St. Paul's	Protestant	Boys.	..	..
St. Michael's School	Do. .. .. .	..	..	Girls.
St. Joseph's North Point	Roman Catholic	Boys.	..	..
Loretto Convent	Do. .. .. .	..	..	Girls.
	<i>Kurseong.</i>			
Victoria High School	Protestant	Boys.	..	..
Dow Hill	Do. .. .. .	..	..	Girls.
Goethal's Memorial	Roman Catholic	Boys.	..	..
St. Helen's Convent	Do. .. .. .	..	..	Girls.
	<i>Shillong.</i>			
Pine Mount	Protestant .. .. .	..	..	Girls.
St. Edmund's	Roman Catholic	Boys.	..	..
Loretto Convent	Do. .. .. .	..	..	Girls.
	<i>Haflong, Assam.</i>			
St. Agnes' Convent	Roman Catholic .. .. .	..	..	Girls.

1. The Agent will be prepared to consider individual cases of other Hill Schools on a representation being made by the parents, together with full details.

2. The fees at Hill Schools vary from about Rs. 30 to Rs. 60 per month, and the share of fees to be borne by parents is required to vary accordingly, being less for the cheaper schools and more for the more expensive schools.

3. The following items are assistable:—

- Board and tuition.
- Use of books—stationery.
- Games—Library—use of Gymnasium.
- Medical attendance and medicines.
- Washing.

All other items, such as repairs to boots and clothes and special subjects like dancing and music, are not assistable, and the fees for these must be borne entirely by the parents.

4. The parents' share of the fees for assistable items shall be the actual fees subject to the following limits:—

BOARD AND TUITION FEES.

	Class A.	Class B.	Class C.
	Rs. 39 and below.	Rs. 40 to Rs. 49.	Rs. 50 and over.
One child	7½ % of salary ..	7½ % + Rs. 5 ..	7½ per cent. + Rs. 10.
Two children	12½ % of salary ..	12½ % + Rs. 9 ..	12½ % + Rs. 18.
Three children or more ..	15 % of salary ..	15 % + Rs. 12 ..	15 % + Rs. 24.

NOTE 1.—The pay of the employee for purposes of assessing the parents' share of school fees will be calculated on actual emoluments and it will therefore include—

- (1) Average mileage allowance subject to a maximum of 75 per cent. of pay.
- (2) Overtime allowance.

In the case of running staff only average overtime allowance to be taken subject to a maximum of 75 per cent. of pay.

- (3) Officiating pay.
- (4) Special pay under Fundamental Rules 9 (25) and 49.
- (5) Personal pay.

2. The fees referred to in the above rule are monthly fees and the percentage of salary is calculated on monthly salary. In the event of fees being submitted for broken periods of a month, the percentage of monthly salary given above shall be reduced by one-half in cases where the broken period of a month does not exceed 15 days.

Schools will be strictly classified in accordance with the scales of board and tuition fees as laid down in the table given in this paragraph. This rule takes effect from 1st August 1925.

5. In the case of parents having children at several Hill Schools :—

- (i) The percentage of salary will be based solely on the total number of children at school and will be independent of the number of schools attended.
- (ii) The amount of surcharge will depend on the number of children at each class of school, independent of the number of schools attended, the more expensive schools being taken first. The following examples will make this clear :—

(a) One boy and one girl at separate B class schools Total surcharge Rs. 9.

(b) One boy at C class and one girl at B class schools Surcharge for first is Rs. 10 and for second is Rs. 4 (Rs. 9 minus Rs. 5).
Total Rs. 14.

(c) Two boys at C class and two girls at B class schools Surcharge for two boys is Rs. 18 and for two girls is Rs. 3 (Rs. 12 minus Rs. 9).
Total Rs. 21.

6. As has been the procedure formerly, bills in full will be prepared by the school authorities and will be submitted to the Chief Auditor, who will pay them and will make the necessary recoveries from the salaries of the parents. The parents should advise the school authorities concerned to submit the bills accordingly.

7. These revised rules take effect from 1st January 1920. The scheme is only applicable to subordinates.

CALCUTTA ;

E. S. CHRISTIE,

The 22nd November 1919.

for Agent, Eastern Bengal Railway.

NOTES.—(a) Assistance is given in respect of step-children on production of a certificate from the step-father that such step children reside with and are wholly dependent upon him.

(b) Subordinates while officiating in Superior grades may continue to receive the same educational assistance for children at Hill Schools and elsewhere admissible to them on their substantive appointment in accordance with Railway Board's letter No. 867-E./L, dated the 14th June 1918.

(c) Subordinates permanently promoted to Superior Establishment cannot continue to receive educational assistance, vide Railway Board's letter No. 1143-E./19, dated the 6th August 1919.

(d) This concession is not admissible to Medical Subordinates who are lent to the Railway from time to time and are on the permanent list of the Government of Bengal.

(e) Educational assistance is not given in the case of children of deceased, retired and discharged railway employees in accordance with Railway Board's letter No. 308-E./20, dated the 22nd December 1922.

(f) It is the intention that this assistance to parents should cease when the child reaches the age of 18 or has passed the Senior Cambridge Examination or the highest standard in a High English School.

(g) In special cases educational assistance is given when children are sent to certain schools even when such are not amongst those listed.

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

RULES

**Governing the grant of assistance from Rail-
way funds to employees of**

STATE-MANAGED RAILWAYS

towards the

Education of their Children.



SIMLA
GOVERNMENT OF INDIA PRESS
1930

GOVERNMENT OF INDIA.
RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

No. 4233-E.

Dated Simla, the 25th September 1930.

To

THE AGENTS,
NORTH WESTERN RAILWAY,
EAST INDIAN RAILWAY,
GREAT INDIAN PENINSULA RAILWAY,
EASTERN BENGAL RAILWAY, AND
BURMA RAILWAYS.

*Assistance to Railway employees from Railway funds towards the education
of their children.*

DEAR SIR,

• • • • •

3. With regard to the assistance to be given to railway employees towards the cost of the board and tuition fees of their children attending schools, the Government of India, in consultation with the Central Advisory Council for Railways, have decided that, pending the issue of their final policy, which will be decided after receipt and consideration of the report of the special officer referred to in paragraph 1 above, assistance shall be given immediately to all employees of State-managed Railways in accordance with the Rules a copy of which forms an Annexure to this letter. Attention is invited, in this connection, to the provision in the Rules whereby employees in service before the 1st February 1929 are allowed to exercise the option of receiving assistance on the terms and conditions and on the scale previously applicable to them, or of accepting the new rules, the option once exercised being final.

Yours faithfully,

J. F. BLACKWOOD,

Secretary, Railway Board.

D. A.—Annexure.

ANNEXURE.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Rules governing the grant of assistance from Railway funds to employees of State-managed Railways towards the education of their children.

1. These rules are applicable to all subordinate employees of State-managed Railways except those in inferior service.

2. Staff now in service and who joined service on State-managed Railways before the 1st February 1929 shall be allowed the option of coming under the operation of these rules, or of receiving assistance on the scales, terms and conditions to which they were eligible prior to the introduction of these rules. The option, which must be exercised before the 1st January 1931, will, when once exercised, be treated as final.

NOTE.—Staff on leave or on deputation elsewhere than on State-managed Railways at the time of issue of these rules will be permitted to exercise their option within three months of their return to duty after such leave or deputation.

3. Assistance will be limited to those cases where an employee is compelled to send his child or children to a boarding school away from the station at which he is posted, owing to the absence of a school or schools of the requisite standard at the station at which he is posted.

NOTE 1.—An Indian school shall be held to be a school not of the “requisite standard” for European and Anglo-Indian children, and *vice versa*. Similarly, if a child is prevented by the tenets of his religious persuasion from attending a school run by a body of another persuasion, such school shall be held to be a school not of the “requisite standard” within the meaning of these rules.

NOTE 2.—If an employee is transferred from a station where there is no school of the “requisite standard” to a station where there is such a school, and was in receipt of assistance at the former station in respect of any child or children, he shall remain eligible to such assistance until the close of the scholastic year of the school in which his child or children were boarders at the time of his transfer, provided they continue for that period as boarders in that school.

NOTE 3.—If a child of a railway employee is denied admission to a school of the “requisite standard” at the station at which its parent is posted, because of there being no vacancy, or for any other reason, and the child is, therefore, compelled to attend a boarding school away from its parent’s headquarters, the parent shall be entitled to assistance as if there were no school of the “requisite standard” at his station.

4. In addition to the limitation imposed under Rule 3, assistance will be limited to education for the period covered by the primary and middle

standards, that is, up to and including the Middle School or Junior Cambridge classes.

5. Assistance will be admissible on the following scale :—

<i>(a) Pay of employee.</i>	<i>Limit of assistance.</i>
Not exceeding Rs. 100 per mensem.	Half the fees for board and tuition.
Rs. 101 to Rs. 200 per mensem.	One-third of the fees for board and tuition.
Rs. 201 to Rs. 300 per mensem.	One-fourth of the fees for board and tuition.

(b) The assistance will be subject, in all cases, to an over-riding maximum of Rs. 15 per mensem per child, and to a maximum of Rs. 40 per mensem to any employee at any one time.

(c) Pay for this purpose will be substantive pay and will include allowances to the extent to which these are taken into account for Provident Fund Contributions.

(d) Assistance will be admissible to an employee whose child or children attend an Indian primary school, away from his station, if, owing to the absence of boarding arrangements at such school, he is compelled to board them at an institution unconnected with the school, or even with a private family. For the purpose of assessing the assistance admissible in such cases, the boarding charges shall be assumed to be the average of those obtaining in middle or secondary Indian schools in the same locality or district.

(e) If an employee receives promotion which results in his passing from one category of assistance to another, the assistance admissible to him in the new category shall be regulated so that the total of his emoluments *plus* assistance shall not be less than the total of his emoluments *plus* assistance before promotion. Similarly if the promotion results in his passing into the non-entitled category he shall continue to receive assistance, provided other conditions remain unaltered, until his emoluments exceed the total of his emoluments *plus* assistance prior to his entry into the non-entitled category, and the amount of assistance will be limited to the difference between the said total in the entitled category, and his emoluments for the time being in the non-entitled category.

Example 1.—An employee on Rs. 198 per mensem has 2 children in school, the board and tuition charges for each of whom amount to Rs. 30 per mensem. He is entitled to assistance (at $\frac{1}{3}$ of the fees) amounting to Rs. 20 per mensem. He is promoted to Rs. 202 per mensem and would ordinarily be entitled (at $\frac{1}{3}$ of the fees) to Rs. 15 per mensem. As however he was previously in receipt of Rs. $(198 + 20 =) 218$ per mensem he is entitled to Rs. $(218 - 202 =) 16$ per mensem.

Example 2.—An employee on Rs. 295 per mensem has 3 children in respect of whom he receives assistance (at $\frac{1}{3}$ of the fees) amounting to Rs. 27 per mensem. He is promoted to Rs. 310 per mensem. He will continue to be

eligible for assistance, in respect of those 3 children only, till his emoluments exceed Rs. (295 + 27 =) 322 per mensem, and to the extent of the difference between Rs. 322 and his emoluments for the time being.

6. These Rules are provisional and are liable to revision in the near future when certain questions connected with the policy governing the grant from Railway revenues of assistance to Railway employees for the education of their children, which are now under consideration, have been definitely decided by the Government of India. Employees receiving assistance under these rules will automatically come under the operation of the rules as revised, irrespective of whether the revised rules provide for assistance on a more liberal or on a more restricted scale.

7. All cases involving interpretation of any of these rules, where such interpretation is in doubt, shall be submitted for the orders of the Railway Board.

J. F. BLACKWOOD,

Secretary, Railway Board.

SIMLA,

Dated 25th September 1930.

APPENDIX III.

EASTERN BENGAL RAILWAY.

Return A.—Assistance to parents for the education of their children.—To be filled in by Eastern Bengal Railway Subordinate employees only (excluding those in inferior Service).—This is a return mainly of particulars relating to the children of school age [6 to 16 completed years inclusive.]

All columns should be filled in, as far as possible, even if *e.g.*, the employee has no children of school age, or is ineligible for assistance under the New Rules of September 1930 on account of his pay being over Rs. 300 per mensem, or has decided to remain under the previous rules.

Before filling in the return, examine the two *sample* Completed Forms attached, and read the following explanatory notes on the various items :—

Item 3.—The entry should be, *e.g.*, Hindu, Muslim, Indian Christian, Anglo-Indian, etc.

Item 4.—Put the number (1) or (2) or (3), etc., according as the employee's pay falls within one of the following scales :—

- | | |
|-----------------------|-------------------|
| (1) not over Rs. 100. | (7) Rs. 451—500. |
| (2) Rs. 101—200. | (8) Rs. 501—550. |
| (3) Rs. 201—300. | (9) Rs. 551—600. |
| (4) Rs. 301—350. | (10) Rs. 601—650. |
| (5) Rs. 351—400. | (11) Rs. 651—700. |
| (6) Rs. 401—450. | (12) Rs. 701—750. |

Pay for the purpose means the following emoluments :—

- (i) Substantive pay : or, if officiating, Officiating pay *plus* such allowances as are taken into account for Provident Fund purposes.
- (ii) Special pay.
- (iii) Personal pay.
- (iv) In the case of running and train staff, 75 per cent. of pay should be added as mileage or overtime allowance.
- (v) In the case of daily rated, monthly paid staff, a sum equivalent to 26 days' wages.

Subordinate employees for the purpose include daily rated but monthly paid staff whose wages for 26 days amount to not less than Rs. 30 per mensem, provided that they are not classed as inferior servants, and as such ineligible for the State Railway Provident Fund benefits.

Item 6 (a).—Here Indian Employees should write 'New Rules.'

Items 17, 18 and 19.—Should contain in all only one × in any vertical line.

Item 20.—If it has been necessary to send a child away from the station to board at a distant school, enter against Item 20 one of the following numbers to indicate the reason :—

- (1) Primary School for Indians not available at station.
- (2) Middle School for Indians not available at station.
- (3) High School for Indians not available at station.
- (4) Primary School for Anglo-Indians not available at station.
- (5) Middle School for Anglo-Indians not available at station.
- (6) High School for Anglo-Indians not available at station.
- (7) School of employees' religious denomination not available at station.
- (8) Suitable School available at station but admission has been refused on grounds of lack of vacancy.

(9) Suitable School available at station but admission has been refused for some other reason. State the reason briefly here :—

Item 21.—Must not include the cost of private tuition outside class work.

Item 22.—For Anglo-Indians only—other assistable items should include charges only for books, stationery, library, games, medical assistance and washing, but not for dancing, music, repairs to boots or clothing, breakages, pocket money, or similar extras. Under the *New Rules* other assistable items are not admissible.

Items 23 to 31.—are for office use later. Do not fill them in.

(Sd.) W. E. SMITH,

Officer on Special Duty,

Railway Board.

January 1931.

This Form should be filled in only under the proper supervision of a Station Master, Inspector, or Foreman.

Form filled in on the following date :—

		ITEM		
Name of Station ..	1	.....	
Name of employee ..	2	.....	
Community	3	.....	
Scale of pay, i.e., (1) or (2) or (3), etc.	4	.....	
Nature of Service ..	5	Permanent.	Temporary with 3 or more years' continuous service.	Temporary with less than 3 years' continuous service.
} Put a x in one of these spaces.				
(a) If last date of entry into service was prior to 1st February 1929, write here 'Old Rules' or 'New Rules' according as you wish to remain under the 'Old Rules' or to come under the 'New Rules' of September 1930.	6	(a)		
Those now in receipt of parental assistance under previous rules should study carefully the New Rules published in WEEKLY GAZETTE No. 46, before making their choice.				
(b) If last date of entry into service was 1st February 1929 or later, the employee has no choice, so write here 'New Rules.'		(b)		

Particulars of Children aged 6 to 16 inclusive.

		Item.	Child No. 1.	Child No. 2.	Child No. 3.	Child No. 4.	Child No. 5.	Child No. 6.	Child No. 7.	Child No. 8.
Sex of Children aged 6 to 16. Put M for Male or F for Female against each.		7	.....	.....	.....	.....	.....	.....	.....	.....
Age last birthday of Children aged 6 to 16.		8	.....	.....	.....	.....	.....	.....	.....	.....
Children aged 6 to 16—if at School put a X.		9	.....	.....	.....	.....	.....	.....	.....	.....
Children between 6 to 16 not yet at School but whom father intends to send to School at once (whether to a School at station or away from station.)		10	.....	.....	.....	.....	.....	.....	.....	.....
Class of School attended [or to be attended in case of children entered in Column 10].	For Indians.	Primary	11	.....	.....	.....	.....	.....	.....	.....
		Middle	12	.....	.....	.....	.....	.....	.....	.....
		High ..	13	.....	.....	.....	.....	.....	.....	.....
	For Anglo-Indians, etc.	Primary	14	.....	.....	.....	.....	.....	.....	.....
		Middle	15	.....	.....	.....	.....	.....	.....	.....
		High ..	16	.....	.....	.....	.....	.....	.....	.....
Day Scholar at School in the neighbourhood of Station.		17	.....	.....	.....	.....	.....	.....	.....	.....
If child is now at School away from station, or is to be sent at once to School away from station (see item 10).	Whether as School boarder.	18	.....	.....	.....	.....	.....	.....	.....	.....
	Or living with relations or friends.	19	.....	.....	.....	.....	.....	.....	.....	.....
Reason for attending school away from station, see note on opposite page.		20	.....	.....	.....	.....	.....	.....	.....	.....
Average monthly fees now paid [or to be paid in the case of Item 10] for	Tuition and board, or tuition only in the case of day scholars, item 17.	21	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
	Other assistable items.	22	.....	.....	.....	.....	.....	.....	.....	.....
Actual average monthly assistance from Railway under Old Rules for	Tuition and board and Other assistable items.	23	Rs. a.	.....	.....	.....	.....	.....	.....	.....
Calculated average assistance from Railway under New Rules for Tuition and Board only, with O. M. of Rs. 40 per employee.	Primary plus Middle.	Scale.	O. M.	15	24	Rs.	.....	.....	.....	.....
		D1	20	25	.....	.....	.....	.....
			D2	15	26	.....	.....	.....	.....
		20		27	.....	.....	.....	.....	.....
			Primary plus High.	D1	15	28	.....	.....	.....	.....
		20			29	.....	.....	.....	.....	.....
	D2			15	30	.....	.....	.....	.....	.....
		20		31	.....	.....	.....	.....	.....	.....

Here put a X in the proper column.

Do not make any entry here.

APPENDIX IV.

PACKETS OF FORM A-LABEL 4" x 9", FOR DESPATCH AND RETURN.

Educational Census to be taken on day, , see Agent's Notification No. in Weekly Gazette No. , dated

This bundle contains.....blank copies of Form A and the same number of Specimen completed Returns, i.e., sufficient for all Subordinate Employees (excluding those in inferior service).

at.....Station, (.....Department) in.....District, inclusive of 10% extra copies.

Officer on Special Duty, Railway Board.

This bundle despatched to Mr.....on..... contains.....completed Returns A for subordinate Employees (not in inferior service) including.....men absent on the day of Census

at.....Station (.....Department) in.....District, and I, the enumerator for the above Department at the above station, certify that the Returns are complete in all respects and are for the full number of staff concerned.

Signature of enumerator.....

Designation of enumerator.....

APPENDIX V.
No. 3 of 1931.
EASTERN BENGAL RAILWAY.
WEEKLY GAZETTE.

The 24th January 1931.

AGENTS' NOTIFICATIONS.

(CASE No. 225/E/0.)

Census of Subordinates eligible for Parental Assistance under the New Rules.

1. With reference to the New Rules issued by the Railway Board and published in the Eastern Bengal Railway WEEKLY GAZETTE No. 46 of 21st November 1930 regarding the grant of parental assistance to the Subordinates of the State Railways for the education of their children, it is notified for general information that a Census of all Subordinates eligible for such help on this Railway will be taken on a date to be notified later. The Return, which will be in the form given below, will be distributed by District Officers to each eligible member of their staff and must be filled in by the latter under the direction of enumerators to be told off for the purpose. No. 114.

2. Except at the places mentioned in the margin, Station Masters will act as the enumerators. They will see that the forms are filled in completely and correctly and returned promptly to the Departmental District Officers for transmission to the Special Duty Officer, Mr. Smith, at 3, Koilaghat Street.
- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Amnura Jn. 2. Budge-Budge. 3. Bonarpara. 4. Calcutta and Chitpur. 5. Daoca. 6. Fulchhari. 7. Ishurdi. 8. Kanohrapara. 9. Krishnapur. 10. Khulna. | <ol style="list-style-type: none"> 11. Katihar. 12. Lalmanirhat. 13. Lalgola Ghat. 14. Mymensingh Jn. 15. Naihati. 16. Parbatipur. 17. Paksey. 18. Saidpur. 19. Santahar. 20. Tangla. |
|--|---|

3. The Traffic Inspectors, Loco. and Boiler Inspectors, O.S.I's., and T. T. I's. will be given instructions in this office regarding the filling up of the form. They will visit the stations on their lengths and see that the enumerators understand the forms before the actual census takes place.

4. For the stations mentioned in the margin, there will be Chief Enumerators with Sub-enumerators, the latter will do the actual work, while the former will co-ordinate and supervise generally. Their appointment will be notified later.

5. The Special Duty Officer from the Railway Board with his staff will also tour all important centres of this Railway for the purpose of explaining how the returns are to be filled in.

6. Two sample returns duly filled in are attached for reference and guidance. The explanatory Notes appended to the return should be carefully read before the return itself is filled in. It is particularly requested that the employees devote care and attention to the filling in of the form so that full and accurate information may be obtained.

7. After completion, all returns should be sent back to the Special Officer by the enumerators through the different departmental District Officers, e.g., a return for a Locomotive Department employee at a small station will be made out by the Station Master and submitted through the District Locomotive Superintendent to the Special Officer. The District Officers will check the names of the staff with the lists in their offices to ascertain that no employee has been left out. If due to his absence a form for an employee is not returned by an enumerator, the District Officer will fill in a form for him giving name, rate of pay, date of appointment, community and any other information available.

8. Returns will be serially numbered at the station and the station stamp affixed. A certificate stating that the Returns are complete in all respects and are for the full number of staff concerned at the station will be furnished by the enumerator under his signature in ink. All returns should be clearly and legibly written in ink and there should be no erasures or overwriting.

Return A.—Note. Already printed as Appendix III.

SAMPLE FORM.

In order to make the following Sample Form clearer it may be explained that the employee is now drawing Rs. 360 in the Railway Scale Rs. 300—20—500. So that his pay falls within Scale (5) of this **RRRUM A** (viz., Rs. 351—400).

He is in permanent service and as indicated in the note to item 6 (a), he comes under the New Rules (of September 1930).

He has eight children between the ages of 6 to 16 inclusive :—

- (a) The eldest, a girl aged 16, and the two youngest, a girl aged 8 and a boy aged 6, are not at school nor does the father intend to send them to school.
- (b) The second child, a boy aged 15, is a high school boarder at a school for Indians away from the employee's station, there being no high school for Indians at this station. The boy's average monthly fees for tuition and board amount to Rs. 20.
- (c) The third and fourth children, boys aged 13 and 12, attend a middle school for Indians as day scholars. The monthly tuition fees of each average Rs. 2.
- (d) The fifth child, a girl aged 11, and the sixth child, a boy aged 9, are not yet at school but the father intends to send them at once as day scholars to a primary school for Indians, where their average monthly fees for tuition will be Rs. 12 and Rs. 1-4 respectively.

This form should be filled in only under the proper supervision of a Station Master, Inspector or Foreman.

Form filled in on the following date :—

Name of Station	1	PARBATIPUR	Serial No. at Station :—
Name of employee	2	S. Nath Gangoli	
Community	3	Hindu	
Scale of pay, i.e., (1) or (2) or (3), ... etc.	4	(5)	
Nature of Service	5	Permanent.	} Put a x in one of these spaces.
		x	
(a) If last date of entry into service was prior to 1st February 1929, write here 'Old Rules' or 'New Rules' according as you wish to remain under the 'Old Rules' or to come under the "New Rules" of September 1930. Those now in receipt of parental assistance under previous rules should study carefully the New Rules published in WEEKLY GAZETTE No. 46, before making their choice.	6	(a) New Rules.	
		(b) If last date of entry into service was 1st February 1929 or later, the employee has no choice, so write here 'New Rules.'	(b)

Particulars of Children aged 6 to 16 inclusive.

			Item.	Child No. 1.	Child No. 2.	Child No. 3.	Child No. 4.	Child No. 5.	Child No. 6.	Child No. 7.	Child No. 8.
Sex of Children aged 6 to 16. Put M for Male or F for Female against each.			7	F	M	M	M	F	M	F	M
Age last birthday of Children aged 6 to 16.			8	16	15	13	12	11	9	8	6
Children aged 6 to 16—if at School put a ×.			9	.....	×	×	×	.....	.....	.....	.....
Children between 6 to 16 not yet at School but whom father intends to send to School at once (whether to a School at station or away from station.)			10	.....	.....	.....	.....	×	×	.....	.....
Class of School attended [or to be attended in case of children entered in Column 10].	For Indians	Primary	11	.....	.....	.....	.....	×	×	.....	.....
		Middle	12	.....	.....	×	×	.....	.....	.....	.....
		High ..	13	.....	×	.....	.....	.....	.....	.....	.....
	For Anglo-Indians, etc.	Primary	14	.....	.....	.....	.....	.....	.....	.....	.....
		Middle	15	.....	.....	.....	.....	.....	.....	.....	.....
		High ..	16	.....	.....	.....	.....	.....	.....	.....	.....
Day Scholar at a School in the neighbourhood of Station.		17	.....	.....	×	×	×	×	.....	.....
If child is now at School away from station, or is to be sent at once to School away from station (see item 10).	Whether as School boarder.	18	.....	×	.....	.....	.....	.....	.....	.....	.....
	Or living with relations or friends.	19	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reason for attending school away from station, see note on opposite page.		20	.....	3	.....	.....	.....	.....	.....	.....	.....
Average monthly fees now paid [or to be paid, in the case of Item 10] for	Tuition and board, or tuition only in the case of day scholars, item 17.	21	Rs. a.	Rs. a. 20 0	Rs. a. 2 0	Rs. a. 2 0	Rs. a. 0 12	Rs. a. 1 4	Rs. a.	Rs. a.	Rs. a.
	Other assistable items.	22	.....	.....	.....	.....	.....	.....	.....	.....	.....
Actual average monthly assistance from Railway under Old Rules for	Tuition and board and other assistable items.	23	.....	.....	.....	.....	.....	.....	.....	.....	.....
Calculated average assistance from Railway under New Rules for Tuition and Board only, with O. M. of Rs. 40 per employee.	Primary plus Middle.	Scale.	O.M.	24	.....	.....	.....	.....	.....	.....	.....
			D1	20	25	.....	.....	.....	.....	.....	.....
		D2	15	26	.....	.....	.....	.....	.....	.....	.....
			20	27	.....	.....	.....	.....	.....	.....	.....
	Primary plus Middle plus High.	D1	15	28	.....	.....	.....	.....	.....	.....	.....
			20	29	.....	.....	.....	.....	.....	.....	.....
		D2	15	30	.....	.....	.....	.....	.....	.....	.....
			20	31	.....	.....	.....	.....	.....	.....	.....

Here put a × in the proper column.

Do not make any entry here.

SAMPLE FORM.

In order to make the following Sample Form clearer it may be explained that the employee is an A class guard in the Railway Scale Ra. 40-5-100, now drawing Ra. 50 per month : 75% added to this as mileage allowance makes his total pay Ra. 87½. His pay thus falls within Scale (1) of this RETURN A (viz., not over Ra. 100).

His service is temporary with 3 or more years' continuous service and, as indicated in the note to Item 6 (a), he comes under the New Rules (of September 1930).

He has seven children between the ages of 6 to 16 inclusive :—

- (a) The eldest, a boy aged 16, is a high school boarder at a school for Indians away from the employee's station, there being no high school for Indians at this station. The boy's average monthly fees for tuition and board amount to Ra. 28.
- (b) The second child, a boy aged 13, is a middle school boarder at a school for Indians away from the employee's station, there being no middle school for Muslims at this station. The boy's average monthly fees for tuition and board amount to Ra. 20.
- (c) The third child, a boy aged 12, attends a primary school for Indians as a day scholar, his tuition fees averaging Ra. 1-8-0 per month.
- (d) The fourth child, a girl aged 10, and the fifth child, a boy aged 8, are not yet at school, but are to be sent at once to a primary school(s) for Indians as day scholars in the neighbourhood of the station : the tuition fees of each will average Ra. 1-4-0 per month.
- (e) The sixth child, a girl aged 7, and the seventh child, a boy aged 6, are not yet at school, nor does the father intend to send them to school at present.

This form should be filled in only under the proper supervision of a Station Master, Inspector or Foreman.

Form filled in on the following date :—

Name of Station	1	RANGPUR	Serial No. at Station :—
Name of employee	2	Muhd. Iqbal	
Community	3	Muslim	
Scale of pay, i.e., (1) or (2) or (3), ....etc.	4	(1)	
Nature of Service	5	Permanent.	} Put a x in one of these spaces.
		Temporary with 3 or more years' continuous service.	
		x	
(a) If last date of entry into service was prior to 1st February 1929, write here 'Old Rules' or 'New Rules' according as you wish to remain under the 'Old Rules' or to come under the "New Rules" of September 1930. Those now in receipt of parental assistance under previous rules should study carefully the New Rules published in WEEKLY GAZETTE No. 46, before making their choice.	6	(a) New Rules	
		(b)	
(b) If last date of entry into service was 1st February 1929 or later, the employee has no choice, so write here 'New Rules.'	..	(b)	

Particulars of Children aged 6 to 16 inclusive.

			Item.	Child No. 1.	Child No. 2.	Child No. 3.	Child No. 4.	Child No. 5.	Child No. 6.	Child No. 7.	Child No. 8.
Sex of Children aged 6 to 16. Put M for Male or F for Female against each.			7	M.	M.	M.	F.	M.	F.	M.	..
Age last birthday of Children aged 6 to 16.			8	16	13	12	10	8	7	6	..
Children aged 6 to 16—if at School put a X..			9	X	X	X	..	..	..	..	..
Children between 6 to 16 not yet at School but whom father intends to send to School at once (whether to a School at station or away from station.)			10	..	..	..	X	X	..	..	..
Class of School attended [or to be attended in case of children entered in Column 10].	For Indians.	Primary	11	..	..	X	X	X	..	..	..
		Middle	12	..	X	..	..	..	..	..	..
		High ..	13	X	..	..	..	..	..	..	..
	For Anglo-Indians, etc.	Primary	14	..	..	..	..	..	..	..	..
		Middle	15	..	..	..	..	..	..	..	..
		High ..	16	..	..	..	..	..	..	..	..
Day Scholar at a School in the neighbourhood of Station.			17	..	..	X	X	X	..	..	..
If child is now at School away from station, or is to be sent at once to School away from station (see item 10).	Whether as School boarder.		18	X	X	..	..	..	..	..	..
	Or living with relations or friends.		19	..	..	..	..	..	..	..	..
Reason for attending school away from station, see note on opposite page.			20	3	7	..	..	..	..	..	..
Average monthly fees now paid [or to be paid, in the case of Item 10] for	Tuition and board, or tuition only in the case of day scholars, item 17.		21	Rs. a. 28 0	Rs. a. 20 0	Rs. a. 1 8	Rs. a. 1 4	Rs. a. 1 4	Rs. a. ..	Rs. a. ..	Rs. a. ..
	Other assistable items.		22	.....	.....	.....	.....	.....	.....	.....	.....
Actual average monthly assistance from Railway under Old Rules for	Tuition and board and other assistable items.		23	Rs. a.							
Calculated average assistance from Railway under New Rules for Tuition and Board only, with O. M. of Rs. 40 per employee.	Primary plus Middle plus High.	Scale.	O.M.	24	Rs. a.						
				D ₁	15	24					
		D ₂	20	25							
			15	26							
		D ₁	20	27							
			15	28							
	D ₂	20	29								
		15	30								
			20	31							

Here put a X in the proper column.

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APPENDIX VI.
No. 4 of 1931.
EASTERN BENGAL RAILWAY.
WEEKLY GAZETTE.

The 31st January 1931.

AGENTS' NOTIFICATION.

(Case No. 225/E/0.)

Census of Subordinates Eligible for parental assistance under the New Rules.

57 A.

1. *Date of Census*—Monday, 16th February 1931.—In continuation of Agent's Notification No. 114, published in the Eastern Bengal Railway WEEKLY GAZETTE No. 3 of 24th January 1931, it is notified that the blank forms of Return A, necessary for each station (together with sample Completed Forms) have now been despatched to Departmental District Officers. If the latter for any reason require further copies—they should wire for them to Mr. Erlam Smith at No. 3, Koilaghat Street.

The Forms are to be filled in under the direction of Enumerators on Monday, 16th February 1931.

2. *Enumerators*.—The following Chief and Sub-enumerators, selected by Departmental District Officers are appointed for duty at the 20 stations named below. At other stations Station Masters will act as the Enumerators for eligible men of all departments working at the station.

Those Traffic Inspectors, Loco. and Boiler Inspectors, O. S. I.'s and T. T. I.'s who have received instructions at the Headquarters Office at Koilaghat will visit the stations on their lengths and see that the enumerators understand the forms before the actual census takes place:—

[Here follows the preliminary list of names.]

3. The Special Duty Officer, Mr. Erlam Smith and his staff will individually tour the above 20 stations between the 9th and 13th February, inclusive, to see that any deficiencies then found in the appointment of Chief Enumerators are made good and to give further advice which enumerators may need in connection with the return:—

(i) The Special Duty Officer will visit Bonarpara, Fulchhari, Mymensingh and Dacca.

(ii) Mr. Deva Datta will visit Paksey, Ishurdi, Santahar and Saidpur.

(iii) Mr. Pershad will visit Parbatipur, Lalmanirhat and Tangla.

(iv) Mr. Inderjit will visit Krishnapur, Lalgola Ghat, Amnura Junction and Katihar.

(v) Mr. R. C. Ghosh of the Statistical Office will exercise supervision for Caloutta Chitpur and Budge-Budge.

(vi) Mr. S. S. Dutt of the Statistical Office will visit Naihati and Kanchrapara.

4. With reference to the exclusion of employees in inferior service from the benefits of the New Rules, *no return should be made.*

(a) by staff classified as inferior in the list accompanying Agent's Circular letter

to Departmental District Officers No. $\frac{313 E/O}{E. IV}$, dated 16th January 1931.

(b) by labour staff except Chargemen.

For ease of reference the lists (a) and (b) referred to above are reprinted below:—

List of Staff treated as inferior for the purpose of the revised leave rules.

Recruiting Jemadars.

Jemadars, Watch and Ward.

Switchmen.

Shedmen.

Line Jemadars.

Motor Lorry Drivers.

Shunting Porters.

Batterymen.

Pointsmen.

Flagmen.

Signalmen.
 Gatemen.
 Lampmen.
 Sweepers (Male and Female).
 Porters.
 Watermen.
 Crane Tindals.
 Crane Firemen.
 Trollymen.
 Waiting Room Bearers.
 Rest-House Bearers.
 Saloon Bearers.
 Female Attendants.
 Road Van Porters.
 Running Room & Hospital Cooks.
 Running Room Servants.
 Call Boys.
 Watchmen.
 Chowkidars.
 Station Khalasies.
 Office Peons.
 Repacking Porters.
 Office Jemadars.
 Duftries.
 Bhisties.
 Farashes.
 Record Suppliers or Finders.
 Crane Drivers.
 Motor Trolly Drivers.
 Brakesmen.
 Search Light Attendants.
 Ferro Printers.
 Pressmen.
 Ashpitmen or Cinder pickers.
 Keymen.
 Caulkers.
 Strikers.
 Workshop Coolies.
 Lettermen.
 Seacunnies.

Mates.
 Petrolmen.
 Gauge Readers.
 Podders.
 Cash Sircars.
 Machine Inkmen.
 Press Inkmen.
 Proof Press Inkmen.
 Fly Boys.
 Forms Carriers.
 Binders.
 Roller Caster (Moulder).
 Khalasie Jemadars.
 Laboratory Attendants.
 Ward Attendants.
 Washermen.
 Fieldmen.
 Medicine Carriers.
 Conservancy Jemadars.
 Conservancy Domes.
 Malaria Jemadars.

List of Labour Staff.

Tinsmiths.
 Blacksmiths.
 Painters.
 Polishers.
 Carpenters.
 High Power Lamp Fitters.
 Workshop Khalasies.
 Bellow Boys.
 Turner Mistries.
 Fitters.
 Rivetters.
 Tool-keepers.
 Sail makers.
 Shapers.
 Mistries.
 Armature Winders.
 Electric Fan Repairers.
 Wiremen.

Tindals.
 Firemen
 Greasers.
 Lascars.
 Coal Trimmers.
 Boiler Cleaners.
 Pilots.
 Channel Lightmen.
 Dandymen.
 Oil Engine Khalasias.
 Coal Tindals.
 Coal Coolies.
 Engine Lighters.
 Repackers.
 Bar Boys.
 Engine Cleaners.
 Tube Cleaners.
 Carriage Cleaners.
 Boiler Washout Men.
 Steam Men.
 Wheel Tappers.
 Fitter Khalasias.
 Pump Engine Firemen.
 Lifters.
 Repackers.
 Greasers.
 Hammermen.
 Storemen.
 Store Coolies.
 Coalmen.
 Hand Pump Khalasias.
 Turn Table Men.
 Wheel Gaugers.
 Oilers.
 Vacuum Fitter Khalasias.
 Shop Coolies.
 Spring Makers.
 Wheel Fitters.
 Engravers.
 Brass Fitters.
 Electric Metre Repairers.
 Power House Boiler Attendants.
 Electric Fitters.
 Electric Linemen.
 Etchers.
 Electric Pump Drivers.
 Boiler House Engine Drivers.
 Traverser Drivers.
 Grinders.
 Millers.
 Slotters.
 Planers.
 Oil Engine Drivers.
 Electric Call Fitters.
 Battery Gravity Readers.
 Switch Board Attendants.
 Lead Burners.
 Firemen, Power House.
 Drillers.
 Masons.
 Shop Firemen.
 Augh Smiths.
 Boiler Makers.
 Pattern Makers.
 Moulders.
 Oxyacetylene Welders.
 Coppersmiths.
 Mill Wrights.
 Tool—Makers.
 Die Sinkers.
 Forgemen.
 Brass Finishers.
 Tool room Fitters.
 Surface Table Makers.
 Scrape Supervisors.
 Pump Fitters.
 Sprayers.
 Furnacemen.
 Steam and Drop Hammer Attendants.
 Furnace Firemen.

Markers.
Checkers, Premium bonus system.
Clock Repairers.
Enamellers.
Sawmen (Wood).
Nut and Bolt Makers.
Carriage Trimmers.
Shop Crane Drivers.
Vacuum-Brake Fitters.
Pipe Fitters.
Gas Fitters.
Carr. and Wagon Fitters.
Stationary Engine Drivers.
Pump Engine Drivers.
Brick Arch Builders.
Muchies.
Gas Makers.
Wheel Turners.
Fitters, Foundry.
Relief Train Crane Drivers.
Core Makers.
Platform Truck Drivers.
Planishers or Platters.
Electroplaters.
Tube Brazers.
Drop Stampers.
Wood Machinists.
Cane-men.
Fetlers.
Hyde Pump Drivers.
Compressor Drivers.
Sharpers.
Screwers.
Tappers.
Sawmen (Metal).
Punchers.
Shearers.
Blower Drivers.
Monotype Casters.
Compositors, Grade I, II and III.
Impositors.
Distributors.
Proof Pressmen.
Counters.

Foundry ladle Khalasies.
Paint Khalasies.
Shop Oilers.
Belters.
Relief Train Crane Firemen.
Lifters.
Rubbers.
Stencilmn.
Shop Tindals.
Relief Train Tindals.
Fire-box Cleaners.
Coal Tindals.
Cleaner Tindals.
Cleaner Jemadars.
Night Shed Tindals.
Boiler Washout Tindals.
Store Tindals.
Maintainers (Electrical and Mechanical).
Improvers.
Saw Machinemen.
Helpers.
Instrument-Makers.
Telephone Makers.
Machine Operators.
Millingmen.
Engravers.
Moulders.
Gharamies.
Mallies.
Bombay Serangs and Khalasies.
Dacca Serangs and Khalasies.
Punjabi Khalasies.
Rivet Heaters.
Dolly men.
Boatmen.
Packers.
Linotype Operators.
Monotype Operators.
Paper Issuers.
Hand Pressmen.
Stereo-typers.
Type Casters.
Binders on scale of pay, the maximum of which exceeds Rs. 20.

5. All returns should be written in ink clearly and legibly and there should be no erasures or overwriting.

6. All enumerators should number serially their returns at the station and affix the station stamp. They should furnish, under their signature in ink, a Certificate stating that the Returns are complete in all respects and are for the full number of staff concerned at the station.

They should send all their Returns together with this Certificate to the different Departmental District Officers, *e.g.*, a return for a Locomotive Department employee at a small station will be made out by the Station Master and submitted to the District Locomotive Superintendent.

7. The District Officers will check the names of the staff with the lists in their offices to ascertain that no employee has been left out. If due to his absence a form for an employee is not returned by an enumerator, the District Officer will fill in a form for him giving name, community, scale of pay, nature of service, date of appointment and any other information available.

Departmental District Officers should despatch the returns together with all Enumerators' Certificates to Mr. Erlam Smith at 3, Koilaghat Street, by Tuesday, 24th February 1931.

APPENDIX VII.

No. 5 of 1931.
EASTERN BENGAL RAILWAY.
WEEKLY GAZETTE.

The 7th February 1931.

AGENT'S NOTIFICATION.

(CASE No. 225/E/0.)

Census of Subordinates eligible for parental assistance under the New Rules.

No. 204 A.

1. *Enumerators.*—The following is a revised list of Chief and Sub-Enumerators selected by Departmental District Officers for duty at the 20 stations named below :—

Amnura Junction.

Engineering—

Chief—S. N. Sen-Gupta, Permanent-way Inspector.

Traffic—

Chief—R. L. Biswas, Station Master.

Sub.—A. C. Chatterjee, Assistant Station Master.

Loco.—

Chief—Shedman-in-Charge.

Budge-Budge.

Engineering—

Chief—Permanent-way Inspector, Beliaghata.

Babu S. N. Mitra, Supervisor, Ballygunge.

Traffic—

Chief—J. A. Grosvenor, Station Master.

Sub.—Profullya Chanda Dutta, Assistant Station Master.

Hari Pada Dutta, Goods Clerk.

Loco. and Carriage—

Chief—S. N. Ghose, Head Ticket Examiner (Carriage).

Signals—

Chief—Mechanical Signal Inspector, Calcutta.

Bonarpara.

Engineering—

Chief—Station Master.

Traffic—

Chief—Station Master.

Locomotive—

Chief—Shedman-in-Charge.

Electrical—

Station Master.

Signals—

Chief—Mechanical Signal Inspector, Lalmanirhat.

Accounts—

Chief—Station Master.

AGENT'S NOTIFICATION—*contd.**Calcutta.***Head Office, Koilaghat—**

- (1) *Agent's Office, General—*
Chief—K. P. Banerjee, Supdt.
- (2) *Agent's Office, Personnel—*
Chief—N. K. Mullick, Clerk.
- (3) *Accounts, C. A. O.'s Office—*
Chief—Head Clerk.
- (4) *Audit—*
Chief—V. Soumyamurthy, Senior Accountant.
Sub.—D. N. Chatterjee.
- (5) *Engineering—*
Chief—Mr. W. S. Watkins, Supdt.
Sub.—T. N. Ghose, (Works 1).
N. Chatterjee, (Do. 2).
K. N. Roy, (Do. 3).
B. K. Banerjee, (Do. 4).
B. N. Gupta, (Do. 5).
P. N. Gupta, (Do. 6).
S. C. Ghose, (Do. 7).
S. S. Basu, (Stores).
- (6) *Transportation—*
Chief—Mr. C. K. Bhattacharjee, Superintendent.
Sub.—P. C. Mukerjee, (T. A. G. Section.)
H. L. Mukerjee, (T. C. S. Do.)
K. L. Chatterjee, (T. T. Do.)
J. N. Bose, (Stores Do.)
Provas C. Mukherjee, (Wires Do.)
- (7) *Commercial—*
Chief—J. N. Conar, Superintendent.
Sub.—A. D. Chatterjee, (Claims, CC I.)
L. B. Bose, (Do. CC II and III.)
T. Chatterjee, (Do. CC IV.)
H. N. Chatterjee, (Do. CC V.)
K. D. Banerjee, (Refund, CR I and II.)
N. C. Ganguly, (Rates, CRD I and II.)
K. K. Chatterjee, (General.)
B. L. Sircar, (Outstanding.)
P. Sanyal, (Publicity.)
- (8) *Loco.—*
Chief— { P. N. Dutt, Clerk.
Indrajit Das, Draftsman.

AGENT'S NOTIFICATION—*contd.*
Calcutta—contd.

(9) *Stores—*

Chief—J. N. Sen, Landing and Shipping Inspector.
 Sub.—I. B. Baral, Clerk.

(10) *Central Registry—*

Chief—Mr. M. S. Ezra, Supdt.
 Sub.—R. Nandi, Head Clerk.

Engineering—

- (1) Chief—Babu S. N. Roy, C. W. I., Calcutta.
 Mr. Rogers, P. W. I., Calcutta.
- (2) *For Beliaghatta.*
 Chief—Mr. Bellgard, Permanent-way Inspector, Beliaghatta.
 Sub.—Mohitosh Banerjee, Store Tindal.
- (3) *Office of Engineer-in-Charge, Narculdanga (Sealdah).*
 Chief—Babu Yogojibon Bose, General Assistant.
- (4) *Bridges.*
 Chief—Bridge Inspector.
- (5) *Calcutta Chord Railway.*
 Chief—B. C. Mazumdar.
 Sub.—S. K. Dutta, Student Overseer.
 K. N. Dutt, Time-keeper, Permanent-way Inspector, Calcutta.

Traffic—

(1) *Sealdah—*

Chief—W. R. Wallacombe, Assistant Station Master.
 Sub.—A. H. Bully, Assistant Station Master.
 H. E. Wells, P. I.
 Chinmoy Goswami, Ticket Collector.
 C. J. Denton, C. Y. F.
 R. N. Ghose, Head Trains Clerk.
 Narendra Nath Chakrabarty, Chief Booking Clerk.
 Anil Gopal Roy, Establishment Clerk.
 Gopal Chandra Bose, Head Goods Clerk.
 Jwaladindu Bose, Head Goods Clerk, Narculdanga.

(2) *Crews—*

Chief—R. Baldwin, Stat. Inspector (Crews).

(3) *D. T. S. Calcutta Office—*

Chief—Babu J. C. Bose, Chief Clerk.
 Sub.— „ R. R. Mukerjee, Establishment Clerk.
 „ K. K. Choudhury, Head Clerk, D. I. V.
 „ D. N. Mukherjee, Head Clerk, Stores.

(4) *D. T. S. (Crews) Calcutta Office—*

Chief—J. N. Bose, Head Clerk.

(5) *City Booking Office, (Esplanade, A. & N. Stores and K. G.)—*
 Chief—Head Parcel Clerk in each case.

AGENT'S NOTIFICATION—*contd.**Calcutta—contd.*

Watch and Ward—

J. L. Dutt-Gupta, Inspector.

Loco.—

(1) *Running Shed—*

Chief—W. C. Murch, Loco. Inspector.

Sub.—J. F. Browne, Driver.

E. D. M. Keys, Driver.

A. E. Loughran, Fireman.

T. Bhattacharjee, Clerk.

(2) *Carriage Shed—*

Chief—L. M. Beck, Head Train Examiner.

Sub.—P. N. Chakravarty, Clerk.

(3) *Dist. Loco. Superintendent's Office—*

Chief—S. Samanta, Clerk, Establishment Section.

(4) *Dist. Carriage Superintendent's Office—*

Chief—G. C. Bhattacharjee.

Sub.—J. C. Mazumdar.

Electrical—

Chief—J. W. Butler, Electrical Power Superintendent, Kanchrapara.

Stores—

Chief—Head Clerk, Office of District Controller of Stores.

Medical and Conservancy—

(1) *General—*

Chief—A. C. Kirti, Senior Sanitary Inspector, Calcutta.

Sub.—D. R. P. Sood, Assistant Surgeon, Chitpur.

(2) *Office of Chief Medical Officer, Calcutta; Dispensary, Koilaghat; Stores and Laboratory, Beliaghata—*

Chief—Dr. A. Islam, Sub-Assistant Surgeon.

Signals—

(1) Chief—R. H. C. Eldridge, Block Signal Inspector, Calcutta.

(2) *For Signal Workshops, Beliaghata—*

Chief—T. K. Rangaswami, Head Clerk.

Press—

Chief—Babu K. N. Dey, Head Clerk.

Sub.—Mr. A. Iyer, Head Reader.

Babu B. N. Paul, Foreman, Compositors.

" Fakir Chandra Das, Mechanic.

" M. N. Ghose, Head Despatch Clerk.

" B. Ghose, Foreman, Foundry.

" T. P. Biswas, Establishment Clerk.

AGENT'S NOTIFICATION—*contd.**Calcutta—concl'd.***Statistical Officer's Office—**

Chief—Babu B. K. Das.

Sub.—S. M. Bhattacharjee.

Accounts—(1) *Deputy Chief Accounts Officer's Office, T. A. and S. A. Branches (Sealdah)—*

Chief—Mr. N. K. Chatterjee, S. A. Branch.

Sub.— „ S. K. Chatterjee, ditto.

Chief— „ K. A. Waheed, S. Machine Section.

Chief— „ V. S. Sood, T. A. Branch (Goods Section).

Sub.— „ N. M. Naug, ditto.

Chief—Mr. M. S. Monga, Coaching Section.

Sub.—P. M. Mukerjee, ditto.

Chief—Mr. Mobarak Ali, M. Section.

Sub.—Mr. A. N. Ghose, ditto.

(2) *Cash and Pay Office (Sealdah)—*

Chief—P. C. Halder, Clerk.

(3) *Calcutta Division, Travelling Audit and Calcutta Area (Sealdah)—*

Chief—R. K. Kaul, Assistant Insepotor.

Sub.—B. K. Chatterjee, Clerk.

*Chitpur.***Engineering—**

Chief—A. P. W. I., Chitpur.

„ Babu A. K. Kanjiballi, I. W., Chitpur.

Sub.—Babu D. P. Das, Time-keeper, Assistant Permanent-way Inspector, Chitpur.

Traffic—

Chief—D. T. S.'s Office, J. M. Bose, Head Establishment Clerk.

Sub.—1. Goods Supervisor, Chitpur, for Shed Staff at Chitpur and Chitpur Ghat also Marine Staff.

2. Goods Supervisor, Cossipore Road.

3. Head Goods Clerk, Ultadanga, for Shed staff at Ultadanga.

4. Chief Goods Clerk, Ruthtollah, for Shed staff, Ruthtollah, Baghbazar and Cossipore Section including Line Delivery Points.

5. Chief Goods Clerk, Sahebbazar, for Shed staff at Sahebbazar and Nimtollah including Line Delivery Points.

6. Yard Inspector, Chitpur, for all Yard staff under his control.

7. Head Trains Clerk, Chitpur, for all staff under his control.

Loco.—

Chief—W. C. Muroh.

Sub.—F. A. Dawson, Boiler-maker Chargeman

F. J. Walker, Shunter

P. K. Mukherjee, Time-keeper

} Running Shed.

Chief—Mr. Davies, Hd. TXR.

Sub.—P. B. Banerji, Clerk

} Carriage.

AGENTS' NOTIFICATION—*contd.**Chitpur—contd.*

Electrical—

Chief—J. W. Butler, Electric Power Superintendent, Kanohrapara.

Medical and Conservancy—

Chief—Senior Sanitary Inspector, Calcutta.

Sub.—Asstt. Surgeon, Chitpur.

Signals—

Chief—Mr. R. H. C. Eldridge, Block Signal Inspector, Calcutta.

Dacca.

Engineering and Signals—

Chief—Establishment Clerk.

Sub.—Mr. P. J. Murphy, Permanent-way Inspector.

„ Babu S. C. Pal, Sub-Engineer.

Traffic—

Chief—C. C. Ame, Circle Inspector (Crews).

Station Master.

Head Goods Clerk.

„ Parcel Clerk.

„ Trains Clerk.

„ Ticket Collector.

„ Booking Clerk.

One Senior Guard.

Loco. (Workshops)—

Chief—Mr. Frantz, Loco. Inspector.

Sub.—Mr. Holmes, Chargeman.

Electrical—

D. N. Bose, Journeyman.

Stores—

Chief—Depôt Store-keeper.

Medical—

Chief—K. C. Chakravarty, Sanitary Inspector.

Accounts—

Chief—Station Master.

Fulchhari.

Engineering—

Chief—Station Master.

Traffic—

Chief—Station Master.

Loco.—

Chief—Station Master.

AGENTS NOTIFICATION—*contd.*
Fulchhari—contd.

Marine—

Chief—Stubby, Chief Clerk.

Sub.—Head Establishment Clerk.

Medical—

Chief—Station Master.

Signals—

Chief—Mechanical Signal Inspector, Lalmanirhat.

Ishurdi.

Engineering—

Chief—J. K. Chatterjee, Inspector of Works.

Traffic—

Chief—F. Jaffery, Statistical Inspector (Crews).

Mr. Beely, Station Master.

Sub.—H. P. Chatterjee, Head Ticket Collector.

Loco.—

Chief—Loco. Foremen (Loco. Sheds).

Sub.—Head Clerks of above.

Chief—N. Bose, Head Ticket Examiner

Sub.—P. K. Choudhury, Ticket Examiner

} Carriage.

Electrical—

Chief—Station Master.

Medical—

Chief—Station Master.

Signals—

Chief—Block Signal Inspector, Paksey.

Accounts—

Chief—Station Master.

Kanchrapara.

Engineering—

Chief—K. K. Mukherjee, Signal Engineer.

Sub.—Works Sirkar.

Traffic—

Chief—Aahutoosh Sanyal, Station Master.

Sub.—Bisto Pada Mitter, Head Booking Clerk.

Jagadiah Chandra Mitter, Booking Clerk.

Bejoy Kriahto Sanyal, Parcel Clerk.

Rajendra Nath Chakrabarty, Ticket Collector.

Locomotive—

Babu Balkishan, Head Establishment Clerk.

AGENT'S NOTIFICATION—*contd.**Kanchrapara—contd.*

Locomotive (Workshops)—

(1) Chief—S. K. Chakrabarty, Chargeman, Machine Shop.

Sub.—Babu Aswini Kumar Ghosal, Head Clerk, Erecting Shop.

Amullya Charan Ganguly, Clerk, Machine Shop.

Rajarshi Taran Bose, Head Clerk, Boiler Shop;

Byomkesh Ghose, Clerk, Foundry Shop.

Rash Mohan Lall Das, Clerk, Smithy.

Robindra Nath Bhattacharjee, Clerk, Mill Wright Shop.

Nakur Ch. Bhattacharjee, Yard Office.

Jaimni Bhusan Roy, Head Time-keeper;

Monmohan Nath Ghose, Clerk, W. M. L.'s Office.

(2) Carriage—

Chief—Mr. A. O'Driscoll.

Sub.—S. L. Das, Head Clerk, Shop No. 16.

K. L. Datta ditto 17.

P. K. Palit ditto 18.

B. B. Bose ditto 19.

N. N. Ganguly ditto 20.

S. C. Majumdar ditto 24.

J. D. Borat ditto 25.

P. N. Biswas ditto 27.

S. C. Halder ditto 29.

S. K. Mukherjee ditto 30.

B. Biswas, Head Time-keeper, Carriage and Wagon shop.

J. R. Ganguly, Head Clerk, Works Manager's Office.

Electrical—

Chief—J. W. Butler, Electric Power Superintendent, Kanchrapara.

Stores—

Chief—Mr. Upjohn.

Medical—

Chief—Dr. A. N. Neogi.

Signals—

Chief—Mr. C. S. Powell, Mechanical Signal Inspector, Kanchrapara.

Accounts (Workshops)—

Chief—S. S. Bhattacharjee.

Sub.—Bijoykrishna Ghosh

B. M. Misra .. } Sub-heads.
S. K. Gupta .. }

Audit—

Chief—E. R. Dent, Senior Accountant.

AGENT'S NOTIFICATION—contd.

Krishnapur.

Engineering—

Station Master.

Traffic—

Chief—Station Master.

Sub.—

Loco.—

Chief—W. C. Murch

Sub.—G. B. Robinson, Shedman-in-Charge

P. K. Ghose, Hd. Clerk

} Running Shed.

Chief—Thakur Singh, Hd. TXR. (Carriage).

Medical—

Chief—Station Master.

Khulna.

Engineering—

Chief—A. K. Banerjee, P. W. I.

Sub.—Time-keeper.

Traffic—

Chief—Babu Lalit Mohon Banerjee, Station Master.

Sub.—Annada Charan Dass, Booking Clerk.

Hara Mohon Routh, Head Goods Clerk.

Chief—M. L. Banerji (Crews).

Loco.—

Chief—W. C. Murch

Sub.—Abdul Rahman, Shedman-in-Charge

} Running Shed.

Chief—J. N. Mukherjee, Head Ticket Examiner (Carriage).

Medical—

Chief—Resident Sub-Assistant Surgeon.

Katihar.

Engineering—

Chief—K. D. Chatterjee, Establishment Clerk.

Sub.—H. P. Pal, Works Sirkar of Sub-Engineer's Office.

Traffic—

Chief—W. J. Wilson, Circle Inspector (Crews).

„ Galbraith, Station Master.

Sub.—S. C. Chakravarty, Relieving Station Master.

Loco.—

Chief—Shedman-in-Charge.

Electrical—

P. K. Roy, Journeyman.

AGENTS NOTIFICATION—*contd.**Katihar—contd.*

Medical—

Chief—Assistant Surgeon.

Sub.—Sanitary Inspector.

Accounts—

Chief—Station Master.

Lalmanirhat.

Engineering—

Chief—S. N. Ghosh, Head Clerk.

Sub.—E. D. Bastien, Permanent-way Inspector.

G. Sirkar, Supervisor.

J. N. Mukhopadhyaya, Assistant Engineer's Clerk.

N. C. Das, General Assistant.

Traffic—

Chief—Quin Conroy, Station Master.

N. B. Sarkar, Circle Inspector (Crews).

Sub.—R. N. Sen, Relieving Station Master.

Loco.—

Chief—Loco. Foreman, Shedman-in-Charge.

Sub.—Head Clerks of above.

Electrical—

Station Master.

Medical—

Chief—Travelling Sub-Assistant Surgeon, Rangiya Junction.

Signals—

Chief—Mechanical Signal Inspector, Lalmanirhat.

Accounts—

Chief—Station Master.

Lalgola Ghat.

Engineering—

Loco.—

Marine—

Medical—

Traffic—

Chief—Station Master.

Sub.—Assistant Station Master.

Chief—Babu Sashadhar Banerjee, Station Master.

Sub.—Basanta Kumar Ghosal, Trains Clerk.

Md. Kefatulla Biswas, Ticket Collector.

Mymensingh Jn.

Engineering and Signals—

Chief—Establishment Clerk.

Sub.—Sub-Engineer.

Sirdar Gurmukh Singh, Assistant Permanent-way Inspector, Gafargaon.

AGENT'S NOTIFICATION—*contd.**Mymensingh Jn.—contd.*

Traffic—

Chief—Station Master.
 Sub.—Head Goods Clerk.
 „ Parcel Clerk.
 „ Tally Clerk.
 „ Ticket Collector.
 „ Booking Clerk.
 One Senior Guard.

Loco.—

Chief—P. C. Das-Gupta, Assistant Head Ticket Examiner.

Electrical—

Station Master.

Medical—

Chief—Station Master.

Naihati.

Traffic—

Chief—Mr. E. I. Wilson, Yard Master.
 Sub.—G. W. Cleaveland, Yard Foreman.
 Amulya Kumar Paul, Yard Foreman.
 A. D. Rozario, Yard Foreman.
 F. J. Rose, Yard Foreman.
 Bani Kanta Ganguly, Head Trains Clerk.
 Bhola Nath Chatterjee, Head Trains Clerk.
 Salimuddin Sheikh, Trains Clerk.
 Dasarathi Mukherjee, Head Ticket Collector.
 Panchanon Chaki, Head Ticket Collector.
 Santosh Kumar Mukherjee, Head Ticket Collector.
 Kanai Lal Mondal, Head Goods Clerk.
 Jogendra Nath Roy, Head Booking Clerk.

Loco.—

Chief—W. C. Murch ..	} Running Shed.
Sub.—O. P. Gill, Loco. Foreman ..	
B. Biswas, Head Clerk ..	
Chief—Mr. Keelan, Head Train Examiner	} Carriage.
Sub.—Makbulali Ahmed, Clerk ..	

Electrical—

Chief—J. W. Butler, Electric Power Supdt., Kanohrapara.

Stores—

Chief—Station Superintendent.

AGENT'S NOTIFICATION—*contd.**Naihati—contd.*

Medical—

Chief—Resident Sub-Assistant Surgeon.

Signals—

Chief—J. N. Ghosh, Assistant Block Signal Inspector, Naihati.

Parbatipur.

Engineering—

Chief—R. C. Chandra, Inspector of Works.

Traffic—

Chief—Mr. Hardy, Station Master	..	} Passenger Staff.
Sub.—J. N. Paul, Head Ticket Collector	..	

Chief—A. K. Moitra, TRSI. (Transhipment Yard Staff).

Loco.—

Chief—Loco. Foremen (Loco. Sheds).

Sub.—Head Clerks of above (Loco. Sheds).

Chief—Carriage Head Train Examiner	..	} Carriage.
Sub.—Head Clerk of above	..	

Electrical—

Chief—P. S. K. Iyer, Electric Chargeman.

Medical—

Chief—Assistant Surgeon.

Sub.—Sanitary Inspector.

Signals—

Chief—Block Signal Inspector, Parbatipur.

Accounts—

Chief—Station Master.

Paksey.

Engineering—

Chief—Babu J. L. Dutt, Sub-Divisional Clerk, Hardinge Bridge.

Traffic—

Chief—Mr. Terry, Traffic Inspector.

Sub.—B. B. Gossain, Chief Clerk.

Loco.—

Chief—Head Clerk (Office).

Sub.—Head Establishment Clerk (Office).

Marine—

D. K. Sircar, Clerk, Marine Engineer's Office.

Electrical—

S. C. Das-Gupta, Journeyman.

AGENT'S NOTIFICATION—*contd.**Paksey—contd.***Medical—**

Chief—Dr. Neogi.

Signals—

Chief—Block Signal Inspector, Paksey.

Accounts—

Chief—Mr. Terry, Traffic Inspector.

*Saidpur.***Engineering—**

Chief—K. C. Bose, Sub-Engineer.

Chief—Bridge Inspector (Bridges).

Traffic—

Chief—W. H. Cecil, Circle Inspector (Crews).

Mr. Oehme, Station Master.

Sub.—J. B. Kundu, Station Master's Clerk.

Loco. Running Staff—

Loco. Inspector, Saidpur.

Workshops—

Chief—(1) Mr. J. B. Allen, Chargeman, Carriage Shop.

(2) Mr. A. L. Goswami, Journeyman, Schedule-in-Charge.

(3) Mr. N. K. Ghose, Journeyman, Erecting Shop.

(4) Mr. D. K. Gupta, Journeyman, Carriage Shop.

(5) Mr. R. K. Bhattacharjee, Establishment Clerk.

Sub.—(1) Mr. B. C. Sen-Gupta, Head Clerk, C. M.'s Office.

(2) Mr. U. N. Mazumdar, Head Clerk, S. F. O.'s „

(3) Mr. S. B. Paul, Head Clerk, C. F. O.'s „

(4) Mr. J. B. Paul, Head Clerk, W. F. O.'s „

(5) Mr. J. N. Dutta, Head Clerk, B. F. O.'s „

(6) Mr. B. B. Ganguly, Head Clerk, M. F. O.'s „

(7) Mr. R. S. Roy, Head Clerk, E. F. O.'s „

(8) Mr. N. N. Ghose, Head Clerk, P. F. O.'s „

(9) Mr. D. N. Baksi, Head Clerk, T. L. C.'s „

(10) Mr. I. B. Aditya, Head Time-keeper, Time „

(11) Mr. P. C. Ghose, Asstt. Establishment Clerk, W. M.'s Office.

Electrical—

N. C. Ghose, Draftsman.

Stores—

Chief—Mr. Shakespears.

AGENT'S NOTIFICATION—*contd.**Saidpur—contd.*

Medical—

Chief—Assistant Surgeon.

Sub.—Sanitary Inspector.

Signals—

Chief—Block Signal Inspector, Parbatipur.

Accounts (Workshops)—

Chief—S. S. Bhattacharjee.

Sub.—S. K. Gupta.

Santahar.

Engineering—

Chief—K. K. Sarkar, Sub-Inspector of Works.

Traffic—

Chief—Mr. Jacob, T. I.

Sub.—J. Francis, Station Master ..

} Passenger Staff.

Chief—M. Reazuddin Sarkar, TRSI/Up

B. B. Banerjee, Estab. Clerk ..

} Transhipment Yard Staff.

Loco.—

Chief—Loco. Foremen (Loco. Sheds).

Sub.—Head Clerks of above (Loco. Sheds).

Chief—Mr. Burnes, Head Train Examiner ..

Sub.—A. T. Mukerjee, Clerk ..

} Carriage.

Electrical—

L. Chatterjee, Journeyman.

Medical—

Chief—Assistant Surgeon.

Sub.—Sanitary Inspector.

Signals—

Chief—Block Signal Inspector, Paksey.

Tangla.

Engineering—

Traffic—

Loco.—

Medical—

} Chief—Station Master.

Construction.(1) *Kalukhali Bhatiapara Railway.*

Chief— Babu N. G. Sinha, General Assistant.

Sub.— „ Sailendra Kishore Roy, Clerk.

„ Sire Bhushan Bose, Clerk.

„ Bhabendra Nath Sircar, Sub-Divisional Clerk.

„ Md. Abbas, Sub-Assistant Surgeon.

„ Girendra Nath Banerjee, Mason Mistry.

(2) *Tangla-Belsiri Railway.*

Babu H. P. Bhattacharjee.

(3) *Amnura-Nawabganj Railway.*

Babu U. N. Chatterjee, Accountant, Executive Engineer's Office.

AGENT'S NOTIFICATION—*contd.*

3. The Special Duty Officer, Mr. Erlam Smith and his staff will individually tour the above 20 stations between the 9th and 13th February, inclusive, to see that any deficiencies then found in the appointment of Chief Enumerators are made good and to give further advice which enumerators may need in connection with the return.

Dates and hours of arrival of the touring officers at the above stations (also Amin-gaon) are given below :—

Name.	Station.	Date.	Time.	
			H.	M.
(i) Mr. Erlam Smith	Bonarpara	9-2-31	4	15
	Fulchhari	9-2-31	10	20
	Mymensingh	9-2-31	19	45
	Dacca	10-2-31	17	5
(ii) Mr. Deva Datta	Ishurdi	9-2-31	5	16
	Paksey Colony	9-2-31	10	0
	Santahar	11-2-31	11	6
	Saidpur	12-2-31	8	17
(iii) Mr. Pershad	Parbatipur	9-2-31	5	55
	Lalmanirhat	10-2-31	10	17
	Amingaon	11-2-31	5	55
	Tangla	11-2-31	23	25
(iv) Mr. Inderjit	Khulna	9-2-31	3	30
	Krishnapur	11-2-31	5	50
	Lalgolaghat	11-2-31	12	15
	Amnura Junc.	12-2-31	9	35
	Katihar	12-2-31	23	5

4. The particular attention of all enumerators is invited to the following points :—

(i) Only those employees are eligible for assistance under the New Rules of September 1930 who are drawing Rs. 30 or more per month, and in addition, are not in inferior service.

Classes of employees who are regarded as in inferior service are specified in para. 4 of Agent's Notification No. 157-A, published in WEEKLY GAZETTE No. 4 of 31st January 1931.

For these New Rules it is a matter of indifference whether the employee is eligible for the State Railway Provident Fund, though such pay and allowances as are taken into account for Provident Fund purposes will also be taken into account, in determining in which of the twelve scales of pay the employee should be placed.

(ii) Every employee of any community who draws over Rs. 30 and is not in inferior service should make a return even if :—

(a) He (or she) is unmarried.

(b) He is a married man with no children between the ages 6 to 16.

(c) He (or she) is a widower (or widow) with no children between the ages 6 to 16.

(d) His pay is over Rs. 300 per month.

It is desired to know the total number of employees in each of the twelve scales of pay even though some of the employees have no children between the ages 6 to 16.

AGENT'S NOTIFICATION—*concl'd.*

(iii) No return should be made for female employees unless they are single or widows.

(iv) As regards Anglo-Indians and Domiciled Europeans a return is required :—

(a) from employees, whether in inferior or superior service, provided they were recruited before 1st February 1929.

(b) only from employees in superior service, in case the date of recruitment was 1st February 1929, or later.

(v) The following may be included under children :—

(a) a married daughter dependent on her father,

(b) a legally adopted child.

(vi) Regarding item 10 of Return A, unless a parent can specify both the grade of school and fees to be paid, make no entry under 10.

(vii) In Return A, the reasons given in the notes to item 20 do not relate to the Old Rules. Hence Anglo-Indian or Domiciled Europeans getting assistance under the Old Rules should,—against item 20,—put ' Hill School '.

5. The completed Returns (Return A) together with all Enumerators' Certificate, should be sent by Departmental District Officers to reach Mr. Smith at 3, Koilaghat Street, by Tuesday, 24th February 1931.

APPENDIX VIII.
EASTERN BENGAL RAILWAY.

D. O. URGENT.

3, KOILAGHAT STREET,
CALCUTTA,
27th February 1931.

DEAR MR.

' Educational Census ' held on Monday, 16th February 1931.—Return A.

The X marks in the table below indicate the particular departments at particular stations, for which completed Returns have *not* been received at the time of writing.

2. I should be grateful if you would look into the matter personally and expedite despatch of the forms under reference. The forms should be accompanied by enumerator's certificates to the effect that they are complete in all respects and for the full number of eligible employees at the station.

3. In the case of employees who were for any reason absent on 16th February 1931, the form should be marked "absent on 16th February 1931", but, where the employee has since returned to duty, the right hand page of the form—headed "Particulars of children aged 6 to 16 inclusive"—should be completed and *not* left blank.

Yours sincerely,

(Sd.) W. E. SMITH,
Officer on Special Duty, Railway Board.

Name of Station.	Traffic.	Engi- neering.	Signal.	Elec- trical.	Loco- motive.	C. & W.	Medical.
Agarpara			X				
Akkelpur			X				
Akra	X		X				
Alamdanga			X				
Amingaon			X				X
Aranghata			X				
Atrai	X		X				
Atrai Ghat			X				
Bagerhat College ..	X						
Bahadurabad Ghat ..	X						
Bahadurpur	X						
Baharu	X						
Baicha	X						
Baiganbari	X						
Bajnahar	X						
Ballygunge Jn.			X				
Bamandanga		X	X		X		
Benmankhi Jn.		X			X		
Banpur			X				
Barpeta Road	X						
Barrackpore		X	X			X	
Barsoi Ghat	X				X		
Barsoi Jn.		X	X		X		
Baruipur Jn.	X		X		X		
Basuldanga	X						
Bausi	X						
Behariganj					X		
Bejerdanga	X						
Beldanga			X		X		
Belghurriah		X	X				
Benapol	X						

Name of station.	Traffic.	Engi- neering.	Signal.	Electri- cal.	Loco- motive.	C. & W.	Medical.
Berhampore Court ..			X				
Bhairamara			X				
Bhaluka Road ..					X		
Bhangoora Ghat ..	X						
Bidyaganj	X						
Birati	X						
Bogoola	X		X				
Bogra			X		X		
Bonarpara Jn. ..		X					
Bongaigaon	X		X				
Bongaon Jn.			X		X		
Brace Bridge	X						
Budge-Budge					X		
Calcutta (Sealdah) ..	X						
Calcutta (Sealdah East)	X						
Canning			X		X		
Chakdaha			X				
Charaikole	X						
Chashara	X						
Chitpur							
Chitpur Cabin			X				X
Chitpur Ghat							
Chuadanga					X		
Churghat Jn. Cabin ..	X						
Churni Bridge Jn. Block Hut.	X		X				
Chutiapara			X				
Cooch Behar					X		
Dacca	X		X	X			X
Dagi	X						
Dalsingpara					X		
Dattapukur			X		X		

Name of Station.	Traffic.	Engi- neering.	Signal.	Electri- cal.	Loco- motive.	C. & W.	Medical.
Daultpur	X						
Dhakuria	X						
Dhala	X						
Dharmakura	X						
Dhiraaram	X						
Dhubri					X		
Diamond Harbour ..					X		
Dinajpur		X	X				
Dolaiganj	X						
Dum-Dum Cent. ..			X				
Durmut	X						
Fakiragram	X						
Fatulla	X						
Forbesganj		X			X		
Fulohhari		X			X		X
Gafargaon	X		X				
Gaibanda			X				
Ghograpar	X						
Ghutiyari Sharif ..	X						
Gitaldaha Jn. ..			X				
Goalundo Pass, Ghat ..					X		
Godagari		X					X
Godagari Ghat ..	X						
Golakganj Jn. ..			X		X		
Haldibari			X				
Halishahar		X					
Halsa			X				
Hili			X				
Hridaipur	X						
Ichhapur	X		X				
Ishurdi Jn.			X	X	X		

Name of Station.	Traffic.	Engi- neering.	Signal.	Electri- cal.	Loco- motive.	C. & W.	Medical.
Jadabpur	X		X				
Jagannathganj..	X						
Jagati			X		X		
Jainti					X		
Jatrapur	X						
Jaydebpur	X		X				
Jayrampur			X				
Jessore	X						
Jhiikargacha Ghat	X						
Jogbani					X		
Kaithalkuchi	X		X				
Kakurgachi Road Jn. Cabin.	X						
Kalighat			X				
Kalir Bazar	X						
Kaliyaganj			X				
Kankinara			X				
Kaoraid	X						
Katihar Jn.		X	X				
Kaunia Jn.			X				X
Kendua Kalibari ..	X						
Khankhanapur ..	X						
Khardaha			X				
Khunt	X						
Krishnapur							X
Kumarkhali	X						
Kurmitola	X						
Kushtia	X		X				
Lakshmikantapur ..	X				X		
Lalgola Ghat		X					X
Lalmanirhat Jn. ..				X			X
Madanpur	X						

Name of station.	Traffic.	Engi- neering.	Signal.	Electri- cal.	Loco- motive.	C. & W.	Medical.
Magra Hat	X		X				
Mahimaganj	X						
Mahimaganj Ghat	X						
Majherat			X				
Mallikpur			X				
Manihari					X		
Mathurapur Rd.	X						
Mirpur			X				
Mogalhat Ghat.. ..	X						
Mohendranagar	X						
Moshakhali	X						
Mulghar	X						
Mungalpur	X						
Muragschha			X		X		
Murliganj					X		
Mymensingh Jn.	X	X					X
Nabadwip Ghat	X						
Naihati Jn.		X					
Nandina	X						
Nangi	X						
Narayanganj	X						
Narculdanga	X						
Narundi	X						
Nashipur Road	X						
Nator			X				
Nimasarai		X			X		
Paksey					X		X
Palta	X						
Pandu	X				X		
Pangsa			X		X		
Parbatipur Jn.						X	

Name of Station.	Traffic.	Engi- neering.	Signal.	Electri- cal.	Loco- motive.	C. & W.	Medical.
Pateswari			X				
Pathahala	X						
Piyarpur	X		X				
Poradaha Jn.					X		
Postgolah	X						
Prodyotnagar	X						X
Puthia Road	X						
Radhikapur					X		
Raiganj		X					
Raita	X						
Raja Bhatkhawa Jn.	X						X
Rajbari			X				
Rajendrapur	X						
Ram Amritaganj	X						
Ranaghat Jn.	X		X				X
Rangiya Jn.					X		X
Rangpur			X		X		
Rohanpur					X		
Rubea					X		
Sajewan Bazar	X						
Samsi		X					
Santahar			X				
Sapatgram					X		
Sarisabari	X						
Satkhamair	X						
Senbari	X						
Setabganj		X			X		
Shampur	X						
Shivarampur	X						
Siliguri					X		
Singhjani Jn.	X		X				

Name of Station.	Traffic.	Engi- neering.	Signal.	Electri- cal.	Loco- motive.	C. & W.	Medical.
Singia			X		X		
Sirajganj-Raipur ..					X		
Sodepore			X				
Sonahat	X						
Sonarpur Jn.		X	X				
Sorbhog			X		X		X
Sripur	X						
Surjanagar	X						
Sutiakhali	X						
Talora			X				
Taltala Hat	X						
Tangi Jn.	X						
Tejgaon	X						
Tista Jn.		X			X		
Tistamukh Ghat ..					X		
Tittaghur			X				
Trimohini			X				
Ullapara Ghat ..	X						
Ultadanga	X						
Ultadanga Road ..	X						

APPENDIX IX.

Return A—Instructions for coding.

I. Read the following instructions very carefully and if you have any doubts bring them to the notice of the Head Clerk.

Study Return A and make yourself familiar with the various items.

Insert CODE NUMBERS in *Red Pencil* according to the following table.

Item No.	Subject.	Code numbers.
2	<i>Name of employee</i>	The Head clerk and his staff will first stamp on the serial numbers.
1	<i>Name of Station</i>	Insert the stations code numbers from the Head Clerk's Index.
3	<i>Community.—Only the following classes will be used :—</i> HINDU 1 MUSLIM 2 INDIAN CHRISTIAN .. 3 ANGLO-INDIAN AND DOMICILED COMMUNITIES 4 OTHERS 5	
4	<i>Scale of Pay</i>	<i>Pencil over the number already written in the return. If by error the pay has been given refer to the note to item 4 and insert the correct No. 1, 2, 3.....12 as the case may be.</i>
5	<i>Nature of Service—</i> Permanent 1 Temporary (with 3 or more years continuous service) 2 Temporary (with less than 3 years continuous service) 3	
6	<i>Variety of Rules—</i> Entry—New Rules .. 1 Entry—Old Rules .. 2	<i>Note.—All Indians should have entered New Rules : even if they have put ' Old Rules ', correct the error and add the proper code number 1.</i>
7	<i>Sex of children—</i> M. 1 F. 2	
8	<i>Age of children</i>	<i>Pencil over the number already written in the return.</i>
9	<i>At School</i> 1	
10	<i>Not at School but to be sent to school.</i>	First see if the fee has been entered against item 21, if so, put 2 if not ignore all further entries for this child.

Item No.	Subject.	Code numbers.
11 12 13 14 15 16	<i>Class of School :—</i>	<i>1</i> The entry in the return may be incorrect— <i>2</i> many parents being wrongly under <i>3</i> the impression that a child in a <i>4</i> primary or middle class of a High <i>5</i> school should be entered as a High school <i>6</i> pupil. According as the age and fees (item 21) make it clear that the child must be in a primary or middle class <i>write 1 against item 11 or 2 against item</i> <i>12.</i>
17 18 19	<i>Day scholar 1</i> <i>School boarder 2</i> <i>Boarding with relations or</i> <i>friends 3</i>	Against Day Scholar ignore marginal re- marks, or explanations, alterations of 'Station' to 'home'. These three items 17, 18, 19 are alternatives. If an X has been put against more than one item, code the <i>first</i> of the X's only.
20	<i>Reasons for attending school</i> <i>away from the station.</i>	<i>Pencil over reason 1, 2, 3 to 8 as given in</i> <i>the return. If reason 9 has been put</i> <i>down read carefully the reason stated on</i> <i>the opposite page under 20 (9)—if the rea-</i> <i>son clearly related to admission being re-</i> <i>fused pencil over 9, if not pass on.</i>
21	<i>Fees—Tuition or Tuition and</i> <i>Board.</i>	Over write the amount decimalising the annas by reference to the table supplied, thus 28·7.
22 &	.....	No return will be issued to you which have entries under these items, if any return which you deal with has an entry under item 22 or item 23 refer to the Head Clerk, who will code these returns which relate to men under the Old Rules.

Item No. Subject.

24 *Calculations of Assistance from Railway—*

to 1. Assistance is given only for children sent away as boarders under items 18 and
31 19 (and in the case of 19 only for children in the *PRIMARY STAGE* of a
SCHOOL FOR INDIANS).

Hence (1) if the return has no entry for any child under items 18 and 19 or

(2) if the return has no entry for any child under item 18 : and only for MIDDLE
School pupils or HIGH School pupils under item 19—

then the parent is not entitled to assistance: no calculations are called for—
your work on the return is finished.

2. Otherwise put a ring round such amounts against item 21 as relate to School
Boarders (18) or to pupils at *Primary* Indian Schools living with relations or
friends (item 19, in part).

3. Consider first the amounts relating to such children in Primary and Middle
School classes only (Estimates items 24 to 27).

For each child the assistance will be limited :—

(a) According to the Employee's pay, separate estimates (items 24/25 and
26/27) being required for scales D_1 and D_2 viz.—

D_1		D_2	
Pay of Employee.	Amount of Assistance.	Pay of Employee.	Amount of Assistance.
Not > Rs. 100	} fees for tuition and board.	Not > Rs. 200	} fees for tuition and board.
Rs. 101—200		Rs. 201—350	
Rs. 201—300 and above.		Above Rs. 350	

(b) by an over-riding maximum of Rs. 15 or Rs. 20, giving separate estimates
24/26 and 25/27.

Now summing up the liabilities for all children under reference enter the estimates
against items 24 to 27 as *Rupees (to the nearest whole number)*, remembering
that the total for each item must be limited to Rs. 40, which is the over-
riding maximum per employee.

4. Consider now the effect of including any High school boarders under item
18 *only*. (No assistance is due for Middle or High School pupils boarding
with relations or friends).

Then applying the scales D_1 and D_2 and the over-riding *maxima* Rs. 15 and 20
per child as before, put down the four calculations against items 28 to 31 which
result from counting the cost of assistance to eligible Primary, Middle and
High School pupils who are boarders.

5. For a simple type of calculation see the sample form.

II.—Each coder is required to Code or Code-verify 150 forms a day.

III.—Each coder will be given a number. After coding a return the coder will put
his initials, his number, and the date at the top, right-hand corner of the return.

IV.—Code verifiers will scrutinize every coded form to see that correct code numbers
have been given and the calculations made correctly for items 24 to 31. Each Verifier
will initial and date the verified return at the bottom, right-hand corner. Any error in
coding he will bring to the notice both of the original Coder and of the Head Clerk.

APPENDIX X.

Station.	Employee's Serial No.	Community.	Scale of pay.	Service.	O. or N. Rules.	Sex.	Age.	At School.	Class of School.	Type of Scholar.	Why left home.	Average monthly fees now paid.	Average monthly Assistance from Ry.	Calculated Assistance.																
														To Middle Stage.				To High School Stage.												
														Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.									
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	30	31
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9

"HOLLERITH"

APPENDIX XI.

PROCEDURE FOR SORTING THE PUNCHED CARDS AND OBTAINING THE NECESSARY TABULATION.

Operation No. 1.—Sort all cards on column 10 (Community). This will arrange the cards in Community order. Each community will be dealt with separately.

Operation No. 2.—Take all the cards of one community and sort them on the following columns in the order given :—

- 18. At School.
- 19. Class of School.
- 20. Type of Scholar.
- 15. Sex.
- 14. Old or New Rules.
- 13. Service.

12 & 11. Scale of Pay.

We shall obtain when sorting under column 18 (at School) a certain number of cards that are rejected. These will be either blank or will have zero punched in column 18. The blank cards will represent the employees with no children and the zero cards will represent those children who are neither at school nor intended to be sent to school at once. These two classes should be sorted separately as follows :—

- Column 15—Sex.
- 14—Old or New Rules.
- 13—Service.

12 & 11—Scales of Pay.

They should then be kept separate. All communities will have to be dealt with in the same way with the exception of Hindus and Muslims in whose case the sorting on column 14 (Old or New Rules) will not be necessary.

Operation No. 3.—Put a control on columns—

- 18—At School,
- 19—Class of School.
- 20—Type of School.
- 15—Sex.
- 14—Old or New Rules.
- 13—Service.

Indicate the controlled columns in counter 1 and 2. Card count on counter 3. Take totals at changes, Counter 4 plugged to column 22—25 (Average monthly fees now paid), take totals at control changes.

Put the cards through the machine in batches of scale of pay. The card count on counter 3 will give scholars 'At School' and 'To be sent to School' of the various types and classes of schools.

Counter 4 will give the total fees for the various types of scholars.

The whole thing will be repeated in the case of zero cards and the results of these two operations are to be added together.

Sort at column 1 and keep separate the cards punched at 9. It will be these cards only that will be made use of in operations 4 and 5. The three classes viz., 1 and 2 cards zero cards and blank cards will be kept separately.

Operation No. 4.—Plug the machine as follows :—

- Control on column 15—Sex.
- 14—Old or New Rules.
- 13—Service.

12 & 11—Scale of Pay.

Plug counter 2 to card counter. Take totals at control changes. Plug counter 4 to columns 29—26 and take totals at control changes. Tabulate 1 and 2 cards, zero cards and blank cards separately.

By adding the results obtained on counter 3 from the three tabulations together we shall obtain the number of employees. Counter 4 will give the monthly assistance from the Railway.

Operation No. 5. In this operation we do not require the blank cards. Tabulation of Calculated Assistance.—As the total of calculated assistance for any one item does not exceed Rs. 9,999 we can obtain these figures in one run through of the cards.

Plug the machine to control on columns—

14—Old or New Rules.

13—Service.

11 & 12—Scale of Pay.

15—Sex.

and indicate these figures on counter 1, leaving a space between 14—Old or New Rules and 13—Service and 11 and 12—Scale of Pay and 15—Sex. Plug columns 44 and 45—Calculated assistance to High School stage, to wheels 1 and 2; columns 42 and 43 to wheels 5 and 6 of counter 5. Similarly plug 40 and 41 and 38 and 39 to counter 4, columns 36, 37 and 34, 35 to counter 3; 32 and 33 and 30 and 31 to counter 2. The calculated assistance will be given on counters 2, 3, 4 and 5.

The same operation will be repeated for zero cards and the figures of both the tabulations added.

APPENDIX XII.

**E. B. Ry.—SUBORDINATES EXCLUDING LABOURERS AND
INFERIOR SERVANTS.**

Permanent in Service.

**TABULATED RESULTS OF EDUCATIONAL CENSUS OF
16th FEBRUARY 1931 (RETURN A).**

**N. B.—The calculated estimate columns Nos. 34 to 41 relate to Items Nos. 24 to 31
respectively of Return A.**

EMPLOYEES.			CHILDREN.																								EMPLOYEES.																				
1	2	3	4	5	6	7	8	Attending Schools for—																		27	28	29	30	31	32	33	Calculated Monthly Assistance from Railway under New Rules— With reference to items Nos. 24 to 31 of Return A.														
								Indians.						Anglo-Indians.						Day Scholars—Total No.	School Boarders—Total No.	Boarders with relations or friends—Total No.	Total Monthly fees—Day Scholars.	Total Monthly fees—School Boarders.	Total Monthly fees—Boarders with relations or friends.								Actual average Monthly Assistance from Railway under Old Rules.	24	25	26	27	28	29	30	31						
								Primary.			Middle.			High.			Primary.																	Middle.			High.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
								Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.															Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Rs.	Rs.	Rs.	Rs.	Rs.
E. B. RY. Subordinates Community and Scale of Pay.		Old or New Rules.	No. of employees.	Sex.	No. of School Age.	Now at School.	Others.	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41							
ANGLO-INDIAN AND DOMICILED COMMUNITIES—concl'd.		Old ..	32	M.	25	22	3	1	1	1	5	1	..	10	1	..	2	..	1	19	2	3	928.7	16.0	627.0	332	336	376	381							
(7) Rs. 451—500 ..		Totals	32	F.	28	27	1	1	2	2	1	6	3	..	5	1	..	6	..	2	21	4	18	1,032.9	50.0	376	381							
		Averages per 100 employees.	..		165.6	153.1	12.5	6.2	9.3	9.3	3.1	34.3	12.5	..	46.8	6.2	..	25.0	..	9.3	40	6	21	1,961.6	66.0	627.0	332	336	376	381						
(8) Rs. 501—550 ..		Old ..	27	M.	15	11	4	..	..	..	..	..	..	..	..	..	..	1	2	..	..	6	..	1	9	..	17.0	592.9	..	272.0	..	..	110	118	..	..	142	154		
		Totals	27	F.	12	10	2	..	..	..	..	..	..	..	..	..	..	4	1	..	..	3	..	2	4	..	10.9	323.4	..	..	..	..	..	..	..	..	142	154		
		Averages per 100 employees.	..		100	77.7	22.2	18.5	11.1	33.3	..	3.7	11.1	..	22.2	55.6	..	103.3	339.4	..	1,007.7	407.4	437.0	525.9	570.4						
(9) Rs. 551—600 ..		Old ..	7	M.	7	7	1	3	1	..	2	..	6	1	..	259.8	16.0	344.0	52	55	62	62							
		Totals	7	F.	5	5	1	1	1	..	2	..	1	4	..	51.2	260.0	344.0	52	55	62	62							
		Averages per 100 employees.	..		171.4	171.4	14.2	14.2	57.1	23.5	..	28.5	23.5	..	100	71.4	..	4,442.8	3,942.8	4,919.2	742.8	785.7	885.7	885.7						
(10) Rs. 601—650		Old ..	6	M.	3	3	3	3	133.5	..	45.0	28	28							
		Totals	6	F.	2	2	2	..	2	..	113.0	28	28							
		Averages per 100 employees.	..		83.3	83.3	50.0	33.3	..	83.3	4,108.3	..	750.0	466.6	466.6							
(11) Rs. 651—700		Old ..	4	M.	1	1	1	..	1	..	50.6	..	6.0	34	34							
		Totals	4	F.	3	3	1	2	..	1	2	..	85.2	34	34						
		Averages per 100 employees.	..		100	100	25	75	..	25	75	..	3,395.0	..	150	850	850							
(12) Rs. 701—750		Old	M.					
		Totals	..	F.					
		Averages per 100 employees.					
GRAND TOTALS..		..	553		553	488	65	4	3	4	3	114	142	18	15	99	6	8	68	4	141	319	28	1,077.9	13,945.0	928	6,630	344	360	1,810	1,891	401	415	2,127	2,214						

EMPLOYEES.			CHILDREN.																	EMPLOYEES.																				
1	2	3	4	5	6	7	8	Attending Schools for—																	27	28	29	30	31	32	33	Calculated Monthly Assistance from Railway under New Rules—								
								Indians.									Anglo-Indians.															With reference to items Nos. 24 to 31 of Return A.								
								Primary.			Middle.			High.			Primary.			Middle.			High.									24	25	26	27	28	29	30	31	
								Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.								Boarders with relations or friends.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
								9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25								26	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
E. B. RY. Subordinates Community and Scale of pay.		Old or New Rules.	No. of employees.	Sex.	No. of School Age.	Now at School.	Others.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars—Total No.	School Boarders—Total No.	Boarders with relations or friends—Total No.	Total Monthly fees—Day Scholars.	Total Monthly fees—School Boarders.	Total Monthly fees—Boarders with relations or friends.	Actual average Monthly Assistance from Railway under Old Rules.	24	25	26	27	28	29	30	31						
INDIAN CHRISTIANS—concl'd.		Permanent.	New	M.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(7) Rs. 451—500 ..			Totals	F.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			Averages per 100 employees.	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(8) Rs. 50—550 ..		New	M.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	F.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Averages per 100 employees.	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(9) Rs. 551—600 ..		New	M.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	F.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Averages per 100 employees.	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(10) Rs. 601—650		New	M.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	F.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Averages per 100 employees.	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(11) Rs. 651—700		New	M.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	F.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Averages per 100 employees.	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(12) Rs. 701—750		New	M.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Totals	F.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Averages per 100 employees.	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GRAND TOTAL		..	35		38	31	7	7	4	1	3	7	1	1	3	2	1	1	12	14	5	21.9	149.3	131.0	..	47	47	56	56	55	55	66	66

EMPLOYEES.			CHILDREN.																								EMPLOYEES.																																	
1	2	3	4	5	6	7	8	Attending Schools for—																		27	28	29	30	31	32	33	Calculated Monthly Assistance from Railway under New Rules—																											
								Indians.									Anglo-Indians.																With reference to items Nos. 24 to 31 of Return A.																											
								Primary.			Middle.			High.			Primary.			Middle.			High.										Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.																		
								Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.	Day Scholars.	School Boarders.	Boarders with relations or friends.								Day Scholars.	School Boarders.	Boarders with relations or friends.	Total No.	School Boarders—Total No.	Boarders with relations or friends—Total No.	Total Monthly fees—Day Scholars.	Total Monthly fees—School Boarders.	Total Monthly fees—Boarders with relations or friends.	Actual average Monthly Assistance from Railway under Old Rules.	24	25	26	27	28	28	30	31										
																											Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
E. B. RY. Subordinates Community and Scale of Pay.		Class of Service.	Old or New Rules.	No. of employees.	Sex.	No. of School Age.	Now at School.	Others.																			Total Monthly fees—Day Scholars.	Total Monthly fees—School Boarders.	Total Monthly fees—Boarders with relations or friends.	Actual average Monthly Assistance from Railway under Old Rules.																														
ANGLO-INDIAN AND DOMICILED COMMUNITIES.		Permanent.	Old ..	54	M.	5	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(1) Not > Rs. 100 ..	Totals ..			54	F.	6	6																						
	Averages per 100 employees.		20.3	20.3																						
(2) Rs. 101—200 ..	Old ..		126	M.	23	20	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Totals ..		126	F.	20	14	6	1																						
Averages per 100 employees.	34.1	26.9	7.1	1.6																						
(3) Rs. 201—300 ..	Old ..		102	M.	56	50	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Totals ..		102	F.	42	35	7																						
Averages per 100 employees.	96.0	83.3	12.4																						
(4) Rs. 301—350 ..	Old ..		94	M.	56	52	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Totals ..	94	F.	64	54	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Averages per 100 employees.	..	..	..	127.7	112.8	14.9	..	1.0	..	..	1.0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(5) Rs. 351—400 ..	Old ..	73	M.	84	78	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Totals ..	73	F.	64	57	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Averages per 100 employees.	..	..	..	202.7	184.9	17.8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(6) Rs. 401—450 ..	Old ..	28	M.	18	15	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Totals ..	28	F.	14	11	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Averages per 100 employees.	..	..	..	114.2	92.5	21.4	..	7.1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX XIII.
No. 6 of 1931.
EASTERN BENGAL RAILWAY.
WEEKLY GAZETTE.

AGENT'S NOTIFICATION.
The 14th February 1931.

Particulars of Recognized Non-Railway Schools (i.e., recognized schools not under railway management) in the neighbourhood of stations on the Eastern Bengal Railway.

Station Masters of all stations (except "Calcutta stations*") are instructed to detach No. 236 A. the Blank Form on page 223 headed *Return B*, to fill in the required particulars and to send the completed forms to Mr. Erlam Smith, at 3, Koilaghat Street, by Thursday, the 26th February 1931.

2. Attention is invited to the following instructions and to the Specimen Form below :—

- (a) In the case of each of the six grades of school in columns 1 to 6 and for each of the six types of school in items 7 to 12, it is desired to know the distance of the nearest school distant from your station not more than 5 miles by rail; or not more than 5 miles by road (in the case of schools not at stations on the railway).
- (b) If there is no such school (i.e., within 5 miles) make no entry.
- (c) If there is such a school (or schools) write against the proper item and in the proper column the word "Yes," followed by the figure 1, 2, 3, 4 or 5, as the case may be, to indicate the distance from your station of the NEAREST school by rail or by road.
- (d) Even if you have made no entry in any column, the form should be signed and dated and submitted.
- (e) Study the specimen completed form below for station "X". It records the existence of the following recognized schools for Indians in the neighbourhood :—
 - (i) There is a Primary School under Public Management, distant 3 miles from X by rail and another similar school, distant 1 mile from X by road.
 - (ii) There is a Middle School for Muslims under Private Management, distant 4 miles from X by road, but no similar school within 5 miles of X by rail.
 - (iii) There is an un-denominational High School under Private Management, distant 3 miles from X by rail and another similar school, distant 3 miles from X by road.
 - (iv) There is a Catholic High School under Private Management, distant 5 miles from X by rail, but no similar school within 5 miles of X by road.

*Calcutta Stations.

Cossipore Road.

Chitpur.

Sahebbazaar.

Ruthtolla (a Port Trust Station
with E. B. Railway staff).

Ultadanga Road.

Calcutta.

Bentinck Street.

Army & Navy Stores. } Booking
Koilaghat. } offices.

There are also suburban stations not technically known as "Calcutta Stations".

They are—

	Miles from Calcutta.
Dum Dum Jn. ..	5
Ballygunge ..	4
Dhakuria ..	4
Kalighat ..	6
Majherat ..	7

AGENT'S NOTIFICATION—contd

SPECIMEN COMPLETED FORM.

36 A—
id.

Return B.—Statement of Recognized Non-Railway Schools (i.e., recognized schools not under railway management) in the neighbourhood of stations on the Eastern Bengal Railway.

Nature of management.	Schools for Indians.			Schools for Anglo-Indians.		
	Primary.	Middle.	High.	Primary	Middle.	High.
	1	2	3	4	5	6
PUBLIC MANAGEMENT.						
(a) Government or District Board or Municipality.	7	Rail Yes 3 Road Yes 1	Rail Road	Rail Road	Rail Road	Rail Road
PRIVATE MANAGEMENT.						
(b) Un-denominational or Non-communal.	8	Rail Road	Rail Road	Rail Yes 3 Road Yes 3	Rail Road	Rail Road
Denominational—						
(c) Christian—Catholic.	9	Rail Road	Rail Road	Rail Yes 5 Road	Rail Road	Rail Road
(d) Christian—Protestant.	10	Rail Road	Rail Road	Rail Road	Rail Road	Rail Road
(e) Hindu	11	Rail Road	Rail Road	Rail Road	Rail Road	Rail Road
(f) Muslim	12	Rail Road	Rail Road Yes 4	Rail Road	Rail Road	Rail Road

AGENT'S NOTIFICATION—*concl'd.*

Return B.—Statement of Recognized Non-Railway Schools (i.e., recognized schools not under railway management) in the neighbourhood of Stations on the Eastern Bengal Railway.

No. 236 A.-
cont'd.

Nature of Management.		Schools for Indians.			Schools for Anglo-Indians.		
		Primary. 1	Middle. 2	High. 3	Primary. 4	Middle. 5	High. 6
PUBLIC MANAGEMENT.							
(a) Government or District Board or Municipality.	7	Rail	Rail	Rail	Rail	Rail	Rail
		Road	Road	Road	Road	Road	Road
PRIVATE MANAGEMENT.							
(b) Un-denominational or Non-communal.	8	Rail	Rail	Rail	Rail	Rail	Rail
		Road	Road	Road	Road	Road	Road
Denominational—							
(c) Christian—Catholic.	9	Rail	Rail	Rail	Rail	Rail	Rail
		Road	Road	Road	Road	Road	Road
(d) Christian—Protestant.	10	Rail	Rail	Rail	Rail	Rail	Rail
		Road	Road	Road	Road	Road	Road
(e) Hindu ..	11	Rail	Rail	Rail	Rail	Rail	Rail
		Road	Road	Road	Road	Road	Road
(f) Muslim ..	12	Rail	Rail	Rail	Rail	Rail	Rail
		Road	Road	Road	Road	Road	Road

1. Name of Station :—

(Use the Station Stamp).....

2. Signature of Station Master.....

3. Date of Signature.....

APPENDIX XIV.

Statement of recognised non-railway schools for Indians (i.e., recognised schools not under Railway management)

Note.—The figures show the distances of the schools

In cases where for any one station and any one type of school there is any entry of distance against both

Stations.	Schools under Public management (Government, District Board or Municipality).			Schools		
				Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(1) Abdulpur Rail Road ..	Yes ..	..	..	Yes ..	..	..
(2) Adamdighi Rail Road ..	Yes 1	..	Yes 1	..	..	..
(3) Adina* Rail Road ..	..	..	..	..	..	..
(4) Agarpara Rail Road ..	Yes 2	..	Yes 1 Yes 3	Yes 1	..	..
(5) Akhanagar Rail Road ..	..	..	..	Yes ..	..	..
(6) Akkulpur Rail Road ..	Yes ½	..	Yes 3	..	..	..
(7) Akra Rail Road ..	..	..	..	..	Yes 1	Yes 3 Yes 3
(8) Alamdanga Rail Road ..	Yes 1	..	Yes 1	..	..	..
(9) Alipur Duar Rail Road ..	Yes ½	..	Yes ½	..	..	..
(10) Alipur Duar Court .. Rail Road ..	..	..	Yes 3 Yes 3	Yes 3	..	..
(11) Amghatta Rail Road ..	..	Yes 1 Yes 1	..	..	..	..
(12) Amingaon Rail Road ..	Yes 3	Yes 4	Yes 4	..	..	..
(13) Amnura Junction .. Rail Road ..	Yes ..	..	..	..	..	..
(14) Annadanagar Rail Road ..	..	..	..	..	Yes 3	..
(15) Aranghata Rail Road ..	..	Yes ..	..	..	..	..
(16) Arani Rail Road ..	..	..	..	Yes 2	..	Yes 2
(17) Arariya Rail Road ..	Yes 1	..	Yes 5	..	..	..
(18) Arariya Court Rail Road ..	Yes 2½	..	Yes 2½	..	..	..
(19) Atrai and Atrai Ghat .. Rail Road ..	..	..	..	..	..	..
(20) Aurahi* Rail Road ..	..	..	..	..	..	..

* The 52 stations starred have no recognise

Stations.	Schools					
	Schools under Public management (Government, District Board or Municipality).			Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(42) Barpeta Road* .. Rail Road ..	..	..	..	..	..	..
(43) Barrackpore .. Rail Road ..	..	..	Yes 1	Yes 1	..	Yes 2
(44) Barsoi* .. Rail Road ..	..	..	..	..	..	..
(45) Baruipur .. Rail Road ..	..	..	..	Yes 1	Yes 2	Yes 1
(46) Basantapur .. Rail Road ..	Yes 1	Yes 3	Yes 3	..	..	..
(47) Basbari* .. Rail Road ..	..	..	..	..	..	..
(48) Basudebpur .. Rail Road ..	..	Yes 1	..	..	..	..
(49) Basugaon* .. Rail Road ..	..	..	..	..	..	..
(50) Basuidanga .. Rail Road ..	..	..	..	Yes 4	..	..
(51) Bathnaha .. Rail Road ..	..	..	Yes 4 Yes 4	..	..	..
(52) Bausi .. Rail Road ..	Yes 3	Yes 3	Yes 5	..	..	..
(53) Behariganj .. Rail Road ..	..	Yes 5	..	..	..	..
(54) Bejerdanga .. Rail Road ..	..	..	..	Yes 2	..	Yes 2
(55) Belaichandi .. Rail Road ..	Yes 1	..	..	..	..	..
(56) Belakoba* .. Rail Road ..	..	..	..	..	..	..
(57) Beldanga .. Rail Road ..	..	..	Yes 1	..	..	..
(58) Belgachhi .. Rail Road ..	..	Yes 1	..	..	..	..
(59) Benapal .. Rail Road ..	..	Yes 1	Yes 5	..	..	..
(60) Berhampore Court .. Rail Road ..	Yes 1	..	Yes 1	..	Yes 2	Yes 1
(61) Bethuadahari .. Rail Road ..	Yes 1	..	..	..	..	..
(62) Bhabta .. Rail Road ..	..	..	Yes 4	..	..	..

Stations.	Schools					
	Schools under Public management (Government, District Board or Municipality).			Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(63) Bhagwangola ..	Rail ..	..	..	..	Yes 1	..
(64) Bhairamara ..	Rail ..	..	..	..	..	..
	Road ..	Yes 1	..	Yes 1	..	..
(65) Bhaluka Road ..	Rail ..	..	..	..	..	..
	Road ..	Yes 1	..	..	..	..
(66) Bharat Khali ..	Rail ..	..	..	..	..	..
	Road ..	..	Yes 5	..	..	..
(67) Bhetaguri* ..	Rail ..	..	..	..	..	..
	Road ..	..	..	..	..	..
(68) Bhemradaha ..	Rail ..	..	..	..	..	..
	Road ..	..	..	Yes	..	..
(69) Bhowanipur ..	Rail ..	..	..	..	..	..
	Road ..	..	..	..	Yes 2	..
(70) Bhurungamari ..	Rail ..	..	..	..	..	..
	Road ..	Yes 1	..	..	..	..
(71) Bhutnara ..	Rail ..	..	..	..	..	..
	Road ..	..	..	Yes 1	Yes 4	..
(72) Bidyaganj ..	Rail ..	..	..	..	..	..
	Road ..	Yes 1	Yes 3	Yes 4	Yes 2	..
(73) Bijni ..	Rail ..	..	..	..	..	..
	Road ..	Yes 1	Yes 1	..	..	..
(74) Biral ..	Rail ..	..	..	..	..	..
	Road ..	Yes 1	..	..	..	..
(75) Birati ..	Rail ..	..	..	..	..	..
	Road ..	..	Yes 2	..	..	Yes 2
(76) Biranagar ..	Rail ..	..	..	..	..	..
	Road ..	..	Yes 1	Yes 5	..	..
(77) Bogoola ..	Rail ..	..	..	..	..	..
	Road ..	..	Yes	..	..	..
(78) Bogra ..	Rail ..	..	..	..	..	..
	Road ..	..	Yes 1	Yes 1	Yes 1	Yes 1
(79) Bonarpara ..	Rail ..	..	..	..	..	..
	Road ..	..	Yes 1	..	..	..
(80) Bongaigaon ..	Rail ..	..	..	..	..	..
	Road ..	..	..	..	Yes 1	..
(81) Bongaon Junction ..	Rail ..	..	..	..	..	..
	Road ..	..	..	Yes	..	Yes 1 1/2
(82) Brahman Rakdia ..	Rail ..	..	..	..	..	Yes 4
	Road ..	Yes 1	..	..	..	Yes 3
(83) Brikutaha ..	Rail ..	..	..	..	..	..
	Road ..	..	..	Yes 1 1/2	..	Yes 1 1/2

Stations.	Schools					
	Schools under Public management (Government, District Board or Municipality).			Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(84) Budge Budge Rail Road ..	Yes 1½	..	Yes 1	..	Yes 1	..
(85) Buxa Road* Rail Road ..	..	..	..	..	..	..
(86) Canning Rail Road ..	Yes ½	..	..	..	..	..
(87) Chakdaha Rail Road ..	..	..	Yes 1	..	..	..
(88) Champahati Rail Road ..	Yes 1	..	Yes 2	..	..	..
(89) Chandpara* Rail Road ..	..	..	..	..	..	..
(90) Changripota Rail Road ..	..	..	..	..	..	Yes 2
(91) Chapai-Nawabganj .. Rail Road ..	..	Yes 1½	..	Yes 1	..	Yes 1
(92) Chaprakata Rail Road ..	Yes 1	..	..	..	..	..
(93) Charaikole Rail Road ..	..	..	Yes	..	..	..
(94) Chasbara Rail Road ..	..	..	Yes 2	..	..	..
(95) Chatmohar Rail Road ..	..	..	..	Yes 2	..	..
(96) Chengutia Rail Road ..	Yes	..	..	..	..	Yes 5
(97) Chilhati Rail Road ..	Yes 2	Yes 2	..	..	..	..
(98) Chiribander Rail Road ..	..	Yes	..	..	..	..
(99) Chorkai Rail Road ..	..	Yes ½	..	..	..	..
(100) Chuadanga Rail Road ..	Yes 1	..	Yes 1	..	..	..
(101) Chutiapara Rail Road ..	..	..	..	Yes 1	Yes 2	..
(102) Chowdhurani* Rail Road ..	..	..	..	..	..	..
(103) Cooch-Bihar Rail Road ..	..	..	..	..	..	Yes 1
(104) Dacca Rail Road ..	Yes 1½	Yes 1½	Yes 1½	..	Yes 1½	Yes 1½

Stations.	Schools					
	Schools under Public management (Government, District Board or Municipality).			Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(105) Daddi Rail .. Road ..	Yes 2 Yes 3	.. ..	Yes 1 Yes 1	Yes 3 Yes 3	....	....
(106) Dagi Rail .. Road ..	.. ..	Yes 1	....	....	....	....
(107) Dakshin-Baraset .. Rail .. Road ..	....	....	....	....	....	....
(108) Dalimgaon Rail .. Road ..	.. Yes 1	....	....	....	....	....
(109) Dalkolha Rail .. Road ..	.. Yes 1	....	....	....	....	....
(110) Dalsingpara* .. Rail .. Road ..	....	....	....	....	....	....
(111) Damanpur Rail .. Road ..	.. ..	.. ..	.. ..	.. ..	.. ..	Yes 5 Yes 1
(112) Damukdia Rail .. Road ..	.. ..	Yes 1	....	....	....	....
(113) Dandkhora Rail .. Road ..	.. ..	.. ..	.. ..	Yes 1	....	....
(114) Darsani* Rail .. Road ..	....	....	....	....	....	....
(115) Darsana Rail .. Road ..	.. Yes 1	.. ..	.. Yes 2	....	....	....
(116) Dattapukur Rail .. Road ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. Yes 1
(117) Daulatpur Rail .. Road ..	.. Yes 1	.. ..	.. Yes 1	....	....	....
(118) Debagram Rail .. Road ..	.. Yes ½	.. ..	.. ..	.. ..	Yes ½	....
(119) Deula Rail .. Road ..	.. Yes ½	Yes 2 ..	.. Yes 2	....	....	....
(120) Dewanhat Rail .. Road ..	Yes..	....	....	....	....	....
(121) Dhakuria Rail .. Road ..	.. ..	.. Yes 1	Yes 1..	....	....	....
(122) Dhala Rail .. Road ..	Yes 3 Yes 1	.. ..	.. Yes 1	....	....	....
(123) Dhamuah Rail .. Road ..	.. Yes 2	.. Yes 2	Yes 5 ..	.. Yes 1	....	....
(124) Dhaphdhabi Rail .. Road ..	.. ..	.. ..	.. ..	.. ..	.. Yes 2	Yes 4 Yes 3
(125) Dharmakura Rail .. Road ..	.. Yes ½	.. ..	.. Yes 1	....	....	....

Stations.	Schools					
	Schools under Public management (Government, District Board or Municipality).			Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(126) Dhirasaram Rail Road ..	Yes 1	..	..	..	..	..
(127) Dhopakholā Rail Road ..	..	..	Yes 4 Yes 4	Yes 1 Yes 1	Yes 5 Yes 5	Yes .. Yes 44
(128) Dhubri Rail Road ..	Yes 1½	..	Yes 1½	..	..	..
(129) Dhubulia Rail Road ..	..	..	..	Yes 3	..	Yes 3
(130) Diamond Harbour .. Rail Road ..	..	..	..	Yes 1	Yes 1	..
(131) Dignagar* Rail Road ..	..	..	..	..	..	..
(132) Digram Rail Road ..	..	..	..	Yes ..	..	..
(133) Dilpaahar Rail Road ..	Yes 1	..	Yes 4 Yes 4	..	..	..
(134) Dinajpur Rail Road ..	Yes 1	Yes 1	Yes 1	..	Yes 3	Yes 3
(135) Dinhatā Rail Road ..	..	..	Yes 1	..	..	..
(136) Dogachhea Rail Road ..	Yes 2	Yes 2	Yes 1 Yes 1	..	..	..
(137) Dolai ganj Rail Road ..	..	..	Yes 4	Yes 2	..	Yes 3
(138) Domar Rail Road ..	Yes 1/16	..	Yes 1/16	..	..	Yes 6
(139) Dum-Dum Cantonment Rail Road ..	..	..	..	..	..	..
(140) Dum-Dum Junction .. Rail Road ..	Yes 5 Yes 1	Yes 5	Yes 5	..	Yes 5	Yes 5 ..
(141) Durmat Rail Road ..	..	Yes 2	..	Yes 1	..	Yes 5 ..
(142) Eklakhi* Rail Road ..	..	..	..	..	..	..
(143) Fakiragram Rail Road ..	Yes 1½	..	..	..	..	..
(144) Falimari Rail Road ..	..	..	Yes 5	..	Yes 2	..
(145) Faridpur Rail Road ..	..	..	Yes 3	Yes 3	Yes 3	Yes 3
(146) Fatulla Rail Road ..	..	Yes 4	Yes 4	..	..	..

Stations.	Schools under Public management (Government, District Board or Municipality).						Schools		
				Un-denominational or non-communal					
	P.	M.	H.	P.	M.	H.	P.	M.	H.
(147) Forbesgunj Rail Road ..	Yes 2	..	Yes 2	..	..	..	..	..	..
(148) Fulbhari Rail Road ..	Yes 2	Yes 2	..	..	..	..	..	..	..
(149) Fuisa Rail Road ..	..	..	Yes 3	..	..	..	..	..	..
(150) Gabtali Rail Road ..	..	..	..	Yes 1	Yes 1	..	..	..	..
(151) Gadkhali Rail Road ..	..	Yes 1	..	..	..	..	..	..	..
(152) Gafargasa Rail Road ..	Yes 1	..	Yes 1	..	..	..	..	..	..
(153) Gaijanda Rail Road ..	..	..	..	..	..	..	..	Yes 1	..
(154) Gaijapur Rail Road ..	Yes 1	..	..	..	..	..	..	..	..
(155) Gafis Rail Road ..	..	..	Yes 1	..	..	..	..	..	..
(156) Gath Bannali* .. Rail Road ..	..	..	..	..	..	..	..	..	..
(157) Gatopara* Rail Road ..	..	..	..	..	..	..	..	..	..
(158) Gauripur Rail Road ..	..	..	..	Yes 1	Yes 1	..	Yes 1	Yes 1	..
(159) Ghograpar* Rail Road ..	..	..	..	..	..	..	..	..	..
(160) Ghntiyari-Sharif* .. Rail Road ..	..	..	..	..	..	..	..	..	..
(161) Gitalaha Junction .. Rail Road ..	..	Yes 2	..	..	..	..	..	..	..
(162) Goalundo Rail Road ..	Yes 1	Yes 3	..	..	..	..	..	..	..
(163) Gobardanga Rail Road ..	..	Yes 1	Yes 1	..	..	..	..	..	..
(164) Gochara Rail Road ..	Yes 1	Yes 4 Yes 2	..	..	..	..	..	..	..
(165) Godagarj Rail Road ..	..	..	..	Yes	..	..	..	..	..
(166) Golakganj Rail Road ..	Yes 1	Yes 1	..	..	..	..	..	..	..
(167) Golbathan Rail Road ..	..	..	..	..	..	..	..	Yes 4	..

Stations.	Schools					
	Schools under Public management (Government, District Board or Municipality).			Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(168) Gooakhora Rail Road .. ..	..	Yes 3	Yes 3	Yes 1	..	..
(169) Gopalnagar Rail Road .. ..	..	..	Yes 1	..	..	..
(170) Gopalpur Rail Road	Yes 1	..	..	..	..	..
(171) Goreevar* Rail Road .. ..	..	..	..	..	..	..
(172) Guma Rail Road	Yes 2	Yes 3	Yes 4	..	..	..
(173) Habibpur Rail Road .. ..	..	..	..	Yes 1	Yes 1	Yes 1
(174) Habra Rail Road .. ..	..	..	..	..	Yes 1	..
(175) Haldibari Rail Road .. ..	..	Yes 1	..	..	..	..
(176) Halishahar Goods .. Rail Road .. ..	..	..	Yes 2	..	..	..
(177) Halsa Rail Road .. ..	..	..	Yes 4	..	..	..
(178) Hamiltongunge* .. Rail Road .. ..	..	..	..	..	..	..
(179) Hariau Rail Road	Yes 2	..	..	..	..	..
(180) Harishchandrapur .. Rail Road	Yes 2	Yes 1	..	..	..	..
(181) Hasimara* Rail Road .. ..	..	..	..	..	..	..
(182) Hili Rail Road .. ..	..	..	..	Yes 1	..	Yes 1
(183) Hotar Rail Road	Yes 1	..	..	..	..	Yes 5
(184) Hridaipur Rail Road	Yes 2 1/2 Yes 1 1/2	..	Yes 2 1/2 Yes 1 1/2	Yes 1 1/2	..	..
(185) Iohhapur Rail Road	Yes 5	..	Yes 5 Yes 2	Yes 2	..	Yes 3
(186) Ishurdi Rail Road .. ..	..	..	Yes 4 1/2 Yes 1/2	..	..	Yes 1/2
(187) Jadabpur Rail Road .. ..	..	..	Yes 5	Yes 1	Yes 1	..
(188) Jagannathganj Rail Road	Yes 2	..	Yes 2	Yes 1	..	..

Stations.	Schools under Public management (Government, District Board or Municipality).			Schools		
				Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(189) Jagati Rail Road ..	Yes Yes	Yes Yes	Yes..	....	....	....
(190) Jaisti Rail Road ..	..	..	..	Yes	..	..
(191) Jaipur hat Rail Road ..	..	..	Yes 2	Yes 1	..	..
(192) Jalalgarh Rail Road ..	Yes 1	..	Yes 4	..	..	..
(193) Jalpaiguri Rail Road ..	Yes 1	..	Yes 1	..	Yes 1	Yes 1
(194) Jamalganj Rail Road ..	Yes	..	..	..	..	..
(195) Jamtoil Rail Road ..	Yes 1	..	Yes 3	..	..	..
(196) Janakinagar* Rail Road ..	..	..	..	..	..	..
(197) Jatrapur Rail Road ..	..	Yes 2	Yes 5	..	..	..
(198) Jaydebpur Rail Road ..	..	..	..	Yes 1	..	Yes 1
(199) Jaynagar-Majilpur .. Rail Road ..	Yes 1	Yes 1	..	..	..	Yes 1
(200) Jayrampur Rail Road ..	..	Yes 2	Yes 4 Yes 5	..	..	..
(201) Jessore Rail Road ..	..	..	Yes 1	Yes 1	..	Yes 1
(202) Jhaua* Rail Road ..	..	..	..	..	..	..
(203) Jhikargacha Ghat .. Rail Road ..	Yes 1	Yes 1	..	..	..	..
(204) Jaiganj Rail Road ..	Yes 1	Yes 2	Yes 1	..	..	..
(205) Jogbani* Rail Road ..	..	..	..	..	..	..
(206) Kachna Rail Road ..	..	..	Yes	Yes	Yes	..
(207) Kahaloo Rail Road ..	..	Yes 1	..	..	..	..
(208) Kaithalkuchi Rail Road ..	Yes 1	..	..	..	..	..
(209) Kalchini* Rail Road ..	..	..	..	..	..	..

Stations.	Schools under Public management (Government, District Board or Municipality).						Schools under		
							Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	Hf	P.	M.	Hf
(210) Kalis Haripur..	Rail Road	..	..	..	..	..	Yes 1	Yes 5	Yes 5
(211) Kalikapur ..	Rail Road	..	..	..	..	..	..	..	Yes 1
(212) Kalirbazar ..	Rail Road	..	..	Yes 2	Yes 3	..	..	..	..
(213) Kaliyaganj ..	Rail Road	..	..	Yes 4	Yes 2	..	..	..	..
(214) Kalukhali ..	Rail Road	..	..	..	Yes 1	..	..	..	..
(215) Kalyanpur ..	Rail Road	..	..	Yes 2	..	Yes 2	..	..	..
(216) Kamarpara ..	Rail Road	..	..	..	Yes 1	..	..	..	..
(217) Kanchrapara ..	Rail Road	..	..	..	..	..	..	..	Yes 5
(218) Kanchan Junction ..	Rail Road	..	..	..	..	Yes 2	..	..	..
(219) Kanki ..	Rail Road	..	..	..	..	..	..	..	..
(220) Kankinara ..	Rail Road	..	..	..	..	..	..	Yes 1 1/2	Yes 2 Yes 1
(221) Kasraid ..	Rail Road	..	..	..	..	..	..	..	Yes 1
(222) Karnapur ..	Rail Road	..	..	..	..	Yes	..	..	..
(223) Kasba ..	Rail Road	..	..	..	..	..	..	..	Yes 2 1/2 Yes 1
(224) Kasim Bazar ..	Rail Road	..	..	..	..	..	Yes 1/2	..	..
(225) Katihar Junction ..	Rail Road	..	..	..	..	..	..	..	..
226) Kangam ..	Rail Road	..	..	Yes 5	Yes 5	Yes 5	..	..	..
(227) Kania Junction ..	Rail Road	..	..	..	Yes 1	..	..	..	..
(228) Kendua Kalibari ..	Rail Road	..	..	..	..	..	..	..	..
(229) Khankhanapur ..	Rail Road	..	..	..	..	..	..	..	Yes 1
(230) Khardaha ..	Rail Road	..	..	..	..	Yes 3	Yes 1	..	Yes 2 Yes 2

Stations.	Schools under Public management (Government, District Board or Municipality).						Schools under					
							Un-denominational or non-communal.					
	P.	M.	H.	P.	M.	H.	P.	M.	H.			
(231) Khetur Road*	Rail Road	..	..	..	..	..	..	..	..	..	..	..
(232) Khoirabari*	Rail Road	..	..	..	..	..	..	..	..	..	..	..
(233) Khoksa	Rail Road	..	..	..	..	Yes 2	Yes 1	..	..	..	..	..
(234) Kholahati	Rail Road	..	..	..	..	Yes 2	..	..	..	..	..	..
(235) Khulna	Rail Road	..	..	..	Yes	Yes	..	..	..	..	..	..
(236) Kirtyanandnagar	Rail Road	..	..	..	Yes 1 Yes 1	..	..	..	..	..	..	..
(237) Kishanganj	Rail Road	..	..	..	Yes 1	..	..	..	..	..	..	..
(238) Kokrajhar*	Rail Road	..	..	..	..	..	..	..	..	..	..	..
(239) Krishnagar Road	Rail Road	..	..	..	Yes 1	Yes 5 Yes 2	Yes 2	Yes 2	..	..	..	..
(240) Krishnapur	Rail Road	..	..	..	Yes 2 Yes 2	..	..	..	..	..	..	Yes 2 Yes 2
(241) Kumarganj	Rail Road	..	..	..	..	..	..	Yes 2	..	..	..	..
(242) Kumarkhali	Rail Road	..	..	..	Yes 1	..	Yes 1	..	Yes 1	..	..	..
(243) Kumedpur	Rail Road	..	..	..	..	Yes 5 Yes 5	..	..	..	..	..	..
(244) Kuretha*	Rail Road	..	..	..	..	..	..	..	..	..	..	..
(245) Kurigram	Rail Road	..	..	..	..	Yes 1	Yes 1	..	..	..	..	..
(246) Kurmitoa	Rail Road	..	..	..	Yes 1	..	..	..	..	..	..	..
(247) Kushtia	Rail Road	..	..	..	Yes 1 Yes 1	..	Yes 1 Yes 1	..	..	..	..	Yes 1 Yes 1
(248) Kushtia Court	Rail Road	..	..	..	Yes 1	Yes 2	..	..	..	..	..	..
(249) Kusiargaon *	Rail Road	..	..	..	..	..	..	..	..	..	..	..
(250) Lahirimohanpur	Rail Road	..	..	..	..	..	Yes 1	..	..	..	..	..
(251) Lahalmikantapur	Rail Road	..	..	..	..	..	..	Yes 2	Yes 2	..	..	Yes 2

Stations.	Schools under Public management (Government, District Board or Municipality).			Schools under		
				Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(252) Lalgola Rail Road .. ..	..	..	..	..	..	Yes 1
(253) Lalgola Ghat .. Rail Road .. ..	..	..	..	..	..	Yes 4 Yes 2
(254) Lalitnagar* Rail Road .. ..	..	..	..	..	..	..
(255) Lalmanirhat Rail Road .. ..	..	..	..	..	Yes	..
(256) Lava* Rail Road .. ..	..	..	..	..	..	..
(257) Machhpara Rail Road	Yes 1	..	..	..	..	..
(258) Madanpur Rail Road	Yes 1	..	..	..	..	..
(259) Madhnagar Rail Road .. ..	..	..	..	Yes	..	..
(260) Madhyamgram .. Rail Road	Yes 1	..	Yes 3	..	..	..
(261) Magrahat Rail Road .. ..	..	..	Yes 2	Yes 2	..	..
(262) Mahesganj Rail Road	Yes 3	..	Yes 2 Yes 3	..	Yes 1	..
(263) Mahimaganj Rail Road .. ..	..	Yes 1	..	..	..	..
(264) Mahimaganj Ghat .. Rail Road .. ..	..	Yes 1	..	..	..	..
(265) Majdia Rail Road	Yes 1	..	Yes 1	..	..	..
(266) Majherat Rail Road	Yes 3 Yes 2½	..	..	..	Yes 3 Yes 2½	Yes 3 Yes 2½
(267) Majirgram* Rail Road .. ..	..	..	..	..	..	..
(268) Malanchi Rail Road .. ..	..	..	..	..	..	..
(269) Malda Rail Road	Yes 1	Yes 1	Yes 2	..	..	..
(270) Mallikpur Rail Road	Yes 1	..	Yes 2	..	..	..
(271) Mandalghat Rail Road .. ..	..	..	..	..	Yes 1	..
(272) Manihari Rail Road	Yes 2	Yes 1	..	Yes 1	Yes 5	..

Stations.	Schools under Public management (Government, District Board or Municipality).			Schools under		
				Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(373) Manihari Ghat ..	Rail Road ..	..	..	..	..	..
(374) Mahanathapur*	Rail Road ..	..	..	..	..	..
(375) Mahabahi*	Rail Road ..	..	..	..	..	..
(376) Malanpur ..	Rail Road ..	..	..	..	..	..
(377) Mirpur ..	Rail Road ..	..	..	..	..	..
(378) Moohia ..	Rail Road ..	..	..	..	..	..
(379) Moghalhat*	Rail Road ..	..	..	..	..	..
(380) Mohendranagar ..	Rail Road ..	..	..	..	..	..
(381) Moohadali ..	Rail Road ..	..	..	..	..	..
(382) Moohakhali ..	Rail Road ..	..	..	..	..	..
(383) Moterjhar ..	Rail Road ..	..	..	..	..	..
(384) Mulghar ..	Rail Road ..	..	..	..	..	..
(385) Mungapur ..	Rail Road ..	..	..	..	..	..
(386) Munahiganj ..	Rail Road ..	..	..	..	..	..
(387) Muragachha ..	Rail Road ..	..	..	..	..	..
(388) Murhiganj ..	Rail Road ..	..	..	..	..	..
(389) Murahidabad ..	Rail Road ..	..	..	..	..	..
(390) Mymensingh Junction ..	Rail Road ..	..	..	..	..	..
(391) Nabharan ..	Rail Road ..	..	..	..	..	..
(392) Nachoul ..	Rail Road ..	..	..	..	..	..
(393) Nahati Junction ..	Rail Road ..	..	..	..	..	..

Stations	Schools under Public management (Government, District Board or Municipality).			Schools under		
				Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(294) Nalbari Rail Road ..	Yes 1	..	Yes 1	..	..	..
(295) Naldanga Rail Road ..	..	Yes 1	..	..	..	..
(296) Nandangachi .. Rail Road ..	Yes 1	..	..	..	..	Yes 5
(297) Nandina Rail Road ..	..	Yes 1-3	..	..	..	..
(298) Nangi Rail Road ..	Yes	..	Yes 2	..	..	..
(299) Narayanganj .. Rail Road ..	Yes 3 Yes 3	..	..	Yes 1 Yes 1	Yes 1	Yes 1
(300) Narundi Rail Road ..	..	..	..	..	..	..
(301) Nasaratpur Rail Road ..	..	..	..	..	..	Yes 2½ Yes 2½
(302) Nashipur Road .. Rail Road ..	..	..	Yes 3	..	..	..
(303) Nator Rail Road ..	Yes 1	..	..	..	Yes 2	Yes 4
(304) Nabadwip Ghat .. Rail Road ..	Yes	..	Yes	..	..	..
(305) Nawapara Rail Road ..	..	..	..	..	..	Yes 2 Yes 4
(306) Nelphamari Rail Road ..	Yes 2	..	Yes 2	Yes 2	..	Yes 2
(307) Netra Rail Road ..	..	Yes 5 Yes 3	Yes 5 Yes 5	..	..	Yes 1
(308) Nilmaniganj Rail Road ..	Yes 1	..	..	..	Yes 3	Yes 4
(309) Nimasarai Rail Road ..	Yes 1	Yes 1	..	..	..	..
(310) Pachoria Junction .. Rail Road ..	Yes 3	..	Yes 5	..	..	..
(311) Paglaohandi Road .. Rail Road ..	Yes 2	Yes 4	..	..	..	..
(312) Paksey Rail Road ..	Yes 4	..	Yes 1	..	..	..
(313) Palta Rail Road ..	..	..	Yes 2 Yes 1½	Yes 1½	..	..
(314) Panchabibi Road .. Rail Road ..	..	Yes 1	..	..	..	..

Stations.	Schools under Public management (Government, District Board or Municipality).			Schools under		
				Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(336) Raiganj Rail Road .. ..	..	..	..	Yes ..	..	Yes ..
(337) Raita Rail Road .. ..	..	..	Yes 4	Yes 1½	..	..
(338) Raja Bhat Khawa .. Rail Road .. ..	..	..	..	Yes ..	..	..
(339) Rajarhat Rail Road	Yes 1	..	..	..	..	..
(340) Rajbari Rail Road	Yes 4 Yes 1/8	Yes 5	Yes 1/8	..	..	Yes 2/8
(341) Rajendrapur* .. Rail Road .. ..	..	..	..	..	..	..
(342) Rajshahi Rail Road	Yes 2	Yes 2	Yes 2	Yes 2	Yes 2	Yes 2
(343) Ramamritaganj .. Rail Road	Yes 1	..	Yes 1	..	..	..
(344) Rameswarpur* .. Rail Road .. ..	..	..	..	..	..	..
(345) Ranaghat Junction .. Rail Road	Yes 1	..	Yes 1.	..	..	..
(346) Rangya Junction* .. Rail Road .. ..	..	..	..	..	..	..
(347) Rangpur Rail Road	Yes 1	..	Yes 3	..	Yes 2	Yes 2
(348) Raninagar Rail Road .. ..	..	Yes 2	..	..	..	..
(349) Ranipatra Rail Road .. ..	..	Yes ½	..	..	..	..
(350) Rantara* Rail Road .. ..	..	..	..	..	..	..
(351) Rejinagar Rail Road .. ..	..	..	..	Yes 1	..	..
(352) Rohanpur Rail Road	Yes 1	..	..	..	..	..
(353) Ruha Rail Road .. ..	..	Yes 2	..	..	..	..
(354) Rupdia Rail Road .. ..	..	..	..	Yes 1/8	..	Yes 5
(355) Rupa East Rail Road .. ..	..	..	Yes 3 Yes 3	..	..	..
(356) Saidpur Rail Road .. ..	..	..	..	..	Yes 1	Yes 1

Stations.	Schools under Public management (Government, District Board or Municipality).			Schools under		
				Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(357) Salmari Rail Road ..	Yes ½	..	..	..	..	..
(358) Salop Rail Road ..	..	..	..	..	..	Yes 2
(359) Samai Rail Road ..	..	..	..	..	Yes 1	..
(360) Sangrampur Rail Road ..	Yes 2	..	Yes 4 Yes 3	..	..	..
(361) Sarlahar Rail Road ..	Yes 1/8	..	Yes ½	..	..	..
(362) Santipur Rail Road ..	..	Yes 1	Yes 1½	..	..	..
(363) Santoshpur Rail Road ..	..	..	..	..	Yes 2 Yes 2	..
(364) Sapatgram Rail Road ..	Yes ½	Yes ½	..	..	..	..
(365) Saraghat Rail Road ..	..	..	..	..	Yes	..
(366) Saratnagar Rail Road ..	Yes 3	..	..	..	..	..
(367) Sarda Road Rail Road ..	Yes 3	..	Yes 4 Yes 4	..	..	..
(368) Sargachi* Rail Road ..	..	..	..	..	..	..
(369) Sarisabari Rail Road ..	..	..	..	Yes ½	..	Yes ½
(370) Sarni* Rail Road ..	..	..	..	..	..	..
(371) Satgumbaz Rd. Rail Road ..	Yes 2½	Yes 4	Yes 4 Yes 4	..	..	Yes 1 ..
(372) Satkhamair Rail Road ..	Yes ½	Yes 2½	..	..	..	Yes 1/8 ..
(373) Senbari Rail Road ..	Yes 1	..	..	..	..	..
(374) Setabganj Rail Road ..	..	Yes 1	..	..	..	..
(375) Shamnagar Rail Road ..	..	..	..	..	..	.. Yes ½
(376) Shampur Rail Road ..	..	..	Yes 2	..	..	..
(377) Shibganj Rail Road ..	Yes 1	Yes 2	Yes 4 Yes 2½	..	..	..

Stations.			Schools under Public management (Government, District Board or Municipality).			Schools under		
						Un-denominational or non-communal.		
			P.	M.	H.	P.	M.	H.
(376) Shimurati ..	Rail Road ..	..	..	..	Yes 4	..	Yes 3
(379) Shivarampur ..	Rail Road ..	..	Yes 1/8	..	..	..	..
(380) Siliguri ..	Rail Road ..	Yes 1	..	Yes 4	..	..	..
(381) Simraha ..	Rail Road ..	Yes 1	..	..	..	..	..
(382) Singhabad ..	Rail Road ..	..	..	..	Yes ..	..	..
(383) Singherdabri-Hat ..	Rail Road ..	..	..	..	..	Yes 3	..
(384) Singhjani Jn. ..	Rail Road ..	..	..	Yes 3	Yes 4	..	Yes 1
(385) Singia ..	Rail Road ..	..	..	..	..	..	Yes 1/8
(386) Sirajganj Raipur ..	Rail Road ..	..	..	Yes 4	Yes 4 Yes 3	Yes 2	Yes 3
(387) Sirajganj Bazar ..	Rail Road ..	..	..	Yes 2	Yes 5 Yes 3	Yes 1	Yes 3
(388) Sirajganj Court ..	Rail Road ..	..	..	Yes 1	Yes 3	Yes 3	Yes 3
(389) Sirajganj-Ghat ..	Rail Road ..	..	..	Yes 1	Yes 3	Yes 3	Yes 3
(390) Sitlai ..	Rail Road ..	Yes 2	..	..	..	..	..
(391) Sodepur ..	Rail Road ..	..	..	..	..	..	Yes ..
(392) Sonadanga ..	Rail Road ..	..	..	..	Yes 1	..	..
(393) Sonahat* ..	Rail Road ..	..	..	..	..	..	..
(394) Sonaili ..	Rail Road ..	..	Yes 1	..	..	..	..
(395) Sonarpur Junction ..	Rail Road ..	Yes 1	Yes 1	Yes 5 Yes 3	..	..	..
(396) Sonatola ..	Rail Road ..	..	..	..	Yes 1	..	Yes 1
(397) Sorbhog* ..	Rail Road ..	..	..	..	..	..	..
(398) Sorupeta ..	Rail Road ..	Yes 1	Yes 3	..	..	..	..

Stations.	Schools under Public management (Government, District Board or Municipality).			Schools under		
				Un-denominational or non-communal.		
	P.	M.	H.	P.	M.	H.
(399) Sripur Rail Road .. ..	..	..	..	..	Yes 1/8	..
(400) Sudhani Rail Road	Yes 4	..	..	..	..	..
(401) Sukanpukur Rail Road .. ..	..	..	Yes 2	Yes 1	..	..
(402) Surjanagar Rail Road	Yes 1	..	Yes 4	..	..	..
(403) Surjapur Rail Road	Yes 2 Yes 1	..	..	..	..	..
(404) Sutiakhali Rail Road .. ..	..	..	Yes 5	..	..	Yes 5
(405) Taldi* Rail Road .. ..	..	..	..	..	..	..
(406) Taltala Hat Rail Road .. ..	..	..	..	Yes 1	..	Yes 3
(407) Talora Rail Road .. ..	..	..	Yes 1	..	..	..
(408) Tangi Rail Road	Yes 1	..	..	..	..	..
(409) Tangle Rail Road	Yes 1	..	..	..	..	..
(410) Tejgaon Rail Road .. ..	..	..	Yes 4	..	..	..
(411) Thakurgaon Road Rail Road .. ..	..	Yes 1	..	Yes 3	Yes 2	Yes 3
(412) Tihu Rail Road .. ..	..	..	..	..	Yes 1	..
(413) Tilakpur Rail Road .. ..	..	..	..	Yes 1	..	..
(414) Tipkai Rail Road	Yes 1	..	..	..	..	..
(415) Tista Junction Rail Road .. ..	..	Yes 1	..	..	..	..
(416) Tistamukh Ghat Rail Road .. ..	..	Yes 5 Yes 5	..	..	..	..
(417) Tittaghur Rail Road .. ..	..	..	Yes 2 Yes 3	Yes 1	Yes 1	Yes 3 Yes 3
(418) Tograihat Rail Road	Yes 1	..	..	..	..	..
(419) Trimohini Rail Road .. ..	..	..	..	..	..	Yes 3 Yes 4

Stations.	Schools under					
	Schools under Public management (Government, District Board or Municipality).			Un-denominational, or non-communal.		
	P.	M.	H.	P.	M.	H.
(420) Ullapara Rail ..	..	..	..	..	..	..
.. .. Road ..	Yes 1	..	Yes 3	..	..	..
(421) Ullapara Ghat Rail ..	..	..	..	..	..	..
.. .. Road ..	Yes 1	..	Yes 2	..	..	..

APPENDIX XVI.

EASTERN BENGAL RAILWAY. EUROPEAN DAY SCHOOLS AT SAIDPUR,
KATI HAR, DAKHINDARI AND KANCHRAPARA :*Rules.*

EUROPEAN DAY SCHOOL, SAIDPUR.

The School shall be managed by a Committee consisting of the following members :—

- Works Manager.
- Medical Officer.
- Station Master.
- Loco. Foreman.

2. An Honorary Secretary to be elected annually from the members of the Committee.
3. The Committee shall hold a meeting once a month and special meetings when necessary.
4. All matters submitted for the orders of the Committee at any meeting shall be decided by the votes of the majority of members present.
5. At any meeting of the Committee, four members shall form a quorum and the Chairman shall have a casting vote when necessary.

6. *Bills for School Fees.*—To be made out in the School Bill books in the name of the guardian of each family at the below mentioned rates and submitted to the Honorary Secretary on or before the 3rd of the month following that to which they relate. The Honorary Secretary will arrange to recover the amount from the guardians. The department in which the employee serves is to be mentioned in the bills.

7. Fees for the school children shall be charged as follows :—

Monthly fees—Railway employees.—Rs. 2-8-0 for the first child and Rs. 2 for other children.

Monthly fees—Non-Railway employees.—Rs. 4-8-0 for the first child and Rs. 4 for other children.

If children are withdrawn without reasonable cause a charge of Rs. 2 for re-admission will be made, the decision as to whether this fee should be charged to be in the hands of the Committee.

Notice of Withdrawal.—One month's notice of withdrawal is required or one month's fee to be paid by the parents but in cases of transfer, sick or any kind of leave of over one month necessitating the family accompanying the employee a month's notice will not be required.

When children are absent from school the whole month, and remain in the station, no sufficient reason being given for their absence, the parents will have to refund the Agent's capitation grant of Rs. 2 for each child.

8. *Stationery.*—An additional charge of Rs. 0-2-6 per head per month is made for stationery supplied to each child.

When books are supplied by the school, the cost price *plus* half an anna per book is recovered from the parents.

9. *Railway grant-in-aid bills.*—To be made out from the Attendance Registers in the attached form at Rs. 2 for each child of a Railway employee and submitted to the Honorary Secretary on or before the 7th of the month following that to which they relate.

10. *Head Mistress—Imprest Cash.*—Rs. 12 is the standard imprest for the school accounts—to be submitted to the Honorary Secretary with Vouchers whenever recoupment will be necessary.

11. *Establishment bills.*—To be submitted by the Head Mistress to the Honorary Secretary on the last day of the month and after payment to be returned by the Head Mistress duly stamped and receipted.

The salary of the staff is as follows :—

	Rs. per mensem.
Head Mistress	130
C. of E. religious instructor	10
R. C. religious instructor	10
<i>Menials.</i>	
Bearer	15
Sweeper	15
Bhistie	7
Dhobi	1
Chaprasi	1
Punkha Puller (during hot weather)	10

12. *Other Returns.*—To be submitted when called for.

13. *Class Registers.*—To be submitted direct to the Inspector of European Schools, Calcutta, every quarter for his inspection.

14. *The School holidays shall be as follows :—*

At Easter—Two weeks.

At Midsummer—June 15th to July 15th.

At Christmas—December 15th to January 15th.

Also the following holidays.—

Ascension Day.

Whitmonday.

Empire Day (May 24th).

The King's Birthday.

15. *School Hours.*—

8 A. M. to 12 P. M. for all scholars .. During Cold weather.

8 A. M. to 12 P. M. for classes I, II and III

8 A. M. to 11 A. M. for junior classes with half an hour recreation (9-30 to 10 A. M.). } During hot weather.

No child to be absent from school more than one day without a medical certificate. Any child frequently absent from the school in one month to be reported to the Secretary by the Head Mistress with her remarks after ascertaining the cause of absence.

16. Religious instruction shall be arranged for by the Committee.

17. Corporal punishment shall be inflicted only by the Head Mistress, and when administered to be reported to the Committee.

18. A report of the progress of each child shall be sent to the guardian by the Head Mistress through the Honorary Secretary at the end of each term.

19. A public distribution of prizes shall be held once a year in the Christmas holidays, when a report of the year's working shall be read by the Honorary Secretary or a Committee Member.

20. Members of the Committee may visit the school without notice at any time and enter their remarks in the Visitors' Book kept for the purpose.

EUROPEAN DAY SCHOOL, KATI HAR.

COMMITTEE.

President.—District Engineer, Kathiar.

Hon. Secy.—District Traffic Superintendent, Katihar.

Members.—Station Master, Permanent Way Inspector, Loco. Foreman, and Assistant Surgeon, Katihar.

Rules.

1. Pupils must be over 3 years of age.

The transfer certificate from the School last attended and the Baptismal certificate must be submitted with the application form on the day of admission.

2. The following fees will be charged per month.—

Rs. 3-4-0 for one child.

Rs. 2-12-0 for each additional child.

Re. 0-12-0 for stationery.

3. Books, etc., supplied by the School will remain the property of the School, the pupils having the use of them only.

4. All fees will be recovered through the Pay Sheets of the employees.

5. The full fees will be charged for Holidays and for absences from any cause (except sudden transfer) for periods up to a month.

6. One month's notice of withdrawal *in writing* or one month's fees in lieu, must be given in every case. Fees will be charged until such notice is sent.

One month's notice, however, will not be required in the case of sudden transfer.

7. Except in certain cases mentioned below, no pupil must be withdrawn from the School without the approval of the Honorary Secretary of the School.

Exceptions :—

(a) Illness, which must be supported by a medical certificate.

(b) Sudden transfer.

(c) Transfer of pupil to another School.

(d) When an employee goes on leave of any kind of more than a month's duration and takes his family with him.

8. If a pupil is withdrawn for any cause not approved of by the Honorary Secretary and put back later, a charge of Rs. 2 will be made for re-admission.

9. To earn the Agent's grant, 50% of possible attendances must be recorded during the month. Those parents, whose children fail to earn this grant for reasons other than illness, will be charged it through the Pay Sheets.

In the case of illness a medical certificate in support of it must be submitted within 3 days of the pupil falling ill.

10. When a pupil cannot be sent to School on any day, or for any period of a day, notice must be sent by parent or guardian to the School Mistress explaining the cause of absence.

11. *School hours :—*

Summer.

Primary Section from 6-45 hrs. to 11-30 hrs.

Infants Section from 7-30 hrs. to 11-30 hrs.

A break of 15 mts. is allowed at 9-15 hrs. for pupils to have tea in the School.

Winter.

8-15 hrs. to 13-30 hrs.

9-15 hrs. to 13-30 hrs.

A break of 45 mts. is allowed at 11-15 hrs. for pupils to go home and have their breakfast.

12. *Holidays.*—

Christmas.—One month.

Summer.—Six weeks.

Every Saturday is observed as a whole holiday.

13. A public distribution of prizes will be held once a year in the Christmas holidays when a report of the year's working will be read by the Honorary Secretary.

14. A report of the progress made by each pupil will be submitted by the School Mistress to the parent or guardian at the end of each term.

15. Corporal punishment may be inflicted by the Head Mistress and her Assistant. Each punishment shall be recorded in a book kept for the purpose.

16. The Church of England and Roman Catholic Chaplains may attend and give instructions to the children on the days appointed by them.

17. Members of the Committee may visit the school without notice at any time and enter their remarks in the Visitor's Book kept for the purpose.

18. The School Mistress and parents or guardians of pupils may only correspond with each other in connection with pupils being late for or absent from school (see rule 10). All other correspondence in connection with school matters, complaints, etc., must be addressed to the Honorary Secretary who will deal personally with all cases.

19. Parents are requested to send their children to school punctually and cleanly dressed.

APPLICATION FORM.

1. Name of pupil in full.....
2. Date of birth.....
3. Religion.....
4. School last attended.....
5. Name of parent or guardian.....
6. Occupation of parent or guardian.....
7. Nationality of parent or guardian.....
8. Address.....

I have read the rules and am willing to have my child admitted under them.

Signed.....

Dated.....

EUROPEAN DAY SCHOOL, DAKHINDARI, CALCUTTA.

COMMITTEE.

President.—Traffic Manager.

Vice-President.—District Traffic Superintendent, Chitpore.

Members.—Loco. Foreman, Chitpore, Yard Inspector, Chitpore.

Rules.

1. Children of Kindergarten age are educated in this school.
2. Children over Kindergarten age are sent to various schools in Calcutta by the School Bus at the following charges:—

Rs. 6 Bus hire for 1st child of Railway employee per month.

Rs. 4 Bus hire for every other child of the same family, per month.

3. *School Fees, monthly.*—
 (a) Rs. 2-10-6 including cost of stationery, viz., As. 2½ for 1st child of Railway employees.
 (b) Rs. 2-2-6 including cost of stationery for every other child of the same family.
 (c) Rs. 1-10-6 including cost of stationery for each non-railway child.
4. The rules require punctual and regular attendance, neatness, etc., on the part of the children.
5. *School Hours.*—
 9 to 11.
 12 to 2.

EUROPEAN DAY SCHOOL, KANCHRAPARA.

COMMITTEE.

President.—Loco. Superintendent.

Honorary Secretary in control of School.—Loco. Officer.

Rules.

1. *School hours.*—
 Monday to Friday . . . 8-30 to 10-30 A. M. Kindergarten.
 8-30 to 11-0 A. M. Standards I to IV.
 11-30 to 1 P. M.
2. *School Fees.*—
 Rs. 2-8-0 per mensem for first child.
 Rs. 2-0-0 per mensem for each additional child.
3. *Charges.*—A monthly charge of Annas 4 (for stationery) and a yearly charge of Re. 1 (for needle work material) per child, will be made.
4. *Books.*—Will be supplied by the School.
5. Full fees will be charged for all School holidays, and for absence from any cause for periods within a month.
- Exemption from charges will only be made :—
 (a) In cases of sickness which must be supported by a medical certificate.
 (b) When accompanying parents going on leave.
 (c) When such absences (a) and (b) extend to a month or longer.
6. *Withdrawals.*—One month's notice of withdrawal in writing is required, or one month's fees in lieu. But one month's notice will not be required in cases of transfer or when an employee goes on leave of any kind of more than one month's duration and takes his family with him.
- It is expected that as long as an employee is in the station, his child or children will not be withdrawn from the School unless to be sent to another School. If a child is withdrawn for this purpose and put back in the School later, a charge of Rs. 2 will be made for re-admission.
7. When a child cannot be sent to School on any day, or for any period of a day, notice must be sent by the parent to the School Mistress explaining the cause. Absence for more than 6 days must be supported by a medical certificate.
8. Parents are requested to send their children regularly and punctually, at the opening hours. (The Railway Works holidays do not affect the School, and in the absence of a definite notice of closing from the President or School Mistress, the School will open at the usual hours).
9. All fees will be recovered through Pay Sheets of employees.

KANCHRAPARA ;

20th November 1928.

M229RB-250-3-5-32-GIPS.

The President,

European Day School.

CHECKED
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