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RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1934- 35

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)

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The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

CONTENTS.

SECTION A.—*Financial and Statistical Summaries.*

Financial Summaries—

PAGE.

I,—Summary of the Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts . . . 2

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1934 and 1935 . . . 3

II-B.—Summary of Capital outlay to end of the years 1933-34 and 1934-35 of other than State-owned Railways . . . 4-5

ITT.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State* owned Railways for the years 1933-34 and 1934-35 . . . 6

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35 . . . 7

V.—Summary of Capital at Charge / Capital outlay, Revenue Earnings and Expenses of Railways by Classes for the years 1933-34 and 1934-35 . . . 7

VI.—Summary of Capital at Charge / Capital Outlay, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1933-34 and 1934-35 . 8

Statistical Summaries—

VII.-—Summary of the Mileage of Railways on 31st March 1935 . . . 9

VIII.—Summary of Equipment showing actual stock running on 31st March 1935 . 10—11

IX.—Summary of Net Additions to or reduction of Equipment during the year 1934-35 10—11

X.—Summary of Passenger and Goods Revenue Statistics for the years 1932-33 and 1933-34 . 12—13

XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1933-34 and 1934-35 . . . 14

XII.—Summary of Train and Engine Mileage for the years 1932-33 and 1933-34 15

XIII.—Summary of Selected Operating Statistics of Class I Railways by Gauges for the year ended 31st March 1935 . . . 16–19

SECTION B.—*Financial and Statistical Statements.*

Financial Statements—

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1934-35 and of the percentage of those figures on the Capital at Charge, on 31st March 1935, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts . . . 22-23

2. (a)—Statement of Capital at Charge of State-owned Railways on the 31st March 1935 . 24-27

2. (6)—Statement of Capital Outlay to the end of the year 1934-35 of other than State-owned Railways . . . 28-39

3.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1934-35 . . . 40–41

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1934-35 . . . 42

PAGE.

5. Statement of Capital at Charge Capital Outlay.Revenue Earnings and Expenses for the years 1933-34 and 1934-35 . . . . . 43—47

6.—Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35 48—51

7.—Details of Working Expenses of each Railway System for the years 1933-34 and 1934-35 . 52—61

Statistical Statements—

8.-—Mileage Statement for the year 19154-35 . . . . . **62-77**

9.—Description of Glass I Railways worked during the year 1934-35 . **78**

10.— Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935 . . . . . 79—88

11.—Statement of Net Addition*: to or Reductions of Equipment of Class I Railways during the year 1934-35 . . . . . 89—91

12 —Statement of Passenger Revenue Statistics of Class I Railways for the years 1933-31 and 1934-35 . . . . . 92—99

13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1933-34 and 1934-35 . . . . . 100—111

14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1933-34 and 1934-35 . . . . . 112—115

15.—Results of *Working* of Class I Railways for the years 1933-34 and 1934-35 . 116 — 117

16.—Statement of Ton Mileage of Class 7 Railways for the years 1933-34 and 1934-35 . 118—119

17—Statement of Train and Engine Mileage of Class 1 Railways for the years 1933-34 and 1934 35 . . . . . 120—125

18.—Statement of Engine Hours of Class I Railways for the years 1933-34 and 1934-35 . 126—129

19.—Statement of Vehicle Miles of Class I Railways for the years 1933-34 and 1934-35 130-133

20.—Statement of Speed of Goods Trains of Class I Railways for the years 1933-34 and 1934 35 134

21.—Statement of Shunting and Light running of Class 1 Railways for the years 1933-34 and 1934-35 135

22.—Statement of Engine Usage of Class I Railways for the years 1933-34 and 1934-35 . 136–139

23.—statement of Loads of Trains of Class I Railways for the years 1932-33 and 1933-34 . 140–141

24.—Statement of Vehicles and Wagons and their Usage on Class I Railways for the years 1933-34 and 1934-35 142–143

25. --Statement of Density of Traffic on Class I Railways for the years 1933-34 and 1934-35 144–145

26. (a)— Statement of Repans of Rolling Stock of Class 1 Railways for the years 1933-34 and 1934-35 146–149

26 *(b)*—Statement of cost of Repairs and Maintenance of Rolling Stock of Class 1 Railways for the year 1934-35 160–151

27. *(a)*—Statement of Coal Consumed on Class I Railways for the years 1933-34 and 1934-35 152–157

27 (b)—Statement of Coal Consumption on Class I Railways for the years 1933-34 and 1934-35 158 –159

28,—Statement of Efficiency of Class I Railways for the years 1933-34 and 1934-35 160

29.—-Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1934-35 161–176

30.—Analysis of Operating Expenses of Class I Railways for the year 1934-35 177–205

PAGE.

31.—Statement of the Oil Consumption on Class I Railways during the years 1933-34 and 1934-35 . . . 206—207

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35 . . . 206—211

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 193334 and 1934-35 . . . 212

34.—Statement of Equipment showing the actual Stock running on Class II and I I I Railways on the 31st March 1935 . . . 213—214

35.—Statement of the Net Additions to Equipment of Class [I and I I I Railways during the year 1934-35 . . . 215

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and I I I Railways for the years 1933-34 and 1934-35 . . . 216—221

37.—Statistics of Engine miles and Coal Consumption of Class II ana I I I Railways for the years 1933-34 and 1934 35 . . . 222—226

Appendices-

A.—Value of Stores purchased by Class I Railways during the year 1934-35 . . . 228—231

B.—Details of Working of Company or State Collieries for the yearn 1932-33 to 193 4-35 . . . 232—233

C.-I.—Statement of Number of Servants of all races employed on each Railway System (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1933-34 and 1934-35 . . . 234—235

C-II.—Statement of Number of Servants in subordinate services (excluding labourers and inferior servants) employed on class I Railways (except H. E. H. the Nizam's State Railways and Jodhpur Railway) and in the Railway Board and other Railway offices at the close of the years 1933-34 and 1934-35 . . . 236

D.—Statements o f Accidents during 1934-35 . . . 237—269

E.—Rolling Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1935 . **270—271**

F.—Statement showing the cost of the Police Force employed on Railways during 1934-35 . **272**

INTRODUCTORY NOTE.

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

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

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

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

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

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

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

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

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

[For details, see Statement 2, page 22-23.]

FINANCIAL SUMMARIES.

/ .- Summary of the Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934 35 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

(In thousands of rupees.)

Clarification.	Year.	*Capital at charge.	Net Revenue Receipt*.	Percentage of Net Revenue Receipts on Capital at Charge. (Col.4x 100) / Col. 3	CHARGES AGAINST NET REVENUE RECEIPTS. Payments account of share of surplus profits and of Net Revenue Receipts	Interest payments,	Total charges.	NET GAIN OR Loss TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)] Gain.	Loss.	Percentage of Gain or Loss on Capital at Charge. col. 9 or 10x100 / (Col. 3.
1	2	3	4	6	6	7	8	9	10	11
Central.										
1. State Line* worked by the State.	1933-34	5,01,61,53	14,13,37	2·62	..	20,44,64	20,44,64	..	6,31,27	—1·26
	1934-35	5,00,74,66	15,73,71	3·14	..	19,95,09	19,95,09	..	4,21,38	—0·84
8. State Lines worked by Companies or by Indian States	1933-34	2,90,13,84	16,62,45	5·05	56,65	11,97,03	12,53,68	..	1,91,23	—0·66
	1934-35	2,91,44,69	11,32,51	3·85	61,12	11,70,37	12,31,49	..	1,08,98	—0·37
3. Miscellaneous items	1933-34	3,30,00	..	..	..	16,30	16,30	..	16,30	—4·93
	1934-35	3,10,31	..	..	..	14,60	14,60	..	14,60	—4·70
4. Total Central	1933-34	7,95,06,27	24,75,82	3·11	56,65	32,57,97	33,14,62	..	8,38,80 (a)	—1·06
	1934-35	7,95,29,55	26,96,22	3·39	61,12	31,80,06	32,41,18	..	5,44,96 (a)	—0·69
Provincial.										
5. Total Provincial	1933-34	14,61	..	..	..	53	53	.	53	—3·63
	1934-35	14,61	..	..	..	51	51	..	51	—3·55
6. GRAND TOTAL	1933-34	7,95,20,88	24,75,82	3·11	56,65	32,58,50	33,15,15	..	8,39,33	—1·06
	1934-35	7,95,44,16	26,96,22	3·39	61,12	31,80,57	32,41,69	.	5,45,47	—0·69

* On open lines and on lines wholly or partly under construction (including ferries and suspause;.

(a) See also footnote * under Statement 1 on page 23.

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

II-A. Summary of Capital at Charge of State-owned and Railways on the 31st March 1934 1035.

(In thousands of rupees.)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1934.	31st March 1935.	31st March 1034.	31st March 1935.	31st March 1034. (Cols. 2+4.)	31st March 1935. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways;—*						
(a) During the year	..	..	..	..	..	..
(6) To end of the year	1,20,39,51	1,20,39,51	49,00,02	49,00,02	1,69,39,53	1,69,39,53
2. *Capital outlay during the financial year from funds provided by the State;—*						
(a) Works	1,19,56	97,65	56,53	1,00,29	1,77,39	1,97,94
(b) Rolling-stock	—2,01,51	—1,07,45	18,72	38,70	—1,82,79	—68,75
(c) General charges	5,46	2,32	2,51	—17,80	7,97	—15,48
(d) Stores, etc., not finally charged off in the accounts.	—1,42,79	—70,70	—63,23	—8,88	—2,06,02	—88,53
(e) Total I	—2,27,98	—87,18	22,53	1,12,31	—2,05,45	25,13
8. *Capitol outlay to the end of the financial year including, in the case of purchased railway, expenditure incurred since purchase :—*						
(a) Works	2,61,10,98	2,62,25,26	1,62,82,14	1,63,45,59	4,23,93,12	4,25,80,76
(6) Rolling-stock	98,55,73	97,48,28	66,41,35	66,80,05	1,64,97,08	1,64,28,33
(c) General charges	14,45,57	14,51,23	12,00,43	11,87,03	26,49,00	26,41,01
(d) Stores, etc., not finally charged off in the account*.	6,77,04	5,97,53	3,65,11	3,56,30	10,42,15	9,53,83
(e) Total	3,81,29,32	3,80,35,15	2,44,59,03	2,45,69,48	6,25,81,75	6,26,04,03
4. *Total Capital at Charge at the end of the financial year [items 1(b)* plus 3(e)].	5,01,61,53	5,00,74,66	2,93,59,05	2,94,69,50	7,95,20,58	7,95,44,16

1I-B.—Summary of Capital Outlay to the end of the years 1933-34

Clasaification.	Year.	CAPITAL OUTLAY DURING THE YEAR. Works.	Rolling-stock.	General charm (including ferric).	Store*, etc., not finally charged off in the accounts.	Total.
1	2	3	4	6	6	7
1. Branch line Companies' Railway! under Guirantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	1933-34	Nil	1	Nil	—11	—10
	1934-35	—56	3	57	—29	—25
(6) Worked by the main line	1933-34	28	Nil	Nil	Nil	28
	1934-35	1,14	Nil	Nil	Nil	1,14
2, Branch line Companies' Railways under rebate terms worked by the main line.	1933-34	1,22	12	21	Nil	1,55
	1934-35	3,02	71	—3	Nil	3,70
8. Branch line Companies' Railways under guaranty and rebate terms.	1933-34	5	Nil	Nil	Nil	5
	1934-35	22	—8	Nil	Nil	14
4. Companiess lines subsidised by the Government of India.	1933-34	6,83	90	—3	—1,02	6,68
	1934-35	—4,85	4,98	2,59	—72	9,00
i. Companies' lines subsidised by Local Governments.	1933-34	20	Nil	13	20	53
	1934-35	50	Nil	Nil	3	53
6. Unassisted Companies'lines	1933-34	Nil	6	Nil	4	4
	1934-35	Nil	15	Nil	—1	14
7. District Board lines.	1933-34	5	—1	Nil	Nil	4
	1934-35	—66	—15	—5	Nil	—86
8. Companies' lines subsidised by District Boards.	1933-34	1,63	Nil	Nil	—43	1,20
	1934-35	53	7	3	—8	55
9. Indian State lines worked by Indian States .	1933-34	1,56,46	38,10	11,23	—7,93	1,96,90
	1934-35	70,79	28,98	3,52	—9,16	1,08,07
10. Indian State lines worked by the main line .	1933-34	14,91	19	1,73	—62	16,31
	1934-35	1,21	—18,19	33	—17	—16,92
11. Companies' lines guaranteed by Indian States	1933-34	1	32	Nil	Nil	33
	1934-35	Nil	2	Nil	Nil	2
12. Lines in Foreign territory worked by British Indian Railway Companies.	1933-34	1,78	Nil	Nil	Nil	1,78
	1934-35	4,75	Nil	Nil	Nil	4,75
13. TOTAL	1933-34	1,82,41	39,71	13,32	—9,85	2,25,59
	1934-35	86,03	16,52	13,86	—10,40	1,05,01
14. Miscellaneous	1933-34	Nil	Nil	Nil	Nil	Nil
	1934-35	Nil	Nil	Nil	Nil	Nil
16. GRAND TOTAL .	1933-34	1,82,41	39,71	13,32	—9,85	2,25,59
	1934-35	86,03	16,52	13,86	—10,40	1,05,01

[For detail,* **set** *Statement 2* **(b),** *pages 28—39].*

and *1934-35* ***of other than*** *State-owned Railways. {In thousands of rupees.)*

§ TOTAL CAPITAL OUTLAY TO THE AND THE YEAR.					
Work*.	Rolling, •took.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Classification.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
93,09	21,29	8,75	1,82	1,24,96	(a) Worked by the branch line company.
92,54	21,33	9,31	1,52	1,24,70	
80,26	1,17	7,71	Nil	89,74	(6) Worked by the main line.
82,00	1,17	7,71	Nil	90,88	
6,14,29	56,23	80,58	Nil	7,51,10	2. Branch line Companies' Railways under rebate terms worked by the main line.
6,18,34	56,92	79,52	Nil	7,54,78	
1,76,92	3,04	9,56	2,00	1,91,52	3. Branch lino Companies ' Railways under guarantee and rebate terms.
1,77,14	2,96	9,56	2,00	1,91,66	
*12,85,79	3,97,91	1,11,60	13,70	17 71,40	4. Companies' lines subsidized by the Government of India.
*13,42,18	4,02,89	1,22,35	12,98	17,80,40	
1,06,14	72,35	21,68	1,97	2,03,67	5. Companies' lines subsidized by Local Governments.
1,06,64	72,36	21,08	4,10	2,04,20	
33,33	7,56	32	21	41,45	6. Unassisted Companies' lines,
51,82	12,74	2,48	23	66,97	
71,66	7,01	6,53	Nil	85,10	7. District Board lines.
70,90	6,86	6,48	Nil	84,24	
1,04,16	39,39	2,53	1,62	1,47,70	8. Companies' lines subsidized by District Boards.
1,04,69	39,46	2,57	1,54	1,48,26	
28,03,80	9,01,14	1,77,12	81,23	39,63,59	9. Indian State lines worked by Indian States.
28,55,48	9,30,42	1,86,40	72,04	40,46,24	
10,83,71	1,19,44	82,12	5,98	12,91,25	10. Indian State lines worked by the main line.
10,64,87	96,22	80,18	5,81	12,47,08	
8,43	5,92	1,76	Nil	16,11	11. Companies lines guaranteed by Indian States.
8,43	5,94	1,76	Nil	16,13	
†2,32,10	Nil	1,50	Nil	2,33,60	12. Lines in foreign territory worked by British Indian Railway Companies.
‡2,37,16	Nil	1,50	Nil	2,38,65	
66,57,48	16,32,78	5,10,56	1,10,66	89,11,48	13. TOTAL.
67,11,88	16,49,29	5,32,90	1,00,22	89,94,29	
8,23	Nil	64	Nil	8,87	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
66,65,71	16,32,78	5,11,20	1,10,66	89,20,35	15. GRAND. TOTAL.
67,20,11	16,49,29	5,33,54	1,00,22	90,03,16	

* Includes 11, 95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available,
† Includes 2,20.90 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.
% Includes 2,25,65 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.
Ordinarily the figures shown under the head " Total capital outlay to the and of the year "'should agree with the.figures under the same head in the previous year *plus* those shown under " Capital outlay during the year in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

(For details, Me Statement 4, page 42.]

***III.**—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** Railways for the years 1933 34 and 1934-35.*

Particulars.	CENTRAL.								Total Provincial.		Grand Total	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1933-34.	1934-35.	1933-34.	1934-35.	1933-34	193435	1933-34.	1934-35.	1933-34	1934-35	1933-34.	1934-C5.
1	2	3	4	5	0	7	8	0	10	11	12	13
1. Interest on sterling debt . £	3,606,713	3,606,880	899,366	899,366	..	..	4,506,079	4,506,246	..	..	4,506,079	4,506,246
2. Interest on capital contributed by oompanios:—												
(a) On share capital £	..	..	420,000	420,000	..	..	420,000	420,000	..	..	420,000	420,000
(6) On debenture and dobenture stock £	..	..	542,517	502,083	..	..	542,517	502,083	..	..	542,517	502,083
3. TATAL, £	..	..	962,517	932,083	..	..	962,517	932,083	..	..	962,517	932,083
4. GRAND TOTAL . £	3,606,713	3,606,880	1,861,883	1,821,449	..	..	5,468,596	5,428,329	..	..	5,468,596	5,428,329
5. Converted into rupees at average rate of exchange (In thousands of rupees)	4,80,34	4,79,50	2,48,55	2,43,37	(a) —31	a —73	7,28,68	7,22,04	..	..	7,28,68	7,22,04
6. Interest on capital out lay provided by Government (In thousands of rupees)	15,64,26	15,15,55	2,40,58	2,19,00	16,61	15,33	35,21,75	21,50,18	53	51	25,22,28	24,50,99
7. Interest on rupee debt (In thousand? of rupees).	4	4	7,50	7,50	..	..	7,54	7,54	..	..	7,54	7,54
8. GRAND TOTAL . (In thousands of rupees).	20,44,64	19,95,09	11,97,03	11,70,37	16,30	14,60	32,77,97	31,80,06	53	51	32,58,50	31,80,57

(a) Represents exchange charges.

[For *details, set Statement N'o. 3, pages* 40 and 41.]

IV—***Summary*** *of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of* ***State-owned*** *Railways for the years 2033-24 and 2034-35,*

[In thousands of rupees.)

Class of Railways.	Year.	Gross Revenue Receipts. Earnings.	Suspense.	Total.	Working expenses. Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.	Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	1933-34	55,18,69	—23,73	54,55,96	31,77,62	3,57,08	—5,63	40,29,28	53,31	14,13,37	57·57
	1934-35	56,83,22	16,61	56,99,83	31,94,10	8,79,62	—8,55	40,56,17	69,35	15,73,71	66·20
State Railways worked by Companies or Indian States and Miscellaneous.	1933-34	38,23,29	—24,90	37,98,40	20,47,88	4,99,40	—16,39	25,30,18	1,99,56	10,62,35	53·86
	1934-35	39,46,79	—6,09	39,38,70	21,08,21	5,01,15	—21	26,09,15	2,07,04	11,22,51	53·42
Total . .	1933-34	93,42,08	—48,63	92,94,45	52,25,71	13,56,48	—16,43	65,35,76	2,52,87	24,75,82	58·93
	1934-35	96,30,01	8,52	96,38,53	53,02,31	13,71,77	—8,76	66,65 32	2,76,99	26,96,22	56·16

NOTE.—Figures for 1933-34 have been recast according to current procedure.

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

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$*, Revenue Earnings and Expenses of Railways for the years 1933 34 and 1934-35.*

[In thousands of rupees.]

Classification.	Year.	For the system *i.e.* both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings, i	Working expenses.	Not earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. Col.5x100 / Col. 4	percentage of net earnings on total capital at charge given *in column* 3. (Col. 6 X 100)
1	2	3		5	6	7	8
			By classes of railways.				
lass I Railways.	1933-34 .	8,46,89,84	96,35,48	64,31,16	32,04,32	66·74	3·78
	1934-35 .	8,47,31,07	99,12,74	65,93,97	33,18,77	66·52	3·92
lass II Railways	1933-34 .	26,80,46	3,16,12	1,98,20	1,17,22	62·95	4·37
	1934-35 .	27,06,85	3,11,84	1,93,39	1,18,45	62·02	4·38
lass III Railways . .	1933-34 .	5,80,58	47,59	36,21	11,38	76·09	2·04
	1934-35 .	5,98,91	57,31	42,87	14,44	74·80	2·41
ther items not included in the preceding beads	1933-34 .	5,29,35	—41,84	2,87,68	—3,29,12	..	—
	1934-35 .	5,07,46	—82	2,30,56	—3,30,95	..	..
			By Ownership				
Total State Railways	1933-34 .	7,39,91,53	85,71,95	60,34,51	25,37,44	68·02	3·49
	1934-35 .	7,00,36,70	91,46,29	61,88,54	29,47,75	67·77	3·73
ther items not included in the preceding beads.	1933-34 .	5,29,35	—41,84	2,87,68	—3,29,42	..	..
	1934-35 .	5,07,46	—82	2,30,13	—2,30,95	..	..
Total other Railways .	1933-34 .	89,11,48	11,27,09	6,31,62	4,95,47	56·04	5·55
	1934-35 .	89,94,29	11,35,18	6,31,23	5,03,95	55·61	5·60
Miscellaneous.	1933-34 .	(a) 8,87	46	44	1	..	..
	1934-35 .	(a) 8,87	42	46	—4	..	..
GRAND TOTAL	1933-34 .	8,84,41,23	96,57,66	69,51,15	30,03,50	69·84	3·40
	1934-35 .	8,85,47,32	1,02,81,07	70,00,36	32,20,71	68·67	3·64

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

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

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

(a) See details at the foot of Statement 2 (6) for the year concerned.

[For details ate Statement 6, page 43-47 and Statement 8,* pages *62.71.]*

VI.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$*, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1933-34 and 1934-35.*

Classification.	Year.	Route mileage on 31st March.	In thousands of Total capital at charge. Capital Outlay.	GROSS earnings. §	Working expenses. §	Net earnings.	REMARKS
1	2	3	4	5	6	7	8
		Miles.					
1. State line* worked by the State	*1933-34*	*17,477·84*	*††4,96,64,47*	*84,06,78*	*39,68,07*	*14,42,71*	
	1934-35	17,685·24	4,96,78,90	86,62,40	40,01,31	15,61,09	
2. State lines worked by ‖oompanies	*1933-34*	*13,998·73*	*††2,90,37,06*	*34,66,17*	*20,71,44*	*13,94,72*	
	1934-35	13,962·88	2,91,57,80	35,83,89	21,97,23	13,86,66	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1933-34*	*177·93*	*1,24,95*	*7,26*	*6,31*	*95*	
	1934-35	177·93	1,24,70	6,81	5,93	88	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1933-34*	*114·65*	*89,74*	*10,17*	*5,13*	*5,04*	
	1934-35	114·65	90,88	9,90	5,04	4,86	
ft. Branch line companies' railways under Rebate terms, worked by the main line.	*1933-34*	*1,126·73*	*7,51,10*	*84,10*	*45,28*	*38,82*	
	1934-35	1,131·89	7,54,78	80,51	44,09	36,42	
0. Branch line companies* railways under Guarantee and rebate terms,	*1933-34*	*166·60*	*1,91,52*	*11,90*	*6,47*	*5,43*	
	1934-35	166·60	1,91,66	11,63	6,00	5,63	
7. Companies' lines subsidized by the Government of India.	*1933-34*	*2,032·16*	*17,71,40*	*2,71,31*	*1,26,16*	*1,46,15*	
	1934-35	2,082·30	17,80,40	2,70,61	1,28,08	1,42,53	
8. Companies* lines subsidized by Local Government*.	*1933-34*	*137·09*	*2,03,67*	*32,03*	*20,32*	*11,71*	
	1934-35	137·09	2,04,20	32,65	20,92	11,73	
9. Unassisted companies' lines .	*1933-34*	*107·95*	*41,45*	*3,17*	*2,64*	*53*	
	1934-35	164·25	66,97	3,88	3,32	56	
10. District Board lines	*1933-34*	*136·43*	*35,10*	*12,13*	*6,71*	*5,42*	
	1934-35	136·43	34,24	14,89	7,83	7,06	
11. Companies' lines subsidised by District Boards.	*1933-34*	*273·62*	*1,47,70*	*29,54*	*20,62*	*8,92*	
	1934-35	273·62	1,48,26	30,71	20,62	10,09	
12. Indian State lines worked by Indian States.	*1933-34*	*5,213·55*	*39,53,59*	*4,85,89*	*2,90,23*	*1,95,66*	
	1934-35	5,284·51	40,46,34	5,04,24	2.92.05	2,12,19	
18. Indian State lines worked by the main line.	*1933-34*	*1,658·77*	*12,91,25*	*1,40,69*	*80,18*	*60,52*	
	1934-35	1,602·25	12,47,08	1,40,67	80,81	59,86	
14. Companies' lines guaranteed by Indian States	*1933-34*	*38·63*	*16,11*	*1,17*	*89*	*28*	
	1934-35	38·63	16,13	1.11	1,00	11	
15, Lines in foreign territory worked by British Indian railway companies	*1933-34*	*73·54*	*2,33,99*	*32,62*	*18,68*	*13,94*	
	1934-35	73·54	2,36,85	37,68	15.54	12 14	
16. Miscellaneous	*1933-34*	*19·12*	*(a) 8,87*	*45*	*44*	*1*	
	1934-35	19·12	(a) 8,87	42	46	—4	
17. Other items not included in the preceding beads.	*1933-34*	..	*5,29,35*	*—41,84*	*2,87,58*	*—3,29,42*	
	1934-35	..	5,07,46	—82	2,30,13	—2,30,95	
18 TOTAL	*1933-34*	*42,253·34*	*8,84,41,23*	*99,57,65*	*69,54,15*	*30,03,50*	
	1934-35	43,020·63	8,85,47,32	1,02,81,07	70,60,36	32,20,71	

(a) See details at the foot of Statement 2 (*h*) for the year concerned.

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

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

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

‖ Include State lines worked by Indian States

ft Revised figures.

[For details, see Statement 8, pages 62—77].

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1935,

Classification.	Route mileage open on the 31st March 1935.			Track mileage open on the 31st March 1935.			Route mileage opened during the financial year 1934-35.	Route mileage authorised but not open for traffic on 31st March 1935.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction
1	2	3	4	5	6	7	8	9	10
I. (a) Class I Railways—									
5' 6" gauge	17,781·70	3,417·75	21,199·45	24,272·95	7,447·56	31,720·51	0·30	*Nil*	*Nil*
3' 3½" gauge	14,608·98	267·53	14,874·51	15,157·59	3,241·53	18,399·12	*Nil*	5·40	72·99
2' 6" and 2' 0" gauges	3,220·47	*Nil*	3,220·47	3,220·47	250·33	3,470·80	*Nil*	*Nil*	*Nil*
Total	34,609·15	3,685·28	38,294·43	42,251·01	10,939·42	53,190·43	0·30	5·40	72·99
(b) Class II Railways—									
3' 3½" gauge	2,610·62	*Nil*	2,610·62	2,610·62	390·41	3,001·03	70·79	*Nil*	45·54
2' 6" and 2' 0" gauges	926·11	*Nil*	926·11	926·11	112·29	1,038·40	*Nil*	*Nil*	*Nil*
Total	3,536·73	*Nil*	3,536·73	3,536·73	502·70	4,039·43	70·79	*Nil*	45·54
(c) Class III Railways—									
3' 3½" gauge	173·66	*Nil*	173·66	173·66	26·78	200·44	*Nil*	*Nil*	13·11
2' 6" and 2' 0" gauges	1,015·79	*Nil*	1,015·79	1,017·30	102·26	1,119·46	*Nil*	0·68	*Nil*
Total	1,189·47	*Nil*	1,189·47	1,190·88	129·02	1,319·90	*Nil*	0·68	13·11
II. (a) Total State-owned Railways—									
5' 6" gauge	18,727·26	3,417·75	19,145·01	27,914·51	7,169·38	29,977·87	0·30	*Nil*	*Nil*
3' 3½" gauge	10,652·30	249·71	10,902·01	11,107·27	2,243·51	13,710·78	*Nil*	5·40	64·11
2' 6" and 2' 0" gauges	1,623·11	*Nil*	1,623·11	1,623·11	201·85	1,824·96	*Nil*	*Nil*	*Nil*
Total	28,002·67	3,667·46	31,670·13	35,638·89	9,904·72	45,513·61	0·30	5·40	64·11
(b) Total Other Railways—									
5' 6" gauge	2,054·44	*Nil*	2,054·44	2,054·44	288·20	2,342·64	*Nil*	*Nil*	*Nil*
3' 3½" gauge	6,738·98	17·82	6,756·80	6,774·62	1,115·12	7,889·81	70·79	*Nil*	74·53
2' 6" and 2' 0" gauges	2,539·26	*Nil*	2,539·26	2,540·67	263·03	2,803·70	*Nil*	0·68	*Nil*
Total	11,332·68	17·82	11,350·50	11,369·73	1,666·42	13,036·15	70·79	0·68	74·53
III. (c) Total State-managed Rlys.—									
5' 6" gauge	12,120·06	2,852·00	14,972·06	16,033·80	6,577·47	22,611·27	*Nil*	*Nil*	*Nil*
3' 3½" gauge	2,983·61	214·14	3,197·75	3,411·89	914·29	4,326·18	*Nil*	*Nil*	*Nil*
2' 6" and 2' 0" gauges	967·03	*Nil*	967·03	967·03	116·67	1,083·80	*Nil*	*Nil*	*Nil*
Total	16,070·72	3,066·14	19,136·86	22,412·72	6,608·63	29,021·35	*Nil*	*Nil*	*Nil*
(b) Total Other Railways—									
5' 6" gauge	5,651·62	565·75	6,227·37	6,839·15	1,370·09	8,709·24	0·30	*Nil*	*Nil*
3' 3½" gauge	14,407·07	53·39	14,461·06	14,530·00	2,744·41	17,274·41	70·79	5·40	139·54
2' 6" and 2' 0" gauges	3,195·34	*Nil*	3,195·34	3,196·75	348·01	3,544·76	*Nil*	0·68	*Nil*
Total	23,254·03	619·14	23,883·77	24,565·90	4,462·51	29,528·41	71·09	6·08	139·54
IV. Total by gauges—									
5' 6" gauge	17,781·70	3,417·75	21,199·45	24,272·95	7,447·56	32,220·51	0·30	*Nil*	*Nil*
3' 3½" gauge	17,391·28	267·53	17,658·81	17,941·89	3,658·70	21,600·59	70·79	5·40	139·54
2' 6" and 2' 0" gauges	4,162·37	*Nil*	4,162·37	4,163·78	464·86	4,628·64	*Nil*	0·68	*Nil*
Grand Total	39,335·35	3,685·28	43,020·63	46,378·62	11,571·15	58,549·78	71·09	6·08	139·54

Note.—Route mileage open on 31st March 1934	43,253·34
Add Route mileage opened during 1934-35	71·09
Total	43,324·43
Route mileage open on 31st March 1935 as shown in column 4 above	43,020·63
Difference (vide details below)	—3·80
Net decrease on account of realignments, remeasurements, etc.	—3·80

Details.

VIII.—Summary of Equipment showing

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages).
	Steam. No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
CLAM I RAILWAYS.																		
5' 6'gauge .	25,515 (d)	69	$140,803,810	2,116,352	1	7	13	1.105	93	9,188	69	9,619	24,299	44,435	64,498	660,519	3,582	1,161
1'3]* gauge .	2,677	(a)6	40,242,945	(b)41,600	3	220	7	623	24	1,031	38	7,625	10,778	14,825	12,546	366,291	121	612
			Number. 282		Number. 6		8	222	1	16	13	885	1,104	1,449	1,815	27,171	91	45
2' 6" and 2' 0* gauges																		
CLASS II RAILWAYS.																		
3'3½" gauge .			282		10		..	..	..	..	..	1,005	1,394	2,426	1,187	37,967	217	79
2'6" and 2'0" gauges			134		5		(c)7	..	..	..	..	603	344	528	84	16,190	41	19
CLASS I I I RAILWAYS.																		
3' 3½ gauge .			21		..		..	..	..	..	..	66	36	111	76	2,817	19	4
2' 6" and 2' 0* gauges			145		17		1	..	..	..	..	579	564	446	1,444	14,173	75	13

IX.—Summary of net additions to or reductions

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages.						Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages).
	Steam No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.		No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17	18
CLASS I RAILWAYS.																		
5'6* gauge .	—156	..	—2,454,368	..	..	..	—1	—50	..	..	*—210	—443	—957	—646	—14,184		—86	23
3'3½" gauge .	—38	..	—225,822	..	..	..	..	..	..	..	*—156	—125	—51	—232	—5,007		27	—5
			Number. —4		Number. —1		..	30	1	16	—22	—25	—17	—69	—233		—7	—2
2' 6* and 2' 0' gauges																		
CLAM II RAILWAYS.																		
3'3½"gauge .			5		4		..	..	..	..	38	46	10	25	1,463		8	—1
2' 6* and 2' 0' gauges			2		..		..	..	..	..	—1	—134	—2	..	158		..	—1
CLASS I I I RAILWAYS.																		
2'3½" gauge .			3		..		..	..	..	..	2	—16	—23	—2	318		..	..
2'6" and 2'0" gauges			—4		—2		..	..	..	..	—17	—5	—5	60	—346		—5	—3
BY GAUGES.																		
5' 6" gauge .	—156	..	—2,454,368	..	..		—1	—50	..	..	—210	—443	—957	—646	—14,184		—86	23
			Number.															
3'3½"gauge .			—30		4		..	..	..	..	—116	—98	—63	—209	—3,826		35	—5
2'6' and 2'0*gauges			—6		—2		..	30	1	16	—40	—164	—54	—9	—422		—12	—11

* Excludes Military can, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VT1I and I X.

† Motor Coach composites.

‡ Includes one Petrol Locomotive. *(b)* For 4 Electric Locomotives only.

§ Includes 2,460 Lbs. tractive effort of 1 Petrol Locomotive,

(a) Includes 2 Battery tenders.

(c) Includes 4 Internal Combustion Coaches.

(d) Includes 1 Engine on hire with Gaekwar' s Baroda State Railway.

Actual stock running on *31st March 1935.* *[For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.)*

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service: Covered wagons — No. (In units.)	Covered wagons — Total capacity in tons	Open wagons, high sided — No. (In units.)	Open wagons, high sided — Total capacity in tons	Open wagons, low sided — No. (In units.)	Open wagons, low sided — Total capacity in tons	Special wagons including brake vans — No. (In units.)	Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks — No. (In units.)	Road Motors — No.	Classification.
20	21	22	23	24	25	26	27	28	29
94,627	1,992,553	37,808	815,810	4,719	102,096	12,004	4,053	102	Class I Railways. 5' 6" gauge.
46,737	603,714	2,932	46,207	4,414	61,244	6,281	4,113	7	3' 3½" gauge.
			Number. 8,467				131	..	2' 0" and 2' 0" gauges.
									Class II Railways.
			6,743				181	..	3' 3½" gauge
			2,463				60	..	2' 6" and 2' 0" gauges.
									Class III Railways.
			407				12	..	3' 3½" gauge.
			1,449				41	..	2' 6" and 2' 0" gauges

n *Equipment during the year 1934-35.* *[For details, see Statement 11, pages 90—9land Statement 35, page 215.]*

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service: Covered wagons — No. (In units.)	Covered wagons — Total capacity in tons	Open wagons — No. (In units.)	Open wagons — Total capacity in tons	Special wagons including brake vans — No. (In units.)	Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks — No. (In units.)	Road Motors — No.	Classification.
19	20	21	22	23	24	25	26
672	20,270	386	12,217	—246	14	—3	Class I Railways. 5' 6" gauge.
—348	—2,592	—863	—863	—63	02	—1	3' 3½" gauge.
		Number. —22			3	..	2' 6" and 2' 0" gauges.
							Class II Railways.
		229			5	..	3' 3½" gauge.
		20			2	..	2' 6" and 2' 0" gauges.
		—13			..	..	Class III Railways. 3' 3½" gauge.
		9			5	..	2' 6" and 2' 0" gauges.
672	20,270	386	12,217	—246	14	—3	By gauges. 5' 6" gauge.
		Total Number. —858			67	—1	3' 3½" gauge.
		17			10	..	2' 6" and 2' 0" gauges.

X.—Summary of Passenger and Goods Revenue

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class	477,4	466,6	23,0	16,9	9,5	12,8
2nd class.	5,252,9	5,069,2	203,0	200,5	26,7	26,7
Inter class.	16,635,6	16,445,0	169,4	108,8	112,7	156,8
3rd class.	459,907,8	463,646,1	28,061,2	27,049,0	7,074,9	9,551,4
TOTAL (a)	476,273,7	485,618,9	29,347,6	27,377,0	7,223,8	9,747,7
2. Passenger miles (in thousands)—						
1st class. Miles	79,543	80,515	973	931	213	308
2nd class	302,841	302,313	5,212	3,304	601	620
Inter class.	591,118	500,798	4,392	3,915	1,787	2,257
3rd CLASS.	15,609,911	16,103,509	635,367	616,012	114,122	145,067
TOTAL	16,384,713	16,987,135	645,944	629,222	116,723	148,252
8. Average miles a passenger was canted—						
1st class. Miles	166·6	171·7	42·3	49·3	22·4	24·1
2nd class	57·7	60·8	40·5	43·7	22·5	23·2
Inter class.	47·1	47·9	27·4	36·0	15·9	14·4
3rd class.	33·7	34·8	21·9	22·8	16·1	15·2
TOTAL	34·4	35·0	22·1	23·0	16·2	15·2
4. Earnings from passengers carried (in thousands of rupees)—						
1st class. Rs.	74,75	75,59	1,07	1,01	25	24
2nd class	1,37,31	1,36,66	4,24	4,15	69	65
Inter class	1,09,69	1,10,12	1,31	1,12	54	66
3rd class.	25,20,01	25,53,59	1,26,10	1,20,39	23,98	30,76
TOTAL	(c)28,59,76	28,75,97	1,32,72	1,26,67	25,46	32,33
5. Average rate charged per passenger per mile (in pies)—						
1st class. Pies	18·0	18·0	21·1	20·8	22·5	15·0
2nd class.	8·71	8·68	9·91	9·53	22·9	20·1
Inter class	4·20	4·22	5·73	5·49	5·50	5·78
3rd class.	3·13	3·04	3·51	3·75	4·03	4·07
TOTAL	3·34	3·25	3·93	3·86	4·19	4·19
6. Tons of goods carried (in thousands) (b)	97,649	107,347	4,344	4,581	901	1,017
7. Net ton-miles (in thousands)	18,459,856	20,090,588	221,726	234,294	25,435	26,732
8. Average miles a ton of goods was carried	189	187	51·0	51·1	28·2	26·3
0, Earnings from goods carried (in thousands of rupees).	59,52,58	62,54,51	1,58,66	1,60,67	17,30	18,16
10. Average rate charged lor carrying a ton of goods one mile Pres.	6·22	5·98	13·7	13·2	13·1	13·3

(a)
(b)
(c)

See remarks on page 13.

[For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.]

Statistics for the years 1933-34 and 1934-35.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		Headings.
1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
345,9	339,6	141,6	142,0	22,4	18,7	429,5	405,9	1st class . . . No.
4 130,7	3,928,3	1,252,8	1,355,0	99,1	93,1	5,959,3	4,916,0	2nd class . . . ,,
9,239,7	9,045,0	1,322,6	1,400,9	286,4	264,5	10,557,3	10,315,9	Inter class. . . ,,
289,802,2	299,187,0	183,979,9	184,765,2	22,161,8	22,294,3	473,585,9	481,051,2	3rd class . . . ,,
303,518,5	312,499,9	186,756,9	187,573,1	22,569,7	22,670,6	489,613,1	496,691,0	TOTAL (a) . ,,
								2. Passenger miles (in thousands)— Miles.
66,203	67,194	13,824	13,958	702	602	80,729	81,754	1st class . .
237,063	236,875	71,418	71,468	3,173	2,934	311,654	311,307	2nd class . . ,,
441,690	438,016	59,226	63,426	5,531	5,528	507,597	506,970	Inter class. . . ,,
10,495,259	11,003,354	5,357,367	5,463,791	397,774	398,943	16,250,400	16,864,588	3rd class . . . ,,
11,240,215	11,745,939	5,502,835	5,612,643	407,330	406,007	17,150,380	17,764,699	TOTAL .
								3. Average miles a passenger was carried—
91·4	197·6	97·6	98·3	31·3	32·2	192·0	201·4	1st class . . . Miles.
57·4	60·3	57·0	55·5	32·0	31·5	61·7	64 6	2nd class . . ,,
47·8	48·4	43·6	45·3	19·3	20·9	48·1	49·1	Inter class . . ,,
36·2	36·8	29·1	29·6	17·9	17·8	34·3	35·1	3rd class . . ,,
37·0	37·6	29·5	29·9	18·0	17·9	35·0	35·8	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
60,95	61,77	14,12	14,21	1,00	. 85	76,07	76,83	1st class . . . Rs.
1,04,59	1,05,06	35,19	34,21	2,46	2,21	1,42,24	1,41,48	2nd class . . ,,
96,01	95,77	13,54	14,50	1,69	1,65	1,11,54	1,11,92	Inter class . . ,,
16,98,83	17,16,96	8,95,60	9,05,24	84,65	82,54	26,79,09	27,04,74	3rd class . . ,,
19,60,38	19,79,56	9,58,75	9,68,16	89,81	87,25	(c) 30,08,94	30,34,97	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
17·7	17·7	19·6	19·5	27·4	27·1	18·7	18·0	1st class . . . Pies.
8·47	8·52	9·46	9·19	11·9	14·5	8·76	8·73	2nd class. . . ,,
4·17	4·20	4·41	4·39	5·71	5·73	4·22	4·24	Inter class . . ,,
3·11	3·00	3·21	3·18	4·09	3·99	3·17	3·08	3rd class . . ,,
3·35	3·24	3·35	3·31	4·23	4·13	3·37	3·28	TOTAL . ,,
72,034	79,288	27,573	30,379	3,282	3,278	76,513	84,583	6. Tons of goods carried (in thousands) (b)
15,055,331	16,307,375	4,506,804	5,023,592	134,355	130,648	18,706,817	20,351,615	7. Net ton-miles (in thousands)
209	207	127·2	125·9	49·9	39·9	214·5	240·8	8. Average miles a ton of goods was carried.
44,76,44	46,86,19	15,79,45	16,48,41	1,02,53	99,94	61,58,54	64,34,54	9. Earnings from goods carried (in thousands of rupees).
5·70	5·42	3·65	3·28	14·7	14·7	6·32	6·07	10. Average rate charged for carrying a ton of goods one mile. Pies.

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

(b) The above remarks apply to tons carried alsa,

(c) Excludes credit of Rs. 1,94,000 received from the E. I. Railway on account of passengers carried over the Delhi—Ghazibad section for the period April 1920 to May 1931: this amount is included in statements 5 and 6.

{For details, see Statement 6, pages 43—47 and Statement 14, pages 112—11b.}

XI—Summary of Revenue Earnings and Expenses rated against selected units, by Classes ***and Gauges,*** *for the years 1933-34 and 1934-35.*

Class or Gauge.	Year.	Net Earnings.			Working Expenses.*			Gross Earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	1933-34	32,04,32	1·95	8,232	64,31,16	3·90	316	96,35,48	5·85	24,736	676
	1934-35	33,18,77	1·94	8,534	65,93,97	3·85	325	99,12,74	5·79	25,456	488
Class II Railways	1933-34	1,17,32	‡1·64	3,313	1,99,20	‡2·79	185	3,16,52	‡4·43	8,941	171
	1934-35	1,18,45	1·71	3,349	1,93,39	2·79	105	3,11,84	4·50	8,815	169
§Class III Railways	1933-34	11,88	0·65	1,020	30,21	1·75	62	47,59	2·30	4,292	82
	1934-35	14,44	0·58	1,208	42,87	1·71	60	57,31	2·29	4,795	92
					By gauges.						
5' 6" Gauge	1933-34	22,56,50	2·02	10,480	47,99,31	4·43	427	70,55,81	6·52	32,742	632
	1934-35	23,42,49	2·07	10,968	49,24,40	4·35	437	72,66,89	6·42	33,875	646
2' 2½' Gauge	1933-34	10,62,75	1·37	5,169	16,70,58	2·93	176	27,33,33	4·79	15,064	286
	1934-35	11,05,68	1·38	5,146	17,03,88	2·89	181	28,09,56	4·77	15,570	299
‡2' 6" and 2' 0" Gauges.	1933-34	13,57	0·38	353	1,96,66	‡2·51	94	2,10,35	‡2·69	5,468	101
	1934-35	3,49	0·03	94	2,01,95	2·55	94	2,05,44	2·60	4,972	95
					Total all railways.						
†Total	1933-34	33,32,92	1·99	7,647	66,66,57	3·97	293	99,99,49	‡5·96	22,927	440
	1934-35	34,51,66	1·98	7,911	68,30,23	3·91	300	1,02,81,89	5·89	23,536	453

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.
† The difference between these totals and those shown in Summary V consists of "other items not included in the precelin heads included in the latter.
% Revised Figures.
§ Does not Include Jessore- Jhenidah Railway (2' 6' gauge), figures for which are not available.

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

XII•—Summary of Train and Engine Mileage for the years 1933-34 and 1934-35 (In thousands of miles.)

Particulars.		Year	Train Miles. ‡ Passenger.	Train Miles. ‡ Goods.	Train Miles. ‡ Mixed.	Train Miles. Total (including departmental).	Shunting and other Engine Miles. Shunting.	Shunting and other Engine Miles. *Miscellaneous.	Shunting and other Engine Miles. Total. (Cols. 7+8).	Total engine miles. (Cols. 6+9).
1		2	3	4	5	6	7	8	9	10
						By classes of railways.				
Class I Railways	Steam	*1933-34*	*77,612*	*46,029*	*27,378*	*155,697*	*25,901*	*12,396*	*37,597*	*193,294*
		1934-35	79,258	49,410	28,133	162,382	25,951	13,294	39,245	201,427
	†Electric	*1933-34*	*1,602*	*573*	*Nil*	*2,211*	*131*	*331*	*462*	*2,706*
		1934-35	1,561	559	Nil	2,171	155	317	472	2,643
		1933-34	*§1,999*	*767*	*4,369*	*§7,151*	*1,344*	*132*	*1,376*	*§8,510*
		1934-35	1,582	846	4,394	6,928	1,280	145	1,436	8,363
Class II Railways . .	Steam	*1933-34*	*446*	*159*	*1,441*	*2,079*	*297*	*252*	*459*	*2,532*
		1934-35	651	266	1,534	2,507	238	268	506	3,013
Class I I I Railway || - .	Steam					By gauges.				
5'6* gauge	Steam	*1933-34*	*54,013*	*33,490*	*9,902*	*100,761*	*16,719*	*9,127*	*25,137*	*126,898*
		1934-35	55,973	35,867	10,549	106,654	17,309	9,914	27,223	132,877
	†Electric	*1933-34*	*1,602*	*573*	*Nil*	*2,211*	*131*	*331*	*462*	*2,706*
		1934-35	1,561	559	Nil	2,171	155	317	472	2,643
		1933-34	*§23,627*	*12,308*	*18,632*	*§56,229*	*8,696*	*3,110*	*11,806*	*§68,037*
		1934-35	23,783	13,465	18,736	58,074	9,128	3,343	12,471	70,545
3' 3½" gauge .	Steam .	*1933-34*	*§1,818*	*1,697*	*4,754*	*§7,821*	*1,044*	*443*	*1,487*	*§9,308*
		1934-35	1,465	1,195	4,877	7,889	1,042	450	1,492	9,381
2' 6" and 2'0* gauges |! .	Steam.					Total all railways				
Total	Steam .	*1933-34*	*§79,958*	*46,955*	*33,188*	*§164,811*	*26,452*	*12,980*	*39,432*	*§204,243*
		1934-35	81,421	50,527	34,161	171,617	27,479	13,707	41,186	212,803
	†Electric:	*1933-34*	*1,602*	*573*	*Nil*	*2,214*	*131*	*331*	*462*	*2,706*
		1934-35	1,561	559	Nil	2,171	155	317	472	2,643

* Includes light assisting required, assisting not required.siding and departmental
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.
{Revised figures.
| The figures for Jessore-Jhenidah Railway bays not been included as the information is not available.

XIII.—Summary of Selected Operating Statistic of* ***Class I*** *Railways,* ***by Gauges,*** *for the year ended 31st March 1936.*

Particulars.			5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles—(In thousands)*			997,839	517,752	38,348
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,259,623	497,471	20,492
2·02 Total (excluding brake vans)			1,825,153	690,108	29,598
2·03 Percentage loaded of total			69·0	72·1	69·3
3.* Net or freight ton miles (In thousands)		Steam	15,744,726	3,466,636	72,207
		Electric‡	263,498	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	25,104,174	7,044,933	317,827
		Electric‡	714,103	..	..
	Including departmental	Steam	25,236,656	7,126,901	318,267
		Electric‡	714,267	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	37,531,962	8,383,542	262,490
		Electric‡	638,069	..	..
	Including departmental	Steam	39,163,987	8,908,998	282,153
		Electric‡	652,308	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			126	95	43
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			34·8	28·2	13·1
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			308	147	32
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12·7	6·97	3·52
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains (excluding van goods and shunting (pick up) trains)—					
6·01 Main lines		Steam	§	§	..
		Electric‡	16·5	..	..
6·02 Branch lines			§	§	—
6·03 Total		Steam	§	§	..
		Electric‡	16·5	..	..
All Goods trains—					
6·04 Main lines		Steam	11·8	11·2	..
		Electric‡	13·8	..	..
6·05 Branch lines			10·7	10·7	..
6·06 Total		Steam	11·6	11·0	8·73
		Electric‡	13·8	..	..
7.* *Average train load*—					
Passenger—					
7·01 Number of vehicles		Steam	16	16	..
		Electric‡	18	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	389	230	..
		Electric‡	457	..	..
Goods—					
7·03 Main lines—Loaded wagons		Steam	35	33	..
		Electric ‡	44	..	..
7·04 Main lines—Total		Steam	51	46	..
		Electric‡	53	..	..
7·05 Percentage loaded of total		Steam	69·4	71·8	..
		Electric‡	82·2	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.

Particulars.		5'6* Gauge.	3' 3½" Gauge,	2' 6*and 2'0* Gauges.
*Average train load—concld.				
Goods—contd.				
		24	22	
		38	32	
		64.3	70.1	
Main and Branch Lines—				
Goods and proportion of mixed—	Steam	391	174	46
	Electric.	471		
7.10 Gross weight (*including* weight of engine)	Steam .	931	422	168
	Electrict.	1.141		
7.11 Gross weight *[excluding* weight of engine) *	Steam	815	357	118
	Electrict.	997		
8.* *Light Running—*				
Light engine miles per 100 train miles—				
		1.76	0.75	
		6.14	2.97	
Light and assisting not required miles per 100 train miles—				
		2.27	1.03	••
		6.89	4.37	
9.* *Shunting-*				
Shunting miles per 100 train miles—		5.03	5.07	
		35.4	32.6	-
		641	533	-
10. *Efficiency--*				
10.01 Wagon* miles per engine hour (including departmental) .		222	177	-
10.02 Net* ton miles per engine hour (including departmental)		1,946	891	
10.03 dross ton miles (including weight of engine, hut excluding departmental) per engine hour (including departmental).		4,840	2,290	
11. *Engines and Engine Usage—*				
11.-01 Average authorised stock .	Steam	5,683	2,677	285
	Electrict .	65		
11.02 Average total number on line	Steam	5,592	2,697	283
	Electrict	65		
11.03 Average number available for use	Steam	4,598	2,315	230
	Electrict.	56		
11 .04 Engine miles per day per engine on line (including departmental).	Steam	65	06	46
	Electrict	111		
11.05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	**13,184	6,444	1,479
	Electric):.	**26,816		
11.06 Net* ton miles per goods locomotive day in use	Steam	••24,023	11,075	2,888
	Electrict .	••37,984		

* Excluding departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
**Locomotive days of shunting engines are wholly charged to steam as the shunting operations both for Steam and Electric trains axe performed by steam engines.

Particulars.		5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
12. *Density (including departmental)*—				
12. 01 Passenger miles per running track mile per annum .		472,237	334,755	75,261
12.02 Passenger miles per route mile per annum .		554,068	341,128	75,961
12 .03 Net ton miles per running track mile per annum		659,245	238,617	34,389
12.04 Net ton miles per route mile per annum		773,461	243,158	34,389
12.05 Gross ton miles (including weight of engine) per running track mile per annum.		2,644,066	1,057,945	270,402
12.06 Gross ton miles (including weight of engine) per route mile per annum.		3,102,261	1,078,079	270,402
12.07 Train miles per running track mile per day .		11·9	9·50	4·88
18. *Repair of Rolling stock*—				
Engines *(including departmental)*—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
1301 Number.	Steam .	269	116	16
	Electric* .	9	*Nil*	*Nil*
13'02 Percentage of item 13*01 to average number on line.	Steam	4·81	4·30	5·85
	Electric! .	4·62	*Nil*	*Nil*
in sheds and transportation workshops				
13.03 Number.	Steam	707	265	37
	Electric‡	6	*Nil*	*Nil*
13·04 Percentage of item 13. 03 to average total No. on line-	Steam .	12·6	9·83	13·1
	Electric‡.	0·23	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13.05 Passenger carriages.		894	556	63
13.06 Other coaching vehicles		277	71	10
13.07 Percentage of item 13-05 to average total No. on line		9·44	7·47	5·97
13.08 Percentage of item 13.06 to average total No. on line		8·58	6·27	10·8
In sick lines and transportation Workshops—				
13.09 Passenger carriages		239	78	27
13.10 Other coaching vehicles		79	11	5
13-11 Percentage of item 13.09 to average total number on line		2·52	1·05	3·04
13. 12 Percentage of item 13·10 to average total number on line		2·45	0·97	5·32
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons daily—				
In Mechanical Workshops—				
13.13 Number		1,975	679	28
13 .14 Percentage of item 13. 13 to average No. on line		1·39	1·05	0·45
In sick lines and transportation Workshops—				
13.15 Number.		11,292	975	258
13. 16 Percentage of item 13.15 to average number on line •		7·92	1·51	4·23
Hot boxes—				
13.17 Coaching vehicles—Number. (Monthly).		35	58	1
13.18 Wagons—Number. (Monthly).		1,468	395	7

‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
14, *Goal consumption for locomotive services*—			
Number of tons of fuel consumed (including departmental)—			
14.01 Foreign coal	*Nil*	*Nil*	*Nil*
14.02 Indian coal	4,711,589	1,292,583	117,819
1403 Wood	4,022	13,829	135
14.04 Oil fuel	40,799	10	*Nil*
14.05 Total‡ (in terms of coal)	4,787,379	1,298,133	117,873
Passenger and Mixed—			
14.06* Total net tons of coal consumed	2,023,640	730,332	79,542
Goods—			
14.07* Total net tons of coal consumed—Goods service	2,054,714	386,155	25,049
14.08* Total net tons of Shunting (including siding)	507,425	108,817	9,171
14.09 Total net tons of Departmental	170,789	55,426	3,164
14.10 Total tons of coal used on all locomotive Services (a)	4,787,379	1,298,133	117,873
14.11* Lbs. per engine mile (shunting including siding)	66·3	34·7	(b)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14-12* Passenger and.proportion of mixed	168·5	179·1	403·2
14*13* Goods and proportion of mixed	129·0	142·4	390·8
15. *Oil consumption*—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pints (Passenger and Mixed)	5,827,493	2,276,574	291,083 (c)
15.02 Total pints (Goods trains)	3,839,360	973,772	
15 03 Pints per 100 engine miles (Passenger and Mixed)	8·25	5·81	6·19 (c)
15.04 Pints per 100 engine miles (Goods)	9·23	6·77	
Lubricating oil used on coaching, goods and departmental vehicles—			
15.05 Total pints	4,975,450	1,542,263	*Nil*
1506 Pints per 1,000 vehicle miles	1·65	1·10	*Nil*

* Excluding Departmental

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

‡ 2½ tons of woods=1 ton of coal.
0*55 ton of oil fuel= ton of coal.
(6) Not published,
(c) Including departmental.

k2

SECTION B

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

. Statement of Net Revenue Receipts of State-owned Railways for the year 1934-35 and of the per Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1936.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
	51,10,05	' 1,04,60	2.05
S. East Indian (including South Bihar)	1,44,50,72	7,10,61	4.92
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,12,77,78	3,91,39	347
	34,06,54	—63,09	—1.85
	1,21,31,12	3,35,71	2.77
	1,95,76		
	35,02,69	94,49	2.70
9. TOTAL	5,00,74,66	15,73,71	3.14
State Lines worked by Oompantos or Indian States.			
	23,65,62	48.77	2.06
11. Bengal-Nagpur.	77,45.42	2,32,39	3.00
12. Bezwada Extension including D. K. extension (N. S.)	45,44	5,21	11.47
13. Bombay, Baroda and Central India .	76,95,88	4,69,48	6.18
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,01,60	7,76	7.64
15. Locknow-Bareilly (R. & K.)	2,48,31	20,33	8.19
16. Madras and Southern Mahratta	55,20,23	2,76,43	5.01
17. South Indian	43,31,42		
18. Travancore (British Section) (S.I.) . . .	64,61	2,19,65	4.85
19. Travancore (Indian Stale Section) (S.I.)	1,38,97		
	9,97,08	75.38	7.56
23. Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous.		—2,32,79	
22. TOTAL	2,91,44,58	11,22,51	3.85
Miscellaneous Items.			
	32,26		
24. Other miscellaneous items	2,78,05		
25. Deduct—Interest during construction			
26. TOTAL	3,10,31		
27. Total Central	7,95,29,55	26,96,22	3.39
Provincial.			
28. Assam (Jorhat) .	13,22		
29. United Provinces (Distillery siding).	1,39		
80. Tot at Provincial	14,61		
31. Grand Total	7,95,44,16	26,96,22	3.39

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

centage of those figures on the Capital at Charge, on 31st March 1935 also of the net gain or loss to net Revenue Receipts. *(In thousands of rupees.)*

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
6	6	7	8	9	10	11
						Central.
						State Lines workedby the State.
..	..	..	..	..	..	1. Aden.
..	1,97,87	1,97,87	..	93,27	—1·83	2. Eastern Bengal.
..	5,96,66	5,96,66	1,13,96	..	0·79	3. East Indian (including South Bihar).
..	4,61,04	4,61,04	..	69,55	—0·62	4. North Western (Commercial) including Delhi (New Capital) RJys.Works Scheme.
..	1,40,23	1,40,23	..	2,03,32	—5·97	6. North Western (Military).
..	4,39,92	4,39,92	..	1,04,21	—0·86	6. Great Indian Peninsula.
..	9,15	9,15	..	9,15	—4·67	7. Coal Department
..	1,50,22	1,50,22	..	56,73	—1·59	8. Burma
..	19,95,09	19,95,09	..	4,21,38	—0·84	0. Total.
						State linos worked toy Companies or Indian States.
..	91,96	91,96	..	43,10	—1·63	10. Assam-Bengal.
..	3,35,69	3,35,69	..	1,03,30	—1·33	11. Bengal Nagpur
..	1,93	1,93	3,28	..	7·22	12. Bezwada Extension including D. K. extension (N. IS.).
15,61	2,80,51	2,96,12	1,73,36	..	2·28	13. Bombay, Baroda and Central India.
..	4,05	4,05	3,71	..	3·66	14. J odhpur-Hyderabad (British Section) (Jodhpur).
1,29	9,40	10,69	9,64	..	3·88	15. Luoknow-Bareilly (R. & K.).
36,31	2,32,13	2,68,44	7,89	..	0·14	16. Madras and Southern Mahratta.
0.22	1,75,76					17. South Indian.
	64	1,83,69	35,86	..	0·79	18. Travanoore (British Section) (S. I.).
	1,07					10. Travancore (Indian State Section) (S.I.).
1,09	37,23	38,92	36,46	..	3·66	20. Tirhoot (B. & N. \\ .).
..	..	..	..	2,32,79	..	21. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous.
61,12	11,70,37	12,31,49	..	1,08,98	—0·37	22. Total.
						Miscellaneous Items.
..	1,07	1,07	..	1,07	—3·33	23. Abandoned Projects, etc
..	13,65	13,65	..	13,65	—4·91	
..	12	12	..	12	..	24. Other miscellaneous items.
..	14,60	14,60	..	14,60	—4·70	25. Deduct—Interest during construction.
61,12	31,80,06	32,41,18	..	*5,44,96	—0·69	26. Total.
						27. ***Total Central.***
						Provincial.
..	44	44	..	44	—3·13	
..	7	7	..	7	—5·04	28. Assam (Jorbat).
..	51	51	..	51	—3·55	29. United Provinces (Distillery siding,
61,12	31,80,57	32,41,69	..	5,45,47	—0·69	30. ***Total Provincial.***
						31. ***Grand Total.***

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

•The total lose (Central) for the year is:— R .

	Loss as per column 9 above	5,44,96
Deduct—Miscellaneous Railway Receipts		73,91
	Government share of surplus profits from subsidized Companies	21,58
Add—	Miscellaneous Railway expenditure	56,78
	Net Loss _	5,06,25

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

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into Rupees@ average rate of exchange.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
Ventral.							
L—STATE LIMBS WORKED BY THE STATE.							
(i) OPEN LINES.							
Adan	..	..	..	..	..	..	..
Eastern Bengal . . .	..	5,05,97	15,66	—6,49	1,12	—42	9,68
East Indian (including South Bihar)	..	47,49,00	69,18	28,71	19	—31,83	66,25
Great Indian Peninsula (including Bhopal State).	..	64,34,57	84	—19,87	—3	—22,66	—41,72
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,99,97	5,18	—70,46	63	—12,43	—68,08
Northwestern (Military)	..	..	5,43	—11,48	17	*—11,16	—17,02
Goal Department	..	..	—2,69	..	..	1,08	—1,61
Burma . .	..	..	09	—15,58	—1	—87	—15,57
Total I (i) .	..	1,30,30,51	95,31	—1,07,45	2,07	—78,80	—89,87
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal . «	..	..	1,36	..	13	—17	1,32
East Indian	..	..	—1,79	..	1,30	—70	—1,19
Great Indian Peninsula .	..	..	..	..	..	..	..
North Western (Commercial) .	..	..	2	..	24	..	26
North Western (Military)	..	..	..	..	..	..	..
Burma	..	..	2,76	..	—1,43	—3	1,30
Total I (ii) .	..	..	2,34	..	25	—90	1,69
II.—STATS LINKS WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES.							
Assam-Bengal—I	..	.	—19	..	..	..	—19
(Assam-Bengal—II .	..	..	7,18	2,39	..	—3,43	6,14
Bengal-Nagpur	..	..	12,79	3,49	1,02	5,77	30,07
Beswada Externsion(N. 8.) .	..	..	1	..	..	..	1
Bombay, Baroda and Central India	..	21,77,72	19,29	8,37	63	—5,61	22,68
Total Companies' Linen (Open lines) Carried over .	..	21,77,72	46,06	14,25	1,85	—8,27	53,71

* Includes (1) Campbellpur Reserve 6,77, and (2) Frontier Railway Reserve —16,68,

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

Railways on the 31st March 1036. *(In thousands of rupees.)*

CAPITAL OUTLAY TO END OF FINANCIAL YEAR EXCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—STATE LINES WORKED By THE STATIC.
						(i) OPEN LINES.
..	..	..	..	..	..	Aden.
29,02,13	11,76,73	1,82,01	61,51	43,12,41	48,18,38	Eastern Bengal.
49,77,61	35,18,53	1,90,89	1,41,22	88,18,24	1,35,67,24	East Indian (including South Bihar).
47,95,37	15,39,93	1,75,95	1,26,64	66,37,89	1,21,22,46	Great Indian Peninsula (including Bhopal State.
66,38,89	23,46,66	3,08,66	1,49,43	94,43,07	1,07,43,04	North Western (Commercial) including Point (New Capital) Railway Works Scheme.
26,61,00	4,87,50	1,77,38	(c) 80,67	34,06,54	34,06,54	North Western (Miltary).
1,89,21	..	..	6,55	1,95,76	1,95,76	Coal Department.
24,03,19	6,63,03	2,24,06	40,52	33,32,80	33,32,80	Burma.
2,45,89,40	97,31,90	12,48,04	5,96,47	3,61,46,71	4,81,88,22	TOTAL 1 (i).
						(ii) NEW CONSTRUCTIONS.
2,06,80	..	24,84	23	2,01,67	2,01,67	Eastern Bengal.
7,89,87	..	02,98	03	8,83,48	8,83,48	East Indian.
5,71	..	2,92	..	8,60	8,60	Great Indian Peninsula.
4,58,28	16,38	60,08	..	5,31,74	5,31,74	North-Western (Commercial).
..	..	..	..	..	..	North-Western (Military).
1,45,37	..	24,52	..	1,69,89	1,69,89	Burma.
16,85,86	16,38	2,05,34	66	18,88,44	18,88,44	TOTAL 1 (ii).
						II.—STATE LINES WORKED BY COMPANIES on BY INDIAN STATICS.
						(i) OPEN LINKS.
82,56	..	..	..	82,56	82,56	Assam Bengal—I. } †
15,41,81	4,76,46	1,56,63	14,19	21,89,09	21,89,09	Assam Bengal—II. } †
42,47,85	26,10,80	2,90,15	1,03,59	72,51,39	72,51,39	Bengal Nagpur.
16,81	..	1,17	..	17,98	17,98	Bezwada Intension (N 8.).
37,07,92	14,19,97	1,89,17	1,01,10	54,18,16	75,95,88	Bombay, Baroda and Central India.
						Total Companies' Lines (Open Lines).
95,96,95	45,07,23	6,30,12	2,18,84	1,49,59,18	1,71,36,90	Carried over.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways,
(c) Includes (1) Campbellpur Reserve 15,63 and (2) Frontier Railway Reserve 55,07.

(In thousands of rupees.) *2. (a)—Statement of Capital at Charge of* ***State-owned*** *Railway*

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ average rate of exchange.)		Capital outlay during the Financial Year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companion' Lines (Open Lines)—Brought forward	..	21,77,72	46,08	14,25	1,65	—3,27	58,71
Jodhpur	..	..	1,56	..	..	—28	1,28
Lucknow-Barejlly (R. & K.)	..	..	1,27	1,01	..	—46	1,82
Madras and Southern Mahratta (excluding Mysore State).	..	19,62,58	13,61	1,56	44	—1,93	13,68
DbonE-Kurnool. (N. S.)	..	..	28	..	..	..	28
South Indian	..	7,59,72	17,21	21,46	3	—8,03	30,67
Coonoor-Ootacamund (S. I.)	..	..	..	..	1	..	1
Travancore (British Section) (S. T.)	..	..	—7	16	..	..	9
Travancore (Indian State Section) (S.I.)	..	.	1	19	..	..	20
Tirhoot(B. & N. \V.) .	..	..	4,06	7	..	5,16	9,29
Mashrak-Thawo Extension .	..	..	..	..	..	..	..
TOTAL 11 (i) .	..	49,00,62	84,01	38,70	2,13	—8,81	1,16,03
II (,ii)—*New Construction**.							
Assam Bengal I	..	..	10	..	..	..	10
Assam Bengal II	..	..	16	..	..	..	16
Bengal Nagpur	..	..	1,90	..	—26	..	1,64
Jodhpur •	..	..	13,54	..	38	..	13,92
Madras and Southern-Mahratta	..	..	—36	..	..	..	—36
South Indian	..	..	93	..	21	—7	1.10
Tirhoot (Mashrak-Thuwe Extension)	..	.	1	..	..	..	1
TOTAL II *(ii)*	..	..	16,28	..	36	—7	16,57
III.— Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current.	..	..	..	..	—20,29	..	—20,29
TOTAL lit	..	..	..	..	—20,29	..	—20,29
Total Central I (i)—III	..	1,69,39,53	1,97,94	—68,75	—15,48	—88,58	25,13
IV.—Provincial							
Assam (Jorhat)	..	..	..	..	..	..	..
United Provinces (Distilleiy Siding)	..	..	.	..	..	..	..
TOTAL IV.—Provincial	..	..	..	..	..	..	..
GBAND TOTAL I (i)—IV	..	1,69,39,53	1,97,94	—68.75	—15,48	—88,58	25,13

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

on the 31st March 1935 - **concld.** *(In thousands of rupees.)*

Capital outlay to end of financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13)	Railways.
Works	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts	Total		
9	10	11	12	13	14	15
95,96,95	45,07,23	6,36,12	2,18,88	1,49,59,18	1,71,36,80	Total Companies' Lines (Open Lines) – Brought forward.
84,52	..	3,08	8	87,68	87,68	Jodhpur.
1,62,73	71,58	8,89	5,01	2,48,31	2,48,31	Lucknow-Bareilly (R. & K.).
21,69,17	9,81,11	1,50,55	48,01	33,18,84	53,11,12	Madras and Southern Mahratta (excluding Mysore State).
25,11	.	2,32	..	27,46	27,46	Dhone-Kurnool (N. S.)
17,20,04	8,13,82	1,35,03	50,00	27,20,39	31,80,11	South Indian.
20,97	19,10	3,30	..	52,37	52,37	Cocanada-Cotacamund (S. I.).
42,97	6,40	5,24	..	54,61	54,61	Travancore (British Section) (S. I.).
99,71	25,64	13,59	..	1,38,97	1,38,97	Travancore (Indian State Section) —(S. I.).
6,41,57	2,47,38	48,95	32,73	9,73,63	9,73,63	Tirhoot (B. & N. W.).
36	..	..	..	36	36	Madhuk-Thawe Extension.
1,45,76,16	65,72,36	10,07,57	3,55,61	2,26,11,80	2,75,11,82	Total II (c).
						II (ii)—*New Constructions.*
14,55	..	..	..	14,55	14,55	Assam Bengal I.
72,97	..	6,15	..	79,12	79,12	Assam Bengal II.
4,37,90	..	56,13	..	4,94,03	4,94,03	Bengal Nagpur.
13,51	..	38	..	13,92	13,92	Jodhpur.
1,91,10	..	17,71	..	2,08,81	2,08,81	Madras and Southern Mahratta.
7,30,93	..	62,00	1	7,93,94	7,93,94	South Indian
17,88	2,99	2,22	.	23,09	23,09	Tirhoot (Madhuk-Thawe Extension.).
14,84,87	2,99	1,44,59	1	16,32,76	16,32,76	Total II (ii).
						III.—Miscellaneous Items.
32,26	..	..	.	(c) 32,26	32,26	Abandoned Projects, etc.
2,43,39	..	(d) 34,66	..	2,78,05	2,78,05	Controller of Railway Accounts—Account Current.
2,75,65	..	34,66	..	3,10,31	3,10,31	Total III.
4,25,71,94	1,64,23,63	28,41,50	9,52,95	6,25,90,02	7,95,20,55	Total Central I (i)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	Total IV.—Provincial.
4,35,80,76	1,64,28,33	28,41,91	9,53,63	6,26,04,63	7,95,44,16	Grand Total I (i)– IV.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Distribution over minor heads *in* not available.
(d) Include* 34,86 on account of investment in share of Branch Line Companies.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Stock.	General (including ferries).	Store*, etc., *not* finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						1. BRANCH LINE COMPANIES'
OPEN LINES						(A) Worked by the Branch
Ahmadpur Katwa	2' 6"	—22	*Nil*	22	*Nil*	*Nil*
Bankura-Damodar River	"	—24	3	24	—13	—10
Burdwan-Katwa	"	—9	*Nil*	9	—7	—7
Futwah-Islampur	"	*Nil*	*Nil*	*Nil*	—4	—4
Kalighat-Falta	"	—1	*Nil*	2	—5	—4
TOTAL 1-(A)	"	—56	3	57	—29	—25
OPEN LINES.						(B) Worked by the
Hardwar-Dohra (E. I.)	5' 6"	26	*Nil*	*Nil*	*Nil*	26
Chaparmukh-Silghat (A. B.)	3' 3⅜"	84	*Nil*	*Nil*	*Nil*	84
Katakhal Lalabazar (A. B.)	"	4	*Nil*	*Nil*	*Nil*	4
Dasghara-Jamalpurganj (Bengal Provincial)	2' 6"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1.(B)	"	1,14	*Nil*	*Nil*	*Nil*	1,14
OPEN LINES,						2, BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE
Amritsar-Patti-Kasur (N. W.)	5' 6"	10	*Nil*	*Nil*	*Nil*	10
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	"	5	*Nil*	*Nil*	*Nil*	5
Phagwara-Rahon (N. W.)	"	1	*Nil*	*Nil*	*Nil*	1
Mandra-Bhaun (N. W.)	"	—1	*Nil*	*Nil*	*Nil*	—1
Sara-Sirajganj (E. B.)	"	2,23	*Nil*	*Nil*	*Nil*	2,23
Sialkot-Narowal (N. W.)	"	25	*Nil*	*Nil*	*Nil*	25
Tapti Valley (B., B. & C. I.)	"	21	*Nil*	*Nil*	*Nil*	21
Ahmedabad Parantij (B, B. & C. I.)	3' 3⅜"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Champaner-Sliivrajpur-Pani Light (B, B. & C. I.)	2' 6"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. L P.)	"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	"	9	65	—1	*Nil*	73
Godhra-Lunavada (B. B. & C. I.)	"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	"	2	2	*Nil*	*Nil*	4
Khulna Bagerhat (E. B.)	"	*Nil*	2	*Nil*	*Nil*	2
Larkana-Jacobabad (N. W.)	"	1	2	—2	*Nil*	1
Mayurbhanj (B. N.)	"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nadiad Kupadvanj (B., B. &, C. I)	"	1	*Nil*	*Nil*	*Nil*	1
Pachora-Jamnor (G. I. P.)	"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2' 0"	5	*Nil*	*Nil*	*Nil*	5
TOTAL (2)	"	3,03	71	—3	*Nil*	3,70

year 1934-35 of ***other than*** *State-owned Railways.* *(In thousands of rupees.)*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Block.	Central charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total	RAILWAY.
8	0	10	11	12	13
Rs.	Rs.	Rs.	RS.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
line Company.					OPEN LINES.
10,27	2,38	2,06	2	20,73	Ahmadpur-Katwa.
30,02	5,63	3,90	62	40,07	Bankura-Damodar River.
14.48	3,64	1.71	60	20,33	Burdwan-Katwa.
16,71	2,70	*Nil*	3	19,44	Futwah-Islampur.
16,06	6,98	1,04	45	24,13	Kalighat-Falta.
92,54	21,33	9,31	1,52	1.24,70	TOTAL 1-(A).
					OPEN LINES.
Main Line.					
30.67	*Nil*	4,41	*Nil*	35,08	Hardwar-Pehra (E. I.).
33,63	*Nil*	1.72	*Nil*	35,23	Chaparmukh-Silghat (A. B.).
15,79	*Nil*	1,39	*Nil*	*17,18*	Katakhal-Lalabazar (A. B.)
2,01	1.17	19	*Nil*	3,37	Dasghara-Jnmalpurganj (Bengal Provincial).
82,00	1.17	**7,71**	*Nil*	90,88	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
34,42	*Nil*	2.04	***Nil***	36.46	Amritsar-Patti-Kasur (N.W.).
					Hoahiarpur-Doab (N.\V.)—
33,63	*Nil*	2,77	*Nil*	36,30	Jullundur-Mukerian (N. W.).
20,29	*Nil*	2,40	*Nil*	28,69	Phagwara-Rahon (N. W.).
23,77	*Nil*	3,13	*Nil*	26,90	Mandra-Bhaun (N. W.).
02,29	*Nil*	5,83	*Nil*	98,12	Sara-Sirajganj (E. B.).
28,72	*Nil*	2,47	*Nil*	31,19	Sialkot-Narowal (N. W.).
1,25,97	*Nil*	10.90	*Nil*	1,36,93	Tapti Valley (B., B. & C. I.)
33.99	3	4,04	*Nil*	38,06	Ahmedabad-Parantij (B., B. & C I.).
11,25	6,38	3,43	*Nil*	21,06	Champaner-Shivrajpur-Pani Light (B. B. & C. I.)
8.41	2,34	* 1.85	***Nil***	12,60	Dhond-Baramati (G. I. P.).
CD 64	18,85	15,69	*Nil*	93,58	Ellichpur-Yeotmal (including Pulgaor Ar i railway) (G. I. P.).
8,94	1.80	3,42	*Nil*	14,10	Godhra-Lunavada (B., B. & C< L).
17,46	5,31	1,67	*Nil*	24,44	Jacobabad-Kashmor (N. \V.).
6,72	1,43	78	*Nil*	8,93	Khulna-Bagerhat (E. B.)
20.30	0.75	3,51	*Nil*	30,59	Larkana-Jacobabad (S. W.)
24,12	58	*Nil*	*Nil*	24,70	Mayurbhanj (B. N.)
8.85	4.73	2,72	*Nil*	16,30	Nadiad Kapadvanj (B,, B. & C. I).
12.04	2,02	3,77	*Nil*	17,83	Pachera-Jamner (G I P.).
41.63	6,70	9,61	*Nil*	57,94	Darjeeling-Himalayan Extentions.
6,18,34	56.92	79,52	*Nil*	7,54,78	TOTAL (2)

• Includes Rs. 1.13,000 direct outlay by the Managing Agents.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	*Rolling* stock.	General charges (Including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	6	6	7
OPEN LINES.		Rs.	Rs.	*Re.*	Rs.	Re.
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
		—4	—8	*Nil*	Nil	—12
Mymensingh- Bhairab Bazar (A. B.) .	»	26	*Nil*	*Nil*	*Nil*	26
TOTAL (3)	"	22	—8	*Nil*	*Nil*	**14**
4. COMPANIES' LINES SUBSIDIZED BY THE						
OPEN LINKS.						
Bengal and North-Western « . . .	2' 3½"	—6,01	66	9,50	—10	4,05
Bengal Dooars Extensions*	"	36	5	*Nil*	—24	17
Mirpur Khas-Khadro* (Jodhpur)	"	9	*Nil*	*Nil*	*Nil*	9
Rohilkund and Kumaon	"	47	3,94	*Nil*	*Nil*	4,41
Barsi Light*	2' 6"	7	2	2	—30	—19
.Dehri-Rohias Light	"	1	*Nil*	*Nil*	1	2
Shahdara (Delhi)-Saharanpur Lights* . .	"	16	24	*Nil*	—9	31
Matheran Light* .	2' 0"	*Nil*	7	7	*Nil*	14
TOTAL (4)	"	—4,55	4,98	9,59	—72	9,90
5. COMPANIES' LINES SUBSIDIZED						
OPEN LINKS.						
Dibru Sadjya	3' 3½"	47	*Nil*	*Nil*	*Nil*	47
Darjeeling-Himalayan	2' 0"	3	*Nil*	*Nil*	3	6
TOTAL (5)	"	50	*Nil*	*Nil*	3	53
6. UNASSISTED						
OPEN LINKS.						
Ledo and Tikak-MArgherita Colliery (Dibru. Sadiya).	1 3' 3½"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bengal Provincial	2' 6"	*Nil*	*Nil*	*Nil*	—1	—1
Jesaore Jhenidah .	"					Figures not
Parlakimedi Light (B. N.) .	"	*Nil*	13	*Nil*	*Nil*	13
Tempore Balipara Lights	"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light.	2' 0"	*Nil*	—5	*Nil*	*Nil*	—5
Kulasekarapatnam Light.	"	*Nil*	5	*Nil*	*Nil*	5
Trivellore Light	"	*Nil*	2	*Nil*	*Nil*	2
TOTAL (6)	"	*Nil*	15	*Nil*	—1	14

*** Receives land only from Government.**

§ This line having cessed to be subsidized by the District Board has been shown under ** 6. Unassisted Companies Lima" instead of under " 8. Companies ' lines subaidised by District Board."

year 1934-35 of ***other than State-owned*** *Railways*—contd. *(In thousands of rupees.)*

Total capital outlay to the end of the year.					Railway.
Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
					Open Lines.
GUARANTEE AND REBATE TERMS.					
60,75	2,06	2,56	2,00	68,27	Jamnagar-Dwarka.
1,16,39	*Nil*	7,00	*Nil*	1,23,39	Mymensingh-Bhairab Bazar (A. B.).
1,77,14	2,06	9,56	2,00	1,91,66	Total (3).
GOVERNMENT OF INDIA.					
					Open Lines.
8,24,831	2,62,75	91,77	5,91	11,85,20	Bengal and North-Western.
93,23	16,15	8,61	3,43	1,21,42	Bengal Deccan Extensions.*
6,58	*Nil*	58	*Nil*	9,16	Mirpur Kas-Khadr* Jodhpur).
1,32,04	56,05	12,04	*Nil*	2,02,53	Rohilkund and Kumaon.
1,27,45	49,18	7,97	1,91	1,86,51	Barsi Light.*
7,61	3,85	41	83	12,50	Dehri-Rohtas Light.
35,59	13,99	*Nil*	1,10	50,68	Shahdara (Delhi)-Saharanpur Light.*
11,93	32	7	*Nil*	12,34†	Matheran Light.*
12,42,18	4,02,89	1,22,35	12,98	17,80,40	Total (41).
					Open Lines.
BY LOCAL GOVERNMENTS.					
74,07	59,88	18,18	1,50	1,53,63	Dibru-Sadiya.
32,57	12,50	2,90	2,60	50,57	Darjeeling-Himalayan.
1,06,64	72,38	21,08	4,10	2,04,20	Total (5).
COMPANIES' LINES.					Open Lines.
16,94	Details not available.			16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	23	11,80	Bengal Provincial.
available.					Jessore Jhenidah.
18,19	5,15	2,18	*Nil*	25,51	Parlakimedi Light (B. N.)
3,20	1,60	7	*Nil*	4,87	Tezpore Balipara Light.‡
62	39	12	*Nil*	1,13	Jagadhri Light
3,38	2,13	3	*Nil*	5,54	Kulasekarapatnam Light.
39	70	9	*Nil*	1,18	Trivellore Light.
51,52	12,74	2,48	23	66,97	Total (6).

† Includes 11,95 being the capital outlay to the end of 1027.28, the details of which are not available.

‡ Includes 4 on account of survey.

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

Railway.	Gauge.	CAPITAL. OUTLAY DURING THE YEAR. Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	4	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
OPEN Lines						
Tenali-Repalle (M. & S. M.)	5' 6"	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bezwada-Masulipatam (M. & S. M.)	8' *3}**	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Podanur-Pollachi (S I.)	,,	—66	—15	—5	*Nil*	—86
Tinnevelly-Tirucleadur (S.I.) .	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (7)		—66	—15	—5	*Nil*	—86
. COMPANIES' LINES SUBSIDIZED BY						
OPEN LINES.						
Bengal Dooars	3' 3|*	56	2	3	*Nil*	61
Arrah-Sasaram Light	2' 6"	1	Nil	*Nil*	*6*	6
Boraset-Basirhat Light . .	-	*Nil*	0	*Nil*	9	14
Bakhtiarpur-Bihar Light	,,	*Nil*	*Nil*	*Nil*	—7	—7
	2' 0"	—4	*Nil*	*Nil*	—13	—17
Howrah SheakhaJa Light		*Nil*	*Nil*	*Nil*	—2	—2
TOTAL. (8)		53	7	3	—8	55

1934-35 of ***other than State-owned*** *Railways (In thousands of rupees.)*—contd.

TOTAL CAPITAL OUTLAY TO THE END of THE YEAR.					
Works.	Rolling Stock	General charges (including ferries).	Stores, etc, not finally charged off in the accounts.	Total.	Railway.
6	9	10	11	12	13
Rs.	Rs.	Re.	Rs.	Rs.	
BOARD LINES.					OPEN LINKS*
14,82	*Nil*	1,14	*Nil*	15,96	Tenall-Repalle (M. & S. M.).
22,65	*Nil*	1,59	*Nil*	24,24	Bezwada-Masulipatam (M. & S. M.)
8.87	6,86	1,26	*Nil*	16,90	Podanur-Pollachi (S. I.).
24,56	*Nil*	2,49	*Nil*	27,05	Tinnevelly-Tiruchendur (S. I.).
70,90	6,86	6,48	*Nil*	84,24	TOTAL (7)
DISTRICT BOARDS.				OPEN LINES.	
33,17	7.36	2,57	*Nit*	43,10	Bengal Dooars.
18,69	6,35	*Nil*	14	25,18	Arrah.Sasaram Light.
19,19	6,34	*Nil*	24	25,77	Baraset-Basirhat Light.
10,55	4,45	*Nil*	13	15,13	Bukhtiarpur-Bihar Light.
18,10	11,95	*Nil*	76	30,81	Howrah-Amta Light.
4,99	3,01	*Nil*	27	8,27	Howrah Sheakhala Light.
1.04,69	39,46	2,57	1,64	1,48,26	TOTAL (8).

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

Railway.	Gange.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc,, not finally charged off in the accounts.	Total.
1	2	3	4	6	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(a) OPEN LINES.						9. INDIAN STATE LIMES WORKED
Nizam's State † • • • • • • •	5'6*	7,46	61	2	—7,22	77
	3' 3 3/8"	86	10,30	Nil	37	11,63
		64	Nil	Nil	19	83
Geekwax'a Baroda State (Mehsana) ,	„	10,86	90	1,71	Nil	22,47
		41	27	Nil	—69	—1
Jetalsar-Rajkot(Gondal)	,,	10	Nil	Nil	—10	Nil
	„	2,72	3,40	Nil	—81	6,31
		7,10	2,28	24	—1,91	7,71
	,,	18,24	4,43	47	28	23,42
Mysore (Including Birur-Shimoga, Chick jajur-Chitaldrug, Mysore-Bangalore, Mysore-Areikere Nanjangud-Chamarajanagar and Bhimoga-Araalu Sections).	"	2,48	47	6	1,22	4,22
		24	1	14	12	61
		11,23	2,87	61	—27	14,44
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2' 6*	Nil	Nil	Nil	Nil	Nil
	,,	1,18	Nil	2	Nil	1,20
		1	Nil	Nil	Nil	1
Gaekwar's Baroda State . . . •	,,	30	3,36	1	—36	3,30
	,,	Nil	1	Nil	Nil	1
	2' 0'	1,19	17	Nil	Nil	1,36
Tarilkerc-Nerasimharajapura light (Mysore)	»»	4	Nil	Nil	Nil	4
TOTAL (a)	••	74,06	28,08	3,26	—9,17	97,12
(b) LINES UNDER CONSTRUCTION.						
Tahsil Bhadra to Sadulpur (Bikaner State)	3' 3 3/8"	Nil	Nil	Nil	Nil	Nil
Arasalu to Anandapuram (Mysore) .	„	1,33	Nil	17	1	1,51
Jalore-Bhinmal, Phalodi-Pokran (Jodbpur)	,,	3,18	Nil.	9	Nil	3,27
Prachi Road to Kodinar (Gaekwar's Baroda State)	*»	1.16	Nil	1	Nil	1,17
Dholpor to Rajakhera (Dho)pur.State) .	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL (B)	••	6,67	Nil	27	1	6,96
TOTAL (9) [=A+B]	••	79,73	28,98	3,52	—9,16	1,03,07

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

† Includes figures for Metre Gauge.

1934-35 of ***other than State-owned*** *Railways (In thousands of rupees.)—contd.*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc, not finally charged off in the accounts.	Total	
8	9	10	11	12	13
Rs.	Re.	Re.	Re.	Re.	
BY INDIAN STATES.					
					(a; OPEN LINES.
10,31,86	2,82,86	92,08	26,58	§ 14,33,18	Nizam's State.†
1,58,27	68,69	7,81	5,07	2,39,44	Bhavnagar State.
2,62,28	90,73	5,64	5,26	3,63,91	Bikaner State.
1,39,71	21,06	11,00	Nil	1,71,77	Gaekwar's Baroda State (Mehana).
62,09	34,16	2,46	3.43	1,08,16	Gondal.
27,47	Nil	90	15	28,52	Jetalsar-Rajkot (Gondal).
2,26,00	1,67,65	1,83	6,93	4,04,41	Jodhpur.
1,02,34	28,48	4,20	5,73	1,40,75	Junagad State.
66,64	34.82	2,23	2,59	1,06,28	Morvi.
2,20,21	80,47	19,39	5,36	3,25,43	Mysore (including Birur-Shimoga Chickjajur-Chitaldrug, Mysore Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar and Shimoga-Arsalu Sections).
14.84	11.48	1,06	1,29	28.67	Porbandar State.
91,24	17,06	4,62	93	1,13,84	Udaipur-Chitorgarh.
9,37	Nil	1,19	Nil	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
15,73	2,92	2,08	Nil	20.73	Cutch State.
11,51	4,36	51	Nil	16,38	Dholpur State.*
2,23,34	56,19	20,92	6,52	3,06,97	Gaekwar's Baroda State.
14,47	11,43	1,50	17	27,57	Kolar District.
1,01,34	15,22	6,01	Nil	1,22,57	Gwalior Light.
9,18	2,66	76	—2	12,87	Tarikere-Narasimharaiapura Light (Mysore).
27,93,69	9,30,42	1,85,91	71,99	39,82,01	TOTAL (a).
					(b) LINES UNDER CONSTRUCTION.
71	Nil	Nil	Nil	71	Tabsil Bhadra to Sadulpux (Bikaner State).
5,78	Nil	72	5	6,65	Arasalu to Anandapuram (Mysore).
53,27	Nil	1,69	Nil	54,96	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
1,16	Nil	1	Nil	1,17	Prachi Road to Kodinar (Gaekwar's Baroda State).
87	Nil	7	Nil	94	Dholpur to Rajakbera (Dholpur Stale).
61,79	Nil	2,49	5	64,33	TOTAL (6).
28,55,48	9,30,42	1,88,40	72,04	40,46,34	TOTAL (9)[—a + b].

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

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR. Works.	Rolling stook.	General charges (including ferries),	Stores, etc, not finally charged off in the accounts.	Total
1	2	3	4	6	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(a) OPEN LINES.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.j	5' 6"	1	Nil	—1	Nil	Nil
BhopalItarsi*(a.I.P.)	,,	Nil	Nil	Nil	Nil	Nil
BhopalUijain(ai.P.)	,,	Nil	Nil	Nil	Nil	Nil
Bina-Goona-Baran (G. I . P.)	,,	Nil	Nil	Nil	Nil	Nil
Jammu and Kashmir (Indian State section) (N.W)	,,	4	Nil	Nil	Nil	4
Jind-Panipat (Indian State section) (N. W.)	,,	—11	Nil	Nil	Nil	—11
Khanpur.Chachran (N. W.)	,,	Nil	Nil	Nil	Nil	Nil
Kolar Gold Fields (M. & S. M.)	,,	—4	Nil	Nil	Nil	—4
Ludhiana-Dhuri-Jakhal (N. W.)	,,	2	Nil	Nil	Nil	2
Nagda-Ujjain (B. B . & C . L)	,,	Nil	Nil	Nil	Nil	Nil
Petlad-Cambay (Anand-Tarapur section) (B. B. & C.I.)	,,	6	Nil	1	Nil	7
Petlad.Cambay (Tarapur.Cambayseotion)(B. B & C.L)	,,	Nil	Nil	Nil	Nil	Nil
Rajpura-Bhatinda(N. W.)	,,	6	Nil	Nil	Nil	6
Shoranur-Cochin (S. I.)	,,	—6,12	—18,88	0	—11	—25,02
Sirhind Rupar (N. W.)‡ .	,,	3	Nil	Nil	Nil	3
Bangalore-Harihar (M. & S, M.) . .	3' 3⅜"	24	74	Nil	—6	92
CoochBehar State (E.B.) . ,	,,	Nil	Nil	Nil	Nil	Nil
Dhrangadra (B. B. & C. I.) .	,,	Nil	Nil	Nil	Nil	Nil
Hlndupur(Yosvantpur-Mytore Frontier) (M. & S.M.)	,,	Nil	Nil	Nil	Nil	Nil
Jaipur State (B. B. & C. I.) ,	,,	Nil	Nil	Nil	Nil	Nil
Kolhapur State (M. & S.M.) .	,,	Nil	Nil	Nil	Nil	Nil
Okharaandal (Jamnagar Dwarka)	,,	4	—3	Nil	Nil	1
Palanpur Deesa (B. B. & C.I.)	,,	5.80	Nil	16	Nil	5,95
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).	,,	78	Nil	—1	Nil	77
Jamnagar (Jamnagar Dwarka)	,,	14	—5	Nil	Nil	9
Sangli State (M.& S.M.)	,,	Nil	Nil	Nil	Nil	Nil
Piplod Devgad Baria (B. B. & C. I.)	,,	25	Nil	Nil	Nil	25
Rajpipla State (B. B . & C . I.)	,,	1	3	Nil	Nil	4
TOTAL (a) . .	,,	1,21	—18,19	23	—17	—16,92
(b) LINES UNDER CONSTRUCTION. Wagrod to Khareda (R. B. & C. I.) . .	3' 3⅜"	Nil	Nil	Nil	Nil	Nil
TOTAL (b) . I	,,	Nil	Nil	Nil	Nil	Nil
TOTAL (10)[=a+b] .	,,	1,21	—18,19	23	—17	—16,92

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

‡ Includes expenditure incurred by the Patiala Durbar,

1934-35 of other than State-owned Railways {*In thousands of rupees.*)—contd.

TOTAL CAPITAL. OUTLAY TO THEI END OF THE YEAR.					RAILWAY.
Works.	Boiling stock.	General charges (including ferries).	Stores, eta, not finally charged off in the accounts.	Total	
6	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(a) OPEN LINES.
81,13	Nil	12,30	Nil	93,43	Bahawalnagas Fort Abbas Kut-Al-Imara (N. \V.).
50,00	Nil	Nil	Nil	50,00	Bhopal Itarsi* (0. I. P.).
75,12	Nil	6,96	Nil	82,08	Bhopal Ujjain (G. I. P),
93,74	18	8,24	Nil	1,02,16	Bina-Goona-Baran (G. I. P.).
10,84	Nil	60	Nil	11,44	Jammu and Kashmir (Indian State section) (N. VV.).
15,83	Nil	1,73	Nil	17,56	Jind-Panipat (Indian State section) (N. W.).
13,48	Nil	88	Nil	14,36	Khanpur-Chachran (N. W.).
11,84	Nil	64	Nil	12,48	Kolar Gold Fields <M. & S. M.)
47,22	Nil	2,29	Nil	49,51	Ludhiana-Dhuri-Jakhal (N. W.).
21,01	Nil	1,72	Nil	22,73	Nagda-Ujjain (B. B. & C. I.)
13,63	Nil	83	10	14,76	Petlad-Cambay (Ad. T. pur see.) B. B. & C. L).
9,02	Nil	32	Nil	9,34	Petlad-Cambay (T. pur-Gaby. sec.) (B. B. & C. L).
76,84	Nil	2,69	Nil	79,53	Rajpura-Bhatinda (N. W.).
93,45	Nil	12,30	33	1,06,08	Skoranur-Coohin (S. I.).
29,50	Nil	2,08	Nil	31,58	Sirhind Rupar (N. W.). *t*
1,17,76	53,80	5,52	2,08	1,79,16	Bangaloro-Harihar (M. & S. M.).
19,78	1,03	94	Nil	21,75	Cooch Behar State (E. B.).
14,39	4	67	Nil	15,10	Dhrangadra (B. B. & C.I.).
24,52	Nil	1,44	Nil	25,96	Hindupur (Yes van tpur-Mysore Frontier) (M. & S. M.).
72,93	Nil	3,39	30	76,62	Jaipur State (B. B. A C. I.).
22,39	Nil	1,21	Nil	23,60	Kolhapur State (M. & S. M.).
25,73	12,28	2,04	1,00	41,05	Oknamandal (Jamnagar Dwarka).
5,80	Nil	15	Nil	5,95	Palunpur-Deeaa (B. B. & 0. I.).
66,25	5,76	8,34	Nil	80,35	Qailon-Trivandrum Extension (Travanoor© Ry.) (S. L).
30,23	16,77	95	2,00	49,95	Jamnagar (Jamnagar Dwarka).
1,95	Nil	10	Nil	2,05	Sangli State (M. & S. M.).
5,78	3,29	66	Nil	9,73	Piplod Dovgad Baria (B. B. & C. I).
14,89	3,07	1,19	Nil	18,95	Rajpipla State (B. B. & C.I.).
10,64,85	90,22	80,18	5,81	12,47,06	TOTAL (a).
2	Nil	Nil	Nil	2	*(b)* LIKES UNDER construction. Wagrod to Khareda (B. B. & C. I).
2	Nil	Nil	Nil	2	TOTAL *(b)*
10,64,87	90,22	80,18	5,81	12,47,08	TOTAL (10) [—a+6].

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

Railway.	Gauge,	CAPTIAL OUTLAY DURING THE YEAR.				
		Work*.	Rolling •took.	General charges (including ferries).	Stone, etc., not finally charged off in the accounts.	Total
1	ft	8	4	ft	6	7
		Rs	Rs.	Rs.	Be.	Rs.
11. COMPANIES* LINE						
OPEN LINES.						
Bangalore-Chick Ballapur light (Mysore)	2' "*	*Nil*	*2*	*Nil*	*Nil*	2
TOTAL (11)	-	*Nil*	2	*Nil*	*Nil*	2
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Karaikkal(S.I.)	3' 3½"	*Nil*	*Nil* 1		*Nil*	*Nil* |
West of India Portuguese (M. & S M.)	,,	*Nil* ‡4,75		*Nil*	*Nil*	4,75
TOTAL (12)	-	4,76	Nil	*Nil*	*Nil*	4,76
18. TOTAL(1)TO(12).	-	85,03	16,62	13,86	—10,40	1,06,01
4. Miscellaneous	-	*Nil*	Nil	*Nil*	Nil	*Nil*
15. Grand Total •	-	85,03	18,62	13,86	—10,40	1,05,01

‡ Represents total figure, the details being not available.

1934-35 of other than State-ownedRailways (In thousands of rupees)—concld.

TOTAL, CAPITAL, OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Slock.	General charges (Including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	RAILWAY
8	0	10	11	12	18
Rs.	Rs.	Rs.	Rs.	Rs. i	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,43	5,94	1,76	*Nil*	16,13 I	Bangalore-Chick Ballapur Light. (Mysore).
8,43	5,94	1,78	*Nil*	16,13	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,13	*Nil*	1,14	*Nil*	7,27	Perelam Karaikkal (S. I).
5,37	*Nil*	36	*Nil*	5,73	Pondicherry(8.L)
‡2,25,65	••	..	••	2,25,65	West of India Portuguese (M. & S. M.
2,37,15	Nil	1,50	Nil	2,38,65	TOTAL (12).
67,11,88	16,49,29	6,32,90	1.00,22	89,94,29	13. TOTAL (1) TO (12).
8,23	Nil	64	Nil	8,87*	14. Miscellaneous.
67,20,11	16,49,29	5,3354	1,00,22	90,03,16	15. Grand Total.

* Made op of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

X Represents the total figure, details not being available*

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

Class and Name of Railway.	GROSS REVENUE RECEIPTS For the system including worked lines. Earnings.	Sus-pense.	Total (Cols. 2 and 3).	Deduct Re-funds.	Gross receipts (Cob. 4-6).	WORKING For the Ordinary Working Ex-peases.	Renewals and Replace, ments.	Appro-priation to Depre-ciation Reserve Fund.
1	2	3	4	6	6	7	8	0
STATE LINES WORKED BY THE STATU.								
Aden.	..	..	..	..	..	..	..	..
East Indian.	18,87,98	6,85	18,93,83	13	18,93,70	9,40,03	1,21,65	2,40,74
Eastern Bengal . .	5,58,77	1,13	5,59.90	63	5,59,27	3,48,80	93,25	95,66
North Western.	15,86,93	6,97	15,93.90	3,09	15,90,81	9,57,10	2,24,37	2,77,27
-Great Indian Peninsula . .	12,77.17	2,79	12,79,96	2,11	12,77,85	7,16,41	1,22,44	2,02,89
Burma . . . . * .	3,78,78	—13	3,78,65	45	3,78,20	2,31,76	35,90	53,36
TOTAL	56,89,63	16,61	57,06,24	6,41	56,99,83	31,94,10	6,97,62	9,70,52
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.								
Assam-Bengal . . .	1,02,34	98	1,93,32	20	1,93,06	1,21,90	15,10	..
Bengal-Nagpur.	8,15,69	—7,49	8,08,50	70	8,07,80	5,19,40	66,10	..
Be zwada Extension and Dhone Kurnool	12,55	..	12,55	..	12,55	7,35	—1	..
Bombay, Baroda and Central India	11,78,32	2,02	11,81.24	2,31	11,78,93	5,88,50	92,36	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	35,08	—1,92	30,76	9	30,67	19,16	2,45	..
Lucknow-Bareilly (R. & K)	69,98	—15	69,83	18	09,65	28,06	2,32	..
Madras and Southern Mahratta (exclud-ing Mysore State).	7,48,24	1,84	7,50,08	1,15	7,48,93	3,83,12	59,14	..
South Indian (including Travancore) .	5,53,05	—1,50	5,51,55	73	5,50,82	2,80,67	32,51	..
Tirhoot(B,&N.W.) .	3,46,92	—7	3,46,85	56	3,46,29	1,47,89	11,59	..
Contribution to Depreciation Reserve Fund on account of Company worked Lines and Miscellaneous.	..	..	..	..	..	2,16	—3,18	5,01,15
TOTAL	30,52,77	—8,09	38,44,68	5,98	30,38,70	21,08,21	2,68,40	5,01,15
GRAND TOTAL.	96,42,40	8,52	96,50,92	12,39	6,38,53*	53,02,31	8,66,02	13,71,77

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 6 above	96,38,53
Add—Miscellaneous Railway Receipts	73,91
Government share of surplus profit* from the subsidized companies	21,58
Total Receipts	97.34,02

Revenue Receipts of ***State-owned*** *Railways for the year 1934-35.* *{In thousands of rupees.)*

Expenses. Surplus.	Total. (Cols. 7 to 10).	Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 11—12).	yment to Worked Lines.	Net Revenue Receipts of State owned Railways. (Cols. 6—13—14).	Percentage of Ordinary Working Expenses on Earnings ((Cols. 7)×100 / Cols. 2—5).	Class and Name of Railway.
10	11	12	13	14	15	16	17
							STATe LINES WORKED BY THE STATE,
..	..	..	..	..	..	..	Aden.
—5,61	12,96,91	1,21,55	11,75,26	7,83	7,10,61	49·78	East Indian.
1,29	6,40,21	93,26	4,46,95	7,72	1,04,80	62·49	Eastern Bengal.
—67	14,58,07	2,24,37	12,33,70	28,81	(b)3,25,30	80·43	North Western.
—2,25	10,38,99	1,22,44	9,16,55	25,69	3,35,71	56·19	Great Indian Peninsula,
—1,41	3,19,61	35,90	2,83,71	..	94,49	61·26	Burma.
—8,55	48,53,79	5,97,62	40,56,17	69,95	15,73,71	60·20	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
1,50	1,37,69	..	1,37,69	5,50	48,77	62·90	Assam-Bengal.
—1,38	5,74,12	..	5,74,12	1,29	2,32,39	63·73	Bengal-Nagpur.
..	7,34	..	7,34	..	5,21	58·67	Bezwada Extension and Dhone, Kurnoul.
—34	6,81,52	..	6,81,52	27,93	4,69,48	50·13	Bombay, Baroda and Central India,
—4	21,57	..	21,57	1,34	7,76	53·83	Jodhpur-Hyderabad (British Section) (Jodhpur).
—27	30,11	..	30,11	19,21	20,33	40·20	Lucknow-Bareilly (R. & K.),
45	4,42,71	..	4,42,71	29,79	2,76,48	51·28	Madras and Southern Mahratta (excluding Mysore State).
22	3,22,30	..	3,22,30	8,97	2,19,55	52·43	South Indian (including Travancore).
—48	1,59,00	..	1,59,00	1,11,91	75,38	42·70	Tirhoot (B. & N. W.
4	5,01,19	2,68,40	2,32,79	..	—2,32,79	..	Contribution to Depreciation Reserve Fund on account of Company* worked Lines and miscellaneous.
—21	28,77,55	2,68,40	26,09,15	2,07,04	11,22,51	53·42	TOTAL.
—8,76	76,31,34	8,66,02	66,65,32	2,76,99	28,96,22	55·06	GRAND TOTAL

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts,
(b) N.W. Railway, Commercial -	14,64,11	10,43,91	28,81	3,91,39
N.W. Railway, Military . . .	1,26,70	1,89,79	..	—63,09
Total	15,90,81	12.33,70	28,81	3,28.30

•The total Expenditure on Railways for toe year is :— RS.

Working expenses as per column 13 above	..	..	..	..	66,65,32
Payment to Worked Lines	..	..	..	..	2,76,90
Add:—Miscellaneous Railway Expenditure	..	..	..	..	56,78
Surplus profits paid to companies		..	.	..	61,13
Interest charges as per Statement 4		,,,		..	31,80,06
			Total Expenditure.	.,	1,02,40,27

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of ***State-owned*** *Railways for the year 1934-35.*

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital Contributed by Companies. On share capital.	On Debentures and Debenture Stock.	Total.	Total Columns 2 and 5.	In thousands of Rupees. Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
Central. State Lines worked by the State.									
1. Aden	..	..	..	..	..	..	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,78	1,81,09	..	1,97,87
3. East Indian (including South Bihar).	2,088,306	..	..	..	2,088,306	2,77,69	3,18,93	4	5,96,66
4. North Western (Commercial) including Delhi (Now Capital) Railway Works Scheme.	367,927	..	..	..	367,927	48,89	4,12,15	..	4,61,04
5. North Western (Military) .	..	..	..	..	..	..	1,40,23	..	1,40,22
6. Burma	37,874	..	..	..	37,874	5,05	1,45,17	..	1,50,22
7. Great Indian Peninsula .	986,544	..	..	..	986,544	1,31,09	3,08,83	..	4,39,92
8. Cool Dept. (Ry. Collieries)	..	..	..	..	..	..	9,15	..	9,15
9. TOTAL	3,606,880	..	..	..	3,606,880	4,79,50	15,15,55	4	19,95,09
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal •	..	45,000	20,427	65,427	65,427	8,72	83,24	..	91,96
11. Bengal-Nagpur	..	105,000	134,705	239,705	239,705	31,96	3,03,73	..	3,35,69
12. Bezwada (including Dhonel Kurnool).	..	..	..	..	..	..	1,93	..	1,93
13. Bombay, Baroda and Central India.	368,851	60,000	34,998	94,998	463,849	55,32	2,07,69	7,50	2,80,51
14. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	4,05	..	4,05
15. Lucknow-Bareilly (R. & K.)	..	..	(a)22,022	22,022	22,022	2,55	6,85	..	9,40
16. Madras and Southern Mahratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,46,47	..	2,32,13
17. South Indian .	148,953	35,000	104,580	139,580	287,533	38,35	1,37,41	..	1,75,76
18. Travancore (British Section) (S.I.).	..	..	..	..	..	..	64	..	64
19. Travancore (Indian State Section)(S. I.).	..	..	..	..	..	..	1,07	..	1,07
20. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	26,62	..	37,33
21. TOTAL	899,366	420,000	502,083	922,083	1,821,449	2,43,27	9,19,80	7,50	11,70,37
Miscellaneous items									
22. Abandoned Projects. etc. !	..	..	..	..	..	..	1,07	..	1,07
23. Other miscellaneous items.	..	..	..	..	..	(b)—73	14,38	..	13,65
Deduct :—									
24. Interest during construction charged to Capital of the Bengal Nagpur and South Indian Railways.	..	..	..	..	..	..	9	..	9
Interest during period of construction charged, to other Government Departments.	..	..	..	..	..	..	3	..	3
20. TOTAL	..	..	..	..	..	—73	15,33	..	14,60
26. *Total Central*	4,506,246	420,000	502.083	922.083	5,428,329	7,22,04	24,50.48	7,54	31,80,06
Provincial Railways.									
27. Assam (Jorhat)	..	..	..	..	..	..	44	..	44
28. United Provinces (Distillery Siding).	..	..	..	..	..	..	7	..	7
29. Total Provincial •	..	..	..	..	..	..	51	..	51
80. *Grand Total* •	4,506,246	420,000	502.083	922.083	5,428,329	7,22,04	24,50,99	7,54	31,80,57

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

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

5. *Statement o* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *n u e Earnings and Expenses for the years 1933-34 and 1934-35* —contd (In thousands of rupees)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—contd.									
Nizam's State . .	5′ 6″	*1933-34*	*14,77,56*	*1,33,53*	*65,89*	*64,79*	*51·53*	*6·00*	
		1934-35	14,78,62	1,38,49	69,61	68,88	50·26	6·39	
	3′ 3¼″	*1933-34*	**	*76,06*	*51,24*	*23,82*	*68·26*	**	
		1934-35	**	75,50	49,86	25,64	66·05	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1933-34*	*1,18,75,03*	*14,00,14*	*10,24,49*	*3,75,65*	*73·17*	*3·16*	
		1934-35	1,17,80,76	14,57,14	10,44,58	4,12,56	71·69	3·50	
North Western (Military) .	5′ 6″, and 2′ 6″	*1933-34*	*24,23,56*	*1,26,20*	*1,35,04*	*—58,84*	*146·62*	*—1·72*	
		1934-35	24,06,54	1,26,70	1,89,79	—63,09	149·79	—1·85	
North Western (Total) .	..	*1933-34*	*1,52,98,64*	*15,26,34*	*12,09,53*	*3,16,81*	*79·24*	*2·07*	
		1934-35	1,51,96,50	15,83,84	12,34,37	3,49,47	77·94	2·30	
Rohilkund and Kumaon .	3′ 3¼″	*1933-34*	*(b)4,44,69*	*37,33*	*31,37*	*35,51*	*47·30*	*7·99*	(b) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1934-35	(b)4,50,84	69,80	32,53	37,47	46·31	8·31	
South Indian . . .	5′ 6″, 3′ 3¼″ and 2′ 6″	*1933-34*	*47,61,52*	*5,49,51*	*3,16,52*	*2,24,99*	*58·37*	*4·73*	
		1934-35	47,88,47	5452,32	3,22,08	2,30,24	58·81	4·83	
Total Class I Railways .	..	*1933-34*	*5,40,80,84*	*96,35,45*	*64,31,16*	*32,04,32*	*66·74*	*5·78*	
		1934-35	6,47,34,07	99,12,74	65,93,97	33,18,77	66·52	2·92	
Class II.									
Barsi Light . . .	2′ 6″	*1933-34*	*1,86,70*	*29,02*	*11,96*	*8,07*	*59·89*	*4·32*	
		1934-35	1,86,51	18,10	11,34	6,76	62·65	3·62	
Bengal Dooars . . .	3′ 3¼″	*1933-34*	*1,63,73*	*20,06*	*11,77*	*8,29*	*58·67*	*5·06*	
		1934-35	1,64,52	20,07	11.88	8,69	57·77	5·28	
Bhavnagar State . . .	3′ 3¼″	*1933-34*	*2,37,91*	*34,25*	*19,11*	*15,14*	*55·81*	*6·64*	
		1934-35	2,39,44	36,22	17.93	18,29	49·50	7·64	
Bikaner State . . .	3′ 3¼″	*1933-34*	*3,53,79*	*36,31*	*24,99*	*11,32*	*68·82*	*3·11*	
		1934-35	3,54,62	38,81	24,93	13,88	64·24	3·91	
Darjeeling Himalayan .	2′ 0″	*1933-34*	*1,08,40*	*16,73*	*11,23*	*4,80*	*71·31*	*4·43*	
		1934-35	1.08,51	17,26	11,80	5,46	68·36	5·03	

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

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

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

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

5 —*Statement of* Capital at Charge* / Capital outlay† *Revenue Earnings and Expenses for the years 193334* ***and 1934-35***

— contd, (In thousand! of **rupees.***

Railway System.	Gauge.	Year.	For the system, i.e. both State-owned and other than State* owned portions. % Total capital at charge.	§ Gross earnings.	Working expenses.	Net earnings. (Cols. 5-6).	Per-centage of working expenses to gross earn-ings. (Col. 5 (Col. 4x100)	Per-centage of net earnings on total capital at charge given in column 4. Col. 7x100)	REMARKS.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—*concld.*									
Dibni-Sadiya .	5' 3½"	*1933-34*	*1,70,10*	*20,18*	*12,16*	*8,02*	*60·26*	*4.71*	
		1934-35	1,70,57	20,09	12,07	8,02	61·70	4·70	
Gaekwar's Baroda State	5' 3½"	*1933-34*	*1,49,30*	*24,25*	*10,00*	*11,25*	*47·07*	*7·53*	
		1934-35	1,72,94	23,34	13,38	9,96	57·33	5·76	
	2' 6"	*1933-34*	*3,14,23*	*24,06*	*17,07*	*6,99*	*70·95*	*2·22*	
		1934-35	3,17,53	22,82	17,05	5,57	75·37	1·75	
Gondal	3' 3½"	*1933-34*	*1,57,91*	*25,94*	*13,39*	*12,55*	*51·61*	*7·99*	
		1934-35	1,36,68	24,12	11,14	12,98	46·21	9·49	
Howrah-Anita Light .	2' 0"	*1933-34*	*30,98*	*9,06*	*6,44*	*2,64*	*70.88*	*8·54*	
		1934-35	Shown under Class III Railways.						
Jamnagar Dwarka	3' 3½"	*1933-34*	*1,59,29*	*14,00*	*8,89*	*5,11*	*63·45*	*3·21*	
		1934-35	1,59,27	14,91	8.55	6.36	57·32	4·00	
JunagadState .	3' 3½"	*1933-34*	*1,33.04*	*16,10*	*9,07*	*7,03*	*56·33*	*5·29*	
		1934-35	1,40,75	16,87	9,46	7,41	56·05	5·27	
Morvi	3' 3½"	*1933-34*	*82,56*	*16,06*	*10,08*	*5,98*	*62·74*	*7·22*	
		1934-35	1,06,28	17,97	9,84	8,13	54·73	7·65	
Mysore	3' 3½"	*1933-34*	*3,26,25*	*28,71*	*25,33*	*3,38*	*88·20*	*1·03*	
		1934-35	3,31,98	28,36	25,73	2,63	90·73	0·79	
	2' 6"	*1933-34*	*43,67*	*2,99*	*2,28*	*71*	*76·61*	*1·63*	
		1934-35	43,76	2,94	2,67	27	90·76	0·62	
	2' 0"	*1933-34*	*12,53*	*52*	*34*	*18*	*65·73*	*1·35*	
		1934-35	12,67	44	35	9	78·81	0·73	
Shahdara (Delhi)-Saharanpu Light.	2' 6"	*1933-34*	*50,37*	*10,16*	*4,40*	*5,76*	*43·18*	*11·40*	
		1934-35	50,68	8,32	4,37	3,95	52·46	7·80	
Total Class II **Railways**	..	*1933-34*	*26,30,46*	*3,15,42*	*1,99,20*	*1,17,22*	*62·95*	*4·37*	
		1934-35	27,06,85	3,11,94	1,93,39	1,18,45	62·02	4·38	
CLASS III.									
Ahmadpur Katwa	2' 6"	*1933-34*	*20,73*	*1,11*	*88*	*13*	*88·11*	*0·64*	
		1934-35	20,73	1,07	91	16	85·16	0·76	

• † ‡ §For explanation* see footnotes on opposite page.

5.—*Statement of* [Capital at Charge* / Capital outlay †], *Revenue Earnings and Expenses for the years 1933-34 and. 1934-35.*

—Contd. (In thousands of rupees.}

Railway System.	Gauge	Year.	For the system, *i.e.,* both State-owned and other than State-owned portions.						REMARKS.
			Total capital at charge.	§ Gross earnings.	Working expenses.	Net earnings. (Cols. 6-6.)	Per- centage of working expenses to gross earn- ings. Col.6x100 / Col.6.	Per- centage of net earnings on total capital at charge given in column 4. col.7x100 / (Col. 4.)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd,*									
Arrah-Sasaram .	2′ 6″	*1933-34*	*25,12*	*3,04*	*2,65*	*39*	*87·08*	*1·56*	
		1934-35	25,18	3,54	(a) 2,65	89	74·84	3·53	(a) Figure for 1933-34 has been adopted as 1934-35 figure is not available.
Bankura-Damoodar River .	2′ 6″	*1933-34*	*40,17*	*1,61*	*1,41*	*20*	*87·33*	*0·51*	
		1934-35	40,07	1,33	1,31	2	98·29	0·06	
Baraset-Basirhat light	2′ 6″	*1933-34*	*25,63*	*5,54*	*4,22*	*1,32*	*76·50*	*5·11*	
		1934-35	25,77	4,96	4,01	95	80·70	3·70	
Bengal Provincial	2′ 6″	*1933-34*	*15,15*	*1,21*	*1,12*	*9*	*92·56*	*0·61*	
		1934-35	15,17	1,09	1,01	8	92·36	0·55	
Bokfatiarpnr-Bihar Light	2′ 0″	*1933-34*	*15,20*	*2,08*	*1,73*	*35*	*52·94*	*2·30*	
		1934-35	15,13	3,04	1,89	1,15	61·90	7·60	
Bordwan-Katwa	2′ 6″	*1933-34*	*20,40*	*1,69*	*1,29*	*31*	*80·66*	*1·52*	
		1934-35	20,33	1,42	1,17	25	82·17	1·25	
Outch State	2′ 6″	*1933-34*	*19,53*	*1,63*	*1,03*	*60*	*64·46*	*3·04*	
		1934-35	20,79	2,01	1,29	72	64·09	3·48	
Dehri-Rohtas Light .	2′ 6″	*1933-34*	*12,48*	*1,70*	*1,03*	*67*	*60·79*	*5·33*	
		1934-35	13,60	2,32	1,29	1,03	55·69	8·24	
Oholpur-State .	2′ 6″	*1933-34*	*17,31*	*1,62*	*95*	*67*	*58·71*	*3·87*	
		1934-35	17,32	1,75	1,00	75	57·04	4·60	
Fntwah-Tiuampur	2′ 6″	*1933-34*	*19,48*	*1,18*	*89*	*29*	*75 34*	*1·49*	
		1934-35	19,44	1,24	93	31	75·10	1·60	
GwaliorLight .	2′ 0″	*1933-34*	*1,21,21*	*7,74*	*5,38*	*2,40*	*69·17*	*1·98*	
		1934-35	1,22,87	7,26	5,98	1,27	82·52	1·03	
Howrah Amta Light .	2′ 0″	*1933-34*	*Shown*	*under*	*Class II*	*Railways.*			
		1934-35	30,81	9,22	6,26	2,96	67·88	9·50	
Howrah-Sheahhala Light .	2′ 0″	*1933-34*	*8,29*	*1,80*	*1,55*	*25*	*86·03*	*3·04*	
		1934-35	8,27	1,69	1,46	23	86·80	2·70	
JegadhriLight .	2′ 0″	*1933-34*	*1,18*	*13*	*12*	*1*	*89·78*	*1·16*	
		1934-35	1,13	13	12	1	91·44	1·02	

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

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

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

5.—Statement of Capital at Charge / Capital outlay† rnings and Expenses for the years 1933- 34 and 1934-35*

—COncld. (In thousands of rape**,)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings (Col. 6 × 100 / Col. 5.)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jessore-Jhenidah	2′ 6″	*1933-34*	§§	§§	§§	§§	§§	§§	
		1934-35	§§	§§	§§	§§	§§	§§	
Jorhat (Provincial)	2′ 0″	*1933-34*	*13,22*	*1,00*	*1 1,4*	*—41*	*140·43*	*—3·10*	
		1934-35	13,22	1,20	1,38	—18	115·15	—1·36	
Kalighat-Falta	2′ 0″	*1933-34*	*24,17*	*1,76*	*1 74*	*2*	*98·97*	*0·08*	
		1934-35	24,13	1,55	1,81	·6	104·26	·0·25	
Kulasekarapatnam Light	2′ 0″	*1933-34*	*5,49*	*92*	*86*	*6*	*92·99*	*1·18*	
		1934-35	5,54	74	76	—2	103·64	—0·48	
Matheran Light	2′ 0″	*1933-34*	*12,20*	*98*	*81*	*17*	*82·65*	*1·39*	
		1934-35	12,34	88	61	27	69·32	2·19	
Porbandar State	3′ 3½″	*1933-34*	*28,16*	*3,11*	*1,81*	*1,30*	*58·34*	*4·80*	
		1934-35	28,67	3,32	1,92	1,40	57·74	4·90	
Tespore-Balipara Light	2′ 6″	*1933-34*	*4,87*	*1,55*	*1,06*	*49*	*68·71*	*10·06*	
		1934-35	4,87	1,53	1,15	38	75·17	7·74	
Trivallore Light	2′ 0″	*1933-34*	*1,16*	*2*	*3*	*—1*	*148·90*	*—9·68*	
		1934-35	1,18	1	3	—2	267·10	—1·70	
Udaipur-Chitorgarh	3′ 3½″	*1933-34*	*99,40*	*6,17*	*4,09*	*2,08*	*66·29*	*2·31*	
		1934-35	1,13,84	6,02	4,13	1,89	68·76	1·66	
Total Class III Railways	..	*1933-34*	*5,50,52*	*47,59*	*36,21*	*11,38*	*76·09*	*2·04*	
		1934-35	5,08,94	57,31	42,87	14.44	74.80	2·41	
Other items not included in the preceding heads (a).	..	*1933-34*	*5,29,35*	*—41,84*	*2,87,58*	*—3,29,42*	..	..	
		1934-35	5,07,46	—82	2,30,13	—2,30,95	..	..	
GRAND TOTAL	..	*1933-34*	*8,84,41,23*	*99,57,65*	*69,54,15*	*30,03,50*	*69·84*	*3·40*	
		1934-35	(b) 8,85,47,32	1,02,81,07	70,60,36	32,20,71	68·67	3·64	

* † ‡ § — For explanations see footnotes on opposite page. §§ Figures not available!

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

	Capital at charge.
Coal Department	1,95,76
Abandoned Projects	32,26
Controller of Railway Accounts' account current	2,78,05
United Provinces (Distillery siding)	1,39
Total	5,07,46

	Gross Earnings.		*Working Expenses*
+36	Gross earnings of Bezwada and Dhone Kurnool Railways	+1,43	Adjustment of Tirhoot RIy.
-1,20	Gross earnings of Jorhat (Provincial) Railway.	+2	Due to rounding off.
+2	Due to rounding off.	—1,95	Working expenses of R. & K. RIy.
+2		+14	Working expenses of Bezwada and Dhone-Kurrool
-82		1933-34	1934-35 Railways.
		+ 2 , 3 2 , 7 5	+2,3275 Contribution to Depreciation Reserve Fund on account of Company-worked lines.
(b)	State-owned ..	7,95 20.88	7,95,44,16
	Other than State-owned ..	89,20,35	90,03,16 —1,38 Working expenses of Jorhat (Provincial) Railway.
	Total ..	8,84,41,23	8.85,47,32 -85 Charges on worked lines of M. * S. M. RIy.
			—1 Doe to rounding off.
			+ 2,30,13

6.—*Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35.*

(In thousands of rupees.)

Raiway System.	Gauge.	Year.	Combing earnings. Earning* from carried (including refund!).	Other coaching earnings (including refunds).	Total coaching earnings (excluding refunds).	Goods earnings. Earnings goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (including re* funds).	telegraph earnings (excluding refunds).	Other miscella. neous earnings (excluding refunds).	Total gross earnings (acduding refunds).
1	2	3	4	5	6	7	8	9	10	1)	12
QutttL											
Asaan Bengal . .	2' 3½"	1933-34	Rs. 55,16	Rs. 1,02	Rs. 56,71	Rs. 92,69	Rs. 36	Rs. 93,05	Rs. 23	Rs. 2,45	Rs. 1,73,71
		1934-35	54,49	9,30	63,71	1,13,61	1,03	1,14,47	24	13,06	1,92,05
Bengal and North-Western	3' 3½"	1933-34	1,24,74	12,83	*1,31,53	2,11,60	1,39	*2,13,13	54	3,61	3,34,93
		1934-35	1,29,45	13,14	*1,36,99	2,18,49	2,11	*2,06,28	51	2,88	3,40,36
Bengal-Nagpur .	5' 6"	1933-34	1,41,59	28,93	1,70,39	5,33,46	2,63	5,34,35	31	26,34	7,31,39
		1934-35	1,46,64	29,25	1,75,80	5,31,21	3,99	5,35,20	31	21,79	7,32,26
	2' 6"	1933-34	12,75	1,22	13,96	37,86	38	38,18	6	35	53,06
		1934-35	13,78	1,24	14,02	37,74	33	38,01	5	63	52,71
Bombay. Baroda and Central India.	5' 6"	1933-34	2,02,39	27,25	2,29,13	3,31,68	—3,23	3,91,37	50	13,95	6,55,95
		1934-35	2,03,94	30,23	2,34,16	3,99,06	—3,13	3,95,16	49	14,15	6,93,97
	5' 3½"	1933-34	1,71,89	19,12	1,91,26	2,76,71	1,09	2,76,45	51	7,15	4,76,87
		1934-35	1,76,91	20,53	1,96,65	2,97,26	1,18	2,98,97	54	8,09	5,08,25
	2' 6"	1933-34	4,79	39	5,02	4,35	..	4,33	3	15	10,19
		1934-35	4,64	30	4,94	4,61	1	4,65	3	23	9,15
Banna	3' 3 ½"	1933-34	86,69	12,36	98,86	2,02,03	41	2,02,15	32	15,11	3,66,67
		1934-35	88,42	12,57	1,00,92	2,05,35	45	2,05,80	33	11,18	3,76,33
Eastern Bengal •	5' 6"	1933-34	1,32,49	22,46	1,54,87	1,98,62	1,50	1,99,98	53	6,45	3,61,53
		1934-35	1,18,21	26,23	1,44,40	2,10,94	3,10	2,18,79	30	12,20	3,76,89
	2'6½" and 2' 6"	1933-34	60,55	6,93	67,73	1,05,22	66	1,05,77	19	5,04	1,79,33
		1934-35	61,10	6,29	69,34	1,07,75	60	1,08,32	15	4,71	1,82,55
East Indian	5' 6"	1933-34	4,50,70	76,03	5,45,73	12,04,45	3,72	12,08,13	1,59	63,62	*18,29,52
		1934-35	5,02 47	71,64	5,74,10	12,70,87	4,00	12,74,88	1,18	37,68	*18,87,84
Great Indian Peninsula	5' 6"	1933-34	3,37,63	99,66	4,23,46	8,19,38	5,99	8,23,94	1,02	27,75	12,76,39
		1934-35	3,20,51	88,37	4,08,17	8,25,77	4,69	8,30,14	1,01	26,21	12,64,53
	2' 6"	1933-34	3,03	42	3,56	5,71	3	5,72	1	5	9,33
		1934-35	3,09	37	3,43	5,06	3	5,09	1	1	8,54
Jodbpnr	3' 3½"	1933-34	33,94	5,06	38,00	50,41	16	50,39	13	5,24	93,76
		1934-35	36,98	5,13	41,99	59,42	16	59,44	14	5,54	1,07,11
Madras and Southern Mehretta.	5' 6"	1933 34	1,38,87	28,87	1,67,26	2,53,13	59	2,53,53	29	14,03	4,35,51
		1934-35	1,38,38	28,81	1,65,05	2,50,17	66	2,50,69	17	14,36	4,30,27
	3' 3½"	1933-34	87,75	16,53	1,04,29	12,23,16	54	2,34,54	24	9,34	‡3,48,52
		1934-36	84,64	16,01	1,00,60	12,08,94	92	2,19,06	25	6,71	‡3,26,52
Nizam's State .	4'8½"	1933-34	30,43	6,91	39,66	91,27	87	91,61	34	2,07	1,33,68
		1934-35	30,66	9,25	39,33	95,72	67	96,15	36	2,15	1,38,42
	3' 3½"	1933-34	26,42	3,40	29,79	43,61	21	43,84	22	1,21	76,05
		1934-35	26,37	3,25	29,62	44,24	29	44,46	24	1,18	76,30

* Excluding the Cawnpore-Borbwei (3 3½* Range) link earnings, which, as to details, are included with the Bengal and North-Western Railway, ANd to totals with the sundry earnings of the E. I. Railway.

‡. Includes Harbour receipts and expenditure.

6.—Details of Gross Earnings of each Railway System far the years 1933-34 and 1934-35 —contd.

(In thousands of rapes*.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds).
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (excluding refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (excluding refunds).	
)	2	3	4	6	6	7	8	9	10	11	12
CLASS I—*contd.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
North Western (Commercial	5' 6"	1933-34	§	§	§	8,30,49	6,12	8,35,51	1,80	41,91	13,78,24
		1934-35	§	§	§	8,02,41	5,53	8,85,99	1,56	43,99	14,29,72
	2' 6"	1933-34	§	§	§	14,17	34	14 50	3	38	29,90
		1934-35	§	§	§	16,20	40	16,57	3	32	28,42
North Western (Military)	5' 6"	1933-34	§	§	§	72,03	42	72,47	18	2,78	1,21,52
		1934-35	§	§	§	72,76	44	73,02	18	4,50	1,31,03
	2' 6"	1933-34	§	§	§	2,58	4	2,61	1	13	4,68
		1934-35	§	§	§	2,49	3	2,51	1	31	4,77
North Western (Total)	5' 6" & 2' 6"	1933-34	4,74,42	90,02	5,64,13	9,09,29	6,92	9,14,39	2,02	45,20	15,25,54
		1934-35	4,71,36	84,75	5,55,76	9,72,86	6,40	9,77,10	1,78	43,20	15,83,84
Rohilkund and Kumaon	3' 3½"	1933-34	23,55	3,17	26,70	38,71	29	38,41	7	2,20	67,38
		1934-35	23,06	3,04	26,08	40,43	33	40,65	7	2,19	68,99
South Indian	5' 6"	1933-34	58,45	10,37	68,79	87,82	39	88,08	3	2,42	1,59,57
		1934-35	50,71	10,05	70,55	97,39	50	98,03	2	2,02	1,71,23
	3' 3½"	1933-34	1,46,82	15,47	2,02,14	1,50,71	2,20	1,52,64	30	13,58	3,78,70
		1934-35	1,83,49	15,24	1,98,60	1,46,67	2,29	1,48,96	30	11,19	3,78,75
	2' 6"	1933-34	29	7	1,06	1,14	1	1,15	..	3	2,24
		1934-35	89	6	93	1,32	1	1,33	Nil	2	2,28
Total Class 1 Railways	..	1933-34	28,52,70	5,08,23	33,54,79	59,32,53	27,54	59,56,05	8,74	2,75,50	96,35,28
		1934-35	28,75,97	5,08,22	33,76,54	62,04,81	37,08	62,76,12	8,48	2,51,60	99,12,74
CLASS II.*											
Rami Light	2' 0"	1933-34	7,98	1,03	9,01	10,48	3	10,56	3	42	20,02
		1934-35	7,02	88	7,90	9,70	8	9,78	4	38	18,10
Bengal Dooars	3' 3½"	1933-34	3,50	72	4,22	15,67	3	15,69	2	22	20,06
		1934-35	3,46	71	4,17	16,13	4	16,17	2	21	20,57
Bhavnagar State	3' 3½"	1933-34	14,49	1,55	16,03	17,03	8	17,11	26	65	34,25
		1934-35	16,29	1,60	16,80	17,43	7	17,50	54	1,29	36,22
Bikaner State	3' 3½"	1933-34	15,65	1,74	16,79	18,24	6	18,30	10	1,03	36,31
		1934-35	16,43	1,82	18,26	19,51	7	19,58	19	79	38,81
Darjeeling-Himalayan	2' 0"	1933-34	2,55	1,32	4,87	11,04	3	11,07	2	27	15,73
		1934-35	2,70	2,06	4,76	12,28	3	12,31	2	17	17,26
Dibru-Sadiya	2' 3½"	1933-34	4,58	69	5,27	14,45	3	14,48	2	41	20,18
		1934-35	4,32	67	4,99	15,54	3	15,57	2	41	20,99
Gaekwar's Baroda State	3' 3½"	1933-34	12,83	81	13,64	7,44	2	7,46	3	12	21,25
		1934-35	13,48	98	14,43	8,58	3	8,61	4	26	23,34
	2' 6"	1933-34	10,86	70	11,16	11,30	8	11,38	13	69	24,06
		1934-35	10,26	53	10,79	10,90	2	10,97	13	53	22,62
Gondal	3' 3½"	1933-34	10,54	1,10	11,74	11,54	5	11,59	11	4,69	25,94
		1934-35	9,85	97	10,83	11,43	4	11,52	14	1,64	24,12

* Excludes refunds.

§ Figures not required.

6,—*Details of Gross Earnings of each Railway System for the years 1933-34 and 2934-35*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		
			Earnings from passengers carried (excluding refunds).	Other coaching earnings (excluding refunds).	Total coaching earnings (excluding refunds).	Earnings from goods carried (excluding refunds).	Other goods earnings (excluding refunds).	Total goods earnings (excluding refunds).	Electric telegraph earnings (excluding refunds).	Other miscellaneous earnings (excluding refunds).	Total gross earnings (excluding refunds)
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Howrah-Amta light	2′ 0″	*1933-34*	*7,08*	*32*	*7,40*	*1,62*	*Nil*	*1,62*	*Nil*	*6*	*9,08*
		1934-35			Shown	under Class	III Rai	lways.			
Jamnagar Dwarka	3′ 3½″	*1933-34*	*5,98*	*65*	*6,63*	*6,60*	*2*	*6,62*	*4*	*31*	*14,00*
		1934-35	6,38	60	6,98	7,09	10	7,19	5	89	14,91
Janagad State	3′ 3½″	*1933-34*	*7,26*	*68*	*7,94*	*7,45*	*2*	*7,47*	*8*	*64*	*16,10*
		1934-35	7,55	80	8,25	8,01	3	8,04	7	51	16,37
M O R V I. . . .	3′ 3½″	*1933-34*	*7,68*	*1,27*	*8,93*	*6,69*	*Nil*	*6,69*	*9*	*35*	*16,06*
		1934-35	8,36	1,38	9,74	7,69	1	7,70	12	41	17,97
	2′ 2½″	*1933-34*	*15,44*	*1,23*	*16,67*	*11,39*	*20*	*11,59*	*1*	*53*	*28,71*
		1934-35	14,77	1,18	15,95	11,60	19	11,79	1	51	28,26
Mysore	2′ 6″	*1933-34*	*1,76*	*8*	*1,84*	*1,12*	*2*	*1,14*	*Nil*	*1*	*2,99*
		1934-35	1,81	6	1,87	1,05	1	1,06	Nil	1	2,94
	2′ 0″	*1933-34*	*12*	*1*	*13*	*39*	*Nil*	*39*	*Nil*	*Nil*	*52*
		1934-35	12	1	13	31	Nil	31	Nil	Nil	44
Shahdam (Delhi) Saharanpur Light.	2′ 6″	*1933-34*	*4,76*	*20*	*4,96*	*5,09*	*4*	*5,13*	*Nil*	*5*	*10,16*
		1934-35	4,77	16	4,93	3,26	3	3,31	Nil	5	8,32
Total Claw II Railways	..	*1933-34*	*1,32,72*	*14,50*	*1,47,22*	*1,58,45*	*76*	*1,59,21*	*1,90*	*5,09*	*3,16,42*
		1934-35	1,25,67	14,16	1,40,83	1,60,57	74	1,61,31	1,39	6,29	3,11,84
CLASSIII.											
Aden	2′ 3½″	*1933-34*	*	*	*	*	*	*	*	*	*
		1934-35	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2′ 6″	*1933-34*	*51*	*2*	*53*	*25*	*Nil*	*25*	*Nil*	*2*	*1,11*
		1934-35	92	3	95	20	Nil	20	Nil	2	1,07
Arrah-Sasaram .	2′ 6″	*1933-34*	*2,04*	*3*	*2,12*	*91*	*—3*	*88*	*Nil*	*6*	*3,04*
		1934-35	2,04	5	2,09	1,37	Nil	1,37	Nil	3	3,54
Banknra Damoodar River	2′ 6″	*1933-34*	*54*	*3*	*57*	*71*	*Nil*	*71*	*Nil*	*3*	*1,31*
		1934-35	79	3	93	46	Nil	45	Nil	3	1,35
Barset-Basirhat Light	2′ 6″	*1933-34*	*3,35*	*48*	*4,33*	*1,16*	*Nil*	*1,16*	*Nil*	*5*	*5,54*
		1934-35	3,51	32	3,83	1,09	Nil	1,09	Nil	4	4,95
Bengal Provincial	2′ 6″	*1933-34*	*73*	*5*	*78*	*29*	*Nil*	*29*	*1*	*13*	*1,21*
		1934-35	72	5	77	16	Nil	16	..	16	1,09
Bukhtiarpur-Bihar Light	2′ 6″	*1933-34*	*1,38*	*5*	*1,43*	*77*	*—15*	*62*	*Nil*	*3*	*2,08*
		1934-35	1,90	10	2,00	1,02	—3	99	Nil	5	3,04
Burdwan Katwa .	2′ 6″	*1933-34*	*1,10*	*6*	*1,16*	*38*	*Nil*	*38*	*Nil*	*6*	*1,60*
		1934-35	1,06	5	1,13	28	Nil	28	Nil	3	1,42
Cutoh State	2′ 6″	*1933-34*	*59*	*16*	*1,05*	*47*	*12*	*59*	*Nil*	*4*	*1,68*
		1934-35	1,05	18	1,23	62	14	76	Nil	3	3,02

* Information not available doe to the cloading of the Railway from let August 1929

6.—*Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Yew.	Coaching earniga.			Good* earnings			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			from passengers carried (excluding refunds).	Other coaching earnings (*excluding* refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (excluding refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
	2	3	4	5	6	7	8	9	10	11	12
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dehri-Rohtas Light	2' 0"	*1933-34*	*21*	*2*	*23*	*1,39*	*1*	*1,40*	*1*	*7*	*7,72*
		1934-35	22	1	23	1,97	5	2,02	1	6	2,32
Dholpur-State	2' 6"	*1933-34*	*47*	*1*	*48*	*1,13*	*Nil*	*1,13*	*Nil*	*1*	*1,62*
		1934-35	46	1	47	1,26	Nil	1,26	1	1	1,76
Futwah-Islampnr	2' 6"	*1933-34*	*55*	*2*	*57*	*29*	*1*	*29*	*Nil*	*2*	*1,14*
		1934-35	80	2	89	31	—2	29	Nil	6	1.84
Gwalior Light	2' 0"	*1933-34*	*3,36*	*20*	*3,56*	*3,93*	*3*	*4,91*	*9*	*12*	*7,75*
		1934-35	3,20	14	3,34	3,59	2	3,61	10	20	7,25
Howrah A note light .	2' 0"	*1933-34*	*Shown*	*under*	*Class II*	*Railways.*					
		1934-35	7,20	33	7,53	1,63	Nil	1,63	Nil	6	9,22
Howrah-8heakhala Light	2' 0"	*1933-34*	*1,12*	*32*	*1,44*	*35*	*Nil*	*35*	*Nil*	*1*	*1,80*
		1934-35	1,06	30	1,35	33	Nil	33	Nil	1	1,69
Jagadhri Light •	2' 0"	*1933-34*	*4*	..	*4*	*9*	*Nil*	*9*	*Nil*	..	*13*
		1934-35	5	..	6	8	Nil	8	Nil	..	13
Jessore-Jhenidah	2' 6"	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1934-35	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial)	2' 0"	*1933-34*	†	†	†	†	†	†	†	†	*2,09*
		1934-35	†	†	†	†	†	†	†	†	1,80
Kalighat-Falts .	2' 6"	*1933-34*	*1,17*	*2*	*1,19*	*49*	*Nil*	*49*	*Nil*	*8*	*1,76*
		1934-35	1,10	2	1,12	30	Nil	30	Nil	7	1,58
Kulasekarapatnam Light	2' 0"	*1933-34*	*55*	..	*55*	*37*	*Nil*	*37*	*Nil*	*Nil*	*92*
		1934-35	47	..	47	27	Nil	27	Nil	Nil	74
Matheran Light .	2' 0"	*1933-34*	*71*	*12*	*83*	*15*	*Nil*	*15*	*Nil*	*Nil*	*98*
		1934-35	61	13	74	15	—1	14	Nil	Nil	88
Porbandar State •	2' 3½"	*1933-34*	*1,17*	*14*	*1,31*	*1,29*	*5*	*1,34*	*4*	*42*	*3,11*
		1934-35	1,23	14	1,37	1,34	4	1,38	9	48	3,33
Tezpore-Balipars Light .	2' 6"	*1933-34*	*59*	*11*	*70*	*77*	*Nil*	*77*	*2*	*7*	*1,55*
		1934-35	35	11	80	79	Nil	79	1	7	1,53
Trivellore Light .	2' 0"	*1933-34*	*2*	†	*2*	†	†	†	†	†	†
		1934-35	1	†	1	†	†	†	†	†	1
Udaipor-Chitorgarh	2' 3½"	*1933-34*	*3,48*	*41*	*3,99*	*2,96*	*5*	*2,98*	*3*	*7*	*6,27*
		1934-35	3,41	61	4,02	1,88	2	1,90	3	7	6,02
Total Class I I I Railway		*1933-34*	*25,48*	*2,29*	*27,77*	*17,30*	*6*	*17,36*	*29*	*1,27*	*47,59*
		1934-35	32,33	2,64	34,97	19,15	21	19,37	28	1,52	57,31
Other items not included in the preceding heads.§		*1933-34*	..	..	..	..		..	..	..	*—41,84*
		1934-35	..	..	..	..	..	..	..	..	—62
GRAND TOTAL	..	*1933-34*	*(a) 30,16,99*	*(a) 2,25,12*	*32,89,88*	*(a) 61,42,33*	*(a) 28,34*	*61,72,62*	*10,13*	*2,85,86*	*99.57,85*
		1934-35	(a) 30,34,97	(a) 2,25,04	32,62,36	(a) 64,34,64	(a) 28,03	64,56,80	10,12	2,81,41	1,02,81,07

† Information not furnished.

(a) Includes refunds in the case of Class I Railways bat excludes the M O W in the case of II and I I I Railways.

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

% Figures not available.

7.—Details of Working Expenses* of each Railway

(Railway System.	GAUGe.	Year.	Maintenance of Structural Work*. Rs.	Maintenance of Structural Work*. Per cent. of gross earnings.	Maintenance and supply of Locomotive Power. Re.	Maintenance and supply of Locomotive Power. Percent. J of gross earnings.	Maintenance of Carriage and Wagon Stock. Rs.	Maintenance of Carriage and Wagon Stock. *Pet* cent. of gross earnings.	Electric Service Department. Rs.	Electric Service Department. Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3' 3½"	1933-34	37,42	21·62	30,77	17·77	10,72	6·19	..	..
		1934-35	43,10	21·92	31,21	16·26	11,81	6·15	..	.
Bengal and North-West	3' 3½"	1933-34	34,91	10·45	40,80	12·22	11,60	3·47	..	.
		1934-35	43,82	12·05	40,87	11·80	11,46	3·31	..	.
Bengal Nagpur	5' 6"	1933-34	1,09,71	15·09	1,34,69	18·42	62,78	8·58	..	.
		1934-35	1,14,79	14·67	1,46,62	18·74	86,24	11·02	..	..
	2' 6"	1933-34	13,41	40·58	12,41	37·54	4,23	12·80	..	..
		1934-35	11,30	34·54	11,78	36·00	4,45	13·60	..	..
Bombay, Baroda and Central India.	5' 6"	1933-34	60,97	9·29	91,13	13·89	40,31	6·15	32,38	4·94
		1934-35	84,72	12·76	1,02,60	15·47	57,11	8·60	31,72	4·78
	3' 3½"	1933-34	51,89	10·90	91,24	19·16	32,44	6·81	10,41	2·19
		1934-35	48,04	9·56	91,88	18·89	37,15	7·40	10,24	2·04
	2' 9"	1933-34	2,30	22·77	2,47	24·46	53	5·28	7	0·66
		1934-35	2,05	20·94	2,86	29·21	68	6·89	12	1·22
Burma	3' 3½"	1933-34	85,69	23·38	80,54	21·97	30,37	8·29	..	..
		1934-35	91,08	24·07	80,81	21·36	30,02	8·09	..	..
Eastern Bengal	5' 6"	1933-34	81,26	23·80	68,14	20·00	40,77	11·90	..	..
		1934-35	81,26	21·60	73,75	19·60	41,66	11·10	..	..
	3' 3½"	1933-34	38,98	21·90	32,39	18·20	22,21	12·50	..	..
		1934-35	38,40	21·20	34,30	18·90	22,98	12·70	..	..
	2' 6"	1933-34	37	29·90	50	40·30	21	16·90	.	.
		1934-35	44	33·70	53	41·20	22	17·40	..	.
East Indian	5' 6"	1933-34	2,59,13	14·16	3,38,76	18·19	1,90,15	10·39	..	..
		1934-35	2,61,90	13·87	3,21,85	17·05	1,94,21	10·29	..	..
Great Indian Peninsula .	5' 6"†	1933-34	2,94,54	16·02	2,43,48	19·08	1,28,24	10·05	92,84	7·23
		1934-35	2,10,02	16·64	2,32,75	18·37	1,24,10	9·70	95,31	7·62
	2' 6"‡	1933-34	1,02	12·41	1,57	19·00	31	3·77	..	..
		1934-35	85	11·06	1,44	18·78	64	6·65	..	..
Jodhpur	3' 3½"	1933-34	11,40	12·15	15,29	16·31	5,87	6·26	..	..
		1934-35	12,42	11·60	15,75	14·73	6,57	5·20	..	..

• Including Replacement and Renewal or Appropriation to Depreciation Reserve fund as the case may be,
† Including Darwha Pusad Railway (2' 6" Gauge).
% Excluding Darwha Pusad Railway.

system for the years 1933-34 and 1934-35. {In thousands of rupees.)

Maintenance and working of Ferry Steamers and Harbour:		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Percent. of gross earnings.	Rs.	Percent. of gross earnings.	Rs.	Per cent. of gross earnings	Rs.	Percent. of gross earnings.	Rs	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										Class I.
6,60	*3·81*	*23,92*	*13·82*	*11,91*	*6·88*	*8,16*	*4·72*	*1,29,50*	*74·81*	Assam-Bengal.
7,54	3·92	22,53	11·73	12,01	6·25	8,90	4·63	1,30,19	70·85	
7,63	*2·29*	*28,54*	*8·57*	*15,93*	*4·77*	*7,35*	*2·20*	*1,46,86*	*43·97*	Bengal and North Western.
7,72	2·23	29,61	8·55	16,13	4·37	9,44	2·72	1,58,05	45·63	
6,49	*0·88*	*95,45*	*13·06*	*42,87*	*5·86*	*47,75*	*6·53*	*4,99,71*	*68·33*	Bengal-Nagpur.
7,00	0·90	94,60	12·11	42,95	5·49	44,71	5·72	5,37,90	68·85	
..	..	*5,80*	*17·63*	*3,17*	*9·58*	*1,32*	*4·00*	*40,34*	*122·64*	
..	..	6,49	19·85	3,17	9·70	1,31	4·00	38,50	117·68	
..	..	*69,61*	*10·61*	*28,25*	*4·31*	*28,36*	*4·32*	*3,51,01*	*53·51*	Bombay, Baroda and Central India.
..	..	69,23	10·43	28,13	4·23	28,82	4·04	4,00,42	60·31	
..	..	*42,45*	*8·92*	*23,59*	*4·96*	*18,17*	*3·82*	*2,70,22*	*56·76*	
..	..	42,24	8·41	23,61	4·76	17,64	3·51	2,73,80	54·51	
..	..	*1,20*	*11·94*	*54*	*5·36*	*17*	*1·63*	*7,28*	*72·40*	
..	..	1,19	12·22	56	5·81	18	1·87	7,64	78·18	
3,33	*0·91*	*43,53*	*11·88*	*18,29*	*4·99*	*19,23*	*5·25*	*2,80,98*	*76·67*	Burma.
2,83	0·70	43,15	11·41	18,16	4·80	18,87	4·93	2,85,12	75·36	
..	..	*54,36*	*15·00*	*22,95*	*6·72*	*24,96*	*7·31*	*2,92,41*	*85·64*	Eastern Bengal.
..	.	52,87	14·10	24,17	6·44	23,44	6·24	2,97,15	79·10	
4,79	*2·69*	*26,79*	*15·00*	*9,53*	*5·35*	*9,33*	*5·24*	*1,44,02*	*80·88*	
5,06	2·79	27,62	15·20	9,40	5·18	9,22	5·09	1,46,99	81·10	
..	..	*17*	*13·79*	*4*	*3·23*	*1*	*0·81*	*1,20*	*104·84*	
..	..	22	16·90	7	5·42	5	3·75	1,53	118·40	
1,75	*0·10*	*2,18,13*	*11·92*	*75,56*	*4·13*	*86,08*	*4·74*	*11,04,16*	*63·63*	East Indian
1,59	0·08	2,32,44	12·31	80,80	4·28	87,97	4·66	11,80,76	62·54	
..	..	*1,36,39*	*10·83*	*62,89*	*4·93*	*63,45*	*4·97*	*9,31,23*	*72·06*	Great Indian Peninsula.
..	..	1,30,42	10·29	61,76	4·87	60,08	4·74	9,16,34	72·22	
..	..	*57*	*8·09*	*6*	*0·85*	*9*	*1·06*	*3,72*	*45·90*	
..	..	51	6·60	4	0·60	8	0·93	3,48	46·00	
..	.	*9,11*	*9·72*	*5,65*	*6·02*	*6,24*	*6·66*	*53,56*	*57·12*	Jodhpur.
..	..	9,44	8·61	5,76	5·40	6,61	6·17	55,60	51·91	

7.—Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Work*.* Rs.	*Maintenance of Structural Work*.* Per cent. of gross earaings.	*Maintenance and supply of Locomotive Power.* Rs.	*Maintenance and supply of Locomotive Power.* Percent. of grow earnings.	*Maintenance of Carriage and Wagon Stock.* Rs.	*Maintenance of Carriage and Wagon Stock.* Percent. of gross earnings,	*Electric Service Department.* Rs.	*Electric Service Department.* Per cent. of gross earnings.
1		3	4 5		6	7	8 9		10 11	
CLASS I—*concld.*										
Madras and Southern Mahratta.	5' 6"	*1933-34*	*56,43*	*13·00*	*87,62*	*20·10*	*26,32*	*6·05*	..	..
		1934-35	52,62	12·20	87,67	20·40	43,29	10·10	..	..
	3' 3½"	*1933-34*	*35,75*	*10·20*	*67,26*	*19·30*	*29,28*	*5·81*	..	..
		1934-35	43,32	13·30	62,67	19·20	16,56	5·07	..	..
Nizam's State	5' 6"	*1933-34*	*16,68*	*12·44*	*19,11*	*14·30*	*8,90*	*6·65*	..	..
		1934-35	16,76	12·09	20,42	14·74	8,60	6·26	..	..
	2' 3½"	*1933-34*	*12,13*	*16·16*	*14,29*	*19·04*	*5,47*	*7·29*	..	..
		1934-35	12,14	16·09	13,79	18·20	5,46	7 23	..	..
North Western (Commercial).	5' 6"	*1933-34*	*2,67,18*	*19·47*	*2,99,73*	*21·84*	*1,37,17*	*10·00*	..	..
		1934-35	2,74,44	19·21	3,02,19	21·14	1,42,20	9·96	..	..
	2' 6"	*1933-34*	*12,59*	*43·30*	*11,41*	*38·85*	*4,46*	*15·13*	..	..
		1934-35	13,73	48·31	14,53	51·47	4,99	17·67	..	..
North Western (Military)	5' 6"	*1933-34*	*64,94*	*45·21*	*53,53*	*44·06*	*18,99*	*15·63*	..	..
		1934-35	66,65	46·46	58,22	45·11	19,74	15·19	..	..
	2' 6"	*1933-34*	*3,33*	*188·34*	*4,54*	*96·83*	*1,55*	*33·21*	..	..
		1934-35	3,77	183·65	4,82	100·79	1,68	35·10	..	..
North Western (Total)	..	*1933-34*	*3,43,54*	*22·51*	*3,69,21*	*24·19*	*1,82,17*	*10·62*	..	..
		1934-35	3,53,58	22·33	3,77,80	23·86	1,68,71	10·65	..	..
Rehilkund and Kumaon	3' 3½"	*1933-34*	*7,62*	*11·60*	*9,76*	*14·42*	*3,79*	*5·62*	..	..
		1934-35	8,29	11·87	9,39	13·46	4,36	6·24	..	..
South Indian	5' 6"	*1933-34*	†	†	†	†	†	†	..	..
		1934-35	†	†	†	†	†	†	..	..
	3' 3½"	*1933-34*	*‡66,64*	*‡12·33*	*‡1,07,10*	*‡19·81*	*‡29,22*	*‡5·41*	*4,99*	*0·92*
		1934-35	‡66,80	‡12·46	‡1,08,41	‡19·63	‡30,96	15·60	3,98	0·72
	2' 6"	*1933-34*	†	†	†	†	†	†	..	..
		1934-35	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1933-34*	*15,31,94*	*15·99*	*18,52,43*	*19·22*	*8,36,39*	*8·69*	*1,40,12*	*1·45*
		1934-35	15,99,60	16·14	18,72,17	18·88	9,06,80	9·14	1,41,34	1·43

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Included with 3' 3½ gauge.
‡ Includes 5' 6* and 2' 6* Gauges.

System for the years 1933-34 and 1934-35, (In thousands of rupees,)—**contd.**

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Percent, of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. ofgross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS *I—concld,*
..	..	*35,46*	*8·15*	*21,59*	*4·94*	*20,43*	*4·70*	*2,47,66*	*56·94*	
..	..	35,49	8·25	20,56	4·78	20,73	4·82	2,00,26	60·50	Madras and Southern Mahratta.
5,67	*1·63*	*29,71*	*8·53*	*17,44*	*5·00*	*13,98*	*4·01*	*1,90,09*	*54·48*	
5,16	1·58	30,46	9·32	16,90	5·17	13,04	4·00	1,88,00	57·60	
..	..	*10,55*	*7·89*	*7,97*	*5·96*	*5,73*	*4·29*	*68,59*	*51·53*	
..	..	10,08	7·93	8,26	5·96	4,54	3·28	69,61	50·26	Nizam's State.
..	..	*8,01*	*10·60*	*7,01*	*9·34*	*4,33*	*5·77*	*51,24*	*68·26*	
..	..	8,00	10·59	7,17	9·50	3,30	4·36	40,86	56.05	
..	..	*1,83,61*	*11·19*	*73,23*	*5·34*	*57,35*	*4·18*	*9,88,27*	*72·02*	
..	..	1,84,75	10·83	71,89	5·02	56,27	3·94	10,01,58	70·10	North Western (Commercial).
37	*1·33*	*5,06*	*17·13*	*1,43*	*4·66*	*90*	*2·83*	*36,22*	*123·23*	
34	1·20	5,67	19·94	1,59	5·60	2,05	7·20	43,00	151·29	
..	..	*19,65*	*16·17*	*11,55*	*9·76*	*7,71*	*6·34*	*1,66,67*	*137·16*	
..	..	19,78	16·23	11,59	9·50	7,15	5·87	1,71,13	140·36	North Western (Military).
7	*1·44*	*1,96*	*41·36*	*99*	*21·15*	*43*	*9·07*	*18,37*	*391·90*	
7	1·41	1,95	40·76	90	18·92	47	9·86	18,56	390·49	
44	*0·93*	*1,80,23*	*11·51*	*87,59*	*5·73*	*66,39*	*4·35*	*12,09,53*	*79·24*	North-western (Total).
41	0·92	1,82,15	11·50	85,77	5·42	65,94	4·16	12,34,37	77·94	
..	..	*6,03*	*8·96*	*4,24*	*6·29*	*23*	*0·35*	*31,87*	*47·30*	Rohilkund and Kamaon.
..	..	4,48	8·42	4,02	5·75	1,79	2·57	32,33	46·31	
†	†	†	†	†	†	†	†	*20,24*	*56·55*	
†	†	†	†	†	†	†	†	02,15	53·80	
‡2,94	*‡0·56*	*‡51,13*	*‡9·46*	*‡31,07*	*‡5·76*	*‡22,43*	*‡4·15*	*2,21,56*	*58·51*	South Indian.
‡3,12	‡0·56	‡49,53	‡9·02	‡29,99	‡5·43	‡27,03	‡4·89	2,26,17	59·71	
†	†	†	†	†	†	†	†	*3,72*	*166·07*	
†	†	†	†	†	†	†	†	3,76	165·00	
39,64	*0·41*	*10,77,39*	*11·18*	*4,97,96*	*5·17*	*4,54,79*	*4·72*	*64,31,16*	*66·74*	TOTAL CLASS 1 RAILWAYS.
40,22	0·41	10,54,04	10·94	4,98,41	5·03	4,51,40	4·55	65,93,97	65·52	

† Included with 3' 3½' gauge.

‡ Includes 5' 6* and 2' 6* gauges.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structured Works.		Maintenance and supply of Locomotive Power.		Maintenance of Oar. riagt and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent, of gross earnings.	Rs.	Per cent, of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barod Light	2′ 0″	1933-34	1,45	7·25	3,81	19·04	89	4·47	..	..
		1934-35	1,48	8·20	3,66	19·00	92	5·08	..	..
Bengal Dooars	3′ 3½″	1933-34	4,08	20·34	1,90	8·77	68	3·39	..	..
		1934-35	3,82	18·57	2,14	10·40	74	3·61	..	..
Bhavnagar State	3′ 3½″	1933-34	3,31	9·87	6,64	19·38	1,89	5·61	.	..
		1934-35	3,15	9·68	5,70	15·74	1,76	4·86	.	.
Bikaner State	3′ 3½″	1933-34	5,97	16·44	8,72	24·02	2,83	7·79	.	..
		1934-35	5,56	14·33	8,99	23·16	2,67	6·88	..	..
Darjeeling-Himalayan§	2′ 0″	1933-34	1,90	11·36	3,60	20·92	1,10	6·57	..	.
		1934-35	2,01	11·65	3,42	19·81	1,26	7·30		..
Dibru-Sadiya	3′ 3½″	1933-34	2,38	11·79	4,14	20·32	2,21	10·95	..	..
		1934-35	2,57	12·25	3,99	19·01	2,87	13·67	.	.
Goek war's Baroda State.	3′ 3½″	1933-34	1,72	8·93	3,22	15·16	39	1·85	..	..
		1934-35	3,33	14·32	4,80	20·97	1,10	4·69	..	..
	2′ 0″	1933-34	3,12	12·96	3,82	15·99	1,41	5·85	..	.
		1934-35	5,88	26·12	4,70	20·79	1,76	7·78	..	..
Gondal	3′ 3½″	1933-34	4,03	15·54	4,54	17·50	94	3·64	..	..
		1934-35	2,13	8·81	3,94	16·35	1,31	5·43	..	..
Howrah-Amta Light	2′ 0″	1933-34	1,45	15·07	1,56	17·14	95	10·43	..	..
		1934-35	Shown under Class II Railways.							
Jarnnagar Dwarka	3′ 3½″	1933-34	2,01	14·35	2,83	20·23	76	5·40	..	..
		1934-35	1,56	10·43	2,91	19·52	1,07	7·20	..	..
Junagnd State	3′ 3½″	1933-34	2,05	12·70	2,67	16·58	87	5·39	..	.
		1934-35	2,59	15·38	2,76	16·34	97	5·72	..	..
Morvi	3′ 3½″	1933-34	1,03	6·40	3,14	19·52	76	4·75	..	..
		1934-35	1,11	6·15	3,10	17·78	61	3·39	..	..
	3′ 3½″	1933-34	4,85	16·26	10,87	37·87	1,94	6·75	..	..
		1934-35	4,66	16·44	10,71	37·78	2,12	7·45	..	..
Mysore . J	2′ 0″	1933-34	41	13·79	93	31·17	15	5·19	..	..
		1934-35	48	16·60	1,11	37·55	22	7·45	..	.
	2′ 0″	1933-34	6	11·27	12	23·92	3	5·43	..	..
		1934-35	6	12·89	13	29·86	3	6·61	..	.
Shahdara (Delhi) .Saba- J raupur Light.	2′ 0″	1933-34	1,30	12·64	1,13	11·15	37	3·64	..	..
		1934-35	1,38	16·57	1,03	12·32	25	3·08	..	.
TOTAL CLASS II RAILWAYS	..	1933-34	41,15	13·01	63,56	20·09	18,27	5·74	..	..
		1934-35	41,68	13·33	63,17	20·26	19,66	6·30	..	..

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

***System for the years** 1933-34 and 1934-35. (In thousands of rupees.)—contd.*

Maintenance and working of Ferry Steamers and Harbours.		*Expense* of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross I earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
—	—	*1,72*	*8·59*	*2,97*	*14·81*	*1,11*	*5·53*	*11,95*	*59·59*	Barsi Light.
—	—	1,68	9·29	2,90	16·02	80	4·40	11,34	62·65	
20	*1·00*	*2,14*	*10·66*	*2,06*	*10·27*	*65*	*3·24*	*11,77*	*58·67*	Bengal Doors.
19	0·92	2,21	10·74	2,12	10·30	66	3·20	11,88	57·77	
—	—	*4,18*	*12·23*	*2,29*	*6·69*	*80*	*2·33*	*19,11*	*55·81*	Bhavnagar State.
—	—	4,06	11·21	2,33	6·43	93	2·58	17,93	49·50	
—	—	*3,69*	*9·89*	*2,57*	*7·08*	*1,31*	*3·60*	*24,99*	*68·82*	Bikaner State.
—	—	3,70	9·58	2,61	6·73	1,40	3·61	24,93	64·24	
—	—	*2,70*	*16·14*	*1,55*	*9·26*	*1,08*	*6·46*	*11,93*	*71·31*	Darjeeling Himalayan.§
—	—	2,61	14·64	1,53	8·86	1,07	6·20	11,80	68·30	
—	—	*1,89*	*9·37*	*1,49*	*7·38*	*9*	*0·45*	*12,16*	*60·26*	Dibru-Sadiya.
—	—	1,93	9·19	1,53	7·29	8	0·38	12,97	61·70	
..	..	*1,83*	*8·85*	*1,93*	*5·09*	‡*1,71*	*8·04*	*10,00*	*47·07*	Gaekwar's Baroda State.
..	..	2,70	11·59	1,96	4·53	29	1·23	13,38	57·33	
—	—	*3,14*	*13·04*	*1,59*	*6·63*	†*3,99*	*16·57*	*17,07*	*70·95*	
—	—	3,02	13·36	1,50	6·61	39	1·72	17,05	75·37	
—	—	*2,32*	*8·92*	*1,16*	*4·46*	*40*	*1·55*	*13,39*	*51·61*	Gondal.
..	—	2,28	9·46	1,19	4·59	38	1·57	11,14	46·21	
—	—	*1,53*	*16·91*	*61*	*6·74*	*34*	*3·69*	*6,44*	*70·82*	Howrah-Amta Light.
—	—	Shown	under	Class	III	Railways				
—	—	*1,66*	*11·75*	*1,10*	*7·83*	*54*	*3·84*	*8,89*	*63·45*	Jamnagar Dwarka.
—	—	1,60	10·75	95	6·42	45	3·00	8,55	57·32	
—	—	*2,05*	*12·74*	*94*	*5·86*	*49*	*3·06*	*9,07*	*56·33*	Junagad State.
—	—	1,82	10·81	95	6·61	37	2·10	9,46	56·05	
—	—	*1,89*	*11·74*	*64*	*4·01*	*2,62*	*16·32*	*10,08*	*62·74*	Morvi.
—	—	1,86	10·16	75	4·17	2,32	12·88	9,84	54·73	
—	—	*4,29*	*14·95*	*2,17*	*7·54*	*1,18*	*4·13*	*25,33*	*88·29*	Mysore.
—	—	4,72	16·65	2,28	8·05	1,24	4·36	25,73	90·73	
—	—	*44*	*14·77*	*22*	*7·40*	*13*	*4·29*	*2,25*	*76·61*	
—	—	49	16·72	24	8·12	13	4·35	2,67	90·79	
—	—	*7*	*14·03*	*4*	*7·16*	*2*	*3·92*	*34*	*65·73*	
..	..	7	17·47	4	8·43	2	4·64	35	78·81	
..	..	*92*	*9·01*	*49*	*4·84*	*19*	*1·90*	*4,40*	*43·18*	Shahdara (Delhi) Saharanpur Light.
..	..	94	11·26	57	6·83	20	2·40	4,37	52·46	
29	*0·06*	*36,40*	*11·50*	*23,07*	*7·29*	*16,66*	*5·26*	*1,99,20*	*62·95*	TOTAL CLASS II RAILWAYS.
19	0·06	35,59	11·41	22,47	7·21	10,73	3·45	1,93,39	62·02	

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

Railway System.	Gauge.	Year.	*Maintenance of Structural work*.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Re.	Per cent. of grow earnings.	Rs.	Per cent, of gross earning.
1	2	8	4	5	6	7
CLASS I I I.						
Ahmadpur-Kawta	2' 6"	*1933-34*	*22*	*29·14*	*81*	*27·71*
		1934-35	25	23·60	24	21·93
Arrah-Saaaram Light	2' 6"	*1933-34*	*1,24*	*40·83*	*55*	*18·08*
		1934-35	†1,24	35·03	†55	15·54
Bankura-Damoodar River	2' 6"	*1933-34*	*41*	*25·60*	*37*	*23·06*
		1934-35	36	27·34	30	29·45
Baraset-Basirhat Light.	2' 6"	*1933-34*	*1,05*	*19·39*	*1,57*	*28·33*
		1934-35	97	19·47	1,30	27·88
Bengal Provincial	2' 6"	*1933-34*	*23*	*19·01*	*43*	*35·54*
		1934-35	22	20·46	36	33·07
Bukhtiarpur-Bihar Light	2' 0"	*1933-34*	*41*	*19·55*	*56*	*27·19*
		1934-35	47	15·50	64	20·80
Burdwan-Katwa	2' 0"	*1933-34*	*31*	*19·61*	*40*	*24·73*
		1934-35	28	19·54	36	25·05
Cutch (State	2' 0"	*1933-34*	*24*	*14·34*	*53*	*31·38*
		1934-35	28	14·02	61	30·30
Dehri-Rohtas Light.	2' 6"	*1933-34*	*22*	*12·90*	*40*	*23·49*
		1934-35	27	11·58	58	24·78
Dholpur State.	2' 0"	*1933-34*	*16*	*10·11*	*47*	*29·10*
		1934-35	17	9·50	49	28·01
Futwah-Islampur	2' 0"	*1933-34*	*23*	*24·15*	*22*	*18·61*
		1934-35	31	24·90	23	18·58

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† The figure* for the year 1934-35 not being available those for the year 1933-34 have been adopted.

System for the years 1933-34 and 1934-35. {In thousands of rupees.)—**contd.**

Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
9	9	10	11	12	13	14	15	16
								CLASS III,
24	*21·38*	*18*	*15·96*	*3*	*2·92*	*98*	*88·11*	Ahmadpur-Katwa
23	21·42	17	16·38	2	1·83	91	85·16	
47	*15·30*	*30*	*10·05*	*9*	*2·82*	*2,05*	*87·08*	Arrah-Sasaram Light.
†47	13·28	†30	8·47	†9	2·64	†2,05	74·86	
27	*16·88*	*29*	*17·66*	*7*	*4·14*	*1,41*	*87·33*	Bankura-Damoodar River.
24	17·83	28	21·04	4	2·83	1,31	98·29	
3,00	*18·02*	*45*	*8·05*	*15*	*2·71*	*4,22*	*76·50*	Baraset-Basirhat Light.
1,03	20·81	45	9·14	17	3·40	4,01	80·70	
25	*20·66*	*19*	*15·70*	*2*	*1·65*	*1,12*	*92·55*	Bengal Provincials
23	20·75	18	16·52	2	1·56	1,01	92·36	
43	*20·81*	*27*	*12·80*	*6*	*2·59*	*1,73*	*83·94*	Bukhtiarpur-Bihar, Light.
42	13·90	30	9·70	6	2·00	1,80	61·90	
30	*18·93*	*22*	*13·81*	*6*	*3·68*	*1,29*	*80·05*	Burdwan- Katwa.
28	19·53	22	15·23	3	2·22	1,17	82·17	
17	*10·16*	*14*	*8·56*	..	*0·03*	*1,98*	*64·46*	Cutch State.
20	10·16	19	9·36	1	0·26	1,29	64·09	
14	*8·64*	*24*	*13·97*	*3*	*1·69*	*1,03*	*60·79*	Dehri-Rohtas Light.
17	7·45	24	10·40	3	1·36	1,29	55·69	
16	*9·70*	*15*	*9·37*	*1*	*0·43*	*95*	*58·71*	Dholpur-.State.
17	9·80	16	9 05	1	0·50	1,00	57·04	
21	*17·95*	*15*	*12·43*	*3*	*2·20*	*89*	*75·34*	Futwah-Islampur.
21	17·20	15	12·31	3	2·11	93	75·10	

7.—Details of Working Eocpenses* of each Railway

Railway System,	Gauge.	Year.	Maintenance of Structural Work*.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light.	2' 0"	*1933-34*	*1,06*	*13·33*	*2,43*	*31·42*
		1934-35	1,06	14·61	3,08	42·43
Howrah Amta Light.	2' 0"	*1933-34*	Shown	under	class II	Railways.
		1934-35	1,42	15·39	2,36	25·59
Howrah-Sheakhala Light • .	2' 0"	*1933-34*	*34*	*18·78*	*51*	*28 60*
		1934-35	30	17·53	48	28·53
Jayadhri Light • . , . , .	2' 0"	*1933-34*	*1*	*7·32*	*5*	*38·10*
		1934-35	2	10·60	6	40·17
Jessore-Jhenidah .	2' 0"	*1933-34*	§	§	§	§
		1934-35	§	§	§	§
Jorhat (Provincial) • • • • .	2' 0"	*1933-34*	*31*	*32·34*	*52*	*51·68*
		1934-35	29	24·48	50	41·29
Kalighat-Falta	2' 6"	*1933-34*	*36*	*20·67*	*64*	*36·33*
		1934-35	32	20·72	64	41·45
Kulasekarapatnam Light	2' 0"	*1933-34*	*28*	*30·02*	*42*	*45·37*
		1934-35	23	31·06	37	51·12
Matheran L i g h t . . » . .	2' 0"	*1933-34*	*16*	*16·33*	*32*	*32·65*
		1934-35	12	15·64	25	28·40
Porbandar Stats	3' 3½"	*1933-34*	*26*	*8·50*	*70*	*22·80*
		1934-35	27	8·22	72	21·89
Tezpore-Balipara	2' 6"	*1933-34*	*15*	*10·10*	*39*	*25·68*
		1934-35	18	11·74	42	27·39
Trivellore Light.	2' 0"	*1933-34*	..	*2·30*	..	*16·90*
		1934 35	..	0·50	1	74·70
Udaipur-Chitorgarh	3' 3½"	*1933-34*	*1,01*	*16·34*	*2,10*	*33·95*
		1934-35	1,21	20·09	1,89	31·39
TOTAL CLASS III RAILWAYS		*1933-34*	*8,73*	*18·34*	*13,89*	*29·19*
		1934-35	10,24	17·87	16,61	28·98

*Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as Case may be.

§ Information not available

***System for the years 1933-34 and 1934 35. (In thousands of rupees.)*—concld.**

Expenses of Traffic Department		Expenses of General Departments.		Miscellaneous Expenses		Total Working Expenses		
Rs.	Per cent of gross earnings.	Rs.	Per cent of gross earnings,	Rs.	Per cent of Rs gross earnings.	Rs.	Per cent ! of earnings	Railway System
8	9	10	11			14	15	16
								CLASS III—*concld*
72	*9·34*	*73*	*9·45*	*44*	*5·61*	*5,38*	*69 17*	Gwalior Light.
73	10·10	71	9·77	40	5·60	6,08	82·62	
	Shown	under	class II	Railways	..	..	..	Howrah Amta Light.
1,55	16·70	62	6·72	31	3·39	6,26	67·88	
38	*21·16*	*24*	*13·18*	*8*	*4·31*	*1,55*	*86·03*	Howrah-Sheakhala Light.
38	22·53	23	13·78	7	4·23	1,46	86·60	
3	*25·84*	*2*	*14·77*	*1*	*5·75*	*12*	*89·78*	Jagadhri Light*
3	24·43	2	14.62	..	1·62	12	91·44	
§	§	§	§	§	§	§	§	Jessore-Jhenidah.
§	§	§	§	§	§	§	§	
40	*39·97*	*12*	*12·27*	*4*	*4·17*	*1,41*	*140.43*	Jorhat (Provincial),
42	34·89	12	10·41	5	4·00	1,38	115·16	
34	*19·13*	*29*	*16·34*	*11*	*6·50*	*1.74*	*98·97*	Kalighat-Falta.
31	20·11	27	17·16	7	4·82	1,61	104·26	
13	*14·06*	*3*	*3·64*	..	..	*86*	*92·99*	Kulasekarapatnam Light.
13	17·25	3	4·21	..	..	76	103·64	
11	*11·22*	*21*	*21·43*	*1*	*1·02*	*81*	*82 66*	Matheran Light.
9	10·23	12	13·04	3	3·41	61	69 32	
34	*10·89*	*41*	*13·30*	*10*	*3·15*	*1,81*	*58·34*	Porbandar State.
35	10·40	45	13·67	13	3·86	1,92	57·74	
27	*17·37*	*20*	*12·77*	*5*	*3·39*	*1,06*	*68·71*	Tozpore-Balipara.
27	17·79	20	13·16	8	5·09	1,16	75·17	
1	*67·20*	*1*	*24·90*	*1*	*37·60*	*3*	*148·90*	Trivellore Lights
1	99·70	..	45·50	1	48·70	3	267·10	
49	*7·04*	*33*	*5·29*	*16*	*2·68*	*4,09*	*66·20*	Udaipur-Chitorgarh.
56	9·30	30	4·98	17	2·82	4,13	68·76	
6,86	*16·42*	*5,17*	*10·86*	*1,68*	*3·28*	*35,21*	*76·09*	TOTAL CLASS III RAILWAYS.
6,48	14·80	5,71	9·96	1,83	3·19	42,87	74·80	

STATISTICAL STATEMENTS,

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1935.				Track mileage open on 31st March 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	5' 3½"	1-7-85	1,131·43	..	..	1,131·43	1,131·43	227·55	19·24	1,378·25
	Chaparmukh-Silghat	2' 6"	20-3-20	50·81	..	..	50·81	50·81	3·08	..	54·94
	Katakhal Lalabazar	2' 6"	1-4-32	23·49	..	..	23·49	23·49	1·04	..	24·53
	Mymensingh-Bhairab Bazar	5' 3½"	20-6-17	100·68	..	..	100·68	100·68	18·78	0·36	119·82
	Total—1			1,306·41	..	..	1,306·41	1,306·41	251·05	19·60	1,577·06
2	Bengal and North Western—	5' 3½"	2-4-84	1,269·73	..	..	1,269·73	1,269·73	278·62	31·87	1,575·22
	Nashrak-Thawe	5' 3½"	12-1-31	39·32	..	..	39·32	39·32	5·52	1·05	45·09
	Tirhoot	5' 3½"	1-11-75	793·46	10·05	..	803·51	813·56	197·11	20·56	1,031·23
	Total—2			2,102·51	10·05	..	2,112·56	2,122·61	474·65	54·38	2,651·54
3	Bengal-Nagpur—	5' 6"	27-11-88	2,156·95	254·84	..	2,411·79	2,606·63	640·38	153·10	3,400·11
	Central India Coal-fields	5' 6"	17-6-28	53·64	..	..	53·64	53·64	3·36	1·92	59·12
	Mayurbhanj	2' 6"	20-1-05	70·54	..	..	70·54	70·64	3·81	0·10	74·35
	Parlakhemedi Light	2' 6"	1-4-00	56·30	..	..	56·30	56·30	1·83	1·33	59·46
	Purulia-Ranchi	5' 6"	16-11-07	116·54	..	..	116·54	116·54	10·91	0·05	127·50
	Raipur-Dhamtari	2' 6"	10-3-00	55·94	..	..	55·94	56·94	4·51	0·55	62·20
	Satpura	2' 6"	18-4-03	625·92	..	..	625·92	625·93	62·24	12·14	700·30
	Tumsar-Tirodi Light	2' 0"	1-4-15	4·20	..	..	4·20	4·20	0·31	..	4·51
	Total—3			3,141·33	254·84	..	3,396·17	3,651·01	727·25	169·29	4,547·55

for the year 1934-35.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North Western
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot
	..		..		..		Total—2.
..	..						
..	..	..	..	..	..	State lines.	Bengal Nagpur—
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbanj.
..	..	..	..	..	..	Unassisted company's line.	Parasnimedi Light
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur-Dhamtari.
..	..	..	..	..	..		Saigona.
..	..	..	..	..	..		Tamar-Tirodi Light.
	..		..		..		Total—3.

* Receives land only from Government,

(a) Lines sanctioned for construction more than 5 years ago but on Which work has not commenced ace not shown,

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

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILRAGE OPEN ON 31ST MARCH 1935				TRACK MILRAGE OPEN ON 31ST MARCH 1935.			
				Single line.	Doable line.	Treble lines, eta., as the may be.	Total.	Banning track.	Transpor-tation sidings.	Com, mercial siding*.	Total.
1	2	3	4	5	8	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5 6"	10-2-80	776·27	239·59	*19·44	1,035·30	1,322·94	357·49	90·00	1,766·43
	Nagdo-Ujjain .	1' 6"	15-7-96	34·79	..	..	34·79	34·79	3·64	1·36	40·29
	Gaekwar's Petlad .	5' 6"	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State	5' 6"	20-6-01	13·35	..	..	13·35	13·35	1·48	2·33	16·16
	Tapti Valley	5' 6"	1-12-98	155·72	..	..	155·72	155·72	7·61	3·91	167·14
	Bombay, Baroda **and** Central India.	5' 3½"	14-2-75	1,876·40	2·82	..	1,881·28	1,884·10	390·74	26·90	2,301·74
	Ahmedabad-Parantij .	5' 3½"	1-5-97	68·73	..	..	68·73	68·73	8·70	1·49	98·92
	*D*hrangadra . .	5' 3½"	1-3-96	40·28	..	..	40·28	40·28	5·24	13·29	58·81
	Jaipur State . .	5' 3½"	10-11-05	181·11	..	..	181·11	181·11	11·96	..	193·07
	Palanpur—DeBea	5' 3½"	8-11-03	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay. Baroda and Central India.	2' 6"	23-11-14	72·28	..	..	72·28	72·28	5·16	2·50	80·94
	Champaner-Shivarajpur-Pani	2' 6"	3-2-11	30·68	..	..	30·68	30·68	3·89	3·07	37·64
	Godhra-Lunavada	2' 6"	4-3-13	25·49	..	..	25·49	25·49	1·79	0·85	28·13
	Nadiad-Kapadvanj .	2' 6"	5-8-13	28·18	..	..	28·18	28·18	2·42	1·10	33·05
	Rajpipla State .	2' 6"	1-7-97	58·06	..	..	58·06	58·06	2·92	1·19	62·17
	Piplod-Devged Baria	2' 6"	1-1-29	9·52	..	..	9·52	9·52	0·85	1·02	11·09
	Total—4			3,430·45	242·41	19·44	3,692·30	3,992·76	807·29	159·25	4,959·30
6	Burma	5' 3½"	1-8-77	1,853·04	206·86	..	2,059·90	2,256·74	456·19	127·39	2,839·32

• 0.26 miles treble and 19.18 miles quadruple.

*for the year 1934-35—***contd.**

RAILWAYS—*contd.*

ROOTS MILAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT CO*. (a)		UNDER CONSTRUCTION. ! (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..			Tarapur Canalas State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State lines.	Dhrangadra.
..	..	..	..	..	..		Jaipur State.
..	..	..	..	..	..	Indian State line.	Palanpur Deesa.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur Pasi.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—4.
..	..	..	..	..	..	State line.	Burma.
	..		..		..		Total—5.

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

(b) Linen under c attraction bat on which work has been suspended or held in abeyance indefinitely, are not shown.

S.H.B.Accts.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1935.				TRACK MILEAGE OPEN ON31ST MARCH 1935,			
				Single line.	Doolie line.	Treble Lines, etc., as the case may be.	Total.	Running track.	Tranapor-tation sidings.	Com. mercial Sidings.	Total.
1	2	8	4	5 6		7	8	9	10	11	12
6 Eastern Bengal— . . .		5' 6"	2.)-62	676·64	148·13	22·60 (quad-ruple).	844·77	1,068·70	450·83	30·40	1,569·73
Sara-Sirajganj • •		5' 6"	1-7-15	51·42	..	..	54·42	54·42	25·93	..	80·35
Eastern Bengal . . . J		5' 3½"	28-8-77	1,031·78	7·20	..	1,039·04	1,048·53	301·37	8 84	1,356·56
Cooch Behar State		2' 3½"	18-9-93	33·09	..	..	33·09	33·09	2·42	0·28	35·79
Eastern Bengal		2' 6"	18-7-91	17·14	..	..	17·14	17·14	1·28	..	18·42
Khulna Bagerhat .		2' 6"	10-6-15	19·75	..	..	19·75	19·75	1·96	..	21·70
Total-6 .				1,832·10	155·42	22·60	2,008·21	2,229·43	813·58	39·54	3,082·56
7 East Indian—		5' 6"	15-8-54	†3,225·58	930·42	‡61·12	4,218·12	5,368·70	1,690·96	180·44	7,180·11
Hardwar- Dehra -		5' 6"	1-3-06	32·04	..	..	32·04	32·04	5·20	..	37·24
ScuthBihar*		5' 6"	5-7-99	75·82	..	..	75·82	76 82	4·35	..	82·17
Cawupore-Burhwal k		5' 3½"	24-11-98	(a)65·73	..	..	(a) 65·73	(a) 65 72	14·09	1·49	81·81
Total-7 .				3,400·17	930·42	61·12	4,391·71	5,482·29	1,716·59	182·15	7,381·03
8 Great Indian Peninsula (b)		5' 6"	18-4-53	2,367·50	775·52	32·74	3.105·76	4.039·50	919·47	187·97	5,146·94
Bhopal-Itarsi (Indian State Section).		5' 6"	1-11-84	56·64	..	..	56·64	56·64	22·62	1·55	80·81
*Bho*pal Ujjain		5' 6"	11-11-05	113·46	..	..	113·46	113·46	6·54	3·28	123·28
Bina-Goona-Baran		5' 6"	23-9-98	147·07	..	..	147·07	147·97	7·39	2·17	157·13
Darwha-Pusad . .		5' 6"	15-12-31	42·80	..	..	42·80	42·80	2·34	0·26	45·34
Dhond-Paramatf . .		5' 6"	20-5-14	27·30	..	..	27·30	27·30	1·19	0·50	28·91
Ellchpur-Yeotmal		5' 6"	1-12-13	117·51	..	..	117·51	117·81	5·77	3·64	126·21
Pachora-Jamner .		5' 6"	1-4-15	34·62	..	..	34·62	34·62	1·97	0·89	37·48
Pulgaon-Arvi *		5' 6"	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
Total—B . .				2,919·03	775·52	32·74	3,727·29	4,501·03	968·92	199·60	5,759·54

† Includes 16.79 miles of mixed (5'6* and 3' 3½) gauge line between Burhwal and Barabanki.

‡ 30.54 miles treble, 25. 60 miles quadruple, 4.01 miles quintuple, 0.08 miles sextuple and 0.80 miles septuple.

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

(b) Includes, Agra-Delhi Chord, Baran Kotah, Bhopal Itani (British section only, the, 12.26 milea) and Cawnpare.Banda Railway.,

for the year 1934-35—**contd.**

RAILWAYS—*contd.*

BOOTS MILEAGE OF OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (ft)			
Section.		Section.	Miles,	Section.	Miles.		
13	14	15	16	17	18		20
••	••	••	••	••	••	State line.	Eastern Bengal—
••	••	••	••	••	••	Branch line under rebate terms.	Sara-SirajganJ
••	••	••	••	••	••	State line.	Eastern Bengal.
••	••	••	••	••	••	Indian State line.	Coach Behar State.
••	••	••	••	••	••	State line.	Eastesn Bengali.
••	••	••	••	••	••	Branch line under rebate terms.	Khulna-Basehut.
	••		••		••		Total—6.
••	••	••	••	••	••	State line.	East Indian -
••	••	••	••	••	••	Branch line under gua- rantee terms.	Hardwar-Dehra.
••	••	••	••	••	••	State line. §	South Bihar.
••	••	••	••	••	••	State line. ‖	Cawnpore Burhwal link.
	••		••		••		Total—7.
••	••	••	••	••	••	State line.	Great Indian Peninsula (b) —
••	••	••	••	••	••	Indian State lines.	Bhopal-ltarai (Indian State Section).
••	••	••	••	••	••		Bhopal-Ujjain.
••	••	••	••	••	••		Bina-Goona-Buran.
••	••	••	••	••	••	State line.	Darwka Pusad.
••	••	••	••	••	••	Branch lines under re- bate terms.	Dhond-Baramati.
••	••	••	••	••	••		Elliohpar-Yeotmal.
••	••	••	••	••	••		Pachora-Jamner.
••	••	••	••	••	••		Pulgaon-arvi.
	••		••		••		Total—8.

§ Although a leased line, it is tor convenience troated as a State line.

¶ Under running power agraeflaoat. the B. * N. W. By. compaay and haul their trains and traffic over this line.

(a) lines emotioned for oonstraotioti more than 5 years ago but on which work has not commenced are not shown.

(6) Lines under construction bat on which work has been suspended or held in beyance. indefinitely, are not shown.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1935.				Track mileage open on 31st March 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
	Jodhpur—	3' 3½"	24-6-32	751·36	..	..	751·36	751·36	101·34	13·26	865 96
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-32	174·41	..	..	174·41	174·41	39·22	4 41	218·04
	Mirpur Khas-Khadro	3' 3½"	1-1-12	49 50	..	..	49·50	49·50	3·49	1·49	54 48
	Total—9			975·27	..	..	975 27	975·27	144·05	19·16	1,138·48
10	Madras and Southern Mahratta—	5' 6"	1-7-58	1,667·22	48·17	3 71 (Quadruple).	1,119·10	1,178·40	326·89	10·04	1,515·24
	Kulur Gold-fields (M. S. Ry.)	5' 6"	1-6-04	9·88	..	..	9·88	9·88	2·68	3·10	15·66
	Tenali-Repalle	5' 6"	16-3-10	21·41	..	..	21·41	21·41	1 28	..	22·69
	Madras and Southern Mahratta	3' 3½"	24-3-84	*1,660·68	1·15	..	1,661·83	1,662·98	248·06	4·35	1,915·99
	Alsoyer-Dandoli (Provincial)	3' 3½"	1-2-19	19·12	..	..	19·12	19·12	1·90	..	21·02
	Bangalore-Hariaur (M. S. Ry.)	3' 3½"	11-3-84	210·49	..	..	210·49	210·49	29·90	..	240·39
	Bezwada-Masulipatam	3' 3½"	4-2-08	51·80	..	..	51·80	51·80	8·08	0·09	60·85
	Hindupur (Yesvantpur Mysore Frontier). (M. S. Ry.)	3' 3½"	15-12-92	51·19	..	..	51·19	51·19	4·13	..	55·32
	Kolhapur State	3' 3½"	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3' 3½"	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3' 3½"	17-1-87	51·04	..	..	51·04	51·04	22·13	1·58	74·75
	Total—10			3,177·00	49·32	3·71	3,230·03	3,230·48	648·81	19·19	3,908·45
11	Nizam's State—	5' 6"	9-10-74	330·28	..	..	330·28	330·28	63 90	11·39	405·56
	Bezwada Extension	5' 6"	19 2-89	21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5' 6"	1-2-24	145·68	..	..	145·60	145·60	5·30	2·72	153·71
	Karimnagar-Hasnabad	5' 6"	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Vikarabad-Bidar	5' 6"	14-1-30	106 25	..	..	106 25	106·25	12 32	..	170·57
	Hingoli Branch	3' 3½"	16-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	5' 3½"	21-10-09	377·11	8·54	..	385·65	389·19	62·34	2·22	453·75
	Parbhani-Purli	3' 3½"	16 10 29	39·44	..	..	39 44	39·44	2 08	..	41·52
	Secunderabad-British Frontier	3' 3½"	1-2-16	138·80	9·28	..	148·08	177 30	16·00	0·06	173·41
	Dronachellam Kurnool	3' 3½"	1-1-09	30 28	..	..	30·28	30·28	3·41	..	33·69
	Total—11			1,330·65	17·82	..	1,347·97	1,351·49	169·15	16·38	1,851·32

*Includes 2.53 miles of mixed gauge between Tadepalli and North Abutment of Kiatna Bridge and 0.54 miles of Dronichallum station yards

for the year 1934-35—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		Sanctioned but not commenced. (c)		Under construction. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
**	**		**	Marwar Junction—Phalodi.	15·88	Indian State line.	Jodhpur—
				**	**		
**	**	**	**	Phalodi-Pokaran	64·11	State line.	Jodhpur Hyderabad (British Section).
**	**	**	**	**	**	Line subsidised by the Government of India (a).	Mirpur Khas Khadro.
	**		**		79·99		Total—9.
**	**	**	**	**	**	State line.	Madras and Southern Mahratta—
**	**	**	**	**	**	Indian State line.	Kolar Gold-fields. (M. S. Ry.)
**	**	**	**	**	**	District Board line.	Tenali-Repalle.
**	**	**	**	**	**	State lines.	Madras and Southern Mahratta.
**	**	**	**	**	**		Almavar-Dandeli (Provincial).
**	**	**	**	**	**		Bangalore-Harihar (b). (M. S. Ry.)
**	**	**	**	**	**	District Board line.	Bezwada-Moulipalam.
**	**	**	**	**	**	State line.	(b) Hindupur (Yerrandapur Mysore Frontier). (M. S. Ry.)
**	**	**	**	**	**	Indian State lines.	Kolhapur State.
**	**	**	**	**	**		Sangli State.
**	**	**	**	**	**	Foreign line.	West of India Portuguese.
	0·30		**		**		Total—10
**	**	**	**	**	**	Indian State line.	Nizam's State—
**	**	**	**	**	**	State line.	Bezwada Extension.
**	**	**	**	**	**		Kazipet-Balharshah.
**	**	**	**	**	**		Kazipalli-Kothagudam.
**	**	**	**	**	**		Vikarabad-Bidar.
**	**	**	**	**	**	Indian State lines.	Hingoli Branch.
**	**	**	**	**	**		Hyderabad-Godavari Valley
**	**	**	**	**	**		Parbhani-Purli.
**	**	**	**	**	**		Secunderabad British Frontier.
**	**	**	**	**	**	State line.	Proposed Ellam Kurnool.
	**		**		**		Total 11

(a) Receives land only from Government.

(b) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Rly. they are treated as State lines.

** In connection with the proposed facilities for passenger traffic near the river at Kottipalli (near station d Ecmagundan) a length of 0 3 0 miles of main line has been increased from 1st October 1934.

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

(d) Line* under construction lot on which work has been suspended ox held in abeyance, indefinitely, are not shown.

8,—Mileage Statement

CLASS I

No.	Name of Railway.	Gauge.	Dated first opening for traffic	ROUTE MILEAGE OF OPEN ON 31ST MARCH 1935.				TRACX MILEAGE OPEN ON 31ST MARCH 1935.			
				Single line.	Doable line	Treble lines, eta, Rs the case be.*	Total.	Running track.	Transportation tidings.	Commercial sidings.	Total.
1	2	8	4	0	6	7	8	9	10	11	12
12	North Western— .	5' 6"	13-8-01	4,668·37	883·47	..	5,551 84	6,435·31	1,719·55	213·53	8,367·39 (a)
	Shahdara Narowal	5' 6"	21-12 26	48·23	.	..	48·23	48·23	1·49	..	49·72
	Amritsar-Patti-Kaanr .	5' 6"	21-9-00	84·81	..	..	84·81	84·81	7·44	..	92·25
	Bahawalnagar-Fort Abbas-Kut Al-Imara.	5' 6"	4-4-28	151·51	..	..	151·51	151·51	6·28	..	158·39
	Jind-Panipat (Indian State Section).	5' 6"	1-12-16	25·94	..	..	25·94	25·94	0·86	0·91	27·45
	Jullandur-Mukerian .	5' 6"	1-1-16	45·08	..	..	45·08	45·08	3·74	..	48·82
	Phagwara-Rahon (including Jaijon Extension).	5' 6"	1-4-16	46·03	..	..	46·03	46·03	5·57	..	51·60
	Jamma-Kashmir (Indian State Section).	5' 6"	15-3-90	15·86	..	..	15·86	15·86	3·05	..	18·04
	Khanpur-Chachran	5' 6"	2-7-11	21·98	..	..	21·98	21·98	2·83	..	24·81
	Lodhiana-Dhurl-Jakhal	5' 6"	10-4-01	78·58	..	..	78·58	78·58	5·19	..	84·77
	Mandra-Bhaun . .	5' 6"	1-5-16	46·68	..	..	46·68	46·68	2·21	1·40	50·29
	Rajpura- Bhatinda.	5' 6"	1-11-84	107·78	..	..	107·78	107·78	20·86	0·08	128·72
	Sialkot-Narowal .	5' 6"	10-11-16	38·70	..	..	38·70	38·70	5·69	..	44·57
	Sirhind-Rupar	5' 6"	28-2-28	30·96	..	..	30·90	30·96	3·07	0·93	35·66
	Jaoobabad-Kashmar	2' 6"	1-12-14	76·46	..	..	76·46	76·46	3·98	..	80·44
	Kalka-Simla	2' 6"	9-11-03	59·93	..	..	59·93	65·35	3·44	1·83	70·20
	Kangra Valley	2' 6"	1-12 28	102·99	..	..	102·99	102·99	0·21	1·15	113·35
	Zhob Valley	2' 6"	1-1-21	173·84	..	..	173·84	173·84	12·43	18·87	205·14
	Kohat-Thal	2' 6"	1-4-03	61·56	..	..	61·56	61·56	6·12	4·22	72·20
	Larkana-Jaeobabad .	2' 6"	16-2-22	53·23	..	..	53·23	53·23	2 25	..	56·47
	Man-Indus (Kalabagh-Banna) and Laki-Pezu-Tank-Manzai.	2' 6"	15-6-13	157·43	..	..	157·43	157·43	16·20	11·31	184 59
	Total—12 .			6,068 29	883·47	..	6,949·76	7,833·22	1,847·99	254·63	9,935 90

(a) Nok Kundi—Zahidan (137 27 miles, single line and 11 .01 miles sidings) and Landi Kotal—Landi Khana (5.00 miles, singleline) sections closed to traffic, not included.

for ike year 1934-35- **contd.**

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles	Section.	Mile*.	Section.	Miles.		
13	14	15	16	17	18	19	20
							North Western—
						State Nos.	
						Branch line under guarantee terms with the Punjab Govt.	Shahdara- Narowal.
						Branch line under rebate terms.	Amritsar-Patti-Kasur.
						Indian State lines.	Bahawalnagar-Fort-Abbas Kut-Al-Imara,
							Jind-Panipat (Indian State Section).
						Branch lines under rebate terms.	Jultundar-Mukorian.
							Phagwam-Rahon (Including Jaijon Extension).
						Indian State lines,	Jnmmu-KBahmir (Indian State Section),
							Khanpur-Chachran.
							Ludhiana-Dhuri-Jakhal.
						Branch line under rebate terms.	Mandra-Bhaun.
						Indian State line,	Rajpura -Bhatinda.
						Branch line under rebate terms.	Sialkot-Norowal.
						Indian State line.	Sirhind-Rupar.
						Branch line under rebate terms.	Jacobabod-Kashmor.
						State line.	KalkaSimla.
						Under guarantee terms with the Punjab Government,	Kangra Valley.
						State lines,	Zhob Valley.
							Kohat-Thal.
						Branch line under rebate terms.	Larkana-Jacobabad.
						State line.	Mari Indus (Kalabagh* Banan) and Laki-PezU-Tank-Manzni.
							Total—12.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	ROUTE MILEAGE OPEN ON 31ST MARCH 1935. Date of first opening for traffic.	Single line.	Double line	Troble lines, etc., as the case may bo.	Total.	TRACK MILEAGE OPEN ON 31ST MARCH 1935. Running track.	Transportation sidings.	Commercial sidinga.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
18	Rohikond and Kumaon—	3' 3½"	12-10-84	258·72	..	..	258·72	258·72	34·35	3·85	296·92
	Lucknow-Bareilly	3' 3½"	12-10-84	310·90	1·16	..	312·06	313·22	62·08	12·09	387·39
	Total—13 .			569·62	1·16	..	570·78	571·94	96·43	15·94	684·31
14	South Indian — . . .	5' 6"	23-5-80	598·97	..	..	598·97	598·97	136·43	2·51	737 91
	Shotanur Coohin	5' 6"	**24-10-34	64·69	..	..	64·69	64·09	11·59	*0·82	*77·10
	South Indian .	3' 3½"	15-7-61	1,460·79	4·84	15·55	1,501·18	1,537·12	319·50	16·05	1,873·57
	Nilgiri	3' 3½"	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karalkkal:	3' 3½"	14-3-09	14·65	..	..	14·65	14·65	2·12	..	16·77	
	Prdanur-Pollachi .	3' 3½"	15-10-15	25·04	..	..	25·01	25·01	4 42	..	29·46
	, Pondicherry	3' 3½"	15-12-79	7·85	..	..	7·85	7·85	2·14	0·18	10·17
	1 Tiunevelly-Tiruchendur	3' 3½"	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section) .	3' 3½"	1-8-02	50·33	..	..	50·33	147·97	26·15	0·59	174·71
	Travanoore (Indian State section).	3' 3½"	1-6-04	97·61	..	..	97·61				
	Morappur-Hosur . .	3' 3"	18-1-06	73·31	..	..	73·31	73·31	4·37	..	77·68
	Tirupattur-Krishnagiri .	2' 6"	18-9-08	25·38	..	..	26·38	25·39	2·51	..	27·89
	Total-14 .			2,605·79	4·84	15·55	2,626·18	2,662·12	517·97	21·05	3,101·14
		Total Class I .		31,600·15	3,530·12	158·16	38,294·43	42,251·01	9,041·85	1,297·57	53,190·43

*Includes 0.42 miles of M. Gauge.

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

for the year 1934-35—contd.
RAILWAYS — *concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC. ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED HOT HOT COMMMENCED.		URDUCONSTRUCTION. (ft			
Section.	Miles.	Section.	Mile..	Section.	Miles.		
13	14	15	10	17	18	)9	20
--	--	--	--	--	--	Line subsidized by the Government of India.	Rohilkund and Kumaon—
--	--	--	--	--	--	State line.	Lucknow-Bareilly.
	--		--		--		Total - 13.
--	--	--	--	--	--	State line.	South Indian—
--	--	--	--	--	--	Indian State line.	Shoranur Cochin.
--	--	Agastiyampalli point Calimere extension.	5·40	--	--	State line.	South Indian.
--	--	--	--	--	--	State line.	Nilgiri.
--	--	--	--	--	--	Foreign line.	Poralam-Karaikkal.
--	--	--	--	--	--	District Board line.	Podanur-Pollachi.
--	--	--	--	--	--	Foreign line.	Pondicherry.
--	--	--	--	--	--	District Board line.	Tinnevelly-Tiruchendur.
--	--	--	--	--	--	State line.	Travancore (British Section).
--	--	--	--	--	--	State line.*	Travanoore (Indian State Section).
--	--	--	--	--	--	State lines.	Moappur HOSUR.
--	--	--	--	--	--		Tirupatttur-Krishnagiri.
	--		5·40		--		Total—14.
	0 3>		8·40		70·99		Total CLASS I

* Although the property *at* the Travancore Durbar, It is treated as State line.

(a) Lines sanctiond for construction more than 5 years ago but o Which work has not commenced are not shown.

(6) Lines under construction but on which work baa been suspended or bald in abeyance, indefinitely ar not shown

8—*Mileage Statement*

CLASS II

facial No.	Name of Railway. *	Gauga.	Date of first opening for traffic	Route mileage open (Single line) on 31st March 1935.	TRACK MILEAGE OPEN ON 31ST MARCH 1935. Running track.	Sidings.	Total.	Classification.
1	2	9	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	203·57	21·39	224·96	Line subsidized by the Government of India *
2	Bengal Deccan	2′ 3½″	15-1-93	20·50	20·50	7·68	47·18	Line subsidized by Districtl Board.
	Bengal Deccan Extensions	2′ 3½″	20-4-00	121·16	121·16	17·75	138·91	Line subsidized by the Government of India.*
	Total—2			140·66	140·66	25·43	186·09	
3	Bhavnagar State	2′ 3½″	20-12-80	307·01	307·01	51·36	358·37	Indian State Line*.
4	Bikaner State	2′ 3½″	9-12-01	795·85	795·88	80·88	876·73	
5	Darjeeling Himalayan	2′ 0″	22-8-80	51·07	51·07	10·70	61·77	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	15-3-14	95·44	95·44	4·69	100·13	Branch line under rebate terms.
	Total—5			146·51	146·51	15·39	161·90	
6	Dibru-Sadiya	2′ 3½″	15-8-92	86·02	86·02	28·53	114·55	Line subsidized by Local Government.
	Ledo and Tikak Margherita	2′ 3½″	17-2-24	5·50	5·50	24·32	29·82	Unassisted Company's line.
	Total—6			91·52	91·52	52·85	144·37	
7	Gaekwar's Baroda State	2′ 3½″	21-3-67	255·12	255·12	34·33	289·45	
	Khijadiya-Dhari†	2′ 3½″	1-3-13	37·46	37·46	4·59	42·05	
	Gaekwar's Baroda State	2′ 6″	2-4-72	333·06	333·06	54·86	387·92	
	Bodali Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	Indian State lines.
	Total—7			648·31	648·31	95·80	744·11	
8	Gondal	2′ 3½″	19-1-81	106·24	106·24	17·32	123·56	
	Jetalsar Rajkot	2′ 3½″	12-4-93	46·16	46·16	9·74	55·90	
	Total—8			152·40	152·40	27·06	179·46	
9	Jamnagar-Dwarka	2′ 3½″	1-4-22	65·92	65·92	2·99	69·01	Branch lines under miles guarantee and rebate tonus.
	Jamnagar	2′ 3½″	2-4-97	‡84·22	‡84·22	12·83	97·05	
	Okhamandal	2′ 3½″	15-11-22	37·21	37·21	5·04	42·25	
	Total— 9			187·35	187·35	21·86	179·31	
10	Junagad State	2′ 3½″	1-9-89	109·09‡	109·09‡	22·80	231·89	Indian State lines.
11	Morvi	2′ 3½″	4-2-05	133·26	133·26	27·41	159·67	
12	Mysore	2′ 3½″	1-2-81	321·90	321·90	41·84	363·74	
	Bangalore-Chik Ballapur Light	2′ 6″	6-6-15	38·63	39·63	6·85	107·15	Line guaranteed by Indian State
	Kolar District	2′ 6″	15-12-13	63·57	63·57			ndian Stateline.
	Tarikere Narasimharajapura	2′ 0″	22-5-15	26·60	26·60	2·63	29·23	ndian State line.
	Total—12			450·70	450·70	49·41	500·11	
13	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·06	102 56	Line subridized by fie Government of India*.
	Total Class II			3,536·73	3,536·73	502·70	4,039·43	

* Receives land only from Government.
† Taken over from Gondal Railway on 1s' April 1934.
‡ Includes 3*93 miles. Jaranngar to Bedi-Bunder, worked for goods traffic only.
§ Includes 0.73 mile of Dunmarpur quarry line and 2.58 mile of Varaval Dock Estate worked for goods track only.

for the year 1934-35—contd.

RAILWAYS.

Route mileage opened during the year 1934-35.		Route mileage authorised, but not open for traffic, on 31st March 1935				Name of Railway.
		Sanctioned but not commenced. (a)		Under construction. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						Class II Railways.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		..		..	Total—3.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extension.
	..		..		..	Total—3.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita.
	..		..		..	Total—3.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	Prachi Road to Kodinar.	16·10	Khijadiya-Dhari.
					16·10	
	..		..	..	..	Gaekwar's Baroda State.
..	..			..	..	Budeli Chhota Udaipur.
					16·10	Total—2.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
	..		..		..	Total—3.
	..					
..	..	..	..	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		..		..	Total—3.
Prachi Road to Jamwala-	7·08					
Jamwala Pelwada.	24·22	..	..	Visavadar to Talala.	29·44	Junagad State.
	31·27		..		29·44	Total—10.
Morvi Navlakhi	29·95	..	..	..	..	Morvi—11.
Arasalu to Arasalapuram.	9·50	..	..	..	..	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimhanjapura.
	9·50		..		..	Total—12.
..	..	..	..		..	Shahdara (Delhi)-Saharanpur Light.
	70 72		..		45·54	Total Class II.

(a) Lines sanctioned for construction mors than 6 years ago but on which work has not commenced are not shown.

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

8,—Mileage Statement

CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1936.	Track Mileage open on 31st March 1936.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	Class III Railways.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·20	32·20	2·87	35·06	Branch line under guarantee terms.
2	Arrah-Sasaram	2′ 6″	6-3-11	55·10	55·10	5·15	70·31	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-15	60·95	60·33	7·43	67·76	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2′ 6″	1-2-06	52·24	52·24	4·76	57·00	Line subsidized by District Board.
5	Bengal Provincial	2′ 6′	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Daghara-Jamalpur(n)	2′ 6″	1-2-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bakhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	2·07	35·07	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·00	4·08	36·08	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-03	72·00	72·00	4·49	76·49	Indian State line.
9	Dehri-Rohtas Light	3′ 6″	6-2-11	35·51	35·01	7·48	42·49	Line subsidized by the Government of India.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·55	28·55	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-29	294·92	294·92	*30·28	325·20	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-07	43·87	43·87	6·89	50·76	Lines subsidized by District Board.
14	Howrah-Shankhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	1 6″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Companies' lines.
16	Jammu Jhelum	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	
17	Jorhat (Provincial)	2′ 6″	13-9-23	32·50	32·50	2·04	34·54	State line.
18	Kalighat-Falta	2′ 6″	23-5-17	26·26	26·43	5·26	32·38	Branch line under guarantee terms.
19	Kalaschampatnam Light	2′ 0″	16-7-18	26·75	26·75	..	26·75	Unassisted Company's line.
20	Matheran Light	2′ 0″	22-3-07	12·61	13·61	1·02	13·63	Line subsidized by the Government of India.
21	Porbandar State	3′ 3½″	1-10-89	†41·29	†41·29	3·45	43·74	Indian State line.
22	Tezpore-Balipara Light	2′ 6″	9-8-04	20·10	20·10	2·42	22·52	Line subsidized by District Board.
23	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·14	2 51	Unassisted Company's line.
24	Udaipur-Chitorgarh	3′ 3½″	1-8-26	132·39	132·39	18 31	150 70	Indian State line.
	Total Class III	..	..	1,189·47	1,190·69	129·02	1,319·90	

† Includes 1.55 miles of Porbandar Dock 1
7 Receives Land only from Government.

for the year 1934-35—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1935,				Name of Railway*
		SANCTIONED BUT NOT COMMENCED (a)		UNDER CONSTRUCTION.		
Section.	Mile*.	Section.	Miles.	Section.	Miles.	
10	12		13	14	13	16
						Class III Railways.
**	**	**	--	**	**	Ahmadpur-Katwa
**	**	**	0-22	**	**	Arrah-Piaraun,
**	**	**	**	**	**	Bankura-Damoodar River.
**	**	**	0-10	**	**	Barsarat-Bairhat Light.
**	**	**	**	**	**	Bengal Provincial.
**	**	**	**	**	**	Bhaglpura-Jam, Ipurgarj
	**		**		--	Total—8
**	**	**	**	**	**	Bukhtiarpur-Bihar Light,
**	**	**	**	**	**	Burdwan-Katwa.
**	**	**	**	**	**	Cutch State.
**	**	**	**	**	**	Dehri-Rohtas Light.
**	**	**	**	--	--	Dholpur State.
**	**	**	**	**	**	Futwah-Islampur.
**	--	**	**	**	**	Howrah Light.
**	--	--	0-07	--	--	Howrah-Amta Light.
**	**	**	0-29	--	**	Howrah Shoalbata Light,
**	**	**	**	--	**	Ingadihi Light.
--	**	**	--	**	--	Jessore-Jhenidah.
**	**	**	**	**	**	Jorhat (Provincial).
**	**	**	**	**	**	Kalighat Falta.
**	**	**	**	**	**	Kulsekrampatnam Light.
**	**	**	**	**	**	Matheran Light.
**	**	**	**	**	**	Porbandar State.
**	**	**	**	**	**	Tezpore-Balipara Light.
**	**	**	**	**	**	Trivellore Light.
**	**	**	**	Khambighat-Phuloi Ja.	13-11	Udaipur Chitorgarh.
	**		0-38		13 11	Total, Class III

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

(b) Lines under construction but on which work baa boon suspended or held in abeyance, Indefinitely are not shown.

9.—Description of Class I Railways worked during the year 1934-35,

Railway.	(a) Mean Mileage worked.	Number of Stations, (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" Gauge.														
Bengal-Nagpur	2,522·5	410	*Nil*	8·11	215·0	894·2	200·7	1,318·0	2·30	1 in 90	5·75	1,000	16·0	14·3
Bombay, Baroda & Central India.	1,289·6	265	*Nil*	1·35	0·48	261·4	97·3	360·5	0·88	1 in 80	5·75	996	14·6	10·9
Eastern Bengal	895·5	223	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,448·5	760	0·15	23·0	66·1	304·6	135·4	529·3	0·16	1 in 50	5·00	712	15·0	9·80
Great Indian Peninsula.	3,533·4	608	20·8	24·3	91·5	1,047·1	414·3	1,598·0	0·16	1 in 34	9·55	600	20·4	15·6
Madras and Southern Mahratta.	1,157·2	245	*Nil*	14·1	36·0	185·7	109·0	344·8	0·80	1 in 60	7·26 (c)	720 (c)	22·8	9·72
Nizam's State	988·1	101	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	4·40 (c)	1,300 (c)	18·9	20·2
North Western	6,263·6	953	99·0	118·6	249·5	205·1	259·3	931·5	2·75	1 in 25	12·6	455	12·2	13·7
South Indian	761·2	154	*Nil*	33·4	65·7	135·5	55·2	289·8	1·16	1 in 62	7·16	800	34·8	24·7
Total	21,849·6	3,669	120·0	232·9	878·6	3,317·8	1,312·2	5,851·5						
3' 3⅜" Gauge.														
Assam Bengal	1,310·1	209	10·3	47·8	31·2	182·3	30·8	311·4	10·1	1 in 37 (d)	15·0	382	14·2	35·2
Bengal and North Western.	2,190·9	306	0·11	1·52	3·73	8·41	8·73	22·5	0·11	1 in 80	8·73	656	10·0	7·95
Bombay, Baroda & Central India.	2,208·5	342	3·40	0·48	19·4	793·9	235·2	952·3	3·40	1 in 40	8·00 (e)	716 (e)	9·55	10·3
Burma	3,059·9	458	105·9	47·9	109·6	240·1	186·4	689·9	3·50	1 in 25	17·0	337	16·4	37·3
Eastern Bengal	1,060·8	213	0·34	0·63	2·97	40·7	47·5	93·1	0·34	1 in 60	11·4	500	11·1	10·9
East Indian	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	975·0	149	0·51	*Nil*	1·55	227·0	68·6	297·6	0·51	1 in 50	8·00	716	8·68	11·2
Madras and Southern Mahratta.	2,079·6	320	17·6	54·1	629·3	302·4	116·3	1,200·7	1·95	1 in 40	12·0	479	20·7	31·2
Nizam's State	660·8	110	*Nil*	*Nil*	6·66	350·6	174·6	532·1	0·78	1 in 100	5·00	1,146	10·7	8·85
Rohilkund and Kumaon	562·0	104	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70	12·0	479	8·70	8·22
South Indian	1,802·0	433	24·0	35·3	90·8	368·4	137·1	655·6	1·51 (h)	1 in 13	11·5 (f)	500	18·1	16·5 (g)
Total	14,905·3	2,705	102·2	192·6	904·7	2,218·3	1,040·7	4,518·4						
2'6" and 2'0" Gauges.														
Bengal Nagpur	926·3	143	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	33·3
Bombay, Baroda & Central India.	224·2	60	2·29	1·73	29·7	34·6	11·6	79·9	0·35	1 in 50	28·7	200	17·6	43·3
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·4	44	*Nil*	1·81	60·8	83·4	14·5	160·5	0·80	1 in 80	12·0	478	22·6	41·3
North Western	685·8	90	111·3	46·9	88·4	93·2	42·7	382·5	0·80	1 in 20	52·1	110	21·6	125·2
South Indian	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 57	6·00	955	30·2	62·2
Total	2,216·3	372	114·1	127·4	344·3	435·6	126·2	1 127·6						
Grand Total	38,758·2	6,776	396·3	542·9	2,127·6	5,951·7	2,479·1	11,497·5						

		Mean mileage worked,	Number of Stations.
(a)	Claw II Railways	3,534. 5	658
	Class I I I Railways	1,195-2	341

(b) Excludes block huts, branch booking offices and out agencies.
(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5'.73* and radius =. 1,000 ft.
(d) 1 in 37 on a straight compensated to 1 in 13 on curves.
(e) Excepting Mhow Ghat section on which the maximum curvature is 9 56° and radius •• 610 ft.
(f) The sharpest our\y on the Travanooro Ghat is 47? It. and on the Nilgir, Mountain Ry. is 318 ft. (specially sanct'ioned).
(g) The figure is for plain section, the figure in ghat section being 322-4°.
(h) The steepest gradient worked on other than the Nilgiri Mountain Rly. is 1 in 53 and the length 0.31 mile.

10.—Statement of Equipment showing the actual stock running on **Class I Railways on** *the 31st March 1935,*

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

Railway.	Locomotives.						Rail motors.			Steam coaches.			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal-Nagpur	624	63	(d)687	..	20,599,387	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	326	35	361	2	9,426,472	10,000	..	..	..	..	..	..	40	..	4,800	72
Eastern Bengal	229	74	303	..	7,610,793	..	..	..	..	1	..	..	..	..	..	..
East Indian	1,213	381	1,594	..	37,192,635	..	..	..	..	3	12	330	..	..	..	..
Great Indian Peninsula	701	95	796	65	21,695,977	2,048,000	..	..	..	..	..	..	53	..	4,338	67
Madras and Southern Mahratta.	244	60	304	..	7,653,846	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	82	4	86	..	2,121,738	..	..	..	..	..	..	..	..	..	..	..
North Western	1,138	†96	†1,232	2	31,027,562 (c)	58,352	1	7	..	7	30	325	..	..	..	..
South Indian	146	6	152	..	3,41,632	..	..	..	..	..	..	..	..	..	..	..
Total	4,701	814	5,515	69	140,803,810	2,116,352	1	7	..	13	90	1,015	93	..	9,138	69
3' 3½" Gauge.																
Assam-Bengal	190	15	205	..	2,926,307	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	372	14	386	..	4,948,984	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	401	65	*466	..	7,055,553	..	..	..	..	3	36	307	..	..	..	..
Burma	300	89	389	..	6,897,705	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	210	4	214	..	3,363,152	..	..	..	..	2	..	58	..	..	..	..
Jodhpur	103	4	107	..	1,389,415	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	354	5	359	..	5,895,286	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	75	12	87	..	1,321,393	..	..	..	..	2	..	294	..	..	..	..
Rohilkund and Kumaon	73	3	76	..	1,012,083	..	..	..	..	..	..	..	..	..	..	..
South Indian	322	66	388	(b) 6	5,434,207	(c) 41,600	3	..	220	..	..	..	24	481	550	38
Total	2,400	277	2,677	(b)6	40,242,945	(c) 41,600	3	..	220	7	36	387	24	481	550	38
2' 6" Gauge.																
Bengal-Nagpur	101	14	115	..	1,550,557	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	7	19	26	..	233,640	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	10	10	..	37,540	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western	69	29	98	..	1,401,062	..	6	70	..	3	..	108	1	16	..	13
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	197	85	282	..	3,668,677	..	6	70	..	6	18	204	1	16	..	

* Includes 1 Engine on hire with the G. B. S. Rly.
(a) Includes 2,460 It*, tractive effort of 1 Petrol Locomotive.
(b) Includes 2 Battery Tenders.

† Includes one Petrol Locomotive.
(c) For 4 Electric Locomotives only.
(d) Includes 1 Engine lent to the Tata Iron and Stool C., Ltd

*10.—**Statement** of **Equipment** showing the actual stock running on **Class I Railways on the 31st** March 1935*—contd.

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

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-Wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
	2	3	4	5	6	7	8	0	10	11
5' 6" GAUGE.										
	487	189	340	4,576	41,198	18	108	..	72	42
Bombay, Baroda and Central India .	(a) 442	(b) 1,506	(c) 5,455	..	(d) 41,052	32	..	64	..	1,653
	270	446	93	798	30,624	27	97	48	280	724
East Indian	1,108	889	1,068	10,494	112,040	308	252	333	..	16,484
Great Indian Peninsula	*676	1,579	1,439	82	†64,141	15	..	48	..	646
Madras and Southern Mahratta .	208	80	300	..	22,940	165	..	205	36	7,430
	47	..	..	..	6,098	21	12	198	..	708
	1,064	208	427	3,803	113,104	120	14	396	658	4,524
	141	78	104	..	13,838	..	..	..	..	..
Total	4,553	4,975	10,126	19,755	445,033	713	483	1,282	1,046	32,211
3'3½"GAUGE.										
	230	..	..	..	16,030	..	..	..	..	..
Bengal and North Western . .	491	11	..	726	38,360	(g) 605	186	336	1,362	22,643
Bombay, Baroda and Central India .	667	120	60	..	51,963	214	376	600	..	3,044
	463	44	..	..	32,323	107	48	48	..	3,567
	313	229	..	540	21,375	(i) 61	96	..	132	1,368
	70	8	..	..	5,423	57	32	80	312	699
Madras and Southern Mahratta	320	48	243	..	21,042	115	72	156	..	2,784
	41	..	..	..	4,146	(j) 55	90	240	..	1,755
Rohilkund and Kumanon	70	..	..	..	6,492	(h) 110	96	78	70	3,372
	(e) 586	712	514	..	(f) 50,775	8	..	..	..	244
Total	3,400	1,171	817	1,265	248,509	1,336	999	1,838	1,856	38,884

* Includes 101 bodies Electric Stock.
(a) Includes 120 bodies Electric Stock,
(b) Includes 720 1st class soats of Electric Stock.
(c) Includes 4,600 2nd class scats of Electric Stock.
(d) Includes 8,720 III class scats of Electric Stock.
† Included 10,680 third class Beats of Electric Stock.
(e) Includes 48 Trailer Electric Coaches.
(f) Includes 3,456 third class seats of Electric Stock.
(g) Includes 384 six-wheelers,
(h) Includes 34 six-wheelers.
(i) Includes 8 six-wheelers.
(j) Six-wheeled.

10.—Statement of Equipment showing the actual stock ***running on Class I Railways*** *on* ***the*** *31st March 1935*—contd

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

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.

Bogies.					Four-wheelers.					
	Seats by classes.					Seats by classes.				
No.	1st.	2nd.	Inter.	Third	No.	1st.	2nd.	Inter.	Third.	Railway.
12	13	14	15	16	17	18	19	20	21	22
										5' 6* GAUGE.
150	1,519	2,538	1,528	1,577	15	84	152	17	29	Bengal Nagpur.
100	1,266	2,351	150	1,927	9	54	18	..	..	Bombay, Baroda and (Antral India.
257	2,110	3,156	9,812	8,924	13	88	128	64	72	Eastern Bengal.
502	3,441	6,783	10,710	13,796	21	138	201	43	67	East Tndian.
‡307	§2,962	§5,750	1,724	§7,484	1	6	12	..	..	Great Indian Peninsula.
148	518	1,747	2,163	6,312	27	94	164	95	125	Madras and Southern Mahratta.
24	251	718	..	430	8	48	103	..	..	Nizam'a State.
(j)706	4,594	6,191	11,439	29,477	69	516	627	..	20	North Western.
64	690	1,758	..	1,960	..	..	..	..	..	South Indian.
2,257	17,350	30,970	37,516	70,987	163	1,028	1,405	269	313	Total.
										3'3$^{3/2}$ GAUGE.
193	1,240	1,156	1,902	4,302	..	..	..	..	..	Assam Bengal.
75	482	884	1,144	1,176	(k) 119	567	570	460	984	Bengal and North Western.
141	1,176	1,678	162	1,801	32	192	192	..	..	Bombay, Baroda and Central India.
167	1,398	2,664	..	1,972	6	36	48	..	..	Burma.
150	1,018	947	1,990	2,719	(m)34	156	156	94	100	Eastern Bengal.
43	134	198	672	921	11	29	42	13	..	Jodhjjur.
130	502	945	542	2,713	17	68	102	..	..	Madras and Souther Maharatta.
14	132	295	..	196	‖8	51	110	..	..	Nizam's State,
25	147	216	350	722	(l)20	67	69	15[a]	139	Rohilkundand Kurmaon.
158	1,075	2,308	177	1,966	5	30	40	..	..	South Indian.
1,100	7,310	10,941	6,945	18,488	252	1,196	1,335	706	1,209	Total.

% Includes 51 Bogies Electric Stock.
§Includes 641 first, 2,043 second and 1,042 third class seats of Electric Stock; and excludes 100 Dinning seats.
‖ Six Wheeled.
(j) Includes 2 Steam Coach Trailera. N
(k) Includes 90 six-wheelers.
(l) Includes 6 six-wheelers.
(m) Includes 24 six-wheelers,

10,—Statement of Equipment showing the actual stock running on ***Class J Railways*** *on* ***the 31st*** *March 1935*—contd.

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

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					*Four-wheelers*								
	No.	Seat* by classes.				No.	Seats by classes.				No. (in units).	Seats,	No. (in units).	Seats.
		let.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6* GAUGE.														
Bengal Nagpur	135	..	..	276	7,780	5	..	..	52	120	..	..	13	350
Bombay, Barod* and Central India.	90	16	..	1,998	4,396	..	..	..	..	..	..	..	15	480
Eastern Bengal .	209	..	..	1,094	17,529	5	..	..	56	127	..	..	2	72
East Indian . .	510	26	46	736	31,042	12	..	..	..	499	..	..	19	504
Great Indian Peninsula	237	91	238	113	11,864	..	..	..	..	..	58	†3,284	29	999
Madras and Southern Mahratta.	131	..	..	..	7,925	15	..	..	..	410	..	..	5	142
Nizam's State	17	..	..	..	656	2	..	..	..	72	..	..	..	..
North Western .	477	248	224	1,615	23,085	..	..	..	..	..	18	1,152	36	868
South Indian . .	108	72	144	..	6,481	..	..	..	..	..	..	..	2	64
Total	1,914	453	652	5,934	110,747	39	..	..	108	1,228	76	4,440	121	3,500
3'3§" GAUOB.														
Assam Bengal .	141	..	..	1,470	3,642	48	..	..	..	192	..	..	2	46
Bengal and North Western	42	..	..	..	2,038	(a)21	..	..	..	616	..	..	*2	4
Bombay, Baroda and Central India.	187	..	..	..	9,595	..	..	..	..	..	..	..	5	(b)188
Burma	225	100	48	..	9,578	14	..	..	..	278	..	..	3	61
Eastern Bengal .	155	..	..	156	6,232	4	..	..	..	63	..	..	2	36
Jodhpur	58	..	..	..	3,214	4	..	..	..	86	..	..	4	66
Madras and Southern Blahratta.	130	..	..	72	4,418	155	..	..	..	1,992	..	..	..	..
Nizam's State .	21	..	126	..	577	*5	..	..	..	168	..	..	..	..
Rohilkand and Kumaon .	19	..	..	53	977	*1	..	..	13	19	..	..	1	25
South Indian . ,	307	..	18	..	15,597	1	..	..	..	22	..	..	3	150
Total	1,285	100	194	1,751	55,865	253	..	..	13	3,236	..	..	27	562

* Six-Wheeled.

† 84 first class and 3,204 third class.

(a) Includes 13 six-wheelers.

(b) Includes 72 Dining seats of 6 Bogie 1st, 2nd and Dining Cars included in the number 141 shown under column 12, page 81.

10.—Statement of Equipment showing the actual stock running on Class I Railway on the 31st March 1936*—coatd.

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

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGEBS (FOR USE or THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelera.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.		No,		No.	
38	39	40	41	42	43	44	45	46	47
									5' 6" GAUGE.
..	..	..	..	6	32	..	..	629	Bengal Nag pur.
1	7	..	..	13	156	*10	111	712	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	783	Eastern Bengal.
16	48	..	..	23	149	§1	..	2,608	East Indian.
5	15	..	..	20	139	..	..	1,348	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	707	Madras and Southern Mahratta.
†11	55	5	12	6	46	..	..	141	Nizam'a State.
27	118	..	..	22(b)	104	..	..	2,547	North Western.
..	..	..	..	2	16	..	..	317	South Indian.
61	253	6	14	98	673	13	123	9,997	Total.
									3' 3½* GAUGE.
1	2	1	5	1	3	..	..	623	Assam. Bengal.
1	2	‡2	4	..	..	(a)14	22	1,312	Bengal and North Western.
6	22	1	1	16	94	1	2	1,270	Bombay, Baroda and Central India.
3	4	..	..	15	(d)105	..	..	1,003	Burma.
2	6	..	..	2	5	..	..	732	Eastern Bengal.
..	..	..	..	..	..	..	..	247	Jodbpur.
2	4	..	..	1	6	4	12	874	Madras and Southern Mabratta.
4	29	‡1	4	1	3	‡1	4	154	Nizam's State.
..	..	..	..	..	..	(c)3	4	249	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,276	South Indian.
21	71	5	14	39	254	23	44	7,740	Total.

* Includes 3 six wheelers.
† Includes 3 first clam State carriages.
(a) Includes 6 six-wheelers.
(6) Tourist oars.

‡ Six-wheeled
§F. W. Prison van with 50 third class seats.
(c) Includes 1 six-wheeler.
(d) Excluding 117 3rd class seats.

N3

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1935*—contd.

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

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (exclusive of departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5' 6" GAUGE.									
Bengal-Nagpur.	--	--	28	--	75	41	246	8	75
Bombay, Baroda and Central India	--	--	--	--	57	22	132	80	2
Eastern Bengal	2	--	--	--	38	38	228	105	60
East Indian	--	--	4	14	231	153	918	51	41
Great Indian Peninsula	9	--	2	--	87	91	501	29	284
Madras and Southern Mahratta	--	--	--	4	41	27	162	103	1
Nizam's State	--	--	--	1	10	33	78	--	*10
North Western	16	--	--	--	118	162	972	167	(a) 436
South Indian.	5	--	--	--	24	17	102	52	--
Total	33	--	34	19	681	561	3,339	595	918
3' 3½"* GAUGE									
Assam-Bengal	8	10	--	--	27	12	48	5	43
Bengal and North-Western *	--	--	--	--	21	30	120	--	(b) 3
Bombay, Baroda and Central India	--	--	--	--	52	72	288	23	†6
Burma	30	--	--	--	71	25	100	31	156
Eastern Bengal	6	--	--	1	30	32	128	31	53
Judhpur	--	--	--	--	4	8	32	7	8
Madras and Southern Mahratta	--	--	--	--	33	34	136	44	14
Nizam's State	--	--	--	--	4	12	48	--	*2
Rohilkund and Kumaon	--	--	3	--	7	12	48	6	7
South Indian	11	--	5	--	38	42	160	10	13
Total	55	10	8	1	293	279	1,048	207	309

• Includes 2 State Vehicle* (a dynamo van and a kitchen and third class bogie)..
† Includes 3 Insulated cars,
(a) Includes 169 Cold Storage Vans and 23 Insulated Fruit Vans.
(b) Includes I six-wheeler.

10. Statement of Equipment showing the actual stock running on Class! Railways on the 31st March 1935—**contd.**

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

Brake vans used exclusively on passenger service.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units.	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.		(Cols. 46, 58 to 60.)	No.	Berths.	
No.	No.					
58	59	60	61	62	63	64
						5' 6" GAUGE.
..	..	227	1,056	131	(c) 114	Bengal Nagpur.
28	7	161	908	20	40	Bombay, Baroda and Central India.
—	12	244	1,044	61	(d) 124	Eastern Bengal.
—	86	494	3,188	336	264	East Indian.
16	35	512	1,910	227	343	Great Indian Peninsula.
—	46	176	929	102	308	Madras and Southern Mahratta.
—	9	34	%184	10	20	Nizam"s State.
—	122	898	3,567	243	487	North Western.
—	..	98	416	31	22	South Indian.
43	317	2,844	13,201	1,161	1,719	Total.
						3' 3½" GAUGE.
—	..	114	737	120	305	Assam Bengal.
—	(h)163	54	1,629	(i)32	48	Bengal and North Western.
26	4	153	1,455	30	52	Bombay, Baroda and Central India.
—	..	313	1,316	74	148	Burma.
—	20	209	961	81	(e) 105	Eastern Bengal.
4	10	22	283	60	135	Jodhpur.
—	—	126	999	124	124	Madras and Southern Mahratta.
—	15	18	(f)187	(k)25	(g)18	Nizam's State.
—	—	35	284	(j)13	17	Rohilkund and Kumaon.
..	..	119	1,305	63	70	South Indian,
32	212	1,162	9,146	612	1,031	Total.

% Includes 18 units of State Stock for private use.
(c) Excludes 16 chairs.
(d) Excluding those of one Inspection Car, and one electric charging van.
(e) Excluding those of one Inspection car, 1 tender to saloon, and electric charging -van.
(f) Includes 7 units of State Stock for private use.
(g) Excluding 718 third seats.
(h) Includes 123 six-wheelers.
(i) Includes 8 six-wheelers and 1 bogie.
(j) Includes 6 six-wheelers.
(h) Includues 15 workmen train Carriages.

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

C—Goods

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 30 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal-Nagpur .	..	6,783	..	..	143,310	..	13,185	..	..	290,061	46	61
Bombay, Baroda & Central India,	828	4,096	..	..	121,160	104	1,909	..	7	45,478	..	17
Faatern Bengal .	1,234	6,332	..	2	126,070	86	55	1	2	2,597	211	311
Vast Indian	936	23,076	6	2	671,600	181	13,630	22	4	268,099	289	2
Great Indian Peninsula.	2,576	8,225	..	1,057	254,004	457	2,725	..	224	74,686	752	185
Madras & Southem Mahratta.	706	3,520	..	..	89,971	63	948	..	79	24,366	118	156
Nizam's State .	..	(a) 967	..	..	20,621	..	956	..	..	20,083	..	229
North Western .	57	22,628	195	105	516,680	34	2,346	..	101	55,436	13	1,748
South Indian	..	1,507	..	..	33,928	..	616	..	..	13,824	..	..
TOTAL	6,130	87,024	201	1,166	1,982,553	1,015	36,350	23	411	815,510	1,429	2,709

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons	Over 20 tons	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3½" GAUGE												
Assam-Bengal .	834	3,934	100	..	51,602	17	..	44	..	1,050	20	..
Bengal & North-Western.	4,080	5,497	961	..	120,854	..	..	..	..	..	444	350
Bombay, Baroda A Central India.	60	5,173	438	95	75,744	219	128	463	14	12,368	..	389
Burma	..	6,442	..	193	89,221	..	..	..	..	..	..	985
Eastern Bengal .	1,028	1,689	641	814	62,398	..	10	..	12	443	235	129
Jodhuur .	..	1,514	494	1	22,436	..	..	..	..	..	..	97
Madras & Southern Mahratta. (	540	3,891	2,039	42	82,152	..	787	90	..	14,388	20	306
Nizam's State .	..	980	..	..	12,565	..	*75	..	..	771	..	252
Rohilkund and Kumaon.	324	1,082	674	..	31,956	..	..	30	..	540	7	217
South Indian	821	1,237	1,636	45	54,786	225	346	176	346	16,847	..	..
TOTAL . i	7,496	30,869	7,182	1,190	603,714	461	1,346	803	372	46,207	725	2,725

* Includes 20 high, aided wagons coupled to goods brake vans, and 2 are being utilised us *temporary* water tanks.

Class I Railways on the 31st March 1935—Broad and Metre gauges—contd.
Stock.

Wagons (Low-sided). (In units.)			Special Wagons. (In units.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 9, 11 and 16	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
					Timber or rail wagons.										
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5' 6" Gauge.
..	..	1,956	17	10	268	509	30	171	1,110	22,256	490	156	79	2	B. N.
51	221	10,741	893	13	..	..	30	141	1	9,301	203	513	15	9	B. B. & C. I.
156	..	14,629	..	4	29	87	56	68	103	7,757	83	110	27	9	E. B.
..	..	4,826	109	37	27	406	25	346	365	49,452	1,023	1,217	110	27	E. I.
..	..	15,242	1,677	32	198	70	79	171	20	18,248	590	940	92	22	G. I. P.
..	..	3,805	5	29	99	9	56	83	7	5,877	201	205	29	2	M. & S. M.
..	..	4,730	..	..	10	..	..	..	..	2,152	45	145	5	11	N. S.
7	146	45,997	4	49	77	438	100	400	†206	28,654	395	(b)404	130	20	N. W.
..	..	..	..	..	13	103	12	9	9	4	2,272	53	160	6	..	S. I.
214	367	102,036	2,705	187	811	1,891	385	1,414	1,822	145,969	3,080	(c) 3,554	499	102	Total.

Wagons (Low-sided). (In units.)			Special Wagons. (In units.)							Total goods vehicles or public use. In units. (Cols. 2 to 23 excluding Cols. 9, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units)	Road Motors.	Railway.
					Timber or rail wagons.										
Over 16 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	15 tons and under.	Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3'3" Gauge.
..	..	200	8	1	..	206	111	79	52	5,205	2	596	19	2	A. B.
28	..	8,583	..	..	280	100	20	6	1	11,767	139	28	47	1	B. & N. W.
326	..	10,824	917	25	11	145	6	29	24	8,471	149	634	40	..	B. B. & C. I.
..	188	17,958	739	9	310	552	7	58	..	9,433	236	390	124	..	Burma.
13	108	6,679	..	8	89	168	11	55	10	5,0 6	70	104	30	..	J. B.
70	223	6,744	47	3	..	..	5	17	..	2,471	47	80	2	..	Jodhpur.
30	..	4,562	113	13	149	9	26	65	217	7,767	266	110	42	..	M. & S. M.
..	2	3,065	..	..	20	..	1	3	..	1,339	37	138	6	2	N. S.
..	..	2,544	..	2	71	40	..	..	7	2,654	57	58	24	1	R. & K.
5	..	95	..	9	11	125	29	95	13	5,118	192	1,003	18	1	S. I.
472	491	61,214	1,824	70	941	1,314	216	407	324	59,229	1,185	3,765	348	7	Total.

† Includes 200 sugar cane trucks.

lb) The corresponding figure for the last year should be 402 instead of 362 as shown,

(c) The corresponding figure for the last year should be 3,588 instead of 3, 5.8, *vide* note *lb)* above.

10.— *Statement of Equipment showing the actual stock running* ***on Class I Railways on the*** *31st March 1935—concld.*

COACHING STOCK—*(Narrow gauge).*

Railway.	PASSENGER VEHICLES. (For public use.) No. (in units).	SEATS BY CLASSES. 1st.	2nd.	Inter.	3rd.	Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use. In units.
1	2	3	4	5	6	7	8	9	10
2' 6 GAUGE.*									
	379	628	547	898	10,322	27	406	29	3
Bombay, Baroda and Central India	69	(b)	176	(b)	3,645	--	69	—	..
	53	66	24	85	1,122	—	53	..	..
Great Indian Peninsula	(a) 49	(b)	66	(b)	1,936	2	51	1	..
North Western •	301	470	636	832	9,403	62	363	14	..
South Indian • • •	34	40	--	--	783	..	34	1	..
TOTAI,	885	1,104	1,449	1,815	27,171	91	976	45	3

GOODS STOCK—*(Narrow gauge).*

Railway.	GOODS WAGONS (INCLUDING: SPECIAL. WAGONS AND BEAKE.V\NS.) Number, (In units).	Total capacity in tons.	Railway service wagons (In units).	REMARKS
1	2	3	4	5
2' 6 GAUGE.*				
	•2,002	**30,754	*(c)V2*	
Bombay, Baroda and Central India .	11318 ''	P,901	*1*	
	†27	††116		
	‡206	‡‡3,220	30	
North W e s t e r n.	§836	§§U,488	88	
South Indian • • . . . »	78	765		
TOTAL	3,467	50,214	(d) 131	

• Include* 304 special wagons. || Includes 20 special wagons.
† Includes o special wagons. ¶ Includes 75 tons carrying capacity of 20 special wagons.
X Includes 5stepical wagons. •* Include* 3,378 tons carrying capacity of 304 special wagon*.
§ Includes 137 special wagons, †† Includes 29 *tons* carryin capacity of 6 spe.:'al wagons.
(a) Includes one Bogie third class Diesel Electric Rail Car. ‡‡ Includes 30 tons carrying capacity of 5 special wagons. §§ Includes 1,173 tons carrying capacity of 137 special wagons.
(b Included in «-xt column.
(c) The corresponding figure in this column for the last year should be 10 instead of 9 as shown.
(d) „ „ „ „ » » „ „ 128 „ „ 127 *vide* note *(c)* a bove.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1934-35.

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

Railway.	LOCOMOTIVES.			RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTER. COACHES.		COACHING VAR USED EXCLUSIVELY	
	Steam.	Electric.									Pa-
	No.	No.	Tractive effort (in lbs.).	No.	Scats.	No. (In units).	Seats.	No. (in units).	Seat*.	No. (in units).	1st.
1	2	3	4	6	6	7	8	0	10	11	12
5'6' GAUGE											
Bengal Nagpur	—35	..	—602,551	..	..	..	..	..	..	—7	—16
Bombay, Baroda and Central India	—5	..	—45,340	..	..	..	..	..	..	—19	..
Eastern Bengal	..	..	23,275	..	..	..	..	..	..	—25	—96
East Indian	—15	..	5,578	..	..	..	..	..	..	—38	—190
Great Indian Peninsula	—40	..	—787,546	..	..	—1	—60	..	..	—94	—145
Madras and Southern Mahratta	—6	..	—88,800	..	..	..	..	..	..	—4	—8
Nizam's State	—4	..	—10,119	..	..	..	..	..	..	—3	..
North Western	—40	..	—954,425	..	..	..	..	..	..	—32	—43
South Indian	—2	..	5,160	..	..	..	..	..	..	9	54
Total	—156	..	—2,454,966	..	..	—1	—60	..		—213	—443
3'3½" GAUGE.											
Assam-Bengal	1	..	52,305	..	..	..	..	..	..	—2	—2
Bengal and North Western	—4	..	5,127	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	1	..	04,664	..	..	..	..	..	..	—48	—6
	—12	..	—116,403	..	..	..	..	..	..	—46	—18
Eastern Bengal	—6	..	—85,923	..	..	..	..	..	..	—32	—24
	..	..	3,739	..	..	..	..	..	..	9	4
Madras and Southern Mahratta .	—6	..	—72,911	..	..	..	..	..	..	—30	—28
Nizam'a State	5	..	57,960	..	..	..	..	..	..	—6	—30
Rohilkund and Kumaon .	—1	..	—11,047	..	..	..	..	..	..	—1	..
South Indian .	—16	..	—153,523	..	..	..	..	..	..	—3	—24
Total	—38	..	—223,822	..	..	..	..	..	..	—159	—128
2'6'&2'0' GAUGES.											
Bengal-Nagpur	..	..	—1,670	..	..	..	..	..	..	—5	..
Bombay, Baroda and Central India)	..	..	..	..	..	..	..	..	..	—2	..
Eastern Bengal	—1	..	—3,310	..	..	..	..	..	..	—4	—12
Great Indian Peninsula .	..	..	..	..	..	..	..	..	..	1	..
North Western	—3	..	—29,900	—1	—8	..	30	1	16	—12	—13
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	—4	..	—34,870	—1	—8	..	30	1	16	—22	—25

equipment of ***Class I Railways*** *during the year 1934-35—(By gauges).*

COACHING VEHICLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					RAILWAY SERVICE VEHICLES, INCLUDING OFFICERS CARRIAGES INSPECTION TROLLIES, TRAVELLING CRANES AND DUMMY TRUCKS.			
Passenger carriages			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).	Passenger (in units).	Goods (in units).	Road Motors.	Railway.
Seats.				No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).					
2nd.	Inter.	3rd.										
13	14	15	16	17	18	19	20	21	22	23	24	25
												5' 6" GAUGE.
—18	—36	—380	—3	—70	—101	409	8,791	—25	—2	52	..	Bengal Nagpur.
209	—226	—2,234	—4	34	748	—30	—568	—162	..	—1	..	Bombay, Baroda and Central Indi .
—135	—321	—1,200	—8	50	2,493	—20	—114	—5	1	3	—1	Eastern Bengal.
—226	- 91	—1,471	—16	334	8,521	214	5,473	—28	24	—1	..	East Indian.
—452	—130	—7,167	—21	299	7,088	—232	—3,431	—106	7	—10	—1	Great Indian Peninsula.
—44	320	4	1	75	1,659	—34	—258	—12	—3	—41	..	Madras and Southern Mahratta.
6	..	—76	..	43	979	66	1,642	3	..	0	—1	Nizam's State.
—217	—166	—2,554	—26	—302	—5,715	—77	—1,258	182	—4	39	..	North Western.
—80	..	604	—6	209	4,598	90	1,940	—33	..	—7	..	South Indian.
—967	—648	—14,184	—83	672	20,270	386	12,217	—246	23	14	—3	Total.
												3'3½" GAUGE.
—2	—234	261	5	—28	—306	—7	—70	8	1	..	..	Assam-Bengal.
..	..	..	..	—26	—270	—4	—40	5	..	1	..	Bengal and North Western.
—3	..	—2,108	30	—39	—2,275	—24	—321	3	..	2	..	Bombay, Baroda and Central India.
—32	..	—2,651	8	—6	—93	—464	—3,218	—35	—4	10	..	Burma.
—24	—70	—753	—6	—57	—419	—13	362	—8	..	—1	..	Eastern Bengal.
8	9	336	..	..	—28	..	—4	4	..	..	..	Jodhpur.
2	48	—774	—2	—130	1,855	—12	2,630	—1	..	—6	..	Madras and Southern Mahratta.
—28	..	—59	..	—6	—73	—4	—40	..	..	2	—1	Nizam's State.
..	15	—114	..	84	1,010	—11	—88	—7	..	—1	..	Rohilkund and Kumon.
27	..	263	—5	—140	—2,016	—34	—294	—35	—2	55	..	South Indian.
—61	—232	—5,607	30	—348	—2,592	—503	—863	—63	—5	62	—1	Total.
												2'6"' &2'0" GAUGES.
..	—19	—83	—1	—1	257	—27	—314	..	..	2	..	Bengal Nagpur.
..	..	—13	..	—5	—25	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	—20	—4	..	—1	—4	..	..	..	—1	..	..	Eastern Bengal.
..	..	58	..	..	..	..	..	..	..	1	..	Great Indian Peninsula.
—47	—30	—241	—6	..	—259	..	—32	12	—1	..	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—47	—69	—223	—7	—7	—31	—27	—340	12	—2	3	..	Total.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundred*).					Other traffic (a)	Passengers carried	
		1st.	2nd.	Inter.	3rd	Total		1st.	2nd.
1	2	8	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur .	1933-34	21,2	96,7	1,514,6	14,245,6	15,881,1	558,5	24,1	109,8
	1934-35	20,8	103,3	1,539,0	14,524,5	16,187,6	552,8	23,8	114,0
Bombay. Baroda and Central India	1933-34	41,0	1,634,1	58,2	52,855,2	54,589,2	2,226,5	48,2	1,689,9
	1934-35	41,0	1,670,5	64,0	54,035,3	55,810,9	2,267,6	49,3	1,752,3
Eastern-Bengal	1933-34	42,0	195,1	1,551,0	23,725,5	25,513,6	965,9	46,3	210,0
	1934-35	42,8	180,7	1,328,0	24,938,0	26,489,5	1,058,4	47,6	196,1
East Indian	1933-34	55,2	383,0	3,596,5	51,513,2	55,547,9	2,493,7	64,9	413,8
	1934-35	55,3	374,2	3,634,1	52,587,9	56,851,5	2,527,6	64,8	408,6
Great Indian Peninsula .	1933-34	62,4	854,1	87,3	47,319,8	48,323,6	1,800,0	76,1	902,5
	1934-35	59,2	829,4	98,2	47,073,0	48,050,4	2,000,8	72,0	876,0
Madras and Southern Mahratta	1933-34	11,0	58,1	209,2	17,789,0	18,098,2	934,8	17,4	114,4
	1934-35	8,5	69,1	157,9	14,003,7	14,239,2	3,906,0	16,9	111,0
Nizam'a State	1933-34	6,2	31,3	2,2	3,183,1	3,221,3	346,5	6,6	45,3
	1934-35	3,7	30,6	2,1	3,111,6	3,148,9	343,4	5,7	44,1
North-Western .	1933-34	47,5	326,8	1,989,7	56,697,7	59,061,7	1,112,4	54,2	350,0
	1934-35	44,6	303,5	1,964,9	61,741,0	64,044,0	1,065,1	51,2	226,0
South Indian . . .	1933-34	4,5	72,6	Nil	11,629,4	11,706,5	1,088,1	7,6	99,2
	1934-35	4,9	80,9	Nil	13,118,7	13,204,5	932,6	8,3	100,2
TOTAL 5' 6" GAUGE	1933-34	289,9	3,885,3	9,008,7	278,759,2	291,943,1	11,575,4	345,9	4,130,7
	1934-35	280,8	3,842,3	8,768,2	285,134,3	297,825,6	14,874,3	339,8	3,928,3
3' 3½" GAUGE.									
Assam Bengal	1933-34	9,2	33,6	287,3	9,631,2	9,961,3	283,4	10,2	36,8
	1934-35	10,0	39,2	283,2	9,664,1	9,986,5	256,3	11,8	42,4
Bengal and North Western .	1933-34	13,0	80,4	307,1	27,090,1	27,490,6	893,0	13,9	84,8
	1934-35	12,5	84,4	352,5	27,529,9	27,979,3	904,0	13,5	88,7
Bombay, Baroda and Central India	1933-34	10,1	87,5	7,2	20,075,9	20,180,7	2,302,3	15,9	124,4
	1934-35	11,2	82,3	10,5	20,443,7	20,547,7	2,473,4	17,2	122,5
Burma	1933-34	26,9	242,1	Nil	20,060,7	20,329,7	Nil	26,9	242,1
	1934-35	24,6	254,9	Nil	20,456,6	20,736,1	Nil	24,6	254,9

Class I Railways for the years 1933-34 and 1934-35,

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd 12	Total. 13	On the System 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5' 6" gauge.
1,449,2	*14,765,5*	*16,439,6*	*16,584,1*	*5,256*	*15,334*	*60,255*	*685,019*	*766,864*	Bengal Nagpur.
1,862,5	16,040,1	16,740,4	19,124,9	5,412	16,524	63,473	717,642	803,051	
61,7	*54,815,9*	*56,815,7*	*80,687,9*	*8,245*	*35,892*	*12,657*	*1,077,438*	*1,137,332*	Bombay, Baroda and Central India.
69,7	56,227,2	58,098,5	82,033,2	6,386	38,437	14,421	1,093,318	1,154,563	
1,602,9	*24,619,4*	*26,478,6*	*35,537,1*	*3,606*	*11,210*	*41,120*	*566,102*	*622,038*	Eastern Bengal.
1,378,0	25,926,2	27,647,9	36 578,5	3,776	10,953	36,795	612,669	664,193	
3,671,7	*53,336,4*	*58,041,6*	*58,041,6*	*14,221*	*51,575*	*180,465*	*2,942,223*	*3,188,484*	East Indian.
3,709,3	54,996,4	59,179,1	59,179,1	15,188	53,073	190,621	3,058,953	3,307,835	
118,9	*49,026,1*	*50,123,6*	*50,738,1*	*16,647*	*43,994*	*21,085*	*1,559,635*	*1,645,371*	Great Indian Peninsula.
127,3	48,975,9	50,951,2	50,667,4	16,510	48,750	21,277	1,617,832	1,704,469	
217,3	*18,733,7*	*19,032,8*	*31,729,8*	*3,863*	*14,074*	*17,638*	*626,536*	*662,101*	Madras and Southern Mahratta.
209,1	17,808,2	18,148,2	30,429,6	3,906	13,047	17,715	659,005	693,673	
3,9	*3,612,3*	*3,567,9*	*8,015,6*	*876*	*4,420*	*618*	*157,190*	*163.104*	Nizam's State.
3,8	3,437,8	3,491,4	7,997,3	828	4,305	573	154,995	160,701	
2,023,1	*57,746,1*	*60,174,1*	*60,924,5*	*12,547*	*47,047*	*107,552*	*2,589,336*	*2,756,934*	North Western.
1,986,3	62,746,6	65,109,1	65,886.0	12,171	45,072	103,141	2,778,592	2,938,976	
Nil	*12,696,8*	*12,794,6*	*57,645,7*	*952*	*6,407*	*Nil*	*290,578*	*297,937*	South Indian.
Nil	14,028,6	14,137,1	57,720,9	1,017	6,714	Nil	310,748	318,479	
9,239,7	*289,802,2*	*303,515,5*		*66,203*	*237,063*	*441,599*	*10,495,250*	*11,240,215*	Total 5' 6" gauge.
9,045,0	299,187,0	312,499,9		67,194	236,876	438,016	11,003,854	11,745,939	
									3' 3½" gauge.
300,3	*9,896,7*	*10,244,7*	*10,244,7*	*891*	*2,236*	*13,140*	*256,599*	*272,866*	Assam Bengal.
296,2	9,892,4	10,242,8	10,242,8	958	2,449	13,197	248,569	265,173	
322,3	*27,967,6*	*28,353,6*	*28,353,6*	*1,457*	*6,555*	*18,992*	*986,155*	*1,013,159*	Bengal and North Western.
366,0	28,415,1	28,883,3	28,883,3	1,401	6,781	21,314	1,019,542	1,049,038	
12,3	*22,530,4*	*22,633,0*	*	*2,165*	*11,439*	*737*	*945,291*	*959,632*	Bombay, Baroda and Central India.
17,0	22,884,4	23,021,1	*	2,086	11,505	1,060	973,493	988,144	
Nil	*20,069,7*	*20,329,7*	*20,329,7*	*2,882*	*11,197*	*Nil*	*441,293*	*455,262*	Burma.
Nil	20,456,6	20,736,1	20,736,1	2,819	10,581	Nil	457,660	471,060	

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

* Included under 5' 6* gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passen-	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5' 3½" GAUGE—*concld.*									
Eastern Bengal	*1933-34*	*6,5*	*34,5*	*403,4*	*7,883,9*	*8,326,1*	*1,159,2*	*50,9*	*47,3*
	1934-35	7,1	34,7	340,0	8,011,6	8,393,4	1,188,7	12,1	47,8
Jodhpur	*1933-34*	*2,0*	*19,1*	*92,4*	*2,906,5*	*3,020,0*	*325,7*	*3,2*	*25,5*
	1934-35	2,2	21,1	117,0	3,903,4	3,443,7	346,8	3,4	26,3
Madras and Southern Mahratta.	*1933-34*	*5,7*	*34,5*	*33,5*	*12,515,6*	*12,739,4*	*812,6*	*7,8*	*95,5*
	1934-35	5,3	75,3	42,5	12,222,6	12,346,0	703,9	7,1	86,4
Nizam's State	*1933-34*	*2,6*	*35,7*	*Nil*	*4,451,5*	*4,490,1*	*184,0*	*3,3*	*38,2*
	1934-35	2,8	37,6	Nil	4,485,5	4,525,9	200,4	3,3	40,7
Rohilkund and Kumaon	*1933-34*	*3,3*	*18,5*	*49,4*	*6,316,5*	*6,386,8*	*188,5*	*4,4*	*23,5*
	1934-35	3,2	18,5	55,6	6,358,4	6,435,7	187,7	4,3	23,5
South Indian	*1933-34*	*21,5*	*337,9*	*4,6*	*44,605,7*	*44,969,7*	*1,120,1*	*26,6*	*353,0*
	1934-35	18,6	340,0	4,8	43,471,9	43,835,3	1,077,2	26,3	363,0
TOTAL 5' 3½" GAUGE	*1933-34*	*100,8*	*973,8*	*1,185,9*	*155,636,8*	*157,896,4*	*7,474,1*	*123,8*	*1,085,6*
	1934-35	97,5	988,0	1,206,4	153,937,7	158,229,6	7,318,4	123,6	1,098,2
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	*1933-34*	*9*	*7,6*	*57,4*	*2,235,8*	*2,301,6*	*150,8*	*1,4*	*10,7*
	1934-35	8	7,6	59,6	2,453,8	2,527,8	146,0	1,3	10,9
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*3,9*	*Nil*	*1,916,0*	*1,918,9*	*115,0*	*Nil*	*4,7*
	1934-35	Nil	3,5	Nil	1,900,4	1,903,9	108,0	Nil	4,3
Eastern Bengal	*1933-34*	..	*2,6*	*7,2*	*595,7*	*605,5*	*69,9*	..	*3,2*
	1934-35	..	2,1	4,2	586,2	592,5	96,3	1	2,6
Great Indian Peninsula	*1933-34*	*	*1,2*	*	*656,3*	*657,5*	*67,9*	*	*1,6*
	1934-35	*	1,1	*	602,0	603,1	82,6	*	1,4
North Western	*1933-34*	*4,1*	*11,6*	*39,3*	*891,8*	*946,7*	*171,2*	*5,0*	*16,4*
	1934-35	2,3	9,0	24,6	916,4	952,3	162,1	3,8	13,5
South Indian	*1933-34*	*2*	*Nil*	*Nil*	*318,0*	*318,2*	*31,5*	*3*	*Nil*
	1934-35	1	Nil	Nil	286,0	286,1	20,3	2	Nil
TOTAL 2' 6" AND 2' 0" GAUGES	*1933-34*	*5,2*	*26,7*	*103,9*	*6,642,6*	*6,778,4*	*806,5*	*7,7*	*36,6*
	1934-35	3,2	22,3	88,4	6,840,8	6,955,7	615,3	5,4	32,7
TOTAL CLASS I RAILWAYS	*1933-34*	*396,9*	*4,386,2*	*10,297,6*	*441,936,6*	*456,617,9*	*19,655,2*	*477 6*	*5,252,9*
	1934-35	381,5	4,553,6	10,063,0	447,912,8	463,010,9	22,606,0	466,6	5,059,2

•included in the next column.

Class 1 Railways for the years 1933-34 and 1934-35-contd.

...gore carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3' 3½" Gauge—contd.
448,1	*3,981,0*	*0,487,3*	†	*1,095*	*2,814*	*12,196*	*326,815*	*342,920*	Eastern Bengal.
382,0	9,120,2	9,562,1	†	1,138	2,979	10,042	332,844	347,903	
96,4	*3,220,6*	*3,345,7*	*3,345,7*	*357*	*2,577*	*4,186*	*153,231*	*160,351*	Jodhpur.
121,7	3,637,1	3,790,5	3,790,5	355	2,823	4,926	170,639	178,747	
39,4	*13,469,3*	*13,552,0*	†	*1,113*	*7,059*	*4,003*	*419,113*	*431,348*	Madras and Southern Mahratta.
48,4	12,907,0	13,049,9	†	1,193	6,368	4,623	427,166	439,352	
Nil	*4,632,6*	*4,674,1*	†	*413*	*2,843*	*Nil*	*160,795*	*164,051*	Nizam's State.
Nil	4,682,3	4,726,3	†	411	2,965	Nil	159,929	163,245	
52,7	*6,495,0*	*6,575,6*	*6,575,6*	*431*	*1,829*	*2,223*	*164,917*	*169,400*	Rohilkund and Kumaon.
59,4	6,536,2	6,623,4	6,623,4	423	2,034	2,660	167,052	173,069	
4,6	*43,690,0*	*43,968,3*	†	*2,174*	*15,561*	*784*	*992,349*	*1,010,968*	South Indian.
4,8	44,513,4	44,912,5	†	2,236	15,467	804	979,844	998,351	
1,276,8	*162,884,5*	*165,370,5*		*12,958*	*64,150*	*58,321*	*4,846,468*	*4,979,897*	Total 3' 3½" Gauge.
1,296,5	163,029,7	165,548,0		13,020	63,804	59,528	4,937,640	5,074,082	
									2' 6" and 2' 0" Gauges.
66,8	*2,373,7*	*2,452,4*	†	*77*	*572*	*2,397*	*73,396*	*76,362*	Bengal-Nagpur.
69,5	2,502,1	2,673,8	†	67	619	2,356	78,233	81,274	
Nil	*2,029,2*	*2,033,9*	†	*Nil*	*105*	*Nil*	*28,202*	*28,307*	Bombay, Baroda and Central India.
Nil	2,007,6	2,011,9	†	Nil	93	Nil	27,576	27,674	
7,9	*664,3*	*676,4*	†	..	*41*	*69*	*5,651*	*5,761*	Eastern Bengal.
5,1	6,81,0	688,8	†	..	34	45	5,999	6,078	
*	*753,3*	*755,4*	†	*	*41*	*	*12,268*	*12,302*	Great Indian Peninsula.
*	774,3	775,7	†	*	36	*	12,339	12,375	
44,8	*1,050,7*	*1,117,9*	†	*299*	*809*	*1,031*	*34,065*	*35,264*	North Western.
28,9	1,068,2	1,114,4	†	228	758	853	33,046	34,885	
Nil	*349,4*	*349,7*	†	*6*	*Nil*	*Nil*	*5,542*	*5,548*	South Indian.
Nil	306,2	306,4	†	6	Nil	Nil	4,822	4,828	
129,3	*7,221,1*	*7,384,7*		*382*	*1,626*	*3,407*	*159,154*	*164,501*	Total 2' 6" and 2' 0" Gauges.
103,5	7,429,4	7,571,0		301	1,544	3,254	162,015	167,114	
10 635,6	*439,907,8*	*476,273,7*	*470,132,7*	*79,543*	*302,241*	*801,418*	*15,500,911*	*16,331,713*	Total Class I Railways.
10,448,0	460,046,1	485,616,9	479,802,0	80,515	302,313	500,798	16,103,509	16,987,133	

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

† Included under 5' 6* Gauge.

12.—Statement of Passenger Revenue Statistics of

21	22	AVERAGE NUMBER OF MILES A PASSENGERS WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5' 6* GAUGE.						
	1933-34	217·7	139·7	39·1	46·4	46·6
	1934-35	227·9	145·0	40·6	47·7	47·1
Bombay, Barods and Central India	1933-34	171·6	20·6	196·0	19·7	20·0
	1934-35	170·1	21·9	207·0	19·4	19·9
	1933-34	77·9	53·4	25·7	23·0	23·5
	1934-35	79·4	55·9	26·7	23·6	24·1
	1933-34	219·0	123·0	49·0	56·0	55·0
	1934-35	234·0	130·0	49·0	56·0	56·0
	1933-34	218·7	43·2	177·3	31·8	32·8
	1934-35	229·2	55·6	167·2	33·0	34·1
Madras and Southern Mahratta	1933-34	221·0	123·1	81·2	35·4	34·7
	1934-35	231·1	117·5	84·7	37·0	38·2
	1933-34	137·7	97·7	156·4	44·5	45·7
	1934-35	144·5	97·6	150·9	45·1	46·0
North Western	1933-34	223·7	134·4	53·5	44·8	45·5
	1934-35	237·5	138·3	52·0	44·3	45·1
	1933-34	126·0	71·0	Nil	22·9	23·5
	1934-35	123·1	67·0	Nil	22·2	22·5
TOTAL 5' 6* GAUGE .	1933-34	191·4	57·4	47·5	26·2	27·0
	1934-35	197·6	60·3	48·4	26·8	27·6
3' 8f* GAUGE.						
	1933-34	81·5	61·6	43·7	25·9	26·6
	1934-35	91·6	67·8	44·6	25·1	25·9
Bengal and North Western	1933-34	104·3	77·8	58·5	35·5	35·7
	1934-35	103·8	76·4	58·2	35·9	36·3
Bombay, Baroda and Central India	1933-34	136·0	92·0	59·9	42·0	42·5
	1934-35	121·4	93·9	62·1	43·6	42·9
Burma	1933-34	106·5	45·9	Nil	22·0	22·4
	1934-35	114·7	41·5	Nil	22·4	22·7

* *Columns 23 to 27*—For the purpose of these figure. passengers travelling OVER to or more railways or two or more gauges on the same railway are considered as having made two or mote senarate journeys.

Class I Railways for the years 1933-34 and 1934-35—contd.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5'6'GAUGE.
4,93	7,11	12,40	1,17,36	1,41,50	18·0	8·91	3·85	3·28	3·54	Bengal-Nagpur.
5,20	7,54	12,49	1,21,41	1,46,64	18·4	9·76	3·78	3·25	3·51	
7,45	15,89	4,65	1,75,95	2,02,82	17·4	7·52	5·46	3·14	3·43	Bombay, Baroda and Central India.
7,34	15,83	4,12	1,76,69	2,03,98	16·8	7·91	5·49	3·10	3·39	
3,16	5,78	5,65	94,87	1,12,49	15·8	9·90	4·05	3·21	3·47	Eastern-Bengal.
3,29	5,75	7,76	1,01,41	1,18,21	16·7	10·1	4·05	3·17	3·41	
12,16	19,99	33,65	4,14,36	4,80,70	15·4	7·41	3·58	2·70	2·89	East Indian.
12,79	20,58	34,18	4,34,92	5,02,47	16·2	7·45	3·63	2·73	2·91	
16,35	22,85	6,97	2,87,26	3,33,43	18·9	9·14	6·35	3·54	3·89	Great Indian Peninsula.
16,28	23,26	7,17	2,73,80	3,20,51	18·9	9·16	6·47	3·25	3·61	
4,31	7,12	5,36	1,21,88	1,38,67	21·5	9·71	5·83	3·74	4·02	Madras and Southern Mahratta.
4,51	6,93	5,39	1,19,66	1,36,38	22·2	10·2	6·83	3·48	3·77	
91	2,21	19	27,52	30,83	19·9	9·60	6·98	3·36	3·63	Nizam's State.
84	2,13	18	27,46	30,66	19·5	9·73	6·14	3·40	3·66	
10,35	20,09	25,43	4,05,35	(a) 4,61,42	16·1	8·20	4·53	3·01	3·21	North Western.
10,41	19,34	24,49	4,06,76	4,61,00	15·4	8·24	4·58	2·81	3·01	
1,13	3,64	Nil	53,08	58,45	20·2	9·97	Nil	3·42	3·61	South Indian.
1, 21	3,65	Nil	54,95	59,71	18·4	9·51	Nil	3·27	3·46	
59,95	1,04,59	96,01	16,93,83	(a) 19,60,38	17·7	8·47	4·17	3·11	3·35	TOTAL 5' 6" GAUGE.
61,77	1,05,06	95,77	17,16,96	19,79,56	17·7	8·52	4·20	3·00	3·24	
										3' 3½" GAUGE.
1,32	1,61	3,22	49,94	56,16	28·5	12·6	4·80	3·73	3·95	Assam Bengal.
1,29	1,57	3,32	48,31	54,49	25·8	12·3	4·80	3·72	3·94	
99	2,38	3,47	1,17,90	1,24,74	12·4	6·74	3·39	2·23	2·30	Bengal and North Western
90	2,40	3,91	1,22,24	1,29,45	11·5	6·54	3·40	2·24	2·31	
3,09	5,89	17	1,63,74	1,71,89	18·6	9·87	4·49	3·33	3·44	Bombay, Baroda and Central India.
2,06	5,92	25	1,67,66	1,75,91	19·2	9·88	4·55	3·31	3·42	
2,36	4,97	Nil	78,76	86,59	19·2	8·56	Nil	3·41	3·63	Burma.
2,53	4,60	Nil	80,90	88,42	19·3	8·34	Nil	3·39	3·60	

(a) Excludes a credit of Re. 1,94 (000) received from the E. I. Railway on account of passengers carried over the Delhi-Ghaxiabad section for the period April 1925 to May 1931 : this amount is included in statements 5 and A.

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

Railway* 21	Year. 22	1! AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3* 3½" GAUGE—concld.						
	1933-34	*100·2*	*69·5*	*27·2*	*35·4*	*36·1*
	1934-35	94·5	62·3	28·6	36·5	35·4
	1933-34	*111·3*	*101·0*	*43·4*	*47·6*	*47·9*
	1934-35	104·2	99·8	40·5	46·9	47·2
Madras and Southern Mahratta	*1933-34*	*142·6*	*73·2*	*103·1*	*31·3*	*31·8*
	1934-35	168·0	78·7	93·6	33·1	3 3·2
Nizam's State	*1933-34*	*127·1*	*74·4*	*Nil*	*34·7*	*35·1*
	1934-35	126·6	71·3	Nil	34·2	34·5
Rohilkund & Kumaon	*1933 34*	*98·7*	*77·9*	*42·2*	*25·4*	*25·8*
	1934-35	90·4	86·6	44·8	25·7	26·1
South Indian	*1933-34*	*81·3*	*42·6*	*166·6*	*21·7*	*21·9*
	1934-35	85·1	42·8	165·9	22·0	22·2
TOTAL 3' 3f * GAUGE	*1933-34*	*104·7*	*59·1*	*44·1*	*29·8*	*30·1*
	1934-35	105·0	58·2	45·9	30·3	30·7
2' 6* AMD 2' 0* GAUGES.						
Bengal-Nagpur	*1933-34*	*54·4*	*53·8*	*34·6*	*30·9*	*31·1*
	1934-35	52·4	56·4	33·9	30·2	30·4
Bombay, Baroda and Central India	*1933-34*	*Nil*	*22·2*	*Nil*	*13·9*	*14·0*
	1934-35	Nil	23·1	Nil	13·7	13·8
	1933-34	*8·71*	*13·1*	*8·71*	*8·51*	*8·53*
	1934-35	7·21	13·0	8·71	8·61	8·62
	1933-34	†	*25·2*	†	*16·3*	*16·3*
	1934-35	†	26·8	†	15·9	16·0
North-Western	*1933-34*	*49·8*	*53·0*	*23·9*	*32·4*	*32·4*
	1934-35	59·6	56·2	29·5	30·9	31·2
South Indian	*1933-34*	*24·0*	*Nil*	*Nil*	*15·9*	*15·9*
	1934-35	24·0	Nil	Nil	15·8	15·8
TOTAL 2' 6* AND 2' 0' GAUGES	*1933-34*	*49·6*	*44·5*	*26·6*	*22·0*	*22·3*
	1934-35	60·2	46·8	31·3	21·6	22·1
TOTAL CLAM I RAILWAYS ,	*1933-34*	*166·6*	*57·7*	*42·1*	*33·7*	*34·4*
	1934-35	171·7	59·8	47·9	34·2	35·0

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

† Included in the next column.

for the years 1933-34 and 1934-35—concld.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						
										5' 3½" gauge—concld.
96	*1,46*	*2,57*	*54,73*	*59,72*	*16·7*	*9·78*	*4·01*	*3·15*	*3·31*	Eastern Bengal.
99	1,56	2,31	55,06	59,92	16·6	9·95	4·01	3·16	3·28	
42	*1,49*	*1,08*	*29,95*	*32,94*	*22·7*	*11·1*	*4·95*	*3·75*	*3·94*	Jodhpur.
42	1,63	1,28	33,55	36,88	22·7	12·1	4·98	3·78	3·96	
1,22	*3,80*	*1,26*	*81,47*	*87,75*	*21·0*	*10·3*	*5·97*	*3·73*	*3·91*	Madras and Southern Mahratta.
1,22	3,42	1,43	78,57	84,64	19·6	10·3	5·94	3·53	3·70	
34	*1,16*	*Nil*	*24,92*	*26,42*	*16·0*	*7·60*	*Nil*	*2·98*	*3·09*	Nizam's State.
36	1,18	Nil	24,83	26,37	16·6	7·76	Nil	2·98	3·10	
48	*85*	*53*	*21,59*	*23,55*	*21·4*	*9·26*	*4·51*	*2·51*	*2·66*	Rohilkund and Kumaon.
45	1,02	59	21,90	23,96	20·4	9·66	4·27	2·50	2·66	
2,51	*7,99*	*31*	*1,76,10*	*1,86,82*	*20·4*	*8·91*	*7·54*	*3·36*	*3·49*	South Indian.
2,67	7,27	32	1,73,23	1,83,40	18·2	8·71	7·63	3·33	3·45	
13,19	*31,61*	*12,82*	*7,99,10*	*8,56,58*	*19·5*	*9·46*	*4·32*	*3·17*	*3·30*	Total 5' 3½" gauge.
13,21	30,57	13,41	8,06,34	8,63,53	19·5	9·19	4·33	3·14	3·27	
										2' 6" and 2' 0" gauges.
7	*29*	*49*	*11,90*	*12,75*	*18·5*	*9·55*	*4·04*	*3·11*	*3·21*	Bengal-Nagpur.
7	29	49	11,93	12,78	18·4	8·99	4·01	2·03	3·02	
Nil	*9*	*Nil*	*4,70*	*4,79*	*Nil*	*16·0*	*Nil*	*3·19*	*3·24*	Bombay, Baroda and Central India.
Nil	9	Nil	4,55	4,64	Nil	16·3	Nil	3·17	3·22	
..	*3*	*1*	*1,09*	*1,13*	*19·2*	*13·6*	*4·04*	*3·79*	*3·78*	Eastern Bengal.
..	3	1	1,14	1,18	16·9	13·8	4·04	3·66	3·72	
†	*3*	†	*3,05*	*3,08*	†	*13·1*	†	*4·78*	*4·81*	Great Indian Peninsula.
†	2	†	3,04	3,06	†	13·1	†	4·72	4·75	
53	*67*	*50*	*9,36*	*11,06*	*34·0*	*14·7*	*9·35*	*5·28*	*5·86*	North-Western.
52	62	44	8,78	10,36	43·6	15·8	9·94	5·10	5·70	
1	*Nil*	*Nil*	*98*	*99*	*18·7*	*Nil*	*Nil*	*3·42*	*3·44*	South Indian.
1	Nil	Nil	85	86	17·0	Nil	Nil	3·42	3·43	
61	*1,11*	*1,00*	*31,03*	*33,80*	*30·7*	*13·1*	*5·64*	*3·75*	*3·94*	Total 2' 6" and 2' 0" gauges.
60	1,05	94	30,29	32,88	38·3	13·1	5·55	3·59	3·75	
74,76	*1,37,31*	*1,09,69*	*25,29,01*	*28,50,76* (a)	*18·0*	*8·71*	*4·20*	*3·13*	*3·34*	Total Class I Railways.
75,58	1,36,68	1,10,12	25,53,69	28,75,97	18·0	8·68	4·22	3·04	3·25	

(a) see note (a) on page 97.

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

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	*1933-34*	*4,642*	*1,188*	*693*	*724*	*5,095*	*12,342*	*1,242*	*13,590*
	1934-35	4,973	1,185	791	667	6,205	13,824	1,297	15,121
Bombay, Baroda and Central India.	*1933-34*	*1*	*Nil*	*12*	*326*	*2,527*	*2,866*	*1,873*	*4,739*
	1934-35	1	Nil	13	274	2,606	2,894	2,136	5,030
Eastern Bengal	*1933-34*	*4*	..	*5*	*233*	*1,637*	*1,879*	*2,519*	*4,398*
	1934-35	5	..	3	353	2,469	2,830	2,524	5,354
Bast Indian	*1933-34*	*7,134*	*1,935*	*1,467*	*1,383*	*5,677*	*17,596*	*3,328*	*20,924*
	1934-35	8,067	2,186	1,607	1,186	7,172	20,200	3,575	23,775
Great Indian Peninsula	*1933-34*	*793*	*Nil*	*392*	*1,098*	*4,345*	*6,628*	*3,107*	*9,735*
	1934-35	707	69	552	1,002	4,476	6,806	3,272	10,078
Madras and Southern Mahratta	*1933-34*	*61*	..	*9*	*452*	*1,277*	*1,809*	*1,575*	*3,484*
	1934-35	63	..	2	499	1,350	1,914	1,723	3,637
Nizam's State	*1933-34*	*311*	*242*	*140*	*293*	*390*	*1,291*	*404*	*1,695*
	1934-35	311	269	143	181	385	1,289	513	1,802
North-Western (Commercial).	*1933-34*	*20*	*1*	*21*	*1,652*	*5,853*	*7,547*	*3,821*	*11,368*
	1934-35	20	1	20	1,871	6,126	8,138	4,114	12,252
North-Western (Military)	*1933-34*	*40*	*Nil*	*4*	*171*	*1,007*	*1,222*	*852*	*2,074*
	1934-35	56	Nil	5	172	877	1,110	921	2,031
North-Western (Total)	*1933-34*	*60*	*1*	*26*	*1,823*	*6,860*	*8,769*	*3,081*	*11,850*
	1934-35	76	1	25	2,143	7,003	9,248	3,370	12,618
South Indian	*1933-34*	*Nil*	*Nil*	*21*	*313*	*833*	*967*	*652*	*1,619*
	1934-35	12	Nil	1	194	1,069	1,266	607	1,873
TOTAL 5' 6" GAUGE	*1933-34*	*13,006*	*3,366*	*2,770*	*6,370*	*28,541*	*54,153*	*(a)17,881*	*(a)72,034*
	1934-35	14,215	3,713	3,137	6,481	32,725	60,271	(a) 19,017	(a) 79,288
3' 3½" GAUGE.									
Assam Bengal	*1933-34*	*28*	*3*	*15*	*190*	*955*	*1,191*	*324*	*1,515*
	1934-35	29	1	12	355	1,122	1,519	364	1,883
Bengal and North Western	*1933-34*	*19*	*Nil*	*39*	*682*	*2,466*	*3,787*	*1,197*	*4,984*
	1934-35	7	Nil	52	667	3,076	3,702	1,512	5,214
Bombay, Baroda and Central India.	*1933-34*	*1*	*Nil*	*6*	*268*	*1,132*	*1,407*	*1,975*	*3,382*
	1934-35	1	Nil	6	336	1,170	1,513	2,116	3,629
Burma	*1933-34*	*45*	*1*	*199*	*1,384*	*2,382*	*4,021*	*Nil*	*4 021*
	1934-35	45	Nil	203	1,455	2,472	4,175	Nil	4,175

(a) Columns 9 to 16.— In these totals consignments pawing over two or more railways or two or more gauges on the same railway only on railway system.

for the years 1933-34 and 1934-35 (In thousands).

Tons carried (a).									
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.	Tons terminating.	Tons of cross traffic.	Railway.
11	12	13	14	15	16	17	18	19	20
									5' 6" GAUGE.
5,126	*1,268*	*701*	*529*	*5,675*	*13,590*	*13,987*	*9,836*	*255*	Bengal-Nagpur.
5,474	1,263	791	760	6,833	15,121	15,496	11,110	270	
749	*20*	*172*	*606*	*3,192*	*4,739*	*7,145*	*3,649*	*293*	Bombay, Baroda and Central India.
744	21	225	580	3,460	5,030	7,575	3,942	298	
1,158	*100*	*248*	*325*	*2,567*	*4,398*	*5,084*	*3,392*	*546*	Eastern Bengal.
1,141	142	283	430	3,358	5,354	6,287	4,223	571	
7,866	*2,424*	*1,467*	*1,954*	*7,213*	*20,924*	*20,924*	*14,071*	*1,103*	East Indian.
8,838	2,583	1,607	1,787	8,009	23,775	23,775	16,244	1,203	
1,383	*245*	*754*	*1,563*	*5,685*	*9,735*	*9,768*	*6,998*	*735*	Great Indian Peninsula.
1,486	363	839	1,586	5,814	10,078	10,115	7,278	737	
188	*182*	*395*	*795*	*1,924*	*3,484*	*5,435*	*2,690*	*283*	Madras and Southern Maharatta.
188	191	356	883	2,019	3,637	5,582	2,718	303	
320	*242*	*140*	*345*	*648*	*1,695*	*2,139*	*711*	*220*	Nizam's State.
326	268	143	412	643	1,892	2,238	728	313	
954	*1*	*937*	*2,074*	*7,372*	*11,368*	†	*9,724*	†	North-Western (Commercial).
1,081	1	1,067	2,416	7,688	12,252	†	10,414	†	
144	*Nil*	*108*	*317*	*1,505*	*2,074*	†	*1,112*	†	North-Western (Military).
183	Nil	128	306	1,414	2,031	†	1,088	†	
1,093	*1*	*940*	*2,074*	*7,832*	*11,950*	*11,981*	*10,836*	*177*	North-Western (Total).
1,114	1	1,065	2,406	8,032	12,618	12,730	11,502	155	
8	*Nil*	*59*	*356*	*1,186*	*1,619*	*4,396*	*1,187*	*147*	South Indian.
17	Nil	101	428	1,327	1,873	4,892	1,409	143	
(a) *17,806*	(a) *4,473*	(a) *4,906*	(a) *8,947*	(a) *35,902*	(a) *72,034*		*53,270*	*3,759*	TOTAL 5' 6" GAUGE.
(a) 19,329	(a) 4,792	(a) 5,410	(a) 9,272	(a) 40,485	(a) 79,288		59,154	3,993	
									3' 3½" GAUGE.
111	*9*	*88*	*226*	*1,081*	*1,515*	*1,515*	*1,240*	*10*	Assam-Bengal.
114	8	108	386	1,267	1,883	1,883	1,582	8	
276	..	*250*	*908*	*2,950*	*4,384*	*4,384*	*3,531*	*43*	Bengal and North-Western.
413	1	277	890	3,833	5,214	5,214	4,532	50	
243	*68*	*191*	*643*	*2,232*	*3,382*	*	*2,062*	*672*	Bombay, Baroda and Central India.
263	74	217	713	2,367	3,629	*	2,151	748	
55	*1*	*199*	*1,384*	*2,382*	*4,021*	*4,021*	*4,021*	*Nil*	Burma.
45	Nil	203	1,455	2,472	4,175	4,175	4,175	Nil	

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

* Shown wide 5' 6" gauge. † Not required.

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

Railway.	Year.	Tons originating on home line (whether local or foreign).						(a). Other traffic.	(a) Total. (Columns 8+9.
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)	Total. (Columns 3+4+5+6+7.)		
1	2	3	4	5	6	7	8	9	10
5' 3½" GAUGE—*contd.*									
Eastern Bengal	*1933-34*	*1*	*Nil*	*5*	*164*	*797*	*970*	*1,062*	*2,032*
	1934-35	1	Nil	5	167	892	1,065	1,227	2,292
Jodhpur	*1933-34*	..	*Nil*	*2*	*122*	*464*	*588*	*286*	*874*
	1934-35	..	Nil	3	90	613	706	360	1,066
Madras and Southern Mahratta.	*1933-34*	*10*	*13*	*156*	*603*	*1,007*	*1,789*	*782*	*2,571*
	1934-35	23	14	154	465	1,082	1,728	834	2,562
Nizam's State	*1933-34*	..	*Nil*	..	*190*	*237*	*427*	*257*	*684*
	1934-35	..	Nil	..	194	216	410	282	692
Rohilkund and Kumaon	*1933-34*	*1*	*Nil*	*42*	*116*	*924*	*1,083*	*154*	*1,237*
	1934-35	Nil	Nil	41	79	1,137	1,257	174	1,431
South Indian	*1933-34*	*64*	..	*125*	*566*	*2,140*	*2,895*	*347*	*3,242*
	1934-35	81	*Nil*	121	772	2,200	3,174	378	3,552
TOTAL 5'3½" GAUGE	*1933-34*	*176*	*17*	*593*	*4,385*	*12,494*	*17,655*	(a) *6,386*	(a) *24,044*
	934-35	187	15	597	4,470	13,980	19,249	(a) 7,247	(a) 26,496
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	*1933-34*	*47*	*1*	*45*	*85*	*376*	*557*	*140*	*697*
	1934-35	43	1	50	97	343	534	145	679
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*Nil*	*Nil*	*22*	*138*	*160*	*66*	*226*
	1934-35	Nil	Nil	1	21	159	181	60	241
Eastern Bengal	*1933-34*	..	*Nil*	*Nil*	..	*2*	*2*	*1*	*3*
	1934-35	..	Nil	Nil	..	3	3	1	4
Great Indian Peninsula	*1933-34*	*Nil*	*Nil*	*Nil*	*13*	*32*	*95*	*63*	*158*
	1934-35	*Nil*	Nil	Nil	15	80	95	67	162
North-Western (Commercial)	*1933-34*	*44*	*Nil*	*15*	*84*	*116*	*259*	*129*	*388*
	1934-35	59	Nil	18	72	106	255	122	377
North-Western (Military)	*1933-34*	..	..	*2*	*2*	*31*	*35*	*41*	*76*
	1934-35	..	..	3	1	25	29	37	66
North-Western (Total)	*1933-34*	*44*	..	*17*	*86*	*147*	*294*	*146*	*440*
	1934-35	59	..	21	73	131	284	139	423
South Indian	*1933-34*	*Nil*	*Nil*	..	*14*	*18*	*32*	*15*	*47*
	1934-35	Nil	Nil	..	12	20	32	22	54
TOTAL 2' 6" & 2' 0" GAUGES	*1933-34*	*91*	*1*	*65*	*220*	*703*	*1,140*	(a) *431*	(a) *1,571*
	1934-35	102	1	72	218	730	1,122	(a) 434	(a) 1,563
TOTAL CLASS I RAILWAYS	*1933-34*	*13,267*	*3,384*	*3,427*	*10,975*	*41,898*	*72,951*	(a) *24,693*	(a) *97,649*
	1934-35	14,504	3,729	3,306	11,169	47,441	80,649	(a) 26,698	(a)107,347

(a) Column* 9 to 16.—In these totals consignment* passing over two **or** more **railways or two or more gauges on the same railway only on each railway system.**

for the years 1933-34 and 1934-35 (In thousands)—**contd.**

Tons carried. (a)									
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.	Tons terminating.	Tons of stores traffic.	Railway.
11	12	13	14	15	16	17	18	19	20
									3'3|*GAUGE—*contd.*
247	*50*	*93*	*302*	*1,310*	*2,032*	*	*861*	*512*	Eastern Bengal.
250	120	113	378	1,431	2,292	*	971	619	
13	*Nil*	*46*	*211*	*307*	*576*	*576*	*470*	*104*	Jodhpur.
19	Nil	80	269	728	1,066	1,066	651	148	
34	*65*	*159*	*903*	*1,430*	*2,571*	*	*1,902*	*104*	Madras and Southern Mahratta.
62	66	159	793	1,502	2,562	*	1,894	108	
31	*33*	*85*	*243*	*342*	*684*	*	*373*	*81*	Nizam's State.
25	34	36	273	324	692	*	367	108	
28	*Nil*	*42*	*123*	*1,044*	*1,237*	*1,237*	*911*	*2*	Rohilkund and Kumaon.
29	Nil	41	95	1,366	1,431	1,431	1,113	2	
66	..	*172*	*734*	*2,370*	*3,342*	*	*2,927*	*2*	South Indian,
82	..	176	849	2,445	3,552	*	3,190	13	
(a) *1,103*	(a) *236*	(a) *1,275*	(a) *5,677*	(a) *15,748*	(a) *24,044*		*18,348*	*1,544*	TOTAL 3'3½" GAUGE.
(a) 1,287	(a) 293	(a) 1,380	(a) 6,101	(a) 17,435	(a) 26,496		20,626	1,802	
									2' 6" AND 2' 0' GAUGE.
74	*1*	*49*	*108*	*465*	*697*	*	*534*	*6*	Bengal-Nagpur.
72	1	53	123	430	679	*	514	6	
7	*Nil*	*1*	*43*	*175*	*226*	*	*99*	*4*	Bombay, Baroda and Central India.
7	Nil	3	37	194	241	*	37	4	
..	*Nil*	*Nil*	..	*3*	*3*	*	*1*	*Nil*	Eastern Bengal.
..	Nil	Nil	..	4	4	*	2	Nil	
11	*Nil*	*Nil*	*28*	*119*	*158*	*	*96*	*Nil*	Great Indian Peninsula.
16	Nil	Nil	29	117	162	*	104	Nil	
58	*Nil*	*15*	*103*	*212*	*388*	*	*215*	†	North-Western (Commercial).
72	Nil	16	87	200	377	*	199	†	
3	*Nil*	*4*	*9*	*60*	*76*	*	*63*	†	North-Western (Military).
4	*Nil*	5	8	49	66	*	52	†	
58	*Nil*	*18*	*109*	*253*	*440*	*	*278*	†	North-Western (Total).
73	Nil	21	93	236	423	*	251	†	
Nil	*Nil*	..	*18*	*29*	*47*	*	*18*	*Nil*	South Indian
Nil	Nil	..	22	32	54	*	25	Nil	
(a) *150*	(a) *1*	(a) *65*	(a) *306*	(a) *1,046*	(a) *1,571*		*1,026*	*10*	TOTAL 2' 6* & 2' 0* GAUGES.
(a) 168	(a) 1	(a) 77	(a) 304	(a) 1,013	(a) 1,563		983	10	
(a) *19,064*	(a) *4,710*	(a) *6,249*	(a) *14,930*	(a) *52,696*	(a) *97,649*	*92,695*	*72,644*	*5,313*	TOTAL CLASS I RAILWAYS.
(a) 20,754	(a) 5,066	(a) 6,867	(a) 15,677	(a) 58,933	(a)107,347	102,458	80,763	5,805	

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

* Shown under 5' 6* gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class 1 Railways

Railway.	Year.	Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+26+26+27).
21	222	23	24	26	26	27	28
5' 6' GAUGE.							
Bengal-Nagpur	1933-34	701,947	290,790	129,387	150,933	992,628	2,266,785
	1934-35	762,414	327,103	154,829	146,915	1,217,942	2,607,203
Bombay, Baroda and Central India.	1933-34	227,942	6,322	51,785	123,519	549,690	959,768
	1934-35	231,492	5,383	65,483	125,150	574,211	1,001,719
Eastern Bengal	1933-34	86,652	16,339	34,728	37,169	314,173	483,056
	1934-35	85,730	23,237	40,266	53,418	395,649	598,300
East Indian	1933-34	2,089,453	1,197,658	389,203	638,331	1,282,921	5,589,066
	1934-35	2,275,199	1,274,767	409,620	677,216	1,469,931	6,006,725
Great Indian Peninsula	1933-34	408,611	100,663	259,321	437,738	1,737,500	2,394,233
	1934-35	407,523	120,981	272,193	500,946	1,198,860	2,509,403
Madras and Southern Mahratta	1933-34	33,149	98,706	103,658	140,507	294,552	670,572
	1934-35	27,074	106,900	98,851	153,965	306,377	693,767
Nizam's State	1933-34	59,922	26,941	18,072	56,182	83,406	243,523
	1934-35	66,023	20,885	18,886	74,583	87,379	276,755
North-Western (Commercial	1933-34	212,749	15	340,021	408,386	1,170,155	2,131,326
	1934-35	230,559	60	385,739	533,047	1,185,651	2,335,056
North.Weatern (Military)	1933-34	13,037	1	17,616	27,486	127,117	184,657
	1934-35	16,116	..	20,062	25,013	127,323	188,513
North-Western (Total)	1933-34	225,786	16	357,037	435,332	1,297,272	2,315,993
	1934-35	246,674	60	405,801	558,060	1,312,974	2,523,569
South Indian	1933-34	1,054	..	13,876	34,855	107,078	156,863
	1934-35	1,674	..	17,981	41,266	118,513	179,634
TOTAL 5' 6" GAUGE	1933-34	3,823,616	1,735,935	1,345,561	2,096,618	6,059,130	15,065,858
	1934-35	4,104,603	1,897,416	1,483,909	2,229,421	6,682,025	16,397,375
3'3½" GAUGE.							
Assam-Bengal	1933-34	11,990	1,525	13,007	35,626	177,501	239,649
	1934-35	12,341	1,315	16,144	55,356	201,142	285,300
Bengal and North Western	1933-34	38,180	11	39,464	111,149	390,730	579,434
	1934-35	53,476	66	41,247	99,986	463,331	658,106
Bombay, Baroda and Central India	1933-34	37,165	12,990	47,566	132,045	395,365	625,941
	1934-35	37,399	14,029	53,851	103,719	415,471	583,469
Burma	1933-34	29,553	893	39,631	175,518	379,484	624,779
	1934-35	23,751	Nil	40,724	230,226	361,783	676,484

for ***the years 1933-34 and 1934*** *35* ***(In*** *thousands)—contd.*

*Average miles a ton of goods was carried.

Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5' 6" GAUGE.
138	*231*	*185*	*182*	*1.5*	*156*	*167*	Bengal Nagpur.
140	269	196	191	178	163	173	
303	*242*	*300*	*204*	*172*	*302*	*292*	Bombay, Baroda and Central India.
311	251	291	216	171	301	293	
75	*164*	*140*	*96*	*122*	*82*	*110*	Eastern Bengal.
75	165	142	124	118	86	112	
265	*494*	*259*	*327*	*179*	*319*	*267*	East Indian.
258	499	255	323	165	312	259	
294	*410*	*344*	*293*	*202*	*312*	*247*	Great Indian Peninsula.
274	368	324	316	208	292	250	
176	*542*	*262*	*177*	*153*	*356*	*192*	Madras and Southern Mahratta.
147	560	278	174	152	355	191	
137	*111*	*129*	*160*	*129*	*155*	*141*	Nizam's State.
197	111	132	181	136	159	154	
217	*17*	*363*	*197*	*161*	*216*	*191*	North Western (Commercial).
213	58	362	221	160	213	195	
90	*32*	*157*	*87*	*87*	*90*	*91*	North Western (Military).
88	Nil	157	92	92	88	94	
226	*17*	*380*	*210*	*171*	*225*	*209*	North Western (Total).
222	58	381	232	170	221	205	
139	*94*	*155*	*98*	*92*	*139*	*97*	South Indian.
110	..	179	96	89	110	96	
**215*	**388*	**275*	**235*	**169*	**250*	**209*	TOTAL 5' 6" GAUGE.
**212*	**396*	**274*	**240*	**165*	**248*	**207*	
							3' 3¼" GAUGE.
108	*169*	*148*	*168*	*165*	*113*	*159*	Assam-Bengal.
109	172	140	143	159	113	152	
133	*39*	*158*	*122*	*133*	*138*	*132*	Bengal and North Western.
129	123	149	112	128	129	126	
150	*192*	*249*	*205*	*177*	*159*	*165*	Bombay, Baroda and Central India.
145	191	246	226	176	155	188	
534	*393*	*291*	*127*	*159*	*531*	*155*	Burma.
532	*Nil*	300	168	165	532	162	

*Columns '29 to 35.—For the purpose of thee© figures consignments passing over two or more railways or two 4 or more gauges on same railway are considered as two or more separate consignments,

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

21	Year. 22	Net tons miles. Coal for the public. 23	Coal for foreign Railways and home line construction. 24	Coal for home lino. 25	Grain and oilseeds. 26	Other Commodities (including other revenue stores). 27	Total. (Columns 23+24+25 +26+27.) 28
3' 3½" GAUGE—*Contd.*							
Eastern Bengal , .	1933-34	82,667	10,854	8,027	33,554	139,739	226,441
	1934-35	30,838	17,558	12,021	38 445	148,017	247,879
Jodhpur	1933-34	2,006	Nil C	10,043	37,892	62,480	112,421
	1934-35	3,786	Nil	11,014	57,467	71,606	143,873
Madras and Southern Mahratta .	1933-34	3,752	14,019	47,849	163,201	216,454	445.275
	1934-35	5,669	14,704	31,648	139,366	234,782	426,169
Nizam's State	1933-34	6,929	6.072	6,943	30,401	35,670	85,115
	1934-35	4,057	6,216	6,956	37,244	54,928	109,301
Kohlkund and Kumaon	1933-34	1,270	Nil	1,073	9,258	77,438	89,039
	1934 35	1,375	Nil	1,096	6,033	91,468	99,972
South Indian •	1933-34	4,498	..	22,521	75,554	187,722	290,096
	1934-35	5,043	6	22,915	83,964	192,572	305,300
TOTAL 3' 3½" GAUGE .	1933-34	166,920	45,635	237,124	804,091	2,062,523	3,316,293
	1934-35	179,535	51,894	236,616	910,708	2.236,100	3,616,853
2'6' AND 2'0' GAUGES.							
Bengal-Nagpur .	1933-34	7,103	108	6,214	7,465	23,570	44,460
	1934-35	6,940	131	6,518	8,932	22,514	44,435
Bombay, Baroda and Central India.	1933-34	236	Nil	16	1,057	3,591	4,900
	1934-35	213	Nil	136	985	3,475	4,809
Eastern Bengal . • .	1933-34	1	Nil	Nil	..	46	47
	1934-35	..	Nil	Nil	1	66	67
Great Indian Peninsula	1933-34	410	Nil	Nil	1,386	4,221	6,017
	1934-35	644	Nil	Nil	1,421	3 1997	5,962
North Western (Commercial)	1933-34	1,974	..	699	4,191	9,251	16,028
	1934-35	2,166	1	664	3,241	9,014	15,115
North Western) (Military)	1933-34	197	1	353	606	3,559	4,716
	1934-35	217	..	442	549	3,093	4,301
North Western (Total) .	1933-34	2,171	1	1,052	4,710	12,810	20,744
	1934-35	2,382	1	1,136	3,790	12,107	19,416
South Indian	1933-34	Nil	Nil	2	663	842	1,407
	1934-35	Nil	Nil	2	699	970	1,671
TOTAL. 2' 6" & 2" 0" GAUGES.	1933-34	9,921	109	7,284	15,201	45,089	77,695
	1934-35	9,479	132	7,792	15,828	43,129	76,360
TOTAL CLASS I RAILWAYS .	1933-34	4,009,457	1,781,679	1,692,969	2,917,818	8,166,753	18,455,656
	1934-35	4,293,617	1,951,442	1,728,317	3,155,957	8,961,255	20,090,588

for the years 1933-34 and 1934-35 (In thousands)—**contd.**

*Average miles a ton of goods was carried.

Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5' 3½" GAUGE—*contd.*
132	*134*	*96*	*111*	*107*	*132*	*111*	Eastern Bengal.
123	147	106	102	101	131	108	
159	*Nil*	*219*	*179*	*103*	*159*	*128*	Jodhpur.
198	Nil	221	213	96	196	135	
110	*312*	*301*	*181*	*151*	*225*	*173*	Madras and Southern Mahratta.
109	203	199	176	151	189	160	
195	*185*	*198*	*125*	*101*	*199*	*125*	Nizam's State.
197	185	195	130	108	190	131	
45	*Nil*	*25*	*75*	*71*	*45*	*72*	Rohilkund & Kumaon.
48	Nil	26	63	72	48	70	
67	*13*	*130*	*103*	*79*	*67*	*87*	South Indian.
73	52	130	99	79	73	86	
**151*	**193*	**186*	**142*	**131*	**158*	**138*	TOTAL 5' 3½" GAUGE.
*139	*184	*171	*140	*128	*148	*137	
							2' 6" AND 2' 0" GAUGES.
96	*126*	*127*	*69*	*51*	*96*	*64*	Bengal-Nagpur.
88	122	123	73	52	88	65	
31	*Nil*	*29*	*25*	*21*	*31*	*22*	Bombay, Baroda and Central India.
31	Nil	47	27	18	31	20	
16	*Nil*	*Nil*	*19*	*19*	*16*	*18*	Eastern Bengal.
..	Nil	Nil	18	18	..	18	
37	*Nil*	*Nil*	*49*	*36*	*37*	*38*	Great Indian Peninsula.
35	Nil	Nil	49	34	35	37	
34	*Nil*	*46*	*60*	*41*	*34*	*42*	North Western (Commercial).
30	40	39	37	46	30	41	
60	*46*	*81*	*72*	*59*	*59*	*62*	North Western (Military).
58	Nil	81	72	63	58	65	
37	*46*	*60*	*43*	*51*	*37*	*47*	North Western (Total).
33	40	54	41	52	33	46	
Nil	*Nil*	*20*	*33*	*29*	*Nil*	*30*	South Indian.
Nil	Nil	21	32	31	Nil	31	
**56*	**109*	**107*	**50*	**43*	**65*	**49*	TOTAL 2' 6" AND 2' 0" GAUGES.
*56	*132	*101	*62	*43	*57	*49	
**210*	**378*	**255*	**195*	**155*	**243*	**189*	TOTAL CLASS I RAILWAYS.
*207	*384	*252	*201	*152	*241	*187	

*Columns 29 to 35".—For the **purpose** of **these** figures consignments passing over two or more railways or two or more gauges on the **same** railway are considered as **two or more separate** consignments, Q2

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

Railway.	Year.	Earnings from goods carried including refunds (in thousands)					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Column* 39+40+41+42+43.)
37	38	3D	40	41	42	43	44
6' 6* *await.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur .	*1933-34*	*1,24,99*	*35,35*	*10,51*	*78,14*	*2,75,66*	*5,33,41*
	1934-35	1,31,41	41,76	19,76	74,05	3,14,20	5,81,21
Bombay, Baroda and Central India	*1933-34*	*27,84*	*57*	*4,35*	*57,03*	*3,05,59*	*3,95,55*
	1934-35	29,92	59	0,14	62,25	3,09,78	3,98,68
Eastern Bengal . .	*1933-34*	*19,68*	*2,65*	*5,15*	*12,35*	*1,58,89*	*1,98,81*
	1934-35	19,40	3,60	5,88	16,62	1,63,48	2,10,98
East Indian .	*1933-34*	*3,40,54*	*1,51,78*	*48,82*	*1,77,25*	*4,50,09*	*12,04,48*
	1934-35	3,82,84	1,62,76	53,07	1,58,00	5,14,20	12,70,87
Great Indian Peninsula .	*1933-34*	*62,96*	*12,40*	*30,39*	*1,92,35*	*5,31,27*	*8,19,28*
	1934-35	65,57	15,80	31,75	1,73,53	5,40,12	8,25,77
Madras and Southern Mahratta .	*1933-34*	*7,36*	*9,62*	*13,00*	*69,09*	*1,51,06*	*2,53,13*
	1934-35	6,30	10,55	12,21	70,49	1,50,62	2,50,17
Nizam's State .	*1933-34*	*13,52*	*6,28*	*2,28*	*23,86*	*45,33*	*91,27*
	1934-35	14,60	6,68	2,34	25,84	46,06	95,72
North Western (Commercial) .	*1933-34*	*25,16*	..	*37,42*	*1,69,04*	*5,38,57*	*8,20,49*
	1934-35	28,88	1	42,21	2,20,93	5,90,38	8,82,41
North Western (Military) . .	*1933-34*	*1,69*	..	*1,88*	*11,10*	*57,17*	*72,05*
	1934-35	2,03	..	2,22	10,46	58,04	72,76
North Western. (Total) .	*1933-34*	*27,06*	..	*39,30*	*1,80,14*	*6,45,74*	*8,92,54*
	1934-35	30,91	1	44,43	2,31,39	6,48,42	9,55,16
South Indian	*1933-34*	*35*	*Nil*	*2,39*	*21,09*	*63,99*	*87,82*
	1934-35	57	Nil	2,28	24,54	70,30	97,69
TOTAL 5' 6* GAUGE .	*1933-34*	*6,29,29*	*2,21,54*	*1,52,60*	*8,11,59*	*26,60,52*	*44 76,46*
	1934-35	5,71,81	2,41,65	1,77,86	8,28,71	27,68,16	46,86,19
3' 3½" GAUGE.							
Assam-Bengal	*1933-34*	*3,39*	*22*	*1,73*	*16,22*	*76,44*	*98,00*
	1934-35	3,59	20	1,95	26,40	82,50	1,13,61
Bengal and North Western .	*1933-34*	*5,71*	..	*5,34*	*51,62*	*1,46,75*	*2,11,60*
	1934-35	12,77	1	5,60	48,17	1,51,94	2,18,49
Bombay, Baroda and Central India	*1933-34*	*5,19*	*1,60*	*4,46*	*54,08*	*2,11,38*	*2,76,72*
	1934-35	5,57	1,72	5,06	61,06	2,23,93	2,97,25
Burma «	*1933-34*	*6,32*	*5*	*5,14*	*93,86*	*1,45,66*	*2,52,03*
	1934-35	5,09	Nil	5,24	1,07,81	1,47,22	2,65,35

for the years 1933-34 and 1934-35 (In thousands)—**contd.**

Average rate (in pies) charged for carrying a ton of goods one mile.							
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
45	46	47	48	49	50	51	52
							5' 6" GAUGE.
3·31	2·52	2·45	9·20	5·25	3·08	4·45	Bengal-Nagpur.
3·21	2·45	2·45	9·70	4·00	2·98	4·23	
2·35	2·26	1·89	8·86	10·7	2·35	7·94	Bombay, Baroda and Central India.
2·48	2·09	1·80	8·02	10·3	2·47	7·64	
4·34	3·12	2·85	7·60	9·71	4·14	7·89	Eastern Bengal.
4·36	2·88	2·81	6·69	7·93	4·04	6·77	
3·20	2·43	2·47	5·33	7·18	2·92	4·14	East Indian.
3·23	2·45	2·49	5·26	6·71	2·95	4·06	
2·49	2·37	2·21	7·57	8·97	2·46	6·57	Great Indian Peninsula.
2·62	2·33	2·24	6·85	8·79	2·36	6·32	
4·26	1·87	2·41	9·44	10·0	2·47	7·25	Madras and Southern Mahratta.
4·37	1·93	2·37	8·79	0·44	2·40	6·92	
4·33	4·48	2·42	8·30	10·4	4·33	7·29	Nizam's State.
4·30	4·29	2·38	6·65	10·1	4·30	6·04	
2·30	2·47	2·11	7·95	9·65	2·30	7·39	North Western (Commercial).
2·40	1·51	2·10	7·96	0·55	2·40	7·25	
2·35	3·87	2·13	7·96	8·62	2·35	7·48	North Western (Military).
2·42	Nil	2·12	8·03	8·74	2·42	7·40	
2·31	2·53	2·11	7·95	9·35	2·30	7·40	North Western (Total).
2·40	1·54	2·10	7·96	9·47	2·40	7·26	
5·17	2·94	2·49	11·6	11·5	5·17	10·7	South Indian.
5·85	Nil	2·43	11·4	11·3	5·85	10·4	
3·31	2·45	2·32	7·43	8·43	2·91	5·70	TOTAL 5' 6" GAUGE.
3·14	2·46	2·30	7·14	7·95	2·92	5·49	
							3' 3¼" GAUGE.
5·23	2·76	2·42	8·70	8·21	4·95	7·78	Assam Bengal.
5·37	2·94	2·32	8·75	7·83	5·14	7·50	
4·38	2·15	2·64	8·95	7·15	4·38	7·01	Bengal and North Western.
4·59	2·59	2·61	9·25	6·30	4·58	6·37	
2·58	2·37	1·80	7·86	10·3	2·60	8·50	Bombay, Baroda and Central India.
2·86	2·36	1·80	7·21	10·3	2·72	8·35	
4·11	2·48	2·48	10·2	7·40	4·09	7·73	Burma.
4·11	Nil	2·47	6·98	7·40	4·11	7·52	

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41 +42+43.)
37	38	30	40	41	42	43	44
3' 3½" GAUGES—*contd.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal . . .	*1933-34*	*7,32*	*1,74*	*1,34*	*13,89*	*80,98*	*1,05,18*
	1934-35	6,98	2,62	1,75	13,98	82,42	1,07,73
	1933-34	*27*	*Nil*	*1,17*	*14,52*	*34,45*	*50,41*
	1934-35	53	Nil	1,27	19,46	38,16	59,42
Madras and Southern Mahratta .	*1933-34*	*1,09*	*1,93*	*4,92*	*86,21*	*1,17,93*	**2,23,18*
	1934-35	1,88	2,12	3,60	78,59	1,22,75	*2,08,94
Nizam's State .	*1933-34*	*1,47*	*1,02*	*99*	*14,63*	*25,59*	*43,61*
	1934-35	1,18	1,02	91	16,78	24,37	44,24
Rohilkund and Komaon .	*1933-34*	*26*	*Nil*	*14*	*4,99*	*32,92*	*38,31*
	1934-35	24	Nil	14	3,81	36,24	40,43
South Indian . . .	*1933-34*	*1,35*	..	*3,00*	*45,19*	*1,11,21*	*1,60,75*
	1934-35	1,79	..	3,04	49,57	1,12,27	1,66,67
TOTAL 3' 3½" GAUGE .	*1933-34*	*35,37*	*6,56*	*28,14*	*4,07,32*	*9,52,39*	*14,59,78*
	1934-35	30,58	7,69	28,53	4,24,63	10,21,70	15,22,13
2' 8" AND 2' 0" GAUGES.							
Bengal-Nagpur .	*1933-34*	*1,97*	*2*	*79*	*4,20*	*10,87*	*17,85*
	1934-35	1,77	2	83	4,71	10,41	17,74
Bombay, Baroda and Central India.	*1933-34*	*10*	*Nil*	..	*1,25*	*3,50*	*4,85*
	1934-35	9	Nil	1	1,08	3,43	4,81
Eastern Bengal . . .	*1933-34*	*Nil*	*Nil*	*Nil*	..	*4*	*4*
	1934-35	Nil	Nil	Nil	..	5	5
Great Indi an Peniasula	*1933-34*	*13*	*Nil*	*Nil*	*96*	*4,62*	*5,71*
	1934-35	12	Nil	Nil	87	4,08	5,08
North Western (Commercial)	*1933-34*	*83*	*Nil*	*16*	*3,37*	*9,81*	*14,17*
	1934-35	52	Nil	18	2,94	11,56	15 20
North Western (Military) .	*1933-34*	*4*	..	*8*	*30*	*2,07*	*2,58*
	1934-35	4	..	9	37	1,90	2,49
North Western (Total)	*1933-34*	*87*	..	*24*	*3,76*	*11,88*	*16,75*
	1934-35	56	..	27	3,31	13,56	17,09
South Indian .	*1933-34*	*Nil*	*Nil*	..	*36*	*78*	*1,14*
	1934-35	Nil	Nil	..	44	88	1,32
TOTAL 2' 6" &. 2' 0" GAUGES	*1933-34*	*3,97*	*2*	*1,03*	*10,53*	*31,69*	*46,34*
	1934-35	2,54	2	1,11	10,41	32,41	46,49
TOTAL CLASS I RAILWAYS	*1933-34*	*5,55,64*	*2,28,12*	*1,91,77*	*12,29,45*	*36,74,60*	*59,82,58*
	1934-35	7,13,03	2,49,36	2,07,50	12,63,75	38,30,27	62,54,91

* Includes Mormugoa Harbour receipt.

for the years 1933-34 and 1934-35 (In thousands)—**concld.**

Average rate (in pies) charged for carrying a ton of goods one mile.							
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
45	46	47	48	49	50	51	52
							5′ 3¾″ GAUGE—*concld.*
4·26	*3·01*	*2·77*	*7·83*	*10·8*	*3·68*	*8·72*	Eastern Bengal.
4·20	2·73	2·69	6·85	10·3	3·67	8·12	
2·57	*Nil*	*2·23*	*7·36*	*10·0*	*2·57*	*8·61*	Jodhpur.
2·71	Nil	2·21	6·50	10·2	2·71	7·99	
5·58	*2·64*	*1·97*	*11·6*	*10·4*	*3·26*	*9·62*	Madras and Southern Mahratta.
6·37	2·77	2·18	10·8	10·0	3·77	9·31	
4·69	*3·21*	*2·50*	*9·24*	*13·8*	*3·95*	*9·84*	Nizam's State.
4·57	3·16	2·50	8·64	13·4	3·70	9·41	
3·90	*Nil*	*2·45*	*10·4*	*8·16*	*3·90*	*8·26*	Rohilkund and Kumaon.
3·31	Nil	2·45	12·1	7·61	3·31	7·76	
5·90	*7·33*	*2·56*	*11·5*	*11·2*	*5·90*	*10·5*	South Indian.
5·78	2·04	2·54	11·3	11·0	5·77	10·4	
4·07	*2·76*	*2·28*	*9·73*	*9·15*	*3·79*	*8·46*	TOTAL 3′ 3¾″ GAUGE.
4·23	2·74	2·32	8·95	8·77	3·89	8·08	
							2′ 6″ AND 2′ 0″ GAUGES.
5·32	*2·45*	*2·45*	*10·8*	*8·85*	*5·28*	*7·70*	Bengal Nagpur.
5·35	2·45	2·45	10·1	8·88	5·29	7·66	
8·15	*Nil*	*1·80*	*22·6*	*18·7*	*8·15*	*19·0*	Bombay, Baroda and Central India.
7·62	Nil	1·80	21·1	19·0	7·62	18·4	
2·80	*Nil*	*Nil*	*25·0*	*16·1*	*2·80*	*15·9*	Eastern Bengal.
..	Nil	Nil	29·4	13·7	..	13·8	
5·86	*Nil*	*Nil*	*18·3*	*21·0*	*5·86*	*18·2*	Great Indian Peninsula.
4·28	Nil	Nil	11·8	19·6	4·28	16·3	
8·11	*Nil*	*4·46*	*15·3*	*29·3*	*8·11*	*17·0*	North Western (Commercial).
4·56	1·98	4·94	17·4	24·6	4·56	19·3	
3·56	*4·69*	*3·92*	*12·5*	*11·2*	*3·57*	*10·5*	North Western (Military).
3·59	Nil	3·95	13·0	12·3	3·59	11·1	
7·69	*4·69*	*4·28*	*16·3*	*17·8*	*7·69*	*15·5*	North Western (Total).
4·48	1·98	4·53	16·8	21·4	4·47	17·5	
Nil	*Nil*	*2·67*	*12·2*	*17·8*	*Nil*	*15·6*	South Indian.
Nil	Nil	2·56	12·0	17·6	Nil	15·2	
5·94	*3·52*	*2·71*	*13·3*	*13·5*	*5·92*	*11·5*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
5·14	2·91	2·74	12·6	14·4	5·11	11·7	
3·16	*2·46*	*2·31*	*8·09*	*8·64*	*2·94*	*6·22*	TOTAL CLASS I RAILWAYS.
3·19	2·45	2·31	7·69	8·19	2·90	5·98	

*14.—Statement of Revenue Earnings and Expense**

Railway.	Year.	Capital at charge* Capital outlay‡ per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked. §	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur * . . .	*1933-34*	*2,31,206*	*7,31,39*	*25,843*	*549·4*	*6·48*
	1934-35	2,32,224	7,82,26	30,715	589·1	6·29
Bombay, Baroda and Central India	*1933-34*	*2,15,801*	*6,55,98*	*52,078*	*928·8*	*7·78*
	1934-35	2,16,545	6,63,97	52,713	1,010·9	7·91
Eastern Bengal	*1933-34*	*2,58,802*	*5,41,53*	*35,235*	*733·3*	*6·59*
	1934-35	2,57,038	5,75,59	41,908	803·7	6·08
East Indian	*1933-34*	*3,10,212*	*18,29.58*	*40,503*	*776·8*	*6·43*
	1934-35	3,10,235	18,87,84	41 791	801·5	6·40
Great Indian Peninsula . .	*1933-34*	*2,98,105*	*12,75,31*	*35,890*	*688·1*	*5·96*
	1934-35	2,97,004	12,66,53	35,043	683·6	5·82
Madras and Southern Mahratta	*1933-34*	*1,83,503*	*4,35,01*	*37,602*	*721·1*	*6·97*
	1934-35	1,82.824	4,30,27	37,184	713·1	6·85
Nizam's State	*1933-34*	*1,09,721*	*1,33,05*	*19,339*	*370·9*	*7·43*
	1934-35	1,09,800	1,38,40	20,035	384·3	7·63
North Western (Commercial)	*1933-34*	*2,26,663*	*13,72,24*	*28,268*	*542·1*	*7·30*
	1934-35	2,25,052	14,26,72	29,432	564·5	7·28
North Western (Military) .	*1933-34*	*1,99,570*	*1,21,52*	*8,622*	*165·4*	*4·78*
	1934-35	1,98,568	1,21,93	8,552	165·9	4·75
North Western (Total)	*1933-34*	*2,19,956*	*14,93.76*	*23,848*	*457·4*	*7·09*
	1934-35	2,18,617	15,50,65	24,756	474·8	6·99
South Indian	*1933-34*	*1,76,962*	*1,58,57*	*26,550*	*509·2*	*5·26*
	1934-35	1,77,242	1,71,39	27,224	522·1	5·30
TOTAL 5' 6* GAUGE	*1933-34*		*70,55,81*	*32,742*	*627·9*	*6·52*
	1934-35		72,60,89	33,675	645·8	6·42
3' 3½'' GAUGE.						
Assam-Bengal	*1933-34*	*1,92.701*	*1,73,11*	*12,510*	*240·5*	*4·67*
	1934-35	1,93,238	1,92,08	13,878	266·2	4·94
Bengal and North Western	*1933-34*	*1,00,443*	*3,34,03*	*14,536*	*279·0*	*4·60*
	1934-35	1,01,080	3,46,36	15,085	289·0	4·00
Bombay, Baroda and Central India	*1933-34*	‡	*4,76,07*	*21,557*	*413·4*	*6·07*
	1934-35	‡	5,02,25	22,742	436·1	6·22
Burma . « . .	*1933-34*	*1,66,394*	*3,66,42*	*17,784*	*340·7*	*5·17*
	1934-35	1,65,930	3,75,33	18,345	351·8	5·10

* In the caseof State-owned railways. † In the case of owner than State-owned railways.
8 The gross earnings [col. (4)), working expenses foot. (8)], and net earnings [col. (11)], include figures relating to steam boat service
‡ Included in 5' 6* Gauge.

***of Class I Railways** rated against selected units for the years 1933-34 and 1934-35.*

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
8	9	10	11	12	13	14
						5' 6" gauge.
4,99,74	*374·9*	*4·42*	*2,31,65*	*2,161·5*	*2·06*	Bengal-Nagpur.
5,37,00	402·9	4·30	2,45,26	2,704·6	1·99	
3,51,01	*534·4*	*4·16*	*3,04,97*	*24,211·5*	*3·62*	Bombay, Baroda and Central India.
4,00,42	609·7	4·77	2,63,55	20,923·5	3·14	
2,92,45	*628·3*	*4·79*	*49,08*	*5,475·4*	*0·80*	Eastern Bengal.
2,97,15	636·4	4·02	78,44	8,725·9	1·06	
11,64,16	*493·8*	*4·09*	*6,65,42*	*14,752·2*	*2·34*	East Indian.
11,80,76	501·1	4·00	7,07,08	15,064·4	2·40	
2,30,22	*501·9*	*4·35*	*3,45,09*	*9,711·5*	*1·61*	Great Indian Peninsula.
9,14,35	493·5	4·20	3,52,18	9,911·1	1·62	
2,47,66	*410·6*	*3·97*	*1,87,35*	*16,194·1*	*3·00*	Madras and Southern Mahratta.
2,60,28	431·4	4·14	1,70,01	14,692·2	2·71	
68,89	*191·1*	*3·55*	*64,79*	*9,373·3*	*3·63*	Nizam's State.
69,61	193·1	3·63	68,88	9,966·0	3·80	
9,88,27	*388·5*	*5·23*	*3,83,97*	*8,609·4*	*2·07*	North Western (Commercial).
10,01,57	405·9	5·24	4,27,15	8,205·6	2·05	
1,66,67	*226·8*	*6·55*	*—45,15*	*—3,203·1*	*—1·77*	North Western (Military).
1,71,13	232·9	6·66	—49,20	—3,491·9	—1·92	
11,54,94	*352·1*	*5·39*	*3,38,82*	*5,480·7*	*1·61*	North Western (Total).
11,72,70	367·0	5·40	3,77,95	5,020·1	1·59	
90,24	*238·0*	*2·97*	*69,33*	*11,531·4*	*2·29*	South Indian.
92,15	280·9	2·85	79,14	12,577·5	2·45	
47,99,31	*427·0*	*4·43*	*22,56,50*	*10,479·5*	*2·09*	Total 5' 6" gauge.
49,24,40	437·4	4·36	23,42,49	10,868·2	2·07	
						3' 3¼" gauge.
1,29,50	*177·3*	*3·45*	*43,61*	*3,266·5*	*1·22*	Assam Bengal.
1,36,10	180·7	3·47	55,08	4,132·0	1·46	
1,46,86	*122·0*	*2·00*	*1,87,17*	*8,178·0*	*2·00*	Bengal and North Western.
1,58,05	132·0	2·00	1,88,31	8,224·0	2·00	
2,70,22	*234·6*	*3·44*	*2,05,85*	*9,325·6*	*2·63*	Bombay, Baroda and Central India.
2,73,80	237·8	3·46	2,28,45	10,344·1	2·87	
2,60,98	*258·9*	*3·93*	*85,49*	*4,266·0*	*1·24*	Burma.
2,55,12	263·0	3·81	93,21	4,650·9	1·29	

but while calculating working results, in columns *5, 6,* 7. 9,10, *12* and 13, the Steam Boat earnings and expenses have been excluded,

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74.—Statement of Revenue Earnings and Expenses of Class 1

Railway.	Year.	Capital at charge.* / Capital outlay† per route mile.	Gross earnings (in thousands	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings par train mile,$
1	2	3	4	6	6	7
3' 3½" GAUGE—concld.						
Eastern Bengal	1933–34	‡	1,75,09	16,359	313·7	4·81
	1934–35	‡	1,81,26	16,614	318·6	4·56
Jodhpar	1933–34	50,713	23,76	9,617	184·1	5·76
	1934–35	51,396	1,07,11	10,985	210·7	5·99
Madras and Southern Mahratta	1933–34	‡	3,45,52	16,223	311·2	4·53
	1934–35	‡	3,25,62	15,236	292·2	4·45
Nizam's State	1933–34	‡	75,06	11,377	218·2	5·05
	1934–35	‡	76,50	11,443	219·5	4·96
Rohilkund and Kumaon	1933–34	77,749	67,38	11,990	230·0	4·99
	1934–35	78,941	69,80	12,421	238·0	4·00
South Indian	1933–34	‡	3,78,70	20,362	391·0	3·92
	1934–35	‡	3,78,75	20,673	396·5	3·84
TOTAL 3' 3½" GAUGE	1933–34		24,91,19	16,330	312·9	4·74
	1934–35		25,68,06	16,817	322·5	4·72
2' 6" AND 2* 0" GAUGES.						
Bengal Nagpur	1933–34	‡	33,95	3,568	68·4	1·93
	1934–35	‡	32,71	3,531	67·7	1·92
Bombay, Baroda and Central India	1933–34	‡	10,10	4,503	86·4	2·52
	1934–35	‡	9,78	4,363	83·7	2·48
Eastern Bengal	1933–34	‡	1,24	5,351	64·5	1·18
	1934–35	‡	1,29	3,490	66·9	1·10
Great Indian Peninsula	1933–34	‡	9,27	3,796	72·5	1·94
	1934–35	‡	8,54	3,493	67·0	1·78
North Western (Commercial)	1933–34	‡	27,90	7,323	140·4	3·09
	1934–35	‡	28,42	7,459	143·1	3·17
North Western (Military)	1933–34	‡	4,58	1,538	29·5	2·11
	1934–35	‡	4,77	1,568	30·1	2·13
North Western (Total)	1933–34	‡	32,58	4,758	91·1	2·90
	1934–35	‡	33,19	4,841	92·9	2·96
South Indian	1933–34	‡	2,24	2, 271	43·6	1·42
	1934–35	‡	2,28	2,311	44·3	1·47
TOTAL 2' 6' AND 2' 0" GAUGES.	1933–34		85,48	3,992	76·3	2·22
	1934–35		87,70	3,961	76·0	2·22
TOTAL CLASS I RAILWAYS	1933–34	2,11,947	96,35,48	24,736	474·6	5·85
	1934–35	2,14,776	99,12,74	25 455	488·2	5·79

* In the case of State-owned railway. † In the case of other than State-owned
‡ Included in 5" 6" gangs Working expeses [ool. (8)], and net tunings foot (11)include figures relating to steam boat service

Railways rated against *selected units for the years 1933-34 and 1934-35*--concld.

Total working expenses (in thousands of rupees). $ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).! 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3' 3½" GAUGE—*ooncld.*
1,44,01	*250·0*	*3·33*	*34,08*	*3,324·5*	*0·98*	Eastern Bengal.
1,46,90	254·6	3·34	34,27	3,346·0	0·92	
53,56	*105·0*	*3·29*	*40,20*	*4,102·3*	*2·47*	Jodhpur.
55,60	109·4	3·11	51,51	5,282·8	2·88	
1,90,09	*170·1*	*2·53*	*1,58,43*	*7,355·2*	*2·10*	Madras and Southern Mahratta.
1,88,00	168·6	2·57	1,38,62	6,442·2	1·88	
51,24	*145·9*	*3·45*	*23,82*	*3,610·3*	*1·60*	Nizam's State.
49,86	144·9	3·29	25,64	3,885·5	1·69	
31,87	*109·0*	*2·09*	*35,51*	*6,318·0*	*2·09*	Rohilkund and Kumaon.
32,33	110·0	2·00	37,47	6,668·0	2·00	
2,21,56	*228·1*	*2·31*	*1,67,14*	*8,441·3*	*1·63*	South Indian.
2,26,17	237·4	2·30	1,62,58	8,295·4	1·51	
15,19,89	*191·1*	*2·89*	*9,71,30*	*6,381·0*	*1·85*	TOTAL 3' 3½" GAUGE.
15,52,02	195·2	2·86	10,00,04	6.636·1	1·86	
						2' 6' AMD 2' 0" GAUGES.
40,34	*83·5*	*2·35*	*—7,29*	*—786·5*	*—0·42*	Bengal Nagpur.
38,50	79·7	2·26	—5,79	—624·2	—0·34	
7,28	*62·3*	*1·52*	*2,32*	*1,251·9*	*0·70*	Bombay, Baroda and Central Ind
7,64	65·4	1·94	2,14	952·9	0·54	
1,30	*67·6*	*1·18*	*—6*	*—163·0*	*—0·05*	Eastern Bengal.
1,53	79·3	1·30	—24	—642·5	—0·20	
4,73	*37·2*	*0·99*	*4,54*	*1,859·3*	*0·95*	Great Indian Peninsula.
4,46	34·9	0·93	4,00	1,672·3	0·85	
36,22	*204·9*	*4·51*	*—8,32*	*—3,360·3*	*—1·42*	North Western (Commercial).
43,03	229·3	5·08	—14,59	—4,497·7	—1·91	
18,37	*115·2*	*3·24*	*—13,69*	*—4,467·3*	*—6·13*	North Western (Military).
18,66	117·0	6·28	—13,89	—4,532·1	—6·16	
54,59	*165·0*	*5·25*	*—22,01*	*—3,852·3*	*—2·35*	North Western (Total).
61,67	179·4	5·72	—2,848	—4,513·0	—2·76	
3,72	*72·4*	*2·37*	*—1,48*	*—1,502·6*	*—0·94*	South Indian,
3,76	73·1	2·43	—1,48	—1.502·8	—0·96	
1,11,98	*90·6*	*2·80*	*—23,48*	*—1,039·5*	*—0·58*	TOTAL 2' 6* AND 2' 0" GAUGES.
1,17,55	101·4	2·96	—29,76	—1,361·3	—0·78	
64,51,18	*516·4*	*3·90*	*32,04,32*	*8,232·1*	*1·95*	TOTAL CLASS I RAILWAYS.
65,93,97	324·7	3·85	33,18,77	8,534·1	1·94	

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

25.—Results of working of Class J Railways

NOTE.—The rate of interest for calculating the figures given under column 16 was

Railway.	Year	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
			COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.				
		Total working expenses for both coaching and goods traffic.*	Coaching.	Goods.	Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
1	2	3	4	5	6	7	8
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	1933-34	*4,66,60,125*	*1,37,93,685*	*3,25,66,440*	*3·21*	*2·60*	*0·61*
	1934-35	5,07,00,685	1,40,60,528	3,67,30,157	3·14	2·51	0·63
Bombay, Baroda and Central India	1933-34	*3,36,76,801*	*1,53,81,029*	*1,82,94,772*	*4·21*	*2·59*	*1·62*
	1934-35	3,65,77,102	1,69,06,203	2,15,80,959	4·28	2·86	1·42
Eastern Bengal	1933-34	*2,85,76,862*	*1,58,49,011*	*1,27,27,851*	*3·06*	*3·60*	*—0·54*
	1934-35	2,84,74,949	1,50,11,694	1,34,63,255	2·75	2·86	—0·11
East Indian	1933-34	*10,97,03,674*	*3,77,94,662*	*7,19,74,012*	*3·40*	*2·31*	*1·09*
	1934-35	11,40,52,863	3,80,12,591	7,60,40,272	3·49	2·32	1·17
Great Indian Peninsula	1933-34	(a) *9,01,42,030*	(a)*4,22,51,215*	(a)*4,78,90,815*	*2·87*	*2·87*	*Nil*
	1934-35	8,85,13,124	4,08,12,703	4,77,00,421	2·74	2·74	Nil
Madras and Southern Mahratta	1933-34	*2,33,45,033*	*1,08,20,676*	*1,25,24,413*	*4·19*	*2·71*	*1·48*
	1934-35	2,48,01,776	1,14,35,870	1,31,65,897	3·94	2·73	1·21
Nizam's State	1933-34	*66,47,598*	*24,95,814*	*41,51,784*	*4·41*	*2·78*	*1·63*
	1934-35	67,09,329	23,91,862	43,17,467	4·25	2·55	1·70
North Western	1933-34	(a) *11,03,41,586*	(a)*5,26,24,361*	(a)*5,77,17,225*	*4·02*	*3·86*	*0·16*
	1934-35	11,48,30,731	5,37,89,916	6,10,40,816	3·84	3·82	0·02
South Indian	1933-34	*88,52,253*	*54,32,334*	*35,19,919*	*3·03*	*2·42*	*0·61*
	1934-35	90,22,456	53,90,647	36,22,809	2·98	2·26	0·70
3' 3½' GAUGE.							
Assam-Bengal	1933-34	*1,19,14,684*	*51,41,186*	*67,73,498*	*3·96*	*3·15*	*0·81*
	1934-35	1,22,64,140	48,40,656	74,23,484	4·16	3·17	0·99
Bengal and North-Western	1933-34	*1,36,99,224*	*64,65,732*	*70,43,192*	*3·00*	*1·00*	*2·00*
	1934-35	1,46,23,926	62,94,542	83,29,384	3·00	1·00	2·00
Bombay, Baroda and Central India	1933-34	*2,62,52,845*	*1,16,58,965*	*1,46,21,880*	*4·06*	*2·46*	*1·60*
	1934-35	2,65,17,505	1,15,29,331	1,49,88,174	4·21	2·47	1·74
Burma	1933-34	*2,71,20,154*	*1,03,88,796*	*1,67,31,478*	*2·66*	*2·81*	*—0·16*
	1934-35	2,76,84,778	99,73,607	1,77,11,171	2·55	2·53	0·02
Eastern Bengal	1933-34	*1,33,40,160*	*64,25,958*	*69,15,404*	*3·00*	*2·92*	*0·08*
	1934-35	1,37,94,186	67,28,801	70,75,385	2·80	2·79	0·01
Jodhpur	1933-34	*48,19,155*	*20,18,217*	*27,37,938*	*4·75*	*2·60*	*2·15*
	1934-35	49,91,682	19,55,866	30,35,816	5·00	2·33	2·67
Madras and Southern Mahratta	1933-34	*1,76,22,735*	*71,17,399*	*1,05,05,336*	*3·65*	*2·49*	*1·16*
	1934-35	1,77,46,195	72,37,488	1,05,08,707	2·64	1·90	0·74
Nizam's State	1933-34	*49,80,057*	*24,26,390*	*25,54,067*	*2·91*	*2·37*	*0·54*
	1934-35	48,44,289	23,36,224	25,08,065	2·81	2·22	0·59
Rohilkund and Kumaon	1933-34	*29,59,955*	*14,51,914*	*15,08,041*	*2·69*	*1·46*	*1·23*
	1934-35	30,15,907	13,83,646	16,32,261	2·69	1·38	1·31
South Indian	1933-34	*2,07,11,173*	*1,31,33,751*	*75,77,422*	*2·74*	*1·80*	*0·94*
	1934-35	2,11,72,792	1,31,16,261	80,57,531	2·60	1·76	·84

§ The results in columns 0 to 17 exclude steam boat

* Excluding expenediture on the maintenance and working of Ferry Steamers and Harbours and sitter deduoting telegraph and

(a) Revised figures.

jar the years 1933-34 and 1934- 35.

changed from 5½ to 4½ per cent, per annum with effect from the year 1933.34.

§ Goods Traffic.

Goods earning per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (viz., one ton) one mile.	Cost of hauling a goods unit (viz., one ton) one mile (including interest on capital expended on open line at the rate of 4½ per cent. per annum) (see note under the heading.)	Profit on working a goods unit (viz., one ton) one mile.	Railway.
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5' 6" Gauge.
8·99	*5·62*	*3·37*	*41·5*	*25·0*	*15·6*	*2·79*	*4·73*	*1·66*	Bengal Nagpur.
8·57	5·45	3·12	40·5	25·0	14·7	2·70	4·45	1·53	
15·7	*7·32*	*8·34*	*67·1*	*31·4*	*35·7*	*3·87*	*6·35*	*4·27*	Bombay, Baroda and Central India.
16·1	8·78	7·29	67·4	36·8	30·6	4·14	6·78	3·60	
11·8	*7·48*	*4·32*	*52·9*	*33·7*	*19·2*	*5·06*	*7·79*	*2·83*	Eastern Bengal.
10·2	6·30	3·90	46·1	27·7	17·4	4·32	6·67	2·45	
9·98	*5·95*	*4·03*	*38·4*	*22·9*	*15·5*	*2·48*	*3·86*	*1·66*	East Indian.
9·76	5·83	3·93	37·9	22·6	15·3	2·43	3·78	1·63	
12·3	*7·19*	*5·16*	*55·3*	*32·2*	*23·1*	*3·84*	*5·94*	*2·73*	Great Indian Peninsula
12·0	6·93	5·11	53·2	30·6	22·6	3·65	5·67	2·67	
12·3	*6·08*	*6·23*	*53·5*	*26·4*	*27·0*	*3·59*	*5·64*	*3·66*	Madras and Southern Mahratta.
12·0	6·28	5·67	52·5	27·6	24·9	3·64	6·02	3·28	
10·3	*4·67*	*5·63*	*64·8*	*29·4*	*35·4*	*3·27*	††6·21	*3·93*	Nizam's State.
10·9	4·91	6·03	58·6	26·3	32·3	3·00	††5·78	3·84	
11·7	*7·50*	*4·17*	*53·6*	*34·5*	*19·1*	*4·79*	*7·58*	*2·61*	North Western.
11·9	7·54	4·31	53·9	34·3	19·6	4·64	7·23	2·62	
11·5	*4·41*	*7·09*	*77·0*	*29·5*	*47·5*	*4·12*	*6·41*	*6·58*	South Indian.
11·6	4·30	7·34	76·8	28·4	48·4	3·87	6·12	6·53	
									3' 3½" Gauge.
5·09	*3·51*	*1·58*	*36·9*	*25·5*	*11·4*	*5·43*	*10·6*	*2·35*	Assam-Bengal.
5·20	3·40	1·80	36·2	23·6	12·6	5·00	9·62	2·59	
6·00	*2·00*	*4·00*	*33·0*	*12·0*	*21·0*	*2·00*	*3·99*	*5·01*	Bengal and North-Western.
5·00	2·00	3·00	28·0	12·0	16·0	2·00	4·03	4·37	
8·89	*4·70*	*4·19*	*41·3*	*21·8*	*19·5*	*4·49*	*6·33*	*4·01*	Bombay, Baroda and Central India.
9·05	4·57	4·48	41·6	21·0	20·6	4·21	5·92	4·14	
7·46	*4·96*	*2·50*	*43·7*	*29·0*	*14·7*	*5·14*	*8·07*	*2·59*	Burma.
7·65	5·11	2·54	42·5	28·4	14·1	5·03	7·82	2·49	
7·19	*4·83*	*2·36*	*32·2*	*21·6*	*10·6*	*5·89*	†9·35	*2·83*	Eastern Bengal.
7·06	4·69	2·39	32·7	21·7	11·0	5·40	†8·51	2·72	
6·10	*3·31*	*2·79*	*32·5*	*17·7*	*14·8*	*4·68*	*6·84*	*3·93*	Jodhpur.
6·26	3·20	3·06	31·7	16·2	15·5	4·05	5·88	3·88	
6·44	*3·03*	*3·41*	*45·4*	*21·4*	*24·1*	*4·53*	*7·11*	*5·09*	Madras and Southern Mahratta.
6·32	3·17	3·15	44·3	22·3	22·1	4·73	7·42	4·08	
9·44	*5·50*	*3·94*	*56·0*	*33·1*	*23·8*	*5·76*	**	*4·08*	Nizam's State.
9·63	5·43	4·20	52·8	29·8	23·0	5·33	**	4·08	
5·76	*2·26*	*3·50*	*47·2*	*18·5*	*28·7*	*3·25*	*5·45*	*5·01*	Rohilkund and Kumaon.
5·38	2·16	3·22	43·4	17·4	26·0	3·13	5·24	4·63	
7·29	*3·44*	*3·85*	*42·8*	*20·2*	*22·6*	*5·02*	*8·65*	*5·48*	South Indian.
7·44	3·60	3·84	42·1	20·3	21·8	5·07	8·56	5·33	

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

16.—Statement of ton mileage of ***Class 1 Railways for the years 1933-34 and 1934-35.***

(In thousands.)

Railway.		Year.	•Net or freight ton miles (goods and proportion of mixed).	Grose ton miles (exeluding weight of engine and departmental). Passenger and proportion of mixed.	Goods and proportion of mixed.	Gross ton miles (exeluding weight of engine but excluding departmental). Passenger and proportion of mixed.	Goods and proportion of mixed.	Gross ton miles (including weight of engine and departmental). Passenger and proportion of mixed.	Goods and proportion of mixed.
1		2	8	4	5	6	7	8	9
5' 6" GAUGE.									
Bengal-Nagpar		*1933-34*	*2,237,232*	*1,623,412*	*4,476,495*	*2,214,563*	*5,157,114*	*2,230,968*	*5,313,596*
		1934-35	2,581,843	1,689,015	5,113,917	2,316,306	5,913,072	2,330,135	6,086,965
Bombay, Baroda and Central India		*1933-34*	*937,150*	*1,115,114*	*2,013,119*	*1,535,627*	*2,269,861*	*1,532,626*	*2,342,527*
		1934-35	981,036	1,067,306	2,071,556	1,482,910	2,327,882	1,485,905	2,399,744
Eastern Bengal		*1933-34*	*427,929*	*1,359,152*	*906,642*	*1,666,880*	*1,120,927*	*1,671,478*	*1,342,312*
		1934-35	461,262	1,425,363	1,082,534	1,915,238	1,226,276	1,919,818	1,721,791
East Indian		*1933-34*	*5,531,573*	*4,984,284*	*11,052,634*	*6,738,888*	*12,359,868*	*6,867,239*	*12,689,096*
		1934-35	5,923,040	4,992,694	11,862,842	6,828,267	13,375,333	6,906,030	13,814,862
Great Indian Peninsula •	Steam	*1933-34*	*2,105,487*	*2,895,223*	*4,488,958*	*3,906,421*	*5,129,810*	*3,911,496*	*5,265,244*
		1934-35	2,227,466	2,962,819	4,775,509	4,003,036	5,442,517	4,005,539	5,524,293
	Electric§	*1933-34*	*274,716*	*525,746*	*567,319*	*714,941*	*650,389*	*716,401*	*663,632*
		1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308
Madras and Southern Mahratta		*1933-34*	*662,589*	*1,092,172*	*1,526,995*	*1,548,338*	*1,757,558*	*1,563,625*	*1,818,609*
		1934-35	682,527	1,121,464	1,557,889	1,595,972	1,804,846	1,613,052	1,857,074
Nizam's State		*1933-34*	*239,980*	*258,718*	*479,416*	*372,573*	*590,354*	*373,126*	*620,695*
		1934-35	274,435	271,766	560,182	389,369	681,799	390,039	704,045
North Western		*1933-34*	*2,218,409*	*4,110,139*	*5,032,295*	*5,556,683*	*6,358,790*	*5,607,499*	*6,106,309*
		1934-35	2,411,519	4,288,156	5,422,007	5,761,986	6,288,114	5,776,945	6,554,658
South Indian		*1933-34*	*147,968*	*531,288*	*350,116*	*776,243*	*418,560*	*776,115*	*443,599*
		1934-35	108,578	553,708	396,457	809,100	472,023	809,093	500,594
TOTAL 5' 6" GAUGE	'Steam	*1933-34*	*14,503,517*	*17,868,997*	*30,415,408*	*24,163,022*	*34,662,852*	*24,294,362*	*35,879,277*
		1934-35	15,711,725	18,270,320	32,832,983	25,161,174	37,631,862	26,235,656	39,163,987
	Electic§	*1933-34*	*274,716*	*525,746*	*567,319*	*714,941*	*650,389*	*716,401*	*663,632*
		1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308
3' 3½" GAUGE									
Assam Bengal		*1933-34*	*222,503*	*403,486*	*562,291*	*476,815*	*586,267*	*477,928*	*629,756*
		1934-35	270,920	404,019	595,105	473,287	691,721	474,596	727,767
Bengal and worth Western		*1933-34*	*549,046*	*816,340*	*1,027,671*	*1,906,359*	*1,164,654*	*1,157,391*	*1,241,244*
		1934-35	602,398	901,722	1,144,080	1,047,546	1,310,668	1,118,561	1,430,169
Bombay; Baroda and Central India		*1933-34*	*610,855*	*874,963*	*1,222,420*	*1,153,265*	*1,416,074*	*1,153,862*	*1,450,578*
		1934-35	677,160	920,184	1,321,270	1,188,099	1,512,517	1,189,038	1,545,764
Burma		*1933-34*	*594,189*	*670,539*	*1,119,417*	*919,492*	*1,369,900*	*921,186*	*1,483,611*
		1934-35	656,510	694,158	1,220,501	902,539	1,489,976	903,876	1,605,107

* Excluding traffic carried in departmental trains.

5 Excluding electric multiple unit suburban trains.

16.—Statement of ton mileage of ClassI Railways for the years 1933-34 and 1934-35—concld.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—CONCLD.								
Eastern Bengal	*1933-34*	*226,463*	*477,026*	*543,086*	*612,592*	*623,620*	*612,865*	*659,638*
	1934-35	238,902	516,226	564,461	663,089	650,562	665,410	689,804
Jodhpur	*1933-34*	*106,275*	*177,220*	*233,947*	*224,836*	*282,731*	*225,927*	*296,026*
	1934-35	140,551	185,088	299,933	235,331	357,123	235,528	365,678
Madras and Southern Mahratta	*1933-34*	*436,754*	*534,578*	*967,990*	*536,885*	*1,212,757*	*839,441*	*1,239,021*
	1934-35	419,881	573,223	937,516	825,409	1,176,484	827,940	1,202,185
Nizam's State	*1933-34*	*82,210*	*138,966*	*186,949*	*205,044*	*200,754*	*205,348*	*216,031*
	1934-35	88,100	143,805	181,769	213,528	217,338	213,704	229,423
Rohilkund and Kumaon	*1933-34*	*86,765*	*142,462*	*156,682*	*194,047*	*189,766*	*195,799*	*203,363*
	1934-35	93,598	141,574	166,143	194,287	204,311	196,281	231,549
South Indian	*1933-34*	*271,453*	*901,180*	*619,751*	*1,257,445*	*736,430*	*1,258,280*	*737,782*
	1934-35	284,638	930,987	655,178	1,300,918	772,856	1,301,058	831,702
TOTAL 3' 3½" GAUGE	*1933-34*	*3,188,537*	*5,180,159*	*6,560,174*	*6,946,781*	*7,773,953*	*7,927,051*	*8,397,055*
	1934-35	3,466,636	5,251,970	7,100,256	7,044,933	8,083,542	7,120,901	8,908,996
2'6" & 2'0' GAUGES.								
Bengal Nagpur	*1933-34*	*41,250*	*120,245*	*100,541*	*176,055*	*132,629*	*176,432*	*146,364*
	1934-35	41,747	121,133	103,585	174,565	136,992	174,845	146,431
Bombay, Baroda and Centra) India	*1933-34*	*4,592*	*14,554*	*10,645*	*22,558*	*13,970*	*22,560*	*14,969*
	1934-35	4,554	14,580	10,119	22,465	13,529	22,465	14,010
Eastern Bengal	*1933-34*	*47*	*4,089*	*207*	*5,768*	*270*	*5,771*	*270*
	1934-35	47	4,751	180	6,147	236	6,148	309
Great Indian Peninsula	*1933-34*	*5,664*	*16,618*	*14,755*	*28,720*	*24,559*	*28,727*	*27,573*
	1934-35	5,811	17,684	14,708	28,850	24,376	28,850	27,394
North Western	*1933-34*	*19,210*	*45,947*	*51,634*	*73,342*	*80,676*	*73,760*	*86,206*
	1934-35	18,602	46,069	52,534	74,393	81,904	74,542	86,267
South Indian	*1933-34*	*1,404*	*7,237*	*3,445*	*11,876*	*5,038*	*11,876*	*5,048*
	1934-35	1,646	7,047	3,945	11,417	5,651	11,417	5,748
TOTAL 2' 6" AND 2' 0" GAUGES	*1933-34*	*72,167*	*208,990*	*181,227*	*318,319*	*257,472*	*319,126*	*279,370*
	1934-35	72,207	211,164	185,061	317,827	262,490	318,267	282,152
TOTAL CLASS I RAILWAYS (Steam)	*1933-34*	*17,769,221*	*23,264,056*	*37,186,809*	*31,430,122*	*42,694,177*	*31,640,469*	*44,355,738*
	1934-35	19,283,569	23,832,460	40,118,200	32,466,934	46,177,894	32,680,824	48,355,138
TOTAL CLASS I RAILWAYS (Electric §)	*1933-34*	*274,716*	*525,746*	*567,319*	*714,241*	*660,289*	*716,401*	*663,632*
	1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308

* See remarks on page 118.

$ See remarks on page 118.

*17.—**Statement** of Train and Engine % Mileage of **Class I Railways** for the years 1933-34 **and** 1934-35 (In thousands).*

Railway.	Year.	TRAIN MILES													
			Goods.			Mixed.						Departmental.			
		Passenger.	Main lines.	Branch lines.	Total (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total (Cols. 13 +14.)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
5' 6" GAUGE.															
Bengal-Nagpur	1933-34	5,093	3,201	2,130	5,331	186	221	407	5,279	5,552	10,831	36	227	263	
	1934-35	5,458	3,044	2,090	5,134	107	241	348	5,565	6,375	11,940	20	306	326	
Bombay, Baroda and Central India	1933-34	3,566	1,594	959	2,553	276	576	852	3,832	2,438	6,270	15	71	86	
	1934-35	3,564	1,544	259	1,803	263	589	851	3,820	2,392	6,216	13	67	80	
Eastern Bengal	1933-34	4,242	1,092	101	1,193	162	67	229	4,394	1,280	5,674	10	421	431	
	1934-35	5,098	1,220	149	1,369	154	79	233	5,242	1,448	6,690	8	088	096	
East Indian	1933-34	15,043	9,337	1,897	11,234	1,153	245	1,398	16,196	11,479	27,675	162	615	777	
	1934-35	14,983	9,028	2,092	12,020	1,285	271	1,536	16,268	12,301	28,569	171	750	921	
Great Indian Peninsula — Steam.	1933-34	9,337	3,845	1,577	5,422	696	249	944	10,069	6,671	16,733	13	369	373	
	1934-35	9,493	3,897	1,809	5,676	684	257	941	10,177	6,932	16,109	13	345	358	
Great Indian Peninsula — Electric	1933-34	1,502	573	Nil	573	Nil	Nil	Nil	1,502	573	2,175	3	61	69	
	1934-35	1,561	559	Nil	559	Nil	Nil	Nil	1,561	559	2,120	Nil	51	51	
Madras and Southern Mahratta	1933-34	3,980	1,305	424	1,729	150	194	344	4,130	1,923	6,053	58	130	188	
	1934-35	3,987	1,333	389	1,722	155	234	389	4,142	1,936	6,078	49	137	186	
Nizam'a State.	1933-34	889	446	Nil	446	217	342	559	897	789	1,686	1	101	102	
	1934-35	737	455	1	456	197	260	457	934	806	1,740	2	72	74	
North Western	1933-34	10,315	4,852	852	5,774	3,309	1,617	4,927	13,625	7,397	21,022	32	301	333	
	1934-35	10,197	5,109	889	5,989	3,816	1,739	5,555	14,013	7,708	21,721	33	383	416	
South Indian	1933-34	2,337	432	77	509	124	118	242	2,461	627	3,088	1	138	139	
	1934-35	2,466	494	115	609	113	86	199	2,579	695	3,274	1	147	148	
Total 5' 6' gangs — Steam.	1933-34	54,813	26,144	7,345	33,489	6,253	3,649	9,902	60,866	37,139	98,005	332	2,434	2,766	
	1934-35	55,973	27,695	8,172	35,867	6,303	3,740	10,043	62,276	39,613	102,289	320	2,945	3,265	
Total 5' 6' gangs — Electric	1933-34	1,502	573	Nil	573	Nil	Nil	Nil	1,502	573	2,175	3	61	69	
	1934-35	1,561	559	Nil	559	Nil	Nil	Nil	1,561	559	2,120	Nil	51	51	
3' 3½"GAUGE.															
ASSAM Bengal	1933-34	3	51	201	252	1,622	1,521	3,143	1,625	1,773	3,398	5	153	157	
	1934-35	3	118	283	401	1,518	1,593	3,111	1,521	1,964	3,615	7	186	193	
Bengal and North.Western	1933-34	4,141	1,500	577	2,056	656	752	1,408	4,997	2,833	7,830	12	292	304	
	1934-35	3,921	1,313	1,116	2,429	962	762	1,724	4,883	3,191	8,074	17	694	611	
Bombay, Baroda and Centra) India	1933-34	3,943	1,206	1,049	2,255	787	502	1,289	4,730	3,057	7,787	3	53	56	
	1934-35	3,777	1,248	1,078	2,326	885	899	1,784	4,662	3,226	7,887	6	66	72	
Burma	1933-34	1,170	1,213	503	1,716	2,522	1,298	3,820	3,692	3,014	6,706	13	354	367	
	1934-35	1,254	1,380	537	1,917	2,587	1,308	3,895	3,841	3,125	7,066	16	332	347	

Excluding electric multiple unit suburban train.

of Train and Engine ‡Mileage *of Class J Railways for the years* ***1933-34 and 1934-35*** *{In thousands)*—contd.

Railways.		TRAIN MILES.												
			GOODS.			Mixed.					*Departmental.*			
		Passen-ger.	Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passen-ger propor-tion.	Goods propor-tion.	Total, (Cols. 7+8.	Passen-ger and propor-tion of mixed. (Cola. 3 + 7.)	Goods and tion of mixed. (Cols. 6+8.)	Total. (Cola. 10+11.)	Passen-ger and total mixed.	Goods.	*Total* (Cols. 13+14.
1		2	3	4	5	7	8	9	10	11	12	13	14	1A
3"3½" GAUGE—*contd.*														
Eastern Bengal	1933-34	1,945	1,019	44	1,063	349	279	628	2,294	1,342	3,636	4	96	94
	1934-35	2,061	1,045	74	1,119	343	263	606	2,404	1,382	3,786	6	106	111
Jodhpnr	1933-34	346	251	15	266	453	529	982	799	795	1,594	1	33	34
	1934-35	380	364	21	405	459	518	976	839	921	1,760	2	27	29
Madras and Southern Mahratt* .	1933-34	3,273	1,289	656	2,345	529	962	1,491	3,802	3,307	7,109	14	161	175
	1934-35	3,293	1,388	884	2,272	495	879	1,374	3,792	3,151	6,943	13	158	171
Nizam'a State	1933-34	358	328	Nil	328	153	83	246	1,621	619	1,432	1	54	55
	1934-35	940	376	Nil	376	107	52	159	1,083	427	1,480	1	38	39
Rohilkand and Kumaon	1933-34	616	172	4	176	365	457	821	984	629	1,613	3	38	41
	1934-35	676	212	9	221	301	468	820	906	689	1,595	3	70	73
South Indian	1933-34	3,717	954	365	1,323	635	458	1,093	4,352	1,781	6,133	2	429	429
	1934-35	6,036	1,032	330	1,362	567	423	990	6,602	1,785	8,387	2	456	458
Total 3' 3½ Gauge	1933-34	21,012	5,096	3,714	11,810	6,284	7,137	13,421	30,296	18,947	49,143	56	1,648	1,714
	1934-35	22,309	5,893	4,134	12,027	6,384	7,060	13,444	30,693	19,887	50,580	76	1,920	1,996
2' 6' & 2' 0* GAUGES.			Total										Total	
Bengal-Nagpur	1933-34	709	275			355	218	573	1,064	596	1,660		57	
	1934-35	674	267			362	262	624	1,036	519	1,645		57	
Bombay, Baroda and Central India	1933-34	109	2			169	119	288	276	121	396		5	
	1934-35	106	6			171	107	278	277	113	390		4	
Eastern Bengal	1933-34	66	Nil			38	6	44	105	6	110		Nil	
	1934-35	71	Nil			40	4	44	111	4	115		2	
Great Indian Penninsula	1933-34	3	Nil			248	210	458	251	210	461		17	
	1934-35	1	Nil			236	206	441	237	205	442		20	
North Western	1933-34	903	843			308	227	535	511	576	1,087		38	
	1934-35	124	349			387	235	620	511	582	1,093		29	
tooth Indian .	1933-34	Nil	Nil			117	40	157	117	40	157		1	
	1934-35	Nil	Nil			111	42	153	111	42	153		2	
Total 2' 6' and 2' 0" Gauges	1933-34	1,087	726			1,986	819	2,805	2,323	1,553	3,871		118	
	1934-35	976	722			1,597	843	2,140	2,273	1,555	3,828		114	
Total Class I Railway. Steam	1933-34	77,613	44,629			25,773	17,805	27,378	92,335	67,634	161,019		6,335	
	1934-35	78,366	48,616			16,484	11,649	28,133	95,742	61,065	156,807		5,276	
Electric‡	1933-34	1,662	573			Nil	Nil	Nil	1,662	573	2,175		60	
	1934-35	1,561	659			Nil	Nil	Nil	1,561	659	2,190		61	

‡ Excluding electric multiple unit suburban trains.

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

Railway.	Year.	SHUTTING MILES. Passenger and proportion of mixed. Shunting Engine*.	Train Engine*.	Total (Cols. 18 + 19.)	Goods and proportion of mixed. Shunting Engines,	Train Engines.	Total. (Cola. 21 +22.)	OTHER Passenger and proportion of mixed. Assisting required.	Assisting not required. {	Light,	Total Other. (Cola. 24+25 +26.)
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" GAUGE.											
Bengal Nagpur	1933-34	254	30	284	2,287	402	2,689	8	7	41	56
	1934-35	251	40	291	2,423	432	2,855	6	0	58	64
Bombay, Barode & Central India	1933-34	160	6	166	796	65	861	2	3	144	149
	1934-35	135	6	141	778	67	845	Nil	1	148	149
Eastern Bengal	1933-34	214	48	262	760	89	849	Nil	Nil	29	29
	1934-35	230	48	278	756	86	842	Nil	1	26	27
East Indian	1933-34	750	22	772	3,545	599	3,854	68	69	450	588
	1934-35	756	22	778	3,783	334	4,097	71	78	458	607
Great Indian Peninsula — Steam	1933-34	213	15	228	1,764	204	1,968	51	67	90	208
	1934-35	216	12	228	1,875	176	2,063	52	79	100	231
Great Indian Peninsula — Electric‡	1933-34	109	1	110	Nil	21	21	92	65	42	197
	1934-35	129	1	130	3	22	25	90	66	41	197
Madras & Southern Mahratta	1933-34	127	6	133	536	95	631	13	9	66	168
	1934-35	125	7	132	539	89	628	16	7	93	116
Nizam's State	1933-34	60	4	64	173	18	191	1	Nil	20	21
	1934-35	54	3	57	196	19	215	Nil	3	19	12
North Western	1933-34	1,010	52	1,062	1,508	335	2,143	294	73	161	527
	1934-35	894	71	965	1,979	377	2,356	244	93	176	513
South Indian	1933-34	66	72	137	196	91	287	1	1	21	23
	1934-35	60	79	139	219	92	311	1	Nil	16	17
Total 5' 6' Gauge — Steam	1933-34	2,953	293	3,246	11,855	1,519	13,484	537	254	1,042	1,833
	1934-35	2,821	286	3,107	12,628	1,574	14,202	391	265	1,094	1,763
Total 5' 6' Gauge — Electric‡	1933-34	109	1	110	Nil	21	21	92	65	42	197
	1934-35	129	1	130	3	22	25	90	66	41	197
3' 3½' GAUGE.											
ASSAM Bengal	1933-34	88	30	118	429	67	496	7	6	23	36
	1934-35	91	35	126	584	70	654	5	7	21	33
Bengal and North Western	1933-34	138	68	206	1,257	383	1,640	8	13	24	49
	1934-35	146	43	194	1,261	398	1,659	2	14	30	46
Bombay, Barode A Central India	1933-34	213	47	260	798	113	911	11	29	36	76
	1934-35	203	44	247	839	123	962	10	19	40	69
Burma	1933-34	230	Nil	230	698	Nil	698	11	Nil	24	35
	1934-35	230	Nil	230	755	Nil	755	17	Nil	25	42

‡ Excluding electric multiple unit suburban trains.

Railways for the years 1933-34 and 1934-35 (In thousands)—contd.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15 + 23 + 35.)	Traffic Engine Miles.			Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other (Cols. 28 + 29 + 30 + 31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10 + 20 + 27.)	Goods & proportion of mixed. (Columns 11 + 23 + 38.)	Total including Departmental. (Columns 36 + 37 + 38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												5' 6' GAUGE.
145	*24*	*434*	*175*	*778*	*10*	*23*	*337*	*724*	*5,619*	*9,919*	*15,362*	Bengal Nagpur.
240	41	521	221	1,023	7	23	378	771	5,925	10,253	16,949	
Nil	*1*	*63*	*29*	*93*	*4*	*26*	*235*	*326*	*4,147*	*3,372*	*7,844*	Bombay, Baroda A Central India.
Nil	2	56	17	77	3	20	242	325	4,116	3,314	7,755	
4	*18*	*54*	*182*	*258*	*12*	*13*	*33*	*476*	*4,786*	*2,378*	*7,840*	Eastern Bengal.
4	11	67	162	244	22	52	73	791	5,646	2,634	8,970	
88	*105*	*782*	*1,118*	*2,093*	*95*	*67*	*576*	*1,748*	*17,557*	*17,626*	*36,731*	But Indian.
83	131	922	1,297	2,453	106	69	621	1,847	17,633	18,831	38,311	
96	*49*	*155*	*80*	*351*	*5*	*38*	*236*	*684*	*10,498*	*7,990*	*19,152*	Steam Great Indian Peninsula.
84	63	186	39	372	5	40	276	689	10,638	8,857	19,632	
76	*1*	*23*	*Nil*	*104*	*1*	*15*	*29*	*99*	*1,909*	*694*	*2,706*	Electric
72	1	23	Nil	100	1	13	29	81	1,878	684	2,643	
53	*14*	*92*	*6*	*165*	*9*	*27*	*161*	*358*	*4,371*	*2,719*	*7,448*	Madras ft Southern Mahratta.
46	5	97	5	153	10	22	151	367	4,392	2,737	7,486	
19	*3*	*94*	*Nil*	*109*	*1*	*22*	*96*	*199*	*943*	*1,065*	*2,869*	Nizam's State.
4	3	82	Nil	89	Nil	17	102	176	1,013	1,110	2,299	
147	*23*	*430*	*51*	*651*	*48*	*30*	*724*	*1,105*	*15,344*	*10,135*	*26,634*	North Western.
184	36	483	70	783	46	35	633	1,093	15,541	10,817	27,453	
14	*5*	*35*	*Nil*	*54*	*43*	*17*	*48*	*229*	*2,821*	*968*	*3,818*	South Indian.
21	9	44	Nil	74	22	22	37	207	2,736	1,080	4,022	
561	*249*	*2,151*	*1,588*	*5,548*	*226*	*287*	*2,346*	*5,822*	*55,925*	*55,145*	*126,893*	Steam Total 5' 0' Gauge.
606	301	2,440	1,811	6,218	220	300	2,723	6,206	57,636	56,039	132,877	
76	*2*	*23*	*Nil*	*104*	*1*	*15*	*29*	*99*	*1,909*	*693*	*2,706*	Electric
72	1	23	Nil	100	1	13	29	81	1,878	684	2,643	
												3'3½" GAUGE.
21	*15*	*37*	*1*	*79*	*3*	*5*	*57*	*221*	*1,779*	*2,418*	*4,418*	Assam Bengal
25	25	52	1	113	3	9	68	264	1,680	2,761	4,705	
Nil	*54*	*42*	*Nil*	*95*	*104*	*13*	*151*	*359*	*5,253*	*4,454*	*10,246*	Bengal and North Western.
15	73	58	Nil	146	134	16	166	311	6,123	4,906	10,930	
2	*44*	*63*	*23*	*144*	*Nil*	*3*	*202*	*348*	*5,849*	*4,112*	*9,809*	Bombay, Baroda & Central India.
2	40	65	25	142	2	2	283	347	4,976	4,329	9,654	
10	*2*	*165*	*218*	*393*	*Nil*	*Nil*	*123*	*499*	*3,966*	*4,296*	*8,561*	Burma
12	Nil	193	233	530	Nil	Nil	114	451	4,293	4,419	9,053	

17.—*Statement of Train and Engine ‡Mileage of Class I*

Railway.	Year.	Shunting Miles.						Other
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.
16	17	18	19	20	21	22	23	24
3′ 3¼″ Gauge—*concld.*								
Eastern Bengal	*1933-34*	*178*	*15*	*193*	*455*	*78*	*533*	*Nil*
	1934-35	187	15	202	509	85	594	Nil
Jodhpur	*1933-34*	*87*	*52*	*139*	*166*	*69*	*235*	*3*
	1934-35	27	60	87	191	68	259	4
Madras & Southern Mahratta	*1933-34*	*100*	*7*	*107*	*657*	*76*	*733*	*12*
	1934-35	98	6	104	628	68	696	15
Nizam's State	*1933-34*	*25*	*11*	*36*	*88*	*6*	*94*	*3*
	1934-35	25	6	31	87	8	95	3
Rohilkund and Kumaon	*1933-34*	*36*	*Nil*	*36*	*231*	*4*	*235*	*12*
	1934-35	43	Nil	43	248	4	252	12
South Indian	*1933-34*	*177*	*205*	*382*	*332*	*199*	*531*	*3*
	1934-35	118	185	303	325	234	559	12
Total 3′ 3¼″ Gauge	*1933-34*	*1,209*	*432*	*1,641*	*5,081*	*953*	*6,046*	*55*
	1934-35	1,168	399	1,567	5,427	1,058	6,485	80

Railway.	Year.	Shunting Miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
5′ 6″ & 5′ 0″ Gauges.				
Bengal-Nagpur	*1933-34*	*291*	*81*	*372*
	1934-35	275	99	374
Bombay, Baroda & Central India	*1933-34*	*Nil*	*33*	*33*
	1934-35	Nil	34	34
Eastern Bengal	*1933-34*	*Nil*	*3*	*3*
	1934-35	Nil	3	3
Great Indian Peninsula	*1933-34*	*36*	*3*	*39*
	1934-35	31	6	37
North Western	*1933-34*	*115*	*33*	*148*
	1934-35	109	34	143
South Indian	*1933-34*	*Nil*	*9*	*9*
	1934-35	Nil	9	9
Total 5′ 6″ & 5′ 0″ Gauges	*1933-34*	*442*	*162*	*604*
	1934-35	416	186	602
Total Class I Railways—Steam	*1933-34*	*21,550*	*3,451*	*25,001*
	1934-35	22,349	3,602	25,951
Total Class I Railways—Electric	*1933-34*	*109*	*1*	*110*
	1934-35	129	1	130

Railway.	Year.	Other Miles.			
		Assisting not required.	Lights.	Total. Other. (Cols. 24+25+26.)	
16	17	25	26	27	
3′ 3¼″ Gauge—*concld.*					
Eastern Bengal	*1933-34*	*1*	*6*	*7*	
	1934-35	3	6	9	
Jodhpur	*1933-34*	*4*	*7*	*14*	
	1934-35	6	8	18	
Madras & Southern Mahratta	*1933-34*	*40*	*29*	*81*	
	1934-35	16	49	80	
Nizam's State	*1933-34*	*Nil*	*26*	*29*	
	1934-35	2	20	25	
Rohilkund and Kumaon	*1933-34*	*13*	*15*	*40*	
	1934-35	10	17	39	
South Indian	*1933-34*	*5*	*18*	*26*	
	1934-35	2	14	34	
Total 3′ 3¼″ Gauge	*1933-34*	*105*	*205*	*378*	
	1934-35	85	230	395	
Total 5′ 6″ & 5′ 0″ Gauges	*1933-34*	*43*	*43*	*151*	
	1934-35	30	56	41	127

‡ Excluding electric multiple unit suburban trains.
* Included in column 32.

Railways *for the years 1933-34 and 1934-35 (In thousands)*— concld.

Engine Miles.								Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		
Assisting required.	Assisting not required.	Light.	Siding.	Total Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+23+24.)	Goods & proportion of mixed. (Columns 11+23+25.)	Total including Departmental. (Columns 36+37+38.)
28	29	30	31	32	33	34	35	36	37	38	39	40
NS	*4*	*10*	*17*	*31*	*1*	*10*	*33*	*128*	*2,394*	*1,906*	*4,428*	3'3½" GAUGE-CONTD.
Nil	4	13	20	37	2	8	37	180	2,015	2,013	4,776	EASTERN Bengal.
13	*5*	*22*	*3*	*41*	*Nil*	*2*	*72*	*109*	*953*	*1,061*	*2,119*	Jodhpur.
18	6	27	3	59	Nil	5	77	106	944	1,230	2,289	
109	*114*	*83*	*1*	*307*	*2*	*17*	*37*	*964*	*3,990*	*4,347*	*8,691*	Madras & Southern Mahratta.
113	102	100	1	316	1	14	91	293	3,976	4,103	8,402	
7	*NS*	*35*	*NS*	*42*	*1*	*12*	*95*	*151*	*1,080*	*547*	*1,764*	Nizam's State.
2	2	33	Nil	37	1	9	73	110	1,109	559	1,778	
9	*7*	*12*	*4*	*32*	*10*	*1*	*65*	*121*	*1,060*	*936*	*2,077*	Rohilkund and Kumaon.
9	5	11	4	29	13	2	74	165	1,078	907	2,210	
37	*33*	*45*	*25*	*145*	*49*	*45*	*51*	*552*	*6,706*	*2,460*	*9,718*	South Indian.
47	22	20	25	123	56	61	102	316	6,930	2,407	10,022	
257	*231*	*520*	*395*	*1,413*	*170*	*111*	*1,056*	*2,960*	*32,215*	*26,406*	*61,581*	Total 3' 3½" Gauge.
264	220	590	417	1,541	213	124	1,064	3,293	32,645	27,913	63,851	
Total § Other Engine Miles.					Total other Departmental.							2' 6' & 2' 0" *GAUGE.*
			31				*37*	*84*	*1,204*	*859*	*2,147*	Bengal Nagpur.
			26				23	79	1,160	697	2,136	
			4				*3*	*8*	*312*	*121*	*441*	Bombay, Baroda & Central India.
			5				1	5	310	113	434	
			NS				*Nil*	*NS*	*107*	*6*	*113*	Eastern Bengal.
			Nil				*Nil*	2	113	5	120	
			NS				*3*	*19*	*361*	*139*	*519*	Great Indian Peninsula,
			1				2	12	245	134	502	
			73				*12*	*80*	*601*	*707*	*1,388*	North Western.
			65				13	42	593	708	1,343	
			NS				*NS*	*1*	*121*	*45*	*167*	South Indian.
			Nil				Nil	2	118	47	164	
			158				*64*	*163*	*2,698*	*1,977*	*4,745*	Total 2' 6" & 2' 0" Gauge
			109				28	152	2,643	2,004	4,699	
				8,254				*8,930*	*100,746*	*83,428*	*193,904*	Steam
				9,018				9,651	102,824	88,950	201,427	Total Class I Railway*.
78	*1*	*88*	*NS*	*164*	*1*	*15*	*2p*	*93*	*1,902*	*691*	*2,726*	Electrict
78	1	89	Nil	169	1	13	2p	91	1,978	684	2,643	

§ - Other" includes Assisting required. Assisting not required. Light and Hiding.

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

Railway.	Year.	Passenger trains.	Mixed trains.			Goods train*.			Traffic Shooting,	
			Paasenger proportion.	Goods proportion.	Total. (columns 4+6.)	Main Line.	Branch Line.	Total, (columns 7 + 8.)	Passenger and proportion mixed.	Goods and proportion of
J		3	4	6	6	7	8	9	10	11
5' 6" *GAUGE.*										
Bengal Nagpur	*1933-34*	*242,7*	*13,5*	*16,3*	*29,8*	*248,9*	*181,1*	*430,0*	*58,7*	*537,9*
	1934-35	257,0	6,3	18,6	26,9	279,1	218,2	497,3	58,2	570,9
Bombay, Baroda and Central India.	*1933-34*	*147,3*	*18,7*	*40,0*	*59,6*	*126,6*	*23,2*	*151,8*	*32,1*	*172,8*
	1934-35	146,0	17,6	41,4	59,0	125,0	22,5	147,5	28,1	169,0
Eastern Bengal	*1933-34*	*906,4*	*11,0*	*6,2*	*17,2*	*102,4*	*13,2*	*115,6*	*72,5*	*188,0*
	1934-35	240,5	11,4	5,8	17,2	108,1	17,9	126,0	75,3	168,4
East Indian .	*1933-34*	*615,8*	*62,7*	*13,5*	*76,2*	*767,7*	*203,0*	*970,7*	*155,9*	*770,8*
	1934-35	612,1	67,7	15,1	82,8	830,2	229,5	1,066,3	158,6	819,4
Gnat Indian Peninsula .	*1933-34*	*447,7*	*40,0*	*16,2*	*56,3*	*331,6*	*126,2*	*465,6*	*65,1*	*399,9*
	1934-35	444,5	39,2	17,0	56,2	330,2	142,0	472,2	71,0	417,1
Madras and Southern Mahratta	*1933-34*	*189,0*	*10,7*	*13,9*	*24,6*	*114,5*	*39,3*	*153,8*	*26,7*	*126,2*
	1934-35	187,3	11,2	16,9	28,1	113,9	36,9	150,8	26,3	125,6
Nizam's State	*1933-34*	*29,1*	*14,4*	*22,7*	*37,1*	*40,2*	*Nil*	*40,2*	*12,8*	*53,2*
	1934-35	31,5	12,5	15,8	28,3	45,5	1	45,0	11,4	42,9
NorthWestern	*1933-34*	*461,3*	*199,2*	*106,5*	*305,7*	*427,3*	*84,0*	*511,3*	*216,4*	*458,7*
	1934-35	460,5	227,3	117,5	344,8	457,9	62,9	540,8	193,0	471,3
South Indian .	*1933-34*	*117,3*	*8,2*	*8,6*	*16,8*	*36,4*	*6,7*	*43,1*	*27,5*	*57,3*
	1934-35	123,9	7,7	6,6	14,3	41,7	19,4	62,1	27,5	62,2
Total 5' 6" Gauge	*1933-34*	*2,456,6*	*378,4*	*264,9*	*643,3*	*2,197,8*	*675,5*	*2,873,3*	*670,7*	*2,598,3*
	1934-35	2,493,9	402,9	254,7	657,6	2,341,2	760,4	3,101,6	647,6	2,846,8
3' 3½" GAUGE.										
Assam Bengal	*1933-34*	*2*	*132,3*	*124,6*	*257,4*	*5,9*	*19,5*	*24,6*	*24,9*	*113,9*
	1934-35	2	121,7	127,7	249,4	16,0	27,2	37,2	25,1	135,9
Bengal and North Western	*1933-34*	*261,4*	*64,1*	*56,5*	*120,6*	*115,9*	*83,9*	*198,9*	*39,3*	*304,0*
	1934-35	230,7	73,1	58,1	131,2	123,9	113,8	236,6	37,2	330,5
Bombay.¶ Baroda and Centra India.	*1933-34*	*215,5*	*56,2*	*53,3*	*114,5*	*96,9*	*93,1*	*189,3*	*56,4*	*152,3*
	1934-35	201,7	60,9	62,9	123,8	130,9	93,7	194,6	48,4	168,4
Burma • •	*1933-34*	*66,9*	*167,3*	*90,9*	*258,2*	*302,9*	*41,9*	*344,8*	*47,9*	*139,5*
	1934-35	80,6	168,5	83,5	252,1	115,9	46,5	161,4	44,1	181,0

for the years 1933-34 and 1934-35 (In hundreds).

Servicoe.					Departmental Engine hours.				Percentage of train Engine hours to total Engine hours.		
† Other Hours.			i Total.								
Passenger and proportion of mixed.	Good. and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)	Total Engine hours. (Columns 15+ 16 + 19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including pro-portion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including pro-portion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											5' 6" GAUGE.
56,5	154,8	25,9	377,4	1,154,0	3,6	91,1	94,7	1,536,1	67	38	Bengal-Nagpur.
68,8	194,9	31,8	392,3	1,313,2	3,4	97,1	100,5	1,806,1	67	37	
54,3	41,9	2,8	252,4	409,4	2,9	45,3	48,2	710,0	65	42	Bombay, Baroda Central India.
53,7	40,9	2,4	246,0	401,2	2,6	46,8	49,2	696,4	66	42	
23,2	37,2	26,1	273,1	361,8	2,3	56,2	58,5	775,4	58	30	Eastern Bengal.
20,9	34,8	23,1	416,1	368,1	2,6	95,2	97,8	874,0	60	29	
248,2	254,2	159,7	1,082,5	2,169,0	30,4	202,4	232,8	3,484,4	61	42	East Indian.
248,2	230,4	155,3	1,081,7	2,166,5	31,8	217,3	248,9	3,597,1	61	42	
115,1	178,1	8,2	470,9	1,057,2	7,2	92,3	99,5	1,627,7	72	41	roat Indian Penin-sula.
113,0	175,7	5,8	668,6	1,094,6	6,6	88,3	94,9	1,854,1	72	42	
78,2	64,3	9	304,6	258,1	7,3	34,3	41,6	705,3	64	42	Madras and South era Mahratta.
78,6	65,6	7	303,4	258,6	6,5	35,6	42,1	705,1	64	42	
14,2	22,3	Nil	79,5	123,4	1	27,8	27,9	221,8	63	42	Nizam's State.
13,4	19,8	Nil	66,8	126,6	1	26,0	26,1	221,5	64	42	
158,2	126,2	7,3	1,037,1	1,199,9	11,5	145,9	156,4	2,392,5	63	46	North Western.
157,0	150,6	10,1	1,027,8	1,200,5	11,7	138,7	150,4	2,408,7	65	45	
48,3	25,4	Nil	201,3	136,4	6,1	26,3	34,3	370,0	60	32	South Indian.
50,4	30,3	Nil	209,8	151,2	4,0	24,1	28,1	389,1	62	33	
854,2	906,1	227,0	4,369,8	6,950,4	73,3	719,5	792,9	12,313,2			Total 6' 6* Gang*
872,1	905,7	258,8	4,416,5	7,457,5	69,1	768,9	838,0	12,712,1			
											3' 3½' GAUGE.
39,5	37,4	1	187,5	295,9	1,5	24,2	26,3	413,4	71	45	Assam Bengal.
38,5	44,1	1	175,5	340,0	0	29,5	30,5	540,0	69	45	
63,3	61,2	Nil	429,1	620,9	29,3	63,6	92,9	1,154,5	73	37	Bengal and North Western.
64,6	81,9	Nil	411,6	707,2	27,0	91,9	118,9	1,227,7	71	37	
37,7	66,5	5,9	377,3	455,9	2	69,1	60,4	935,8	71	46	Bombay, Baroda and Central India.
37,5	66,9	3,5	309,6	520,3	0	57,2	57,9	937,7	71	45	
45,9	49,9	45,2	336,1	461,3	1,9	49,2	55,2	865,6	67	46	Burma.
43,6	41,0	47,5	336,1	494,4	1,3	45,1	47,4	867,9	69	46	

‡ " Other " includes Assisting required. Assisting not required, light and Siding angina *hours.*

18.—Statement of Engine hours of Class J Railways

Railway.	Year.	Mixed train*.							Traffic	
									Shunting.	
		Passenger train*.	Passenger proportion.	Gooda proportion.	Total. (Columns 4+5.)	Main Lines.	Branch lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1		3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—*concld.*										
Eastern Bengal	*1933-34*	*103,1*	*25,6*	*23,0*	*51,6*	*91,5*	*4,8*	*96,0*	*38,5*	*106,6*
	1934-35	119,6	28,8	22,2	51,0	94,8	9,0	103,8	40,4	118,7
Jodhpur . .	*1933-34*	*17,1*	*32,6*	*38,0*	*70,6*	*82,6*	*1,5*	*84,1*	*27,7*	*45,1*
	1934-35	18,0	33,2	37,4	70,6	36,6	2,2	38,8	17,5	51,9
Madras and Southern Mahratta	*1933-34*	*161,7*	*42,9*	*77,9*	*120,8*	*158,6*	*61,5*	*220,1*	*21,8*	*146,7*
	1934-35	175,2	39,1	69,3	108,4	146,4	62,7	209,1	20,7	199,2
Nizam's State	*1933-34*	*43,9*	*10,8*	*5,5*	*16,3*	*33,3*	*Nil*	*33,3*	*7,7*	*12,9*
	1934-35	47,4	7,4	3,6	11,0	38,0	Nil	38,0	5,2	19,0
Rohilkund and Kumaon .	*1933-34*	*25,4*	*27,7*	*34,1*	*61,8*	*17,2*	*4*	*17,6*	*7,2*	*27,0*
	1934-35	30,0	27,4	35,3	62,7	21,7	9	22,6	9,7	50,5
Booth Indian .	*1933-34*	*319,5*	*69,5*	*54,7*	*84,5*	*33,9*	*39,9*	*123,8*	*66,0*	*168,0*
	1934-35	333,2	45,5	32,8	78,3	60,2	34,1	123,3	60,8	111,7
Total 3' 3½' Gauge	*1933-34*	*1,227,7*	*512,3*	*543,6*	*1,155,3*	*725,8*	*246,5*	*1,073,5*	*358,6*	*1,209,1*
	1934-35	1,218,9	606,7	532,8	1,138,5	777,3	388,1	1,165,4	309,8	1,296,9
2' 6" & 2' 0" GAUGE.			Total			Total			Total	
Bengal Nagpur	*1933-34*	*49,5*			*60,5*			*37,9*	*74,4*	
	1934-35	45,9			53,2			38,2	74,9	
Bombay, Baroda and Central India.	*1933-34*	*7,5*			*26,5*			*2*	*5,6*	
	1934-35	7,3			25,2			5	6,9	
Eastern Bengal . .	*1933-34*	*6,3*			*4,6*			*Nil*	*4*	
	1934-35	6,0			4,6			Nil	4	
Great Indian Peninsula .	*1933-34*	*2*			*22,5*			*Nil*	*5,0*	
	1934-35	1			31,9			Nil	7,8	
North Western	*1933-34*	*18,9*			*45,5*			*45,5*	*29,5*	
	1934-35	12,4			53,6			44,0	28,7	
South Indian .	*1933-34*	*Nil*			*12,0*			*Nil*	*1,9*	
	1934-35	Nil			11,0			Nil	1,3	
Total 2' 6" & 2' 0" Gauges	*1933-34*	*82,5*			*172,9*			*81,7*	*121,5*	
	1934-35	72,3			180,3			82,7	130,5	
Total Class I Railways	*1933-34*	*3,766,5*			*1,963,5*			*4,823,1*	*6,023,5*	
	1934-35	3,795,1			1,975,4			4,340,7	5,230,6	

for the years 1933-34 and 1934-35 (In hundreds)—**conoid.**

Service. † Other Hours. Passenger and proportion of mixed. (12)	Service. † Other Hours. Goods and proportion of mixed. (13)	Service. † Other Hours. Siding Engine Hours. (14)	Service. Total. Passenger and proportion of mixed. (Columns 9+4 + 10 + 12.) (15)	Service. Total. Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.) (16)	Departmental Engine hours. Passenger and total mixed. (17)	Departmental Engine hours. Goods. (18)	Departmental Engine hours. Total. (Columns 17 + 18.) (19)	Total Engine hours. (Columns 15 + 16 + 19.) (20)	Percentage of train Engine hours to Total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed). (21)	Percentage of train Engine hours to Total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed). (22)	Railway. (23)
											3' 3½" Gauge—contd.
40,1	*20,3*	*2,4*	*216,3*	*248,9*	*7*	*16,9*	*17,6*	*481,8*	*63*	*45*	Eastern Bengal.
41,0	20,5	2,8	230,7	268,1	1,0	19,5	20,5	519,3	64	44	
23,2	*26,7*	*5*	*100,5*	*134,4*	*3*	*17,4*	*17,7*	*252,7*	*49*	*41*	Jodhpur.
28,2	45,4	1,1	93,9	174,6	3	16,1	18,4	289,0	53	60	
38,0	*73,8*	*2*	*384,0*	*513,7*	*1,9*	*25,5*	*30,4*	*833,1*	*79*	*54*	Madras and Southern Mahratta.
42,7	75,6	2	277,7	493,4	1,9	28,5	30,4	801,5	77	53	
15,7	*7,2*	*Nil*	*77,5*	*65,4*	*4*	*20,2*	*20,6*	*163,5*	*70*	*46*	Nizam's State.
15,0	7,2	Nil	75,6	67,8	3	15,0	15,3	159,7	71	50	
13,3	*10,3*	*5*	*84,1*	*109,5*	*1,4*	*19,5*	*22,0*	*215,6*	*73*	*60*	Rohilkand and Kumaon.
12,1	9,3	6	84,5	118,2	2,9	25,6	28,4	231,1	73	40	
169,5	*46,5*	*3,5*	*603,3*	*324,6*	*10,7*	*65,4*	*77,1*	*1,004,5*	*86*	*41*	South Indian.
176,6	51,2	3,7	616,8	322,7	12,2	72,6	84,7	1,023,2	80	39	
478,8	*349,4*	*56,3*	*2,655,3*	*3,271,6*	*59,5*	*365,7*	*405,2*	*6,363,6*			Total 3' 3½" Gauge.
530,6	433,2	58,4	2,075,0	3,486,8	48,4	403,0	453,3	6,614,0			
Total.					Total.						2' 6" & 2'0" Gauges.
25,5						11,3	249,6				Bengal Nagpur.
24,4						10,7	247,3				
17,6						*1,1*	*59,5*				Bombay, Baroda and Central India.
16,0						7	56,6				
3,1						*Nil*	*79,6*				Eastern Bengal.
3,7						2	20,7				
5,9						*2,4*	*60,0*				Great Indian Peninsula.
5 3						2,9	47,7				
20,1						*6,6*	*164,2*				North Western.
20,4						5,5	164,6				
6,7						*1*	*29,7*				South Indian.
7,8						1	21,5				
84,9						*21,6*	*563,6*				Total 2' 6" & 2'0" Gauges.
82,5						20,1	556,4				
3,643,8						*1,229,5*	*19,640,4*				Total Class I Railways.
3,232,3						1,210,9	19,294,3				

† "Other" includes Assisting required, Assisting not required. Light and Siding engine hours.

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

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	MIXED TRAINS. (Passenger proportion.) Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 +7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7.)	Total (Cols. 9 +10.)	GOODS AN Goods. Main Lines. Loaded.	Total.	Per-centage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" Gauge.													
Bengal-Nagpur	*1933-34*	*77,416*	*2,460*	*79,876*	*2,698*	*45*	*2,733*	*80,108*	*2,495*	*82,603*	*98,388*	*140,273*	*70·0*
	1934-35	81,323	2,307	83,630	2,270	28	2,298	83,593	2,335	85,928	106,519	161,552	65·8
Bombay, Baroda and Central India.	*1933-34*	*51,269*	*2,256*	*53,104*	*6,209*	*523*	*7,732*	*58,818*	*2,978*	*57,796*	*57,462*	*81,120*	*70·8*
	1934-35	47,312	2,201	7,213	6,593	756	7,349	53,905	10,957	64,862	50,642	81,722	73·0
Eastern Bengal	*1933-34*	*66,160*	*5,207*	*71,367*	*2,921*	*Nil*	*2,921*	*69,271*	*5,207*	*74,478*	*38,816*	*54,951*	*70·6*
	1934-35	76,622	5,275	80,897	2,836	Nil	2,836	78,458	5,275	83,733	42,971	57,939	72·6
East Indian	*1933-34*	*251,614*	*9,851*	*261,465*	*17,117*	*317*	*17,434*	*268,731*	*10,168*	*278,899*	*338,601*	*515,797*	*64·1*
	1934-35	248,171	10,241	258,412	19,240	324	19,570	267,417	10,565	277,982	362,263	545,809	64·5
Great Indian Peninsula	*1933-34*	*163,729*	*4,955*	*168,684*	*11,764*	*Nil*	*11,764*	*175,493*	*4,955*	*180,448*	*163,895*	*236,196*	*74·1*
	1934-35	165,727	4,325	170,052	11,735	Nil	11,735	177,462	4,325	181,787	160,148	223,759	75·5
Madras and Southern Mahratta.	*1933-34*	*50,341*	*716*	*51,057*	*2,288*	*Nil*	*2,288*	*52,629*	*716*	*53,345*	*47,220*	*66,147*	*70·2*
	1934-35	50,610	2,212	52,822	2,562	Nil	2,562	53,172	2,212	55,384	48,869	69,168	70·5
Nizam's State	*1933-34*	*9,047*	*159*	*9,206*	*4,368*	*91*	*4,459*	*13,415*	*250*	*13,665*	*13,460*	*18,691*	*72·0*
	1934-35	10,063	231	10,294	3,605	62	3,667	13,668	293	13,961	17,485	25,640	68·2
North Western	*1933-34*	*177,646*	*5,949*	*183,594*	*53,058*	*605*	*53,663*	*230,703*	*6,554*	*237,257*	*179,955*	*253,209*	*70·7*
	1934-35	177,188	6,861	184,049	52,452	859	53,311	229,640	7,720	237,360	195,441	267, 853	73·0
South Indian	*1933-34*	*27,717*	*938*	*28,655*	*1,922*	*Nil*	*1,922*	*29,639*	*938*	*29,577*	*13,427*	*15,413*	*80·6*
	1934-35	29,016	335	29,351	1,498	1	1,499	30,514	336	30,850	13,642	17,309	78·8
Total 5' 6" Gauge	*1933-34*	*875,787*	*37,540*	*913,502*	*103,045*	*1,871*	*104,916*	*978,832*	*39,711*	*1,018,543*	*942,334*	*1,366,796*	*68·9*
	1934-35	885,042	41,836	926,880	112,797	2,030	114,827	997,839	43,866	1,041,707	1,004,174	1,440,770	69·7
3' 3½" Gauge.													
Assam Bengal	*1933-34*	*58*	*41*	*99*	*40,602*	*2,956*	*43,557*	*40,659*	*2,997*	*43,656*	*1,206*	*2,109*	*57·4*
	1934-35	72	26	98	39,677	3,035	42,712	39,749	3,061	42,810	3,172	5,260	60·3
Bengal and North-Western.	*1933-34*	*55,572*	*1,350*	*57,074*	*16,047*	*73*	*16,120*	*71,725*	*1,469*	*53,194*	*44,345*	*56,327*	*78·7*
	1934-35	62,365	965	63,330	17,201	91	17,482	80,336	1,076	81,412	44,951	60,230	74·5
Bombay, Baroda and Central India.	*1933-34*	*59,929*	*4,950*	*65,389*	*20,145*	*853*	*20,998*	*81,074*	*5,813*	*86,887*	*41,745*	*59,845*	*69·6*
	1934-35	60,943	5,069	66,012	23,218	1,078	24,291	83,167	6,142	89,309	44,788	63,233	70·8
Burma.	*1933-34*	*23,332*	*313*	*23,660*	*48,936*	*1,224*	*49,960*	*72,268*	*1,537*	*73,805*	*65,846*	*85,861*	*76·7*
	1934-35	23,991	274	24,265	46,320	923	47,243	70,311	1,196	71,517	63,089	76,348	82·6

***Railways** for the years 1933-34 and 1934-35 (In thousands).*

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL.)			
Goods.			Goods proportion of Mixed.		Total.			Passenger and total mixed.	Goods.	Total (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12 + 15 – 16.)	Total. (Cols. 13 + 15 + 19.)	Percentage loaded of total.							
10	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5' 6" Gauge.
54,142	93,196	58·2	2,444	3,662	155,974	237,535	65·5	597	5,712	6,309	391	6,921	7,312	Bengal Nagpur.
83,082	109,380	58·5	2,816	5,164	173,091	266,006	65·1	525	6,628	7,153	444	7,568	8,012	
6,819	11,853	57·4	12,062	16,919	76,763	109,592	70·0	96	2,443	2,539	1,949	1,989	3,939	Bombay, Baroda and Central India.
8,775	11,279	59·5	13,227	17,130	79,644	110,421	72·1	99	2,123	2,212	1,843	1,957	3,800	
2,556	4,061	62·9	1,103	1,675	42,476	59,686	70·0	285	11,884	12,072	64	1,638	1,702	Eastern Bengal.
3,704	6,141	60·3	1,063	1,453	46,018	65,533	71·0	139	27,683	27,822	136	2,360	2,495	
43,991	65,466	67·2	2,892	3,821	377,484	585,694	64·5	2,966	19,147	22,707	2,496	13,009	15,496	East Indian.
46,262	69,490	66·6	3,178	4,234	401,743	619,587	64·8	3,182	25,426	28,608	2,261	14,474	16,573	
37,351	57,735	64·7	2,981	4,546	203,607	289,409	72·6	241	6,382	6,624	5,432	6,529	9,961	Great Indian Peninsula.
42,120	65,488	64·3	2,974	4,507	214,242	293,845	72·9	79	6,272	6,362	4,291	6,795	11,086	
13,818	16,640	78·2	2,258	2,995	63,125	87,325	72·2	1,626	3,180	4,202	1,058	2,385	3,443	Madras and Southern Mahratta.
12,305	18,110	67·4	2,283	3,389	64,267	88,157	72·8	790	3,464	4,230	920	2,676	3,596	
2	5	41·3	4,840	7,091	18,302	25,717	71·2	20	1,437	1,457	368	639	1,007	Nizam's State.
44	76	57·9	3,437	4,966	20,960	30,381	69·0	25	1,098	1,123	373	730	1,103	
37,544	28,856	75·2	23,486	29,035	224,050	311,711	71·9	446	9,869	10,315	7,249	6,113	13,362	North Western.
30,921	38,403	73·1	25,070	32,572	241,332	338,896	73·4	461	12,886	13,347	6,235	6,432	12,668	
7,855	2,342	79·2	2,025	2,469	16,367	20,229	80·6	12	1,727	1,739	391	1,022	1,413	South Indian.
2,529	3,376	74·9	1,259	1,685	17,430	22,200	78·3	12	2,248	2,260	280	1,168	1,484	
281,079	379,547	64·7	54,711	72,706	1,178,124	1,718,958	68·5	5,512	80,783	86,160	17,209	40,446	57,745	Total 5' 6" Gauge
196,462	306,903	64·3	50,797	76,480	1,359,123	1,825,163	69·0	5,306	86,829	92,137	10,088	44,480	61,168	
														3' 3½" Gauge.
3,832	3,868	71·5	39,437	41,063	33,265	46,831	71·0	116	4,139	4,265	Nil	456	456	Assam Bengal.
3,737	5,431	68·2	32,212	44,855	39,121	55,596	70·4	134	4,662	4,796	Nil	672	672	
21,873	29,444	74·5	10,822	14,259	77,339	100,920	77·1	91	11,019	11,110	7,311	2,415	9,726	Bengal and North Western.
27,060	38,497	70·3	10,242	13,923	82,242	112,750	72·9	146	19,276	19,421	7,102	2,891	10,123	
31,952	45,324	70·5	15,693	21,325	89,720	127,994	70·3	42	1,542	1,584	2,659	2,347	5,006	Bombay, Baroda and Central India.
33,148	46,897	70·7	15,526	20,158	86,463	125,258	71·3	48	1,054	1,102	2,670	2,446	5,116	
6,185	9,449	65·5	29,930	35,840	75,681	106,429	71·1	172	10,174	10,346	124	2,475	2,599	Burma.
7,691	11,317	67·9	17,747	22,879	76,457	110,344	71·2	162	9,409	9,571	121	2,736	2,857	

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

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3 4.)	MIXED TRAINS. (PASSENGER PROPOETION.) Coaching Vehicles.	Other Vehicles.	Total. (Cols.6 + 7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3 +0)	Other Vehicles. (Cols. 4+7)	Total. (Cols. 9 + 10).	GOODS AND GOODS. Main Lines. Loaded.	Total.	Per-centage : loaded of total.
1	2	3	4	5	6		8	9	10	11	12	13	14
2' 8½" Gauge—contd.													
Eastern Bengal	1933-34	38,010	1,290	39,300	8,845	Nil	8,845	46,854	1,290	48,154	35,226	49,514	71·1
	1934-35	41,724	1,248	42,972	8,560	Nil	8,560	50,284	1,248	51,532	34,791	49,167	71·1
Jodhpur	1933-34	6,980	167	7,076	10,709	290	11,059	17,078	457	18,135	8,712	13,247	65·8
	1934-35	7,417	219	7,636	10,635	263	10,928	18,112	482	18,564	13,956	20,354	68·7
Madras and Southern Mahratta.	1933-34	43,270	532	44,802	10,693	Nil	10,693	53,963	532	54,495	38,724	51,883	74·6
	1934-35	42,824	1,282	44,106	9,811	Nil	9,811	52,635	1,282	53,917	41,243	54,717	75·4
Nizam's State	1933-34	8,659	380	9,039	2,853	52	2,910	11,512	432	11,949	9,396	12,891	75·5
	1934-35	10,261	397	10,658	1,697	28	1,725	11,958	425	12,383	10,957	14,076	73·1
Rohilkund and Kumaon	1933-34	7,873	99	7,972	6,364	54	6,418	14,237	153	14,390	3,736	5,829	64·2
	1934-35	7,755	106	7,870	6,184	70	6,254	13,939	176	14,104	4,251	6,428	66·1
South Indian	1933-34	84,121	555	84,676	11,543	11	11,554	95,664	566	96,230	30,557	41,521	73·6
	1934-35	88,119	539	88,658	10,419	9	10,428	98,538	548	99,086	33,571	46,125	72·8
Total 2' 8½" Gauge	1933-34	338,853	2,737	343,590	176,746	5,393	182,139	515,599	15,080	530,679	296,703	383,460	73·1
	1934-35	343,797	10,144	353,941	173,962	6,561	179,523	517,759	15,705	533,464	284,438	386,329	71·8

		Total	Total	Total	Total—Main and Branch Lines. Loaded.	Total.	Per-centage loaded of Total.
2' 6" & 2' 0" Gauges.							
Bengal-Nagpur	1933-34	12,337	5,553	20,916	6,632	10,139	67·5
	1934-35	12,017	5,050	20,967	8,253	9,991	64·5
Bombay, Baroda and Central India.	1933-34	635	2,304	3,139	16	31	50·7
	1934-35	641	2,279	3,120	35	69	50·7
Eastern Bengal	1933-34	619	472	1,091	Nil	Nil	Nil
	1934-35	664	478	1,142	Nil	Nil	Nil
Great Indian Peninsula	1933-34	13	2,997	3,010	Nil	Nil	Nil
	1934-35	18	2,989	3,004	Nil	Nil	Nil
North-Western	1933-34	5,544	5,551	8,095	2,321	3,359	69·5
	1934-35	1,446	6,824	8,272	2,294	3,922	58·9
South Indian	1933-34	Nil	1,535	1,535	Nil	Nil	Nil
	1934-35	Nil	1,842	1,842	Nil	Nil	Nil
Total 2' 6" & 2' 0" Gauges	1933-34	19,268	21,762	37,786	9,273	14,029	66·1
	1934-35	15,206	23,142	38,348	6,582	13,982	62·5
Total Class I Railways	1933-34	1,278,569	308,787	1,587,297	1,462,594	2,120,256	69·3
	1934-35	1,296,026	317,492	1,613,519	1,567,877	2,200,967	70·1

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			
GOODS *Branch lint*.*			GOODS PROPORTION Or MIXED.		TOTAL.			Passeager and total mixed.	Goods.	Total (Cols, 23+84).	Passeager and total mixed.	Goods.	Total (Cols, 26+27.)	Railway.
Loaded. Loaded	Total,	Per. centage loaded of total.	Loaded.	Total.	Loaded (Cols. 12+15+18.)	Total (Cols. 13+10+19.)	"Percentage loaded of total.							
16	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3' 3½" Gauge—*cont'd.*
949	*1,392*	*67·6*	*4,952*	*7,075*	*41,118*	*51,981*	*79·9*	*86*	*2,405*	*3,491*	*605*	*1,443*	*2,006*	Eastern Bengal.
1,448	2,209	62·7	4,754	6,562	40,986	57,518	70·9	107	3,991	4,098	557	1,367	1,924	
193	*381*	*50·5*	*12,138*	*14,747*	*29,051*	*38,375*	*79·7*	*15*	*1,426*	*1,441*	*909*	*362*	*1,271*	Jodhpur.
205	545	56·1	10,622	13,040	24,825	34,849	71·5	31	1,108	1,139	1,014	643	1,657	
10,557	*14,665*	*72·0*	*14,157*	*19,163*	*57,478*	*91,431*	*74·8*	*118*	*3,040*	*3,157*	*2,114*	*4,951*	*7,065*	Madras and Southern Mahratta.
11,101	15,669	71·3	13,284	17,446	60,618	87,731	74·8	126	2,913	3,038	1,355	4,796	6,151	
1	*4*	*25·3*	*1,241*	*1,372*	*10,638*	*13,867*	*76·7*	*22*	*933*	*955*	*514*	*782*	*1,296*	Nizam's State
1	2	34·2	798	842	11,426	15,420	74·1	21	7 0	781	329	854	1,183	
196	*261*	*66·0*	*5,832*	*7,849*	*9,674*	*13,830*	*70·0*	*93*	*1,753*	*1,876*	*1,464*	*229*	*1,693*	Rohilkund and Kumaon.
127	227	56·0	5,802	6,927	10,288	14,683	70·0	102	3,282	3,384	1,582	318	1,901	
8,378	*11,355*	*73·8*	*7,413*	*9,822*	*46,346*	*62,598*	*73·9*	*30*	*2,426*	*2,456*	*521*	*3,031*	*3,552*	South Indian.
7,426	10,459	71·1	6,946	9,146	47,953	65,729	72·9	28	10,401	10,429	514	3,219	3,733	
53,235	*75,348*	*71·2*	*126,962*	*163,213*	*470,966*	*642,527*	*73·5*	*784*	*46,857*	*47,671*	*16,183*	*18,459*	*34,670*	Total 3' 3½" Gauge.
92,031	131,308	70·2	121,902	165,476	497,471	690,108	72·1	916	57,438	58,353	15,304	19,913	35,217	
									Total.			Total.		
														2' 6" & 2' 0" Gauge.
			4,339	*5,366*	*11,167*	*15,496*	*72·1*		*1,481*			*597*		Bengal Nagpur.
			5,216	6,533	11,499	16,224	70·7		1,370			594		
			1,090	*1,790*	*1,194*	*1,821*	*60·6*		*120*			*288*		Bombay, Baroda and Central India.
			1,001	1,600	1,036	1,869	52·1		98			265		
			35	*60*	*35*	*60*	*59·1*		*Nil*			*30*		Eastern Bengal.
			34	51	34	51	66·7		7			30		
			1,895	*2,613*	*1,895*	*2,613*	*72·5*		*432*			*33*		Great Indian Peninsula.
			1,938	2,607	1,938	2,607	72·5		385			40		
			3,350	*4,891*	*6,471*	*8,290*	*66·9*		*428*			*1,535*		North Western.
			3,147	4,416	5,661	8,320	65·6		284			1,424		
			466	*645*	*466*	*645*	*72·5*		*7*			*1*		South Indian.
			554	717	554	717	77·3		13			Nil		
			11,666	*14,856*	*20,178*	*28,025*	*69·5*		*2,455*			*2,478*		Total 2' 6" and 2' 0" Gauge.
			11,910	15,926	20,482	29,599	69·3		2,116			2,363		
			166,578	*220,736*	*1,669,302*	*2,299,419*	*69·8*		*116,499*			*94,551*		Total Class I Railways.
			180,708	253,882	1,777,555	2,544,849	69·9		102,708			96,721		

20 —Statement of speed of Goods Trams (excluding Departmental) of Class I Railways for the years 1933-34 and 1934-36.

Railway.	Average speed of Goods Trains											
	Through Goods Trains. Train miles per Train Engine hour.						All Goods Trains. Train miles per Train Engine hour.					
	Mainlines.		Branch Lines.		Total.		Mainlines.		Branch Lines.		Total.	
year.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	1933-34.	1934-35.	*1933-34.*	1934-35.	*1933-34,*	1934-36.	*1933-34,*	1934-35.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 8' GAUGE.												
Bengal Nagpur	*15·6*	15·8	*13·2*	12·4	*14·3*	14·1	*11·8*	12·1	*10·9*	10·7	*11·5*	11·3
Bombay. Baroda and Central India	*13·6*	12·5	*11·2*	11·3	*12·3*	12·2	*11·6*	11·8	*12·1*	11·3	*11·6*	11·5
Eastern Bengal	*13·5*	15·3	*12·0*	13·5	*13·5*	15·2	*10·4*	11·0	*7·10*	7·87	*9·96*	10·5
	15·5	13·3	*10·4*	9·79	*13·3*	13·0	*11·8*	12·5	*8·73*	8·56	*11·1*	10·9
Great Indian Peninsula—Steam	*14·3*	14·9	*13·8*	12·6	*14·1*	14·3	*12·4*	12·5	*11·7*	11·9	*12·2*	12·4
Great Indian Peninsula—Electrict	*15·9*	16·5	*Nil*	Nil	*15·9*	16·5	*13·9*	13·8	*Nil*	Nil	*13·9*	13·8
Madras and Southern Mahratta	*13·7*	14·1	*13·4*	13·8	*13·6*	14·1	*11·2*	11·6	*10·6*	10·2	*11·1*	11·3
Nizam's State	*12·4*	13·1	*15·1*	13·9	*12·4*	13·1	*11·1*	11·4	*15·1*	13·9	*11·1*	11·4
North Western	*15·8*	15·6	*Nil*	Nil	*15·8*	15·6	*10·9*	10·6	*10·1*	10·0	*10·8*	10·6
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·8*	11·0	*11·0*	10·3	*10·9*	10·3
Average for 5' 6" guage—Steam	*	*	*	*	*	*	*11·9*	11·8	*10·9*	10·7	*11·7*	11·6
Average for 5' 6" guage—Electrict	*15·9*	16·5	*Nil*	Nil	*15·9*	16·5	*13·9*	13·8	*Nil*	Nil	*13·9*	13·8
3' 3½" GAUGE.												
Assam Bengal	*9·74*	11·6	*10·5*	10·0	*10·3*	10·9	*9·74*	11·6	*10·3*	10·4	*10·2*	10·7
Bengal and North Western	*11·0*	11·7	*7·61*	7·24	*9·42*	9·70	*9·70*	9·61	*8·69*	7·98	*9·20*	8·78
Bombay. Baroda and Central India	*13·2*	13·1	*13·7*	13·8	*13·5*	13·3	*12·3*	12·3	*11·5*	11·1	*11·7*	11·6
	13·0	13·2	*12·0*	11·8	*12·6*	12·7	*11·8*	11·9	*12·0*	11·8	*11·8*	11·9
Eastern Bengal	*13·1*	12·9	*10·5*	8·81	*13·1*	12·0	*11·0*	10·9	*8·98*	8·06	*10·9*	10·0
	13·5	14·4	*9·76*	8·10	*12·9*	13·7	*10·8*	10·5	*9·95*	9·34	*10·8*	10·0
Madras and Southern Mahratta	*11·0*	11·4	*10·9*	10·9	*11·0*	11·2	*10·6*	10·8	*10·6*	10·9	*10·6*	10·8
Nizam's State	*11·6*	11·0	*11·1*	9·75	*11·6*	11·6	*9·69*	9·83	*10·4*	9·75	*9·69*	9·88
Rohilkund and rumaon	*9·52*	9·38	*10·4*	10·1	*9·54*	9·41	*9·52*	9·38	*10·4*	10·1	*9·54*	9·41
	Nil	Nil	*Nil*	Nil	*Nil*	Nil	*11·4*	11·5	*9·15*	9·66	*10·7*	11·0
Average for 3' 3½" gauge	*	*	*	*	*	*	*11·1*	11·2	*10·7*	10·7	*11·0*	11·0

2' 6" AND 2' 0" GAUGES.	All Goods Trains.	
	1933-34.	1934-35.
Bengal Nagpur	*9·57*	9·18
Bombay. Baroda and Central India	*12·5*	13·3
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*Nil*	Nil
North Western	*7·97*	7·90
South Indian	*Nil*	Nil
Average for 2' 6" and 2' 0" gauges	*8·92*	8·78

* Information not available.

‡ Other than Electric multiple unit suburban trains*

21.—Statement of Shunting and Light Running on Class I Railways for the years 1933-34 and 1934-36.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train mile*.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933.34.*	1934-36.	*1933-34.*	1934-35.	*1933-34*	1934-35
1	2	a	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	6·27	5·23	0·75	1·05	0·91	1·15	48·4	44·8	7·52	8·17	5·26	5·81
Bombay, Baroda and Central India .	4·32	3·68	3·77	3·86	3·84	3·88	35·5	35·3	2·58	2·41	2·62	2·49
Eastern Bengal	8·25	7·18	0·66	0·49	0·66	0·51	65·8	58·2	4·20	4·63	5·51	5·41
East Indian .	4·81	4·79	2·75	2·82	3·20	3·30	35·6	33·3	5·82	7·50	7·73	8·06
Great Indian Peninsula .	2·96	3·06	1·14	1·20	2·26	2·35	31·9	32·0	3·14	3·27	3·94	4·26
Madras and Southern Mahratta	3·23	3·17	2·01	2·24	2·31	2·42	32·3	32·1	4·79	4·97	5·49	5·25
Nizam's State	7·13	6·11	2·28	2·00	2·30	2·33	24·2	26·5	11·9	10·2	12·4	10·6
North Western	3·02	3·86	1·18	1·25	1·75	1·91	29·0	30·6	5·81	6·01	6·12	6·47
	5·58	6·39	0·59	0·64	0·92	0·65	45·7	44·9	5·48	6·36	6·21	7·65
Average for 5' 6" gauge .	5·37	5·03	1·74	1·76	2·21	2·27	35·8	35·4	5·75	6·14	5·42	6·89
3' 3½" GAUGE.												
Assam Bengal	7·20	8·25	1·42	1·37	1·79	1·81	31·9	32·8	2·04	2·93	3·11	4·24
Bengal and North Western	3·93	3·83	0·48	0·62	0·75	0·90	53·6	51·6	1·48	1·63	3·38	4·10
Bombay, Baroda and Central India .	5·33	5·29	0·76	0·85	1·18	1·27	29·8	29·8	2·07	2·09	3·50	3·35
	6·49	5·89	0·65	0·61	0·56	0·63	23·1	24·2	5·46	5·16	5·54	5·13
Eastern Bengal	8·77	8·40	0·23	0·26	0·33	0·36	39·7	42·9	0·72	0·94	1·04	1·25
	17·3	10·4	0·84	0·95	1·38	1·60	28·4	28·2	2·44	2·95	3·04	3·57
Madras and Southern Mahratta	2·52	2·73	0·75	1·30	1·50	1·73	22·2	22·1	2·50	3·15	5·95	6·39
Nizam's State .	3·60	3·60	2·60	2·60	2·63	2·63	23·9	22·3	5·50	7·75	5·57	6·14
Rohilkund and Kumaon	3·69	4·38	1·51	1·70	2·75	2·73	37·3	36·8	1·97	1·54	3·03	2·32
South Indian	5·12	4·59	0·23	0·21	0·41	0·33	29·3	31·3	2·47	1·62	4·27	3·96
Average for 3' 3½" gauge .	5·43	5·07	0·69	0·76	1·04	1·03	31·9	32·0	2·69	2·97	4·17	4·37

† Other engine miles per 100 train miles.

Year.	*1933-34.*	1934-35.
2' 6* AND 2' 0* GAUGES.		
Bengal Nagpur .	24·3	25·1
Bombay, Baroda and Central India .	9·45	10·1
Eastern Bengal	0·83	2·43
Great Indian Peninsula .	5·45	6·55
Northwestern	20·5	19·1
South Indian .	7·8	6·02
Average for 2' 6'and 2' 0"gauges .	18·4	18·5

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

22.—Statement of Engine Usage of Class I

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1933-34*	*743*	*715*	*189*	*555*	*54*	*44*	*100*	*9*	*187*
	1934-35	743	706	187	521	51	46	108	7	211
Bombay, Baroda and Central India.	*1933-34*	*385*	*379*	*69*	*273*	*Nil*	*10*	*71*	*21*	*58*
	1934-35	386	384	75	289	19	10	74	22	63
Eastern Bengal	*1933-34*	*340*	*311*	*50*	*252*	*48*	*9*	*96*	*8*	*37*
	1934-35	330	303	65	233	10	3	98	6	43
East Indian	*1933-34*	*1,588*	*1,513*	*239*	*1,361*	*244*	*108*	*303*	*37*	*354*
	1934-35	1,588	1,597	234	1,351	200	78	300	41	384
Great Indian Peninsula. Steam	*1933-34*	*876*	*873*	*160*	*713*	*102*	*116*	*136*	*28*	*151*
	1934-35	817	815	153	662	139	109	135	27	156
Great Indian Peninsula. †Electric	*1933-34*	*65*	*65*	*8*	*57*	*Nil*	*Nil*	*27*	*Nil*	*20*
	1934-35	65	65	9	56	Nil	Nil	26	Nil	19
Madras and Southern Mahratta.	*1933-34*	*305*	*300*	*75*	*231*	*22*	*17*	*55*	*8*	*54*
	1934-35	305	304	79	225	20	9	86	10	54
Nizam's State	*1933-34*	*85*	*99*	*23*	*67*	*Nil*	*Nil*	*13*	*13*	*15*
	1934-35	85	86	23	63	Nil	Nil	13	11	16
North Western	*1933-34*	*1,297*	*1,284*	*155*	*1,129*	*153*	*113*	*267*	*103*	*214*
	1934-35	1,278	1,264	175	1,089	142	71	241	113	223
South Indian	*1933-34*	*149*	*154*	*36*	*119*	*4*	*Nil*	*52*	*8*	*18*
	1934-35	152	151	31	120	3	Nil	54	7	22
Total 5′ 6″ Gauge. Steam	*1933-34*	*6,782*	*5,716*	*967*	*4,700*	..	..	*1,116*	*235*	*1,086*
	1934-35	5,683	5,592	977	4,698	..	..	1,107	244	1,172
Total 5′ 6″ Gauge. †Electric	*1933-34*	*66*	*65*	*8*	*57*	*Nil*	*Nil*	*27*	*Nil*	*20*
	1934-35	65	65	9	56	Nil	Nil	26	Nil	19
3′ 3¼″ Gauge.										
Assam Bengal	*1933-34*	*205*	*204*	*43*	*161*	*1*	*Nil*	*Nil*	*87*	*10*
	1934-35	205	205	31	174	Nil	Nil	Nil	95	15
Bengal and North Western	*1933-34*	*355*	*393*	*27*	*366*	*15*	*2*	*95*	*58*	*74*
	1934-35	355	388	22	366	22	1	95	53	81
Bombay, Baroda and Central India.	*1933-34*	*490*	*459*	*59*	*400*	*24*	*8*	*95*	*50*	*71*
	1934-35	490	463	62	401	63	27	90	53	72

†Excluding Electric Multiple Unit Suburban Trains.

Railways for the, years 1933-34 and 1934-35.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5' 6" Gauge.
26	75	397	108	440	141	146	92	106	60	11,957	23,554	8·95	B. N.
24	76	426	95	461	140	169	95	109	66	13,798	24,789	8·70	
9	60	207	59	237	142	113	95	104	58	12,957	23,473	7·14	B., B. & C. I.
45	13	217	56	243	137	108	83	98	58	12,402	23,023	6·60	
13	47	201	23	218	123	94	97	107	59	9,302	15,378	8·46	E. B.
18	46	209	18	230	147	120	96	120	83	9,125	15,886	10·3	
63	210	967	218	1,076	140	112	96	103	62	15,147	27,971	7·01	E. I.
64	220	1,009	203	1,127	141	111	96	103	65	16,268	27,817	7·50	
27	83	425	122	422	193	98	107	126	61	*11,085	*24,839	6·34	Steam.
27	85	430	114	423	197	100	108	127	67	*12,345	*25,478	6·05	
3	3	53	4	55	183	Nil	96	140	114	*27,149	*37,189	9·47	Elec. † G.L.P.
2	4	51	5	51	184	Nil	98	142	111	*26,816	*37,981	9·51	
12	27	139	23	200	128	121	98	108	68	12,655	22,436	8·37	M. & S. M.
12	26	188	21	109	132	110	96	110	71	12,937	22,898	8·69	
6	6	53	14	69	144	117	104	114	68	11,678	23,706	9·07	N. S.
6	7	53	10	66	161	116	109	115	71	13,722	26,644	9·63	
53	126	733	268	794	117	137	84	99	57	8,758	18,252	6·78	N. W
34	127	736	239	781	122	142	84	103	60	10.2 0	19,166	6·21	
8	8	94	23	101	127	94	99	110	67	7,104	14,276	8·42	S. I.
7	9	99	20	114	131	91	96	111	72	7,707	14,307	8·89	
197	632	3,266	858	..	138	122	95	107	61	*12,014	*23,521		Steam. Total 5' 6" Gauge.
237	609	3,389	776	..	143	126	95	108	65	*13,184	*24,023		
3	3	53	4	55	183	Nil	96	140	114	*27,149	*37,189		Elec. †
2	4	51	5	51	184	Nil	98	142	111	*26,816	*37,981		
													5' 3½" Gauge.
7	22	136	25	142	Nil	94	85	89	60	4,921	8,051	8·74	A. B.
8	25	143	31	151	Nil	94	90	90	63	5,520	8,618	8·00	
24	41	290	76	319	122	88	88	97	73	7,105	10,282	8·42	B. & N. W.
19	45	303	63	334	115	99	95	99	79	7,695	11,344	9·26	
20	38	274	110	310	117	89	95	95	56	6,911	13,345	6·35	B., B. & C. I.
18	39	272	77	317	118	95	97	97	57	7,371	14,243	6·41	

Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for S'team and Electric trains **are performed by Steam engines.**

22. Statement of Engine Usage of Class 1

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average miles in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" Gauge—*concld.*										
Burma	*1933-34*	*393*	*403**	*42*	*361*	*59*	*18*	*21*	*94*	*60*
	1934-35	390	392	46	346	22	5	21	93	56
Eastern Bengal	*1933-34*	*226*	*223*	*35*	*182*	*60*	*33*	*41*	*18*	*27*
	1934-35	223	230	47	172	39	27	46	18	31
Jodhpur	*1933-34*	*105*	*107*	*8*	*99*	*Nil*	*Nil*	*8*	*29*	*8*
	1934-35	105	107	9	98	Nil	Nil	5	31	12
Madras and Southern Mahratta	*1933-34*	*344*	*362*	*52*	*310*	*36*	*17*	*67*	*46*	*78*
	1934-35	341	360	56	304	35	24	65	41	76
Nizam's State	*1933-34*	*87*	*82*	*19*	*63*	*Nil*	*Nil*	*19*	*5*	*9*
	1934-35	87	83	23	60	Nil	Nil	19	4	8
Rohilkund and Kumaon	*1933-34*	*75*	*77*	*7*	*70*	*Nil*	*Nil*	*14*	*22*	*6*
	1934-35	75	76	..	71	Nil	Nil	14	22	7
South Indian	*1933-34*	**418*	*421*	*96*	*314*	*15*	*4*	*136*	*38*	*52*
	1934-35	*406	403	80	323	19	3	136	35	52
Total 3' 3½" Gauge	*1933-34*	*2,698*	*2,721*	*398*	*2,326*	..	..	*494*	*455*	*384*
	1934-35	2,677	2,697	376	2,315	..	..	494	445	412
2' 6" and 2' 0" Gauges.										
Bengal Nagpur	*1933-34*	*116*	*115*	*26*	*89*	*Nil*	*Nil*	*19*	*20*	*16*
	1934-35	116	113	24	89	Nil	Nil	19	21	15
Bombay, Baroda and Central India.	*1933-34*	*27*	*25*	*4*	*20*	*Nil*	*Nil*	*3*	*12*	*Nil*
	1934-35	27	26	6	20	Nil	Nil	4	11	Nil
Eastern Bengal	*1933-34*	*9*	*11*	*2*	*9*	*2*	*Nil*	*4*	*2*	*Nil*
	1934-35	9	11	3	8	Nil	Nil	3	3	Nil
Great Indian Peninsula	*1933-34*	*22*	*22*	*4*	*18*	*2*	*1*	*Nil*	*12*	Nil
	1934-35	22	22	5	17	1	Nil	Nil	12	Nil
North Western	*1933-34*	*100*	*101*	*14*	*87*	*16*	*7*	*5*	*21*	*17*
	1934-35	100	100	14	86	15	10	3	24	16
South Indian	*1933-34*	*11*	*11*	*2*	*9*	*1*	*Nil*	*Nil*	*6*	*Nil*
	1934-35	11	11	1	10	3	Nil	Nil	6	Nil
Total 2' 6" and 2' 0" Gauges	*1933-34*	*285*	*285*	*52*	*232*	..	..	*31*	*78*	*33*
	1934-35	285	283	53	230	..	..	29	77	31

* Excludes 2 Battery Tenders.

Railways for the years 1933-34 and 1934-35—concld.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		HOURS worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3½" GAUGE —*concld.*
12	*43*	*220*	*105*	*248*	*157*	*113*	*102*	*103*	*59*	*6,926*	*13,915*	6·43	Burma.
13	41	223	112	253	162	116	105	112	63	7,736	15,034	6·87	
4	*27*	*117*	*13*	*137*	*126*	*109*	*110*	*106*	*56*	*5,653*	*11,139*	7·23	E. B.
5	28	128	11	143	124	107	103	104	61	6,001	11,133	8·27	
3	*8*	*56*	*43*	*69*	*124*	*103*	*104*	*102*	*54*	*4,853*	*9,970*	6·39	Jodhpur.
4	9	64	34	78	131	100	101	98	59	4,874	10,581	8·10	
8	*32*	*231*	*51*	*257*	*137*	*95*	*92*	*102*	*65*	*5,397*	*8,838*	7·36	M. & S. M.
8	33	226	47	250	141	98	91	102	64	5,166	8,639	7·22	
5	*6*	*44*	*19*	*54*	*132*	*133*	*113*	*111*	*59*	*5,662*	*13,448*	7·11	N. S.
2	8	41	19	49	141	123	134	118	58	6,602	15,470	7·29	
10	*3*	*54*	*16*	*Nil*	*125*	*107*	*101*	*105*	*74*	*5,533*	*9,210*	8·38	R. & K.
11	3	57	14	Nil	129	108	90	106	80	6,087	8,919	8·90	
20	*15*	*259*	*47*	*282*	*122*	*86*	*83*	*103*	*55*	**5,746*	**9,145*	**8·76*	S. I.
22	15	260	50	287	126	85	87	106	58	*5,064	*8,778	*8·69	
111	*237*	*1,681*	*505*	..	*125*	*98*	*94*	*100*	*62*	*5,957*	*10,924*		TOTAL 3'3½" GAUGE.
120	246	1,717	468	..	127	101	96	102	65	6,444	11,075		
													2' 6" & 2' 0" GAUGES'
2	*10*	*67*	*22*	*78*	*106*	*86*	*72*	*88*	*52*	*2,929*	*3,756*	7·68	B. N.
2	10	67	23	78	102	91	74	88	52	2,048	3,736	7·60	
Nil	*Nil*	*15*	*5*	*19*	*100*	*73*	*Nil*	*81*	*48*	*1,572*	*1,572*	8·18	B., B. & C. I.
Nil	Nil	15	5	19	75	80	Nil	79	46	2,495	2,495	7·75	
Nil	*Nil*	*6*	*2*	*8*	*52*	*54*	*Nil*	*53*	*27*	*234*	*486*	5·26	E. B.
Nil	Nil	6	2	7	61	55	Nil	59	30	247	542	7·09	
1	*1*	*14*	*3*	*15*	*Nil*	*106*	*Nil*	*101*	*55*	*1,411*	*2,586*	7·61	G. I. P.
1	1	14	2	15	Nil	102	Nil	98	53	1,183	2,196	7·69	
3	*5*	*50*	*25*	*61*	*111*	*81*	*60*	*75*	*37*	*822*	*1,815*	5·17	N. W.
1	5	49	24	55	113	79	64	76	37	822	1,757	5·24	
Nil	*Nil*	*6*	*3*	*7*	*Nil*	*77*	*Nil*	*77*	*41*	*1,366*	*2,539*	6·25	S. I.
Nil	Nil	6	2	7	Nil	75	Nil	75	41	1,445	2,716	6·19	
5	*16*	*153*	*60*	..	*100*	*84*	*86*	*83*	*46*	*1,475*	*2,956*		TOTAL 2' 6" AND 2' 0" GAUGES.
4	16	157	57	..	95	85	89	86	46	1,479	2,858		

* Combined figures for Steam and Electric.

23.—Statement of Loads of Trains of Class I Railways for years 1933-34 and 1934-35

AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).

Railway.	Year.	Passenger trains	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total	Net or freight weight.	Gross weight including weight of engine	Gross weight excluding weight of engine
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1933-34*	*16*	*419*	*31*	*44*	*70·5*	*25*	*44*	*58·2*	*403*	*920*	*506*
	1934-35	16	416	29	42	69·6	26	44	58·5	406	918	502
Bombay, Baroda and Central India.	*1933-34*	*18*	*401*	*36*	*51*	*70·5*	*26*	*45*	*57·8*	*386*	*935*	*529*
	1934-35	17	398	39	53	73·6	26	44	59·1	410	971	561
Eastern Bengal	*1933-34*	*17*	*379*	*36*	*50*	*71·0*	*25*	*40*	*63·0*	*334*	*871*	*779*
	1934-35	16	365	34	47	72·6	26	41	61·6	321	843	743
East Indian	*1933-34*	*17*	*404*	*38*	*55*	*64·1*	*13*	*35*	*67·2*	*482*	*1,070*	*943*
	1934-35	17	417	35	55	64·5	22	33	66·6	481	1,079	904
Great Indian Peninsula — Steam	*1933-34*	*15*	*383*	*36*	*69*	*73·7*	*24*	*37*	*64·7*	*371*	*901*	*782*
	1934-35	18	391	37	50	74·4	28	36	64·3	376	915	808
Great Indian Peninsula — Electric	*1933-34*	*17*	*446*	*43*	*52*	*82·1*	*Nil*	*Nil*	*Nil*	*479*	*1,129*	*996*
	1934-35	18	457	44	53	83·2	Nil	Nil	Nil	471	1,135	996
Madras and Southern Mahratta.	*1933-34*	*13*	*376*	*37*	*52*	*70·2*	*31*	*39*	*78·2*	*345*	*916*	*796*
	1934-35	13	385	37	52	70·8	32	39	81·4	349	923	797
Nizam's State	*1933-34*	*14*	*413*	*30*	*42*	*72·1*	*16*	*35*	*47·3*	*305*	*735*	*609*
	1934-35	14	416	32	46	69·2	31	63	57·9	340	831	698
North Western	*1933-34*	*18*	*407*	*27*	*52*	*70·7*	*24*	*33*	*75·2*	*300*	*787*	*681*
	1934-35	18	409	28	53	73·0	24	33	73·1	317	810	703
South Indian	*1933-34*	*12*	*314*	*29*	*39*	*80·7*	*24*	*31*	*79·3*	*286*	*662*	*553*
	1934-35	12	313	28	36	78·8	22	30	74·9	243	673	570
Average for 5' 6" gauge — Steam	*1933-34*	*17*	*397*	*36*	*52*	*68·9*	*25*	*38*	*64·8*	*391*	*933*	*819*
	1934-35	16	389	35	51	69·4	24	38	64·3	391	931	815
Average for 5' 6" gauge — Electric	*1933-34*	*17*	*446*	*43*	*52*	*82·1*	*Nil*	*Nil*	*Nil*	*479*	*1,129*	*996*
	1934-35	18	457	44	53	83·2	*Nil*	*Nil*	*Nil*	471	1,141	997
5' 3½" Gauge.												
Assam Bengal	*1933-34*	*31*	*293*	*24*	*41*	*58·5*	*13*	*18*	*72·2*	*125*	*330*	*285*
	1934-35	30	311	27	45	60·3	13	19	68·2	136	345	299
Bengal and North Western.	*1933-34*	*15*	*213*	*37*	*47*	*78·7*	*25*	*34*	*74·6*	*193*	*410*	*362*
	1934-35	16	218	34	46	73·9	24	34	70·6	189	411	359
Bombay, Baroda and Central India.	*1933-34*	*19*	*266*	*34*	*50*	*68·0*	*32*	*43*	*69·8*	*202*	*462*	*409*
	1934-35	19	255	36	51	70·6	31	43	72·1	210	468	411

Excluding Electric multiple unit suburban trains.

23.—Statement of Loads of Trains of ***Class I Railways*** *for the years 1933-34 and 1934-35*—concld.

Railway.	Year.	AVERAGE LOAD PER TRAIN. (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 3½" Gauge—concld.			Tons.							Tons.	Tons.	Tons
Burma	*1933-34*	*20*	*249*	*49*	*54*	*74·9*	*13*	*19*	*68·6*	*197*	*447*	*371*
	1934-35	18	229	38	55	69·5	14	21	67·9	208	472	393
Eastern Bengal	*1933-34*	*22*	*279*	*35*	*49*	*71·0*	*21*	*32*	*66·0*	*164*	*465*	*405*
	1934-35	21	276	33	47	71·1	19	31	62·7	173	470	408
Jodhpur	*1933-34*	*29*	*281*	*35*	*53*	*66·0*	*13*	*26*	*50·0*	*134*	*364*	*294*
	1934-35	30	280	36	53	68·0	15	26	57·0	153	386	325
Madras and Southern Mahratta.	*1933-34*	*14*	*220*	*26*	*34*	*74·6*	*16*	*22*	*72·0*	*133*	*361*	*293*
	1934-35	14	217	26	34	75·4	16	23	71·3	133	373	296
Nizam's State	*1933-34*	*11*	*199*	*29*	*38*	*75·9*	*8*	*27*	*29·3*	*200*	*483*	*406*
	1934-35	11	202	28	39	73·0	7	19	34·2	206	503	426
Rohilkund and Kumaon	*1933-34*	*13*	*197*	*22*	*34*	*64·7*	*24*	*37*	*64·8*	*138*	*302*	*249*
	1934-35	12	195	20	30	66·7	14	25	56·0	136	298	245
South Indian	*1933-34*	*15*	*198*	*32*	*43*	*73·7*	*23*	*31*	*73·8*	*152*	*412*	*348*
	1934-35	15	197	33	45	72·6	23	32	71·1	160	432	367
Average for 5' 3½" gauge.	*1933-34*	*15*	*230*	*33*	*46*	*73·4*	*22*	*31*	*71·3*	*158*	*410*	*347*
	1934-35	16	230	33	46	71·8	22	32	70·1	174	422	357
1' 6" and 2' 0" Gauges.												
Bengal Nagpur	*1933-34*									*63*	*221*	*189*
	1934-35									67	219	187
Bombay, Baroda and Central India.	*1933-34*									*38*	*115*	*93*
	1934-35									40	116	90
Eastern Bengal	*1933-34*									*10*	*55*	*42*
	1934-35									11	53	40
Great Indian Peninsula	*1933-34*									*27*	*119*	*70*
	1934-35									27	119	72
North Western	*1933-34*									*33*	*139*	*90*
	1934-35									32	140	90
South Indian	*1933-34*									*35*	*127*	*87*
	1934-35									39	133	93
Average for 1' 6" and 2' 0" gauges	*1933-34*									*47*	*166*	*117*
	1934-35									46	168	118

24.-Statment of vehicles and wagons and their wage* ***on Class I Railways for the years 1933-34 and 1934-35.***

Railway.	Year.	COACHING STOCK							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).			AVERAGE WAGON LOAD (NET TON PER SUP (IN TONS) (IN TERMS OF 4-WHEELERS).	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day. (In terms of 4-wheelers).
		Average authorised stock (in units).		Average number of lids.				Vehicle miles per vehicle day (in terms of 4-wheelers.)	Average serviceable stock (in units).	Average number of wagons owned.		Average number of wagons (including bogied and 8-wheelers) daily hooked and supplied. (In terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
		Passenger carriages.	Other coaching vehicles.	Passenger Carriages. In units.	Passenger Carriages. In terms of 4-wheelers.	Other Coaching Vehicles. In units.	Other Coaching Vehicles. In terms of 4-wheelers.			In units.	In terms of 4-wheelers.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" Gauge.																		
Bengal Nagpur	*1933-34*	*643*	*376*	*821*	*1,594*	*243*	*335*	*114*	*22,962*	*23,209*	*24,539*	*23,106*	*20·6*	*17·4*	*13·2*	*14·3*	*27·9*	*255*
	1934-35	643	395	811	1,583	248	335	119	22,576	22,985	24,624	22,061	20·4	19·2	13·2	14·9	32·3	321
Bombay, Baroda and Central India.	*1933-34*	*623*	*326*	*870*	*1,097*	*296*	*237*	*121*	*10,426*	*9,567*	*9,804*	*9,088*	*19·3*	*15·5*	*10·1*	*12·2*	*30·3*	*364*
	1934-35	636	303	866	1,099	193	223	112	10,168	9,214	9,446	9,272	20·7	13·9	10·1	12·3	32·5	390
Eastern Bengal	*1933-34*	*492*	*245*	*811*	*1,593*	*259*	*276*	*103*	*6,352*	*7,843*	*8,063*	*7,287*	*19·2*	*14·3*	*8·19*	*10·1*	*28·7*	*161*
	1934-35	502	245	792	1,532	264	271	120	6,216	7,657	7,811	7,151	20·5	13·5	8·00	9·90	26·0	178
East Indian	*1933-34*	*2,721*	*986*	*2,698*	*4,824*	*679*	*845*	*139*	*50,903*	*47,517*	*47,954*	*46,893*	*20·5*	*13·5*	*8·48*	*14·7*	*33·9*	*323*
	1934-35	2,227	694	2,680	4,807	664	860	130	48,282	48,807	49,204	48,748	20·6	13·9	8·38	14·7	34·3	333
Great Indian Peninsula.	*1933-34*	*1,383*	*566*	*1,242*	*2,496*	*552*	*720*	*150*	*17,336*	*17,523*	*18,726*	*17,420*	*20·1*	*16·4*	*13·9*	*11·7*	*43·5*	*374*
	1934-35	1,222	626	1,168	2,346	574	698	109	17,287	17,190	18,369	17,593	19·6	15·3	11·1	11·5	45·2	366
Madras and Southern Mahratta.	*1933-34*	*649*	*421*	*714*	*1,165*	*237*	*241*	*101*	*5,764*	*5,850*	*5,939*	*5,463*	*20·3*	*13·5*	*7·19*	*10·5*	*36·6*	*231*
	1934-35	637	328	698	1,184	224	238	102	5,775	5,806	5,896	5,619	19·3	13·3	7·00	10·6	42·4	333
Nizam's State	*1933-34*	*120*	*63*	*118*	*200*	*34*	*37*	*168*	*2,107*	*2,142*	*2,142*	*2,012*	*19·3*	*16·5*	*5·19*	*13·1*	*35·0*	*227*
	1934-35	119	64	123	213	35	38	160	2,090	2,128	2,168	2,126	19·8	15·9	6·51	13·1	38·5	252
North Western	*1933-34*	*2,530*	*1,407*	*2,444*	*4,683*	*926*	*1,021*	*112*	*29,180*	*28,483*	*29,451*	*28,453*	*20·4*	*13·7*	*7·26*	*9·96*	*29·6*	*214*
	1934-35	2,474	1,364	2,427	4,682	932	1,013	118	28,507	29,287	29,254	27,931	20·4	13·5	8·09	10·1	31·7	230
South Indian	*1933-34*	*316*	*125*	*302*	*614*	*108*	*117*	*112*	*2,024*	*2,027*	*2,039*	*1,999*	*22·3*	*16·1*	*9·67*	*9·07*	*27·4*	*205*
	1934-35	316	126	313	623	105	114	112	2,299	2,144	2,156	1,049	22·3	16·4	9·33	9·67	31·0	227
Total 5' 6" Gauge and average.	*1933-34*	*9,885*	*4,794*	*9,624*	*16,256*	*3,329*	*3,829*	*123*	*148,227*	*144,144*	*148,905*	*143,307*				*12·5*	*32·5*	*233*
	1934-35	9,306	4,629	9,474	16,050	3,223	3,700	126	146,498	144,330	149,060	142,662				12·7	34·8	263
2' 3½" Gauge.																		
Assam Bengal	*1933-34*	*622*	*233*	*621*	*1,190*	*113*	*125*	*84*	*5,293*	*5,235*	*5,766*	*5,402*	*10·4*	*5·03*	*6·04*	*6·69*	*28·7*	*112*
	1934-35	620	239	618	1,188	117	129	83	5,306	5,222	5,702	5,823	10·5	5·55	6·41	6·93	29·6	139
Bengal and North Western.	*1933-34*	*1,382*	*249*	*1,313*	*1,859*	*64*	*55*	*117*	*10,229*	*11,577*	*11,761*	*11,765*	*10·4*	*5·80*	*5·84*	*7·11*	*25·9*	*122*
	1934-35	1,382	249	1,312	1,860	64	55	116	10,282	11,535	11,691	11,760	10·5	6·01	5·12	7·22	25·7	149
Bombay, Baroda & Central India.	*1933-34*	*1,453*	*297*	*1,303*	*2,350*	*138*	*189*	*84*	*8,764*	*8,689*	*10,160*	*10,181*	*9·25*	*9·17*	*6·87*	*6·82*	*34·1*	*167*
	1934-35	1,430	293	1,281	2,275	164	206	70	8,935	8,478	972	9,963	9·49	9·44	6·13	7·02	5·2	186
Burma	*1933-34*	*1,056*	*412*	*833*	*1,496*	*293*	*284*	*126*	*9,982*	*9,886*	*10,815*	*8,990*	*13·0*	*11·9*	*5·85*	*7·87*	*39·1*	*182*
	1934-35	1,007	438	771	1,491	189	220	110	9,638	9,632	10,548	9,117	12·6	12·1	6·11	8·29	38·3	196

*Does not INCLUDE ELECTRIC MULTIPLE UNIT SUBURDAN SERVICE STOCK.

24.Statement§ of vehicles and wagons and their usage on Class I Railways for the years 1933-34 and 1934-35 —concld.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 3½" Gauge—concld.																		
Eastern Bengal	1933-34	722	319	746	1,421	221	231	73	5,335	5,191	6,243	6,853	9·02	7·87	6·65	5·36	22·9	28
	1934-35	718	316	752	1,382	218	226	85	5,221	5,022	6,784	6,338	9·27	8·08	7·12	5·83	24·7	103
Jodhpur	1933-34	231	36	234	396	26	33	113	2,395	2,386	2,617	2,899	10·3	8·62	9·43	5·39	27·7	101
	1934-35	243	68	235	399	26	33	115	2,416	2,382	2,606	2,785	9·83	8·58	8·09	6·04	33·0	134
Madras and Southern Mahratta.	1933-34	594	227	864	1,459	175	185	91	7,297	8,059	8,462	8,363	10·6	8·01	5·00	6·56	29·3	144
	1934-35	581	230	891	1,466	177	187	87	7,296	7,879	8,267	8,159	11·3	8·89	4·90	6·40	29·7	141
Nizam's State.	33-34	159	41	155	233	16	16	121	1,346	1,334	1,330	1,275	9·39	10·4	5·66	7·73	29·7	177
	"-35	150	41	155	235	15	15	131	1,346	1,314	1,320	1,274	9·37	9·94	6·90	7·71	33·1	199
Rohilkund & Kumaon.	1933-34	230	82	230	345	36	36	104	2,468	2,531	2,631	2,609	11·2	11·5	6·92	9·85	15·7	99
	1934-35	249	83	229	343	37	38	100	2,475	2,646	2,686	2,393	13·6	11·5	6·67	10·5	15·7	107
South Indian	1933-34	1,285	268	1,821	2,422	137	215	99	5,371	5,384	7,652	7,512	10·3	8·66	5·25	5·86	22·4	99
	1934-35	1,261	191	1,216	2,414	135	214	102	5,220	5,390	7,578	7,417	10·4	8·19	5·22	5·94	23·9	105
Total 3' 3½" Gauge and Average.	1933-34	8,642	2,155	7,579	13,249	1,109	1,306	97	58,315	60,355	68,060	66,329				6·76	26·6	134
	1934-35	7,951	2,168	7,440	13,153	1,123	1,326	95	58,191	59,469	67,155	64,228				6·97	28·2	147
2' 6" & 2' 0" Gauges.																		
Bengal Nagpur	1933-34	395	57	533	755	25	49	69	1,962	1,952	3,884	3,796				4·69	11·6	36
	1934-35	396	57	534	756	25	49	69	1,962	1,952	3,884	3,781				3·64	11·6	30
Bombay, Baroda and Central India.	1933-34	71	1	68	135	1	2	*	316	305	506	504				6·16	9·58	25
	1934-35	71	1	70	140	1	2	*	316	304	504	502				6·40	9·08	25
Eastern Bengal	1933-34	63	3	53	64	Nil	Nil	47	25	25	25	7				1·36	16·8	23
	1934-35	63	3	55	61	Nil	Nil	51	25	25	25	7				1 87	16·3	31
Great Indian Peninsula.	1933-34	46	3	46	91	2	2	69	201	201	397	397				2·99	15·6	33
	1934-35	46	3	46	92	2	2	68	201	201	397	397				2·90	16·0	33
North Western	1933-34	334	85	366	577	68	111	32	822	762	1,366	1,271				3·51	17·5	42
	1934-35	309	81	297	570	66	108	33	770	730	1,363	1,267				3·41	17·8	40
South Indian	1933-34	34	1	34	68	Nil	Nil	75	75	71	156	156				2·77	11·3	25
	1934-35	34	1	34	68	Nil	Nil	74	76	78	156	156				2·87	12·5	29
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE.	1933-34	965	145	897	1,590	96	164	44	3,396	3,323	6,314	6,131				3·55	12·7	42
	1934-35	920	145	889	1,665	94	161	43	3,343	3,320	6,308	6,110				3·52	13·1	32

*Information not available.

i Does not include electric multiple unit suburban service stock.

25.—Statement of Density of Traffic on Class J Railways for the years 1933-34 and 1934-35.

Hallway.	Year.	Passenger miles per annum (Including Departmental.)		Net ton miles per annum (Including Departmental.)		Gross ton miles per annum (Including Departmental & weight of engine.)		Train miles per running track miles perday (Including Department. al)
		Pet running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
J	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur .	*1933-34*	*231,371*	*310,569*	*815,359*	*897,344*	*2,713,740*	*2,989,290*	*11·0*
	1934-35	294,794	325,382	939,103	1,034.018	3,029,431	3,336,791	12·2
Bombay, Baroda and Central India.	*1933-34*	*693,453*	*847,175*	*611,158*	*754,609*	*2,431,697*	*2,939,422*	*10·3*
	1934-35	703,958	860,008	643,282	795,267	2,369,154	2,904,238	10·7
Eastern Bengal .	*1933-34*	*563,926*	*696,852*	*436,739*	*541.153*	*2,724,823*	*3,376,256*	*15·1*
	1934-35	598,308	738,658	537,788	665,710	3,271,534	4,049,878	18·2
East Indian .	*1933-34*	*590,980*	*740,662*	*1,013,139*	*1,263,213*	*3,494,002*	*4,350,413*	*14·1*
	1934-35	612,933	768,184	1,090,548	1,359,781	3,740,884	4.657,980	14·6
Great Indian Peninsula.	*1933-34*	*377,667*	*472,410*	*549,556*	*687,419*	*2,535,569*	*3,171,652*	*13·5*
	1934-35	391,232	489,378	575,991	720,486	2,630,760	3,290,721	13·7
Madras and Southern Mahratta.	*1933-34*	*544,871*	*572,258*	*551.389*	*579,078*	*2,782,744*	*2,922,482*	*14·1*
	1934-35	570,713	599,985	570,321	599,518	2,852,606	2,998,855	14·2
Nizam's State,	*1933-34*	*237,033*	*237,033*	*353,901*	*353,901*	*1,444,276*	*1,444,276*	*7·12*
	1934-35	233,539	233,639	402,195	402,195	1,589,981	1,589,984	7·23
North Western .	*1933-34*	*385,898*	*446,132*	*324,096*	*369,731*	*1,633,614*	*1,863,635*	*8·12*
	1934-35	411,218	469,186	353,095	402,869	1,725,298	1,968,503	8·51
South Indian .	*1933-34*	*498,689*	*498,689*	*261,004*	*261,004*	*1,913,116*	*1,913,116*	*13·8*
	1934-35	506,662	506,662	285,509	285,509	1,960,419	1,960,419	14·1
Totale 5' 6' gauge .	*1933 34*	*463,155*	*531,911*	*607,388*	*712,948*	*2,481,564*	*2,912,845*	*11·4*
	1934-35	472,237	554,008	669,245	773,481	2,644,086	3,102,201	11·9
3'3½" GAUGE.								
Assam Bengal .	*1933-34*	*205,170*	*205,170*	*180,234*	*180,234*	*833,126*	*833,126*	*7·33*
	1934-35	199,429	199,429	214,566	214,566	904,263	904,263	7·64
Bengal and North Western.	*1933-34*	*459,722*	*461,828*	*249,131*	*250,272*	*563,216*	*565,797*	*10·1*
	1934-35	476,095	478,277	298,075	300,043	671,755	674,833	10·7
Bombay, Barod a and Centre? India.	*1933-34*	*433,967*	*434,518*	*282,658*	*283,016*	*1,177,787*	*1,179,280*	*9·72*
	1934-35	446,881	447,427	309,080	309,488	1,236,734	1,238,303	9·85
Burma	*1933-34*	*201,224*	*221,473*	*276,159*	*303,939*	*1,062,912*	*1,169,870*	*8·66*
	1934-35	207,814	228,662	298,430	328,408	1,106,669	1,218,018	8·96

25.—Statement of Density of Traffic on Class I Railways for the years 1933-34 and 1934-35—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3' 3½" Gauge—*concld.*								
Eastern Bengal .	*1933-34*	*518,876*	*321,950*	*209,635*	*211,004*	*1,183,273*	*1,198,548*	*9·25*
	1934-35	522,306	324,497	229,641	231,263	1,255,511	1,264,048	9·89
Jodhpur . . .	*1933-34*	*165,948*	*165,948*	*115,272*	*115,272*	*534,260*	*534,260*	*4·57*
	1934-35	184,987	184,087	147,521	147,521	616,348	616,348	5·02
Madras and Southern Mahratta.	*1933-34*	*207,604*	*207,604*	*213,907*	*213,907*	*998,991*	*998,991*	*9·59*
	1934-35	211,451	211,569	204,811	204,925	975,637	976,176	9·37
Nizam's State .	*1933-34*	*242,713*	*248,652*	*125,621*	*129,014*	*621,740*	*638,533*	**6·01*
	1934-35	240,924	247,431	133,270	136,870	653,984	671,648	6·13
Rohilkund and Kumaon.	*1933-34*	*296,186*	*296,737*	*155,678*	*155,995*	*697,916*	*699,355*	*8·28*
	1934-35	302,800	303,215	174,795	176,150	748,033	749,553	8·76
South Indian . .	*1933-34*	*641,363*	*651,985*	*155,482*	*158,342*	*1,132,267*	*1,154,486*	*13·9*
	1934-35	643,182	654,015	186,311	189,420	1,196,498	1,220,361	14·5
Total 3' 3½" Gauge .	*1933-34*	*327,315*	*333,520*	*217,965*	*222,097*	*1,001,299*	*1,020,283*	*9·16*
	1934-35	334,755	341,126	238,617	243,158	1,057,945	1,078,079	9·50
2' 6" and 2' 0" Gauges.								
Bengal Nagpur . .	*1933-34*	*82,423*	*82,423*	*48,017*	*48,017*	*347,385*	*347,385*	*5·08*
	1934-35	87,737	87,737	47,968	47,968	348,982	348,982	5·03
Bombay, Baroda and Central India.	*1933-34*	*126,524*	*126,524*	*21,855*	*21,855*	*167,118*	*167,118*	*4·90*
	1934-35	123,435	123,435	21,449	21,449	162,688	162,688	4·82
Eastern Bengal . .	*1933-34*	*166,179*	*166,179*	*2,399*	*2,399*	*163,750*	*163,750*	*5·18*
	1934-35	164,755	164,755	3,406	3,406	174,842	174,842	5·71
Great Indian Peninsula	*1933-34*	*50,371*	*50,371*	*27,089*	*27,089*	*230,398*	*230,398*	*5·35*
	1934-35	50,644	50,644	26,584	26,584	230,167	230,167	5·39
North Western . .	*1933-34*	*52,863*	*52,863*	*30,239*	*30,239*	*233,187*	*233,187*	*4·49*
	1934-35	50,854	50,854	28,303	28,303	234,416	234,416	4·48
South Indian . .	*1933-34*	*56,212*	*56,212*	*14,262*	*14,262*	*171,481*	*171,481*	*4·36*
	1934-35	48,915	48,915	16,932	16,932	173,938	173,938	4·20
Total 2' 6" and 2' 0" Gauges.	*1933-34*	*73,647*	*73,647*	*34,718*	*34,718*	*267,782*	*267,782*	*4·59*
	1934-35	75,261	75,261	34,389	34,389	270,402	270,402	4·58
Total Class I Railways	*1933-34*	*387,769*	*427,821*	*436,876*	*481,999*	*1,831,464*	*2,020,529*	*10·2*
	1934-35	402,053	443,593	475,506	524,636	1,950,309	2,151,915	10·7

*Revised figures.

26 (a).—Statement of Repairs of Rolling Stock of ***Class 1 Railway***

Railway	Year.	ENGINES. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	Percentage of column 5 to average total No. on line.	COACHING STOCK. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carnages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
	line.	2	3	4	5	ft	7	8	9	10
5' 6" GAUGE.										
	1933-34	*51*	*7·13*	*109*	*15·3*	*108*	*32*	*13·1*	*12·8*
	1934-35	45	6·40	142	20·0	84	32	10·4	10·3
Bombay, Baroda and Central India	*1933-34*	*21*	*6·38*	*46*	*12·4*	*71*	*29*	*12·5*	*9·81*
	1934-35	23	6·28	52	14·3	87	23	15·3	12·1
	1933-34	*21*	*5·70*	*29*	*9·52*	*103*	*52*	*12·7*	*20·2*
	1934-35	23	7·69	42	14·0	110	46	13·9	18·1
East Indian	*1933-34*	*61*	*3·78*	*178*	*11·0*	*158*	*36*	*5·45*	*5·37*
	1934-35	56	3·61	176	11·2	174	30	6·74	4·62
Great Indian Peninsula — Steam .	*1933-34*	*20*	*3·38*	*130*	*15·0*	*81*	*29*	*6·52*	*4·90*
	1934-35	27	3·21	126	15·6	66	23	5·68	4·00
Great Indian Peninsula — Electric* .	*1933-34*	*2*	*3·08*	*6*	*9·23*				
	1934-35	3	4·62	6	9·23				
Madras and Southern Mahratta .	*1933-34*	*33*	*10·5*	*42*	*14·0*	*58*	*13*	*8·06*	*5·55*
	1934-35	29	9·16	50	16·8	62	15	8·93	6·74
	1933-34	*7*	*7·78*	*16*	*17·8*	*11*	*3*	*9·32*	*5·82*
	1934-35	8	9·30	15	17·4	11	3	8·94	5·57
North Western	*1933-34*	*39*	*3·06*	*116*	*9·09*	*236*	*86*	*9·66*	*9·17*
	1934-35	49	3·91	125	9·96	272	99	11·2	10·6
	1933-34	*9*	*6·84*	*27*	*17·8*	*27*	*5*	*8·94*	*4·63*
	1934-35	9	6·18	22	14·6	28	8	8·97	7·62
Total 5' 6* gauge — Steam .	*1933-34*	*274*	*4·79*	*693*	*12·1*	*853*	*276*	*8·97*	*8·41*
	1934-35	260	4·51	707	12·6	894	277	9·44	8·58
Total 5' 6* gauge — Electric*	*1933-34*	*2*	*3·08*	*6*	*9·23*				
	1934-35	3	4·62	6	9·23				
3' 3⅜* GAUGE.										
	1933-34	*10*	*4·93*	*33*	*16·3*	*55*	*21*	*13·7*	*7·96*
	1934-35	6	2·04	25	12·3	66	18	10·7	7·69
Bengal and North-Western	*1933-34*	*14*	*5·65*	*13*	*5·39*	*52*	*1*	*6·25*	*1·85*
	1934-35	10	2·64	12	3·17	99	1	7·56	1·85
Bombay, Baroda and Central India	*1933-34*	*23*	*4·62*	*36*	*7·93*	*79*	*6*	*6·06*	*4·35*
	1934-35	21	4·46	41	8·89	77	9	6·11	5·49
	1933-34	*18*	*4·37*	*24*	*5·38*	*39*	*2*	*3·61*	*1·61*
	1934-35	19	4·79	27	8·98	33	2	4·13	0·98

* Excluding Electric multiple unit suburban trains.

for the years 1933-34 and 2934-35.

COACHING STOCK.				GOODS STOCK.				Hor Boxes 4VERAGENUMBER (MONTHLY.				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagens daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshop*.		J In Sick lines and transportation Workshop*.						
Passanger carriages	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line	Number.	Per 10,000,000 Vehicle miles.	Number.	1,000,000 Wagon mites.	
11	12	13	14	15	16	17		19	20	21	i 22	23
												5' 6" Gauge.
22	21	3·84	4·36	313	1·35	4,333	18·9	3	3·71	509	14·5	Bengal-Nagpur.
44	21	5·44	6·16	558	2·63	1,532	6·94	2	3·34	245	10·5	
2	1	0·37	0·40	219	2·19	85	0·88	2	5·15	71	7·48	Bombay, Baroda and Central India.
2	1	0·32	0·52	234	2·52	177	2·55	1	2·11	62	6·52	
2	1	0·30	0·21	74	1·01	149	2·04	1	6·56	54	8·69	Eastern Bengal.
3	1	0·42	0·56	62	0·87	194	2·71	3	4·76	61	7·70	
42	9	1·61	1·34	276	0·59	5,966	12·7	27	11·5	540	10·5	East Indian.
56	14	2·17	2·11	322	0·56	6,570	13·5	12	4·98	640	11·6	
40	12	3·12	2·89	182	1·04	756	4·34	6	5·32	224	9·19	Steam..
48	19	3·98	3·33	174	0·98	686	3·88	7	4·57	100	6·27	Great Indian Peninsula.
												*Electric.
8	1	0·73	0·45	121	1·88	335	5·97	7	15·9	56	8·45	Madras and Southern Mahratta.
4	1	0·61	0·42	94	1 67	116	2·06	4	8·90	52	7·82	
1	Nil	0 85	Nil	59	2·93	17	0·84	3	21·3	19	8·17	Nizam's State.
2	Nil	1·63	Nil	42	1·96	60	2·81	2	14·6	15	5·59	
36	25	3·51	2·68	715	2·37	1,375	4·85	14	6·96	326	11·9	North Western.
71	21	2·93	2·24	412	1·48	1,922	6·88	6	2·99	216	7·44	
9	1	3·06	1·07	50	2·59	22	1·19	1	1·65	12	6·35	South Indian.
11	1	3·40	0·86	77	3·96	25	1·80	1	1·28	7	3·08	
519	76	2·98	2·72	2,907	1·40	13,988	9·13	69		1,621		Steam.
239	79	2·62	2·45	1,975	1·39	11,202	7·92	38		1,468		Total 5' 6" Gauge.
												*Electric.
												3' 3½" Gauge.
3	..	0·41	(a) 0·35	94	1·74	40	0·74	13	37·0	25	6·00	Assam-Bengal.
2	..	0·25	(a)0·15	84	1·58	26	0·53	5	14·0	36	7·00	
2	..	0·16	(a)0·13	115	0·98	195	0·92	2	2·21	15	1·56	Bengal and North-Western.
3	Nil	0·23	Nil	148	1·26	88	0·75	3	3·61	16	1·33	
15	1	1·00	0·67	89	0·88	86	0·85	12	15·7	96	8·79	Bombay, Baroda and Central India.
13	1	0·99	0·45	57	0·68	159	1·89	23	30·5	160	8·60	
20	3	3·37	1·33	33	0·37	168	1·86	2	3·52	33	3·48	Burma.
19	3	2·48	1·34	43	0·47	177	1·94	3	5·19	39	3·35	

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

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

Railway.	Year.	ENGINES. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	in sheds and transportation Workshops. Number.	in sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	COACHING STOCK. Average number under or awaiting repairs daily (in units). in Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3½" Gauge—*concld.*									
Eastern Bengal	*1933-34*	*9*	*3·85*	*26*	*11·5*	*96*	*17*	*8·41*	*7·59*
	1934-35	0	4·06	38	17·5	72	17	9·63	7·65
	1933-34	*3*	*2·80*	*6*	*4·67*	*20*	*2*	*8·55*	*7·70*
	1934-35	3	2·80	6	5·61	21	3	8·94	11·5
Madras and Southern Mahratta	*1933-34*	*16*	*4·53*	*36*	*9·96*	*63*	*10*	*7·14*	*5·56*
	1934-35	19	5·24	37	10·3	72	10	8·11	5·58
	1933-34	*4*	*4·88*	*15*	*18·3*	*16*	*1*	*10·3*	*6·25*
	1934-35	5	6·02	18	21·7	14	1	9·03	6·25
Rohilkund and Kumaon	*1933-34*	*3*	*3·35*	*4*	*5·43*	*19*	*6*	*8·23*	*16·7*
	1934-35	3	3·53	2	2·92	14	3	6·07	8·46
South Indian — Steam	*1933-34*	*20*	*6·01*	*76*	*18·7*	*100*	*8*	*8·19*	*5·84*
	1934-35	21	5·16	59	14·9	88	7	7·32	5·19
South Indian — Electric*	*1933-34*	*Nil*	*Nil*	..	(a)2·00				
	1934-35	Nil	Nil	Nil	Nil				
Total 3' 3½" Gauge — Steam	*1933-34*	*120*	*4·41*	*268*	*9·85*	*560*	*74*	*7·39*	*6·67*
	1934-35	116	4·30	265	9·83	556	71	7·47	6·27
Total 3' 3½" Gauge — Electric*	*1933-34*	*Nil*	*Nil*	..	(a)2·00				
	1934-35	Nil	Nil	Nil	Nil				
2' 6" AND 2' 0" GAUGES.									
	1933-34	*11*	*9·41*	*15*	*12·7*	*19*	*2*	*4·92*	*6·07*
	1934-35	8	6·75	10	14·4	24	2	6·29	6·56
Bombay, Baroda and Central India	*1933-34*	*1*	*2·39*	*3*	*13·2*	*1*	*Nil*	*1·36*	*Nil*
	1934-35	2	6·41	4	15·1	1	1	1·08	5·32
Eastern Bengal	*1933-34*	..	(a)2·21	*2*	*17·2*	*2*	*Nil*	*3·91*	*Nil*
	1934-35	1	7·31	2	21·7	4	Nil	8·00	Nil
Great Indian Peninsula	*1933-34*	*1*	*4·55*	*3*	*13·6*	*Nil*	*Nil*	*Nil*	*Nil*
	1934-35	1	4·55	4	18·2	2	Nil	4·17	Nil
North Western	*1933-34*	*2*	*2·63*	*12*	*11·6*	*11*	*2*	*3·59*	*2·94*
	1934-35	4	4·22	10	9·84	22	7	7·41	10·6
	1933-34	..	(a)1·00	*2*	*14·8*	*Nil*	*Nil*	*Nil*	*Nil*
	1934-35	..	(a)3·00	1	9·82	Nil	Nil	Nil	Nil
Total 2' 6* and 2' 0* Gauges	*1933-34*	*15*	*5·26*	*37*	*13·0*	*35*	*4*	*3·68*	*4·17*
	1934-35	16	5·65	37	13·1	53	10	5·97	10·6
TOTAL CLASS I RAILWAYS. — Steam	*1933-34*	*402*	*4·69*	*998*	*11·4*	*1,456*	*354*	*8·04*	*7·89*
	1934-35	401	4·68	1,000	11·8	1,503	358	8·44	8·04
TOTAL CLASS I RAILWAYS. — Electrics	*1933-34*	*2*	*3·06*	*6*	*8·22*				
	1934-35	3	4·62	6	9·23				

* Excluding electric multiple unit suburban trains,

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

for the years 1933-34 and 1934-35—**concld.**

COACHING STOCK.				Goods STOCK.				HOT BOXES, AVERAGE NUMBER (MONTHLY).				
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
in Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						Railway.
Passenger carriages.	Other Coaching Vehicles	Percentage of column 11 to average total No. on line,	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
12		13	14		16	17	18	19	20	21	22	23
10	*1*	*1·28*	*0·53*	*85*	*1·24*	*121*	*1·76*	*2*	*4·51*	*6*	*1·20*	3' 3½" GAUGE—**concld.**
10	2	1·30	3·99	71	1·11	181	2·85	4	9·39	6	1·08	Eastern **Bengal.**
1	..	*0·48*	*(a) 0·35*	*63*	*2·35*	*7*	*0·26*	*1*	*6·61*	*5*	*2·48*	Jodhpur.
1	Nil	0·51	Nil	53	1·90	9	0·32	2	10·7	7	2·21	
9	*1*	*1·05*	*0·60*	*44*	*0·53*	*128*	*1·53*	*17*	*37·0*	*151*	*18·3*	Madras and Southern Mahratta.
9	2	1·00	0·90	44	0·53	115	1·41	12	25·5	106	13·5	
1	*Nil*	*0·85*	*Nil*	*64*	*5·02*	*3*	*0·24*	*1*	*6·41*	*5*	*4·17*	Nizam's State.
2	Nil	1·29	Nil	33	2·59	13	1·02	2	14·9	5	3·17	
Nil	*Nil*	*Nil*	*Nil*	*33*	*1·38*	*23*	*0·96*	*2*	*11·3*	*6*	*4·29*	Rohilkund and **Kumaon.**
Nil	Nil	Nil	Nil	37	1·83	22	0·92	3	22·8	8	5·46	
†21	*3*	*1·89*	*2·70*	*102*	*1·36*	*220*	*2·92*	*1*	*1·24*	*15*	*2·37*	Steam
19	3	1·55	2·01	100	1·47	183	2·46	1	0·80	14	2·00	South **Indian.**
												Electric
†80	*9*	*1·04*	*0·81*	*722*	*1·11*	*884*	*1·35*	*53*		*358*		Steam
78	11	1·05	0·97	679	1·05	975	1·51	58		395		Total 3' 3 3/8" Gauge.
												Electric
11	*3*	*2·76*	*6·96*	*24*	*0·64*	*137*	*3·62*	*3*	*19·5*	*3*	*2·18*	2' 0" AND 2' 0" GAUGES.
16	3	4·07	8·39	23	0·61	195	5·15	1	5·21	3	2·16	Bengal-Nagpur.
4	*1*	*6·65*	*33·3*	*1*	*0·18*	*14*	*2·86*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda **and** Central India.
3	1	3·46	41·7	1	0·22	9	1·88	Nil	Nil	Nil	Nil	
Nil	*Nil*	*Nil*	*Nil*	..	*(a) 0·61*	..	*(a)0·61*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
..	Nil	(a)0·04	Nil	..	(a) 1·05	..	(a)0·90	Nil	Nil	Nil	Nil	
3	*Nil*	*6·65*	*Nil*	*Nil*	*Nil*	*7*	*1·77*	*Nil*	*Nil*	..	*(a)0·32*	Great Indian **Peninsula.**
2	Nil	3·92	Nil	Nil	Nil	10	2·52	Nil	Nil	*Nil*	*Nil*	
11	*2*	*3·66*	*8·29*	*14*	*1·10*	*61*	*4·80*	*1*	*9·73*	*9*	*11·4*	North Western.
8	1	1·74	2·13	4	0·32	41	3·24	..	(a)1·07	4	4·63	
1	*Nil*	*3·79*	*Nil*	*Nil*	*Nil*	*3*	*1·92*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
1	Nil	4·35	Nil	Nil	Nil	3	1·92	Nil	Nil	Nil	Nil	
30	*6*	*3·34*	*6·25*	*39*	*0·64*	*222*	*3·62*	*4*		*12*		Total 2' 6" and 2' 0" Gauges.
27	5	3·04	5·32	28	0·46	258	4·22	1		7		
†329	*91*	*1·61*	*2·03*	*2,705*	*1·29*	*14,194*	*6·61*	*126*		*1,991*		Steam
344	95	1·93	2·13	2,682	1·26	12,525	5·87	97		1,870		TOTAL CLASS I RAILWAYS.
												Electric

† Revised figures.

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

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total,
1	2	3	4
5' 6" GAUGE.	AS.	AS.	AS.
Bengal Nagpur	1.93	1.03	2.96
Bombay, Baroda & Central India	2.25	1.38	3.63
Eastern Bengal	1.62	0.82	2.44
East Indian	1.49	1.32	2.81
Great Indian Peninsula	1.72	1.15	2.87
Madras and Southern Mahratta	2.61	1.24	3.85
Nizam's State	2.27	1.14	3.41
Northwestern .. .. ,.	1.36	1.54	2.90
South Indian	1.74	1.27	3.01
Averages			3 .04
3' 3½" GAUGE.			
AssamBengal	1.80	1.63	3.43
Bengal and North Western	1.28	1.34	2.62
Bombay, Baroda & Central India	3.37	1.80	5.17
Burma	1.33	1.33	2.66
Eastern Bengal	1.85	0.98	2.83
Jodhpur	1.64	1.79	3.43
Madras and Southern Mahratta	1.89	1.20	3.09
Nizam's State ..	2.33	1.93	4.26
Rohilkund and Kumaon	1.26	1.57	2.82
South Indian	2.10	1.67	3.77
Averages			3.36

'Coat per equated engine mile = cost per engine mile X $\frac{20,000}{\text{Average Tractive Effort per engine}}$

Class I Railways for the year 1934-35,

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	Railway.
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6* GAUGE
702.2	141.2	843.4	97.4	58 9	156.3	Bengal Nagpur.
897.6	131.2	1028.8	91.3	42.1	133.4	Bombay, Baroda & Central India.
518.5	68.9	587.4	68.1	9.21	77-3	Eastern Bengal.
534.5	100.3	634.8	52.1	40.0	92.1	East Indian.
696.6	129.1	825.7	52.8	54.6	107.4	Great Indian Peninsula.
518.2	84-9	603.1	85.9	33.8	119.7	Madras and Southern Mahratta.
629.4	46.5	675.9	85.4	24.0	109.4	Nizam's State.
490.4	71.1	561.5	66.0	38.2	104.2	North-Western.
288.5	43.0	331.5	67.7	14.2	81.9	South Indian.
		660.9			109.6	Averages.
						3' 3f* GAUGE.
302.0	20.5	322.5 !	49.5	10.6	60.1	Assam Bengal.
183.7	64.0	247.7	18.7	120	30.7	Bengal and North Western.
393.2	85.4	478.6	41.0 !	19.4	60.4	Bombay, Baroda & Central India.
151.0	27.9	178.9	54.2	13.9	68.3	Burma.
365.6	57.8	423.4	37.2	11.6	48.8	Eastern Bengal.
381.7	13.4	395.1	42.1	†—9.66	32.4	Jorlhpur.
290.3	32.7	3230	300	10.8	40.8	Madras and Southern Mahratta.
471.8	33.7	505.5	79.4	17.4	96.8	Nizam's State.
210.9	46.9	257.8	20.9	6.48	27.4	Rohilkund and Kumaon.
178.9	30.2	209.1	18.6	5.89	24.5	South Indian.
		311.8			470	Averages.

†Includes certain adjustments.

27 (a).—*Statement of coal consumed* ***on Class 1 Railways***

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR *PUMPING* ENGINES,	
		Foreign coal?	Indian coal.	Wood Indian Wood	*Oil* fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3		4 5 6		7	8	9
5' 6* GAUGE.								
Bengal Nagpur	*1933-34*	*Nil*	*631,741*	*Nil*	*Nil*	*631,741*	*Nil*	*105,736*
	1934-35	Nil	711,312	Nil	Nil	711,312	Nil	112,399
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*274,228*	*3,471*	*Nil*	*278,616*	*Nil*	*19,708*
	1934-35	Nil	273,972	3,148	Nil	276,231	Nil	20,176
Eastern Bengal	*1933-34*	*Nil*	*233,733*	*Nil*	*Nil*	*233,733*	*Nil*	*46,297*
	1934-35	Nil	293,634	Nil	Nil	293,634	Nil	59,518
East Indian	*1933-34*	*Nil*	*1,247,086*	*273*	*Nil*	*1,247,195*	*Nil*	*171,156*
	1934-35	Nil	1,323,705	345	Nil	1,323,843	Nil	168,648
Great Indian Peninsula	*1933-34*	*Nil*	*725,700*	*92*	*12,521*	*748,502*	*Nil*	*100,405*
	1934-35	Nil	800,068	93	6,580	812,001	Nil	100,769
Madras and Southern Mahratta	*1933-34*	*Nil*	*259,819*	*10*	*17*	*259,854*	*Nil*	*13,901*
	1934-35	Nil	265,040	10	18	265,086	Nil	14,539
Nizam's State	*1933-34*	*Nil*	*91,900*	*245*	*Nil*	*91,998*	*Nil*	*5,209*
	1934-35	Nil	90,901	241	Nil	91,087	Nil	3,514
North Western	*1933-34*	*Nil*	*806,296*	*Nil*	*32,494*	*865,376*	*Nil*	*106,755*
	1934-35	Nil	859,134	Nil	34,201	921,319	54	102,528
South Indian	*1933-34*	*Nil*	*90,977*	*142*	*2*	*91,037*	*Nil*	*1,670*
	1934-35	Nil	93,834	180	..	93,906	Nil	1,446
Total 5' 6" Gauge .	*1933-34*	*Nil*	*4,351,480*	*4,233*	*45,034*	*4,435,052*	*Nil*	*570,926*
	1934-35	Nil	4,711,589	4,022	40,799	4,787,379	54	583,537
3' $3^{3/8}$ GAUGE.								
Assam Bengal	*1933-34*	*Nil*	*89,775*	*Nil*	*Nil*	*89,775*	*Nil*	*15,256*
	1934-35	Nil	100,326	Nil	Nil	100,326	Nil	15,800
Bengal and North Western	*1933-34*	*Nil*	*182,711*	*Nil*	*Nil*	*182,711*	*Nil*	*52,787*
	1934-35	Nil	194,680	Nil	Nil	194,680	Nil	54,923
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*207,674*	*3,007*	*Nil*	*208,376*	*Nil*	*16,365*
	1934-35	Nil	222,197	3,091	Nil	223,433	Nil	16,546
	1933-34	*Nil*	*177,339*	*11,666*	*Nil*	*182,065*	*Nil*	*7,209*
	1934-35	Nil	156,668	10,012	Nil	190,893	Nil	9,223

* 2½ tons of wood — 0.55 ton of oilfuel =

during the years 1933-34 and 1934-36.

XLL OTHER PURPOSES SUCH AS FOR WORKSHOPS. STEAMERS, ETC.) (TONS).			FUEL CONSUMED. (TONS.)					
Wood.	Oil fuel.	• Total (in terms of coal)	foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Railway.
10	11	12	13	14	15	16	: 17	18
								5' 6' GAUGE.
Nil	*Nil*	*105,735*	*Nil*	*737,476*	*Nil*	*Nil*	*737,476*	Bengal Nagpur,
Nil	Nil	112,399	Nil	823,711	Nil	Nil	823,711	
1,942	*Nil*	*20,485*	*Nil*	*293,936*	*5,413*	*Nil*	*296,101*	Bombay, Baroda and Central India.
1,342	Nil	20,713	Nil	294,148	4,490	Nil	295,944	
Nil	*Nil*	*46,297*	*Nil*	*280,030*	*Nil*	*Nil*	*280,030*	Eastern Bengal
Nil	Nil	59,518	Nil	353,052	Nil	Nil	353,052	
770	*731*	*172,794*	*Nil*	*1,418,242*	*1,043*	*731*	*1,419,989*	East Indian.
858	872	170,577	Nil	1,492,363	1,203	872	1,494,120	
Nil	*1,750*	*103,653*	*Nil*	*820,105*	*92*	*14,307*	*852,155*	Great Indian Peninsula.
Nil	1,699	102,942	Nil	900,827	98	8,270	915,903	
Nil	*662*	*15,103*	*Nil*	*273,720*	*19*	*679*	*274,957*	Madras and Southern Mahratta*
21	621	15,686	Nil	279,688	31	642	280,766	
18	*Nil*	*5,306*	*Nil*	*87,199*	*263*	*Nil*	*87,304*	Nizam's State.
19	Nil	3,622	Nil	94,505	260	Nil	94,009	
5	*4,779*	*115,418*	*Nil*	*913,051*	*5*	*37,273*	*980,824*	North Western.
Nil	5,038	111,755	54	961,062	Nil	39,239	1,033,074	
Nil	*16*	*1,700*	*Nil*	*92,657*	*142*	*18*	*92,737*	South Indian.
Nil	Nil	1,446	Nil	95,280	180	..	95,352	
2,735	*7,974*	*586,521*	*Nil*	*4,922,406*	*6,968*	*53,008*	*5,021,573*	Total 5' 6* Gauge.
2,240	8,224	590,462	54	5,295,126	6,262	49,023	5,386,831	
								3'3 3/8' GAUGE.
Nil	*96*	*15,431*	*Nil*	*105,031*	*Nil*	*96*	*105,206*	Assam Bengal.
Nil	176	16,120	Nil	116,125	Nil	176	116,115	
Nil	*Nil*	*52,757*	*Nil*	*236,498*	*Nil*	*Nil*	*235,498*	Bengal and North Western.
Nil	Nil	54,923	Nil	249,602	Nil	Nil	249,602	
156	*Nil*	*16,417*	*Nil*	*224,029*	*3,162*	*Nil*	*225,293*	Bombay, Baroda and Central India.
169	Nil	16,614	Nil	238,713	3,260	Nil	240,047	
16,673	*Nil*	*12,089*	*Nil*	*185,199*	*22,338*	*Nil*	*194,134*	Burma.
6,161	Nil	11,688	Nil	195,811	16,179	Nil	202,281	

1 ton of coal.
1 ton of coal.
H53CRAccts

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

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS)					FUEL CONSUMED FOR *PUMPING ENGINES*	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign	Indian coal.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concld.								
Eastern Bengal	*1933-34*	*Nil*	*107,489*	*Nil*	*Nil*	*107,489*	*Nil*	*22,701*
	1934-35	Nil	120,514	Nil	Nil	120,514	Nil	27,108
Jodhpur	*1933-34*	*Nil*	*40,460*	*216*	*Nil*	*40,546*	*Nil*	*3,235*
	1934-35	Nil	43,988	233	Nil	44,081	Nil	3,468
Madras and Southern Mahratta	*1933-34*	*Nil*	*182,087*	*Nil*	*19*	*182,106*	*Nil*	*10,383*
	1934-35	Nil	173,512	Nil	10	173,530	Nil	11,266
Nizam's State	*1933-34*	*Nil*	*51,254*	*143*	*Nil*	*51,311*	*Nil*	*2,251*
	1934-35	Nil	53,745	127	Nil	53,796	Nil	2,149
Rohilkund and Kumaon	*1933-34*	*Nil*	*34,309*	*Nil*	*Nil*	*34,309*	*Nil*	*6,664*
	1934-35	Nil	36,574	Nil	Nil	36,574	Nil	7,120
South Indian	*1933-34*	*Nil*	*162,720*	*267*	*1*	*162,829*	*Nil*	*23,536*
	1934-35	Nil	160,460	366	..	160,807	Nil	22,450
Total 3' 3½' Gauge	*1933-34*	*Nil*	*1,235,676*	*15,295*	*11*	*1,242,016*	*Nil*	*161,463*
	1934-35	Nil	1,292,583	13,629	10	1,298,133	Nil	170,043
2' 6" AND 2' 0* GAUGES.								
Bengal Nagpur	*1933-34*	*Nil*	*57,739*	*Nil*	*Nil*	*57,739*	*Nil*	*6,763*
	1934-35	Nil	58,064	Nil	Nil	58,064	Nil	8,913
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*7,238*	*166*	*Nil*	*7,304*	*Nil*	*136*
	1934-35	Nil	7,364	130	Nil	7,416	Nil	183
Eastern Bengal	*1933-34*	*Nil*	*1,480*	*Nil*	*Nil*	*1,480*	*Nil*	*166*
	1934-35	Nil	1,576	Nil	Nil	1,576	Nil	158
Great Indian Peninsula	*1933-34*	*Nil*	*12,876*	*Nil*	*Nil*	*12,876*	*Nil*	*883*
	1934-35	Nil	12,642	Nil	Nil	12,642	Nil	777
North-Western	*1933-34*	*Nil*	*36,007*	*Nil*	*Nil*	*36,007*	*Nil*	*3,923*
	1934-35	Nil	36,066	Nil	Nil	36,066	Nil	3,976
South Indian	*1933-34*	*Nil*	*2,199*	*2*	..	*2,203*	*Nil*	*3*
	1934-35	Nil	2,117	5	..	2,119	Nil	14
Total 2' 6* & 2' 0" Gauges	*1933-34*	*Nil*	*117,539*	*176*	*Nil*	*117,609*	*Nil*	*13,896*
	1934-35	Nil	117,819	135	Nil	117,873	Nil	14,021
TOTAL CLASS I RAILWAYS	*1933-34*	*Nil*	*6,794,827*	*19,708*	*45,045*	*6,794,877*	Nil	*766,290*
	1934-35	Nil	6,121,091	17,986	40,809	6,203,885	54	767,601

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

during the years 1933-34 and 1934-35—**contd.**

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).				TOTAL FUEL CONSUMED (TONS).				
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel	• Total (in terms of coal).	Railway.
10	11	12	13	14	15	16	17	18
								3' 3½" Gauge—*contd.*
Nil	*Nil*	*22,701*	*Nil*	*130,190*	*Nil*	*Nil*	*130,190*	Eastern Bengal.
Nil	Nil	27,108	Nil	147,822	Nil	Nil	147,822	
Nil	*Nil*	*3,235*	*Nil*	*43,695*	*216*	*Nil*	*43,781*	Jodhpur.
Nil	Nil	3,458	Nil	47,446	223	Nil	47,639	
Nil	*621*	*12,012*	*Nil*	*192,970*	*Nil*	*651*	*194,117*	Madras and Southern Mahratta.
Nil	707	12,661	Nil	184,778	Nil	717	186,081	
15	*Nil*	*2,257*	*Nil*	*53,505*	*156*	*Nil*	*53,368*	Nizam's State.
15	Nil	2,155	Nil	56,894	142	Nil	55,951	
Nil	*Nil*	*6,664*	*Nil*	*40,973*	*Nil*	*Nil*	*40,973*	Rohilkund and Kumaon.
Nil	Nil	7,120	Nil	43,694	Nil	Nil	43,694	
Nil	*748*	*24,896*	*Nil*	*186,256*	*267*	*749*	*187,725*	South Indian.
Nil	818	23,937	Nil	182,910	366	813	184,544	
19,843	*1,465*	*163,169*	*Nil*	*1,397,346*	*26,141*	*1,476*	*1,410,485*	Total 3' 3½" Gauge.
8,345	1,701	175,674	Nil	1,462,026	20,174	1,781	1,473,807	
								2' 6" and 2' 0" Gauges.
Nil	*Nil*	*5,783*	*Nil*	*66,522*	*Nil*	*Nil*	*66,522*	Bengal Nagpur.
Nil	Nil	6,913	Nil	66,007	Nil	Nil	66,007	
Nil	*Nil*	*135*	*Nil*	*7,376*	*166*	*Nil*	*7,442*	Bombay, Baroda and Central India.
Nil	Nil	183	Nil	7,547	130	Nil	7,599	
Nil	*Nil*	*156*	*Nil*	*1,646*	*Nil*	*Nil*	*1,646*	Eastern Bengal.
Nil	Nil	158	Nil	1,734	Nil	Nil	1,734	
Nil	*25*	*928*	*Nil*	*13,759*	*Nil*	*25*	*13,804*	Great Indian Peninsula.
Nil	15	804	Nil	13,419	Nil	15	13,446	
Nil	*Nil*	*3,923*	*Nil*	*39,930*	*Nil*	*Nil*	*39,930*	North Western.
Nil	Nil	3,976	Nil	40,042	Nil	Nil	40,042	
Nil	*Nil*	*5*	*Nil*	*2,202*	*9*	..	*2,206*	South Indian.
Nil	Nil	14	Nil	2,131	5	..	2,133	
Nil	*25*	*13,941*	*Nil*	*131,435*	*175*	*25*	*131,550*	Total 2' 6" & 2' 0" Gauges.
Nil	15	14,048	Nil	131,840	136	16	131,921	
13,578	*9,464*	*768,931*	*Nil*	*6,461,187*	*53,284*	*54,509*	*6,553,608*	Total Class I Railways.
8,585	9,940	789,174	54	6,889,592	26,571	50,749	6,982,559	

1 ton of coal.
1 ton of coal.

27 (a). Statement of Coal consumed on Class I Railways during the years 1933-34 and 1934-35 —contd.

Railway.	Year.	AVERAGS COST PER TON (AT PIT'S MOUTH OB STATION 0F SUPPLY).				AVERAGR COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood,	Oil fuel.	Foreign coal.	Indian coal.	Wood,	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5' 6 GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1933-34*	*Nil*	*3·10*	*Nil*	*Nil*	*Nil*	*5·68*	*Nil*	*Nil*
	1934-35	Nil	2·89	Nil	Nil	Nil	5·41	Nil	Nil
Bombay, Baroda and Central India	*1933-34*	*Nil*	*4·43*	*4·00*	*Nil*	*Nil*	*15·1*	*4·94*	*Nil*
	1934-35	Nil	3·82	4·03	Nil	Nil	14·0	6·06	Nil
Eastern Bengal	*1933-34*	*Nil*	*3·06*	*Nil*	*Nil*	*Nil*	*7·88*	*Nil*	*Nil*
	1934-35	Nil	2·41	Nil	Nil	Nil	6·45	Nil	Nil
Great Indian Peninsula	*1933-34*	*Nil*	*3·72*	*11·8*	*99·8*	*Nil*	*7·05*	*12·0*	*100·8*
	1934-35	Nil	3·24	11·1	102·8	Nil	6·55	11·5	103·8
	1933-34	*Nil*	*4·19*	*4·75*	*42·4*	*Nil*	*11·1*	*5·49*	*42·7*
	1934-35	Nil	3·96	5·30	42·1	Nil	10·2	5·92	43·7
Madras and Southern Mahratta	*1933-34*	*Nil*	*4·93*	*Nil*	*51·6*	*Nil*	*13·9*	*Nil*	*53·4*
	1934-35	Nil	4·07	Nil	44·5	Nil	12·8	Nil	46·1
Nizam's State	*1933-34*	*Nil*	*5·64*	*6·00*	*Nil*	*Nil*	*7·01*	*7·03*	*Nil*
	1934-35	Nil	4·47	6·00	Nil	Nil	5·87	7·02	Nil
North Western	*1933-34*	*Nil*	*3·72*	*2·25*	*34·0*	*Nil*	*16·7*	*2·25*	*40·9*
	1934-35	20·0	3·37	Nil	34·0	20·0	17·2	Nil	39·6
Smith Indian	*1933-34*	*Nil*	*4·24*	*5·08*	*65·4* (b)	*Nil*	*17·7*	*5·08*	*69·4*
	1934-35	Nil	3·08	4·01	212·7	Nil	17·4	4·01	(b) 212·7
3'3½"GAUGE.									
Assam Bengal	*1933-34*	*Nil*	*6·12*	*Nil*	*70·0*	*Nil*	*13·0*	*Nil*	*78·8*
	1934-35	Nil	3·79	Nil	38·5	Nil	11·6	Nil	42·6
Bengal and North Western	*1933-34*	*Nil*	*3·74*	*Nil*	*Nil*	*Nil*	*10·4*	*Nil*	*Nil*
	1934-35	Nil	3·36	Nil	Nil	Nil	9·94	Nil	Nil
Bombay, Baroda and Central India	*1933-34*	*Nil*	*4·19*	*4·49*	*Nil*	*Nil*	*15·4*	*4·94*	*Nil*
	1934-35	Nil	4·31	4·40	Nil	Nil	14·9	4·94	Nil
Burma	*1933-34*	*Nil*	*3·41*	*3·50*	*Nil*	*Nil*	*16·9*	*5·18*	*Nil*
	1934-35	Nil	3·42	3·25	Nil	Nil	16·3	4·81	Nil

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

27 (a).—Statement of Coal consumed on Class 1 Railways during the years 1933-34 and 1934-35 —concld.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY). Foreign coal.	Indian coal.	Wood.	Oil fuel.	AVERAGE COST PER TON INCLUDING FREIGHT, BOTH 8SA AND KAIL. Foreign coal.	Indian coal.	Wood,	Oil fuel.
19	20	21	22	23	24	26	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3' 3½" GAUGE—CONCLD.									
Eastern Bengal	*1933-34*	*Nil*	*3·06*	*Nil*	*Nil*	*Nil*	*9·60*	*Nil*	*Nil*
	1934-35	Nil	2·41	Nil	Nil	Nil	8·72	Nil	Nil
Jodhpur .	*1933-34*	*Nil*	*3·45*	*5·00*	*Nil*	*Nil*	*16·1*	*5·00*	*Nil*
	1934-35	Nil	3·10	5·00	Nil	Nil	15·8	5·00	Nil
Madras and Southern Mahratta	*1933-34*	*Nil*	*6·79*	*Nil*	*51·8*	*Nil*	*14·9*	*Nil*	*53·8*
	1934-35	Nil	7·85	Nil	44·7	Nil	14·5	Nil	46·6
Nizam's State	*1933-34*	*Nil*	*5·64*	*6·00*	*Nil*	*Nil*	*9·30*	*7·02*	*Nil*
	1934-35	Nil	4·47	6·00	Nil	Nil	8·29	7·02	Nil
Rohilkund and Kumaon	*1933-34*	*Nil*	*3·89*	*Nil*	*Nil*	*Nil*	*12·6*	*Nil*	*Nil*
	1934-35	Nil	3·50	Nil	Nil	Nil	12·3	Nil	Nil
South Indian	*1933-34*	*Nil*	*4·24*	*5·08*	*66·8*	*Nil*	*17·4*	*5·08*	*59·4*
	1934-35	Nil	3·68	4·01	47·2	Nil	17·0	4·01	48·1
2' 6" AND 2' 0' GAUGES.									
Bengal Nagpur	*1933-34*	*Nil*	*4·65*	*Nil*	*Nil*	*Nil*	*6·46*	*Nil*	*Nil*
	1934-35	Nil	4·03	Nil	Nil	Nil	5·78	Nil	Nil
Bombay, Baroda and Central India	*1933-34*	*Nil*	*4·45*	*4·00*	*Nil*	*Nil*	*17·1*	*4·14*	*Nil*
	1934-35	Nil	3·70	3·61	Nil	Nil	16·0	3·61	Nil
Eastern Bengal	*1933-34*	*Nil*	*3·06*	*Nil*	*Nil*	*Nil*	*7·89*	*Nil*	*Nil*
	1934-35	Nil	2·41	Nil	Nil	Nil	7·20	Nil	Nil
Great Indian Peninsula	*1933-34*	*Nil*	*4·28*	*Nil*	*41·0*	*Nil*	*9·87*	*Nil*	*43·1*
	1934-35	Nil	4·15	Nil	42·3	Nil	9·32	Nil	46·4
NorthWestern	*1933-34*	*Nil*	*3·72*	*2·25*	*Nil*	*Nil*	*17·5*	*2·25*	*Nil*
	1934-35	Nil	3·37	Nil	Nil	Nil	16·8	Nil	Nil
South Indian	*1933-34*	*Nil*	*4·24*	*5·08*	*(b)138·1*	*Nil*	*16·2*	*5·08*	*(b)138·1*
	1934-35	Nil	3·68	4·01	(b)212·7	Nil	15·6	4·01	(b)212·7

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

27 (b).—Statement of Coal‡ Consumption on Class I Railways for the years 1933-34 and 193435.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including riding all services.		Departmental.	† Total tons used on all Locomotive services.	Fuel consumed for other than Loco. traction purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 11+12 +13.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6' GAUGE,													
Bangal-Nagpur	1933-34	200,873	159·5	335,006	147·9	59,478	57·9	16,503	631,741	39,890	31,427	43,418	295,735
	1934-35	212,987	161·0	397,824	151·7	76,883	60·2	20,289	711,312	34,112	32,908	45,381	112,399
Bombay. Baroda and Central India.	1933-34	137,290	176·3	98,450	132·4	32,464	70·3	7,422	276,826	3,483	3,760	5,222	32,464
	1934-35	136,461	179·1	100,935	132·0	30,585	71·3	7,247	275,231	9,731	4,207	6,776	20,713
Eastern Bengal	1933-34	152,777	174·5	54,434	113·9	25,766	48·1	13,344	255,732	4,054	12,249	29,984	46,287
	1934-35	158,267	193·4	64,767	122·8	27,522	50·2	22,695	323,534	4,911	14,122	40,485	59,518
East Indian	1933-34	478,478	159·9	580,857	196·6	133,366	58·2	45,995	1,247,195	49,414	47,922	46,368	173,704
	1934-35	494,766	158·5	633,967	198·3	144,975	56·8	49,012	1,323,843	46,753	59,910	64,814	170,577
Great Indian Peninsula	1933-34	301,964	165·4	351,379	160·5	68,518	77·4	21,222	743,502	27,086	48,369	21,275	103,653
	1934-35	318,389	170·1	393,965	166·5	77,882	81·9	22,567	812,061	29,506	56,338	17,798	103,342
Madras and Southern Maharatta.	1933-34	131,760	181·7	93,483	126·3	21,528	71·9	9,104	259,854	4,967	1,263	9,833	15,103
	1934-35	135,197	179·0	93,030	125·3	22,228	73·5	9,354	265,986	4,953	1,136	9,602	15,680
Nizam's State	1933-34	48,970	175·2	23,679	161·2	5,687	*71·4	4,662	81,998	2,301	Nil	3,005	5,306
	1934-35	43,507	190·5	37,204	156·4	5,968	72·4	4,408	91,087	2,740	Nil	782	3,522
North Western	1933-34	430,915	154·9	226,109	123·9	120,387	78·8	31,730	865,376	22,131	17,942	75,375	115,448
	1934-35	453,995	156·8	312,938	129·9	118,260	81·4	32,013	921,319	20,278	15,033	76,446	111,756
South Indian	1933-34	61,525	161·0	21,031	120·2	5,128	48·6	3,353	91,037	1,158	28	519	1,706
	1934-35	60,460	163·5	25,174	120·1	5,064	45·5	3,323	93,906	809	Nil	916	1,444
Total 5'6'Gauge	1933-34	1,978,376	165·9	1,850,232	126·3	382,559	64·2	156,145	4,455,052	149,894	176,941	267,986	586,521
	1934-35	2,023,840	168·5	2,054,714	129·9	507,425	66·3	170,780	4,757,379	153,882	182,849	262,921	599,652
3' 3½" GAUGE.													
Assam Bengal	1933-34	45,772	159·3	6,955	143·3	10,937	41·7	4,891	69,775	2,618	6,754	6,866	15,451
	1934-35	66,716	161·2	11,938	161·2	13,143	43·6	5,084	101,326	3,046	5,709	7,365	16,120
Bengal and North Western	1933-34	104,795	171·8	52,038	130·6	12,967	22·5	10,076	182,711	9,252	5,179	38,382	52,787
	1934-35	102,258	167·2	62,324	133·8	13,810	22·2	13,356	194,580	9,026	5,362	40,536	54,923
Bombay, Baroda and Central India.	1933-34	115,868	169·0	67 203	133·2	19,125	46·2	6,051	208,376	6,514	5,923	3,980	16,417
	1934-35	123,116	169·1	74,477	130·4	19,377	39·1	5,945	223,422	6,088	6,351	4,228	16,814
Burma	1933-34	96,854	174·1	58,706	138·9	15,683	33·4	8,123	182,966	6,233	Nil	6,836	13,069
	1934-35	97,729	183·4	68,472	134·3	13,468	28·3	7,984	190,503	8,955	Nil	6,433	15,388

* Revised figure.

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

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

27 (by—Statement of Coals Consumption on Class I Railways for the years 1933-34 and 1934-35'-
conoid.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods, and proportion of Mixed.	Shunting including sliding all services.		Departmental.	†	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons used on all Locomotive services.	Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total. (columns 11+12+13)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE—*Concld.*													
Eastern Bengal	*1933-34*	*54,875*	*174·4*	*31,993*	*136·4*	*12,406*	*42·3*	*2,231*	*167,459*	*3,459*	*Nil*	*19,842*	*22,701*
	1934-35	58,526	174·9	34,399	140·7	14,083	43·7	3,330	120,514	3,915	Nil	23,193	27,108
Jodhpur . . .	*1933-34*	*27,311*	*166·6*	*8,504*	*142·9*	*2,847*	*24·9*	*1,672*	*40,566*	*1,499*	*Nil*	*1,826*	*3,325*
	1934-35	26,060	143·7	12,507	139·1	2,456	24·4	1,888	44,081	1,458	Nil	2,080	3 456
Madras and Southern Mahratta.	*1933-34*	*88,468*	*177·3*	*73,141*	*176·1*	*13,777*	*32·1*	*5,941*	*182,185*	*4,959*	*1,129*	*6,824*	*12,912*
	1934-35	83,563	172·1	70,164	171·9	12,814	36·9	4,891	173,530	3,951	1,285	7,315	12,551
Nizam's State	*1933-34*	*29,906*	*299·2*	*14,366*	*189·4*	*3,514*	*75·8*	*3,471*	*51,311*	*1,247*	*Nil*	*1,614*	*2,857*
	1934-35	30,796	305·4	16,406	187·4	3,775	80·6	2,716	53,796	1,362	Nil	803	2,165
Rohilkund and Kamaon	*1933-34*	*25,300*	*191·2*	*4,147*	*148·3*	*2,858*	*24·5*	*1,904*	*34,309*	*2,357*	*1,747*	*2,360*	*6,464*
	1934-35	25,214	189·6	5,176	152·9	2,915	22·1	3,290	36,574	2,487	1,892	2,741	7,120
South Indian	*1933-34*	*115,823*	*181·2*	*32,949*	*122·7*	*7,557*	*16·8*	*6,500*	*162,829*	*4,196*	*15,250*	*5,450*	*24,896*
	1934-35	113,577	174·0	33,012	112·5	6,970	24·2	7,242	160,807	3,180	15,517	5,320	23,937
Total 3' 3½"* Gauge .	*1933-34*	*734,872*	*180·6*	*349,301*	*143·2*	*104,731*	*34·8*	*49,971*	*1,242,016*	*41,568*	*35,982*	*98,919*	*168,469*
	1934-35	730,332	179·1	365,155	142·4	108,817	36·7	55,426	1,296,133	40,934	36,116	98,624	175,674
2' 6" AND 2' 0* GAUGE.													
Bangal Nagpur	*1933-34*	*36,104*	*344·6*	*13,960*	*233·8*	*5,566*		*1,682*	*57,739*	*6,829*	*249*	*2,614*	*9,783*
	1934-35	36,893	362·4	13,296	230·3	6,554		1,664	58,064	6,958	200	2,755	9,913
Bombay, Baroda and Central India.	*1933-34*	*5,752*	*516·1*	*37*	*401·9*	*Nil*		*Nil*	*7,304*	*47*	*Nil*	*91*	*138*
	1934-35	7,208	490·0	96	401·6	Nil		Nil	7,416	93	Nil	90	183
Eastern Bengal .	*1933-34*	*1,484*	*534·6*	*Nil*	*619·4*	*Nil*	Not published.	*1*	*1,480*	*Nil*	*Nil*	*166*	*166*
	1934-35	1,514	528·0	Nil	619·8	Nil		9	1,576	Nil	Nil	158	158
Great Indian Peninsula .	*1933-34*	*11,906*	*497·2*	*1*	*497·7*	*589*		*361*	*12,876*	*913*	*Nil*	*10*	*923*
	1934-35	11,684	478·5	Nil	498·6	575		476	13,642	798	Nil	6	804
North-Western	*1933-34*	*18,309*	*410·9*	*12,958*	*662·6*	*3,231*		*1,289*	*36,867*	*1,251*	*Nil*	*2,562*	*3,923*
	1934-35	20,264	453·4	11,458	460·7	2,789		1,095	36,066	1 169	Nil	2,807	3,976
South Indian . . .	*1933-34*	*2,200*	*327·5*	*Nil*	*231·2*	*Nil*		*3*	*2,203*	*Nil*	*Nil*	*3*	*3*
	1934-35	2,099	278·9	Nil	214·4	Nil		20	2,119	9	Nil	5	14
Total 2'6"&2'0'Gauges	*1933-34*	*75,754*	*399·5*	*26,976*	*464·3*	*9,326*		*4,333*	*117,009*	*8,140*	*249*	*5,446*	*13,943*
	1934-35	9,542	403·2	25,049	390·5	9,171		3,164	117,873	8,027	200	5,821	14,048
TOTAL CLASS I RAILWAYS	*1933-34*	*2,718,832*	*171·5*	*2,226,287*	*131·1*	*595,776*		*209,449*	*5,751,577*	*199,393*	*215,172*	*224,441*	*768,93*
	1934-35	2,833,714	173·1	2,464,918	132·9	635,418		229,379	6,208,356	202,843	216,966	267,856	780,174

• Coal includes off fuel @ 0.50 ton of oil fuel - 1ton of coal and firewood, @ 2½ tons of wood =1ton of coal.
† Including fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

28.—Statement of Efficiency of Class J Railways for the years 1933-34 and 1934-35.

Railway.	Year.	GOODS AND PROPORTION OF MIXED. Wagon miles per shunting engine hour (excluding departmental).	Wagon miles per engine hour (including departmental). *	Net ton miles per engine hour.	Gross ton miles 6	Gross ton miles 7
1	2			5		
5' 6" GAUGE.						
Bengal Nagpur	1933-34	442	189	1,782	4,242	10,029
	1934-35	466	189	1,830	4,314	9,912
Bombay, Baroda an Central India	1933-34	636	241	2,061	5,762	10,457
	1934-35	634	247	2,101	5,359	10,966
Eastern Bengal	1933-34	361	152	1,069	3,365	8,179
	1934-35	388	145	1,024	3,798	8,212
	1933-34	759	247	2,333	5,561	11,230
	1934-35	756	240	2,292	5,347	10,900
Great Indian Peninsula	1933-34	701	244	2,071	5,105	10,683
	1934-35	705	249	2,113	5,239	10,899
Madras and Southern Mahratta	1933-34	696	223	1,679	4,000	9,106
	1934-35	702	222	1,722	4,886	9,289
Nizam's State	1933-34	674	179	1,586	4,103	7,613
	1934-35	709	190	1,708	4,613	8,697
North Western	1933-34	727	234	1,663	4,578	8,145
	1934-35	698	230	1,708	4,586	8,236
South Indian	1933-34	353	126	921	2,761	6,772
	1934-35	358	127	961	2,855	6,758
Average for 5' 6" gauge	1933-34	647	224	1,927	4,764	9,937
	1934-35	661	222	1,966	4,840	9,949
3'3 3/8 GAUGE.						
Assam Bengal	1933-34	415	143	685	1,940	3,370
	1934-35	425	150	732	1,967	3,612
Bengal and North Western	1933-34	327	146	802	1,813	4,023
	1934-35	341	141	754	1,852	3,882
Bombay, Baroda and Central India	1933-34	692	232	1,124	2,644	4,942
	1934-35	703	238	1,103	2,724	5,143
	1933-34	730	197	1,163	2,991	4,742
	1934-35	730	208	1,223	3,018	4,636
Eastern Bengal	1933-34	644	215	829	2,481	4,541
	1934-35	187	201	831	2,399	4,482
	1933-34	659	196	760	1,948	3,765
	1934-35	672	187	720	1,890	3,935
Madras and Southern Mahratta	1933-34	623	167	882	2,265	3,248
	1934-35	650	168	864	2,303	3,357
Nizam's State	1933-34	731	162	961	2,624	4,253
	1934-35	810	186	1,064	2,771	4,368
Rohilkund and Kumaon	1933-34	294	107	672	1,575	3,028
	1934-35	291	102	651	1,612	2,907
South Indian	1933-34	599	160	693	2,012	3,891
	1934-35	588	166	720	2,104	4,196
Average for 3' 3 3/8" gauge	1933-34	541	177	877	2,256	4,296
	1934-35	533	177	891	2,290	4,161
2'6" AND 2'0" GAUGES.						
Bengal Nagpur	1933-34	324	124	329	1,159	1,760
	1934-35	329	124	320	1,137	1,709
Bombay, Baroda and Central India	1933-34	306	81	265	867	982
	1934-35	243	95	247	635	929
Eastern Bengal	1933-34	961	40	32	181	402
	1934-35	902	32	29	186	390
Great Indian Peninsula	1933-34	434	99	214	1,044	955
	1934-35	456	101	218	1,062	994
North Western	1933-34	469	84	196	876	821
	1934-35	466	84	188	870	814
South Indian	1933-34	339	110	240	862	1,130
	1934-35	647	108	248	858	1,204

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1934-35 (IN HUNDREDS).

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

Railway	I.—Fuel.											
	Coal and Coke and patent fuel.									(4)Oilfuel.		
	(1) For the public.			*(1)* For foreign railways and Home lino constructions.			(3) TotaL					
	Originat-ingon Home line whether local or' Foreign,	† Total,	Earnings.	Originat. ingon Home line whether local or Foreign.	† Total.	Earn-ings.	Originat-ing on Homo line whether local or Foreign.	Total.	Earn-ings.	Originat-ingon Home line whether local or Foreign.	† Total.	Earn-ing*
	2	3	4	5	6	7	8	9	10	11	]2	13
5' 6' GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur .	4,973,2	5,474,2	1,29,26,7	1,187,7	1,263,3	41,70,8	6,160,9	6,737,5	1,70,97,5	9	9	9,0
Bombay, Baroda and Central India.	7	744,0	35,56,7	..	21,5	2,31,3	7	765,5	37,88,0	25,1	25,2	4,55,3
Eastern Bengal .	4,9	1,140,9	26,20,7	..	141,5	5,09,3	4,9	1,282,5	32,29,0	10,1	10,1	21,0
East Indian	8,067,5	8,829,1	3,82,82,2	2,185,5	2,552,9	1,62,75,9	10,253,0	11,382,0	5,45,58,1	1,8	11,1	2,39,6
Great Indian Peninsula	705,8	1,486,3	58,68,6	60,2	353,0	15,80,3	776,0	1,839,3	71,48,9	34,8	35,0	5,25,7
Madras and Southern Mahratta.	63,4	187,5	9,18,2	*Nil*	101,5	12,67,0	63,4	379,1	20,85,2	11,1	11,6	2,31,6
Nizam's State	312,1	335,7	15,08,1	288,6	288,6	7,70,0	579,7	604,3	23,68,1	2	1,2	17,7
North Western .	75,5	1,114,3	37,46,2	1,0	1,0	5	76,5	1,115,3	31,46,7	35,6	36,0	9,05,2
South Indian	12,4	17,0	2,35,9	*Nil*	*Nil*	1	12,4	17,0	2,36,0	4	9	33,4
Total	14,215,5	19,329,1		3,712,0	4,783,4		17,927,5	24,122,5		113,4	132,2	
3' 3$^{3/8}$" GAUGE.												
Assam Bengal	29,2	113,8	3,45,3	1,1	7,6	20,2	30,3	121,4	3,65,5	2,5	10,8	98,4
Bengal and North Western.	7,1	413,1	12,77,4	1	5	9	7,2	412,7	12,76,3	2	2	1,9
Bombay, Baroda and Central India.	6	256,5	*	..	73,5	*	6	332,0	*	5	8,5	*
Burma	44,7	44,7	5,08,5	*Nil*	*Nil*	*Nil*	44,7	44,7	5,08,5	15,7	15,7	2,50,2
Eastern Bengal .	8	249,8	*	..	119,6	*	8	369,4	*	1	4	*
Jodbpur	5	19,3	63,5	..	..	..	5	19,3	63,5	..	2,5	50,5
Madras and Southern Mahratta.	22,2	62,3	*	13,6	55,8	*	36,8	108,1	*	4,3	8,6	*
Nizam's State	*Nil*	25,2	*	*Nil*	33,6	*	*Nil*	58,8	*	1	6	*
Rohilkund and Kumaon	4	28,8	23,7	..	..	..	4	28,8	23,7	1	2	1,0
South Indian	81,3	81,7	*	1	1	*	31,4	81,6	*	2,6	2,6	*
Total	187,9	1,287,2		14,9	290,3		202,7	1,578,0		26,1	51,4	
2'6" AND 2'0" GAUGES.												
Bengal Nagpur	43,2	72,2	*	9	1,1	*	44,1	73,3	*	..	1	*
Bombay, Baroda and Central India.	..	6,8	*	..	..	*	..	6,8	*	..	2	*
Eastern Bengal -	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	15,4	*	..	..	*	..	15,4	*	7	7	*
North Western .	58,9	72,4	*	*Nil*	*Nil*	*Nil*	58,9	72,4	*	1	4	*
Booth Indian	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total .	102,1	166,8		9	1,1		103,0	107,9		8	1,4	
Total.. 1934-35 .	14,506,4	20,781,1	7,09,41,7	3,727,6	5,085,3	2,42,16,3	18,233,2	25,868,4	9,68,58,0	148,3	185,0	27,52,5
Total 1933-34	13,255,9	19,064,4	6,53,80,2	3,382,7	4,709,8	2,25,03,5	16,649,6	23,774,2	8,81,33,7	162,0	236,5	36,89,5
Increase	1,250,5	1,716,7	55,61,5	344,1	376,5	21,12,8	1,583,6	2,094,2	76,74,3	..	..	..
Decrease	..	..	..	..	..	..	..	..	..	35,7	50,5	9,37,0

*Shown under

† In these totals consignments passing over two or more

*Railways and the earnings therefrom for **the** year 1934-35. {In hundreds.)*

Fuel—*contd.*						II.—Heavy Merchandise.				
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.				
Originating on Home line whether local or Foreign.	† Total,	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Railway.	
14	15	16	17	18	19	20	21	22	23	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6' GAUGE.	
179,0	180,2	5,68,6	61,5	67,5	5,21,0	399,9	416,9	42,28,4	Bengal Nagpur.	
110,5	153,1	5,50,5	6,9	7,8	43,8	66,0	80,4	13,22,0	Bombay, Baroda and Central India.	
7,1	37,5	38,8	50,0	78,7	3,93,9	253,0	277,0	19,01,5	Eastern Bengal.	
100,0	119,7	2,59,4	91,3	96,6	3,22,7	386,7	467,9	39,41,9	East Indian.	
143,8	149,6	2,96,9	4,2	6,2	52,3	136,2	287,5	23,01,7	Great Indian Peninsula.	
54,4	69,6	4,63,1	30,6	34,4	2,79,7	229,3	276,0	40,61,7	Madras and Southern Mahratta.	
60,8	60,8	2,09,4	1,5	1,8	15,1	58,1	73,1	8,19,2	Nizam's State.	
440,0	442,1	12,82,3	23,3	21,6	1,30,0	208,4	245,3	28,99,1	North Western.	
30,3	35,4	3,94,5	43,0	128,2	16,49,3	77,7	145,5	22,37,0	South Indian.	
1,126,4	1,254,0		333,3	466,8		1,830,3	2,219,6		Total.	
									3' 3 3/8' GAUGE.	
1,2	1,3	3,0	50,5	53,2	2,72,0	282,5	296,0	20,00,8	Assam Bengal.	
101,8	102,3	1,70,6	33,0	46,6	2,12,7	146,7	404,6	19,82,3	Bengal and North Western.	
60,2	72,2	*	1	1,0	*	1,4	68,4	*	Bombay, Baroda and Central India.	
70,1	70,1	2,40,7	341,6	341,6	16,84,7	996,1	996,1	77,39,1	Burma,	
1,9	2,0	*	40,3	41,5	*	67,6	218,3	*	Eastern Bengal.	
13,5	14,9	23,4	2,1	2,2	11,2	14,5	21,6	1,52,3	Jodhpur.	
77,8	77,9	*	33,6	40,5	*	103,0	211,7	*	Madras and Southern Mahratta.	
8,0	8,0	*	1,4	1,5	*	12,7	28,5	*	Nizam's State.	
184,0	184,0	3,57,2	10,1	10,1	52,1	5,8	8,1	34,2	Rohilkund and Kumaon.	
63,5	66,7	*	194,5	202,0	*	237,9	259,9	*	South Indian.	
582,1	590,4		708,1	740,1		1,866,2	2,513,2		Total.	
									2'6* AND 2' 0" GAUGES.	
26,5	26,6	*	7,5	8,7	*	26,3	43,0	*	Bengal-Nagpur.	
26,9	27,1	*	7	7	*	1,2	7,2	*	Bombay, Baroda and Central India.	
..	..	*	..	..	*	..	..	*	Eastern Bengal.	
..	..	*	..	..	*	1	9,4	*	Great Indian Peninsula.	
8	7,7	*	3	6	*	25,9	31,9	*	North Western.	
5,0	5,1	*	6	8	*	1	6,6	*	South Indian.	
66,6	66,5		9,1	10,8		57,1	98,1		Total.	
1,767,2	1,919,9	46,36,2	1,050,5	1,217,7	56,32,0	3,746,6	4,830,9	3,62,30,8	Total, 1934-3*	
1,633,0	1,801,1	46,41,9	963,6	1,131,5	48,54,8	3,388,1	4,379,8	3,40,53,3	Total, 1933-34.	
134,3	118,8	1,94,3	81,9	86,3	7,77,2	357,5	451,1	21,77,5	Increase.	
..	..	..	..	..	..	..	..	..	Decrease.	

[1] ges or railways are considered at two or more separate consignments.

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

I I – Heavy mer

Railway	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originat. ingon Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Re.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 8' GAUGE.									
Bengal Nagpur .	74,7	109,9	13,09,4	38,2	51,7	7,34,0	3	4	3,2
Bombay. Baroda and Central India	49,9	119,8	28,43.1	31,2	108,9	24.08,4	19,6	60,7	11,77,6
Eastern Bengal .	26,1	34,7	4,17,6						
East Indian •	221,1	377,5	36,03,1	145,0	321,5	30,88,4	17,6	23,0	1,39,5
Great Indian Peninsula	255,0	423,0	52,19,3	206,0	239.1	24,69,7	107,7	121,9	11,43,6
Madras and Southern Maharatta .	42.3	172,1	20,07,1	6,9	15.7	5,09,6	9,7	12,6	4,09,6
Nizam's State .	24,0	170,7	12,87,9	1,2	2 1,3	3,21,2	11.4	18,9	2,33,6
North Western .	450,5	525,2	48,71,9	946,6	1,018,8	1,01,82,4	41,7	53,5	6,57,1
South Indian .	35,0	62,1	14,26,6	3,8	6,7	97,5	4,9	7,7	80,6
Total	1,178,0	1,995,6		1,378,9	1,783,7		212,9	288,7	
3' 3 3/8 GAUGE.									
Assam Bengal .	4,.7	10,0	1,12,8	1,4	4,9	28,0			
Bengal and North Western .	84,3	104,8	6.23,8	56,1	66,3	4,69,7	‡	‡	‡
Bombay, Baroda and Central Indi	129,1	179,5		55,5	146,6	*	29,1	50,6	*
	58,0	58.0	6,84.6	9,8	9,8	1,22,0	3,3	3,3	51,0
Eastern Bengal .	15,0	49,3							
Jodhpur .	2,6	59,0	4,88,5	65,7	87,8	4.57,6	3,4	4,7	29,7
Madras and Southern Mahratta .	21,4	108,5		15,0	34,9	*	15,9	52,6	
Nizam's State	25,3	71,3		8,3	19,5	*	14,7	15,2	*
Rohilkund and Kumaon .	12,9	22,3	86,9	19,3	22,7	89,7	7,7	8,2	18,7
8outh Indian •	150,5	158,5	•	6,2	7,3	*	4,8	5,0	»
Total	503,8	827,2		237,3	399,8		78,9	139,6	
2'6" AND 2' 0* GAUGES.									
Bengal Nagpur	23,1	28,6		18,7	21,8	*	2	2	
Bombay. Baroda and Central India	2,7	4,4		9	3,1	#	5	2,5	
Eastern Bengal .									
Great Indian Peninsula	2.7	4.3		1	2,4	*	4	7	
NorthWestern	10,4	16,0		19,7	27,9		6,0	5,2	
South Indian	2,8	5,4		1	1		1,6	1,6	
Total	41.7	58,7		39,5	55,3		7,7	10,2	
Total. 1934-35	1,721.1	2,881.5	2.19,82,6	1,655,7	2,238,8	2,09,78,2	299,5	438,5	38.44,1
Total. 1933-34	1.567,1	2,341,3	2,02,07,8	1,652,0	2,166,4	1,84,67,4	348,9	627,8	44,17.1
Increase	157.0	540,2	47.74,8	3,7	72,4	25,10,8			**
Decrease							49,4	89,3	5,73,0

• Shown under

† In these totals consignments passing over two or more

‡ Not recorded.

***Railways and the earnings therefrom for the year 1934-35 (In** hundreds)*—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	1 Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings	Railway.
84	85	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	*5'6" GAUGE..*
5,6	7,7	77,8	65,0	69,1	2,01,3	85,0	117,7	14,13,2	Bengal Nagpur.
9,3	37,7	9,11,6	270,9	288,3	17,46,9	178,1	206,7	41,99,5	Bombay, Baroda and Central India.
10,8	17,1	1,80,8	2,2	25,8	57,7	69,5	74,0	7,04,9	Eastern Bengal.
95,0	118,9	8,78,8	491,6	591,6	12,47,4	167,3	265,6	19,99,0	East Indian.
20,0	28,3	2,48,9	202,3	311,9	12,64,1	101,6	238,8	29,25,2	Great Indian Peninsula.
25,9	32,0	4,11,2	45,5	48,6	4,99,9	44,2	51,3	9,38,8	Madras and Southern **Mahratta.**
2,1	4,4	51,8	90,9	91,3	3,77,6	1,5	38,3	4,83,3	Nizam's State.
92,9	114,3	7,05,5	615,4	638,9	12,67,3	165,5	190,9	17,95,6	North Western.
7,5	12,1	1,62,6	0,7	8,5	3,87,0	7,8	43,7	10,72,3	South Indian.
259,1	372,5		1,790,5	2,073,1		820,5	1,221,0		Total.
									.3'3 3/8" GAUGE.
9	1,0	3,7	96,8	97,1	3,15,1	32,1	35,2	2,42,5	Assam Bengal.
115,9	130,2	7,31,6	5,8	10,8	46,3	9,1	148,3	9,78,9	Bengal and North Western.
35,1	54,3	*	164,3	265,9	*	231,9	261,8	*	Bombay, Baroda and Central India.
11,5	11,5	1,31,0	246,0	246,0	4,70,4	35,0	35,0	4,66,9	Burma.
7,6	21,7	*	2,2	6,1	*	2,6	68,0	*	Eastern Bengal.
2,1	25,0	2,02,0	119,9	123,3	2,62,8	28,5	29,2	1,32,3	Jodhpur.
14,5	26,3	*	44,7	82,4	*	10,5	66,0	*	Madras and Southern **Mahratta.**
1,2	2,7	*	2	10,1	*	1	20,2	*	Nizam's State.
9,2	9,8	30,6	8,9	9,6	17,6	4	27,2	1,88,7	Rohilkund and Kumaon.
11,9	15,9	*	142,0	142,7	*	125,1	126,2	*	South Indian.
209,9	299,3		837,6	959,0		478,3	859,1		Total.
									2' 6" AND 2' 0 GAUGES.
1,4	1,9	*	2,3	3,7	*	1,5	23,2	*	Bengal Nagpur.
9	1,8	*	1,1	5,4	*	..	2,7	*	Bombay, **Baroda and Central** India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	2	*	5,7	7,9	*	1	3,9	*	Great Indian **Peninsula***
3,1	3,9	*	2,5	5,0	*	3,0	5,8	*	North Western.
2,5	2,8	*	*Nil*	3	*	*Nil*	3,1	*	South Indian.
7,9	10,6		11,6	21,7		4,6	38,9		Total.
486,9	682,4	47,57,6	2,639,9	3,053,8	82,41,7	1,303,4	2,099,9	1,76,31,1	Total, 1934-35.
473,1	664,5	45,15,8	2,222,0	2,667,7	73,10,0	1,404,0	2,279,9	1,86,76,0	Total, 1933-34.
8,8	17,9	2,71,7	347,9	386,1	9,31,7	..	..	..	Increase.
..	..	..	..	..	..	100,6	180,0	12,44,9	Decrease.

5' 6' gauge.

{luges or railways are considered as two or more separate consignments.

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

II.—Heary mer

Railway.	(9) Sugar, refined an d unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings	Originating on Home line whether local or Foreign.	Total.	Earnings.
44	46	46	47	48	49	*60*	51	52	S3
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur .	6,1	34,1	4,34,0	86,4	98,9	5,93,5	2,625,1	2,697,4	71,64,0
Bombay, Baroda and Central India	12,7	33,8	15,75,5	87,2	106,8	12,08,7	1	15,9	90,5
Eastern Bengal	7,5	14,1	2,62,5	24,3	42,3	3,07,7	..	..	..
East Indian .	133,3	277,0	26,69,2	164,4	240,5	11,38,2	2	2,4	13,9
Great Indian Peninsula	71,1	142,7	24,44,8	116,3	153,7	8,50,0	2,6	46,3	3,57,0
Madras and Southern Mahratta ".	14,0	27,6	5,20,5	12,5	48,8	7,60,4	*Nil*	9,1	6,45,2
Nizam's State	5	7,5	1,55,9	27,9	31,2	3,27,8	*Nil*	*Nil*	*Nil*
Northwestern	97,2	231,0	35,73,9	191,6	246,4	9,80,7	3	6,2	91,2
South Indian	5,6	11,8	2,02,3	61,0	65,6	6,60,1	6,2	6,2	14,7
Total	348,0	780,4		771,5	1,124,2		2,634,5	2,783,5	
3' 3 3/8" GAUGE.									
Assam Bengal	2,3	8,0	57,8	9,3	10,3	52,1	..	..	..
Bengal and North-Western	286,0	287,6	28,31,1	75,4	82,2	4,38,8	†	†	†
Bombay, Baroda and Central India	15,8	115,3	*	4,6	112,1	*	6	8	*
	11,6	11,6	2,01,9	176,4	176,4	8,56,7	108,9	108,9	11,37,1
Eastern Bengal	4,4	26,7	*	29,7	37,2	*	..	..	..
Jodhpur	4	13,3	1,08,8	1,0	6,9	38,9	..	..	..
Madras and Southern Mahratta .	12,6	27,0	*	38,0	62,7	*	155,0	155,0	*
Nizam's State .	6	7,0	*	1,9	8,8	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	80,0	89,9	5,46,9	109,6	109,7	4,32,2	..	..	
South Indian	23,8	25,4	*	39,5	46,1	*	*Nil*	*Nil*	*Nil*
Total .	448,4	814,4		485,3	664,4		264,5	264,7	
2' 6" AND 2' 0' GAUGES.									
Bengal Nagpur	5	6,4	*	32,3	33,0	*	66,3	66,3	
Bombay, Baroda and Central India	8	2,2	*	53,3	57,1	*	15,5	15,5	*
Eastern Bengal .	..	..	*	..	..	*	..	..	
Great. Indian Peninsula	2	3,4	*	1,8	2,9	*	..	..	*
Northwestern	1	7,4	*	1,3	2,7	*	5,8	5,8	*
South Indian	*Nil*	1	*	3	5	*	*Nil*	*Nil*	*Nil*
Total .	1,6	19,5		89,0	96,2		87,6	87,6	
Total, 1934-35	796,0	1,414,3	1,56,62,1	1,345,8	1,874,8	87,92,9	2,986,6	3,136,8	95,13,8
Total, 1933-34	844,9	1,461,6	1,66,73,8	1,225,4	1,700,5	79,21,5	2,235,2	2,365,9	84 22,0
Increase	..	..	..	120,4	174,3	8,71,4	751,4	769,9	30,91,8
Decrease . J	48,9	47,3	9,91,7	..	..	..		..	..

* Shown dr

† *In* these totals consignments passing over two or more

†Not recorded

Railways and the earnings therefrom for the year 1934-35 (In hundreds)-contd.

chandise—*contd.* (12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total,	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	
54	56	66	67	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6* GAUGE.
66,7	86,3	9,62,6	5	6,6	2,20,6	5,0	5,0	2,00,4	Bengal Nagpur.
91,4	174,8	27,34,1	100,5	221,7	09,46,4	10,1	10,2	4,00,9	Bombay, Baroda and Central India.
7,4	22,3	3,40,7	3	1,2	14,4	9,8	43,2	7,60,7	Eastern Bengal.
212,1	381,9	38,25,2	13,7	42,3	9,34,2	*Nil*	7,2	1,50,2	East Indian.
272,6	499,4	60,03,0	156,7	267,4	69,09,5	27,1	27,6	8,48,9	Great Indian Peninsula.
153,9	337,7	66,36,2	25,6	38,4	15,85,8	20,6	20,6	8,46,6	Madras and Southern Mahratta.
82,9	122,3	15,31,4	2,1	10,7	7,77,9	*Nil*	5,9	1,56,8	Nizam's State.
390,0	424,9	40,63,5	277,4	317,7	1,16,66,6	29,0	29,1	12,16,1	North Western.
22,5	61,5	18,01,3	21,1	23,2	5,12,5	3,4	5,1	3,80,5	South Indian.
1,229,5	2,114,2		604,2	932,4		105,3	149,9		Total.
									3' 3^{38}" GAUGE.
14,5	15,5	98,8	5	5	3,3	51,9	52,0	7,71,7	Assam Bengal.
130,4	137,3	7,97,4	†	†	†	1,3	8,2	1,97,9	Bengal and North Western.
85,4	212,4	*	71,0	132,1	*	5	2,2	*	Bombay, Baroda and Central India.
35,0	35,0	3,57,5	5,8	5,8	1,06,4	2,0	2,0	71,3	Burma.
36,3	47,4	*	3	3	*	..	39,4	*	Eastern Bengal.
62,8	65,2	6,04,8	35,3	42,7	4,49,6	..	2,3	99,0	Jodhpur.
252,9	317,8	*	52,1	62,7	*	9,5	9,5	*	Madras and Southern Mahratta.
130,9	134,5	*	38,3	38,7	*	3	5	*	Nizam's State.
13,6	14,1	69,2	2	1,1	3,8	..	2,0	29,3	Rohilkund and Kumaon.
166,6	200,9	*	30,7	29,1	*	12,9	12,9	*	South Indian.
927,5	1,163,1		224,0	312,8		79,4	131,0		Total.
									2' 6" AND 2' 0" GAUGES.
18,8	18,8	*	6	8	*	..	5	*	Bengal Nagpur.
14,5	17,0	*	16,5	17,0	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
11,8	12,0	*	30,1	30,4	*	..	..	*	Great Indian Peninsula.
7,3	7,8	*	*Nil*	*Nil*	*Nil*	*Nil*	2	*	North Western.
4,2	4,8	*	*Nil*	*Nil*	*Nil*	*Nil*	1	*	South Indian.
54,4	60,2		47,5	48,2		..	8		Total.
2,271,4	3,367,5	3,98,47,9	875,7	1,293,4	3,21,21,0	183,7	231,7	68,36,2	Total. 1934-35.
2,573,3	3,717,5	3,63,52,2	859,9	1,264,5	3,37,38,0	167,6	243,3	61,82,5	Total, 1933-34.
..	..	..	16,8	28,9	..	16,1	38,4	6,53,7	Increase.
301,9	350,0	65,04,3	..	..	16,17,0	..	..	..	Decrease.

5' 6" gauge.
gauges or railways are considered at two or more separata consignments.

29.—Statement of Principal Commodities carried by Class 1

II. Hoary Merchandise—*concld.*

Railway.	(15) Kerosineoil (in bulk).			(16) Molasses(in bulk).			(17) Total heavy merchandise. (Items 1 to 16).		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs	Tons.	Tons.	Rs.
Bengal Nagpur .	25,2	28,1	5,96,5	..	..	2	3,585,5	3,817,5	1,96,79,4
Bombay, Baroda and Central India	11,4	11,4	2,76,4	1	2	46,3	951,4	1,582,0	2,79,32,5
Eastern Bengal.	94,3	94,3	4,57,3	2	4,2	21,0	561,3	730,3	52,16,6
East Indian .	9	49,8	12,74,6	13,0	13,1	1,27,9	2,153,1	3,273,0	2,53,54,2
Great Indian Peninsula	35,7	36,0	8,55,2	3,4	3,5	26,2	1,718,9	2,813,9	3,59,20,7
Madras and Southern Mahratta .	34,0	34,1	6,62,2	*Nil*	*Nil*	*Nil*	625,0	1,161,0	2,13,74,1
Nizam's State .	*Nil*	4,1	77,0	*Nil*	6	17,0	304,1	602,0	66,34,5
NorthWestern .	14,7	14,8	3,70,9	6,8	7,0	37,8	3,541,2	4,067,6	4,53,66,2
South Indian .	9,4	11,3	4,83,5	*Nil*	*Nil*	*Nil*	315,6	602,3	1,13,78,4
Total	225,5	284,4		27,5	28,6		13,806,1	18,649,5	
3' 3$^{3/8}$" GAUGE.									
Assam Bengal .	28,1	29,9	3,56,8	..	..	..	375,5	620,2	43,23,5
Bengal and North Western .	15,7	58,7	5,80,3	35,9	37,4	1,01,8	926,5	1,522,9	1,00,83,0
Bombay, Baroda and Central India	1	4,7	*	1,1	4,3	*	828,6	1,630,0	*
	5	5	4,7	*Nil*	*Nil*	*Nil*	2,041,3	2,041,3	1,41,05,9
Eastern Bengal	..	19,2	*	..	..	*	206,0	567,1	*
	..	1,1	28,8	..	..	..	338,3	489,2	31,66,3
Madras and Southern Mahratta .	16,9	17,0	*	*Nil*	*Nil*	*Nil*	794,8	1,246,6	*
Nizam's State .	8	2,2	*	9	1,1	*	237,6	361,8	*
Rohilkund and Kumaon	..	2	1,1	..	..	..	286,6	325,0	15,81,0
South Indian .	32,3	32,7	*	*Nil*	*Nil*	*Nil*	1,175,7	1,273,6	*
Total	94,4	166,2		37,9	42,8		7,480,7	10,088,7	
2' 6" AND 2' 0" GAUGE.									
Bengal Nagpur .	..	3,9	*	..	..	*	200,0	280,3	*
Bombay, Baroda and Central India	..	..	*	..	..	*	108,9	136,6	*
Eastern Bengal	..	..	*	..	..	*	..	..	..
Gnat Indian Peninsula	..	..	*	..	..	*	52,8	76,9	*
North Western .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	35,4	20,2	*
South Indian	*Nil*	1	*	*Nil*	*Nil*	*Nil*	12,2	26,3	*
Total	..	4,0		..	..		469,3	620,3	
Total, 1934-35	319,9	454,6	62,27,4	81,4	71,4	4,67,2	21,746,1	29,357,0	23,15,16,3
Total, 1933-34	320,0	439,6	59,72,5	45,1	52,0	3,73,2	20,369,2	27,403,8	22,63,37,9
Increase	..	15,0	2,54,9	16,3	19,4	94,0	1,376,9	1,953,2	54,78,4
Decrease	1	..	..	..	..	..	..	..	..

•Shown under

‡ In these totals consignments passing over two or more'

†Not recorded.

Railways and the earnings therefrom for the year 1934 35. (In hundreds)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(8) Fodder.			Railway.
Originating on Home line whether local or Foreign. 74	Toil 75	Earnings, 76	Originating on Home line whether local or Foreign. 77	Total. 78	Earnings. 79	Originating on Home line whether local or Foreign. 80	‡ Total. 81	Earnings. 82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5'6" GAUGE.
2	5	9,5	19,2	24,8	17,98,1	54,3	60,5	3,02,3	Bengal Nagpur.
4,8	6,3	2,68,4	115,1	126,3	74,56,5	143,0	156,7	10,37,4	Bombay, Baroda and Central India.
5	1,3	15,9	21,4	23,2	5,79,3	26,0	27,7	1,54,9	Eastern Bengal.
9,4	10,6	1,53,7	79,6	104,7	21,35,3	155,9	184,9	7,08,2	East Indian.
4,9	6,7	61,4	124,1	167,0	46,40,0	143,8	171,5	9,90,1	Great Indian Peninsula.
2,1	3,4	1,96,8	23,0	61,2	16,35,2	21,6	53,9	5,18,3	Madras and Southern Mahartta.
1,2	1,6	26,6	2,3	16,0	4,26,5	8,7	12,8	1,15,0	Nizam's State,
76,1	76,9	6,56,1	93,0	110,8	30,57,1	110,1	163,8	7,55,0	North Western.
15,0	18,0	5,25,8	22,2	31,2	9,99,8	10,8	16,4	2,34,6	South Indian.
124,4	134,4		475,3	744,0		674,1	862,0		Total.
									3' 3}* Garros.
2,8	2,9	43,4	1,9	8,8	99,4	6,5	9,2	32,8	Assam Bengal.
†	†	†	26,6	55,2	10,04,8	32,4	33,0	1,59,5	Bengal and North Weston.
14,2	18,2	*	78,7	179,9	*	16,8	26,9	*	Bombay. Baroda and Central India.
11,2	11,2	71,0	19,1	19,1	4,87,5	93,7	93,7	4,89,2	Burma.
3	5	*	1,3	15,7	*	12,5	18,7	*	Eastern Bengal.
26,2	36,4	2,45,8	1,3	13,0	1,97,5	4,9	7,7	41,7	Jodhpur.
13,5	25,3	*	19,2	27,4	*	57,7	72,6	*	Madras and Southern Mahratta.
7	7	*	3,8	8,4	*	7,2	7,4	*	Nizam's State.
3	5	3,2	3,0	11,8	98,1	4,6	5,0	21,4	Rohilkund and Kumaon.
13,2	18,6	*	36,2	43,4	*	25,2	28,8	*	South Indian*
92,3	106,3		191,1	332,7		264,5	303,0		Total.
									2' 6" AND 2' 0' GAUGE.
2	2	*	2,5	7,7	*	3,4	4,4	*	Bengal Nagpur.
1,1	2,1	*	1	9	*	7	1,0	*	Bombay, Baroda and Central India.
..	..	*	..	1	*	..	..	*	Eastern Bengal.
2	2	*	1,0	3,2	*	2,4	7,2	*	Great Indian Peninsula.
Nil	1	*	1	3,5	*	1,8	3,5	*	North Western.
1	1	*	Nil	3	*	0	6	*	outh Indian.
1,5	2,7		3,7	15,7		8,7	16,7		Total.
208,3	231,4	21,13,6	670,1	1,002,4	2,45,07,1	947,3	1,181,7	55,64,4	Total, 1934-35.
205,5	229,9	20,24,0	631,3	1.027,9	3,38,01,3	872,6	1,101,1	51,42,2	Total, 1933-34.
2,8	1,5	89,6	38,9	64,6	7,06,3	74,7	80,6	4,22,3	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

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

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

III Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
6'6» GAUGE.	Tons	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	16,6	43,0	6,41,4	3,6	19,1	2,47,2	8,4	29,9	3,07,4
Bombay, Baroda and Central India	24,3	40,4	5,84,1	5,3	55,9	25,34,3	..	..	..
Eastern Bengal	53,6	85,9	7,88,9	8,4	14,0	3,27,7	352,7	753,8	1,09,40,8
	894,9	757,2	18,01,3	191,5	211,9	16,29,5	21,4	54,7	3,53,3
Great Indian Peninsula	76,2	107,7	11,49,8	27,9	116,4	13,75,6	..	..	..
Madras and Southern Mahratta	62,7	100,1	12,28,2	36,1	49,3	10,28,2	..	..	..
Nizam'a State	1,8	9,8	1,70,5	7	6,2	1,49,7	*Nil*	1	8
North Western	150,0	283,1	36,92,7	142,6	205,3	19,98,5	1	4	4,9
South Indian	55,9	64,7	11,04,4	8,2	10,5	3,19,6	..	..	3
Total	1,136,0	1,496,9		424,5	689,5		382,6	838,9	
3'3 3/8" GAUGE.									
Assam Bengal	21,0	25,9	1,70,3	3,7	11,7	62,2	159,9	167,8	8,37,8
Bengal and North Western	1,664,9	1,708,5	21,67,7	107,0	115,4	8,57,8	†	†	†
Bombay, Baroda and Central India	55,4	58,7	*	6,0	177,5	*	..	..	..
	211,8	211,8	13,13,2	28,4	28,4	3,59,0	*Nil*	*Nil*	*Nil*
Eastern Bengal	68,4	119,2	*	4,7	40,5	*	462,8	476,5	*
	2,0	6,3	30,8	5	15,0	1,42,8	..	..	2
Madras and Southern Mahratta	34,5	42,2	*	63,9	74,4	*	..	..	..
Nizam's State	2,9	5,2	*	5,4	10,1	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon . .	125,4	151,0	4,65,0	96,0	90,1	5,84,7	..	..	..
South Indian	102,6	124,4	*	21,6	25,3	*	..	..	*
Total	2,568,0	2,765,2		339,1	594,9		612,7	644,3	
2' 6' AND 2' 0* GAUGES.									
Bengal Nagpur	1,2	2,9	*	7	3,1	*	..	..	*
Bombay, Baroda and Central India	5	1,3	*	4	2,5	*	..	..	..
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula .	2	5	*	7,1	9,4	*	..	..	..
North Western .	19,3	20,7	*	5	4,4	*	*Nil*	*Nil*	*Nil*
8outb Indian . . J	5	8	*	4	4	*	*Nil*	*Nil*	*Nil*
Total	21,7	28,5		9,1	19,8		..	..	
Total, 1934-35	3,746,6	4,298,6	1,36,08,2	772,7	1,304,3	1,16,16,8	995,3	1,483,2	1,34,44,9
Total. 1933-34 .	2,710,6	3,142,1	1,27,52,2	777,4	1,349,4	1,17,53,1	991,5	1,525,4	1,29,37.1
Increase .	1,036,0	1,145,5	8,56,0	..	..	..	4,0	..	..
Decrese	..	..	..	4,7	45,1	1,36,3	..	40,2	4,92,2

* Shown under
†Not recorded
† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. In hundreds)—contd.

Merchandise—*contd.*						
(7) Iron **and** Steel, wrought.			(8) Kerosene oil in tins.			
Originating on Home line whether local or Foreign. 94	Total. 95	Earnings. 96	Originating on Home line whether local or Foreign.. 97	Total.	Earnings. 99	Railway. 100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
583,5	607,0	32,99,2	22,1	27,6	4,85,3	Bengal.Nagpur.
70,3	99,3	26,96,5	42,0	42,1	9,02,3	Bombay, Baroda and Central **India.**
33,1	88,1	7,94,7	77,6	79,3	8,36,7	Eastern Bengal.
197,5	455,5	53,82,6	11,4	65,9	11,12,1	East Indian.
109,2	240,9	32,06,7	56,4	67,3	12,48,6	Great Indian Peninsula.
50,5	114,2	16,37,3	36,0	37,2	7,25,2	Madras and Southern Mahratta.
4,3	26,3	3,83,5	1	5,1	1,10,1	Nizam's State.
125,5	203,9	37,33,6	57,6	57,8	13,19,6	North Western.
7,1	25,8	6,72,1	13,1	24,0	5,01,4	South Indian
1,181,3	1,869,2		316,3	396,3		Total.
						3' $3^{3/8}$ " GAUGE.
19,5	29,9	3,66,9	84,5	88,1	11,44,8	Assam Bengal.
26,8	64,6	5,97,7	1,9	12,7	1,11,3	Bengal and North Western.
15,6	38,7	*	1,3	18,8	*	Bombay, Baroda and Central India.
27,9	27,9	3,52,6	25,0	25,0	3,22,4	Burma.
4,8	30,3	*	6,2	48,7	*	Eastern Bengal.
2,4	16,2	2,11,8	1	7,8	1,73,5	Jodhpur.
16,9	55,1	*	22,7	31,1	*	Madras and Southern Mahratta.
2,9	12,1	*	3	4,5	*	Nizam's State.
5,0	14,5	64,2	2,5	5,4	27,7	Rohilkund and Kumaon.
34,0	44,5	*	31,5	33,4	*	South Indian.
155,2	365,8		176,3	276,5		Total
						2' 6' AND 2' 0" GAUGES.
1,9	6,6	*	1,2	4,6	*	Bengal-Nagpur.
6	3,0	*	2	2,5	*	Bombay, Baroda and Central India.
..	1	*	..	..	*	Eastern Bengal.
9	3,2	*	2,4	4,8	*	Great Indian Peninsula.
8	3,9	*	1	2,3	*	North Western.
2	5	*	1	1,3	*	South Indian.
4,4	17,3		4,6	15,5		Total.
1,347,0	2,256,3	2,34,16,8	496,6	687,3	90,20,2	Total, 1934-35.
1,302,1	2,075,0	2,21,20,3	473,5	655,8	86,04,0	Total, 1933-1934.
38,9	191,3	12,92,5	23,1	31,5	4,16,2	Increase.
..	..	..	..	..	..	Increase.

5' 6" gauge.

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

29.—Statement of Principal Commodities carried by Class I

III—Light

Hallway.	(9) Petrol in tins			(10) Tobacco.		
	Originating on line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
101	102	103	104	106	106	107
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,6	2,0	45,9	12,5	37,1	3,01,7
Bombay, Baroda and Central India	4,2	4,3	1,46,1	38,6	42,6	11,50,2
	2,5	7,2	93,4	12,3	26,8	7,15,6
	3,9	16,2	4,90,2	25,8	52,5	9,32,9
	4,7	5,3	1,15,0	10,4	43,9	8,18,5
Madras and Southern Mahratta	3,2	3,3	1,28,5	37,5	66,9	12,95,4
	3	6	20,7	1,0	7,8	2,24,1
	13,5	13,9	6,31,0	25,6	38,2	7,00,6
	3,1	4,4	1,53,5	17,1	19,6	4,43,2
Total .	37,9	68,1		181,4	325,2	
3'3[18]" GAUGE.						
	2,5	2,5	31,0	1,7	8,8	1,24,3
Bengal and North Western .	7	7	8,3	31,6	33,7	4,78,5
Bombay, Baroda and Central India	3,3	4,4	*	9,4	26,0	*
	5,3	5,3	1,23,7	15,8	15,6	1,97,4
	6	5,7	*	21,4	34,9	*
Jodhpnr	2	1,1	37,0	6	4,7	73,6
Madras and Southern Mahratta	3,5	4,7	*	23,8	30,3	*
Nizam's State	Nil	6	*	2,5	4,2	*
Rohilkund and Kumaon	5	5	4,2	2,5	4,0	36,3
South Indian	5,0	5,3	*	9,8	16,8	*
Total	21,5	30,8		119,1	179,2	
2' 6" AND 2' 0* GAUGES.						
	4	6	*	1,8	5,2	*
Bombay, Baroda and Central India	..	2	*	2	4	*
	..	..	*	..	2	*
	1	2	*	..	6	*
North Western	5	1,3	*	1	1,2	*
South Indian . . .	Nil	1	*	Nil	7	*
Total	1,0	2,6		1,8	8,3	
Total, 1934-35	60,5	91,5	20,31,5	302,4	512,7	81,75,5
Total, 1933-34 . .	58,7	87,4	17,11,8	288,0	478,1	75,91,4
Increase .	1,8	4,1	3,19,7	14,4	34,6	5,84,2
Decrease .	—	..	..	..	..	..

* Shown under

‡In these totals c o n s i g n m e n t s passing OVER two or more

Railways and the earnings therefrom for the year 1934-35. (In hundreds}—contd.

Merchandise—concld.

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
76,0	132,7	22,07,4	20,6	21,2	75,3	819,7	1,071,2	1,01,71,8	Bengal-Nagpur.
82,3	119,2	30,93,1	24,6	32,8	1,78,7	554,4	723,8	2,03,01.6	Bombay, Baroda and Central India.
32,6	92,3	25,66,9	4,7	6,2	44,3	832,5	1.214,8	1,76,57,8	Eastern Bengal.
89,4	151,1	34,65,4	17,3	21,0	1,36.0	1,498,1	2,088,3	1,82,97.9	East Indian.
124,1	213,6	40,59,8	8,6	33,6	1,41,9	538,9	1.185,2	1,78,53,4	Great Indian Peninsula.
74,3	143,8	22,66,1	20,6	24,0	81,3	373,0	647,2	1,13,90,5	Madras and Southern Mahratta.
11,5	36,4	6,27,2	17,2	22,4	1,58,3	49,8	148,9	24,13,1	Nizam's State.
85,4	114,4	35,75,9	5,7	6,2	21,7	856,2	1,279,5	1,82,25,9	North Western.
87,1	122,8	29,84,2	11,4	23,8	2,42.0	251,0	361,2	79,74,9	South Indian.
569,7	1,125,3		128,5	191,2		5,722,0	8,716,1		Total.
									3' 3 3/8" GAUGE.
85,9	105,8	15,36,9	6,1	10,7	1,13,4	401,0	472,1	49,12,0	Assam Bengal.
60,6	76,8	9,67,7	7,0	8,4	49,9	1,959,9	2,100,0	63,97,2	Bengal and North Western.
30,6	62,1	*	4,4	3,5	*	235,7	639,7	*	Bombay, Baroda and Central India.
37,5	37,5	20,03,6	1,7	1,7	7,0	527,4	527,4	57,28,6	Burma.
35,6	96,0	*	7	5,0	*	610,2	892,7	*	Eastern Bengal.
4,2	16,9	2,05,0	3	3	5	52,7	127,4	13,75,2	Jodhpur.
88,9	117,3	*	2,2	4,1	*	326,8	484,4	*	Madras and Southern Mahtatt*.
7,2	17,6	*	9,3	3,4	*	42,5	79,2	*	Nizam's State.
4,7	9,0	65,6	9	9	2,5	545,3	900,7	13,98,8	Rohilkund and Kumaon.
121,4	168,0	*	21,0	38,7	*	411,5	537,7	*	South Indian.
499,6	766,9		52,6	87,7		5,113,0	6,470,3		Total.
									2' 6' AND 2' 0" GAUGE.
8,0	19,4	*	3	6	*	21,4	52,5	*	Bengal-Nagpur.
3,3	6,1	*	4,7	4,9	*	11,8	24,8	*	Bombay, Baroda and Central. India.
1,8	1,8	*	..	..	*	1,8	2,2	*	Eastern Bengal.
3	3,8	*	..	1,4	*	14,6	34,8	*	Great Indian Peninsula.
4,4	7,1	*	3	3	*	27,7	48,3	*	North Western.
8,0	9,2	*	6	6	*	10,5	14,6	*	South Indian.
25,8	44,4		5,9	7,7		87,8	177,2		Total.
1,195,0	1,937,6	3.03,77.8	187,0	286,6	42,52,6	10.922,8	15,363,6	14,41,31,7	Total, 1934-35.
1,081,7	1,812,4	2,73,80,0	142,3	228,3	10,66,8	9,534,9	13,711,2	13.68.89,8	Total, 1933-34
113,3	125,2	29.97.8	44,7	57,8	1,86,8	1,387,9	1,652,4	72,41,9	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

5' 6" gauge.
gauges or railways an considered as two or mora separate consignment*.

29.—*Statement of Principal Commodities carried by Class }*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
118	119	120	121	122	123	124	126	128	127
5' 6* GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
BengaJ-Nagpur	1,357,8	1,547,9	91,75,5	5,742,8	6,436,6	3,50,26,7	6	2,6	36,1
Bombay, Baroda and Central India.	695,0	1,004,3	1,32,20,0	2,201.4	3,290,1	6,15,14,1	1,4	1,9	75,3
Eastern Bengal	286,7	419,5	20,75,3	1,460.5	2,361,6	2,62,49,7	4,6	6,7	32,4
East Indian .	1,749,8	2,340,4	1,82,54,6	5,491,0	7,099,7	6,19,06,7	37,9	61,1	4,94,2
Great Indian Peninsula	1,595,0	1,662,0	1,50,98,5	4,002,2	5,861,1	6,98,82,7	32,3	60,3	6,13,1
Madras and Southern Mahratta	338,7	586,5	79,40,9	1,406,7	2,394,7	4,07,04,6	1,5	4,6	63,3
Nizam's State	51,9	127,9	17,84,2	405,8	876,8	1,09,31,8	2,3	12,0	74,6
North Western	1,035,7	1,247,8	2,03,05,2	5,432,1	6,654,0	8,38,97,3	200,4	230,5	11,97,0
Booth Indian	177,6	287,7	52,83,1	744,2	1,231,1	2,48,36,4	3	1,4	24,7
Total	7,288,6	9,444,0		26,798,7	36,809,6		291,5	381,1	
3' 3$^{1/8}$' GAUGE.									
Assam Bengal	69,7	104,4	9,70,1	1,046,2	1,196,7	1,02,05,6	7	2,0	6,6
Bengal and North Western	225,7	394,0	27,42,4	3,192,1	4,025,9	1,92,22,6	4,8	4,9	19,8
Bombay, Baroda and Central India.	170,8	488,8	*	1,235,1	2,758,8	*	4,4	9,8	*
Burma.	414,2	414,2	42,23,4	2,982,9	2,982,9	2,40,55,9	7,9	7,9	39,9
Eastern Bengal	48,7	123,6	*	864,9	1,581,4	*	2	2,9	*
Jodhpur	56,6	101,4	9,61,6	447,6	720,0	55,03,1	..	4	5,6
Madras and Southern Mahratta	205,4	322,0	*	1,326,9	2,053,0	*	2,3	4,3	*
Nizam's State	32,9	55,4	*	313,0	495,4	*	1,4	2,5	*
Rohilkund and Kumaon .	54,3	92,4	4,52,0	836,2	1,028,1	24,27,7	3,9	4,4	21,5
South Indian	243,0	319,8	*	1,830,2	2,131,1	*	3	1,2	*
Total	1,521,3	2,119,0		14,175,0	18,976,0		26,0	41,9	
2' 6* AND 2' 0* GAUGES.									
Bengal-Nagpur	58,5	87,0	*	289,0	400,3	*	3	3	*
Bombay, Baroda and Central India.	11,6	18,5	*	132,5	179,9	*	..	..	*
Eastern Bengal	1	2	*	1,9	2,4	*	..	..	*
Great Indian Peninsula	2,7	9,9	*	70,1	121,6	*	..	.	*
North Western	34,4	74,3	*	147,5	242,8	*	6,7	21,0	*
South Indian	2,7	5,3	*	25,4	46,2	*	*Nil*	*Nil*	*Nil*
Total	120,2	195,2		667,3	993,2		7,0	22,2	
Total. 1034-35	8,910,1	12,058,2	10,40,55,9	41,570,0	50,778,8	48,00,34,9	314,5	444,6	27,04,1
Total, 1933-34	8,625,6	11,428,5	9,95,98,5	38,529,7	52,543,2	46,23,26,2	320,4	450,4	23,56,3
Increase .	284,5	629,4	44,83,4	3,040,3	4,235,0	1,72,08,7	..	..	..
Decrease .	..	..	..	..	..	..	5,9	5,8	1,54,7

* Shown under

† *In* these totals consignments pawing over two or more

Railways and the earnings therefrom for the year 1934-36. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home lino whether local or Foreign.	Total.	Earnings.	Railway.
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6* *GAUGE.*
4,1	5,0	62,2	194,6	209,2	8,73,1	790,8	790,8	20,58,9	Bengal-Nagpur.
29,7	41,3	16,71,1	178,3	181,5	1,98,2	15,6	227,6	11,28,9	Bombay, Baroda and Central India.
2,4	2,5	53,3	249,3	252,7	2,79,1	2,5	283,4	7,56,8	Eastern Bengal.
22,4	36,9	14,54,4	1,270 5	1,282,9	15,10,5	1,607,2	1,607,2	53,09,6	East Indian.
20,3	22,2	3,96,9	380,0	406,2	4,94,0	561,2	647,8	31,96,4	Great Indian Peninsula.
5,4	5,8	1,85,0	76,4	120,4	3,15,7	2,0	356,2	15,81,2	Madras and Southern **Mahratta.**
1	3	17,4	25,6	31,4	59,7	142,9	143,0	3,25,1	Nizam's State.
31,6	33,1	4,80,9	1,827,4	1,829,2	9,46,3	35,0	1,075,1	44,84,3	North Western.
1,2	2,0	84,5	108,8	111,3	75,3	1,4	100,6	5,31,2	South Indian.
116,4	148,1		4,310,8	4,423,8		3,158,6	5,431,7		Total.
									3' 3|* GAUGE.
9	9	17,1	180,3	186,1	1,83,8	12,1	108,1	1,83,2	Assam Bengal.
4,8	6,4	86,5	47,3	61,3	1,38,2	61,9	276,7	5,60,2	Bengal and North Western.
19,6	24,8	*	18,0	27,0	*	7,5	218,8	*	Bombay, Baroda and Central India.
8,0	8,0	2,95,8	59,4	59,4	81,0	208,0	208,0	5,23,6	Burma.
5	2,1	*	72,1	83,4	*	5,3	113,4	*	Eastern Bengal.
7	8	9,9	101,6	114,0	96,0	2,6	49,0	1,20,8	Jodhpur.
3,0	3,5	*	19,7	84,0	*	154,0	158,9	*	Madras and Southern **Mahratta.**
6	6	*	14,9	15,9	*	1	35,6	*	Nizam's State.
2	5	4,8	61,9	64,4	1,47,5	41,4	41,4	14,0	Rohilkundand Kumaon.
2,0	2,4	*	152,2	156,1	*	120,6	175,9	*	South Indian.
40,1	80,0		726,6	802,5		663,5	1,380,7		Total.
									2'6" AND 2'0* GAUGES.
..	..	*	16,0	16,2	*	50,4	52,8	*	Bengal-Nagpur.
1	1	*	4	1,4	*	1,0	3,1	*	Bombay. Baroda and **Central** India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
4	5	*	13,4	16,7	*	21,1	21,1	*	North Western.
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	1	1	*	South Indian.
5	6		29,8	33,3		72,6	77,1		Total.
167,0	196,7	30,06,8	5,067,2	5,259,6	53,40,2	3,834,6	6,895,5	2,07,70,2	Total, 1934-35.
158,4	194,8	30,19,8	4,323,4	4,483,9	44,35,9	3,463,3	6,273,4	1,91,39,3	Total, 1933-34.
8	4,4	..	733,8	775,8	9,04,3	380,8	622,1	16,30,9	**Increase.**
..	..	10,8	..	..	..	..	..	..	**Decrease.**

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

29.—Statement of Principal Commodities carried by ***Class I Railways*** *and ike earnings therefrom for the year 1934-35. (In hundreds)*—concld.

	IX.—Materials and Stores on Revenue Account—concld.						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
Railway.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings,	Originating on Home line whether local or Foreign.	‡ Total.	Earnings,	Originating on Home line whether locator Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147

* Shown under 6' 6' gauge.

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

30—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1934-35.

B53CRAccts.

30.—*Analysis of operating expenses of*

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE Of

Railway.	*A I (1).—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			•A. I (2).—SUBORSINATE SUPERVISING STAFF.			*A. I (3).—OFFICE STAFF.		
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A t Q.	Total amount	Per equated track mile.	Percentage of total working expenses under Abstracts A toG.	Total amount.	Per equated track mile.	Percent of total working expenses under Abstracts AtoG.
1	2	3	4	5	6	7	8	9	10
5' 6' GAUGE.	Rs.	Rs.		Rs.	Rs.		R..	Rs.	
Bengal.Nagpur	8,49,721	320.5	1.58	6,13,366	231.4	1.14	6,08,229	229.4	1.13
Bombay, Baroda and Centra] India	8,74,309	223.2	0.93	3,66,692	218.7	0.92	3,90,457	232.8	0.98
Eastern Bengal	2,59,295	188.1	0.87	2,04,122	148.0	0.69	2,70.645	196.3	0.91
		146.6	0.79	10,73,772	168.7	0.91	9,25,868	145.5	0.78
Great Indian Peninsula .	9,45,617	204.2	1.03	7,84,128	169.3	0.86	7,82,432	168.9	0.88
Madras and Southern Mahratta	2,93,692	196.6	113	2,13,783	142.5	0.82	2,64,788	176.4	1.02
Nizam's State	1,13,071	191.1	1.62	85,733	144.9	1.23	74,291	126.6	1.00
North Western	10,76,695	134.0	0.90	13,24,802	164.9	1.11	8,77,614	109.2	0.73
South Indian	1,32,040	172.7	1.43	1,02,705	134.3	1.11	98,436	128.8	1.07,
3' 3 3/8" GAUGE.									
Assam.Bengal	2,81,337	321.8	2.47	1,47,486	168.7	1.08	1,49,868	171.4	1.10
Bengal and North Western	X	X	*	‡	X	X	‡	X	X •
Bombay, Baroda and Central India	3,00,304	186.9	1.10	2,97,233	185.0	1.09	3,07,673	191.5	1.12
Burma ,	3,90,560	211.1	1.36	3,91,488	211.6	1.37	3,09,561	167.3	1.09
Eastern Bengal	1,19,035	136.9	0.81	1,37,281	157.9	0.93	1,46,214	168.2	0.99;
Jodhpur	83,688	127.0	1.51	36,610	55.5	0.66	44,897	68.1	0.80
Madras and Southern Mahratta	2,76,845	166.6	1.51	2,31,636	139.4	1.27	1,78,907	107.7	0.98
Nizam's State	93,079	206.8	1.87	66,060	146.8	1.32	56,146	129.2	1.17
Rohilkund and Kumaon	X	X			X	X	X	X	X
South Indian	3,86,113	224.2	1.71	3,03,800	176.4	1.34	2,92,685	169.9	1.29
2* 6* AND 2' 0* GAUGE.									
Bengal Nagpur	75,112	127.2	1.95	91,025	154.1	2.36	57,031	96.6	1.48
Bombay, Baroda and Central India				10,522	78.2	1.38	8,143	60.6	1.07
Eastern Bengal	1,345	50.8	0.88	301	11.4	0.20	719	27.1	0.47
Great Indian Peninsula .	4,392	29.0	0.99	7,610	50.2	1.71	4,547	30.0	1.02
Northwestern	1,06,982	185.4	1.66	1,06,898	185.3	1.66	85,025	17.4	1.32
South Indian	19,074	311.3	5.07	9,048	147.7	2.40	13,816	225.5	3.67

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931.32.

Class I Railways for the year 1934.35.

. which prior to the year 1932.33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS.

A.I.—ADMINISTRATION—TOTAL.			A.II.1(a)—TRACK—ORDINARY REPAIRS AND MAINTANCE.			†A. II.1 (b) AND A. II 3.—BRIDGES, TUNNELS AND CONSERVANCY OF RIVERS. •A. II.1(c).—BRIDGES—ORDINARY BBPAIRS AND MAINTENCE.			•A. II.1 (d).—SERVICE BUILDINGS ORDINABY REPAIRS ASD MAIN. TENSNCE.			Railway.
Total amount	Per mile of track including sidings. •Per equated track mile.	Percentage of total working expenses under Aba. tracts A to Q.	Total amount.	† Per mile of track including sidings. •Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings lineal feet of opening. •Per equated track.	percent. percent working Abstracts per track.'	Abstracts AtoG	amount.	Per 100 plinth area per floor.	percentage of total working expenses under Abstracts A to G.	
11	12	13	14	15	16	17	18	19		20	21	22	28
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.			Rs.	Rs.		5' 6'' GAUGE.
21,39,232	*807.0	3.98	27,92,133	•1,063.3	5.20	*3,78,750	*206.2	0.71		5,40,495	10.9	1.01	B.N.
11,92,267	*711.0	2.98	17,99,304	*1,0730	4.49	•1,17,829	*88.7	0.20		1,75,979	X	0.44	B. B. & C. I.
8,80,410	*638.6	2.97	12,32,879	•894.2	4.16	•76,238	*127.9	0.26		2,19,056	4.71	0.74	E.B.
‖34,34.003	*539.5	2.91	48,41,574	•760.7	4.10	*¶4,24,014	*98.7	0.36		**10,72,264	7.07	0.91	E.I.
26,49,228	*572.0	2.90	41.23.065	*890.2	4.51	*2,06,890	*89.6	0.23		3,96,770	3.24	0.43	G. J. P.
9,51,404	*633 9	3 66	13,00 698	•866.7	4.99	•1,03,039	*90.5	0.40		1,53,160	1.54	0.59	M.&S.M.
2,95,806	*500 0	426	5,66,048	*956 8	813	*33,531 ;	*106.2	0 48		21.716	X	0.31	N. S.
41,00,656	*510.3	3.42	59,39,447	*739.2	4.96	*3,05,357	*79.2	0.26		6,67,446	3.96	0.56	N.W.
3,66,270	*479 1	3.97	4,05,808	•530.8	4.40	*;73,954 J	•162.5	0.80		51,403	4.40	0.56	S.I.
													3' 3 3/8'' GAUGE.
5,93,989 ,	*679.5	4.36	11,22,290	•1,283.8 (f)	8.24	•1,01,671 !	*128.7 (i)	0.77		1,29,291	X	0.95	A.B.
5,95,127 ,	†224.5	3.77	17,82,960	†672.4	11.3	†2,20,308	†83.1	1.39		1,72,612	X	1.09	B. A N. W.
9,31,299 !	*579.7	3.40	13,99,209	*870.9	5.11	*46,843	*46.2	0.17		1,27,213	3.61	0.47	B. B. & 0. I.
12,67,979	•680.0	4.41	21,20,623	*1,146.3	7.44	•1,85,999	*149.7	0.65		2,06,276	6.79	0.72	Burma.
4,64,693	*634.5	3.16	7,69,759	*886.4	5.24	*53,535	•90.5	0.36		72.705	4.88	0.50	E.B.
1,75,378	*266.1	315	4.14,926	*629.5	7.46	*11,392	*69.6	0.21		15,289	1.96	0.27	Jodhpur.
8,49,800	*511.5	4.65	19,26.907	*1,169.8	10.5	*86,889	*69.5	0.18		70.758	1.20	0.30	M.& S.M.
2,35,391	*523 0	4.72 !	4,86,788	•1,081.6 (A)	9.76	*20,260	*65'4	0.41		13,865	X	0.28 ,	N.S.
1,04,941	†153.4 (g)	3.24 !	2,72,088	t397.6	8.41	†55.917	(i)†81.7	1.73	!	‡	‡	‡ R.& K.	
10,74,341	*623.8	4.75	11,83.174	•686.9	5.23	*¶95,895	*72.9	0.42		1,60,764	3.45	0.71	S.I.
													2' 6" & 2' 0" GAUGES.
2,27,224	•884.8	5.90	5,11,537	*866.2	13.3	*22,619	*48.2	0.59		30,226	7.92	0.78	B.N.
83.839	*251.6	4.43	1,15,375	*857.9	15.1	*1.314	; ‡	0.17		2,757	‡	0.36	B. B.& C. I.
2,959	*111.7	1.94	14,558	•549.4	9.55	*46	*10.1	0.03		1,802	10.00	1.18	E.B.
17,033	•112.3	3.83	87,650	*577.7	19.7	*2,281	*17.5	0.51		2,499	2.54	0.57	G.I. P.
3,11,108	•539.2	4.82	4.79,971	*831.8	7.44	*72,900	*136.5	1.13		44,843	7.02	0.70	. N.W.
45,549	•743'4	12.1	40,924	•667.9	10.9	*¶583	*21.8	015		2.613	10.6	0.69	S.I.

‡ Information not available.
‖ Excludes expenditure on Provident Fund, bonus and gratuities,
•* Includes expenditure on electric power stations and sub.stations.
¶ Includes expenditure on tunnels.

	Per mile of line maintained. Rs.	Per train miles. As.
(e)	281.7	1.11
(f)	844.0	3.33
(g)	183.0	
(e)	4'76.7	2.48
(i)	104.3	0.41
(f)	98.0	0.51

30.—Analysis of operating expenses of

NOTE,—The figures of expanses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A. MAINTENANCE OF

Railway.	•A. III (/).—RESSENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENTANCE. BY RE-			•All (g)—SIGNALS Also INTER. LOCKING—ORDINARY REPAIRS AND MAINTENAC			•All (b),(e), (h), (i) (j) AND (*).—OTHER I ITEMS—ORDINARY REPAIRS AND MAINTENANCE.	
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount	Per lever.	Percentage of total working expenses under Abstracts A to G.	Total amount under	Percentage ; of total i working : Abstracts A to G.
24	25	28	27	28	29	30	31	32
5' 6' GAUGE.	RS.	Rs.		Rs.	Rs.		Rs.	
Bengal Nagpur.	8,66,887	9.35	1.61	3,57,055	58.2	0.66	11,20,180	2.09 ;
Bombay, Baroda and Central India	1,75,627	X	0.44	3,22,652	35.2	0.81	99,007	0.25
		5.81	0.98	4,19,901	70.0	1.41	2,39,824	0.81 ;
East Indian	8,75,936	3.67	0.74	6,04,046	32.0	0.51	7,10,911	0.60
	5,02,437	5.09	0.65	5,06,695	38.5	0.55	8,66,961	0.95
Madras and Southern Mahratta . . .	1,40,237	1.41	0.54	1,63,162	28.9	0.63	1,96,727	0.75
	48,268	X	0.70	14,765	13.2	0.21	1,07,391	1.54
Northwestern	7,28,314	2.58	0.61	6,90,017	40.9	0.58	5,62,441	0.47
		4.37	0.60	31,520	14.0	0.34	1,04,375	1.13
3' 3 3/8" GAUGE.								
Assam.Bengal	2,32,219	X	1.70	52,678	78.9	0.39	1,48,304	1.09
	1,28,458	X	0.81	‡	X	X	3,38,133	2.14
Bombay, Baroda and Central India .	1,65,526	2.53	0.60	1,70,793	29.3	0.62	1,33,509	0.49
		6 1 0	1.04	1,73,804	69.6	0.61	2,00,263	0.71
		5.26	0.77	7,819	2.38	0.05	1,36,397	0.93
	36,408	2.80	0.66	10,424	6.68	0.19	1,52,962 i	2.75
Madras and Southern Mahratta	83,307	1.42	0.46	1,13,733	28.6	0.62	1,60,259	0.88
Nizam's State.	55,923	X	1.12	9,407	11.4	0.19	96,040	1.92
	X	‡	‡	X	X	X	(6)71,543	2.21
		3.52	0.78	1,07,612	21.3	0.48	2,81,710	1.25
2'6" AND2'0'GAUGES.								
Bengal.Nagpur.	32,614	5.13	0.84	3,779	269.9	0.10	81,514	2.12
Bombay, Baroda and Central India . .	1,340	X	0.17	169	1.76	0.02	780	0.10
	954	2.00	0.63	567	9.78	0.37	754	0.50
		1.44	0.51	439	2.17	0.10	18,727	4.21
	54,610	3.62	0.85	3,126	6.24	0.05	51,821	0.80
		4.83	•51	2,281	91.2	0.61	4,380	1.17

(a) Represents expenditure on Station Machinery, shore connections at Ferries and Miscellaneous.
(b) Represents other structural works —A..1I 1 (c) to (g) according to the form prier to 1931-32.

Class / Railways for the year 1934-35—contd.

Depreciation Reserve Fund Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earning*.

STRUCTURAL WORKS—contd

*A. II 1—All items, total ordinary repairs and maintenance—excluding credits.			*A.II 2—Special repairs and maintenance (excluding credits).		A. II—Total repairs and maintenance (excluding credits).			A IV.—Total Replacement and Renewal. Appropriation to Depreciation Reserve Fund.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	
33	34	35	36	37	38	39	40	41	42	43	44
											5' 6" Gauge.
Rs.	Rs.		Rs.		Rs.	Rs.		Rs.	Rs.		
60,55,500	2,284·3	11·3	1,35,629	0·25	61,92,329	*2,335·9	11·5	31,47,022	*1,187·1	5·86	B. N.
28,03,454	1,671·8	7·40	1,52,663	0·38	29,51,450	1,760·1	7·37	42,28,091	*2,521·0	10·6	B. B. & C. I.
24,79,716	1,798·5	8·34	3,52,183	1·19	28,25,030	*2,774·2	12·9	34,20,660	*2,480·9	11·5	E. B.
1,03,25,017	1,622·2	8·74	‡	‡	1,03,25,017	*1,622·2	8·74	1,24,31,510	*1,953·2	10·5	E. I.
86,92,818	1,445·0	7·32	9,20,158	1·02	76,21,976	*1,645·6	8·34	1,07,78,406	*2,327·4	11·8	G. I. P.
20,57,023	1,370·6	7·90	15,370	0·05	22,49,435	*1,498·8	8·64	22,33,593	*1,488·3	8·58	M. & S. M.
7,91,719	1,338·2	11·4	‡	‡	7,91,719	*1,338·2	11·4	5,87,161	*992·5	8·44	N. S.
88,93,021	1,106·8	7·42	4,36,926	0·36	1,09,98 626	*1,368·8	9·18	1,75,35,694	*2,182·2	14·6	N. W.
7,21,907	944·2	7·83	28,174	0·31	7,50,081	*981·4	8·14	11,53,615	*1,508·9	12·5	S. I.
											3' 3¾" Gauge.
17,89,453	2,047·0	13·1	3,61,628	2·66	24,15,464	*2,763·0 (e)	17·7	12,00,555	*1,373·3	8·82	A. B.
§34,305	§(m)	§0·22	8,16,057	5·16	37,87,134	†1,428·3	24·0	**	**	**	B. & N. W.
20,43,009	1,271·7	7·46	3,49,449	1·28	23,92,542	1,480·3	8·74	14,80,161	*921·3	5·40	B. B. & C. I.
31,83,884	1,721·1	11·2	1,39,314	0·40	46,55,719	*2,516·7	16·3	31,94,530	*1,726·8	11·2	Burma.
11,58,627	1,338·9	7·55	1,95,286	1·33	14,20,045	*1,644·8	9·73	10,45,730	*2,238·0	13·2	E. B.
6,41,401	973·1	11·5	176	0·00	6,41,577	*973·4	11·5	4,25,110	*645·0	7·65	Jodhpur.
24,41,853	1,460·3	13·3	1,20,061	0·66	26,86,268	*1,616·9	14·7	9,58,579	*577·0	5·24	M. & S. M.
6,82,283	1,516·0	13·7	‡	‡	6,82,283	*1,516·0 (g)	13·7	2,96,749	*659·3	5·95	N. S.
§6,156	§(n)	§0·19	‡	‡	4,66,056	†681·1	14·4	2,57,976	(h)†377·0	7·98	R. & K.
90,06,844	1,165·6	8·87	3,20,859	1·42	23,26,703	*1,350·9	10·3	11,06,189	*642·3	4·89	S. I.
											2' 6" and 2' 0" Gauges.
6,32,289	1,156·4	17·7	—696	—0·01	6,81,591	*1,154·2	17·7	2,21,189	*374·6	5·75	B. N.
1,29,771	965·0	17·0	7,804	1·02	1,57,911	1,174·2	20·7	13,041	*97·0	1·71	B. B. & C. I.
18,681	704·9	12·3	..	..	18,778	*708·6	12·3	21,667	*817·6	14·2	E. B.
1,18,373	750·5	25·6	—3,552	—0·80	1,10,321	*727·1	24·5	..	..	..	G. I. P.
7,07,271	1,225·5	21·0	52,112	1·37	6,31,529	*1,441·5	12·1	10,88,946	*1,887·2	16·9	N. W.
62,698	660·1	14·0	..	..	62,698	*660·1	14·0	21,629	*353·0	5·75	S. I.

• According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
% Information not available. § Represents equipment—A-II 2 according to the form prior to 1931—32

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
Rs.	Rs.	As.
(m) 16 3	130	0.06
(n) 10.8	8.99	0.05
(e) 1,792.7	..	7.08
(0)816.5		4.23
(h)452.0		2.35

•* Included in the respective heads.
¶ Includes expenditure incurred on Eletric Power Stations & substations.

NOTE.—The figures of expenses given in this table an exclusive of credits on account of materials released from works chargeable to

Railway.	ITABLE A.—MAINTENANCE OF STRUCTURAL *WORKS—concld.*			TABLE B..MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTU. RALWORKS— (TOTAL ABSTRACT A.)			GENERAL. ADMINISTRATION—(B. L).					LOCOMOTIVES—(a).	
	Total amount.	†Per mile of track including sidings. •Per equated track mile.	Percentage of total working under Abstracts A to G.	Total amount	Per engine mile.	Per 1,000 ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
40	45	47	48	49	60	51	52	63	54	66
• 5' 6' GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal.Nagpur	1,14,78,683	*4,330.0	214	13,96,917	1.32	0.17	1.81	2.60	16,22,525	1.53
Bombay, Baroda and Central India.	84,71,708	*5,062.1	21.2	5,67,970	1.17	0.16	1.44	1.42	8,63,996	1.78
Eastern Bengal	81,26,100	*5,893'6	27.4	7,22,677	1.28	0.20	1.67	2.43	5,89,558	1.12
Bast Indian	2.61,90,630	*4,114.9	22.2	31,73,793	1.32	0.15	1.72	2.69	37,31,361	1.56
Great Indian Peninsula	2,10,19,610	*4,544.7	230	16,86,066	1.30	0.16	1.54	1.73	18,87,099	1.54
	54,344 32	•3,621.0	20.9	6,16,977	1.32	0.18	1.57	2.37	7,36,563	1.57
Nizam's State	16,74,688	2,830.7	24.1	1,73,011	1.28	016	1.62	2.49	1,92,503	128
North Western .	(a) 3.26,32,976	*4,061.4	27.7	19,85,383	1.16	0.16	1.43	1.66	35,02,772	2.04
South Indian	(a) 23,49,630	•3,073.1	26.5	2,40,628	1.02	0.19	1.19	2.61	3,46,442	1.46
3' 38* GAUGE.										
Assam.Bengal	42,10,008	•4,815.8	30.9	3,02,558	1.03	0.25	1.31	2.22	3,40,893	1.16
Bengal and North Western	43,82,261	(f) †1.662.7	27.7	3,09,199	0.48	0.12	0.58	1.96	**	*
Bombay, Baroda and Central India.	48,01,002	2,990.3	17.5	9,17,662	1.62	0.34	1.86	3.35	8,18,125	1.35
Burma	91,08,228	*4,923.6	31.9	8,26,000	1.45	0.33	1.78	2.89	6,67,393	1.18
Eastern Bengal	38,40,368	*4,417.3	26.1	3,03,069	0.96	0.22	1.24	2.06	2,39,879	0.80
Jodhpur	1 12,42,065	•1,884.6	22.3	1,23,279	0.86	0.21	1.10	2.22	1,66,623	1.16
Madras and Southern Mahratta	(a) 44,91,637	*2,705.4	24.6	4,84,679	0.92	0.24	1.09	2.65	5,28.748	1.01
Nizam's State	12,14,423	*2,698.3	24.4	1,33,676	1.12	0.30	1.41	2.68	1,63,227	1.44
Rohilkund and Kumaon	8,28,973	†1.211.4	26.6	82,616	0.59	0.19	0.74	2.66	**	**
South Indian	46.83,886	•2,719.4	20.7	5,80,877	0.93	0.28	1.06	2.57	7,19,232	1.16
2' 6* AND 2' 0* GAUGES.										
Bengal .Nagpur	11,30,00*	*1,913.6	29.4	1,12,880	0.86	0.36	1.06	2.93	1,60.415	1.20
Bombay, Baroda and Central India.	2,04,791	•1,622.8	26.8	8,093	0.30	0.22	0.33	1.06	38,419	1.41
Eastern Bengal	43,404	*1,637.9	28.6	732	0.16	0.11	0.10	0.48	3,833	0'48
Great Indian Peninsula	1.27,364	•839.4	28.6	2,468	0.08	0.04	0.08	0.56	**	**
North Western	22,31,883	*3,868.1	34.6	1,01,759	1.21	0.63	1.46	1.68	2,32,402	2.77
South Indian	(a) 1,20,936	•1,973.8	32.1	10,737	1.06	0.63	1.11	2.86	16,286	1.69

• According to the revised form introduced from 1931.32.
† According to the form prior to 1931.32.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
(f) 2,074.4	..	(/)8.17
(i) 1,452.4	.. (i)	7.54

** Included under workshop repairs,

(a) Includes Provident Fund Bonus and Gratuity Figures taken under heads AI and A11 and credits on account of released materials in the ease of North Western Railway only.

Clou I Railways for the year 1934-35—contd.

Depreciation Reserve Fund Replacement and Renewal Works which prior to the year 1932-33 were taken as REDUCTION of expenditure end ere since shown as earning*.

OfLOCOMOTIVE POWER. I

RUNNING REPAIRS-[B. II-I (a)]. LOCOMOTIVES—(b) WORKSHP REPAIRS [B..II.-1(6)]

Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount,	Per engine mile	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expensed under Abstracts A to G.	Railway.
56	87	68	69	60	61	02	63	64
Rs.	As.		Rs.	As.	Rs.	As.		5' 6" Gauge.
0·19	2·11	3·03	20,35,123	2·67	0·36	3·04	5·66	B. N.
3·23	2·19	2·15	14,10,296	2·91	0·37	3·59	3·52	B. B. & C. I.
0·16	1·26	1·96	11,43,464	2·06	0·33	2·48	3·85	E. B.
0·18	2·05	3·16	41,27,572	1·72	0·20	2·24	3·50	E. I.
0·20	1·84	2·06	27,44,835	2·24	0·29	2·67	3·06	G. I. P.
0·21	1·87	2·83	15,38,603	3·29	0·44	3·92	5·91	M. & S. M.
0·18	1·70	2·77	3,81,282	2·72	0·35	3·36	5·45	N. S.
0·26	2·53	2·02	28,52,500	1·66	0·23	2·06	2·36	N. W.
0·28	1·71	3·76	4,73,833	2·00	0·38	2·35	5·14	S. I.
								3' 3½" Gauge.
0·28	1·47	2·50	3,75,412	1·27	0·31	1·62	2·76	A. B.
**	**	**	†11,55,825	†1·60	†0·44	†2·15	†7·21	B. & N. W.
0·30	1·56	2·99	15,31,925	2·54	0·56	3·08	5·60	B. B. & C. I.
0·27	1·44	2·34	6,66,757	1·17	0·27	1·44	2·36	Burma.
0·18	0·99	1·63	4,44,257	1·44	0·32	1·82	3·02	E. B.
0·28	1·49	3·00	1,52,990	1·07	0·25	1·37	2·75	Jodhpur.
0·26	1·19	2·89	6,28,697	1·56	0·41	1·86	4·63	M. & S. M.
0·37	1·72	3·27	1,97,775	1·76	0·45	2·09	3·97	N. S.
**	**	**	‡2,60,083	‡1·88	‡0·61	‡2·36	‡8·04	R. & K.
0·34	1·31	3·13	9,08,374	1·46	0·43	1·65	4·02	S. I.
								2' 6" & 2' 0" Gauges.
0·30	1·51	4·17	2,17,900	1·63	0·67	2·05	5·66	E. N.
1·05	1·50	5·03	46,706	1·79	1·34	1·98	6·37	B. B. & C. I.
0·50	0·52	2·52	9,503	0·08	1·47	1·30	4·23	E. B.
**	**	**	§47,901	§1·47	§0·85	§1·59	§10·7	G. I. P.
1·45	2·32	3·60	1,01,183	2·28	1·20	2·73	2·96	N. W.
0·95	1·68	4·33	14,715	1·44	0·86	1·52	3·91	S. I.

† Include* running Repairs and Renewals.

‡ Includes running Repair*. § Includes figures for Running Repairs end Sundry stores excluding oil and weste tones to Low. Department.

86—Analysis of operating expenses of

NOTE.—The figures of expenses given 1st this table are exclusive of credits on accunnt of materials released from works chargeable to

Railway.	TABLE B..MAINTENANCE AND SUPPLY *Of* LOCOMOTIVE PMENT(B.II.2).					TOTAL.		
	Total amount.	Per mile	Per 1,000 gross ton mile..	Per train mile.	Percentage of total working expenses. Under Abstracts A toG.	Total amount.	Per engine mile.	Per 1.000 ST talk*.
66	60	67	i 68	69	70	71	72	73 \
5'6" GAUGE.	Rs.	A*.	Rs.	As.		Rs.	As.	Rs.
	6,58,414	0.62	0.08	0.85	1.23	52,53,542	4.90	0.62
Bombay, Baroda and Central India	1,66,460	0.33	0.04	0.40	0.39	23,59,721	4.87	0.61
		0.32	0.06	047	074	19,46,484	35.2	0.54
		0.27	0.03	0.36	0.64	84,67,482	3.54	0.41
Great Indian Peninsula	3,49,297	0.29	0.04	0.34	0.38	50,06,312	4.08	0.53
		0.96	0.13	1.14	1.72	26,85,171	5. 73	0*77
		016	0.01	013	020	5,88,201	416	0.54
		0.40	0 06	0.49	0.67	69,96,417	4.08	0.57
		0.03	001	0.04	0.08	8,27,686	3.49	0.67
3' $3^{3/8}$" GAUGE.								
Assam. Bengal.	1,42,679	0.49	0.12	0.61	1.05	8,41,216	2.86	0.70
Bengal and North.Western.	66,966	0.16	0.03	013	0.42	•12,26,339	•1.76	*0.47
Bombay, Baroda and Central India	2,64,078	0.44	0.10	0.63	0.96	26,46,172	4.22	0.93
		0.13	0.03	0.16	0.26	13,90,463	2.45	0.56
	84,101	0.32	0.06	0.35	0.67	7,65,324	2.56	0.56
Jodhpur	6,774	0.06	0.01	006	0.12	3,33,284	2.33	0.55
Madras and Southern Mahratta	1,49,064	0.28	0.07	0.34	0.82	14,98,672	2.85	0.74
	7,807	0.16	001	0'08	0.16	3,68,718	3 36	0.83
	19,068	0.14	0.06	0.17	0.69	2,80,045	2.03	0.66
		0.19	0.06	0.21	0.61	17,50,639	2.82	0.83
2' 6" AND 2' 0" GAUGES.								
	16,732	0.12	0.06	0.16	0.48	3,90,531	2.92	1.21
Bombay, Baroda and Central India	604	0.02	0.01	0.02	0.06	96,519	3.55	2.65
	867	0.00	0.06	0.06	0.23	13,632	1.76	2.11
Great Indian Peninsula.	139	0.00	0.00	0.00	0.03	47,335	1.45	0.84
North.Western.	87,279	0.44	0.28	0.68	0.68	4,56,183	5.44	2.85
	262	0.02	0.01	0.03	0.06	31,258	3.06	1.82

1

* Includes Replacements

Class I Railways for the year 1934-35—contd.

Depredation Reserve Fond
""Replacement and RenawalWorks ' *which* prior to the year 1932-33 were taken as redaction of expenditure and are since shown as earnlnga*

POWER—contd.

Maintenance—(B-II).		Running Staff—(B.-III-1).					Fuel—(B.III-2).					
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
74	75	76	77	78	79	80	81	82	83	84	85	86
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5' 6" Gauge.
6·82	9·79	32,45,811	1·06	0·38	4·21	6·04	38,64,094	3·65	0·45	5·02	7·20	B. N.
5·29	5·69	22,26,555	4·59	0·57	5·66	5·58	45,02,661	9·28	1·16	11·4	11·2	B. B. & C.I.
4·21	6·65	13,40,336	2·40	0·37	2·91	4·52	22,22,801	4·00	0·61	4·82	7·48	S. B.
4·60	7·17	63,99,369	2·67	0·30	3·47	5·42	92,61,124	3·87	0·43	5·03	7·84	E. I.
4·86	5·46	50,57,080	4·13	0·53	4·92	5·54	81,16,882	6·62	0·86	7·89	8·88	G. I. P.
6·84	10·3	14,58,724	3·16	0·43	3·79	5·72	32,49,354	6·94	0·94	8·27	12·5	M. & S. M.
5·19	8·45	3,82,643	2·56	0·35	3·37	5·50	5,24,193	3·52	0·49	4·62	7·54	N. S.
5·05	5·84	67,28,736	3·34	0·46	4·13	4·78	1,67,79,962	9·78	1·36	12·1	14·0	N. W.
4·10	8·98	7,49,741	3·16	0·61	3·79	6·14	13,69,670	5·79	1·10	6·78	14·9	S. I.
												3' 3½" Gauge.
3·63	6·18	4,53,738	1·64	0·38	1·95	3·33	12,50,602	4·25	1·04	5·30	9·19	A. B.
*2·28	*7·74	6,31,427	0·99	0·24	1·18	4·00	13,46,419	1·02	0·52	2·51	8·52	B. & N. W.
5·12	9·30	21,21,526	3·52	0·77	4·27	7·75	33,56,145	6·56	1·23	6·75	12·3	B. B. & C. I.
3·00	4·68	15,69,434	2·76	0·63	3·35	5·51	32,01,096	5·64	1·27	6·91	11·2	Burma.
3·14	5·20	5,84,460	1·92	0·42	2·32	3·95	11,73,357	4·00	0·87	4·83	7·98	E. B.
2·98	5·99	2,15,362	1·51	0·36	1·93	3·87	6,85,188	4·79	1·14	6·13	12·3	Jodhpur.
3·37	8·20	14,07,412	2·68	0·69	3·16	7·70	24,79,758	4·72	1·22	5·58	13·6	M. & S. M.
3·39	7·39	2,71,641	2·56	0·61	2·87	5·46	4,32,037	3·84	0·97	4·55	8·66	N. S.
2·64	8·66	1,13,169	0·82	0·27	1·04	3·50	3,89,824	2·82	0·91	3·55	12·1	R. & K.
3·18	7·74	17,10,746	2·76	0·81	3·11	7·58	31,35,031	5·01	1·48	5·71	13·9	S. I.
												2' 6" & 2' 0" Gauges.
3·67	10·2	2,53,780	1·99	0·78	2·39	6·59	3,28,583	2·46	1·02	3·09	8·54	B. N.
3·92	12·6	52,936	1·04	1·45	2·15	6·92	89,143	3·28	2·44	3·63	11·7	B. B. & C. I.
1·86	8·94	18,975	2·56	2·95	2·59	12·5	11,169	1·44	1·73	1·52	7·33	E. B.
1·67	10·6	52,321	1·62	0·94	1·76	11·9	64,426	1·98	1·15	2·14	14·5	G. I. P.
6·61	7·07	3,80,076	3·63	2·08	4·71	5·11	7,53,847	9·33	4·89	11·2	12·1	N. W.
3·23	9·30	38,915	3·60	2·15	3·81	9·81	80,993	4·98	2·97	5·29	13·6	S I.

and Renewals.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE B.--MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	WATER, WAGES, Oil., TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING EXPENSES—		
	Total amount.	Per engine mile.	Per 1,000 grows ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
87	88	89	90	91	92	93	94	95
5' 6" GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur.	5,70,388	0·54	0·07	0·74	1·06	78,35,068	7·21	0·91
Bombay. Baroda and Central India	3,33,560	0·69	0·09	0·83	0·83	60,80,196	14·4	1·80
Eastern Benga 1.	2,50,317	0·48	0·07	0·50	0·77	36,89,220	8·56	1·01
Bast Indian	13,03,626	0·55	0·06	0·71	1·11	1,85,77,112	6·82	0·80
Great Indian Peninsula	9,65,241	0·79	0·10	0·94	1·05	1,40,66,872	11·5	1·42
Madras and Southern Mahratta	3,21,532	0·68	0·09	0·82	1·24	49,96,998	10·7	1·44
Nizam's State	98,545	0·50	0·09	0·87	1·41	11,33,540	7·84	1·04
NorthWestern	14,67,719	0·96	0·12	1·06	1·22	2,36,25,942	15·3	1·92
South Indian	1,34,802	0·57	0·11	0·67	1·48	23,00,183	9·71	1·86
3' 3½" GAUGE.								
Assam Bengal.	1,31,133	0·45	0·11	0·57	0·96	18,19,777	6·19	1·52
Bengal and North Western	2,74,268	0·32	0·11	0·51	1·78	27,00,168	4·00	1·06
Bombay, Baroda and Central India	2,76,603	0·46	0·10	0·56	1·00	56,05,301	9·29	2·05
Burma	3,16,826	0·56	0·12	0·68	1·12	50,75,648	5·94	2·02
Eastern Bengal	1,05,085	0·32	0·06	0·43	0·71	18,38,742	6·24	1·36
Jodhpur	1,31,915	0·92	0·22	1·15	2·37	10,58,635	7·40	1·76
Madras and Southern Mahratta	3,14,667	0·60	0·16	0·72	1·72	40,69,615	7·75	2·00
Nizam's State.	73,135	0·64	0·17	0·77	1·46	7,96,191	7·20	1·80
Rohilkund and Kumaon	71,066	0·51	0·17	0·65	2·20	5,71,467	4·13	1·34
South Indian	2,66,192	0·42	0·13	0·49	1·18	51,27,799	8·24	2·42
2' 6" AND 2' 0" GAUGES.								
Bengal.Nagpur.	33,586	0·63	0·25	0·81	2·17	6,02,219	4·96	2·05
Bombay, Baroda and Central India	12,919	0·48	0·35	0·52	1·89	1,59,252	5·87	4·37
Eastern Bengal	3,225	0·46	0·30	0·44	2·11	32,934	4·32	3·11
Great Indian Peninsula.	17,294	0·53	0·31	0·58	3·89	1,34,295	4·13	2·40
Northwestern	66,039	1·08	0·34	1·23	1·33	12,29,700	14·2	7·71
South Indian	7,222	0·70	0·43	0·75	1·93	96,845	9·33	5·87

Class 1 Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and since shown as earnings.

POWER—*concld.*

(B. III.)		Total Replacement and Renewal Appropriation to Depreciation Reserve Fund B. IV.					Total Maintenance and Supply of Locomotive Power—(Total Abstract B).					
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Railway.
96	97	98	99	100	101	102	103	104	105	106	107	108
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5' 0" Gauge.
9·91	14·2	3,78,141	0·35	0·01	0·49	0·70	1,46,62,688	13·8	1·74	19·3	27·3	H. N.
17·7	17·4	3,62,054	0·75	0·09	0·92	0·90	1,03,69,881	21·2	2·65	26·1	25·6	B. B. & C. I.
7·99	12·4	10,17,923	1·76	0·28	2·21	3·13	73,75,154	15·1	2·03	10·0	24·8	E. B.
9·00	14·0	39,66,962	1·66	0·19	2·15	3·36	3,21,85,349	13·4	1·55	17·5	27·3	E. I.
13·7	15·4	25,67,449	2·08	0·26	2·48	2·80	2,32,34,697	13·9	2·43	22·6	25·4	G. I. P.
12·7	19·2	4,67,590	1·00	0·14	1·19	1·80	87,66,738	18·7	2·53	22·3	33·7	M. & S. M.
9·99	16·3	1,46,934	0·95	0·13	1·30	2·11	20,41,786	14·2	1·87	18·0	29·3	N. S.
17·0	19·7	32,28,299	1·88	0·26	2·33	2·69	3,58,36,040	20·9	2·91	25·8	29·9	N. W.
11·4	25·0	8,956	0·04	0·01	0·05	0·10	33,39,846	14·1	2·70	16·6	36·3	S. I.
												3' 3½" Gauge.
7·85	13·4	1,57,758	0·54	0·13	0·68	1·16	31,21,309	10·6	2·00	13·5	22·9	A. B.
5·15	17·5	†	†	†	†	†	42,94,706	6·24	1·65	8·01	27·2	B. & N. W.
11·3	20·5	4,19,370	0·09	0·15	0·84	1·53	34,87,505	15·7	3·47	10·1	31·5	B. B. & C. I.
10·9	17·5	7,89,690	1·39	0·31	1·70	2·77	80,80,885	14·2	3·22	17·4	28·3	Burma.
7·55	12·5	5,22,305	1·76	0·39	2·15	3·56	34,29,440	11·5	2·52	14·1	23·3	E. B.
9·48	19·4	62,741	0·44	0·10	0·56	1·13	15,77,939	11·0	2·62	14·1	28·4	Jodhpur.
9·15	22·3	2,04,824	0·39	0·10	0·46	1·12	62,57,690	11·9	3·08	14·1	34·2	M. & S. M.
6·40	16·0	80,092	0·80	0·18	0·85	1·61	13,78,677	12·5	3·11	14·8	27·7	N. S.
5·21	17·7	5,180	0·04	0·01	0·05	0·16	9,39,283	6·79	2·20	8·54	29·1	R. & K.
9·33	22·7	9,654	0·02	0·00	0·02	0·06	73,55,148	11·8	3·48	13·4	32·6	S. I.
												2' 6" & 2' 0" Gauges.
6·23	17·2	11,867	0·09	0·03	0·11	0·31	11,77,497	8·52	3·64	11·1	30·6	B. N.
6·47	20·9	21,682	0·79	0·59	0·83	2·84	2,85,676	10·5	7·83	11·6	37·4	B. B. & C. I.
4·50	21·6	5,906	0·80	0·90	0·79	3·81	53,104	0·44	6·23	7·25	34·8	E. B.
4·47	20·2	..	..	..	..	..	1,33,958	5·65	3·28	6·12	41·4	G. I. P.
17·7	19·2	1,48,771	1·75	1·91	2·09	2·27	19,44,413	22·2	12·1	27·7	30·1	N. W.
9·99	25·4	..	..	..	..	..	1,35,568	13·2	7·90	14·0	36·0	S. I.

† Included in the respective heads.

80.—*Analysis of operating expenses of*

NOTB.—The figures of expenses) given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a),	
	Total amount.	For 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.
109	110	III	112	113	114	115
5' 6* GAUM.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur.	5,70,963	1·59	0·74	1·06	2,91,170	3·27
Bombay, Baroda and Central India	3,09,437	1·75	0·79	0·77	2,65,925	4·11
Eastern Bengal	3,36,785	1·90	0·73	1·13	1,31,035	1·56
East Indian.	11,29,059	1·22	0·51	0·95	6,10,194	2·17
Great Indian Peninsula	9,60,253	2·00	0·82	1·05	4,39,612	2·42
Madras and Southern Mahratta	2,55,250	1·73	0·65	0·09	1,22,570	0·89
Nizam's State.	81,351	1·79	0·72	1·17	11,715	0·84
NorthWestern.	11,71,399	1·99	0·84	0·98	4,61,092	1·82
South Indian.	71,020	1·34	0·35	0·77	33,508	1·18
3''3½" GAUGE.						
Assam-Bengal.	1,20,828	1·17	0·52	0·89	29,757	0·89
Bengal and North Western	1,14,356	0·53	0·21	0·73	**	**
Bombay, Baroda and Central India	5,27,177	2·83	1·06	1·93	2,20,016	2·46
Burma.	3,18,014	1·67	0·69	1·12	66,542	0·94
Eastern Bengal.	1,06,376	1·47	0·60	1·14	99,973	1·94
Jodhpur	1,08,010	1·94	0·95	1·01	5,766	0·36
Madras and Southern Mahratta	1,37,601	0·93	0·31	0·76	57,530	0·40
Nizam's state.	58,825	2·06	0·62	1·18	9,725	0·75
Rohilkund and Kumaon	30,690	0·97	0·28	0·95	**	**
South Indian.	2,03,142	1·16	0·37	0·90	52,805	0·63
2' 6* AnD 2 ' 0* GAUGE,						
Bengal-Nagpur	41,770	1·05	0·39	1·09	48,817	2·13
Bombay, Baroda and Central India	2,175	0·65	0·13	0·42	12,143	3·89
Eastern Bengal.	1,122	0·94	0·15	0·74	1,479	1·30
Great Indian Peninsula	12	0·00	0·00	0·00	42,755	17·04
NorthWestern	43,553	2·68	0·62	0·58	23,802	2·85
Booth Indian	3,379	1·31	0·35	0·90	2,398	1·24

** Included in Workshop Repairs.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund Replacement and Renewal Works which prior to the year 1932-33 were taken as redaction of expenditure and are since shown as earnings

AND WAGON STOCK.

Running repairs—[C. II-1 (a)].		Coaching vehicles—(b) workshop repairs—[C. II-1 (b)]				Goods vehicles—(c) running repairs—[C. II-1 (c)].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
116	117	118	119	120	121	122	123	124	125	126
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·38	0·54	14,48,527	16·8	1·68	2·70	13,59,813	4·99	1·77	2·53	B. N.
0·68	0·65	15,84,458	24·5	4·02	3·96	5,00,531	4·45	1·27	1·21	B. B. & C. I.
0·28	0·44	9,76,260	11·6	2·13	3·28	1,67,507	1·30	0·36	0·57	E. B.
0·33	0·52	32,73,298	11·8	1·73	2·77	19,49,917	3·02	1·06	1·65	E. I.
0·38	0·49	22,76,819	12·5	1·96	2·45	12,22,362	4·09	1·05	1·34	G. I. P.
0·34	0·51	8,12,006	5·49	2·07	3·12	1,60,984	1·15	0·43	0·65	M. & S. M.
0·10	0·17	1,70,550	12·2	1·51	2·45	44,007	1·40	0·39	0·63	N. S.
0·33	0·38	28,93,717	11·7	2·09	2·41	11,53,573	2·38	0·83	0·96	N. W.
0·17	0·36	2,25,079	7·93	1·11	2·44	23,314	1·30	0·17	0·38	S. I.
										3′3½″ Gauge.
0·13	0·22	4,37,545	10·2	1·89	3·21	67,033	1·11	0·29	0·49	A. B.
**	**	*5,23,502	*6·42	*0·98	*3·81	**	**	**	**	B. & N. W.
0·44	0·80	10,12,890	11·3	2·04	3·70	2,09,034	1·52	0·42	0·77	B. B. & C. I.
0·14	0·23	5,59,902	5·11	0·78	1·26	1,57,700	1·32	0·34	0·55	Burma.
0·41	0·68	6,28,431	12·2	2·58	4·23	80,658	1·30	0·33	0·55	E. B.
0·06	0·13	1,92,247	10·3	1·73	3·46	—27,514	—0·76	—0·25	—0·49	Jodhpur.
0·13	0·31	5,10,477	3·63	1·15	2·79	98,080	0·69	0·22	0·51	M. & S. M.
0·10	0·20	1,39,188	11·2	1·47	2·79	25,494	1·58	0·27	0·51	N. S.
**	**	†1,15,233	†3·11	†1·05	†3·56	**	**	**	**	R. & K.
0·15	0·36	4,86,926	4·81	0·88	2·16	54,629	0·72	0·10	0·24	S. I.
										2′ 6″ & 3′ 0″ Gauges.
0·46	1·37	1,55,682	7·42	1·46	4·04	99,256	2·24	0·37	1·02	B. N.
0·49	1·59	510	0·16	0·02	0·07	31,935	13·2	1·80	4·18	B. B. & C. I.
0·20	0·97	2,765	2·44	0·88	1·93	421	7·18	0·06	0·25	E. B.
§1·43	§9·51	..	..	..	..	‡	‡	‡	‡	G. I. P.
0·24	0·37	1,39,664	19·8	2·28	2·47	41,733	4·62	0·59	0·65	N. W.
0·35	0·90	901	0·49	0·09	0·24	1,010	1·38	0·11	0·27	S. I.

* Includes Running Repairs and Renewals* † Includes Running Repairs.
‡ Included under Coaching Vehicles. § Includes Running Repairs figures for GoodsVehicles.

30,—*Analysis of operating expenses of*

NOTE.—The figures of expenses given In this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE C—MAINTENANCE OF CARRIAG						
	GOODS VEHICLES—(b) WORKSHOP REPAIRS—[C.II.-3(b)].				EQUIPMENT-		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per mile.
127	128	129	130	131	132	133	134
5'6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	23,84,229	8·74	3·10	4·44	2,09,729	0·55	0·27
Bombay, Baroda and Central India	0,33,908	8·25	2·37	2·33	1,33,231	0·75	0·34
Eastern Bengal	5,46,619	5·86	1·18	1·84	74,507	0·82	0·16
East Indian	37,42,804	4·25	1·49	2·32	4,10,962	0·46	0·23
Great Indian Peninsula	11,32,224	3·79	0·97	1·24	2,65,140	0·55	0·23
Madras and Southern Mahratta	5,55,489	3·76	1·41	2·13	1,41,992	0·96	0·36
Nizam's State	2,03,791	6·47	1·80	2·93	6,656	0·14	0·05
North Western	20,24,189	5·92	1·46	1·69	6,03,963	1·62	0·44
South Indian	1,69,607	6·51	0·79	1·74	2,963	0·06	0·01
3' 3½".GAUGE.							
Assam-Bengal	3,15,359	5·20	1·35	2·30	12,702	0·12	0·05
Bengal and North Western	*3,81,465	*2·89	*0·71	*2·42	25,849	0·13	0·06
Bombay, Baroda and Central India	4,42,654	8·23	0·89	1·62	1,38,388	0·61	0·28
Burma	6,14,151	4·13	1·33	2·15	67,691	0·36	0·15
Eastern Bengal	2,59,506	4·19	1·06	1·76	19,023	0·17	0·08
Jodhpur	1,19,851	3·33	1·07	2·15	6,154	0·11	0·06
Madras and Southern Mahratta	2,69,022	1·85	0·60	1·47	23,564	0·20	0·06
Nizam's State	1,22,501	7·67	1·29	2·46	4,458	0·16	0·05
Rohilkund and Kumaon	‡76,763	‡4·27	‡0·70	‡2·37	6,760	0·21	0·06
South Indian	1,73,516	2·27	0·31	0·76	32,099	0·47	0·15
2' 6" AND 2' 0" GAUGE							
Bengal-Nagpur	83,791	4·77	0·72	3·12	1,872	0·05	0·02
Bombay, Baroda and Central India	21	0·01	0·00	0·00	..	..	..
Eastern Bengal	158	2·70	0·02	0·10	2	0·00	0·00
Great Indian Peninsula	..	..	..	..	90	0·01	0·00
Northwestern	53,712	6·20	0·77	0·83	6,247	0·35	0·09
South Indian	1,040	1·49	0·11	0·25	118	0·03	0·01

* Includes Running Repairs and Renewals. ‡ Includes Running Repairs.
i Included under coaching vehicles.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction- of expenditure and are since shown as earnings.

AND WAGON STOCK—*contd.*

(C. II-5)	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II).				OPERATING EXPENSES—(C-III).				
Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts) A to G.	Railway.
135	136	137	138	130	140	141	142	143	144
	Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
0·39	57,24,935	15·9	7·43	10·6	4,92,776	1·37	0·64	0·92	B. N.
0·33	32,66,519	18·4	8·30	8·16	4,02,568	2·01	1·17	1·16	B. B. & C. I.
0·25	16,05,276	10·2	3·91	6·08	3,53,233	1·99	0·77	1·19	E. B.
0·36	91,17,752	9·85	4·25	7·72	17,81,929	1·92	0·97	1·51	E. I.
0·29	54,60,257	11·4	4·59	5·97	13,43,108	2·79	1·15	1·47	G. I. P.
0·35	22,23,760	15·0	5·66	8·54	2,55,658	1·73	0·66	0·98	M. & S. M.
0·09	4,51,738	9·93	3·98	6·49	68,132	1·94	0·78	1·26	N. S.
0·51	72,82,243	12·4	5·25	6·09	22,30,001	3·80	1·61	1·87	N. W.
0·03	4,55,733	8·61	2·26	4·94	1,82,154	3·44	0·90	1·98	S. I.
									3' 3½" Gauge.
0·09	8,44,347	8·18	3·64	6·20	1,26,474	1·22	0·55	0·93	A. B.
0·18	9,42,443	4·41	1·76	5·96	1,12,612	0·63	0·21	0·71	B. & N. W.
0·50	19,92,960	8·81	4·01	7·28	3,43,594	1·52	0·69	1·25	B. B. & C. I.
0·24	12,68,545	6·62	2·72	4·41	2,07,727	1·09	0·44	0·73	Burma.
0·18	10,87,869	9·59	4·46	7·40	1,53,013	1·36	0·63	1·04	E. B.
0·11	3,02,863	5·55	2·71	5·45	74,057	1·36	0·66	1·33	Jodhpur.
0·16	9,40,492	5·50	2·11	5·14	1,32,633	0·92	0·30	0·73	M. & S. M.
0·08	3,03,790	10·6	3·30	6·09	49,350	1·74	0·53	1·00	N. S.
0·21	1,99,802	12·6	1·82	6·17	41,791	1·30	0·37	1·30	R. & K.
0·36	9,17,306	5·24	1·66	4·06	3,58,332	2·04	0·65	1·58	S. I.
									2' 6" & 2' 0" Gauges.
0·05	3,33,518	6·65	3·14	8·66	69,661	1·81	0·65	1·81	B. N.
..	46,677	9·61	1·90	8·13	17,364	3·56	0·71	2·27	B. B. & C. I.
0·00	4,826	4·02	0·66	3·17	2,909	2·43	0·40	1·91	E. B.
0·02	42,513	6·95	1·40	9·49	13,866	2·23	0·45	3·06	G. I. P.
0·10	3,29,730	19·4	4·70	5·11	1,16,047	6·85	1·66	1·80	N. W.
0·03	6,467	2·51	0·67	1·72	9,136	3·55	0·94	2·43	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given In this table are exclusive of credits on account of materials released from works chargeable to

		TABLE C—MAINTENANCE OF CARRIAGE AND W			
		To	CAL.	REPLACEMENT AND RENEWA	C.IV.
				APPROPRIATION OR DEPRECIATION RESERVE FUND	
Railway.	Total amount.	Per 1,000 vehicle miles.		Per train mile.	Percentage of total working expenses under abstract? A to G.
145	146	147		148	149
5' 6" GAUGS.	Rs.	Re.		As.	
	18.35,347	6.11		2.39	3.42
Bombay, Baroda and Central India.	16,72,111	9.44		4.25	4.18
	16,70,593	9.43		3.62	5.62
		7.98		4.01	6.26
		9.66		3.99	5.08
Madras and Southern Mabratta	15,93,674	10.8		4.06	6.12
		5.39		216	3.52
		9.35		3.98	4.60
	1,54,422	2.92		0.77	1.68
3' 3)* GAUGE.	89,726	0.87		0.39	0.66
	•	•		•	*
	8,52,083	3.77		1.72	3.11
		6.72		2. 76	4.48
		7.86		3.66	6.06
	74,021	1.35		0.66	1.33
Madras and Southern Mahratta.	4,44,620	307		1.00	2.43
		4.67		1.41	2.68
Rohilkund and Kumaon	1,63,356	9.09		1.49	5.05
	7,57,918	4.33		1.37	3.35
2' 6' AND 2' 0" GAUGES.					
	86	0.00		0.00	0.00
	13,576	11.3		1.85	8.90
		10.5		2.54	2.75
	74	003		0*01	0.02

* Included in the respective heads.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works — which prior to the year 1932-33 were taken as redaction of expenditureand are since shown as earnings.

AND WAGON STOCK—concld.				
TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK.—(TOTAI. ABSTRACT C.)				
Total amount. 160	Per 1,000 vehicle miles. 151	Per train mile. 152	Percentage of total working expenses under abstracts A to G. 153	Railway. 154
Rs.	Rs.	As.		5' 6* GAUGE.
86,24.021	24.0	11.2	161	B. N.
57,10,635	32.2	14.5	14.3	B. B. & C. I.
41,66,887	23.5	9.03	14.0	E. B.
1,94,21,423	21.0	10.5	16.5	E.I.
1,24,08,000	25.8	10.7	13.6	G. I. P.
43.29,242	29.3	11.0	16.6	M. & S. M.
8,66,140	19.1		124	N. S.
1,62,03,420	27.5	11.7	13.5	N. W.
8,58,019	16.2	4.25	9.31	S. 1.
				3' $3^{3/8"}$ GAUGE.
11,81,376	11.4	5.10	8.68	A. B.
11.69.411	5.57	2.18	7.40	B. & N. W.
37,16.814	16.4	7.48	13.6	B. B. & C. I.
30,62,456	16.1	6.61	10.7	Burma.
22,99,167	20.3	9.44	15.6	E. B.
5,56,951	10.2	4.98	10.0	Jodhpur.
16,55.836	11.4	3.72	9.06	M. & S. M.
5,45,959	19.1	5.76	11.0	N. 8.
4,35,639	13.5	3.96	135	R.& K.
22,18.148	12.7	4.02	9.31	S. I.
	11*5	4.18	11.6	B.N.
	13*8	2.74	8.82	B. B. & C. L
	18*7	3.08	14.7	B. B.
	9.18	1.85	12.6	G. LP.
	39.2	9.52	10.3	N. W.
	7.28	1.94	4.98	S. I.

30.—Analysis of operating expenses of

NOT*.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C *(a)*—MAINTE

Railway.	GENERAL ADMINISTRATION—C *(a)* I.				SUB-STATION, OVERHEAD EQUIPMENT AND TRANSMISSION LINKS—ORDINARY REPAIRS AND MAINTENANCE [C (a) II 1 AND 2].				MULTIPLE UNIT STOCK [C(a) II 3(a)i+4(a)i].	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
155	156	157	158	159	160	161	162	163	164	165
5' 6* GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India	2,03,943	1·53	0·56	0·74	55,278	5·63	0·66	0·22	77,134	5·10
Great Indian Peninsula	4,56,788	0·52	1·38	0·51	4,80,101	6·85	1·46	0·52	1,78,129	14·2
3'3|* GAUGE.										
South Indian	53,347	8·23	0·95	0·24	27,125	4·19	0·49	0·12	25,560	10·2

TABLE C (a)—MAINTENANCE

Railway.	ELECTRIC LOCOMOTIVES—WORKSHOP REPAIRS —*[C(a)II3(b)ii+4(b)ii).*				EQUIPMENT (OTHER THAN POWER STATION) AND OTHER ITEMS. [C(a)II 5-9].				TOTAL—ORDINARY AND MAINTE [C(a)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
177	178	179	180	181	182	183	184	185	186	187
5' 6* GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	7,69,671	4·65	1·53	1·93	9,22,574	4·80
Great Indian Peninsula	2,56,598	4·03	1·07	0·29	91,791	1·35	0·29	0·11	13,36,918	26·2
3' 3½" GAUGE.										
South Indian .	953	0·65	0·20	0·00	5,925	0·91	0·11	0·03	33,084	10·7

TABLE C *(a)*—MAINTENANCE

Railway.	OIL, WASTE AND OTHER STORES. [C (a)III 4].				TOTAL OPERATING EXPENSES (C(a) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
199	200	201	202	203	204	205	206	207
5 '6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	17,766	1·17	0·14	0·05	18,73,504	9·74	3·58	4·07
Great Indian Peninsula	1,20,212	4·44	0·78	0·12	51,49,621	73·5	15·5	5·62
3'33/8"GAUGE.								
South Indian .	9,149	1·41	0·16	0·04	2,84,589	43·8	4·76	1·16

NOTE.—The figures shown against the B. B. and C. I Railway axe only approximate* as the origin*[1]

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

NANCE OF ELECTRIC SERVICE.

—RUNNING REPAIRS.		MULTIPLE UNIT STOcK-WORKSHOP REPAIRS—*[C(a) II* 3 (b) I + 4 *(h)* I].				ELECTRIC LOCOMOTIVES—RUNNING REPAIRS —[C (a) II 3(a) ii+4 (a) *ii).*				
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to (J.	Railway.
166	167	168	169	170	171	172	173	174	175	176
As.		Rs.	Rs	A*.		Rs.	Rs.	As.		5' 6' GAUGE.
0.60	0 1 9					5,269)	0.35	0.04	0.01	B. B. & C.I.
0.91	0.20	6,59,132	44.6	2.85	0.61	2,94,819	5.12	2.17	0.32	G. I. P.
0.49	0 1 2	6,311	2.52	0.12	0.03	3,210	2.23	1.01	0.01	3' 3 3/8 GAUGE. S. I.

OF ELECTRIC SERVICES—*contd.*

REPAIRS NANCE. II].		RUNNING STAFF—OPERATING EXPENSES. [0(a)III 1].				ELECTRIC CURRENT (FOB TRACTION PURPOSES ONLY). [C(a)III2].				
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
188	189	190	191	192	193	194	195	196	197	198
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6* GAUGE.
1.77	2.31	4,18,148	27.6	3.24	1.04	10,62,988	70.3	8.24	2.65	B. B. & C.I.
5.53	2 0 1	17,20,816	49.0	11.1	1.89	32,89,275	94.6	19.1	3.60	G. I. P.
1.24	0.31	42,725	6.58	0.76	0.19	1,91,101	29.5	3.44	0.84	3' 3 3/8' GAUGE. S. I.

OF ELECTRIC SERVICE—*concld.*

REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION RESERVE FUND [C(a)—IV].				TOTAL MAINTENANCE OF ELECTRIC SERVICE [TOTAL ABSTRACT C(A)].				
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
208	209	210	211	212	213	214	215	216
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6' GAUGE.
83,940	0.44	0.16	0.20	31,72,961	16.5	6.07	7.92	B. B. & C.I.
20,88,258	29.8	6.29	2.28	95,31,583	136.0	28.7	10.4	G. I. P.
8,169	1.26	0 1 6	0.04	3,95,288	61.0	7.10	1.75	3'3 3/8' GAUGE. S.I.

figures **furnished by this Railway have been recast on the lines of the G. I. P. Railway Statement.**

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given In this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSES			
	GENERAL ADMINISTRATION—(E. I.)			STATION
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.
217	218	219	220	221
5' 6" GAUGE.	Rs.	As.		Re.
	12,44,089	1.62	2.32	45,70,588
Bombay, Baroda and Central India . . .	7.58,358	1.93	1.89	41,00,314
Eastern Bengal.	6,06,106	1.31	2.04	33,83,297
	24.72.435	1.34	2.09	1,09,58.726
	16.41,366	1*20	1.79	67,30,173
	3.63.975	0.93	1.40	21,00,708
	1,42,835	1.26	£•06	4.65,067
	13,93.260	1.37	1.58	1,16,76,970
	1,73,911	0.86	1.89	6,32,179
3' $3^{3/8}$ ' GAUGE.				
	3.48.718	1.60	2.56	11.62,247
	5,12,468	0 9 6	3.24	15,08,231
	5,08,344	1.03	1.86	22,65,957
Burma.	6,37,085	1.37	2.23	22,95,817
	4,54,016	1.87	3 0 9	13,81,137
	1,35,612	1.21	2.44	3,20,376
	3,25,778	0.73	1.79	17,79,056
	1,05,056	1.11	2 1 1	4,30,910
	87,566	0.79	2.71	2,87,197
	4,42,119	0.73	1.95	18,25,355
2' 6* & 2' 0* GAUGES.				
	67,148	0.63	1.74	3,46.274
	7,452	0.30	0.97	53,530
	2,595	0.35	1.70	17,113
	1	0.00	0.00	*54,899
	99,817	1.42	1.55	4,07,390
	8,996	0.93	2*39	23,691

* Includes train
† Included under
‡ Includes Travelling

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which. prior to the year 1932-33 were taken as reduction of expenditure and are since *shown* as earnings.

OF TRAFFIC DEPARTMENT.

STAFF- E . III. 1 *(b).*		TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. I I I . 1 (C & d).			
Per train mile. 222	Percentage of total working expenses under abstracts A toG. 223	Total amount. 224	Per train mile. 225	Percentage of total working expenses under abs* tracts A toG. 226	Railway. 227
As		RS	As.		5' 6 * GAUGE.
5.93	8.51	13,03,786	1.69	2.43	B.N.
10.4	10.2	6.38.596	1.62	1.59	B. B. & C. I.
7.33	11.4	6,37,171	1.38	2.14	E.B.
5.95	0.28	29.77,016	1.62	2.52	E.I.
4.94	7.36	16,10.061	1.19	1.76	G. I. P.
5.35	8.07	4,43,824	1.13	1.70	M. & S. M.
4.10	6.68	1,22,738	108	1.76	N. S.
8.42	9.74	20,87,213	1.51	1.74	N.W.
3.13	6.87	2,04,360	1.02	2.22	S.I.
					3' $3^{3/8}$" GAUGE.
5.01	8.54	2,31,595	1.00	1.70	A.B.
2-81	9.54	8,99,234	0.74	2.53	B. & N. W.
4.56	8*28	6,09,144	1.23	2.22	B. B. & C. I.
4.95	8.05	5,02,228	1.11	1.76	Burma.
5.68	9.40	3,32,278	1.36	2.26	E.B
2.87	5.76	91,451	0.82	1.64	Jodhpur.
4.00	9.73	4,55,531	1.02	2.49	M. & S. M.
4.55	8.65	90,641	0.95	1.82	N. S.
2.61	8.88	‡63,828	‡0.59	‡1.97	R. & K.
3.00	8.07	4,90,790	0.81	2.17	S.I.
					2' 6* & 2' 0* GAUGES.
3.26	9.00	1,15,737	1.08	3.01	B.N.
2.17	7.00	10,147	0.41	1.32	B. B. & C. I.
2.33	11.2	281	0.04	0.19	E.B.
*1.83	*12.3	†	‡	‡	G. I. P.
5.81	6.31	1,14,777	1.64	1.77	N.W.
2.45	6.30	8,617	0.90	2.28	S.I.

and other staff.
Station Staff.
ticket examining Staff*

30.—*Analysis of operating expenses of*

NOTE.—The figure* of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E..EXPENSES OF

Railway.	OTIIERS TAFF.—E. III *1 (a & e).*			FIRES, LIGHTS GENERAL STORES, WATER JOB STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount	Per train mile.	Percentage of total working expenses under abstracts A to G.
228	220	230	231	232	233	234
5' 6" GAUGE.	Re.	AH.		Be.	As.	
		0.51	0.74	6,03,663	0.78	1.12
Bombay, Baroda and Central India	3,86,367	0.98	0.96	2,05,483	0.52	0.52
	3,82,340	0.83	1.29	3,07,889	0.67	1.03
East Indian.	12,58,328	0.68	1.06	17,30,699	0.95	1.47
Great Indian Peninsula	8,13,680	0.60	0.89	11,40,886	0.83	1.24
Madras and Southern Mahratta	1,33,614	0.34	0.52	3,47,298	0.89	1.34
Nizam's State	39,818	0.35	0.58	54,327	0.48	0.79
		0.39	0.46	§22,96,929	1.65	1.91
	89,604	0.44	0.97	1,66,730	0.78	1.70
3' $3^{3/8}$" GAUGE.						
	1,29,140	0.56	0.95	2,06,982	0.89	1.51
				3,46,332	0.65	2.19 |
Bombay, Baroda and Central India	3,69,664	0.72	1.31	1,33,274	0.27	0.49
		0.51	0.85	2,94,822	0.63	1.04
		0.81	1.33	2,01,340	0.83	1.37
		0.31	0.62	1,08,182	0.97	1.95
Madras and Southern Mahratta	1,10,040	0.27	0.65	2,80,239	0.63	1.53
Nizam's State	29,011	0.31	0.59	67,996	0.61	1.16
	*16,366	*0.15	*0.51	78,072	0.71	2.41
		0.40	1.06	6,69,986	0.92	2.47
2' 6* AND 2' 0* GAUGES.						
	26,461	0.25	0.69	67,644	0.54	1.49
Bombay, Baroda and Central India .	3.300	0.14	0.44	2,033	0.08	0.26
	1,149	0.16	0.75			
	†	†	†	4,801	0.16	1.08
	32,701	0.46	0.51	‡1,05,295	1.50	1.63
	8,482	0.87	2.26	2,066	0.22	0.55

* Does not include Travelling
† Included under
§ Includes Rs. 11,31,280 on account of lighting charges
‡ do. Rs. 43,904 do.

Depreciation Reserve Fund Replacement and Renewal Works which prior to the **year** 1932.33 were taken as reduction of expenditure and are since shown as earnings.

TRAFFIC DEPARTMENT—*contd.*

CLOTHING—(E..III.4.)			STATIONERY FORMS AND TICKETS—(E..III.5).			COMPENSATION FOB GOODS, ETC., LOST OR DAMAGED—(E..III-10.)			
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to *G.*	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to Q.	Railway.
235	236	237	238	239	240	241	242	243	244
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE.
1.03,610	0.14	0.19	1,57,120	0.21	0.29	27,342	0.04	9.05	B.N.
60,596	015	0.15	1,81,233	0.46	0.45	16,816	0.04	0.04	B. B. & C.I.
16,034	003	0.05	1,79,773	0.39	0.61	17,079	0.04	0.06	E.B.
3,01,627	016	0.26	4,73,468	0.26	0.40	85,736	0.05,	0.07	E. l.
73,214	0.05	0.08	2,53,600	0.19	0.28	59,193	0.04	0.07	G. l. P.
21,108	0.05	0.08	98,889	0.25	0.38	14,297	0.04	005	M. & S. M.
10,453	009	0.15	34,870	0.31	0.50	7,812	0.07	0.11	N.S.
2,59,464	0.19	0.21	5,41,312	0.39	0.45	44,909	0.03	0.04	**N. W.**
6,553	**003**	0.07	68,779	0.34	0.75	2,862	0.01	0 03	**S.L**
									3' 3 3/8" GAUGE.
9,771	0.04	0.07	63,674	0.27	0.47	5,898	0.03	004	A. B.
34,777	0 06	0.22	1,13,380	0.21	0.72	14,460	0.03	0.09	B. & N. W.
44,934	0.09	016	91,077	0.18	0.33	12,480	0.03	0.05	B. B. & C.I.
29,500	0.06	0.10	1,13,460	0.25	0.40	11,146	002	0.04	Burma.
34,093	0.14	0.23	92,293	0.38	0.63	8,464	0.03	0.06	E. B.
12,978	0.12	0.23	38,410	0.32	0.64	544	0.00	0.01	Jodhpar,
26,295	0.06	0.14	1,23,691	0.28	0.68	7,606	0.02	0.04	M. & S. M.
9,635	0.10	0.19	26,633	0.28	0.63	3,2 2	0.03	•07	N. P.
7,696	0.07	0.24	24,979	0.23	0.77	2,400	0.02	0.07	R.& K.
18,734	0.03	0.08	1,76,044	0.29	0.78	1,318	0.00	**0.01**	S.I.
									GAUSES.
7,126	0*07	0.18	3,801	004	0.10				B.N.
929	0.04	0.12	6,098	0.25	0.80	61	0.00	0.01	B. B. & C. I.
118	0.02	0.08	642	0.09	0.42	3	0.00	0.00	E.B.
287	0.01	0.06	116	0.00	0.03				**G.** l. P.
10,949	0.16	0.17	27,324	0.89	0.42	2,339	0.03	0.04	N.W.
230	0.02	0.06	3,188	0.33	0.85	—1	—0.00	—0.00	S.I.

ticket Examining Staff.
station staff.
in trains, booked in accounts against C.III. 3.
do. do.

30.—*Analysis of operating expenses of*

NOTE—The figures of expenses given in table table are exclusive of credits on account of materials released from works chargeable to

ABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—concld.

Railway.	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT (TOTAL ABSTRACT E.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
246	246	247	248	249	260	261
5' 6* GAUGE.	Be.	As.		Rs.	As.	
		10.6	15.2	94,68,913	12.3	17.6
Bombay, Baroda and Central India	60,98,830	15.5	15.2	69,22.818	17.6	17.3
		9.91	15.4	62,87,260	11.5	17.8
		11.1	17.4	2,32,43.461	12.6	19.7
Gnat Indian Peninsula.	1,12,76,216	8.20	12.3	1,30,27,861	9.57	14.2
Madras and Southern Mahratta	31,48,000	8.02	121	36,40,123	9.04	13.6
		8.41	13.7	10,98,481	9.68	15.8
North Western.	1,53,60,250	11.	12.8	1,74,53,107	12.6	**14.6**
		0.14	11.3	11,83,658	5.86	12.9
3' $3^{3/8}$' GAUGE.						
		8.18	13.9	22,53,008	9.72	16.5
Bengal and North.Western . ,	28,30,138	5.'27	17.9	33,42,606	623	21.2
Bombay. Baroda and Central India	36,76,789	7.40	13.4	42,23,838	8.51	15.4
		7.86	12.8	43,15,087	9.31	15.1
		9.22	16.3	27,61,648	11.3	18.8
		6.96	14.0	9,43,632	8.44	17.0
Madras and Southern Mahratta	27,00,527	6.08	14.8	30,45,400	6.85	16.7
		7.30	13.9	7,99,679	8.44	16.0
Rohilkund and Kumaon . . .	8.49,415	8.18	10.9	4,49,144	4.08	13.9
		6.55	14.9	37,45,271	6.17	16.6
2' 6* AND 2' 0* GAUGE.						
		5.46	16.1	6,49,174	6.11	16.0
Bombay, Baroda and Central India	1,09,647	**4.46**	14.3	1,19,539	4.86	15.6
	18,768	2.56	12.3	21,694	2.96	14.2
	64,681	2.15	14.5	64,748	2.15	14.6
		9.32	10.1	7,61,501	10.9	11.3
	46,895	4.80	12.8	**54,145**	5.60	14. 4

Class I Railways for the year 1935.35—contd.

Depreciation Reserve Fund Replacement and Renewal Works which prior to the year 1932.33 were taken as reduction of expenditure and are since shown as earnlngs.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

GENERAL ADMINISTRATION, HOME EXPENDITURE—(F. I.1 to 4.)			AGENT'S OFFICE—[F 1.5(a).]			Accounts AND AUDIT DEPARTMENT—(*F.* 1.5 (b).]			STORES DEPARTMENT—F F. I . 5(c).l			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstract* A to G.	Total amount.	Per train mile.	Percentage of total working expense* under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expernses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
252	253	264	255	256	257	268	259	260	261	262	263	264
												5'6" GAUGE.
Rs.	As.		Rs.	As.		Rs.	AS.		Rs.	AM.		
3.02,029	0.39	0.57	4,00,957	0.62	0.75	9.82,765	1.27	1.83	5,37,359	0.70	1.00	B.N.
1,91,867	0.48	0.48	3,17,277	0.81	0.79	7,26,726	1.85	1.81	4,06,686	1.03	1.02	B. B. & C.I.
			4,11,715	0.89	1.38	6,69,585	1.45	2.25	3,42,479	0.74	M 5	H.B.
			4,17,916	0.23	0.36	24,27,8:t0	1.32	206	11,86,525	0.65	1.00	E.I.
			2,84,962	0.21	0.31	16.49,901	1.21	1.80	8,17,105	0.60	0.89	G. I. p.
1,75,202	0.45	0.68	1,79,099	0.46	0.69	4,43, 160	1. 12	1.70	1,95,706	0.50	0.75	M. & S.M.
97,699	0.86	1.40	],35,222	1.19	1.94	1,88,194	1.66	*2.70*	89,686	0.79	1.29	N.S
1,36,867	0.10	0.11	9,98,998	0.72	0.8.'i	23,58,540	1.70	1.97	11,87,908	0.86	0.99	NI. W.
94,542	047	l.0.{	85,718	0.43	0.93	2,21,691	1.10	2.40	1,33,228	0.66	1.46	S.I.
												3' 3 3/8 GAUGE.
1,83,380	0*79	1.34	1,34,623	0.58	0.99	2,79,140	1.20	2.05	99,654	0.43	0.73	A.B.
2,44,587	0.45	1.65	1,00.613	0.19	0.64	4,31,000	0.81	2.72	64,037	0.12	0.41	B. & N. W.
2,46,254	0.50	0.90	2,35,622	0.47	0.86	5,39,347	1.09	1.97	3,01,200	0.61	M 0	B. B. & C.i.
			3,22,895	0.70	1.13	4,44,700	0.96	1.56	1,70,815	0.37	060	Burma,
			2,00 519	0.82	1.36	3,26,109	1.34	222	77,344	0.32	0.63	E.B.
32,065	0.29	0.67	76,346	068	1.37	1,81,633	1.62	3.27	77,767	0.70	1.40	Jodhpur.
2,12,690	0.47	1.16	1,37,838	0.31	0.75	2,91,668	0.68	1.60	1,27,983	0.29	0.70	M. ft 8. M
70,110	0.74	1.41	99,420	1.05	1.99	1,38,647	1.46	2.78	66,044	0.70	1.32	N.S.
70,689	0.64	2.19	49,986	0.46	1.65	1,30,216	1.18	4.03	19,959	0.18	0.62	R. & K.
2,39,051	0.39	1.06	1,89,908	0.31	0.84	5,10,574	0.84	2.26	3,07, 144	0.51	1.36	S. I.
												2'6" & 2'0* GAUGE.
1,01.694	0.96	2.64	17,072	0.16	0.44	42,304	0.40	1.10	23,031	0.22	0.60	B.N.
5,782	0.23	0.76	8,281	0.33	1.08	20,475	0.84	2.68	1,863	0.08	0.24	. B.B. C.I.
			1.716	0.24	1.13	2,790	0.38	1.83	590	0.08	0.39	E. B.
												0. 1. P.
3,083	0*03	o.03	14,690	0.21	0.23	33,509	0*48	0.52	16,137	0.23	0.25	N.W.
8,533	0.89	2.27	1,163	0.12	0.31	4,818	0.60	1.28	3,073	0.32	0.81	S.I.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE F..EXPENSES OF

Railway.	MEDICAL DEPARTMENT—[F. 1.5(e)].			TELEGRAPH —[F. I. 5(f)].			POLICE—[F.I.5		
	Total amount.	Per. train mile.	Per cent. age of total working expen- ses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percent- age of total working expen. under abstracts A to G.
265	266	267	268	269	270	271	272	273	274
5' 6* GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal.Nagpur	6,44,370	0.71	1.01	3,67,089	0.48	0.68	4,63,993	0.60	0.86
Bombay, Baroda and Central India	2,54,304	0.65	0.64	3,44,424	0.88	0.86	4,43,392	1.13	1.11
Eastern Bengal	2,71,423	0.59	0.91	1,47,792	0.32	0.60	3,44,373	0.76	1.17
Beat Indian	7,77,383	0.42	0.66	6,36,223	0.29	0.46	8,28,917	0.46	0.70
Great Indian Peninsula	5,86,304	0.43	0.64	10,91,665	0.80	1.20	4,19,286	0.31	0.46
Madras and Southern Mahratta	2.47,409	0.63	0.96	1.95,762	0.60	0.75	3,01,282	0.77	1.16
Nizam's State	86,388	0.75	1.23	64,386	0.48	0.78	95,930	0.85	1.38
Northwestern	6,71,289	0.41	0.48	8,73,419	0.63	0.73	10,64,041	0.76	0.88
Booth Indian	86,241	0.42	0.93	66,430	0.28	0.61	89,708	0.44	0.97
3' 3/8" *GAUGE.*									
Assam.Bengal	1,93,848	0.84	1.43	87.449	0.38	0.64	1,20,744	0.52	0.89
Bengal and North.Western	1,33,434	0.25	0.84	1,76,215	0.33	1 1 2	1,17,693	0.21	0.74
Bombay, Baroda and Centra] India	2,66,008	0.53	0.97	2,84,003	0.67	1.04	3,93,261	0.79	1.43
Burma	3,03,066	0.66	1.06	2,48,262	0.63	0.87	78,790	0.17	0.28
Eastern Bengal	1,11,377	0 4 6	0 7 6	55,385	0.23	0.38	33,094	0.13	0.22
Jodhpur	26.494	0.23	0.46	63,926	0.48	0.97	24,464	0.22	0.44
Madras and Southern Mahratta	1,66,112	0*37.	0.91	1,64,516	0.36	0.91	2,14,476	0.48	1.18
Nizam's State	64,738	0.68	1.30	46,715	0.49	0.94	1,07,643	1.14	2.16
Rohilkund and Kumaon	23,016	0.21	0.71	30,067	0.27	0.92	27,140	0.25	0.84
South Indian	2,01,309	0.33	0.89	1,31,974	0.22	0.68	2,50,788	0.42	1.11
2' 6* *AND* 2' 0* GAUGES.									
Bengal.Nagpur	38,646	0.36	1.00	14,323	0.14	0.37	24,667	0.23	0.64
Bombay, Baroda and Central India	1,257	0.05	0.16	3.121	0.13	0.41	13,762	0.56	1.80
Eastern Bengal	446	0.06	0.29	••	••				"
Great Indian Peninsula	••	••		••			••	"	
North Western	26,056	0.37	0.40	18,983	0.27	0.29	48,771	0.70	0.76
South Indian	3,199	0.33	0.86	1,692	0'17	0.48	9.698	1.00	2.58

Class I Railways for the year 1934.35—contd.

Depreciation Reserve Fund / Replacements and Renewal Works — which prior to the year 1932.33 were taken as reduction of expenditure and art since shown as earnings.

GENERAL DEPARTMENT—concld.

TOTAL GENERAL ADMINISTRATION—F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. IT.)			REPLACEMENT AND RENEWAL APPROPRIATION TO DEPRECIATION RESERVE FUND. (TOTAL F. IV)			TOTAL EXPENSES OF GENERAL DEPARTMENT (TOTAL J) ASSTRACT F).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per. train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
275	276	277	278	279	280	281	282	283	284	285	286	287
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5' 6* GAUGE.
37,47,485	4.86	6.98	5,47,207	0.71	1.02				42,94,692	5.57	8.00	B.N.
27,97,194	7.11	6.99	14,619	0.03	0.04				28,11,813	7.14	7.03	B. B. & C. I.
21,78,647	4.72	7 33	2,38,508	0.52	0.80				24,17,155	5.24	8.13	E.B.
63,68,514	3.46	5.39	14,44.325	0.79	1.22	2,67,040	0 1 4	0.23	80,79,879	4.39	6.84	E.I.
50,66,705	3.72	5.54	9,37,684	0.69	1.03	1,70,263	0.13	0.18	61,74,652	4.51	6.75	G.I. P.
18,59,403	4.73	7 1 4	2,13,540	0.55	0.82	—16,308	—0.04	—0.06	20,56,635	5.24	7.90	M. A S. M.
7,64,009	6.74	11.0	61,709	0.54	0.89				8,25,718	7.28	11.9	N.S.
76,38,898	5.44	6.29	7,88,887	0.57	0.66				83,27,785	6.01	6.96	N. W.
7,87,415	3.90	S.55	87,541	0.43	0.95	9,390	0.05	0.10	8,62,117	4.27	9.36	S.I.
												3' 3 3/8" GAUGE.
10,98,486	4.74	8.07	81,457	0.35	0.60	20.767	0.09	0.15	12,00,710	6.18	8.82	A.B.
13,88,388	2.58	8.79	1,65,331	0.31	1.04				16,53,719	2.89	9.83	*B.* & N, W.
23,58,743	4.75	8.61	3,142	0 00	0.01				23,61,885	4.75	8.62	B. B. & C.I,
15,93,196	3.44	5.59	2,22,979	0.48	0.78				18,16,176	3.92	6.37	Burma
8.44,873	3 47	575	94,921	0.39	0.64				9,39,794	3.86	6.39	E.B.
4,86,267	4.35	8.74	91,638	0.82	1.66				5,77,905	517	10.4	Jodhpur.
13,77,986	3.10	7.54	2,83,784	0.64	1.56	27,621	0.06	0.15	16,89,391	3.80	9.24	M.& S.M.
6.06,228	6.40	12.2	1,10.826	1.17	2.22				7,17,054	7.57	14.4	N. 8.
3,66,410	3.33	11.3	34,961	0.32	1.08				4,01,371	3.65	12.4	R.& K
18,98,569	313	8.40	2,31,101	0.38	1.02	18,096	003	0.48	20,98,518	3 46	9.28	S.I.
												2'6" & 2'0* GAUGES.
2,67,874	2.52	6.96	49,444	0.46	1.28				3,17,318	2.98	8.24	B. N.
56,829	2.31	7.43	••		••				56,829	2.31	7.43	B. B. * 0. I.
5,932	0.81	3.89	1,049	0.14	0.69				6.981	0.95	4.68	E B
2,165	0.07	0.48	3,637	0.12	0.82				5,802	0.19	1.30	0. 1. P.
1,66,221	2.37	2.58	83,367	1.19	1.29				2,49,688	3.56	3.87	N.W.
33,404	3.45	8.88	5,176	0.54	1.37	••			38,278	3.96	10.2	S. I.

30.—*Analysis of operating expenses of Class I Railways for the year 1934.35*—contd.

NOTE—The figure* of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund Replacement and Renewal Works which prior to the year 1932.83 were taken as reduction of expenditure and are since shown as earnings.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.).		
	Total amount	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.
288	289	290	291	292	293	294
5' 6* GAUGE.	Rs.	As.		Rs.	As.	
Bengal Nagpur	39,24,599	5.09	7.31	44,70,895	5.80	3.38
Bombay, Baroda and Central India	26.62,593	6.74	6.62	26,81,704	6.81	6.59
Eastern Bengal.	20,68,698	4.48	6.96	23,43,606	5.08	7.89
Bast Indian.	78,85,722	4.27	6.66	87,97,432	4.78	7.46
Great Indian Peninsula . . .	66,77,698	4.17	6.21	60,08,766	4.41	6.57
Madras and Southern Mahratta .	16,47,919	4.20	6.33	•18,90,046	4.81	7.26
Nizam's State.	4,22,836	3.73	608	4,63,686	400	6.52
NorthWestern	61,14,536	4.41	5.10	63,42,581	4.57	5.29
South Indian.	6,30,732	312	6.84	7,04,203	3.49	7.64
3' $3^{3/8}$" GAUGE.						
Assam.Bengal.	8,03,245	3.46	6.90	8,89,595	3.83	6.53
Bengal and North.Western	6,45,372	1.20	4.08	6.95,671	1.29	4.40
Bombay, Baroda and Central India	17,42,365	3.51	6.36	17,63,680	3.55	6.44
Burma	18,08,773	3.90	6.34	18,66,636	4.03	6.55
Eastern Bengal	8,67,671	3.56	5.90	9,22,138	3.79	6.2T
	2,18,333	1.96	8.93	6,61,320	5.91	11.9
Madras and Southern Mahratta	9,79,618	2.20	5.36	*11,42,020	2.57	6.25
Nizam's State	8.08,196	325	6.18	3,30,547	3.49	6.63
Rohilkund and Kumaon	1,78,963	1.63	5.53	1,79,381	1.68	3.54
South Indian.	17,17,198	2.83	7.59	19,89,205	3.28	8.79
2' 6* AND 2' 0* GAUGES.						
Bengal.Nagpur.	1,19,902	1.13	3.11	1,30,503	1.23	3.39
Bombay, Baroda and Central India .	18,343	0.74	2.40	18,343	0.74	2.40
	4,820	0.66	8.16	4,832	0.'68	3.17
Brett Indian Peninsula . . .	7,192	024	1.62	7,192	0.24	1.63
NorthWestern	2,48,628	8.56	3.85	251,727	3.69	8.90
	9,387	0.96	2.48	9.887	1.02	2.63

* Excludes Provident Fund Bonus and Gratuity figures taken under heads A I and A II of Table A.

30.—*Analysis of operating expenses of Class I Railways for the year 1934.36 . concld.*

TABLES A TO G.

Summary.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargebole to Depreciation Reserve Fund Replacement and Renewal Works which prior to the year 1932.33 were taken as reduction of expenditure and are since shown as earnings

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
295	296	297	298	299	300	301	302	303	304
5' 6* GAUGE.	Rs.		Rs.		RS.		Rs,		Rs.
Bengal.Nagpur	1,30,91,334	24.4	1,79,39,874	334	1,72,92,789	32 2	53,76,243	10.0	5,37 00,240
Bombay, Baroda and Central India	85,71,752	21.4	95,80,613	239	1,54,43.149	38.6	64,46.196	161	4,00,41,610
Eastern Bengal	67,93.223	22.9	78,70,936	26. 5	88,93,232	29.9	61,57,762	20.7	2,97,15,152
East Indian	2,44,55,310	20.7	2,96,20,937	25.1	3,99,26,767	33 8	2,40,73,575	20.4	11,80,76,680
Great Indian Peninsula .	1,80,37,101	19.7	2,09,72,416	230	3,21,86,884	352	2,02,38,758	22.1	9,14,36,169
Madras and Southern Mahratta	56,95,928	21.9	74,07,883	28.5	86,43,733	332	42,78,670	16.4	2,60,26,214
Nizam's State	18,79,877	27.0	18,94,980	27.2	22,06,655	31.7	9,78,987	141	69,G0,499
		191		232	4,14,53,237	35. 3	2,62,72,770	224	11.72,70,641
South Indian	22,69,985	24.6	21,48,513	23.3	34,70,363	38.7	13,26,383	14.4	92,15,244
3' 3^{38} " GAUGE.									
Assam Bengal	34,41,398	25.3	43,24,190	31.8	43,34,294	31.8	15,10,237	11.1	1,30,10,] 19
Bengal and North Western	37,73,070	233	62,98,494	38.8	61,38,619	37.9	†		*1,62,10,183
Bombay, Baroda and Central India	70,82,486	25.9	77,54,700	283	07,87,914	35.7	27,55,239	10.1	2,73,80,339
Burma	64,75,770	22.7	76,06,918	26.7	90,92,924	31.9	53.36,230	18.7	2,85,11,842
Eastern Bengal	31,43,967	21.4	34,97,335	23.8	46,70,172	31.1	34,87,549	237	1,46,99,023
Jodhpur	12,44,780	22.4	13,99,768	25.2	23,63,393	42.3	5,61,871	10.1	55,59,812
Madras and Southern Mahratta .	41,55,562	22.7	64,28,301	297	70,65,477	38.6	16,36,644	8.95	§1,82,84,974
Nizam's State	14,47,372	29.0	14,68,480	29.6	15,60,168	313	5,10,329	10.2	49,86,339
Rohilkund and Kumaon.	8,51,176	26.3	9,93,406	30.7	9,62,673	29.8	4,26,492	132	32,33,746
		26 .5	54,20,526	24.0	92,88,848	41.1	19,02,832	8.41	2,26,16,361
2' 6* & 2* 0* GAUGES.									
		21.7	14,57,074	37.8	13,22,517	34.4	2,38,142	6.06	38,49,581
Bombay, Baroda and Central India	1,27,732	16.7	3,15,634	41.3	2,86,506	37.5	34,723	4.54	7,64,494
Eastern Bengal	18.170	11.9	38,487	263	64,613	35.8	41,187	27.0	1,52,467
Great Indian Peninsula	28,861	6.49	2,03,467	46.7	2,12,642	47.8			4,44,870
North Western	9,93,164	16.1	17,06,413	27.7	20,12.208	32.6	14,64,130	23.6	61,65,915
South Indian	1.11,402	29.6	98,269	26.1	1,44,969	38.6	21,708	5.77	3,76,383

* Excludes credits Rs. 4,05,482.

† Included in the preceding Heads:—
State Share .. .. Rs. 7,72,716
Company's Share .. Rs. 523619

§ Excludes Rs. 6,14,011, the expenses of Mormugao Harbour.

31.—*Statement of Oil Consumption* ***on ClassI Railways*** *during the years 1933.34 and 1934.35.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6* GAUGE.							
Bengal Nagpur . . .	*1933.34*	*327,362*	*425,469*	*5.80*	**6.78**	*638,453*	*1.61*
	1934.35	**357,275**	**484,450**	**6.90**	**6.62**	**559,219**	**1.52**
Bombay, Baroda and Central India	*1933.34*	*327,751*	*141,220*	*7.16*	*7.17*	*178,891*	*0.97*
	1934.35	**293,084**	**135,805**	**6.24**	**709**	**167,130**	**0.92**
Eastern Bengal	*1933.34*	*395,496*	*99,451*	*8.60*	**7.60**	*206,937*	*1.39*
	1934.35	**479.234**	**115,349**	**8.81**	**7.73**	**235,071**	**1.31**
East Indian	*1933.34*	*1,423,652*	*1,003,642*	*8.23*	*8.06*	*l,336,097*	*1.44*
	1934.35	**1.417.180**	**1,122,395**	**8.18**	**8*36**	**1,419,702**	**1.45**
Great Indian Peninsula	*1933.34*	*927,466*	*787,131*	*7.64*	*//•if*	*754,890*	*1'58*
	1934.35	**947,902**	**809,626**	**7.75**	**11.1**	**827,690**	**1.68**
Madras and Southern Mahratta .	*1933.34*	*417,290*	*198,205*		*10.3*	*274,452*	*/.84*
	1934.35	**485,220**	**224,733**	**10.6**	**11.9**	**260,087**	**1.72**
Nizam'S State	*1933.34*	*9S,928*	*46,167*	*7. 76*	**8.22**	*46,400*	
	1934.35	**89.929**	**55,998**	**7.37**	**8.56**	**49,635**	**1.07**
North Western	*1933.34*	*1,400,236*	*761,314*	*8.70*	*11.6*	*1,353,314*	**2.36**
	1934.35	**1,465,608**	**816,005**	**8.92**	**11.9**	**1,392,567**	**2.31**
South Indian	*1933.34*	*260,600*	*59,264*	**0.70**	*9.26*	*67,882*	*1.28*
	1934.35	**292,055**	**74,999**	**10.5**	**9.86**	**64,349**	**1.13**
Total	*1933.34*	*5,57 8,786*	*3,521,863*	*8.14*	*9.09*	**4,757,316**	**1.67**
	1934.35	**5,827,493**	**3,839,360**	**8.25**	**923**	**4,975,450**	**1.65**
.3' 3 3/8" GAUGR.							
Assam Bengal	*1933.34*	*189,129*	*23,951*	**5.73**	**7.75**	**136,049**	*1.43*
	1934.35	**181,088**	**33,292**	**5.55**	**6.77**	**134,653**	**1.30**
Bengal and North Western	*1933.34*	*275,068*	*117,396*	**4.56**	**4.95**	*234,494*	**1.15**
	1934.35	**271.762**	**147,250**	**4.61**	**5.24**	**236,360**	**1.15**
Bombay, Baroda and Central India	*1933.34*	*319,420*	*136,911*	*5.65*	*5.56*		*1.56*
	1934.35	**309,316**	**139,222**	**5.42**	**5.48**	**345,544**	**1.09**
Burma	*1933.34*	*333,155*	*189,122*	**6.61**	**10.1**	**168,061**	**0.90**
	1934.35	**345,794**	**207,882**	**6.64**	**9.87**	**159,521**	**0.83**
Eastern Bengal	*1933.34*	*170,217*	*58,976*	*6.63*	*5.44*	*114,034*	*/•03*
	1934.35	**177,428**	**64,326**	**6.42**	**5.59**	**127,174**	**1.10**
Jodhpur	*1933.34*	*83,721*	*15,678*		**5.15**	**47,502**	**0.97**
	1934.35	**79,722**	**20,868**	**5.26**	**4.74**	**47,435**	**0.84**
Madras and Southern Mahratta.	*1933.34*	*330,245*	*209,688*	*6.70*	**7.04**	*138,660*	**0.89**
	1934.35	**340,376**	**217,839**	**7.05**	**8.44**	**133,568**	**0.88**
Nizam's State	*1933.34*	*80,521*	*30,546*	**6.97**	*8.36*	**20,910**	**0.74**
	1934.35	**81,428**	**34,952**	**7.10**	**8.51**	**20,030**	**0.67**
Robilkund and Kumaon	*1933.34*	*62,993*	*5,897*	*4.20*	**3.21**	**44,06*0**	**1.39**
	1934.35	62,441	**9,469**	**4.11**	**4.14**	**44,190**	**1.30**
	1933.34	*406,848*	*91,893*	**5.71**	*5.83*	*269,421*	*1.57*
	1934.35	**426,619**	**98,672**	**5.83**	**6.08**	**293,788**	**1.64**
Total	*1933 34*	*2,251,317*	*880,058*	**5.81**	**6.68**	*1,517,279*	**1.21**
	1934.35	**2,276,574**	**973,772**	**5.81**	**6.77**	**1,542,263**	**1.10**

31 .—*Statement of Oil Consumption on* ***Class I Railways*** *during the years 1933-34 and 1934-35.*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2' 6* AND 2' 0" GAUGES.			
Bengal Nagpur.	*1933-34*	*84,291*	*3.92*
	1934-35	79,969	8.74
Bombay, Baroda and Central India. . . .	*1933-34*	*26,643*	*5.81*
	1934-35	24,240	5.68
	1933-34	*7,241*	
	1934-35	8,048	6.70
Gnat Indian Peninsula . . .	*1933-34*	*51,439*	9.94
	1934-35	62,088	10.4
North Western	*1933-34*	*118,427*	
	1934-36	119,121	8.87
South Indian . . .	*1933-34*	*7,485*	*4'49*
	1934-36	7,617	4.65
Total .	*1933-34*	*294,526*	
	1934-35	291,083	6.19

32—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan.	Madras Beach to Tambaram.
2. Date of first opening for public service ..		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3·01. Route mileage	*1934* ..	*21·25*	*‡44·00*	*18·14*
	1935 ..	21·25	44·00	18·14
3·02. Track mileage (excluding sidings) ..	*1934* ..	*60·54*	*‡88·00*	*36·28*
	1935 ..	62·54	88·00	36·28
4. Mileage open for electric service on 31st March.	*1934* ..	*21·25*	*‡44·00*	*18·14*
	1935 ..	21·25	44·00	18·14
5. No. of sub-power stations on 31st March ..	*1934* ..	3	‡4	4
	1935 ..	3	4	4
6. No. of electric railway stations on 31st March	*1934* ..	*21*	‡28	*14*
	1935 ..	21	28	14
7. Mileage of transmission cable on 31st March ..	*1934* ..	*†61·00*	*‡40·98*	*‖65·06*
	1935 ..	†61·00	40·98	41·49
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1933-34* ..	*40*	*§53*	*24*
	1934-35 ..	40	§53	24
8·02. Trailer coaches	*1933-34* ..	*120*	*153*	*48*
	1934-35 ..	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1933-34* ..	*40*	*§53*	*19*
	1934-35 ..	40	§53	24
9·02. Trailer coaches	*1933-34* ..	*120*	*153*	*37*
	1934-35 ..	120	153	48
9·03. Train units*	*1933-34* ..	*40*	*51*	*19*
	1934-35 ..	40	51	24
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1933-34* ..	*1*	*11*	1
	1934-35 ..	4	10	..
10·02. Percentage of item 9·01	*1933-34* ..	*2·22*	*20·8*	*3·74*
	1934-35 ..	10·0	16·9	1·67
10·03. Trailer coaches	*1933-34* ..	*4*	*17*	1
	1934-35 ..	10	18	1
10·04 Percentage of item 9·02	*1933-34* ..	*2·22*	*11·1*	*3·74*
	1934-35 ..	8·33	11·8	1·67

* A "train unit" is a motor coach and three trailers.
† Overhead 26.50 miles and underground 34.50 miles.
‡ Revised Figures.
§ Includes 2 spare motor coaches.
‖ Overhead 43.16 miles and underground 21 '90 miles.

32—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1933-34* ..	*39*	*42*	*16*
	1934-35 ..	36	43	24
11·02. Trailer coaches	*1933-34* ..	*116*	*139*	*36*
	1934-35 ..	110	135	47
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1933-34* ..	*35*	*37*	*14*
	1934-35 ..	35	37	19
12·02. Trailer coaches	*1933-34* ..	*104*	*111*	*28*
	1934-35 ..	97	111	38
12·03. Train units*	*1933-34* ..	*35*	*37*	*14*
	1934-35 ..	35	37	19
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1933-34* ..	*4*	*5*	*4*
	1934-35 ..	1	6	5
13·02. Trailer coaches	*1933-34* ..	*12*	*25*	*8*
	1934-35 ..	23	24	9
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1933-34* ..	*159,472*	*824,136*	*205,702*
	1934-35 ..	142,660	843,878	247,890
14·02. Total two unit traffic trains	*1933-34* ..	*943,895*	*1,112,438*	*334,870*
	1934-35 ..	958,387	1,146,667	286,775
14·02(a). Total three unit traffic trains ..	*1933-34* ..	*Nil*	*Nil*	*8,466*
	1934-35 ..	Nil	Nil	6,097
14·02 (b) Total four unit traffic trains ..	*1933-34* ..	*Nil*	*Nil*	*52*
	1934-35 ..	Nil	Nil	10
14·03. Total traffic trains	*1933-34* ..	*2,047,252*	*3,049,012*	*901,106*
	1934-35 ..	2,059,634	3,137,212	839,771
14·04. Other trains	*1933-34* ..	*35,619*	*26*	*Nil*
	1934-35 ..	34,348	Nil	Nil
15. Hours—				
15·01. Traffic trains	*1933-34* ..	*103,171*	*135,413*	*41,035*
	1934-35 ..	103,171	140,389	38,290
15·02. Other	*1933-34* ..	*2,693*	*27 885*	*Nil*
	1934-35 ..	2,582	26,222	Nil
15·03. Total	*1933-34* ..	*105,869*	*163,298*	*41,035*
	1934-35 ..	105,753	166,611	38,290
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1933-34* ..	*6,189,048*	*12,196,048*	*2,703,216*
	1934-35 ..	7,439,602	12,648,848	2,519,313
16·02. Other trains	*1933-34* ..	*142,476*	*104*	*Nil*
	1934-35 ..	124,939	Nil	Nil

32.—Statement of Electric Multiple Unit Suburban Tram Statistic* of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways far the years 1933.34 and 1934.35—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17 Train usage—				
17.01. Train unit miles per day per train unit in use.	*1933.34*	*164*	*226*	*176*
	1934.35	164	232	121
17.02. Train unit miles per day par train unit online.	*1933.34*	*143*	*164*	*132*
	1934.35	143	169	96
18. Train usage—				
18.01. Train unit hours per day per train unit in use.	*1933. 34*	*8.33*	*12]*	*8.03*
	1934.35	8.28	12.3	5.52
18.02. Train unit hours per day per train unit on lino.	*1933.34*	*7 .25*	*8'77*	*6'03*
	1934.35	7.24	8.95	4.37
19.Vehicle usage—				
19.01. Motor coach miles per day per motor	*1933.34*	*143*	*164*	*132*
		143	169	96
19.02. Trailer coaoh miles per day per trailer coach unit on line.	*1933.34*	*143*	*164*	*132*
	1934.35	125	169	96
20. Motor coach failures—				
20.01. Number	*1933.34* ..	*2*	*61*	*20*
	1934.35	Nil	202	11
20.02. Motor coach miles per motor coach failure (in units).	*1933.34* ..	*115,716*	*49,984*	*45,055*
	1934.35	Nil	15,531	76,343
21. Power supply failures—				
21.01. Failures originating at source of supply	*1933.34*	*Nil*	*Nil*	*7*
	1934.35	Nil	Nil	5
21.02. Failures originating at sub.station	*1933.34* ..	*Nil*	*1*	*10*
	1934.35	Nil	Nil	10
21.03. Failures on account of overhead track equipment.	*1933.34*	*Nil*	*3*	*9*
	1934.35	Nil	10	24
22. Number of passengers carried—				
2201. First Glass	*1933.34* ..	*23,474*	*17,536*	*6,753*
	1934.35	23,631	16,666	3,472
22.02. Second Class	*1933.34* ..	*1,517,153*	*644,514*	*153445*
	1934.35 ..	1,378.520	631,725	155,240
22.03. Third Class .	*1933.34* ..	*32,090681*	*28,191,060*	*7.549,777*
	1934.35	82,903,827 ,	28,438,194	7,546,624
. 22.04. Total	*1933.34* ..	*33,631,308*	*28,853,110*	*7,709,675*
	1984.35 ..	84,805,978	29,086,585	7,706,336

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933.34 and 1934.35*—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	6
Operating Statistics—conoid.				
23Passenger miles—				
23.01. First Glass ..	*1933.34*	*197,912*	*227,658*	*42,7*
	1934.35	**195,701**	**198,862**	**23,952**
23.2. Second Class ..	*1933.34*	*10,381,803*	*4,667,037*	***1,081,027***
	1934.36	**9,668,932**	**4,732,474**	**1,108,122**
23.03. Third Class ..	*1933.34* ..	*232,006,188*	*206,189,834*	***48,774,905***
	1934.35	**238,497,701**	**208,776,576**	**46,846,024**
23.04. Total	*1933.34*	*242,585,903*	*211,084,529*	*49,898,642*
	193436 ..	**248,262.334**	**213,707,912**	**47,977,098**
24. Earnings from passengers carried—	*1933.34*	*8,593*	*7,997*	**1,568**
24.01. First Class ..	**1934.35**	**7,561**	**7,302**	**895**
	1933.34	*2,38,544*	*1,09,533*	**17,253**
24.02. Second Glass	**1934.36**	**2,18,315**	**1,04,496**	**16,774**
	1933.34	*28,00,011*	**24,73,593**	*6,70,144*
24.03, Third Class ..	**1934.36**	**28,20,096**	**24,67,381**	**6,30,312**
	1933.34	*30,47,148*	*25,91,123*	*6,88,965*
24.04. Total	**1934.36**	**30,46,972**	**25,79,179**	**6,47,981**
25. Earnings from and cost of, electric train working	*1933.34*	*2.41*	**2.36**	**2.65f**
	1934.35	**2.36**	**2 32**	**2.59**
25.01. Earnings per passenger mile. Pies	**1933.34**	*1.84*	**3.22**	***1'67***
	1934.35	**1.62**	**3.36**	**1.36**
25. 02. Cost per passenger mile. Pies	*1933.34*	*1.50*	*085*	*0'76*
	1934.35	**1.62**	**0.82**	**0.77**
25.03. Earnings per train mile. Rs.	**1933.34**	*1.11*	**1.16**	*0'46*
	1934.35	**102**	**119**	**0.40**
25.04. Cost per train mile. Rs.	**1933.34**	*437,067,105*	*549,867,078*	*68,390,546*
	1934.35	**404,027,347**	**564,943,665**	**63,819.532**
26. Gross ton miles (including Departmental)	**1933.34**	*29,235,589*	*37,344,798*	*6,016,425*
27. Power used—	**1934.35**	**27,281,711**	**38,485,374**	**5,047,623**
27.01. Total power for traction and train lighting kilo.watt hours.	**1933.34**	**14.0**	*12.6*	**6.37**
27.02. Kilo.watt hours per train unit mile	**1934.36** ..	**13.0**	**12.6**	**5.67**
	1933 34	*66.9*	*70' 0*	**73.1**
27.03. Kilo.watt hours per 1,000 gross ton miles	**1934.35** ..	**67.5**	**70.0**	**63.1**
28. Lubricating oil used for all purposes (including partmental)—				
28.01. Total pints ..	***1933.34*** ..	*45,945*	*140,427*	**12,400**
	1934.35 ..	**41,147**	**139,778**	**13 609**
28.02. Pints per 1,000 vehicle miles	***1933.34*** ..	**5.51**	**11.5**	**4.62**
	1934.35 . •	**6.44**	**11.1**	**5.40**

33. —*Statement of Steam Coach ana Bail Motor Performances on Class I Railway* during the years 1933.34 and 1934.35.*

(i) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	6	6	7	8	9
5' 6" GAUGE.								
Bengal.Nagpur	*1933.34*	*2*	*2*	*9*	*12'1*	***Nil***	*Nil*	***28'4***
	1934.35	2	2	11	15.6	1	11,376	33.9
Eastern Bengal	*1933.34*	1	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1934.35	1		Nil	Nil	Nil	Nil	Nil
East Indian	*1933.34*	*8*	*3*	*47*	*42.7*	*6*	*9,359*	*10.7*
	1934.35	3	3	46	42.0	1	45,991	**9.77**
Great Indian Peninsula .	*1933.34*	*1*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1934.35	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North.Western	*1933.34*	*8*	7	*163*	*64.0*	*Nil*	*Nil*	I7.6"
	1934.35	7	7	161	63.1	. 3	53,771	16.4
Total	*1933.34*	*15*	*14*	*219*	*42.9*	*5*	*43,806*	***I6'6***
	1934.35	13	13	218	461	5	43,736	15.9
3' $3^{3/8"}$ GAUGE.								
Bombay Baroda & Central India.	*1933.34*	*3*	*3*	*82*	*74'0*	*Nil*	*Nil*	
	1934.35	3	3	71	66.0	2	35,389	16.4
Eastern Bengal	*1933.34*	2	*2*	*12*	*16.0*	*3*	*3,906*	26.4
	1934.35	2	2		0.20	Nil	Nil	16.6
Nizam's State	*1933.34*	*2*	*2*	*5*	*7.00*	*Nil*	*Nil*	*22.3*
	1934.35	2	2	1	100	1	1,027	29.0
Total	*1933.34*	*7*	*7*	*99*	*38'8*	*3*	*32,889*	18.4
	1934.35	7	7	72	*28.2*	3	23,984	16.6
2' AND 2' 0' GAUGE.								
Bengal Nagpur	*1933.34*	*3*	*3*	*16*	*14'6*		*7,962*	*20.5*
	1934.35	3	3	22	19.9	4	5,456	20.7
North Western	*1933.34*	*3*	*3*	*7*	*6'63*	*Nil*	*Nil*	15.1
	1934.35	3	3	38	34.6	Nil	Nil	12.6
Total	*1933.34*	*6*	*6*	*23*	*10'5*	*2*	*11,593*	
	1934.35	6	6	60	27.2	4	14,914	15.6

(ii) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2'	3	4	5	6	7	8	9
5' 6* GAUGE.								
North.Western	*1933.34*	J	2	6	*10'0*	***Nil***	*Nil*	*8'52*
	1934-35		1		171	Nil	Nil	**8.87**
3' $3^{3/8"}$ GAUGE.								
South Indian .	*1933.34*	3		*27*	24.4	*Nil*	*Nil*	
	1934-35	3	3	28	26.7	8	*9,376*	*13.3*
2' 6' GAUGE.								
North.Western.	***1988.34***	7	*7*	65	25.4	1	***66,169***	***18.6***
	1934.35	7	7	56	23.3	1	66,424	**16.3**

34.—*Statement of Equipment showing the actual stock running on* ***Class 11 and III Railways on*** **31st** *March 1935.*

Railway.	Locomotives.	Rail Motor Can.	Steam Coach-	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAIL ‡ VIWAY SERVICE vehicles.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total,	Covered and open wagons.	Special wagons.	Total.	Coaching officers' carriages).	Goods (Including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	6	6	7	8	9	10	11	12	13	14	16	16	17
CLASS II RAILWAYS.																
3' 3 3/8" Gauge.																
Bengal Dooars	19				59	125	93	374	2,608	8	67	436	16	460	6	10
Bhamagar State	15	1			127	174	416		6,489	50	177	1,021	4	1,025	10	16
Bikaner State	55				134	198	255	393	6,249	33	167	1,210		1,210	16	56
Dibru-Sadiya	32				46	1«7	128	157	2,449	20	66	1,454	118	1,572	8	4
Gaekwar's Baroda State	19				155	90	133		4,888		155	319	8	327	3	11
Gondal	23				88	152	318		2,809	21	109	377		377	3	31
Jamnagar Dwarka	19	3			50	89	178		1,593	21	71	600	4	604	4	4
Junagad State	17	2			116	130	361		2,812	15	131	334	15	349	7	16
Morvi	21	3			96	152	288		2,884	25	121	297		297		2
Mysore	42	1			134	117	256	243	5,186	24	158	532		532	24	31
Total	282	10			1.005	1,394	2.426	1.167	37.9(57	217	1,222	6,579	164	6,743	79	181
2' 6' Gauge.																
Barsi Light	34	1	2		117		298		5,007	t3	120	275	3	278		14
Gaekwar's Baroda State	39	2	(6)5		302	98	180		6,207	11	313	1,255	26	1.281	13	21
Mysore	10				27		3>		1,352		27	77		77	2	10
Shahdara (Delhi) Saharanpur Light.	10				49	12	36	84	1,277	1	50	250	4	254	4	1
Total	93	8	7		495	110	544	84	13,903	15	610	1,857	33	1,890	19	46
2' 0 Gauge.*																
Darjeeling-Himalayan .	35	2			108	234	266		2,189	26	134	526		526		
Mysore	6				5		18		98		5	47		47		4
Total .	41	2			113	234	284		2,287	26	139	573		573		4
GLASS III RAILWAYS.																
3' 3 3/8" Gauge.																
Porbandar State .	6				17	12	66		539	8	25	315	3	318	2	12
Udaipur-Chitorgarh	15				49	24	56	78	2,278	11	60	89		89	2	
Total	21				66	36	111	78	2,817	19	85	404	3	407	4	12
2' 6" *Gauge.*																
Ahmadpur-Katwa	5				19	18	18	64	448	•4	23	22		22		
Arrah-Sasaram Light .	6				32	32		68	710	4	36	73		73		1
Bankura-Damodar River.	7				27	21	21	112	632	*6	33	72		72		(c)1
Baraset-Baairhat Light	10				38	63		227	1,105	3	41	64		64		3
Carried over	28				116	134	39	471	2,895	17	133	231		231		5

* Brake vans

† Includes one Inspection saloon and two Brake VANS. (6) Includes 4 Internal Combustion Coaches

‡ In units. (c) Inspection motor trollies.

34.—*Statement of Equipment showing the actual stock running on* ***Class II and I I I Railways on*** *31st March 1935*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY OK RAILWAY SERVICE), *Passenger carriages.* Number.	Seats by classes. 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total	GOODS WAGONS‡ (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE). Covered and open wagons.	Special wagons.	Total.	RAILWAY SERVICE VEHICLES Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
1	2	3	4	0	6	7	8	9	10	11	12	13	14	16	16	17
Borught forward	28				116	134	39	471	2,895	17	133	231		231		5
CLASS Ill RAIL-WAYS—*concld.*																
2′ 6′ Gavge.																
Bengal Provincial	7				24	20	20	82	502	*2	26	55		65	1	2
Bukhtiarpur-Bihar Light.	6				17	30	24	78	486		17	68		68		3
Burdwan-Katwa	6				22	18	18	96	512	*4	26	36		36		§1
Cutch State .	6	1			16		90		424		16	49	1	50		2
Dehri-Rohtas Light .	6	3	1		9	20		12	170	3	12	129		129	2	3
Dholpur-State	6				9	22			404		9	116	3	119		
Futwah-Islampur	3				9	12		39	350		9	28		28		
Jessore—Jhenidah	††	††	††	††	††	††	††	††	‡‡	‡‡	‡‡	††	††	††	††	†
Xalighat-Falta	10				38	30	34	112	1,080	*8	46	45		45		
Tezpore-Balipara Light.	4				19	12		40	670	*4	23	91		91		
Total	80	4	1		279	298	225	930	7,493	38	317	848	4	852	3	18
2′ 0 Gauge.*																
Gwalior Light	26				68	44	124		1.952	16	84	347	7	354	8	11
Howrah-Amta Light .	19				119	88		358	2,684	13	132	80		80		1
Howrah-Sheakhala Light	3				22	36		52	577		22	11		11		2
Jagadhri Light	3				4	6		14	84	*1	5	7		7		
Jorhat (Provincial) .	6	1			19	22	22	90	403	6	24	75	1	76	"	3
Kulasekarapatnam Light.	†4	6			24				746		24	45		45		(§)2
Matheran Light	2	3			30	70	75		140	(6)2	32	17	*2	19	2	(a)3
Trivellore Light	2	3			14				94		14	4	1	5		1
Total	65	13			300	266	221	514	6,680	37	337	686	11	697	10	23

•Brake vans,
† Motor Locomotives.
(a) Includes one motor trolly,
†† Figures not available.
‡ In units
i Inspection motor .troiiers.
(b) Saloons.

55.—Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1934-35.

Railway.	Loco-motives.	Rail-Motor cars.	Steam coaches.	Electric Motor Coaches.	†Coaching vehicles (excluding vehicles used exclusively on Railway Service). Passenger carriages.					Other coaching vehicles	Total	†Goods wagons (excluding wagons used exclusively on Railway Services).			†Railway Service Vehicles.	
						Seats by Classes.										
					No.	1st	2nd	Inter.	Third.			Covered and open wagons.	Special wagons.	Total.	Coaching (including others' carriages).	Goods (including Breakdown trains, Travelling Cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
5' 3" Gauge.																
Bhavnagar State	2	..	..	..	2	..	..	..	154	6	8	284	—5	279	..	1
Bikaner State	..	..	..	..	—1	2	—9	15	—53	—1	—2	—2	..	—2	..	2
Dhrangadhra	..	..	..	..	..	..	..	10	—12	..	..	—9	..	—9	..	..
Gaekwar's Baroda State	..	..	..	..	31	28	61	..	372	..	32	20	1	21	1	2
Gondal	..	..	..	..	—3	—6	—30	..	—31	—2	—5	—31	..	—31	—1	..
Jamnagar Dhrangadhra	—2	1	..	..	1	10	—6	..	2	3	4	—4	..	—4	—1	..
Junagadh State	..	2	..	..	6	6	..	..	276	2	8	51	1	52	..	..
Morvi	1	1	..	..	1	..	..	..	53	..	1	45	..	45	..	..
Mysore	4	..	..	..	1	—4	—6	..	122	..	1	—2	..	—2	..	..
Total	3	4	..	..	38	46	10	25	1,463	8	46	332	—3	329	—1	5
2' 6" Gauge.																
Bansi Light	—1	..	..	..	..	—104	20	..	44	..	..	..	..	..	—1	..
Gaekwar's Baroda State	..	..	..	..	..	..	..	..	—28	..	..	9	..	9	..	..
Mysore	3	..	..	..	..	—30	—24	..	166	..	..	..	..	..	..	..
Shekhawati (Delhi) Saharanpur Light	..	..	..	..	..	..	..	..	..	..	..	25	..	25	..	..
Total	2	..	..	..	..	—134	—4	..	182	..	..	34	..	34	—1	..
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	—1	..	..	..	—16	..	—1	—4	..	—4	..	..
Mysore	..	..	..	..	..	..	2	..	—10	..	..	..	..	..	..	2
Total	..	..	..	..	—1	..	2	..	—26	..	—1	—4	..	—4	..	2
Class III Railways.																
5' 3" Gauge.																
Porbandar	..	..	..	..	..	..	..	..	..	..	..	—17	..	—17	..	..
Udaipur-Chitorgarh	3	..	..	..	2	—16	—22	—2	318	..	2	4	..	4	..	..
Total	3	..	..	..	2	—16	—22	—2	318	..	2	—13	..	—13	..	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	1	..	..	—18	..	..	1	..	..	..	—2	..
Bankura-Damodar River	—2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Barsoi Basirhat Light	1	..	..	..	—3	—8	..	80	—83	..	—3	..	..	..	—2	1
Bukhtiarpur-Bihar Light	..	..	..	..	—2	—4	—4	—48	44	—3	—6	..	..	..	—1	1
Cutch State	..	..	..	..	..	..	..	..	..	..	..	10	1	11	..	..
Dehri Rohtas Light	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..
Futwah-Islampur	..	..	..	..	1	..	..	..	..	..	1	..	..	..	—1	..
Tarpore-Balipara	..	..	..	..	..	—5	..	..	..	..	..	..	..	..	..	..
Total	—1	..	..	..	—3	—18	—4	24	—39	—3	—6	10	1	11	—5	2
2' 0" Gauge.																
Gwalior Light	..	..	..	..	—6	..	—6	..	—139	—1	—7	—6	7	1	..	2
Howrah-Amta Light	..	..	..	..	—5	..	..	38	—68	..	—5	..	..	..	—5	..
Howrah Shoalkhola Light	—1	..	..	..	—6	3	..	—3	—90	—1	—4	..	..	..	..	..
Jagadhri Light	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kalkastarapatnam Light	..	—1	..	..	..	..	..	..	—32	..	..	..	..	..	..	..
Mathurapur Light	—2	..	..	..	..	5	5	..	12	..	..	—3	..	—3	..	1
Trivellore Light	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	—5	—1	..	..	—18	12	—1	36	—307	—2	—16	—9	7	—2	—5	3

†In units.

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

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE (HUNDERDS.) 1st.	2nd.	Inter.	3rd.	Total.	Other traffic.	PASSENGERS CARRIED a let.	2nd.	Inter.	3rd.	Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Obese II RAILWAYS.													
Broad Light .	2' 6"	*1933-34*	*1*	*3,2*	..	*922,4*	*925,7*	*139,3*	*1*	*4,0*	..	*1,060,9*	*1,065,9*
		1934-35	..	2,2	..	851,6	854,8	126,2	..	3,5	..	988,0	992,4
Bengal Dooara	3' 3½"	*1933-34*	*1,1*	*2,1*	*18,4*	*1,952,5*	*1,974,5*	*44,4*	*1,2*	*2,5*	*19,4*	*1,095,7*	*1,118,9*
		1934-35	1,1	2,1	17,0	1,050,7	1,070,9	35,6	1,2	2,5	17,8	1,085,0	1,106,5
Bhavnagar State	2' 3½"	*1933-34*	*9*	*20,2*	..	*2,393,3*	*2,413,4*	*425,7*	*1,6*	*26,6*	..	*3,319,9*	*3,348,1*
		1934-35	1,0	20,9	..	2,690,4	2,712,3	337,3	1,5	27,0	..	3,021,1	3,049,6
Bikaner State .	2' 3½"	*1933-34*	*6*	*4,7*	*11,8*	*1,671,8*	*1,688,7*	*158,1*	*9*	*6,1*	*13,7*	*1,898,1*	*1,848,8*
		1934-35	1,0	5,2	11,0	1,670,5	1,686,0	176,8	1,3	6,9	13,9	2,041,7	2,062,8
Darjeeling Himalayan	2' 0"	*1933-34*	*6*	*10,6*	..	*567,3*	*573,3*	*21,7*	*1,1*	*13,5*	..	*575,4*	*590,0*
		1934-35	8	7,4	..	613,8	622,0	10,6	1,1	10,3	..	621,3	632,6
Dibru Sadiye .	3' 3½"	*1933-34*	*3,9*	*6,3*	*27,1*	*1,321,3*	*1,423,6*	*56,2*	*4,2*	*6,8*	*28,6*	*1,443,2*	*1,484,2*
		1934-35	3,1	5,5	23,5	1,312,5	1,349,6	46,4	3,4	6,1	29,7	1,356,8	1,396,0
Gaek war's Baroda State .	3' 3½"	*1933-34*	*8*	*6,4*	..	*3,170,0*	*3,176,6*	*703,2*	*7*	*10,9*	..	*3,567,2*	*3,578,6*
		1934-35	8	7,2	..	3,384,2	3,301,7	755,3	1,2	12,5	..	4,134,3	4,148,0
Oonda)	2' 6"	*1933-34*	*7*	*18,3*	..	*2,854,3*	*2,873,3*	*189,6*	*7*	*19,2*	..	*3,042,9*	*3,062,9*
		1934-35	8	19,5	..	2,772,5	2,792,3	192,7	6	20,4	..	2,964,3	2,985,2
Hownh-Amte Light	2' 2½"	*1933-34*	*5*	*16,1*	..	*1,670,1*	*1,685,7*	*771,9*	*1,5*	*22,2*	..	*2,426,2*	*2,457,5*
		1934-35	4	13,1	..	1,476,0	1,489,5	739,9	1,3	27,1	..	2,201,0	2,229,4
Janmagar Dwarka	2' 0"	*1933-34*	*4,9*	..	*40,4*	*2,435,6*	*2,490,2*	*3*	*4,6*	..	*39,4*	*2,435,1*	*2,490,5*
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Jomgad State	2' 3½"	*1933-34*	*1,1*	*3,9*	..	*614,6*	*623,7*	*84,9*	*1,4*	*10,5*	..	*696,7*	*708,6*
		1934-35	1,2	3,4	..	661,7	661,3	87,2	1,6	11,3	..	726,7	738,5
Morvi	2' 3½"	*1933-34*	*2*	*18,2*	..	*1,695,5*	*1,715,2*	*248,1*	*1,1*	*26,9*	..	*1,935,2*	*1,963,2*
		1934-35	1,1	16,8	..	1,847,8	1,865,7	238,4	1,3	21,6	..	2,061,2	2,104,1
	2' 3½"	*1933-34*	*½*	*9,3*	..	*625,2*	*634,0*	*319,4*	*2,9*	*20,4*	..	*931,0*	*953,4*
		1934-35	8	10,7	..	735,7	747,2	338,8	2,8	23,3	..	1,060,9	1,086,5
Mrsore . .	2' 6"	*1933-34*	*1,7*	*20,6*	*40,0*	*3,080,4*	*3,151,6*	*98,8*	*1,9*	*21,8*	*41,6*	*3,155,0*	*3,260,3*
		1934-35	1,8	19,9	40,2	2,970,3	3,041,2	100,8	2,0	21,1	41,7	3,077,2	3,142,0
	2' 0"	*1933-34*	..	*1,0*	..	*596,3*	*597,3*	*15,2*	..	*1,1*	..	*612,4*	*613,5*
		1934-35	..	2	..	647,3	648,2	18,0	..	1,0	..	655,2	666,2
Shahdara (Delhi)-Saharanpur Light.	2' 0"	*1933-34*	..	*1*	..	*41,1*	*41,2*	*1*	..	*1*	..	*41,2*	*41,3*
		1934-35	..	1	..	41,7	41,8	2	..	2	..	41,8	42,0
	2' 6"	*1933-34*	*5*	*5,6*	*6,4*	*945,7*	*961,1*	*17,7*	*5*	*5,6*	*6,7*	*966,1*	*978,5*
		1934-35	2	5,0	5,3	940,4	952,3	40,3	2	5,7	6,5	980,7	993,1
TOTAL CLASS II RAILWAYS		*1933-34*	*17,5*	*150,3*	*153,9*	*25,736,3*	*25,058,0*	*3,249,6*	*23,0*	*203,0*	*160,4*	*23,961,3*	*29,347,6*
		1934-35	13,3	144,4	103,0	23,936,3	24,116,9	3,288,1	18,9	200,5	108,8	27,040,0	27,327,0
CLASS III RAILWAYS.													
Ahmadpur-Katwa	2' 6"	*1933-34*	..	*4*	*3,7*	*216,6*	*220,7*	*6,4*	..	*6*	*5,2*	*212,5*	*227,1*
		1934-35	..	4	3,2	209,5	213,2	5,9	1	4	3,7	214,9	219,1
Anah.Saaaram Light	2' 6"	*1933-34*	*3*	..	*5,3*	*395,0*	*401,1*	*2,5*	*3*	..	*5,3*	*397,3*	*402,9*
		1934-35	5	..	5,2	389,1	394,8	2,3	5	..	5,3	391,3	397,1
Sankura-Damodar River .	2' 6"	*1933-34*	..	*4*	*1,6*	*166,6*	*168,2*	*1,3*	..	*4*	*1,6*	*167,5*	*169,5*
		1934-35	..	4	1,5	154,5	156,4	1,0	..	4	1,5	155,4	157,4
Bareeet-Baairhat Light .	2' 6"	*1933-34*	*4,2*	..	*44,1*	*1,322,1*	*1,370,4*	*1,4*	*6,2*	..	*44,3*	*1,313,3*	*1,361,8*
		1934-35	4,3	..	44,1	1,205,3	1,253,7	1,2	4,3	..	44,1	1,206,5	1,254,9
Bengal Provincial .	2' 6"	*1933-34*	*1*	*7*	*5,6*	*366,6*	*378,6*	*11,6*	*1*	*1,2*	*7,7*	*441,2*	*460,2*
		1934-35	1	8	5,4	367,9	384,2	46,2	1	1,3	7,8	430,6	439, 4

(cloumns 8 to 14 and 20 to 24—For the purpose of these figures passengers travelling over two or more railways or *two or more* gauges on the same railway are considered as having made two or more separate journeys.

† Shown under class I I I Rlys,

Class II **and** *I I I* **Railways** *for the years 1933-34 and 1934-35.*

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (including refunds) (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rv.
9	238	..	37,690	37,937	62·9	59·1	..	35·5	35·6	1	12	..	7,85	7,88	Rajpipla Light.
2	192	..	33,237	33,431	56·6	54·7	..	33·6	33·7	..	10	..	6,92	7,02	
32	61	310	20,089	20,492	25·2	24·6	16·0	18·3	18·3	6	4	8	3,42	3,50	Bengal Docara.
35	66	289	19,688	20,078	27·4	26·8	16·2	18·1	18·1	8	4	8	3,26	3,40	
109	1,466	..	77,208	78,783	68·1	55·1	..	27·4	27·7	10	65	..	13,73	14,48	Bavnagar State.
106	1,424	..	82,023	83,555	72·0	52·7	..	27·2	27·4	10	63	..	14,56	15,29	
78	377	788	69,561	70,805	66·7	51·8	37·5	38·1	38·3	10	23	23	14,49	15,05	Bikaner State.
93	405	782	76,010	77,290	71·6	58·7	60·8	37·2	37·5	12	25	22	15,84	16,42	
47	518	..	8,369	8,934	44·5	33·3	..	14·5	15·1	13	50	..	2,32	2,95	Darjeeling Himalayan.
41	397	..	9,118	9,556	38·9	36·3	..	14·7	15·1	8	36	..	2,26	2,70	
90	167	649	20,366	21,272	32·4	24·6	22·7	14·1	14·3	5	8	19	4,23	4,55	Dhrangadhra Sadiya.
77	146	645	19,179	20,047	20·6	22·9	19·0	13·0	13·0	7	7	18	4,00	4,32	
28	229	..	64,716	65,043	36·2	27·5	..	16·7	16·8	3	19	..	12,61	12,83	Gaekwar Baroda State.
46	334	..	67,704	68,074	37·4	25·9	..	16·4	16·4	5	20	..	13,23	13,48	
27	271	..	40,647	41,045	35·9	19·3	..	13·4	13·4	4	17	..	10,45	10,66	
18	327	..	30,595	30,939	34·2	18·6	..	13·3	13·4	2	18	..	10,06	10,26	
65	1,048	..	55,166	56,279	43·4	35·1	..	22·7	22·9	6	43	..	10,10	10,64	Gondal
60	988	..	52,052	53,100	40·4	30·5	..	23·6	23·8	5	40	..	9,54	9,85	
33	..	518	31,751	32,353	26·0	..	16·0	13·0	13·0	4	..	14	6,90	7,08	Howrah Amta Light.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
25	558	..	24,977	25,623	60·6	53·2	..	35·9	36·2	2	30	..	5,59	5,95	Jamnagar Dwarka.
102	632	..	26,401	27,136	63·1	50·0	..	36·4	36·7	11	34	..	5,93	6,38	
44	651	..	38,236	38,931	58·9	27·2	..	19·8	19·9	4	30	..	6,52	7,26	Junagadh State.
43	615	..	40,433	41,091	31·8	28·6	..	19·4	19·5	4	28	..	7,33	7,65	
136	1,285	..	37,634	39,035	67·1	62·0	..	40·4	40·9	13	61	..	6,92	7,66	Morvi.
135	1,406	..	40,901	42,462	65·8	60·4	..	38·6	39·1	15	68	..	7,53	8,36	
120	1,021	1,967	76,685	78,793	63·2	46·8	47·3	23·8	24·2	15	49	61	14,10	15,44	
143	1,229	2,047	75,064	78,503	71·5	58·2	49·1	24·4	25·0	16	48	68	13,87	14,77	
..	36	..	19,654	19,690	..	23·6	..	17·2	17·2	..	1	..	1,75	1,76	Mysore.
..	17	..	11,734	11,751	..	17·0	..	17·0	17·0	..	1	..	1,80	1,81	
..	2	..	656	658	..	20·0	..	15·2	15·2	..	..	..	12	12	
..	2	..	630	648	..	10·0	..	15·9	15·9	..	..	..	12	12	
17	144	159	22,119	22,439	35·0	20·9	23·0	23·0	22·9	1	7	6	4,61	4,75	Shahdara (Delhi) Saharanpur Light.
6	144	152	22,277	22,581	30·0	21·0	23·0	22·0	22·0	..	7	6	4,64	4,77	
973	5,218	4,392	635,367	643,944	42·3	30·5	27·6	21·9	22·1	1,07	4,34	1,31	1,28,10	1,32,72	Total Class II Rys.
931	8,364	3,915	616,012	629,222	40·3	41·7	30·0	22·8	23·0	1,01	4,15	1,12	1,20,39	1,26,67	
															Class III Rys.
..	7	55	2,493	2,561	..	17·5	13·3	11·2	11·3	..	1	2	78	81	Ahmadpur Katwa.
1	7	53	2,531	2,592	10·0	17·5	14·3	11·6	11·8	..	1	2	79	82	
27	..	161	8,367	8,555	35·0	..	30·0	21·0	21·0	2	..	5	1,96	2,03	Arrah-Sasaram Light.
18	..	167	8,372	8,557	33·0	..	31·0	21·0	21·0	1	..	7	1,98	2,04	
..	8	80	2,627	2,565	..	20·0	18·8	16·7	16·7	..	1	1	82	54	Venkatra-Damodar River.
..	8	33	2,479	2,520	..	20·0	20·6	16·0	16·0	..	1	1	77	79	
87	..	754	19,300	20,141	20·0	..	17·0	14·0	14·0	4	..	20	3,61	3,55	Barsoot-Rasipur Light.
109	..	746	17,850	18,705	25·0	..	16·0	14·0	14·0	4	..	20	3,27	3,51	
1	7	55	4,849	4,909	5·42	6·45	6·25	11·0	10·9	..	..	2	71	73	Bengal Provincial
..	7	47	2,791	2,849	4·36	5·66	6·14	6·23	6·76	..	..	2	70	72	

30. —*Statement of Passenger and Goads Revenue Statistics and Earnings of Class 11* ***and*** *111 Railways for the years 1933-34 and 1934-36*—contd.

Railway.	Gauge.	Year.	AVERAGE RATE (in pies) CHARGED PER PASSENGEE PER MILE. 1st.	2nd.	Inter.	3rd.	Total.	TONS or GOODS CARRIED (IN THOUSANDS) Originating on line (whether local or foreign).	Other traffic	Total.	Net ton miles (In thousands).	Average number of tons of goods carried.	Earnings from tons carried (in thousands) (Excluding refunds).	Average rate charged for carrying a ton of goods one mile. (In pies.)
31	32	33	34	36	36	37	38	30	40	41	42	43	Rs. 44	45
CLASS II RAILWAY*.														
Barsi Light	2′ 6″	1933-34	16·0	10·0	..	4·00	4·04	130	53	183	11,216	61·3	10,48	17·9
		1934-35	16·0	10·0	..	4·00	4·00	119	66	185	10,786	58·2	9,70	17·3
Bengal DOOMS	1′ 3½″	1933-34	24·4	12·0	8·35	3·00	3·16	137	98	235	16,248	69·9	15,57	15·4
		1934-35	24·5	12·0	5·34	3·00	3·10	164	111	275	16,985	61·8	16,13	15·2
Bhavnagar State	1′ 3½″	1933-34	17·6	8·51	..	3·41	3·53	366	160	526	39,453	57·9	17,02	10·7
		1934-35	17·9	8·49	..	3·41	3·51	455	169	625	33,475	53·6	17,43	10·0
Bikaner State	3′ 3½″	1933-34	24·5	11·7	5·50	4·00	4·00	220	135	355	42,569	119·8	18,34	8·29
		1934-35	24·8	11·9	5·40	4·00	4·08	281	133	414	40,000	113·6	19,51	7·64
Darjeeling Himalayan	2′ 0″	1933-34	21·1	13·6	..	5·38	5·34	104	43	147	4,435	30·3	11,64	50·5
		1934-35	20·1	17·5	..	4·74	5·43	117	35	152	4,858	30·0	12,23	51·7
DibruSadlya	3′ 3½″	1933-34	17·1	9·29	5·62	4·00	4·15	303	56	359	12,475	34·7	14,46	22·3
		1934-35	18·0	9·00	5·50	4·00	4·00	256	58	314	13,277	36·0	13,54	21·0
Greekwar'a Baroda State	3′ 3½″	1933-34	23·5	11·9	..	3·74	3·79	93	217	310	10,541	34·1	7,44	15·6
		1934-35	23·8	11·7	..	3·75	3·80	98	276	374	12,301	32·9	8,58	13·4
	2′ 6″	1933-34	23·9	9·01	..	4·94	4·99	293	117	415	12,851	31·0	11,89	17·6
		1934-35	24·0	9·01	..	4·89	4·94	276	112	388	11,925	30·7	10,89	17·9
	3′ 3½″	1933-34	17·9	8·92	..	3·62	3·63	192	287	479	17,435	36·5	11,54	13·7
Gondal		1934-35	17·8	8·96	..	3·45	3·56	126	264	390	15,033	40·0	11,48	14·1
Howrah-Amta. Light	2′ 0″	1933-34	8·00	..	6·00	4·00	4·00	45	14	59	1,396	23·0	1,66	22·9
		1934-35	†	†	†	†	†	†	†	†	†	†	†	†
Jamnagar Dwarka	3′ 3½″	1933-34	19·6	10·3	..	4·30	4·43	281	47	328	14,172	43·3	5,60	9·96
		1934-35	19·5	10·4	..	4·31	4·51	323	40	363	14,055	38·7	7,09	9·98
Jonagad Bute	3′ 3½″	1933-34	17·5	8·55	..	3·45	3·58	259	46	305	10,769	40·5	7,45	13·2
		1934-35	17·6	8·59	..	3·43	3·57	253	49	302	13,216	43·8	8,01	11·6
Morvi	3′ 3½″	1933-34	18·5	9·31	..	3·53	3·77	89	127	216	11,793	54·2	6,89	10·9
		1934-35	18·8	9·29	..	3·53	3·78	148	121	269	13,783	51·2	7,89	10·7
Mysore.	3′ 3½″	1933-34	24·0	9·21	5·95	3·59	3·76	190	102	292	17,915	61·4	11,30	12·2
		1934-35	18·8	7·50	5·44	3·47	3·61	207	116	323	19,706	61·0	11,50	11·8
	2′ 6″	1933-34	..	7·38	..	3·18	3·19	26	7	33	1,475	44·7	1,12	14·9
		1934-35	..	11·3	..	2·95	3·06	24	5	29	1,345	46·4	1,05	13·0
	2′ 0″	1933-34	..	..	..	3·51	3 50	5	..	5	230	46·0	80	33·6
		1934-35	..	..	..	3·46	3·45	7	1	8	234	29·3	31	31·6
Shahdara (Delhi) Saharan pur Light.	3′ 6″	1933-34	14·0	8·00	7·00	2·00	4·00	94	35	129	5,082	44·0	5,39	17·6
		1934-35	14·0	8·00	7·50	4·00	4·00	64	36	100	3,914	39·0	3,28	19·0
TOTAL CLAM II RAILWAYS	..	1933-34	21·1	9·91	6·73	3·41	3·93	2,787	1,847	4,344	221,726	51·0	1,48,68	13·7
		1934-35	20·5	9·52	6·43	3·76	3·85	2,969	1,693	4,661	224,294	51·1	1,60,57	13·3
CLASS HI RAILWAYS.														
Ahmadpur Katwa	2′ 6″	1933-34	..	27·4	6·85	5·90	6·07	13	6	19	376	19·8	26	33·2
		1934-35	..	27·4	7·25	5·99	6·06	9	6	15	302	20·2	20	15·7
Arrah-Sasaram Light	2′ 6″	1933-34	15·6	..	7·00	4·00	4·09	53	12	65	1,543	23·6	91	9·99
		1934-35	15·0	..	8·00	5·00	5·00	36	8	94	2,832	30·0	1,27	9·00
Banknra-Damoodar River .	2′ 6″	1933-34	..	26·0	6·40	5·99	6·05	57	7	34	1,466	43·1	75	9·39
		1934-35	..	24·0	5·82	5·96	6·02	16	7	23	978	42·5	49	9·63
Baraset-Basirhar Light	2′ 6″	1933-34	10·0	..	5·00	3·00	3·00	39	5	44	1,065	25·6	1,15	21·9
		1934-35	7·00	..	5·00	3·00	3·00	24	6	30	1,338	30·6	1,09	16·9
Bengal Provincial	2′ 6″	1933-34	22·6	13·3	6·76	2 31	2·36	13	6	19	814	13·6	39	21·9
		1934-35	25·3	10·9	6·45	4·78	4·82	6	4	10	130	13·3	18	8·46

*Columns 40, 41 and 43.—Forth*parpo»«of these, figures consignments passing over two or more railways or two or more gauges on the same railways are considered as two or more separate consignments,

† Shown underclass I I I Rlys.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class I and III Railways for the years 1933-34 and 1934-35—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS). 1st.	2nd.	Inter.	3rd.	Total.	Other traffic	PASSENGERS CARRIED (IN HUNDREDS). * 1st.	† 2nd	Inter.	‡ 3rd.	Total. (Cols. 8 +9.)
1	2	a	4	5	6	7	8	9	10	11	12	13	14
CLASS III—contd.													
Bukhtiarpur Bihar Light .	2′ 6″	1933-34	1	3,4	10,8	625,7	637,8	22,2	1	3,6	13,1	634,2	670,9
		1934-35	1	1,8	11,7	630,6	644,2	49,6	1	1,8	14,4	577,5	693,8
Burdwan-Katwa	2′ 6″	1933-34	..	2	3,8	259,0	263,0	10,5	..	3	4,0	269,3	272,5
		1934-35	..	3	3,8	244,7	248,8	10,0	..	3	3,9	254,4	258,3
Cutch State	2′ 6″	1933-34	..	3,0	..	181,8	184,8	..	..	3,0	..	181,8	184,8
		1934-35	..	4,5	..	237,8	242,3	..	..	4,5	..	237,8	242,3
Dehri Rohtas Light .	2′ 6″	1933-34	1	..	2	73,4	73,7	..	1	..	2	73,4	73,7
		1934-35	2	..	3	83,7	84,2	..	2	..	3	83,7	84,2
Dholpur State	2′ 6″	1933-34	..	2	..	111,9	112,1	..	..	2	..	111,9	112,1
		1934-35	..	2	..	116,1	116,3	..	..	2	..	116,1	116,3
Fotwah-Islampur	2′ 6″	1933-34	2	..	5,4	238,1	243,7	12,4	2	..	5,3	249,6	255,1
		1934-35	3	..	5,6	236,6	242,5	10,8	3	..	6,6	255,4	262,3
Gwalior Light	2′ 6″	1933-34	..	2,1	..	697,7	699,8	1,2	..	2,1	..	698,9	701,0
		1934-35	..	1,8	..	484,8	486,6	1,7	..	1,8	..	486,5	488,3
Howrah Amta Light	2′ 6″	1933-34	††	††	††	††	††	††	††	††	††	††	††
		1934-35	3,7	..	47,9	2,628,1	2,679,7	2	3,7	..	47,9	2,528,3	2,679,9
Howrah-Sheakhala Light .	2′ 6″	1933-34	5	..	16,5	689,0	706,0	..	5	..	16,5	689,5	706,0
		1934-35	4	..	13,1	642,8	656,1	1	4	..	13,1	642,7	656,2
Jagadhri Light	2′ 6″	1933-34	..	..	2	56,8	58,8	..	..	..	2	56,5	58,5
		1934-35	..	..	1	73,4	73,5	..	..	..	1	73,4	73,5
Jewore-Jhenidah	2′ 6″	1933-34	†	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Jorbat (Provincial) .	2′ 6″	1933-34	†	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falti	2′ 6″	1933-34	..	1	4,7	575,0	579,8	1	..	1	4,7	575,1	579,9
		1934-35	..	1	4,4	522,8	527,2	..	..	1	4,4	522,8	527,2
Kulasekarapatnam Light .	2′ 6″	1933-34	..	..	..	181,5	181,5	..	..	..	..	181,5	181,5
		1934-35	..	..	..	154,7	154,7	..	..	..	..	154,7	154,7
Matheran Light	2′ 0″	1933-34	2	7	..	2,2	3,1	21,9	2,0	9,7	..	13,3	25,0
		1934-35	5	3,3	..	6,6	10,4	12,6	1,5	8,8	..	12,9	23,0
Porbandar State	2′ 6″	1933-34	1	2,0	..	258,6	269,7	52,8	2	2,4	..	318,9	322,5
		1934-35	2	2,0	..	329,9	332,1	59,2	3	2,4	..	387,5	391,2
Tespor-Balipara	2′ 6″	1933-34	3	..	1,9	268,9	270,2	..	3	..	1,9	268,9	270,2
		1934-35	3	..	1,5	249,0	250,8	..	3	..	1,5	249,0	250,8
Trivellore Light	2′ 0″	1933-34	..	..	..	34,8	34,8	..	..	..	..	34,8	34,8
		1934-35	..	..	..	19,0	19,0	..	..	..	..	19,0	19,0
Udaipur-Chitorgarh	3′ 3″	1933-34	5	3,0	2,6	495,3	507,4	58,9	1,0	4,3	2,7	550,3	566,3
		1934-35	5	2,6	2,2	505,2	510,6	57,8	1,0	4,0	2,3	561,1	568,4
TOTAL CLASS III RAILWAYS	..	1933-34	7,1	14,2	105,5	8,810,1	8,937,2	215,5	2,5	25,7	112,7	7,074,2	7,225,5
		1934-35	11,1	18,0	149,9	9,282,2	9,461,2	286,5	12,8	26,7	158,8	9,551,4	9,747,7

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

\+ Not available,

ft Shown under Class II Railways.

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

Railway.	Gange.	Year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER				
			1st.	2nd.	Inter.	3rd.	Total	1st.	2nd.	Inter.	3rd	Total.
10	16	17	18	19	20	21	22	23	24	25	26	27
CLASS III—*concld.*												
Bakhtiarpur-Bihar Light .	2′ 6″	*1933-34*	*2*	*33*	*235*	*7,077*	*7,347*	*23·0*	*20·0*	*17·0*	*15·0*	*15·0*
		1934-35	2	34	290	9,822	10,148	20·0	19·0	20·0	17·0	17·0
Bardwan-Karwa	2′ 0″	*1933-34*	..	*6*	*21*	*5,475*	*5,502*	..	*26·0*	*20·3*	*12·7*	*12·8*
		1934-35	..	8	70	3,339	3,426	..	26·7	20·3	13·1	13·2
Cutch-State	2′ 6″	*1933-34*	..	*85*	..	*3,678*	*3,763*	..	*28·3*	..	*20·2*	*20·3*
		1934-35	..	111	..	4,893	5,004	..	24·8	..	20·6	20·7
Dehri Pohtna Light .	2′ 6″	*1933-34*	*2*	..	*4*	*1,037*	*1,043*	*19·0*	..	*17·0*	*13·0*	*13·0*
		1934-35	3	..	6	1,093	1,101	17·0	..	17·0	13·0	13·0
Dholpur State .	2′ 2″	*1933-34*	..	*5*	..	*2,238*	*2,243*	..	*24·5*	..	*20·0*	*20·0*
		1934-35	..	4	..	2,184	2,188	..	25·7	..	18·8	18·8
Futwah-Islampur	2′ 6″	*1933-34*	*4*	..	*44*	*3,448*	*3,536*	*16·0*	..	*13·0*	*13·0*	*13·0*
		1934-35	4	..	90	3,493	3,587	14·0	..	13·0	13·0	13·0
Gwalior Light .	2′ 6″	*1933-34*	..	*89*	..	*13,230*	*13,319*	*28·0*	*47·0*	..	*26·0*	*26·0*
		1934-35	..	77	..	12,558	12,635	23·0	38·0	..	26·0	26·0
Howrah Amta Light .	2′ 0″	*1933-34*	††	††	††	††	††	††	††	††	††	††
		1934-35	82	..	489	33,795	33,366	22·0	..	10·0	12·0	12·0
Howrah-Sheakhala Light .	2′ 0″	*1933-34*	*7*	..	*30*	*5,697*	*5,734*	*14·0*	..	*5·00*	*5·00*	*5·00*
		1934-35	7	..	82	5,499	5,588	14·0	..	5·00	5·00	5·00
Jagadhri Light .	2′ 0″	*1933-34*	..	..	*7*	*187*	*194*	*2·31*	..	*2·31*	*2·31*	*2·31*
		1934-35	..	..	..	242	242	2·31	..	2·31	2·31	2·31
Jessore-Jhenidah	2′ 6″	*1933-34*	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial) .	2′ 0″	*1933-34*	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta .	2′ 6″	*1933-34*	..	*2*	*19*	*4,750*	*4,771*	..	*16·0*	*4·04*	*5·26*	*5·23*
		1934-35	..	2	17	4,512	4,531	..	20·0	3·96	5·63	5·59
Kulasekarapatnam Light	2′ 0″	*1933-34*	..	..	..	*1,672*	*1,672*	..	..	..	*10·3*	*10·3*
		1934-35	..	..	..	1,588	1,588	..	..	..	10·2	10·2
Matheran Light	2′ 0″	*1933-34*	*6*	*4*	..	*5*	*11*	*1·09*	*0·50*	..	*0·25*	*0·36*
		1934-35	2	3	..	5	10	1·00	0·50	..	0·25	0·36
Porbandar State	3′ 3½″	*1933-34*	*8*	*196*	..	*6,142*	*6,346*	*33·5*	*30·2*	..	*19·3*	*19·4*
		1934-35	9	164	..	6,508	6,681	27·5	20·6	..	16·8	16·9
Tezpore-Balipara	2′ 0″	*1933-34*	*5*	..	*26*	*2,445*	*2,476*	*15·8*	..	*14·3*	*8·19*	*8·25*
		1934-35	4	..	24	2,300	2,328	13·8	..	16·2	9·24	9·29
Trivellore Light	2′ 0″	*1933-34*	..	..	..	*83*	*83*	..	..	..	*2·37*	*2·37*
		1934-35	..	..	..	45	45	..	..	..	2·37	2·37
Udaipur-Chitorgarh .	3′ 3½″	*1933-34*	*58*	*249*	*190*	*21,179*	*21,676*	*68·6*	*55·6*	*69·1*	*35·5*	*35·6*
		1934-35	67	255	135	20,168	20,625	65·3	53·8	60·8	35·9	36·3
Total Class I I I Railways .	..	*1933-34*	*213*	*891*	*1,787*	*114,122*	*116,753*	*22·4*	*18·5*	*15·9*	*16·1*	*16·2*
		1934-35	308	620	2,257	145,067	148,252	24·1	23·2	14·4	15·2	15·2

• Columns 23 to 27, 39, 40 and 42.—For the purpose ef these figures passengers travelling or consignments passing over two railways or two or more gangs* on the Mine railway are considered as having made two or mora separate journeys or as two or more —separate consignments.

†† Shown under Class I Railwayes

Class II and I I I Railways for ike years 1933-34 and 1934-35—concld.

Earnings from passengers carried (excluding refunds) (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried excluding refunds (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.					
29	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—concld.
..	2	7	1,29	1,38	14·0	8·00	6·00	3·00	3·00	31	18	49	931	19·0	77	12·0	Bakhtiarpur Bihar Light.
..	3	9	1,79	1,90	15·0	9·00	6·00	3·00	3·00	42	21	63	1,177	18·0	1,02	16 0	
..	1	3	1,06	1,10	..	32·0	7·11	5·20	6·03	20	6	26	527	22·2	38	12 0	Bardwan Katwa.
..	1	3	1,04	1,08	..	24·0	7·29	5·98	6·06	13	8	21	461	22·0	26	10·8	
..	3	..	88	88	..	6·77	..	4·43	4·49	34	..	34	698	20·5	46	12·7	Cutch-State.
..	5	..	1,00	1,05	..	8·00	..	3·94	4·03	37	..	37	735	19·9	62	18 2	
..	..	..	21	21	20·0	..	7·00	3·75	3·80	90	..	90	†	†	1,39	†	Dehri Rohtas Light.
..	..	..	22	22	20·0	..	7·00	3·75	3·81	137	5	142	†	†	1,97	†	
..	.	..	47	47	..	16·0	..	3·99	4·02	65	2	67	2,667	38·2	1,13	8·40	Dhrangadra State.
..	..	..	46	46	..	15·0	..	4·00	4·02	60	1	61	2,995	36·8	1,26	8·10	
..	..	4	81	85	20·0	..	7·00	4·00	4·00	12	6	18	318	17·0	23	17·0	Futwah-Islampur.
..	..	4	82	86	20·0	..	7·00	4·00	4·00	16	7	22	384	17·0	31	15·0	
..	8	..	3,30	3,36	27·0	12·0	..	5·00	5·00	138	26	164	7,259	41·0	3,98	10·5	Gwalior Light.
..	5	..	3,15	3,20	27·0	12·0	..	5·00	5·00	140	25	165	6,875	38·0	3,80	12·0	
††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	Howrah-Amta Light.
4	..	13	7,03	7,20	9·00	..	5·00	4·00	4·00	48	13	61	1,413	23·0	1,03	22·0	
..	..	2	1,10	1,12	9·09	..	4·00	3·00	3·00	14	3	17	290	17·0	35	23·6	Howrah-Shrakhala Light.
..	..	2	1,03	1,05	8·00	..	4·00	3·00	3·00	13	3	16	278	17·0	33	22·0	
..	..	..	3	3	21·8	..	7·21	3·46	3·47	10	..	10	32	3·31	10	60·0	Jagadhri Light.
..	..	..	5	6	21·8	..	7·27	3·81	3·84	6	..	6	21	3·31	8	66·0	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jeanore-Jhenidah
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	1	1,16	1,17	..	..	10·1	4·69	4·71	43	4	47	934	19·9	49	10·1	Kaligbat-Falta.
..	..	1	1,09	1,10	..	..	11·3	4·54	4·56	31	4	35	672	19·2	36	10·3	
..	..	..	55	55	..	..	..	5·66	5·66	17	..	17	154	9·32	37	45·6	Kolaghawan-patnam Light.
..	..	..	47	47	..	..	..	5·56	5·56	12	..	12	121	9·82	27	43·2	
10	24	..	37	71	5·00	9·00	..	5·00	5·50	1	1	2	3	1·80	15	5·00	Matheran Light.
6	39	..	36	61	5·00	9·00	..	5·00	5·50	1	1	2	3	1·80	15	5·00	
1	5	..	1,11	1,17	17·9	5·94	..	3·68	3·69	99	8	107	2,430	23·2	1,29	10·0	Porbandar State.
1	5	..	1,17	1,23	17·9	5·93	..	3·47	3·57	105	7	112	2,370	21·3	1,34	10·8	
..	..	1	63	69	20·0	..	7·00	4·50	4·56	14	..	14	719	51·4	77	20·5	Tenpore-Hadapsar.
..	..	1	54	65	20·0	..	7·00	4·50	4·56	15	..	15	985	48·7	79	15·9	
..	..	..	2	2	..	..	..	6·06	6·06	..	..	..	..	..	..	..	Trivellore Light.
..	..	..	1	1	..	..	..	6·00	6·00	..	..	..	..	..	..	..	
5	16	5	4,29	3,58	23·5	17·9	4·49	2·96	3·17	32	26	58	3,456	59·9	2,06	11·4	Udaipur-Chittorgarh.
6	18	3	3,14	3,41	22·0	11·7	4·49	2·99	2·73	28	28	52	2,830	54.9	1,88	12·7	
23	80	54	33,93	25,46	23·5	23·9	5·80	4·03	4·12	765	135	901	25,435	28·2	17,39	13·1	Total Class III Rys.
24	95	68	30,76	22,33	15·0	20·1	5·78	4·07	4·19	968	152	1,017	26,733	26·3	18,10	13·8	

† Not available.

Railway.	Gauge.	Year.	Train miles (in thousands). † Passenger.	† Mixed.	† Goods.	† Total (including departmental).	Shunting and other Engine miles (in thousands). † Shunting.	* Miscellaneous.	§ Total.	Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	Tons of coal consumed on Locomotives. Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(e) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Sarsi Light.	2' 6"	*1933-34*	*98*	*286*	*6*	*391*	*64*	*8*	*72*	*463*	*Nil*	*87*	*Nil*	*10,964*	*Nil*	*Nil*	*10,964*
		1934-35	87	272	8	370	57	8	65	435	,,	98	,,	10,571	,,	,,	10,571
Bengal Dooars.	3' 3½"	*1933-34*	*1*	*227*	*30*	*259*	*25*	*13*	*41*	*271*	,,	*Nil*	,,	*7,562*	,,	,,	*7,562*
		1934-35	..	208	35	246	28	13	41	287	,,	,,	,,	7,551	,,	,,	7,551
Bhavnagar State.	1' 11½"	*1933-34*	*301*	*255*	*107*	*678*	*200*	*12*	*212*	*890*	*4*	*8*	*2,335*	*18,206*	*300*	,,	*21,181*
		1934-35	208	204	123	695	206	11	218	914	5	10	3,030	18,191	102	,,	21,263
Bikaner State.	2' 3½"	*1933-34*	*73*	*800*	*66*	*942*	*81*	*23*	*104*	*1,052*	*Nil*	*Nil*	*Nil*	*20,571*	*43*	,,	*20,586*
		1934-35	9	827	79	920	86	22	108	1,028	,,	,,	,,	21,908	51	,,	21,928
Darjeeling-Himalayan.	2' 0"	*1933-34*	*87*	*262*	*217*	*516*	*38*	*36*	*74*	*590*	,,	,,	,,	*12,253*	*Nil*	,,	*12,253*
		1934-35	37	252	221	510	35	31	66	576	,,	,,	,,	11,942	,,	,,	11,942
Dibru-Sadiya	2' 3½"	*1933-34*	*Nil*	*309*	*81*	*390*	*161*	*3*	*164*	*554*	,,	,,	,,	*12,507*	,,	,,	*12,507*
		1934-35	,,	310	80	390	158	2	160	550	,,	,,	,,	12,849	,,	,,	12,849
Gaekwar's Baroda State.	3' 3½"	*1933-34*	*155*	*273*	*27*	*456*	*79*	*3*	*82*	*538*	,,	,,	,,	*10,700*	*113*	,,	*10,745*
		1934-35	95	393	18	498	92	10	102	600	,,	,,	,,	13,072	59	,,	13,066
	2' 0"	*1933-34*	*(c) 47*	*384*	*15*	*(c) 456*	*107*	*5*	*112*	*(c)568*	*3*	*††320*	,,	*8,399*	*62*	*‡‡173*	*8,417*
		1934-35	34	410	6	463	98	3	101	564	6	††110	,,	8,026	56	‡‡173 (e)	8,046
Gondal	3' 3½"	*1933-34*	*137*	*269*	*52*	*459*	*138*	*17*	*155*	*614*	*Nil*	*Nil*	,,	*15,320*	*39*	*Nil*	*15,336*
		1934-35	140	257	46	443	133	16	149	592	,,	,,	,,	14,978	44	,,	14,996
Howrah-Amta Light.	2' 0"	*1933-34*	*178*	*193*	*11*	*382*	*6*	*1*	*7*	*389*	,,	,,	,,	*3,634*	*Nil*	,,	*3,634*
		1934-35	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*
Jamnagar Dwarka.	3' 3½"	*1933-34*	*76*	*121*	*34*	*232*	*75*	*1*	*76*	*308*	*44*	*Nil*	*Nil*	*5,910*	*108*	*Nil*	*5,953*
		1934-35	74	127	33	234	84	11	95	329	42	,,	,,	7,899	106	,,	7,841
Junagad State.	3' 3½"	*1933-34*	*66*	*222*	*14*	*311*	*34*	*2*	*36*	*347*	*Nil*	,,	,,	*6,746*	*48*	,,	*6,765*
		1934-35	90	244	32	376	38	4	42	418	55	,,	,,	7,684	48	,,	7,703
Morvi	3' 3½"	*1933-34*	*132*	*147*	*10*	*306*	*53*	*Nil*	*53*	*358*	*24*	,,	,,	*8,218*	*194*	,,	*8,260*
		1934-35	136	156	13	331	69	,,	69	400	28	,,	,,	9,422	112	,,	9,407
Mysore	3' 3½"	*1933-34*	*(c) 506*	*329*	*63*	*(c)973*	*141*	*6*	*147*	*(c) 1,120*	*(c) 3*	,,	,,	*23,789*	*Nil*	,,	*23,789*
		1934-35	528	291	122	984	162	12	175	1,159	10	,,	,,	23,844	,,	,,	23,844
	2' 6"	*1933-34*	*28*	*165*	*1*	*196*	*17*	*Nil*	*17*	*213*	*Nil*	,,	,,	*3,291*	,,	,,	*3,291*
		1934-35	54	158	..	213	21	1	22	235	,,	,,	,,	3,146	,,	,,	3,146
	2' 0"	*1933-34*	*Nil*	*20*	*12*	*32*	*6*	*Nil*	*6*	*40*	,,	,,	,,	*574*	,,	,,	*574*
		1934-35	,,	20	12	32	9	,,	9	41	,,	,,	,,	541	,,	,,	541
Shahdara (Delhi)-Saharanpur Light.	2' 6"	*1933-34*	,,	*136*	*22*	*159*	*14*	*2*	*16*	*175*	,,	,,	,,	*2,372*	*11*	,,	*2,375*
		1934-35	,,	136	8	142	11	1	12	156	,,	,,	,,	2,433	9	,,	2,442
Total Class II Railways.	..	*1933-34*	*(c) 1,960*	*4,309*	*767*	*(c) 7,134*	*1,241*	*132*	*1,377*	*(c) 8,510*	*(c) 83*	*216*	*2,333*	*176,109*	*634*	*‡‡173*	*177,696*
		1934-35	1,552	4,394	846	6,928	1,290	145	1,435	8,363	146	208	3,030	174,062	587	‡‡173	177,327
Class III																	
Ahmadpur-Katwa.	2' 6"	*1933-34*	*Nil*	*73*	*Nil*	*79*	*14*	*28*	*42*	*121*	*Nil*	*Nil*	*Nil*	*1,023*	*Nil*	*Nil*	*1,023*
		1934-35	1	73	,,	81	14	28	42	123	,,	,,	,,	974	,,	,,	974
Arrah-Sasaram Light.	2' 6"	*1933-34*	*19*	*88*	*12*	*119*	*12*	*Nil*	*12*	*131*	,,	,,	,,	*1,367*	,,	,,	*1,367*
		1934-35	8	108	31	144	13	,,	13	157	,,	,,	,,	1,714	,,	,,	1,714
Bankura Damoodar River.	2' 6"	*1933-34*	*1*	*110*	*Nil*	*115*	*10*	*38*	*48*	*161*	,,	,,	,,	*1,348*	,,	,,	*1,348*
		1934-35	Nil	111	Nil	113	9	42	51	164	,,	,,	,,	1,263	,,	,,	1,263

* Includes light, assisting required, assisting not required, siding and departmental. † Excluding departmental. § Including Departmental.

†† Includes Internal Combustion miles 1933-34, 109 and 1934-35, 100

‡‡ Oil fuel is not converted into coal.

(d) Shown under Claws I I I Railways.

(e) Includes 7 tons" of oil fuel costumed for other than Locomotives purposes.

***and** I I I Railways for the years 1933-34 and 1934-35.*

TONS or COAL c ONSUM ED FOB OTE ER THAN LOCOM OTIVE PURPOSES (D EPARTMENTAL).				TOTAL NUMBER OF ONS OF COAL CON SUMED.					AVER AGE COST AT PIT'S MOCTH OB ATSTAINTION OF SI7PPLY (IN RUPEES).				AVERAGE COST PER TON IN-CLUDING ALL FRIGHT BOTH BAIL AND SKA FROM PIT'S MOUTH OB STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).				Railway.
For-eign Coal.	Indian Coal.	Wood.	(a) Total (in terras of coal).	For-eign Coal.	Tndian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Fore eign Coal.	Indian Coal.	"Wood	Oil Fuel.	For-eign Coal.	Indian Coal.	Wood. Wood	Oil Fuel.	
10	20	21	22	23	24	25	26	27	28	29	30		32	33	34	30	36
Nil	*66*	*Nil*	*66*	*Nil*	*11,030*	*Nil*	*Nil*	*11,030*	Rs. *Nil*	Rs. *6·37*	Rs. *Nil*	(d) Rs. *Nil*	Rs. *Nil*	Rs. *12·6*	Rs. *Nil*	Rs. *Nil*	CLASS II. Barsi Light.
,,	21	,,	21	,,	10,592	,,	,,	10,692	,,	5·75	,,	,,	,,	12·0	,,	,,	
,,	*722*	,,	*722*	,,	*8,284*	,,	,,	*8,284*	,,	*4·00*	,,	,,	,,	*12·0*	,,	,,	Bengal Doars.
,,	720	,,	720	,,	8,271	,,	,,	8,271	,,	3·25	,,	,,	,,	11·3	,,	,,	
,,	*873*	*10*	*882*	*2,333*	*19,656*	*110*	,,	*22,063*	*8·00*	*8·17*	*14·3*	,,	*15·2*	*10·7*	*14·3*	,,	Bhavnagar State.
,,	819	9	823	3,030	19,010	111	,,	22,085	8·65	5·81	13·4	,,	14·8	11·7	13·4	,,	
,,	*2,666*	*Nil*	*2,666*	*Nil*	*23,137*	*43*	,,	*23,754*	*Nil*	*3·98*	*10·0*	,,	*Nil*	*16·4*	*10·0*	,,	Bikaner State.
,,	2,271	,,	2,271	,,	24,179	61	,,	24,199	,,	3·72	10·0	,,	,,	16·1	10·0	,,	
,,	*2,187*	,,	*2,187*	,,	*14,440*	*Nil*	,,	*14,440*	,,	*3·75*	*Nil*	,,	,,	*11·0*	*Nil*	,,	Darjeeling-Himalayan
,,	2,295	,,	2,295	,,	14,237	,,	,,	14,237	,,	3·56	,,	,,	,,	10·9	,,	,,	
,,	*3,851*	,,	*3,851*	,,	*16,358*	,,	,,	*16,358*	,,	*7·92*	,,	,,	,,	*11·8*	,,	,,	Dibru-Sadiya.
,,	4,198	,,	4,198	,,	17,047	,,	,,	17,047	,,	7·92	,,	,,	,,	11·8	,,	,,	
,,	*585*	,,	*585*	,,	*11,285*	*113*	,,	*11,330*	,,	*4·09*	*6·50*	,,	,,	*16·9*	*6·93*	,,	
,,	323	,,	323	,,	13,395	59	,,	13,419	,,	3·51	6·50	,,	,,	17·3	7·80	,,	Gaekwar's Baroda State.
,,	*454*	*3*	*457*	,,	*3,844*	*76*	‡‡73	*3,874*	,,	*4·09*	*6·50*	*59·0*	,,	*17·2*	*7·75*	*76·0*	
,,	342	,,	342	,,	3,368	56	‡‡73	3,390	,,	3·50	6·50	59·0	,,	17·2	6·63	76·0	
,,	(c)*473*	*7*	(c)*481*	,,	*15,790*	*46*	*Nil*	*15,809*	,,	*19·5*	*16·2*	,,	,,	*19·7*	*16·2*	*Nil*	Gondal.
,,	321	6	323	,,	15,299	50	,,	15,319	,,	13·2	16·2	,,	,,	13·4	16·2	,,	
,,	*1,023*	*Nil*	*1,023*	,,	*4,662*	*Nil*	,,	*4,662*	,,	*3·09*	*Nil*	*Nil*	,,	*8·40*	*Nil*	,,	Howrah-Amta Light.
(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d	
Nil	*96*	*Nil*	*96*	*Nil*	*9,003*	*108*	*Nil*	*9,051*	*Nil*	*3·61*	*15·6*	*Nil*	*Nil*	*15·4*	*15·6*	*Nil*	Jamnagar Dwarka.
,,	120	,,	120	,,	8,019	106	,,	8,061	,,	3·67	15·9	,,	,,	12·9	15·9	,,	
,,	*400*	*12*	*405*	,,	*7,146*	*60*	,,	*7,170*	,,	*13·2*	*10·0*	,,	,,	*14·7*	*10·0*	,,	Junagad State.
,,	452	11	457	,,	8,126	59	,,	8,160	,,	11·6	10·0	,,	,,	12·3	10·0	,,	
,,	*294*	*6*	*296*	,,	*8,412*	*110*	,,	*8,466*	,,	*4·96*	*6·06*	,,	,,	*15·3*	*6·06*	,,	Morvi.
,,	345	6	347	,,	9,767	118	,,	9,814	,,	5·05	6·38	,,	,,	12·4	6·38	,,	
,,	*1,742*	*Nil*	*1,742*	,,	*25,531*	*Nil*	,,	*25,531*	,,	*4·75*	*Nil*	,,	,,	*15·2*	*Nil*	,,	
,,	1,953	,,	1,953	,,	26,797	,,	,,	26,797	,,	4·75	,,	,,	,,	16·2	,,	,,	
,,	*18*	,,	*18*	,,	*3,303*	,,	,,	*3,303*	,,	*4·75*	,,	,,	,,	*14·3*	,,	,,	Mysore.
,,	7	,,	7	,,	3,153	,,	,,	3,153	,,	4·75	,,	,,	,,	14·3	,,	,,	
,,	*2*	,,	*2*	,,	*576*	,,	,,	*576*	,,	*4·75*	,,	,,	,,	*16·1*	,,	,,	
,,	2	,,	2	,,	543	,,	,,	543	,,	4·75	,,	,,	,,	16·1	,,	,,	
,,	*354*	*2*	*346*	,,	*3,226*	*13*	,,	*3,231*	,,	*3·60*	*13·5*	,,	,,	*13·9*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	126	1	126	,,	2,664	10	,,	2,586	,,	3·62	13·5	,,	,,	13·7	13·5	,,	
Nil	(c)15,617	*45*	(c)15,636	*2,333*	*190,718*	*679*	‡‡73	*193,322*									Total Class II Rail-ways.
,,	14,215	23	14,238	3,030	188,377	620	‡‡73	191,855									
Nil	*103*	*Nil*	*103*	*Nil*	*1,126*	*Nil*	*Nil*	*1,126*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*6·37*	*Nil*	*Nil*	CLASS III Ahmedpur Katwa.
,,	100	,,	100	,,	1,074	,,	,,	1,074	,,	2·50	,,	,,	,,	6·37	,,	,,	
,,	*294*	,,	*294*	,,	*1,661*	,,	,,	*1,661*	,,	*2·63*	,,	,,	,,	*5·70*	,,	,,	Arrah-Sasaram Light.
,,	354	,,	354	,,	2,068	,,	,,	2,068	,,	2·37	,,	,,	,,	5·45	,,	,,	
,,	*466*	,,	*466*	,,	*1,814*	,,	,,	*1,814*	,,	*2·50*	,,	,,	,,	*4·73*	,,	,,	Bankura Damnodar River.
,,	530	,,	530	,,	1,793	,,	,,	1,793	,,	2·50	,,	,,	,,	4·73	,,	,,	

(a) 2½ Tons of Wood—1 Ton of Coal, and 0.55 Ton of Oil Fuel—1 Ton of Coal.

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

(c) Revised Figures.

37.—Statistics of engine mites and Coal consumption of ***Class II***

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passenger.	Mixed.	§ Goods.	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Barsoi-Basirhat Light.	2′ 6″	*1933-34*	*117*	*101*	*29*	*247*	*9*	..	*9*	*256*	*Nil*	*Nil*	*Nil*
		1934-35	66	105	33	203	10	..	10	273	,,	,,	,,
Bengal Provincial.	2′ 6″	*1933-34*	*1*	*97*	*Nil*	*98*	*8*	*2*	*10*	*108*	,,	,,	,,
		1934-35	1	98	,,	99	8	2	10	109	,,	,,	,,
Bakhtiarpur-Bihar Light.	2′ 0″	*1933-34*	*7*	*79*	*1*	*87*	*9*	..	*9*	*96*	,,	,,	,,
		1934-35	58	3	91	122	12	..	12	134	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1933-34*	*24*	*109*	*Nil*	*135*	*25*	*42*	*67*	*202*	,,	,,	,,
		1934-35	12	121	,,	135	24	43	67	202	,,	,,	,,
Cutch State	2′ 6″	*1933-34*	*1*	*55*	*1*	*60*	*9*	*16*	*25*	*85*	,,	,,	*59*
		1934-35	1	55	2	64	9	16	25	89	,,	,,	*Nil*
Dehri-Rohtas Light.	2′ 6″	*1933-34*	*Nil*	*36*	*Nil*	*36*	*9*	*Nil*	*9*	*45*	*12*	,,	,,
		1934-35	,,	44	,,	44	10	,,	10	54	11	,,	,,
Dholpur-State.	2′ 6″	*1933-34*	*1*	*58*	..	*59*	*14*	*2*	*16*	*75*	*1*	,,	,,
		1934-35	..	68	1	69	16	2	18	77	1	,,	,,
Futwah-Islampur.	2′ 6″	*1933-34*	*11*	*39*		*50*	*2*	..	*2*	*52*	*Nil*	,,	,,
		1934-35	6	46	,,	52	2	..	2	54	,,	,,	,,
Gwalior Light.	2′ 6″	*1933-34*	*5*	*242*	*38*	*286*	*47*	*9*	*56*	*344*	,,	,,	,,
		1934-35	3	241	40	287	52	10	62	349	,,	,,	,,
Howrah-Amta Light.	2′ 0″	*1933-34*	†	†	†	†	†	†	†	†	†	†	†
		1934-35	180	109	15	304	5	1	6	310	Nil	Nil	Nil
Howrah-Shoakhala Light.	2′ 0″	*1933-34*	*18*	*52*	*1*	*71*	*1*	..	*1*	*72*	,,	,,	,,
		1934-35	17	52	1	70	1	1	2	72	,,	,,	,,
Jagadhri Light.	2′ 0″	*1933-34*	*Nil*	*7*	*Nil*	*7*	*1*	*Nil*	*1*	*8*	,,	,,	,,
		1934-35	,,	9	,,	9	1	,,	1	10	,,	,,	,,
Jessore-Jhenidah.	2′ 6″	*1933-34*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1934-35	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial).	2′ 0″	*1933-34*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1934-35	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta.	2′ 6″	*1933-34*	*53*	*85*	*Nil*	*140*	*15*	*102*	*117*	*257*	*Nil*	*Nil*	*Nil*
		1934-35	53	89	,,	143	17	114	131	274	,,	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1933-34*	*Nil*	*62*	*1*	*63*	*Nil*	*Nil*	*Nil*	*63*	,,	,,	,,
		1934-35	,,	58	1	59	,,	,,	,,	59	,,	,,	,,
Matheran Light.	2′ 0″	*1933-34*	*2*	*10*	*1*	*13*	,,	,,	,,	*13*	*10*	,,	,,
		1934-35	..	10	3	13	,,	,,	,,	13	8	,,	,,
Partabgarh State.	3′ 3½″	*1933-34*	*Nil*	*64*	*13*	*77*	*10*	,,	*10*	*87*	*Nil*	,,	,,
		1934-35	,,	82	15	97	16	,,	16	113	,,	,,	,,
Porbandar State.	2′ 0″	*1933-34*	,,	*42*	*Nil*	*42*	*1*	,,	*1*	*43*	,,	,,	,,
		1934-35	,,	40	,,	40	8	,,	8	48	,,	,,	,,
Trivellore Light.	2′ 0″	*1933-34*	*83*	*Nil*	,,	*83*	*Nil*	,,	*Nil*	*83*	,,	,,	,,
		1934-35	45	,,	,,	45	,,	,,	,,	45	,,	,,	,,
Udaipur-Chitorgarh	3′ 3½″	*1933-34*	*103*	*32*	*62*	*203*	*5*	*13*	*18*	*221*	,,	,,	,,
		1934-35	104	62	32	204	11	9	20	224	,,	,,	,,
Total Class III Railways.	..	*1933-34*	*446*	*1,441*	*152*	*2,070*	*207*	*262*	*469*	*2,539*	*23*	*Nil*	*59*
		1934-35	551	1,634	285	2,507	238	268	506	3,013	20	,,	Nil

•Includes light, assisting required, twisting,
† Shown under Clue II Railways.
‡ Information not availble.
§ Excluding departmental.

* Including Departmental

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

and III Railways *for the years 1933-34 and 1934-35—contd.*

Tons	OF COAL *consumed* OK Locomotives.			Torn of cOAL. CONSUMED FOR OTHER THAW LOCOMOTIVE PURPOSES (DEPARTMENTAL).						TOTAL NUMBER OF TONS or COAL CONSUMED.					Railway.
	Indian Coal.	Wood Wood	on Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel,	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
															Class III—contd.
Nil	3,155	Nil	Nil	3,155	Nil	814	Nil	Nil	814	Nil	3,969	Nil	Nil	3,969	Baraset-Basirhat Light.
,,	3,067	,,	,,	3,067	,,	1,174	,,	,,	1,174	,,	4,241	,,	,,	4,241	
,,	1,606	,,	,,	1,606	,,	116	,,	,,	116	,,	1,722	,,	,,	1,722	Bengal Provincial.
,,	1,584	,,	,,	1,584	,,	119	,,	,,	119	,,	1,703	,,	,,	1,703	
,,	1,036	,,	,,	1,036	,,	314	,,	,,	314	,,	1,350	,,	,,	1,350	Bukhtiarpur-Bihar Light.
,,	1,156	,,	,,	1,156	,,	292	,,	,,	292	,,	1,448	,,	,,	1,448	
,,	1,602	,,	,,	1,602	,,	341	,,	,,	341	,,	1,943	,,	,,	1,943	Burdwan-Katwa.
,,	1,559	,,	,,	1,559	,,	329	,,	,,	329	,,	1,888	,,	,,	1,888	
,,	924	10	,,	928	,,	28	,,	,,	28	,,	952	10	,,	956	Cutch State.
,,	1,268	12	,,	1,263	,,	72	,,	,,	72	,,	1,330	12	,,	1,335	
,,	1,354	Nil	,,	1,354	,,	136	,,	,,	136	,,	1,490	Nil	,,	1,490	Dehri-Rohtas Light.
,,	2,077	,,	,,	2,077	,,	157	,,	,,	157	,,	2,234	,,	,,	2,234	
,,	1,140	6	,,	1,142	,,	Nil	,,	,,	Nil	,,	1,140	6	,,	1,142	Dholpur State.
,,	1,132	5	,,	1,134	,,	,,	,,	,,	,,	,,	1,132	5	,,	1,134	
,,	532	Nil	,,	532	,,	72	,,	,,	72	,,	604	Nil	,,	604	Futwah-Islampur.
,,	538	,,	,,	538	,,	65	,,	,,	65	,,	603	,,	,,	603	
,,	6,215	3	,,	6,218	,,	187	2	,,	188	,,	6,402	5	,,	6,404	Gwalior Lights.
,,	5,211	8	,,	6,214	,,	292	2	,,	293	,,	6,503	10	,,	6,507	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
Nil	4,003	Nil	Nil	4,003	Nil	1,047	Nil	Nil	1,047	Nil	5,050	Nil	Nil	5,050	Howrah Amta Light.
,,	908	,,	,,	908	,,	255	,,	,,	255	,,	1,163	,,	,,	1,163	Howrah-Sheakhala Light.
,,	1,001	,,	,,	1,001	,,	262	,,	,,	262	,,	1,263	,,	,,	1,263	
,,	104	,,	,,	104	,,	16	,,	,,	16	,,	120	1	,,	120	Jagadhri Light.
,,	150	1	,,	150	,,	15	,,	,,	15	,,	165	1	,,	166	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Jessore-Jhenidah.
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	
,,	831	Nil	,,	831	,,	267	,,	,,	267	,,	1,098	Nil	,,	1,098	Jorhat (Provincial).
,,	1,013	,,	,,	1,013	,,	344	,,	,,	344	,,	1,357	,,	,,	1,357	
,,	1,927	,,	,,	1,927	,,	331	,,	,,	331	,,	2,258	,,	,,	2,258	Kalighat-Falta.
,,	2,067	,,	,,	2,067	,,	341	,,	,,	341	,,	2,408	,,	,,	2,408	
,,	Nil	,,	43	73	,,	Nil	,,	,,	Nil	,,	Nil	,,	43	73	Kulasekarapatnam Light.
,,	,,	,,	27	49	,,	,,	,,	,,	,,	,,	,,	,,	27	49	
,,	600	,,	Nil	600	,,	,,	,,	,,	,,	,,	600	,,	Nil	600	Matharan Light
,,	403	,,	,,	403	,,	,,	,,	,,	,,	,,	403	,,	,,	403	
,,	2,029	8	,,	2,032	,,	51	,,	,,	51	,,	2,080	8	,,	2,043	Porbandar State.
,,	2,350	8	,,	2,353	,,	60	2	,,	61	,,	2,410	10	,,	2,414	
,,	736	Nil	,,	736	,,	155	Nil	,,	155	,,	893	Nil	,,	893	Tezpore-Balipara Light.
,,	813	,,	,,	813	,,	186	,,	,,	186	,,	999	,,	,,	999	
,,	83	6	,,	65	,,	Nil	,,	,,	Nil	,,	63	6	,,	65	Trivellore Light.
,,	49	4	,,	51	,,	,,	,,	,,	,,	,,	49	4	,,	51	
,,	3,985	27	,,	3,976	,,	1,092	,,	,,	1,092	,,	5,057	27	,,	5,068	Udaipur-Chitorgarh.
,,	3,994	33	,,	4,007	,,	1,089	,,	,,	1,089	,,	5,083	33	,,	5,096	
Nil	32,467	61	43	32,568	Nil	5,038	2	Nil	5,082	Nil	37,505	63	43	37,607	Total Class III Railways.
,,	33,376	71	27	33,469	,,	6,626	4	,,	6,680	,,	45,204	76	27	45,283	

not required, siding **and** departmental.

Ten of Oil fuel=1 Ton of Coal.

37 —Statistics of engine miles and Coal consumption of ***Class II and I I I Railways for the years*** *1933-34* ***and*** *1934-35-concld.*

Railway.	Gauge.	Year.	AVERAGE COST AT PIT'S MOUTH OB AT STATION OF SUPPLY (IN RUPEES). Foreign Coal	Indian Coal.	WOOD. Wood.	Oil Fuel.	CLUDING ALL FREIGHT BOTH RAIL. AND SEA FROM PIT'S MOUTH OB STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES). For-eign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	82	33	84	35	36	87	38	89	40	41
CLASS III—*concld.*										
Baraset-Bawrbat Light	2′ 6″	*1933-34*	Rs. *Nil*	Rs. *3·00*	Rs. *Nil*	Rs. *Nil*	Rs. *Nil*	Rs. *9·47*	Rs. *Nil*	Rs. *Nil*
		1934-35	,,	2·50	,,	,,	,,	8·97	,,	,,
Bengal Provincial	2′ 6″	*1933-34*	,,	*2·38*	,,	,,	,,	*6·13*	,,	,,
		1934-35	,,	2·12	,,	,,	,,	5·19	,,	,,
Bokhtiarpnr- Bihar Light	2′ 6″	*1933-34*	,,	*2·63*	,,	,,	,,	*3·56*	,,	,,
		1934-35	,,	2·37	,,	,,	,,	3·31	,,	,,
Bordwan-Katwa .	2′ 6″	*1933-34*	,,	*2·50*	,,	,,	,,	*6·37*	,,	,,
		1934-35	,,	2·50	,,	,,	,,	6·37	,,	,,
Cutch State	2′ 6″	*1933-34*	,,	*22·0*	*7·50*	,,	,,	*25·0*	*7·50*	,,
		1934-35	,,	21·0	7·50	,,	,,	21·0	7·50	,,
Dehri-Rohtaa Light	2′ 6″	*1933-34*	,,	*3·00*	*Nil*	,,	,,	*6·35*	*Nil*	,,
		1934-35	,,	2·81	,,	,,	,,	8·20	,,	,,
Dholpor-State	2′ 6″	*1933-34*	,,	*3·75*	*8·40*	,,	,,	*14·9*	*9·19*	,,
		1934-35	,,	3·75	9·00	,,	,,	15·0	9·37	,,
Futwah-Ialampor	2′ 6″	*1933-34*	,,	*2·53*	*Nil*	,,	,,	*8·42*	*Nil*	,,
		1934-35	,,	2·37	,,	,,	,,	8·14	,,	,,
Gwalior-Light	2′ 6″	*1933-34*	,,	*4·44*	*10·0*	,,	,,	*14·4*	*10·0*	,,
		1934-35	,,	4·00	8·50	,,	,,	13·9	8·50	,,
Howrah Amta Light	2′ 6″	*1933-34*	*	*	*	*	*	*	*	*
		1934-35	*Nil*	2·50	*Nil*	*Nil*	*Nil*	7·91	*Nil*	*Nil*
Howrah-Sheakhala Light	2′ 0″	*1933-34*	,,	*3·00*	*Nil*	,,	,,	*8·41*	,,	,,
		1934-35	,,	2·50	,,	,,	,,	7·91	,,	,,
Jagadhri Light .	2′ 0″	*1933-34*	,,	*3·25*	*12·2*	,,	,,	*14·1*	*12·2*	,,
		1934-35	,,	3·25	12·2	,,	,,	14·1	12·2	,,
Jessore-Jhenidah .	2′ 6″	*1933-34*	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1933-34*	,,	*12·0*	*Nil*	,,	,,	*14·3*	*Nil*	,,
		1934-35	,,	10·5	,,	,,	,,	12·8	,,	,,
Kalighat-Falta	2′ 6″	*1933-34*	,,	*2·50*	,,	,,	,,	*6·66*	,,	,,
		1934-35	,,	2·50	,,	,,	,,	6·66	,,	,,
Kulasekarapatnam Light	2′ 0″	*1933-34*	,,	*Nil*	,,	*228·0*	,,	*Nil*	,,	*232·0*
		1934-35	,,	,,	,,	163·0	,,	,,	,,	161·0
Matheran Light	2′ 0″	*1933-34*	,,	*3·75*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1934-35	,,	3·75	,,	,,	,,	15·0	,,	,,
Porbandar State .	3′ 3½″	*1933-34*	,,	*13·0*	*20·0*	,,	,,	*14·0*	*20·0*	,,
		1934-35	,,	12·0	20·0	,,	,,	13·0	20·0	,,
Tezpore-Balipara Light	2′ 6″	*1933-34*	,,	*15·3*	*Nil*	,,	,,	*15·3*	*Nil*	,,
		1934-35	,,	15·3	,,	,,	,,	15·3	,,	,,
Trivellore Light .	2′ 0″	*1933-34*	,,	*12·0*	*9·50*	,,	,,	*13·5*	*10·5*	,,
		1934-35	,,	12·5	8·50	,,	,,	15·5	8·50	,,
Udaipur-Chitorgarh	2′ 3½″	*1933-34*	,,	*3·99*	*13·6*	,,	,,	*16·9*	*13·6*	,,
		1934-35	,,	3·94	13·5	,,	,,	17·0	13·5	,,

* Shown under class II railways.
† Information not available.

APPENDICES.

APPEN

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

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

„ „ *B* indicate Value of imported

„ „ C indicate Value of stores of

Stores purchased.	Assam-Bengal			Bengal and North Western.			Bengal-Nagpur.*		
1	A 2	B 3	0 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work			2	19		3		4	2
2. Engineers' plant, excluding potty took	1	23	1	3	23	3	67	1,63	26
3. Workshop machinery and heavy tools	15	15	1		6		5,48	1,57	1
4. Permanent-way :—									
(a) Rails				3,44				14	3,74
(b) Steel sleepers						••			4,13
(c) Cast iron sleepers									5,15
(J) Wooden sleepers			4,03			6,97			11,97
(«) Chains and fastenings .	42	4	32	87	10	25		4	2,03
(f) Concrete sleepers									
5. Rolling-stock :—									
(a) Locomotives and	1,94	15	8	89	19	1	9,11	2,83	1,08
(6) Rail motors and •pare parts									
(c) Steam coaches and spare parts .				• •					
(d) Electric motor coaches and spare parts									
(e) Internal combustion coaches and spare parts								• •	• •*
(f) Coaching stock							5	" 52	46
(g) Goods stock							4,03	6	15,75
(A) Spare parts—coaching and goods stock	34	•• 31	16	83	39	1	7,09	2,57	2,08
(4) Motorcars		1						8	
6. Building and station materials and fencing .	1	67	59	4	55	102		2,42	2.27
7, Tools and Stores :—									
(a) Tools and cutlery	1	25	3	21	40	10	5	1,95	23
(b) Steel (excluding permanent-way materials)	14	01	74	8	1,60	34	65	4,36	4,03
(c) Iron (excluding permanent-way material*)		4	2	26	28			88	58
(d) Other metals	3	95	12	18	60	16	8	8,70	1,30
it) Timber			1,73			73			2,36
it) Oils .		66	96		2,24	29		5,96	1,21
(g) Portland cement	"		75			35		12	1,59
(h) All other stores .	17	1,76	J,47	53	2,49	3,14	77	9,35	6,89
8. Electrical plant and materials .	18	1,64	9	28	1,53	1	11	5,64	46
9. Other materials purchased in India—									
(a) Coal and coke ,			4,67		!	8,63			28,98
(b) Stone					1	1,35			6
(e) Bricks			3						22
(d) Indian lime			*2*						5
(e) Ballast						88			2,53
(f) Others	!					30			41
Total	3,40	7,47	15,84	7.83	10,66 1	24,60	28,09	49,36	99,84

* Includes figures of Vizagapatam Harbour construction.

D1X A.

the Nizam's State Railways) during the year 1934-35, (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

-Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian, †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	0 19	A 20	B 21	0 22	23
		68		1	7			20			10,68	1. Bridge work.
4	15	2		10	1		33			1,29	9	2. Engineers' plant excluding petty tools.
1,07	35		5	44			32	1		2,96	3	3. Workshop machinery and heavy tools.
												4. Permanent-way:—
	1	87	11		5,12			2,95			23,70	(a) Bails.
		9,33									7	(b) Steel sleepers.
		5										(c) Cast iron sleepers.
		12,67			9.86			10,48			5,10	*(d)* Wooden sleepers.
40	11	66		82	37		14	1,57		4,61	7,34 2	(e) Chairs and fastenings. (f) Concrete sleepers.
												5. Rolling-stock:—
8,83	58	8	60	31	1		5,05	15		8,97	79	(a) Locomotives and spare parts.
				1			7	2				*(b)* Rail motors and spare parts.
	1											(c) Steam coaches and spare parts.
												(d) Electric motor coaches and spare parts.
												(e) Internal combustion coaches and spare parts.
	46	8,26						1.30			39,13	*(f)* Coaching stock- *(g)* Goods stock.
5,63	1,09 23	38	30	41	5		2,11	69		12,80 18	2,77	*(h)* Spare parts—coaching and goods stock. (i) Motor cars.
2,12	63	67	24	61	38		61	52		3,86	2,73	6. Building and station materials and fencing.
												7. Tools and Stores:—
9	1.24	17	11	51	3		69	13		2,51	94	*(a)* Tools and out. lery.
62	2,18	3,79	1,65	96	78		28	11		2,37	2,46	*(b)* Steel (excluding permanent-way materials), (c) Iron (excluding permanent-way materials).
29	15	5		32	73		2,37	1,53				
29	1.13	1,79	"57	14	51		2,03	2,67		5,96	25,05	(d) Other metals.
	2	*4,09*			58		18	4,33		5	3,47	(e) Timber.
	3.78	2,64		61	2,20		3,27	2,15		3,80	6,02	(f) Oils.
		40		5	36			48			4,41	*(g)* Portland cement.
1,08	9,94	3,82	1,33	1,76	1.89		3,72	4.81	26	13,62	27.07	*(h)* All other stores.
3,76	2,20	2		1.36	1		6,77	24		7,83	1.46	8. Electrical plant and materials.
												9. Other materials purchased in India:—
		23,58	3		26.37			12,78			23,70	(a) Coal and coke.
		20			14			1.67			61	*(b)* Stone.
		5			29			27			1,42	(c) Bricks.
		16						15			66	*(d)* Indian lime.
		4.40			4,47			58			3,64	(e) Ballast.
		2.40			1,22			27				(f) Others.
24,22	24,26	81,23	5,00	8.53	55,46		27,94	50,07	26	70,81	1,93,36	Total.

† Includes figures for Central Indian Coalfields Railway.

APPEN

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

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

„ „ *B* indicate Value of imported

„ „ *C* indicate Value of stores of

Storm purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
24	A 26	*B* 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work	••	84					••	12	25
2. Engineers' plant, excluding petty tools .		13	1	2	14		••	97	14
3. Workshop machinery and heavy tools .		2,19	1	43	1,36	"	9	2,40	15
1, Permanent-way :—									
(a) Rails			15.39			6,60		1,94	16,67
(5) Steel sleepers		2	12			2,09		3	26
(c) Cast iron sleepers			13,29					41	11,54
(d) Wooden sleepers			1,93	*.		10,26			23,24
(e) Chairs and fastenintra .		1,76	1.01	1,94	27	37		5	31
(f) Concrete sleepers									
. Rolling-stock :—									
(a) Locomotives and •pare parts . ,		9,81	37	5,62	87	4		9,53	7
lb) Rail motors and								1	1
(e> Steam coaches and spare parts .					• • "				10
(d) Electric motor coaches and spare parts .		19							*
(e) Internal combustion coaches & spare parts .				3,12					
(f) Coaching stock .			*3,10				,•	"197	
(g) Goods stock			15,46			'18,96			
(A) Spare parts— coaching and goods stock	5	11,01	6	5,43	1,98	3,06		13,23	87
(i) Motorcars , .		5						87	
0. Building and station materials and fencing .		2,46	90	7	53	1,03		2,02	2,63
7. Tools and stores :—									
(a) Tools and outlery		1,83	17	66	61	9		1,97	20
(b) Steel (excluding permanent-way , materials) .		4,14	1.10	60	1,79	90		2,47	3.71
(c) Iron (excluding permanent-way i materials) .		12	45	24	17	47		55	30
(d) Other metals .		6,07	1,47	29	1.73	3		87	6
(e) Timber . .			1,62		1	3,04			6,85
(f) Oils .		9,59	65	1	6,32	45		6,42	6,85
(g) Portland cement	-\		81			51			67
(A) All other stores		8,67	7,18	1,79	3,76	3,14		11,36	16,11
8. Electrical plant and materials . . .		9,96	9	84	4,16	6		7,68	10
9. Other materials purchased in India :—									
(a) Coal and coke .			36,46			29,92			42,72
(6) Stone .	'		9			1	• •		11
(c) Bricks , .	..		33			41			18
(d) Indian lime			11			15			7
(e) Barast . ,			3,76			3,60			1,60
(f) Others	"	"1,69	97			2		16,67	26 1
Tola!	5	69,66	1,06,81	20,95	22,70	86,20	9	81,44	1,35,82

DIX A—concld.

Nizam's State Railways) during the year 1934-35. *(In thousands of rupees.)*

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	35	C 36	37	B 38	C 30	40	B 41	42	43
			71	18	10	90	1,19	12,05	1. Bridge work.
	3	1	8	32	7	85	5,55	66	2. Engineers' plant excluding petty tools,
	3		1,06	24	14	8,32	12,07	36	3. Workshop machinery and heavy tools.
									4. Permanent-way:—
					4,10	3.55	2,09	79,04	(a) Rails.
			60	6	1,27	60	11	17,27	(6) Steel sleepers.
							41	30,03	(c) Cast iron sleep, era.
		2,46			7.31			1,06,28	*(d)* Wooden sleep* era.
									(e) Chairs and fasten. ings.
24	12	4	1,12	19	1,56	4,99	8,26	15,82 2	(f) Concrete sleepers.
									5. Rolling-stock:—
33	11	11	6,74	87		33,96	39,27	2,70	(a) Locomotives and spare parts.
							12	3	*(b)* Rail motors and spare parts.
							1	10	(c) Steam coaches and spare parte.
									(d) Electric motor coaches and spare parts.
			12	2		12	21		(f) Internal combus. tion coaches and spare parts.
						3,12 10			(f) Coaching stock.
5 9	6	' 1,87		10,29		4,12	2,55 10,92	3,56 1,00,72	*(g)* Goods stook.
									(A) Spare parte— coaching and goods stock.
47		2	4,63	2,47 2	5	24,77	48,37 1,44	10,19	(i) Motor oars.
									6. Building and station materials and feno- ing.
	7	3	25	52	1,69	2,73	14,95	14,36	7. Tools and stores:—
1	9	1	47	54	20	1,60	12,59	2,30	*(a)* Tools and out- Jery.
									(b) Steel (excluding permanent-way
	7		97	91	43	4,71	22,24	18,39	material*),
									(c) Iron (excluding permanent-way
	33	7	1	9	30	80	5,30	4,50	materials)
	27	7	2,35	1,17	53	3,79	28,62	33,76	(d) Other metals.
		4			1,47		26	30,20	(e) Timber.
	6	52		3,18		1	44,88	25,10	(f) Oils.
				18	1,01		35	11,34	*(g)* Portland cement,
3	51	61	1.44	5,74	2,65	7,40	72,68	78,78	*(h)* All other stores.
									8. Electrical plant and materials.
	37		4,65	2,10	18	9,83	51,24 1	2,72	
									0. Other materials pur- ohased in India :—
		1,58			10.09 4 42 1 2,49 9	3		,49,48 4,28 3.62 1,39 27,95 6,10	(a) Coal and coke. *(b)* Stone. (c) Brioks. *(d)* Indian lime. (e) Ballast (f) Others
		** 17					18,26		
1,22	2.11	-7,51	25,19	29,09	37,86	1,16,30	4,03,93	8,93,10 J	Total.

APPEN

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Large coal.	Small coal.	Out Slack coal,
1	2	3	4		6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1918.	*1932-33*	*30,07,933*	*460,251*	*Nil*	*85,313*
				1933-34	*30,57,967*	*438,425*	*Nil*	*113,225*
				1934-35	(a)30,35,511	543,113	*Nil*	128,983
Swang	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	*1932-33*	*17,55,047*	*63,944*	*4,893*	*6,394*
				1933-34	(a)17,48,995	*59,402*	*3,598*	*2,100*
				1934-35	18,42,180	43,718	3,995	11,622
Kurharbaree and Serampore	East Indian Railway.	Bihar and Orissa.	1st January 1871.	*1932-33*	*71,13,620*	*382,999*	*35,795*	*148,140*
				1933-34	*72,42,679*	*441,398*	*96,007*	*107,958*
				1934-35	(a)71,77,736	473,067	107,672	190,398
Bhurkunda	State . .	Bihar and Orissa.	1st June 1927.	*1932-33*	*54,84,506*	*111,521*	*Nil*	*36,614*
				1933-34	(a)53,23,793	*78,292*	*Nil*	*26,146*
				1934-35	(a)53,26,342	75,160	*Nil*	28,953
Kargali	State . .	Bihar and Orissa.	18th July 1917.	*1932-33*	*44,84,669*	*361,629*	*18,361*	*43,929*
				1933-34	(a)42,71,539	*406,512*	*21,986*	*67,436*
				1934-35	(a)42,85,734	379,497	1,828	63,847
Argada	Bengal Nagpur Railway.	Bihar and Orissa.	1st May 1926.	*1932-33*	*29,50,144*	*172,836*	*Nil*	*17,515*
				1933-34	(a)29,20,301	*173,398*	*Nil*	*21,747*
				1934-35	(a)28,27,165	229,710	*Nil*	21,606
Talcher	Bengal Nagpur Railway.	Bihar and Orissa.	1st Sept. 1932.	*1932-33*	*16,55,747*	*11,629*	*Nil*	*4,324*
				1933-34	*18,08,979*	*40,846*	*Nil*	*9,873*
				1934-35	19,40,404	94,922	*Nil*	11,343
	Madras & Southern Mahratta Railway.	Bihar and Orissa.	Sept. 1930	*1932-33*	*35,00,353*	*84,065*	*Nil*	*5,496*
				1933-34	*36,55,435*	*1,40,604*	*Nil*	5,058
				1934-35	39,21,279	136,138	*Nil*	5,776
Jarangdih	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	1st April 1927.	*1932-33*	*68,95,006*	*113,256*	*7,479*	*13,675*
				1933-34	(b)79,10,820	*102,930*	*16,322*	*22,134*
				1934-35	(a)78,46,056	91,410	17,390	9,620
Religara	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	..	*1932-33*	*20,70,418*	†	†	†
				1933-34	(b)20,78,976	††	††	††
				1934-35	20,84,709	††	††	††
Kurasia	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1932-33*	*5,38,251*	*12,793*	*Nil*	*1,411*
				1933-34	(b)7,90,582	*82,806*	*N*	*680*
				1934-35	10,62,463	121,189	*Nil*	1,706
Kedla	East Indian and Bengal Nagpur Railways	Bihar and Orissa.	..	*1932-33*	*7,23,136*	§	§	§
				1933-34	*7,23,136*	§	§	§
				1934-35	7,38,124	§	§	§

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

DIX B.

for the years 1933-34 to 1934-35.

PUT. Total. 10	Quantity issued. 11	Working expenses. 18	Average cost of a ton of coal. 13	Average number of persons employed 14	Number of tons raised per person employed. 15	Number of persona killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
486,594	*486,594*	‡	‡	*3,115*	*156*	*1*	*4*	Bokaro.
551,650	*551,650*	‡	‡	*1,694*	*326*	*1*	*8*	
672,206	672,416	‡	‡	1,809	372	*Nil*	9	
78,231	*78,631*	**17,17,617	*3·06*	*1,015*	*74*	*1*	*Nil*	Swang.
56,097	*56,097*	**19,62,568	(b)3·24	*243*	*231*	*Nil*	*Nil*	
59,235	59,235	**19,77,163	2·72	262	226	*Nil*	1	
599,933	*599,326*	*26,35,340*	*4·62*	*4,776*	*119*	*4*	*26*	Kurharbasee and Serampore.
644,361	*604,760*	*26,81,786*	(b)4·27	*6,624*	*97*	*4*	*24*	
771,137	771,137	28,32,007	3·71	8,428	120	4	10	
148,135	*148,135*	†	†	*875*	*252*	*1*	*Nil*	Bhurkunda.
103,348	*103,348*	†	†	*812*	*127*	*Nil*	*1*	
104,113	102,413	†	†	717	134	*Nil*	*Nil*	
423,919	*423,919*	*16,52,337*	*3·90*	*5,174*	*82*	*Nil*	*7*	Kargali.
495,934	*495,934*	*18,24,787*	*3·68*	*3,711*	*134*	*2*	*7*	
445,172	445,172	12,21,016	2·75	2,944	148	*Nil*	5	
194,228	*195,078*	*7,09,178*	*3·65*	*755*	*257*	*2*	*1*	Argada.
196,755	(b)193,674	*6,58,567*	*3·37*	*879*	*222*	*Nil*	1	
251,316	252,797	8,06,129	3·20	1,126	223	*Nil*	*2*	
19,371	*18,521*	*1,82,850*	*9·44*	*513*	*35*	*1*	*Nil*	Talcher.
50,710	*51,401*	*2,98,651*	*5·89*	*623*	*81*	*Nil*	*1*	
106,265	106,179	4,91,070	3·77	965	123	3	5	
39,561	*39,494*	*4,27,173*	*4·77*	*109*	*530*	*1*	*43*	
185,062	(b)185,062	(b)6,06,809	(b)3·28	*177*	*1,046*	*2*	*49*	
141,916	141,916	4,60,323	3·25	158	898	*1*	50	
134,303	*125,023*	*6,73,781*	*4·68*	*1,263*	*106*	*3*	*15*	Jarangdih.
141,336	*140,510*	*6,50,450*	*4·60*	*1,357*	*104*	*1*	*26*	
118,420	127,668	5,29,505	4·47	1,219	97	*Nil*	17	
†	†	†	†	†	†	†	†	Religara.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
14,204	*13,792*	†	†	*960*	*15*	*Nil*	*Nil*	Kurasia.
(b)83,436	(b)83,476	*2,35,141*	(b)3·42	*440*	(b)190	*Nil*	*2*	
122,935	122,905	4,23,028	3·44	566	217	*Nil*	6	
§	§	§	§	§	§	§	§	Kadla
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

†Development in progress. No working account yet opened.
ft Development work has been suspended and the colliery relinquished.
X Included under " Swang " separate figures not being available.
**See remarks against‡
$ Further Development postponed indefinitely.

APPEN

1.— *Statement of the Number of Servants of all races employed on each Railway system* ***(open lines***

Number of

Railways.	Europeans.		Indians.							
			Hindus.		Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
	1933-34.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.
1	2	i 3.	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal .	*56*	63	*10,257*	10,339	*5,552*	5,317	*264*	215	*104*	125
Bengal & North Western.	*97*	97	*22,765*	23,171	*3,507*	3,706	*209*	221	*9*	12
Bengal-Nagpur .	*441*	409	*55,375*	53,990	*6,119*	6,295	*1,366*	1,559	*555*	641
Bombay, Baroda & Central India.	*308*	291	**48,402*	48,267	**11,348*	11,116	*968*	1,015	*161*	162
Burma	*112*	107	*14,835*	14,440	*2,567*	2,415	*638*	639	*626*	623
Eastern Bengal .	*204*	187	*34,453*	36,268	*13,131*	13,839	*577*	629	*131*	192
East Indian	*948*	814	*92,750*	94,479	*24,336*	24,208	*2,250*	2,515	*360*	473
Great Indian Peninsula.	*558*	517	*66,674*	64,236	*10,250*	10,343	**1,620*	1,535	*305*	266
Jodhpur	*26*	27	*5,099*	5,318	*1,691*	1,592	*19*	21	*10*	9
Madras & Southern	*192*	182	*38,544*	38,463	*5,662*	5,511	*1,930*	1,881	*16*	15
Nizam's State .	*78*	77	*12,874*	12,885	*2,563*	2,550	*424*	457	*9*	12
Northwestern .	*623*	607	*35,071*	35,925	*56,803*	56,952	*999*	1,178	*5,926*	6,062
Rohilkund and Kumaun.	*22*	17	*3,645*	3,792	*1,760*	1,711	*28*	33	*Nil*	*Nil*
South Indian	*134*	129	*28,290*	29,063	*1,995*	1,996	*1,363*	1,343	*3*	*Nil*
Total	*3,799*	3,414	**469,034*	470,636	* *147,084*	147,550	**12,655*	13,241	*8210*	8,592
CLASS I I.										
Barsi Light	*9*	9	*1,236*	1,217	*171*	195	*19*	13	*Nil*	*Nil*
Bengal-Dooars .	*4*	4	*1,419*	1,472	*314*	251	*6*	7 1	*Nil*	*Nil*
Bhavnagar State	*2*	2	*2,829*	2,945	*253*	257	*6*	11	*Nil*	*Nil*
Bikaner State .	*5*	6	*3,220*	3,098	*752*	755	*2*	2	*18*	*21*
Darjeeling-Himalayan.	*9*	8	*1,651*	1.679	*66*	51	*24*	21	*3*	4
Dibru-Sadiya .	*11*	10	*1,756*	1,968	*288*	306	*3*	4	*25*	27
Gaekwar's Barodn	*Nil*	1	*3,159*	3,287	*308*	309	*16*	27	*23*	32
Gondal .	*Nil*	*Nil*	*1,245*	1,030	*57*	62	*Nil*	*Nil*	*Nil*	*Nil*
Jamnagar-Dwarka	*1*	1	*1,026*	991	*226*	208	*1*	1	*Nil*	*Nil*
Junagad State .	*3*	3	*1,017*	1,029	*194*	212	*6*	6	*Nil*	*Nil*
Morvi	*Nil*	*Nil*	*824*	934	*58*	106	*Nil*	1	*Nil*	*Nil*
Mysore .	*2*	3	*1,082*	1,437	*153*	226	*32*	33	*Nil*	*Nil*
Shahdara(Delhi)-Saharanpur.	*3*	3	*362*	359	*217*	240	1	2	*4*	5
Total	**49*	60	**20,826*	21,446	**3,057*	3,178	**U6*	128	73	89
‡ Class I I I, Total .	**21*	21	**5,695*	6,766	**1,023*	1,066	**24*	25	*4*	3
Railway Board & other Railway I	*37*	36	**2,112*	2,120	**472*	482	*46 i*	• 44	*62*	55
† Grand Total .	*3,906*	3,621	**4,97,667*	4,99,968	**1,51,636*	1,52,276	**12,841*	13,438	*8,339*	8,730

•Revised figures,

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

DIX C.

only and in the Railway Board and other Railway Offices at the close of the years 1933-34 and 1934-35.

servant* employed.

1 Indian Christians.		Other classes.		Tot		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1933-34.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
32	**62**	*143*	**202**	*16,332*	**16,260**	*16,408*	**16,313**	*16,408*	**16,313**	**Assam-Bengal.**
201	**208**	*9*	**5**	*26,700*	**27,323**	*26,797*	**27,420**	*26,797*	**27,420**	**Bengal & North-Western.**
926	**971**	*93*	**55**	*64,434*	**63,511**	*64,875*	**63,920**	*64,875*	**63,920**	**Bengal-Nagpur.**
•1,606	**1,563**	**1,240*	**1,243**	*•63,721*	**63,365**	*•64,029*	**63,656**	*•64,029*	**63,656**	**Bombay, Baroda & Central India, Burma.**
386	**406**	*5,365*	**4,938**	*24,417*	**23,461**	*24,529*	**23,568**	*24,530*	**23,570**	
194	**207**	*16*	**13**	*48,502*	**51,148**	*48,706*	**51,335**	*48,711*	**51,338**	**Eastern Bengal.**
644	**714**	*348*	**155**	*120,688*	**122,544**	*121,636*	**123,358**	*121,640*	**123,363**	**East Indian.**
- 3,229	**3,286**	*1,011*	**1,025**	**83,089*	**80,691**	*•83,647*	**81,208**	*•83,650*	**81,209**	**Great Indian Peninsula.**
66	**75**	*8*	**9**	*6,793*	**7,024**	*6,819*	**7,051**	*6,820*	**7,051**	**Jodhpur.**
3,294	**3,547**	*96*	**82**	*49,442*	**49,499**	*49,634*	**49,681**	*49,634*	**49,681**	**Madras & Southern Mahratta.**
738	**762**	*70*	**60**	*16,678*	**16,726**	*16,756*	**16,803**	*16,756*	**16,803**	**Nizam's State.**
914	**1,037**	*2,198*	**2,209**	*101,910*	**103,363**	*102,533*	**103,870**	*102,538*	**103,875**	**North Western.**
7	**7**	*Nil*	*Nil*	*5,440*	**5,**	*5,462*	**5,560**	*5,462*	**5,560**	**Rohilkund and Kumaun.**
3,551	**3,649**	*185*	**149**	*35,387*	**51**	*35,521*	**36,320**	*35,521*	**36,329**	**South Indian.**
•15,788	**16,494**	*•10,782*	**10,145**	**663,553*	**666,658**	*•667,352*	**670,072**	*•667,371*	**670,088**	**Total.**
										CLAS3 II.
39	**47**	*1*	**1**	*1,466*	**1,473**	*1,475*	**1,482**			**Barsi Light.**
7	**3**	*3*	**5**	*1,749*	**1,738**	*1,753*	**1,74-'**			**Bengal-Dooars.**
33	**29**	*35*	**36**	*3,156*	**3,278**	*3,158*	**3,280**			**Bhavnagar State.**
4	**4**	*Nil*	*Nil*	*3,996*	**3,880**	*4,001*	**'3,880**			**Bikaner State.**
11	**12**	*9*	**18**	*1,764*	**1,785**	*1,773*	**1,793**			**Darjeeling Himalayan.**
17	**17**	*Nil*	*Nil*	*2,089*	**2,322**	*2,100*	**2,332**			**Dibru-Sadiya.**
21	**32**	*5*	**9**	*3,532*	**3,696**	*3,532*	**3.697**			**Gaekwar's Baroda State.**
14	**7**	*6*	**3**	*1,322*	**1,102**	*1,322*	**1,102**			**Gondal.**
9	**9**	*2*		*1,264*	**1.210**	*1,265*	**1,211**			**Jamnagar-Dwarka.**
8	**7**	*1*	**3**	*1,226*	**1,257**	*1,229*	**1,260**			**Junagad State.**
Nil	**1**	*1*	**2**	*883*	**1,044**	*883*	**1,041**			**Morvi.**
Nit	*Nil*	*124*	**139**	*1,391*	**1,835**	*1,393*	**1,838**			**Mysore.**
Nil	*Nil*	*3*	**3**	*687*	**609**	*590*	**612**			**Shahdarar Delhi) Saharanpur.**
163	**168**	*190*	**220**	*•24,425*	**25,229**	*•24,474*	**25,279**			**Total.**
**46*	**44**	*23*	**24**	*•6,814*	**6,928**	*•6,135*	**6,949**			**Class III Total.** †
52	**48**	**4**	**2**	*•2,738*	**2,751**	*•2,775*	**2,787**			**Railway Board & other Railway Offices.**
****16,048***	**16,754**	*•10,999*	**10,391**	*•6,97,530*	**7,01,566**	*•7,01,433*	**7,05,087**			**Grand Total.** †

•Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

APPENDIX *C-contd.*

II.—*Statement showing number of servants of all races employed on Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways)* ***and in ike*** *Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1933-34 and* ***1934-35.***

Name of Railway.	31st MARCH 1934.									31st MARCH 1935.								
		Indians.							Total No. on the Railway (Col. 1 plus 8).		Indians.							Total No. on the Railway (Column 10 plus 17).
	Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Cols. 2 to 7).		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Columns 11 to 16).	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
State Managed Railways.																		
Burma	31	2,133	636	550	76	248	1,068	4,741	4,772	28	2,102	631	539	84	254	1,161	4,771	4,799
Eastern Bengal ..	143	7,459	1,584	556	27	35	15	9,656	9,799	131	7,722	1,539	576	36	39	12	10,024	10,155
East Indian	587	15,750	3,827	2,323	122	204	21	22,247	22,834	505	15,975	3,876	2,351	141	214	22	22,579	23,084
Great Indian Peninsula ..	400	10,561	1,890	1,468	73	1,349	701	16,042	16,442	357	10,393	1,915	1,361	58	1,370	652	15,749	16,106
North Western	429	11,558	5,965	1,053	1,455	185	99	20,315	20,744	352	11,375	6,048	1,047	1,481	172	101	20,224	20,576
Railway Board and Miscellaneous Offices.	2	1,794	393	45	57	41	4	2,334	2,336	2	1,813	407	45	62	40	2	2,369	2,371
Total ..	1,592	49,255	14,275	5,995	1,810	2,062	1,938	75,335	76,927	1,375	49,380	14,516	5,919	1,862	2,089	1,950	75,716	77,091
Company Managed Railways.																		
Assam Bengal	18	2,631	706	191	21	28	11	3,588	3,606	16	2,609	668	195	23	27	11	3,553	3,569
Bengal Nagpur ..	106	8,019	732	1,043	90	197	15	10,096	10,204	109	8,072	743	1,137	94	199	15	10,260	10,369
B. and N. Western ..	33	3,731	1,126	212	9	84	2	5,166	5,199	32	3,887	1,124	223	14	82	2	5,332	5,364
B. B. and Central India ..	193	15,894	4,538	958	108	1,039	1,131	23,668	23,861	178	15,847	4,579	966	104	1,011	1,164	23,671	23,849
M. and S. Mahratta ..	98	7,152	907	1,284	3	643	120	10,109	10,207	93	7,071	882	1,294	4	644	121	10,016	10,109
R. and Kumaon ..	8	615	265	30	..	5	..	915	923	7	637	270	31	1	6	..	945	953
South Indian	59	7,364	553	966	..	778	6	9,667	9,726	57	7,208	536	936	..	701	7	9,478	9,535
Total ..	517	45,406	8,829	4,684	231	2,774	1,285	63,209	63,726	492	45,331	8,822	4,782	240	2,760	1,320	63,255	63,747
Grand Total ..	2,109	94,661	23,104	10,679	2,041	4,836	3,223	138,544	140,653	1,867	94,711	23,338	10,701	2,102	4,849	3,270	138,971	140,838

APPENDIX D *(i)*.

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1934-35 and the preceding four years

[Summary of Appendices D (ii) to D *(vi)*.]

Class of accidents. 1	1930-31 2	1931-32. 3	1932-33. 4	1933-34. 5	1934-35. 6	References. 7
I.—*Accidents to trains*—						Appendix D *(iii)* Col. 308.
Collisions—						
Passenger trains	50	65	44	65	47	Items 1 to 3
Other trains and light engines	275	200	161	191	160	,, 4 to 6
Derailments—						
Passenger trains	369	294	216	224	274	,, 7 (a) & 7 (b)
Other trains	4,176	3,291	2,998	3,174	3,217	,, 8 (a) & 8 (b)
II.—*Failure of engines and rolling stock*—						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	147	83	86	84	115	Item 9 (a) (1)
(2) machinery, springs, etc.	565	494	458	437	441	,, 9 (a) (2)
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	370	287	201	269	224	,, 9 (b) (1)
(2) other causes	2,213	1,538	1,216	1,132	1,182	,, 9 (b) (2)
Failure of tyres and wheels	27	17	11	12	30	,, 9 (c) & 9 (d)
ditto axles	90	36	54	44	51	,, 9 (e)
ditto brake apparatus	23	14	5	13	16	,, 9 (f)
ditto couplings and draft gear	3,100	3,576	2,017	1,917	2,029	,, 9 (g)
ditto other rolling stock	†	†	4	345	748	,, 9 (h)
III.—*Failure of permanent-way*—						
Broken rails	415	306	350	355	323	,, 10 (a)
Failure of tunnels, bridges, viaducts, culverts, etc.	9	7	3	6	5	,, 10 (b)
Flooding of portions of permanent-way.	238	135	124	188	107	,, 10 (c)
Slips in cuttings or embankments	87	69	59	74	52	,, 10 (d)
IV.—*Fires*—						
Fire in trains	125	107	133	144	182	,, 11 (a)
Fire at stations or involving injury to bridges or viaducts.	48	59	62	42	33	,, 11 (b)
V.—*Other accidents*—						
Trains running over cattle on the line	8,861	8,790	9,237	9,701	9,362	,, 12 (a)
Trains running over obstructions on the line (other than those at level crossings).	222	168	236	193	189	,, 12 (c)
Trains running over obstructions or vehicles at level crossings	104	107	109	94	73	,, 12 (d)
Train-wrecking	145	32	47	20	17	,, 12 (e)
Attempted train-wrecking		122	131	110	107	,, 12 (f)
Miscellaneous	713	472	366	381	387	,, 12 (g) + 12 (z).
TOTAL	22,301	20,319	18,287	19,231	19,379	Total.
*NUMBER OF PERSONS KILLED OR INJURED.	Killed. Injured.	Killed. Injured.	Killed. Injured.	Killed. Injured.	Killed. Injured.	
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—						Appendix D *(ii)*.
Passengers	325 881	245 808	215 761	204 6	189 794	Total (a) Col. 29
Railway servants	282 1,827	201 1,819	184 1,782	177 1,975	183 2,260	,, (b) Col. 54
Other persons	2,397 735	2,322 736	2,225 698	2,307 679	2,545 790	,, (c) Col. 54
TOTAL	3,004 3,443	2,768 3,363	2,624 3,243	2,688 3,439	2,917 3,853	,, (d) Col. 54
B.—*In accidents to trains, rolling-stock and permanent-way*—						Appendix D *(iii)*.
Passengers	12 140	8 93	6 61	21 160	16 74	Cols. 310 and 312—(Total)
Railway servants	25 132	16 157	8 79	9 123	10 107	,, 314 & 316— ,,
Other persons	71 96	32 62	41 103	46 86	32 42	,, 318 & 320— ,,
TOTAL	108 368	56 312	55 243	76 369	57 223	,, 322 & 324—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—						Appendix D *(iv)*.
Passengers	.. 16	2 11	10 21	7 19	5 38	Cols. 352 & 353—(Total).
Railway servants	44 4,659	43 5,467	24 5,922	33 6,357	24 6,071	,, 354 & 355— ,,
Other persons	24 81	19 47	44 75	23 798	28 67	,, 356 & 357— ,,
TOTAL	68 4,756	64 5,525	78 6,018	63 7,174	57 6,176	,, 358 & 359—(Total).
TOTAL PASSENGERS	337 1,037	255 912	231 843	232 984	209 906	A+B+C above.
TOTAL RAILWAY SERVANTS	351 6,618	260 7,443	216 7,790	219 8,455	217 8,447	
TOTAL OTHER PERSONS	2,492 832	2,373 845	2,310 876	2,375 1,562	2,605 899	
GRAND TOTAL	3,180 8,547	2,888 9,200	2,757 8,909	2,826 10,982	3,031 10,252	

		Railway Servants.	Other Persons.	Total.	
Number of persons killed or injured in Railway Workshop, etc., in 1934-35 not Included in the above summary.	Killed	12	4	16	Appendix D *(pi)*. Totals (b), *(c)&,(d) (Col. 404)*,
	Injured	7,342	11	7,363	

†New item, introduced from 1932-35.

Number of persons killed or injured during the year 1934-35 by the movement of trams and ***railway*** *distinguishing between passengers, railway servants and other persons, and classifying, as*

Class of accident.	Nature of Injury.	Class I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (a)	8	9	10	11	12	13	14	15	16
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	..	..	1	..	3	13	5
	Injured	..	..	1	1	2	9	14	11
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	1	2	1	2	1	1	4
	Injured	1	3	22	..	6	15	5	28
3. Crossing the line at stations	Killed	..	1	..	..	..	1	3	..
	Injured	..	1	..	3	..	1	2	1
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	1	..	4
5. Falling or jumping out of carriages during the running of trains.	Killed	..	5	9	10	..	17	15	15
	Injured	9	77	16	42	21	63	31	76
6. Other accidents	Killed	..	2	..	2	..	..	3	1
	Injured	1	1	1	6	..	4	16	45
TOTAL (a)	Killed	..	9	11	14	2	22	35	25
	Injured	11	82	40	52	29	93	68	164
(b) RAILWAY SERVANTS.									
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	..	1	1	1
	Injured	4	..	2	76	19	10	161	107
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	..	..	..	..	1	..
	Injured	..	..	..	5	..	..	4	..
3. Passing over or standing upon buffers during shunting	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	5	2	..	..	1
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	..	..	2	1	2	1	1	1
	Injured	1	1	4	7	6	4	24	14
5. Braking, spragging or chocking wheels	Killed	—	..	..	..	..	..	1	1
	Injured	..	..	..	8	2	..	35	29
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	5	3	..	9	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	1	..
	Injured	..	1	..	4	3	2	8	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	..	..	1	..	..	1	2	..
	Injured	..	3	3	9	12	6	53	52
TOTAL (i)	Killed	..	..	3	1	2	3	7	3
	Injured	6	5	9	119	47	22	293	305

DIX D (ii).

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents (see Col. 7 (a)).
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35. (Cols. 23, 25 and 27.)	*1933-34.* (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	6	2	..	30	*56*	..	..	..	..	30	*56*	1
..	..	..	13	..	..	51	*72*	..	..	..	..	51	*72*	
..	..	..	6	..	3	21	*21*	2	..	..	..	23	*21*	2
..	..	..	15	..	2	97	*119*	..	..	1	..	98	*119*	
..	..	..	..	..	..	5	*7*	..	..	..	2	5	*9*	3
..	..	..	1	..	..	9	*5*	1	..	..	..	10	*5*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	2	..	..	7	*5*	..	..	..	..	7	*5*	
..	3	2	32	..	5	113	*102*	3	*2*	2	..	118	*110*	5
7	37	4	77	7	40	506	*463*	10	*30*	16	*12*	531	*505*	
..	..	..	2	..	..	10	*10*	..	..	3	..	13	*10*	6
1	8	..	5	..	1	89	*75*	2	*1*	6	..	97	*79*	
..	3	2	46	2	8	179	*209*	5	*2*	5	2	189	*204*	Total (a).
8	48	4	113	7	43	759	*742*	13	*31*	22	*12*	794	*735*	
..	..	1	3	..	..	7	*6*	..	..	..	..	7	*6*	1
6	33	9	73	..	14	514	*467*	1	*2*	5	*3*	520	*472*	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	2
..	1	..	6	1	..	17	*14*	..	*1*	..	..	17	*15*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	3
..	1	..	1	..	..	10	*6*	..	*2*	..	..	10	*8*	
..	..	..	1	..	..	9	*4*	..	*1*	..	..	9	*5*	4
1	4	..	12	..	1	79	*56*	1	..	2	..	82	*56*	
1	..	..	..	..	..	3	..	1	..	..	..	4	..	5
..	3	..	10	..	..	87	*59*	..	..	1	2	88	*91*	
..	..	..	..	..	..	..	*2*	..	..	..	..	..	*2*	6
..	1	..	..	..	1	21	*7*	..	..	1	..	22	*7*	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	7
..	..	..	1	..	..	19	*14*	..	..	..	..	19	*14*	
..	..	1	4	..	..	9	*8*	..	..	..	..	9	*8*	8
..	11	1	27	..	10	186	*161*	1	*4*	2	..	191	*165*	
1	..	2	8	..	..	30	*21*	1	*1*	..	..	31	*22*	Total ( ).
7	54	11	120	1	35	935	*844*	3	*9*	11	*5*	949	*855*	

Number of persons killed or injured during the year 1934-35 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	Class I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(6) RAILWAY SERVANTS—*eonrld.*									
(ii') OTHER ACCIDENTS.									
9. Falling off engines, *etc.*, during the running of trains.	Killed	..	..	..	..	..	2	..	1
	Injured	2	4	2	6	3	6	8	15
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..	1
	Injured	..	..	..	15	1	1	3	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	2	..	..	1	2
	Injured	2	1	..	3	2	3	12	41
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	35	10	19	270	271
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	..	..	..	3	3
	Injured	..	..	2	3	1	..	..	2
14. Attending to gates at level-crossings	Killed	..	..	..	..	..	1	2	1
	Injured	..	1	..	3	..	..	2	1
16. Walking, crossing, or standing on the line on duty.	Killed	..	1	..	12	..	13	14	9
	Injured	..	4	6	7	2	3	11	4
16. Being caught between vehicles	Killed	..	..	..	1	..	1	2	..
	Injured	..	..	..	1	1	1	..	3
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	..	1	..
	Injured	..	1	1	5	..	..	5	..
18. Walking, etc., on the line on the way home or to work.	Killed	1	..	..	..	2	5	6	4
	Injured	1	..	..	10	1	2	6	3
19. Miscellaneous	Killed	..	..	1	..	1	2	4	1
	Injured	..	3	4	15	10	39	46	61
TOTAL (it).	Killed	1	2	2	16	3	24	33	22
	Injured	6	14	14	103	31	74	363	405
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	1	2	5	17	5	27	40	25
	Injured	11	19	23	222	78	98	656	610
(c) OTHER PERSONS.									
1. Passing over the railway at level crossings .	Killed	..	2	1	..	..	3	9	8
	Injured	..	3	..	..	3	..	3	..
2. Trespassing on the line	Killed	50	167	167	130	77	186	456	171
	Injured	48	107	66	60	34	70	118	40
3. Suicides.	Killed	..	6	42	26	3	15	151	65
	Injured	..	4	8	..	..	..	1	2
4. Miscellaneous	Killed	..	3	3	..	..	..	18	2
	Injured	..	10	2	..	2	2	13	13
TOTAL OTHER PERSONS (C)	Killed	50	178	213	156	80	203	664	246
	Injured	48	124	75	60	39	72	135	55
(d) GRAND TOTAL =(A) + (b) + (c)	Killed	51	189	229	186	87	252	739	298
	Injured	70	226	155	334	146	261	859	829

DIX D (ii)—*concld.*

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

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of class of accidents (see Col. 32).
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35. (Cols. 48, 50 & 52.)	1933-34. (Cols. 49, 51 & 53.)	
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
..	1	..	1	..	..	5	8	1	..	..	2	6	10	9
..	3	..	17	1	6	73	62	..	3	1	2	74	67	
..	..	..	3	..	..	4	1	..	..	..	..	4	1	10
..	..	..	6	..	..	29	17	..	1	1	..	30	18	
..	..	..	..	..	1	7	13	3	1	..	..	10	14	11
..	8	1	25	..	..	98	102	1	1	..	6	99	107	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
1	..	..	40	..	2	648	495	..	..	..	..	648	495	
..	2	..	..	..	..	9	18	..	1	..	1	9	20	13
..	1	..	3	..	..	12	13	1	..	..	1	13	14	
..	..	..	1	..	..	5	12	..	..	..	..	5	12	14
..	..	..	1	1	..	9	6	..	..	..	..	9	6	
1	4	2	12	..	3	71	52	1	..	..	..	72	52	15
1	3	1	16	1	2	60	55	1	1	2	..	63	59	
..	1	..	..	..	1	6	5	..	..	..	..	6	5	16
..	1	..	4	..	..	11	7	..	1	..	..	11	8	
..	..	..	..	..	..	2	2	..	..	..	..	2	2	17
..	1	..	..	..	..	13	9	..	..	.	1	13	10	
1	..	..	2	..	..	21	16	..	..	..	..	21	16	18
..	..	..	5	..	..	28	13	2	..	..	..	30	13	
..	3	..	..	..	..	12	21	5	2	..	..	17	23	19
6	78	7	46	..	4	319	307	11	11	..	2	330	320	
2	11	2	19	..	5	142	143	10	4	..	3	152	155	Total (15)
8	95	9	162	2	14	1,300	1,089	16	18	4	10	1,320	1,117	
2	11	4	27	..	5	172	169	11	5	..	3	183	177	Total (5).
15	149	20	292	4	40	2,235	1,933	19	27	15	15	2,289	1,975	
.	..	..	..	1	..	24	35	..	..	..	..	24	35	1
..	..	1	..	1	1	13	11	5	1	..	19	17	31	
10	92	30	259	16	146	1,905	1,760	48	41	16	11	2,010	1,532	2
3	18	4	64	6	15	652	549	16	22	25	..	693	571	
..	37	3	41	..	27	455	353	3	5	2	..	460	393	3
..	..	..	..	..	..	15	15	..	..	1	..	16	15	
..	3	3	2	..	5	38	43	4	2	..	2	42	47	4
1	3	2	6	2	3	59	55	5	1	..	5	64	62	
10	132	36	301	17	188	2,473	2,246	65	48	20	13	2,545	2,297	Total (a).
4	21	7	70	9	19	738	633	26	24	26	22	790	675	
13	146	41	374	19	201	2,823	2,615	71	55	23	18	2,917	2,685	Grand Total (d).
27	215	31	475	20	102	3,732	3,308	68	52	61	49	3,853	3,439	

APPEN

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

CLASS I

ASSAM BENGAL

Class of accident.	Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	3	..	..	..	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line,	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
•. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points,	..	..	..	..	..	..	..	..	..	..	..
(b) other causes . . .	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	7	7	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	.	.	..	..	..	..	..	..	..
(2) machinery, springs, etc. .	..	..	..	.	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2') other causes	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres, ...	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto Axles .	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear .	..	55	55	..	..	..	..	..	..	..	..
(A) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	13	13	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent- way .	..	4	4	..	..		..	..	..	..	
(d) Slips in cuttings or embankments . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(6) Fire at stations, or involving injury to bridges or viaducts.	..	7	7	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains naming over cattle on the line . .	..	182	182	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	1	1	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking.	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking .	4	11	15	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	4	263	267	..	..	..	3	..	..	..	3

DIX **D (iii).**

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons. killed or injured in each class of accident.

RAILWAY!

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 67).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	2	..	..	..	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	7	7	..	..	..	..	..	..	..	..	7 (b)
..	12	12	..	..	..	..	..	..	..	..	8 (a)
..	54	54	..	..	..	..	1	..	1	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	12	12	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	13	13	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	1	1	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	43	43	..	..	..	..	..	..	..	..	9 (g)
..	1	1	..	..	..	..	..	..	..	..	9 (h)
..	4	4	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
..	1	1	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	5	5	—	1	..	..	..	..	..	1	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	57	57	..	..	..	..	..	..	..	..	12 (b)
..	7	7	..	..	..	..	..	..	..	..	12 (c)
..	4	4	..	..	..	..	..	1	..	1	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	1	1	..	..	..	..	..	..	..	..	12 (f)
..	8	8	..	..	..	..	..	..	..	..	12 (g)
..	336	336	..	1	..	2	1	1	1	4	Total

2 K 2

APPEN

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

CLASS I

BENGAL-NAGPUR.

Class of accident.	Accidents reported to Local Governments under section 25 of the Indian Railways Act No IX of 1890.	Other accidents.	Total (Cols. 32 and 33.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 35, 37 and 39.)	Injured. (Cols. 36, 38 and 40.)
31	32	33	34	35	36	37	38	39	40	41	42
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and pares of goods or mineral trains, engines and vehicles, standing foul of the line.	..	22	22	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	2	3	..	..	1	..	..	..	1	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(6) other causes	1	1	2	..	14	..	..	..	..	..	14
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(6) other causes	..	57	57	..	..	..	..	..	..	..	..
ft. Failure of engines and rolling stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(6) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	55	55	..	..	..	..	..	..	..	..
(2) other causes	..	57	57	..	..	..	..	..	..	..	..
(e) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
((d) Ditto wheels.	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles.	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	3	3	..	..	..	..	..	..	..	..
\g) Ditto couplings and draft gear	..	136	136	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock	..	3	3	..	..	..	..	..	..	..	..
10. Failure of permanent- ay—											
(a) Broken rails	..	33	33	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc	1	3	4	9	4	4	1	..	..	13	5
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	14	14	..	4	..	..	..	..	..	4
(6) Fire at stations, or involving injury to bridges or viaducts	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	172	172	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings)	..	5	5	..	..	..	..	..	..	..	..
(4) Trains running over obstructions or vehicles at level crossing.	..	..	..	..	..	..	..	..	..	..	..
(•) Train-wrecking.	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	8	8	..	..	..	..	..	..	..	..
(g) Miscellaneous	3	35	41	..	9	..	7	7	4	7	14
Total	6	555	564	9	25	5	10	7	4	21	39

DIXD *(iii)—contd.*

permanent-way, etc, during the year 1934-35 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	Passengers.		Railway servants.		Other persons.		Total		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	1	1	..	1	..	1	..	..	..	2	1
..	..	..	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	1	..	..	..	1	6
..	19	19	..	..	..	..	..	..	..	..	7 (a)
..	4	4	..	..	..	..	..	..	..	..	7 (b)
..	22	22	..	..	..	..	..	..	..	..	8 (a)
..	613	613	..	..	..	1	..	..	..	1	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	49	49	..	..	..	..	..	..	..	..	9 (a) 2
..	29	29	..	..	..	..	..	..	..	..	9 (b) 1
..	85	85	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	2	2	..	..	..	..	..	..	..	..	9 (f)
..	163	163	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	40	40	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	17	17	..	..	..	..	..	..	..	..	10 (c)
..	2	2	..	..	..	..	..	..	..	..	10 (d)
..	8	8	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	6	6	..	..	..	..	..	..	..	..	12 (a)
..	779	779	..	..	..	..	..	..	..	..	12 (b)
5	7	12	..	..	..	..	..	..	..	..	12 (c)
8	2	10	..	..	..	..	..	..	..	..	12 (d)
..	3	3	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	5	5	..	..	..	..	..	..	..	..	12 (g)
13	1,872	1,885	..	1	..	2	..	..	..	4	Total.

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

Class of accident.	CLASS I — Events.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured. (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger train*.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
8. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
A. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
0. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger train*—											
(a) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	.	..
(b) other causes	11	..	11	..	..	..	3	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	1	19	20	..	1	..	4	..	..	..	5
9. Failure of engines and rolling stock—											
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	23	23	..	..	..	..	..	..	.	.
(6) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	46	46	..	..	..	..	..	..	..	..
(c) The failure of tyres.	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels.	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles.	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus .	..	..	..	..	..	..	..	..	..	..	..
(g; Ditto couplings and draft gear.	..	84	84	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken tails	..	5	5	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way .	3	8	11	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . 1	..	4	4	..	..	..	..	..	..	.	.
11. Fires—											
(a) Fire in trains	..	6	6	..	..	..	..	..	..	..	..
(b) Fire at, stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	.	.
(b) Trains running over cattle on the line	3	396	399	..	..	..	..	..	..	..	.
(c) Trains running over obstructions on the line (other than those at level crossings).	..	11	11	..	..	..	..	..	..	..	.
(d) Trains running over obstructions or vehicles at level crossings.	2	5	7	..	..	..	..	3	2	3	2
(e) Traui-wrecking.	1	..	1	1	10	1	4	..	..	2	14
(f) Attempted train-wrecking	..	8	8	..	..	..	..	..	..	..	2
(g) Miscellaneous	..	14	14	..	..	..	..	..	2	..	.
Total	23	634	657	1	11	1	11	3	4	5	26

DIX **D (iii)**—*contd.*

stock, permanent-way, etc,, during the year 1934-35 *on all railways open for traffic, distinguishing* ***between the servants and other persons, killed or injured in each class of accident.***

R A I L W A Y S—*contd.*

EASTERN BENGAL.

Accidents reported to Local Government under section 82 of the Indian Railways Act No. IX of 1890. 117	Other accidents. 118	Total. (Cols. 117 and 118.) 119	Passengers. Killed. 120	Passengers. Injured. 121	Railway servants. Killed. 122	Railway servants. Injured. 123	Other persons. Killed. 124	Other persons. Injured. 125	Total. Killed. (Cols. 120, 122 and 124.) 126	Total. Injured. (Cols. 121, 123 and 125.) 127	Serial No. of Class of Accidents. (See column No. 106.) 128
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	..	..	..	3	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
1	3	4	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
10	..	10	..	1	..	2	..	..	..	3	7 (b)
1	5	6	..	..	..	1	..	..	..	1	8 (a)
1	19	20	..	..	..	1	..	..	..	1	9 (a)
..	3	3	..	..	..	..	..	..	..	..	9 (a) 1
..	15	15	..	..	..	..	..	..	..	..	9 (a) 2
..	5	5	..	..	..	..	..	..	..	..	9 (b) 1
..	38	38	..	..	..	..	..	..	..	..	9 (b) 2
..	3	3	..	..	..	..	..	..	..	..	9 (c)
..	2	2	..	..	..	..	..	..	..	..	9 (d)
..	2	2	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	94	94	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	17	17	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	6	6	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
6	..	6	..	..	..	..	..	..	..	..	11 (a)
..	4	4	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	13 (a)
..	181	181	..	..	..	..	..	..	..	..	12 (b)
7	1	8	..	..	..	..	..	..	..	..	12 (c)
10	..	10	..	..	..	..	4	2	4	2	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
11	..	11	..	..	..	..	..	..	..	..	12 (f)
..	13	13	..	..	..	..	..	..	..	..	12 (g)
49	410	459	..	1	..	8	4	2	4	9	Total.

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

Class of accident.	East Indian — Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total, (Cols. 130 and 131.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parte of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line,	1	..	1	..	13	..	7	..	1	..	21
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	14	14	..	..	..	5	..	..	..	5
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
0. Collisions between light engines	..	9	9	..	..	..	9	..	..	..	9
7. Der ..ments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	4	4	..	..	..	..	..	..	..	..
(6) Other causes.	..	22	22	..	..	..	..	..	..	..	..
8. Other derailments-											
fa) due' to trains running in the wrong direction through points.	1	11	12	..	..	..	4	..	..	..	4
(b) other causes	..	894	894	..	..	..	..	..	..	..	..
9 Failure of engines and rolling-stock-											
fa) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes.	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	109	109	..	..	..	..	..	..	..	..
(6) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	19	19	..	..	..	..	..	..	..	..
(2) other causes	..	197	197	..	..	..	..	..	..	..	..
(c) The failure of tyre	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles.	..	5	5	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus .	..	1	1	..	..	..	..	..	..	..	..
(g Ditto couplings and draft gear	..	770	770	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock	..	3	3	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	80	80	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(C) The flooding of portions of permanent-way .	1	1	2	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires-											
fa) Fire in trains.	..	10	10	..	..	..	..	..	..	..	..
(6) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	1	..	..	..	1
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	12	12	..	..	..	..	..	..	..	..
(6) Trains running over cattle on the line .	..	1,291	1,291	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line other than those at level crossings).	1	19	20	..	..	1	1	..	1	1	2
(d) Trains running over obstructions or vehicles at level crossings.	..	6	6	..	..	..	..	..	1	..	1
(c) Train wrecking.	1	1	2	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	1	18	19	..	..	..	..	..	..	..	..
(g) Miscellaneous.	..	75	75	..	5	1	8	..	3	1	16
Total .	6	3,266	3,272	..	18	2	35	..	6	2	59

D I X D (iii)—*contd.*

slock, permanent-way, etc., during the year 1934-86 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S — c o n t d .

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	3	3	..	..	..	..	..	..	..	..	1
..	10	10	..	..	..	2	..	..	..	2	2
..	6	6	..	..	..	..	..	..	..	..	3
2	25	27	..	..	..	11	1	1	1	12	4
..	42	42	..	..	..	1	..	..	..	1	5
..	17	17	..	..	..	1	..	..	..	1	6
..	2	2	..	..	..	..	..	..	..	..	7 (a)
..	26	26	..	..	..	2	..	..	..	2	7 (b)
..	2	2	..	..	..	..	..	..	..	..	8 (a)
1	421	422	..	..	..	2	..	..	..	2	8 (b)
..	11	11	..	..	..	..	..	..	..	..	9 (a) 1
..	46	46	..	..	..	..	..	..	..	..	9 (a) 2
..	19	19	..	..	..	..	..	..	..	..	9 (b) 1
..	*433	*433	..	..	..	1	..	..	..	1	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	13	13	..	..	..	2	..	..	..	2	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	427	427	..	..	..	..	..	..	..	..	9 (g)
..	18	18	..	..	..	..	..	..	..	..	9 (h)
..	38	38	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	1	1	..	..	..	..	..	..	..	..	10 (c)
..	4	4	..	..	..	..	..	..	..	..	10 (d)
1	109	110	2	..	..	2	..	..	2	2	11 (a)
..	8	8	..	..	..	..	..	..	..	..	11 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (a)
..	1,348	1,348	..	..	..	..	..	..	..	..	12 (b)
..	9	9	..	..	..	..	..	..	..	..	12 (c)
..	3	3	..	..	..	..	..	1	..	1	12 (d)
..	9	9	..	..	..	..	..	..	..	..	12 (e)
..	5	5	..	..	..	..	..	..	..	..	12 (f)
..	43	43	..	..	..	..	..	..	..	..	12 (g)
4	3,009	3,103	2	..	..	24	1	2	3	26	Total.

H53CRAccts

•236 Engine failures and 198 Electrical Multiple units failures on suburban services..

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

CLASS I

JODHPUR.

Cinss of accidents.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against bufferstops, due to twins running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	6	..	6	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	4	4	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes.	..	7	7	..	..	..	..	..	..	..	..
(2) other causes	..	11	11	..	..	..	..	..	..	..	..
(c) The failure of tyres.	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles.	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	6	6	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The Hooding of portions of permanent-way .	2	1	3	..	..	..	..	..	..	..	..
(d) Blips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through point* but not derailed.	..	..	..	..	..	..	..	..	..		..
(b) Trains running over cattle on the line .	..	128	128	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	3	3	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking.	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	3	3	..	..	..	..	..	..	..	..
(g) Miscellaneous. .	..	..	..	..	..	..	..	..	..	..	..
Total .	9	163	172	..	..	..	..	..	..	..	..

D1X D ***(iii)—contd.***

stock, permanent-way, etc,, during the year 1934-35 on all railways *open for traffic, distinguishing between* ***the servants and other persons, Killed or injured in each class of accident.***

RAILWAYS—contd.

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 168 & 169).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 153.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
1	..	1	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	7	7	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	7 (a)
7	..	7	..	1	..	4	..	..	..	5	7 (b)
..	3	3	..	..	..	..	..	..	..	..	8 (a)
..	7	7	..	..	..	..	..	..	..	..	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a)
..	33	33	..	..	..	..	..	..	..	..	9 (a)
..	18	18	..	..	..	..	..	..	..	..	(b) 1
..	71	71	..	..	..	..	..	..	..	..	(b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
1	5	6	..	..	..	..	..	..	..	..	9 (e)
..	1	1	..	..	..	..	..	..	..	..	9 (f)
..	29	29	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	20	20	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
1	..	1	..	7	..	1	..	..	..	8	10 (d)
1	12	13	..	..	..	..	..	..	..	..	11 (a)
..	3	3	..	..	..	..	..	..	..	..	11 (b)
..	16	16	..	..	..	..	..	..	..	..	12 (a)
..	947	947	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
7	1	8	..	1	..	..	..	2	..	3	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
23	..	23	..	..	..	..	..	..	..	..	12 (f)
..	5	5	..	..	..	..	..	..	..	..	12 (g)
43	1,184	1,228	..	9	..	5	..	2	..	16	Total

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

Class of accident.	Nizam's State									
	Accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or part* of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer •tops or vehicles standing against buffer stops due to trains running into stations and Hidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes.	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	16	16	..	..	..	..	..	..	..	..
•. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes.	..	16	16	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	6	6	..	..	..	..	..	..	..	..
(6) failures of engines due to faulty material workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	5	5	..	..	..	..	..	..	..	..
(2) other causes.	..	43	43	..	..	..	..	..	..	..	..
(c) The failure o f tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles.	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
(A) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails.	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way .	..	3	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires-											
la) Fire i n trains	..	2	2	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving in jury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(6) Trains running over cattle on the line .	..	316	316	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	..	3	3	..	..	..	..	..	..	..	..
(e) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total .	3	415	421	..	..	..	..	..	..	..	..

DIX *D (iii)-contd.*

stock, permanent-way, etc., during the year 193435 *on all railways open for traffic, distinguishing between* ***the servants and other persons, killed or injured in each*** *class of accidents.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
..	1	1	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
1	..	1	..	..	..	1	2	..	2	1	5
..	1	1	..	..	..	2	..	..	..	2	6
4	2	6	..	..	..	..	..	..	..	..	7 (a)
25	3	28	..	..	..	3	..	..	..	3	7 (b)
..	350	350	..	..	..	..	..	..	..	..	8 (a)
2	783	785	..	..	1	..	..	..	1	..	8 (b)
..	33	33	..	..	..	..	..	..	..	..	9 (a) 1
..	22	22	..	..	..	..	..	..	..	..	9 (a) 2
..	35	35	..	..	..	..	..	..	..	..	9 (b) 1
..	*74	*74	..	..	..	..	..	..	..	..	9 (b) 2
..	2	2	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
1	7	8	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	77	77	..	..	..	..	..	..	..	..	9 (g)
..	652	652	..	..	..	..	..	..	..	..	9 (h)
..	60	60	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
1	51	52	..	..	..	..	..	..	..	..	10 (c)
1	2	3	..	..	..	..	..	..	..	..	10 (d)
1	..	1	..	..	..	..	..	..	..	..	11 (a)
1	1	2	..	..	..	..	..	..	..	..	11 (b)
..	3	3	..	..	..	..	..	..	..	..	12 (a)
..	790	790	..	..	..	..	..	..	..	..	12 (b)
1	10	11	..	..	..	..	..	..	..	..	12 (c)
6	4	10	..	..	..	..	..	1	..	1	12 (d)
..	1	1	..	..	..	..	..	..	..	..	12 (e)
..	3	3	..	..	..	..	..	..	..	..	12 (f)
..	23	23	..	..	..	..	..	..	..	..	12 (g)
45	2,990	3,035	—	..	1	7	2	1	2	8	Total.

* Includes one failure with rail motor and three with steam coaches.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of ***passengers, railway***

Class of accident.	CLASS I. ROHILKUND AND KUMAON.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 & 209.)	Injured. (Cols. 206, 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	2	..	2	..	..	..	..	..	..	..	..
0. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(6) Other causes.	3	..	3	..	..	..	..	..	..	.	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through point*.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes.	..	13	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc	..	2	2	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes.	..	3	3	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles.	..	1	1	..	..	..	..	..	..	..	..
(/) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(a) Ditto couplings and draft gear.	..	19	19	..	..	..	..	..	..	..	..
(h) Ditto other rolling stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails.	..	..	..	..	..	..	..	..	..	..	..
(6) The failure of tunnels, bridges, viaduets, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in outtings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires-											
fa) Fire in trains.	..	..	..	..	..	..	..	..	..	..	..
(6) Fire at stations, or involving injury to bridges or viaduots.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the lino	..	80	80	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	..	..	..	..	..	..	..
(e) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Miscellaneous.	..	18	18	..	..	..	..	..	..	..	..
Total	7	145	152	..	..	..	..	..	..	..	..

DIX D *(iii)-contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between ***the*** *servants and other persons killed or injured in each class of accident.*

RAILWAYS—contd.

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total. (Cols. 213 and 214). 215	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 201.)
			Killed. 216	Injured. 217	Killed. 218	Injured. 219	Killed. 220	Injured 221	Killed. (Cols. 216, 218 & 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	224
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
4	..	4	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	3	3	..	..	..	..	..	..	..	..	8 (b)
..	24	24	..	..	..	..	..	..	..	..	9 (a) 1
..	50	50	..	..	..	..	..	..	..	..	9 (a) 2
..	4	4	..	..	..	..	..	..	..	..	9 (b) 1
..	49	49	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
2	1	3	..	..	..	..	..	..	..	..	9 (e)
..	6	6	..	..	..	..	..	..	..	..	9 (f)
36	60	96	..	..	..	..	..	..	..	..	9 (g)
4	62	66	..	..	..	..	..	..	..	..	9 (h)
3	..	3	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	3	3	..	..	..	..	..	..	..	..	10 (d)
2	..	2	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
17	..	17	..	..	..	..	..	..	..	..	12 (a)
..	2,174	2,174	..	..	..	..	..	..	..	..	12 (b)
24	..	24	..	..	..	..	..	..	..	..	12 (c)
5	..	5	..	..	..	..	..	1	..	1	12 (d)
1	..	1	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
96	2,436	2,532	..	..	..	..	..	1	..	1	Total.

Number of accidents due to collisicns between and derailments ***of trains, fires, failures of engines, rotting-***

different classes of accidents and the number of passengers,

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 & 227.)	Total Class I — Passengers.		Railway servants.		Other persons.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	1	6	7	..	1	..	4	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	5	11	17	..	13	..	11	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	8	8	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral rains, engines and vehicles standing foul of the line.	5	76	81	..	..	..	21	1	1
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	49	51	..	..	1	2	2	..
6. Collisions between light engines	..	32	32	..	..	..	13	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	8	27	35	..	..	..	..	..	..
(6) Other causes .	70	63	133	..	16	..	14	..	..
8. Other derailments—									
(a) Due to trains running in the wrong direction through points.	2	407	409	..	..	..	5	..	..
(b) Othercauses .	5	2,640	2,645	..	1	1	8	1	..
0. Failure of engines and rolling stock—									
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes .	..	101	101	..	..	..	..	..	..
(2) machinery, springs, etc.	..	370	370	..	..	..	..	..	..
(6) Failures of engines due to faulty materia), workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes .	..	210	210	..	..	..	..	..	..
(2) other causes	..	1,132	1,132	..	..	..	1	..	..
(c) The failure of tyres	..	11	11	..	..	..	..	..	..
(d) Ditto wheels	..	5	5	..	..	..	..	..	..
(e) Ditto axles I	4	38	42	..	..	..	2	..	..
(f) Ditto brake apparatus	..	14	14	..	..	..	..	..	..
(g) Ditto couplings and draft gear	36	1,942	1,978	..	..	..	..	..	..
(h) Ditto other rolling stock	4	743	747	..	..	..	..	..	..
10. Failure of permanent.way—									
(a) Broken rails	3	290	293	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts' culverts, etc.	1	4	5	0	4	4	1	..	..
(c) The flooding of portions of permanent - way.	7	94	101	..	..	..	..	..	..
(d) Slips in cuttings or embankments .	2	19	21	..	7	..	1	..	..
11. Fires—									
(a) Fire in trains	11	166	177	2	5	..	2	..	..
(b) Fi<eat stations, or involving injury to bridges or viaducts.	1	30	31	..	..	..	1	..	..
12. Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	17	44	61	..	..	..	..	..	..
(A) Trains running over cattle on the line .	3	8,811	8,814	..	..	..	..	..	..
(c; Trains running over obstructions on the line (other than those at level-crossings).	38	73	111	..	..	1	1	..	1
(d) Trains running over obstructions or vehicles at level-crossings.	36	30	66	..	1	..	..	7	11
(e) Train-wrecking .	3	14	17	1	10	1	4	..	..
(f) Attempted train-wrecking .	39	57	96	..	0	1	16	7	0
(g) Miscellaneous	3	246	249	..	..	..	..	..	..
Total . .	309	17,763	18,072	13	66	9	106	18	23

D I X D ***(iii)—contd.***

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, *distinguishing* ***between the railway servants and*** *other persons, killed or injured in each class of accident.*

Railways—contd.	CLASS II RAILWAYS.													
	Total.		Barsi Light.			Bengal Doolan			Bhavnagar State.			Bikaner State.			Serial No. of class of accidents (See column No. 225.)
	Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 237 and 238.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 240 and 241.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 243 and 244.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 246 and 247.)	
	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
	..	5	..	..	..	..	..	..	..	..	..	..	..	..	1
	..	25	..	..	..	..	..	..	..	..	..	..	..	..	2
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
	1	22	..	..	..	..	..	..	..	..	..	..	..	..	4
	5	2	..	..	..	..	..	..	..	..	..	..	..	..	5
	..	13	..	..	..	..	..	..	..	..	..	..	..	..	6
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
	..	10	1	..	1	..	..	..	..	..	..	3	..	3	7 (b)
	..	5	..	..	..	..	..	..	..	..	..	..	..	..	8 (a)
	2	9	..	22	22	..	1	1	..	..	..	..	..	..	8 (b)
	..	..	..	..	..	..	..	..	..	4	4	..	4	4	9 (a) 1
	..	..	..	..	..	..	..	..	..	4	4	..	3	3	9 (a) 2
	..	..	..	5	5	..	1	1	..	..	..	..	..	..	9 (b) 1
	..	1	..	11	11	..	..	..	..	..	..	..	..	..	9 (b) 2
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
	..	..	1	..	1	..	..	..	..	..	..	..	..	..	9 (d)
	..	2	..	..	..	..	1	1	..	..	..	..	..	..	9 (e)
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
	..	..	..	5	5	..	1	1	..	1	1	..	..	..	9 (g)
	..	..	..	..	..	..	1	1	..	..	..	..	..	..	9 (h)
	..	..	..	..	..	..	..	..	2	1	3	..	6	6	10 (a)
	13	6	..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
	..	..	1	..	1	..	..	..	..	..	..	..	..	..	10 (c)
	..	8	..	..	..	..	..	..	..	..	..	..	..	..	10 (d)
	2	7	..	..	..	..	..	..	..	..	..	..	..	..	11 (a)
	..	1	..	..	..	..	..	..	..	..	..	..	..	..	11 (b)
	..	..	..	..	..	..	..	..	1	..	1	..	2	2	12 (a)
	..	..	..	33	33	..	4	4	..	67	67	..	78	78	12 (b)
	1	2	1	..	1	..	4	4	..	..	..	..	..	..	12 (c)
	7	12	..	..	..	..	1	1	..	..	..	..	..	..	12 (d)
	2	14	..	..	..	..	..	..	..	..	..	..	..	..	12 (e)
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (f)
	8	32	..	..	..	..	1	1	..	2	2	1	..	1	12 (g)
	39	195	4	76	80	..	15	15	3	79	82	4	93	97	Total.

APPEN-

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

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gox	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 251 and 252.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 254 and 255.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 257 and 258.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
250	251	252	253	254	255	256	257	258	259	260	261
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2 Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4 Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	1
6. Collisions between goods trains and buffer stops or vehicles standing I against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	1
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points,	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	65	..	65	..	..	..	..	7	7	..	1
8. Other derailments-											
fa) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	2	2	..	..
(b) Other causes	29	..	29	..	..	..	..	16	16	..	9
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	2	2	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	39	39	..	..
(6) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	1
(2) other causes	..	..	..	..	5	5	..	11	11	..	3
(c) The failure of tyres .	..	16	16	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles .	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	2	2	..	..	..	..	..
(A) Ditto other Rolling Stock.)	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	1	..	1	..	..	..	..	16	16	..	..
(6) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(e) The flooding of portions of permanent-way.	4	..	4	..	..	..	..	..	..	..	..
(a*) Slips in cuttings or embankment*	31	..	31	..	..	..	..	..	..	..	..
11. Fires-											
fa) Fire in trains .	..	..	..	..	..	..	..	1	1	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	1	1	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	2	2	..	17	17	..	63	63	..	9
(c) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	35	35	..	2
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	1	..
(e) Train, wrecking . .	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wreaking .	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . I	..	..	..	..	..	..	..	40	40	..	2
Total .	133	25	158	..	27	27	..	253	253	1	30

D I X D (iii)-*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

...AL.	JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	Other accidents.	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 82 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 269 and 270.)	Serial No. of class of accidents. (See column No. 260.)
262	263	264	265	266	267	268	269	270	271	272
..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	1	1	..	..	..	2
..	..	..	..	..	..	..	..	..	..	3
1	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	5
1	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	1	1	..	..	..	7 (a)
1	..	..	..	..	1	1	..	1	1	7 (b)
..	..	..	..	..	..	..	..	1	1	8 (a)
9	..	6	6	..	7	7	..	2	2	8 (b)
..	..	..	..	..	..	..	..	..	..	9 (a) (1)
..	..	..	..	..	5	5	..	9	9	9 (a) (2)
1	..	..	..	..	1	1	..	..	..	9 (b) (1)
3	..	4	4	..	..	..	..	1	1	9 (b) (2)
..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	1	1	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	1	1	10 (a)
..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	10 (d)
1	..	..	..	..	..	..	..	1	1	11 (a)
..	..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	12 (a)
9	..	26	26	..	21	21	..	13	13	12 (b)
2	..	1	1	..	1	1	..	..	..	12 (c)
1	..	..	..	..	1	1	..	1	1	12 (d)
..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	1	1	12 (f)
2	..	1	1	..	..	..	..	..	..	12 (g)
31	..	38	38	..	40	40	..	31	31	

Number of accidents ***due to collisions between and derailments of trains, fires, failures of engines, rolling-***

different classes of accidents ***and*** *the* ***number of*** *passengers,*

Class of accident.	CLASS II RAILWAYS.						TOTAL CLASS II					
	MYSORE RAILWAYS.			SCINDIA'S (DELHI), SARDARPUR LIGHT.						Passengers.		Railway servants.
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 274 and 275.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 277 and 278.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 280 and 281.)	Killed.	Injured.	Killed.
273	274	275	276	277	278	279	280	281	282	283	284	285
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..
5 Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines .	..	..	..	..	..	..	..	1	1	..	..	..
7. Derailment* of passenger trains—												
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	1	1	..	..	..
(b) Other causes	..	..	..	..	..	..	72	10	82	..	..	..
8. Other Derailments—												
(a) Due to trains running in the wrong direction through points.	..	3	3	..	..	..	..	6	6	..	..	..
(6) Other causes	..	1	1	..	6	6	29	70	99	..	..	..
0. Failure of engines and rolling-stock—.												
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department —												
(1) boilers and tubes	..	..	..	..	1	1	..	11	11	..	..	..
(2) machinery, springs, etc. .	..	..	..	..	..	..	..	60	60	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes	..	1	1	..	..	..	..	9	9	..	..	..
(2) other causes	..	10	10	..	..	..	..	48	48	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	16	16	..	..	..
(d) Ditto wheel*!	..	..	..	..	..	..	1	..	1	..	..	..
(e) Ditto axles	..	..	..	..	2	2	..	4	4	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	1	1	..	..	..
(g) Ditto couplings and draft gear.	..	21	21	..	2	2	..	32	32	..	..	..
(A) Ditto other Rolling Stock	..	..	..	..	..	..	..	1	1	..	..	..
10. Failure of permanent way --												
(a) Broken rails	..	..	..	..	2	2	3	26	29	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(e) The flooding of portions of permanent-way.	..	1	1	..	..	..	5	1	6	..	..	..
{d) Slips in cuttings or embankments	..	..	..	..	..	..	31	..	31	..	..	..
11. Fires—												
(a) Fire in trains .	..	..	..	..	..	..	..	3	3	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	1	1	..	..	..
12. Other accidents —												
(a) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	1	6	7	..	..	..
(b) Trains running over cattle on the line.	..	106	106	..	3	3	..	462	462	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	1	51	52	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	2	3	4	..	..	..
(c) Train-wrecking . .	..	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking .	..	..	..	..	2	2	..	3	3	..	..	..
(g) Miscellaneous •	1	4	5	..	..	..	3	59	62	..	..	1
Total . I	1	153	154	...	18	18	146	878	1,024	..	..	1

DIX D ***(iii)—contd***

stock, permanent-way, etc,, during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.										
Railway servants.	Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 291 and 292.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accident. (See col. No. 273.)
Injured.	Killed.	Injured.	Killed. (Cols. 283, 285 and 287.)	Injured. (Cols. 284, 286 and 288.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 294, 296 and 298.)	Injured. (Cols. 295, 297 and 299.)	
285	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	13	1	14	..	3	..	..	..	..	..	3	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	7 (a)
..	..	..	..	..	19	2	21	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	4	5	9	..	..	..	..	..	..	..	..	8 (a)
..	..	..	..	..	6	43	49	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (a) (1)
..	..	..	..	..	..	11	11	..	..	..	..	..	..	..	..	9 (a) (2)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9 (b) (1)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9 (b) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	4	1	5	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	6	13	19	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	12 (a)
..	14	19	14	19	3	83	86	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	4	22	26	3	5	..	..	..	..	3	5	12 (c)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	5	3	8	..	..	..	..	..	..	..	..	12 (f)
1	..	..	1	1	4	10	14	..	..	..	..	..	..	..	..	12 (g)
1	14	19	15	20	71	212	283	3	8	..	..	..	..	3	8	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 304 and 306.)	Total. (Cols. 305 and 307.)	Passengers. Killed.		Injured.	
303	1934-35. 304	1933-34. 305	1934-35. 306	1933-34. 307	1934-35. 308	1933-34. 309	1934-35. 310	1933-34. 311	1934-35. 312	1933-34. 313
1. Collisions between passenger trains or parts of passenger trains.	1	2	6	6	7	8	..	17	1	28
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	19	32	13	15	32	47	..	..	16	72
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	8	10	8	10	..	..	..	4
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	9	77	88	82	97	..	..	..	..
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	1	49	50	51	51	..	..	..	..
6. Collisions between light engines	..	1	33	42	33	43	..	..	..	..
7. Derailments of passenger trains—										
(a) Duo to trains running in the wrong direction through points.	10	12	28	6	38	18	..	..	..	..
(6) Other causes.	161	144	75	72	236	216	..	..	16	19
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	6	1	418	400	424	401	..	..	..	..
(b) Other causes	40	53	2,753	2,740	2,793	2,773	..	..	1	..
ure of engines and rolling stock—										
(«) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	..	116	84	116	84	..	..	..	..
(2) machinery, springs, etc.	..	..	441	437	441	437	..	..	..	..
(6) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	..	224	269	224	269	..	..	..	..
(2) other causes	..	..	1,182	1,132	1,182	1,132	..	..	..	..
(c) The failure o f tyres	..	..	27	10	27	10	..	..	..	..
(d) Ditto wheels	1	..	5	2	6	2	..	..	..	..
(e) Ditto axles	8	9	43	35	51	44	..	..	..	..
(/) Ditto brake apparatus	..	2	15	11	15	13	..	..	..	..
(g) Ditto couplings and draft gear	42	61	1,987	1,856	2,029	1,917	..	..	..	8
(h) Ditto Other Rolling Stock .	4	3	744	342	748	345	..	..	..	..
10, Failure of Permanent way—										
(a) Broken rails	6	9	317	346	323	355	..	..	..	..
(6) The failure of tunnels, bridges, viaduota, culverts, etc.	1	2	4	4	5	6	2	..	4	..
(c) The flooding of portions of permanent-way.	12	62	95	126	107	188	..	..	..	..
(d) Slips in cuttings or embankments .	33	17	19	57	52	74	..	..	7	..
11. Fires-										
fa) Fire in trains .	12	7	170	137	182	144	2	..	5	8
(6) Fire at stations, or involving injury to bridges or viaducts.	1	..	32	42	33	42	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	18	21	54	34	72	55	..	..	..	..
(6) Trains running over cattle on the line	6	10	9,356	9,691	9,362	9,701	..	..	..	..
(c) Trains Running over obstructions on theline (other th	43	44	146	149	189	193	2	..	5	..
id) Trains running over obstructions or vehicles at level crossings,	39	41	34	53	73	94	..	..	1	1
(e) Train-wrecking	3	6	14	14	17	20	1	4	10	24
(f) Attempted train-wrecking	44	53	63	53	107	126	..	..	..	..
(g) Miscellaneous	9	5	306	321	315	326	..	..	9	8
Total	526	597	18,853	18,824	19,379	19,231	15	21	74	169

D1X ***D (iii)—contd.***

stock, permanent-way, etc.', during the years *1933 34 and 1934-35 on all railways open for* ***traffic, servants and other persons, killed or*** *injured in each class of accident.*

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accidents. (See columns No. 303.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1934-35. 314	*1933-34.* 315	1934-35. 316	*1933-34.* 317	1934-35. 318	*1933-34.* 319	1934-35. 320	*1933-34.* 321	(Cols. 310, 314 and 318.) 1934-35. 322	(Cols. 311, 315 and 319.) *1933-34.* 323	(Cols. 312, 316 and 320.) 1934-35 324	(Cols. 313, 317 and 321.) *1933-34.* 325	326
..	..	4	6	..	..	..	..	..	17	5	34	1
..	..	11	27	..	..	1	3	..	..	28	100	2
..	..	..	1	..	..	..	..	..	..	..	5	3
..	2	21	24	1	..	1	..	1	2	22	24	4
1	..	2	9	2	..	..	..	3	..	2	9	5
..	..	13	8	..	..	..	..	..	..	13	8	6
..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	..	14	7	..	..	..	..	..	..	30	26	7 (b)
..	..	5	1	..	..	..	..	..	..	5	1	8 (a)
1	1	8	13	1	..	..	..	2	1	9	13	8 (b).
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(1)
..	..	1	..	..	..	..	..	..	..	1	..	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	2	..	..	..	..	..	..	..	2	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	2	..	6	..	..	..	..	..	2	..	14	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
4	..	1	..	..	..	..	..	13	..	5	..	10 (b)
..	1	..	2	..	..	..	..	..	1	..	2	10 (c)
..	..	1	..	..	..	..	..	..	..	8	..	10 (d)
..	..	2	1	..	..	..	..	2	..	7	3	11 (a)
..	..	1	1	..	..	..	..	..	..	1	1	11 (b)
..	..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	..	..	2	14	11	19	26	14	11	19	23	12 (b)
1	2	1	..	..	2	1	..	4	6	7	..	12 (c)
..	..	..	..	7	27	11	46	7	27	12	37	12 (d)
1	1	4	1	..	..	..	8	2	6	14	33	12 (e)
..	..	..	..	..	..	..	..	..	..	..	..	12 (f)
2	..	16	14	7	5	9	15	9	5	23	21	12 (g)
10	9	107	182	32	45	42	86	87	75	223	359	Total.

Number of persons killed or injured during the year 1934-35 on all railways open for traffic, distinguishing ***movement of vehicles used exclusively***

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 328, 330 and 332.)	Injured. (Cols. 329, 331 and 333.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 336, 338 and 340.)	Injured. (Cols. 337, 339 and 341)
327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343
1. Ascending or descending steps at stations.	..	5	..	4	..	..	..	9	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	14	1	..	1	14	..	..	..	..	..	..	..	..
3. Falling off platforms	..	1	..	14	..	..	..	15	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	2	3	673	..	11	3	686	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc	..	..	3	240	1	4	4	244		..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	1	71	..	..	1	71	..	..	..	..	..	..	..	..
7. Falling of wagon doors, ,lamps, bales of goods, etc.	..	1	..	217	..	7	..	225	..	..	..	..	..	..	..	..
8. Fulling off, or getting on or off, stationary .engines or vehicles.	..	..	2	280	..	1	2	281	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	1	2	6	158	4	12	11	172	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	12	..	152	7	8	7	172	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	1,587	..	..	..	1,587	..	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	3	958	..	1	3	959	..	..	..	..	..	..	..	..
14. Miscellaneous . . .	4	13	5	1,617	14	21	23	1,731	..	1	1	1	..	..	1	2
Total .	5	36	23	6,065	27	67	55	6,168	..	1	1	1	..	..	1	2

DIX D (iv).

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

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 344, 346 and 348.)	Injured. (Cols. 345, 347 and 349.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 352, 354 and 356.)	Injured. (Cols. 353, 355 and 357.)	
344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360
..	..	..	..	..	..	..	..	..	5	..	4	..	..	..	9	1. Ascending or descending stops at stations.
..	..	..	..	..	..	..	..	..	..	..	14	1	..	1	14	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	..	..	..	..	..	..	1	..	14	..	..	..	15	8. Falling off platform!.
..	..	..	..	..	..	..	..	..	2	3	673	..	11	3	686	4. Loading, unloading Or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	3	240	1	4	4	244	6. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	1	71	..	..	1	71	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	1	..	217	..	7	..	225	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	3	1	..	1	3	..	..	2	283	1	1	3	284	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	1	2	6	158	4	12	11	173	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	12	..	152	7	6	7	172	10. Stumbling whilst walking on the line or platforms.
..	..	..	1	..	..	..	1	..	..	..	1,688	..	..	..	1,688	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	12. Being trampled on or kicked by hores.
..	..	..	..	..	..	..	..	..	..	3	958	..	1	3	959	13. Working on the line or in sidings.
..	1	..	1	..	..	..	2	4	15	6	1,699	14	21	24	1,735	14. Miscellaneous.
..	1	..	5	1	..	1	6	5	36	24	6,071	23	67	57	6,176	Total.

APPBN

A cciden(8 to railway servants on Class J Railways, classified in respect of primary causes, during the year 1934.35
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc, on the part of servants other than the persons injured.			
	Killed,	Percent. age of total.	injured.	Percent- age of total.	Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed.	Percent. age of total.	Injured.	Percent- age of total.
861	362	363	364	365	366	367	368	369	370	871	372	373
Assam.Bengal			4	36.3	1	100.0	7	63.7				
Bengal and North.Western	1	50.0	10	52.6	•	50.0	9	47.4				
Bengal.Nagpur	2	40.0	7	30.4	3	60.0	10	43.5			6	26.1
Bombay, Baroda and Central India.	0	52.9	184	82.9	8	47.1	30	13.5			8	3.60
	5	100.0	60	76.9			16	20.5			2	2.57
Eastern Bengal	9	33.3	24	25.0	18	66.7	70	72.9			2	2.08
East Indian	33	82.5	645	98.3	6	15.0	5	0.80	1	2.50	6	0.90
Great Indian Peninsula	10	76.0	591	96.9	5	20.0	15	2.46	1	4.00	4	0.66
Jodhpur	1	33 3	13	866	•!	33.3	•	6.67	1	33.4		
Madras and Southern Mahratta .	10	00.9	141	94.6	1	9.00	8	5.37				
Niiam'aStat*	3	75*0	16	80.0	1	25.0	4	20.0				
NorthWestern	27	100.0	290	99.3							2	0.68
Bobilkund and Kumaon .							4	100.0				
South Indian	6	100.0	37	92.5			3	7.50	*			
Total	124	72.1	2,022	90.5	*46*	26.2	182	8.14	3	1.74	30	1.35

DIX D *(v).*

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

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective **apparatus,** appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed. 374	Percentage of total. 375	Injured. 376	Percentage of total. 377	Killed. 378	Percentage of total. 379	Injured. 380	Percentage of total 381	Killed. (Cols. 362, 366, 370, 374 and 378.) 382	Injured. (Cols 364, 368, 372, 376 and 380.) 383	384
								1	11	Assam-Bengal.
								2	19	Bengal and North-**Western.**
								5	23	Bengal-Nagpur.
								17	222	Bombay, Baroda and **Central** India.
								5	78	Burma.
								27	96	Eastern Bengal.
								40	656	East Indian.
								25	610	Great Indian Peninsula.
						1	6.67	3	15	Jodhpur.
								11	149	Madras and Southern **Mah.** ratta.
								4	20	Nizam's State.
								27	292	North Western.
								..	4	Rohilkund and **Kumaon.**
								5	40	South Indian.
						1	0.04	172	2,236	Total.

APPEN

Number of accidents which occurred during the year 1934-35 in Railway Workshops

Number of accidents and number of persons killed or Injured.	Particulars.	Atnam Bengak.	Bengal and North-western.	Bengal Nag. pur.	Bona bay, Bajrod* and Ceiltral In iia.	Burma.	Eastern Bengal.	Class I Bast Indian.	Great In dian Penin-sula.
385	386	387	388	389	3 90	391	392	393	3 *94*
(a) Total number of accidents..			24	49	2,206	54	332	1,207	1,441
(6) *Affecting Railway Servants.*									
1. Railway workshops	Killed ..		1	1	1		2	3	
	Injured ..		1	40	2,205	31	325	1,193	1,441
2. New works not opened for traffic.	Killed ..							"	•
	Injured ..			1					
8. Lines under construction ..	Killed ..							••	
	Injured ..								
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..		*	1					
	Injured ..	••						2	
6. Steamers or flats working in connection with the railway.	Killed ..								
	Injured ..		1	3					
Total (6)	Killed ..	••	1	2	1		2	3	
	Injured ..		2	44	2,205	31	325	1,195	1.441
(c) *Affecting other persona.*									
1. Railway workshops	Killed ..				.				"
	Injured ..							7	
2. New works, not opened for traffic.	Killed ..			1					
	Injured ..								
8. Lines under construction ..	Killed ..				•	1			"
	Injured ..								
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	•							
	Injured ..							2	
5, Steamers or flats working in connection with the railway.	Killed ..		1						
	Injured ..		2		-			••	"
Total (c)	Killed ..	••	1	1	-	1			
	Injured •.		2					9	• •
(d) GRAND TOTAL =(b+c) ..	Killed ..		2	3	1	1	2	3	
	Injured ..		4	44	2,206	31	826	1.204	1,441

DIX D (vi).

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

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 401, 402 and 403).	No. of accidents and No. of persons killed and injured.	
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.						
396	396	397	398	399	400	401	402	403	404	405	
..	475	667	643	..	266	7,364	36	4	7,404	(a) Total number of accidents.	
										(b) *Affecting Railway Servants.*	
..	..	2	..	..	..	10	1	..	11	Killed	1
..	475	665	643	12	266	7,297	34	4	7,336	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	4
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	4	..	..	4	Injured	
..	..	2	..	..	..	11	1	..	12	Killed	Total (b)
..	475	665	643	12	266	7,304	34	4	7,342	Injured	
										(c) *Affecting other persons.*	
..	..	..	..	..	..	..	..	..	..	Killed	1
..	..	..	..	..	..	7	..	..	7	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	1	..	2	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	5
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	3	1	..	4	Killed	Total (c)
..	..	..	..	..	..	11	..	..	11	Injured	
..	..	2	..	..	..	14	2	..	16	Killed	Grand Total (b
..	475	665	643	12	266	7,315	34	4	7,353	Injured	

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

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3¾″	205	97·1	836	95·3	3·23	5,803	87·2	2·80
Bengal and North-Western	3′ 3¾″	386	61·7	1,561	56·4	13·7	11,897	*Nil*	0·86
Bengal Nagpur	5′ 6″	687	99·9	1,187	94·5	5·48	22,905	74·6	25·4
	2′ 6″	115	93·0	438	91·3	*Nil*	2,003	86·9	0·10
Bombay, Baroda and Central India.	5′ 6″	363	100·0	928	100·0	*Nil*	10,015	86·0	10·8
	3′ 3¾″	465	100·0	1,485	99·9	0·07	9,254	33·4	11·7
	2′ 6″	26	*Nil*	69	*Nil*	*Nil*	319	*Nil*	*Nil*
Burma	3′ 3¾″	389	99·5	1,390	83·4	3·38	10,066	39·4	1·64
Eastern Bengal	5′ 6″	305	100·0	1,105	99·9	0·09	7,047	53·6	45·6
	3′ 3¾″	214	100·0	1,042	87·7	12·3	6,175	30·7	1·84
	2′ 6″	10	*Nil*	53	*Nil*	*Nil*	27	*Nil*	*Nil*
East Indian	5′ 6″	1,594	99·2	3,434	98·7	1·08	51,644	76·2	21·2
Great Indian Peninsula	5′ 6″	766	99·0	2,190	100·0	*Nil*	10,401	91·2	8·40
	2′ 6″	22	*Nil*	52	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3¾″	107	71·3	326	78·4	3·45	2,601	0·35	1·12
Madras and Southern Mahratta.	5′ 6″	304	98·7	991	95·7	3·33	6,279	78·8	20·3
	3′ 3¾″	359	74·7	1,123	85·6	0·86	8,146	3·72	40·4
Nizam's State	5′ 6″	86	100·0	194	99·0	1·00	2,335	73·6	23·9
	3′ 3¾″	87	85·1	197	100·0	*Nil*	1,001	33·8	1·13
North Western	5′ 6″	1,234	99·1	3,810	99·0	0·92	29,412	91·6	8·33
	2′ 6″	98	*Nil*	377	88·3	*Nil*	921	75·7	0·76
Rohilkund and Kumaon	3′ 3¾″	76	69·7	232	53·9	25·9	2,769	0·65	0·22
South Indian	5′ 6″	152	100·0	446	97·5	2·47	2,482	80·6	18·6
	3′ 3¾″	388	100·0	1,410	92·3	4·75	6,905	3·94	3·75
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total	..	8,477	94·1	24,913	92·6	3·27	220,109	63·6	15·0
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	36	33·3	120	100·0	*Nil*	256	43·7	56·3
Bengal Dooars	3′ 3¾″	19	47·4	72	19·4	31·9	450	0·22	*Nil*
Bhavnagar State	3′ 3¾″	35	80·0	187	89·8	8·02	1,037	0·19	1·25
Bikaner State	3′ 3¾″	55	49·1	185	31·9	16·2	1,258	6·12	0·24
Darjeeling Himalayan	2′ 0″	35	2·90	130	*Nil*	*Nil*	530	*Nil*	*Nil*
Dibru Sadiya	3′ 3¾″	32	81·2	66	33·3	16·6	1,672	22·3	56·4
Gaekwar's Baroda State	3′ 3¾″	19	94·7	85	98·8	1·20	314	20·7	2·20
	2′ 0″	40	*Nil*	108	*Nil*	*Nil*	878	*Nil*	*Nil*
Gondal	3′ 3¾″	23	100·0	112	85·7	12·5	406	*Nil*	1·72
Jamnagar and Dwarka	3′ 3¾″	19	63·2	75	66·7	93·3	604	95·1	7·61
Junagad State	3′ 3¾″	17	100·0	138	86·6	13·0	360	5·83	30·8
Morvi	3′ 3¾″	21	85·7	121	92·6	7·44	297	0·67	3·37
Mysore	3′ 3¾″	39	97·0	179	91·6	6·20	554	60·9	2·15
	2′ 6″	10	90·0	29	10·0	*Nil*	84	4·00	96·0
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	49	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	49	*Nil*	*Nil*	254	*Nil*	*Nil*
Total	..	416	61·5	1,721	68·2	11·7	8,933	23·4	15·0
GRAND TOTAL (CLASS I & II RLYS.).	..	8,893	92·5	26,634	91·0	3·81	229,042	62·0	15·0

DIX E

*carriages provided with latrine accommodation on Class I **and** II Railways on the 31st March 1935.*

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Railway-system.
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
723	*Nil*	91·1	*Nil*	232	212	444	*Nil*	99·6	99·1	99·3	Assam Bengal.
1,344	*Nil*	100·0	61	464	78	623	100·0	48·0	100·0	54·3	Bengal and North Western.
(b)887	9·03	91·0	63	404	185	652	100·0	98·1	97·4	98·0	Bengal Nagpur.
(b)400	*Nil*	91·5	11	185	51	247	100·0	82·2	57·3	70·0	
732	*Nil*	100·0	*Nil*	288	125	413	*Nil*	94·7	59·5	80·4	Bombay Baroda and Central India.
1,300	*Nil*	100·0	*Nil*	676	241	917	*Nil*	88·0	100·0	90·8	
69	*Nil*	33·3	*Nil*	31	23	54	*Nil*	72·1	100·0	81·8	
1,077	*Nil*	84·2	*Nil*	611	281	792	*Nil*	91·1	69·2	90·4	Burma.
849	*Nil*	100·0	13	207	242	462	92·9	78·7	68·8	73·4	Eastern Bengal.
823	*Nil*	100·0	17	342	241	600	100·0	100·0	100·0	100·0	
58	*Nil*	11·3	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
2,851	1·30	81·9	140	1,213	761	2,114	100·0	96·7	96·7	96·9	East Indian.
(a)1,348	1·10	98·9	1	492	348	841	100·0	80·8	77·0	79·2	Great Indian Peninsula.
50	*Nil*	100·0	*Nil*	26	20	46	*Nil*	89·7	100·0	93·9	
297	*Nil*	92·3	13	95	101	209	100·0	100·0	100·0	100·0	Jodhpur.
719	*Nil*	96·1	1	288	250	539	100·0	90·3	93·9	91·8	Madras and Southern Mahratta.
931	3·87	95·4	*Nil*	439	319	758	*Nil*	99·8	91·7	96·2	
151	22·5	77·5	*Nil*	60	22	82	*Nil*	100·0	91·7	97·6	Nizam's State.
164	48·8	51·2	*Nil*	81	23	104	*Nil*	98·4	88·5	94·5	
*2,790	0·57	99·0	65	1,082	843	1,991	100·0	100·0	100·0	100·0	North Western.
*916	*Nil*	81·0	8	178	52	238	100·0	100·0	100·0	100·0	
245	*Nil*	100·0	3	104	46	153	100·0	70·8	100·0	78·0	Rohilkund and Kumaon
348	*Nil*	94·0	*Nil*	137	102	239	*Nil*	100·0	100·0	100·0	South Indian.
1,530	*Nil*	93·1	*Nil*	565	133	698	*Nil*	75·6	42·4	65·8	
35	*Nil*	100·0	*Nil*	8	16	24	*Nil*	44·4	100·0	70·6	
19,840	1·51	93·0	390	6,127	4,715	13,232	98·7	80·5	86·0	87·4	Total.
											CLASS II RAILWAYS.
120	*Nil*	100·0	*Nil*	23	7	30	*Nil*	25·6	58·3	52·3	Barsi Light.
64	*Nil*	100·0	3	17	10	30	100·0	50·0	100·0	63·8	Bengal Dooars.
137	*Nil*	100·0	*Nil*	85	13	98	*Nil*	100·0	100·0	100·0	Bhavnagar State.
140	*Nil*	98·0	6	90	16	112	100·0	100·0	100·0	100·0	Bikaner State.
108	5·60	83·3	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
54	*Nil*	94·4	*Nil*	33	12	45	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
158	*Nil*	100·0	*Nil*	51	26	77	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
216	*Nil*	89·1	*Nil*	75	38	113	*Nil*	70·7	100·0	78·4	
91	*Nil*	100·0	*Nil*	49	11	60	*Nil*	96·1	84·8	93·7	Gondal.
54	*Nil*	100·0	*Nil*	30	*Nil*	30	*Nil*	92·5	*Nil*	92·5	Jamnagar and Dwarka.
123	*Nil*	100·0	*Nil*	58	15	73	*Nil*	100·0	71·4	92·4	Junagad State.
96	*Nil*	99·0	*Nil*	49	16	65	*Nil*	96·1	100·0	97·0	Morvi.
159	*Nil*	94·5	*Nil*	95	14	109	*Nil*	100·0	100·0	100·0	Mysore.
29	*Nil*	100·0	*Nil*	22	*Nil*	22	*Nil*	100·0	*Nil*	100·0	
5	*Nil*	*Nil*	*Nil*	3	*Nil*	3	*Nil*	100·0	*Nil*	100·0	
53	*Nil*	100·0	2	12	2	17	100·0	28·6	100·0	36·2	Shahdara (Delhi)-Saharanpur.
1,714	0·35	95·8	12	692	180	884	100·0	77·0	84·1	78·6	Total.
21,554	1·42	93·2	402	6,819	4,895	14,122	99·8	85·7	87·8	86·8	GRAND TOTAL (CLASS I & II RLYS.).

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

(a) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 145 reserved cars and 82 non-passenger carrying vehicles.

(b) Excludes 63 Broad-Gauge and 11 Narrow Gauge Goods Vehicles respectively, transferred to Coaching Stock during 1933-34 under Railway Board's letter No. 34/650/2/S., dated 1st February 1934.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1934-35.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
CLASS I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	49,448	92,858	1,916	1,44,222	110·4	0·04
Bengal and North-Western	30,922	84,999	1,672	1,17,593	55·7	0·01
Bengal Nagpur	80,526	3,85,204	22,930	4,88,660	144·1	0·03
Bombay, Baroda and Central India	2,05,660	6,29,271	15,484	8,50,415	230·3	0·03
Burma	*Nil*	74,553	4,137	78,790	38·2	0·01
Eastern Bengal	*Nil*	3,48,663	21,215	3,69,878	184·6	0·03
East Indian	*Nil*	7,55,358	73,558	8,28,916	188·7	0·03
Great Indian Peninsula	18,748	3,99,102	2,634	4,20,482	112·9	0·02
Jodhpur	*Nil*	21,670	2,794	24,464	26·1	0·01
Madras and Southern Mahratta	2,16,676	2,82,089	14,992	5,15,757	159·7	0·04
Nizam's State	1,72,504	*	30,968	2,03,472	151·0	0·06
Northwestern	*Nil*	10,83,060	19,732	11,02,812	158·7	0·05
Rohilkund and Kumaon	3,257	23,396	487	27,140	47·6	0·02
South Indian	2,09,066	1,39,192	1,937	3,50,195	138·6	0·03
Total	9,58,806	43,19,735	2,14,456	55,22,998	144·2	0·03
CLASS II						
Barsi Light	4,300	5,145	100	10,545	52·0	0·03
Bengal Dooars	75	7,933	118	8,026	50·0	0·03
JBharnagar State	13,664	12,331	21	26,016	84·7	0·04
Bikaner State	*Nil*	6,715	131	6,846	8·60	0·01
Darjeeling Himalayan	1,525	*Nil*	*Nil*	1,525	10·4	0·00
Dibru Sadiya	*Nil*	4,756	*Nil*	4,756	55·3	0.01
Gaekwar's Baroda State	*Nil*	11,424	82	11,506	17·7	0·02
Gondal	14,103	8,051	95	22,249	146·0	0·05
Jamnagar Dwarka	1,979	3,442	111	5,532	25·2	0·02
Junagad State	5,662	1,483	*Nil*	7,145	25·9	0·02
Morvi	8,143	1,534	*Nil*	9,677	73·2	0·03
Mysore	*Nil*	8,288	*Nil*	8,288	16·0	0·01
Shabdara (Delhi)-Saharanpur Light	*Nil*	5,129	242	5,371	58·1	0·02
Total	49,451	77,131	900	127,482	35·6	0·01
†Class in Total	13,609	12,189	225	26,017	22·7	0·01
GRAND TOTAL	10,51,359	44,09,055	2,15,581	56,76,495	131·9	0·03

* Included in colomn 2.

† Does not Include figures for Jessore Jhenidah Ry. as the information is not available.

H630RAccts—890—12-2.36 —GIPS