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RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1935—36

Volume II—Statistics

(Compiled by Controller of Railway Accounts)

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(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9*s*. 9*d*.

(4) History of Services of the Officers of the Indian State Railways Published biennially Price Rs. 20-0-0 (corrected upto 1st July 1935).

TECHNICAL PAPERS.

(5) Over 298 papers have been published by the Technical Section of the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

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

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INTRODUCTORY NOTE.

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

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

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

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

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

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

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

A detailed list of the railways in each class will be found in statement 5, pages 45 to 47.

SECTION A

FINANCIAL AND STATISTICAL SUMMARIES.

[*For details, see Statement 1, pages* **22-23.**]

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of ***State-owned*** *Railways for the years 1934-35 and 1935-36 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

(*In thousands of rupees.*)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts	Percentage of Net Revenue Receipts on Capital at Charge. (Col 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)]		Percentage of Gain or Loss on Capital at Charge. (Col 9 or 10 × 100 / Col. 3.)
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments	Total charges.	Gain	Loss	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1934-35*	*5,00,74,66*	*15 73,71*	*3 14*	..	*19,95,09*	*19,95.09*	..	*4,21,38*	*—0 84*
	1935 36	4,97,64,51	16,23,59	3 26	..	19,67,21	19,67,21	..	3,43,62	—0·69
2. State Lines worked by Companies or by Indian States	*1934-35*	*2,91,44,58*	*11,22,51*	*3 85*	*61,12*	*11,70,37*	*12,31,49*	..	*1,08 98*	*—0·37*
	1935-36	2,88,28,02	11,23,05	3·90	50,95	11,58,69	12,09,64	..	86,59	—0 30
3. Miscellaneous items	*1934-35*	*3,10,31*	.	.	.	*14,60*	*14,60*	..	*14,60*	*—4·70*
	1935-36	3,09,50	..	.	..	13,10	13,10	..	13,10	—4·23
4. Total Central	*1934 35*	*7,95,29,55*	*26,96,22*	*3·39*	*61,12*	*31,80,06*	*32 41,18*	..	*(a) 5,44,96*	*—0·69*
	1935-36	7,89,02,03	27,46,64	3·48	50,95	31,39,00	31,89,95	..	(a) 4,43,31	—0·56
Provincial.										
5 Total Provincial	*1934 35*	*14,61*		..	.	*51*	*51*	.	*51*	*—3·49*
	1935-36	14,61	.	.	.	51	51	..	51	—3·49
6. Grand total	*1934-35*	*7,95,44,16*	*26,96,22*	*3·39*	*61,12*	*31,80,67*	*32,41,69*	..	*5,45,47*	*—0·69*
	1935-36	7,89,16,64	27,46,64	3·48	50,95	31,39,51	31,90,46	.	4,43,82	—0·56

* On open lines and on lines wholly or partly under construction (including ferries and suspense).
(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 Railways on the 31st March 1935 and 1936.

(*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 1935.	31st March 1936.	*31st March 1935*	31st March 1936	*31st March 1935.* (Cols 2+4	31st March 1936. (Cols 3+5.)
1	2	3	4	5	6	7
1 *Liabilities incurred in the purchase of railways* —						
(*a*) During the year .	..	.				..
(*b*) To end of the year	*1,20,39,51*	1,16,56,81	*49,00,02*	44 52,15	*1,69,39,53*	1,61,08,96
2. *Capital outlay during the financial year from funds provided by the State* —						
(*a*) Works . .	*97,65*	1,51,03	*1,00,29*	88,16	*1,97,94*	2,39,19
(*b*) Rolling-stock . .	*—1,07,45*	—35,76	*38,70*	40,74	*—68,75*	4,98
(*c*) General charges .	*2,32*	1,23	*—17,80*	—8,52	*—15,48*	—7,29
(*d*) Stores, etc, not finally charged off in the accounts.	*—79,70*	10,74	*—8,88*	10,12	*—88,58*	20,86
(*e*) Total	*—87,18*	1,27,24	*1,12,31*	1,30,50	*25,13*	2,57,74
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase* —						
(*a*) Works . . .	*2,62,35,26*	2,63,24,30	*1,63,45,50*	1,61,61,97	*4,25,80,76*	4,24,86,27
(*b*) Rolling-stock . .	*97,43,28*	97,12,53	*66,80,05*	69,83,52	*1,64,28,33*	1,66,96,05
(*c*) General charges . .	*14,54,28*	14,67,56	*11,87,63*	11,81,77	*26,41,91*	26,49,33
(*d*) Stores, etc., not finally charged off in the accounts.	*5,97,33*	6,03,31	*3,56,30*	3,72,72	*9,53,63*	9,76,03
(*e*) Total . . .	*3,80,35,15*	3,81,07,70	*2,45,69,48*	2,46,99,98	*6,26,04,63*	6,28,07,68
4. *Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*5,00,74,66*	4,97,64,51	*2,94,69,50*	2,91,52,13	*7,95,44,16*	7,89,16,64

II-B.—Summary of Capital Outlay to the end of the years 1934 35

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	*1934-35* .	*—56*	*3*	*57*	*—29*	*—25*
	1935-36 .	7	—2	*Nil*	3	8
(b) Worked by the main line . .	*1934-35* .	*1,14*	*Nil*	*Nil*	*Nil*	*1,14*
	1935-36 .	12	*Nil*	18	*Nil*	30
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1934-35* .	*3,02*	*71*	*—3*	*Nil*	*3,70*
	1935-36 .	78	14	11	*Nil*	1,03
3. Branch line Companies' Railways under guarantee and rebate terms.	*1934-35* .	*22*	*—8*	*Nil*	*Nil*	*14*
	1935 36 .	56	*Nil*	*Nil*	*Nil*	56
4. Companies' lines subsidized by the Government of India.	*1934-35* .	*—4,85*	*4,98*	*9,59*	*—72*	*9,00*
	1935-36	6,66	9,74	1	—21	16,20
5. Companies' lines subsidized by Local Governments	*1934-35* .	*50*	*Nil*	*Nil*	*3*	*53*
	1935-36 .	11	*Nil*	*Nil*	—27	—16
6. Unassisted Companies' lines . .	*1934-35* .	*Nil*	*15*	*Nil*	*—1*	*14*
	1935-36 .	15	15	*Nil*	—5	25
7. District Board lines	*1934-35*	*66*	*—15*	*—5*	*Nil*	*—86*
	1935-36 .	50	—1,74	1	*Nil*	—1,23
8. Companies' lines subsidized by District Boards.	*1934-35* .	*53*	*7*	*3*	*—8*	*55*
	1935-36 .	1,19	73	2	1,04	2,98
9. Indian State lines worked by Indian States .	*1934-35*	*79,73*	*28,98*	*3,52*	*—9,16*	*1,03,07*
	1935-36	32,38	19,09	75	2,25	54,47
10. Indian State lines worked by the main line .	*1934-35*	*1,21*	*18,19*	*23*	*—17*	*—16,92*
	1935-36	41	74	—89	20	46
11 Companies' lines guaranteed by Indian States	*1934-35* .	*Nil*	*2*	*Nil*	*Nil*	*2*
	1935-36 .	*Nil*	1	*Nil*	*Nil*	1
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1934-35* .	*4,75*	*Nil*	*Nil*	*Nil*	*4,75*
	1935-36 .	54	*Nil*	*Nil*	*Nil*	54
13 Total .	*1934-35*	*85,03*	*16,52*	*13,86*	*—10,40*	*1,05,01*
	1935-36 .	43,47	28,84	19	2,99	75,49
14. Miscellaneous .	*1934-35* .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1935-36 .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total .	*1934-35* .	*85,03*	*16,52*	*13,86*	*—10,40*	*1,05,01*
	1935-36 .	43,47	28,84	19	2,99	75,49

[*For details, see Statement 2 (b), pages 28—39*].

and 1935-36 of other than State-owned Railways. (*In thousands of rupees.*)

§ TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.

Works.	Rolling stock.	General charges (including ferries)	Stores, etc., not finally charged off in the accounts.	Total	Classification.
8	9	10	11	12	13
Rs	Rs	Rs	Rs	Rs	1. Branch line Companies' Railways under Guarantee Terms—
92,54	*21,33*	*9,31*	*1,52*	*1,24,70*	(*a*) Worked by the branch line company
92,61	21,31	9,31	1,55	1,24,78	
82,00	*1,17*	*7,71*	*Nil*	*90,88*	(*b*) Worked by the main line.
82,12	1,17	7,89	*Nil*	91,18	
6,18,34	*56,92*	*79,52*	*Nil*	*7,54,78*	2 Branch line Companies' Railways under rebate terms worked by the main line.
5,84,71	57,03	77,61	*Nil*	7,19,35	
1,77,14	*2,96*	*9,56*	*2,00*	*1,91,66*	3 Branch line Companies' Railways under guarantee and rebate terms
1,77,70	2,96	9,56	2,00	1,92,22	
**12,42,18*	*4,02,89*	*1,22,35*	*12,98*	*17,80,40*	4. Companies' lines subsidized by the Government of India
*12,48,84	4,12,63	1,22,36	12,77	17,96,60	
1,06,64	*72,38*	*21,08*	*1,10*	*2,04,20*	5 Companies lines subsidized by Local Governments
1,06,75	72,38	21,08	3,83	2,04,04	
51,52	*12,74*	*2,48*	*23*	*66,97*	6. Unassisted Companies' lines
51,67	12,89	2,48	18	67,22	
70,90	*6,86*	*6,48*	*Nil*	*84,24*	7 District Board lines
71,40	5,12	6,49	*Nil*	83,01	
‖*1,04,55*	*39,16*	*2,57*	*1,54*	‖*1,48,12*	8. Companies' lines subsidized by District Boards
1,05,88	40,19	2,59	2,60	1,51,26	
28,55,48	*9,30,42*	*1,88,40*	*72,04*	*10,46,34*	9 Indian State lines worked by Indian States
28,87,86	9,49,51	1,89,15	74,29	41,00,81	
10,64,87	*96,22*	*80,18*	*5,81*	*12,47 08*	10 Indian State lines worked by the main line
10,65,26	96,96	79,29	6,01	12,47,52	
8,43	*5,91*	*1,76*	*Nil*	*16,13*	11 Companies' lines guranteed by Indian States
8,43	5,95	1,76	*Nil*	16,14	
†*2,37,15*	*Nil*	*1,50*	*Nil*	*2,38,65*	12 Lines in Foreign territory worked by British Indian Railway Companies
‡2,37,69	*Nil*	1,50	*Nil*	2,39,19	
‖*67,11,74*	*16,49,29*	*5,32,90*	*1,00,22*	‖*89,94,15*	13 TOTAL
67,20,92	16,78,10	5,31,07	1,03,23	90,33,32	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
8,23	*Nil*	64	*Nil*	8,87	
‖*67,19,97*	*16,49,29*	*5,33,54*	*1,00,22*	‖*90,03,02*	15. GRAND TOTAL.
67,29,15	16,78,10	5,31,71	1,03,23	90,42,19	

* 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 2,25,65 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,26,19 being the capital outlay on the West of India Portuguese Railway, the details of which are not available

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

‖ Revised figures.

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

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36.

Particulars.	Central.								Total Provincial.		Grand Total	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items		Total					
	1934-35	1935 36	1934-35	1935-36	1934-35.	1935-36	1934-35	1935-36	1934-35	1935-36	1934-35	1935 36
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . £	*3,606,880*	3,527,582	*899,366*	899,366	.		*4,506,246*	4,426,948	..	.	*4,506,246*	4,426,948
2. Interest on capital contributed by companies :—												
(a) On share capital £	..	.	*420,000*	420,000	.	.	*420,000*	420,000	.	..	*420,000*	420,000
(b) On debenture and debenture stock £	..	..	*502,083*	493,035	..	..	*502,083*	493,035	.	..	*502,083*	493,035
3. Total . £	..	..	*922,083*	913,035			*922,083*	913,035			*922,083*	913,035
4. Grand Total . £	*3,606,880*	3,527,582	*1,821,449*	1,812,401		.	*5,428,329*	5,339,983	.	..	*5,428,329*	5,339,983
5. Converted into rupees at average rate of exchange . . (In thousands of rupees.)	*4,79,50*	4,67,91	*2,43,27*	2,42,04	(a)—*73*	(a)—1,25	*7,22,04*	7,08,70	..	..	*7,22,04*	7,08,70
6. Interest on capital outlay provided by Government . . (In thousands of rupees.)	*15,15,55*	14,99,26	*9,19,60*	9,09,15	*15,33*	14,35	*24,50,48*	24,22,76	*51*	51	*24,50,99*	24,23,27
7. Interest on rupee debt. (In thousands of rupees.)	*4*	4	*7,50*	7,50	.	..	*7,54*	7,54	..	.	*7,54*	7,54
8. Grand Total . . (In thousands of rupees.)	*19,95,09*	19,67,21	*11,70,37*	11,58,69	*14,60*	13,10	*31,80,06*	31,39,00	*51*	51	*31,80,57*	31,39,51

(a) Represents exchange charges

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

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1934 35 and 1935-36.

[In thousands of rupees]

Class of Railways.	Year.	Gross Revenue Receipts			Working expenses				Payment to worked lines.	Net Revenue Receipts	Percentage of ordinary working expenses to earnings
		Earnings	Suspense	Total	Ordinary	Appropriation to Depreciation Reserve Fund	Suspense	Total			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	*1934 35*	*56,83,22*	*16,61*	*56,99,83*	*31,94,10*	*8 70,62*	*—8,55*	*10,56.17*	*69,95*	*15,73,71*	*56·20*
	1935-36	57,57,48	—19,95	57,37,53	32,15,28	8,30,56	—6,19	40,39,65	74,29	16.23,59	55 85
State Railways worked by Companies or Indian States and Miscellaneous	*1934-35*	*39,46,79*	*—8,09*	*39,38,70*	*21,08,21*	*5,01,15*	*—21*	*26,09,15*	*2,07,01*	*11 22,51*	*53·42*
	1935-36	39,77,44	—3,39	39,74,05	21,52,20	4,94,41	—5,99	26,40,62	2,10,38	11,23,05	54·11
Total .	*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*	*55·06*
	1935-36	97,34,92	—23.34	97.11 58	53,67.48	13.24,97	—12,18	66,80 27	2,84,67	27,46,64	55·14

[*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 1934-35 and 1935-36*

[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	§ Working expenses	Net earnings (Col 4—5)	Percentage of working expenses to gross earnings. (Col 5 × 100 / Col 4)	Percentage of net earnings on total capital at charge given in column 3. (Col 6 × 100 / Col. 3)
1	2	3	4	5	6	7	8
				By classes of railways			
Class I Railways	*1934-35* .	*8,17,34.07*	*99,12,74*	*65,93,97*	*33,18,77*	*66·52*	*3·92*
	1935-36 .	8,41,06,77	1,00,19,03	66,37,41	33,81,62	66·25	4·02
Class II Railways	*1934-35* .	*27,06,85*	*3,11,81*	*1,93,39*	*1,18,45*	*62·02*	*4·38*
	1935-36 .	27,38,40	3,09,02	1,98,66	1,10,36	64 29	4 03
Class III Railways	*1934-35* .	*††5,98,80*	*57,31*	*††42,69*	*††14,62*	*††74·49*	*††2·44*
	1935-36 .	6,11,82	56,95	43,58	13,37	76·52	2·19
Other items not included in the preceding heads	*1934-35* .	*5,07,46*	*—82*	*2,30,13*	*—2,30,95*	..	..
	1935-36 .	5,01,84	—83	2,14,23	—2,15,06		..
				By Ownership			
Total State Railways (*a*)	*1934-35* .	*7,90,36,70*	*††91,07,09*	*††61,75,39*	*††29,31,70*	*††67·81*	*††3 71*
	1935-36 .	7,84,14,80	92,02,64	62,02,32	30,00,32	67·40	3·83
Other items not included in the preceding heads.	*1934-35* .	*5,07,46*	*—82*	*2,30,13*	*—2,30,95*	..	..
	1935-36 .	5,01,84	—83	2,14,23	—2,15,06	..	..
Total other Railways	*1934-35* .	*††89,94,15*	*††11,74,38*	*††6,54,20*	*††5,20,18*	*††55·71*	*††5·78*
	1935-36 .	90,33,32	11,81,98	6,76,88	5,05,10	57·27	5·59
Miscellaneous	*1934 35* .	*(b) 8,87*	*42*	*46*	*—4*	..	..
	1935-36 .	(*b*) 8,87	38	45	—7	..	..
Grand Total .	*1934-35* .	*††8,85,47,18*	*1,02,81,07*	*††70,60,18*	*††32,20,89*	*68·67*	*3·64*
	1935-36 .	8,79,58,83	1,03,84,17	70,93,88	32,90,29	68·31	3·74

* In the case of State-owned railways.

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

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

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

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

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

†† Revised figures.

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

VI.—*Summary of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1934-35 and 1935-36.*

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay	Gross earnings. §	Working expenses. §	Net earnings	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1934-35*	*17,685 24*	*4,98,78,90*	*55,62,40*	*40,01,31*	*15,61,09*	
	1935-36	17,736·12	4,95,73,56	56,34,79	39,80,94	16,53,85	
2. State lines worked by ‖companies(*a*)	*1934-35*	*13,982 88*	*2,91,57,80*	††*35,44,69*	††*21,74,08*	††*13,70,61*	
	1935 36	14,045·44	2,88,41,24	35,67,85	22,21,38	13,46,47	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company	*1934-35*	*177·93*	*1,24,70*	*6,61*	*5,93*	*68*	
	1935-36	177·93	1,24,78	5,72	6,01	—29	
4. Branch line companies' railways under Guarantee terms worked by the main line	*1934-35*	*114 65*	*90,88*	*9,99*	*5,04*	*4,95*	
	1935 36	114 65	91,18	9,63	4,85	4,78	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1934-35*	*1,131·59*	*7,54,78*	*80,51*	*44,09*	*36,42*	
	1935-36	1,076·58	7,19,35	78,58	43,16	35,42	
6. Branch line companies' railways under Guarantee and rebate terms.	*1934-35*	*166 60*	*1,91,66*	*11,63*	*6,00*	*5,63*	
	1935-36	166 60	1,92.22	11,65	6,10	5,55	
7. Companies' lines subsidized by the Government of India.	*1934-35*	*2,032·30*	*17,80,40*	††*2,71,79*	††*1,28,62*	††*1,43,17*	
	1935-36	2,031·85	17,96,60	2,77,67	1,32,34	1,45,33	
8. Companies' lines subsidized by Local Governments	*1934-35*	*137·09*	*2,04,20*	*32,65*	*20,92*	*11,73*	
	1935 36	137 09	2,04,04	31,69	20,68	11,01	
9. Unassisted companies' lines	*1934 35*	*164·25*	*66,97*	*3,88*	*3,32*	*56*	
	1935-36	164·25	67,22	3,75	3,13	62	
10. District Board lines	*1934-35*	*136 43*	*84,24*	*14,89*	*7,83*	*7,06*	
	1935-36	136·43	83,01	16,04	8,72	7,32	
11. Companies' lines subsidized by District Boards	*1934-35*	*273·62*	††*1,48,12*	*30,71*	††*20,44*	††*10.27*	
	1935-36	273 62	1,51,26	29,88	20,62	9,26	
12. Indian State lines worked by Indian States.	*1934-35*	*5,284·51*	*40,46,34*	*5,04,24*	*2,92,05*	*2,12,19*	
	1935 36	5,324 96	41,00,81	5,05,95	3,07,87	1,98,09	
13. Indian State lines worked by the main line	*1934-35*	*1,602·25*	*12,47,08*	††*1,78,69*	††*1,03,42*	††*75,27*	
	1935-36	1,601·57	12,47,52	1,87,02	1,08,05	78,97	
14. Companies' lines guaranteed by Indian States	*1934-35*	*38 63*	*16,13*	*1,11*	*1,00*	*11*	
	1935-36	38·63	16,14	1,27	1,06	21	
15. Lines in foreign territory worked by British Indian railway companies	*1934-35*	*73·54*	*2,38,65*	*27,68*	*15,54*	*12,14*	
	1935-36	73·54	2,39,19	23,13	14,29	8,84	
16. Miscellaneous	*1934-35*	*19·12*	(*b*) *8,87*	*42*	*46*	—*4*	
	1935 36	19·12	(*b*) 8,87	38	45	—7	
17. Other items not included in the preceding heads	*1934-35*	..	*5,07,46*	—*82*	*2,30,13*	—*2,30,95*	
	1935-36	..	5,01,84	—83	2,14,23	—2,15,06	
18 Total	*1934-35*	*43,020·63*	††*8,85,47,18*	*1,02,81,07*	††*70,60,18*	††*32,20,89*	
	1935-36	43,118·38	8,79,58,83	1,03,84,17	70,93,88	32,90,29	

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

(*b*) See details at the foot of Statement 2 (*b*) 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).

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

‖ Include State lines worked by Indian States.

†† Revised figures.

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

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1936.

Classification.	Route mileage open on the 31st March 1936			Track mileage open on the 31st March 1936			Route mileage opened during the financial year 1935-36	Route mileage authorised but not open for traffic on 31st March 1936.	
	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	17,770 88	3,425·24	21,196 12	24,877 10	7,420 99	32,298 09	1·54	*Nil*	*Nil*
3′ 3½″ gauge	14,687·19	267 53	14,954·72	15,237·80	3,267 13	18,504 93	85 19	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	2,216 58	*Nil*	2,216 58	2,216 58	250 84	2,467 42	*Nil*	*Nil*	*Nil*
Total	34,674 65	3,692 77	38,367 42	42,331 48	10,938 96	53,270 44	86 73	*Nil*	*Nil*
(*b*) Class II Railways—									
3′ 3½″ gauge	2,622 13	*Nil*	2,622 13	2,622 13	399 38	3,021 51	10 83	*Nil*	63·44
2′ 6″ and 2′ 0″ gauges	926 11	*Nil*	926 11	926 11	112 47	1,038 58	*Nil*	*Nil*	*Nil*
Total	3,548 24	*Nil*	3,548 24	3,548 24	511 85	4,060 09	10 83	*Nil*	63·44
(*c*) Class III Railways—									
3′ 3½″ gauge	186 93	*Nil*	186 93	186 93	27 03	213 96	13 25	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,015 79	*Nil*	1,015 79	1,017 20	103 38	1,120 58	*Nil*	0 89	*Nil*
Total	1,202 72	*Nil*	1,202 72	1,204 13	130 41	1,334 54	13 25	0 89	*Nil*
II. (*a*) Total State owned Railways—									
5′ 6″ gauge	15,771 13	3,425 24	19,196 37	22,877·36	7,136 87	30,014 22	1 54	*Nil*	*Nil*
3′ 3½″ gauge	10,718 58	249 71	10,968 29	11,233 55	2,557 08	13,790 63	69 50	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,618 91	*Nil*	1,618 91	1,618 91	200 98	1,819 89	*Nil*	*Nil*	*Nil*
Total	28,108 62	3,674 95	31,783 57	35,729 81	9,894 93	45,624 74	71 04	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	1,999 75	*Nil*	1,999 75	1,999 75	284 12	2,283 87	*Nil*	*Nil*	*Nil*
3′ 3½″ gauge	6,777 67	17 82	6,795 49	6,813 41	1,136 46	7,949 77	39 77	*Nil*	63 44
2′ 6″ and 2′ 0″ gauges	2,539 57	*Nil*	2,539 57	2,540 98	265 71	2,806 69	*Nil*	0 89	*Nil*
Total	11,316 99	17 82	11,334 81	11,354 04	1,686 29	13,040 33	39 77	0 89	63 44
III (*a*) Total State managed Rlys—									
5′ 6″ gauge	12,109 70	2,858·25	14,967 95	18,035 91	5,544 50	23,580 41	1 54	*Nil*	*Nil*
3′ 3½″ gauge	2,983 61	214 14	3,197 75	3,411 89	925 78	4,337 67	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	967 03	*Nil*	967 03	967 03	116 33	1,083·36	*Nil*	*Nil*	*Nil*
Total	16,060 34	3,072 39	19,132 73	22,414 83	6,586 61	29,001·44	1 54	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	5,661 18	566 99	6,228 17	6,841 19	1,876 49	8,717 68	*Nil*	*Nil*	*Nil*
3′ 3½″ gauge	14,512 64	53·39	14,566 03	14,634·97	2,767 76	17,402 73	109 27	*Nil*	63 44
2′ 6″ and 2′ 0″ gauges	3,191 45	*Nil*	3,191 45	3,192 86	350 36	3,543 22	*Nil*	0 89	*Nil*
Total	23,365·27	620·38	23,985 65	24,669 02	4,994 61	29,663 63	109 27	0 89	63 44
IV. Total by gauges—									
5′ 6″ gauge	17,770 88	3,425·24	21,196·12	24,877 10	7,420 99	32,298 09	1 54	*Nil*	*Nil*
3′ 3½″ gauge	17,496 25	267·53	17,763 78	18,046 86	3,693 54	21,740 40	109 27	*Nil*	63·44
2′ 6″ and 2′ 0″ gauges	4,158 48	*Nil*	4,158·48	4,159·89	466 69	4,626 58	*Nil*	0 89	*Nil*
Grand Total	39,425·61	3,692 77	43,118·38	47,083·85	11,581·22	58,665 07	110 81	0 89	63·44

Note.—Route mileage open on 31st March 1935	43,020·63
Add Route mileage opened during 1935-36	110·81
Total	43,131·44
Route mileage open on 31st March 1936 as shown in column 4 above	43,118·38
Difference (*vide* details below)	—13·06
Net decrease on account of realignments, remeasurements, etc.	—13 06

VIII.—Summary of Equipment showing

Classification.	Locomotives. Steam. No.	Locomotives. Electric No.	Locomotives. Total tractive effort in lbs. Steam.	Locomotives. Total tractive effort in lbs. Electric.	Rail motors. No.	Rail motors. Seats.	Steam coaches. No.	Steam coaches. Seats.	†Electric motor coaches. No. (In units.)	†Electric motor coaches. Seats.	†Electric motor coaches. Average weight in tons.	Coaching vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages. No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	Other vehicles including brake vans. No. (In units.)	Railway Service vehicles (including officers' carriages. No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.																		
5′ 6″ gauge . .	‡5,422	69	§139,437,096	2,116,352	1	7	12	1,105	93	9,188	138	*9,473	23,447	44,327	61,817	646,846	3,524	1,164
3′ 3½″ gauge . .	2,670	(a)6	40,472,923	(b)41,600	3	220	7	623	24	1,031	38	*7,506	10,810	15,152	13,256	361,265	1,528	591
	Number.				Number.													
2′ 6″ and 2′ 0″ gauges	285				6		6	222	1	16	13	871	1,101	1,444	1,832	26,027	91	44
Class II Railways.																		
3′ 3½″ gauge . .	285				13		..	..	..	..	..	1,009	1,391	2,487	922	38,668	225	79
2′ 6″ and 2′ 0″ gauges	132				5		(c)7	.	..	..	..	597	344	792	84	16,186	47	22
Class III Railways.																		
3′ 3½″ gauge . .	23				..		..	..	..	..	.	73	43	123	88	3,085	21	5
2′ 6″ and 2′ 0″ gauges	144				18		1	..	..	..	..	565	569	454	1,421	13,971	59	13

IX.—Summary of net additions to or reductions

Classification.	Locomotives. Steam No.	Locomotives. Electric No.	Locomotives. Total tractive effort in lbs. Steam.	Locomotives. Total tractive effort in lbs. Electric.	Rail motors. No.	Rail motors. Seats.	Steam coaches. No.	Steam coaches. Seats.	†Electric motor coaches. No. (In units.)	†Electric motor coaches. Seats.	Coaching vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages. No. (In units)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	Other vehicles including brake vans. No. (In units)	Railway Service vehicles (including officers' carriages). 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 . .	—93	..	—1,366,714	..	..	..	—1	..	..	..	*—146	—832	—108	-2,681	—13,676	—58	3
3′ 3½″ gauge . .	—7	..	229,978	..	..	..	..	..	..	..	*—119	34	327	710	—5,021	12	—21
	Number.				Number.												
2′ 6″ and 2′ 0″ gauges	3				..		..	..		..	—14	—3	—5	17	—1,144		—1
Class II Railways.																	
3′ 3½″ gauge . .	3				3		..	..	..	..	4	—3	61	—245	701	8	..
2′ 6″ and 2′ 0″ gauges	—2				..		.	..	..	..	—11	..	—36	..	—4	6	3
Class III Railways.																	
3′ 3½″ gauge . .	2				..		..	..	..	..	7	7	12	10	268	2	1
2′ 6″ and 2′ 0″ gauges	—1				1		.	..	..	..	—14	5	8	—23	—202	—16	..
By gauges.																	
5′ 6″ gauge . .	—93	..	—1,366,714	..	..		—1	.	..	..	—146	—832	—108	-2,681	—13,676	—58	3
	Number.																
3′ 3½″ gauge . .	—2				3		..	..	..	..	—108	38	400	475	—4,052	22	—20
2′ 6″ and 2′ 0″ gauges	.				1		..		..		—39	2	—33	—6	—1,350	—10	2

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

† Motor Coach composites.
‡ Includes one Petrol Locomotive.
§ Includes 2,460 Lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.
(b) For 4 Electric Locomotives only.
(c) Includes 4 Internal Combustion Coaches.

actual stock running on 31st March 1936. [*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.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.	Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons	No (In units.)	No (In units)	No	
20	21	22	23	24	25	26	27	28	29
									Class I Railways
94,677	1,992,509	38,064	824,779	4,567	101,854	12,066	3,971	103	5′ 6″ gauge
46,995	613,782	3,078	47,338	4,376	61,822	6,335	3,977	7	3′ 3⅜″ gauge.
			Number.						
			3,454				127	.	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			6,802				177		3′ 3⅜″ gauge
			2,475				48	.	2′ 6″ and 2′ 0″ gauges
									Class III Railways.
			405				12	..	3′ 3⅜″ gauge.
			1,509				53	..	2′ 6″ and 2′ 0″ gauges.

in Equipment during the year 1935-36. [*For details, see Statement 11, pages 90—91 and Statement 35, page 215.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.							
Covered wagons.		Open wagons		Special wagons including brake vans.	Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors	Classification
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units)	No (In units)	No.	
19	20	21	22	23	24	25	26
							Class I Railways.
150	9,956	104	9,087	62	—82	1	5′ 6″ gauge
258	10,068	58	1,709	54	—136	..	3′ 3⅜″ gauge
		Number.					
		—13			—4	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		59			—4	.	3′ 3⅜″ gauge.
		12			—2	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		—2			..	..	3′ 3⅜″ gauge
		60			12	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
150	9,956	104	9,087	62	—82	1	5′ 6″ gauge.
		Total Number.					
		427			—140	..	3′ 3⅜″ gauge.
		59			6	..	2′ 6″ and 2′ 0″ gauges

X.—Summary of Passenger and Goods Revenue

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1934-35.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*468,6*	460,1	*18,9*	17,2	*12,8*	12,6
2nd class . . . . . ,,	*5,059,2*	4,955,8	*200,5*	210,8	*26,7*	26,0
Inter class . . . . . ,,	*10,445,0*	10,573,0	*108,6*	76,5	*156,8*	172,1
3rd class . . . . . ,,	*469,646,1*	473,105,1	*27,049,0*	27,808,4	*9,551,4*	9,425,3
TOTAL (*a*) . ,,	*485,618,9*	489,094,0	*27,377,0*	28,112,9	*9,747,7*	9,636,0
2 Passenger miles (in thousands)—						
1st class . . . . . Miles	*80,515*	82,774	*931*	844	**325*	347
2nd class . . . . . ,,	*302,313*	323,620	*8,364*	9,266	**725*	763
Inter class . . . . . ,,	*500,798*	501,495	*3,915*	2,245	*2,257*	2,344
3rd class . . . . . ,,	*16,103,509*	16,445,405	*616,012*	637,105	**145,225*	147,910
TOTAL . ,,	*16,987,135*	17,353,-94	*629,222*	649,460	**148,532*	151,364
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*171·7*	179·9	*49·3*	49·1	**25·4*	27·5
2nd class . . . . . ,,	*59·8*	65 3	*41·7*	43·9	**27·2*	29 3
Inter class . . . . . ,,	*47·9*	47·4	*36·0*	29·3	*14·4*	13·6
3rd class . . . . . ,,	*34·3*	34·8	*22·8*	22·9	**15·2*	15·7
TOTAL . ,,	*35·0*	35·5	*23 0*	23·1	**15·2*	15·7
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*75,58*	76,74	*1,01*	93	*24*	29
2nd class . . . . . ,,	*1,36,68*	1,40,77	*4,15*	4,39	*65*	64
Inter class . . . . . ,,	*1,10,12*	1,09,98	*1,12*	66	*68*	71
3rd class . . . . . ,,	*25,53,59*	25,67,47	*1,20,39*	1,22,51	*30,76*	30,59
TOTAL . ,,	*28,75,97*	28,94,96	*1,26,67*	1,28,49	*32,33*	32,23
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies	*18·0*	17·8	*20·8*	21·2	**14·2*	16·0
2nd class . . . . . ,,	*8·68*	8·35	*9·53*	9·10	**17·2*	16·1
Inter class . . . . . ,,	*4·22*	4 21	*5·49*	5·64	*5·78*	5·82
3rd class . . . . . ,,	*3·04*	3·00	*3·75*	3·69	**4·07*	3·97
TOTAL . ,,	*3·25*	3·20	*3·86*	3·80	**4·18*	4·09
6. Tons of goods carried (in thousands) (*b*) .	*107,347*	109,651	*4,581*	4,839	*1,017*	1,016
7. Net ton-miles (in thousands) . . .	*20,090,588*	20,295,579	*234,294*	230,757	**26,753*	27,348
8. Average miles a ton of goods was carried .	*187*	185	*51·1*	47·7	**26·3*	26·9
9. Earnings from goods carried (in thousands of rupees).	*62,54,81*	62,93,42	*1,60,67*	1,56,98	**19,15*	18,53
10. Average rate charged for carrying a ton of goods one mile . . . . Pies.	*5·98*	5·95	*13·2*	13·1	**13·7*	13·0

(*a*) }
(*b*) } See remarks on page 13.

* Revised figures.

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

Statistics for the years 1934-35 and 1935-36.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways		Headings.
1934-35.	1935-36.	*1934-35.*	1935-36.	*1934-35*	1935-36	*1934-35.*	1935-36	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
339,6	333,8	*142,0*	136,8	*18,7*	19,3	*495,9*	384,4	1st class . . . No.
3,928,3	3,841,4	*1,265,0*	1,259,8	*93,1*	91,4	*1,818,0*	4,762,9	2nd class . . . ,,
9,045,0	9,139,5	*1,400,9*	1,408,7	*264,5*	273,4	*10,315,9*	10,168,6	Inter class . . ,,
299,187,0	302,182,6	*184,765,2*	185,394,6	*22,294,3*	22,461,6	*481,051,2*	488,075,4	3rd class . . . ,,
312,499,9	315,797,3	*187,573,1*	188,199,9	*22,670,6*	22,845,7	*196,591,0*	503,691,3	TOTAL (*a*) . ,,
								2 Passenger miles (in thousands)—
67,194	68,888	*13,958*	14,792	**619*	785	**81,771*	84,965	1st class . . . Miles.
236,875	249,069	*71,188*	81,475	**3,039*	3,105	**311,402*	333,649	2nd class . . ,,
438,016	435,360	*63,426*	65,194	*5,528*	5,530	*506,970*	506,084	Inter class . . ,,
11,003,854	11,180,393	*5,463,791*	5,638,586	**397,101*	411,141	**16,861,746*	17,230,120	3rd class . . . ,,
11,745,939	11,933,710	*5,612,663*	5,799,547	**406,287*	420,861	**17,764,889*	18,154,118	TOTAL ,,
								3 Average mile for passenger was carried
197 6	206 4	*98 3*	104 5	**3 1*	19 7	**201 5*	218 4	1st class . . . Miles.
60·3	64 8	*56·5*	64·7	**32 6*	34·0	**64 6*	70·1	2nd class . . . ,,
18 4	17 6	*45 3*	46 3	*20 9*	20 2	*49 1*	18 3	Inter class . . . ,,
36·8	37 0	*29 6*	30 4	**17 8*	18 3	**35 1*	35 3	3rd class . . . ,,
37 6	37 8	*29 9*	30 8	**17 9*	18 4	**35 8*	36 0	TOTAL . ,,
								4 Earnings from passengers carried (in thousands of rupees)—
61,77	62,46	*14,21*	14,61	*85*	89	*76,83*	77,96	1st class . . Rs.
1,05,06	1,08,34	*31,21*	35,16	*2 21*	2,30	*1,41,48*	1,45,80	2nd class . . . ,,
95,77	94,99	*14,50*	14,63	*1,65*	1,73	*1,11 92*	1,11,35	Inter class . . ,,
17,16,96	17,30,44	*9,05,24*	9,07,82	*82,51*	82 81	*27,04,71*	27,20,57	3rd class . . . ,,
19,79,56	19,96,23	*9,68,16*	9,72,22	*87,25*	87,23	*30,34,97*	30,55,68	TOTAL . ,,
								5 Average rate charged per passenger per mile (in pies)—
17·7	17 4	*19·5*	19·6	**26 4*	21 8	**18 0*	17·8	1st class . . Pies.
8 52	8 53	*9·19*	8·29	**11 0*	14 2	**8 72*	8 39	2nd class. . . ,
4·20	4 19	*4 39*	4 31	*5 73*	6 01	*4 21*	4·22	Inter class . . ,,
3 00	2·97	*3·18*	3 09	**3 99*	3 84	**3 08*	3 03	3rd class . ,,
3·24	3·21	*3 31*	3 22	**4 12*	3 98	**3·28*	3 23	TOTAL . ,,
79,288	81,706	*30,379*	30,363	*3,278*	3,437	*84,503*	86,932	6. Tons of goods carried (in thousands) (*b*).
16,397,375	16,702,028	*3,823,592*	3,718,827	**130,668*	132,829	**20,351,635*	20,553,684	7. Net ton-miles (in thousands).
207	204	*125·9*	122 5	**39·9*	38 6	**240·8*	236·4	8 Average miles a ton of goods was carried.
46,86,19	47,74,82	*16,48,41*	15,93,44	**99,93*	1,00,67	**64,34,53*	64,68,93	9. Earnings from goods carried (in thousands of rupees).
5·49	5·49	*8 28*	8·23	**11·7*	14·6	**6·07*	6·04	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 also.

* Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1934-35 and 1935-36.

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	*1934-35*	*33,18,77*	*1·94*	*8,534*	*65,93,97*	*3·85*	*325*	*99,12,74*	*5·79*	*25,455*	*488*
	1935-36	33,81,62	1·94	8,682	66,37,41	3·79	326	1,00,19,03	5·73	25,703	492
Class II Railways	*1934-35*	*1,18,45*	*1·71*	*3,349*	*1,93,39*	*2·79*	*105*	*3,11,84*	*4·50*	*8,815*	*169*
	1935-36	1,10,36	1·54	3,085	1,98,66	2·77	106	3,09,02	4·31	8,635	165
§Class III Railways	*1934-35*	*‡14,62*	*0·58*	*‡1,223*	*‡42,69*	*‡1·70*	*69*	*57,31*	*2·29*	*4,795*	*92*
	1935-36	13,37	0·54	1,095	43,58	1·75	69	56,95	2·29	4,664	89
					By gauges.						
5′ 6″ Gauge	*1934-35*	*23,42,49*	*2·07*	*10,868*	*49,24,40*	*4·35*	*437*	*72,66,89*	*6·42*	*33,675*	*646*
	1935-36	24,99,99	2·16	11,589	49,22,60	4·25	436	74,22,59	6·42	34,362	657
3′ 3¼″ Gauge	*1934-35*	*11,05,68*	*1·88*	*6,146*	*17,03,88*	*2·89*	*181*	*28,09,56*	*4·77*	*15,570*	*299*
	1935-36	10,04,00	1·67	5,548	17,51,18	2·90	185	27,55,18	4·57	15,219	291
§2′ 6″ and 2′ 0″ Gauges.	*1934-35*	*‡3,67*	*0·05*	*‡99*	*‡2,01,77*	*2·55*	*94*	*2,05,44*	*2·60*	*4,972*	*95*
	1935-36	1,36	0·02	33	2,05,87	2·60	95	2,07,23	2·62	4,987	95
					Total all railways.						
†Total	*1934-35*	*‡34,51,84*	*1·98*	*‡7,912*	*‡68,30,05*	*3·51*	*300*	*1,02,81,89*	*5·89*	*23,535*	*452*
	1935-36	35,05,35	1·98	8,056	68,79,65	3·85	300	1,03,85,00	5·82	23,714	454

* 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 preceding 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 1934-35 and 1935-36 (In thousands of miles.)

Particulars.	Year	Train Miles.				Shunting and other Engine Miles			Total engine miles. (Cols. 6+9)
		‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total (Cols 7+8).	
1	2	3	4	5	6	7	8	9	10
					By classes of railways				
Class I Railways . . Steam	*1934-35*	*79,258*	*49,416*	*28,133*	*162,182*	*25,951*	*13,294*	*39,245*	*201,427*
	1935-36	81,457	50,298	29,087	165,882	26,068	13,898	39,966	205,848
Class I Railways . . †Electric	*1934-35*	*1,561*	*559*	*Nil*	*2,171*	*155*	*317*	*472*	*2,643*
	1935-36	1,544	566	Nil	2,144	180	308	488	2,632
Class II Railways . . Steam	*1934-35*	*1,582*	*846*	*4,394*	*6,928*	*1,290*	*145*	*1,435*	*8,363*
	1935-36	1,682	762	4,617	7,165	1,330	167	1,497	8,662
Class III Railways ‖ . . Steam	*1934-35*	*581*	*265*	*1,634*	*2,507*	*238*	*268*	*506*	*3,013*
	1935-36	542	163	1,746	2,486	238	245	483	2,969
					By gauges.				
5′ 6″ gauge . . . Steam	*1934-35*	*55,973*	*35,867*	*10,549*	*105,654*	*17,309*	*9,914*	*27,223*	*132,877*
	1935-36	57,203	37,070	10,831	108,057	17,648	10,695	28,343	136,400
5′ 6″ gauge . . . †Electric	*1934-35*	*1,561*	*559*	*Nil*	*2,171*	*155*	*317*	*472*	*2,643*
	1935-36	1,544	566	Nil	2,144	180	308	488	2,632
3′ 3¼″ gauge . . . Steam	*1934-35*	*23,783*	*13,465*	*18,735*	*58,074*	*9,128*	*3,343*	*12,471*	*70,545*
	1935-36	24,780	12,998	19,680	59,557	8,938	3,201	12,139	71,696
2′ 6″ and 2′ 0″ gauges ‖ . Steam	*1934-35*	*1,665*	*1,195*	*4,877*	*7,889*	*1,042*	*450*	*1,492*	*9,381*
	1935-36	1,698	1,155	4,939	7,919	1,050	414	1,464	9,383
					Total all railways				
Total . . Steam	*1934-35*	*81,421*	*50,527*	*34,161*	*171,617*	*27,479*	*13,707*	*41,186*	*212,803*
	1935-36	83,681	51,223	35,450	175,533	27,636	14,310	41,946	217,479
Total . . †Electric	*1934-35*	*1,561*	*559*	*Nil*	*2,171*	*155*	*317*	*472*	*2,643*
	1935-36	1,544	566	Nil	2,144	180	308	488	2,632

* Includes light, assisting required, assisting not required, siding and departmental
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.
‖ The figures for Jessore-Jhenidah and Jorhat (Provincial) Railways have not been included as the information is not available.

XIII.—Summary of Selected Operating Statistics 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)*			1,026,777	537,944	38,051
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,292,593	487,028	20,773
2·02 Total (excluding brake vans)			1,871,410	674,032	30,565
2·03 Percentage loaded of total			69·1	72·3	68·0
3.* Net or freight ton miles (In thousands)		Steam	16,080,205	3,352,483	73,335
		Electric‡	267,101	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	25,680,271	7,295,583	319,862
		Electric‡	719,304	.	..
	Including departmental	Steam	25,817,555	7,388,011	320,217
		Electric‡	719,548	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	38,593,029	8,172,885	268,521
		Electric‡	653,059	..	..
	Including departmental	Steam	40,062,771	8,677,341	286,384
		Electric‡	665,025	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			130	104	43
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			35 1	28·1	13·6
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			309	142	33
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12 6	6·88	3·53
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‡	17·6	..	..
6·02 Branch lines			§	§	—
6·03 Total		Steam	§	§	..
		Electric‡	17·6	..	..
All Goods trains—					
6·04 Main lines		Steam	11·7	11·2	..
		Electric‡	14·5	..	..
6·05 Branch Lines			10·7	11·1	..
6·06 Total		Steam	11·5	11·2	8·80
		Electric‡	14·5	..	—
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	400	226	—
		Electric‡	466	..	—
Goods—					
7·03 Main lines—Loaded wagons		Steam	35	33	..
		Electric ‡	44	..	..
7·04 Main lines—Total		Steam	51	46	—
		Electric‡	54	..	—
7·05 Percentage loaded of total		Steam	69·4	72·3	—
		Electric‡	81·9	..	..

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

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Guages.
**Average train load*—concld.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		24	22	.
7·07 Branch lines—Total		38	31	
7·08 Percentage loaded of total		64·8	70·5	–
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	393	171	45
	Electric‡	472	..	
7·10 Gross weight (*including* weight of engine)	Steam	943	417	165
	Electric‡	1,149	..	.
7 11 Gross weight (*excluding* weight of engine)	Steam	823	353	116
	Electric‡	1,011		..
8 * *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·82	0·68	..
8·02 Goods and proportion of mixed		6·25	2·70	..
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·34	0·89	..
8·04 Goods and proportion of mixed		7·33	3·86	
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		4·94	4·57	..
9·02 Goods and proportion of mixed		35·1	32·3	–
9·03 Wagon miles per shunting engine hour		641	533	-
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		221	178	..
10·02 Net* ton miles per engine hour (including departmental)		1,931	887	..
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,810	2,296	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,599	2,659	285
	Electric‡	65	..	
11·02 Average total number on line	Steam	5,445	2,675	281
	Electric‡	65	..	
11·03 Average number available for use	Steam	4,472	2,316	227
	Electric‡	55		
11·04 Engine miles per day per engine on line (including departmental).	Steam	69	66	46
	Electric‡	111		..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	13,870	6,435	1,493
	Electric‡	26,305		..
11·06 Net* ton miles per goods locomotive day in use	Steam	23,807	11,342	2,941
	Electric‡	37,420	..	..

* Excluding departmental.
‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		479,711	344,344	77,817
12·02 Passenger miles per route mile per annum		563,032	350,863	77,817
12·03 Net ton miles per running track mile per annum		671,388	230,710	35,197
12·04 Net ton miles per route mile per annum		788,001	235,077	35,197
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		2,703,912	1,054,309	273,596
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,173,555	1,074,266	273,596
12 07 Train miles per running track mile per day		12·1	9·68	4·93
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	270	116	16
	Electric‡	4	..	*Nil*
13·02 Percentage of item 13·01 to average number on line.	Steam	4 96	4·34	5·69
	Electric‡	6·15	(*a*) 8·25	*Nil*
In sheds and transportation workshops				
13·03 Number	Steam	689	242	36
	Electric‡	6	*Nil*	*Nil*
13 04 Percentage of item 13 03 to average total No. on line	Steam	12·7	9·05	12·8
	Electric‡	9·23	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		852	512	67
13·06 Other coaching vehicles		244	74	11
13·07 Percentage of item 13 05 to average total No. on line		9·15	7·02	7·68
13·08 Percentage of item 13·06 to average total No. on line		7·61	6 51	12 5
In sick lines and transportation Workshops—				
13 09 Passenger carriages		250	74	29
13·10 Other coaching vehicles		85	11	9
13 11 Percentage of item 13 09 to average total number on line		2·68	1·02	3·33
13·12 Percentage of item 13·10 to average total number on line		2·65	0·97	10·2
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons daily—				
In Mechanical Workshops—				
13·13 Number		2,183	630	30
13·14 Percentage of item 13·13 to average No. on line		1·51	0 98	0·50
In sick lines and transportation Workshops—				
13·15 Number		11,622	1,223	253
13·16 Percentage of item 13·15 to average number on line		8·05	1·90	4·19
Hot boxes—				
13 17 Coaching vehicles—Number. (Monthly)		36	87	..
13 18 Wagon—Number. (Monthly)		1,215	522	

‡ 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 less than half.

Particulars.	5′ 6″ Gauge	3 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	4,891,509	1,290,330	121,492
14·03 Wood	4,124	14,552	149
14·04 Oil fuel	39,858	9	33
14·05 Total‡ (in terms of coal)	4,965,628	1,296,168	121,611
14·06* Total net tons of coal consumed—Passenger and Mixed	2,077,656	740,178	80,398
14·07* Total net tons of coal consumed—Goods service	2,149,457	370,157	28,129
14·08* Total net tons of Shunting (including siding)	531,222	109,014	8,807
14·09 Total net tons of Departmental	171,109	57,132	3,160
14·10 Total tons of coal used on steam coaches	1,458	556	545
14·11 Total tons of coal used on Internal Combustion coaches	242	*Nil*	60
14·12 Total tons of coal used on Locomotives on other miscellaneous services	34,484	19,131	512
14·13 Total tons of coal used on all locomotive Services	4,965,628	1,296,168	121,611
14·14* Lbs. per engine mile (shunting including siding)	68 1	35 4	(*a*)
Lbs of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·15* Passenger and proportion of mixed	168 5	180 4	402·7
14·16* Goods and proportion of mixed	131 4	140·3	410·6
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	6,105,506	2,317,304	295,502 (*b*)
15·02 Total pints (Goods trains)	3,879,072	917,767	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·46	5·70	6 24 (*b*)
15·04 Pints per 100 engine miles (Goods)	8·95	6 65	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,860,288	1,533,035	(*a*)
15·06 Pints per 1,000 vehicle miles	1·58	1·16	(*a*)

* Excluding Departmental.
‡ 2½ tons of wood = 1 ton of coal.
0·55 ton of oil fuel = 1 ton of coal.
(*a*) Not published.
(*b*) Including departmental.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1935-36 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.			
1 Aden	..	30	.
2. Eastern Bengal	51,59,89	78,88	1·53
3. East Indian (including South Bihar)	1,47,26,41	6,97,95	4·74
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,12,92,24	4,78,15	4·23
5. North Western (Military)	34,00,68	—72,13	—2·12
6. Great Indian Peninsula	1,15,03,02	3,62,19	3·15
7. Coal Department	1,90,95	..	..
8. Burma	34,91,32	78,25	2·24
9. TOTAL	4,97,64,51	16,23,59	3·26
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,96,47	26,58	1·11
11. Bengal-Nagpur	77,75,05	2,64,63	3·40
12 Bezwada Extension including D. K. extension (N. S.)	45,55	5,19	11·39
13. Bombay, Baroda and Central India	73,74,05	4,95,48	6 72
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,11,78	16,43	14·70
15. Lucknow-Bareilly (R. & K.)	2,51,50	20,69	8 23
16. Madras and Southern Mahratta	53,26,73	2,53,25	4 75
17. South Indian	43,52,99	1,84,22	4·05
18. Travancore (British Section) (S. I.)	54,66		
19. Travancore (Indian State Section) (S. I.)	1,39,01		
20. Tirhoot (B. & N. W.)	10,00,23	81,46	8·14
21. Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous	..	—2,24,88	..
22. TOTAL	2,88,28,02	11,23,05	3·90
Miscellaneous items.			
23. Abandoned Projects, etc.	32,26	.	
24 Other miscellaneous items	2,77,24	..	.
25 Deduct—Interest during construction		..	.
26. TOTAL	3,09,50	..	..
27. ***Total Central***	7,89,02,03	27,46,64	3·48
Provincial.			
28 Assam (Jorhat)	13,22	..	.
29. United Provinces (Distillery siding)	1,39	..	..
30. ***Total Provincial***	14,61	..	..
31. ***Grand Total***	7,89,16,64	27,46,64	3·48

Notes—For State lines worked by companies the net revenue receipts and consequently the net gain or loss 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 1936 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		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	..	..	30	..	.	1 Aden.
..	1,96,92	1,96,92	.	1,18,04	—2 29	2 Eastern Bengal
..	5,94,39	5,94,39	1,03,56	.	0·70	3 East Indian (including South Bihar).
..	4,53,75	4,53,75	24,40		0·22	4 North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
.	1,37,52	1,37,52	..	2,09,65	—6·17	5. North Western (Military).
..	4,29,13	4,29,13	..	66,94	—0·58	6 Great Indian Peninsula
..	8,78	8,78	..	8,78	—4·60	7. Coal Department
..	1,46,72	1,46,72	.	68,47	—1·96	8 Burma.
..	19,67,21	19,67,21	..	3,43,62	—0·69	9 Total.
						State Lines worked by Companies or Indian States.
..	91,63	91,63	..	65,05	—2·71	10 Assam-Bengal.
.	3,30,80	3,30,80	..	66,17	—0·85	11. Bengal Nagpur.
	1,91	1,91	3,28	.	7·20	12 Bezwada Extension including D. K. extension (N S).
14,79	2,78,22	2,93,01	2,02,47	.	2·75	13 Bombay, Baroda and Central India.
..	4,62	4,62	11,81	.	10 57	14 Jodhpur-Hyderabad (British Section) (Jodhpur).
1,20	9,40	10,60	10,09	.	4 01	15 Lucknow-Bareilly (R & K.).
26,77	2,29,01	2,55,78		2,53	—0 05	16 Madras and Southern Mahratta
6,62	1,73,88	} 1,82,17	2,05		0·05	17 South Indian
	63					18 Travancore (British Section) (S. I).
	1,04					19 Travancore (Indian State Section). (S. I).
1,57	37,55	39,12	42,34	..	4·23	20 Tirhoot (B & N W).
	..	..	..	2,24,88		21 Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous.
50,95	11,58,69	12,09,64	.	86,59	—0·30	22. Total
						Miscellaneous Items.
..	1 07	1,07		1,07	—3·32	23 Abandoned Projects, etc.
..	12,20	12,20		12,20	—4·40	24 Other miscellaneous items
..	17	17	..	17	..	25 Deduct -Interest during construction.
..	13,10	13,10	..	13,10	—4·23	26 Total
50,95	31,39,00	31,89,95	..	*4,43,31	—0·56	27 **Total Central.**
						Provincial.
.	44	44	.	44	—3 33	28 Assam (Jorhat)
..	7	7	..	7	—5 04	29 United Provinces (Distillery siding).
..	51	51	.	51	—3·49	30 **Total Provincial.**
50,95	31,39,51	31,90,46	..	4,43,82	—0 56	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 financial results of the working of railways owned by the state appearing in Chapter II of Vol. I of this Report

*The total loss (Central) for the year is:—

	Rs
Loss as per column 9 above	4,43,31
Deduct—Miscellaneous Railway Receipts	79,86
Government share of surplus profits from subsidized Companies	22,95
Add—Miscellaneous Railway expenditure	58,90
Net Loss	3,99,40

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

Railways	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ 1 s. 6 d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State							
(i) Open lines.							
Aden	..	..	..	..	..	..	..
Eastern Bengal	..	5,28,82	5,65	53	31	17,14	23,63
East Indian (including South Bihar)	..	49,58,45	88,70	19,18	3,90	9,88	1,21,66
Great Indian Peninsula (including Bhopal State).	..	49,09,94	—3,79	—38,50	45	—11,47	—53,31
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme	.	12,59,60	56,27	—4,59	31	2,65	54,64
North Western (Military)		..	60	—3	17	*—6,62	—5,88
Coal Department	..	.	—4,75	..	..	—5	—4,80
Burma	..	.	31	—12,35	32	—57	—12,29
Total I (i)	..	1,16,56,81	1,42,99	—35,76	5,46	10,96	1,23,65
(ii) New Constructions							
Eastern Bengal	..	..	3,47	..	8	—19	3,36
East Indian	..	.		..	—74	—7	—73
Great Indian Peninsula	..		—14	..	—2	..	—16
North Western (Commercial)	..	..	6	..	11	4	21
North Western (Military)	.	.	.	..	..	.	..
Burma	.	.	4,57	.	—3,66		91
Total I (ii)	..	..	8,04	..	—4,23	—22	3,59
II.—State Lines worked by Companies or by Indian States							
(i) Open Lines							
†{ Assam-Bengal—I			6	..			6
†{ Assam-Bengal—II	.	.	10,29	5,79	.	6	16,14
Bengal-Nagpur			13,93	7,25	2	8,36	29,56
Beswada Extension (N. S.)		..	6	.		..	6
Bombay, Baroda and Central India	.	19,40,92	14,91	6,12	66	—6,72	14,97
Total Companies' Lines (Open lines)							
Carried over	..	19,40,92	39,25	19,16	68	1,70	60,79

* Includes (1) Campbellpur Reserve —91, and (2) Frontier Railway Reserve —5,83.

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

Railways on the 31st March 1936.

(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
						Central.
						I.—State Lines worked by the State
						(i) Open Lines.
..	..		.	.	.	Aden.
29,07,78	11,77,26	1,82,31	68,69	43,36,04	48,64,86	Eastern Bengal.
53,42,59	35,37,72	2,39,18	1,51,10	92,70,59	1,42,29,04	East Indian (including South Bihar).
47 91,59	15,01,42	1,76,40	1,15,17	65,84,58	1,14,94,52	Great Indian Peninsula (including Bhopal State)
69,50,86	23,57,89	3,38,27	1,47,29	97,94,31	1,10,53,91	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
26,61,60	4,87,56	1,77,55	(c) 73,97	34,00,68	34,00,68	North Western (Military)
1,84,46	.		6,49	1,90,95	1,90,95	Coal Department
24,05,51	6,50,68	2,24,38	39,95	33,20,52	33,20,52	Burma
2,52,44,39	97,12,53	13,38,09	6,02,66	3,68,97,67	4,85,54,48	Total I (i).
						(ii) New Constructions.
2,70,08		24,91	4	2,95,03	2,95,03	Eastern Bengal
4,46,90	..	49,90	57	4,97,37	4,97,37	East Indian.
5,60	..	2,90	..	8,50	8,50	Great Indian Peninsula.
2,07,39		30,90	4	2,38,33	2,38,33	North-Western (Commercial).
..	.		..			North-Western (Military).
1,49,94	..	20,86	.	1,70,80	1,70,80	Burma
10,79,91		1,29,47	65	12,10,03	12,10,03	Total I (ii).
						II.—State Lines worked by Companies or by Indian States.
						(i) Open Lines
82,62	..	.	.	82,62	82,62	Assam Bengal—I. †
15,49,54	4,82,25	1,59,19	14,25	22,05,23	22,05,23	Assam Bengal—II. †
42,61,30	26,18,05	2,89,17	1,12,43	72,80,95	72,80,95	Bengal Nagpur.
16,87	..	1,17	..	18,04	18,04	Bezwada Extension (N S.)
37,22,84	14,26,09	1,89,82	94,38	54,33,13	73,74,05	Bombay, Baroda and Central India.
						Total Companies' Lines (Open Lines).
96,33,17	45,26,39	6,39,35	2,21,06	1,50 19,97	1,69,60,89	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 14,72 and (2) Frontier Railway Reserve 48.91.

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

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ 1*s.* 6*d.* to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	19,40,92	39,25	19,16	68	1,70	60,79
Jodhpur . . .	..	..	2,11	..	..	1	2,12
Lucknow-Bareilly (R & K.) .	..	..	1,78	1,88	—2	—45	3,19
Madras and Southern Mahratta (excluding Mysore State).	.	17,47,74	9,51	4,83	55	6,44	21,33
Dhone-Kurnool. (N S.) . .	..	..	4	..	..	..	4
South Indian	..	7,63,49	19,77	8,24	—12,52	—36	15,13
Coonoor-Ootacamund (S. I.)	..	..	.	.		..	
Travancore (British Section) (S I.)	..	..	5		..	..	5
Travancore (Indian State Section) (S. I.).	..	.	5	—1	.	..	
Tirhoot (B & N. W.) . .	..	..	—6,06	6,64	..	2,45	3,03
Mashrak-Thawe Extension . .	..	..	12	..	.	..	12
Total II (i) . .	..	44,52,15	66,62	40,74	—11,31	9,79	1,05,84
II (ii)—*New Constructions.*							
†{Assam Bengal I . .		.		..	..	..	
†{Assam Bengal II	.	..	11,45	.	2,90	30	14,65
Bengal Nagpur		.	9	..	—2	..	7
Jodhpur		.	7,69	..	38	..	8,07
Madras and Southern-Mahratta .		..		..	..	..	
South Indian . .			2,31	.	34	3	2,68
Tirhoot (Mashrak-Thawe Extension)		.		..	..	..	
Total II (ii)	.	..	21,54	..	3,60	33	25,47
III.—Miscellaneous Items.							
Abandoned Projects, etc. . .	.	.	..	..	..	..	..
Controller of Railway Accounts—Account Current.		..	..	..	—81	..	—81
Total III .	..	.	..	..	—81	..	—81
Total Central I (i)—III	..	1,61,08,96	2,39,19	4,98	—7,29	20,86	2,57,74
IV.—Provincial							
Assam (Jorhat)	.	..	..	..	..	..	..
United Provinces (Distillery Siding)	.	..	.	..	..	..	.
Total IV.—Provincial .	.	..	..	..	..	..	..
Grand Total I (i)—IV .	..	1,61,08,96	2,39,19	4,98	—7,29	20,86	2,57,74

† 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 1936—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
96,33,17	45,26,39	6,39,35	2,21,06	1,50,19,97	1,69,60,89	Total Companies' Lines (Open Lines)—Brought forward
86,63		3,08	8	89,79	89,79	Jodhpur
1,64,52	73,56	8,87	4,55	2,51,50	2,51,50	Lucknow-Bareilly (R & K)
21,81,30	9,85,94	1,51,95	54,45	33,73,64	51,21,38	Madras and Southern Mahratta (excluding Mysore State).
25,19	.	2,32		27,51	27,51	Dhone-Kurnool (N. S.).
17,39,82	8,22,05	1,23,11	50,54	27,35,52	34,99,01	South Indian
29,97	19,10	3,30		52,37	52,37	Coonoor-Ootacamund (S. I.).
43,02	6,40	5,24		54,66	54,66	Travancore (British Section) (S. I.).
99,79	25,63	13,59		1,39,01	1,39,01	Travancore (Indian State Section)—(S. I.)
3,69,92	5,16,76	48,95	41,03	9,76,66	9,76,66	Tirhoot (B & N. W.)
18,36	2,99	2,22		23,57	23,57	Mashrak-Thawe Extension.
1,43,91,69	69,78,82	10,01,98	3,71,71	2,27,44,20	2,71,96,35	TOTAL II (a).
						II (b)—*New Constructions*
14,55	..	..	.	14,55	14,55	Assam Bengal I †
84,31	..	9,46	30	94,07	94,07	Assam Bengal II †
4,37,99	..	56,11	.	4,94,10	4,94,10	Bengal Nagpur
21,23		76	..	21,99	21,99	Jodhpur
1,88,49	.	16,86	..	2,05,35	2,05,35	Madras and Southern Mahratta.
7,39,24	..	62,34	3	8,01,61	8,01,61	South Indian
						Tirhoot (Mashrak-Thawe Extension).
14,85,81		1,45,53	33	16,31,67	16,31,67	TOTAL II (b)
						III—Miscellaneous Items.
32,26				(c) 32,26	32,26	Abandoned Projects, etc
2,43,39	.	(d) 33,85	..	2,77,24	2,77,24	Controller of Railway Accounts—Account Current
2,75,65	.	33,85	..	3,09,50	3,09,50	TOTAL III
4,24,77,45	1,66,91,35	26,48,92	9,75,35	6,27,93,07	7,89,02,03	Total Central I (a)—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.
4,24,86,27	1,66,96,05	26,49,33	9,76,03	6,28,07,68	7,89,16,64	GRAND TOTAL I (a)—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 is not available.

(d) Includes 34,84 on account of investment in share of Branch Line Companies.

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

Railway.	Gauge	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs	Rs.	Rs.	Rs.	Rs.
						1. BRANCH LINE COMPANIES
Open Lines						(A) Worked by the Branch
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bankura-Damodar River	,,	1	—2	*Nil*	—5	—6
Burdwan-Katwa	,,	*Nil*	*Nil*	*Nil*	7	7
Futwah-Islampur	,,	6	*Nil*	*Nil*	1	7
Kalighat-Falta	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total 1-(A)	..	7	—2	*Nil*	3	8
Open Lines						(B) Worked by the
Hardwar-Dehra (E. I.)	5′ 6″	34	*Nil*	18	*Nil*	52
Chaparmukh-Silghat (A. B.)	3′ 3½″	—23	*Nil*	*Nil*	*Nil*	—23
Katakhal Lalabazar (A. B.)	,,	1	*Nil*	*Nil*	*Nil*	1
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total 1-(B)	..	12	*Nil*	18	*Nil*	30
Open Lines						2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	12	*Nil*	*Nil*	*Nil*	12
Phagwara-Rahon (N. W.)	,,	6	*Nil*	*Nil*	*Nil*	6
Mandra-Bhaun (N. W.)	,,	8	*Nil*	*Nil*	*Nil*	8
Sara-Sirajganj (E. B)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Sialkot-Narowal (N W.)	,,	22	*Nil*	8	*Nil*	30
Tapti Valley (B, B. & C. I.)	,,	14	*Nil*	3	*Nil*	17
Ahmedabad Parantij (B, B. & C. I.)	3′ 3½″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Champaner-Shivrajpur-Pani Light (B, B & C. I)	2′ 6″	3	*Nil*	*Nil*	*Nil*	3
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	,,	1	2	*Nil*	*Nil*	3
Godhra-Lunavada (B., B & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	4	*Nil*	*Nil*	*Nil*	4
Khulna Bagerhat (E. B)	,,	*Nil*	9	*Nil*	*Nil*	9
Larkana-Jacobabad (N. W.)	,,	2	*Nil*	*Nil*	*Nil*	2
Mayurbhanj (B. N.)	,,	*Nil*	3	*Nil*	*Nil*	3
Nadiad Kapadvanj (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2′ 0″	7	*Nil*	*Nil*	*Nil*	7
Total (2)	..	78	14	11	*Nil*	1,03

year 1935-36 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries)	Stores, etc., not finally charged off in the Accounts.	Total	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
					OPEN LINES
line Company.					
16,27	2,38	2,06	2	20,73	Ahmadpur-Katwa.
30,03	5,61	3,90	47	40,01	Bankura-Damodar River.
14,48	3,64	1,71	57	20,40	Burdwan-Katwa.
16,77	2,70	*Nil*	4	19,51	Futwah-Islampur
15,06	6,98	1,64	45	24,13	Kalighat-Falta.
92,61	21,31	9,31	1,55	1,24,78	TOTAL 1-(A).
					OPEN LINES.
Main Line.					
31,01	*Nil*	4,59	*Nil*	35,60	Hardwar-Dehra (E. I.).
33,30	*Nil*	1,72	*Nil*	35,02	Chaparmukh-Silghat (A. B.)
15,80	*Nil*	1,39	*Nil*	17,19*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
82,12	1,17	7,89	*Nil*	91,18	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
					Hoshiarpur-Doab (N. W.)—
33,65	*Nil*	2,77	*Nil*	36,42	Jullundur-Mukerian (N. W.).
26,35	*Nil*	2,40	*Nil*	28,75	Phagwara-Rahon (N. W.).
23,85	*Nil*	3,13	*Nil*	26,98	Mandra-Bhaun (N. W.).
92,28	*Nil*	5,83	*Nil*	98,11	Sara-Sirajganj (E. B).
28,94	*Nil*	2,55	*Nil*	31,49	Sialkot-Narowal (N. W.).
1,26,11	*Nil*	10,99	*Nil*	1,37,10	Tapti Valley (B., B & C. I.).
33,99	3	4,04	*Nil*	38,06	Ahmedabad-Parantij (B., B & C. I.).
11,28	6,38	3,43	*Nil*	21,09	Champaner-Shivrajpur-Pani Light (B., B. & C I).
8,41	2,34	1,85	*Nil*	12,60	Dhond-Baramati (G. I P.).
59,65	18,87	15,09	*Nil*	93,61	Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
8,94	1,80	3,42	*Nil*	14,16	Godhra-Lunavada (B., B. & C. I.).
17,50	5,31	1,67	*Nil*	24,48	Jacobabad-Kashmor (N. W.).
6,72	1,52	78	*Nil*	9,02	Khulna-Bagerhat (E. B.).
20,32	6 75	3,54	*Nil*	30,61	Larkana-Jacobabad (N. W.).
24,12	61	*Nil*	*Nil*	24,73	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	Pachora-Jamner (G I P.).
41,71†	6,67†	9,63†	*Nil*	58,01	Darjeeling-Himalayan Extensions.
5,84,71	57,03	77,61	*Nil*	7,19,35	TOTAL (2).

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

† The difference is sub-head figures is due to redistribution of expenditure according to revised classification.

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

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	3′ 3⅜″	10	*Nil*	*Nil*	*Nil*	10
Mymensingh-Bhairab Bazar (A. B.)	,,	46	*Nil*	*Nil*	*Nil*	46
Total (3)	..	56	*Nil*	*Nil*	*Nil*	56
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Bengal and North-Western	3′ 3⅜″	4,31	8,79	—1	4	13,13
Bengal Dooars Extensions*	,,	37	3	*Nil*	—25	15
Mirpur Khas-Khadro* (Jodhpur)	,,	32	*Nil*	*Nil*	*Nil*	32
Rohilkund and Kumaon	,,	1,34	1,32	*Nil*	*Nil*	2,66
Barsi Light*	2′ 6″	14	—52	2	—11	—47
Debri-Rohtas Light	,,	5	*Nil*	*Nil*	—7	—2
Shahdara (Delhi)-Saharanpur Light*	,,	13	2	*Nil*	18	33
Matheran Light*	2′ 0″	*Nil*	10	*Nil*	*Nil*	10
Total (4)	..	6,66	9,74	1	—21	16,20
5. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Dibru-Sadiya	3′ 3⅜″	11	.	..		11
Darjeeling-Himalayan	2′ 0″	*Nil*	*Nil*	*Nil*	—27	—27
Total (5)	..	11	*Nil*	*Nil*	—27	—16
Open Lines.						**6. UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	—5	—5
Jessore Jhenidah	,					Figures not
Parlakimedi Light (B. N.)	,,	15	15	*Nil*	*Nil*	30
Tezpore Balipara Light§	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kulasekarapatnam Light.	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Trivellore Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (6)	..	15	15	*Nil*	—5	25

* Receives land only from Government.

§ This line having ceased to be subsidized by the District Board has been shown under "6. Unassisted Companies Lines" instead of under "8. Companies' lines subsidised by District Board".

year 1935-36 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.					
60,85	2,96	2,56	2,00	68,37	Jamnagar-Dwarka.
1,16,85	*Nil*	7,00	*Nil*	1,23,85	Mymensingh-Bhairab Bazar (A B.).
1,77,70	2,96	9,56	2,00	1,92,22	Total (3).
GOVERNMENT OF INDIA.					
					Open Lines
8,29,14‡	2,71,54	91,76	5,95	11,98,39	Bengal and North-Western.
93,60	16,18	8,61	3,18	1,21,57	Bengal Dooars Extensions *
8,90	*Nil*	58	*Nil*	9,48	Mirpur Khas- Khadro* (Jodhpur).
1,34,28	57,97	12,94	*Nil*	2,05,19	Rohilkund and Kumaon.
1,27,59	48,66	7,99	1,80	1,86,04	Barsi Light *
7,66	3,85	41	56	12,48	Dehri-Rohtas Light
35,72	14,01	*Nil*	1,28	51,01	Shahdara (Delhi)-Saharanpur Light.*
11,95	42	7	*Nil*	12,44†	Mathoran Light *
12,48,84	4,12,63	1,22,36	12,77	17,96,60	Total (4).
					Open Lines.
BY LOCAL GOVERNMENTS.					
74,18	59,88	18,18	1,50	1,53,74	Dibru-Sadiya
32,57	12,50	2,90	2,33	50,30	Darjeeling-Himalayan
1,06,75	72,38	21,08	3,83	2,04,04	Total (5).
COMPANIES' LINES.					Open Lines.
16,94	*Nil*	*Nil*	*Nil*	16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya)
8,80	2,76	1	18	11,75	Bengal Provincial.
available.					Jessore Jhenidah.
18,34	5,31	2,16	*Nil*	25,81	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.
51,67	12,89	2,48	18	67,22	Total (6).

† Includes 11,95 being the capital outlay to the end of 1927-28, 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	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
Open Lines.						
Tenali-Repalle (M. & S. M.)	5′ 6″	1	*Nil*	*Nil*	*Nil*	1
Bezwada-Masulipatam (M. & S. M.)	3′ 3⅜″	50	*Nil*	1	*Nil*	51
Pedanur-Pollachi (S. I.)	,,	—1	—1,74	*Nil*	*Nil*	—1,75
Tinnevelly-Tiruchendur (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (7)	..	50	—1,74	1	*Nil*	—1,23
8. COMPANIES' LINES SUBSIDIZED BY						
Open Lines.						
Bengal Dooars	3′ 3⅜″	77	*Nil*	2	*Nil*	79
Arrah-Sasaram Light	2′ 6″	10	21	*Nil*	6	37
Baraset-Basirhat Light	,,	19	9	*Nil*	1	29
Bukhtiarpur-Bihar Light	,,	*Nil*	23	*Nil*	—5	18
Howrah-Amta Light	2′ 0″	13	5	*Nil*	88	106
Howrah Sheakhala Light	,,	*Nil*	15	*Nil*	14	29
Total (8)	..	1,19	73	2	1,04	2,98

1935-36 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.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,83	*Nil*	1,14	*Nil*	15,97	Tenali-Repalle (M. & S. M.).
23,15	*Nil*	1,60	*Nil*	24,75	Bezwada-Masulipatam (M. & S. M.)
8,86	5 12	1,26	*Nil*	15,24	Podanur-Pollachi (S. I.).
24 56	*Nil*	2,49	*Nil*	27,05	Tinnevelly-Tiruchendur (S. I.).
71,40	5,12	6,49	*Nil*	83,01	TOTAL (7)
DISTRICT BOARDS.					OPEN LINES.
33,94	7,36	2,59	*Nil*	43,89	Bengal Doars.
18,79	6,56	*Nil*	22	25,57	Arrah-Sasaram Light.
19,38	6,43	*Nil*	25	6,06	Baraset-Basirhat Light.
10,55	4,68	*Nil*	8	15,31	Bukhtiarpur-Bihar Light
18,23	12,00	*Nil*	1,64	31,87	Howrah-Amta Light
4,99	3,16	*Nil*	41	8,56	Howrah Sheakhala Light.
1,05,88	40,19	2,59	2,60	1,51,26	TOTAL (8).

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

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						9. INDIAN STATE LINES WORKED
(a) Open Lines.						
Nizam's State †	5′ 6″	5,11	65	8	—1,94	3,90
Bhavnagar State	3′ 3½″	1,00	1,46	*Nil*	—52	1,94
Bikaner State	,,	99	—27	*Nil*	—3	69
Gaekwar's Baroda State (Mehsana)	,,	61	3,31	*Nil*	*Nil*	3,92
Gondal	,,	3,59	56	1	8	4,24
Jetalsar-Rajkot (Gondal)	,,	20	*Nil*	*Nil*	—20	*Nil*
Jodhpur	,,	24	5,07	*Nil*	28	5,59
Junagad State	,,	2,96	1,91	20	3,58	8,65
Morvi	,,	2,00	1,53	*Nil*	—25	3,28
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu-Anandapuram)	,,	3,50	3,18	5	—67	6,06
Porbandar State	,,	—49	29	*Nil*	—17	—37
Udaipur-Chitorgarh	,,	7,19	1,12	16	—30	8,17
Rodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cutch State	,,	18	47	*Nil*	1,96	2,61
Dholpur State*	,,	7	2	*Nil*	*Nil*	9
Gaekwar's Baroda State	,,	—8	—45	*Nil*	43	—10
Kolar District	,,	*Nil*	3	*Nil*	*Nil*	3
Gwalior Light	2′ 0″	6	*Nil*	*Nil*	*Nil*	6
Tarikere-Narasimharajapura Light (Mysore)	,,	3	21	*Nil*	*Nil*	24
Total (a)	..	27,16	19,09	50	2,25	49,00
(b) Lines under construction.						
Tahsil Bhadra to Sadulpur (Bikaner State)	3′ 3½″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Anandapuram to Sagra (Mysore)	,,	54	*Nil*	8	*Nil*	62
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	3,26	*Nil*	11	*Nil*	3,37
Sasan to Visavadar (Junagad)	,,	33	*Nil*	2	*Nil*	35
Prachi Road to Kodinar (Gaekwar's Baroda State)	,,	1,09	*Nil*	4	*Nil*	1,13
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	5,22	*Nil*	25	*Nil*	5,47
Total (9) [=a+b]	..	32,38	19,09	75	2,25	54,47

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

† Includes figures for Metre Gauge.

1935-36 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.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) OPEN LINES.
10,36,77	2,83,51	92,16	24,64	§ 14,37,08	Nizam's State.†
1,59,27	70,05	7,51	4,55	2,41,38	Bhavnagar State
2,63,27	90,46	5,64	5,23	3,64,60	Bikaner State.
1,40,32	24,37	11,00	*Nil*	1,75,69	Gaekwar's Baroda State (Mehsana).
71,68	34,72	2,49	3,51	1,12,40	Gondal.
27,67	*Nil*	90	—5	28,52	Jetalsar-Rajkot (Gondal).
2,26,24	1,72,72	1,83	9,21	4,10,00	Jodhpur.
1,05,03	30,39	4,40	9,31	1,49,13	Junagad State.
68,64	36,35	2,23	2,34	1,09,56	Morvi.
††2,29,49	††83,65	††20,16	††4,74	††3,38,04	Mysore (including Birur-Shimoga Chickjajur-Chitaldrug, Mysore Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar, Shimoga-Arsalu Sections and Arsalu—Anandapuram).
14,35	11,77	1,06	1,12	28,30	Porbandar State.
98,43	18,17	4,78	63	1,22,01	Udaipur-Chitorgarh
9,37	*Nil*	1,19	*Nil*	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
15,91	3,39	2,08	1,96	23,34	Cutch State.
11,58	4,38	51	*Nil*	16,47	Dholpur State.*
2,23,26	55,74	20,92	6,95	3,06,87	Gaekwar's Baroda State
14,47	11,46	1,50	17	27,60	Kolar District
1,01,40	15,22	6,01	*Nil*	1,22,63	Gwalior Light.
9,21	3,16	76	—2	13,11	Tarikere-Narasimharajapura Light (Mysore)
28,26,36	9,49,51	1,87,13	74,29	40,37,29	TOTAL (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
71	*Nil*	*Nil*	*Nil*	71	Tahsil Bhadra to Sadulpur (Bikaner State).
54	*Nil*	8	*Nil*	62	Anandapuram to Sagra (Mysore).
56,53	*Nil*	1,80	*Nil*	58,33	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)
60	*Nil*	2	*Nil*	62	Sasan to Visavadar (Junagad)
2,25	*Nil*	5	*Nil*	2,30	Prachi Road to Kodinar (Gaekwar's Baroda State)
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State)
61,50	*Nil*	2,02	*Nil*	63,52	TOTAL (*b*).
28,87,86	9,49,51	1,89,15	74,29	41,00,81	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.

†† Includes the outlay on Arsalu-Anandapuram Construction shown last year under "lines under construction". Taken under open lines this year as the line has been opened for traffic.

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

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs	Rs	Rs
OPEN LINES						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	13	*Nil*	*Nil*	*Nil*	13
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Bina-Goona-Baran (G. I. P.)	,,	1	*Nil*	*Nil*	*Nil*	1
Jammu and Kashmir (Indian State section) (N.W.)	,,	11	*Nil*	*Nil*	*Nil*	11
Jind-Panipat (Indian State section) (N. W.) .	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.) . . .	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ludhiana-Dhuri-Jakhal (N. W.) .	,,	7	*Nil*	*Nil*	*Nil*	7
Nagda-Ujjain (B. B. & C. I.)	,,	8	*Nil*	*Nil*	*Nil*	8
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	,,	5	*Nil*	*Nil*	*Nil*	5
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rajpura-Bhatinda (N. W.) . . .	,,	11	*Nil*	*Nil*	*Nil*	11
Shoranur-Cochin (S. I.)	,,	—1,10	63	—83	4	—126
Sirhind Rupar (N. W.)‡	,,	3	*Nil*	*Nil*	*Nil*	3
Bangalore-Harihar (M. & S. M.) . .	3′ 3½″	93	18	*Nil*	16	1,27
Cooch Behar State (E. B.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Dhrangadra (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Hindupur (Yesvantpur-Mysore 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*
Okhamandal (Jamnagar Dwarka) . . .	,,	*Nil*	—29	*Nil*	*Nil*	—29
Palanpur Deesa (B. B. & C. I.) . . .	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).	,,	—4	*Nil*	—6	*Nil*	—10
Jamnagar (Jamnagar Dwarka) . . .	,,	—1	—2	*Nil*	*Nil*	—3
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Piplod Devgad Baria (B. B. & C. I.) . .	,,	4	*Nil*	*Nil*	*Nil*	4
Rajpipla State (B. B. & C. I.)†. . . .	,,	2	24	*Nil*	*Nil*	26
TOTAL (10) . .	..	41	74	—89	20	46

* 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.

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

1935-36 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.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					OPEN LINES.
81,26	*Nil*	12,30	*Nil*	93,56	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Harsi* (G. I. P.)
75,11	*Nil*	6,96	*Nil*	82,07	Bhopal Ujjain (G. I. P.).
93,75	18	8,24	*Nil*	1,02,17	Bina-Gooma-Baran (G. I. P.).
10,95	*Nil*	60	*Nil*	11,55	Jammu and Kashmir (Indian State section). (N. W.)
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.)
47,29	*Nil*	2,29	*Nil*	49,58	Ludhiana-Dhuri-Jakhal (N. W.).
21,09	*Nil*	1,72	*Nil*	22,81	Nagda-Ujjain (B. B. & C. I.)
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.).
9,02	*Nil*	32	*Nil*	9,34	Petlad-Cambay (T. pur-Caby sec.) (B. B. & C. I.).
76,95	*Nil*	2,69	*Nil*	79,64	Rajpura-Bhatinda (N. W.).
92,35	63	11,47	37	1,04,82	Shoranur-Cochin (S. I.).
29,53	*Nil*	2,08	*Nil*	31,61	Sirhind Rupar (N. W.).‡
1,18,69	53,98	5,52	2,24	1,80,43	Bangalore Harihar (M. & S. M.).
19,77	1,03	94	*Nil*	21,74	Cooch Behar State (E. B.)
14,39	4	67	*Nil*	15,10	Dharwadra (B. B. & C. I.).
24,52	*Nil*	1,44	*Nil*	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)
72,93	*Nil*	3,39	30	76,62	Jaipur State (B. B. & C. I.).
22,39	*Nil*	1,21	*Nil*	23,60	Kolhapur State (M. & S. M.).
25,73	11,99	2,04	1,00	40,76	Okhamandal (Jamnagar Dwarka).
5,80	*Nil*	15	*Nil*	5,95	Palanpur-Deesa (B. B. & C. I.).
66,21	5,76	8,28	*Nil*	80,25	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
30,22	16,75	95	2,00	49,92	Jamnagar (Jamnagar Dwarka).
1,95	*Nil*	10	*Nil*	2,05	Sangli State (M. & S. M.).
5,82	3,29	66	*Nil*	9,77	Piplod Devgad Baria (B. B. & C. I.)
14,71	3,31	1,19	*Nil*	19,21	†Rajpipla State (B. B. & C. I.).
10,65,26	96,96	79,29	6,01	12,47,52	TOTAL (10).

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

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts	Total.
1	2	3	4	5	6	7
		Rs.	Rs	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore) .	2′ 6″	*Nil*	1	*Nil*	*Nil*	1
TOTAL (11)	..	*Nil*	1	*Nil*	*Nil*	1
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Karaikkal (S. I.) .	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pondicherry (S. I.	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
West of India Portuguese (M. & S. M.) .	,,	‡54	..	..	..	54
TOTAL (12) .	..	54	*Nil*	*Nil*	*Nil*	54
13. TOTAL (1) TO (12). .	.	43,47	28,84	19	2,99	75,49
4. Miscellaneous . .	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total . .	..	43,47	28,84	19	2,99	75,49

‡ Represents total figure, the details being not available.

*1935-36 of **other than State-owned** Railways (In thousands of rupees)*—concld.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,43	5,95	1,76	*Nil*	16,14	Bangalore-Chick Ballapur Light. (Mysore).
8,43	5,95	1,76	*Nil*	16,14	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.).
5,37	*Nil*	36	*Nil*	5,73	Pondicherry (S. I.).
‡2,26,19	..	..	..	2,26,19	West of India Portuguese (M. & S. M.).
2,37,69	*Nil*	1,50	*Nil*	2,39,19	TOTAL (12).
67,20,92	16,78,10	5,31,07	1,03,23	90,33,32	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	**14. Miscellaneous.**
67,29,15	16,78,10	5,31,71	1,03,23	90,42,19	**15. Grand Total.**

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

‡ Represents the total figure, details not being available.

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

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines. Earnings	Suspense.	Total (Cols. 2 and 3).	Deduct Refunds.	Gross receipts (Cols. 4—5).	Working For the Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7	8	9
State Lines worked by the State.								
Aden	..	..	..	..	..	39	..	..
East Indian	18,86,51	—4	18,86,47	14	18,86,33	9,40,13	1,84,43	2,40,18
Eastern Bengal	5,44,53	—11	5,44,42	53	5,43,89	3,71,73	1,27,51	85,17
North Western	16,50,05	—10,84	16,39,21	4,09	16,35,12	9,57,58	1,94,64	2,44,74
Great Indian Peninsula . . .	13,22,60	—9,78	13,12,82	2,96	13,09,86	7,20,47	1,13,32	2,02,09
Burma	3,62,03	82	3,62,85	52	3,62,33	2,24,98	26,52	58,38
Total .	57,65,72	—19,95	57,45,77	8,24	57,37,53	32,15,28	6,46,42	8,30,56
State Lines worked by Companies or by Indian States.								
Assam-Bengal	1,71,94	17	1,72,11	20	1,71,91	1,19,27	20,27	..
Bengal-Nagpur	8,76,11	48	8,76,59	50	8,76,09	5,52,93	56,87	..
Bezwada Extension and Dhone Kurnool	11,81	..	11,81	2	11,79	6,59	1	..
Bombay, Baroda and Central India .	11,97,15	—9,47	11,87,68	2,17	11,85,51	5,83,57	79,72	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	38,16	2,73	40,89	8	40,81	20,43	2,71	..
Lucknow-Bareilly (R. & K.) . .	70,58	19	70,77	21	70,56	28,22	1,88	..
Madras and Southern Mahratta (excluding Mysore State).	7,32,16	—58	7,31,58	1,13	7,30,45	3,91,11	60,36	..
South Indian (including Travancore) .	5,28,46	77	5,29,23	81	5,28,42	2,97,21	41,75	..
Tirhoot (B. & N. W.)	3,56,72	2,32	3,59,04	53	3,58,51	1,49,44	9,33	..
Contribution to Depreciation Reserve Fund on account of Company worked Lines and Miscellaneous.	..	..	..	..	..	3,43	—3,43	4,94,41
Total .	39,83,09	—3,39	39,79,70	5,65	39,74,05	21,52,20	2,69,47	4,94,41
Grand Total	97,48,81	—23,34	97,25,47	13,89	97,11,58*	53,67,48	9,15,89	13,24,97

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 6 above	97,11,58
Add—Miscellaneous Railway Receipts	79,86
Government share of surplus profits from the subsidized companies, etc. . .	22,95
Total Receipts	98,14,39

Revenue Receipts of State-owned Railways for the year 1935-36. (*In thousands of rupees.*)

Expenses.							
system including worked lines.		Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols 11—12)	Payment to Worked Lines.	Net Revenue Receipts of State owned Railways. (Cols 6—13—14)	Percentage of Ordinary Working Expenses on Earnings $\left(\frac{(\text{Col } 7)\times 100}{\text{Cols } 2—5}\right)$	Class and Name of Railway.
Suspense.	Total. (Cols. 7 to 10)						
10	11	12	13	14	15	16	17
							STATE LINES WORKED BY THE STATE.
—69	—30	..	—30	..	(*a*) 30	..	Aden.
33	13,65,07	1,84,43	11,80,64	7,74	6,97,95	49·84	East Indian.
—34	5,84,07	1,27,51	4,56,56	8,45	78,88	68·33	Eastern Bengal.
—3,04	13,93,92	1,94,64	11,99,28	29,82	(*b*)4,06,02	5·18	North Western.
—3,17	10,32,71	1,13,32	9,19,39	28,28	3,62,19	54·60	Great Indian Peninsula.
72	3,10,60	26,52	2,84,08	.	78,25	62·23	Burma.
—6,19	46,86,07	6,46,42	40,39,65	74,29	16,23,59	55 85	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES
—68	1,38,86	..	1,38,86	6,47	26,58	69·45	Assam-Bengal.
—1	6,09,79	..	6,09,79	1,67	2,64,63	63 15	Bengal-Nagpur.
..	6,60	..	6,60	..	5,19	55·89	Bezwada Extension and Dhone, Kurnool
—3,07	6,60,22	..	6,60,22	29,81	4,95,18	48·84	Bombay, Baroda and Central India
—7	23,07	..	23,07	1,31	16,43	53 65	Jodhpur-Hyderabad (British Section) (Jodhpur).
96	31,06	..	31,06	18,81	20,69	40·10	Lucknow-Bareilly (R. & K.).
—1,61	4,49,86	..	4,49,86	27,34	2,53,25	53·50	Madras and Southern Mahratta (excluding Mysore State).
—1,87	3,37,09	..	3,37,09	7,11	1,84,22	56 33	South Indian (including Travancore).
42	1,59,19	..	1,59,19	1,17,86	81,46	41·96	Tirhoot (B. & N W.)
—6	4,94,35	2,69,47	2,24,88	..	—2,24,88	..	Contribution to Depreciation Reserve Fund on account of Company worked Lines and miscellaneous.
—5,99	29,10,09	2,69,47	26,40,62	2,10,38	11,23,05	54·11	TOTAL.
—12,18	75,96,16	9,15,89	*66,80,27	2,84,67	27,46,64	55·14	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts
(*a*) Aden Railway, Commercial . .		—2,36	..	2,36
Aden Railway, Military . .	..	2,06	..	—2,06
Total .	..	—30	..	30
(*b*) N. W. Railway, Commercial . .	15,00,43	9,92,46	29,82	4,78,15
N. W. Railway, Military . . .	1,34,69	2,06,82	..	—72,13
Total .	16,35,12	11,99,28	29,82	4,06,02

	Rs.
*The total Expenditure on Railways for the year is :—	
Working expenses as per column 13 above	66,80,27
Payment to Worked Lines	2,84,67
Add :—Miscellaneous Railway Expenditure	58,90
Surplus profits paid to companies	50,95
Interest charges as per Statement 4	31,39,00
Total Expenditure. ..	1,02,13,79

4.—*Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1935-36.*

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	.	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,75	1,80,17	..	1,96,92
3. East Indian (including South Bihar).	2,009,015	..	.	..	2,009,015	2,66,48	3,27,87	4	5,94,39
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme	367,927	..	..	..	367,927	48,80	4,04,95	..	4,53,75
5. North Western (Military)	.	..	..	..	..	..	1,37,52	..	1,37,52
6. Burma	37,875	..	..	..	37,875	5,02	1,41,70	..	1,46,72
7. Great Indian Peninsula	986,538	..	..	..	986,538	1,30,86	2,98,27	..	,29,13
8 Coal Dept (Ry Collieries)	.	..	..	..		.	8,78	..	8,78
9 Total	3,527,582	..	..	..	3,527,582	4,67,91	14,99,26	4	19,67,21
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal	..	45,000	12,927	57,927	57,927	7,72	83,91	..	91,63
11. Bengal-Nagpur	.	105,000	134,697	239,697	239,697	31,96	2,98,84	..	3,30,80
12. Bezwada (including Dhone Kurnool)	..	..	..	..	..	..	1,91	..	1,91
13. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,32	2,05,40	7,50	2,78,22
14. Jodhpur (British Section) (Jodhpur).	.	..	..	..	.	.	4,62	..	4,62
15. Lucknow-Bareilly (R & K)	.	..	(a)20,482	20,482	20,482	2,32	7,08	..	9,40
16. Madras and Southern Mahratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,43,35	..	2,29,01
17. South Indian	148,053	35,000	104,580	139,580	287,633	38,35	1,35,53	..	1,73,88
18. Travancore (British Section) (S I)		..	..	..	..	..	63	..	63
19. Travancore (Indian State Section) (S I)	..	..	.	..	..	..	1,04	..	1,04
20. Tirhoot (B. & N. W)	..	..	80,326	80,326	80,326	10,71	26,84	..	37,55
21 Total	899,366	420,000	493,035	913,035	1,812,401	2,42,04	9,09,15	7,50	11,58,69
Miscellaneous Items									
22. Abandoned Projects, etc.	..	..	..	..	..	.	1,07	..	1,07
23. Other miscellaneous items.	..	..	..	..	..	(b)—1,25	13,45	..	12,20
Deduct —									
24. Interest during construction charged to Capital of the Bengal Nagpur and South Indian Railways.	..	..	..	..	..	..	16	..	16
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	1	..	1
25. Total	..	..	..	..	..	—1,25	14,35	..	13,10
26. ***Total Central***	4,426,948	420,000	493,035	913,035	5,339,983	7,08,70	24,22,76	7,54	31,39,00
Provincial Railways.									
27. Assam (Jorhat)	..	..	..	..	..	..	44	..	44
28 United Provinces (Distillery Siding).	..	..	..	..	..	..	7	..	7
29 Total Provincial	..	..	..	..	..	..	51	..	51
30. ***Grand Total***	4,426,948	420,000	493,035	913,035	5,339,983	7,08,70	24,23,27	7,54	31,39,51

(a) Represents interest on the State share of joint debenture stock.
(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company-worked Railways.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings (Col 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4 (Col 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I.									
Assam-Bengal	3′ 3⅜″	*1934-35*	*(a)25,41,44*	***1,92,08*	*1,36,10*	*55,98*	*70·85*	*2·20*	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1935-36	(a)25,72,53	††1,71,74	1,39,54	32,20	81·25	1·25	
Bengal and North-Western	3′ 3⅜″	*1934-35*	*21,82,34*	*3,46,36*	*1,58,05*	*1,88,31*	*45·63*	*8·63*	
		1935-36	21,98,62	¶¶3,56,19	¶1,67,24	1,88,95	46·95	8·59	
Bengal Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1934-35*	*77,95,63*	*8,14,97*	*5,75,50*	*2,39,47*	*70·62*	*3·07*	
		1935-36	78,25,59	8,75,59	6,09,80	2,65,79	69·64	3·40	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1934-35*	*(b)79,95,39*	*11,76,00*	*6,81,86*	*4,94,14*	*57·98*	*6·18*	(b) Includes Rs 8,08,405 being the capital outlay on the Patri Branch.
		1935-36	(b)77,74,17	11,94,98	6,63,29	5,31,69	55·51	6·84	
Burma	3′ 3⅜″	*1934-35*	*35,02,69*	*3,78,33*	*2,85,12*	*93,21*	*75·36*	*2·66*	
		1935-36	34,91,32	3,61,51	2,83,36	78,15	78 38	2·24	
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1934-35*	*52,38,85*	*5,58,14*	*4,45,67*	*1,12,47*	*79·80*	*2·15*	
		1935-36	52,88,76	5,44,00	4,56,90	87,10	84·00	1·65	
East Indian	5′ 6″	*1934-35*	*1,44,85,80* (c)	*18,87,84*	*11,80,76*	*7,07,08*	*62·54*	*4·88*	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1935-36	1,47,62,01 (c)	18,86,37	11,80,31	7,06,06	62 57	4 78	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1934-35*	*1,24,89,37*	*12,75,07*	*9,18,80*	*3,56,27*	*72·06*	*2·85*	
		1935-36	1,18,61,30	13,19,64	9,22,55	3,97,09	69·91	3·35	
Jodhpur	3′ 3⅜″	*1934-35*	*5,70,13*	*1,07,11*	*55,60*	*51,51*	*51·91*	*9·03*	
		1935-36	5,89,59	1,13,76	64,09	49,67	56 34	8·42	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1934-35*	*(d)60,38,20*	*‖7,56,89*	*‖4,48,26*	*‖3,08,63*	*‖59·20*	*‖5·11*	(d) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1935-36	(d)58,47,03	‖7,39,35	‖4,56,34	‖2,83,01	‖61·70	‖4·84	

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

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

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

‖ Includes Harbour receipts and expenditure.

** Excludes 4 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohangani Railway cross traffic.

†† „ 5 „ „ „ „ „ „ „ „

¶ Includes credits received for working the link (Rs. 3,94,673).

¶¶ Excludes Link earnings.

5. Statement of $\frac{\text{Capital at Charge}^{\ddagger}}{\text{Capital outlay}^{\dagger}}$, Revenue Earnings and Expenses for the years 1934-35 and 1935-36. —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—*concld.*									
Nizam's State	5′ 6″	*1934-35*	*14,78,62*	*1,38,49*	*69,61*	*68,88*	*50·26*	*6·39*	
		1935-36	14,82,63	1,36,31	69,06	66,35	51·32	6·13	
	3′ 3⅜″	*1934-35*	**	*75,50*	*49,86*	*25,64*	*66·05*	**	
		1935-36	**	75,61	51,12	24,49	67·61	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1934-35*	*1,17,89,76*	*14,57,14*	*10,44,58*	*4,12,56*	*71·69*	*3·50*	
		1935-36	1,17,68,83	15,11,27	9,95,50	5,15,77	65·87	4·38	
North Western (Military)	5′ 6″, and 2′ 6″	*1934 35*	*34,06,54*	*1,26,70*	*1,89,79*	*—63,09*	*149·79*	*—1·85*	
		1935-36	34,00,68	1,34,69	2,06,82	—72,13	153 56	—2·12	
North Western (Total)	..	*1934-35*	*1,51,96,30*	*15,83,84*	*12,34,37*	*3,49,47*	*77·94*	*2·30*	
		1935-36	1,51,69,51	16,45,96	12,02,32	4,43,64	73 05	2·92	
Rohilkund and Kumaon	3′ 3⅜″	*1934-35*	*(a)4,50,84*	*69,80*	*32,33*	*37,47*	*46 31*	*8·31*	(a) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1935-36	(a)4,56,69	70,37	31,63	38,74	44 95	8·48	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1934-35*	*47,68,47*	*5,52,32*	*3,22,08*	*2,30,24*	*58·31*	*4·83*	
		1935-36	47,87,02	5,27,65	3,38,96	1,88,69	64 24	3·94	
Total Class I Railways	..	*1934-35*	*8,47,34,07*	*99,12,74*	*65,93,97*	*33,18,77*	*66·52*	*3·92*	
		1935-36	8,41,06,77	1,00,19,03	66,37,41	33,81,62	66·25	4·02	
Class II.									
Barsi Light	2′ 6″	*1934-35*	*1,86,51*	*18,10*	*11,34*	*6,76*	*62·65*	*3·62*	
		1935-36	1,86,04	19,26	11,35	7,91	58·91	4·25	
Bengal Dooars	3′ 3⅜″	*1934 35*	*1,64,52*	*20,57*	*11,88*	*8,69*	*57·77*	*5·28*	
		1935-36	1,65,46	18,53	11,72	6,81	63·25	4·11	
Bhavnagar State	3′ 3⅜″	*1934-35*	*2,39,44*	*36,22*	*17,93*	*18,29*	*49·50*	*7·64*	
		1935-36	2,41,38	34,38	19,70	14,68	57·29	6·08	
Bikaner State	3′ 3⅜″	*1934-35*	*3,64,62*	*38,81*	*24,93*	*13,88*	*64·24*	*3·81*	
		1935-36	3,65,31	39,08	27,66	11,42	70·78	3·13	
Darjeeling Himalayan	2′ 0″	*1934-35*	*1,08,51*	*17,26*	*11,80*	*5,46*	*68·36*	*5·03*	
		1935-36	1,08,31	17,81	12,15	5,66	68·22	5·22	

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

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

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

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

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*

—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 II—*concld.*									
Dibru-Sadiya	3′ 3½″	*1934-35*	*1,70,57*	*20,99*	*12,97*	*8,02*	*61 79*	*4 70*	
		1935-36	1,70,68	20,28	12,63	7,65	62·28	4·48	
Gaekwar's Baroda State	3′ 3½″	*1934-35*	*1,72,94*	*23,34*	*13,38*	*9,96*	*57 33*	*5·79*	
		1935-36	1,77,99	23,05	14,11	8,94	61 21	5·09	
	2′ 6″	*1934-35*	*3,17,53*	*22,62*	*17,05*	*5,57*	*75·37*	*1·75*	
		1935-36	3,17,43	22,40	16,48	5,92	73·58	1·86	
Gondal	3′ 3½″	*1934-35*	*1,36,68*	*24,12*	*11,14*	*12,98*	*46·21*	*9·49*	
		1935 36	1,40,92	22,02	11,53	10,49	52·37	7·44	
Jamnagar Dwarka	3′ 3½″	*1934-35*	*1,59,27*	*14,91*	*8,55*	*6,36*	*57·32*	*4·00*	
		1935-36	1,59,05	14,78	7,89	6,89	53·41	4·33	
Junagad State	3′ 3½″	*1934-35*	*1,40,75*	*16,87*	*9,46*	*7,41*	*56·05*	*5·27*	
		1935-36	1,49,75	16,73	10,25	6,48	61·29	4·33	
Morvi	3′ 3½″	*1934-35*	*1,06,28*	*17,97*	*9,84*	*8,13*	*54·73*	*7·65*	
		1935-36	1,09,56	18,80	10,51	8,29	55·93	7·56	
Mysore	3′ 3½″	*1934-35*	*3,31,98*	*28,36*	*25,73*	*2,63*	*90·73*	*0·79*	
		1935-36	3,38,66	29,14	24,93	4,21	85·55	1·24	
	2′ 6″	*1934-35*	*43,70*	*2,94*	*2,67*	*27*	*90·79*	*0·62*	
		1935-36	43,74	3,20	2,66	54	83·12	1·23	
	2′ 0″	*1934-35*	*12,87*	*44*	*35*	*9*	*78 81*	*0·73*	
		1935-36	13,11	50	46	4	93 36	0·25	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1934-35*	*50,68*	*8,32*	*4,37*	*3,95*	*52·46*	*7·80*	
		1935 36	51,01	9,06	4,63	4,43	51·10	8·68	
Total Class II Railways	..	*1934-35*	*27,06,85*	*3,11,84*	*1,93,39*	*1,18,45*	*62·02*	*4·38*	
		1935-36	27,38,40	3,09,02	1,98,66	1,10,36	64·29	4·03	
Class III.									
Ahmadpur Katwa	2′ 6″	*1934-35*	*20,73*	*1,07*	*91*	*16*	*85·16*	*0·76*	
		1935-36	20,73	88	85	3	96·25	0·16	

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

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}\dagger}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*

—contd.

(In thousands of rupees.)

Railway System.	Gauge	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col 6 × 100 / Col. 5.)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4.)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs	Rs	Rs.			
CLASS III—*contd.*									
Arrah-Sasaram . . .	2′ 6″	*1934-35*	‖*25,04*	*3,54*	‖*2,47*	‖*1,07*	‖*69·76*	‖*4·20*	
		1935-36	25,57	3,55	2,39	1,16	67 20	4·55	
Bankura Damoodar River .	2′ 6″	*1934-35*	*40,07*	*1,33*	*1,31*	*2*	*98·29*	*0·06*	
		1935-36	40,01	1,11	1,46	—35	131·28	—0·87	
Barasat-Basirhat Light .	2′ 6″	*1934-35*	*25,77*	*4,96*	*4,01*	*95*	*80·70*	*3·70*	
		1935-36	26,06	5,46	4,34	1,12	79·51	4·29	
Bengal Provincial . .	2′ 6″	*1934-35*	*15,17*	*1,09*	*1,01*	*8*	*92·36*	*0·55*	
		1935-36	15,12	86	89	—3	103·84	—0·19	
Bukhtiarpur-Bihar Light .	2′ 6″	*1934-35*	*15,13*	*3,04*	*1,89*	*1,15*	*61·90*	*7·60*	
		1935-36	15,31	2,57	1,87	70	72 80	4·55	
Burdwan-Katwa . .	2′ 6″	*1934-35*	*20,33*	*1,42*	*1,17*	*25*	*82·17*	*1·25*	
		1935-36	20,40	1,13	1,13	..	99·93	..	
Cutch State . . .	2′ 6″	*1934-35*	*20,73*	*2,01*	*1,29*	*72*	*64·09*	*3·48*	
		1935-36	23,34	2,22	1,36	86	61 16	3·70	
Dehri-Rohtas Light . .	2′ 6″	*1934 35*	*12,50*	*2,32*	*1,29*	*1,03*	*55·59*	*8·24*	
		1935-36	12,48	1 89	1,25	64	66·40	5·08	
Dholpur-State . . .	2′ 6″	*1934-35*	*17,32*	*1,75*	*1,00*	*75*	*57·04*	*4·60*	
		1935-36	17,41	1,75	1,21	54	69·39	3·26	
Futwah-Islampur . .	2′ 6″	*1934-35*	*19,44*	*1,24*	*93*	*31*	*75·10*	*1·60*	
		1935-36	19,51	1,09	99	10	90·80	0·51	
Gwalior Light . . .	2′ 0″	*1934-35*	*1,22,57*	*7,25*	*5,98*	*1,27*	*82·52*	*1·03*	
		1935-36	1,22,63	7,53	5,58	1,95	74·10	1·59	
Howrah Amta Light . .	2′ 0″	*1934-35*	*30,81*	*9,22*	*6,26*	*2,96*	*67·88*	*9·50*	
		1935-36	31,87	8,78	6,33	2,45	72·12	7 67	
Howrah-Sheakhala Light .	2′ 0″	*1934-35*	*8,27*	*1,69*	*1,46*	*23*	*86·60*	*2·70*	
		1935-36	8,56	1,95	1,59	36	81·31	4·26	
Jagadhri Light . .	2′ 0″	*1934-35*	*1,13*	*13*	*12*	*1*	*91·44*	*1·02*	
		1935-36	1,13	12	12	..	99·72	0·03	

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

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

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

‖ Revised figures.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*

—concld. (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
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jessore-Jhenidah . .	2′ 6″	*1934-35*	§§	§§	§§	§§	§§	§§	
		1935-36	§§	§§	§§	§§	§§	§§	
Jorhat (Provincial) . .	2′ 0″	*1934-35*	*13,22*	*1,20*	*1,38*	*—18*	*115·15*	*—1·36*	
		1935-36	13,22	1,27	1,48	—21	116·82	—1·59	
Kalighat-Falta . . .	2′ 6″	*1934-35*	*24,13*	*1,55*	*1,61*	*—6*	*104·26*	*—0 25*	
		1935 36	24,13	1,51	1,58	—7	104·83	—0·29	
Kulasekarapatnam Light .	2′ 0″	*1934-35*	*5,54*	*74*	*76*	*—2*	*103.64*	*—0·48*	
		1935-36	5,54	70	69	1	98·44	0 19	
Matheran Light . .	2′ 0″	*1934-35*	*12,34*	*88*	*61*	*27*	*69·32*	*2 19*	
		1935-36	12,44	85	58	27	68·23	2 17	
Porbandar State . .	3′ 3⅜″	*1934-35*	*28,67*	*3,32*	*1,92*	*1,40*	*57.74*	*4·90*	
		1935-36	28,30	3,50	1,96	1,54	55·93	5·45	
Tezpore-Balipara Light .	2′ 6″	*1934 35*	*4,87*	*1,53*	*1,15*	*38*	*75·17*	*7·74*	
		1935-36	4,87	1,52	1,17	35	77·03	7 13	
Trivellore Light . .	2′ 0″	*1934-35*	*1,18*	*1*	*3*	*—2*	*267·10*	*—1 70*	
		1935-36	1,18	2	4	—2	197·38	—1·69	
Udaipur-Chitorgarh . .	3′ 3⅜″	*1934-35*	*1,13,84*	*6,02*	*4,13*	*1,89*	*††68·75*	*1·65*	
		1935-36	1,22,01	6,69	4,72	1,97	70·47	1·61	
Total Class III Railways	..	*1934-35*	*††5,98,80*	*57,31*	*††42,69*	*††14,62*	*††74 49*	*††2·44*	
		1935-36	6,11,82	56,95	43,58	13,37	76 52	2 19	
Other items not included in the preceding heads (*a*)	..	*1934-35*	*5,07,46*	*—82*	*2,30,13*	*—2,30,95*	.	..	
		1935-36	5,01,84	—83	2,14,23	—2,15,06	..	.	
Grand Total	..	*1934-35*	*††8,85,47,18* (*b*)	*1,02,81,07*	*††70,60,18*	*††32,20,89*	*68·67*	*3·64*	
		1935-36	8,79,58,83	1,03,84,17	70,93,88	32,90,29	68 31	3 74	

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

§§ Figures not available.

†† Revised figures

(*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 . . .	1,90,95
Abandoned Projects . .	32,26
Controller of Railway Accounts' account current .	2,77,24
United Provinces (Distillery siding) . .	1,39
Total .	5,01,84

Gross Earnings

+42 Gross Earnings of Bezwada Extension & Dhone Kurnool Railways

—1,27 Gross Earnings of Jorhat (Provincial) Railways.

+2 Due to rounding off.

—83

Working Expenses

—8,47 Adjustment of Tirhoot Railway.

+39 Working Expenses of Aden Railway.

+37 Working Expenses of Bezwada Extension & Dhone Kurnool Railways.

—1,53 Working Expenses of R. & K. Railway.

—1,48 Working Expenses of Jorhat (Provincial) Railway.

+2,24,94 Contribution to Depreciation Reserve Fund on account of Company Worked lines

+1 Due to rounding off

+2,14,23

	1934-35.	1935-36.
(*b*) State owned..	7,95,44,16	7,89,16,64
Other than State owned ..	††90,03,02	90,42,19
	††8,85,47,18	8,79,58,83

6. *Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36.*

[In thousands of rupees.]

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).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3′ 3¼″	*1934-35*	*51,49*	*9,30*	*63,71*	*1,13,61*	*1,03*	*1,14,47*	*24*	*13,66*	*1,92,08*
		1935-36	57,60	9,02	66,57	95,28	65	95,78	23	9,16	1,71,74
Bengal and North-Western	3′ 3¼″	*1934-35*	*1,29,45*	*13,14*	**1,36,99*	*2,18,49*	*2,11*	**2,05,28*	*51*	*3,68*	*3,46,36*
		1935-36	1,39,51	13,98	*1,47,66	2,15,93	1,75	*2,03,13	42	4,98	3,56,19
Bengal-Nagpur	5′ 6″	*1934-35*	*1,46,64*	*29,25*	*1,75,80*	*5,81,21*	*3,99*	*5,84,36*	*31*	*21,79*	*7,82,26*
		1935-36	1,48,78	30,81	1,79,54	6,38,80	2,95	6,41,11	32	22,48	8,43,45
	2′ 6″	*1934-35*	*12,78*	*1,24*	*14,02*	*17,74*	*33*	*18,01*	*5*	*63*	*32,71*
		1935-36	12,66	1,24	13,90	17,15	35	17,46	5	73	32,14
Bombay, Baroda and Central India.	5′ 6″	*1934-35*	*2,03,98*	*50,23*	*2,54,16*	*3,98,66*	*—2,13*	*3,95,16*	*49*	*14,16*	*6,63,97*
		1935-36	2,07,08	50,68	2,57,71	4,05,29	—1,33	4 02,58	45	16,51	6,77,25
	3′ 3¼″	*1934 35*	*1,75,91*	*20,82*	*1,96,65*	*2,97,25*	*1,18*	*2,96,97*	*54*	*8,09*	*5,02,25*
		1935-36	1,78,00	20,03	1,97,99	3,00,97	1,33	3,00,62	49	8,40	5,07,50
	2′ 6″	*1934 35*	*4,64*	*30*	*4,94*	*4,61*	*1*	*4,58*	*3*	*23*	*9,78*
		1935 36	4,70	29	4,99	5,06	2	5,04	3	17	10,23
Burma	3′ 3¼″	*1934-35*	*88,42*	*12,57*	*1,00,92*	*2,65,35*	*45*	*2,65,50*	*33*	*11,58*	*3,78,33*
		1935-36	91,56	12,76	1,04,25	2,49,57	38	2,49,59	33	7,34	3,61,51
Eastern Bengal	5′ 6″	*1934 35*	*1,18,21*	*26,28*	*1,44,40*	*2,10,94*	*8,19*	*2,18,79*	*20*	*12,20*	*3,75,59*
		1935 36	1,17,48	24,88	1,42,30	1,87,23	9,60	1,96,55	19	11,76	3,50,80
	3′3½″ and 2′6″	*1931 35*	*61,10*	*8 29*	*69,34*	*1,07,78*	*69*	*1,08,32*	*18*	*4,71*	*1,82,55*
		1935 36	66,06	7,93	73,96	1,10,82	69	1,11,37	19	7,68	1,93,20
East Indian	5′ 6″	*1934 35*	*5,02,47*	*71,64*	*5,74,10*	*12,70,87*	*4,09*	*12,74,88*	*1,18*	*37,68*	**18,87,84*
		1935 36	5,03 11	75,14	5,78,25	12,54,73	3,07	12,57,68	1,19	49,25	*18,86,37
Great Indian Peninsula	5′ 6″	*1934 35*	*,20,51*	*88,37*	*4,08,17*	*8,25,77*	*4,69*	*8,29,14*	*1,01*	*28,21*	*12,66,53*
		1935-36	3,33,45	92,64	4,25,38	8,44,85	4,01	8,46,63	1,01	37,88	13,10,90
	2′ 6″	*1931-35*	*3,06*	*37*	*3,43*	*5,08*	*3*	*5,09*	*1*	*1*	*8,54*
		1935 36	2,92	32	3 24	5,38	4	5,41	1	8	8,74
Jodhpur	3′ 3¼″	*1934-35*	*36,88*	*5,13*	*41,99*	*59,42*	*18*	*59,44*	*14*	*5,54*	*1,07,11*
		1935 36	40,74	5,05	45,78	62,63	20	62,63	13	5,22	1,13,76
Madras and Southern Mahratta.	5′ 6″	*1934-35*	*1 36,38*	*28,81*	*1,65,05*	*2,50,17*	*86*	*2,50,69*	*17*	*14,36*	*4,30,27*
		1935-36	1,32,66	28,68	1,61,24	2,50,49	73	2,50,84	14	11,17	4,23,39
	3′ 3¼″	*1934-35*	*84,64*	*16,01*	*1,00,60*	*‡2,08,94*	*93*	*2,19,06*	*25*	*6,71*	*‡3,26,62*
		1935-36	83,77	14,61	98,35	‡1,96,89	83	2,05,41	23	11,97	‡3,15,96
Nizam's State	5′ 6″	*1934 35*	*30,66*	*9,25*	*39,83*	*95,72*	*57*	*96,15*	*36*	*2,15*	*1,38,49*
		1935-36	31,83	9,39	41,06	92,58	56	93,03	34	1,88	1,76,31
	3′ 3¼″	*1934 35*	*26,37*	*3,26*	*29,62*	*44,24*	*29*	*44,46*	*24*	*1,18*	*75,50*
		1935-36	26,77	3,22	29,97	44,02	32	44,25	22	1,17	75,61

* Excluding the Cawnpore-Burhwal (3′ 3¼″ gauge) 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 for the years 1934-35 and 1935-36*—contd.

[In thousands of rupees.]

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)	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs	Rs	Rs.	Rs	Rs	Rs	Rs	Rs	Rs
CLASS I—*contd*											
North Western (Commercial)	5′ 6″	*1934 35*	§	§	§	*8,82,41*	*5,53*	*8,85,99*	*1,58*	*43,98*	*14,28,72*
		1935 36	§	§	§	9,18,76	6,54	9,22,96	1,52	53,45	14,82,95
	2′ 6″	*1934-35*	§	§	§	*15,20*	*40*	*15,57*	*3*	*32*	*28,42*
		1935 36	§	§	§	14,68	50	15,15	2	68	28 32
North Western (Military)	5′ 6″	*1934-35*	§	§	§	*72,75*	*44*	*73,03*	*16*	*4,59*	*1,21,93*
		1935 36	§	§	§	74,02	34	74,17	21	9,88	1,29,06
	2′ 6″	*1934 35*	§	§	§	*2,49*	*3*	*2,51*	*1*	*31*	*4,77*
		1935-36	§	§	§	3,47	5	3,51	2	12	5,63
North Western (Total)	5′ 6″ & 2′ 6″	*1934 35*	*4,71,36*	*84,76*	*5,55,76*	*9,72,85*	*6,40*	*9,77,10*	*1,78*	*49,20*	*15,83,84*
		1935 36	4,73,00	91,70	5,64,27	10,10,93	7,43	10,15,79	1,77	64,13	16 45 96
Rohilkund and Kumaon	3′ 3¼″	*1934-35*	*23,96*	*3,04*	*26,98*	*40,43*	*39*	*40,65*	*7*	*2,10*	*69,80*
		1935 36	23,83	2,96	26 77	40,57	24	40,62	6	2 92	70,37
South Indian	5′ 6″	*1934-35*	*59,71*	*10,86*	*70,55*	*97,69*	*50*	*98,03*	*9*	*2,62*	*1,71,79*
		1935 36	59,33	11,60	70,89	1,08,07	64	1,08,43	9	2,70	1,82,11
	3′ 3¼″	*1934 35*	*1,83,49*	*15,24*	*1,98,60*	*1,66,67*	*2,29*	*1,68,66*	*30*	*11,19*	*3,78,75*
		1935 36	1,59,33	13,94	1,73,18	1,55,09	2,02	1,56,82	26	13,30	3,43,56
	2′ 6″	*1934-35*	*86*	*6*	*93*	*1,32*	*1*	*1,33*	*Nil*	*2*	*2,28*
		1935-36	79	6	85	1,09	1	1,10	Nil	3	1,98
Total Class I Railways		*1934-35*	*28,75,97*	*5,08,22*	*33,76,54*	*62,54,81*	*37,08*	*62,76,12*	*8,48*	*2,51,60*	*99,12,74*
		1935 36	28,94,06	5,20,93	34,08,10	62,93,42	36,49	63,11,87	8,15	2,90,91	1,00,19,03
CLASS II.*											
Barsi Light	2′ 6″	*1934-35*	*7,02*	*88*	*7,90*	*9,70*	*8*	*9,78*	*4*	*38*	*18,10*
		1935-36	8,20	85	9,05	9,71	8	9,79	4	38	19,26
Bengal Dooars	3′ 3¼″	*1934-35*	*3,46*	*71*	*4,17*	*16,13*	*4*	*16,17*	*2*	*21*	*20,57*
		1935 36	3,26	73	3,99	14,29	3	14,32	2	20	18,53
Bhavnagar State	3′ 3¼″	*1934-35*	*15,29*	*1,60*	*16,89*	*17,43*	*7*	*17,50*	*54*	*1,29*	*36,22*
		1935 36	15,24	1,46	16,70	16,39	14	16,53	46	69	34,38
Bikaner State	3′ 3¼″	*1934-35*	*16,43*	*1,82*	*18,25*	*19,51*	*7*	*19,58*	*19*	*79*	*38,81*
		1935-36	16,90	1,61	18,51	19,66	7	19,73	16	68	39,08
Darjeeling-Himalayan	2′ 0″	*1934-35*	*2,70*	*2,06*	*4,76*	*12,28*	*3*	*12,31*	*2*	*17*	*17,26*
		1935-36	2,99	1,88	4,87	12,73	5	12,78	2	14	17,81
Dibru-Sadiya	3′ 3¼″	*1934 35*	*4,32*	*67*	*4,99*	*15,54*	*3*	*15,57*	*2*	*41*	*20 99*
		1935 36	3,71	59	4 30	15,51	3	15,54	1	43	20,28
Gaekwar's Baroda State	3′ 3¼″	*1934-35*	*13,48*	*95*	*14,43*	*8,58*	*3*	*8,61*	*4*	*26*	*23 34*
		1935-36	13,89	96	14,85	7,90	2	7,92	3	25	23,05
	2′ 6″	*1934-35*	*10,26*	*53*	*10,79*	*10,89*	*—2*	*10,87*	*13*	*83*	*22,62*
		1935 36	9,96	54	10,50	10,32	3	10,35	12	1,43	22,40
Gondal	3′ 3¼″	*1934-35*	*9,85*	*97*	*10,82*	*11,48*	*4*	*11,52*	*14*	*1,64*	*24,12*
		1935 36	9.77	1,02	10,79	9,40	3	9,43	12	1,68	22,02

* Excludes refunds.

§ Figures not required

6.—*Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds)
			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).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*concld*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jamnagar Dwarka	3′ 3⅜″	*1934-35*	*6,38*	*60*	*6,98*	*7,09*	*10*	*7,19*	*5*	*69*	*14,91*
		1935-36	6,12	53	6,65	7,27	7	7,34	4	75	14,78
Junagad State	3′ 3⅜″	*1934-35*	*7,65*	*60*	*8,25*	*8,01*	*3*	*8,04*	*7*	*51*	*16,87*
		1935-36	8,22	61	8,83	7,31	3	7,34	7	49	16,73
Morvi	3′ 3⅜″	*1934-35*	*8,36*	*1,38*	*9,74*	*7,69*	*1*	*7,70*	*12*	*41*	*17,97*
		1935-36	8,83	1,35	10,18	8,20	2	8,22	11	29	18,80
Mysore	3′ 3⅜″	*1934-35*	*14,77*	*1,18*	*15,95*	*11,60*	*19*	*11,79*	*1*	*61*	*28,36*
		1935-36	14,82	1,20	16,02†	12,43	14	12,57†	1	54	29,14†
	2′ 6″	*1934-35*	*1,81*	*6*	*1,87*	*1,05*	*1*	*1,06*	*Nil*	*1*	*2,94*
		1935-36	1,91	7	1,98	1,19	1	1,20	Nil	2	3,20
	2′ 0″	*1934-35*	*12*	*1*	*13*	*31*	*Nil*	*31*	*Nil*	*Nil*	*44*
		1935-36	11	Nil	11	39	Nil	39	Nil	Nil	50
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1934-35*	*4,77*	*16*	*4,93*	*3,28*	*3*	*3,31*	*Nil*	*8*	*8,32*
		1935-36	4,56	13	4,69	4,28		4,28	Nil	9	9,06
Total Class II Railways		*1934-35*	*1,26,67*	*14,18*	*1,40,85*	*1,60,57*	*74*	*1,61,31*	*1,39*	*8,29*	*3,11,84*
		1935-36	1,28,49	13,53	1,42,02	1,56,98	75	1,57,73	1,21	8,06	3,09,02
CLASS III.											
Aden	3′ 3⅜″	*1934-35*	*	*	*	*	*	*	*	*	*
		1935-36	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2′ 6″	*1934-35*	*82*	*3*	*85*	*20*	*Nil*	*20*	*Nil*	*2*	*1,07*
		1935-36	67	3	70	15	Nil	15	Nil	3	88
Arrah-Sasaram	2′ 6″	*1934-35*	*2,04*	*5*	*2,09*	*1,37*	*Nil*	*1,37*	*Nil*	*8*	*3,54*
		1935-36	2,19	5	2,24	1,29	Nil	1,29	Nil	2	3,55
Bankura Damodar River	2′ 6″	*1934-35*	*79*	*3*	*82*	*48*	*Nil*	*48*	*Nil*	*3*	*1,33*
		1935-36	74	3	77	32	Nil	32	Nil	2	1,11
Baraset-Basirhat Light	2′ 6″	*1934-35*	*3,51*	*32*	*3,83*	*1,09*	*Nil*	*1,09*	*Nil*	*4*	*4,96*
		1935-36	3,65	41	4,06	1,36	Nil	1,36	..	4	5,46
Bengal Provincial	2′ 6″	*1934-35*	*72*	*5*	*77*	*16*	*Nil*	*16*		*16*	*1,09*
		1935-36	55	4	59	13	Nil	13	1	13	86
Bukhtiarpur-Bihar Light	2′ 6″	*1934-35*	*1,90*	*10*	*2,00*	*1,02*	*—3*	*99*	*Nil*	*5*	*3,04*
		1935-36	1,49	9	1,58	96	1	97	Nil	2	2,57
Burdwan Katwa	2′ 6″	*1934-35*	*1,08*	*5*	*1,13*	*26*	*Nil*	*26*	*Nil*	*3*	*1,42*
		1935-36	90	5	95	16	Nil	16	Nil	2	1 13
Cutch State	2′ 6″	*1934-35*	*1,05*	*18*	*1,23*	*62*	*14*	*76*	*Nil*	*2*	*2,01*
		1935-36	1,18	16	1,34	69	15	84	Nil	4	2,22

* Information not available due to the closing of the Railway from 1st August 1933.

† Includes Shimoga Anandapuram Section Bus collections.

6.—*Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			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).	
1	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′ 6″	*1934-35*	*22*	*1*	*23*	*1,97*	*5*	*2,02*	*1*	*6*	*2,32*
		1935-36	23	1	24	1 55	4	1,59	1	5	1,89
Dholpur-State	2′ 6″	*1934 35*	*46*	*1*	*47*	*1,26*	*Nil*	*1,26*	*1*	*1*	*1,75*
		1935 36	56	1	57	1,16	Nil	1,16	1	1	1,75
Futwah-Islampur	2′ 6″	*1934 35*	*86*	*3*	*89*	*31*	*—2*	*29*	*Nil*	*6*	*1,24*
		1935 36	79	2	81	25	1	26	Nil	2	1,09
Gwalior Light	2′ 0″	*1934 35*	*3,20*	*14*	*3,34*	*3,59*	*2*	*3,61*	*10*	*20*	*7,25*
		1935 36	3,28	13	3,41	3,83	5	3,88	8	16	7,53
Howrah Amta Light	2′ 0″	*1934-35*	*7,20*	*33*	*7,53*	*1,63*	*Nil*	*1,63*	*Nil*	*6*	*9,22*
		1935 36	6,89	28	7,17	1,55	Nil	1,55		6	8,78
Howrah-Sheakhala Light	2′ 0″	*1934 35*	*1,05*	*30*	*1,35*	*33*	*Nil*	*33*	*Nil*	*1*	*1,69*
		1935 36	1,03	68	1,71	23	Nil	23	Nil	1	1,95
Jagadhri Light	2′ 0″	*1934 35*	*5*		*5*	*8*	*Nil*	*8*	*Nil*	..	*13*
		1935 36	4		4	8	Nil	8	Nil		12
Jessore-Jhenidah	2′ 6″	*1934 35*	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1935-36	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial)	2′ 0″	*1934 35*	†	†	†	†	†	†	†	†	*1,20*
		1935-36	†	†	†	†	†	†	†	†	1,27
Kalighat-Falta	2′ 6″	*1934 35*	*1,10*	*2*	*1,12*	*36*	*Nil*	*36*	*Nil*	*7*	*1 55*
		1935-36	1,04	2	1,06	35	Nil	35	Nil	10	1,51
Kulasekarapatnam Light	2′ 0″	*1934-35*	*47*	..	*47*	*27*	*Nil*	*27*	*Nil*	*Nil*	*74*
		1935-36	44		44	26	Nil	26	Nil	Nil	70
Matheran Light	2′ 0″	*1934 35*	*61*	*13*	*74*	**14*	**Nil*	*14*	*Nil*	*Nil*	*88*
		1935-36	61	11	72	10	Nil	10	Nil	3	85
Porbandar State	3′ 3¼″	*1934 35*	*1,23*	*14*	*1,37*	*1,34*	*4*	*1,38*	*9*	*48*	*3,32*
		1935-36	1,27	12	1,39	1,30	7	1,37	12	62	3,50
Tezpore-Balipara Light	2′ 6″	*1934-35*	*55*	*11*	*66*	*79*	*Nil*	*79*	*1*	*7*	*1,53*
		1935-36	56	12	68	75	Nil	75	1	8	1,52
Trivellore Light	2′ 0″	*1934 35*	*1*	†	*1*	†	†	†	†	†	*1*
		1935 36	2	†	2	†	†	†	†	†	2
Udaipur-Chitorgarh	3′ 3¼″	*1934 35*	*3,41*	*61*	*4 02*	*1,88*	*2*	*1,90*	*3*	*7*	*6,02*
		1935 36	4,10	41	4,51	2,06	2	2,08	3	7	6,69
Total Class III Railways		*1934-35*	*32,33*	*2,64*	*34,97*	**19,15*	**22*	*19,37*	*25*	*1,52*	*57,31*
		1935-36	32,23	2,77	35,00	18,53	35	18,88	27	1,53	56,95
Other items not included in the preceding heads.§		*1934 35*	.	..	.	.		..		.	*—82*
		1935 36	.	.	..	..	..		..	..	—83
GRAND TOTAL	..	*1934 35*	(a) *30,34,97*	(a) *5,25,04*	*35,52,36*	(a) **61,34 53*	(a) **38,01*	*64,56,80*	*10,12*	*2,61,41*	*1,02 81 07*
		1935 36	(a) 30,55,68	(a) 5,37,23	35,85,12	(a) 64,68,93	(a) 37,59	64,88,48	9,63	3,00,50	1,03,84,17

† Information not furnished.

(a) Includes refunds in the case of Class I Railways but excludes the same in the case of Class II and III Railways.

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

‡ Figures not available.

*Revised.

7.—Details of Working Expenses of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3½″	*1934-35*	*42,10*	*21·92*	*31,21*	*16·25*	*11,81*	*6·15*	..	.
		1935-36	29,44	17·14	28,71	16·72	11,32	6 59	.	
Bengal and North-Western	3′ 3½″	*1934-35*	*43,82*	*12·65*	*40,87*	*11·80*	*11,16*	*3·31*	.	
		1935-36	45,12	12 67	(*a*)45,18	12 68	(*b*)13,58	3·81	.	.
Bengal-Nagpur	5′ 6″	*1934-35*	*1,14,79*	*14·67*	*1,46,62*	*18 74*	*86,24*	*11·02*	..	.
		1935-36	¶85,00	10·08	1,52,31	18·06	77,46	9·18	.	.
	2′ 6″	*1934-35*	*11,30*	*34·54*	*11,78*	*36·00*	*4,45*	*13·60*	..	..
		1935-36	¶8,98	27·94	11,77	36·62	5,04	15·68	.	..
Bombay, Baroda and Central India.	5′ 6″	*1934-35*	*84,72*	*12·76*	*1,02,69*	*15·47*	*57,11*	*8·60*	*31,72*	*4·78*
		1935-36	41,52	6 13	92,58	13 67	39,78	5 87	30,11	4·44
	3′ 3½″	*1934-35*	*48,04*	*9 56*	*94,88*	*18·89*	*37,15*	*7·40*	*10,24*	*2·04*
		1935-36	32,88	6 48	90,82	17 90	28,85	5·68	9,89	1·95
	2′ 6″	*1934-35*	*2,05*	*20 94*	*2,86*	*29 21*	*68*	*6·89*	*12*	*1·22*
		1935-36	1,74	17 01	2,86	27 97	1,08	10·60	8	0.82
Burma	3′ 3½″	*1934-35*	*91,08*	*21 07*	*80,81*	*21 36*	*30,62*	*8·09*	.	.
		1935-36	51,39	14·22	73,79	20·40	18,57	5·14		
Eastern Bengal	5′ 6″	*1934-35*	*81,26*	*21 60*	*73,75*	*19 69*	*41,66*	*11·10*	.	.
		1935-36	51,14	14·60	68,73	19 60	29,40	8 38	.	
	3′ 3½″	*1934-35*	*38,10*	*21 20*	*34,30*	*18·90*	*22,99*	*12·70*		.
		1935-36	20,67	10·80	30,83	16 10	15,34	7·99	.	
	2′ 6″	*1934-35*	*44*	*33 70*	*53*	*41 20*	*22*	*17 40*	.	
		1935-36	21	17 30	45	37 40	9	7·82		
East Indian	5′ 6″	*1934-35*	*2,61,90*	*13·87*	*3,21,85*	*17 05*	*1,94,21*	*10·29*	.	
		1935-36	1,35,30	7·17	2,78,17	14 75	1,24,46	6 60	.	
Great Indian Peninsula	5′ 6″†	*1934-35*	*2,10,92*	*16·64*	*2,32,75*	*18 37*	*1,24,10*	*9·79*	*95,31*	*7·52*
		1935-36	1,05,07	8 01	2,04,75	15·61	81,57	6·22	73,58	5·61
	2′ 6″‡	*1934-35*	*85*	*11 08*	*1,44*	*18·78*	*54*	*6 95*	..	..
		1935-36	91	11·49	1,55	19·67	43	5 48	..	..
Jodhpur	3′ 3½″	*1934-35*	*12,42*	*11·60*	*15,78*	*14·73*	*5,57*	*5·20*	..	..
		1935 36	8,91	7·84	16,78	14·75	5,47	4·81	..	.

† Including Darwha Pusad Railway (2′ 6″ Gauge). ‡ Excluding Darwha Pusad Railway.

system for the years 1934-35 and 1935-36. (In thousands of rupees.)

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department*		*Expenses of General Departments*		*Miscellaneous Expenses*		** Replacement and Renewal* / *§ Appropriation to Depreciation Reserve fund*		*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	Rs	Per cent of gross earnings	Rs	Per cent of gross earnings	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I.
7,54	*3·92*	*22,53*	*11·73*	*12,01*	*6·25*	*8,90*	*4·63*	**	**	*1,36,10*	*70·85*	Assam-Bengal.
5,15	3·00	24,27	14·14	12,06	7·02	8,32	4·84	20,27	11 80	1,39,54	81 25	
7,72	*2·23*	*29,61*	*8·55*	*15,13*	*4·37*	*9,44*	*2·72*	**	**	*1,58,05*	*45·63*	Bengal and North Western.
7,99	2·24	(c) 32,47	9·12	(d) 16,20	4·55	(e) 6,70	1 88	**	**	††1,67,24	46 95	
7,00	*0·90*	*94,69*	*12·11*	*42,95*	*5·49*	*41,71*	*5·72*	**	**	*5,37,00*	*68·65*	Bengal-Nagpur.
6,80	0·81	99,81	11·83	46,20	5 48	46,29	5·49	¶55,08	6 53	5,68,95	67·46	
.		*6,49*	*19 85*	*3,17*	*9·70*	*1,31*	*3·99*	**	**	*38,50*	*117·68*	
..		7,08	22 03	3,17	9 85	1,19	4 66	¶3,32	10 32	40,85	127 10	
.		*69,23*	*10·13*	*28,13*	*4·23*	*26,82*	*4 01*	**	**	*4,00,42*	*60·31*	Bombay, Baroda and Central India.
.		69,51	10·27	28,70	4·24	26,92	3 98	46,05	6 79	3,75,17	55·39	
		42,24	*8 41*	*23,61*	*4·70*	*17,61*	*3 51*	**	**	*2,73,80*	*54·51*	
	..	42,57	8 39	24,08	4·74	17,58	3 46	33,50	6 60	2 80,17	55·20	
	.	*1,19*	*12 22*	*56*	*5 81*	*18*	*1 87*	**	**	*7,64*	*78·16*	
		1,31	12 76	52	5·06	19	1·89	17	1 66	7,95	77·77	
2,63	*0·70*	*43,15*	*11·41*	*18,16*	*4·80*	*18,67*	*4·93*	**	**	*2,85,12*	*75·36*	Burma.
1,52	0·42	43,64	12·07	18,64	5 16	17,43	4 82	58,38	16 15	2,83,36	78·38	
.		*52,87*	*14·10*	*24,17*	*6·44*	*23,44*	*6 24*	**	**	*2 97,15*	*79 10*	Eastern Bengal.
	.	56,42	16·10	24,60	7 01	23,35	6 66	56,19	16 00	3,09,83	88·30	
5,06	*2·79*	*27,62*	*15·20*	*9,40*	*5·18*	*9,22*	*5 09*	**	**	*1,46,99*	*81 10*	
3,63	1·89	26,21	13·60	9,57	4·98	10,77	5 61	28,86	15 00	1,45,88	76·00	
..	.	*22*	*16·90*	*7*	*5·42*	*5*	*3·75*	**	**	*1,53*	*118 40*	
..		21	17·90	6	5·10	5	4·13	12	9 90	1,19	99 60	
1,59	*0·08*	*2,32,44*	*12 31*	*80,80*	*4 28*	*87,97*	*1 66*	**	**	*11 80,76*	*62 54*	East Indian.
1,62	0·09	2,31,12	12·25	79,96	4·24	89,50	4 74	2,40,18	12 73	11,80,31	62 57	
..	.	*1,30,42*	*10·29*	*61,76*	*4·87*	*60,08*	*4 74*	**	**	*9,15,34*	*72 22*	Great Indian Peninsula.
...	..	1,33,36	10·17	61,08	4·66	57,49	4·38	2,02,09	15 40	9,18,99	70 06	
..	..	*51*	*6 60*	*4*	*0 66*	*8*	*0 93*	**	**	*3,46*	*45·90*	
..	..	53	6·69	6	0 74	8	0·93			3,56	45 00	
...		*9,44*	*8·81*	*5,78*	*5 40*	*6,61*	*6·17*	**	**	*55,60*	*51 91*	Jodhpur.
...	..	9,85	8·66	6,38	5 61	6,58	5·78	10,12	8 89	64,09	56·34	

* In the case of Company managed Railways
§ In the case of State managed Railways
** Included in the respective heads
¶Renewals of 'non-wasting assets' Rs 1,53,088 (B G Rs 1,42,149 and N G Rs 10,939) are included under Replacements and Renewals
†† Includes credits received for working the link, (Rs 3,94,673.)
(*a*) Includes credits received for working the link, (Rs. 2,02,270.)
(*b*) Includes credits received for working the link, (Rs. 44,401)
(*c*) Includes credits received for working the link, (Rs. 59,201.)
(*d*) Includes credits received for working the link, (Rs. 39,467.)
(*e*) Includes credits received for working the link, (Rs. 49,334.)

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

Railway System.	Gauge	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent of gross earnings	Rs	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1934-35*	*52,52*	*12·20*	*87,67*	*20·40*	*43,29*	*10·10*	.	.
		1935-36	30,64	7·24	83,97	19 83	25,57	6·04	..	.
	3′ 3¼″	*1934-35*	*43,32*	*13·30*	*62,57*	*19·20*	*16,56*	*5·07*	..	.
		1935-36	32,32	10·23	61,26	19 39	13,21	4·18	..	.
Nizam's State	5′ 6″	*1934-35*	*16,75*	*12·09*	*20,42*	*14 74*	*8,66*	*6·26*	.	..
		1935 36	11,11	8·15	17,87	13·11	6,78	4·97	.	.
	3′ 3¼″	*1934-35*	*12,14*	*16·09*	*13,79*	*18·26*	*5,46*	*7 23*		..
		1935-36	9,71	12·88	12,73	16 84	4,12	5·45	.	
North Western (Commercial).	5 6″	*1934-35*	*2,74,44*	*19·21*	*3,02,13*	*21·14*	*1,42,30*	*9·96*	..	.
		1935-36	1,24,28	8·38	2,65,12	17·88	99,62	6·72	..	..
	2′ 6″	*1934-35*	*13 73*	*48 31*	*14,63*	*51·47*	*4,99*	*17 57*	.	.
		1935 36	7,33	25·87	12,35	43·61	4,64	16·38	.	..
North Western (Military)	5′ 6″	*1934-35*	*56,65*	*46 46*	*56,22*	*46·11*	*19,74*	*16·19*	.	..
		1935-36	35,45	27·47	49,67	38·49	11,90	9·22	..	..
	2′ 6″	*1934-35*	*8,77*	*133·65*	*4,82*	*100·79*	*1,68*	*35 10*	.	..
		1935-36	4,94	87·81	4,15	73·85	1,08	19 26	.	.
North Western (Total)	..	*1934-35*	*3,53,59*	*22·33*	*3,77,80*	*23·86*	*1,68,71*	*10·65*	..	.
		1935-36	1,72,00	10·45	3,31,29	20·13	1,17,24	7·12	..	..
Rohilkund and Kumaon	3′ 3¼″	*1934-35*	*8,29*	*11·87*	*9,39*	*13·46*	*4,36*	*6·24*	..	..
		1935-36	5,76	8 18	9,60	13·64	2,81	3·99	..	..
South Indian	5′ 6″	*1934-35*	†	†	†	†	†	†	..	—
		1935-36	†	†	†	†	†	†	..	..
	3′ 3¼″	*1934-35*	*‡68,80*	*‡12·46*	*‡1,08,41*	*‡19·63*	*‡30,95*	*‡5·60*	*3,95*	*0·72*
		1935-36	‡48,76	‡9·24	‡1,09,81	‡20·81	‡23,09	‡4·38	4,17	0·79
	2′ 6″	*1934-35*	†	†	†	†	†	†	..	..
		1935-36	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	.	*1934-35*	*15,99,50*	*16·14*	*18,72,17*	*18·88*	*9,06,80*	*9·14*	*1,41,34*	*1·43*
		1935-36	9,28,61	9·27	17,25,81	17·23	6,45,26	6·44	1,17,83	1·18

† Included with 3′ 3¼″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ Gauges.

System for the years 1934-35 and 1935-36. (*In thousands of rupees.*)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments		Miscellaneous Expenses.		*Replacement and Renewal §Appropriation to Depreciation Reserve Fund		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	Rs	Per cent of gross earnings	Rs	Per cent of gross earnings	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I—*concld.*
.	..	*35,49*	*8·25*	*20,56*	*4·78*	*20,73*	*4 82*	**	**	*2,60,26*	*60 50*	Madras and Southern Mahratta.
..	..	38,94	9·20	21,60	5·10	20,98	4·96	37,77	8 92	2,59,47	61 29	
5,15	*1·58*	*30,46*	*9·32*	*16,90*	*5·17*	*13,04*	*4·00*	**	**	¶*1,88,00*	*57 60*	
4,87	1·54	32,59	10·31	17,21	5·45	12,81	4·05	22,60	7 15	¶1,96,87	62 30	
..	..	*10,98*	*7 93*	*8,26*	*5·96*	*4,54*	*3·28*	**	**	*69,61*	*50 26*	Nizam's State.
..	.	10,51	7.71	8,39	6·15	5,67	4·16	9,63	7 07	69,96	51·32	
..	..	*8,00*	*10·59*	*7,17*	*9·50*	*3,30*	*4·38*	**	**	*49,86*	*66·05*	
..	..	8,06	10·67	7,15	9·45	4,15	5 48	5,17	6 84	51,12	67 61	
.		*1,54,75*	*10·83*	*71,69*	*5 02*	*56,27*	*3 94*	**	**	*10,01,58*	*70 10*	North Western (Commercial).
.	.	1,57,79	10·64	71,82	4 84	55,51	3 74	1,76,54	11 91	9,50,68	64 11	
34	*1·20*	*5,67*	*19·94*	*1,59*	*5 60*	*2,05*	*7 20*	**	**	*43,00*	*151 29*	
	..	5,94	20·97	1,68	5 94	1,46	5 17	11,42	40 34	44,82	158 28	
..	..	*19,78*	*16·23*	*11,59*	*9 50*	*7,15*	*5·87*	**	**	*1,71,13*	*140·36*	North Western (Military).
..	..	20,12	15·59	11,72	9·09	7,56	5·85	52,40	40 60	1,88,82	146·31	
7	*1·41*	*1,95*	*40·76*	*90*	*18·92*	*47*	*9·86*	**	**	*18,66*	*390·49*	
		2,11	37·38	92	16·28	42	7·47	4,38	77 84	18,00	319·89	
41	*0·02*	*1,82,15*	*11 50*	*85,77*	*5·42*	*65,94*	*4·16*	**	**	*12,31,37*	*77·94*	North Western (Total).
		1,85,96	11·30	86,14	5 23	64,95	3 95	2,44,74	14 87	12,02,32	73·05	
..	..	*4,48*	*6·42*	*4,02*	*5·75*	*1,79*	*2·57*	**	**	*32,33*	*46·31*	Rohilkund and Kumaon.
.	..	4,87	6·92	4,38	6·23	80	1 14	3,41	4·85	31,63	44·95	
†	†	†	†	†	†	†	†	**	**	*92,15*	*53·80*	South Indian.
†	†	†	†	†	†	†	†	†	†	1,01,51	55·74	
‡*3,12*	‡*0·56*	‡*49,83*	‡*9·02*	‡*29,99*	‡*5·43*	‡*27,03*	‡*4·89*	**	**	*2,26,17*	*59 71*	
‡2,97	‡0 56	‡49,99	‡9·48	‡30,76	‡5·83	‡27,65	‡5·24	‡41,76	‡7 91	2,33,67	68 01	
†	†	†	†	†	†	†	†	**	**	*3,76*	*165 00*	
†	†	†	†	†	†	†	†	†	†	3,78	190 91	
40,22	*0·41*	*10,84,04*	*10·94*	*4,98,41*	*5·03*	*4,51,49*	*4·55*	**	**	*65,93,97*	*66·52*	TOTAL CLASS I RAILWAYS.
34,55	0·34	11,09,28	11·07	5,06,91	5·06	4,49,75	4·49	11,19,41	11·17	66,37,41	66·25	

* In the case of Company managed railways.
§ In the case of State managed railways.
† Included with 3′ 3⅜″ gauge
‡ Includes 5′ 6″ and 2′ 6″ gauges.
** Included in the respective heads.
¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department	
			Rs	Per cent. of gross earnings	Rs	Per cent of gross earnings	Rs.	Per cent of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1934-35*	*1,48*	*8 20*	*3,56*	*19 66*	*92*	*5 08*	..	.
		1935-36	1,61	8 36	3,49	18·12	83	4 31		.
Bengal Dooars	3′ 3⅜″	*1934-35*	*3,82*	*18 57*	*2,14*	*10 40*	*74*	*3·64*		.
		1935-36	3,56	19·21	2,07	11·17	75	4·05	..	..
Bhavnagar State	3′ 3⅜″	*1934-35*	*3,15*	*8·68*	*5,70*	*15·74*	*1,76*	*4 86*		..
		1935-36	4,37	12 70	6,51	18·95	1,59	4·62		
Bikaner State	3′ 3⅜″	*1934-35*	*5,56*	*11 33*	*8,99*	*23 16*	*2,67*	*6·88*		.
		1935-36	6,56	16·78	9,55	24·44	3,59	9·19	.	..
Darjeeling-Himalayan§	2′ 0″	*1934-35*	*2,01*	*11·65*	*3,42*	*19·81*	*1,26*	*7·30*	.	..
		1935-36	2,18	12·24	3,57	20 04	1,42	7·97		..
Dibru-Sadiya	3′ 3⅜″	*1934-35*	*2,57*	*12·25*	*3,99*	*19 01*	*2,87*	*13·67*	.	..
		1935-36	2,17	10 70	4,09	20·17	2,62	12·92		..
Gaekwar's Baroda State.	3′ 3⅜″	*1934-35*	*3,34*	*14 32*	*4,89*	*20·97*	*1,10*	*4·69*	..	..
		1935-36	3,83	16 61	4,62	20 01	1,27	5 50	.	..
	2′ 6″	*1934-35*	*5,68*	*25·12*	*4,70*	*20 79*	*1,76*	*7·78*	.	.
		1935-36	5,59	24·93	4,25	18 98	2,02	9·02	.	.
Gondal	3′ 3⅜″	*1934-35*	*2,13*	*8·81*	*3,94*	*16·35*	*1,31*	*5·43*	..	..
		1935-36	2,14	9·72	4,00	18 16	1,58	7 20	..	..
Jamnagar Dwarka	3′ 3⅜″	*1934-35*	*1,56*	*10·43*	*2,91*	*19·52*	*1,07*	*7·20*	..	.
		1935-36	1,50	10 17	2,68	18 10	71	4 83	.	
Junagad State	3′ 3⅜″	*1934-35*	*2,59*	*15·38*	*2,76*	*16 34*	*97*	*5·72*	..	..
		1935-36	2,69	16 08	3,22	19·23	1,11	6·63	..	..
Morvi	3′ 3⅜″	*1934-35*	*1,11*	*6·15*	*3,19*	*17·78*	*61*	*3 39*	..	.
		1935-36	3,32	17·67	3,21	17 07	72	3·83	..	..
Mysore	3′ 3⅜″	*1934-35*	*4,66*	*16·44*	*10,71*	*37 78*	*2,12*	*7·45*	..	..
		1935-36	4,81	16 48	9,92	34·06	2,01	6·88	..	.
	2′ 6″	*1934-35*	*48*	*16·60*	*1,11*	*37·55*	*22*	*7·46*	..	..
		1935-36	51	15·70	1,04	32·52	20	6·49	..	.
	2′ 0″	*1934-35*	*6*	*12·80*	*13*	*29·86*	*3*	*5·61*	..	..
		1935 36	9	18 90	19	38 56	4	7·58	..	..
Shahdara (Delhi) Saharanpur Light.	2′ 0″	*1934-35*	*1 38*	*16·57*	*1,03*	*12·32*	*25*	*3·08*	..	..
		1935-36	1,33	14·70	1,24	13·70	31	3·30	..	..
TOTAL CLASS II RAILWAYS		*1934-35*	*41,58*	*13·33*	*63,17*	*20·26*	*19,66*	*6·30*	..	..
		1935-36	46,26	14·97	63,65	20·60	20,77	6·72	..	..

* 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 1934-35 and 1935-36. (*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	Per cent. of gross earnings.	Rs.	Per cent of gross earnings	Rs	Per cent of gross earnings	Rs	Per cent of gross earnings	Rs.	Per cent of gross earnings	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
..	..	*1,68*	*9·29*	*2,90*	*16·02*	*80*	*4·40*	*11,34*	*62·65*	Barsi Light
..	..	1,60	8·31	2,97	15 43	85	4·38	11,35	58·91	
19	*0·92*	*2,21*	*10 71*	*2,12*	*10·30*	*66*	*3·20*	*11,88*	*57·77*	Bengal Dooars
21	1·13	2,16	11·66	2,13	11·50	84	4·53	11,72	63·25	
..	..	*4,06*	*11·21*	*2,33*	*6·43*	*93*	*2·58*	*17,93*	*49·50*	Bhavnagar State
..	..	3,99	11·59	2,41	7·00	83	2·43	19,70	57·29	
.	..	*3,70*	*9·53*	*2,61*	*6·73*	*1,40*	*3·61*	*24,93*	*64·24*	Bikaner State
..	..	3,92	10.03	2,68	6·86	1,36	3·48	27,66	70·78	
.	..	*2,51*	*14·54*	*1,53*	*8·86*	*1,07*	*6·20*	*11,80*	*68 36*	Darjeeling Himalayan §
..	..	2,55	14·32	1,56	8·76	87	4·89	12,15	68 22	
..	..	*1,93*	*9·19*	*1,53*	*7·29*	*8*	*0·38*	*12,97*	*61·79*	Dibru-Sadiya
..	..	2,10	10·36	1,56	7·69	9	0·44	12,63	62·28	
..	..	*2,70*	*11 59*	*1,06*	*4 53*	*29*	*1 23*	*13,38*	*57 33*	Gackwar's Baroda State.
.	..	3,00	13 03	1,11	4·83	28	1·23	14,11	61·21	
..	..	*3,02*	*13·35*	*1,50*	*6·61*	*39*	*1 72*	*17,05*	*75·37*	
..	..	2,67	11·94	1,55	6·91	40	1·80	16,48	73·58	
..	..	*2,28*	*9·46*	*1,10*	*4·59*	*38*	*1·57*	*11,14*	*46·21*	Gondal
		2,42	10·97	1,05	4·76	34	1·56	11,53	52 37	
..	..	*1,60*	*10·75*	*96*	*6·42*	*45*	*3·00*	*8,55*	*57·32*	Jamnagar Lwarka.
...	..	1,46	9·88	95	6·40	59	4·03	7,89	53·41	
..	..	*1,82*	*10·81*	*95*	*5·61*	*37*	*2·19*	*9,46*	*56·05*	Junagad State.
..	..	1,89	11·30	97	5·84	37	2·21	10,25	61·29	
..	..	*1,86*	*10·36*	*75*	*4·17*	*2,32*	*12·88*	*9,84*	*54 73*	Morvi
..	..	1,89	10·07	83	4·44	54	2·85	10,51	55·93	
..	..	*4,72*	*16 65*	*2,28*	*8·05*	*1,24*	*4·36*	*25,73*	*90 73*	Mysore.
..	.	4,49	15·40	2,36	8·09	1,34	4·64	24,93	85 55	
..	..	*49*	*16·71*	*24*	*8·12*	*13*	*4·35*	*2,67*	*90·79*	
..	..	50	15 67	26	8·12	15	4·62	2,66	83 12	
..		*7*	*17·47*	*4*	*8·43*	*2*	*4 64*	*35*	*78·81*	
..	.	8	15·76	4	7 97	2	4·59	46	93·36	
..	..	*94*	*11·26*	*57*	*6·83*	*20*	*2·40*	*4,37*	*52 46*	Shahdara (Delhi) Saharanpur Light
..	..	96	10·60	56	6·20	23	2·60	4,63	51·10	
19	*0·06*	*35,59*	*11 41*	*22,47*	*7·21*	*10,73*	*3 45*	*1,93,39*	*62 02*	TOTAL CLASS II RAILWAYS
21	0·07	35,68	11·55	22,99	7 44	9,10	2·94	1,98,66	64 29	

§ Includes the Darjeeling Himalayan Extension Railway.

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

Railway System.	Gauge.	Year.	*Maintenance of Structural works*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2′ 6″	*1934-35*	*25*	*23·60*	*24*	*21·93*
		1935-36	22	25·12	25	28·63
Arrah-Sasaram Light	2′ 6″	*1934-35*	*†74*	*†20·93*	*†85*	*†24·11*
		1935-36	79	22 30	71	19·80
Bankura-Damoodar River	2′ 6″	*1934-35*	*36*	*27·34*	*39*	*29·45*
		1935-36	51	46·19	40	35·97
Barasat-Basirhat Light	2′ 6″	*1934-35*	*97*	*19·47*	*1,39*	*27·88*
		1935-36	1,20	22·04	1,47	26·93
Bengal Provincial	2′ 6″	*1934-35*	*22*	*20·46*	*36*	*33·07*
		1935-36	19	22·23	32	37·56
Bukhtiarpur-Bihar Light	2′ 6″	*1934-35*	*47*	*15·50*	*64*	*20·80*
		1935-36	51	20·10	58	22·50
Burdwan-Katwa	2′ 6″	*1934-35*	*28*	*19·54*	*36*	*25·65*
		1935-36	30	26 57	32	28·15
Cutch State	2′ 6″	*1934-35*	*28*	*14·02*	*61*	*30·30*
		1935-36	33	14·85	63	28·52
Dehri-Rohtas Light	2′ 6″	*1934-35*	*27*	*11·58*	*58*	*24·73*
		1935-36	22	11·86	56	29 84
Dholpur-State	2′ 6″	*1934-35*	*17*	*9·50*	*49*	*28·01*
		1935-36	24	13·93	62	35·70
Futwah-Islampur	2′ 6″	*1934 35*	*31*	*24·90*	*23*	*18·53*
		1935-36	34	31·10	26	23·80

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

† Revised figures for the year 1934-35 substituted in place of those for 1933-34 adopted in the last report as these figures were not available then.

System for the years 1934-35 and 1935-36. (*In thousands of rupees.*)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*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.	
8	9	10	11	12	13	14	15	16
								CLASS III.
23	*21·42*	*17*	*16·38*	*2*	*1·83*	*91*	*85·16*	Ahmadpur-Katwa.
18	20·43	18	20·03	2	2·04	85	96·25	
†*47*	†*13·27*	†*33*	†*9·22*	†*8*	†*2·23*	†*2,47*	*69·76*	Arrah-Sasaram Light
48	13 50	33	9 20	8	2·40	2,39	67 20	
24	*17·83*	*28*	*21·04*	*4*	*2·63*	*1,31*	*98·29*	Bankura-Damoodar River
23	20 34	29	25·76	3	3·02	1,46	131·28	
1,03	*20 81*	*45*	*9·14*	*17*	*3·40*	*4,01*	*80·70*	Baraset-Basirhat Light
1,06	19·32	45	8·20	16	3·02	4,34	79·51	
23	*20·75*	*18*	*16·52*	*2*	*1·56*	*1,01*	*92·36*	Bengal Provincial
19	22·75	17	19·42	2	1·88	89	103·84	
42	*13·90*	*30*	*9·70*	*6*	*2·00*	*1,89*	*61 90*	Bukhtiarpur-Bihar Light.
42	16·30	30	11 60	6	2·30	1,87	72·80	
28	*19·53*	*22*	*15·23*	*3*	*2·22*	*1,17*	*82·17*	Burdwan-Katwa.
26	23·18	22	19·53	3	2·50	1,13	99·93	
20	*10·15*	*19*	*9·36*	*1*	*0·26*	*1,29*	*64·09*	Cutch State
22	9·84	18	7·87	..	0·08	1,36	61·16	
17	*7·45*	*24*	*10·40*	*3*	*1·38*	*1,29*	*55·59*	Dehri-Rohtas Light
17	9·25	25	13·04	5	2·41	1,25	66·40	
17	*9·89*	*16*	*9·05*	*1*	*0·59*	*1,00*	*57·04*	Dholpur-State.
17	9·52	17	9·63	1	0·61	1,21	69·39	
21	*17·20*	*15*	*12·31*	*3*	*2·11*	*93*	*75·10*	Futwah-Islampur.
21	19·40	15	13·80	3	2·70	99	90·80	

7.—Details of Working Expenses* of each Railway

Railway System	Gauge	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1934-35*	*1,06*	*14·62*	*3,08*	*42·43*
		1935-36	1,07	14 21	2,72	36·12
Howrah Amta Light	2′ 0″	*1934-35*	*1,42*	*15·39*	*2,36*	*25·59*
		1935-36	1,47	16 74	2,28	25·92
Howrah-Sheakhala Light	2′ 0″	*1934-35*	*30*	*17 53*	*48*	*28·53*
		1935 36	41	20 99	44	22·58
Jagadhri Light	2′ 0″	*1934-35*	*2*	*10 60*	*5*	*40·17*
		1935-36	1	8 38	5	4·03
Jessore-Jhenidah	2′ 6″	*1934-35*	§	§	§	§
		1935-36	§	§	§	§
Jorhat (Provincial)	2′ 0″	*1934 35*	*29*	*24 48*	*50*	*41·28*
		1935-36	34	27 13	54	42·21
Kalighat-Falta	2′ 6″	*1934-35*	*32*	*20 72*	*64*	*41 45*
		1935-36	33	21·94	62	40·71
Kulasekarapatnam Light	2′ 0″	*1934-35*	*23*	*31 06*	*37*	*51·12*
		1935-36	21	29 83	30	43·17
Matheran Light	2′ 0″	*1934-35*	*12*	*13·64*	*25*	*28·40*
		1935-36	14	16·47	22	25 88
Porbandar State	3′ 3⅜″	*1934-35*	*27*	*8·22*	*72*	*21·59*
		1935-36	31	8 95	75	21·38
Tezpore-Balipara	2′ 6″	*1934-35*	*18*	*11 74*	*42*	*27·39*
		1935-36	22	14 34	41	27·28
Trivellore Light	2′ 0″	*1934-35*		*0·50*	*1*	*74·70*
		1935-36		4 22	2	76·77
Udaipur-Chitorgarh	3′ 3⅜″	*1934 35*	*1,91*	*20·21†*	*1,89*	*31·45†*
		1935 36	1,01	15 04	2,53	37 78
TOTAL CLASS III RAILWAYS		*1934-35*	*†9,74*	*†16·99*	*†16,91*	*†29 51*
		1935-36	10,37	18·21	17,00	29·85

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Information not available.
† Revised figures.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*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	
8	9	10	11	12	13	14	15	16
								CLASS III—*concld.*
73	*10·10*	*71*	*9 77*	*40*	*5 60*	*5,98*	*82 52*	Gwalior Light.
75	9 96	62	8·23	42	5 58	5,58	74 10	
1,55	*16·79*	*62*	*6·72*	*31*	*3 39*	*6,26*	*67 88*	Howrah Amta Light.
1,54	17 59	60	6·82	44	5·05	6,33	72·12	
38	*22 53*	*23*	*13 78*	*7*	*4 23*	*1,46*	*86 60*	Howrah-Sheakhala Light.
40	20 23	23	11 98	11	5·53	1,59	81 31	
3	*24 43*	*2*	*14 62*		*1 62*	*12*	*91·44*	Jagadhri Light.
4	29 12	2	16 34	..	1·85	12	99 72	
§	§	§	§	§	§	§	§	Jessore-Jhenidah.
§	§	§	§	§	§	§	§	
42	*34·89*	*12*	*10 41*	*5*	*4·09*	*1,38*	*115 15*	Jorhat (Provincial).
45	35·06	12	9·88	3	2·54	1,48	116 82	
31	*20·11*	*27*	*17·16*	*7*	*4·82*	*1,61*	*101 26*	Kalighat-Falta.
30	20·15	27	17 89	6	4·14	1,58	104 83	
13	*17 25*	*3*	*4 21*	.		*76*	*103 64*	Kulasekarapatnam Light
15	20·70	3	4 74	.		69	98 41	
9	*10·23*	*12*	*13 64*	*3*	*3·41*	*61*	*69 32*	Matheran Light.
9	10·59	12	14·12	1	1·17	58	68 23	
35	*10·40*	*45*	*13 67*	*13*	*3 86*	*1,92*	*57·74*	Porbandar State.
37	10·50	43	12 23	10	2·87	1,96	55·93	
27	*17 79*	*20*	*13 16*	*8*	*5·09*	*1,15*	*75·17*	Jaipore Bahpura.
29	19·13	21	13·82	4	2·46	1,17	77 03	
1	*99 70*	..	*45 50*	*1*	*46 70*	*3*	*267·10*	Trivellore Light
1	68·43	1	26 19		21·77	4	197·38	
56	†*9·25*	*30*	†*5 01*	*17*	†*2 81*	*4,13*	†*68 75*	Udaipur-Chitorgarh.
69	10 24	34	5·16	15	2 25	4,72	70 47	
8,48	*14·80*	†*5,74*	†*10 01*	†*1,82*	†*3·18*	†*42,69*	†*74·49*	TOTAL CLASS III RAILWAYS.
8,67	15 22	5,69	9·99	1,85	3·25	43,58	76·52	

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 1936.				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3½″	1-7-95	1,131·43	.	.	1,131·43	1,131·43	227·38	19·10	1,377 91
	Chaparmukh-Silghat .	3′ 3½″	30-3-20	50·81		..	50·81	50·81	3·60	..	54·41
	Katakhal Lalabazar .	3′ 3½″	1-4-23	23·49	..	..	23·49	23·49	1·03	..	24·52
	Mymensingh-Bhairab Bazar	3′ 3½″	20-6 17	100·68	..	.	100·68	100·68	18 57	0 36	119 61
	Total—1			1,306·41	..	..	1,306 41	1,306 41	250 58	19·46	1,576·45
2	Bengal and North Western—	3′ 3½″	2-4-84	1,269·28		..	1,269 28	1,269·28	276·55	36·47	1,582 30
	Mashrak-Thawe .	3′ 3½″	12-1-31	39·32			39·32	39·32	4 64	1·95	45·91
	Tirhoot . . .	3′ 3½″	1-11-75	791 62	10 05		801 67	811 72	197 57	20 66	1,029·95
	Total—2			2,100·22	10·05		2,110 27	2,120 32	478·76	59·08	2,658·16
3	Bengal-Nagpur—	5′ 6″	27-11-88	2,157·20	254·84	.	2,412·10	2,666·94	639·83	153·52	3,460·29
	Central India Coal-fields	5′ 6″	17-6-28	53·84		.	53 84	53 84	3·36	2 07	59 27
	Mayurbhanj . . .	2′ 6″	20-1-05	70·64			70 64	70·64	3·61	0·10	74·35
	Parlakimedi Light	2′ 6″	1-4-00	56·30	.		56 30	56 30	1 83	1·42	59·55
	Purulia-Ranchi . . .	2′ 6″	15-11-07	116 54			116 54	116·54	11·17	0·05	127·76
	Raipur-Dhamtari . .	2′ 6″	10-9-00	56·94			56 94	56 94	4 88	0 65	62 47
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625 92	62 30	12·26	700 48
	Total—3 .			3,137·44	254·84	..	3,392·28	3,647·12	726·98	170 07	4,544 17

for the year 1935-36.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				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.
..	..	..	..	..	..		Turhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur—
.	..	..	..	..	..	State line.	Central India Coal-fields.
..		..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	.	Unassisted company's line	Parlakimedi Light
.	..	..	..	..	..	State lines.	Purulia-Ranchi.
		..	.	..	..		Raipur Dhamtari.
..		..	.		.		Satpura
	..		..		..		Total—3.

*Receives land only from Government.

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

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

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1936.				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	775·03	240·83	*19·44	1,035 30	1,334·18	357·19	96·64	1,788·01
	Nagda-Ujjain .	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	3·64	1·86	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	12·35	..	..	12 35	12·35	1·48	2·33	16·16
	Tapti Valley .	5′ 6″	1-12-98	155·72	.	..	155·72	155·72	7·51	3·91	167·14
	Bombay, Baroda and Central India	3′ 3½″	14-2-73	1,878·46	2·82	.	1,881·28	1,884·10	391·15	26·98	2,302 23
	Ahmedabad-Parantij .	3′ 3½″	1-5-97	88·73	.	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra	3′ 3½″	1-6-98	40 28		..	40·28	40·28	5·24	13·29	58 81
	Jaipur State .	3′ 3½″	10-11-05	179·80	..	.	179·80	179 80	13·42		193·22
	Palanpur-Deesa .	3′ 3½″	8-11-93	17·11	..	.	17·11	17 11	1 47	..	18 58
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72 28	72 28	4·90	3 50	80·68
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30 68	..		30 68	30 68	3 90	3·07	37 65
	Godhra-Lunavada .	2′ 6″	4-2-13	25·49	..		25·49	25·49	1·80	0·85	28·14
	Nadiad Kapadvanj	2′ 6″	5-3 13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State	2′ 6″	1-7-97	58·37	.	..	58·37	58·37	3·83	1·19	63·39
	Piplod-Devgad Baria	2′ 6″	1-1-29	9·52	..	.	9·52	9·52	0·54	1·03	11·09
	Total—4 .			3,428·21	243·65	19·44	3,691 30	3,993 00	809·53	159·98	4,962·51
5	Burma .	3′ 3½″	1-5-77	1,853·04	206·85		2,059.89	2,266·74	460 30	136·00	2,863 04

* 0·26 miles treble and 19·18 miles quadruple.

for the year 1935-36—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				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	Bombay, Baroda and Central India—
..		.	.	..	.	Indian State lines	Nagda-Ujjain.
..		.	.	..			Gaekwar's Petlad
..	.		.				Tarapur Cambay 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-Pani.
..	..	..	.	..	..		Godhra-Lunavada
..	..	..	..	..	..		Nadiad Kapadvanj.
..		..	.	..		Indian State lines.	Rajpipla State
..	..	..	..	..			Piplod-Devgad Bana.
	..		.		..		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) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1936.				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				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
6	Eastern Bengal—	5′ 6″	2-1-62	677 58	146·13	22 60 (quadruple).	846·31	1,060 24	483 06	40 28	1,583 58
	Sara-Sirajganj . .	5′ 6″	1-7-15	54·22	..	..	54·22	54 22	26 22	..	80·44
	Eastern Bengal .	3′ 3½″	28 8-77	1,031·75	7 29	..	1,039 04	1,046 33	302 62	8 66	1 357·61
	Cooch Behar State	3′ 3½″	15-9-93	33 09	..		33 09	33·09	2·42		35·51
	Eastern Bengal .	2′ 6″	18-7-81	17 14		..	17 14	17 14	1 28	.	18 42
	Khulna Bagerhat .	2′ 6″	10 6 18	19 75			19 75	19 75	1·95		21 70
	Total—6			1,833 53	153 42	22 60	2,009 55	2,230·77	817 55	48·94	3,097·26
7	East Indian—	5′ 6″	15-8-54	†3,221·41	935 11	‡61 12	4,217 64	5,312 90	1,705 42	179 87	7,198 19
	Hardwar-Dehra	5′ 6″	1-3 00	32 04	.		32 04	32 04	5 81		37·85
	South Bihar	5′ 6″	5-7-99	75 82			75 82	75 82	6 27		82 09
	Cawnpore Burhwal link	3′ 3½″	24-11-96	(a)65 73			(a) 65·73	(a) 65 73	14 09	1·69	81·51
	Total—7 .			3,395 00	935 11	61 12	4,391 23	5,486·49	1,731 59	181 56	7,399 64
	Great Indian Peninsula (b)	5′ 6″	18-4-53	2,357 37	775 52	32 74	3,165 63	4 039 37	911 00	188 31	5,138 68
	Bhopal Itarsi (Indian State Section)	5′ 6″	1-11-84	56 64	.	..	56 64	56·64	22 62	1 55	80 81
	Bhopal Ujjain .	5 6″	11-11-95	113 46	.	.	113 46	113 46	6 54	3 28	123·28
	Bina Goona-Baran .	5′ 6″	23 9-05	147 07			147 07	147 07	7 89	2 17	157·13
	Darwha-Pusad .	2′ 6″	15-12-31	42·80	.	.	42·80	42 80	2 34	0 36	45·50
	Dhond-Paramati .	2′ 6″	20-5-14	27·30			27·30	27·30	1·19	0·50	28·99
	Ellichpur-Yeotmal .	2′ 6″	1-12-13	117 81		.	117 81	117·81	5 77	2·64	126·22
	Pachora-Jamner . .	2′ 6″	1-4-18	34·62			34 62	34 62	1 97	0 89	37 48
	Pulgaon Arvi .	2′ 6″	25 9-17	21 83		.	21·83	21 83	1 13	0 24	23 20
	Total—8 . .			2,918 90	775 52	32 74	3,727·16	4,600·90	960 45	199 94	5,761 29

† 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 0·89 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agra Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, viz., 12·26 miles) and Cawnpore-Banda Railways.

for the year 1935-36—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936					
		SANCTIONED BUT NOT COMMENCED (c)		UNDER CONSTRUCTION (d)			
Section	Miles	Section	Miles.	Section	Miles.	Classification.	Name of Railway
13	14	15	16	17	18	19	20
Extension of line to new Faridpur Station	1 54	..	..	..	..	State line	Eastern Bengal—
		..		..		Branch line under rebate terms	Sara Sirajganj
..	..	.	..	..		State line	Eastern Bengal
.	.		.			Indian State line.	Cooch Behar State
..	.	..	.	.	.	State line	Eastern Bengal
	.	..	.	..		Branch line under rebate terms	Khulna Paigachha
	1 54						Total—6
..		.	.	.		State line	East Indian—
.					.	Branch line under guarantee terms.	Hardwar Dehra
		.	.	.		State line §	South Bihar
				.		State line, ‖	Cawnpore Barhwal link.
					..		Total—7
				..		State line	Great Indian Peninsula (b)—
		..	.	..	..	Indian State lines	Bhopal Itarsi (Indian State Section)
	..	.		..			Bhopal Ujjain
		..		.			Bina Goona Baran
	..	..				State line	Darwha Pusad
.	.	..				Branch lines under rebate terms	Dhond-Baramati.
..	.	..					Ellichpur-Yeotmal.
..	.	..					Pachora Jamner.
.		..	.		.		Pulgaon Arvi
	..		.				Total—8

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

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

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

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

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1936				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				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
9	Jodhpur — . .	3′ 3½″	24-6-82	767·05	..	..	767 05	767 05	103·89	13 26	884 20
	Jodhpur Hyderabad (British Section)	3′ 3½″	18-8-02	238·52	..	..	238·52	238 52	46 01	4 94	289·47
	Mirpur Khas-Khadro . .	3′ 3½″	1 1-12	49 50	..	.	49 50	49 50	3 49	1 50	54 49
	Total—9			1,055 07	..	.	1,055 07	1,055 07	153·39	19 70	1,228 16
10	Madras and Southern Mahratta—	5′ 6″	1-7-56	1,067 22	48·17	3 71 (Quadruple).	1,119 10	1,178 40	331 64	10 10	1,520·14
	Kolar Gold-fields (M S. Ry)	5′ 6″	1-6-94	9·88	..	.	9 88	9 88	2 68	3·10	15·66
	Tenali-Repalle . .	5′ 6″	18-3-16	21·41	..	.	21 41	21 41	1 28		22·69
	Madras and Southern Mahratta	3′ 3½″	24-3-84	*1,659 18	1·15	.	1,660 33	1,661·48	248·38	4·40	1,914·26
	Alnavar-Dandeli (Provincial)	3′ 3½″	1-2-19	19 12	..		19 12	19·12	1·96		21·08
	Bangalore-Harihar (M. S Ry)	3′ 3½″	11-8-84	210 49	..	..	210 49	210 49	30 02		240 51
	Bezwada-Masulipatam	3′ 3½″	4-2-08	51 80	..	..	51 80	51·80	8·96	0·17	60·93
	Hindupur (Yesvantpur Mysore Frontier). (M S Ry.)	3′ 3½″	15-12-92	51·19	..	..	51 19	51 19	1·13	.	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 .			3,175·50	49·32	3·71	3,228·53	3,288·98	653·49	19·35	3,961·82
11	Nizam's State— . .	5′ 6″	9-10-74	330 18	..	..	330 18	330·18	64·16	11·61	405·95
	Bezwada Extension . .	5′ 6″	10 2-89	21 47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah . .	5′ 6″	1-2-24	145 69	..	..	145·69	145·69	5 30	2 79	153·78
	Karipalli-Kothagudem .	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Vikarabad-Bidar . .	5′ 6″	14-1-30 1-7-32	166 25	..	..	166 25	166 25	12 32	..	178·57
	Hingoli Branch . . .	3′ 3½″	15-5-12	50·31	..	..	50·31	50·31	0·88	.	51·19
	Hyderabad-Godavari Valley .	3′ 3½″	21-10-99	377·11	8·54	..	385·65	394·19	62·34	2 22	458·75
	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	157·36	16·00	0·05	173·41
	Dronachellam Kurnool	3′ 3½″	1-1-09	36 28	..	..	36 28	36 28	3·41	..	39·69
	Total—11 .			1,330·05	17·82	..	1,347·87	1,365·69	169·32	16·67	1,551·68

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

for the year 1935-36—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				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 to Phulad.	15·69	..	..	..	..	Indian State line.	Jodhpur—
Jhudo-Pithoro	64·11	..	.	..	.	State line.	Jodhpur Hyderabad (British Section).
..	.	..	..			Line subsidized by the Government of India (a)	Mirpur Khas Khadro.
	79 80		.		.		Total—9
..	..	.			..	State line	Madras and Southern Mahratta—
..	..	..	.	.	.	Indian State line	Kolar Gold-fields (M. S. Ry.)
..	.				.	District Board line	Tirupattur
..	..	.	..		.	State lines.	Madras and Southern Mahratta.
		.	..	..	.		Alnavar-Dandeli (Provincial)
	.		.	..	.		Bangalore-Haribar (b) (M S Ry.)
	.	..	..	..	.	District Board line.	Bezwada Masulipatam.
..	..	..	.	..	..	State line.	(b) Hindupur (Yeavantpur Mysore Frontier) (M. S. Ry.)
.	..	..	.	..	..	Indian State lines	Kolhapur State.
	..	.			.		Sangli State
..	.	..	..		.	Foreign line.	West of India Portuguese.
	.		..		..		Total—10.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..		.	..	.	State line	Bezwada Extension.
.	.		..		.	Indian State line	Kazipet-Balharshah.
..	.	..	..	..	..		Karipalli-Kothagudam.
..	..	..	..		..		Vikarabad-Bidar.
	.	.	.	..	.		Hingoli Branch.
	..	..	..	.	.		Hyderabad-Godavari Valley
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	.	..	.		Secunderabad-British Frontier
	.	..	..	.	.	State line	Dronachellam 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.

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

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

8—Mileage Statement

CLASS I

Serial No	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1936.				Track mileage open on 31st March 1936.			
				Single line	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings	Commercial sidings.	Total
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . .	5′ 6″	13-5-61	4,716·66	885.03	..	5,601·69	6,486·72	1,817·32	68 86	8,372·90 (a)
	Shahdara Narowal . .	5′ 6″	21-12 26	48 33	..	.	48 33	48 33	1·49	..	49 82
	Bahawalnagar-Fort Abbas-Kut-Al-Imara	5′ 6″	4-4-28	151 51	..	..	151·51	151 51	7·55	.	159 06
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25 94	..	..	25 94	25 94	2·30		28 24
	Jullundur Mukeria . .	5′ 6″	1-1-15	45 08	..	..	45·08	45·08	3·77	.	48·85
	Phagwara Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46 03	..	..	46 03	46 03	5 62		51·65
	Jammu-Kashmir (Indian State Section)	5′ 6″	15-3-00	15 86	..	..	15 86	15·86	3·45	0 36	19 67
	Khanpur-Chachran .	5′ 6″	2-7 11	21·98	..	..	21·98	21 98	2 50		24 48
	Ludhiana-Dhuri-Jakhal .	5′ 6″	10-4-01	78 58	..	.	78 58	78·58	6·19	.	84 77
	Mandra-Bhaun	5′ 6″	1-5 15	46 68	.	.	46 68	46 68	3 61		50 29
	Rajpura Bhatinda	5′ 6″	1-11-84	107·78	..	..	107 78	107·78	20 61	..	128·39
	Sialkot Narowal . .	5′ 6″	10 11 15	38 70		.	38 70	38 70	5 98		44·68
	Sirhind Rupar . .	5′ 6″	26 2-28	30 96	.	.	30 96	30·96	4 60	..	35·56
	Jacobabad-Kashmor .	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	4·19		80·65
	Kalka Simla .	2′ 6″	9 11 03	59 93	..	..	59·93	59·93	10 23	..	70·16
	Kangra Valley	2 6″	1-12 28	102 99	..	.	102 99	102 99	9 93		112 92
	Zhob Valley (Fort—Sundeman Khanai)	2′ 6″	1 1 21	173 84	..	.	173 84	173 84	14·19	16 69	204 72
	Kohat Thal .	2′ 6″	1-4 03	61·86	.	..	61·86	61 86	10 34	.	72·20
	Larkana Jacobabad	2′ 6″	16-2 22	53 22	..	.	53 22	53 22	3 39	..	56·61
	Mari Indus (Kalabagh-Bannu) and Laki-Pezu Tank-Manzai	2′ 6″	15 6-13	157 48		.	157 48	157 48	19 00	8 11	184 59
	Total—12			6,059 87	885 03	.	6,944 90	7,829 93	1,956 26	94 02	9,880 21

(a) Nok Kundi—Zahidan (137 28 miles, single line and 13 83 miles sidings) and Landi Kotal—Landi Khana (5 miles, single line and 1-17 miles sidings) sections closed to traffic, not included.

for the year 1935-36—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936				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	North Western —
..	..	..		.	.		
		..		.	.	Branch line under guarantee terms with the Punjab Govt	Shahdara Narowal
.				..	..	Indian State lines.	Bahawalnagar Fort-Abbas-Kut-Al-Imara
							Jind Panipat (Indian State Section)
						Branch lines under rebate terms	Jullundur-Mukerian
					.		Phagwara Raikot (including Jaijon Extension).
					..	Indian State lines.	Jammu Kashmir (Indian State Section).
							Khanpur-Chachran.
				..	..		Ludhiana Dhuri-Jakhal.
			.	.		Branch line under rebate terms.	Mandra Phaun.
				..	.	Indian State line.	Rajpura Bhatinda.
.	.			..	.	Branch line under rebate terms	Sialkot Narowal.
.	.			.	.	Indian State line.	Sirhind-Rupar.
			.	.	.	Branch line under rebate terms	Jacobabad Kashmor
..			.	.	..	State line.	Kalka Simla.
.	.		.	.	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
.	..	.		.	.	State lines	Znob Valley.
	.		.	..	..		Kohat Thal.
.	..		.	..	.	Branch line under rebate terms	Larkana-Jacobabad.
	..	..	.	..	..	State line.	Mari Indus (Kalabagh Bannu) and Laki-Pezu. Tank-Manzai
	..				.		Total—12

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

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

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1936.				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				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
13	Rohilkund and Kumaon—	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	35·63	3·85	298·20
	Lucknow Bareilly	3′ 3⅜″	12-10-84	310·90	1·16	..	312 06	313·22	62 71	12 15	388·08
	Total—13			569·62	1 16	..	570·78	571·94	98·34	16·00	686·28
14	South Indian—	5′ 6″	23-5 60	599·14	.	.	599·14	599·14	136·70	2·41	738·25
	Shoranur Cochin	5′ 6″	**24-10-34	65·01	..	.	65·01	65·01	11·68	*0·82	*77·51
	South Indian	3′ 3⅜″	15 7-61	1,486 30	4 84	15 55	1,506 69	1,542·63	316·15	16 69	1,875·47
	Nilgiri	3′ 3⅜″	15-6-99	28·96	.	..	28·96	28·96	4 65		33·61
	Peralam-Karaikkal	3 3⅜″	14-3-98	14·65	..		14 65	14·65	2·12	.	16 77
	Podanur-Pollachi	3′ 3⅜″	15-10-15	25 04	.		25·04	25·04	4 42	.	29·46
	Pondicherry	3′ 3⅜″	15-12-79	7·85	.	.	7 85	7 85	2 14	0·18	10 17
	Tinnevelly-Tiruchendur	3′ 3⅜″	24-2-23	38·18	..	.	38·18	38·18	4·09	..	42·27
	Travancore (British Section)	3′ 3⅜″	1-6-02	50·33	..	.	50·33	147 97	22 25	0·59	170·81
	Travancore (Indian State section)	3′ 3⅜″	1-6-04	97 64	..	..	97 64				
	Morappur-Hosur	2′ 6″	18-1-06	73·31	.	..	73·31	73·31	4·32	..	77·63
	Tirupattur-Krishnagiri	2′ 6″	18-9-05	25·38	..	.	25·38	25·38	2·44	..	27·82
	Total—14			2,511·79	4·84	15·55	2,532·18	2,568·12	510·96	20·69	3,099·77
	Total Class I			34,674·65	3,537 61	155 16	38,367·42	42,331·48	9,777 50	1,161·46	53,270·44

*Includes 0·42 miles of M Gauge.

** Date of conversion from 3′ 3⅜″ gauge to 5′ 6″ gauge (3′ 3⅜″ gauge first opened on 2nd June 1902)

for the year 1935-36—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				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
..	..	..	..			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	5·39		.			State line.	South Indian.
..	..	..	.	..		State line.	Nilgiri
..		..		..		Foreign line.	Peralam-Karaikkal.
..	..	..	.	..	.	District Board line	Podanur-Pollachi.
..	..	..	..	..		Foreign line	Pondicherry
.	..	..	.			District Board line	Tinnevelly-Tiruchendur.
..	..	..	..	..		State line	Travancore (British Section)
..	..	..	..	.		State line.*	Travancore (Indian State Section).
..	..	..	..	..		State lines.	Moappur-Hosur
..	..	..	..	..	.		Tirupattur-Krisenagiri.
	5·39		..		..		Total—14
	86·73		..		..		Total Class I.

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

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

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

							Total.	Classification.
							8	9
						22 39	224·90	Line subsidized by the Government of India.*
					39·50	7·68	47·18	Line subsidized by District Board.
				121·16	121·16	17·75	138·91	Line subsidized by the Government of India.*
				160 66	160 66	25 43	186·09	
		. .	3′ 3½″	20-12-80	307·01	307·01	54 34	361 35 } Indian State Lines
		..ate	3′ 3½″	9-12-91	795 85	795 85	81 47	877 32 }
5	Darjeeling Himalayan . .		2′ 0″	23 8-80	51 07	51 07	10 70	61 77 Line subsidized by Local Government
	Darjeeling Himalayan Extensions .		2′ 0″	16-3-11	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 . .		3′ 3½″	15-8-82	86 02	86 02	29·47	115·49 Line subsidized by Local Government.
	Ledo and Tikak Margherita . .		3′ 3½″	17-2-84	5 50	5 50	24·32	29·82 Unassisted Company's line
		Total—6 .			91 52	91 52	53·79	145 31
7	Gaekwar's Baroda State . . .		3′ 3½″	21-3 87	255 12	255 12	34·33	289 45 }
	Khijadiya-Dhari†		3 3½″	1-3 13	37 46	37 46	4 59	42 05 }
	Gaekwar's Baroda State .		2 6″	8-4 73	333 06	333 06	54·86	387 92 }
	Bodeli 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		3′ 3½″	19-1-81	106 24	106 24	17 33	123 57 }
	Jetalsar Rajkot .		3′ 3½″	12-4-03	46·16	46 16	9·84	56·00 }
		Total—8			152 40	152 40	27 17	179 57
9	Jamnagar-Dwarka		3′ 3½″	1-4-22	65 92	65·92	3·73	69 65 Branch line under guarantee and rebate terms.
	Jamnagar .		3′ 3½″	8-4 97	‡54 22	‡54 22	12 89	67·11 }
	Okhamandal . .		3′ 3½″	15-11 22	37 21	37 21	4 77	41 98 }
		Total— 9			157 35	157 35	21·39	178 74
10	Junagad State . .		3′ 3½″	1 9-88	210 60§	210 60§	24 24	234 84 } Indian State lines.
11	Morvi		3′ 3½″	4 3 05	132 26	132 26	29 86	162 12 }
12	Mysore . . .		3′ 3½″	1 2 81	321 90	321 90	42·77	364 67 }
	Bangalore-Chik Ballapur Light .		2′ 6″	6 4 15	38 63	38 63	4 96	107 16 Line guaranteed by Indian State.
	Kolar District		2′ 6″	15-12 13	63 57	63 57		Indian State line
	Tarikere Narasimharajapura .		2 6″	22-5-15	26 60	26 60	2 62	29 22 Indian State line.
		Total—12			450 70	450 70	50 35	501 05
13	Shahdara (Delhi)-Saharanpur Light		2′ 6″	7 5 07	92 50	92 50	10 23	102 73 Line subsidized by the Government of India*.
	Total Class II .			.	3 548 24	3,548 24	511 85	4,060 09

* Receives land only from Government
† Taken over from Gondal Railway on 1st April 1934.
‡ Includes 3·93 miles, Jamnagar to Bedi Bunder, worked for goods traffic only
§ Includes 0·73 mile of Dungarpur quarry line and 0·53 mile of Veraval Dock Estate worked for goods traffic only.

for the year 1935-36—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36		ROUTE MILEAGE AUTHORISED, BUT NOT SANCTIONED BUT NOT COMMENCED (a)				
Section.	Miles.	Section.	Miles.	Section	Miles	
10	11	12	13	14	15	
						CLASS II RAILWAYS.
..	..	..	..	.		Barsi Light.
..	..	..	.		.	Bengal Dooars.
..	.	..		..		Bengal Dooars Extensions
	.		.			Total—2
.	..	..	..	..		Bhavnagar State
..		.				Bikaner State
.	..	.	..	..		Darjeeling Himalayan
..	.	.	..	..		Darjeeling Himalayan Extensions
	..		.			Total—5
..	..	..		..		Dibru-Sadiya
..	.	..	.	.		Ledo and Pikak Margherita
						Total—6
.	..	..	.			Gackwar's Baroda State
..	..	..	..	Prachi Road to Kodinar	16 10	Khijadiya-Dhari
					16 10	
	.			..		Gackwar's Baroda State.
..				.		Bodeli Chhota Udaipur
	.				16 10	Total—7
..	.	..	.	Kunkavav-Bigasra	12 50	Gondal
..	.	..	.			Jetalsar Rajkot
	.		..		12 50	Total—8.
	.					
..		..	..	..		Jamnagar-Dwarka.
		..	..	..		Jamnagar.
..		..	..	..	..	Okhamandal.
	..		.		..	Total—9.
Talala. to Sasangir	*10 83		.	Sasangir to Visavadar	18 62	Junagad State
	*10 83		..		18 62	Total—10.
..	..	..	..	..	..	Morvi—11.
..	.	..	..	Anandapuram—Sagara.	16·22	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimharajapura.
	..		..		16 22	Total—12.
..	..	..	..		..	Shahdara (Delhi)-Saharanpur Light.
	10 83		..		63 44	Total Class II.

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

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

* For Goods traffic only.

1	2	3	Opening for traffic. 4	Mileage open (Single line) on 31st March 1936 5	TRACK MILEAGE OPEN ON 31ST MARCH 1936. Running track. 6	Sidings. 7	Total. 8	Classification. 9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.
2	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·36	70·52	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7 43	67·76	Branch line under guarantee terms.
4	Barasat-Basirhat Light	2′ 6″	1-2-05	52·24	52 24	5 08	57·32	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33 27	33 27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurgunj	2′ 6″	1-9 17	8·31	8·31	0·77	9 08	Branch line under guarantee terms.
	Total—5	..		41·58	41·58	3·08	44 66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1 7 03	33·00	33 00	2·97	35 97	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72 00	72 00	4 50	76·50	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	25·51	25 51	8 00	33 51	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	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12 99	294·92	294·92	*30 34	325·26	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-97	43 87	43 87	6·89	50 76	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Companies' lines.
16	Jessore Jhenidah	2′ 6″	1-10-13	36 75	36·75	1 76	38 51	
17	Jorhat (Provincial)	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line
18	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
19	Kulasekarapatnam Light	2′ 0″	18-7-15	26·75	26·75	.	26·75	Unassisted Company's line
20	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13 63	Line subsidized by the Government of India.
21	Porbandar State	3′ 3½″	1-10-89	†41·29	†41·29	8·45	49·74	Indian State line.
22	Tezpore-Balipara Light	2′ 6″	9-8-94	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 95	145 64	145 64	18 58	164 22	Indian State line
	TOTAL CLASS III	..		1,202·72	1,204 13	130 41	1,334·54	

* Includes ·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1·55 miles of Porbandar Dock Estate line and 3 70 miles of Ranwao quarry line worked for goods traffic.
§ Receives Land only from Government.

for the year 1935-36—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				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 III RAILWAYS.
..	.		.	.	.	Ahmadpur-Katwa
..	.	.	0 21	.		Arrah-Sasaram
..	.	..				Bankura-Damcodar River.
.	..	.	0·32			Barasat-Basirhat Light.
		.				Bengal Provincial.
..	..	.				Dasghara-Jamalpurganj.
	..					Total—5
.		.	.	.		Bukhtiarpur-Bihar Light
..	..		.			Burdwan-Katwa.
..	..					Cutch State
.		.				Dehri-Rohtas Light
..	.			..	.	Dholpur State
..	..					Futwah Islampur
.		.				Gwalior Light.
..	..	..	0·07	..	..	Howrah Amta Light
.	.		0·29			Howrah Sheakhala Light.
				.		Jagadhri Light
..	..	..	..	..	.	Jessore Jhenidah
	.	.				Jorhat (Provincial)
	..					Kalighat Falta
.						Kulasekarapatnam Light
..			.			Matheran Light
	.					Porbandar State.
..	.	.		.		Tezpore-Balipara Light.
	.		..			Trivellore Light
Khamblighat-Phulad Jn.	13·25	.		.	.	Udaipur Chitorgarh
	13·25		0 89		..	TOTAL CLASS III

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

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

9.—*Description of Class I Railways worked during the year 1935-36.*

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	2,522·8	410	*Nil*	8·11	215 0	894·2	200 7	1,318·0	2·30	1 in 60	5·75	1,000	16·0	14·3
Bombay, Baroda & Central India.	1,258 2	256	*Nil*	1·35	0 61	262·1	95 1	359 2	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal	899·7	236	*Nil*	*Nil*	0 65	3 42	10·3	14 4	0 65	1 in 100	6·00	955	13 1	10·5
East Indian	4,447·5	757	0·15	23 0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·80
Great Indian Peninsula.	3,544·9	508	20 8	21 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	253	*Nil*	14 1	36 0	185·7	109·0	344 8	0 80	1 in 60	7·96 (c)	720 (c)	22·8	9·72
Nizam's State	688 1	101	*Nil*	*Nil*	153·7	220 8	30 7	405 2	2 52	1 in 100	4·40	1,300	18·9 (s)	20 2 (s)
North Western	6,259 1	958	109 7	122 0	225 1	250 4	227 6	934 8	2 75	1 in 25	12 6	455	12 2	13 7
South Indian	797 7	154	*Nil*	33 4	65·7	135 5	55 2	289 8	1·16	1 in 62	7·16	800	34·8	24·6
Total	21,575 2	3,633	130·7	226 3	854 4	3,303 8	1,278 9	5,793 5						
3′ 3⅜″ GAUGE.														
Assam Bengal	1,328 7	300	10 3	47 8	31·2	182·3	39 8	311·4	10·1	1 in 37 (d)	15·0	382	14·8	35·2
Bengal and North Western.	2,189 7	365	0·11	1 52	3·16	9·11	8 73	22·6	0·11	1 in 50	8·73	656	10 0	7·96
Bombay, Baroda & Central India	2,207 2	344	3 40	0 48	19·4	393·9	235 2	652 3	3 40	1 in 40	(e) 8 00	(e) 716	9·55	10·3
Burma	2,059 9	457	105 9	47 9	109 6	240 1	186 4	689 9	3·50	1 in 25	17·0	337	15·4	37·3
Eastern Bengal	1,072 1	213	0 31	0 63	3 97	49·7	17 5	93·1	0·34	1 in 50	11·4	500	11·1	10 6
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	1,033 7	161	0 51	*Nil*	1·55	236 1	72 3	310 4	0·51	1 in 50	8 00	716	8·57	11·3
Madras and Southern Mahratta	2,078·1	321	14 2	53 4	628·9	352 7	115 9	1,205·1	1·42	1 in 40	12 0	479	20·3	33·7
Nizam's State	659·8	110	*Nil*	*Nil*	6·68	350 6	171·8	532 1	0·78	1 in 100	5 00	1,146	10·7	8··2
Rohilkund and Kumaon	562 0	104	*Nil*	4 85	8·44	13 8	23 6	50 7	3·31 (h)	1 in 70	12 0 (f)	479	8·70	8·22 (g)
South Indian	1,766 7	136	24 0	35 3	90 8	308 7	137 1	655 9	1·51	1 in 13	11·5	500	17·9	16·0
Total	15,623 6	2,812	158 8	191 9	963 7	2,228 7	1,044 1	4,527 0						
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	38·3
Bombay, Baroda & Central India	224·5	64	*Nil*	3 95	29 2	35 8	11·2	80 1	0·35	1 in 75	9·00	478	18·3	40·1
Eastern Bengal	36 9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	214 4	44	*Nil*	1·81	60·8	63 4	14·5	140·5	0·80	1 in 80	12·0	478	22·6	41·3
North Western	685 8	90	109 4	42 8	97 5	85 5	41·2	376·4	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 67	6·00	955	30·2	62·2
Total	2,216 6	370	109 9	125 6	352 9	409 1	124 3	1,121·7						
GRAND TOTAL	38,815 4	6,815	399 4	543 8	2,111 0	5,941 6	2,446 7	11,442 2						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	3,575 52	659
	Class III Railways	1,221 05	344

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

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

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

(e) Excepting Mhow Ghat section on which the maximum curvature is 9·56° and radius = 610 ft.

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

(g) The figure is for plain section the figure for ghat section being 322·4°.

(h) The steepest gradient worked on other than the Nilgiri Mountain Rly is 1 in 53 and the length 0·21 mile.

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

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

A.—Locomotives and Rail Motors, etc.—*By gauges.*

Railway	Locomotives. Steam. Tender	Tank	Total	Electric	Total tractive effort lbs. Steam	Electric	Rail motors. No	Seats. Upper	Lower	Steam coaches. No	Seats. Upper	Lower	Electric motor coaches. No (in units)	Seats. Upper	Lower	Average weight in tons.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge																
Bengal-Nagpur	607	63	670		20,499,960			..		2	48	160				..
Bombay, Baroda and Central India	326	35	361	(d)2	9,420 472	10,000							40		4,800	71
Eastern Bengal	228	74	302		7,545,076										.	..
East Indian	1,189	395	1,584		37,303,861					3	12	330			.	.
Great Indian Peninsula	655	73	728	65	19,085,157	2,048,000							53		1,388	67
Madras and Southern Mahratta	243	58	301		7,469,424										.	..
Nizam's State	81	4	85		2,122 026											..
North Western	1,127	†111	†1,238	2	(a) 32,605,028	58,352	1	7		7	30	525				.
South Indian	147	6	153		3,386 092											..
Total	4,603	819	5,422	69	139,437,696	2,116,352	1	7		12	90	1,015	93		9,188	69
3′ 3¾″ Gauge																
Assam-Bengal	185	19	204		2,932,122											
Bengal and North Western	378	14	392		5,083,318											.
Bombay, Baroda and Central India	396	65	461		7,055,802					3	36	307			.	.
Burma	300	89	389		7,022,184	..										..
Eastern Bengal	210	2	212		3,352 934	.				2		56				.
Jodhpur	103	4	107		1,391,490											..
Madras and Southern Mahratta	350	5	355		5,900,319											.
Nizam's State	75	12	87		1,281,885	.			.	2		224				.
Rohilkund and Kumaon	73	3	76		1,012,983											..
South Indian	320	67	387	(b) 6	5,139,856	(c) 41,600	3		220				24	481	550	38
Total	2,390	280	2,670	6	40,472,923	41,600	3	.	220	7	36	587	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		225,640	.									.	.
Eastern Bengal	.	10	10		37,969			.								.
Great Indian Peninsula	14	8	22	.	315,860	.						.			.	
North Western	68	33	101		1,454,058	.	6	70		3		108	1	16	..	13
South Indian	6	5	11	.	138,009					.						.
Total	196	89	285	.	3,722,093		6	70		6	18	204	1	16	..	13

† Includes one Petrol Locomotive.
(a) Includes 2,460 lbs tractive effort of 1 Petrol Locomotive
(b) Includes 2 Battery Tenders.
(c) For 4 Electric Locomotives only
(d) One of these was in the process of reconditioning during the year 1935-36.

10.— Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

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

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	473	189	340	4,576	40,014	19	96	..	72	54
Bombay, Baroda and Central India	(a) 447	(b) 1,506	(c) 5,569	..	(d) 41,960	27	..	64	..	1,378
Eastern Bengal	231	379	51	318	27,377	16	85	24	72	444
East Indian	1,184	889	1,920	10,416	** 110,491	302	228	285	..	††16,454
Great Indian Peninsula	*659	1,241	1,559	82	†63,719	6	..		..	300
Madras and Southern Mahratta	208	80	300	..	23,140	(k) 161	..	205		7,254
Nizam's State	43	.	..		5,586	25	12	132	..	927
North Western	1,053	208	427	3,717	106,595	124	14	396	229	4,587
South Indian	141	78	104	.	13,838	..	..		.	
Total	4,439	4,570	10,270	19,109	432,720	680	435	1,106	373	31,398
3′ 3½″ GAUGE										
Assam-Bengal	227	..	..	..	15,970	.	..	..	..	.
Bengal and North Western	436	11	..	665	38,840	(g) 604	186	336	1,352	22,000
Bombay, Baroda and Central India	653	120	60	..	51,495	199	378	600		2,624
Burma	431	44	..		30,085	72	48	48		2,340
Eastern Bengal	311	228	..	540	21,177	(i) 48	96	..	112	947
Jodhpur	72	8	..	..	5,556	58	33	88	312	668
Madras and Southern Mahratta	307	48	243	..	20,140	108	72	144	..	2,610
Nizam's State	50	.	.	.	4,569	(j) 44	54	216	..	1,407
Rohilkund and Kumaon	67	..	..	..	6,204	(h) 105	96	78	70	3,142
South Indian	(e)780	712	514	..	(f) 50,431	5	.		.	160
Total	3,334	1,171	817	1,205	244,467	1,243	963	1,510	1,846	35,898

* Includes 100 bogies Electric Stock.
(a) Includes 120 bogies Electric Stock.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
(d) Includes 8,720 III class seats of Electric Stock.
**Includes 769 seats for servants in Higher class stock and 14,976 seats in 144 Replaced vehicles running as Mela Stock.
††Includes 20 seats for servants in Higher class stock.
† Includes 10,716 third class seats of Electric Stock.
(e) Includes 48 Trailer Electric Coaches.
(f) Includes 3,456 third class seats of Electric Stock.
(g) Includes 383 six-wheelers.
(h) Includes 29 six-wheelers.
(i) Includes 8 six-wheelers.
(j) Six-wheeled.
(k) Includes 4 six wheelers.

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

B.—Coaching Stock —*Broad and metre gauges*—contd.

Composite passenger carriages, excluding those fitted with brake van or mail accommodation

Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes				Railway.
	1st.	2nd.	Inter.	Third		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ Gauge.
(*n*)145	1,456	2,512	1,463	1,466	15	84	152	17	29	Bengal Nagpur.
108	1,404	2,535	150	2,007	9	54	18	.		Bombay, Baroda and Central India
240	1,960	3,012	9,388	8,351	12	80	116	54	72	Eastern Bengal.
500	3,167	6,751	10,514	‡‡13,923	§§16	116	173	..	¶8	East Indian.
‡315	§2,973	§5,874	1,813	§7,692				..	..	Great Indian Peninsula
148	518	1,753	2,199	6,296	27	94	164	91	133	Madras and Southern Mahratta
25	254	716	.	452	4	24	51	.	..	Nizam's State
682	4,248	5,714	11,542	29,051	68	510	615	..	15	North Western.
66	720	1,818		1,060	..	..	..	.	..	South Indian
2,229	16,700	30,685	37,069	70,298	151	962	1,289	162	257	Total.
										3′ 3½″ Gauge.
195	1,240	1,160	1,956	4,348	.	.	.			Assam Bengal
78	512	720	1,168	1,212	(*k*) 119	567	576	460	964	Bengal and North Western.
140	1,164	1,566	162	1,801	32	192	192	.		Bombay, Baroda and Central India.
167	1,398	2,664	.	1,972	6	36	48	.	.	Burma
155	1,012	935	1,996	2,711	(*m*)27	144	144	42	42	Eastern Bengal
47	142	214	782	983	12	33	46	13	.	Jodhpur.
144	510	1,035	1,154	2,787	16	64	96	.		Madras and Southern Mahratta
14	132	304		123	‖7	45	96			Nizam's State
25	147	216	350	722	(*l*)20	67	69	139	139	Rohilkund and Kumaon.
174	1,147	2,596	177	2,582	4	24	32	.		South Indian
1,139	7,404	11,350	7,745	19,241	243	1,172	1,299	654	1,145	Total.

‡ Includes 50 Bogies Electric Stock.
§ Includes 619 first, 2,021 second and 1,576 third class seats of Electric Stock; and excludes 80 Dining seats.
‖ Six Wheeled.
(*k*) Includes 90 six wheelers.
(*l*) Includes 6 six-wheelers.
(*m*) Includes 22 six-wheelers.
(*n*) Includes 2 Steam Coaches
§§ Excludes 3 steam coaches shown in statement No. 10-A (page 79)
‡‡ Includes 2,531 seats for servants in Higher class stock.
¶ Represent servants seats in Higher class stock.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1936*—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.	Seats by classes.				No.	Seats by classes.				No. (in units)	Seats.	No. (in units).	Seats.
		1st.	2nd	Inter.	Third		1st.	2nd	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Behgal Nagpur .	133	.	.	276	7,628	5	..		52	120	..	..	13	390
Bombay, Baroda and Central India.	93	16	.	1,482	4,970	..			.	..	..	..	15	480
Eastern Bengal .	199	.		880	17,097	3	..		40	77	..	..	2	72
East Indian .	509	26	46	738	30,974	12	.	.		499	.	.	24	609
Great Indian Peninsula	241	118	238	21	11,981	..	.	..	.	..	58	†3,200	29	(c)990
Madras and Southern Mahratta	139	.	..	..	8,309	13	..	..	..	298	..	..	5	142
Nizam's State .	17	..	..	..	656	2	..	..	..	72	.	..	..	..
North Western	500	548	549	1,615	23,011	.	..	..	..	..	18	1,152	34	856
South Indian	108	72	144	..	6,481	..	.	..	..	..	.	..	2	64
Total	1,939	780	977	5,012	111,107	35	..	..	92	1,066	76	4,352	124	3,603
3′ 3½″ GAUGE.														
Assam Bengal . . .	147	..		1,434	4,022	37	.	..	..	148	..	..	2	46
Bengal and North Western	44	.	.	.	2,114	(a)22	.	..	..	552	..	..	*2	24
Bombay, Baroda and Central India.	192	..	..	..	9,984	..	..	..	..	.	.	..	5	(b)160
Burma . .	223	100	48	..	9,487	7	..	..	..	131	..	..	3	61
Eastern Bengal	153	..	..	138	6,170	4	..	..	..	63	..	..	2	30
Jodhpur	63	..	..	..	3,460	4	..	..	..	86	..	..	4	66
Madras and Southern Mahratta.	134	..	..	168	4,418	155	..	..	..	1,992	..	..	..	..
Nizam's State . .	21	..	128	..	578	*5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon .	22	..	..	53	1,151	*1	.	..	13	19	..	..	1	25
South Indian . .	312	..	..	..	15,949	1	..	..	..	22	..	..	8	150
Total	1,311	100	176	1,793	57,333	236	..	..	13	3,181	..	..	27	562

* Six-wheeled.

† 84 first class and 3,116 third class.

(a) Includes 14 six-wheelers

(b) Includes 72 Dining seats of 6 Bogie composite 1st, 2nd and Dining Cars included in the number 140 shown under column 12, page 81.

(c) Excludes 211 seats for servants.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

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

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols 2 to 44 No cols. only).	Railway
Bogies.		Four-wheelers.		Bogies.		Four-wheelers			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ GAUGE.
—	..	..	..	6	30		..	809	Bengal Nagpur.
1	7	..	.	13	156	*10	111	723	Bombay, Baroda and Central India.
2	6	..	.	3	10	.	..	708	Eastern Bengal
15	44	..	..	24	155	§2	4	2,588	East Indian.
5	17	.	..	22	246	.	..	1,335	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	709	Madras and Southern Mahratta.
†11	55	5	12	6	46	..		138	Nizam's State.
27	118	..	..	23(*b*)	110	..	..	2,529	North Western.
2	18	..	..	2	16	..	..	321	South Indian.
65	269	6	14	102	790	14	127	9,860	Total.
									3′ 3⅜″ GAUGE.
1	2	1	5	1	3	..	..	611	Assam Bengal.
1	2	‡2	4	..	..	(*a*)14	22	1,322	Bengal and North Western.
6	22	1	1	16	94	1	2	1,245	Bombay, Baroda and Central India.
3	4	..	..	15	(*d*)105	..	..	927	Burma.
2	4	..	..	2	5	..	..	704	Eastern Bengal.
..	..	..	..	..	..	..	..	260	Jodhpur
2	4	.	..	1	6	4	12	871	Madras and Southern Mahratta.
4	29	‡1	4	1	3	‡1	4	148	Nizam's State.
—	..	..	..	..	..	(*c*)3	4	244	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,289	South Indian
21	71	5	14	39	254	23	44	7,621	Total

* Includes 3 six wheelers.
† Includes 3 first class State carriages.
‡ Six-wheeled
§One of these has been converted into a shikari car

(*a*) Includes 6 six-wheelers.
(*b*) Tourist cars
(*c*) Includes 1 six-wheeler.
(*d*) Excluding 122 3rd class seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—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 (excluding 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	..	84	41	246	7	58
Bombay, Baroda and Central India	..	..	..	.	57	25	150	76	2
Eastern Bengal	3	..	..	..	38	38	228	118	59
East Indian	..	.	4	14	231	153	918	44	41
Great Indian Peninsula	9	..	2	..	58	91	516	26	290
Madras and Southern Mahratta	..	..	..	4	41	27	162	101	1
Nizam's State	.	..	..	1	10	13	78	..	*10
North Western	16	..	..	..	118	158	948	157	(a) 433
South Indian	5	..	..	..	24	17	102	52	..
Total	33	..	34	19	661	563	3,348	581	894
3′ 3½″ GAUGE									
Assam-Bengal	9	30	..	..	27	12	48	5	43
Bengal and North-Western	..	..	.	..	21	30	120	..	(b) 3
Bombay, Baroda and Central India	..	.	..	.	57	77	308	23	†6
Burma	30	.	..	..	71	17	68	31	156
Eastern Bengal	5	.	..	1	36	31	124	81	42
Jodhpur	..	..	..	..	4	8	32	7	3
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	..	43	44	104	10	13
Total	55	30	8	1	303	277	1,036	207	289

* Includes 2 State Vehicles (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 1 six-wheeler.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

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

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 (Cols. 46, 58 to 60)	Railway service vehicles (including officers' carriages) In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths	
No.	No.					
58	59	60	61	62	63	64
						5′ 6″ Gauge.
..	..	218	1,027	154	(c) 124	Bengal Nagpur.
30	7	160	920	20	40	Bombay, Baroda and Central India.
—	12	256	976	61	(d) 121	Eastern Bengal.
..	84	487	3,159	347	268	East Indian.
15	29	476	1,855	197	322	Great Indian Peninsula.
..	46	174	929	91	308	Madras and Southern Mahratta.
..	9	34	‡181	11	22	Nizam's State.
..	120	882	3,531	252	487	North Western.
..	..	98	419	31	22	South Indian
45	307	2,785	12,997	1,164	1,714	Total.
						3′ 3¼″ Gauge.
..	..	126	737	120	309	Assam Bengal.
..	(h)163	54	1,539	(i)32	48	Bengal and North Western.
28	3	163	1,439	30	52	Bombay, Baroda and Central India.
..	..	305	1,232	74	148	Burma.
..	20	196	920	81	(e) 106	Eastern Bengal.
4	10	22	296	44	98	Jodhpur.
..	..	125	996	112	124	Madras and Southern Mahratta.
..	15	18	(f)181	(k)25	(g)18	Nizam's State.
..	..	35	279	(j)13	17	Rohilkund and Kumaon.
..	..	126	1,415	60	79	South Indian
32	211	1,170	9,034	591	999	Total.

‡ Includes 18 units of State Stock for private use.
(c) Excludes 16 chairs.
(d) Excluding those of one Inspection Car, and nn electric charging van.
(e) Excluding those of 1 tender to saloon, and 1 electric charging van, 1 Inspection car, and one cinema car.
(f) Includes 7 units of State Stock for private use.
(g) Excluding 718 third class seats.
(h) Includes 123 six-wheelers.
(i) Includes 8 six-wheelers and 1 bogie.
(j) Includes 5 six-wheelers.
(k) Includes 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 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under	Over 17 and up to 24 tons
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal-Nagpur .	..	7,138	.	..	151,021	..	13,096	..	..	288,293	.	67
Bombay, Baroda & Central India.	624	5,058	..	..	121,260	172	1,909	..	..	44,922	..	..
Eastern Bengal .	1,146	5,791	..	2	137,341	83	57	1	2	2,577	199	299
East Indian .	(*b*)500	32,740	6	2	659,987	109	14,108	22	4	299,575	248	2
Great Indian Peninsula	2,278	8,666	..	1,056	262,720	467	2,734	.	215	74,603	630	185
Madras & Southern Mahratta.	678	3,648	.	..	92,250	42	947	..	73	25,291	64	360
Nizam's State .	.	(*a*) 949	.	..	20,455	..	935	.	..	20,536	..	211
North Western .	74	22,517	193	104	513,547	28	2,344	..	101	55,158	11	1,716
South Indian .	.	1,507	.	.	33,928	.	615	.	..	13,824	..	..
Total .	5,300	88,014	199	1,164	1,992,509	901	36,745	23	395	824,779	1,152	2,840

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′ 3¼″ Gauge												
Assam-Bengal	625	3,925	100	.	51,460	17	.	44	..	1,050		..
Bengal & North-Western	4,071	5,497	956	.	120,691	..	..	.	..	.	441	550
Bombay, Baroda & Central India	69	5,184	419	95	75,816	219	128	463	14	12 366	.	389
Burma .		6,384		193	88,553	.	..	.	.	..	..	935
Eastern Bengal .	1,031	2,040	647	808	70,607	..	10	..	12	451	220	192
Jodhpur .	.	1,513	494	101	24,228	..	..	..	.	..	..	97
Madras & Southern Mahratta	320	3,289	2,111	42	81,694	..	789	172	31	15,646	18	..
Nizam's State .	..	979			12,550		*75	..	..	771	..	253
Rohilkund and Kumaon.	309	1,278	874	.	34,158	..	..	30	.	540	2	217
South Indian .	724	1,237	1,635	45	54,025	206	346	176	346	16,514	..	.
Total .	7,149	31,326	7,236	1,284	613,782	442	1,348	885	403	47,338	681	2,633

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

(*a*) 20 of these are being used as coaching vehicles.

(*b*) The decrease of 435 as compared with figures for the previous year is due to 431 wagons being condemned and replaced, and 4 F W replaced wagons being condemned and broken up

Class I Railways on the 31st March 1936—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. 6, 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 Jummy trucks. (In units)	Road Motors	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons* 24 tons and under.	*Timber or rail wagons* 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.
..	.	1,310	32	10	262	569	30	172	1,116	22,492	455	175	79	2	B. N.
36	221	10,006	1,052	13	..	..	30	138	1	9,254	200	518	15	11	B. B. & C. I.
166	.	14,396	..	4	28	87	56	86	103	8,110	91	116	27	9	E. B.
..	..	4,471	109	37	25	406	55	429	365	49,137	1,001	1,193	117	27	E I
..	.	13,441	1,564	32	198	70	84	177	29	18,385	571	617	92	21	G. I. P.
..	..	8,563	5	31	99	9	56	95	7	6,117	194	146	29	2	M. & S. M.
..	..	4,461	..	.	10	..				2,105	43	144	5	11	N. S
6	146	45,206	4	49	78	437	100	412	†206	28,526	352	401	114	20	N. W.
..	.	.	..	13	103	12	14	8	4	2,276	65	174	6		S. I.
208	367	101,854	2,766	189	803	1,590	395	1,520	1,831	146,402	2,972	3,487	484	103	Total

WAGONS (LOW-SIDED) (IN UNITS.)			SPECIAL WAGONS. (IN UNITS)							Total goods vehicles for public use In units (Cols 2 to 23 excluding Cols 6, 11 and 16)	Brake vans used indiscriminately on passenger, mixed or goods service (in units)	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units)	Road Motors	Railway.
Over 15 and up to 20 tons	Over 20 tons	Total capacity in tons.	Live Stock Wagons	Wagons for explosives	*Timber or rail wagons* 15 tons and under	*Timber or rail wagons* 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′ 3¼″ GAUGE.
..	..		14	1	..	204	116	79	52	5,177	2	597	19	2	A. B.
28	.	10,953	..	..	279	100	20	‡156	1	12,099	130	28	47	1	B. & N. W.
313	..	10,561	958	25	11	175	6	30	24	8,522	148	639	44	..	B. B. & C. I.
..	108	16,233	725	6	192	532	7	58	..	9,140	221	269	114	.	Burma.
24	108	7,809	..	8	87	169	11	55	10	5,432	73	98	28	.	F. B.
70	223	6,749	35	3	..	..	5	17	..	2,558	47	91	2	.	Jodhpur.
136	45	3,847	110	14	148	11	26	63	184	7,509	266	108	39	.	M. & S. M.
..	2	3,071	..	..	20	..	1	3	..	1,333	37	137	6	2	N. S.
..	..	2,504	..	2	65	40	..	..	7	2,824	62	73	24	1	R. & K.
5	..	95	..	9	10	125	26	99	13	5,002	202	1,595	19	1	S. I.
576	486	61,822	1,842	63	812	1,356	218	560	291	59,596	1,188	3,635	342	7	Total.

† Includes 200 sugar cane trucks.

‡ Includes 150 Molasses trucks purchased during the year.

10.— Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—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.									
Bengal Nagpur	374	528	547	898	10,098	27	401	29	3
Bombay, Baroda and Central India	68	(*b*)	176	(*b*)	2,835	..	68	..	..
Eastern Bengal	48	66	24	85	1,006	..	48	..	..
Great Indian Peninsula	(*a*) 49	(*b*)	66		1,936	2	51	1	..
North Western	298	467	631	849	9,369	62	360	13	..
South Indian	34	40	.	.	783	..	34	1	..
Total	871	1,101	1,444	1,832	26,027	91	962	44	3

Goods Stock—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans). Number. (In units).	Total capacity in tons	Railway service wagons (In units)	Remarks.
1	2	3	4	5
2′ 6″ Gauge				
Bengal Nagpur	*1,988	**30,705	12	
Bombay, Baroda and Central India	‖327	¶4,030	1	
Eastern Bengal	†27	††116	..	
Great Indian Peninsula	‡206	‡‡3,220	29	
North Western	§828	§§ 1,529	85	
South Indian	78	765		
Total	3,454	50,365	127	

* Includes 304 special wagons.
† Includes 6 special wagons.
‡ Includes 5 special wagons.
§ Includes 129 special wagons
‖ Includes 20 special wagons.
¶ Includes 75 carrying capacity of 20 special wagons.
** Includes 3,404 tons carrying capacity of 304 special wagons
†† Includes 29 tons carrying capacity of 304 special wagons.
‡‡ Includes 30 tons carrying capacity of 5 special wagons.
§§ Includes 1,048 tons carrying capacity of 129 special wagons
(*a*) Includes one Bogie third class Diesel Electric Rail Car.
(*b*) Included in next column.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN, EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1935-36.

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

Railway.	Locomotives.			Rail motors.		Steam coaches.		Electric motor coaches.		Coaching vehi used exclusively	
	Steam.	Electric.									Pass
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal Nagpur	—17	..	—199,407	..	..	..	..	..	..	—20	—75
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	11	138
Eastern Bengal	—1	..	34,283	..	..	—1	..	..	..	—80	—227
East Indian	—10	..	111,226	..	..	..	..	..	..	—20	—320
Great Indian Peninsula	—68	..	—1,950,820	..	..	..	..	..	..	—13	—296
Madras and Southern Mahratta	—3	..	—84,222	..	..	..	..	..	..	2	..
Nizam's State	—1	..	300	..	..	..	..	..	..	—3	—24
North Western	6	..	677,466	..	..	..	..	..	..	—18	—52
South Indian	1	..	44,460	..	..	..	..	..	..	4	24
Total	—93	..	—1,366,714	..	..	—1	..	..		—137	—832
3′ 3½″ gauge.											
Assam-Bengal	—1	..	5,755	..	..	..	..	..	..	—12	—6
Bengal and North Western	6	..	136,364	..	..	..	..	..	..	10	30
Bombay, Baroda and Central India	—5	..	249	..	..	..	..	..	..	—25	—12
Burma	..	..	124,479	..	..	..	..	..	..	—76	..
Eastern Bengal	—2	..	—10,218	..	..	..	..	..	..	—28	—18
Jodhpur	..	..	2,075	..	..	..	..	..	..	13	12
Madras and Southern Mahratta	—4	..	5,033	..	..	..	..	..	..	—3	4
Nizam's State	..	..	—39,408	..	..	..	..	..	..	—6	—42
Rohilkund and Kumaon	..	..	..	..	..	..	..	..	..	—5	..
South Indian	—1	..	5,649	.	..	..	..	..	..	13	66
Total	—7	..	229,978	..	..	..	..	..	..	—119	34
2′ 6″ & 2′ 0″ gauges											
Bengal-Nagpur	..	..		..	.	..	..	..	..	—5	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	—1	..
Eastern Bengal	..	..	420	..	..	..	..	..	..	—5	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
North Western	3	..	52,996	..	..	..	..	..	..	—3	—3
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	3	..	53,416	..	..	..	..	..	..	—14	—3

equipment of Class I Railways during the year 1935-36—(By gauges).

CLES (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.			
enger carriages, Seats.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons		Special wagons including brake vans (in units)			Road Motors	Railway.
2nd.	Inter.	3rd		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units)		
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
—26	—65	—1,433	—9	355	7,711	—129	—2,423	—31	23	19	..	Bengal Nagpur.
298	—516	1,288	1	—142	—1,900	—61	—1,291	153	.	7	2	Bombay, Baroda and Central India.
—222	—1,342	—4,582	12	371	8,671	—15	—252	5	.		.	Eastern Bengal.
—156	—317	—1,474	—9	—771	—11,622	375	11,019	59	11	—23	..	East Indian.
184	—3	—541	—42	342	8,116	—112	—1,884	—112	—30	—23	—1	Great Indian Peninsula.
6	—24	288	—2	100	2,279	128	5,683	5	—11	—59		Madras and Southern Mahratta.
—108	..	—271		—8	—166	—39	—696	—2	1	—1	.	Nizam's State.
—164	—414	—6,951	—18	—97	—3,133	—43	—1,069	—31	9	—16	..	North Western.
80	..	.	.	.	.	.	.	16	.	14	.	South Indian.
—108	—2,681	—13,676	—67	150	9,956	104	9,087	62	3	—82	1	Total.
												3′ 3⅜″ GAUGE.
—6	18	—278	12	—18	—142	—20	—200	10		1	..	Assam-Bengal.
36	—36	580	..	—14	—163	197	2,370	149			..	Bengal and North-Western.
—12	..	—499	9	—8	72	—13	—265	71	..	3	.	Bombay, Baroda and Central India.
.		—3,695	—8	—58	—668	—100	—1,725	—149		—130	..	Burma.
—24	—90	—733	—13	354	8,209	59	1,138	12	.	—8		Eastern Bengal.
28	110	417	..	99	1,792	..	5	—12	—6	2	..	Jodhpur.
72	708	—1,012		—180	—458	—42	543	—36	—12	—11	..	Madras and Southern Mahratta.
—29	..	3	..	—1	—15	1	16	..	..	—1	..	Nizam's State.
..	.	—344	5	181	2,202	—5	—40	—1	..	15		Rohilkund and Kumaon.
262	..	540	7	—97	—761	—19	—133	10	—3	—7	..	South Indian.
327	710	—5,021	12	258	10,068	58	1,709	54	—21	—136	.	Total
												2′ 6″ & 2′ 0″ GAUGES.
..	..	—224	..	—1	53	—13	—129	..	..	..	..	Bengal Nagpur.
..	..	—710	.	9	129	..	..	..	..	.	.	Bombay, Baroda and Central India.
..	..	—116	..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	.	—1	..	Great Indian Peninsula.
—5	17	—94	..	10	261	—10	—95	—8	—1	—3	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—5	17	—1,144	..	18	443	—23	—224	—8	—1	—4	..	Total.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1934-35*	*20,8*	*103,3*	*1,539,0*	*14,524,5*	*16,187,6*	*552,8*	*23,8*	*114,0*
	1935-36	21,2	106,1	1,529,9	14,838,6	16,495,8	521,7	24,5	117,4
Bombay, Baroda and Central India	*1934 35*	*41,0*	*1,670,6*	*64,0*	*54,035,3*	*55,810,9*	*2,287,6*	*49,3*	*1,752,3*
	1935-36	29,9	1,612,1	63,1	55,174,7	56,879,8	2,518,7	49,3	1,670,2
Eastern-Bengal	*1934-35*	*42,8*	*180,7*	*1,328,0*	*24,938,0*	*26,489,5*	*1,058,4*	*47,6*	*196,1*
	1935-36	40,3	204,1	1,404,8	26,358,2	28,007,4	1,005,7	45,1	220,0
East Indian	*1934-35*	*55,3*	*374,2*	*3,631,1*	*52,587,9*	*56,651,5*	*2,527,6*	*64,8*	*408,6*
	1935-36	55,7	367,1	3,644,1	52,990,9	57,057,8	2,566,3	65,4	402,9
Great Indian Peninsula	*1934-35*	*59,2*	*829,4*	*88,2*	*47,073,6*	*48,050,4*	*2,000,8*	*72,0*	*876,0*
	1935-36	55,9	770,7	90,3	48,440,5	49,357,4	2,066,9	68,7	817,1
Madras and Southern Mahratta	*1934-35*	*8,5*	*69,1*	*157,9*	*14,003,7*	*14,239,2*	*3,906,0*	*16,9*	*111,0*
	1935-36	11,0	114,0	281,9	16,715,4	17,122,3	937,4	17,2	144,5
Nizam's State	*1934-35*	*3,7*	*30,6*	*2,1*	*3,111,6*	*3,148,0*	*343,4*	*5,7*	*44,1*
	1935-36	3,8	28,4	2,4	3,021,4	3,056,0	333,6	6,0	39,8
North Western	*1934-35*	*44,6*	*303,5*	*1,954,9*	*61,741,0*	*64,044,0*	*1,065,1*	*51,2*	*326,0*
	1935-36	42,4	295,6	1,889,6	61,205,3	63,432,9	1,082,8	49,0	319,0
South Indian	*1934-35*	*4,9*	*80,9*	*Nil*	*13,118,7*	*13,204,5*	*932,6*	*8,3*	*100,2*
	1935-36	5,7	92,7	Nil	12,553,2	12,651,6	703,2	8,6	110,5
TOTAL 5′ 6″ GAUGE	*1934-35*	*280,8*	*3,642,3*	*8,768,2*	*285,134,3*	*297,825,6*	*14,674,3*	*339,6*	*3,928,3*
	1935-36	265,9	3,590,8	8,906,1	291,298,2	304,061,0	11,736 3	333,8	3,841,4
3′ 3½″ GAUGE									
Assam Bengal	*1934-35*	*10,0*	*39,2*	*283,2*	*9,651,1*	*9,986,5*	*256,3*	*11,8*	*42,4*
	1935-36	9,4	38,7	291,3	10,413,8	10,753,2	273,6	11,1	42,0
Bengal and North Western	*1934-35*	*12,5*	*84,4*	*352,5*	*27,529,9*	*27,979,3*	*901,0*	*13,5*	*88,7*
	1935-36	13,9	87,2	383,1	29,667,3	30,151,5	1,040,9	14,9	91,8
Bombay, Baroda and Central India	*1934-35*	*11,2*	*82,3*	*10,5*	*20,413,7*	*20,547,7*	*2,473,4*	*17,2*	*122,5*
	1935-36	8,6	82,5	8,8	20,426,9	20,526,8	2,525,7	14,6	124,3
Burma	*1934-35*	*24,6*	*254,9*	*Nil*	*20,456,6*	*20,736,1*	*Nil*	*24,6*	*254,9*
	1935-36	23,1	265,1	Nil	20,271,0	20,559,2	Nil	23,1	265,1

Class I Railways for the years 1934-35 and 1935-36.

(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.
1,562,5	*15,040,1*	*16,740,4*	*19,124,9*	*5,412*	*16,524*	*63,473*	*717,642*	*803,051*	Bengal Nagpur.
1,553,9	15,321,7	17,017,5	19,589,3	6,020	17,937	60,083	730,433	814,473	
69,7	*56,227,2*	*58,098,5*	*82,033,2*	*8,386*	*38,437*	*11,421*	*1,093,318*	*1,151,562*	Bombay, Baroda and Central India.
68,0	57,611,0	59,398,5	84,164,8	8,961	40,884	13,929	1,110,079	1,173,853	
1,378,0	*25,926,2*	*27,547,9*	*36,578,5*	*3,776*	*10,953*	*36,795*	*612,669*	*664,193*	Eastern Bengal.
1,451,4	27,296,6	29,013,1	39,368,2	3,817	11,766	35,375	615,288	666,246	
3,709,3	*54,996,4*	*59,179,1*	*59,179,1*	*15,188*	*53,073*	*180,621*	*3,058,953*	*3,307,835*	East Indian.
3,719,5	55,436,3	59,624,1	59,624,1	14,865	52,524	183,284	3,084,508	3,335,181	
127,3	*48,975,9*	*50,051,2*	*50,667,4*	*16,510*	*48,750*	*21,277*	*1,617,932*	*1,704,469*	Great Indian Peninsula.
129,9	50,408,6	51,424,3	52,058,5	16,910	50,128	22,450	1,733,129	1,822,617	
209,1	*17,808,2*	*18,145,2*	*30,429,5*	*3,906*	*13,047*	*17,715*	*659,005*	*693,673*	Madras and Southern Mahratta
292,8	17,605,2	18,059,7	30,533,2	4,070	17,128	18,470	643,869	683,537	
3,8	*3,437,8*	*3,491,4*	*7,997,3*	*828*	*4,305*	*573*	*154,995*	*160,701*	Nizam's State
4,2	3,339,6	3,389,6	7,852,2	893	4,457	616	162,052	168,018	
1,985,3	*62,746,6*	*65,109,1*	*65,886,0*	*12,171*	*45,072*	*103,141*	*2,778,592*	*2,938,976*	North Western.
1,919,8	62,227,9	64,515,7	65,333.0	12,045	45,534	101,153	2,777,059	2,935,791	
Nil	*14,028,6*	*14,137,1*	*57,720,9*	*1,017*	*6,714*	*Nil*	*310,718*	*318,479*	South Indian.
Nil	13,235,7	13,354,8	52,317,3	1,307	8,711	Nil	323,976	333,994	
9,045,0	*299,187,0*	*312,499,9*		*67,194*	*236,875*	*438,016*	*11,003,851*	*11,745,939*	TOTAL 5′ 6″ GAUGE
9,139,5	302,482,6	315,797,3		68,888	240,069	435,360	11,180,393	11,933,710	
									3′ 3¾″ GAUGE.
296,2	*9,892,4*	*10,242,8*	*10,242,8*	*958*	*2,119*	*13,197*	*218,569*	*265,173*	Assam Bengal
305,2	10,668,5	11,026,8	11,026,8	958	2,552	13,780	281,306	298,596	
366,0	*28,115,1*	*28,883,3*	*28,883,3*	*1,401*	*6,781*	*21,311*	*1,019,512*	*1,049,038*	Bengal and North Western.
400,0	30,685,7	31,192,4	31,192,4	1,506	7,190	23,838	1,096,215	1,128,749	
17,0	*22,864,4*	*23,021,1*	*	*2,086*	*11,505*	*1,060*	*973,493*	*988,111*	Bombay, Baroda and Central India.
14,3	22,899,3	23,052,5	*	2,093	12,354	821	976,946	992,214	
Nil	*20,456,6*	*20,736,1*	*20,736,1*	*2,819*	*10,581*	*Nil*	*457,660*	*471,060*	Burma.
Nil	20,271,0	20,559,2	20,559,2	2,715	10,924	Nil	468,352	481,991	

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

* Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway.	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
3′ 3¼″ GAUGE—*concld*									
Eastern Bengal	*1934-35*	*7,1*	*34,7*	*340,0*	*8,011,6*	*8,393,4*	*1,168,7*	*12,1*	*47,8*
	1935-36	7,8	38,5	297,1	9,367,3	9,710,7	1,214,3	13,1	52,5
Jodhpur	*1934-35*	*2,2*	*21,1*	*117,0*	*3,303,4*	*3,443,7*	*346,8*	*3,4*	*28,3*
	1935-36	2,3	24,7	151,8	3,900,2	4,079,0	368,7	3,7	32,9
Madras and Southern Mahratta.	*1934-35*	*5,3*	*75,3*	*42,8*	*12,222,6*	*12,346,0*	*703,9*	*7,1*	*86,4*
	1935-36	5,1	79,5	50,6	12,453,0	12,588,2	704,0	7,0	92,6
Nizam's State	*1934-35*	*2,8*	*37,6*	*Nil*	*4,485,5*	*4,525,9*	*200,4*	*3,3*	*40,7*
	1935-36	2,5	30,1	Nil	4,413,3	4,445,9	160,8	2,9	32,7
Rohilkund and Kumaon	*1934-35*	*3,2*	*18,5*	*55,6*	*6,358,4*	*6,435,7*	*187,7*	*4,3*	*23,5*
	1935-36	3,0	18,3	58,0	6,340,3	6,419,6	208,1	3,9	23,6
South Indian	*1934-35*	*18,6*	*340,0*	*4,8*	*43,471,9*	*43,835,3*	*1,077,2*	*26,3*	*363,0*
	1935-36	17,3	310,5	4,8	38,673,3	39,005,9	825,7	25,8	322,8
TOTAL 3′ 3¼″ GAUGE	*1934-35*	*97,5*	*988,0*	*1,206,4*	*155,937,7*	*158,229,6*	*7,318,4*	*123,6*	*1,098,2*
	1935-36	93,0	975,1	1,245,5	155,926,4	158,240,0	7,321,8	120,1	1,080,3
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	*1934-35*	*8*	*7,6*	*59,6*	*2,459,8*	*2,527,8*	*146,0*	*1,3*	*10,9*
	1935-36	8	7,7	55,0	2,632,8	2,696,3	138,6	1,4	11,2
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*3,5*	*Nil*	*1,900,4*	*1,903,9*	*108,0*	*Nil*	*4,3*
	1935-36	Nil	3,3	Nil	1,903,8	1,907,1	124,3	Nil	4,1
Eastern Bengal	*1934-35*	..	*2,1*	*4,2*	*586,2*	*592,5*	*96,3*	*1*	*2,6*
	1935-36	..	2,2	2,1	568,4	572,7	66,3	..	2,7
Great Indian Peninsula	*1934-35*	*	*1,1*	*	*692,0*	*693,1*	*82,6*	*	*1,4*
	1935-36	*	1,2	*	716,9	718,1	85,2	*	1,6
North Western	*1934-35*	*2,3*	*9,0*	*24,6*	*916,4*	*952,3*	*162,1*	*3,8*	*13,5*
	1935-36	2,4	9,7	22,5	952,0	986,6	161,3	3,8	14,5
South Indian	*1934-35*	*1*	*Nil*	*Nil*	*286,0*	*286,1*	*20,3*	*2*	*Nil*
	1935-36	1	Nil	Nil	242,5	242,6	35,8	1,0	Nil
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1934-35*	*3,2*	*23,3*	*88,4*	*6,840,8*	*6,955,7*	*615,3*	*5,4*	*32,7*
	1935-36	3,3	24,1	79,6	7,016,4	7,123,4	611,5	6,2	34,1
TOTAL CLASS I RAILWAYS	*1934-35*	*381,5*	*4,653,6*	*10,063,0*	*447,912,8*	*463,010,9*	*22,608,0*	*468,6*	*5,059,2*
	1935-36	362,2	4,590,0	10,231,2	454,241,0	469,424,4	19,669,6	460,1	4,955,8

*Included in the next column.

Class I Railways for the years 1934-35 and 1935-36—contd.

gers 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′ 3⅜″ GAUGE—*concld.*
382,0	*9,120,2*	*9,562,1*	†	*1,138*	*2,979*	*10,942*	*332,844*	*347,903*	Eastern Bengal.
338,3	10,521,1	10,925,0	†	1,238	3,104	10,187	367,363	381,892	
121,7	*3,637,1*	*3,790,5*	*3,790,5*	*355*	*2,825*	*4,928*	*170,639*	*178,747*	Jodhpur.
157,0	4 254,1	4,447,7	4,447,7	428	3,218	5,735	187,903	197,284	
49,4	*12,907,0*	*13,049,9*	†	*1,193*	*6,368*	*4,623*	*427,168*	*439,352*	Madras and Southern Mahratta.
56,7	13,135,9	13,292,2	†	1,411	11,623	5,252	483,314	501,600	
Nil	*4,682,3*	*4,726,3*	†	*411*	*2,905*	*Nil*	*159,929*	*163,245*	Nizam's State.
Nil	4,571,1	4,606,7	†	363	2,760	Nil	163,607	166,730	
59,4	*6,536,2*	*6,623,4*	*6,623,4*	*423*	*2,034*	*2,660*	*167,952*	*173,069*	Rohilkund and Kumaon.
62,0	6,538,2	6,627,7	6,627,7	400	2,004	2,607	168,901	173,912	
4,8	*44,518,4*	*44,912,5*	†	*2,236*	*15,467*	*804*	*979,844*	*998,351*	South Indian.
4,9	39,478,1	39,831,6	†	2,325	17,207	774	903,778	924,084	
1,296,5	*163,029,7*	*165,548,0*		*13,020*	*63,894*	*59,528*	*4,937,640*	*5,074,082*	TOTAL 3′ 3⅜″ GAUGE.
1,338,4	163,023,0	165,561,8		13,437	72,936	62,994	5,097,685	5,247,052	
									2′ 6″ AND 2′ 0″ GAUGES.
69,5	*2,592,1*	*2,673,8*	†	*67*	*618*	*2,356*	*78,233*	*81,274*	Bengal-Nagpur.
65,0	2,757,3	2,834,9	†	70	607	2,206	80,784	83,667	
Nil	*2,007,6*	*2,011,9*	†	*Nil*	*98*	*Nil*	*27,576*	*27,674*	Bombay, Baroda and Central India.
Nil	2,027,3	2,031,4	†	Nil	98	Nil	27,809	27,907	
5,1	*681,0*	*688,8*	†	..	*31*	*45*	*5,999*	*6,078*	Eastern Bengal.
2,8	633,5	639,0	†	..	36	26	5,696	5,758	
*	*774,3*	*775,7*	†	*	*36*	*	*12,339*	*12,375*	Great Indian Peninsula.
*	801,7	803,3	†	*	43	*	12,143	12,186	
28,9	*1,068,2*	*1,114,4*	†	*228*	*758*	*853*	*33,046*	*34,885*	North Western.
27,3	1,102,3	1,147,9	†	216	831	909	33,660	35,616	
Nil	*306,2*	*306,4*	†	*6*	*Nil*	*Nil*	*4,822*	*4,828*	South Indian.
Nil	277,4	278,4	†	163	Nil	Nil	7,235	7,398	
103,5	*7,429,4*	*7,571,0*		*301*	*1,544*	*3,254*	*162,015*	*167,114*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
95,1	7,599,5	7,734,9		449	1,615	3,141	167,327	172,532	
10,445,0	*469,646,1*	*485, 18,9*	*479,802,9*	*80,515*	*302,313*	*500,798*	*16,103,509*	*16,987,135*	TOTAL CLASS I RAILWAYS.
0,573,0	473,105,1	489,094,0	484,694,4	82,774	323,620	501,495	16,445,405	17,353,294	

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

† Included under 5′ 6″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ GAUGE.						
Bengal Nagpur	*1934-35*	*227·9*	*145·0*	*40·6*	*47·7*	*47·1*
	1935-36	245·8	152·7	38·7	47·7	47·9
Bombay, Baroda and Central India	*1934-35*	*170·1*	*21·9*	*207·0*	*19·4*	*19·9*
	1935-36	181·6	24·5	204·9	19·3	19·8
Eastern Bengal	*1934-35*	*79·4*	*55·9*	*26·7*	*23·6*	*24·1*
	1935-36	84·7	53.5	24·4	22·5	23·0
East Indian	*1934-35*	*234·0*	*130·0*	*49·0*	*56·0*	*56·0*
	1935-36	227·0	130 0	49 0	56·0	56·0
Great Indian Peninsula	*1934-35*	*229·2*	*55·6*	*167·2*	*33·0*	*34·1*
	1935-36	246·0	61·3	172·9	34·4	35·4
Madras and Southern Mahratta	*1934-35*	*231·1*	*117·5*	*84·7*	*37·0*	*38·2*
	1935-36	236·6	118·5	63·1	36·6	37·8
Nizam's State	*1934-35*	*144·5*	*97·6*	*150·9*	*45·1*	*46·0*
	1935-36	148·5	112·1	147·3	48·5	49·6
North Western	*1934-35*	*237 5*	*138·3*	*52·0*	*44·3*	*45·1*
	1935-36	245·8	142·7	52·7	44·6	45·5
South Indian	*1934-35*	*123·1*	*67·0*	*Nil*	*22·2*	*22·5*
	1935-36	148·2	70·1	Nil	22·8	23·3
TOTAL 5′ 6″ GAUGE	*1934-35*	*197·6*	*60·3*	*48·4*	*36·8*	*37·6*
	1935-36	206·4	64·8	47·6	37·0	37·8
3′ 3½″ GAUGE.						
Assam Bengal	*1934-35*	*81·6*	*57·8*	*44·6*	*25·1*	*25·9*
	1935-36	85·9	60·8	45·2	26·3	27·1
Bengal and North Western	*1934-35*	*103·8*	*76·4*	*58·2*	*35·9*	*36·3*
	1935-36	101·4	78·3	59·6	35·7	36·2
Bombay, Baroda and Central India	*1934-35*	*121·4*	*93·9*	*62·1*	*42·6*	*42·9*
	1935-36	143·1	99·4	57·6	42·7	43·0
Burma	*1934-35*	*114·7*	*41·5*	*Nil*	*22·4*	*22·7*
	1935-36	117·6	41·2	Nil	23·1	23·4

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

Class I Railways for the years 1934-35 and 1935-36—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.
5,20	*7,54*	*12,49*	*1,21,41*	*1,46,64*	*18·4*	*8·76*	*3·78*	*3·25*	*3·51*	Bengal-Nagpur.
5,68	8,08	12,38	1,22,64	1,48,78	18·1	8·65	3·96	3·22	3·51	
7,34	*15,83*	*4,12*	*1,76,69*	*2,03,98*	*16·8*	*7·91*	*5·49*	*3·10*	*3·39*	Bombay, Baroda and Central India.
7,61	16,81	4,01	1,78,65	2,07,08	16·3	7·89	5·53	3·08	3·38	
3,29	*5,75*	*7,76*	*1,01,41*	*1,18,21*	*16·7*	*10·1*	*4·05*	*3·17*	*3·41*	Eastern-Bengal.
3,32	6,10	7,19	1,00,87	1,17,48	16·7	9·95	3·90	3·14	3·38	
12,79	*20,58*	*34,18*	*4,34,92*	*5,02,47*	*16·2*	*7·45*	*3·63*	*2·73*	*2·91*	East Indian.
12,11	20,17	34,36	4,36,47	5,03,11	15·6	7·37	3·60	2·71	2·89	
16,28	*23,26*	*7,17*	*2,73,80*	*3,20,51*	*18·9*	*9·16*	*6·47*	*3·25*	*3·61*	Great Indian Peninsula.
16,71	24,02	7,46	2,85,26	3,33,45	19·0	9·20	6·38	3·16	3·51	
4,51	*6,93*	*5,38*	*1,19,56*	*1,36,38*	*22·2*	*10·2*	*5·83*	*3·48*	*3·77*	Madras and Southern Mahratta.
4,42	7,25	5,41	1,15,58	1,32,66	20·9	8·13	5·62	3·45	3·73	
84	*2,18*	*18*	*27,46*	*30,66*	*19·5*	*9·73*	*6·14*	*3·40*	*3·66*	Nizam's State.
91	2,23	19	28,50	31,83	19·7	9·58	6·08	3·38	3·64	
10,41	*19,34*	*24,49*	*4,06,76*	*4,61,00*	*16·4*	*8·24*	*4·56*	*2·81*	*3·01*	North Western.
10,31	19,59	23,99	4,08,59	4,62,51	16·5	8·26	4·55	2·82	3·02	
1,11	*3,65*	*Nil*	*54,95*	*59,71*	*18·4*	*9·51*	*Nil*	*3·27*	*3·45*	South Indian.
1,36	4,09	Nil	53,88	59,33	18·4	9·18	*Nil*	3·28	3·49	
61,77	*1,05,06*	*95,77*	*17,16,96*	*19,79,56*	*17·7*	*8·52*	*4·20*	*3·00*	*3·24*	Total 5′ 6″ gauge
62,46	1,08,34	94,99	17,30,44	19,96,23	17·4	8·35	4·19	2 97	3·21	
										3′ 3⅜″ gauge.
1,29	*1,57*	*3,32*	*48,31*	*54,49*	*25·8*	*12·3*	*4·80*	*3·72*	*3·94*	Assam Bengal.
1,28	1,61	3,44	51,27	57,60	25·6	12·1	4·77	3·49	3·69	
90	*2,40*	*3,91*	*1,22,24*	*1,29,45*	*11·5*	*6·54*	*3·40*	*2·24*	*2·31*	Bengal and North Western.
1,01	2,54	4,32	1,31,64	1,39,51	12·1	6·52	3·35	2·24	2·31	
2,08	*5,92*	*25*	*1,67,66*	*1,75,91*	*19·2*	*9·88*	*4·55*	*3·31*	*3·42*	Bombay, Baroda and Central India.
2,06	6,31	19	1,69,44	1,78,00	18·9	9·81	4·48	3·33	3·44	
2,83	*4,60*	*Nil*	*80,99*	*88,42*	*19·3*	*8·34*	*Nil*	*3·39*	*3·60*	Burma.
2,75	4,73	Nil	84,08	91,56	19·4	8·30	Nil	3·44	3·64	

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

Railway. 21	Year. 22	Average number of miles a passenger was carried.* 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3¾" gauge—*concld.*						
Eastern Bengal	*1934-35*	*94·5*	*62·3*	*28·6*	*36·5*	*36·4*
	1935-36	94·2	59·1	30·1	34·9	35·0
Jodhpur	*1934-35*	*104·2*	*99·8*	*40·5*	*46·9*	*47·2*
	1935-36	115·2	97·8	36·5	44·2	44·4
Madras and Southern Mahratta	*1934-35*	*168·0*	*73·7*	*93·6*	*33·1*	*33·7*
	1935-36	201·6	125·5	92·6	36·8	37·7
Nizam's State	*1934-35*	*125·6*	*71·3*	*Nil*	*34·2*	*34·5*
	1935-36	122·8	84·4	Nil	35·8	36·2
Rohilkund and Kumaon	*1934-35*	*99·4*	*86·6*	*44·8*	*25·7*	*26·1*
	1935-36	101·8	85·0	42·1	25·8	26·2
South Indian	*1934-35*	*85·1*	*42·6*	*165·9*	*22·0*	*22·2*
	1935-36	85·9	45·2	159·3	21·4	21·7
Total 3' 3¾" gauge	*1934-35*	*105·0*	*58·2*	*45·9*	*30·3*	*30·7*
	1935-36	111·9	67·5	47·1	31·3	31·7
2' 6" and 2' 0" gauges						
Bengal-Nagpur	*1934-35*	*52·4*	*56·4*	*33·9*	*30·2*	*30·4*
	1935-36	51·0	54·0	33·9	29·3	29·5
Bombay, Baroda and Central India	*1934-35*	*Nil*	*23·1*	*Nil*	*13·7*	*13·8*
	1935-36	Nil	23·6	Nil	13·7	13·7
Eastern Bengal	*1934-35*	*7·21*	*13·0*	*8·71*	*8·81*	*8·82*
	1935-36	6·30	13·0	9·11	8·90	9·01
Great Indian Peninsula	*1934-35*	†	*25·8*	†	*15·9*	*16·0*
	1935-36	†	27·2	†	15·1	15·2
North-Western	*1934-35*	*59·6*	*56·2*	*29·5*	*30·9*	*31·3*
	1935-36	57·4	57·1	33·3	30·5	31·0
South Indian	*1934-35*	*24·0*	*Nil*	*Nil*	*15·8*	*15·8*
	1935-36	28·3	Nil	Nil	15·0	15·0
Total 2 6" and 2' 0" gauges	*1934-35*	*60·2*	*46·8*	*31·3*	*21·8*	*22·1*
	1935-36	72·4	47·4	33·0	22·0	22·3
Total Class I Railways	*1934-35*	*171·7*	*59·8*	*47·9*	*34·3*	*35·0*
	1935-36	179·9	65·3	47·4	34·8	35·5

* *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 1934-35 and 1935-36—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.						
										3′ 3¼″ gauge—*concld.*
99	*1,56*	*2,31*	*55,06*	*59,92*	*16·6*	*9·95*	*4·01*	*3·16*	*3·28*	Eastern Bengal.
1,08	1,61	2,06	60,23	64,98	16 6	9·89	3·84	3·12	3·24	
42	*1,63*	*1,28*	*33,55*	*36,88*	*22·7*	*11·1*	*4·98*	*3·78*	*3·96*	Jodhpur.
50	1,86	1,49	36,89	40,74	22·6	11·1	4·98	3·77	3·96	
1,22	*3,42*	*1,43*	*78,57*	*84,64*	*19·6*	*10·3*	*5·94*	*3·53*	*3·70*	Madras and Southern Mahratta.
1,22	3,54	1,60	77,41	83,77	16·6	5·85	5·85	3·08	3·21	
36	*1,18*	*Nil*	*24,83*	*26,37*	*16·6*	*7·76*	*Nil*	*2·98*	*3·10*	Nizam's State.
31	1,11	Nil	25,35	26,77	16·2	7·73	Nil	2·98	3·08	
45	*1,02*	*59*	*21,90*	*23,96*	*20·4*	*9·66*	*4·27*	*2·50*	*2·66*	Rohilkund and Kumaon.
43	1,00	60	21,80	23,83	20·8	9·62	4·42	2·48	2·63	
2,67	*7,27*	*32*	*1,73,23*	*1,83,49*	*18·2*	*8·71*	*7·63*	*3·33*	*3·45*	South Indian.
3,05	6,97	31	1,49,00	1,59,33	19·9	8·94	7·64	3·30	3·44	
13,21	*30,57*	*13,41*	*8,06,34*	*8,63,53*	*19·5*	*9·19*	*4·33*	*3·14*	*3·27*	Total 3′ 3¼″ gauge.
13,69	31,28	14,01	8,07,11	8,66,09	19·6	8·23	4·27	3·04	3·17	
										2′ 6″ and 2′ 0″ gauges.
7	*29*	*49*	*11,93*	*12,78*	*18·4*	*8·99*	*4.01*	*2·93*	*3·02*	Bengal-Nagpur.
7	28	48	11,83	12,66	18·2	8·98	4·17	2·81	2·90	
Nil	*9*	*Nil*	*4,55*	*4,64*	*Nil*	*16·3*	*Nil*	*3·17*	*3·22*	Bombay, Baroda and Central India.
Nil	8	Nil	4,62	4,70	Nil	15·5	Nil	3·19	3·23	
..	*3*	*1*	*1,14*	*1,18*	*16·9*	*13·8*	*4·04*	*3·66*	*3·72*	Eastern Bengal.
..	3	.	1,05	1,08	15·2	14·1	3·55	3·55	3·01	
†	*2*	†	*3,04*	*3,06*	†	*13·1*	†	*4·72*	*4·75*	Great Indian Peninsula.
†	3	†	2,89	2,92	†	13·3	†	4·58	4·61	
52	*62*	*44*	*8,78*	*10,36*	*43·6*	*15·8*	*9·94*	*5·10*	*5·70*	North-Western.
50	73	50	8,76	10,49	44·1	17·0	10·5	5·00	5 65	
1	*Nil*	*Nil*	*85*	*86*	*17·0*	*Nil*	*Nil*	*3·42*	*3·43*	South Indian.
2	Nil	Nil	77	79	19·6	Nil	Nil	3·41	3·43	
60	*1,05*	*94*	*30,29*	*32,88*	*38·3*	*13·1*	*5·55*	*3·59*	*3·78*	Total 2′ 6″ and 2′ 0″ gauges.
59	1,15	98	29,92	32,64	25·2	13·7	5·99	3·43	3·63	
75,58	*1,36,68*	*1,10,12*	*25,53,59*	*28,75,97*	*18·0*	*8·68*	*4·22*	*3·04*	*3·25*	Total Class I Railways.
76,74	1,40,77	1,09,98	25,67,47	28,94,96	17·8	8·35	4·21	3·00	3·20	

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	*1934-35*	*4,973*	*1,188*	*791*	*667*	*6,205*	*13,824*	*1,297*	*15,121*
	1935-36	5,046	1,211	875	804	6,926	14,862	1,570	16,432
Bombay, Baroda and Central India.	*1934-35*	*1*	*Nil*	*13*	*274*	*2,606*	*2,894*	*2,136*	*5,030*
	1935-36	1	Nil	12	260	2,556	2,829	2,116	4,945
Eastern Bengal	*1934-35*	*5*	..	*3*	*353*	*2,469*	*2,830*	*2,524*	*5,354*
	1935-36	9	1	3	219	1,920	2,152	2,513	4,665
East Indian	*1934-35*	*8,067*	*2,186*	*1,607*	*1,168*	*7,172*	*20,200*	*3,575*	*23,775*
	1935-36	8,035	2,065	1,497	944	7,891	20,432	3,702	24,134
Great Indian Peninsula	*1934-35*	*707*	*69*	*552*	*1,002*	*4,476*	*6,806*	*3,272*	*10,078*
	1935-36	778	69	551	1,043	4,560	7,001	3,249	10,250
Madras and Southern Mahratta.	*1934-35*	*63*	..	*2*	*499*	*1,350*	*1,914*	*1,723*	*3,637*
	1935-36	61	Nil	1	483	1,236	1,781	1,862	3,643
Nizam's State	*1934-35*	*311*	*269*	*143*	*181*	*385*	*1,289*	*513*	*1,802*
	1935-36	319	247	186	270	309	1,331	486	1,817
North-Western (Commercial).	*1934-35*	*20*	*1*	*20*	*1,971*	*6,126*	*8,138*	*4,114*	*12,252*
	1935-36	12	1	20	1,916	6,908	8,857	4,227	13,084
North-Western (Military)	*1934-35*	*56*	*Nil*	*5*	*172*	*877*	*1,110*	*921*	*2,031*
	1935-36	52	Nil	1	197	1,202	1,452	966	2,418
North-Western (Total)	*1934-35*	*76*	*1*	*25*	*2,143*	*7,003*	*9,248*	*3,370*	*12,618*
	1935-36	64	1	21	2,113	8,110	10,309	3,406	13,715
South Indian	*1934-35*	*12*	*Nil*	*1*	*194*	*1,059*	*1,266*	*607*	*1,873*
	1935-36	19	Nil	2	246	1,315	1,582	523	2,105
TOTAL 5′ 6″ GAUGE	*1934-35*	*14,215*	*3,713*	*3,137*	*6,481*	*32,725*	*60,271*	*(a)19,017*	*(a)79,288*
	1935-36	14,332	3,594	3,148	6,382	34,823	62,279	(a) 19,427	(a) 81,706
3′ 3½″ GAUGE.									
Assam-Bengal	*1934-35*	*29*	*1*	*12*	*355*	*1,122*	*1,519*	*364*	*1,883*
	1935-36	28	2	10	105	1,113	1,258	335	1,593
Bengal and North Western	*1934-35*	*7*	*Nil*	*52*	*567*	*3,076*	*3,702*	*1,512*	*5,214*
	1935-36	7	Nil	44	634	3,151	3,836	1,384	5,220
Bombay, Baroda and Central India.	*1934-35*	*1*	*Nil*	*6*	*336*	*1,170*	*1,513*	*2,116*	*3,629*
	1935-36	1	Nil	8	317	1,184	1,510	2,183	3,693
Burma	*1934-35*	*45*	*Nil*	*203*	*1,455*	*2,472*	*4,175*	*Nil*	*4,175*
	1935-36	50	Nil	208	1,223	2,502	3,983	Nil	3 983

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

for the years 1934-35 and 1935-36 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
5,474	*1,263*	*791*	*760*	*6,833*	*15,121*	*15,495*	*11,110*	*270*	Bengal-Nagpur.
5,561	1,353	878	897	7,743	16,432	16,789	12,101	330	
744	*21*	*225*	*580*	*3,460*	*5,030*	*7,575*	*3,942*	*298*	Bombay, Baroda and Central India.
772	19	238	552	3,364	4,945	7,497	3,730	262	
1,141	*142*	*283*	*430*	*3,358*	*5,354*	*6,287*	*4,223*	*571*	Eastern Bengal.
1,164	112	272	318	2,799	4,665	5,779	3,667	549	
8,829	*2,553*	*1,607*	*1,787*	*8,999*	*23,775*	*23,775*	*16,244*	*1,203*	East Indian.
8,939	2,407	1,497	1,598	9,693	24,134	24,134	16,733	1,183	
1,486	*353*	*839*	*1,586*	*5,814*	*10,078*	*10,115*	*7,278*	*737*	Great Indian Peninsula.
1,562	325	808	1,625	5,930	10,250	10,274	7,388	717	
188	*191*	*356*	*883*	*2,019*	*3,637*	*5,582*	*2,718*	*303*	Madras and Southern Mahratta.
190	339	352	820	1,942	3,643	5,538	2,590	464	
336	*268*	*143*	*412*	*643*	*1,802*	*2,238*	*728*	*313*	Nizam's State.
350	247	186	381	653	1,817	2,288	776	296	
1,081	*1*	*1,067*	*2,415*	*7,688*	*12,252*	†	*10,414*	†	North-Western (Commercial).
1,079	1	1,027	2,386	8,591	13,084	†	11,117	†	
183	*Nil*	*128*	*306*	*1,414*	*2,031*	†	*1,088*	†	North-Western (Military).
181	..	116	331	1,790	2,418	†	1,445	†	
1,114	*1*	*1,065*	*2,406*	*8,032*	*12,618*	*12,730*	*11,502*	*155*	North-Western (Total).
1,105	1	1,028	2,383	9,198	13,715	13,823	12,562	163	
17	*Nil*	*101*	*428*	*1,327*	*1,873*	*4,892*	*1,409*	*143*	South Indian.
23	Nil	136	422	1,524	2,105	5,209	1,640	85	
(a) 19,329	*(a) 4,792*	*(a) 5,410*	*(a) 9,272*	*(a) 40,485*	*(a) 79,288*		*59,154*	*3,993*	TOTAL 5′ 6″ GAUGE.
(a) 19,666	(a) 4,803	(a) 5,395	(a) 8,996	(a) 42,846	(a) 81,706		61,187	4,049	
									3′ 3⅜″ GAUGE.
114	*8*	*108*	*386*	*1,267*	*1,883*	*1,883*	*1,582*	*8*	Assam-Bengal.
103	11	91	134	1,254	1,593	1,593	1,261	11	
413	*1*	*277*	*890*	*3,633*	*5,214*	*5,214*	*4,532*	*50*	Bengal and North-Western.
342	..	266	852	3,760	5,220	5,220	4,493	65	
258	*74*	*217*	*713*	*2,367*	*3,629*	*	*2,151*	*748*	Bombay, Baroda and Central India.
282	83	215	677	2,436	3,693	*	2,086	797	
45	*Nil*	*203*	*1,455*	*2,472*	*4,175*	*4,175*	*4,175*	*Nil*	Burma.
50	Nil	208	1,223	2,502	3,983	3,983	3,983	Nil	

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

* Shown under 5′ 6″ gauge. † Not required.

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

Railway.	Year.	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
3' 3¼" GAUGE—*concld.*									
Eastern Bengal	*1934-35*	*1*	*Nil*	*5*	*167*	*892*	*1,065*	*1,227*	*2,292*
	1935-36	Nil	Nil	7	280	881	1,168	1,124	2,292
Jodhpur	*1934-35*	..	*Nil*	*3*	*90*	*613*	*706*	*360*	*1,066*
	1935-36	Nil	Nil	4	154	812	970	388	1,358
Madras and Southern Mahratta.	*1934-35*	*23*	*14*	*154*	*455*	*1,082*	*1,728*	*834*	*2,562*
	1935-36	7	13	119	448	1,097	1,684	731	2,415
Nizam's State	*1934-35*	..	*Nil*	..	*194*	*216*	*410*	*282*	*692*
	1935-36	Nil	Nil	Nil	171	261	432	249	681
Rohilkund and Kumaon	*1934-35*	*Nil*	*Nil*	*41*	*79*	*1,137*	*1,257*	*174*	*1,431*
	1935-36	Nil	Nil	45	84	1,186	1,315	187	1,502
South Indian	*1934-35*	*81*	*Nil*	*121*	*772*	*2,200*	*3,174*	*378*	*3,552*
	1935-36	79	Nil	15	710	2,243	3,047	469	3,516
TOTAL 3'3¼" GAUGE	*1934-35*	*187*	*15*	*597*	*4,470*	*13,890*	*19,249*	(a) *7,247*	(a) *26,496*
	1935-36	172	15	460	4,126	14,430	19,203	(a) 7,050	(a) 26,253
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	*1934-35*	*43*	*1*	*50*	*97*	*343*	*534*	*145*	*679*
	1935-36	33	1	45	93	471	643	142	785
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*Nil*	*1*	*21*	*159*	*181*	*60*	*241*
	1935-36	Nil	Nil	Nil	21	187	208	56	264
Eastern Bengal	*1934-35*	..	*Nil*	*Nil*	..	*3*	*3*	*1*	*4*
	1935-36	Nil	Nil	Nil	Nil	2	2	1	3
Great Indian Peninsula	*1934-35*	*Nil*	*Nil*	*Nil*	*15*	*80*	*95*	*67*	*162*
	1935-36	*Nil*	Nil	Nil	13	64	77	73	150
North-Western (Commercial)	*1934-35*	*59*	*Nil*	*18*	*72*	*106*	*255*	*122*	*377*
	1935-36	70	.	14	74	96	254	129	383
North-Western (Military)	*1934-35*	..	..	*3*	*1*	*25*	*29*	*37*	*66*
	1935-36	Nil	..	2	1	41	44	40	84
North-Western (Total)	*1934-35*	*59*	..	*21*	*73*	*131*	*284*	*139*	*423*
	1935-36	70	..	16	75	137	298	148	446
South Indian	*1934-35*	*Nil*	*Nil*	..	*12*	*20*	*32*	*22*	*54*
	1935-36	Nil	Nil	Nil	8	19	27	17	44
TOTAL 2' 6" & 2' 0" GAUGES	*1934-35*	*102*	*1*	*72*	*218*	*736*	*1,129*	(a) *434*	(a) *1,563*
	1935-36	103	1	61	210	880	1,255	(a) 437	(a) 1,692
TOTAL CLASS I RAILWAYS	*1934-35*	*14,504*	*3,729*	*3,806*	*11,169*	*47,441*	*80,649*	(a) *26,698*	(a)*107,347*
	1935-36	14,607	3,610	3,669	10,718	50,133	82,737	(a) 26,914	(a)109,651

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

for the years 1934-35 and 1935-36 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ GAUGE—*concld.*
250	*120*	*113*	*378*	*1,431*	*2,292*	*	*971*	*619*	Eastern Bengal.
264	90	115	384	1,439	2,292	*	1,019	532	
19	*Nil*	*50*	*269*	*728*	*1,066*	*1,066*	*651*	*148*	Jodhpur.
23	5	60	258	1,012	1,358	1,358	923	151	
52	*56*	*159*	*793*	*1,502*	*2,562*	*	*1,894*	*108*	Madras and Southern Mahratta.
35	25	123	718	1,514	2,415	*	1,865	81	
25	*34*	*36*	*273*	*324*	*692*	*	*367*	*106*	Nizam's State.
29	1	33	244	374	681	*	410	70	
29	*Nil*	*41*	*95*	*1,266*	*1,431*	*1,431*	*1,113*	*2*	Rohilkund and Kumaon.
26	Nil	45	97	1,334	1,502	1,502	1,180	2	
82	..	*176*	*849*	*2,445*	*3,552*	*	*3,190*	*13*	South Indian.
79	..	163	804	2,470	3,516	*	3,260	13	
(a) *1,287*	(a) *293*	(a) *1,380*	(a) *6,101*	(a) *17,435*	(a) *26,496*		*20,626*	*1,802*	TOTAL 3′ 3⅜″ GAUGE.
(a) 1,233	(a) 215	(a) 1,319	(a) 5,391	(a) 18,095	(a) 26,253		20,480	1,722	
									2′ 6″ AND 2′ 0″ GAUGES.
72	*1*	*53*	*123*	*430*	*679*	*	*514*	*6*	Bengal-Nagpur.
59	2	47	119	558	785	*	490	7	
7	*Nil*	*3*	*37*	*194*	*241*	*	*87*	*4*	Bombay, Baroda and Central India.
6	Nil	1	34	223	264	*	91	3	
..	*Nil*	*Nil*	..	*4*	*4*	*	*2*	*Nil*	Eastern Bengal.
Nil	Nil	Nil	Nil	3	3	*	1	Nil	
16	*Nil*	*Nil*	*29*	*117*	*162*	*	*104*	*Nil*	Great Indian Peninsula.
13	Nil	Nil	34	103	150	*	96	Nil	
72	*Nil*	*18*	*87*	*200*	*377*	*	*199*	†	North-Western (Commercial).
83	..	14	95	191	383	*	205	†	
4	*Nil*	*5*	*8*	*49*	*66*	*	*52*	†	North-Western (Military).
4	..	4	8	68	84	*	53	†	
73	*Nil*	*21*	*93*	*236*	*423*	*	*251*	†	North-Western (Total).
85	..	16	102	243	446	*	258	†	
Nil	*Nil*	..	*22*	*32*	*54*	*	*25*	*Nil*	South Indian.
Nil	Nil	Nil	14	30	44	*	20	Nil	
(a) *168*	(a) *1*	(a) *77*	(a) *304*	(a) *1,013*	(a) *1,563*		*983*	*10*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
(a) 163	(a) 2	(a) 64	(a) 303	(a) 1,160	(a) 1,692		956	10	
(a) *20,784*	(a) *5,086*	(a) *6,867*	(a) *15,677*	(a) *58,933*	(a) *107,347*	*102,458*	*80,763*	*5,805*	TOTAL CLASS I RAILWAYS.
(a 21,062	(a) 5,020	(a) 6,778	(a) 14,690	(a) 62,101	(a) 109,651	104,987	82,623	5,781	

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

* Shown under 5′ 6″ gauge. † Not required.

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

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1934-35*	*762,414*	*327,103*	*154,829*	*144,915*	*1,217,942*	*2,607,203*
	1935-36	710,651	376,209	165,892	174,278	1,519,971	2,947,001
Bombay, Baroda and Central India.	*1934-35*	*231,492*	*5,383*	*65,483*	*125,150*	*574,211*	*1,001,719*
	1935-36	238,679	4,902	58,654	113,133	586,770	1,002,138
Eastern Bengal	*1934-35*	*85,730*	*23,337*	*40,266*	*53,418*	*395,849*	*598,600*
	1935-36	83,613	18,376	38,081	34,504	322,434	497,008
East Indian	*1934-35*	*2,275,199*	*1,274,767*	*409,620*	*577,218*	*1,469,921*	*6,006,725*
	1935-36	2,249,473	1,199,142	385,075	485,447	1,569,388	5,888,525
Great Indian Peninsula	*1934-35*	*407,523*	*129,981*	*272,193*	*500,846*	*1,198,860*	*2,509,403*
	1935-36	440,735	122,039	245,919	468,426	1,247,943	2,525,062
Madras and Southern Mahratta	*1934-35*	*27,674*	*106,900*	*98,851*	*153,965*	*306,377*	*693,767*
	1935-36	28,771	192,390	104,787	155,042	310,095	791,085
Nizam's State	*1934-35*	*66,023*	*29,885*	*18,885*	*74,583*	*87,379*	*276,755*
	1935-36	67,945	25,189	16,306	71,071	86,009	266,520
North-Western (Commercial)	*1934-35*	*230,559*	*60*	*385,739*	*533,047*	*1,185,651*	*2,335,056*
	1935-36	234,555	13	360,159	466,126	1,311,595	2,372,448
North-Western (Military)	*1934-35*	*16,115*	..	*20,062*	*25,013*	*127,323*	*188,513*
	1935-36	16,400	2	17,950	26,849	143,249	204,450
North-Western (Total)	*1934-35*	*246,674*	*60*	*405,801*	*558,060*	*1,312,974*	*2,523,569*
	1935-36	250,955	15	378,109	492,975	1,454,844	2,576,898
South Indian	*1934-35*	*1,874*	..	*17,981*	*41,266*	*118,513*	*179,634*
	1935-36	2,406	..	23,923	47,265	134,197	207,791
TOTAL 5′ 6″ GAUGE	*1934-35*	*4,104,603*	*1,897,416*	*1,483,909*	*2,229,421*	*6,682,026*	*16,397,375*
	1935-36	4,073,228	1,938,262	1,416,746	2,042,141	7,231,651	16,702,028
3′ 3½″ GAUGE							
Assam-Bengal	*1934-35*	*12,341*	*1,315*	*15,144*	*55,358*	*201,142*	*285,300*
	1935-36	11,597	2,227	12,388	19,561	201,682	247,455
Bengal and North Western	*1934-35*	*53,476*	*66*	*41,247*	*99,986*	*463,331*	*658,106*
	1935-36	46,339	Nil	41,346	91,952	455,355	634,992
Bombay, Baroda and Central India	*1934-35*	*37,399*	*14,029*	*53,851*	*162,719*	*415,471*	*683,469*
	1935-36	40,198	17,508	47,177	142,545	445,426	692,854
Burma	*1934-35*	*23,751*	*Nil*	*40,724*	*230,226*	*381,783*	*676,484*
	1935-36	26,211	6	43,485	177,412	395,426	642,540

for the years 1934-35 and 1935-36 (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.
140	*259*	*196*	*191*	*178*	*163*	*173*	Bengal Nagpur.
129	278	189	194	196	158	180	
311	*251*	*291*	*216*	*171*	*309*	*203*	Bombay, Baroda and Central India.
309	259	246	205	182	308	208	
76	*165*	*142*	*124*	*118*	*85*	*112*	Eastern Bengal.
72	164	140	108	115	80	107	
258	*499*	*255*	*323*	*165*	*312*	*253*	East Indian.
252	498	257	304	162	304	244	
274	*368*	*324*	*316*	*208*	*292*	*250*	Great Indian Peninsula.
282	375	304	288	210	298	247	
147	*560*	*278*	*174*	*152*	*355*	*191*	Madras and Southern Mahratta.
151	568	298	189	160	418	217	
197	*111*	*132*	*181*	*136*	*159*	*154*	Nizam's State.
194	102	88	186	133	156	147	
213	*58*	*362*	*221*	*160*	*213*	*195*	North Western (Commercial).
217	20	351	195	157	217	185	
88	*Nil*	*157*	*82*	*92*	*88*	*94*	North Western (Military).
90	30	155	81	82	90	86	
222	*58*	*331*	*232*	*170*	*221*	*205*	North Western (Total).
227	21	368	207	163	227	192	
110	..	*179*	*96*	*89*	*110*	*96*	South Indian.
103	28	177	112	88	103	99	
**212*	**396*	**274*	**240*	**165*	**249*	**207*	TOTAL 5′ 6″ GAUGE.
*207	*404	*263	*227	*169	*246	*204	
							3′ 3¼″ GAUGE.
109	*172*	*140*	*143*	*159*	*113*	*152*	Assam-Bengal.
113	196	137	145	161	121	155	
129	*123*	*149*	*112*	*128*	*129*	*126*	Bengal and North Western.
136	3	156	108	121	136	122	
145	*191*	*248*	*228*	*176*	*155*	*188*	Bombay, Baroda and Central India.
143	211	219	211	183	158	188	
532	*Nil*	*200*	*158*	*155*	*532*	*162*	Burma.
526	215	208	145	158	526	161	

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

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

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25 +26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ GAUGE—*concld.*							
Eastern Bengal	*1934-35*	*30,838*	*17,558*	*12,021*	*38,445*	*149,017*	*247,879*
	1935-36	30,922	12,904	11,863	42,342	154,361	252,392
Jodhpur	*1934-35*	*3,786*	*Nil*	*11,014*	*57,467*	*71,606*	*143,873*
	1935-36	4,984	670	13,922	50,265	98,875	168,716
Madras and Southern Mahratta	*1934-35*	*5,669*	*14,704*	*31,648*	*139,366*	*234,782*	*426,169*
	1935-36	3,728	7,279	20,733	126,144	234,453	392,337
Nizam's State	*1934-35*	*4,957*	*6,216*	*6,956*	*37,244*	*34,928*	*90,301*
	1935-36	5,582	256	6,412	34,864	37,588	84,702
Rohilkund and Kumaon	*1934-35*	*1,375*	*Nil*	*1,096*	*6,033*	*91,468*	*99,972*
	1935-36	1,239	Nil	1,174	5,924	92,052	100,389
South Indian	*1934-35*	*5,943*	*6*	*22,915*	*83,864*	*192,572*	*205,300*
	1935-36	5,255	16	32,072	80,503	181,291	299,137
TOTAL 3′ 3⅜″ GAUGE	*1934-35*	*179,535*	*53,894*	*236,616*	*910,708*	*2,236,100*	*3,616,853*
	1935-36	176,055	40,866	230,572	771,512	2,296,509	3,515,514
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1934-35*	*6,340*	*131*	*6,518*	*8,932*	*22,514*	*44,435*
	1935-36	4,650	173	5,000	8,309	26,340	44,562
Bombay, Baroda and Central India.	*1934-35*	*213*	*Nil*	*136*	*985*	*3,475*	*4 809*
	1935-36	185	Nil	29	866	4,522	5 602
Eastern Bengal	*1934 35*	..	*Nil*	*Nil*	*1*	*66*	*67*
	1935-36	Nil	Nil	Nil	1	63	64
Great Indian Peninsula	*1934-35*	*544*	*Nil*	*Nil*	*1,421*	*3,997*	*5,962*
	1935-36	496	Nil	Nil	1,520	3,639	5,655
North Western (Commercial)	*1934-35*	*2,165*	*1*	*694*	*3,241*	*9,014*	*15,115*
	1935-36	2,393	..	621	3,627	8,985	15,626
North Western (Military)	*1934-35*	*217*	..	*442*	*549*	*3,093*	*4,301*
	1935-36	187	..	303	614	4,009	5,113
North Western (Total)	*1934-35*	*2,382*	*1*	*1,136*	*3,790*	*12,107*	*19,416*
	1935-36	2,580	..	924	4,241	12,994	20,739
South Indian	*1934-35*	*Nil*	*Nil*	*2*	*699*	*970*	*1,671*
	1935-36	Nil	Nil	1	483	931	1,415
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1934-35*	*9,479*	*132*	*7,792*	*15,828*	*43,129*	*76,360*
	1935-36	7,011	173	6,044	15,420	48,480	78,037
TOTAL CLASS I RAILWAYS	*1934-35*	*4,293,617*	*1,951,442*	*1,728,317*	*3,155,957*	*8,961,255*	*20,090 588*
	1935-36	4,257,194	1,979,301	1,653,362	2,829,073	9,576,649	20,295,579

for the years 1934-35 and 1935-36 (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
							3′ 3½″ GAUGE—*concld.*
123	*147*	*106*	*102*	*104*	*131*	*108*	Eastern Bengal.
117	143	103	110	107	124	110	
196	*Nil*	*221*	*213*	*98*	*196*	*135*	Jodhpur.
222	131	231	195	98	205	124	
109	*263*	*199*	*176*	*156*	*189*	*166*	Madras and Southern Mahratta.
106	291	169	175	155	183	162	
197	*185*	*195*	*136*	*108*	*190*	*131*	Nizam's State.
193	185	196	143	101	193	125	
48	*Nil*	*26*	*63*	*72*	*48*	*70*	Rohilkund and Kumaon.
48	Nil	26	61	69	48	67	
73	*52*	*130*	*99*	*79*	*73*	*86*	South Indian
67	84	197	100	73	67	85	
**139*	**184*	**171*	**149*	**128*	**148*	**137*	TOTAL 3′ 3½″ GAUGE.
*143	*190	*175	*143	*127	*150	*134	
							2′ 6″ AND 2′ 0″ GAUGES.
88	*122*	*123*	*73*	*52*	*88*	*65*	Bengal-Nagpur
78	107	108	70	47	79	57	
31	*Nil*	*47*	*27*	*18*	*31*	*20*	Bombay, Baroda and Central India.
32	Nil	35	25	20	32	21	
..	*Nil*	*Nil*	*18*	*18*	..	*18*	Eastern Bengal.
Nil	Nil	Nil	11	19	..	19	
35	*Nil*	*Nil*	*49*	*34*	*35*	*37*	Great Indian Peninsula.
39	Nil	Nil	44	35	39	38	
30	*40*	*39*	*37*	*46*	*30*	*41*	North Western (Commercial)
29	Nil	44	38	47	29	41	
58	*Nil*	*81*	*72*	*63*	*58*	*65*	North Western (Military).
44	Nil	72	75	60	44	61	
33	*40*	*54*	*41*	*52*	*33*	*46*	North Western (Total).
31	Nil	57	42	54	31	47	
Nil	*Nil*	*21*	*32*	*31*	*Nil*	*31*	South Indian.
Nil	Nil	19	34	31	Nil	32	
**56*	**132*	**101*	**52*	**43*	**57*	**49*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
*49	*87	*94	*51	*42	*49	*46	
**207*	**384*	**252*	**201*	**152*	**241*	**187*	TOTAL CLASS RAILWAYS.
*202	*394	*244	*193	*154	*239	*185	

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

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

Railway.	Year.	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	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1934-35*	*1,31,44*	*41,76*	*19,76*	*74,05*	*3,14,20*	*6,81,21*
	1935-36	1,27,70	47,50	21,18	87,36	3,55,06	6,38,80
Bombay, Baroda and Central India	*1934-35*	*29,92*	*59*	*6,14*	*52,25*	*3,09,76*	*3,98,66*
	1935-36	29,78	52	5,50	48,41	3,21,08	4,05,29
Eastern Bengal	*1934-35*	*19,46*	*3,50*	*5,88*	*18,62*	*1,63,48*	*2,10,94*
	1935-36	19,01	2,79	5,74	14,69	1,45,00	1,87,23
East Indian	*1934-35*	*3,82,84*	*1,62,76*	*53,07*	*1,58,00*	*5,14,20*	*12,70,87*
	1935-36	3,69,71	1,48,83	49,62	1,33,17	5,53,40	12,54,73
Great Indian Peninsula	*1934-35*	*55,57*	*15,80*	*31,75*	*1,73,53*	*5,49,12*	*8,25,77*
	1935-36	58,49	14,64	28,01	1,79,99	5,63,72	8,44,85
Madras and Southern Mahratta	*1934-35*	*6,30*	*10,55*	*12,21*	*70,49*	*1,50,62*	*2,50,17*
	1935-36	6,51	19,66	13,80	62,60	1,47,92	2,50,49
Nizam's State	*1934-35*	*14,80*	*6,68*	*2,34*	*25,84*	*46,06*	*95,72*
	1935-36	14,75	5,65	2,15	25,20	44,83	92,58
North Western (Commercial)	*1934-35*	*28,88*	*1*	*42,21*	*2,20,93*	*5,90,38*	*8,82,41*
	1935-36	29,36	..	37,92	2,02,80	6,48,68	9,18,76
North Western (Military)	*1934-35*	*2,03*	..	*2,22*	*10,46*	*58,04*	*72,75*
	1935-36	2,07	..	1,88	11,76	58,31	74,02
North Western (Total)	*1934-35*	*30,91*	*1*	*44,43*	*2,31,39*	*6,48,42*	*9,55,16*
	1935-36	31,43	..	39,80	2,14,56	7,06,99	9,92,78
South Indian	*1934-35*	*57*	*Nil*	*2,28*	*24,54*	*70,30*	*97,69*
	1935-36	71	Nil	3,71	27,61	76,04	1,08,07
TOTAL 5′ 6″ GAUGE	*1934-35*	*6,71,81*	*2,41,65*	*1,77,86*	*8,28,71*	*27,66,16*	*46,86,19*
	1935-36	6,58,09	2,39,59	1,69,51	7,93,59	29,14,04	47,74,82
3′ 3½″ GAUGE.							
Assam-Bengal	*1934-35*	*3,56*	*20*	*1,95*	*25,40*	*82,50*	*1,13,61*
	1935-36	3,21	29	1,64	8,54	81,60	95,28
Bengal and North Western	*1934-35*	*12,77*	*1*	*5,60*	*48,17*	*1,51,94*	*2,18,49*
	1935-36	10,63	..	5,64	47,44	1,52,22	2,15,93
Bombay, Baroda and Central India	*1934-35*	*5,57*	*1,72*	*5,05*	*61,08*	*2,23,83*	*2,97,25*
	1935-36	5,86	2,02	4,42	53,79	2,34,88	3,00,97
Burma	*1934-35*	*5,08*	*Nil*	*5,24*	*1,07,81*	*1,47,22*	*2,65,35*
	1935-36	5,61	Nil	5,62	86,79	1,51,55	2,49,57

for the years 1934-35 and 1935-36 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ GAUGE.
3·21	*2·45*	*2·45*	*9·79*	*4·90*	*2·98*	*4·23*	Bengal-Nagpur.
3·35	2·42	2·45	9·60	4·45	3·03	4·12	
2·48	*2·09*	*1·80*	*8·02*	*10·3*	*2·47*	*7·64*	Bombay Baroda and Central India.
2·40	2·04	1·80	8·22	10·5	2·39	7·76	
4·36	*2·88*	*2·81*	*6·69*	*7·93*	*4·04*	*6·77*	Eastern Bengal.
4·37	2·91	2·89	8·18	8·63	4·10	7·23	
3·23	*2·45*	*2·49*	*5·26*	*6·71*	*2·95*	*4·06*	East Indian.
3·15	2·38	2·47	5·27	6·76	2 88	4 09	
2·62	*2·33*	*2·24*	*6·65*	*8·79*	*2·55*	*6·32*	Great Indian Peninsula.
2·55	2·30	2·19	7·38	8 67	2·49	6·42	
4·37	*1·89*	*2·37*	*8·79*	*9·44*	*2·40*	*6·92*	Madras and Southern Mahratta.
4·34	1·96	2·53	7·75	9·16	2·27	6 08	
4·30	*4·29*	*2·38*	*6·65*	*10·1*	*4·30*	*6·64*	Nizam's State.
4·17	4·30	2·54	6 81	10·0	4·20	6·67	
2·40	*1·54*	*2·10*	*7·96*	*9·55*	*2·40*	*7·25*	North Western (Commercial).
2·40	2·82	2·02	8·35	9·49	2·40	7 43	
2·42	*Nil*	*2·12*	*8·03*	*8·74*	*2·42*	*7 40*	North Western (Military).
2·42	2·73	2 01	8 41	7·80	2·42	6·94	
2·40	*1 54*	*2·10*	*7·96*	*9·47*	*2·40*	*7·26*	North Western (Total).
2·40	2·82	2 02	8·34	9·32	2·40	7·40	
5·85	Nil	*2·43*	*11·4*	*11·3*	*5 85*	*10 4*	South Indian.
5·24	2·33	2·48	11·2	10·1	5·24	9·44	
3·14	*2·45*	*2·30*	*7·14*	*7·95*	*2·92*	*5·49*	TOTAL 5′ 6″ GAUGE.
3·10	2·37	2·30	7·46	7·74	2·87	5·49	
							3′ 3½″ GAUGE.
5·37	*2·94*	*2·32*	*8·75*	*7·83*	*5·14*	*7·59*	Assam Bengal.
5·15	2·44	2·41	8·36	7·72	4·71	7·33	
4·59	*2·59*	*2·61*	*9·25*	*6·30*	*4·58*	*6·37*	Bengal and North Western.
4·40	1·26	2·62	9·91	6 42	4·40	6·53	
2·86	*2·36*	*1·80*	*7·21*	*10·3*	*2·72*	*8 35*	Bombay, Baroda and Central India.
2·80	2·21	1·80	7·24	10·1	2·62	8·34	
4·11	*Nil*	*2·47*	*8·98*	*7·40*	*4·11*	*7·52*	Burma.
4·11	2·48	2·48	9·38	7·35	4·11	7·45	

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	39	40	41	42	43	44
3′ 3¾″ GAUGE—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1934-35*	*6,98*	*2,62*	*1,73*	*13,98*	*82,42*	*1,07,73*
	1935-36	6,99	1,94	1,79	18,24	81,81	1,10,77
Jodhpur	*1934-35*	*53*	*Nil*	*1,27*	*19,46*	*38,16*	*59,42*
	1935-36	60	8	1,53	17.91	42,51	62,63
Madras and Southern Mahratta	*1934-35*	*1,88*	*2,12*	*3,60*	*78,59*	*1,22,75*	**2,08,94*
	1935-36	1,10	82	3,05	71,85	1,20,07	*1,96,89
Nizam's State	*1934-35*	*1,18*	*1,02*	*91*	*16,76*	*24,37*	*44,24*
	1935-36	1,35	4	84	16,06	25,73	44,02
Rohilkund and Kumaon	*1934-35*	*24*	*Nil*	*14*	*3,81*	*36,24*	*40,43*
	1935-36	22	Nil	15	4,30	35,90	40,57
South Indian	*1934-35*	*1,79*	*Nil*	*3,04*	*49,57*	*1,12,27*	*1,66,67*
	1935-36	1,58	..	4,16	46,70	1,02,65	1,55,09
TOTAL 3′ 3¾″ GAUGE	*1934-35*	*39,58*	*7,69*	*28,53*	*4,24,63*	*10,21,70*	*15,22,13*
	1935-36	37,15	5,19	28,84	3,71,62	10,28,92	14,71,72
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1934-35*	*1,77*	*2*	*83*	*4,71*	*10,41*	*17,74*
	1935-36	1,33	2	65	4,40	10,75	17,15
Bombay, Baroda and Central India.	*1934-35*	*9*	*Nil*	*1*	*1,08*	*3,43*	*4,61*
	1935-36	7	Nil	Nil	1,07	3,92	5,06
Eastern Bengal	*1934-35*	*Nil*	*Nil*	*Nil*	..	*5*	*5*
	1935-36	Nil	Nil	Nil	Nil	5	5
Great Indian Peninsula	*1934-35*	*12*	*Nil*	*Nil*	*87*	*4,09*	*5,08*
	1935-36	15	Nil	Nil	1,05	4,18	5,38
North Western (Commercial)	*1934-35*	*52*	*Nil*	*18*	*2,94*	*11,56*	*15,20*
	1935-36	58	Nil	18	3,49	10,43	14,68
North Western (Military)	*1934-35*	*4*	..	*9*	*37*	*1,99*	*2,49*
	1935-36	3	..	6	44	2,94	3,47
North Western (Total)	*1934-35*	*56*	..	*27*	*3,31*	*13,55*	*17,69*
	1935-36	61	..	24	3,93	13,37	18,15
South Indian	*1934-35*	*Nil*	*Nil*	..	*44*	*88*	*1 32*
	1935-36	Nil	Nil	Nil	30	79	1,09
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1934-35*	*2,54*	*2*	*1,11*	*10,41*	*32,41*	*46,49*
	1935-36	2,16	2	89	10,75	33,06	46,88
TOTAL CLASS I RAILWAYS	*1934-35*	*7,13,93*	*2,49,36*	*2,07,50*	*12,63,75*	*38,20,27*	*62,54,81*
	1935-36	6,97,40	2,44,80	1,99,24	11,75,96	39,76,02	62,93,42

* Includes Mormugao Harbour receipt.

for the years 1934-35 and 1935-36 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3¼″ GAUGE—*concld.*
4·20	*2·73*	*2·69*	*6·85*	*10·3*	*3·67*	*8·12*	Eastern Bengal.
4·20	2·66	2·86	8·23	9·94	3·75	8·25	
2·71	*Nil*	*2·21*	*6·50*	*10·2*	*2·71*	*7·93*	Jodhpur.
2·33	2·14	2·11	6·84	8·26	2·31	7·13	
6·37	*2·77*	*2·18*	*10·8*	*10·0*	*3·77*	*9·41*	Madras and Southern Mahratta.
5·67	2·16	2·82	10·9	9·83	3·35	9·64	
4·57	*3·16*	*2·50*	*8·64*	*13·4*	*3·79*	*9·41*	Nizam's State.
4·63	3·22	2 50	8 85	13·1	4·57	9·98	
3·31	*Nil*	*2·45*	*12·1*	*7·61*	*3·31*	*7·76*	Rohilkund and Kumaon.
3·48	Nil	2·45	13·9	7·49	3·48	7·76	
5·78	*2·64*	*2·54*	*11·3*	*11·0*	*5·77*	*10·4*	South Indian.
5·79	2·42	2·49	11·1	10 7	5 78	9 83	
4 23	*2·74*	*2 32*	*8·95*	*8 77*	*3·89*	*8·08*	TOTAL 3′ 3¼″ GAUGE.
4·05	2·44	2·40	9 25	8·60	3·75	8 04	
							2′ 6″ AND 2′ 0″ GAUGES.
5·35	*2·45*	*2·45*	*10·1*	*8·88*	*5·29*	*7·66*	Bengal Nagpur.
5·51	2·45	2·45	10·2	7·83	5·40	7·39	
7·62	*Nil*	*1·80*	*21·1*	*19·0*	*7·62*	*18 4*	Bombay, Baroda and Central India.
7·52	Nil	1·80	23·7	16 6	7·52	17 3	
..	*Nil*	*Nil*	*20·4*	*13·7*		*13·8*	Eastern Bengal.
..	Nil	Nil	15 1	15·9	..	15 9	
4·28	*Nil*	*Nil*	*11·8*	*19·6*	*4·28*	*16 3*	Great Indian Peninsula.
5·61	Nil	Nil	13·3	22·1	5·61	18·3	
4·56	*1·98*	*4·91*	*17·4*	*24·6*	*4·56*	*19·3*	North Western (Commercial).
4·60	Nil	5 70	18·5	22·3	4·60	18·0	
3·59	*Nil*	*3·95*	*13·0*	*12·3*	*3·59*	*11·1*	North Western (Military).
3·69	Nil	3·74	13·7	14·1	3·69	13·0	
4·48	*1·98*	*4·53*	*16·8*	*21·4*	*4·47*	*17·5*	North Western (Total).
4 54	Nil	5·06	17·8	19·7	4·54	16·8	
Nil	*Nil*	*2·56*	*12·0*	*17·6*	*Nil*	*15·2*	South Indian.
Nil	Nil	3.02	11·9	16·4	Nil	14 9	
5·14	*2·91*	*2·74*	*12·6*	*14·4*	*5·11*	*11·7*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
5·24	2·22	2·83	13·4	13·1	5·18	11·5	
3·19	*2·45*	*2·31*	*7·69*	*8·19*	*2·96*	*5·98*	TOTAL CLASS I RAILWAYS.
3·15	2·37	2·31	7·98	7·97	2·90	5·95	

14.—Statement of Revenue Earnings and Expenses

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	*1934–35*	*2,32,224*	*7,82,26*	*30,715*	*589·1*	*6·29*
	1935–36	2,33,116	8,43,45	33,162	634·2	6·34
Bombay, Baroda and Central India	*1934–35*	*2,16,545*	*6,63,97*	*52,713*	*1,010·9*	*7·91*
	1935–36	2,17,023	6,77,25	53,828	1,029·7	8·03
Eastern Bengal	*1934–35*	*2,57,938*	*3,75,59*	*41,908*	*803·7*	*5·08*
	1935–36	2,59,151	3,50,80	38,959	745·1	4·85
East Indian	*1934–35*	*3,19,235*	*18,87,84*	*41,791*	*801·5*	*6·40*
	1935–36	3,20,917	18,86,37	41,753	798·6	6·30
Great Indian Peninsula	*1934–35*	*2,97,004*	*12,66,53*	*35,643*	*683·6*	*5·82*
	1935–36	2,95,585	13,10,90	36,980	707·0	6·01
Madras and Southern Mahratta	*1934–35*	*1,82,824*	*4,30,27*	*37,184*	*713·1*	*6·85*
	1935–36	1,83,638	4,23,39	36,588	699·8	6·51
Nizam's State	*1934–35*	*1,09,800*	*1,38,49*	*20,036*	*384·3*	*7·63*
	1935–36	1,10,097	1,36,31	19,721	377·2	7·79
North Western (Commercial)	*1934–35*	*2,25,052*	*14,28,72*	*29,432*	*564·5*	*7·28*
	1935–36	2,25,673	14,82,95	30,596	585·2	7·30
North Western (Military)	*1934–35*	*1,98,558*	*1,21,93*	*8,652*	*165·9*	*4·75*
	1935–36	1,98,057	1,29,06	9,139	174·8	4·95
North Western (Total)	*1934–35*	*2,18,517*	*15,50,65*	*24,756*	*474·8*	*6·99*
	1935–36	2,18,846	16,12,01	25,755	492·6	7·04
South Indian	*1934–35*	*1,77,242*	*1,71,29*	*27,224*	*522·1*	*5·30*
	1935–36	1,77,404	1,82,11	27,356	523·2	5·04
TOTAL 5′ 6″ GAUGE	*1934–35*		*72,66,89*	*33,675*	*645·8*	*6·42*
	1935–36		74,22,59	34,361	657·2	6·42
3′ 3¼″ GAUGE.						
Assam-Bengal	*1934–35*	*1,93,238*	*1,92,08*	*13,878*	*266·2*	*4·94*
	1935–36	1,94,487	1,71,74	12,540	239·8	4·29
Bengal and North Western	*1934–35*	*1,01,080*	*3,46,36*	*15,085*	*289·0*	*4·00*
	1935–36	1,01,961	3,56,19	15,554	298·0	4·00
Bombay, Baroda and Central India	*1934–35*	‡	*5,02,25*	*22,742*	*436·1*	*6·32*
	1935–36	‡	5,07,50	22,993	439·6	6·30
Burma	*1934–35*	*1,65,930*	*3,78,33*	*18,345*	*351·8*	*5·10*
	1935–36	1,65,449	3,61,51	17,527	335·2	4·75

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

of Class I Railways rated against selected units for the years 1934-35 and 1935-36.

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
						5′ 6″ GAUGE.
5,37,00	*402·9*	*4·30*	*2,45,26*	*9,704·6*	*1·99*	Bengal-Nagpur.
5,68,95	425·8	4·26	2,74,50	10,901·3	2·08	
4,00,42	*609·7*	*4·77*	*2,63,55*	*20,923·6*	*3 14*	Bombay, Baroda and Central India.
3,75,17	570·5	4·45	3,02,08	24,009 3	3·58	
2,97,15	*636·4*	*4·02*	*78,44*	*8,725·9*	*1·06*	Eastern Bengal.
3,09,83	658·6	4·29	40,97	4,521·5	0·56	
11,80,76	*501·1*	*4·00*	*7,07,08*	*15,664·4*	*2·40*	East Indian.
11,80,31	499·5	3 94	7,06,06	15,636·7	2·36	
9,14,35	*493·5*	*4·20*	*3,52,18*	*9,911·1*	*1·62*	Great Indian Peninsula.
9,17,90	494·9	4·21	3,93,00	11,086·4	1·80	
2,60,26	*431·4*	*4·14*	*1,70,01*	*14,692 2*	*2·71*	Madras and Southern Mahratta.
2,59,47	428·9	3·99	1,63,92	14,165·0	2·52	
69,61	*193·1*	*3·83*	*68,88*	*9,966·0*	*3·80*	Nizam's State.
69,96	193·6	4·00	66,35	9,598·9	3·79	
10,01,57	***395·7*	***5·10*	*4,27,15*	***8,799·2*	***2·18*	North Western (Commercial).
9,50,68	375·1	4·68	5,32,27	10,981·8	2·62	
1,71,13	*232·9*	*6·66*	*—49,20*	*—3,491·9*	***—1·91*	North Western (Military)
1,88,82	255·7	7·24	—59,76	—4,232·0	—2·29	
11,72,70	***359·1*	***5·29*	*3,77,95*	***6,033·7*	***1·70*	North Western (Total).
11,39,50	348·2	4·98	4,72,51	7,549·3	2·06	
92,15	*280·9*	*2·85*	*79,14*	*12,577·5*	*2·45*	South Indian.
1,01,51	291·6	2·81	80,60	12,108·0	2·23	
49,24,40	*437·4*	*4·35*	*23,42,49*	*10,868·2*	*2·07*	TOTAL 5′ 6″ GAUGE.
49,22,60	435·5	4·25	24,99,99	11,588·4	2·16	
						3′ 3⅜″ GAUGE.
1,36,10	*180·7*	*3·47*	*55,98*	*4,132·0*	*1·46*	Assam Bengal.
1,39,54	192·5	3·44	32,20	2,476·3	0·84	
1,58,05	*132·0*	*2·00*	*1,88,31*	*8,224·0*	*2·00*	Bengal and North Western.
1,67,24	139·0	2·00	1,88,95	8,281·0	2·00	
2,73,80	*237·8*	*3·45*	*2,28,45*	*10,344·1*	*2·87*	Bombay, Baroda and Central India.
2,80,17	242·9	3·48	2,27,33	10,299·5	2·82	
2,85,12	*263·0*	*3·81*	*93,21*	*4,630·9*	*1·29*	Burma.
2,83,36	261·0	3·70	78,15	3,879·3	1·05	

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

** Revised figures.

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

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
3' 3⅜" GAUGE—*concld.*						
Eastern Bengal	*1934-35*	‡	*1,81,26*	*16,614*	*318·6*	*4·56*
	1935-36	‡	1,92,00	17,630	337 2	4·44
Jodhpur	*1934-35*	*51,396*	*1,07,11*	*10,985*	*210·7*	*5·99*
	1935-36	48,270	1,13,76	11,005	210 5	5·54
Madras and Southern Mahratta	*1934-35*	‡	*¶3,26,62*	*15,235*	*292·2*	*4·45*
	1935-36	‡	¶3,15,96	14,804	283·1	4·37
Nizam's State	*1934-35*	‡	*75,50*	*11,443*	*219 5*	*4·98*
	1935-36	‡	75,61	11,460	219·2	5·21
Rohilkund and Kumaon	*1934-35*	*78,841*	*69,80*	*12,421*	*238·0*	*4·00*
	1935-36	80,011	70,37	12,522	241·0	4·00
South Indian	*1934-35*	‡	*3,78,75*	*20,673*	*6·5*	*3·84*
	1935-36	‡	3,43,56	19,155	366·4	3·48
TOTAL 3' 3⅜" GAUGE	*1934-35*		*25,58,06*	*16,817*	*322·5*	*4·72*
	1935-36		25,08,20	16,472	315 1	4·53
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	*1934-35*	‡	*32,71*	*3,531*	*67 7*	*1·92*
	1935-36	‡	32,14	3,470	66·4	1·87
Bombay, Baroda and Central India	*1934-35*	‡	*9,78*	*4,363*	*83·7*	*2·48*
	1935-36	‡	10,23	4,556	86 8	2 53
Eastern Bengal	*1934-35*	‡	*1,29*	*3,490*	*66·9*	*1 10*
	1935-36	‡	1,20	3,249	62·1	1·09
Great Indian Peninsula	*1934-35*	‡	*8,54*	*3,493*	*67·0*	*1·78*
	1935-36	‡	8,74	3,576	68·4	1·68
North Western (Commercial)	*1934-35*	‡	*28,42*	*7,459*	*143·1*	*3·17*
	1935-36	‡	28,32	7,433	142·2	3·20
North Western (Military)	*1934-35*	‡	*4,77*	*1,568*	*30·1*	*2·13*
	1935-36	‡	5,63	1,846	35·3	2·48
North Western (Total)	*1934-35*	‡	*33,19*	*4,841*	*92·8*	*2·96*
	1935-36	‡	33,95	4,950	94·7	3·05
South Indian	*1934-35*	‡	*2,28*	*2,311*	*44·3*	*1·47*
	1935-36	‡	1,98	2,003	38·3	1·19
TOTAL 2' 6" AND 2' 0" GAUGES.	*1934-35*		*87,79*	*3,961*	*76·0*	*2·22*
	1935-36		88,24	3,981	76·2	2·21
TOTAL CLASS I RAILWAYS	*1934-35*	*2,14,776*	*99,12,74*	*25,455*	*488·2*	*5·79*
	1935-36	2,14,826	1,00,19,03	25,702	491·6	5·73

* In the case of State-owned railways. † In the case of other than State-owned
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col (11)], include figures relating to steam boat service
‡ Included in 5' 6" gauge
¶ Includes earnings & expenditure of Marmugao Harbour.
** Revised figures.

Railways rated against selected units for the years 1934-35 and 1935-36—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′ 3⅜″ GAUGE—*concld.*
1,46,99	*254·6*	*3·64*	*34,27*	*3,346·9*	*0·92*	Eastern Bengal.
1,45,88	252·1	3·32	46,12	4,448·7	1·12	
55,60	*109·4*	*3·11*	*51,51*	*5,282·8*	*2·88*	Jodhpur.
64,09	118·6	3·12	49,67	4,804·7	2 42	
¶1,88,00	*168·6*	*2·57*	*¶1,38,62*	*6,442·2*	*1·88*	Madras and Southern Mahratta.
¶1,96,87	176 7	2·73	¶1,19,09	5,565 0	1·64	
49,86	*144 9*	*3·29*	*25,64*	*3,885·5*	*1·69*	Nizam's State.
51,12	148·2	3·52	24,49	3,711·4	1·69	
32,33	*110·0*	*2·00*	*37,47*	*6,668 0*	*2 00*	Rohilkund and Kumaon.
31,63	108·0	2·00	38,74	6,894·0	2 00	
2,26,17	*237·4*	*2 30*	*1,52,58*	*8,295·4*	*1·54*	South Indian.
2,33,67	249·7	2 37	1,09,89	6,097 6	1·11	
15,52,02	*195·2*	*2·86*	*10,06,04*	*6,636 1*	*1·86*	TOTAL 3′ 3⅜″ GAUGE.
15,93,57	200·1	2·88	9,14,63	6,008·9	1 65	
						2′ 6″ AND 2′ 0″ GAUGES
38,50	*79·7*	*2·26*	*—5,79*	*—624·2*	*—0 34*	Bengal Nagpur
40,85	84·4	2 37	—8,71	—940 4	—0·50	
7,61	*65·4*	*1·94*	*2,14*	*952·9*	*0·54*	Bombay, Baroda and Central India.
7,95	67·8	1·97	2,28	1,012 9	0 56	
1,53	*79·3*	*1·30*	*—24*	*—642·5*	*—0 20*	Eastern Bengal.
1,19	61 9	1·08	1	12 8		
4,45	*34·9*	*0·93*	*4,09*	*1,672·3*	*0·85*	Great Indian Peninsula.
4,65	36·4	0·89	4,09	1,673 8	0·79	
43,01	***241·7*	***4·76*	*—14,59*	***—3,736 6*	*—**1 59*	North Western (Commercial).
44,82	225·0	5 06	—16,50	—4,331 9	—1 86	
18,66	*117·0*	*8 28*	*—13,89*	*—4,532·1*	*—6 15*	North Western (Military).
18,00	112·9	7 92	—12,37	—4,058 8	—5·44	
61,67	***171·3*	***5 46*	*—28,48*	***—4,090 1*	***—2 50*	North Western (Total).
62,82	175 2	5 64	—28,87	—4,210 5	—2·59	
3,76	*73·1*	*2·43*	*—1,48*	*—1,502·5*	*—0 96*	South Indian.
3,78	73·2	2 28	—1,80	—1,826 1	—1·09	
1,17,55	*101·4*	*2·96*	*—29,76*	*—1,361·3*	*—0·76*	TOTAL 2′ 6″ AND 2′ 0″ GUAGES.
1,21,24	104·6	3·04	—33,00	—1,488·8	—0·83	
65,93,97	*324·7*	*3·85*	*33,18,77*	*8,534·1*	*1·94*	TOTAL CLASS I RAILWAYS.
66,37,41	325·5	3·79	33,81,62	8,682·1	1·94	

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

15.—*Results of working of Class I Railways*

NOTE.—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.		
		Total working expenses for both coaching and goods traffic *	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs	Rs.	Rs.	Rs.	Rs	Rs.
Bengal Nagpur	*1934-35*	*5,07,90,685*	*1,40,60,528*	*3,67,30,157*	*3·14*	*2·51*	*0·63*
	1935-36	5,38,82,112	1,39,05,984	3,99,76,128	3·16	2·45	0·71
Bombay, Baroda and Central India	*1934-35*	*3,85,77,162*	*1,69,96,203*	*2,15,80,959*	*4·28*	*2·86*	*1·42*
	1935-36	3,58,20,916	1,59,15,736	1,99,05,180	4·30	2·65	1·65
Eastern Bengal	*1934-35*	*2,84,74,949*	*1,50,11,694*	*1,34,63,255*	*2·75*	*2·86*	*—0·11*
	1935-36	2,97,86,981	1,72,43,714	1,25,43,267	2·63	3·19	—0·56
East Indian	*1934-35*	*11,40,52,863*	*3,80,12,591*	*7,60,40,272*	*3·49*	*2·32*	*1·17*
	1935-36	11,28,25,391	3,84,19,731	7,44,05,660	3·44	2·29	1·15
Great Indian Peninsula	*1934-35*	*8,85,13,124*	*4,08,12,703*	*4,77,00,421*	*2 74*	*2·74*	*Nil*
	1935-36	8,79,00,419	4,07,46,702	4,71,53,717	2·85	2·73	0·12
Madras and Southern Mahratta	*1934-35*	*2,46,01,776*	*1,14,35,879*	*1,31,65,897*	*3·94*	*2·73*	*1·21*
	1935-36	2,48,17,157	1,08,54,065	1,39,63,092	3·84	2 58	1·26
Nizam's State	*1934-35*	*67,09,329*	*23,91,862*	*43,17,467*	*4 25*	*2·55*	*1·70*
	1935-36	67,74,067	24,12,751	43,61,316	4·67	2 75	1·92
North Western	*1934-35*	‡*11,22,39,845*	‡*5,25,76,273*	‡*5,96,63,572*	*3 84*	‡*3·73*	‡*0·11*
	1935-36	10,74,43,942	5,00,76,458	5,73,67,484	3·77	3·43	0·34
South Indian	*1934-35*	*90,22,456*	*53,99,647*	*36,22,809*	*2·96*	*2·26*	*0·70*
	1935-36	98,71,903	57,27,808	41,44,095	2·66	2·15	0·51
3′ 3½″ GAUGE.							
Assam-Bengal	*1934-35*	*1,22,64,140*	*48,40,656*	*74,23,484*	*4 16*	*3 17*	*0·99*
	1935-36	1,28,50,356	55,37,218	73,13,138	3·78	3 15	0·63
Bengal and North-Western	*1934-35*	*1,46,23,926*	*62,94,542*	*83,29,384*	*3·00*	*1·00*	*2·00*
	1935-36	1,53,84,756	72,18,460	81,66,296	3·00	1·00	2·00
Bombay, Baroda and Central India	*1934-35*	*2,65,17,505*	*1,15,29,331*	*1,49,88,174*	*4·21*	*2·47*	*1·74*
	1935-36	2,71,27,634	1,14,47,300	1,56,80,334	4·29	2·48	1·81
Burma	*1934-35*	*2,76,84,778*	*99,73,607*	*1,77,11,171*	*2·55*	*2·53*	*0·02*
	1935-36	2,74,46,501	1,03,48,309	1,70,98,192	2·47	2 46	0·01
Eastern Bengal	*1934-35*	*1,37,04,186*	*67,28,801*	*69,75,385*	*2·80*	*2·79*	*0·01*
	1935-36	1,33,45,824	69,47,466	63,98,358	2·65	2·55	0·10
Jodhpur	*1934-35*	*49,91,682*	*19,55,866*	*30,35,816*	*5·00*	*2·33*	*2·67*
	1935-36	58,73,686	22,88,763	35,84,923	4·65	2·32	2·33
Madras and Southern Mahratta	*1934-35*	*1,77,46,195*	*72,37,488*	*1,05,08,707*	*2·64*	*1·90*	*0.74*
	1935-36	1,79,99,459	77,61,457	1,02,38,002	2·51	1·98	0·53
Nizam's State	*1934-35*	*48,44,289*	*23,36,224*	*25,08,065*	*2·81*	*2·22*	*0·59*
	1935-36	49,73,596	24,64,061	25,09,535	2·99	2·46	0·53
Rohilkund and Kumaon	*1934-35*	*30,15,907*	*13,83,646*	*16,32,261*	*2·69*	*1·38*	*1·31*
	1935-36	28,66,046	13,13,283	15,52,763	2·62	1·29	1·33
South Indian	*1934-35*	*2,11,72,792*	*1,31,15,261*	*80,57,531*	*2·60*	*1·76*	*0·84*
	1935-36	2,17,17,146	1,39,01,000	78,16,146	2·25	1·84	0·41

§ The results in columns 6 to 17 exclude steam boat

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

‡Revised figures.

for the years 1934-35 and 1935-36.

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.
8·57	*5·45*	*3·12*	*40·6*	*25·9*	*14·7*	*2·70*	*4 45*	*1·53*	Bengal Nagpur.
8·44	5·32	3·12	40·1	25·3	14·8	2·60	4·19	1·52	
16·1	*8·78*	*7·29*	*67·4*	*36·8*	*30·6*	*4·14*	*6·78*	*3·50*	Bombay, Baroda and Central India.
16·6	8·18	8·37	68 3	33·8	34·5	3·81	6·45	3·95	
10·2	*6·30*	*3·90*	*45·1*	*27·7*	*17·4*	*4·32*	*6·67*	*2·45*	Eastern Bengal.
10·8	6·89	3·91	48·1	30·7	17·4	4·85	7·38	2·38	
9·76	*5·83*	*3·93*	*37·9*	*22·6*	*15·3*	*2·43*	*3 78*	*1·63*	East Indian.
9·59	5·68	3·91	37·6	22 3	15·3	2·43	3·79	1·66	
12·0	*6·93*	*5 11*	*53·2*	*30·6*	*22·6*	*3·65*	*5·67*	*2·67*	Great Indian Peninsula
12·4	6·88	5 48	54·7	30·4	24 3	3·59	5·58	2 83	
12·0	*6·28*	*5·67*	*52 5*	*27 6*	*24·9*	*3·64*	*6·02*	*3·28*	Madras and Southern Mahratta.
10 9	6·06	4·83	47·0	26·2	20·8	3·39	5·59	2·69	
10·9	*4·91*	*6·03*	*58·6*	*26·3*	*32·3*	*3·00*	††*5·78*	*3·64*	Nizam's State.
10·7	5·01	5·69	57·5	27·0	30·5	3·14	††6·08	3·53	
11·9	‡*7·37*	‡*4·48*	*53·9*	‡*33·5*	‡*20·4*	‡*4·54*	‡*5·91*	‡*2·72*	North Western.
12·0	6·90	5·09	54·6	31 4	23·2	4·27	6·82	3·13	
11·6	*4·30*	*7·34*	*76·8*	*28 4*	*48·4*	*3·87*	*6 12*	*6·53*	South Indian.
11·5	4·38	7·12	72·0	27·5	44 5	3·83	5 98	5·61	
									3′ 3½″ Gauge.
5·20	*3·40*	*1 80*	*36 2*	*23·6*	*12 6*	*5·00*	*9·62*	*2·59*	Assam-Bengal.
4·46	3·43	1·03	33·3	25·6	7·70	5·67	10·7	1·66	
5·00	*2·00*	*3·00*	*28·0*	*12·0*	*16 0*	*2·00*	*4·03*	*4·37*	Bengal and North-Western.
6·00	2·00	4·00	30·0	13·0	17·0	2·00	4·02	4·53	
9·05	*4·57*	*4·48*	*41·6*	*21 0*	*20·6*	*4·21*	*5·92*	*4·14*	Bombay, Baroda and Centra India.
8·72	4·55	4·17	40·7	21·2	19·5	4·35	6·07	3·99	
7·65	*5·11*	*2·54*	*42·5*	*28·4*	*14·1*	*5·03*	*7·82*	*2·49*	Burma.
7·34	5 04	2·30	41·9	28·7	13·2	5·11	7·96	2·34	
7·08	*4·69*	*2·39*	*32·7*	*21·7*	*11·0*	*5·40*	†*8·51*	*2·72*	Eastern Bengal.
7·13	4·19	2·94	33·7	19·8	13·9	4·87	†7·74	3·38	
6·26	*3·20*	*3·06*	*31·7*	*16·2*	*15·5*	*4·05*	*5·88*	*3·88*	Jodhpur.
5·85	3·35	2·50	28·5	16·3	12·2	4·08	5·67	3·05	
6·32	*3·17*	*3·15*	*44·3*	*22·3*	*22·1*	*4·73*	*7·42*	*4·68*	Madras and Southern Mahratta.
6·34	3·29	3·05	44·4	23·1	21·3	5·01	7·83	4·63	
9·63	*5·43*	*4·20*	*52·8*	*29·8*	*23·0*	*5·33*	**	*4·08*	Nizam's State.
9·86	5·59	4 27	56·9	32·3	24·6	5 69	**	4·29	
5·38	*2·16*	*3·22*	*43·4*	*17·4*	*26·0*	*3·13*	*5·24*	*4·63*	Rohilkund and Kumaon.
5·34	2·04	3·30	42·6	16·3	26·3	2·97	5·10	4·79	
7·44	*3·60*	*3·84*	*42·1*	*20·3*	*21·8*	*5·07*	*8·56*	*5·33*	South Indian.
7·13	3·60	3·53	40·5	20·5	20·0	5·02	8·51	4·81	

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

16.—Statement of ton mileage of Class I Railways for the years 1934-35 and 1935-36.

(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
5′ 6″ GAUGE.								
Bengal-Nagpur	*1934-35*	*2,581,843*	*1,689,015*	*5,113,917*	*2,316,306*	*5,913,072*	*2,330,135*	*6,086,986*
	1935-36	2,912,581	1,728,726	5,717,774	2,366,342	6,633,955	2,382,097	6,847,917
Bombay, Baroda and Central India	*1934-35*	*981,056*	*1,067,306*	*2,071,556*	*1,482,910*	*2,327,882*	*1,485,905*	*2,399,744*
	1935-36	994,461	1,008,082	2,104,890	1,520,776	2,359,225	1,523,891	2,408,738
Eastern Bengal	*1934-35*	*464,262*	*1,425,363*	*1,082,534*	*1,915,238*	*1,226,276*	*1,919,818*	*1,721,791*
	1935-36	415,765	1,472,283	984,043	1,979,371	1,120,031	1,987,007	1,445,371
East Indian	*1934-35*	*5,923,040*	*4,992,694*	*11,852,842*	*6,828,257*	*13,375,333*	*6,906,030*	*13,814,802*
	1935-36	5,808,297	5,117,587	11,710,902	6,986,157	13,265,015	7,064,286	13,681,065
Great Indian Peninsula — Steam	*1934-35*	*2,227,466*	*2,962,849*	*4,775,509*	*4,003,036*	*5,442,517*	*4,005,539*	*5,524,293*
	1935-36	2,241,545	3,017,219	4,782,131	4,065,011	5,460,438	4,067,418	5,536,007
Great Indian Peninsula — Electric §	*1934-35*	*263,498*	*530,452*	*557,243*	*714,103*	*638,069*	*714,267*	*652,308*
	1935-36	267,101	538,275	571,741	719,304	653,059	719,548	665,025
Madras and Southern Mahratta	*1934-35*	*682,527*	*1,121,464*	*1,557,889*	*1,595,972*	*1,804,846*	*1,613,052*	*1,857,074*
	1935-36	782,387	1,123,545	1,771,371	1,605,939	2,046,936	1,623,334	2,088,320
Nizam's State	*1934-35*	*274,435*	*271,766*	*560,182*	*389,369*	*681,799*	*390,039*	*704,045*
	1935 36	261,216	268,069	551,697	379,854	664,862	380,356	687,537
North Western	*1934-35*	*2,441,519*	*4,286,155*	*5,422,097*	*5,764,986*	*6,288,114*	*5,776,045*	*6,554,658*
	1935-36	2,461,914	4,431,745	5,578,178	5,910,463	6,489,471	5,922,161	6,784,415
South Indian	*1934-35*	*168,578*	*‡553,708*	*396,457*	*‡808,100*	*472,023*	*‡809,093*	*500,594*
	1935-36	196,059	‡583,960	466,705	‡866,358	553,096	‡867,005	583,401
TOTAL 5′ 6″ GAUGE — Steam	*1934-35*	*15,744,726*	*18,370,320*	*32,832,983*	*25,104,174*	*37,531,862*	*25,235,656*	*39,163,987*
	1935-36	16,080,205	18,841,246	33,667,691	25,680,271	38,593,029	25,817,555	40,062,771
TOTAL 5′ 6″ GAUGE — Electric§	*1934-35*	*263,498*	*530,452*	*557,243*	*714,103*	*638,069*	*714,267*	*652,308*
	1935-36	267,101	538,275	571,741	719,304	653,059	719,548	665 025
3′ 3¾′ GAUGE.								
Assam Bengal	*1934-35*	*270,920*	*404,919*	*595,405*	*473,287*	*691,721*	*474,596*	*727,767*
	1935- 6	234,050	423,686	533,915	499,538	627,951	500,810	661,519
Bengal and North Western	*1934-35*	*602,398*	*801,722*	*1,144,080*	*1,047,546*	*1,310,658*	*††1,118,661*	*1,480,159*
	1935-36	584,521	875,346	1,102,704	1,144,776	1,260,737	†1,222,188	1,382,670
Bombay, Baroda and Central India	*1934-35*	*677,160*	*920,184*	*1,324,270*	*1,188,099*	*1,512,517*	*1,189,038*	*1,545,754*
	1935-36	687,283	894,434	1,361,830	1,164,257	1,563,572	1,164,986	1,595,779
Burma	*1934-35*	*650,510*	*634,158*	*1,229,501*	*902,539*	*1,489,974*	*903,876*	*1,605,107*
	1935-36	612,191	641,289	1,166,528	931,235	1,415,779	933,085	1,541,707

* Excluding traffic carried in departmental trains.
§ Excluding electric multiple unit suburban trains
† Includes 64,(000) miles on account of engine power supplied by the R. & K. Rly.
†† Includes 67,(000) miles on account of engine power supplied by the R. & K. Rly.
‡ Includes 73,700 & 70,220 thousands of gross Ton miles of running power trains for 1934-35 & 1935-36 respectively.

16.—*Statement of ton mileage of Class I Railways for the years 1934-35 and 1935-36*—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′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1934-35*	*238,902*	*516,226*	*564,461*	*663,989*	*650,562*	*665,419*	*689,804*
	1935-36	248,982	586,861	587,799	753,096	678,220	755,647	695,923
Jodhpur	*1934-35*	*140,551*	*185,088*	*299,933*	*235,331*	*357,123*	*235,528*	*365,578*
	1935-36	151,142	209,846	322,330	268,284	380,795	268,726	420,909
Madras and Southern Mahratta	*1934-35*	*419,861*	*573,223*	*937,516*	*825,409*	*1,176,484*	*827,940*	*1,202,155*
	1935 36	383,759	594,873	875,415	849,144	1,096,144	854,364	1,126,977
Nizam's State	*1934-35*	*88,100*	*143,895*	*181,769*	*213,528*	*217,336*	*213,704*	*229,423*
	1935-36	82,048	143,754	168,105	211,278	202,099	211,618	215,524
Rohilkund and Kumaon	*1934-35*	*93,596*	*141,574*	*168,143*	*194,287*	*204,311*	*(a)196,207*	*231,549*
	1935 36	94,324	142,376	172,258	196,154	209,196	198,189	234,418
South Indian	*1934-35*	*284,638*	*930,987*	*655,178*	*1,300,918*	*772,856*	*1,301,958*	*831,702*
	1935-36	274,183	900,008	628,012	1,277,821	738,392	1,278,398	801,915
Total 3′ 3⅜″ Gauge	*1934-35*	*3,466,636*	*5,251,976*	*7,100,256*	*7,014,933*	*8,383,542*	*(a) 7,126,827*	*8,908,998*
	1935-36	3,352,483	5,412,473	6,918,896	7,295,583	8,172,885	7,388,011	8,677,341
2′ 6″ & 2′ 0″ Gauges								
Bengal Nagpur	*1934-35*	*41,747*	*121,133*	*103,565*	*174,555*	*136,992*	*174,845*	*118,431*
	1935 36	41,775	119,565	104,142	173,358	138,628	173,522	149,227
Bombay, Baroda and Central India	*1934-35*	*4,554*	*14,580*	*10,119*	*22,165*	*13,329*	*22,465*	*14,010*
	1935-36	4,976	15,183	10,881	23,121	14,293	23,127	15,582
Eastern Bengal	*1934-35*	*47*	*4,751*	*180*	*6,147*	*236*	*6,148*	*302*
	1935-36	64	4,405	239	5,711	313	5,711	313
Great Indian Peninsula	*1934-35*	*5,611*	*17,584*	*14,708*	*28,850*	*24,376*	*28,850*	*27,. 94*
	1935 36	5,453	20,516	15,013	32,145	25,519	32,166	27,900
North Western	*1934-35*	*18,602*	*46,069*	*52,534*	*74,393*	*81,904*	*74,542*	*86,267*
	1935-36	19,689	47,814	54,291	73,798	84,595	73,961	88,101
South Indian	*1934-35*	*1,646*	*7,047*	*3,945*	*11,417*	*5,653*	*11,417*	*5,749*
	1935-36	1,378	6,885	3,453	11,729	5,173	11,730	5,261
Total 2′ 6″ and 2′ 0″ Gauges	*1934-35*	*72,207*	*211,164*	*185,051*	*317,827*	*262,490*	*318,267*	*282,153*
	1935-36	73,335	214,368	188,019	319,862	268,521	320,217	286,384
Total Class I Railways — Steam	*1934-35*	*19,283,569*	*23,833,460*	*40,118,290*	*32,466,934*	*46,177,894*	*(a) 32,680,750*	*48,355,138*
	1935-36	19,506,023	24,468,087	40,774,606	33,295,716	47,034,435	33,525,783	49,026,496
Total Class I Railways — Electric §	*1934-35*	*263,498*	*530,452*	*557,243*	*714,103*	*638,069*	*714,267*	*652,308*
	1935 36	267,101	538,275	571,741	719,304	653,059	719,548	665,025

* See remarks on page 118.

§ See remarks on page 118.

(a) Revised figures.

17.—*Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1934-35 and 1935-36*

(In thousands).

Railways.	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	*1934-35*	*5,458*	*3,644*	*2,490*	*6,134*	*107*	*241*	*348*	*5,565*	*6,375*	*11,940*	*30*	*356*	*386*
	1935-36	5,533	4,046	2,819	6,865	113	232	345	5,646	7,097	12,743	36	418	454
Bombay, Baroda and Central India	*1934-35*	*3,564*	*1,544*	*259*	*1,803*	*262*	*589*	*851*	*3,826*	*2,392*	*6,218*	*13*	*67*	*80*
	1935-36	3,583	1,542	261	1,803	280	578	858	3,863	2,381	6,244	13	52	65
Eastern Bengal	*1934-35*	*5,088*	*1,220*	*149*	*1,369*	*154*	*79*	*233*	*5,242*	*1,448*	*6,690*	*8*	*688*	*696*
	1935-36	5,245	1,144	138	1,282	152	117	269	5,397	1,399	6,796	8	423	431
East Indian	*1934-35*	*14,963*	*9,938*	*2,092*	*12,030*	*1,265*	*271*	*1,536*	*16,248*	*12,301*	*28,549*	*171*	*750*	*921*
	1935-36	15,297	9,952	2,160	12,112	1,326	265	1,591	16,623	12,377	29,000	172	720	892
Great Indian Peninsula—Steam.	*1934-35*	*9,493*	*3,867*	*1,808*	*5,675*	*684*	*257*	*941*	*10,177*	*5,932*	*16,109*	*13*	*345*	*358*
	1935-36	9,511	3,903	1,814	5,717	692	258	950	10,203	5,975	16,178	14	278	292
Great Indian Peninsula—Electric‡	*1934-35*	*1,561*	*559*	*Nil*	*559*	*Nil*	*Nil*	*Nil*	*1,561*	*559*	*2,120*	*Nil*	*51*	*51*
	1935-36	1,544	566	Nil	566	Nil	Nil	Nil	1,544	566	2,110	1	33	34
Madras and Southern Mahratta	*1934-35*	*3,987*	*1,333*	*389*	*1,722*	*155*	*234*	*389*	*4,142*	*1,956*	*6,098*	*49*	*137*	*186*
	1935-36	4,033	1,579	388	1,5	133	220	353	4,166	2,187	6,353	39	116	155
Nizam's State.	*1934-35*	*737*	*555*	*1*	*556*	*197*	*250*	*447*	*934*	*806*	*1,740*	*2*	*72*	*74*
	1935-36	692	557	Nil	557	185	236	421	877	793	1,670	1	78	79
North Western	*1934-35*	*10,197*	*5,100*	*869*	*5,969*	*3,866*	*1,739*	*5,605*	*14,063*	*7,708*	*21,771*	*33*	*383*	*416*
	1935-36	10,574	5,212	874	6,086	3,973	1,866	5,839	14,547	7,952	22,499	40	363	403
South Indian	*1934-35*	*2,466*	*494*	*115*	*609*	*113*	*86*	*199*	*2,579*	*695*	*3,274*	*1*	*147*	*148*
	1935-36	2,735	489	192	681	121	84	205	2,856	765	3,621	1	181	182
Total 5′ 6″ gauge—Steam.	*1934-35*	*55,973*	*27,695*	*8,172*	*35,867*	*6,803*	*3,746*	*10,549*	*62,776*	*39,613*	*102,389*	*320*	*2,945*	*3,265*
	1935-36	57,203	28,424	8,646	37,070	6,975	3,856	10,831	64,178	40,926	105,104	324	2,629	2,953
Total 5′ 6″ gauge—Electric‡	*1934-35*	*1,561*	*559*	*Nil*	*559*	*Nil*	*Nil*	*Nil*	*1,561*	*559*	*2,120*	*Nil*	*51*	*51*
	1935-36	1,544	566	Nil	566	Nil	Nil	Nil	1,544	566	2,110	1	33	34
3′ 3½″ Gauge.														
Assam Bengal	*1934-35*	*3*	*116*	*285*	*401*	*1,518*	*1,593*	*3,111*	*1,521*	*1,994*	*3,515*	*7*	*186*	*193*
	1935-36	96	76	286	362	1,655	1,624	3,279	1,751	1,986	3,737	7	145	152
Bengal and North-Western	*1934-35*	*3,921*	*1,313*	*1,116*	*2,429*	*962*	*762*	*1,724*	*4,883*	*3,191*	*8,074*	*17*	*494*	*511*
	1935-36	4,272	1,219	1,079	2,298	1,053	723	1,776	5,325	3,021	8,346	13	425	438
Bombay, Baroda and Central India	*1934-35*	*3,777*	*1,248*	*1,078*	*2,326*	*885*	*899*	*1,784*	*4,662*	*3,225*	*7,887*	*6*	*56*	*62*
	1935-36	3,708	1,286	1,089	2,375	901	1,019	1,920	4,609	3,394	8,003	4	53	57
Burma	*1934-35*	*1,254*	*1,380*	*537*	*1,197*	*2,687*	*1,208*	*3,695*	*3,941*	*3,125*	*7,066*	*15*	*332*	*347*
	1935-36	1,304	1,310	491	1,801	2,895	1,249	4,144	4,199	3,050	7,249	14	340	354

‡ Excluding electric multiple unit suburban trains.

17 —Statement of Train and Engine ‡Mileage of Class I Railways for the years 1934-35 and 1935-36. (*In thousands*)—contd.

Railways.	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
3′ 3⅜″ Gauge—*concld.*														
Eastern Bengal	*1934-35*	*2,061*	*1,015*	*74*	*1,119*	*343*	*263*	*606*	*2,404*	*1,382*	*3,786*	*5*	*106*	*111*
	1935-36	2,214	1,063	93	1,156	502	309	811	2,716	1,465	4,181	8	64	72
Jodhpur	*1934-35*	*380*	*384*	*21*	*405*	*459*	*516*	*975*	*839*	*921*	*1,760*	*2*	*27*	*29*
	1935-36	493	439	36	475	489	488	977	982	963	1,945	3	107	110
Madras and Southern Mahratta	*1934-35*	*3,297*	*1,588*	*684*	*2,272*	*495*	*879*	*1,374*	*3,792*	*3,151*	*6,943*	*13*	*158*	*171*
	1935-36	3,102	1,472	686	2,158	510	768	1,278	3,912	2,926	6,8 8	12	184	196
Nizam's State	*1934-35*	*946*	*375*	*Nil*	*375*	*107*	*52*	*159*	*1,053*	*427*	*1,480*	*1*	*35*	*36*
	1935-36	889	356	Nil	356	111	48	159	1,000	404	1,104	2	44	46
Rohilkund and Kumaon	*1934-35*	*635*	*212*	*9*	*221*	*361*	*465*	*826*	*996*	*686*	*1,682*	*8*	*70*	*78*
	1935 36	654	215	10	225	359	470	829	1,013	695	1,708	8	65	73
South Indian	*1934 35*	*6,035*	*1,032*	*330*	*1,362*	*567*	*423*	*990*	*6,602*	*1,785*	*8,387*	*2*	*456*	*458*
	1935 36	6,197	1,050	218	1,268	560	408	968	6,757	1,676	8,433	2	495	497
Total 3′ 3⅜″ Gauge	*1934-35*	*22,309*	*8,693*	*4,134*	*12,827*	*8,384*	*7,060*	*15,444*	*0,693*	*19,887*	*50,580*	*76*	*1,920*	*1,996*
	1935 36	23,229	8,486	3,988	12,474	9,035	7,106	16,141	32,264	19,580	51,844	73	1,922	1,995
2′ 6″ & 2′ 0″ Gauges.			Total									Total		
Bengal-Nagpur	*1934 35*	*674*	*367*			*352*	*252*	*601*	*1,026*	*619*	*1,645*	*57*		
	1935-36	730	391			300	254	551	1,030	645	1 675	48		
Bombay, Baroda and Central India	*1934 35*	*106*	*6*			*171*	*107*	*278*	*277*	*113*	*390*	*4*		
	1935-36	108	5			173	111	287	279	119	398	6		
Eastern Bengal	*1934-35*	*71*	*Nil*			*40*	*4*	*44*	*111*	*4*	*115*	*2*		
	1935-36	70	Nil			34	6	40	104	6	110	Nil		
Great Indian Peninsula	*1934-35*	*1*	*Nil*			*236*	*205*	*411*	*237*	*205*	*442*	*20*		
	1935-36	1	Nil			237	216	453	238	216	454	17		
North Western	*1934-35*	*124*	*349*			*387*	*233*	*620*	*511*	*582*	*1,093*	*29*		
	1935-36	118	358			376	240	616	494	598	1,092	20		
South Indian	*1934 35*	*Nil*	*Nil*			*111*	*42*	*153*	*111*	*42*	*153*	*2*		
	1935 36	Nil	Nil			122	43	165	122	43	165	1		
Total 2′ 6″ and 2′ 0″ Gauges	*1934-35*	*976*	*722*			*1,297*	*843*	*2,140*	*2,273*	*1,565*	*3,838*	*114*		
	1935 36	1,025	754			1,242	873	2,115	2,267	1,627	3,894	92		
Total Class I Railways — Steam	*1934 35*	*79,258*	*49,416*			*16,484*	*11,649*	*28,133*	*95,742*	*61,065*	*156,807*	*5,375*		
	1935-36	81,457	50,298			17,252	11,835	29,087	98,709	62,133	160,842	5,040		
Total Class I Railways — Electric‡	*1934-35*	*1,561*	*569*			*Nil*	*Nil*	*Nil*	*1,561*	*559*	*2,120*	*51*		
	1935-36	1,544	566			Nil	Nil	Nil	1,544	566	2,110	34		

‡ Excluding electric multiple unit suburban trains.

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

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" Gauge.											
Bengal Nagpur	*1934-35*	*251*	*40*	*291*	*2,423*	*432*	*2,855*	*5*	*6*	*58*	*69*
	1935-36	235	36	271	2,535	444	2,979	7	3	63	73
Bombay, Baroda & Central India	*1934-35*	*135*	*6*	*141*	*778*	*67*	*845*	*Nil*	*1*	*148*	*149*
	1935-36	145	11	156	755	90	845	1	1	157	159
Eastern Bengal	*1934-35*	*330*	*46*	*376*	*756*	*86*	*842*	*Nil*	*1*	*26*	*27*
	1935-36	330	54	384	727	85	812	Nil	1	36	37
East Indian	*1934-35*	*756*	*22*	*778*	*3,763*	*334*	*4,097*	*71*	*78*	*458*	*607*
	1935-36	765	18	783	3,820	352	4,178	88	98	487	673
Great Indian Peninsula—Steam	*1934-35*	*216*	*12*	*228*	*1,875*	*178*	*2,053*	*52*	*79*	*100*	*231*
	1935-36	220	13	233	1,880	199	2,079	65	86	105	256
Great Indian Peninsula—Electric‡	*1934-35*	*129*	*1*	*130*	*3*	*22*	*25*	*90*	*56*	*41*	*187*
	1935-36	131	1	132	31	17	48	100	50	31	181
Madras & Southern Mahratta	*1934-35*	*125*	*7*	*132*	*539*	*89*	*628*	*18*	*7*	*93*	*118*
	1935-36	117	7	124	575	96	671	16	6	84	106
Nizam's State	*1934-35*	*54*	*3*	*57*	*196*	*19*	*215*	*Nil*	*3*	*19*	*22*
	1935-36	53	1	54	198	18	216	1	Nil	17	18
North Western	*1934-35*	*894*	*71*	*965*	*1,979*	*377*	*2,356*	*244*	*93*	*176*	*513*
	1935-36	914	92	1,006	2,031	429	2,460	165	101	196	462
South Indian	*1934-35*	*60*	*79*	*139*	*219*	*92*	*311*	*1*	Nil	*16*	*17*
	1935-36	45	58	103	190	104	294	1	2	17	20
Total 5' 6" Gauge—Steam	*1934-35*	*2,821*	*286*	*3,107*	*12,528*	*1,674*	*14,202*	*391*	*268*	*1,094*	*1,753*
	1935-36	2,824	290	3,114	12,717	1,817	14,534	344	298	1,162	1,804
Total 5' 6" Gauge—Electric‡	*1934-35*	*129*	*1*	*130*	*3*	*22*	*25*	*90*	*56*	*41*	*187*
	1935-36	131	1	132	31	17	48	100	50	31	181
3' 3½" Gauge.											
Assam Bengal	*1934-35*	*91*	*35*	*126*	*584*	*70*	*654*	*5*	*7*	*21*	*33*
	1935-36	95	35	130	517	75	592	5	11	21	37
Bengal and North Western	*1934-35*	*146*	*48*	*194*	*1,261*	*398*	*1,659*	*2*	*14*	*30*	*46*
	1935-36	145	44	189	1,246	287	1,533	14	13	26	53
Bombay, Baroda & Central India	*1934-35*	*203*	*44*	*247*	*839*	*123*	*962*	*10*	*19*	*40*	*69*
	1935-36	208	49	257	837	125	962	10	14	33	57
Burma	*1934-35*	*220*	*Nil*	*220*	*755*	*Nil*	*755*	*17*	*Nil*	*25*	*42*
	1935-36	222	Nil	222	814	Nil	814	13	Nil	30	43

‡ Excluding electric multiple unit suburban trains.

Railways for the years 1934-35 and 1935-36 (In thousands)—contd.

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.			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+32)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
											5′ 6″ Gauge.
240	*41*	*521*	*221*	*1,023*	*7*	*23*	*378*	*771*	*5,925*	*10,253*	*16,949*	Bengal Nagpur.
365	142	614	277	1,398	9	29	432	895	5,990	11,474	18,359	
Nil	*2*	*58*	*17*	*77*	*3*	*20*	*242*	*325*	*4,116*	*3,314*	*7,755*	Bombay, Baroda & Central India.
Nil	3	57	19	79	3	13	244	312	4,178	3,305	7,795	
4	*11*	*67*	*162*	*244*	*22*	*52*	*73*	*791*	*5,645*	*2,534*	*8,970*	Eastern Bengal.
5	10	47	175	237	52	94	122	605	5,818	2,448	8,871	
83	*131*	*922*	*1,297*	*2,433*	*105*	*69*	*821*	*1,847*	*17,633*	*18 831*	*38,311*	East Indian.
86	150	954	1,333	2,523	99	78	872	1,863	18,079	19,078	39,020	
84	*63*	*186*	*39*	*372*	*5*	*40*	*276*	*639*	*10,636*	*8,357*	*19,632*	Steam — Great Indian Peninsula.
100	83	192	39	414	6	39	222	520	10,692	8,468	19,680	
73	*1*	*26*	*Nil*	*100*	*1*	*13*	*29*	*81*	*1,878*	*684*	*2,643*	‡ Electric — Great Indian Peninsula.
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632	
46	*5*	*97*	*5*	*153*	*10*	*22*	*161*	*357*	*4,392*	*2,737*	*7,486*	Madras & Southern Mahratta.
43	16	107	9	175	5	26	157	317	4,396	3,033	7,146	
4	*3*	*82*	*Nil*	*89*	*Nil*	*17*	*102*	*176*	*1,013*	*1,110*	*2,299*	Nizam's State.
Nil	1	56	Nil	57	Nil	15	90	169	949	1,066	2,184	
184	*36*	*463*	*70*	*753*	*46*	*35*	*633*	*1,095*	*15,541*	*10,817*	*27,453*	North Western.
216	34	499	79	828	45	44	677	1,125	16,015	11,240	28,380	
21	*9*	*44*	*Nil*	*74*	*22*	*22*	*37*	*207*	*2,735*	*1,080*	*4,022*	South Indian.
22	9	44	3	78	26	21	41	249	2,979	1,137	4,365	
666	*301*	*2,410*	*1,811*	*5,218*	*220*	*300*	*2,723*	*6,208*	*67,636*	*59,033*	*132,877*	Steam — Total 5′ 6″ Gauge.
837	448	2,570	1,934	5,789	245	359	2,857	6,055	69,096	61,249	136,100	
73	*1*	*26*	*Nil*	*100*	*1*	*13*	*29*	*81*	*1,878*	*684*	*2,643*	‡ Eclectric — Total 5′ 6″ Gauge.
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632	
											3′ 3¾″ Gauge	
28	*26*	*58*	*1*	*113*	*3*	*9*	*68*	*264*	*1,680*	*2,761*	*4,705*	Assam Bengal.
25	41	36	2	104	2	16	52	206	1,918	2,682	4,806	
15	*73*	*58*	*Nil*	*146*	*134*	*16*	*166*	*811*	*5,123*	*4 996*	*10,930*	Bengal and North Western.
27	57	50	Nil	134	139	17	182	759	5,567	4,688	11,014	
9	*40*	*68*	*25*	*142*	*3*	*2*	*282*	*347*	*4,978*	*4,329*	*9,654*	Bombay, Baroda & Central India.
10	38	69	20	137	Nil	3	209	356	4,923	4,493	9,772	
13	*Nil*	*193*	*333*	*539*	*Nil*	*Nil*	*114*	*461*	*4,203*	*4,419*	*9,083*	Burma.
12	Nil	177	292	481	Nil	Nil	134	488	4,464	4,345	9,297	

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

Railway.	Year.	Shunting Miles.						Other
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24+ 25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
3′ 3½″ Gauge—*concld.*											
Eastern Bengal	*1934-35*	*187*	*15*	*202*	*509*	*85*	*594*	*Nil*	*3*	*6*	*9*
	1935-36	192	14	206	513	91	604	Nil	2	10	12
Jodhpur	*1934-35*	*27*	*60*	*87*	*191*	*68*	*259*	*4*	*6*	*8*	*18*
	1935-36	28	59	87	212	72	284	3	6	7	16
Madras & Southern Mahratta	*1934-35*	*98*	*6*	*104*	*628*	*68*	*696*	*15*	*16*	*49*	*80*
	1935-36	87	7	94	589	70	659	17	10	43	70
Nizam's State	*1934-35*	*25*	*6*	*31*	*87*	*8*	*95*	*3*	*2*	*20*	*25*
	1935-36	25	6	31	87	5	92	3	2	21	26
Rohilkund and Kumaon	*1934-35*	*43*	*Nil*	*43*	*248*	*4*	*252*	*12*	*10*	*17*	*39*
	1935-36	44	Nil	44	237	10	247	12	8	17	37
South Indian	*1934-35*	*118*	*185*	*303*	*325*	*231*	*556*	*12*	*8*	*14*	*34*
	1935-36	107	109	216	289	249	538	3	3	10	16
Total 3′ 3½″ Gauge	*1934-35*	*1,158*	*399*	*1,557*	*5,427*	*1,058*	*6,485*	*80*	*85*	*230*	*395*
	1935-36	1,153	323	1,476	5,311	984	6,325	80	69	218	367

		Shunting miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
2′ 6″ & 2′ 0″ Gauges.				
Bengal-Nagpur	*1934-35*	*275*	*99*	*374*
	1935-36	280	112	392
Bombay, Baroda & Central India	*1934-35*	*Nil*	*34*	*34*
	1935-36	Nil	36	36
Eastern Bengal	*1934-35*	*Nil*	*3*	*3*
	1935-36	Nil	Nil	Nil
Great Indian Peninsula	*1934-35*	*31*	*6*	*37*
	1935-36	30	9	39
North Western	*1934-35*	*109*	*34*	*143*
	1935-36	101	44	145
South Indian	*1934-35*	*Nil*	*9*	*9*
	1935-36	Nil	7	7
Total 2′ 6″ & 2′ 0″ Gauges	*1934-35*	*415*	*185*	*600*
	1935-36	411	208	619
Total Class I Railways — Steam	*1934-35*	*22,349*	*3,602*	*25,951*
	1935-36	22,446	3,622	26,068
Total Class I Railways — Electric‡	*1934-35*	*129* 1	*130*	*3*	*22*	*25*	*90*	*56*	*42*	*187*
	1935-36	131 1	132	31	17	48	100	50	31	181

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

Railways for the years 1934-35 and 1935-36 (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+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3¾″ Gauge—*concld.*
Nil	*4*	*13*	*20*	*37*	*2*	*8*	*37*	*150*	*2,615*	*2 013*	*4,778*	Eastern Bengal.
Nil	4	9	26	39	3	11	38	113	2,934	2,108	5,155	
18	*6*	*27*	*8*	*59*	*Nil*	*3*	*77*	*106*	*944*	*1,259*	*2,289*	Jodhpur.
7	4	18	7	36	Nil	7	105	215	1,085	1,283	2,583	
113	*102*	*100*	*1*	*316*	*1*	*11*	*91*	*263*	*3,976*	*4,163*	*8,102*	Madras & Southern Mahratta.
80	76	111	2	269	2	23	117	315	4,076	3,854	8,245	
2	*2*	*33*	*Nil*	*37*	*1*	*9*	*73*	*110*	*1,109*	*559*	*1,778*	Nizam's State.
1	1	35	Nil	37	1	8	76	123	1,057	533	1,713	
9	*5*	*11*	*4*	*29*	*13*	*2*	*74*	*165*	*1,078*	*967*	*2,210*	Rohilkund and Kumaon
10	5	11	3	29	13	2	79	165	1,094	971	2,230	
47	*22*	*29*	*25*	*123*	*56*	*61*	*102*	*616*	*6,939*	*2,467*	*10,022*	South Indian
24	2	12	26	64	49	47	84	630	6,989	2 278	9,897	
254	*280*	*590*	*417*	*1,541*	*213*	*124*	*1,051*	*3,293*	*32,615*	*27,913*	*63 851*	Total 3′ 3¾″ Gauge.
196	228	528	378	1,330	209	134	1,166	3,370	34,107	27,235	64,712	
			Total § Other Engine Miles.			Total other Departmental.						2′ 6″ & 2′ 0″ Gauge.
			38			*22*	*79*	*1,160*	*897*	*2,136*	Bengal Nagpur.	
			27			23	71	1,163	931	2,165		
			5			*1*	*5*	*316*	*113*	*434*	Bombay, Baroda & Central India.	
			6			2	8	321	119	448		
			Nil			*Nil*	*2*	*113*	*5*	*120*	Eastern Bengal.	
			Nil			Nil	N	104	6	110		
			1			*2*	*22*	*246*	*234*	*502*	Great Indian Peninsula.	
			Nil			2	19	248	215	512		
			65			*13*	*42*	*593*	*708*	*1,343*	North Western.	
			59			12	32	567	729	1,328		
			Nil			*Nil*	*2*	*115*	*47*	*164*	South Indian.	
			Nil			Nil	1	125	47	173		
			109			*38*	*152*	*2,543*	*2,004*	*4,699*	Total 2′ 6″ & 2′ 0″ Gauges.	
			92			39	131	2,528	2,077	4,736		
				9,016			†*9,653*	*102,824*	*88,950*	*201,427*	Steam	Total Class I Railways.
				9,382			9,556	105,731	90,561	205,848		
73	*1*	*26*	*Nil*	*100*	*1*	*13*	*29*	*81*	*1,878*	*684*	*2,643*	Electric ‡
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632	

§ "Other" includes Assisting required, Assisting not required, Light and Siding.
†Revised Figure.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion	Goods proportion.	Total. (Columns 4 + 5.)	Main Line.	Branch Line.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1934-35*	*257,0*	*8,3*	*18,6*	*26,9*	*279,1*	*218,2*	*497,3*	*58,2*	*570,9*
	1935-36	255,2	8,5	17,4	25,9	319,3	241,2	560,5	54,1	595,8
Bombay, Baroda and Central India.	*1934-35*	*146,6*	*17,6*	*41,4*	*59,0*	*125,0*	*22,5*	*147,5*	*28,1*	*169,0*
	1935-36	147,8	18,4	40,0	58,4	119,8	22,7	142,5	31,4	168,8
Eastern Bengal	*1934-35*	*240,5*	*11,4*	*5,8*	*17,2*	*108,1*	*17 9*	*126,0*	*75,3*	*168,4*
	1935-36	245,5	12,0	9,5	21,5	100,6	16,1	116,7	76,7	162,5
East Indian	*1934-35*	*612,1*	*67,7*	*15,1*	*82,8*	*83?,8*	*229,5*	*1,056,3*	*155,6*	*819,4*
	1935-36	624,6	70,6	14,7	85,3	860,6	245,8	1,106,4	156,7	835,6
Great Indian Peninsula	*1934-35*	*444,5*	*39,2*	*17,0*	*56,2*	*330,2*	*142,0*	*472,2*	*71,9*	*417,1*
	1935-36	436,2	39,3	17,2	56,5	322,5	142,5	465,0	73,0	426,6
Madras and Southern Mahratta	*1934-35*	*18,73*	*11,2*	*16,9*	*28,1*	*113,9*	*36,9*	*150,8*	*26,3*	*125,6*
	1935-36	188,3	9,8	16 2	26,0	131,8	37,5	169,3	24,7	134,3
Nizam's State	*1934-35*	*31,5*	*12,5*	*15,8*	*28,3*	*48,5*	*1*	*48,6*	*11,4*	*42,9*
	1935-36	29,4	11,0	14,1	25,1	46,7	Nil	46,7	10,8	43,3
North Western	*1934-35*	*450,5*	*227.3*	*1 17,5*	*344,8*	*457,9*	*82,9*	*540,8*	*193,0*	*471,3*
	1935-36	459,8	234,9	125,8	360,7	478,3	87,1	565,4	201,1	492,0
South Indian	*1934-35*	*123,9*	*7,7*	*6,6*	*14,3*	*41,7*	*10,4*	*52,1*	*27,8*	*62,2*
	1935-36	138,0	8,3	6,5	14,8	41,3	15,9	57,2	20,6	58,9
Total 5′ 6″ Gauge	*1934-35*	*2,493,9*	*402,9*	*254 7*	*657,6*	*2,341,2*	*760,4*	*3,101,6*	*647,6*	*2,846,8*
	1935-36	2,524,8	412,8	261,4	674,2	2,42 ?,9	808,8	3,229,7	649,1	2,917,8
3′ 3½″ Gauge.										
Assam Bengal	*1934-35*	*2*	*121,7*	*127,7*	*249,4*	*10,0*	*27,2*	*37,2*	*25,1*	*130,9*
	1935 36	5,2	126,1	123,9	250,0	8,6	25,1	33,7	26,0	118,4
Bengal and North Western	*1934-35*	*236,7*	*73,1*	*58,1*	*131,2*	*123,8*	*112,8*	*236,6*	*37,2*	*330,6*
	1935-36	251,5	81,4	55,7	137,1	112,0	97,6	209,6	36,4	306,0
Bombay, Baroda and Central India.	*1934-35*	*201,7*	*60,9*	*62,9*	*123,8*	*100,9*	*93,7*	*194,6*	*49,4*	*192,4*
	1935 36	196,3	62,2	71,4	133,6	103,7	93,1	196,8	51,4	192,5
Burma	*1934 35*	*60,6*	*168,6*	*83,5*	*252,1*	*115,9*	*45,5*	*161,4*	*44,1*	*151,0*
	1935-36	62,4	172,4	85,4	257,8	111,9	41 8	153,7	44,5	162,9

for the years 1934-35 and 1935-36 (In hundreds).

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4 + 10+12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											5' 6" Gauge.
68,8	*194,9*	*31,6*	*392,3*	*1,313,3*	*3,4*	*97,1*	*100,5*	*1,806,1*	*67*	*37*	Bengal-Nagpur.
63 6	231,1	39,6	386,4	1,444,4	3,7	109,9	113,6	1,944,4	68	37	
53,7	*40,9*	*2,4*	*246,0*	*401,2*	*2,6*	*46,6*	*49,2*	*696,4*	*66*	*42*	Bombay, Baroda Central India.
55,1	40,9	2,7	252,7	394,9	2,6	45,0	47,6	695,2	65	41	
90 9	*34,8*	*23,1*	*418,1*	*358,1*	*2,6*	*95,2*	*97,8*	*874,0*	*60*	*29*	Eastern Bengal.
99,8	31,9	25,0	434,0	345,6	8,0	68,3	76,3	855,9	58	30	
246,3	*280,4*	*185,3*	*1,081,7*	*2,366,5*	*31,6*	*217,3*	*248,9*	*3,697,1*	*61*	*42*	East Indian.
257,2	289,7	190,4	1,109,1	2,436,8	31,4	223,3	251,7	3,800 6	61	42	
113,0	*178,7*	*5,6*	*668,6*	*1,090,6*	*6,6*	*88,3*	*94,9*	*1,854,1*	*72*	*42*	Great Indian Peninsula.
108,9	179,2	5,6	657,4	1,093,6	7,7	71,6	79,3	1,830,3	72	41	
78,6	*65,6*	*7*	*303,4*	*359,6*	*6,5*	*35,6*	*42,1*	*705,1*	*64*	*42*	Madras and Southern Mahratta.
76,6	64,2	1,2	290,4	385,2	4,7	34,0	38,7	723,3	65	44	
13.4	*19,3*	*Nil*	*68,8*	*126,6*	*1*	*26,0*	*26,1*	*221,5*	*64*	*42*	Nizam's State.
12,8	16,8	Nil	64,0	120,9	1	23,1	23,2	208,1	63	42	
157 0	*150,8*	*10,1*	*1,027,8*	*1,290,5*	*11,7*	*138,7*	*150,4*	*2,468,7*	*65*	*46*	North Western.
165,1	159,1	11,2	1,060,9	1,353,5	12,8	136,3	149,1	2,563,5	65	46	
50,4	*30,3*	*Nil*	*209,8*	*151,2*	*4,0*	*24,1*	*28,1*	*389,1*	*62*	*33*	South Indian
60,5	27,5	4	227,4	150,5	5,7	30,0	35,7	413,6	63	35	
572,1	*995,7*	*258,8*	*4,416,5*	*7,457,6*	*69,1*	*768,9*	*838,0*	*12,712,1*			Total 5 6" Gauge.
904,6	1,040,4	276,1	4,491,3	7,725,4	76,7	741,5	818,2	13,034,9			
											3' 3¾" Gauge.
28,5	*44,1*	*1*	*175,5*	*340,0*	*9*	*29,6*	*30,5*	*546,0*	*69*	*45*	Assam Bengal.
34,5	42,7	4	191,8	319,1	8	23,6	24,4	535,3	68	46	
64,6	*81,9*	*Nil*	*411,6*	*70,72*	*27,0*	*91,9*	*118,9*	*1,237,7*	*71*	*37*	Bengal and North Western.
66 2	63,7	Nil	435,5	635,0	27,0	84,8	111,8	1,182,3	72	37	
57,6	*56,9*	*3,5*	*369,6*	*510,3*	*6*	*57,2*	*57,8*	*937,7*	*71*	*45*	Bombay, Baroda and Central India.
57,3	58,3	2,0	367,2	521,9	3	57,6	57,9	947,0	70	46	
62,8	*41,0*	*47,5*	*336,1*	*484,4*	*1,3*	*46,1*	*47,4*	*867,9*	*68*	*46*	Burma.
64,0	40,7	41,8	343,3	484,5	1,0	50,8	51,8	879,6	68	46	

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

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Mixed trains.				Goods trains.			Traffic Shunting.	
		Passenger trains.	Passenger proportion.	Goods proportion	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—*concld.*										
Eastern Bengal	*1934-35*	*119,6*	*28,8*	*22,2*	*51,0*	*94,8*	*9,0*	*103,8*	*40,4*	*118,7*
	1935-36	125,2	38,4	23,6	62,0	92,9	10,2	103,1	41,3	120,9
Jodhpur	*1934-35*	*18,0*	*33,2*	*37,4*	*70,6*	*36,6*	*2,2*	*38,8*	*17,5*	*51,9*
	1935-36	25,1	35,0	31,9	69,9	42,7	3,7	46,4	17 3	56,9
Madras and Southern Mahratta	*1934-35*	*175,2*	*39,1*	*69,5*	*108,4*	*146,4*	*62,7*	*209,1*	*20,7*	*139,2*
	1935-36	178,1	39,9	60,1	100,0	135,9	65,0	200,9	18,7	131,9
Nizam's State	*1934-35*	*47,4*	*7,1*	*3,6*	*11,0*	*38,0*	*Nil*	*38,0*	*6,2*	*19,0*
	1935-36	44,1	7,5	3,2	10,7	35,1	Nil	35,1	6,2	18,3
Rohilkund and Kumaon	*1934-35*	*36,3*	*27,4*	*35,3*	*62,7*	*21,7*	*9*	*22,6*	*8,5*	*50,5*
	1935-36	36,9	27,5	36,1	63,6	21,7	8	22,5	8,8	49,4
South Indian	*1934-35*	*333,2*	*45,5*	*32,8*	*78,3*	*89,2*	*34,1*	*123,3*	*60,5*	*111,7*
	1935-36	336,3	44,2	31,3	75,5	91,8	21,6	113,4	43,3	107,5
Total 3' 3½" Gauge	*1934-35*	*1,228,9*	*605,7*	*532,8*	*1,138,5*	*777,3*	*388,1*	*1,165,4*	*309,8*	*1,295,9*
	1935-36	1,261,1	634,6	525,6	1,160,2	756,3	358,9	1,115,2	293,9	1,264,7
2' 6" & 2' 0" GAUGES		Total				Total			Total	
Bengal Nagpur	*1934-35*	*45,9*			*53,2*			*38,2*	*74,9*	
	1935-36	48,7			49,7			40,7	78,3	
Bombay, Baroda and Central India.	*1934-35*	*7,3*			*25 2*			*5*	*6,9*	
	1935-36	7,4			26,7			5	7,1	
Eastern Bengal	*1934-35*	*6,6*			*4,6*			*Nil*	*6*	
	1935-36	6,5			3,9			Nil	Nil	
Great Indian Peninsula	*1934-35*	*1*			*31,9*			*Nil*	*7,6*	
	1935-36	1			32,4			Nil	8,1	
North Western	*1934-35*	*12,4*			*53,6*			*44,0*	*28,7*	
	1935-36	11,9			53,6			44,6	28,9	
South Indian	*1934-35*	*Nil*			*11,8*			*Nil*	*1,8*	
	1935-36	Nil			12 7			Nil	1,5	
Total 2' 6" & 2' 0" Gauges	*1934-35*	*72,3*			*180,3*			*82,7*	*120,5*	
	1935-36	74,6			179,0			85,7	123,9	
Total Class I Railways	*1934-35*	*3,795,1*			*1,976,4*			*4,349.7*	**5,220,6*	
	1935-36	3 860,5			2,013,4			4,430,6	5,249,4	

for the years 1934-35 and 1935-36 (In hundreds)—concld.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14)	Passenger and total mixed.	Goods.	Total. (Columns. 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											3′3½″ Gauge—*concld.*
41,9	*20,6*	*2,8*	*230,7*	*268,1*	*1,0*	*19,5*	*20,5*	*519,3*	*64*	*44*	Eastern Bengal.
44,8	21,8	3,7	249,7	273,1	2,0	14,5	16,5	539,3	65	44	
28,2	*45,4*	*1,1*	*96,9*	*174,6*	*3*	*18,1*	*18,4*	*289,9*	*53*	*40*	Jodhpur.
33,2	47,0	1,0	110,6	186,2	4	32,0	32,4	329,2	54	37	
42,7	*75,6*	*2*	*277,7*	*493,4*	*1,9*	*28,5*	*30,4*	*801,5*	*77*	*53*	Madras and Southern Mahratta.
43,5	67,0	2	280,2	460,1	1,8	34,0	35,8	776,1	77	53	
15,6	*7,2*	*Nil*	*76,6*	*67,8*	*3*	*15,0*	*15,3*	*159,7*	*71*	*50*	Nizam's State.
16,1	11,3	Nil	73,9	67,9	4	16,7	17,1	158,9	69	45	
12,1	*9,3*	*6*	*84,5*	*118,3*	*2,9*	*25,5*	*28,4*	**231,2*	*73*	*40*	Rohilkund and Kumaon.
11,2	9,5	5	84,4	118,0	2,7	25,9	28,6	231,0	74	41	
176,6	*51,2*	*3,7*	*615,8*	*322,7*	*12,2*	*72,5*	*84,7*	*1,023,2*	*60*	*39*	South Indian.
172,1	42,5	3,7	595,9	298,4	11,5	76,0	87,5	981,8	63	39	
530,6	*433,2*	**59,5*	*2,675,0*	*3,486,8*	*48,4*	*403,9*	*452,3*	**6,614,1*			Total 3′ 3½″ Gauge.
542,9	404,5	54,2	2,732,5	3,364,2	47,9	415,9	463,8	6,560,5			
Total.					Total.						2′ 6″ & 2′0″ Gauges.
24,4							*10,7*	*247,3*			Bengal Nagpur.
25,4							9,7	252,5			
16,0							*7*	*56,6*			Bombay, Baroda and Central India.
15,2							1,0	57,9			
8,7							*2*	*20,7*			Eastern Bengal.
8,2							*Nil*	18,6			
5,2							*2,9*	*47,7*			Great Indian Peninsula.
4,6							2,3	47,5			
20,4							*5,5*	*164,6*			North Western.
19,6							4,3	162,8			
7,8							*1*	*21,5*			South Indian.
8,6							*1*	22,9			
82,5							*20,1*	*558,4*			Total 2′ 6″ & 2′0″ Gauges.
81,6							17,4	562,2			
**3,232,4*							**1,310,4*	**19,884,6*			Total Class I Railways.
3,304,3							1,299,4	20,157,6			

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

*Revised figures.

19. *Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class 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 AND Goods. *Main Lines.* Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" Gauge.													
Bengal-Nagpur	*1934-35*	*81,333*	*2,357*	*83,690*	*2,270*	*28*	*2,298*	*83,603*	*2,385*	*85,988*	*105,513*	*151,552*	*69·6*
	1935-36	83,569	2,518	86,087	2,386	31	2,417	85,955	2,549	88,504	117,747	168,706	69·8
Bombay, Baroda and Central India.	*1934-35*	*47,312*	*9,901*	*57,213*	*6,593*	*756*	*7,349*	*53,905*	*10,657*	*64,562*	*59,642*	*81,722*	*73 0*
	1935-36	47,958	10,987	58,945	6,895	886	7,781	54,853	11,873	66,726	60,861	83,438	72 9
Eastern Bengal	*1934-35*	*75,622*	*5,375*	*80,997*	*2,836*	*Nil*	*2,836*	*78,458*	*5,375*	*83,833*	*42,071*	*57,939*	*72·6*
	1935-36	78,264	5,348	83 612	2,610	Nil	2,610	80,874	5,348	86,222	37,756	52,089	72·5
East Indian	*1934-35*	*248,171*	*10,241*	*258,412*	*19,246*	*324*	*19,570*	*267,417*	*10,565*	*277,982*	*352,263*	*547,859*	*64·3*
	1935-36	254,289	9,970	264,259	19,418	367	19,785	273,707	10,337	284,044	349,560	542,387	64 5
Great Indian Peninsula	*1934-35*	*165,727*	*4,325*	*170,052*	*11,735*	*Nil*	*11,735*	*177,462*	*4,325*	*181,787*	*169,148*	*223,759*	*75·6*
	1935-36	169,530	4,245	173,775	12,144	Nil	12,144	181,674	4,245	185,919	168,840	222,084	76·0
Madras and Southern Mahratta.	*1934-35*	*50,610*	*2,212*	*52,822*	*2,562*	*Nil*	*2,562*	*53,172*	*2,212*	*55,384*	*48,969*	*69,158*	*70·8*
	1935 36	52,617	1,549	54,166	2,335	16	2,351	54,952	1,565	56,517	54,056	80,846	66·9
Nizam's Stat	*1934 35*	*10,063*	*231*	*10,294*	*3,605*	*62*	*3,667*	*13,668*	*293*	*13,961*	*17,485*	*25,640*	*68·2*
	1935-36	10,113	214	10,327	3,465	80	3,545	13,578	294	13,872	17,361	25,560	67·9
North Western	*1934-35*	*177,188*	*6,861*	*184,049*	*62,452*	*859*	*63,311*	*239,640*	*7,720*	*247,360*	*195,441*	*267,833*	*73·0*
	1935-36	182,592	7,971	190,563	64,597	1,038	65,635	247,189	9,009	256,198	202,314	274,318	73·8
South Indian	*1934-35*	*29,016*	*335*	*29,351*	*1,498*	*1*	*1,499*	*30,514*	*336*	*30,850*	*13,642*	*17,308*	*78·8*
	1935-36	32,360	343	32,703	1,635	Nil	1,635	33,995	343	34,338	14,694	18,911	77·7
Total 5' 6" Gauge	*1934-35*	*885,042*	*41,838*	*926,880*	*112,797*	*2,030*	*114,827*	*997,839*	*43,868*	*1,041,707*	*1,004,174*	*1,440,770*	*69·7*
	1935-36	911,292	43,145	954,437	115,485	2,418	117,903	1,026,777	45,563	1,072,340	1,023,198	1,468,339	69·7
3' 3½" Gauge.													
Assam Bengal	*1934-35*	*72*	*26*	*98*	*39,677*	*3,035*	*42,712*	*39,749*	*3,061*	*42,810*	*3,172*	*5,260*	*60·3*
	1935-36	404	23	427	41,086	3,169	44,255	41,490	3,192	44,682	1,457	2,186	66·7
Bengal and North-Western.	*1934-35*	*62,945*	*985*	*63,930*	*17,391*	*91*	*17,482*	*80,336*	*1,076*	*81,412*	*44,951*	*60,330*	*74·5*
	1935-36	68,612	828	69,440	18,578	141	18,719	87,190	969	88,159	44,279	58,156	76·1
Bombay, Baroda and Central India.	*1934-35*	*59,949*	*5,069*	*65,018*	*23,218*	*1,073*	*24,291*	*83,167*	*6,142*	*89,309*	*44,782*	*63,233*	*70·8*
	1935-36	58,646	4,667	63,313	23,484	1,122	24,606	82,130	5,789	87,919	45,914	65,937	69·6
Burma	*1934-35*	*22,691*	*274*	*22,965*	*46,360*	*992*	*47,352*	*69,051*	*1,266*	*70,317*	*53,029*	*76,348*	*69·5*
	1935-36	23,429	295	23,724	46,325	999	47,324	69,754	1,294	71,048	51,747	72,198	71·7

Railways for the years 1934-35 and 1935-36 (In thousands).

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL.)			
Goods. *Branch lines.*			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 + 18)	Total. (Cols. 13 + 16 + 19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5' 6" Gauge.
63,962	*109,350*	*58·5*	*3,616*	*5,164*	*173,091*	*266,066*	*65 1*	*525*	*6,628*	*7,153*	*404*	*7,898*	*8,302*	Bengal Nagpur.
72,738	121,925	59·7	3,130	4,845	193,615	295,476	65·5	565	8,230	8,795	416	8,618	9,034	
6,775	*11,379*	*59·5*	*13,227*	*17,320*	*79,644*	*110,421*	*72·1*	*89*	*2,123*	*2,212*	*1,843*	*1,957*	*3,800*	Bombay, Baroda and Central India.
7.113	11,611	61·2	13,148	16,878	81,122	111,927	72·5	93	1,247	1,340	1,461	1,881	3,342	
3,791	*6,141*	*61·8*	*1,053*	*1,453*	*46,918*	*65,533*	*71 6*	*139*	*27,683*	*27,822*	*135*	*2,350*	*2,485*	Eastern Bengal.
3,423	5,589	61·2	1,367	1,969	42,546	59,647	71·3	156	18,873	19,029	207	1,864	2,071	
46,302	*69,490*	*66·6*	*3,178*	*4,234*	*401,743*	*619,583*	*64·8*	*3,182*	*25,426*	*28,608*	*2,201*	*14,474*	*16,675*	East Indian.
47,653	71,631	66·5	2,983	4,014	400,196	618,032	64·8	3,169	23,012	26,181	2,305	14,423	16,728	
42,120	*65,489*	*64·3*	*2,974*	*4,597*	*214,242*	*293,845*	*72·9*	*79*	*5,273*	*5,352*	*4,291*	*6,795*	*11,086*	Great Indian Peninsula.
41,943	64,468	65·1	3,073	4,767	213,865	291,319	73·4	74	6,085	6,159	3,789	6,882	10,671	
12,305	*15,110*	*81·4*	*2,983*	*3,889*	*64,257*	*88,157*	*72·9*	*796*	*3,464*	*4,260*	*920*	*2,675*	*3,595*	Madras and Southern Mahratta.
12,010	14,927	80·5	3,036	3,895	69,102	99,668	69·3	614	2,723	3,337	662	2,882	3,544	
44	*75*	*57·9*	*3,437*	*4,666*	*20,966*	*30,381*	*69·0*	*25*	*1,098*	*1,123*	*373*	*730*	*1,103*	Nizam's State.
1	2	32·1	3,401	4,508	20,763	30,070	69·1	15	999	1,014	260	720	980	
20,821	*28,493*	*73·1*	*25,070*	*32,572*	*241,332*	*328,898*	*73·4*	*461*	*12,886*	*13,347*	*6,235*	*6,433*	*12,668*	North Western.
21,822	29,213	74·7	27,089	35,421	251,225	338,952	74·1	456	12,008	12,464	6,000	6,490	12,490	
2,529	*3,376*	*74·9*	*1,259*	*1,585*	*17,430*	*22,269*	*78·3*	*12*	*2,248*	*2,260*	*286*	*1,168*	*1,454*	South Indian.
4,169	5,805	71·8	1,296	1,603	20,159	26,319	76·6	13	2,592	2,605	38	1,338	1,376	
198 652	*308,903*	*64·3*	*56,797*	*75,480*	*1,259,623*	*1,825,153*	*69·0*	*5,368*	*86,929*	*92,137*	*16,688*	*44,480*	*61,168*	Total 5' 6" Gauge.
210,872	325,171	64·8	58,523	77,000	1,292,593	1,871,410	69·1	5,155	75,769	80,924	15,138	45,098	60,236	
														3' 3¼" Gauge.
3,737	*5,481*	*68·2*	*32,212*	*44,855*	*39,121*	*55,596*	*70·4*	*134*	*4,665*	*4,799*	*Nil*	*672*	*672*	Assam Bengal.
3,692	5,525	66·8	20,718	43,519	34,867	51,230	68·1	130	3,578	3,708	Nil	554	554	
27,050	*38,497*	*70·3*	*10,241*	*13,923*	*82,242*	*112,750*	*72·9*	*146*	*19,275*	*19,421*	*7,162*	*2,961*	*10,123*	Bengal and North Western.
26,618	36,094	73·8	9,375	12,883	80,272	107,133	74·9	128	16,089	16,217	7,920	2,762	10,682	
31,145	*46,897*	*70·7*	*18,526*	*25,158*	*96,453*	*135,288*	*71·3*	*48*	*1,634*	*1,682*	*2,670*	*2,446*	*5,116*	Bombay, Baroda and Central India.
31,617	46,235	68·4	20,522	28,307	98,053	140,479	69·8	51	1,329	1,380	2,973	2,476	5,449	
7,881	*11,317*	*67·9*	*17,747*	*22,579*	*78,457*	*110,244*	*71·2*	*162*	*9,409*	*9,571*	*121*	*2,736*	*2,857*	Burma.
6,716	9,691	69·3	17,919	22,436	76,382	104,325	73·2	183	9,977	10,160	175	2,746	2,921	

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

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
											Goods.		
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3 + 4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6 + 7.)	Coaching Vehicles. (Cols. 3 + 6.)	Other Vehicles. (Cols. 4 + 7.)	Total. (Cols. 9 + 10.)	*Main L*		
											Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" Gauge—*concld.*													
Eastern Bengal	*1934-35*	*41,724*	*1,248*	*42,972*	*8,560*	*Nil*	*8,560*	*50,284*	*1,248*	*51,532*	*34,794*	*48,947*	*71·1*
	1935-36	44,823	1,099	45,922	12,007	Nil	12,007	56,830	1,099	57,929	35,363	49,840	71 0
Jodhpur	*1934-35*	*7,447*	*219*	*7,666*	*10,665*	*263*	*10,928*	*18,112*	*482*	*18,594*	*13,998*	*20,364*	*68·7*
	1935-36	8,859	247	9,106	11,462	279	11,741	20,321	526	20,847	15,802	22,871	69·1
Madras and Southern Mahratta.	*1934-35*	*42,824*	*1,282*	*44,106*	*9,811*	*Nil*	*9,811*	*52,635*	*1,282*	*53,917*	*41,233*	*54,717*	*75·4*
	1935-36	45,534	904	46,438	9,994	80	10,074	55,528	984	56,512	39,274	51,351	76·5
Nizam's State	*1934-35*	*10,261*	*397*	*10,658*	*1,697*	*28*	*1,725*	*11,958*	*425*	*12,383*	*10,657*	*14,576*	*73·1*
	1935-36	9,781	481	10,262	1,818	24	1,842	11,599	505	12,104	10,080	13,143	76·7
Rohilkund and Kumaon	*1934-35*	*7,765*	*105*	*7,870*	*6,164*	*70*	*6,234*	*13,929*	*175*	*14,104*	*4,251*	*6,429*	*66·1*
	1935-36	8,076	104	8,180	6,239	67	6,306	14,315	171	14,486	4,443	6,821	65·1
South Indian	*1934-35*	*88,119*	*539*	*88,658*	*10,419*	*9*	*10,428*	*98,538*	*548*	*99,086*	*33,571*	*46,125*	*72·8*
	1935-36	88,802	607	89,409	9,985	2	9,987	98,787	609	99,396	33,382	47,126	70·8
Total 3' 3½" Gauge	*1934-35*	*343,797*	*10,144*	*353,941*	*173,962*	*5,561*	*179,523*	*517,759*	*15,705*	*533,464*	*284,438*	*396,329*	*71·8*
	1935-36	356,966	9,255	366,221	180,978	5,883	186,861	537,944	15,138	553,082	281,741	389,629	72·3

		Total	Total	Total	Total Main and Branch Lines.		
					Loaded.	Total.	Percentage loaded of Total.
2' 6" & 2' 0" Gauges.							
Bengal-Nagpur	*1934-35*	*12,017*	*8,950*	*20,967*	*6,253*	*9,691*	*64·5*
	1935-36	13,192	7,537	20,729	6,572	10,065	65·3
Bombay, Baroda and Central India.	*1934-35*	*841*	*2,279*	*3,120*	*35*	*69*	*50·7*
	1935-36	915	2,348	3,263	25	51	49·0
Eastern Bengal	*1934 35*	*684*	*458*	*1,142*	*Nil*	*Nil*	*Nil*
	1935-36	684	390	1,074	Nil	Nil	Nil
Great Indian Peninsula	*1934-35*	*15*	*2,989*	*3,004*	*Nil*	*Nil*	*Nil*
	1935-36	7	3,055	3,062	Nil	Nil	Nil
North-Western	*1934-35*	*1,648*	*6,624*	*8,272*	*2,294*	*3,902*	*58·8*
	1935-36	1,474	6,631	8,105	2,241	3,991	56·1
South Indian	*1934-35*	*Nil*	*1,843*	*1,843*	*Nil*	*Nil*	*Nil*
	1935-36	Ni	1,818	1,818	Nil	Nil	Nil
Total 2' 6" & 2' 0" Gauges	*1934-35*	*15,205*	*23,143*	*38,348*	*8,582*	*13,662*	*62·8*
	1935-36	16,272	21,779	38,051	8,838	14,107	62·6
Total Class I Railways	*1934-35*	*1,296,026*	*317,493*	*1,613,519*	*1,587,877*	*2,290,967*	*70·1*
	1935-36	1,336,930	326,543	1,663,473	1,611,993	2,321,089	69·4

Railways for the years 1934-35 and 1935-36 (In thousands)—concld.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			
Goods.			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Cols. 23+24.)	Passenger and total mixed.	Goods.	Total (Cols. 26+27.)	Railway.
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3¾″ Gauge—*concld.*
1,448	*2,309*	*62·7*	*4,754*	*6,562*	*40,996*	*57,818*	*70·9*	*107*	*3,991*	*4,098*	*557*	*1,367*	*1,924*	
1,958	3,123	62·7	5,518	7,389	42,839	60,352	71·0	186	1,706	1,892	373	1,283	1,656	Eastern Bengal.
305	*545*	*56·1*	*10,622*	*13,940*	*24,925*	*34,849*	*71·5*	*31*	*1,108*	*1,139*	*1,0 4*	*543*	*1,557*	
586	955	61·3	10,001	13,346	26,389	37,172	71·0	39	5,006	5,045	1,014	686	1,700	Jodhpur.
11,101	*15,569*	*71·3*	*13,284*	*17,445*	*65,618*	*87,731*	*74·8*	*126*	*2,913*	*3,039*	*1,355*	*4,796*	*6,151*	
11,396	15,351	74 2	11,728	15,134	62,398	81,836	76·3	141	3,353	3,494	1,088	4,450	5,538	Madras and Southern Mahratta.
1	*2*	*34·2*	*768*	*842*	*11,426*	*15,420*	*74·1*	*21*	*760*	*781*	*329*	*854*	*1,183*	
1	1	100·0	721	808	10,802	13,952	77·4	27	976	1,003	284	855	1,139	Nizam's State.
127	*227*	*56·0*	*5,902*	*8,027*	*10,280*	*14,683*	*70·0*	*102*	*3,282*	*3,384*	*1,582*	*319*	*1,901*	
114	214	53·2	6,062	8,295	10,619	15,330	69·3	115	2,975	3,090	1,554	323	1,877	Rohilkund and Kumaon.
7,436	*10,459*	*71·1*	*6,946*	*9,145*	*47,953*	*65,729*	*72·9*	*38*	*10,401*	*10,439*	*514*	*3,219*	*3,733*	
4,646	6,654	69·8	6,379	8,443	44,407	62,223	71·4	36	11,116	11,152	428	3,094	3,522	South Indian.
92,031	*131,303*	*70·9*	*121,002*	*162,476*	*497,471*	*690,108*	*72·1*	*915*	*57,438*	*58,353*	*15,304*	*19,913*	*35,217*	
87,344	123,843	70·5	117,943	160,560	487,028	674,032	72·3	1,036	56,105	57,141	15,809	19,229	35,038	Total 3′ 3¾″ Gauge.
								Total.			Total.			
														2′ 6″ & 2′ 0″ Gauges.
			5,216	*6,533*	*11,469*	*16,224*	*70·7*		*1,370*			*594*		
			4,850	6,469	11,422	16,534	69·1		1,211			627		Bengal Nagpur.
			1,001	*1,600*	*1,036*	*1,669*	*62·1*		*88*			*265*		
			1,062	1,723	1,087	1,774	61·3		130			261		Bombay, Barod and Central India.
			34	*51*	*34*	*51*	*66·7*		*7*			*30*		
			56	70	56	70	81·0		Nil			16		Eastern Bengal.
			1,938	*2,607*	*1,938*	*2,607*	*72·5*		*385*			*40*		
			2,003	2,739	2,003	2,739	73·1		336			21		Great Indian Peninsula.
			3,167	*4,418*	*5,461*	*8,320*	*65·6*		*354*			*1,424*		
			3,467	4,812	5,698	8,803	64·7		250			1,298		North Western.
			554	*717*	*554*	*717*	*77·3*		*12*			*Nil*		
			507	645	507	645	78·6		12			Nil		South Indian.
			11,910	*15,926*	*20,492*	*29,588*	*69·3*		*2,216*			*2,353*		
			11,935	16,458	20,773	30,565	68·0		1,939			2,223		Total 2′ 6″ and 2′ 0″ Gauges.
			189,709	*253,882*	*1,777,586*	*2,544,849*	*69·9*		*152,706*			*98,788*		
			188,401	254,918	1,800,394	2,576,007	69·9		140,004			97,497		Total Class I Railways.

20.—*Statement of speed of Goods Trains (excluding Departmental) of* **Class I Railways** *for the years 1934-35 and 1935-36.*

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal Nagpur	*15·8*	14·8	*12·4*	12·7	*14·1*	13·8	*12·1*	11·8	*10·7*	11·0	*11·5*	11·5
Bombay, Baroda and Central India	*12·5*	12·6	*11·3*	11·1	*12·3*	12·4	*11·6*	11·7	*11·3*	11·0	*11·5*	11·6
Eastern Bengal	*15·3*	16·5	*13·5*	13·5	*15·2*	16·3	*11·0*	11·0	*7·87*	7·87	*10·5*	10·5
East Indian	*13·3*	13·1	*9·79*	9·20	*13·0*	12·7	*11·5*	11·2	*8·56*	8·23	*10·9*	10·5
Great Indian Peninsula (Steam)	*14·9*	15·9	*13·6*	13·7	*14·3*	14·9	*12·6*	12·9	*11·9*	11·9	*12·4*	12·6
Great Indian Peninsula (Electric‡)	*16·5*	17·6	*Nil*	Nil	*16·5*	17·6	*13·8*	14·5	*Nil*	Nil	*13·8*	14·5
Madras and Southern Mahratta	*14·1*	14·3	*13·8*	13·9	*14·1*	14·2	*11·6*	11·9	*10·2*	10·0	*11·3*	11·5
Nizam's State	*13·1*	13·1	*13·9*	12·8	*13·1*	13·1	*11·4*	11·9	*13·9*	12·8	*11·4*	11·9
North Western	*15·6*	15·2	*Nil*	Nil	*15·6*	15·2	*10·6*	10·4	*10·0*	9·66	*10·5*	10·3
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·0*	11·2	*10·3*	11·5	*10·8*	11·3
Average for 5′ 6″ guage (Steam)	*	*	*	*	*	*	*11·8*	11 7	*10·7*	10 7	*11·6*	11·5
Average for 5′ 6″ guage (Electric‡)	*16·5*	17·6	*Nil*	Nil	*16·5*	17·6	*13·8*	14·5	*Nil*	Nil	*13·8*	14·5
3′ 3¼″ Gauge.												
Assam Bengal	*11·6*	11·4	*10·6*	11·3	*10·9*	11·3	*11·6*	9·84	*10·4*	10·8	*10·7*	10·6
Bengal and North Western	*11·7*	12·8	*7·24*	8·75	*9·70*	11·6	*9·61*	10·4	*7·98*	9·06	*8·78*	9·71
Bombay, Baroda and Central India	*13·1*	13·4	*13·8*	14·2	*13·3*	13·5	*12·1*	12·2	*11·1*	11·3	*11·6*	11·8
Burma	*13·2*	13·0	*11·8*	11·7	*12·7*	12·5	*11·9*	11·7	*11·8*	11·7	*11·9*	11·7
Eastern Bengal	*12·9*	13·7	*8·51*	8·67	*12·9*	13·4	*10·9*	11·3	*8·06*	8·85	*10·6*	11·0
Jodhpur	*14·4*	13·4	*8·19*	8·74	*13·7*	12·9	*10·5*	9·63	*9·34*	9·89	*10·0*	9·65
Madras and Southern Mahratta	*11·4*	11·5	*10·9*	10·7	*11·2*	11·3	*10·8*	10·8	*10·9*	10·5	*10·8*	10·7
Nizam's State	*11·6*	12·3	*9·75*	13·3	*11·6*	12·3	*9·83*	10·2	*9·75*	13·3	*9·83*	10·2
Rohilkund and Kumaon	*9·38*	9·10	*10·1*	10·7	*9·41*	9·16	*9·38*	9·10	*10·1*	10·7	*9·41*	9·16
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·6*	11·4	*9·68*	10·1	*11·0*	11·2
Average for 3′ 3¼″ gauge	*	*	*	*	*	*	*11·2*	11·2	*10·7*	11·1	*11·0*	11·2

2′ 6″ and 2′ 0″ Gauges.	All Goods Trains.	
	1934-35.	1935-36.
Bengal Nagpur	*9·10*	9·09
Bombay, Baroda and Central India	*13·3*	10·5
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*Nil*	Nil
North Western	*7·90*	8·01
South Indian	*Nil*	Nil
Average for 2′ 6″ and 2′ 0″ gauges	*8·73*	8·80

* Information not available.

‡ Other than Electric multiple unit suburban trains.

21.—*Statement of Shunting and Light Running on Class I Railways for the years 1934-35 and 1935-36.*

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 miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal Nagpur	*5·23*	4·79	*1·05*	1·11	*1·15*	1·17	*44·8*	42·0	*8·17*	8·65	*8·81*	10·6
Bombay, Baroda and Central India	*3·68*	4·05	*3·86*	4·07	*3·88*	4·10	*35·3*	35·5	*2·41*	2·42	*2 49*	2·53
Eastern Bengal	*7·18*	7·10	*0·49*	0·66	*0·51*	0·69	*58·2*	58·1	*4·63*	3·37	*5·41*	4 09
East Indian	*4·79*	4·71	*2·82*	2·93	*3·30*	3 52	*33·3*	33·8	*7·50*	7·71	*8·56*	8 92
Great Indian Peninsula	*3·05*	3·10	*1·20*	1·15	*2 35*	2·31	*32·0*	32·5	*3·27*	3·32	*4·26*	4·58
Madras and Southern Mahratta	*3·17*	2·97	*2·24*	2·02	*2 42*	2·16	*32·1*	30·7	*4·97*	4·89	*5·25*	5·62
Nizam's State	*6 11*	6·15	*2·00*	1·92	*2·33*	1·94	*26·6*	27·3	*10·2*	7·04	*10·6*	7·14
North Western	*6·86*	6·91	*1·25*	1·35	*1·91*	2·04	*30 6*	30·9	*6·01*	6·27	*6·47*	6·71
South Indian	*5·39*	3·60	*0·64*	0·60	*0·65*	0·66	*44·8*	38·5	*6·36*	5·72	*7·65*	6·81
Average for 5′ 6″ gauge	*5·03*	4 94	*1·76*	1 82	*2 27*	2 34	*35·4*	35 1	*6·14*	6 25	*6·89*	7·33
3′ 3½″ Gauge.												
Assam Bengal	*8·25*	7·43	*1·37*	1·20	*1·81*	1·82	*32·8*	20·8	*2 93*	1·80	*4·24*	3·86
Bengal and North Western	*3 83*	3·56	*0·62*	0·49	*0·90*	0·74	*51·8*	50·7	*1·33*	1·66	*4·10*	3·54
Bombay, Baroda and Central India	*5·29*	5·57	*0·85*	0 72	*1 27*	1·02	*29·8*	28 4	*2·09*	2·02	*3·35*	3·14
Burma	*5·59*	5·28	*0·63*	0 71	*0 63*	0·71	*24·2*	26·7	*6·16*	5·79	*6·18*	5·80
Eastern Bengal	*8·40*	7·61	*0·26*	0 36	*0·38*	0·42	*42·9*	41·2	*0·94*	0·62	*1·25*	0·87
Jodhpur	*10·4*	8·82	*0·95*	0·68	*1·60*	1·35	*28·2*	29·5	*2·96*	1·81	*3·57*	2 27
Madras and Southern Mahratta	*2·73*	2·39	*1·30*	1·09	*1·73*	1·36	*22·1*	22·5	*3·16*	3·80	*6·39*	6·40
Nizam's State	*3·60*	3·12	*2·60*	2·09	*2·63*	2·37	*22·3*	22·7	*7·75*	8·56	*8·14*	8 89
Rohilkund and Kumaon	*4·38*	4·35	*1·70*	1·63	*2·73*	2·42	*36·8*	35·5	*1·54*	1·61	*2·32*	2·33
South Indian	*4·59*	3·20	*0·21*	0·15	*0·33*	0·19	*31·3*	32·1	*1·62*	0·72	*2·86*	0·84
Average for 3′ 3½″ gauge	*5·07*	4·57	*0·75*	0 68	*1·03*	0·89	*32·6*	32·3	*2·97*	2·70	*4·37*	3·86

† Other engine miles per 100 train miles.

Year.	*1934-35.*	1935-36.
2′ 6″ and 2′ 0″ Gauges.		
Bengal Nagpur	*25·1*	25·0
Bombay, Baroda and Central India	*10·1*	10·5
Eastern Bengal	*2·43*	0·15
Great Indian Peninsula	*8·65*	8·73
North Western	*19·1*	18·6
South Indian	*6·02*	4·55
Average for 2′ 6″ and 2′ 0″ gauges	*18·5*	18·3

† "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	*1934-35*	*743*	*708*	*187*	*521*	*51*	*46*	*108*	*7*	*211*
	1935-36	743	672	135	537	9	4	107	6	232
Bombay, Baroda and Central India.	*1934-35*	*385*	*364*	*75*	*289*	*19*	*10*	*74*	*22*	*63*
	1935-36	384	361	66	295	21	16	71	21	61
Eastern Bengal	*1934-35*	*330*	*303*	*65*	*233*	*10*	*3*	*96*	*6*	*43*
	1935-36	313	302	68	230	10	1	101	8	40
East Indian	*1934-35*	*1,588*	*1,597*	*234*	*1,351*	*200*	*78*	*300*	*41*	*384*
	1935-36	1,588	1,578	233	1,335	143	47	299	41	395
Great Indian Peninsula. Steam	*1934-35*	*817*	*815*	*153*	*662*	*139*	*100*	*135*	*27*	*156*
	1935-36	*766	*752	137	‡615	137	63	132	26	149
Great Indian Peninsula. †Electric	*1934-35*	*65*	*65*	*9*	*56*	*Nil*	*Nil*	*26*	*Nil*	*19*
	1935-36	65	65	10	55	Nil	Nil	24	Nil	19
Madras and Southern Mahratta.	*1934-35*	*305*	*304*	*79*	*225*	*20*	*9*	*86*	*10*	*54*
	1935-36	305	302	71	231	20	14	84	9	63
Nizam's State	*1934-35*	*85*	*86*	*23*	*63*	*Nil*	*Nil*	*13*	*11*	*16*
	1935-36	85	85	16	69	Nil	Nil	12	9	15
North Western	*1934-35*	*1,278*	*1,264*	*175*	*1,089*	*142*	*71*	*241*	*113*	*223*
	1935 36	1,263	1,239	199	1,040	72	58	225	118	234
South Indian	*1934-35*	*152*	*151*	*31*	*120*	*3*	*Nil*	*54*	*7*	*22*
	1935-36	152	154	34	120	1	Nil	56	7	24
Total 5′ 6″ Gauge Steam	*1934-35*	*5,683*	*5,592*	*977*	*4,598*	..	..	*1,107*	*244*	*1,172*
	1935-36	5,599	5,445	959	4,472	..	..	1,087	245	1,213
Total 5′ 6″ Gauge †Electric	*1934-35*	*65*	*65*	*9*	*56*	*Nil*	*Nil*	*26*	*Nil*	*19*
	1935-36	65	65	10	55	Nil	Nil	24	Nil	19
3′ 3½″ Gauge										
Assam Bengal	*1934-35*	*205*	*205*	*31*	*174*	*Nil*	*Nil*	*Nil*	*95*	*16*
	1935-36	205	204	29	175	Nil	Nil	3	99	13
Bengal and North Western	*1934-35*	*355*	*388*	*22*	*366*	*22*	*1*	*95*	*53*	*81*
	1935-36	355	389	19	370	31	1	103	50	73
Bombay, Baroda and Central India.	*1934-35*	*490*	*463*	*62*	*401*	*63*	*27*	*90*	*53*	*72*
	1935-36	490	463	68	395	64	47	86	56	71

*This includes 8 engines used exclusively by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.
‡This includes 7 engines used exclusively by Mechanical Department.

Railways for the years 1934-35 and 1935-36.

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.
24	*76*	*426*	*95*	*461*	*140*	*169*	*95*	*109*	*66*	*13,798*	*24,789*	*8·70*	B. N.
26	78	449	85	476	144	184	99	112	75	15,936	25,747	9·87	
45	*13*	*217*	*56*	*243*	*137*	*108*	*83*	*98*	*58*	*12,402*	*23,023*	*6·60*	B., B. & C. I.
13	45	211	64	238	144	115	86	101	59	12,638	23,841	6·37	
18	*46*	*209*	*18*	*230*	*147*	*120*	*95*	*120*	*83*	*9,125*	*15,886*	*10·3*	E. B.
13	45	207	17	228	144	110	94	119	82	8,841	14,491	10·2	
64	*220*	*1,009*	*203*	*1,127*	*141*	*111*	*96*	*103*	*65*	*16,268*	*27,847*	*7·50*	E. I.
67	229	1,031	217	1,116	145	113	94	103	67	15,922	26,410	7·78	
27	*85*	*430*	*114*	*423*	*197*	*100*	*108*	*127*	*67*	**12,345*	**25,478*	*6·95*	G.I.P. Steam.
††25	86	††418	95	464	202	106	115	131	72	13,576	26,256	7·36	
2	*4*	*51*	*5*	*51*	*184*	*Nil*	*98*	*142*	*111*	**26,816*	**37,984*	*9·51*	G.I.P. Elec. †
2	5	50	5	56	197	Nil	98	144	111	26,305	37,420	9·58	
12	*26*	*188*	*21*	*199*	*132*	*110*	*96*	*110*	*71*	*12,937*	*22,898*	*8·59*	M. & S. M.
12	25	193	21	202	135	118	95	111	71	14,047	24,103	8·56	
6	*7*	*53*	*10*	*66*	*161*	*116*	*109*	*115*	*71*	*13,722*	*26,644*	*9·63*	N. S.
6	8	50	19	59	162	128	116	117	68	13,289	27,812	8·24	
34	*127*	*738*	*239*	*791*	*122*	*142*	*84*	*103*	*60*	*10,259*	*19,166*	*6·21*	N. W.
34	126	737	239	792	135	142	83	106	63	11,071	18,604	6·74	
7	*9*	*99*	*20*	*114*	*131*	*91*	*96*	*111*	*72*	*7,707*	*14,307*	*8·89*	S. I.
9	7	103	17	112	137	97	97	115	77	8,636	16,136	9·40	
237	*609*	*3,369*	*776*	..	*143*	*126*	*95*	*108*	*65*	**13,184*	**24,023*		Total 5' 6" Gauge. Steam.
205	649	3,399	774	..	149	128	95	110	69	13,870	23,807		
2	*4*	*51*	*5*	*51*	*184*	*Nil*	*98*	*142*	*111*	**26,816*	**37,984*		Total 5' 6" Gauge. Elec.†
2	5	50	5	56	197	Nil	98	144	111	26,305	37,420		
													3' 3½" GAUGE.
8	*25*	*143*	*31*	*151*	*Nil*	*94*	*90*	*90*	*63*	*5,520*	*8,618*	*8·60*	A. B.
7	24	146	29	153	91	95	93	90	64	5,109	7,744	8·36	
29	*45*	*303*	*63*	*334*	*115*	*99*	*95*	*99*	*79*	*7,695*	*11,344*	*9·26*	B. & N. W.
28	41	295	75	328	115	106	97	102	79	7,951	12,159	8·73	
18	*39*	*272*	*77*	*317*	*118*	*95*	*97*	*97*	*67*	*7,371*	*14,243*	*6·41*	B., B & C. I.
18	40	271	69	305	120	97	100	99	58	7,308	14,124	6·35	

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

†† This includes 7 engines used exclusively by Mechancial Department.

22.—*Statement of Engine Usage of Class 1*

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3½″ Gauge—*concld.*										
Burma . .	*1934-35*	*390*	*392*	*46*	*346*	*22*	*5*	*21*	*93*	*55*
	1935-36	389	389	39	350	11	1	22	93	52
Eastern Bengal . . .	*1934-35*	*223*	*220*	*47*	*172*	*39*	*27*	*46*	*18*	*31*
	1935-36	212	213	30	182	45	23	46	20	33
Jodhpur	*1934-35*	*105*	*107*	*9*	*98*	*Nil*	*Nil*	*8*	*31*	*12*
	1935-36	105	106	9	97	Nil	Nil	10	31	13
Madras and Southern Mahratta	*1934-35*	*341*	*360*	*56*	*304*	*35*	*24*	*65*	*41*	*79*
	1935-36	340	357	66	291	29	22	67	38	77
Nizam's State . . .	*1934-35*	*87*	*83*	*23*	*60*	*Nil*	*Nil*	*19*	*4*	*8*
	1935-36	87	87	14	73	Nil	Nil	17	4	9
Rohilkund and Kumaon .	*1934-35*	*75*	*76*	..	*71*	*Nil*	*Nil*	*14*	*22*	*7*
	1935-36	75	76	..	71	Nil	Nil	14	22	7
South Indian . .	*1934-35*	**406*	*403*	*80*	*323*	*19*	*3*	*136*	*35*	*52*
	1935-36	*401	391	79	312	17	13	138	33	48
Total 3′ 3½″ Gauge .	*1934-35*	*2,677*	*2,697*	*376*	*2,315*	..	..	*494*	*445*	*412*
	1935-36	2,659	2,675	353	2,316	..	..	506	446	396
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur . . .	*1934-35*	*116*	*113*	*24*	*89*	*Nil*	*Nil*	*19*	*21*	*15*
	1935-36	116	112	23	89	8	4	21	18	16
Bombay, Baroda and Central India.	*1934-35*	*27*	*26*	*6*	*20*	*Nil*	*Nil*	*4*	*11*	*Nil*
	1935-36	27	26	5	21	Nil	Nil	3	12	Nil
Eastern Benga . . .	*1934-35*	*9*	*11*	*3*	*8*	*Nil*	*Nil*	*3*	*3*	*Nil*
	1935-36	9	9	2	6	Nil	Nil	3	2	Nil
Great Indian Peninsula .	*1934-35*	*22*	*22*	*5*	*17*	*1*	*Nil*	*Nil*	*12*	*Nil*
	1935-36	22	22	5	17	2	Nil	Nil	12	Nil
North Western .	*1934-35*	*100*	*100*	*14*	*86*	*15*	*10*	*3*	*24*	*16*
	1935-36	100	101	16	85	18	9	8	23	16
South Indian . .	*1934-35*	*11*	*11*	*1*	*10*	*3*	*Nil*	*Nil*	*6*	*Nil*
	1935-36	11	11	2	9	3	Nil	Nil	5	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1934-35*	*285*	*283*	*53*	*230*	..	..	*29*	*77*	*31*
	1935-36	285	281	53	227	..	..	30	72	32

*Excludes 2 Battery Tenders.

Railways for the years 1934-35 and 1935-36—concld.

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
													3′ 3¾″ GAUGE —*concld.*
13	*41*	*223*	*112*	*253*	*162*	*116*	*105*	*112*	*63*	*7,736*	*15,034*	*6·87*	Burma.
15	40	222	122	251	160	123	104	114	65	7,397	14,463	6·87	
5	*28*	*128*	*11*	*143*	*124*	*107*	*103*	*104*	*61*	*6,001*	*11,133*	*8·27*	E. B.
5	28	132	14	143	132	121	100	109	68	6,578	11,249	8·10	
4	*9*	*64*	*34*	*78*	*131*	*100*	*101*	*98*	*59*	*4,874*	*10,581*	*8·10*	Jodhpur.
7	10	71	26	82	136	100	104	100	66	6,452	10,892	9·27	
8	*33*	*226*	*47*	*250*	*141*	*98*	*91*	*102*	*64*	*5,166*	*8,639*	*7·22*	M. & S. M.
10	32	224	41	243	141	98	86	101	63	4,806	8,203	7·29	
2	*8*	*41*	*19*	*49*	*141*	*123*	*134*	*118*	*58*	*6,692*	*15,470*	*7·29*	N. S.
4	7	41	32	52	145	117	117	113	53	5,602	14,210	5·95	
11	*3*	*57*	*14*	*Nil*	*129*	*108*	*90*	*106*	*80*	*6,087*	*8,919*	*8·90*	R. & K.
3	11	57	14	68	132	108	92	107	80	6,152	8,955	8·84	
22	*15*	*260*	*50*	*287*	*126*	*85*	*87*	*106*	*68*	**5,064*	**9,778*	**8·69*	S. I
24	15	258	38	279	125	86	85	105	69	*5,103	*10,078	*8·59	
120	*246*	*1,717*	*458*	..	*127*	*101*	*96*	*102*	*65*	*6,444*	*11,075*		TOTAL 3 3¾″ GAUGE.
121	248	1,717	460	..	127	104	95	103	66	6,435	11,342		
													2′ 6″ & 2′ 0″ GAUGES′
2	*10*	*67*	*22*	*78*	*102*	*91*	*74*	*88*	*52*	*2,048*	*3,736*	*7·60*	B N.
2	10	67	19	77	95	97	77	88	53	2,080	3,746	7·73	
Nil	*Nil*	*15*	*6*	*19*	*75*	*80*	*Nil*	*79*	*46*	*2,495*	*2,495*	*7·75*	B., B. & C I.
Nil	Nil	15	6	18	100	74	Nil	82	47	1,699	1,699	7·53	
Nil	*Nil*	*6*	*2*	*7*	*61*	*55*	*Nil*	*59*	*30*	*247*	*542*	*7·09*	E. B.
Nil	Ni	5	1	7	59	51	Nil	56	33	320	546	8·46	
1	*1*	*14*	*2*	*15*	*Nil*	*102*	*Nil*	*98*	*63*	*1,183*	*2,196*	*7·69*	G. I P.
Nil	1	13	3	18	Nil	106	Nil	108	64	1,146	2,128	7·63	
1	*5*	*49*	*24*	*65*	*113*	*79*	*64*	*75*	*37*	*822*	*1,757*	*5·24*	N. W
1	5	48	24	59	117	81	64	76	36	856	1,860	5·26	
Nil	*Nil*	*6*	*2*	*7*	*Nil*	*75*	*Nil*	*75*	*41*	*1,445*	*2,716*	*6·19*	S. I.
..	Nil	5	2	7	Nil	87	Nil	87	43	1,289	2,671	6·78	
4	*16*	*157*	*57*	..	*95*	*85*	*69*	*86*	*46*	*1 479*	*2,888*		TOTAL 2′6″ AND 2′0″ GAUGES.
3	16	153	55	..	94	87	70	84	46	1,493	2,941		

* Combined figures for Steam and Electric.

23.—*Statement of Loads of Trains of Class I Railways for the years 1934-35 and 1935-36.*

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′ 6″ Gauge.			Tons							Tons.	Tons.	Tons.
Bengal Nagpur	*1934-35*	*15*	*416*	*29*	*42*	*69·6*	*26*	*44*	*58·5*	*405*	*918*	*802*
	1935-36	16	419	29	42	69·8	26	43	59·6	410	925	806
Bombay, Baroda and Central India.	*1934-35*	*17*	*400*	*39*	*53*	*73·6*	*26*	*44*	*59·1*	*410*	*971*	*866*
	1935-36	18	394	39	54	72·2	27	44	61·3	418	988	884
Eastern Bengal	*1934-35*	*16*	*365*	*34*	*47*	*72·6*	*26*	*41*	*61·8*	*321*	*843*	*748*
	1935-36	16	366	33	46	72·5	25	40	61·2	297	798	704
East Indian	*1934-35*	*17*	*417*	*35*	*55*	*64·5*	*22*	*33*	*66·6*	*481*	*1,079*	*964*
	1935-36	17	417	35	55	64·4	22	33	66·6	469	1,063	946
Great Indian Peninsula — Steam	*1934-35*	*15*	*393*	*37*	*50*	*74·4*	*23*	*36*	*64·3*	*376*	*915*	*805*
	1935-36	15	398	37	49	75·1	23	36	65·1	375	912	800
Great Indian Peninsula — ** Electric	*1934-35*	*18*	*457*	*44*	*53*	*83·2*	*Nil*	*Nil*	*Nil*	*471*	*1,135*	*996*
	1935-36	18	466	44	54	81·9	Nil	Nil	Nil	472	1,149	1,011
Madras and Southern Mahratta.	*1934-35*	*13*	*385*	*37*	*52*	*70·8*	*32*	*39*	*81·4*	*349*	*923*	*797*
	1935-36	14	386	34	51	66·9	31	39	80·5	358	932	810
Nizam's State	*1934-35*	*14*	*415*	*32*	*46*	*68·2*	*31*	*53*	*57·9*	*340*	*831*	*695*
	1935-36	15	431	31	46	67·9	11	35	32·1	333	829	696
North Western	*1934-35*	*18*	*409*	*38*	*53*	*73·0*	*24*	*33*	*73·1*	*317*	*810*	*703*
	1935-36	18	405	39	53	73·8	25	34	74·7	310	810	702
South Indian	*1934-35*	*12*	*313*	*28*	*35*	*78·8*	*22*	*30*	*74·9*	*243*	*673*	*570*
	1935-36	12	303	30	39	77·7	22	30	71·8	256	716	610
Average for 5′ 6″ gauge — Steam	*1934-35*	*16*	*389*	*35*	*51*	*69·4*	*24*	*38*	*64·3*	*391*	*931*	*815*
	1935-36	16	400	35	51	69·4	24	38	64·8	393	943	823
Average for 5′ 6″ gauge — ** Electric	*1934-35*	*18*	*457*	*44*	*53*	*83·2*	*Nil*	*Nil*	*Nil*	*471*	*1,135*	*996*
	1935-36	18	466	44	54	81·9	Nil	Nil	Nil	472	1,149	1,011
3′ 3¼″ Gauge.												
Assam Bengal	*1934-35*	*30*	*311*	*27*	*45*	*60·3*	*13*	*19*	*68·2*	*136*	*345*	*299*
	1935-36	4	285	19	29	66·7	13	19	66·8	118	315	269
Bengal and North Western.	*1934-35*	*16*	*215*	*34*	*46*	*73·9*	*24*	*34*	*70·6*	*189*	*411*	*359*
	1935-36	16	215	36	48	75·0	25	33	75·8	193	417	365
Bombay, Baroda and Central India.	*1934-35*	*19*	*255*	*36*	*51*	*70·6*	*31*	*43*	*72·1*	*210*	*468*	*411*
	1935-36	20	253	36	51	70·6	29	42	69·1	203	460	401

** Excluding Electric multiple unit suburban trains.

23.—*Statement of Loads of Trains of Class I Railways for the years 1934-35 and 1935-36*—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
3′ 3½″ Gauge—concld.			Tons.							Tons.	Tons.	Tons.
Burma	*1934-35*	*18*	*229*	*38*	*55*	*69·5*	*14*	*21*	*67·9*	*208*	*472*	*393*
	1935-36	18	222	40	55	71·7	14	20	69·3	201	459	383
Eastern Bengal	*1934-35*	*21*	*276*	*33*	*47*	*71·1*	*19*	*31*	*62·7*	*173*	*470*	*408*
	1935-36	21	277	33	47	71·0	21	34	62·7	170	463	401
Jodhpur	*1934-35*	*20*	*280*	*36*	*53*	*68·0*	*15*	*26*	*57·0*	*153*	*386*	*326*
	1935-36	18	273	36	52	69·2	16	26	61·5	156	393	335
Madras and Southern Mahratta.	*1934-35*	*14*	*217*	*26*	*34*	*75·4*	*16*	*23*	*71·3*	*133*	*373*	*298*
	1935-36	14	217	27	35	76·5	17	22	74·2	131	372	299
Nizam's State	*1934-35*	*11*	*202*	*28*	*39*	*73·0*	*7*	*19*	*34·2*	*206*	*503*	*426*
	1935-36	11	210	28	37	76·7	15	15	100·0	203	494	416
Rohilkund and Kumaon	*1934-35*	*12*	*195*	*20*	*30*	*66·7*	*14*	*25*	*56·0*	*136*	*298*	*245*
	1935-36	13	194	21	32	65·6	12	22	54·5	136	301	248
South Indian	*1934-35*	*15*	*197*	*33*	*45*	*72·8*	*23*	*32*	*71·1*	*160*	*432*	*367*
	1935-36	15	189	32	45	70·8	21	31	69·8	164	440	375
Average for 3′ 3½″ gauge.	*1934-35*	*16*	*230*	*33*	*46*	*71·8*	*22*	*32*	*70·1*	*174*	*422*	*357*
	1935-36	16	226	33	46	72·3	22	31	70·5	171	417	353
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1934-35*									*67*	*219*	*167*
	1935-36									65	214	162
Bombay, Baroda and Central India.	*1934-35*									*40*	*118*	*90*
	1935-36									42	119	91
Eastern Bengal	*1934-35*									*11*	*53*	*40*
	1935-36									11	53	40
Great Indian Peninsula	*1934-35*									*27*	*119*	*72*
	1935-36									25	118	70
North Western	*1934-35*									*32*	*140*	*90*
	1935-36									33	140	91
South Indian	*1934-35*									*39*	*133*	*93*
	1935-36									32	121	81
Average for 2′ 6″ and 2′ 0″ gauges.	*1934-35*									*46*	*168*	*118*
	1935-36									45	165	116

24. —Statement* of vehicles and wagons and their usage on Class I Railways for the years 1934-35 and 1935-36.

Railway.	Year.	COACHING STOCK							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).			AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).	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 ON LINE.				Vehicle miles per vehicle day (in terms of 4-wheelers.)	Average authorised stock (in units).	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.							
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5′ 6″ GAUGE.																		
Bengal Nagpur	*1934-35*	*843*	*395*	*811*	*1,583*	*248*	*335*	*119*	*22,876*	*22,985*	*24,624*	*22,061*	*20·4*	*18·2*	*13·3*	*14·9*	*32·8*	*321*
	1935-36	842	394	807	1,576	247	334	123	22,845	22,926	24,565	22,575	20·6	18·3	12·6	15·0	35·5	353
Bombay, Baroda and Central India.	*1934-35*	*626*	*303*	*566*	*1,090*	*192*	*222*	*112*	*10,166*	*9,216*	*9,446*	*9,272*	*20·7*	*13·9*	*10·1*	*12·3*	*32·5*	*290*
	1935-36	626	298	561	1,083	198	228	114	10,094	9,198	9,455	9,209	21·0	13·7	9·99	12·3	33·1	295
Eastern Bengal	*1934-35*	*802*	*346*	*792*	*1,532*	*254*	*271*	*120*	*8,216*	*7,657*	*7,811*	*7,151*	*20·5*	*13·5*	*8·00*	*9·90*	*25·0*	*178*
	1935-36	801	364	732	1,426	250	266	131	7,934	7,865	8,019	7,091	19·8	13·3	7 89	9·77	22·9	160
East Indian	*1934-35*	*2,267*	*884*	*2,580*	*4,807*	*662*	*840*	*130*	*49,282*	*48,867*	*49,304*	*48,748*	*20·6*	*13·9*	*8·28*	*14·7*	*34·5*	*333*
	1935-36	2,139	862	2,549	4,767	662	842	133	49,079	48,596	49,033	48,384	20·6	14·0	7·75	14·5	34·6	328
Great Indian Peninsula.	*1934-35*	*1,222*	*826*	*1,165*	*2,346*	*574*	*698*	*160*	*17,287*	*17,190*	*18,398*	*17,693*	*19·6*	*15·3*	*11·1*	*11·6*	*45·2*	*386*
	1935-36	1,150	793	1,128	2,276	552	675	168	17,130	17,172	18,431	18,917	20·2	15·5	12·1	11·7	41·8	362
Madras and Southern Mahratta.	*1934-35*	*637*	*322*	*698*	*1,184*	*224*	*238*	*102*	*5,775*	*5,806*	*5,895*	*5,619*	*19·3*	*13·3*	*7·00*	*10·6*	*42·4*	*333*
	1935-36	631	319	696	1,186	222	236	106	5,803	5,979	6,060	5,787	20·0	12·3	6·80	11·3	46·4	369
Nizam's State	*1934-35*	*119*	*54*	*123*	*213*	*35*	*38*	*150*	*2,090*	*†2,168*	*†2,168*	*2,138*	*19·8*	*15·9*	*6·51*	*13·1*	*38·8*	*352*
	1935-36	118	55	122	213	35	38	148	2,086	†2,110	†2,110	2,000	20·0	16·6	6·28	12·7	40·9	361
North Western	*1934-35*	*2,474*	*1,364*	*2,427*	*4,662*	*932*	*1,013*	*116*	*28,507*	*28,287*	*29,254*	*27,931*	*20·4*	*13·5*	*8·09*	*10·1*	*31·7*	*239*
	1935-36	2,454	1,339	2,404	4,629	937	1,014	120	28,321	28,145	29,106	28,318	19·9	13·1	7·89	9·81	32·1	238
South Indian	*1934-35*	*316*	*126*	*312*	*633*	*105*	*114*	*112*	*2,299*	*2,144*	*2,156*	*1,949*	*22·3*	*15·4*	*9·33*	*9·67*	*31·0*	*237*
	1935-36	324	126	315	639	102	111	124	2,299	2,299	2,311	2,154	21·1	15·0	9·33	9·72	33·1	249
Total 5′ 6″ Gauge and average.	*1934-35*	*9,306*	*4,620*	*9,474*	*18,050*	*3,228*	*3,769*	*126*	*146,498*	*144,320*	*149,056*	*142,562*				*12·7*	*34·8*	*308*
	1935-36	9,085	4,550	9,314	17,795	3,205	3,744	130	145,591	144,290	149,090	144,435				12·6	35·1	309
3′ 3½ ″ GAUGE.																		
Assam Bengal	*1934-35*	*620*	*239*	*618*	*1,188*	*117*	*129*	*83*	*5,306*	*5,223*	*5,702*	*5,323*	*10·5*	*8·55*	*6·41*	*6·93*	*28·6*	*139*
	1935-36	615	244	613	1,183	123	135	86	5,319	5,172	5,656	5,410	10·4	7·98	6·27	6·71	25·8	118
Bengal and North Western.	*1934-35*	*1,332*	*249*	*1,312*	*1,860*	*54*	*55*	*115*	*10,282*	*11,535*	*11,691*	*11,769*	*10·6*	*9·01*	*5·12*	*7·32*	*25·7*	*140*
	1935-36	1,318	249	1,308	1,859	54	55	124	10,379	11,610	11,763	11,846	10·3	9·00	5·09	7·28	24·2	135
Bombay, Baroda & Central India.	*1934-35*	*1,430*	*293*	*1,261*	*2,275*	*164*	*205*	*70*	*8 936*	*8,475*	*9,973*	*9,953*	*9·49*	*9·44*	*6·13*	*7·02*	*33·2*	*186*
	1935 36	1,430	285	1,224	2,213	179	220	92	8,897	8,452	9,924	9,895	9·19	9·39	6·05	7·01	38·6	190
Burma	*1934-35*	*1,007*	*428*	*771*	*1,691*	*189*	*220*	*110*	*9,633*	*9,653*	*10,548*	*9,117*	*12·6*	*12·1*	*6·11*	*8·29*	*32·3*	*195*
	1935-36	937	414	735	1,415	180	210	117	9,153	9,153	10,012	9,261	11·6	12·1	6·19	8·01	29·9	181

*Does not include electric multiple unit suburban service stock.

†Excludes 20 covered wagons used as coaching vehicles.

24.—*Statement§ of vehicles and wagons and their usage on Class I Railways for the years 1934-35 and 1935-36* —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 not-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 during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day (in terms of 4-wheeler nr).	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
3′ 3¾″ Gauge—*concld.*																		
Eastern Bengal	*1934-35*	*778*	*316*	*752*	*1,382*	*218*	*228*	*85*	*5,221*	*5,032*	*6,784*	*6,338*	*9·27*	*8·08*	*7·12*	*5·83*	*24·7*	*103*
	1935-36	770	317	710	1,333	208	216	100	5,034	5,129	6,883	6,424	9·34	7·95	6·82	5·81	25·3	106
Jodhpur	*1934-35*	*243*	*88*	*235*	*399*	*26*	*33*	*115*	*2,416*	*2,382*	*2,606*	*2,785*	*9·83*	*8·56*	*3·09*	*5·64*	*33·0*	*138*
	1935-36	254	87	249	426	26	33	121	2,412	2,359	2,576	2,688	10·2	8·63	4·15	5·73	36·3	154
Madras and Southern Mahratta.	*1934-35*	*881*	*230*	*891*	*1,466*	*177*	*187*	*87*	*7,296*	*7,879*	*8,267*	*8,159*	*11·3*	*8·89*	*4·90*	*6·40*	*28·7*	*141*
	1935-36	878	227	861	1,433	171	181	94	7,275	7,564	7,938	7,803	11·0	8·11	4·75	6·15	27·9	134
Nizam's State.	*1934-35*	*150*	*41*	*155*	*235*	*16*	*16*	*131*	*1,346*	*†1,314*	*†1,320*	*1,274*	*9·37*	*9·94*	*5 90*	*7·71*	*33·1*	*190*
	1935-36	143	41	148	231	16	16	128	1,346	†1,311	†1,317	1,301	9·81	9·79	5·96	7·60	29·3	172
Rohilkund & Kumaon.	*1934-35*	*249*	*83*	*229*	*343*	*37*	*38*	*100*	*2,475*	*2,646*	*2,686*	*2,393*	*13·6*	*11·5*	*8·67*	*10·5*	*16·7*	*107*
	1935-36	244	88	224	338	42	43	103	2,669	2,832	2,872	2,672	11·6	11·4	9·12	10·5	15·6	96
South Indian	*1934-35*	*1,261*	*191*	*1,216*	*2,414*	*135*	*214*	*103*	*5,220*	*5,350*	*7,578*	*7,417*	*10·4*	*8·19*	*5·22*	*6·94*	*23·8*	*105*
	1935-36	1,236	186	1,218	2,426	128	222	102	5,190	5,214	7,344	7,155	10·1	8·16	5·11	6·17	23·2	105
Total 3′ 3¾″ Gauge and Average.	*1934-35*	*7,951*	*2,158*	*7,440*	*13,153*	*1,133*	*1,325*	*95*	*58,131*	*59,469*	*67,155*	*64,528*				*6·97*	*28·2*	*147*
	1935-36	7,825	2,138	7,290	12,857	1,137	1,331	104	57,674	58,796	66,285	64,455				6·88	28·1	142
2′ 6″ & 2′ 0″ Gauges																		
Bengal Nagpur	*1934-35*	*396*	*57*	*384*	*756*	*25*	*49*	*69*	*1,952*	*1,952*	*3,864*	*3,781*				*3·64*	*11·6*	*30*
	1935-36	395	57	379	749	24	47	69	1,950	1,950	3,860	3,749				3·66	11·9	30
Bombay, Baroda and Central India.	*1934-35*	*71*	*1*	*70*	*140*	*1*	*2*	*	*316*	*304*	*504*	*502*				*4·40*	*9·08*	*25*
	1935-36	71	1	67	134	1	2	*	315	302	506	503				4·58	9·34	27
Eastern Bengal	*1934-35*	*63*	*2*	*55*	*61*	*Nil*	*Nil*	*51*	*25*	*25*	*25*	*7*				*1·37*	*16·3*	*19*
	1935-36	63	Nil	49	55	Nil	Nil	53	25	24	24	6				1·14	27·7	23
Great Indian Peninsula.	*1934-35*	*48*	*3*	*48*	*92*	*2*	*2*	*88*	*201*	*201*	*397*	*397*				*2·90*	*18·0*	*39*
	1935-36	49	3	49	93	2	2	88	201	201	397	397				2·72	18·8	38
North Western	*1934-35*	*308*	*81*	*297*	*570*	*66*	*108*	*33*	*770*	*760*	*1,362*	*1,267*				*3·41*	*17·5*	*40*
	1935-36	299	74	294	565	61	103	33	760	761	1,365	1,227				3·46	19·1	44
South Indian	*1934-35*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*74*	*78*	*78*	*156*	*156*				*2·97*	*12·5*	*29*
	1935-36	34	1	34	68	Nil	Nil	73	78	78	156	156				2·72	11·2	24
Total 2′ 6″ & 2′ 0″ Gauges and Average.	*1934-35*	*920*	*145*	*883*	*1,686*	*94*	*161*	*43*	*3,342*	*3,320*	*6,308*	*6,110*				*3·52*	*13·1*	*32*
	1935-36	911	136	872	1,664	88	154	43	3,329	3,316	6,308	6,038				3·53	13·6	33

*Information not available.

§ Does not include electric multiple unit suburban service stock.

†Excludes 20 open wagons high sided, coupled to goods brake-vans and 2 wagons high sided, temporarily used as water tanks.

25.—*Statement of Density of Traffic on Class I Railways for the years 1934-35 and 1935-36.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1934-35*	*294,794*	*325,362*	*939,103*	*1,034,018*	*3,029,431*	*3,336,791*	*12·2*
	1935-36	298,953	329,948	1,061,378	1,168,638	3,321,631	3,658,596	13·0
Bombay, Baroda and Central India.	*1934-35*	*703,958*	*860,008*	*643,282*	*795,267*	*2,369,154*	*2,894,338*	*10·7*
	1935-36	715,154	874,378	643,014	795,600	2,395,899	2,929,332	10·5
Eastern Bengal	*1934-35*	*598,308*	*738,658*	*537,768*	*665,710*	*3,271,534*	*4,049,878*	*18·2*
	1935-36	597,820	739,838	445,963	551,906	3,079,857	3,811,509	17·7
East Indian	*1934-35*	*612,933*	*768,164*	*1,090,548*	*1,359,781*	*3,740,884*	*4,657,989*	*14·6*
	1935-36	617,750	774,633	1,068,711	1,333,298	3,743,999	4,664,455	14·7
Great Indian Peninsula.	*1934-35*	*391,232*	*489,378*	*575,991*	*720,486*	*2,630,760*	*3,290,721*	*13·7*
	1935-36	418,363	523,319	579,603	725,009	2,653,367	3,319,024	13·7
Madras and Southern Mahratta.	*1934-35*	*570,713*	*599,985*	*570,321*	*599,548*	*2,852,666*	*2,998,855*	*14·2*
	1935-36	562,373	591,218	650,322	683,649	3,051,218	3,207,582	14·6
Nizam's State.	*1934-35*	*233,539*	*233,539*	*402,195*	*402,195*	*1,589,984*	*1,589,984*	*7·23*
	1935-36	244,173	244,173	387,322	387,322	1,551,922	1,551,922	6·94
North Western	*1934-35*	*411,218*	*469,185*	*353,095*	*402,869*	*1,725,298*	*1,968,503*	*8·51*
	1935-36	410,936	469,042	360,700	411,703	1,778,599	2,030,090	8·78
South Indian	*1934-35*	*508,662*	*508,662*	*285,509*	*285,509*	*1,960,419*	*1,960,419*	*14·1*
	1935 36	502,890	*502,890*	311,943	311,943	2,071,979	2,071,979	14·8
Total 5′ 6″ gauge	*1934-35*	*472,237*	*554,068*	*659,245*	*773,481*	*2,644,086*	*3,102,261*	*11·9*
	1935 36	479,711	563,032	671,388	788,001	2,703,912	3,173,555	12·1
3′ 3½″ GAUGE.								
Assam Bengal	*1934-35*	*199,429*	*199,429*	*214,566*	*214,566*	*904,263*	*904,263*	*7·64*
	1935-36	224,566	224,566	186,104	186,104	874,155	874,155	7·99
Bengal and North Western.	*1934-35*	*476,095*	*478,277*	*298,675*	*300,043*	*671,755*	*674,833*	*10·7*
	1935-36	512,804	515,157	288,485	289,808	628,164	631,045	10·9
Bombay, Baroda and Central India.	*1934-35*	*446,861*	*447,427*	*309,080*	*309,488*	*1,236,734*	*1,238,303*	*9·85*
	1935-36	448,960	449,533	313,504	313,905	1,249,198	1,250,794	9·96
Burma	*1934-35*	*207,814*	*228,682*	*298,439*	*328,408*	*1,106,869*	*1,218,018*	*8·96*
	1935-36	212,636	233,988	283,464	311,929	1,091,785	1,201,420	9·16

25.—*Statement of Density of Traffic on Class I Railways for the years 1934-35 and 1935-36*—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 .	*1934-35* .	*322,306*	*324,497*	*229,641*	*231,203*	*1,255,511*	*1,264,048*	*9·89*
	1935-36 .	353,794	356,200	233,822	235,412	1,344,769	1,353,913	10·8
Jodhpur . . .	*1934-35* .	*184,987*	*184,987*	*147,521*	*147,521*	*616,348*	*616,348*	*5·02*
	1935-36 .	188,666	188,666	159,910	159,910	653,639	653,639	5·32
Madras and Southern Mahratta.	*1934-35* .	*211,451*	*211,569*	*204,811*	*204,925*	*975,637*	*976,176*	*9·37*
	1935-36 .	241,585	241,718	188,688	188,792	952,893	953,420	9·24
Nizam's State .	*1934-35* .	*240,924*	*247,431*	*133,270*	*136,870*	*653,984*	*671,648*	*6·13*
	1935-36 .	246,067	252,713	125,007	128,383	630,394	647,420	5·85
Rohilkund and Kumaon.	*1934-35* .	*302,600*	*303,215*	*174,795*	*175,150*	*748,033*	*749,553*	*8·76*
	1935-36 .	304,073	304,691	175,523	175,880	756,517	758,055	8·82
South Indian . .	*1934-35* .	*543,182*	*551,015*	*166,311*	*169,420*	*1,196,498*	*1,220,361*	*14·5*
	1935-36 .	511,391	521,769	165,724	169,091	1,183,571	1,207,578	14·7
Total 3′ 3½″ Gauge .	*1934-35* .	*334,755*	*341,126*	*238,617*	*243,158*	*1,057,945*	*1,078,079*	*9·50*
	1935-36 .	344,344	350,863	230,710	235,077	1,054,309	1,074,266	9·68
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur .	*1934-35* .	*87,737*	*87,737*	*47,968*	*47,968*	*348,982*	*348,982*	*5·03*
	1935-36 .	90,320	90,320	48,106	48,106	348,412	348,412	5·08
Bombay, Baroda and Central India.	*1934-35* .	*123,435*	*123,435*	*21,449*	*21,449*	*162,688*	*162,688*	*4·82*
	1935-36 .	124,306	124,306	24,954	24,954	172,424	172,424	4·93
Eastern Bengal .	*1934-35* .	*164,755*	*164,755*	*3,406*	*3,106*	*174,842*	*174,842*	*8·71*
	1935-36 .	156,076	156,076	1,743	1,743	163,294	163,294	8·17
Great Indian Peninsula	*1934-35* .	*50,644*	*50,644*	*26,584*	*26,584*	*230,167*	*230,167*	*5·39*
	1935-36 .	49,868	49,868	25,223	25,223	245,807	245,807	5·81
North Western .	*1934-35* .	*50,854*	*50,854*	*28,303*	*28,303*	*234,416*	*234,416*	*4·48*
	1935-36 .	51,935	51,935	30,241	30,241	236,317	236,317	4·45
South Indian . .	*1934-35* .	*48,915*	*48,915*	*16,932*	*16,932*	*173,938*	*173,938*	*4·29*
	1935-36 .	74,965	74,965	14,342	14,342	172,165	172,165	4·59
Total 2′ 6″ and 2′ 0″ Gauges.	*1934-35* .	*75,261*	*75,261*	*34,389*	*34,389*	*270,402*	*270,402*	*4·58*
	1935-36 .	77,817	77,817	35,197	35,197	273,596	273,596	4·93
Total Class I Railways	*1934-35* .	*402,053*	*443,593*	*475,506*	*524,635*	*1,950,309*	*2,151,815*	*10·7*
	1935-36 .	409,935	452,294	479,440	528,981	1,982,831	2,187,718	10·9

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

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1934-35*	*45*	*6·40*	*142*	*20·0*	*84*	*32*	*10·4*	*10·3*
	1935-36	41	6·13	94	14·0	89	36	11·1	12·4
Bombay, Baroda and Central India	*1934-35*	*23*	*6·28*	*52*	*14·3*	*87*	*23*	*15·3*	*12·1*
	1935-36	20	5·56	46	12·8	99	24	17·7	11·9
Eastern Bengal	*1934-35*	*23*	*7·69*	*42*	*14·0*	*110*	*46*	*13·9*	*18·1*
	1935-36	24	7·95	44	14·6	94	27	12·8	10·6
East Indian	*1934-35*	*56*	*3·51*	*178*	*11·2*	*174*	*30*	*6·74*	*4·52*
	1935-36	53	3·36	180	11·4	167	29	6·55	4·38
Great Indian Peninsula—Steam	*1934-35*	*27*	*3·21*	*126*	*15·6*	*66*	*23*	*5·66*	*4·00*
	1935-36	25	3·31	112	15·1	85	27	7·53	4·89
Great Indian Peninsula—Electric*	*1934-35*	*3*	*4·62*	*6*	*9·23*				
	1935-36	4	6·15	6	9·23				
Madras and Southern Mahratta	*1934-35*	*29*	*9·16*	*50*	*16·8*	*62*	*15*	*8·93*	*6·74*
	1935-36	29	9·64	42	14·1	61	19	8·72	8·63
Nizam's State	*1934-35*	*8*	*9·30*	*15*	*17·4*	*11*	*3*	*8·94*	*8·57*
	1935-36	8	9·41	8	9·41	12	3	9·84	8·57
North Western	*1934-35*	*49*	*3·91*	*126*	*9·98*	*272*	*99*	*11·2*	*10·6*
	1935-36	60	4·84	139	11·3	217	72	9·03	7·68
South Indian	*1934-35*	*9*	*6·18*	*22*	*14·6*	*28*	*8*	*8·97*	*7·62*
	1935-36	10	6·49	24	15·3	28	7	8·89	6·86
Total 5′ 6″ gauge—Steam	*1934-35*	*269*	*4·81*	†753	†13·5	*894*	†279	*9·44*	†8·64
	1935-36	270	4·96	689	12·7	852	244	9·15	7·61
Total 5′ 6″ gauge—Electric*	*1934-35*	*3*	*4·62*	*6*	*9·23*				
	1935-36	4	6·15	6	9·23				
3′ 3½″ Gauge.									
Assam-Bengal	*1934-35*	*6*	*2·94*	*25*	*12·3*	*66*	*18*	*10·7*	*7·69*
	1935-36	7	3·45	22	10·8	70	21	11·4	5·69
Bengal and North-Western	*1934-35*	*10*	*2·64*	*12*	*3·17*	*99*	*1*	*7·55*	*1·85*
	1935-36	6	1·58	13	3·42	72	1	5·50	1·85
Bombay, Baroda and Central India	*1934-35*	*21*	*4·46*	*41*	*8·89*	*77*	*9*	*6·11*	*5·49*
	1935-36	21	4·54	47	10·2	70	6	5·72	3·35
Burma	*1934-35*	*19*	*4·79*	*27*	*6·98*	*32*	*2*	*4·13*	*0·98*
	1935-36	12	3·04	27	7·01	26	2	3·59	1·05

* Excluding Electric multiple unit suburban trains.

† Revised figures.

for the years 1934-35 and 1935-36.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
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.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
44	*21*	*5·44*	*6·16*	*558*	*2·53*	*1,532*	*6·94*	*2*	*3·34*	*245*	*10·5*	Bengal-Nagpur.
29	19	3·59	5·62	745	3·30	1,726	7·64	2	2·24	190	7·31	
2	*1*	*0·32*	*0·52*	*234*	*2·52*	*177*	*2·55*	*1*	*2·11*	*62*	*6·52*	Bombay, Baroda and Central India.
2	1	0·37	0·72	232	2·54	201	2·18	1	1·03	43	4·47	
3	*1*	*0·42*	*0·56*	*62*	*0·87*	*194*	*2·71*	*3*	*4·76*	*61*	*7·70*	Eastern Bengal.
4	2	0·53	0·69	65	0·91	872	12·3	1	1·85	31	4·67	
56	*14*	*2·17*	*2·11*	*322*	*0·66*	*6,570*	*13·5*	*12*	*4·98*	*640*	*11·6*	East Indian.
90	20	3·53	3·02	344	0·71	6,282	13·0	13	5·25	630	11·5	
46	*19*	*3·98*	*3·33*	*174*	*0·98*	*686*	*3·88*	*7*	*4·57*	*160*	*6·27*	Great Indian Peninsula. — Steam.
45	21	4·02	3·82	191	1·01	544	2·87	6	4·06	131	5·16	Great Indian Peninsula. — *Electric.
4	*1*	*0·61*	*0·42*	*94*	*1·67*	*116*	*2·06*	*4*	*8·96*	*62*	*7·82*	Madras and Southern Mahratta.
5	1	0·65	0·44	83	1 44	107	1·85	2	3·12	40	4·41	
2	..	*1 63*	†(a) *0·91*	*42*	*1·96*	*60*	*2·81*	*2*	*14·6*	*15*	*5·59*	Nizam's State.
1	..	0·82	(a) 0·71	26	1·30	54	2·70	2	19·8	12	4·44	
71	*21*	*2·93*	*2·24*	*412*	*1·48*	*1,922*	*6·88*	*6*	*2·99*	*216*	*7·44*	North Western.
64	19	2·65	2·07	469	1·66	1,814	6·41	8	3·77	135	4·52	
11	*1*	*3·40*	*0·86*	*77*	*3·95*	*35*	*1·80*	*1*	*1·28*	*7*	*3 08*	South Indian.
10	2	3·11	2·05	28	1·30	22	1·02	1	1·16	3	1·22	
239	*79*	*2·52*	*2·45*	*1,975*	*1·39*	*11,292*	*7·92*	*38*		*1,468*		Total 5′ 6″ Gauge. — Steam.
250	85	2·68	2·65	2,183	1·51	11,622	8·05	36		1,215		Total 5′ 6″ Gauge. — *Electric
												3′ 3½″ Gauge.
2	..	*0·25*	*(a) 0·15*	*84*	*1·58*	*†105*	*†1·98*	*5*	*14·0*	*35*	*7·00*	Assam-Bengal.
2	..	0·29	(a) 0·24	64	1·18	71	1·31	23	63·0	59	13·0	
3	*Nil*	*0·23*	*Nil*	*148*	*1·26*	*†142*	*†1·21*	*3*	*3·61*	*15*	*1·33*	Bengal and North-Western.
2	Nil	0·15	Nil	88	0·74	119	1·00	2	2·18	22	1·75	
13	*1*	*0·99*	*0·45*	*57*	*0·58*	*159*	*1·59*	*23*	*30·5*	*160*	*8·60*	Bombay, Baroda and Central India.
16	1	1·27	0·57	45	0·46	190	1·92	43	56·1	315	26·2	
19	*3*	*2·48*	*1·34*	*43*	*0·47*	*†224*	*†2·45*	*3*	*5·10*	*39*	*3·85*	Burma.
18	2	2·47	1·37	42	0·45	205	2·21	1	2·10	20	2·00	

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

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′ 3⅜″ Gauge—*concld.*									
Eastern Bengal	*1934-35*	*9*	*4·06*	*38*	*17·5*	*72*	*17*	*9·63*	*7·65*
	1935-36	7	3·08	23	11·0	58	11	8·17	5·30
Jodhpur	*1934-35*	*3*	*2·80*	*6*	*5·61*	*21*	*3*	*8·94*	*11·5*
	1935-36	3	2·80	6	5·66	23	3	9·24	11·5
Madras and Southern Mahratta	*1934-35*	*19*	*5·24*	*37*	*10·5*	*72*	*10*	*8·11*	*5·58*
	1935-36	27	7·58	39	10·8	70	11	8·10	6·68
Nizam's State	*1934-35*	*5*	*6·02*	*18*	*21·7*	*14*	*1*	*9·03*	*6·25*
	1935-36	7	8·05	7	8·05	15	1	10·1	6·25
Rohilkund and Kumaon	*1934-35*	*3*	*3·53*	*2*	*2·92*	*14*	*3*	*6·07*	*8·46*
	1935-36	3	3·93	2	2·10	13	5	5·78	11·1
South Indian — Steam	*1934-35*	*21*	*5·16*	*59*	*14·9*	*89*	*7*	*7·32*	*5·19*
	1935-36	23	5·94	56	14·4	95	13	7·80	9·42
South Indian — Electric*	*1934-35*	*Nil*	*Nil*	*Nil*	*Nil*				
	1935-36	..	(a)8·25	Nil	Nil				
Total 3′ 3⅜″ Gauge — Steam	*1934-35*	*116*	*4·30*	*265*	*9·83*	*556*	*71*	*7·47*	*6·27*
	1935-36	116	4·34	242	9·05	512	74	7·02	6·51
Total 3′ 3⅜″ Gauge — Electric*	*1934-35*	*Nil*	*Nil*	*Nil*	*Nil*				
	1935-36	..	(a)8 25	Nil	Nil				
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	*1934 35*	*8*	*6·75*	*16*	*14·4*	*24*	*2*	*6·29*	*6·56*
	1935-36	9	8·12	14	12·5	24	2	6·37	8·54
Bombay, Baroda and Central India	*1934-35*	*2*	*6·41*	*4*	*15·1*	*1*	*1*	*1·08*	*8·33*
	1935-36	2	6·41	3	13·1	1	1	1·61	8·33
Eastern Bengal	*1934-35*	*1*	*7·31*	*2*	*21·7*	*4*	*Nil*	*8·00*	*Nil*
	1935-36	..	(a)3·89	2	25·1	2	Nil	4·73	Nil
Great Indian Peninsula	*1934-35*	*1*	*4·55*	*4*	*18·2*	*2*	*Nil*	*4·17*	*Nil*
	1935-36	2	9·09	3	13·6	2	Nil	4·08	Nil
North Western	*1934-35*	*4*	*4·22*	*10*	*9·84*	*22*	*7*	*7·41*	*10·6*
	1935-36	3	2·57	13	13·4	38	8	12·9	13·1
South Indian	*1934-35*	..	(a)3·00	*1*	*9·82*	*Nil*	*Nil*	*Nil*	*Nil*
	1935 36	..	(a)4·00	1	12·1	Nil	Nil	Nil	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1934-35*	*16*	*5·65*	*37*	*13·1*	*53*	*10*	*5·97*	*10·6*
	1935-36	16	5·69	36	12·8	67	11	7·68	12·5
Total Class I Railways — Steam	*1934-35*	*401*	*4·68*	†*1,055*	†*12·3*	*1,503*	†*360*	*8·44*	†*3·08*
	1935-36	402	4·79	907	11·5	1,431	329	8·19	7·43
Total Class I Railways — Electric*	*1934 35*	*3*	*4·62*	*6*	*9·23*				
	1935-36	4	6·15	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 less than half.

†Revised figures.

for the years 1934-35 and 1935-36—concld.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
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.	
11	12	13	14	15	16	17	18	19	20	21	22	23
10	*2*	*1·30*	*0·99*	*71*	*1·11*	*181*	*2·85*	*4*	*9·39*	*6*	*1·08*	3′ 3½″ Gauge.—*concld.*
9	3	1·24	1·25	67	1·04	243	3·78	2	3·59	4	0·76	Eastern Bengal.
1	..	*0·51*	†(a) *0·26*	*53*	*1·90*	*9*	*0·32*	*2*	*10·7*	*7*	*2·21*	Jodhpur.
1	..	0·44	(a) 0·19	44	1·64	7	0·26	1	7·18	14	3·78	
9	*2*	*1·00*	*0·90*	*44*	*0·53*	*115*	*1·41*	*12*	*25·5*	*106*	*13·5*	Madras and Southern Mahratta.
8	2	0·98	1·02	40	0·51	119	1·52	12	28·9	64	8·55	
2	..	*1·29*	†(a) *1·06*	*33*	*2·59*	*13*	*1·02*	*2*	*14·9*	*5*	*3·17*	Nizam's State.
2	..	1·35	(a) 0·31	25	1·92	13	1·00	1	8·05	3	2·47	
Nil	*Nil*	*Nil*	*Nil*	*37*	*1·53*	*22*	*0·92*	*3*	*22·8*	*8*	*5·46*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	26	0·98	19	0·69	1	6·20	8	5·09	
19	*3*	*1·55*	*2·01*	*109*	*1·47*	*183*	*2·46*	*1*	*0·90*	*14*	*2·09*	South Indian. Steam
16	3	1·31	2·06	189	2·64	237	3·31	1	0·20	13	1·96	*Electric
78	*11*	*1·05*	*0·97*	*679*	*1·05*	*†1,153*	*†1·79*	*58*		*395*		Total 3′ 3½″ Gauge. Steam
74	11	1·02	0·97	630	0·98	1,223	1·90	87		522		*Electric
												2′ 6″ and 2′ 0″ Gauges.
16	*3*	*4·07*	*8·39*	*23*	*0·61*	*195*	*5·15*	*1*	*5·21*	*3*	*2·16*	Bengal-Nagpur.
15	4	3·93	11·3	20	0·53	184	4·92	..	(a)2·39	6	3·84	
3	*1*	*3·46*	*41·7*	*1*	*0·22*	*9*	*1·88*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
4	1	5·70	25·0	1	0·25	12	2·34	Nil	Nil	Nil	Nil	
..	*Nil*	*(a) 0·04*	*Nil*	..	*(a) 1·65*	..	*(a)0·90*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
..	Nil	(a) 0·33	Nil	..	(a) 1·60	..	(a)0·14	Nil	Nil	Nil	Nil	
2	*Nil*	*3·92*	*Nil*	*Nil*	*Nil*	*10*	*2·52*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
2	Nil	5·00	Nil	Nil	Nil	2	0·50	Nil	Nil	Nil	Nil	
5	*1*	*1·74*	*2·18*	*4*	*0·32*	*41*	*3·24*	..	*(a)1·07*	*4*	*4·63*	North Western.
6	4	2·13	6·46	9	0·73	52	4·24	..	(a)5·54	3	3·61	
1	*Nil*	*4·35*	*Nil*	*Nil*	*Nil*	*3*	*1·92*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
2	Nil	4·68	Nil	Nil	Nil	3	1·65	Nil	Nil	Nil	Nil	
27	*5*	*3·04*	*5·32*	*28*	*0·46*	*258*	*4·22*	*1*		*7*		Total 2′ 6″ and 2′ 0″ Gauges.
29	9	3·33	10·2	30	0·50	253	4·19	..		9		
344	*95*	*1·93*	*2·13*	*2,652*	*1·26*	*†12,703*	*†5·96*	*97*		*1,870*		Total Class I Railways. Steam
353	105	2·02	2·37	2,843	1·32	13,098	6·09	123		1,746		Electric*

†Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling 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	1·84	0·91	2·75
Bombay, Baroda & Central India	2·21	1·44	3·65
Eastern Bengal	1·96	0·89	2·85
East Indian	1·58	1·25	2·83
Great Indian Peninsula	1·68	1·22	2·90
Madras and Southern Mahratta	2·39	1·16	3·55
Nizam's State	2·08	1·03	3·11
North Western	1·54	1·41	2·95
South Indian	1·56	1·11	2·67
Averages			2·88
3′ 3⅜″ Gauge.			
Assam Bengal	1·75	1·45	3·20
Bengal and North Western	1·11	1·53	2·64
Bombay, Baroda & Central India	3·30	1·85	5·15
Burma	1·37	1·23	2·60
Eastern Bengal	1·98	0·97	2·95
Jodhpur	1·67	1·86	3·53
Madras and Southern Mahratta	2·15	1·26	3·41
Nizam's State	3·21	1·61	4·82
Rohilkund and Kumaon	1·25	1·33	2·58
South Indian	1·94	1·52	3·46
Averages			3·36

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

Class I Railways for the year 1935-36.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs	Rs.	Rs.	Rs.	5′ 6″ GAUGE
774·0	144·5	918·5	127·9	50·8	178·7	Bengal Nagpur.
819·4	146·1	965·5	96·0	38·8	134·8	Bombay, Baroda & Central India.
661·7	85·2	746·9	72·2	23·8	96·0	Eastern Bengal.
572·1	100·1	672·2	59·2	38·9	98·1	East Indian.
774·2	131·4	905·6	58·6	55·7	114·3	Great Indian Peninsula.
548·6	92·4	641·0	88·0	24·5	112·5	Madras and Southern Mahratta.
669·6	121·7	791·3	97·4	24·9	122·3	Nizam's State.
451·4	63·8	515·2	77·6	34·9	112·5	North-Western.
318·3	51·2	369·5	39·3	10·9	50·2	South Indian
		697·2			118·2	Averages.
						3′ 3⅜″ GAUGE.
300·6	26·4	327·0	50·7	10·6	61·3	Assam Bengal.
178·2	71·4	249·6	24·6	14·3	38·9	Bengal and North Western.
381·0	85·2	466·2	37·7	21·2	58·9	Bombay, Baroda & Central India.
163·5	30·1	193·6	62·2	15·3	77·5	Burma.
438·2	65·0	503·2	32·5	14·8	47·3	Eastern Bengal.
374·1	38·7	412·8	43·4	8·59	52·0	Jodhpur
304·7	37·5	342·2	32·6	9·04	41·6	Madras and Southern Mahratta.
504·8	55·3	560·1	65·6	18·2	83·8	Nizam's State.
212·7	46·6	259·3	19·6	5·17	24·8	Rohilkund and Kumaon.
209·7	27·4	237·1	32·4	3·83	36·3	South Indian.
		329·9			51·3	Averages.

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

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1934-35*	*Nil*	*711,312*	*Nil*	*Nil*	*711,312*	*Nil*	*112,399*
	1935-36	Nil	778,531	Nil	Nil	778,531	Nil	109,502
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*273,972*	*3,148*	*Nil*	*275,231*	*Nil*	*20,176*
	1935-36	Nil	278,486	3,250	Nil	279,786	Nil	19,708
Eastern Bengal	*1934-35*	*Nil*	*293,534*	*Nil*	*Nil*	*293,534*	*Nil*	*59,518*
	1935-36	Nil	285,843	Nil	Nil	285,843	Nil	58,252
East Indian	*1934-35*	*Nil*	*1,323,705*	*345*	*Nil*	*1,323,843*	*Nil*	*168,648*
	1935-36	Nil	1,352,853	335	Nil	1,352,987	Nil	167,822
Great Indian Peninsula	*1934-35*	*Nil*	*800,058*	*98*	*6,580*	*812,061*	*Nil*	*100,769*
	1935-36	Nil	818,568	156	20	818,666	Nil	100,822
Madras and Southern Mahratta	*1934-35*	*Nil*	*265,049*	*10*	*18*	*265,086*	*Nil*	*14,539*
	1935-36	Nil	276,611	7	151	276,889	Nil	14,451
Nizam's State	*1934-35*	*Nil*	*90,991*	*241*	*Nil*	*91,087*	*Nil*	*3,514*
	1935-36	Nil	86,322	195	Nil	86,400	Nil	3,362
North Western	*1934-35*	*Nil*	*859,134*	*Nil*	*34,201*	*921,319*	*54*	*102,528*
	1935-36	Nil	913,881	Nil	39,687	986,039	Nil	95 887
South Indian	*1934-35*	*Nil*	*93,834*	*180*	..	*93,906*	*Nil*	*1,446*
	1935-36	Nil	100,414	181	..	100,487	Nil	1,512
Total 5′ 6″ Gauge	*1934-35*	*Nil*	*4,711,589*	*4,022*	*40,799*	*4,787,379*	*54*	*583,537*
	1935-36	Nil	4,891,509	4,124	39,858	4,965,628	Nil	571,318
3′ 3½″ Gauge.								
Assam Bengal	*1934-35*	*Nil*	*100,325*	*Nil*	*Nil*	*100,325*	*Nil*	*15,800*
	1935-36	Nil	93,758	Nil	Nil	93,758	Nil	13,720
Bengal and North Western	*1934-35*	*Nil*	*194,680*	*Nil*	*Nil*	*194,680*	*Nil*	*54,923*
	1935-36	Nil	189,388	Nil	Nil	189,388	Nil	52,576
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*222,197*	*3,091*	*Nil*	*223,433*	*Nil*	*16,546*
	1935-36	Nil	230,731	3,058	Nil	231,954	Nil	17,968
Burma	*1934-35*	*Nil*	*186,588*	*10,012*	*Nil*	*190,593*	*Nil*	*9,223*
	1935-36	Nil	186,305	10,808	Nil	190,629	Nil	9,512

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1934-35 and 1935-36.

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
								5' 6" GAUGE.
Nil	*Nil*	*112,399*	*Nil*	*823,711*	*Nil*	*Nil*	*823,711*	Bengal Nagpur.
Nil	Nil	109,502	Nil	888,033	Nil	Nil	888,033	
1,342	*Nil*	*20,713*	*Nil*	*294,148*	*4,490*	*Nil*	*295,944*	Bombay, Baroda and Central India.
1,013	Nil	20,113	Nil	298,194	4,263	Nil	299,899	
Nil	*Nil*	*59,518*	*Nil*	*353,052*	*Nil*	*Nil*	*353,052*	Eastern Bengal.
Nil	Nil	58,252	Nil	344,095	Nil	Nil	344,095	
858	*872*	*170,577*	*Nil*	*1,492,353*	*1,203*	*872*	*1,494,420*	East Indian.
1,038	997	170,050	Nil	1,520,675	1,373	997	1,523,037	
Nil	*1,690*	*103,842*	*Nil*	*900,827*	*98*	*8,270*	*915,903*	Great Indian Peninsula.
Nil	1,742	103,989	Nil	919,390	156	1,762	922,655	
21	*624*	*15,680*	*Nil*	*279,588*	*31*	*642*	*280,766*	Madras and Southern Mahratta.
17	644	15,630	Nil	291,062	24	795	292,519	
19	*Nil*	*3,522*	*Nil*	*94,505*	*260*	*Nil*	*94,609*	Nizam's State.
21	Nil	3,370	Nil	89,684	216	Nil	89,770	
Nil	*5,038*	*111,755*	*54*	*961,662*	*Nil*	*39,239*	*1,033 074*	North Western
Nil	5,573	106,019	Nil	1,009,768	Nil	45,260	1,092,058	
Nil	*Nil*	*1,446*	*Nil*	*95,280*	*180*		*95,352*	South Indian.
Nil	Nil	1,512	Nil	101,926	181	..	101,999	
2,240	*8,224*	*599,452*	*54*	*5,295,126*	*6,262*	*49,023*	*5,386,831*	Total 5' 6" Gauge
2,089	8,956	588,437	Nil	5,462,827	6,213	48,814	5,554,065	
								3' 3½" GAUGE.
Nil	*176*	*16,120*	*Nil*	*116,125*	*Nil*	*176*	*116,445*	Assam Bengal.
Nil	79	14,228	Nil	107,478	Nil	279	107,986	
Nil	*Nil*	*54,923*	*Nil*	*249,603*	*Nil*	*Nil*	*249,603*	Bengal and North Western
Nil	Nil	52,576	Nil	241,964	Nil	Nil	241,964	
169	*Nil*	*16,614*	*Nil*	*238,743*	*3,260*	*Nil*	*240,047*	Bombay, Baroda and Central India.
212	Nil	18,053	Nil	248,699	3,270	Nil	250,007	
6,161	*Nil*	*11,688*	*Nil*	*195,811*	*16,173*	*Nil*	*202,281*	Burma.
5,717	Nil	11,799	Nil	195,817	16,525	Nil	202,428	

1 ton of coal.

1 ton of coal.

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

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3½″ Gauge—*concld.*								
Eastern Bengal	*1934-35*	*Nil*	*120,514*	*Nil*	*Nil*	*120,514*	*Nil*	*27,108*
	1935-36	Nil	124,572	Nil	Nil	124,572	Nil	28,103
Jodhpur	*1934-35*	*Nil*	*43,988*	*233*	*Nil*	*44,081*	*Nil*	*3,458*
	1935-36	Nil	51,197	238	Nil	51,202	Nil	3,508
Madras and Southern Mahratta	*1934-35*	*Nil*	*173,512*	*Nil*	*10*	*173,530*	*Nil*	*11,266*
	1935-36	Nil	170,317	Nil	9	170,334	Nil	10,310
Nizam's State	*1934-35*	*Nil*	*53,745*	*127*	*Nil*	*53,796*	*Nil*	*2,149*
	1935-36	Nil	48,435	110	Nil	48,479	Nil	1,911
Rohilkund and Kumaon	*1934-35*	*Nil*	*36,574*	*Nil*	*Nil*	*36,574*	*Nil*	*7,120*
	1935-36	Nil	37,344	Nil	Nil	37,344	Nil	7,184
South Indian	*1934-35*	*Nil*	*160,460*	*366*	..	*160,607*	*Nil*	*22,460*
	1935-36	Nil	158,283	338	..	158,418	Nil	18,203
Total 3′ 3½″ Gauge	*1934-35*	*Nil*	*1,292,583*	*13,829*	*10*	*1,298,133*	*Nil*	*170,043*
	1935-36	Nil	1,290,330	14,552	9	1,296,168	Nil	162,995
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1934-35*	*Nil*	*58,054*	*Nil*	*Nil*	*58,054*	*Nil*	*8,913*
	1935-36	Nil	59,381	Nil	Nil	59,381	Nil	9,457
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*7,364*	*130*	*Nil*	*7,416*	*Nil*	*183*
	1935-36	Nil	8,429	143	Nil	8,486	Nil	Nil
Eastern Bengal	*1934-35*	*Nil*	*1,576*	*Nil*	*Nil*	*1,576*	*Nil*	*158*
	1935-36	Nil	1,521	Nil	Nil	1,521	Nil	159
Great Indian Peninsula	*1934-35*	*Nil*	*12,642*	*Nil*	*Nil*	*12,642*	*Nil*	*777*
	1935-36	Nil	12,477	Nil	33	12,537	Nil	657
North-Western	*1934-35*	*Nil*	*36,066*	*Nil*	*Nil*	*36,066*	*Nil*	*3,976*
	1935-36	Nil	37,559	Nil	Nil	37,559	Nil	3,724
South Indian	*1934-35*	*Nil*	*2,117*	*5*	..	*2,119*	*Nil*	*14*
	1935-36	Nil	2,125	6	Nil	2,127	Nil	23
Total 2′ 6″ & 2′ 0″ Gauges	*1934-35*	*Nil*	*117,819*	*135*	*Nil*	*117,873*	*Nil*	*14,021*
	1935-36	Nil	121,492	149	33	121,611	Nil	14,020
Total Class I Railways	*1934-35*	*Nil*	*6,121,991*	*17,986*	*40,809*	*6,203,385*	*64*	*767,601*
	1935-36	Nil	6,303,331	18,825	39,900	6,383,407		748,333

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1934-35 and 1935-36—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3′ 3¾″ GAUGE—*concld.*
Nil	*Nil*	*27,108*	*Nil*	*147,622*	*Nil*	*Nil*	*147,622*	Eastern Bengal.
Nil	Nil	28,103	Nil	152,675	Nil	Nil	152,675	
Nil	*Nil*	*3,458*	*Nil*	*47,446*	*233*	*Nil*	*47,539*	Jodhpur.
Nil	Nil	3,508	Nil	54,705	238	Nil	54,800	
Nil	*707*	*12,551*	*Nil*	*184,778*	*Nil*	*717*	*186,081*	Madras and Southern Mahratta.
Nil	788	11,742	Nil	180,627	Nil	797	182,076	
15	*Nil*	*2,155*	*Nil*	*55,894*	*142*	*Nil*	*55,951*	Nizam's State.
14	Nil	1,917	Nil	50,316	124	Nil	50,396	
Nil	*Nil*	*7,120*	*Nil*	*43,694*	*Nil*	*Nil*	*43,694*	Rohilkund and Kumaon.
Nil	Nil	7,184	Nil	44,528	Nil	Nil	44,528	
Nil	***2,379*	***26,775*	*Nil*	*182,910*	*366*	***2,379*	***187,382*	South Indian.
Nil	2,401	22,570	Nil	176,486	338	2,401	180,988	
6,345	***3,262*	***178,512*	*Nil*	*1,462,626*	*20,174*	***3,272*	***1,476,645*	Total 3′ 3¾″ Gauge.
5,943	3,468	171,680	Nil	1,453,325	20,495	3,477	1,467,848	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*8,913*	*Nil*	*66,967*	*Nil*	*Nil*	*66,967*	Bengal Nagpur.
Nil	Nil	9,457	Nil	68,838	Nil	Nil	68,838	
Nil	*Nil*	*183*	*Nil*	*7,547*	*130*	*Nil*	*7,599*	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	8,429	143	Nil	8,486	
Nil	*Nil*	*158*	*Nil*	*1,734*	*Nil*	*Nil*	*1,734*	Eastern Bengal.
Nil	Nil	159	Nil	1,680	Nil	Nil	1,680	
Nil	*15*	*804*	*Nil*	*13,419*	*Nil*	*15*	*13,446*	Great Indian Peninsula.
Nil	14	682	Nil	13,134	Nil	47	13,219	
Nil	*Nil*	*3,976*	*Nil*	*40,042*	*Nil*	*Nil*	*40,042*	North Western.
Nil	Nil	3,724	Nil	41,283	Nil	Nil	41,283	
Nil	*Nil*	*14*	*Nil*	*2,131*	*6*	..	*2,133*	South Indian.
Nil	Nil	23	Nil	2,148	6	Nil	2,150	
Nil	*15*	*14,048*	*Nil*	*131,840*	*135*	*15*	*131,921*	Total 2′ 6″ & 2′ 0″ Gauges.
Nil	14	14,045	Nil	135,512	149	47	135,656	
8,585	***11,501*	***792,012*	*54*	*6,889,592*	*26,571*	***52,310*	***6,995,397*	TOTAL CLASS I RAILWAYS.
8,032	12,438	774,162	Nil	7,051,664	26,857	52,338	7,157,569	

1 ton of coal.
1 ton of coal.

** Revised figures.

27 (a). Statement of Coal consumed on ***Class I Railways*** *during the years 1934-35 and 1935-36* —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" Gauge.									
Bengal-Nagpur	*1934-35*	*Nil*	*2·89*	*Nil*	*Nil*	*Nil*	*5·41*	*Nil*	*Nil*
	1935-36	Nil	2·73	Nil	Nil	Nil	5·14	Nil	Nil
Bombay, Baroda and Central India	*1934-35*	*Nil*	*3·82*	*4·03*	*Nil*	*Nil*	*14·0*	*6·06*	*Nil*
	1935-36	Nil	3·63	3·05	Nil	Nil	13·1	5·06	Nil
Eastern Bengal	*1934-35*	*Nil*	*2·41*	*Nil*	*Nil*	*Nil*	*6·45*	*Nil*	*Nil*
	1935-36	Nil	2·34	Nil	Nil	Nil	6·52	Nil	Nil
East Indian	*1934-35*	*Nil*	*3·24*	*11·4*	*102·8*	*Nil*	*6·55*	*11·5*	*103·8*
	1935-36	Nil	3·25	11·7	87·8	Nil	6·52	11·8	88·6
Great Indian Peninsula	*1934-35*	*Nil*	*3·96*	*5·30*	*42·1*	*Nil*	*10·2*	*5·92*	*43·7*
	1935-36	Nil	3·89	4·87	42·3	Nil	9·20	4·87	45·1
Madras and Southern Mahratta	*1934-35*	*Nil*	*4·97*	*Nil*	*44·5*	*Nil*	*12·8*	*Nil*	*46·1*
	1935-36	Nil	4·92	Nil	52·5	Nil	13·2	Nil	56·3
Nizam's State	*1934-35*	*Nil*	*4·47*	*6·00*	*Nil*	*Nil*	*5·87*	*7·02*	*Nil*
	1935-36	Nil	4·15	6·00	Nil	Nil	5·64	8·58	Nil
North Western	*1934-35*	*20·0*	*3·37*	*Nil*	*34·0*	*20·0*	*17·2*	*Nil*	*39·6*
	1935-36	Nil	3·00	Nil	17·3	Nil	15·6	Nil	24·2
South Indian	*1934-35*	*Nil*	*3·68*	*4·01*	*212·7(b)*	*Nil*	*17·4*	*4·01*	*(b) 212·7*
	1935-36	Nil	2·83	2·94	194·0(b)	Nil	16·8	2·94	(b) 194·0
3' 3¾" Gauge.									
Assam Bengal	*1934-35*	*Nil*	*3·79*	*Nil*	*38·5*	*Nil*	*11·6*	*Nil*	*41.6*
	1935-36	Nil	4·67	Nil	38·5	Nil	10·6	Nil	41·9
Bengal and North Western	*1934-35*	*Nil*	*3·36*	*Nil*	*Nil*	*Nil*	*9·94*	*Nil*	*Nil*
	1935-36	Nil	3·01	Nil	Nil	Nil	9·66	Nil	Nil
Bombay, Baroda and Central India	*1934-35*	*Nil*	*4·34*	*4·40*	*Nil*	*Nil*	*14·9*	*4·94*	*Nil*
	1935-36	Nil	3·44	4·40	Nil	Nil	14·2	4·94	Nil
Burma	*1934-35*	*Nil*	*3·42*	*3·25*	*Nil*	*Nil*	*16·3*	*4·81*	*Nil*
	1935-36	Nil	3·40	3·25	Nil	Nil	16·2	4·81	Nil

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

27 (a).—*Statement of Coal consumed on Class I Railways during the years 1934-35 and 1935-36* —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3′ 3½″ Gauge—*concld.*									
Eastern Bengal	*1934-35*	*Nil*	*2·41*	*Nil*	*Nil*	*Nil*	*8·72*	*Nil*	*Nil*
	1935-36	Nil	2·34	Nil	Nil	Nil	8·13	Nil	Nil
Jodhpur	*1934-35*	*Nil*	*3·10*	*5·00*	*Nil*	*Nil*	*15·8*	*5·00*	*Nil*
	1935-36	Nil	2·94	5·00	Nil	Nil	15·2	5·00	Nil
Madras and Southern Mahratta	*1934-35*	*Nil*	*7·85*	*Nil*	*44·7*	*Nil*	*14·5*	*Nil*	*46·6*
	1935-36	Nil	8·24	Nil	44·4	Nil	14·9	Nil	46·5
Nizam's State	*1934-35*	*Nil*	*4·47*	*6·00*	*Nil*	*Nil*	*8·23*	*7·02*	*Nil*
	1935-36	Nil	4·15	6·00	Nil	Nil	8·59	8·58	Nil
Rohilkund and Kumaon	*1934-35*	*Nil*	*3·50*	*Nil*	*Nil*	*Nil*	*12·3*	*Nil*	*Nil*
	1935-36	Nil	3·00	Nil	Nil	Nil	11·5	Nil	Nil
South Indian	*1934-35*	*Nil*	*3·68*	*4·01*	*47·2*	*Nil*	*17·0*	*4·01*	**47·2*
	1935-36	Nil	2·83	2·94	46·9	Nil	17·2	2·94	47·9
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1934-35*	*Nil*	*4·03*	*Nil*	*Nil*	*Nil*	*5·78*	*Nil*	*Nil*
	1935-36	Nil	3·70	Nil	Nil	Nil	5·33	Nil	Nil
Bombay, Baroda and Central India	*1934-35*	*Nil*	*3·76*	*3·61*	*Nil*	*Nil*	*16·0*	*3·61*	*Nil*
	1935-36	Nil	3·89	3·20	Nil	Nil	13·1	3·20	Nil
Eastern Bengal	*1934-35*	*Nil*	*2·41*	*Nil*	*Nil*	*Nil*	*7·20*	*Nil*	*Nil*
	1935-36	Nil	2·34	Nil	Nil	Nil	8·01	Nil	Nil
Great Indian Peninsula	*1934-35*	*Nil*	*4·15*	*Nil*	*42·3*	*Nil*	*9·32*	*Nil*	*46·4*
	1935-36	Nil	4·11	Nil	47·5	Nil	8·64	Nil	52·1
North Western	*1934-35*	*Nil*	*3·37*	*Nil*	*Nil*	*Nil*	*18·8*	*Nil*	*Nil*
	1935-36	Nil	3·00	Nil	Nil	Nil	12·7	Nil	Nil
South Indian	*1934-35*	*Nil*	*3·68*	*4·01*	*(b)212·7*	*Nil*	*15·6*	*4·01*	*(b)212·7*
	1935-36	Nil	2·83	2·94	Nil	Nil	15·0	2·94	Nil

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

*Revised figure.

27 (b).—Statement of Coal‡ Consumption on Class I Railways for the years 1934-35 and 1935-36.

Railway	Year	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaching.	Internal combustion coaching.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.		Water pumping Stations	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge																
Bengal-Nagpur	*1934-35*	*212,087*	*191·0*	*397,624*	*151·7*	*76,883*	*60·2*	*20,269*	*172*	*Nil*	*4,277*	*711,312*	*34,112*	*32,904*	*45,383*	*112,399*
	1935-36	210,219	184 9	457,733	155·4	82,648	61·4	23,347	144	Nil	4,440	778,531	36,257	32,793	40,452	109,502
Bombay, Baroda and Central India	*1934-35*	*136,461*	*179·1*	*100,935*	*112·0*	*30,588*	*71·3*	*7,247*	*Nil*	*Nil*	*Nil*	*275,231*	*9,731*	*4,207*	*6,775*	*20,713*
	1935-36	137,551	174·6	101,765	111·4	31,711	75·1	8,759	Nil	Nil	Nil	279,786	9,537	3,253	7,323	20,113
Eastern Bengal	*1934-35*	*168,267*	*193·4*	*64,767*	*122·8*	*27,822*	*50·2*	*22,595*	*Nil*	*Nil*	*10,083*	*293,534*	*4,911*	*14,122*	*40,485*	*59,518*
	1935-36	169,878	188·0	61,679	129·9	27,724	50·9	14,738	Nil	Nil	11,824	285,843	5,696	13,960	38,596	58,252
East Indian	*1934-35*	*494,766*	*158·5*	*633,057*	*106·3*	*144,975*	*56·8*	*49,013*	*201*	*Nil*	*1,831*	*1,323,843*	*46,753*	*59,010*	*64,814*	*170,577*
	1935-36	507,517	159 0	638,842	108·0	151,160	58·1	52,419	147	Nil	2,902	1,352,987	40,487	62,452	67,111	170,050
Great Indian Peninsula.	*1934-35*	*318,389*	*170·1*	*390,085*	*166·5*	*77,662*	*81·9*	*22,567*	*,ll*	*Nil*	*3,358*	*812,061*	*29,806*	*56,238*	*17,798*	*103,842*
	1935-36	321,477	169·1	391,584	166·6	80,440	84·1	19,420	Nil	Nil	5,745	818,666	28,550	57,899	17,540	103,989
Madrasand Southern Maharatta.	*1934-35*	*135,907*	*179·6*	*93,030*	*125·3*	*22,228*	*73·5*	*9,354*	*Nil*	*Nil*	*4,567*	*265,086*	*4,953*	*1,135*	*9,592*	*15,680*
	1935-36	134,072	176·4	106,746	125·2	22,988	72·9	8,186	Nil	242	4,655	276,889	4,817	1,172	9,641	15,630
Nizam's State	*1934-35*	*43,507*	*190·5*	*37,204*	*156·4*	*5,968*	*72·4*	*4,408*	*Nil*	*Nil*	*Nil*	*91,087*	*2,740*	*Nil*	*782*	*3,522*
	1935-36	40,706	186 0	34,527	147·2	6,564	80·2	4,603	Nil	Nil	Nil	86,400	2,441	*Nil*	929	3,370
North Western	*1934-35*	*453,996*	*156·8*	*312,938*	*129·9*	*116,250*	*84·4*	*32,013*	*1,180*	*Nil*	*4,942*	*921,319*	*20,276*	*15,033*	*76,446*	*111,755*
	1935-36	492,181	163·5	328,243	134·7	123,957	87·3	35,573	1,167	Nil	4,918	986,039	17,856	4,262	83,901	106,019
South Indian	*1934-35*	*60,400*	*153·5*	*25,074*	*120·1*	*5,049*	*45·5*	*3,323*	*Ni*	*Nil*	*Nil*	*93,906*	*600*	*Nil*	*846*	*1,446*
	1935-36	64,055	153·8	28,338	113·7	4,030	44·7	4,064	Nil	Nil	Nil	100,487	603	*Nil*	909	1,512
Total 5′ 6″ Gauge	*1934-35*	*2,023,840*	*168·5*	*2,054,714*	*129·0*	*507, 425*	*66·3*	*170,789*	*1,553*	*Nil*	*29,058*	*4,787,379*	*153,882*	*182,649*	*262.921*	*599,452*
	1935-36	2,077,656	168·5	2,140,457	131·4	531,222	68·1	171,109	1,458	242	34,484	4,965,628	146,244	175,791	266,402	588,437
3′ 3½″ Gauge.																
Assam Bengal	*1934-35*	*69,716*	*161·2*	*11,038*	*151·2*	*13,143*	*43·6*	*5,084*	*Nil*	*Nil*	*1,344*	*100,325*	*3,046*	*5,709*	*7,365*	*16,120*
	1935-36	68,356	157·3	8,883	150·4	10,953	39·9	4,321	Nil	Nil	1,245	93,758	2,532	5,052	6,644	14,228
Bengal and North Western.	*1934-35*	*102,235*	*167·2*	*62,324*	*133·8*	*13,810*	*22·2*	*13,366*	*Nil*	*Nil*	*2,955*	*194,680*	*9,035*	*5,362*	*40,526*	*54,923*
	1935-36	104,651	176·9	55,792	124·4	13,375	21·7	12,671	Nil	Nil	2,899	189,388	8,913	5,389	38,274	52,576
Bombay, Baroda and Central India	*1934-35*	*123,116*	*189·1*	*74,477*	*139·4*	*19,377*	*39·1*	*5,945*	*518*	*Nil*	*Nil*	*223,433*	*6,035*	*6,351*	*4,228*	*16,614*
	1935-36	127,109	196·5	76,501	140·0	21,415	43·8	6,479	450	Nil	Nil	231,954	6,014	3,999	8,040	18,053
Burma	*1934-35*	*97,729*	*183·4*	*65,472*	*134·3*	*19,468*	*33·3*	*7,924*	*Nil*	*Nil*	*Nil*	*190,593*	*6,255*	*Nil*	*5,433*	*11,688*
	1935-36	99,297	180·3	61,778	136·3	20,884	35·2	8,670	Nil	Nil	Nil	190,629	6,634	Nil	5,165	11,799

‡ Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (b).—Statement of Coal* Consumption on Class I Railways for the years 1934-35 and 1935-36—concld.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaches.	Internal combustion coaches.	Locos. on Misc services.	Total tons used on all Locomotive services Cols. 3+5+7+9+10+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed	Total tons consumed.		Water pumping Stations.	Electric generating Stations	Miscellaneous purposes	Total. (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3½" GAUGE —concld.																
Eastern Bengal .	*1934-35*	*58,526*	*174·9*	*34,399*	*140·7*	*14,083*	*43·7*	*3,330*	*1*	*Nil*	*10,175*	*120,514*	*3,915*	*Nil*	*23,193*	*27,108*
	1935-36	61,966	163·3	34,985	138·0	14,423	43·8	2,279	Nil	Nil	10,919	124,572	4,537	8	23,558	28,103
Jodhpur . .	*1934-35*	*26,060*	*143·7*	*12,597*	*139·1*	*2,456*	*24·4*	*1,669*	*Nil*	*Nil*	*1,299*	*44,081*	*1,458*	*Nil*	*2,000*	*3,458*
	1935-36	28 258	147·8	14,230	137·5	2,803	25·5	4,234	Nil	Nil	1,767	51,292	1,343	Nil	2,165	3 508
Madras and Southern Mahratta.	*1934-35*	*83,563*	*172 1*	*70,164*	*171·9*	*12,814*	*36·9*	*4,891*	*Nil*	*Nil*	*2,098*	*173,530*	*3,951*	*1,285*	*7,315*	*12,551*
	1935-36	83,854	176·1	66,040	169·9	12,731	39·4	5,408	Nil	Nil	2,301	170,334	4,164	1,432	6,146	11,742
Nizam's State .	*1934-35*	*30,796*	*305·4*	*16,496*	*187 4*	*3,775*	*86·6*	*2,716*	*13*	*Nil*	*Nil*	*53,796*	*1,352*	*Nil*	*803*	*2,155*
	1935-36	27,451	274·5	15,093	185·7	3,465	76·8	2,364	106	Nil	Nil	48,479	1,153	Nil	764	1,917
Rohilkund and Kumaon.	*1934-35*	*25,214*	*189·6*	*5,176*	*152·9*	*2,915*	*22·1*	*3,269*	*Nil*	*Nil*	*Nil*	*36,574*	*2,457*	*1,892*	*2,741*	*7,120*
	1935-36	26,023	192·9	5,379	155·4	2,736	21·6	3,206	Nil	Nil	Nil	37,344	2,300	1,773	3,111	7,184
South Indian .	*1934-35*	*113,377*	*174·0*	*33,012*	*112·5*	*6,976*	*34·2*	*7,242*	*Nil*	*Nil*	*Nil*	*160,607*	*3,100*	*15,517*	** *8,158*	** *26,775*
	1935-36	113,213	180·4	31,476	109·8	6,229	34 4	7,500	Nil	Nil	Nil	158,418	2,545	11,867	8,158	22,570
Total 3' 3½" Gauge.	*1934-35*	*730,332*	*179·1*	*385,155*	*142·4*	*108,817*	*34·7*	*55*	*532*	*Nil*	*17,871*	*1,298,133*	*40,634*	*36,116*	** *101,762*	** *178,512*
	1935-36	740,178	180·4	370,157	140·3	109,014	35·4	57,132	556	Nil	19,131	1,296,168	40,135	29,520	102,025	171,680
2' 6" AND 2' 0" GAUGES.																
Bengal-Nagpur .	*1934-35*	*36,893*	*362·4*	*13,295*	*330·3*	*5,854*		*1,564*	*202*	*Nil*	*246*	*58,054*	*5,958*	*200*	*2,755*	*8,913*
	1935-36	37,536	370·0	14,335	342·2	5,645		1,475	176	Nil	214	59,381	6,344	243	2,870	9,457
Bombay, Baroda and Central India.	*1934-35*	*7,208*	*490·0*	*96*	*401·6*	*Nil*		*112*	*Nil*	*Nil*	*Nil*	*7,416*	*93*	*Nil*	*90*	*183*
	1935-36	8,277	525·5	77	437·2	Nil'		132	Nil	Nil	Nil	8,486	*Nil*	Nil	*Nil*	*Nil*
Eastern Bengal.	*1934-35*	*1,514*	*528 0*	*Nil*	*619·8*	*Nil*		*9*	*Nil*	*Nil*	*53*	*1,576*	*Nil*	*Nil*	*158*	*158*
	1935-36	1,454	535·6	Nil	633·1	Nil		1	Nil	Nil	66	1,521	Nil	Nil	159	159
Great Indian Peninsula.	*1934-35*	*11,564*	*478·5*	*Nil*	*498·5*	*578*		*476*	*Nil*	*24*	*Nil*	*12,642*	*798*	*Nil*	*6*	*804*
	1935-36	11,588	423·8	Nil	488·6	513		376	Nil	60	Nil	12,537	680	Nil	2	682
North-Western .	*1934 35*	*20,264*	*453·4*	*11,658*	*469·7*	*2,739*		*1,095*	*214*	*Nil*	*96*	*36,066*	*1,169*	*Nil*	*2,807*	*3,976*
	1935-36	19,429	441·4	13,717	505·2	2,649		1,163	369	Nil	232	37,559	1,138	Nil	2,586	3,724
South Indian	*1934-35*	*2,099*	*273·9*	*Nil*	** *214·1*	*Nil*		*20*	*Nil*	*Nil*	*Nil*	*2,119*	*9*	* *Nil*	*5*	*14*
	1935 36	2,114	279·6	Nil	223·9	Nil		13	Nil	Nil	Nil	2,127	16	Nil	7	23
Total 2' 6"&2' 0" Gauges.	*1934-35*	*79,542*	*403·2*	*25,049*	*330·6*	*9,171*		*3,276*	*416*	*24*	*395*	*117,873*	*8,027*	*200*	*5,821*	*14,048*
	1935 36	80,398	402·7	28,129	410·6	8,807		3,160	545	60	512	121,611	8,178	243	5,624	14,045
TOTAL CLASS I RAILWAYS.	*1934 35*	*2,833,714*	*173·1*	*2,464,918*	*132·9*	*625,413*		*229,491*	*2,501*	*24*	*47,324*	*6 203,385*	*202,543*	*218.965*	** *370,504*	** *792,012*
	1935-36	2,808,232	173·4	2,547,743	134·6	649,043		231,401	2,559	302	54,127	6,383,407	194,557	205,554	374 051	774,162

Not published.

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal

** Revised figures.

28.—*Statement of Efficiency of Class 1 Railways for the years 1934-35 and 1935-36.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1934-35*	*466*	*189*	*1,830*	*4,314*	*9,912*
	1935-36	496	190	1,873	4,405	9,894
Bombay, Baroda and Central India	*1934-35*	*654*	*247*	*2,191*	*5,359*	*10,965*
	1935-36	663	254	2,260	5,475	11,538
Eastern Bengal	*1934-35*	*389*	*145*	*1,024*	*3,798*	*8,212*
	1935-36	367	144	1,005	3,492	7,799
East Indian	*1934-35*	*756*	*240*	*2,292*	*5,347*	*10,960*
	1935-36	740	232	2,184	5,143	10,446
Great Indian Peninsula	*1934-35*	*705*	*249*	*2,113*	*5,239*	*10,899*
	1935-36	683	250	2,153	5,322	11,102
Madras and Southern Mahratta	*1934-35*	*702*	*222*	*1,722*	*4,686*	*9,289*
	1935-36	742	238	1,864	4,976	9,552
Nizam's State	*1934-35*	*709*	*199*	*1,798*	*4,613*	*8,697*
	1935-36	695	209	1,835	4,775	9,080
North Western	*1934-35*	*698*	*230*	*1,708*	*4,586*	*8,236*
	1935-36	689	228	1,655	4,554	8,070
South Indian	*1934-35*	*358*	*127*	*961*	*2,855*	*6,758*
	1935-36	447	146	1,086	3,233	7,328
Average for 5′ 6″ gauge	*1934-35*	*641*	*222*	*1,946*	*4,840*	*9,949*
	1935-36	641	221	1,931	4,810	9,808
3′ 3½″ Gauge.						
Assam Bengal	*1934-35*	*425*	*150*	*732*	*1,967*	*3,612*
	1935-36	433	149	683	1,929	3,387
Bengal and North Western	*1934-35*	*341*	*141*	*754*	*1,852*	*3,882*
	1935-36	350	149	811	1,920	4,156
Bombay, Baroda and Central India	*1934-35*	*703*	*238*	*1,193*	*2,724*	*5,143*
	1935-36	730	242	1,186	2,754	5,076
Burma	*1934-35*	*730*	*208*	*1,223*	*3,018*	*4,636*
	1935-36	640	195	1,143	2,878	4,880
Eastern Bengal	*1934-35*	*487*	*201*	*831*	*2,399*	*4,482*
	1935-36	499	210	866	2,420	4,638
Jodhpur	*1934-35*	*672*	*187*	*729*	*1,896*	*3,935*
	1935-36	654	193	692	1,928	3,963
Madras and Southern Mahratta	*1934-35*	*630*	*168*	*804*	*2,303*	*3,367*
	1935-36	621	166	777	2,281	3,354
Nizam's State	*1934-35*	*810*	*186*	*1,064*	*2,771*	*4,368*
	1935-36	762	165	969	2,546	4,392
Rohilkund and Kumaon	*1934-35*	*291*	*102*	*651*	*1,612*	*2,907*
	1935-36	310	107	655	1,629	2,939
South Indian	*1934-35*	*588*	*166*	*720*	*2,104*	*4,196*
	1935-36	579	166	733	2,143	4,340
Average for 3′ 3½″ gauge	*1934-35*	*533*	*177*	*891*	*2,290*	*4,181*
	1935 36	533	178	887	2,296	4,217
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1934-35*	*329*	*124*	*320*	*1,137*	*1,708*
	1935-36	316	121	306	1,093	1,637
Bombay, Baroda and Central India	*1934-35*	*243*	*95*	*247*	*635*	*929*
	1935-36	250	96	251	644	928
Eastern Bengal	*1934-35*	*902*	*32*	*29*	*186*	*390*
	1935-36	17,420	38	35	170	400
Great Indian Peninsula	*1934-35*	*456*	*101*	*218*	*1,062*	*994*
	1935-36	453	106	210	1,075	975
North Western	*1934-35*	*456*	*84*	*188*	*870*	*814*
	1935-36	466	88	197	882	828
South Indian	*1934-35*	*647*	*108*	*248*	*868*	*1,204*
	1935-36	700	98	209	798	1,038

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1935-36 (IN HUNDREDS).

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

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	5,046,4	5,561,3	1,25,47,0	1,211,0	1,352,	47,48,1	6,257,4	6,914,2	1,72,95,1	1,2	1,5	16,5
Bombay, Baroda and Central India.	6	771,9	35,71,5	..	18,9	2,53.8	6	790,8	38,25,3	24,6	24,6	4,81,3
Eastern Bengal	8,7	1,163,6	25,78,6	7	111,9	4,57,2	9,4	1,275,5	30,35,8	11,8	11,8	19,1
East Indian	8,035,3	8,939,0	3,69,35,5	2,064,9	2,407,0	1,48,83,2	10,100,2	11,346,0	5,18,18,7	9	12,1	3,21,4
Great Indian Peninsula	777,8	1,562,3	58,63,8	68,6	325,4	14,63,8	846,4	1,887,7	73,27,6	31,5	31,8	5,31,5
Madras and Southern Mahratta.	61,4	190,0	7,60,1	1	339,4	20,48,6	61,5	529,4	28,08,7	13,0	13,0	2,35,0
Nizam's State	318,9	350,4	16,09,5	247,0	247,0	5,68,8	565,9	597,4	21,78,3	2	1,5	27,4
North Western	64,2	1,104,9	32,03,4	7	7	2	64,9	1,105,6	32,03,6	40,3	40,4	8,97,9
South Indian	18,7	23,3	2,04,4	*Nil*	*Nil*	2	18,7	23,3	2,04,6	1,4	1,4	7,0
Total	14,332,0	19,666,7		3,593,0	4,803,2		17,925,0	24,469,9		124,9	138,1	
3′ 3½″ GAUGE.												
Assam Bengal	28,2	102,9	3,10,7	2,5	11,4	28,3	30,7	114,3	3,39,0	1,3	9,0	76,0
Bengal and North Western.	6,7	341,6	10,62,5	.	.		6,7	341,6	10,62,5	2	2	1,7
Bombay, Baroda and Central India.	1,1	282,1	*	..	83,1	*	1,1	365,2	*	1,0	8,6	*
Burma	49,8	49,8	5,61,5	*Nil*	*Nil*	*Nil*	49,8	49,8	5,61,5	14,1	14,1	2,38,4
Eastern Bengal	4	264,2	*	1	90,3	*	5	354,5	*	1	3	*
Jodhpur	5	22,5	60,5	*Nil*	5,1	7,5	5	27,6	68,0	*Nil*	4,4	73,0
Madras and Southern Mahratta.	7,1	35,3	*	12,4	25,2	*	19,5	60,5	*	5,1	9,8	*
Nizam's State	*Nil*	28,9	*	*Nil*	1,4	*	*Nil*	30,3	*	1	1,2	*
Rohilkund and Kumaon	4	25,6	22,5	..	..	..	4	25,6	22,5	1	1	2
South Indian	78,7	78,9	*	2	2	*	78,9	79,1	*	3	3	*
Total	172,9	1,231,8		15,2	216,7		188,1	1,448,5		22,3	48,0	
2′ 6″ AND 2′ 0″ GAUGES												
Bengal Nagpur	32,6	59,4	*	1,2	1,6	*	33,8	61,0	*	..	..	*
Bombay, Baroda and Central India.	2	5,8	*	..	..	*	2	5,8	*	..	4	*
Eastern Bengal	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	12,6	*	..	..	*	..	12,6	*	7	7	*
North Western	69,7	84,6	*	*Nil*	*Nil*	*Nil*	69,7	84,6	*	5	9	*
South Indian	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total	102,5	162,4		1,2	1,6		103,7	164,0		1,2	2,0	
Total, 1935-36	14,607,4	21,060,9	6,92,91,5	3,609,4	5,021,5	2,44,59,7	18,216,8	26,082,4	9,37,51,2	148,4	188,1	29,26,4
Total 1934-35	14,505,4	20,783,1	7,09,41,7	3,727,8	5,085,3	2,49,16,3	18,233,2	25,868,4	9,58,58,0	146,3	185,0	27,52,5
Increase	102,0	277,8	..	..	..	..	..	214,0	..	2,1	3,1	1,73,9
Decrease	..	..	16,50,2	118,4	63,8	4,56,6	16,4	..	21,06,8	..	..	..

*Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36 (In hundreds).

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.
183,8	191,1	5,71,9	62,1	165,3	10,53,3	467,1	485,8	51,33,9	Bengal Nagpur.
94,0	138,0	5,32,5	8,1	9,0	52,3	58,3	70,4	12,48,1	Bombay, Baroda and Central India.
11,4	41,2	46,3	65,8	118,6	10,46,5	83,3	97,8	10,45,4	Eastern Bengal.
119,9	154,1	3,35,8	71,8	81,7	2,54,7	222,0	329,1	23,08,6	East Indian.
151,2	160,3	3,24,0	4,4	6,3	58,9	104,1	254,5	21,86,9	Great Indian Peninsula.
73,3	85,5	4,46,3	35,0	39,8	2,41,3	242,2	302,3	47,69,2	Madras and Southern Mahratta.
61,0	61,0	2,13,3	1,2	1,2	5,1	57,7	72,4	8,31,2	Nizam's State.
386,0	390,4	10,60,5	25,3	26,1	1,18,8	251,2	290,5	33,67,8	North Western.
34,1	39,9	3,33,0	78,9	146,4	19,02,2	89,5	130,8	23,13,4	South Indian.
1,114,7	1,261,5		452,9	594,4		1,575,4	2,033,6		Total.
									3′ 3⅜″ Gauge.
9	9	2,3	29,2	30,9	1,36,3	57,5	65,1	4,67,1	Assam Bengal.
100,9	101,9	1,62,7	30,7	51,7	2,43,1	150,4	297,4	15,36,5	Bengal and North Western.
68,8	83,2	*	1	1,0	*	1,1	62,3	*	Bombay, Baroda and Central India.
63,8	63,8	2,27,2	268,1	268,1	10,50,6	823,1	823,1	61,22,7	Burma
4,8	5,0	*	83,7	93,6	*	112,4	144,9	*	Eastern Bengal.
14,6	15,4	25,3	1,7	1,8	9,2	15,9	25,1	1,82,9	Jodhpur.
71,2	71,3	*	23,0	30,5	*	126,6	209,3	*	Madras and Southern Mahratta.
12,4	12,5	*	1	1	*	14,1	28,4	*	Nizam's State.
205,2	205,2	3,88,2	10,9	10,9	63,8	7,7	9,0	38,5	Rohilkund and Kumaon.
43,1	46,1	*	189,4	202,2	*	235,7	269,7	*	South Indian.
585,7	605,3		636,9	690,8		1,544,5	1,934,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
28,1	29,2	*	5,9	8,2	*	33,0	45,4	*	Bengal-Nagpur.
28,0	29,0	*	7	7	*	6	5,4	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	1	*	Eastern Bengal.
..	..	*	..	..	*	1	12,6	*	Great Indian Peninsula.
1,5	9,3	*	6	6	*	33.3	38,2	*	North Western.
5,5	5,5	*	5	5	*	1	4,5	*	South Indian.
63,1	73,0		7,7	10,0		67,1	106.2		Total.
1,763,5	1,939,8	46,60,3	1,097,5	1,295,2	62,36,1	3,187,0	4,074,1	3,15,52,2	Total, 1935-36
1,767,3	1,919,9	48,36,2	1,050,5	1,217,7	56,32,0	3,745,6	4,860,9	3,62,30,8	Total, 1934-35.
..	19,9	..	47,0	77,5	6,04,1	..	..	..	Increase.
3,8	..	1,66,9	..	..	..	558,6	786,8	46,78,6	Decrease.

5′ 6″ gauge.

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

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

II.—Heavy Me

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jo war and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5′ 6″ Gauge.									
Bengal Nagpur	69,1	103,9	12,20,5	35,0	50,2	7,09,7	4	9	8,4
Bombay, Baroda and Central India	57,4	110,0	23,17,8	32,7	140,1	27,74,2	14,4	33,8	6,26,4
Eastern Bengal	39,5	47,8	5,44,2	..	..	..	..	..	..
East Indian	176,3	267,6	21,76,9	135,7	363,2	34,35,6	16,0	22,0	1,21,5
Great Indian Peninsula	251,5	390,3	47,75,1	273,9	306,4	32,47,8	118,1	143,7	14,75,1
Madras and Southern Mahratta	51,1	175,7	19,91,8	6,5	20,8	5,33,9	13,1	30,9	5,58,4
Nizam's State	30,6	161,0	13,79,2	4,7	25, ,	3,81,5	11,7	18,4	1,75,1
North Western	397,5	498,6	45,85,1	933,9	1,003,4	88,54,1	37,2	44,9	3,82,7
South Indian	36,4	55,3	12,69,3	6,3	7,6	1,26,8	12,0	27,2	2,31,5
Total	1,109,4	1,810,2		1,428,7	1,917,2		222,9	321,8	
3′ 3½″ Gauge.									
Assam Bengal	5,2	19,6	1,36,3	1,4	6,0	34,0	..	..	1
Bengal and North Western	102,8	115,1	6,51,0	57,6	67,0	4,29,0	‡	‡	‡
Bombay, Baroda and Central India	99,7	148,5	*	72,3	162,2	*	22,4	42,0	*
Burma	78,3	78,3	9,38,1	13,8	13,8	1,57,6	1,5	1,5	23,1
Eastern Bengal	23,9	6.,2	*	..	..	..	..	..	..
Jodhpur	4,0	60,8	4,67,3	63,9	80,2	3,95,4	6,3	8,0	51,0
Madras and Southern Mahratta	17,4	105,4	*	15,7	36,1	*	32,1	52,6	*
Nizam's State	36,0	75,7	*	10,1	21,8	*	5,7	6,1	*
Rohilkund and Kumaon	11,8	16,7	77,4	16,4	22,1	91,5	7,9	8,3	25,4
South Indian	125,8	134,3	*	6,8	9,1	*	5,5	6,7	*
Total	504,9	817,6		258,0	418,3		81,4	125,2	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	18,9	24,7	*	15,8	18,6	*	1,1	1,1	*
Bombay, Baroda and Central India	2,6	4,2	*	6	2,7	*	5	2,1	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2,1	3,7	*	2	3,4	*	4	3,9	*
North Western	19,0	25,0	*	12,3	24,4	*	3,9	4,2	*
South Indian	2,2	3,5	*	*Nil*	*Nil*	*Nil*	1,7	1,7	*
Total	44 8	61,1		28 9	49,1		7,6	13,0	
Total, 1935-36	1,659,1	2,688,9	2,25,30,0	1,715,6	2,384,6	2,11,71,1	311,9	460,0	36,81,7
Total, 1934-35	1,724,1	2,881,5	2,49,82,6	1,655,7	2,238,8	2,00,78,2	209,5	438,5	38,44,1
Increase		..	..	59,9	145,8	1,92,9	12,4	21,5	..
Decrease	65,0	192,6	24,52,6	..	..	..	..	..	1,62,4

* Shown under

† In these totals consignments passing over two or more

‡ Not recorded.

Railways and the earnings therefrom for the year 1935-36 (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
2,9	5,1	58,1	82,4	86,7	2,50,2	92,7	129,3	14,92,2	Bengal Nagpur.
15,4	37,1	7,20,9	312,3	330,2	18,84,1	196,5	216,3	42,99,7	Bombay, Baroda and Central India.
20,2	26,9	2,79,2	2,1	47,9	96,8	71,8	76,5	8,03,3	Eastern Bengal.
112,7	136,6	9,41,8	586,1	688,0	15,57,8	169,5	259,7	19,91,3	East Indian.
11,6	21,5	2,01,8	226,4	345,3	13,72,5	105,2	230,4	27,45,5	Great Indian Peninsula.
22,2	27,5	3,77,0	34,8	42,1	4,43,8	48,8	57,1	9,57,5	Madras and Southern Mahratta.
2,9	4,9	63,1	91,7	92,1	3,50,9	2,4	40,9	5,08,9	Nizam's State.
79,0	92,6	5,99,2	646,2	669,6	15,27,7	165,4	190,8	17,57,5	North Western.
3,3	5,6	97,5	12,5	13,9	3,89,8	12,7	48,6	10,45,7	South Indian.
270,2	357,8		1,994,5	2,315,8		865,0	1,249,6		Total.
									3′ 3⅜″ Gauge.
9	1,1	3,9	115,9	116,1	3,31,0	25,4	27,4	1,95 4	Assam Bengal.
151,7	173,9	10,44,2	12,9	21,7	80,7	5,7	145,8	9,78,3	Bengal and North Western.
32,6	49,9	*	141,6	238,8	*	221,6	299,8	*	Bombay, Baroda and Central India.
8,4	8,4	93,4	305,0	305,0	5,62,3	35,0	35,0	4,90,5	Burma.
19,6	35,6	*	5,1	9,5	*	2,4	59,0	*	Eastern Bengal.
3,2	15,4	89,2	126,2	130,0	3,83,5	47,0	47,7	2,11,0	Jodhpur.
14,8	23,6	*	42,3	49,8	*	11,9	68,8	*	Madras and Southern Mahratta.
1,3	2,9	*	2	10,1	*	1	21,0	*	Nizam's State.
16,2	16,5	66,5	22,6	24,1	37,8	3	26,3	1,61,2	Rohilkund and Kumaon.
7,1	8,1	*	152,4	154,5	*	115,4	118,4	*	South Indian.
255,8	335,4		924,2	1,059,6		464,8	849,2		Total.
									2′ 6″ and 2′ 0″ Gauges.
3,2	3,4	*	3,0	4,7	*	1,1	22,3	*	Bengal Nagpur.
8	1,9	*	6	5,3	*	..	2,8	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	2	*	3,6	4,4	*	1	3,5	*	Great Indian Peninsula.
2,3	4,7	*	2	2,8	*	9	3,0	*	North Western.
7	8	*	*Nil*	1	*	*Nil*	3,5	*	South Indian.
7,0	11,0		7,4	17,3		2,1	35,1		Total.
533,0	704,2	46,35,8	2,926,1	3,392,7	92,68,9	1,331,9	2,133,9	1,76,38,0	Total, 1935-36.
486,9	682,4	47,87,5	2,639,9	3,053,8	82,41,7	1,303,4	2,099,9	1,76,31,1	Total, 1934-35.
46,1	21,8	..	286,2	338,9	10,27,2	28,5	34,0	6,9	Increase.
..	..	1,51,7	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
ranges or railways are considered as two or more separate consignments.

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

II.—Heavy Mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	5,9	38,5	4,55,6	80,4	88,7	4,89,1	3,122,8	3,316,5	1,00,03,9
Bombay, Baroda and Central India	12,0	38,3	18,01,6	79,3	185,4	12,44,4	..	29,7	1,79,9
Eastern Bengal	12,7	18,9	2,87,3	27,5	42,7	2,99,0	..	..	..
East Indian	160,7	280,0	23,87,2	171,9	247,8	11,67,8	2	5,9	33,1
Great Indian Peninsula	66,5	161,4	26,24,0	126,2	168,6	9,10,5	6,0	42,4	2,89,3
Madras and Southern Mahratta	12,1	37,2	5,57,5	17,6	52,0	7,38,2	.	7,3	7,25,9
Nizam's State	1,0	6,9	1,76,2	28,2	30,9	3,18,9	*Nil*	*Nil*	*Nil*
North Western	100,6	229,6	33,45,9	201,6	264,5	11,01,9	*Nil*	18,6	2,69,0
South Indian	7,3	14,4	3,28,5	68,3	69,6	7,34,1	7,1	7,1	21,2
Total	378,8	825,2		801,0	1,150,2		3,136,1	3,427,5	
3′ 3⅜″ Gauge.									
Assam Bengal	3,0	10,0	58,7	11,4	12,8	58,6	..	..	..
Bengal and North-Western	324,9	326,2	28,48,4	71,7	78,0	4,25,8	†	†	†
Bombay, Baroda and Central India	16,0	126,9	*	5,3	125,0	*	4	6	*
Burma	16,6	16,6	2,53,8	189,6	189,6	8,83,4	124,6	124,6	14,67,7
Eastern Bengal	4,7	28,4	*	24,7	33,3	*	..	..	..
Jodhpur	4	18,2	1,46,1	1,1	7,9	43,1	..	..	
Madras and Southern Mahratta	10,2	28,0	*	36,1	58,4	*	166,0	166,2	*
Nizam's State	5	9,2	*	2,6	8,9	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	91,3	92,3	5,59,3	97,7	97,9	3,73,7	..	..	..
South Indian	23,2	24,5	*	26,6	35,8	*	8	8	*
Total	490,8	680,3		466,8	647,6		291,8	292,2	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	4	5,7	*	29,6	30,4	*	186,6	186,7	*
Bombay, Baroda and Central India	5	2,2	*	51,6	54,6	*	29,6	29,6	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2	3,2	*	1,6	3,3	*	..	..	..
North Western	9	7,9	*	1,7	3,5	*	18,3	18,3	*
South Indian	*Nil*	1	*	3	5	*	*Nil*	*Nil*	*Nil*
Total	2,0	19,1		84,8	92,3		234,5	234,6	
Total, 1935-36	871,6	1,524,6	1,58,30,1	1,352,6	1,890,1	87,88,5	3,662,4	3,954,3	1,29,90,0
Total, 1934-35	796,0	1,414,3	1,56,82,1	1,345,8	1,874,8	87,92,9	2,986,6	3,135,8	95,13,6
Increase	75,6	110,3	1,48,0	6,8	15,3	..	675,8	818,5	34,76,4
Decrease	..	..	..	..	..	4,4	..	..	..

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

Railways and the earnings therefrom for the year 1935-36 (In hundreds) —contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
67,0	86,0	9,70,6	1,4	8,0	2,16,1	4,0	5,5	1,61,3	Bengal Nagpur.
73,8	151,4	25,87,2	116,9	251,2	79,24,0	11,5	11,5	4,43,8	Bombay, Baroda and Central India.
10,6	27,1	3,69,2	5	2,2	22,2	12,5	47,9	8,96,9	Eastern Bengal.
209,6	397,8	40,78,1	17,8	49,7	12,61,5	1	14,9	6,22,3	East Indian.
279,2	501,9	61,58,4	159,1	257,0	85,24,5	29,7	29,9	9,58,9	Great Indian Peninsula.
113,0	222,9	49,73,8	20,6	32,9	11,22,0	24,3	24,3	8,23,0	Madras and Southern Mahratta.
69,7	98,0	12,91,2	1,2	8,9	7,16,0	*Nil*	8,1	1,75,0	Nizam's State.
388,8	427,2	39,41,1	356,3	395,8	1,46,48,5	39,4	39,6	24,32,9	North Western.
19,8	49,0	15,19,6	17,3	19,5	4,02,5	3,4	5,5	3,53,3	South Indian.
1,231,5	1,961,3		691,1	1,025,2		124,9	187,2		Total.
									3′ 3⅜″ GAUGE.
10,2	11,8	74,2	5	5	3,4	49,2	49,6	7,19,1	Assam Bengal.
140,5	147,2	8,40,0	†	†	†	1,5	9,9	2,60,1	Bengal and North Western.
88,6	210,7	*	82,0	144,5	*	3	2,1	*	Bombay, Baroda and Central India.
29,9	29,9	2,83,0	5,7	5,7	1,09,3	2,0	2,0	50,8	Burma.
40,5	47,0	*	4	5	*	..	45,3	*	Eastern Bengal.
58,5	66,5	5,93 2	38,0	46,7	6,14,5	*Nil*	2,8	1,18,6	Jodhpur.
218,5	259,8	*	31,5	41,1	*	10,4	10,4	*	Madras and Southern Mahratta.
104,1	109,3	*	38,4	39,1	*	6	9	*	Nizam's State.
13,3	13,8	66,7	3	1,0	3,4	..	1,8	26,1	Rohilkund and Kumaon.
139,7	174,3	*	15,9	22,2	*	10,3	10,3	*	South Indian.
843,8	1,070,3		212,7	301,3		74,3	135,1		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
15,4	17,3	*	9	1,4	*	..	8	*	Bengal Nagpur.
15,4	17,2	*	19,6	20,4	*	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
10,4	10,7	*	26,3	26,5	*	..	..	..	Great Indian Peninsula.
3,7	4,5	*	*Nil*	*Nil*	*	1	3	*	North Western.
2,4	3,1	*	*Nil*	*Nil*	*Nil*	*Nil*	1	*Nil*	South Indian.
47,3	52,8		46,8	48,3		1	1,2		Total.
2,122,6	3,084,4	2,77,46,3	950,6	1,374,8	3,55,67,9	199,3	323,5	80,42,1	Total, 1935-36.
2,271,4	3,357,5	2,98,47,9	875,7	1,293,4	3,21,21,0	183,7	281,7	68,36,2	Total, 1934-35.
..	..	..	74,9	8 4	34,46,9	15 6	41,8	12,05,9	Increase.
148,8	273,1	21,01,6	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

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

Railway.	II.—Heavy Merchandise—*concld.*								
	(15) Kerosine oil (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′ 3″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	27,6	30,8	6,48,8	..	..	..	4,221,1	4,601,2	2,28,71,7
Bombay, Baroda and Central India	10,6	10,6	2,58,0	2	4	52,3	999,4	1,625,4	2,84,14,7
Eastern Bengal	92,9	93,3	6,23,3	2,6	4,8	23,7	442,0	652,4	63,43,0
East Indian	3	52,3	11,91,1	26,7	27,1	2,46,6	2,077,4	3,223,4	2,37,75,9
Great Indian Peninsula	35,1	35,3	8,36,7	2,3	2,3	16,8	1,799,3	2,897,2	3,63,82,7
Madras and Southern Mahratta	34,2	34,2	7,29,8	..	..	..	675,5	1,107,0	1,95,43,1
Nizam's State	*Nil*	4,0	74,2	*Nil*	1	15,5	303,0	573,3	64,62,0
North Western	24,3	24,4	9,42,7	4,9	5,0	28,8	3,651,6	4,221,2	4,79,03,7
South Indian	9,1	10,8	4,41,3	*Nil*	*Nil*	*Nil*	383,9	611,3	1,11,76,7
Total	234,1	295,7		36,7	39,7		14,553,2	19,512,4	
3′ 3¾″ Gauge.									
Assam Bengal	36,6	37,7	4,30,5	..	..	..	346,4	388,6	26,48,6
Bengal and North Western	12,8	62,6	6,68,6	54,8	56,1	2,57,4	1,118,0	1,552,6	1,02,63,1
Bombay, Baroda and Central India	..	4,3	*	1,1	5,8	*	785,1	1,624,4	*
Burma	1,2	1,2	17,4	*Nil*	*Nil*	*Nil*	1,902,8	1,902,8	1,25,03,7
Eastern Bengal	..	31,8	*	1	1	*	317,5	592,2	*
Jodhpur	*Nil*	1,1	29,1	*Nil*	*Nil*	*Nil*	366,2	512,2	33,37,1
Madras and Southern Mahratta	20,0	20,6	*	..	..	..	776,5	1,160,6	*
Nizam's State	9	2,5	*	1,5	1,6	*	216,2	337,6	*
Rohilkund and Kumaon	..	3	6	..	..	..	296,4	341,0	15,91,9
South Indian	27,0	27,0	*	*Nil*	*Nil*	*Nil*	1,081,6	1,197,9	*
Total	98,5	189,1		57,5	63,6		7,206,7	9,609,9	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..		*	..	..	..	314,9	374,8	*
Bombay, Baroda and Central India	..	..	..	..	..	..	123,1	149,1	*
Eastern Bengal	..	..	..	..	..	..	..	1	*
Great Indian Peninsula	..	..	..	..	..	..	45,0	75,4	*
North Western	*Nil*	1	*	*Nil*	*Nil*	*Nil*	97,2	137,5	*
South Indian	*Nil*	3	*	*Nil*	*Nil*	*Nil*	7,9	18.7	*
Total	..	4,5		..	..		588,1	755,6	
Total, 1935-36	332,6	489,3	68,92,1	94,2	103,3	6,47,1	22,348,0	29,877,9	23,32,17,9
Total, 1934-35	319,9	454,6	62,27,4	61,4	71,4	4,67,2	21,746,1	29,357,0	23,18,16,3
Increase	12,7	34,7	6,64,7	32,8	31,9	1,79,9	601,9	520,9	14,01,6
Decrease	..	..	..	..	..	..	..	..	..

*Shown under

‡ In these totals consignments passing over two or more

†Not recorded

Railways and the earnings therefrom for the year 1935-36. (*In hundreds*)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			
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.
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 0″ Gauge.
3	6	10,2	17,8	84,5	17,29,6	56,9	69,2	3,30,7	Bengal Nagpur.
4,1	5,1	1,55,1	104,1	114,1	73,16,2	131,6	142,1	9,61,5	Bombay, Baroda and Central India.
6	2,2	26,7	26,0	27,8	6,76,4	27,7	35,8	1,67,9	Eastern Bengal.
6,7	7,5	89,6	80,8	108,4	23,09,8	134,9	164,1	6,64,8	East Indian.
3,7	5,1	54,8	133,4	195,9	48,59,9	136,2	160,4	9,96,4	Great Indian Peninsula.
2,1	3,3	1,94,6	27,0	63,5	16,71,7	17,1	41,0	4,59,9	Madras and Southern Mahratta.
1,7	2,1	47,8	2,7	16,8	4,25,5	11,5	15 1	1,19,2	Nizam's State.
93,9	95,2	8,13,5	69,3	118,5	33,38,6	105,3	152,8	7,33,1	North Western.
8,7	12,3	2,39,9	26,8	34,6	10,42,6	11,9	13,6	2,09,1	South Indian.
121,8	133,4		487,9	764,1		633,1	794,1		Total.
									3′ 3⅜″ Gauge.
6,3	6,3	96,2	2,3	9,6	1,04,6	10,6	11,3	37,4	Assam Bengal.
†	†	†	27,4	58,8	10,07,6	30,9	31,6	1,42,9	Bengal and North Western.
9,5	11,4	*	76,2	121,0	*	14,7	23,9	*	Bombay, Baroda and Central India.
12,6	12,6	77,2	17,0	17,0	4,27,9	98,5	98,5	5,26,7	Burma.
7	1,0	*	1,3	18,3	*	13,9	19,8	*	Eastern Bengal.
34,6	35,4	2,12,2	1,3	12,6	1,81,5	4,4	11,4	58,9	Jodhpur.
11,6	13,5	*	18,0	37,2	*	48,1	65,3	*	Madras and Southern Mahratta.
1,1	1,1	*	3,4	8,3	*	6,5	6,8	*	Nizam's State.
2	7	5,0	2,6	11,7	97,1	3,8	4,0	16,5	Rohilkund and Kumaon.
13,6	14,1	*	38,1	45,2	*	20,7	23,1	*	South Indian.
90,2	96,1		187,6	339,7		252,1	295,7		Total.
									2′ 6″ and 2′ 0″ Gauges.
1	1	*	2,3	6,9	*	3,8	4,8	*	Bengal Nagpur.
5	6	*	1	9	*	8	1,0	*	Bombay, Baroda and Central India.
..	..	..	..	1	*	..	..	..	Eastern Bengal.
1	1	*	8	2,5	*	1,5	3,9	*	Great Indian Peninsula.
Nil	1	*	1	3,6	*	2,6	5,5	*	North Western.
Nil	*Nil*	*Nil*	*Nil*	2	*	6	6	*	South Indian.
7	9		3,3	14,2		9,3	15,8		Total.
212,7	230,4	20,22,8	678,8	1,118,0	2,51,89,0	894,5	1,105,6	54,25,0	Total, 1935-36.
208,3	231,4	21,13,6	670,1	1,092,4	2,45,07,1	947,3	1,181,7	55,64,4	Total, 1934-35.
4,4	..	..	8,7	25,6	6,81,9	..	..	..	Increase.
..	1,0	90,8	..	..	..	52,8	76,1	1,39,4	Decrease.

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

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
5′ 6″ Gauge.	Tons	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	18,4	43,9	6,53,5	3,7	23,9	3,28,5	7,6	20,4	1,90,3
Bombay, Baroda and Central India	29,6	48,4	11,04,7	5,7	55,8	26,07,6	..	..	..
Eastern Bengal	95,5	117,3	7,63,3	12,4	17,7	3,50,0	287,2	612,9	83,82,4
East Indian	941,3	999,6	22,62,2	184,0	207,5	15,19,2	20,0	43,8	2,95,4
Great Indian Peninsula	86,7	123,4	13,00,1	25,5	123,0	14,49,1	..	..	..
Madras and Southern Mahratta	65,0	101,7	12,63,5	30,1	43,8	9,38,4	..	..	..
Nizam's State	1.7	11,7	2,16,8	7	4,4	1,32,3	*Nil*	1	1,1
North Western	239,3	392,0	22,74,6	179,8	256,0	26,55,5	1	3	3,9
South Indian	54,3	62,0	10,73,8	10,7	13,0	3,38,0	..	..	4
Total	1,531,8	1,900,0		452,6	745,1		314,9	6,77,5	
3′ 3½″ Gauge.									
Assam Bengal	22,3	28,0	1,74 1	5,4	13,3	68,2	156,8	160,2	6,79,4
Bengal and North Western	1,722,5	1,769,5	19,67,6	84,8	93,1	5,97,3	†	†	†
Bombay, Baroda and Central India	85,0	109,3	*	3,6	178,8	*	..	..	..
Burma	231,1	231,1	13,60,6	26,5	26,5	3,17,3	*Nil*	*Nil*	*Nil*
Eastern Bengal	71,7	108,9	*	5,1	39,0	*	378,7	400,8	*
Jodhpur	2,3	9,6	55,1	5	18,7	1,73,6	..	..	2
Madras and Southern Mahratta	37,2	43,9	*	65,0	72,8	*	..	..	..
Nizam's State	3,6	6,4	*	8,6	11,5	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	452,3	501,5	4,40,2	102,3	102,3	6,35,0	††	††	††
South Indian	110,5	132,5	*	23,0	26,9	*	*Nil*	*Nil*	*Nil*
Total	2,738,5	2,940,7		324,8	582,9		535,5	561,0	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	8	2,3	*	5	3,6	*	..	..	..
Bombay, Baroda and Central India	1,4	2,6	*	2	2,6	*	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2	3	*	9,5	12,5	*	..	..	..
North Western	15,7	17,3	*	1,2	4,7	*	*Nil*	*Nil*	*Nil*
South Indian	7	1,0	*	2	2	*	*Nil*	*Nil*	*Nil*
Total	18,8	23,5		11,6	23,6		..	..	
Total, 1935-36	4,289,1	4,864,2	1,49,10,1	789,0	1,351,6	1,21,10,0	850,4	1,238,5	95,53 1
Total 1934 35	3.746,6	4,288,6	1,36,08,2	772,7	1,304,3	1,16,16,8	995,3	1,483,2	1,24,44,9
Increase	542,5	575,6	13,01,9	16,3	47,3	4,93,2	..	..	..
Decrease	.	..	..	..		..	144,9	244,7	28,91,8

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

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

Merchandise—*contd.*

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
640,4	666,9	37,24,5	6,2	18,1	3,29,5	Bengal-Nagpur.
61,7	92,9	26,61,3	40,5	40,6	8,63,8	Bombay, Baroda and Central India.
37,1	111,7	8,77,1	63,7	65,1	7,00,0	Eastern Bengal.
220,1	461,3	60,83,8	8,5	53,4	9,52 8	East Indian.
120,4	271,6	35,50,2	54,2	54,8	12,19,9	Great Indian Peninsula.
49,7	119,5	17,51,0	33,2	33,3	6,57,6	Madras and Southern Mahratta.
3,6	25,5	3,86,9	4	5,0	1,14,9	Nizam's State.
134,1	208,1	44,40,1	40,6	40,7	10,41,6	North Western.
9,7	28,7	7,27,4	21,3	23,2	4,27,6	South Indian.
1,276,8	1,986,2		268,6	334,2		Total.
						3′ 3¾″ Gauge
19,3	29,1	3,32,1	80,3	83,8	10,94,1	Assam Bengal.
25,5	58,7	5,54,3	1,8	11,7	1,03,5	Bengal and North Western.
16,0	84,4	*	1,5	16,5	*	Bombay, Baroda and Central India.
26,5	26,5	3,38,5	25,1	25,1	3,26,9	Burma.
4,8	34,0	*	5,5	43,2	*	Eastern Bengal.
2,2	18,3	2,34,5	2	7,3	1,61,1	Jodhpur.
18,5	61,3	*	20,0	27,5	*	Madras and Southern Mahratta
3,2	14,5	*	7	5,0	*	Nizam's State.
3,3	11,1	66,7	2,6	5,9	32,1	Rohilkund and Kumaon.
30,2	44,5	*	17,3	20,8	*	South Indian.
149,5	382,4		155,0	246,8		Total.
						2′ 6″ and 2′ 0″ Gauges.
1,8	7,0	*	9	3,8	*	Bengal-Nagpur.
1,1	3,5	*	2	2,7	*	Bombay, Baroda and Central India.
..	1	*	..	..	..	Eastern Bengal.
9	3,8	*	2,6	4,9	*	Great Indian Peninsula.
6	4,3	*	1	2,2	*	North Western.
3	6	*	1	1,1	*	South Indian.
4,7	19,3		3,9	14,7		Total.
1,431,0	2,387,9	2,57,28,4	427,5	595,7	80,25,4	Total, 1935-36
1,341,0	2,266,3	2,34,18,8	496,6	687,3	90,20,2	Total, 1934-35.
90,0	121,6	23,09,6	..	..	..	Increase.
..	..	..	69,1	91,6	9,94.8	Decrease.

5′ 6″ gauge.

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

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

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,6	2,7	41,4	12,6	35,4	7,53,4
Bombay, Baroda and Central India	3,9	3,9	1,29,3	42,5	46,9	12,38,0
Eastern Bengal	1,2	1,4	31,9	12,6	25,4	6,83,7
East Indian	3,7	4,6	47,4	23,4	47,6	8,88,3
Great Indian Peninsula	4,7	5,4	1,25,7	9,3	42,7	9,35,8
Madras and Southern Mahratta	4,1	4,3	1,07,5	36,4	54,2	12,01,4
Nizam's State	5	8	25,6	1,6	7,5	2,18,6
North Western	5,1	5,2	2,12,8	27,2	38,1	7,85,6
South Indian	4,5	5,6	2,04,1	15,1	17,9	4,08,5
Total	30,3	33,9		180,7	315,7	
3′3½″ Gauge.						
Assam Bengal	2,9	2,9	39,2	2,0	9,0	1,26,7
Bengal and North Western	7	7	8,1	32,9	36,1	5,26,7
Bombay, Baroda and Central India	3,9	4,9	*	8,9	27,3	*
Burma	5,3	5,3	1,24,2	14,3	14,3	1,80,2
Eastern Bengal	7	1,2	*	20,3	33,8	*
Jodhpur	4	1,1	36,3	6	4,9	85,7
Madras and Southern Mahratta	3,1	3,6	*	21,6	27,3	*
Nizam's State	2	6	*	2,4	4,0	*
Rohilkund and Kumaon	5	5	3,1	2,6	4,0	37,1
South Indian	4,7	5,0	*	9,6	14,0	*
Total	22,4	25,8		115,2	174,7	
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	5	7	*	1,6	5 4	*
Bombay, Baroda and Central India	..	2	*	3	6	*
Eastern Bengal	..	..	..	..	3	*
Great Indian Peninsula	1	2	*	..	7	*
North Western	6	1,4	*	4	1,5	*
South Indian	*Nil*	1	*	*Nil*	7	*
Total	1,2	2,6		2,3	9.2	
Total, 1935-36	53,9	92,3	11,36,6	298 2	499.6	80 79 7
Total, 1934-35	60,5	91,5	20,31,5	302,4	512,7	81,75,6
Increase	..	..	..	..	..	..
Decrease	6,6	29,2	8,94,9	4,2	13,1	95,9

* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Raliway.
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.
76,1	134.6	22,01,6	25,1	26,2	89,1	867,7	1,126,4	1,03,82,3	Bengal-Nagpur.
79,6	120,9	31,20,5	35,8	44,5	2,32,2	539,1	715,2	2,03,90,2	Bombay, Baroda and Central India.
38,2	93,3	23,53,6	6,1	8,5	58,4	608,3	1,119,1	1,50,71,4	Eastern Bengal.
88,5	152,0	34,69,9	29,0	31,4	2,03,2	1,740,9	2,281,2	1,87,86,4	East Indian.
123,2	213,7	40,18,4	12,3	30,6	1,19,4	709,6	1,226,6	1,86,29,7	Great Indian Peninsula.
67,2	138,6	28,79,2	15,8	18,2	74,1	347,7	621,4	1,11,98,9	Madras and Southern Mahratta.
13,2	34,0	6,24,0	12,8	16,3	1,43,2	50,4	139,3	24,55,9	Nizam's State.
9',5	122,9	31,43,6	3,3	3,9	15,5	992,5	1,433,7	1,94,58,4	North Western.
90,7	125,5	27,67,2	12,6	23,5	2,61,8	266,3	359,9	77,00,4	South Indian,
671,2	1,135,5		152,8	203,1		6,122,5	9 022,8		Total.
									3′ 3⅜″ Gauge.
88,4	106,1	18,82,2	7,4	11,9	1,24,5	404,0	471,5	47,58,7	Assam Bengal.
63,0	81,2	9,63,6	6,7	8,9	50,2	1,996,2	2,150,3	59,21,8	Bengal and North Western.
34,6	88,9	*	5 6	8,8	*	259,5	675,2	*	Bombay, Baroda and Central India.
85,2	85,2	19,45,8	2,9	2,9	10,3	545,0	545,0	65,45,6	Burma.
35,1	98,3	*	2	7,1	*	538,0	805,4	*	Eastern Bengal.
4,3	16,6	1,93,3	2	2	4	51,0	136,1	13,92,8	Jodhpur.
70,9	113,6	*	2,4	4,4	*	316,4	470,4	*	Madras and Southern Mahratta.
10,6	20,5	*	8,9	9,0	*	49,2	87,7	*	Nizam's State.
5,5	9,6	71,8	6	8	3,3	576,3	652,1	14,07,9	Rohilkund and Kumaon.
92,1	128,5	*	24,8	43,1	*	384,6	497,7	*	South Indian.
489,7	748,5		59,7	97,1		5,120,2	6,491,4		Total.
									2′ 6″ and 2′ 0″ Gauges.
7,3	16,5	*	6	8	*	20,2	51,9	*	Bengal-Nagpur.
4,1	6,6	*	5,4	5,4	*	14,1	26,7	*	Bombay, Baroda and Central India.
2,4	2,5	*	..	..	*	2,4	3,0	*	Eastern Bengal.
4	4,2	*	..	5,5	*	16,1	38,6	*	Great Indian Peninsula.
3.9	6,5	*	1	2	*	25,3	47,3	*	North Western.
6,4	7,4	*	8	8	*	9,1	12,7	*	South Indian.
24,5	43,7		6,9	12,7		87,2	180,2		Total.
1,185,4	1,927,7	2,96,34,7	219,4	312,9	13,85,6	11,329,9	15,691,4	14,32,004	Total, 1935 36.
1,195,0	1,937,6	3,03,77,8	187,0	286,6	12,52 8	10,922.8	15,363,6	14,40 31,7	Total, 1934-35.
..	..	..	32,4	26 3	1,32.8	407,1	330.8	.	Increase.
9,6	9,9	7,43.1	..	..	..	..	..	9,31,3	Decrease.

6″ gauge.
uges or railways are considered as two or more separate consignments.

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

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,428,7	1,657,1	99,25,4	6,517,5	7,384,7	4,31,79,4	9	2,8	38,6
Bombay, Baroda and Central India.	743,9	972,0	1,37,19,6	2,282,4	3,312,6	6,25,24,5	1,2	1,6	72,9
Eastern Bengal	256,3	428,6	28,77,1	1,306,6	2,200,1	2,42,91,5	6,7	8,0	33,9
East Indian	1,990,4	2,566,8	2,02,18,3	5,808,7	8,071,4	6,27,80,6	36,3	60,3	4,67,6
Great Indian Peninsula	1,720,0	2,005,0	1,70,61,7	4,228,9	6,128,8	7,20,74,1	36,4	58,2	7,11,6
Madras and Southern Mahratta	309,5	574,0	78,93,8	1,332,7	2,302,4	3,86,35,8	1,7	5,4	69,1
Nizam's State	49,7	123,6	17,63,5	403,1	836,2	1,06,81,4	1,3	11,5	70,9
North Western	1,193,1	1,446,7	2,07,88,8	5,837,2	7,101,6	8,81,50,9	158,5	194,0	11,76,1
South Indian	240,7	291,0	54,76,5	890,9	1,262,2	2,43,53,6	5	1,9	30,7
Total	7,932,3	10,064,8		28,608,0	38,600,0		243,5	343,7	
3′ 3½″ Gauge.									
Assam Bengal	70,2	109,7	10,60,3	820,6	969,8	84,67,6	4	2,1	6,3
Bengal and North Western	250,3	454,2	30,15,7	3,364,5	4,157,1	1,92,00,6	4,7	4,7	23,0
Bombay, Baroda and Central India.	159,2	453,2	*	1,203,8	2,752,8	*	1,8	5,9	*
Burma	386,2	386,2	43,26,7	2,834,0	2,834,0	2,24,76,0	11,2	11,2	46,3
Eastern Bengal	56,7	139,6	*	912,2	1,537,2	*	2	2,5	*
Jodhpur	65,3	115,2	9,17,9	482,5	763,5	56,47,8	Nil	4	6,8
Madras and Southern Mahratta	222,7	341,5	*	1,315,6	1,972,5	*	2,4	4,6	*
Nizam's State	31,7	53,4	*	297,1	478,7	*	2,0	3,3	
Rohilkund and Kumaon	59,0	97,8	4,84,1	931,7	1,090,9	34,83,9	4,0	4,9	20,8
South Indian	184,0	252,9	*	1,650,2	1,948,5	*	2	1,6	*
Total	1,485,3	2,403,7		13,812,2	18,505,0		26,9	41,2	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	69,1	86,6	*	404,2	513,3	*	..	1	*
Bombay, Baroda and Central India.	15,8	23,8	*	153,0	199,6	*	..	..	..
Eastern Bengal	1	2	*	2,5	3,3	*	..	..	..
Great Indian Peninsula	2,2	9,2	*	63,3	123,2		..	.	..
North Western	43,9	85,4	*	166,4	270,2	*	4,9	18,0	*
South Indian	2,4	4,3	*	19,4	35,7	*	*Nil*	*Nil*	*Nil*
Total	133,5	209,5		808,8	1,145,3		4,9	18,1	
Total, 1935-36	9,551,1	12,678,0	10,95,29,4	43,229,0	58,250,3	48.59,47,7	275,3	403,0	27,74,6
Total, 1934-35	8,910,1	12,058,2	10,40,86,9	41,579,0	56,778,8	48,00,34,9	314,5	444,6	27,04,1
Increase	641,0	619,8	54,42,5	1,650,0	1,471,5	59,12,8	..	..	70,5
Decrease	..	..	..	..	..	..	39,2	41,6	..

* Shown under

† Includes 2,8 tons and Rs. 10,8 earnings for oil fuel

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36. (*In hundreds*)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			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.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
4,2	4,8	56,3	209,0	229,0	11,25,7	874,9	877,8	21,81,8	Bengal-Nagpur.
29,9	44,9	20,57,1	77,0	81,1	2,09,7	15,5	242,1	10,05,2	Bombay, Baroda and Central India.
2,3	2,4	80,3	205,8	213,6	4,49,1	3,1	271,6	7,50,2	Eastern Bengal.
21,6	35,9	14,30,3	1,435,0	1,456,2	19,09,7	†1,499,4	†1,499,4	†49,72,7	East Indian.
17,8	19,3	3,85,4	261,8	281,4	3,35,6	553,4	809,6	28,04,6	Great Indian Peninsula.
7,0	7,4	2,05,0	47,9	102,4	3,45,8	6	352,5	16,84,6	Madras and Southern Mahratta.
1	2	16,3	55,1	65,1	90,0	186,1	186,1	2,99,7	Nizam's State.
26,9	27,1	4,12,4	1,929,3	1,930,0	10,01,0	34,3	1,040,8	40,28,6	North Western.
1,3	2,1	79,8	185,5	186,4	90,1	2,2	135,6	7,30,9	South Indian.
111,1	144,1		4,406,4	4,545,2		3,169,5	5,415,5		Total.
									3′ 3¾″ Gauge.
1,3	1,4	32,6	165,1	169,1	1,30,9	10,2	90,6	1,55,5	Assam Bengal.
5,3	7,8	1,04,1	25,8	38,0	1,37,5	44,2	265,7	5,64,0	Bengal and North Western.
22,2	28,3	*	25,5	40,6	*	10.7	218,3	*	Bombay, Baroda and Central India.
8,4	8,4	3,01,3	42,6	42,6	27,6	208,6	208,6	5,61,7	Burma.
5	2,7	*	59,3	74,4	*	6,3	115,0	*	Eastern Bengal.
1,0	1,1	18,1	316,1	331,0	1,81,4	4,2	60,4	1,52,8	Jodhpur.
4,1	4,5	*	18,6	33,4	*	118,6	123,3	*	Madras and Southern Mahratta.
5	5	*	9,7	10,9	*	2	32,7	*	Nizam's State.
3	5	5,0	60,8	62,3	83,5	45,2	45,2	15,0	Rohilkund and Kumaon.
1,7	1,8	*	220,0	223,5	*	14,5	162,5	*	South Indian.
45,3	57,0		943,5	1,025,8		462,7	1,322,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	..	25,1	25,2	*	44,8	47,2	*	Bengal-Nagpur.
..	..	..	6,9	7,4	*	5	1,0	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
3	4	*	17,3	18,0	*	16,2	16,2	*	North Western.
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	1	1	*	South Indian.
3	4		49,3	50,6		61,6	64,5		Total
156,7	201,5	51,84,0	5,399,2	5,621,6	61,17,6	3,693,8	6,802,3	1,99,07,3	Total, 1935-36
157,0	198,7	50,08,8	5,067,2	5,259,6	53,40,2	3,834,6	6,895,5	2,07,70,2	Total, 1934-35.
..	2,8	1,75,2	332,0	362,0	7,77,4	..	..	..	Increase.
3	..	..	..	..	..	140,8	93,2	8,62,9	Decrease.

5′ 6″ gauge.
for Home Line Revenue Account.
gauges or railways are considered as two or more separate consignments

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1935-36. (In hundreds)*—concld.

Railway.	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.					
	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.
138	139	140	141	142	143	144	145	146	147
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	813,4	826,1	4,47,2	1,688,3	1,703,9	26,29,0	14,862,3	16,432,0	6,49,12,5
Bombay, Baroda and Central India.	304,2	309,8	4,23,2	319,7	551,9	14,28,4	2,829,4	4,945,5	7,11,31,7
Eastern Bengal	594,8	640,3	8,62,2	597,9	911,9	16,12,4	2,151,9	4,664,5	2,95,68,4
East Indian	1,410,3	1,499,1	13,29,9	2,903,7	2,998,5	63,02,6	20,432,3	24,134,5	12,53,66,7
Great Indian Peninsula	873.2	873,2	5,28,6	1,426,6	1,682,8	33,33,2	7,000,6	10,250,3	8,50,23,0
Madras and Southern Mahratta	243,7	245,4	3,07,4	244.3	597,9	19,92,0	1,781,4	3,643.4	4,47,37,7
Nizam's State	58,1	58,5	82,3	244,2	244,6	3,82,0	1,330,9	1,817,5	1,36,59,6
North Western	1,831,4	1,884,8	11,61,6	1,865.7	2,925,6	51,90,2	10,308,8	13,714,7	10,10,92,6
South Indian	447,4	452,4	3,39,0	449,6	588,0	10,69,9	1,582,0	2,105,2	2,61,68,7
Total	6,576,5	6,789.6		9,746,0	12,205,1		62,279,6	81,707,6	
3′ 3¾″ GAUGE.									
Assam Bengal	227,8	235,9	2,42,3	238,0	326,5	3,97,8	1,258,3	1,593,1	94,52,5
Bengal and North Western	283,8	303,0	3,36,5	328,0	568,7	9,00,5	3,836,1	5,220,0	2,15,92,6
Bombay, Baroda and Central India.	175,3	190,2	*	186,0	408,5	*	1,510,2	3,693,1	*
Burma	750,8	750,8	4,89,0	959,4	959,4	10,50,7	3,983,3	3,983,3	2,49,29,0
Eastern Bengal	183,8	200,6	*	190,1	315,6	*	1,167,7	2,292.2	*
Jodhpur	150.9	154,2	69,2	155,1	214,6	2,22,0	969,8	1,358,0	62,42,4
Madras and Southern Mahratta	128,4	135,0	*	247.0	258,3	*	1,683,5	2,414,9	*
Nizam's State	110,1	111,0	*	110,3	143,7	*	432,1	681,1	*
Rohilkund and Kumaon	67,4	67,4	38.0	112,6	112,6	53,0	1,315,1	1,502,1	40,57,1
South Indian	1,037.7	1,052,4	*	1,052,2	1,214,9	*	3,046,6	3,515,8	*
Total	3,116,0	3,200,5		3,578.7	4,522,8		19,202,7	26,253,6	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	100.7	108,9	*	151,5	156,1	*	642.7	784,9	*
Bombay, Baroda and Central India.	19,8	20,4	*	20,3	21,4	*	208,4	263,6	*
Eastern Bengal	1	1	*	1	1	*	2,6	3,4	*
Great Indian Peninsula	13,3	13,3	*	13,3	13,3	*	77,3	149,8	*
North Western	21,6	28,1	*	37,8	44.3	*	298,4	445,7	*
South Indian	2,2	2,7	*	2,3	2,8	*	27,2	44,0	*
Total	163,7	173,5		225,3	238,0		1,256,6	1,691,4	
Total, 1935-36	9,853,2	10,163,6	66,56,4	13,550,0	16,965,9	2,65,63,7	82,738,9	109,652,6	62,79,34 5
Total, 1934-35	9,562,3	9,794,9	66,90,9	13,386,9	16,690.4	2,74,61,1	80,651,4	107,345,4	62,39,95,8
Increase	303,9	368,7	..	163,1	275,5	..	2,087,5	2,307,2	39,38,7
Decrease	..	..	34,5	..	..	8,97,4	..	..	..

* Shown under 5′ 6″ gauge.

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

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1935-36.

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).—Subordinate supervising staff.			*A. I (3).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	8,44,850	316·2	1·49	6,01,959	225·3	1·06	6,21,170	232·5	1·09
Bombay, Baroda and Central India	3,47,770	207·5	0·93	3,48,336	207·8	0·93	3,97,055	236·9	1·06
Eastern Bengal	3,13,806	229·4	1·01	2,45,584	179·6	0·79	2,91,684	213·3	0·94
East Indian	9,68,494	149·9	0·82	11,17,723	173·0	0·95	9,56,941	148·1	0·81
Great Indian Peninsula	9,28,957	201·3	1·01	7,51,531	162·9	0·82	7,64,889	165·8	0·83
Madras and Southern Mahratta	3,02,535	199·0	1·17	2,05,180	135·0	0·79	2,42,329	159·4	0·93
Nizam's State	1,15,040	194·4	1·64	87,187	147·3	1·25	74,343	125·6	1·06
North Western	10,75,923	132·9	0·94	12,87,791	159·1	1·13	8,72,639	107·8	0·77
South Indian	1,48,872	191·4	1·47	1,07,626	138·4	1·06	1,02,775	132·1	1·01
3′ 3½″ Gauge.									
Assam-Bengal	2,67,425	304·2	1·92	1,50,545	171·3	1·08	1,48,304	168·7	1·06
Bengal and North Western	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,02,043	187·8	1·08	2,99,595	186·3	1·07	3,14,946	195·9	1·12
Burma	4,00,378	219·2	1·41	3,98,278	218·1	1·41	3,26,274	178·7	1·15
Eastern Bengal	1,26,793	126·9	0·87	99,228	99·3	0·68	1,17,853	117·9	0·81
Jodhpur	82,358	115·8	1·29	41,566	58·5	0·65	46,416	65·3	0·72
Madras and Southern Mahratta	2,82,510	162·6	1·47	2,34,666	135·0	1·22	1,84,431	106·1	0·96
Nizam's State	1,07,274	238·4	2·10	66,527	147·8	1·30	57,902	128·7	1·13
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian	4,04,573	230·2	1·73	3,00,652	171·0	1·29	2,87,653	163·6	1·23
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	67,930	114·1	1·66	87,782	147·5	2·15	51,720	86·9	1·27
Bombay, Baroda and Central India	11,511	85·6	1·45	17,490	130·0	2·20	1,479	11·0	0·19
Eastern Bengal	1,275	48·1	1·07	999	37·7	0·84	1,185	44·7	0·99
Great Indian Peninsula	4,562	30·1	0·98	7,737	51·0	1·66	4,565	30·1	0·98
North Western	1,03,571	178·9	1·65	1,04,449	180·4	1·66	83,709	144·6	1·33
South Indian	21,517	351·4	5·69	8,594	140·4	2·27	14,154	231·2	3·75

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

Class I Railways for the year 1935-36.

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.

STRUCTURAL WORKS.

A.I.—Administration—Total.			A.II-1(a)—Track—Ordinary repairs and maintenance.			†A. II-1 (b) and A. II (3).—Bridges, tunnels and conservancy of rivers. *A. II-1(c).—Bridges—ordinary repairs and maintenance.			*A. II-1 (d).—Service buildings, ordinary repairs and maintenance.			Railway.
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.	Total amount	†Per mile of track including sidings. *Per 100 lineal feet of opening per track.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of 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	23
Rs.	Rs		Rs.	Rs.		Rs.	Rs.		Rs	Rs.		5′ 6″ Gauge.
22,28,301	*834·1	3·92	28,12,269	*1,052·7	4·94	*4,52,604	*246·4	0·80	3,73,724	7·46	0·66	B. N.
12,00,202	*716·0	3·20	16,88,740	*1,007·5	4·50	*1,13,289	*83·7	0·30	1,78,986	‡	0·48	B. B. & C. I
10,42,809	*762·5	3·37	14,35,009	*1,049·2	4·63	*93,740	*141·6	0·30	1,96,323	3·92	0·64	E. B.
35,70,378	*552·7	3·03	50,29,891	*778·7	4·26	*¶4,20,675	*97·4	0·36	10,09,370	6·61	0·86	E. I.
26,79,371	*580·6	2·92	39,96,179	*866·0	4·35	*1,54,672	*67·0	0·17	3,75,596	3·07	0·41	G. I. P.
9,32,075	*613·2	3·59	12,87,560	*847·1	4·96	*87,002	*76·4	0·34	1,32,143	1·32	0·51	M. & S. M.
3,06,115	*517·3	4·38	5,69,726	*962·7	8·14	*¶10,733	*34·0	0·16	(b) 21,863	‡	0 31	N. S.
37,42,604	*462·4	3·28	57,12,080	*705·8	5·01	*2,66,630	*69·0	0·23	6,09,289	3·61	0·54	N. W.
3,91,789	*503·6	3·86	4,27,653	*549·7	4·21	*¶52,821	*109·0	0·52	46,785	3·75	0·46	S. I.
												3′ 3¾″ Gauge.
6,09,660	*693·6	4·37	11,96,400	*1,361·1	8·57	*1,16,556	*143·0	0·84	1,17,946	‡	1·06	A. B.
6,10,928	(e) †229·8	3·65	21,00,003	(f) †790·0	12·6	†2,46,581	(i) †92·8	1·47	1,95,303	‡	1·17	B. & N. W.
9,85,044	*612·6	3·52	14,27,447	*887·8	5·09	*55,465	*54·7	0·20	1,64,452	4·66	0·59	B. B. & C. I.
13,50,491	*739·5	4·77	20,70,302	*1,133·7	7·30	*1,37,439	*110·5	0·49	1,08,282	3·02	0·38	Burma.
4,10,567	*410·8	2·82	8,79,130	*879·6	6·03	*61,311	*93·2	0·42	75 118	5·99	0·51	E. B.
1,81,137	*254·8	2·83	(a) 4,72,635	*664·8	7·37	(a) *¶19,964	*98·4	0·31	(a) 17,206	2·03	0·27	Jodhpur.
8,81,292	*507·1	4·59	16,48,111	*948·4	8·59	*64,079	*51·1	0·33	73,051	1·24	0·38	M. & S. M
2,56,540	*570·0	5·02	5,07,568	*1,127·8	9·93	*¶10,348	*33·4	0·20	(b) 20,303	‡	0·40	N. S.
1,06,751	(g) †155·6	3·37	2,75,288	(h) †401·1	8·70	†54,535	(j)†79·5	1·70	‡	‡	‡	R. & K.
10,78,977	*613·8	4·62	10,99,883	*625·7	4·71	*¶92,662	*70·4	0·40	1,64,345	3·52	0·70	S. I.
												2′ 6″ & 2′ 0 Gauges.
2,19,278	*368·4	5·37	4,91,766	*826·2	12·0	*27,960	*59·6	0·68	26,460	6·84	0·65	B. N.
31,726	*235·9	3·99	1,10,292	*820·2	13·9	*12,345	‡	1·55	1,465	‡	0·18	B. B. & C. I
4,130	*155·9	3·46	13,382	*505·0	11·2	*147	*32·1	0·12	466	2·06	0·39	E. B.
18,041	*118·9	3·88	87,092	*574·0	18·7	*2,131	*16·3	0·46	2,012	2·05	0·43	G. I. P.
3,45,765	*597·2	5·50	4,94,058	*853·3	7·87	*25,255	*43·6	0·40	40,010	6·26	0·64	N. W.
47,834	*781·2	12·7	38,734	*632·6	10·3	*¶1,144	*42·8	0·30	1,878	7·53	0·50	S. I.

‡ Information not available.
¶ Includes expenditure on tunnels.
(a) Includes the freight of stores pertaining to this head, booked in accounts under the head A-II-6 (a) "Carriage of Revenue Stores."
(b) Includes expenditure on a/c of "Electric wiring installation and equipment," in these buildings since transferred from "A-II (1) Structural works" to "A-II (3) Equipment."

	Per mile of line maintained. Rs.	Per train mile. As.
(e)	289·5	1·11
(f)	995·1	3·8
(g)	187·0	0·96
(h)	482·3	2·47
(i)	116·9	0·45

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. II 1 (*f*).—RESIDENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (*b*), (*e*), (*g*), (*h*), AND (*i*).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.		*A. II 1—ALL ITEMS, TOTAL. ORDINARY REPAIRS AND MAINTENANCE—EXCLUDING CREDITS.		
	Total amount.	Per 100 square feet of plinth area per floor.	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 equated track mile.	Percentage of total working expenses under Abstracts A to G.
24	25	26	27	28	29	30	31	32
5′ 6″ GAUGE.	Rs.	Rs.		Rs.		Rs.	Rs.	
Bengal Nagpur	8,22,016	8·79	1·44	¶1,29,225	¶0·23	¶45,89,838	¶1,718·0	¶8·07
Bombay, Baroda and Central India	1,67,968	‡	0·45	15,922	0·04	21,64,905	1,291·5	5·77
Eastern Bengal	2,82,201	5·38	0·91	2,31,690	0·75	22,38,963	1,637·0	7·23
East Indian	(*c*) 9,45,813	3·86	0·80	(*a*)(*h*) 3,15,168	0·27	¶77,20,917	¶1,195·3	¶6·54
Great Indian Peninsula	4,60,285	3·96	0·50	¶ 2,69,522	¶ 0·29	¶52,56,254	¶1,139·0	¶5·73
Madras and Southern Mahratta	1,18,184	1·18	0·45	83,162	0·32	17,08,051	1,123·7	6·58
Nizam's State	(*i*) 69,228	‡	0·99	(*h*) ¶ 22,726	¶ 0·32	(*i*) ¶6,94,276	¶1,173·2	¶9·92
North Western	8,30,201	2·97	0·73	9,26,506	0·81	83,44,706	1,031·1	7·32
South Indian	48,343	3·02	0·48	(*h*) ¶4,028	¶0·04	¶5,79,630	¶745·1	¶5·71
3′ 3⅜″ GAUGE.								
Assam-Bengal	2,50,251	‡	1·79	78,342	0·56	17,89,495	2,035·8	12·8
Bengal and North Western	1,40,558	‡	0·84	1,91,583	1·15	§34,813	§ (*m*)	§ 0·21
Bombay, Baroda and Central India	2,04,736	3·12	0·73	1,34,462	0·48	19,86,562	1,235·5	7·09
Burma	1,86,586	3·81	0·66	45,634	0·16	25,48,243	1,395·5	8·99
Eastern Bengal	1,26,218	7·57	0·87	1,37,377	0·94	12,79,154	1,279 8	8·77
Jodhpur	(*d*) 34,871	2·58	0·54	(*h*) ¶11,955	¶0·19	(*d*) ¶5,56,631	¶782·9	¶8·68
Madras and Southern Mahratta	84,454	1·43	0·44	59,175	0·31	19,28,870	1,109·9	10·1
Nizam's State	(*i*) 59,499	‡	1·16	(*h*) ¶31,651	¶0·62	(*i*) ¶6,29,369	¶1,398·4	¶12·3
Rohilkund and Kumaon	‡	‡	‡	(*b*)70,828	2·24	§6,345	§(*n*)	§ 0·20
South Indian	1,58,387	3·15	0·68	(*h*) ¶34,453	¶ 0·14	¶15,49,730	¶881·6	¶6·63
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	33,367	5·29	0·82	¶7,889	¶ 0·19	¶5,87,442	¶887·0	¶14·37
Bombay, Baroda and Central India	1,237	‡	0·16	568	0·07	1,25,907	936·3	15·8
Eastern Bengal	434	1·62	0·36	1,009	0·85	15,438	582·6	12·9
Great Indian Peninsula	2,670	1·69	0·57	¶4,030	¶ 0·87	¶97,935	¶645·5	¶21·1
North Western	50,118	3·39	0·80	53,505	0·85	6,62,946	1,145·0	10·6
South Indian	1,309	3·31	0·35	(*h*) ¶829	¶0·22	¶43,894	¶716·9	¶11·6

(*a*) Represents expenditure on shore connections at Ferries and Miscellaneous.
(*b*) Represents other structural works —A.-II 1 (c) to (g) according to the form prior to 1931-32.
(*c*) Includes expenditure incurred on Electric Power stations and sub-stations.
(*d*) Includes the freight of stores pertainning to this head, booked in a/cs under the head "A-II (*a*)—Carriage of Revenue Stores."
(*i*) Includes expenditure on a/c of "Electric wiring installation and equipment in buildings" since transferred from "A-II (1) structural works" to "A-II (3) Equipment."
§ Represents equipment—A-II 2 according to the form prior to 1931-32.
¶ Previously the figures exhibited under this head pertained to entire head "A. II" instead of "A. II (1)" only.
(*h*) Excludes expenditure on 'Tunnels' included under 'Bridges' A-II-I (C).

Class I Railways for the year 1935-36—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.

STRUCTURAL WORKS—*contd.*

*A.II 2—Special repairs and maintenance (excluding credits).		*A II 3 (*d*).—Signals and Interlocking—Ordinary repairs and maintenance. (Equipment).			A. II—Total repairs and maintenance (excluding credits).			Railway
Total amount.	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.	†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
Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Guage.
11,31,986	1·99	8,61,152	102·0	1·51	62,71,790	*2,347·6	11·0	Bengal Nagpur.
1,40,368	0·37	2,94,543	33·2	0·79	29,51,913	*1,761·1	7·86	Bombay, Baroda and Central India.
4,37,818	1·41	4,35,957	68·8	1·41	40,71,513	*2,976·9	13·1	Eastern Bengal.
‡	‡	5,64,357	29·7	0·48	99,59,300	*1,541·8	8·43	East Indian.
9,75,951	1·06	5,08,980	39·3	0·56	77,92,484	*1,688·6	8·49	Great Indian Peninsula.
19,455	0·07	1,56,113	22·8	0·60	22,96,497	*1,510·8	8·85	Madras and Southern Mahratta.
‡	‡	20,848	18·6	0·30	8,05,192	*1,360·6	11·5	Nizam's State
13,39,831	1·18	5,73,542	29·8	0·50	1,20,04,607	*1,483·3	10·5	North Western.
2,61,541	2·58	30,184	13·6	0·30	9,97,779	*1,282·6	9·83	South Indian.
								3′ 3½″ Guage.
—728	—0·00	65,261	89·6	0·47	23,34,110	*2,655·3	16·7	Assam Bengal.
6,56,498	3·92	‡	‡	‡	39,01,400	†1,467·7 (e)	23·3	Bengal and North Western.
1,54,838	0·55	1,61,138	27·5	0·58	23,02,538	*1,432·0	8·22	Bombay, Baroda and Central India.
3,42,070	1·20	1,58,638	64·8	0·56	37,88,581	*2,074·6	13·3	Burma.
2,51,249	1·72	8,717	2·68	0·06	16,55,861	*1,656·7	11·4	Eastern Bengal.
..	..	8,856	5·47	0·14	7,10,411	*999·2	11·1	Jodhpur.
1,45,626	0·76	1,19,136	29·4	0·62	25,14,169	*1,446·7	13·1	Madras and Southern Mahratta.
‡	‡	21,526	26·0	0·42	7,17,391	*1,594·0	14·0	Nizam's State.
‡	‡	‡	‡	‡	4,69,819	†684·6 (g)	14·9	Rohilkund and Kumaon.
4,26,455	1·82	99,510	19·8	0·43	23,65,894	*1,345·9	10·1	South Indian.
								2′ 6″ and 2′ 0″ Guages.
27,342	0·67	14,676	203·8	0·36	6,78,682	*1,140·3	16·6	Bengal Nagpur.
483	0·06	..	..	..	1,42,467	*1,059·5	17·9	Bombay, Baroda and Central India.
..	..	674	11·6	0·56	16,656	*628·5	14·0	Eastern Bengal.
150	0·03	506	1·94	0·11	1,07,650	*709·5	23·2	Great Indian Peninsula.
1,34,361	2·14	6,891	7·80	0·11	8,54,343	*1,475·5	13·6	North Western.
—24	—0·01	2,310	85·6	0·61	52,508	*857·6	13·9	South Indian.

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
‡ Information not available.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
Rs.	Rs.	As.
(*m*) 16·5	13·1	0·06
(*n*) 11·1	9·25	0·06
(*e*) 1,848·8	..	7·11
(*g*) 823·1		4·22

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 A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—*** (TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(a).	
	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 engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
42	43	44	45	46	47	48	49	50	51	52
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	(b) 85,00,091	*3,181·7	14·9	14,58,428	1·27	0·16	1·77	2·56	15,98,882	1·39
Bombay, Baroda and Central India.	41,52,115	*2,477·1	11·1	5,83,955	1·20	0·15	1·48	1·56	9,10,564	1·87
Eastern Bengal	51,14,322	*3,739·3	16·5	7,46,930	1·28	0·22	1·66	2·41	6,27,814	1·12
East Indian	1,35,29,678	*2,094·5	11·5	31,07,869	1·27	0·15	1·66	2·63	35,52,873	1·46
Great Indian Peninsula	1,04,71,855	*2,269·2	11·4	16,28,911	1·32	0·16	1·58	1·78	19,83,961	1·62
Madras and Southern Mahratta	(a) 32,28,572	*2,123·9	12·4	6,00,972	1·24	0·16	1·48	2·32	7,00,149	1·44
Nizam's State	11,11,307	*1,877·8	16·0	1,81,510	1·28	0·17	1·66	2·59	1,75,350	1·28
North Western	(a) 1,57,47,211	*1,945·8	13·8	20,60,226	1·16	0·16	1·44	1·81	33,61,330	1·90
outh Indian	(a) 14,53,505	*1,868·4	14·3	2,54,515	0·99	0·19	1·13	2·50	3,32,765	1·29
3′ 3½″ GAUGE.										
Assam-Bengal	29,43,770	*3,348·9	21·1	3,23,721	1·08	0·28	1·33	2·32	3,11,563	1·04
Bengal and North Western	§45,12,328	(f) †1,697·5	27·0	3,27,750	0·48	0·13	0·60	1·96	**	**
Bombay, Baroda and Central India.	32,87,582	*2,044·6	11·7	9,76,461	1·60	0·35	1·94	3·48	8,61,779	1·41
Burma	51,39,072	*2,814·1	18·1	8,84,871	1·52	0·36	1·86	3·12	6,36,718	1·09
Eastern Bengal	20,66,428	*2,067·5	14·2	3,08,283	0·96	0·21	1·16	2·11	2,55,606	0·80
Jodhpur	8,91,548	*1,254·0	13·9	1,31,661	0·82	0·19	1·02	2·05	1,96,892	1·22
Madras and Southern Mahratta	(a) 33,95,461	*1,953·8	17·7	4,38,409	0·85	0·22	1·00	2·29	5,34,426	1·04
Nizam's State	9,73,931	*2,164·0	19·1	1,38,699	1·28	0·32	1·53	2·71	1,30,694	1·28
Rohilkund and Kumaon	‡5,76,570	(i) †840·1	18·2	84,564	0·60	0·20	0·76	2·66	**	**
South Indian	(a) 36,16,141	*2,057·1	15·5	5,72,090	0·93	0·28	1·03	2·45	6,53,579	1·07
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal-Nagpur	(b) 8,97,960	*1,508·7	22·0	1,14,829	0·85	0·35	1·07	2·81	1,64,515	1·22
Bombay, Baroda and Central India.	1,74,193	*1,295·4	21·9	8,435	0·30	0·22	0·33	1·06	41,174	1·47
Eastern Bengal	20,786	*784·4	17·4	1,410	0·16	0·23	0·20	1·18	4,351	0·64
Great Indian Peninsula	1,25,691	*828·4	27·0	2,362	0·07	0·04	0·08	0·51	27,704	0·87
North Western	(a) 12,(0,108	*2,072·7	19·1	1,12,196	1·35	0·70	1·61	1·79	2,23,970	2·70
South Indian	(a) 1,05,953	*1,730·4	28·0	10,786	0·99	0·64	1·04	2·86	15,603	1·44

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

* 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.
Rs.		As.
(f) 2,138·3	..	(f) 8·22
(i) 1,010·1	..	(i) 5·18

‡ Exclusive of value of stores returned to stock Rs. 668.

** Included under workshop repairs.

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

§ Includes Replacement and Renewals taken in the respective preceding detailed heads.

(b) Does not include Rs. 1,53,088 (B. G. Rs. 1,42,149 and N. G. Rs. 10,939) on a/c of, non-wasting assets' accounted for under Replacement and Renewals'.

Class I Railways for the year 1935-36—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 LOCOMOTIVE POWER.

Running Repairs—[B. II.-1 (a)].			Locomotives—(b) Workshop Repairs [B.-II.-1 (b)]					Railway.
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 expenses under Abstracts A to G.	
53	54	55	56	57	58	59	60	61
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·17	1·94	2·81	32,15,356	2·81	0·35	3·89	5·65	B. N.
0·23	2·31	2·43	13,98,230	2·87	0·35	3·54	3·72	B. B. & C. I.
0·18	1·39	2·03	13,74,530	2·56	0·40	3·04	4·44	E. B.
0·17	1·90	3·01	42,80,342	1·76	0·21	2·29	3·63	E. I.
0·21	1·93	2·16	26,59,063	2·16	0·28	2·58	2·89	G. I. P.
0·19	1·72	2·69	14,38,260	2·97	0·39	3·54	5·55	M. & S. M.
0·17	1·60	2·51	3,51,647	2·56	0·33	3·22	5·03	N. S.
0·27	2·35	2·95	34,09,936	1·92	0·27	2·38	2·99	N. W.
0·24	1·47	3·28	4,66,625	1·81	0·34	2·07	4·60	S. I.
								3′ 3¾″ Gauge.
0·27	1·28	2·23	3,77,298	1·26	0·32	1·55	2·71	A. B.
**	**	**	††15,15 697	††2·24	††0·59	††2·76	††9·06	B. & N. W.
0·31	1·71	3·08	15,38,428	2·52	0·56	3·05	5·49	B. B. & C. I.
0·26	1·34	2·25	7,10,996	1·22	0·28	1·50	2·51	Burma.
0·18	0·96	1·75	5,19,538	1·60	0·36	1·96	3·57	E. B.
0·28	1·54	3·07	1,77,289	1·10	0·26	1·38	2·77	Jodhpur.
0·27	1·22	2·78	9,14,317	1·77	0·46	2·08	4·76	M. & S. M.
0·31	1·44	2·56	2,61,152	2·40	0·61	2·88	5·11	N. S.
**	**	**	‡2,39,588	‡1·72	‡0·55	‡2·15	‡7·59	R. & K.
0·32	1·18	2·80	8,35,475	1·36	0·40	1·51	3·57	S. I.
								2′ 6″ & 2′ 0″ Gauges.
0·51	1·53	4·03	2,39,698	1·77	0·74	2·23	5·87	B. N.
1·06	1·63	5·18	55,141	1·97	1·43	2·18	6·93	B. B. & C. I.
0·72	0·63	3·64	5,247	0·80	0·87	0·76	4·39	E. B.
0·49	0·94	5·96	40,963	1·28	0·73	1·40	8·81	G. I. P.
1·39	3·22	3·57	1,10,227	1·33	0·68	1·59	1·75	N. W.
0·92	1·51	4·13	14,331	1·32	0·84	1·38	3·79	S. I.

†† Includes running Repairs and Renewals.
‡ Includes running repairs.

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.	EQUIPMENT (B. II. 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses. under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
62	63	64	65	66	67	68	69	70
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	6,75,216	0·59	0·07	0·82	1·19	54,94,408	4·80	0·59
Bombay, Baroda and Central India	1,45,253	0·30	0·04	0·37	0·39	24,54,316	5·04	0·62
Eastern Bengal	2,77,988	0·48	0·08	0·62	0·89	22,86,262	4·16	0·66
East Indian	6,76,159	0·27	0·03	0·36	0·57	87,65,854	3·60	0·42
Great Indian Peninsula	3,31,061	0·27	0·03	0·32	0·36	50,69,304	4·12	0·53
Madras and Southern Mahratta	3,88,169	0·80	0·10	0·95	1·49	25,30,939	5·22	0·68
Nizam's State	22,800	0·16	0·02	0·21	0·32	5,51,141	4·00	0·52
North Western	6,33,973	0·36	0·05	0·44	0·55	75,35,994	4·25	0·60
South Indian	6,704	0·02	0·00	0·03	0·07	8,05,813	3·12	0·58
3′ 3½″ GAUGE.								
Assam-Bengal	91,130	0·30	0·08	0·37	0·65	7,80,078	2·60	0·67
Bengal and North-Western	51,201	0·00	0·02	0·09	0·31	*15,68,514	*2·24	*0·61
Bombay, Baroda and Central India	2,66,742	0·44	0·10	0·53	0·95	26,65,969	4·37	0·97
Burma	67,837	0·12	0·03	0·14	0·24	14,19,852	2·44	0·57
Eastern Bengal	1,34,083	0·48	0·09	0·50	0·92	9,11,182	2·88	0·63
Jodhpur	7,996	0·05	0·01	0·06	0·13	3,88,867	2·41	0·56
Madras and Southern Mahratta	1,21,696	0·24	0·06	0·28	0·64	15,76,691	3·06	0·80
Nizam's State	13,899	0·16	0·03	0·16	0·27	4,07,090	3·84	0·95
Rohilkund and Kumaon	16,474	0·12	0·04	0·15	0·52	2,56,062	1·84	0·59
South Indian	1,10,752	0·18	0·06	0·20	0·47	16,06,284	2·62	0·78
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	16,543	0·12	0·05	0·15	0·40	4,20,768	3·11	1·30
Bombay, Baroda and Central India	65	0·00	0·00	0·00	0·01	1,16,980	4·18	3·02
Eastern Bengal	209	0·00	0·04	0·03	0·18	9,807	1·44	1·63
Great Indian Peninsula	303	0·01	0·01	0·01	0·07	68,970	2·16	1·23
North-Western	34,376	0·41	0·21	0·49	0·55	3,70,947	4·47	2·30
South Indian	215	0·02	0·01	0·02	0·06	30,149	2·78	1·77

* Includes Replacements

Class I Railways for the year 1935-36—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.

POWER—*contd.*

Maintenance—(B-II).		Running Staff—(B.-III-1).					Fuel—(B.III-2).					Railway.
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.	
71	72	73	74	75	76	77	78	79	80	81	82	83
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5' 6" Gauge.
6·66	9·66	32,66,644	2·85	0·35	3·96	5·74	42,97,849	3·75	0·47	5·21	7·55	B. N.
6·22	6·54	21,76,791	4·47	0·55	5·52	5·80	37,56,145	7·71	0·96	9·53	10·0	B. B. & C.I.
5·06	7·38	13,27,912	2·40	0·39	2·94	4·29	23,61,988	4·16	0·69	5·23	7·62	E. B.
4·69	7·43	62,52,337	2·55	0·30	3·35	5·30	90,76,852	3·72	0·44	4·85	7·69	E. I.
4·92	5·52	48,96,872	3·98	0·51	4·76	5·33	76,33,717	6·21	0·80	7·42	8·32	G. I. P.
6·22	9·75	14,91,325	3·08	0·40	3·67	5·75	34,74,558	7·18	0·94	8·54	13·4	M. & S. M.
5·04	7·88	3,57,337	2·56	0·34	3·27	5·11	4,67,397	3·36	0·43	4·27	6·68	N. S.
5·27	6·61	55,30,922	3·12	0·43	3·86	4·85	1,53,47,141	8·65	1·21	10·7	13·5	N. W.
3·57	7·94	7,72,435	2·98	0·56	3·42	7·61	18,43,112	7·14	1·33	8·16	18·2	S. I.
												3' 3¼" Gauge.
3·21	5·59	4,57,389	1·52	0·39	1·88	3·28	11,44,483	3·81	0·99	4·71	8·20	A. B.
*2·85	*9·38	6,52,275	0·96	0·25	1·19	3·90	13,85,679	2·08	0·53	2·52	8·28	B. & N. W.
5·29	9·51	20,73,008	3·39	0·75	4·12	7·40	31,29,286	5·12	1·14	6·21	11·2	B. B. & C. I.
2·98	5·01	15,36,891	2·65	0·62	3·23	5·42	31,96,304	5·49	1·29	6·73	11·3	Burma.
3·43	6·25	5,75,996	1·76	0·40	2·17	3·95	11,77,784	3·68	0·81	4·43	8·07	E. B.
3·03	6·07	2,26,229	1·40	0·33	1·76	3·53	7,73,433	4·79	1·12	6·02	12·1	Jodhpur.
3·59	8·21	14,09,843	2·74	0·71	3·21	7·34	23,93,907	4·64	1·21	5·44	12·5	M. & S. M.
4·49	7·96	2,59,676	2·40	0·61	2·87	5·08	3,71,835	3·36	0·88	4·11	7·28	N. S.
2·30	8·11	1,11,471	0·81	0·26	1·01	3·52	4,46,328	3·20	1·03	4·01	14·1	R. & K.
2·90	6·87	16,68,376	2·71	0·81	3·01	7·13	28,33,725	4·62	1·37	5·12	12·1	S. I.
												2' 6" & 2' 0" Gauges.
3·91	10·3	2,52,805	1·87	0·78	2·35	6·19	3,05,426	2·26	0·95	2·83	7·47	B. N.
4·62	14·7	49,155	1·76	1·27	1·94	6·18	85,366	3·05	2·21	3·37	10·7	B. B. & C. I.
1·42	8·21	18,217	2·56	3·03	2·64	15·3	11,633	1·76	1·93	1·69	9·74	E. B
2·35	14·8	49,493	1·55	0·88	1·68	10·7	64,925	2·03	1·15	2·21	14·0	G. I. P.
5·33	5·91	3,24,110	3·90	2·01	4·66	5·16	7,58,952	9·14	4·70	10·9	12·1	N. W.
2·91	7·98	36,964	3·42	2·18	3·57	9·78	34,493	3·19	2·03	3 33	9·13	S I.

and Renewals.
H1CRAccts

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	
	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.
84	85	86	87	88	89	90	91
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	5,59,551	0·49	0·07	0·68	0·99	82,77,476	7·23
Bombay, Baroda and Central India	3,00,400	0·62	0·08	0·76	0·80	62,20,494	12·8
Eastern Bengal	2,39,612	0·48	0·07	0·53	0·77	38,39,291	6·88
East Indian	12,85,989	0·53	0·06	0·69	1·09	1,59,43,320	6·54
Great Indian Peninsula	10,88,148	0·88	0·11	1·06	1·19	1,37,25,613	11·2
Madras and Southern Mahratta	3,42,695	0·71	0·09	0·83	1·32	52,65,263	10·9
Nizam's State	93,508	0·80	0·09	0·86	1·34	10,54,979	7·68
North Western	13,64,388	0·77	0·11	0·95	1·20	2,18,82,889	12·3
South Indian	1,61,977	0·63	0·12	0·72	1·59	28,33,885	11.0
3′ 3¾″ Gauge.							
Assam Bengal	1,16,031	0·39	0·10	0·48	0·83	17,67,006	5·88
Bengal and North Western	2,65,993	0·32	0·09	0·49	1·59	28,23,512	4·16
Bombay, Baroda and Central India	2,52,157	0·41	0·09	0·50	0·90	54,39,828	8·90
Burma	2,96,853	0·51	0·12	0·63	1·05	50,73,811	8·73
Eastern Bengal	92,250	0·32	0·06	0·35	0·63	18,63,976	5·76
Jodhpur	1,41,711	0·88	0·20	1·11	2·21	11,57,530	7·17
Madras and Southern Mahratta	3,11,783	0·60	0·16	0·70	1·63	41,11,241	7·98
Nizam's State	69,610	0·64	0·16	0·77	1·36	7,27,210	6·72
Rohilkund and Kumaon	64,160	0·46	0·15	0·57	2·03	6,19,484	4·45
South Indian	2,69,736	0·44	0·14	0·48	1·15	47,88,714	7·80
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	79,245	0·58	0·25	0·74	1·94	6,41,383	4·74
Bombay, Baroda and Central India	13,695	0·49	0·35	0·54	1·72	1,60,440	5·75
Eastern Bengal	3,579	0·64	0·59	0·52	3·00	33,621	4·96
Great Indian Peninsula	17,131	0·53	0·30	0·58	3·69	1,34,809	4·12
North Western	71,659	0·86	0·44	1·03	1·14	11,67,156	14·1
South Indian	6,870	0·63	0·40	0·66	1·82	78,994	7·30

Class I Railways for the year 1935-36—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.*

Expenses—(B. III.)			Total Maintenance and Supply of Locomotive power—(Total Abstract B).*					
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.
92	93	94	95	96	97	98	99	100
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·90	10·0	14·6	1,52,30,312	13·3	1·65	18·5	26·8	B. N.
1·58	15·8	16·6	92,58,765	19·1	2·35	23·5	24·7	B. B. & C. I.
1·12	8·50	12·4	68,72,483	12·3	2·00	15·2	22·2	E. B.
0·77	8·54	13·5	2,78,17,043	11·4	1·34	14·9	23·6	E. I.
1·43	13·3	15·0	2,04,23,829	16·6	2·12	19·8	22·3	G. I. P.
1·42	12·9	20·3	83,97,174	17·3	2·26	20·6	32·4	M. & S. M.
0·99	9·65	15·1	17,87,630	13·0	1·68	16·4	25·6	N. S.
1·72	15·3	19·2	3,14,79,109	17·7	2·48	22·0	27·6	N. W.
2·05	12·6	27·9	38,94,213	15·1	2·82	17·3	38·4	S. I.
								3′ 3¾″ Gauge.
1·52	7·27	12·7	28,70,805	9·53	2·47	11·8	20·6	A. B.
1·07	5·15	16·9	§47,19,776	6·88	1·81	8·60	28·2	B. & N. W.
1 97	10·8	19·4	90,82,258	14·9	3·29	18·1	32·4	B. B. & C. I.
2 05	10·7	17·9	73,78,534	12·7	2·98	15·5	26·0	Burma.
1·28	7·01	12·8	30,83,441	9·60	2·12	11·6	21·1	E. B.
1·68	9·01	18·1	16,78,058	10·4	2·43	13·1	26·2	Jodhpur.
2·07	9·35	21·4	61,26,341	11·9	3·09	14·0	32·0	M. & S. M.
1·71	8 03	14·2	12,72,999	11·8	2·98	14·1	24·9	N. S.
1·43	5·57	19·6	‡9,60,110	6·89	2·22	8·63	30·3	R. & K.
2·32	8·64	20·5	69,67,088	11·4	3·38	12·6	29·8	S. I.
								2′ 6″ & 2′ 0″ Gauges.
1·99	5·96	15·7	11,76,980	8·70	3·64	10·9	28·8	B. N.
4·15	6·34	20·2	2,85,855	10·2	7·39	11·3	36·0	B. B. & C. I
5·58	4·88	28·2	44,838	6·56	7·44	6·50	37·6	E. B.
2·34	4·48	29·0	2,06,141	6·35	3·61	6·91	44·4	G. I. P.
7·23	16·8	18·6	16,50,299	19·9	10·2	23·7	26·3	N. W.
4·65	7·63	20·9	1,19,929	11·1	7·06	11·6	31·7	S. I

* Excluding Depreciation or Replacement and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. 168.
§ Excludes credits received for working the Link Rs. 2,02,270 but includes Replacement and Renewals taken in the respective preceding detailed heads.

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

Railway.	General Administration—C. I.				Coaching Vehicles—(a).	
	Total 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.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	6,29,395	1·60	0·76	1·11	2,96,817	3·33
Bombay, Baroda and Central India	3,15,562	1·75	0·80	0·84	2,71,743	4·07
Eastern Bengal	3,62,316	2·20	0·80	1·17	1,51,116	1·75
East Indian	13,55,808	1·46	0·73	1·15	5,99,414	2·09
Great Indian Peninsula	9,95,215	2·05	0·85	1·08	4,30,546	2·31
Madras and Southern Mahratta	3,30,982	2·07	0·82	1·28	1,41,916	2·48
Nizam's State	82,627	1·84	0·76	1·18	33,128	2·38
North Western	12,50,033	2·06	0·87	1·10	4,01,202	1·56
South Indian	77,363	1·28	0·34	0·76	40,085	1·26
3′ 3½″ Gauge.						
Assam-Bengal	1,29,058	1·30	0·53	0·93	38,284	0·86
Bengal and North Western	1,19,382	0·56	0·22	0·71	**	**
Bombay, Baroda and Central India	5,54,608	2·41	1·10	1·98	2,15,442	2·45
Burma	3,41,204	1·84	0·72	1·21	67,339	0·95
Eastern Bengal	1,70,161	1·42	0·64	1·17	1,07,642	1·85
Jodhpur	1,09,210	1·73	0·85	1·71	20,489	0·98
Madras and Southern Mahratta	1,96,364	1·38	0·45	1·02	63,376	1·12
Nizam's State	58,731	2·17	0·65	1·15	16,087	1·33
Rohilkund and Kumaon	30,655	0·92	0·27	0·96	**	**
South Indian	1,98,576	1·15	0·36	0·85	74,955	0·75
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	41,565	1·08	0·39	1·02	49,216	2·37
Bombay, Baroda and Central India	2,815	0·54	0·11	0·35	22,906	7·02
Eastern Bengal	801	0·70	0·12	0·67	1,620	1·51
Great Indian Peninsula	269	0·04	0·01	0·06	3,614	1·18
North Western	44,804	2·61	0·64	0·71	26,935	3·32
South Indian	3,193	1·29	0·31	0·84	3,654	2·01

** Included in Workshop Repairs

Class I Railways for the year 1935-36—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.

Running repairs—[C. II-1 (a)]		Coaching vehicles—(b) workshop repairs—[C. II-1 (b)]				Goods vehicles—(a) running repairs—[C. II-3 (a)]				Railway.
Per train mile.	Percentage of total working expenses 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.	
108	109	110	111	112	113	114	115	116	117	118
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·36	0·52	15,88,380	17·8	1·93	2·79	11,93,791	3·93	1·45	2·10	B. N.
0·69	0·72	14,41,633	21·6	3·65	3·84	4,67,972	4·14	1·19	1·25	B. B. & C. I.
0·34	0·49	11,73,010	13·6	2·60	3·79	2,00,349	2·55	0·44	0·64	E. B.
0·32	0·51	33,96,377	11·8	1·82	2·88	19,52,643	3·05	1·05	1·66	E. I.
0·37	0·47	24,52,139	13·2	2·11	2·68	11,73,393	3·95	1·01	1·28	G. I. P.
0·35	0·55	8,40,474	14·7	2·07	3·24	1,36,573	1·33	0·34	0·53	M. & S. M.
0·30	0·47	1,81,471	13·1	1·66	2·59	41,529	1·33	0·38	0·59	N. S.
0·28	0·35	26,07,117	10·2	1·82	2·29	10,68,802	3·05	0·75	0·94	N. W.
0·18	0·39	2,49,266	8·02	1·11	2·45	27,633	1·00	0·12	0·27	S. I.
										3′3½″ Gauge.
0·16	0·28	4,35,782	9·73	1·79	3·12	67,037	1·22	0·27	0·48	A. B.
**	**	*6,60,365	*7·47	*1·20	*3·95	**	**	**	**	B. & N. W.
0·43	0·77	9,63,061	11·0	1·91	3·44	2,25,366	1·59	0·45	0·80	B. B. & C. I.
0·14	0·24	3,65,126	5·12	0·77	1·29	1,63,516	1·43	0·34	0·58	Burma.
0·41	0·74	7,26,188	12·5	2·73	4·98	94,061	1·52	0·35	0·64	E. B.
0·16	0·32	1,97,891	9·48	1·54	3·08	24,821	0·59	0·19	0·39	Jodhpur.
0·14	0·33	5,04,843	8·91	1·15	2·63	75,611	0·89	0·17	0·40	M. & S. M.
0·18	0·32	1,46,897	12·1	1·62	2·87	26,425	1·77	0·29	0·52	N. S.
**	**	†1,26,816	†8·69	†1·14	†4·01	**	**	**	**	R. & K.
0·13	0·32	5,74,435	5·77	1·03	2·46	34,780	0·47	0·06	0·15	S. I.
										2′ 6″ & 2′ 0″ Gauges.
0·46	1·20	1,92,668	9·29	1·79	4·72	42,913	2·42	0·40	1·05	B. N.
0·91	2·88	1,082	0·33	0·04	0·14	29,379	15·4	1·16	3·69	B. B. & C. I.
0·24	1·36	3,138	2·92	0·45	2·63	540	7·75	0·08	0·45	E. B.
0·11	0·78	7,816	2·55	0·24	1·68	13,288	4·32	0·41	2·86	G. I. P.
0·39	0·43	1,82,552	22·5	2·62	2·91	42,869	4·74	0·62	0·68	N. W.
0·35	0·97	1,833	1·01	0·18	0·49	618	0·94	0·06	0·16	S. I.

* Includes Running Repairs and Renewals. † Includes Running Repairs.

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

Railway.	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 train mile.
119	120	121	122	123	124	125	126
5'6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs	As.
Bengal-Nagpur	31,69,273	10·4	3·84	5·57	1,70,316	0·43	0·21
Bombay, Baroda and Central India	9,80,972	8·67	2·49	2·62	1,26,558	0·70	0·32
Eastern Bengal	5,94,888	7·58	1·32	1·92	60,876	0·36	0·13
East Indian	30,57,928	4·77	1·64	2·59	3,52,946	0·38	0·18
Great Indian Peninsula	11,90,781	4·00	1·02	1·30	2,70,649	0·56	0·23
Madras and Southern Mahratta	5,67,266	5·54	1·39	2·18	1,42,568	0·89	0·35
Nizam's State	2,27,418	7·31	2·08	3·25	9,245	0·21	0·08
North Western	22,86,597	6·52	1·60	2.01	5,97,405	0·98	0·42
South Indian	99,213	3·43	0·44	0·98	2,904	0·05	0·01
3'3¾" GAUGE.							
Assam-Bengal	3,18,721	5·81	1·31	2·28	11,154	0·11	0·05
Bengal and North Western	*4,79,458	*3·89	*0·87	*2·87	25,195	0·12	0·04
Bombay, Baroda and Central India	4,05,542	2·86	0·80	1·45	1,35,377	0·59	0·27
Burma	6,63,720	5·81	1·40	2·34	63,227	0·34	0·13
Eastern Bengal	2,30,124	3·71	0·87	1·58	26,184	0·22	0·10
Jodhpur	1,25,214	2·97	0·98	1·95	6,230	0·09	0·05
Madras and Southern Mahratta	2,72,373	3·20	0·62	1·42	46,703	0·33	0·11
Nizam's State	1,01,091	6·77	1·11	1·98	6,158	0·23	0·07
Rohilkund and Kumaon	‡74,402	‡4·06	‡0·67	‡2·35	5,774	0·17	0·05
South Indian	2,94,538	4·02	0·53	1·26	87,036	0·50	0·16
2'6" AND 2'0" GAUGES							
Bengal-Nagpur	90,302	5·09	0·84	2·21	1,678	0·04	0.01
Bombay, Baroda and Central India	27	0·01	0·00	0·00	..	..	..
Eastern Bengal	96	1·38	0·01	0·08	22	0·02	0·00
Great Indian Peninsula	13,893	4·52	0·43	2·99	60	0·01	0·00
North Western	71,030	7·86	1·02	1·13	5,613	0·33	0·08
South Indian	538	0·82	0·05	0·14	83	0·03	0·01

* Includes Running Repairs and Renewals.

‡ Includes Running Repairs.

Class I Railways for the year 1935-36—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).				
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.
127	128	129	130	131	132
	Rs.	Rs.	As.		5′ 6″ GAUGE
0·30	65,08,131	16·6	7·89	11·4	B. N.
0·34	32,02,732	17·8	8·12	8·54	B. B. & C. I.
0·19	21,81,406	13·2	4·83	7·04	E. B.
0·30	95,36,541	10·3	5·10	8·08	E. I.
0·29	57,25,393	11·8	4·92	6·24	G. I. P.
0·55	19,32,824	12·1	4·75	7·45	M. & S. M.
0·14	5,13,036	11·4	4·69	7·34	N. S.
0·52	72,52,527	11·9	5·07	6·36	N. W.
0·03	4,23,509	6·99	1·88	4·17	S. I.
					3′ 3⅜″ GAUGE.
0·08	8,72,801	8·76	3·59	6·25	A. B.
0·15	11,65,587	5·51	2·11	6·97	B. & N. W.
0·48	19,54,953	8·51	3·88	6·98	B. B. & C. I.
0·22	13,26,161	7·15	2·79	4·68	Burma.
0·18	11,95,448	9·95	4·50	8·19	E. B.
0·10	3,82,742	6·07	2·98	5·97	Jodhpur.
0·24	9,82,307	6·93	2·23	5·12	M. & S. M.
0·12	3,02,988	11·2	3·34	5·93	N. S.
0·19	2,07,030	6·29	1·86	6·55	R. & K.
0·37	10,76,651	6·23	1·93	4·61	S. I.
					2′ 6″ & 2′ 0″ GAUGES.
0·04	3,87,800	10·1	3·60	9·49	B. N.
..	88,835	17·2	3·51	11·2	B. B. & C. I.
0·02	5,416	4·74	0·78	4·54	E. B.
0·01	40,100	6·33	1·23	8·63	G. I. P.
0·09	3,72,697	21·6	5·36	5·93	N. W.
0·02	6,726	2·72	0·65	1·78	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

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE			
	TOTAL OPERATING EXPENSES—(C.-III).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
133	134	135	136	137
5′ 6″ GAUGE.	Rs.	Rs.	As.	
Bengal-Nagpur	6,08,480	1·55	0·74	1·07
Bombay, Baroda and Central India	4,59,862	2·55	1·17	1·23
Eastern Bengal	3,95,821	2·40	0·88	1·28
East Indian	15,54,077	1·68	0·83	1·32
Great Indian Peninsula	14,28,412	2·96	1·23	1·56
Madras and Southern Mahratta	2,93,869	1·84	0·72	1·13
Nizam's State	82,157	1·82	0·75	1·18
North Western	26,48,851	4·36	1·85	2·33
South Indian	1,81,563	2·99	0·81	1·79
3′ 3½″ GAUGE.				
Assam-Bengal	1,30,320	1·31	0·54	0·93
Bengal and North-Western	1,17,743	0·56	0·26	0·72
Bombay, Baroda and Central India	3,75,058	1·63	0·74	1·33
Burma	1,90,165	1·02	0·40	0·67
Eastern Bengal	1,68,488	1·40	0·63	1·16
Jodhpur	55,261	0·88	0·43	0·86
Madras and Southern Mahratta	1,42,594	1·01	0·33	0·74
Nizam's State	50,678	1·87	0·56	0·99
Rohilkund and Kumaon	43,462	1·32	0·39	1·37
South Indian	3,32,595	1·92	0·59	1·42
2′ 6″ AND 2′ 0″ GAUGES.				
Bengal-Nagpur	74,599	1·94	0·69	1·82
Bombay, Baroda and Central India	16,780	3·25	0·67	2 11
Eastern Bengal	3,150	2·75	0·46	2·64
Great Indian Peninsula	10,548	1·67	0·33	2·27
North Western	1,54,951	9·00	2·23	2·47
South Indian	9,038	3·65	0·87	2·39

Class I Railways for the year 1935-36—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—*concld.*

Total Maintenance of Carriage and Wagon Stock.—(Total Abstract C.)*				
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
138	139	140	141	142
Rs.	Rs.	As.		5' 6" Gauge.
77,46,006	19·7	9·39	13·6	B. N.
39,78,156	22·1	10·1	10·6	B. B. & C. I.
29,39,543	17·8	6·51	9·49	E. B.
1,24,46,426	13·4	6·66	10·6	E. I.
81,49,020	16·9	7·00	8·88	G. I. P.
25,57,675	16·0	6·29	9·87	M. & S. M.
6,77,820	15·1	6·20	9·70	N. S.
1,11,51,411	18·4	7·79	9·79	N. W.
6,82,435	11·3	3·03	6·72	S. I.
				3' 3⅜" Gauge.
11,32,179	11·4	4·66	8·10	A. B.
†14,02,712	6·63	2·59	8·40	B. & N. W.
28,84,619	12·5	5·72	10·3	B. B. & C. I.
18,57,530	10·0	3·91	6·56	Burma.
15,34,097	12·8	5·77	10·5	E. B.
5,47,213	8·68	4·26	8·54	Jodhpur.
13,21,265	9·31	3·01	6·88	M. & S. M.
4,12,397	15·2	4·55	8·07	N. S.
‡2,81,147	8·54	2·52	8·88	R. & K.
16,07,822	9·30	2·88	6·88	S. I.
				2' 6" & 2' 0" Gauges.
5,03,964	13·1	4·68	12·3	B. N.
1,08,430	21·0	4·29	13·6	B. B. & C. I.
9,367	8·19	1·36	7·85	E. B.
50,917	8·04	1·57	11·0	G. I. P.
5,72,452	33·2	8·23	9·11	N. W.
18,957	7·66	1·83	5·01	S. I.

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

† Excludes credits received for working the Link Rs. 44,401 but includes Replacement and Renewals taken in the respective preceding detailed head.

‡ Exclusive of value of stores returned to stock Rs. 40.

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 (*a*)—MAINTE

Railway.	GENERAL ADMINISTRATION—C (*a*) I.				SUB-STATION, OVERHEAD EQUIPMENT AND TRANSMISSION LINES—ORDINARY REPAIRS AND MAINTENANCE [C (*a*) II 1 AND 2].				MULTIPLE UNIT STOCK [C(*a*) II 3(*a*)*i*+4(*a*)*i*].	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses 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.
143	144	145	146	147	148	149	140	151	152	153
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India	3,06,413	1·57	0·58	0·82	61,296	4·09	0·47	0·17	82,323	5·49
Great Indian Peninsula .	4,83,434	6·72	1·46	0·53	5,14,203	7·16	1·54	0·55	1,87,907	14·8
3′ 3⅜″ GAUGE.										
South Indian . . .	54,685	8·85	1·05	0·23	42,764	6·92	0·82	0·18	37,644	16·3

TABLE C (*a*)—MAINTENANCE

Railway.	ELECTRIC LOCOMOTIVES—WORKSHOP REPAIRS—[C(*a*) II 3 (*b*) *ii*+4(*b*) *ii*].				EQUIPMENT (OTHER THAN POWER STATION) AND OTHER ITEMS. [C(*a*) II 5—9].				TOTAL—ORDINARY AND 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.
165	166	167	168	169	170	171	172	173	174	175
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	7,13,717	4·24	1·41	1·90	8,61,639	4·42
Great Indian Peninsula .	2,60,848	4·40	1·94	0·29	1,16,727	1·62	0·35	0·12	17,92,420	24·9
3′ 3⅜″ GAUGE.										
South Indian . . .	1,029	0·66	0·26	0·00	6,011	0·98	0·12	0·03	94,690	15·3

TABLE C (*a*)—MAINTENANCE

Railway.	OIL, WASTE AND OTHER STORES. [C (*a*) III 4].				TOTAL OPERATING EXPENSES. [C (*a*) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses 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.
187	188	189	190	191	192	193	194	195
5′6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	14,532	0·97	0·11	0·04	18,42,611	9·45	3·52	4·91
Great Indian Peninsula .	81,466	2·94	0·54	0·09	50,82,578	70·7	15·3	5·54
3′ 3⅜″ GAUGE.								
South Indian . . .	8,160	1·32	0·16	0·04	2,67,990	43·4	5·15	1·15

NOTE.—The figures shown against the B. B. and C. I. Railway are only approximates as the original

Class I Railways for the year 1935-36—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 (*b*) i].				Electric Locomotives—Running Repairs—[C (*a*) II 3(*a*) *ii*+4 (*a*) *ii*].				Railway.
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.	
154	155	156	157	158	159	160	161	162	163	164
As.		Rs.	Rs	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·64	0·22	..	..	..	..	4,303	0·29	0·03	0·01	B. B. & C. I.
0·95	0·21	4,37,552	34·5	2·20	0·48	2,75,183	4·65	2·06	0·30	G. I. P.
										3′ 3¼″ Gauge.
0·78	0·17	5,389	2·33	0·11	0·02	1,853	1·18	0·46	0·00	S. I.

OF ELECTRIC SERVICE—*contd.*

Repairs nance. II].		Running Staff—Operating Expenses. [C(*a*)III 1].				Electric Current (for traction purposes only). [C(*a*) III 2].				Railway
Per train mile.	Percentage of total working expenses 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.	
176	177	178	179	180	181	182	183	184	185	186
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1·64	2·30	4,12,771	27·5	3·18	1·10	10,81,509	72·2	8·33	2·88	B. B. & C. I.
5·39	1·95	16,51,506	48·1	10·6	1·80	32,54,331	91·8	18·7	3·54	G. I. P.
										3′ 3¼″ Gauge.
1·82	0·40	49,061	7·95	0·95	0·21	1,83,487	29·7	3·52	0·78	S. I.

OF ELECTRIC SERVICE—*concld.*

Total Maintenance of Electric Service [Total Abstract C(*a*)].*				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
196	197	198	199	200
Rs.	Rs.	As.		5′ 6″ Gauge.
30,10,663	15·4	5·74	8·03	B. B. & C. I.
73,58,432	102·4	22·2	8·02	G. I. P.
				3′ 3¼″ Gauge.
4,17,365	67·6	8·02	1·78	S. I.

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

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

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 E.—EXPENSES

Railway.	General Administration—(E. I.)			Station
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.
201	202	203	204	205
5′ 6″ Gauge.	Rs.	As.		Rs.
Bengal-Nagpur	13,28,864	1·61	2·33	45,69,732
Bombay, Baroda and Central India	8,05,848	2·04	2·15	40,73,706
Eastern Bengal	7,35,073	1·63	2·37	31,35,642
East Indian	25,74,942	1·38	2·18	1,09,85,974
Great Indian Peninsula	16,57,889	1·22	1·81	67,20,119
Madras and Southern Mahratta	4,10,796	1·01	1·58	21,37,010
Nizam's State	1,32,208	1·21	1·89	4,68,099
North Western	20,59,708	1·44	1·81	1,15,63,696
South Indian	1,73,625	0·77	1·71	6,50,767
3′ 3½″ Gauge.				
Assam-Bengal	3,58,217	1·47	2·57	11,55,719
Bengal and North Western	5,06,179	0·92	3·03	15,49,898
Bombay, Baroda and Central India	5,16,653	1·03	1·85	22,85,917
Burma	6,49,070	1·37	2·29	22,48,946
Eastern Bengal	3,93,925	1·48	2·70	13,29,651
Jodhpur	1,30,869	1·02	2·04	3,40,767
Madras and Southern Mahratta	3,60,745	0·82	1·88	18,00,452
Nizam's State	95,731	1·06	1·87	4,27,614
Rohilkund and Kumaon	91,611	0·83	2·89	2,86,084
South Indian	4,17,666	0·69	1·79	18,06,028
2′ 6″ & 2′ 0″ Gauges.				
Bengal-Nagpur	66,124	0·61	1·61	3,62,325
Bombay, Baroda and Central India	5,756	0·23	0·72	53,570
Eastern Bengal	2,550	0·37	2·14	16,093
Great Indian Peninsula	..	..	..	43,538
North Western	1,07,785	1·55	1·72	4,24,614
South Indian	15,056	1·45	3·98	23,956

Class I Railways for the year 1935-36—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. III. 1 (*c* & *d*).			
Per train mile. 206	Percentage of total working expenses under abstracts A to G. 207	Total amount. 208	Per train mile. 209	Percentage of total working expenses under abstracts A to G. 210	Railway. 211
As.		Rs	As.		5′ 6″ Gauge.
5·54	8·03	13,49,211	1·63	2·37	B. N.
10·3	10·9	6,10,870	1·54	1·63	B. B. & C. I.
6·94	10·1	6,44,255	1·43	2·08	E. B.
5·88	9·31	29,28,651	1·57	2·48	E. I.
4·94	7·32	16,12,420	1·18	1·76	G I. P.
5·25	8·24	4,42,106	1·09	1·70	M & S. M.
4·28	6·69	1,15,713	1·06	1·65	N. S.
8·08	10·1	20,01,284	1·40	1·76	N. W.
2·88	6·41	2,06,118	0·92	2·03	S. I
					3′ 3⅜″ Gauge.
4·75	8·28	2,36,678	0·98	1·70	A. B.
2·82	9·27	4,10,071	0·75	2·45	B. & N. W.
4·54	8·16	5,77,281	1·14	2·05	B. B. & C. I.
4·73	7·94	4,95,752	1·05	1·75	Burma.
5·00	9·11	3,33,065	1·25	2·28	E. R
2·65	5·32	94,523	0·74	1·47	Jodhpur.
4·10	9·38	4,56,287	1·03	2·37	M. & S. M.
4·72	8·37	92,852	1·02	1·82	N. S.
2·57	9·04	‡63,307	‡0·57	‡2·00	R. & K.
2·97	7·73	4,89,577	0·81	2·09	S. I.
					2′ 6″ & 2′ 0″ Gauges.
3·37	8·87	1,30,213	1·21	3·19	B. N.
2·12	6·74	10,495	0·41	1·32	B. B. & C. I.
2·33	13·5	395	0·06	0·34	E. B.
1·34	9·37	11,189	0·34	2·41	G. I. P.
6·10	6·76	1,17,228	1·69	1·87	N. W.
2·31	6·34	9,978	0·97	2·64	S. I.

‡Includes Travelling Ticket Examining Staff.

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 E.—EXPENSES OF

Railway.	Other Staff.—E. III. 1 (a & c).			Fires, Lights, General Stores, Water for Stations, Sheds and trains and also water for transit—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount	Per train mile.	Percentage of total working expenses under abstracts A to G.
212	213	214	215	216	217	218
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,99,540	0·48	0·70	5,62,728	0·68	0·99
Bombay, Baroda and Central India	3,95,299	1·00	1·06	1,87,743	0·48	0·50
Eastern Bengal	3,76,258	0·83	1·22	3,28,723	0·73	1·06
East Indian	12,29,098	0·66	1·04	16,63,664	0·89	1·41
Great Indian Peninsula	8,36,317	0·61	0·91	10,73,041	0·79	1·17
Madras and Southern Mahratta	1,49,574	0·37	0·58	3,68,126	0·91	1·42
Nizam's State	39,579	0·36	0·57	53,287	0·49	0·76
North Western	5,73,314	0·40	0·50	§22,67,802	1·58	1·99
South Indian	1,00,647	0·44	0·99	1,44,155	0·64	1·43
3′ 3½″ Gauge.						
Assam-Bengal	1,44,555	0·59	1·03	1,98,926	0·82	1·42
Bengal and North-Western	..	..	..	3,52,637	0·64	2·11
Bombay, Baroda and Central India	3,57,825	0·71	1·27	1,25,731	0·25	0·45
Burma	2,51,321	0·53	0·89	2,81,892	0·59	0·99
Eastern Bengal	2,01,569	0·76	1·38	1,48,007	0·56	1·02
Jodhpur	36,822	0·28	0·58	1,32,659	1·03	2·07
Madras and Southern Mahratta	1,31,253	0·30	0·69	2,61,992	0·60	1·36
Nizam's State	31,271	0·34	0·61	49,116	0·54	0·96
Rohilkund and Kumaon	*14,432	*0·13	*0·46	68,831	0·62	2·18
South Indian	2,35,538	0·39	1·01	4,16,208	0·68	1·78
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	22,673	0·21	0·55	62,436	0·58	1·53
Bombay, Baroda and Central India	2,865	0·11	0·36	2,121	0·08	0·27
Eastern Bengal	1,114	0·16	0·93	3	0·00	0·00
Great Indian Peninsula	2,876	0·10	0·62	3,810	0·12	0·81
North Western	32,181	0·46	0·51	‡91,125	1·31	1·45
South Indian	12,746	1·23	3·37	1,754	0·17	0·47

* Does not include Travelling ticket Examining Staff.

§ Includes Rs. 11,50,976 on account of lighting charges

‡ do. Rs. 28,696 do.

Class I Railways for the year 1935-36—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.

TRAFFIC DEPARTMENT—*contd.*

Clothing—(E.-III-4.)			Stationery forms and tickets—(E.-III-5).			Compensation for 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 G.	Railway.
219	220	221	222	223	224	225	226	227	228
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
93,888	0·11	0·16	1,63,092	0·20	0·29	21,123	0·02	0·04	B. N.
43,676	0·11	0·12	1,60,613	0·41	0·43	19,401	0·05	0·05	B. B. & C I.
30,509	0·07	0·10	1,66,104	0·37	0·54	23,725	0·05	0·08	E. B.
3,04,542	0·16	0·26	4,45,724	0·24	0·38	59,418	0·03	0·05	E. I.
71,365	0·05	0·08	2,52,390	0·19	0·28	46,817	0·03	0·05	G. I. P.
28,975	0·07	0·11	99,406	0·24	0·38	9,512	0·02	0·04	M. & S. M.
12,243	0·11	0·17	38,001	0·35	0·54	4,471	0·04	0·06	N. S.
2,72,964	0·19	0·24	5,11,535	0·36	0·45	75,382	0·05	0·07	N. W.
6,651	0·03	0·07	92,287	0·41	0·91	2,900	0·01	0·03	S. I.
									3′ 3¾″ Gauge.
7,759	0·03	0·06	63,890	0·26	0·46	5,016	0·02	0·04	A. B.
50,020	0·09	0·30	1,07,976	0·20	0·65	10,051	0·00	0·06	B. & N. W.
26,028	0·05	0·09	1,01,272	0·20	0·36	14,487	0·03	0·05	B. B. & C. I.
24,328	0·05	0·09	1,07,060	0·22	0·38	8,336	0·02	0·03	Burma.
16,349	0·06	0·11	89,010	0·34	0·61	13,435	0·05	0·09	E. B.
9,098	0·07	0·14	35,824	0·28	0·56	2,967	0·02	0·05	Jodhpur
23,216	0·05	0·12	1,20,622	0·27	0·63	10,454	0·02	0·05	M. & S. M.
9,772	0·11	0·19	25,165	0·28	0·49	4,572	0·05	·09	N. S.
12,422	0·11	0·39	28,703	0·26	0·90	948	0·01	0·03	R. & K.
22,434	0·04	0·10	1,68,826	0·28	0·72	7,151	0·01	0·03	S. I.
									2′ 6″ & 2′ 0″ Gauges.
7,242	0·07	0·18	4,207	0·04	0·10	..	..	..	B. N.
698	0·03	0·09	6,658	0·26	0·84	20	0·00	0·00	B. B. & C. I.
106	0·02	0·09	577	0·08	0·48	7	0·00	0·01	E. B.
454	0·01	0·10	110	0·00	0·02	..	..	..	G. I. P.
10,798	0·16	0·17	24,386	0·35	0·39	3,627	0·05	0·06	N. W.
641	0·06	0·17	4,284	0·41	1·13	..	..	..	S. I.

in trains, booked in accounts against C-III.
do. do.

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 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.
229	230	231	232	233	234	235
5′ 6″ GAUGE.	Rs	As.		Rs.	As.	
Bengal-Nagpur	85,97,027	10·4	15·1	99,81,398	12·1	17·5
Bombay, Baroda and Central India	59,95,710	15·2	16·0	69,50,603	17·6	18·5
Eastern Bengal	48,43,651	10·7	15·6	56,41,775	12·5	18·2
East Indian	2,02,27,207	10·8	17·1	2,31,12,212	12·4	19·6
Great Indian Peninsula	1,15,22,034	8·46	12·6	1,33,21,449	9·78	14·5
Madras and Southern Mahratta	34,41,979	8·46	13·3	38,94,184	9·57	15·0
Nizam's State	9,15,816	8·38	13·1	10,50,583	9·61	15·0
North Western	1,55,28,537	10·9	13·6	1,77,91,463	12·4	15·6
South Indian	11,04,106	4·89	10·9	12,86,516	5·70	12·7
3′ 3½″ GAUGE.						
Assam-Bengal	20,59,351	8·47	14·8	24,26,803	9·98	17·4
Bengal and North-Western	28,00,249	4·72	16·7	§33,06,428	5·64	19·8
Bombay, Baroda and Central India	36,94,476	7·33	13·2	42,56,931	8·45	15·2
Burma	36,83,794	7·75	13·0	43,64,555	9·19	15·4
Eastern Bengal	21,97,171	8·27	15·1	26,20,874	9·86	18·0
Jodhpur	8,31,305	6·47	13·0	9,84,899	7·67	15·4
Madras and Southern Mahratta	28,76,513	6·54	15·0	32,58,942	7·41	17·0
Nizam's State	7,06,880	7·80	13·8	8,06,474	8·90	15·8
Rohilkund and Kumaon	3,84,144	3·46	12·1	‡4,88,224	4·39	15·4
South Indian	32,08,825	5·28	13·7	36,43,750	6·00	15·6
2′ 6″ AND 2′ 0″ GAUGES						
Bengal Nagpur	6,38,199	5·93	15·6	7,08,159	6·58	17·3
Bombay, Baroda and Central India	1,17,719	4·65	14·8	1,30,446	5·16	16·4
Eastern Bengal	18,713	2·72	15·7	21,473	3·11	18·0
Great India Peninsula	67,643	2·08	14·6	67,911	2·09	14·6
North Western	6,87,112	9·88	10·9	8,04,220	11·6	12·8
South Indian	53,490	5·17	14·2	68,913	6·66	18·2

* Excluding Depreciation or Replacement and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. 1,113.
§ Excludes credits received for working the Link Rs. 59,201, but includes Replacement and Renewals taken under the respective preceding heads

Class I Railways for the year 1935-36—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.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

General Administration, Home expenditure—(F. I. 1 to 4.)			Agent's office—[F. I. 5 (a)]			Accounts and Audit Department—[F. I. 5 (b)]			Stores Department—[F. I. 5 (c).]			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.	
236	237	238	239	240	241	242	243	244	245	246	247	248
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
3,08,931	0·37	0·54	4,39,944	0·53	0·77	10,94,678	1·33	1·93	5,93,243	0·72	1·04	B. N.
1,92,118	0·49	0·51	3,20,137	0·81	0·85	7,32,834	1·86	1·95	4,43,718	1·12	1·18	B. B. & C. I.
..	..	..	3,65,637	0·81	1·18	6,65,947	1·48	2·15	3,39,583	0·75	1·09	E. B.
262	0·00	0·00	3,88,590	0·21	0·33	26,03,318	1·39	2·21	12,22,215	0·65	1·04	E. I.
..	..	..	3,04,299	0·22	0·33	17,48,336	1·28	1·90	7,13,083	0·52	0·78	G. I. P.
1,76,277	0·43	0·68	1,83,329	0·45	0·71	4,63,302	1·14	1·78	2,18,363	0·54	0·84	M. & S. M.
91,865	0·84	1·31	1,55,544	1·42	2·22	1,87,233	1·71	2·68	87,931	0·80	1·26	N. S.
†1,07,066	†0·08	†0·09	‡10,35,888	‡0·73	‡0·91	‡25,80,423	‡1·80	‡2·26	‡9,65,694	‡0·68	‡0 85	N. W.
99,747	0·44	0·98	1,01,805	0·45	1·00	2,54,365	1·13	2·51	1,52,979	0·68	1·51	S. I.
												3′ 3½″ Gauge.
1,74,263	0·72	1·25	1,39,434	0·57	1·00	2,76,500	1·14	1·98	1,13,345	0·47	0·81	A. B.
2,37,591	0·43	1·42	1,29,260	0·24	0·77	4,60,817	0·84	2·76	75,612	0·14	0·45	B. & N. W.
2,43,800	0·48	0·87	2,39,190	0·47	0·85	5,47,224	1·09	1·95	3,02,250	0·60	1·08	B. B & C I.
..	..	..	3,31,251	0·70	1·17	4,27,315	0·90	1·51	1,63,756	0·34	0·58	Burma.
..	..	..	1,86,933	0·70	1·28	3,40,468	1·28	2·34	87,375	0·33	0·60	E. B.
73,286	0·57	1·14	76,289	0·59	1·19	1,84,396	1·44	2·88	78,647	0·61	1·23	Jodhpur.
2,12,743	0·48	1·11	1,38,747	0·32	0·72	3,17,740	0·72	1·65	1,37,398	0·31	0·72	M. & S. M.
66,519	0·73	1·30	1,13,357	1·25	2·22	1,34,621	1·49	2·63	63,776	0·70	1·25	N. S.
76,609	0·68	2·42	50,402	0·45	1·59	1,33,483	1·20	4·22	20,819	0·19	0·66	R. & K.
2,33,023	0·38	1·00	1,91,342	0·32	0·82	5,06,913	0·84	2·17	3,03,476	0·50	1·30	S. I.
												2′ 6″ & 2′ 0″ Gauges.
1,02,420	0·95	2·51	15,696	0·15	0·38	44,560	0·41	1·09	20,894	0·19	0·51	B. N.
5,783	0·23	0·73	6,439	0·25	0·81	16,400	0·65	2·06	1,439	0·06	0·18	B. B. & C. I.
..	..	..	1,375	0·20	1·15	2,505	0·37	2·10	564	0·08	0·47	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
†1,605	†0·02	†0·03	‡23,182	‡0·33	‡0·37	‡42,417	‡0·61	‡0·67	‡12,423	‡0·18	‡0·20	N. W.
8,454	0·81	2·24	1,089	0·11	0·29	4,252	0·41	1·12	3,349	0·32	0·89	S. I.

†Includes expenditure on a/c of leave allowances paid in England, booked in a/cs under the detailed head 'F. I. 4 (*a*) to (*g*).' Rs. 1,06,867.
‡Excludes expenditure on a/c of 'Leave Allowances paid in England' booked in a/cs under the detailed head 'F. I. 4 (*a*) to (*g*).'

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 o

TABLE F.—EXPENSES OF

Railway.	MEDICAL DEPARTMENT—[F. I. 5 (e)].			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g)].		
	Total amount.	Per train mile.	Percentage of total working expenses 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.
249	250	251	252	253	254	255	256	257	258
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	5,51,757	0·67	0·97	3,75,645	0·46	0·66	4,74,366	0·57	0·83
Bombay, Baroda and Central India	2,76,483	0·70	0·74	3,34,503	0·85	0·89	4,45,300	1·13	1·19
Eastern Bengal	3,05,876	0·68	0·99	1,50,133	0·33	0·48	3,24,471	0·72	1·05
East Indian	8,49,959	0·46	0·72	5,78,769	0·31	0·49	7,79,840	0·42	0·66
Great Indian Peninsula	5,08,222	0·44	0·65	11,43,544	0·84	1·25	4,27,769	0·32	0·47
Madras and Southern Mahratta	2,42,636	0·60	0·93	2,09,338	0·51	0·81	3,19,812	0·79	1·23
Nizam's State	91,381	0·84	1·31	53,132	0·49	0·76	89,922	0·82	1·29
North Western	*7,16,249	*0·50	*0·63	*8,49,062	*0·59	*0·75	*10,57,808	*0·74	*0·93
South Indian	81,493	0·36	0·80	58,954	0·26	0·58	94,901	0·42	0·94
3′ 3¾″ GAUGE.									
Assam-Bengal	1,88,977	0·78	1·36	84,968	0·35	0·61	1,20,158	0·49	0·86
Bengal and North-Western	1,34,983	0·24	0·81	1,82,445	0·33	1·09	1,10,180	0·20	0·66
Bombay, Baroda and Central India	2,87,769	0·57	1·03	2,86,413	0·57	1·02	4,05,224	0·80	1·45
Burma	3,09,097	0 65	1·09	2,43,496	0·51	0·86	78,739	0·17	0·28
Eastern Bengal	1,03,503	0·39	0·71	61,155	0·23	0·42	54,821	0·21	0·38
Jodhpur	26,671	0·21	0·42	56,299	0·44	0·88	25,927	0·20	0·40
Madras and Southern Mahratta	1,68,976	0·38	0·88	1,70,681	0·39	0·89	2,08,598	0·48	1·09
Nizam's State	68,739	0·76	1·34	44,743	0·49	0·88	98,509	1·09	1·93
Rohilkund and Kumaon	28,466	0·26	0·90	31,584	0·28	0·99	34,120	0·31	1·08
South Indian	1,88,874	0·31	0·81	1,24,308	0·20	0·53	2,46,669	0·41	1·06
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	37,564	0·35	0·92	15,026	0·14	0·37	25,562	0·24	0·63
Bombay, Baroda and Central India	1,391	0·05	0·17	4,355	0·17	0·55	13,801	0·54	1·73
Eastern Bengal	279	0·04	0·23	11	0·00	0·01	96	0·02	0 08
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
North Western	*24,685	*0·35	*0·39	*22,654	*0·33	*0·36	*46,283	*0·67	*0·74
South Indian	3,133	0·31	0·83	1,754	0·17	0·46	9,446	0·91	2·50

* Excludes expenditure on a/c of 'Leave Allowances paid in England' booked in a/cs under the detailed head 'F. I. 4 (*a*) to (*g*).

Class I Railways for the year 1935-36—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.

GENERAL DEPARTMENT—*concld.*

Total General Administration—F. I.			Total Ordinary Repairs and Maintenance—(F. II.)			Total expenses of General Department (Total Abstract 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.	
259	260	261	262	263	264	265	266	267	268
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
39,96,089	4·84	7·02	6,23,969	0·76	1·10	46,20,058	5·60	8·12	B. N.
28,55,181	7·24	7·61	14,350	0·04	0·04	28,69,531	7·28	7·65	B B & C. I.
22,12,270	4·90	7·14	2,48,238	0·55	0·80	24,60,508	5·45	7·94	E B.
66,14,470	3·54	5·60	13,81,370	0·74	1·17	79,95,840	4·28	6·77	E. I.
51,61,950	3·79	5·63	9,45,785	0·70	1·03	61,07,735	4·49	6·66	G. I. P.
19,47,784	4·79	7·50	2,12,029	0·52	0·82	21,59,813	5·31	8·32	M. & S. M.
7,74,180	7·08	11·1	64,543	0·59	0·92	8,38,723	7·67	12·0	N. S.
75,77,492	5·30	6·65	7,77,121	0·64	0·68	83,54,613	5·84	7·33	N. W.
8,65,123	3·83	8·53	93,541	0·42	0·92	9,58,664	4·25	9·45	S. I.
									3′ 3½″ Gauge.
11,29,814	4·65	8·10	76,562	0·32	0·55	12,06,376	4·97	8·65	A. B.
14,63,959	2·66	8·75	1,95,023	0·36	1·17	†16,58,982	3·02	9·92	B. & N. W.
24,05,124	4·77	8·58	2,633	0·01	0·01	24,07,757	4·78	8·59	B. B. & C. I
16,33,433	3·44	5·77	2,30,183	0·48	0·81	18,63,616	3·92	6·58	Burma
8,65,779	3·26	5·94	91,028	0·34	0·62	9,56,807	3·60	6·56	E. B.
5,36,704	4·18	8·38	1,01,400	0·79	1·58	6,38,104	4·97	9·96	Jodhpur.
14,33,019	3·26	7·47	2,88,448	0·65	1·50	17,21,467	3·91	8·97	M. & S. M.
6,02,872	6·65	11·8	1,11,798	1·23	2·19	7,14,670	7·88	14·0	N. S.
4,01,020	3·60	12·7	37,383	0·34	1·18	‡4,38,403	3·94	13·9	R. & K.
18,57,366	3·06	7·95	2,21,434	0·36	0·95	20,78,800	3·42	8·90	S. I.
									2′ 6″ & 2′ 0″ Gauges.
2,67,303	2·48	6·55	49,504	0·46	1·21	3,16,807	2·94	7·76	B. N.
51,720	2·04	6·50	..	..	..	51,720	2·04	6·50	B. B. & C. I.
5,062	0·74	4·24	1,044	0·15	0·87	6,106	0·89	5·11	E. B.
2,838	0·09	0·61	3,866	0·12	0·83	6,704	0·21	1·44	G. I. P.
1,78,069	2·56	2·84	81,666	1·17	1·30	2,59,735	3·73	4·14	N W
32,767	3·17	8·67	5,292	0·51	1·40	38,059	3·68	10·1	S. I.

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

‡Excludes credits received for working the Link Rs. 39,467, but includes Replacement and Renewals taken under the preceding detailed heads.

†Exclusive of value of stores returned to stock Rs. 8.

30.—*Analysis of operating expenses of Class I Railways for the year 1935-36*—contd.

NOTE—The figures 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 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TABLE G.—MISCELLANEOUS EXPENSES.

Railway.	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.
269	270	271	272	273	274	275
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal Nagpur	40,73,564	4·94	7·16	46,28,743	5·61	8·14
Bombay, Baroda and Central India	26,59,820	6·75	7·09	26,92,121	6·83	7·18
Eastern Bengal	21,41,136	4·74	6·91	23,35,179	5·17	7·54
East Indian	81,85,323	4·38	6·94	89,50,396	4·79	7·58
Great Indian Peninsula	55,18,589	4·05	6·01	57,49,156	4·22	6·26
Madras and Southern Mahratta	16,72,305	4·11	6·44	†19,33,195	4·75	7·45
Nizam's State	5,48,202	5·02	7·84	5,66,814	5·19	8·10
North Western	58,23,603	4·07	5·11	63,06,651	4·41	5·53
South Indian	6,75,336	2·99	6·65	7,71,204	3·42	7·60
3′ 3¾″ Gauge.						
Assam-Bengal	7,81,064	3·21	5·60	8,31,583	3·42	5·96
Bengal and North-Western	6,59,016	0·07	3·93	§7,19,658	0·08	4·29
Bombay, Baroda and Central India	17,34,147	3·44	6·19	17,58,426	3·49	6·28
Burma	17,39,904	3·66	6·14	17,43,200	3·67	6·15
Eastern Bengal	9,83,305	3·70	6·74	10,76,966	4·05	7·38
Jodhpur	2,60,434	2·03	4·06	6,57,736	5·12	10·3
Madras and Southern Mahratta	9,38,846	2·14	4·89	†11,16,734	2·54	5·82
Nizam's State	4,01,444	4·43	7·85	4,14,613	4·57	8·11
Rohilkund and Kumaon	80,118	0·72	2·53	‡80,118	0·72	2·53
South Indian	16,77,599	2·76	7·18	19,85,024	3·27	8·49
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	1,43,873	1·34	3·52	1,49,700	1·39	3·66
Bombay, Baroda and Central India	19,360	0·77	2·43	19,360	0·77	2·43
Eastern Bengal	4,948	0·72	4·14	4,954	0·72	4·15
Great Indian Peninsula	7,376	0·23	1·59	7,376	0·23	1·59
North Western	1,81,858	2·61	2·89	1,88,073	2·70	2·99
South Indian	8,346	0·81	2·21	8,089	0·87	2·38

* Excluding Depreciation or Replacement and Renewals as the case may be.
† Excludes Provident Fund Bonus and Gratuity figures taken under heads A I and A II of Table A. (B. G. Rs. 1,64,858 M. G. Rs. 1,63,869).
§ Excludes credits received for working the Link Rs. 49,334 but includes Replacement and Renewals.
‡ Exclusive of value of stores returned to stock Rs. 202.

30.—*Analysis of operating expenses of Class I Railways for the year 1935-36* - 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 chargeable 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.	
276	277	278	279	280	281	282	283	284	285
5' 6" GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,37,88,331	24·2	1,91,08,988	33·6	1,84,89,448	32·5	55,08,080 (c)	9·68	5,68,94,847
Bombay, Baroda and Central India	87,26,981	23·2	96,33,995	25·7	1,45,50,978	38·8	46,04,969	12·3	3,75,16,923
Eastern Bengal	72,40,534	23·4	88,50,470	28·6	92,72,806	29·9	56,18,462	18·1	3,09,82,272
East Indian	2,54,21,884	21·5	2,99,69,078	25·4	3,86,22,210	32·7	2,40,16,214	20·4	11,80,31,386
Great Indian Peninsula	1,81,25,359 (a)	19·8	2,14,66,912 (b)	23·4	3,19,89,204	34·8	2,02,08,809	22·0	9,17,90,284
Madras and Southern Mahratta	58,94,914	22·7	70,13,698	27·0	92,62,001	35·7	37,76,726 (d)	14·6	2,59,47,339
Nizam's State	20,24,842	28·9	19,36,471	27·7	20,71,564	29·6	9,63,442	13·8	69,96,319
North Western	2,25,13,666	19·7	2,79,99,294	24·6	4,05,43,325	35·6	2,28,93,564	20·1	11,39,49,849
South Indian	24,37,751	24·0	23,15,369	22·8	42,15,499	41·5	11,82,212	11·7	1,01,50,831
3' 3½" GAUGE.									
Assam Bengal	34,90,944	25·0	41,85,355	30·0	42,50,228	30·5	20,27,376	14·5	1,39,53,903
Bengal and North Western	39,15,554	22·9	70,01,312	40·9	62,01,588	36·2	†(d)	..	*1,71,18,454
Bombay, Baroda and Central India	72,69,725	25·9	77,29,096	27·6	96,67,965	34·5	33,50,459	12·0	2,80,17,245
Burma	66,36,884	23·4	68,17,093	24·1	90,44,343	31·9	58,37,819	20·6	2,83,36,139
Eastern Bengal	31,71,029	21·7	39,38,019	27·0	45,92,368	31·5	28,86,428	19·8	1,45,87,874
Jodhpur	13,50,015	21·0	16,06,145	25·1	24,41,398	38·1	(d) 10,11,903	15·8	64,09,521
Madras and Southern Mahratta	42,48,675 (a)	22·1	53,83,298 (b)	28·1	73,08,237	38·0	22,59,610	11·8	§1,91,99,820
Nizam's State	15,54,017	30·4	15,42,130	30·2	14,97,937	29·3	(d) 5,16,791	10·1	51,11,875
Rohilkund and Kumaon	7,94,759	25·1	9,82,723	31·1	10,47,090	33·1	(d) 3,40,963	10·7	‡ 31,65,535
South Indian	58,90,591	25·2	53,89,556	23·1	91,17,541	39·0	29,70,035	12·7	2,33,67,723
2' 6" & 2' 0" GAUGES.									
Bengal Nagpur	8,52,972	20·9	15,40,590	37·7	13,60,008	33·3	(c) 3,31,985	8·13	40,85,755
Bombay, Baroda and Central India	1,19,812	15·1	3,63,446	45·7	2,95,077	37·1	17,020	2·14	7,95,355
Eastern Bengal	18,901	15·8	33,103	27·7	55,520	46·5	11,869	9·94	1,19,393
Great Indian Peninsula	30,886	6·65	2,20,884	47·5	2,13,000	45·8	..	..	4,64,770
North Western	9,70,477	15·4	17,15,556	27·3	20,15,434	32·1	15,80,307	25·2	62,81,774
South Indian	1,17,982	31·2	94,452	25·0	1,42,165	37·6	23,283	6·16	3,77,882

* Excludes credits received for working the link Rs. 3,94,673.

† Included in the preceding Heads:—
State Share .. .. Rs. 9,14,166
Company's Share .. Rs. 8,65,294

‡ Exclusive of value of stores returned to stock Rs. 2,199.

§ Excludes Rs. 4,87,160, the expenses of Mormugao Harbour.

(a) Excludes. (b) Includes Rs. 1,09,775 detailed below—

(i) P. F. Bonus and gratuity taken under 'A.-II', but booked in a/cs under 'G. I.' .. = {B. G. 56,325 / M. G. 56,211} = 1,12,536

(ii) 'Furniture and Sundries' taken under 'A.-I.' but booked in a/cs under 'A. II' .. .. {B. G. 1,836 / M. G. 925} = 2,761

Total .. 1,09,775

(c) Includes Rs. 1,53,088 (B. G. Rs. 1,42,149 and N. G. Rs. 10,939), on a/c of 'Non-wasting assets' accounted for under 'Replacements and Renewals' in abst. 'A' of C & R A/cs.

(d) These figures are for the entire system while corresponding figures in Finance and Revenue Accounts pertain to State lines only.

31.—*Statement of Oil Consumption on Class I Railways during the years 1934-35 and 1935-36.*

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	*1934-35*	*357,275*	*484,450*	*5·99*	*6·62*	*559,219*	*1·52*
	1935-36	355,146	542,826	5·89	6·48	506,235	1·26
Bombay, Baroda and Central India	*1934-35*	*293,084*	*135,805*	*6·24*	*7·09*	*167,130*	*0·92*
	1935-36	280,252	133,488	6·06	6·89	180,883	1·04
Eastern Bengal	*1934-35*	*479,234*	*115,349*	*8·81*	*7·73*	*235,071*	*1·31*
	1935 36	510,536	109,210	9·04	7·87	237,699	1·42
East Indian	*1934-35*	*1,417,180*	*1,122,395*	*8·18*	*8·36*	*1,419,702*	*1·45*
	1935-36	1,506,038	1,118,590	8·43	8·24	1,445,289	1·47
Great Indian Peninsula	*1934-35*	*947,902*	*809,626*	*7·75*	*11·1*	*827,690*	*1·68*
	1935-36	938,255	739,069	7·62	10·1	770,897	1·56
Madras and Southern Mahratta	*1934-35*	*485,226*	*224,733*	*10·6*	*11·9*	*260,087*	*1·72*
	1935-36	470,368	237,812	10·4	11·0	247,807	1·52
Nizam's State	*1934-35*	*89,929*	*55,998*	*7·37*	*8·56*	*49,635*	*1·07*
	1935-36	80,448	51,927	7·07	8·30	49,524	1·08
North Western	*1934-35*	*1,465,608*	*816,005*	*8·92*	*11·9*	*1,392,567*	*2·31*
	1935-36	1,620,173	863,154	9·55	12·2	1,352,110	2·18
South Indian	*1934-35*	*292,055*	*74,999*	*10·5*	*9·86*	*64,349*	*1·13*
	1935-36	344,300	82,996	11·3	9·82	69,844	1·08
Total	*1934-35*	*5,827,493*	*3,839,360*	*8·25*	*9·23*	*4,975,450*	*1·65*
	1935-36	6,105,506	3,879,072	8·46	8·95	4,860,288	1·58
3′ 3½″ GAUGE.							
Assam Bengal	*1934-35*	*181,688*	*33,292*	*5·55*	*6·77*	*134,653*	*1·30*
	1935-36	188,239	32,086	5·32	7·23	130,437	1·30
Bengal and North Western	*1934-35*	*†271,762*	*147,250*	*4·61*	*5·24*	*236,360*	*1·15*
	1935-36	*294,084	134,374	4·68	5·21	255,423	1·15
Bombay, Baroda and Central India	*1934-35*	*309,316*	*139,222*	*5·42*	*5·48*	*345,544*	*1·09*
	1935-36	279,687	126,642	4·85	4·91	359,714	1·53
Burma	*1934-35*	*345,794*	*207,882*	*6·64*	*9·87*	*159,521*	*0·83*
	1935-36	354,649	195,828	6·44	9·92	143,370	0·76
Eastern Bengal	*1934-35*	*177,428*	*64,326*	*6·42*	*5·59*	*127,174*	*1·10*
	1935-36	203,992	66,228	6·53	5·58	132,345	1·09
Jodhpur	*1934-35*	*79,722*	*20,868*	*5·26*	*4·74*	*47,435*	*0·84*
	1935-36	84,625	20,754	5·20	4·21	49,937	0·77
Madras and Southern Mahratta	*1934-35*	*340,376*	*217,839*	*7·05*	*8·44*	*133,568*	*0·88*
	1935-36	341,506	212,180	7·08	8·76	130,703	0·89
Nizam's State	*1934-35*	*81,428*	*34,952*	*7·10*	*8·51*	*20,030*	*0·67*
	1935-36	72,699	30,503	6·69	7·79	18,312	0·65
Rohilkund and Kumaon	*1934-35*	*§‖62,363*	*9,469*	*‖4·10*	*4·14*	*44,190*	*1·30*
	1935-36	‡61,870	9,701	4·01	4·10	41,245	1·19
South Indian	*1934-35*	*426,619*	*98,672*	*5·83*	*6·08*	*293,788*	*1·64*
	1935-36	435,953	89,471	5·93	5·94	271,549	1·54
Total	*1934-35*	*‖2,276,496*	*973,772*	*5·81*	*6·77*	*1,542,263*	*1·10*
	1935-36	2,317,304	917,767	5·70	6·65	1,533,035	1·16

* Includes 76 pints of oil on account of engine power supplied by the R. and K. Railway.
† " 78 " " " " " " " " "
‡ Excludes 76 pints of oil on account of engine power supplied to B. and N. W. Railway.
§ " 78 " " " " " " " "
‖ Revised figure.

31.—*Statement of Oil Consumption on Class I Railways during the years 1934-35 and 1935-36.*—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	*1934-35*	*79,969*	*3·74*
	1935-36	81,595	3·77
Bombay, Baroda and Central India	*1934-35*	*24,240*	*5·58*
	1935-36	24,813	5·54
Eastern Bengal	*1934-35*	*8,048*	*6·70*
	1935-36	7,611	6·88
Great Indian Peninsula	*1934-35*	*52,088*	*10·4*
	1935-36	53,968	10·5
North Western	*1934-35*	*119,121*	*8·87*
	1935-36	118,735	8·94
South Indian	*1934-35*	*7,617*	*4·65*
	1935-36	8,780	5·07
Total	*1934-35*	*291,083*	*6·19*
	1935-36	295,502	6·24

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 1934-35 and 1935-36.*

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	*1935* ..	*21·25*	*44·00*	*18·14*
	1936 ..	21·25	44·00	18·14
3·02. Track mileage (excluding sidings) ..	*1935* ..	*62·54*	*88·00*	*36·28*
	1936 ..	62·54	88·00	36·28
4. Mileage open for electric service on 31st March.	*1935* ..	*21·25*	*44·00*	*18·14*
	1936 ..	21·25	44·00	18·14
5. No. of sub-power stations on 31st March ..	*1935* ..	*3*	*4*	*4*
	1936 ..	3	4	4
6. No. of electric railway stations on 31st March	*1935* ..	*21*	*28*	*14*
	1936 ..	21	28	14
7. Mileage of transmission cable on 31st March ..	*1935* ..	*†61·00*	*40·98*	*41·49*
	1936 ..	†61·00	40·98	41·49
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1934-35* ..	*40*	*§53*	*24*
	1935-36 ..	40	§53	24
8·02. Trailer coaches	*1934-35* ..	*120*	*153*	*48*
	1935-36 ..	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1934-35* ..	*40*	*§53*	*24*
	1935-36 ..	40	§53	24
9·02. Trailer coaches	*1934-35* ..	*120*	*153*	*48*
	1935-36 ..	120	152	48
9·03. Train units*	*1934-35* ..	*40*	*51*	*24*
	1935-36 ..	40	50	24
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1934-35* ..	*4*	*10*	..
	1935-36 ..	4	10	1
10·02. Percentage of item 9·01	*1934-35* ..	*10·0*	*18·9*	*1·67*
	1935-36 ..	10·0	18·9	3·12
10·03. Trailer coaches	*1934-35* ..	*10*	*18*	*1*
	1935-36 ..	9	19	2
10·04 Percentage of item 9·02	*1934-35* ..	*8·33*	*11·8*	*1·67*
	1935-36 ..	7·50	12·5	3·12

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

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

†Overhead 26·50 miles and underground 34·50 miles.

§Includes 2 spare motor coaches.

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 1934-35 and 1935-36*—contd.

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	*1934-35* ..	*36*	*43*	*24*
	1935-36 ..	36	43	23
11·02. Trailer coaches	*1934-35* ..	*110*	*135*	*47*
	1935-36 ..	111	133	47
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1934-35* ..	*35*	*37*	*19*
	1935-36 ..	35	38	20
12·02. Trailer coaches	*1934-35* ..	*87*	*111*	*38*
	1935-36 ..	88	114	40
12·03. Train units*	*1934-35* ..	*35*	*37*	*19*
	1935-36 ..	35	38	20
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1934-35* ..	*1*	*6*	*5*
	1935-36 ..	1	5	3
13·02. Trailer coaches	*1934-35* ..	*23*	*24*	*9*
	1935-36 ..	23	19	7
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1934-35* ..	*142,860*	*843,878*	*247,890*
	1935-36 ..	129,699	927,462	284,798
14·02. Total two unit traffic trains	*1934-35* ..	*958,387*	*1,146,667*	*286,775*
	1935-36 ..	971,441	1,122,516	231,132
14·02.(*a*) Total three unit traffic trains ..	*1934-35* ..	*Nil*	*Nil*	*6,097*
	1935-36 ..	Nil	Nil	7,183
14·02. (*d*) Total four unit traffic trains ..	*1934-35* ..	*Nil*	*Nil*	*10*
	1935-36 ..	Nil	Nil	Nil
14·03. Total traffic trains	*1934-35* ..	*2,059,634*	*3,137,212*	*839,771*
	1935-36 ..	2,072,581	3,172 494	768,611
14·04. Other trains	*1934-35* ..	*34,346*	*Nil*	*Nil*
	1935-36 ..	49,658	154	Nil
15. Hours—				
15·01. Traffic trains	*1934-35* ..	*103,171*	*140,389*	*38,290*
	1935-36 ..	104,198	138,709	35,026
15·02. Other	*1934-35* ..	*2,582*	*26 222*	*Nil*
	1935-36 ..	3,443	27,486	Nil
16·03. Total	*1934-35* ..	*105,753*	*166,611*	*38,290*
	1935-36 ..	107,641	166,195	35,026
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1934-35* ..	*7,439,602*	*12,548,848*	*2,519,313*
	1935-36 ..	7,318,874	12,689,976	2,305,833
16·02. Other trains	*1934-35* ..	*124,939*	*Nil*	*Nil*
	1935-36 ..	176,225	616	Nil

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 1934-35 and 1935-36*—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.	*1934-35* ..	*164*	*232*	*121*
	1935-36 ..	166	228	105
17·02. Train unit miles per day per train unit on line.	*1934-35* ..	*143*	*169*	*96*
	1935-36 ..	145	173	88
18. Train usage—				
18·01. Train unit hour per day per train unit in use.	*1934 35* ..	*8·28*	*12·3*	*5·52*
	1935-36 ..	8·38	11·9	4·78
18·02. Train unit hours per day per train unit on line.	*1934-35* ..	*7·24*	*8·95*	*4·37*
	1935-36 ..	7·35	9·08	3·99
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1934-35* ..	*143*	*169*	*96*
	1935-36 ..	145	170	88
19·02 Trailer coach miles per day per trailer coach unit on line.	*1934-35* ..	*125*	*169*	*96*
	1935-36 ..	122	171	88
20. Motor coach failures—				
20·01. Number	*1934-35* ..	*Nil*	*202*	*11*
	1935-36 ..	1	393	31
20·02. Motor coach miles per motor coach failure (in units).	*1934-35* ..	*Nil*	*15,531*	*76,343*
	1935-36 .	303,177	8,073	24,794
21. Power supply failures—				
21·01. Failures originating at source of supply	*1934-35* ..	*Nil*	*Nil*	*5*
	1935-36 ..	1	Nil	7
21·02. Failures originating at sub-station	*1934-35* ..	*Nil*	*Nil*	*10*
	1935-36 ..	Nil	Nil	15
21·03. Failures on account of overhead track equipment.	*1934-35* ..	*Nil*	*10*	*24*
	1935-36 ..	Nil	8	15
22. Number of passengers carried—				
22·01. First Class	*1934-35* ..	*23,631*	*16,666*	*3,472*
	1935-36 ..	22,339	13,596	3,164
22·02. Second Class	*1934-35* ..	*1,378,520*	*631,725*	*155,240*
	1935-36 ..	1,294,601	574.782	141,226
22·03. Third Class	*1934-35* ..	*32,903,827*	*28,438,194*	*7,546,624*
	1935-36 ..	33,714,580	29,566,444	6,978,915
22·04 Total	*1934-35* ..	*34,305,978*	*29,086,585*	*7,705,336*
	1935-36 ..	35,031,520	30,154,822	7,123,305

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 1934-35 and 1935-36*—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1934-35* ..	*195,701*	*198,862*	*23,952*
	1935-36 ..	188,623	165,952	21,113
23·02. Second Class	*1934-35* ..	*9,568,932*	*4,732,474*	*1,108,122*
	1935-36 ..	9,293,656	4,344,525	988,195
23·03. Third Class	*1934-35* ..	*238,497,701*	*208,776,576*	*46,845,024*
	1935-36 ..	245,059,845	216,988,155	42,686 906
23·04. Total	*1934-35* ..	*248,262,334*	*213,707,912*	*47,977,098*
	1935-36 ..	254,542,124	221,498,632	43,696,214
24. Earnings from passengers carried—				
24·01. First Class	*1934-35* ..	*7,561*	*7,302*	*895*
	1935-36 ..	7,038	6,178	761
24·02. Second Class	*1934-35* ..	*2,18,315*	*1,04,496*	*16,774*
	1935-36 ..	2,05,715	93,893	14 668
24·03. Third Class	*1934-35* ..	*28,20,096*	*24,67,381*	*6,30,312*
	1935-36 .	28,85,314	25,65,085	5,63,897
24·04. Total	*1934-35* ..	*30,45,972*	*25,79,179*	*6,47,981*
	1935-36 ..	30,98,067	26,65,156	5,79,326
25. Earnings from, and cost of, electric train working—				
25·01. Earnings per passenger mile. Pies	*1934-35* ..	*2·36*	*2·32*	*2·59*
	1935-36 ..	2·34	2·31	2·55
25·02. Cost per passenger mile. Pies	*1934-35* ..	*1·62*	*3·36*	**1·26*
	1935-36 ..	1·54	3·21	1·45
25·03. Earnings per train mile. Rs.	*1934-35* ..	*1·52*	*0·82*	**0·80*
	1935-36 ..	1·53	0·84	0·81
25·04. Cost per train mile. Rs.	*1934-35* ..	*1·02*	*1·19*	**0·39*
	1935-36 ..	0·98	1·17	0·46
26. Gross ton miles (including Departmental)	*1934-35* ..	*404,027,347*	*564,943,665*	*63,819,532*
	1935-36 ..	402,081,930	571,499,550	58,399,635
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1934-35* ..	*27,281,711*	*38,485 374*	*5,047,623*
	1935-36 ..	27,439,920	39,516,158	4,840,703
27·02. Kilo-watt hours per train unit mile	*1934-35* ..	*13·0*	*12·6*	*5·67*
	1935-36 ..	12·9	12·6	5·81
27·03. Kilo-watt hours per 1,000 gross ton miles	*1934-35* ..	*67·5*	*70·0*	**60·6*
	1935-36 ..	68·2	70·0	60·3
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1934-35* ..	*41,147*	*139 778*	*13,669*
	1935-36 ..	39,007	127,621	13,636
28·02. Pints per 1,000 vehicle miles	*1934-35* ..	*5·44*	*11 1*	*5 40*
	1935-36 ..	5·20	10·1	5·91

33.—*Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1934-35 and 1935-36.*

(*i*) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1934-35*	*2*	*2*	*11*	*15·6*	*1*	*11,375*	*33·9*
	1935-36	2	2	14	18·6	Nil	Nil	23·7
Eastern Bengal	*1934-35*	*1*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1935-36	Nil	Nil	Nil	Nil	Nil	Nil	Nil
East Indian	*1934-35*	*3*	*3*	*46*	*42·0*	*1*	*45,991*	*9·77*
	1935-36	3	3	27	24·6	Nil	Nil	12·2
Great Indian Peninsula	*1934-35*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1935-36	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North Western	*1934-35*	*7*	*7*	*161*	*63·1*	*3*	*53,771*	*16·4*
	1935-36	7	7	163	63·5	4	40,659	16·1
Total	*1934-35*	*13*	*13*	*218*	*46·1*	*5*	*43,736*	*15·9*
	1935-36	12	12	204	46·4	4	50,815	16·1
3′ 3½″ GAUGE.								
Bombay Baroda & Central India.	*1934-35*	*3*	*3*	*71*	*65·0*	*2*	*35,389*	*16·4*
	1935-36	3	3	61	61·0	4	15,268	16·5
Eastern Bengal	*1934-35*	*2*	*2*	..	*0·20*	*Nil*	*Nil*	*16·6*
	1935-36	2	2	Nil	Nil	Nil	Nil	Nil
Nizam's State	*1934-35*	*2*	*2*	*1*	*1·00*	*1*	*1,027*	*29·0*
	1935-36	2	2	12	16·0	2	5,857	20·3
Total	*1934-35*	*7*	*7*	*72*	*28·2*	*3*	*23,984*	*16·6*
	1935-36	7	7	73	28·5	6	12,131	17·1
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	*1934-35*	*3*	*3*	*22*	*19·9*	*4*	*5,456*	*20·7*
	1935-36	3	3	18	16·8	2	9,249	21·3
North Western	*1934-35*	*3*	*3*	*38*	*34·6*	*Nil*	*Nil*	*12·6*
	1935-36	3	3	74	67·7	Nil	Nil	11 1
Total	*1934-35*	*6*	*6*	*60*	*27·2*	*4*	*14,914*	*15·6*
	1935-36	6	6	92	42·4	2	46,426	13·1

(*ii*) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
North Western	*1934-35*	*1*	*1*	*6*	*17·1*	*Nil*	*Nil*	*8·87*
	1935-36	1	1	4	11·7	Nil	Nil	10·1
3′ 3½″ GAUGE.								
South Indian	*1934-35*	*3*	*3*	*28*	*25·7*	*3*	*9,375*	*13·3*
	1935-36	3	3	24	22·2	4	6,086	13·4
2′ 6″ GAUGE.								
North Western	*1934-35*	*7*	*7*	*56*	*23·3*	*1*	*56,424*	*16·3*
	1935-36	7	7	63	24·8	1	63,426	14·1

34.—*Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1936.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							Goods Wagons† (excluding wagons used exclusively on Railway service).			† Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3¼" Gauge.																
Bengal Dooars	19	..	..	..	59	125	99	374	2,600	8	67	435	15	450	5	10
Bhavnagar State	37	1	..	..	128	180	416	..	6,493	54	182	1,085	3	1,088	10	16
Bikaner State	54	..	..	..	132	198	243	393	6,161	34	166	1,210	..	1,210	15	56
Dibru-Sadiya	32	..	..	..	46	167	130	155	2,466	22	68	1,380	118	1,498	8	4
Gaekwar's Baroda State	22	..	..	..	155	90	153	..	4,888	1	156	319	9	328	3	14
Gondal	20	..	..	..	88	142	342	..	2,781	19	107	382	..	382	3	31
Jamnagar Dwarka	17	2	..	..	50	89	178	..	1,593	21	71	600	4	604	4	3
Junagad State	17	2	..	..	119	131	360	..	2,941	17	136	338	15	353	7	12
Morvi	21	3	..	..	92	152	288	..	2,769	26	118	312	..	312	..	2
Mysore	46	(*b*) 5	..	..	140	117	298	..	5,976	23	163	577	..	577	24	29
Total	285	13	..	..	1,009	1,391	2,487	922	38,668	225	1,234	6,638	164	6,802	79	177
2' 6" Gauge.																
Barsi Light	34	1	2	..	107	.	262	..	5,019	*11	118	270	8	278	2	14
Gaekwar's Baroda State	37	2	(*b*) 5	..	302	98	180	..	6,267	9	311	1,255	26	1,281	13	20
Mysore	10	..	..	..	27	..	30	..	1,352	..	27	81	..	81	3	10
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	253	4	257	4	1
Total	91	3	7	..	485	110	508	84	13,915	21	506	1,859	38	1,897	22	45
2' 0" Gauge.																
Darjeeling Himalayan	35	2	..	..	107	234	266	..	2,173	26	133	523	..	523	..	..
Mysore	6	..	..	..	5	..	18	..	98	..	5	55	..	55	..	3
Total	41	2	..	..	112	234	284	..	2,271	26	138	578	..	578	..	3
Class III Railways.																
3' 3¼" Gauge.																
Porbandar State	7	..	..	..	17	12	55	..	539	9	26	313	3	316	2	12
Udaipur-Chitorgarh	16	..	..	..	56	31	68	88	2,546	12	68	89	..	89	3	..
Total	23	..	..	..	73	43	123	88	3,085	21	94	402	3	405	5	12
2' 6" Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	14	24	..	44	432	4	18	129	..	129	..	1
Bankura-Damodar River.	7	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	(*c*)1
Barasat-Basirhat Light	10	..	..	..	37	59	..	177	1,171	..	37	64	..	64	..	3
Carried over	28	..	..	..	97	122	39	397	2,683	14	111	287	..	287	..	5

* Brake vans.

† In units.

(*b*) Includes 4 Internal Combustion Coaches.

(*c*) Inspection motor trollies.

34.—*Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1936*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	Coaching Vehicles (excluding vehicles used exclusively on Railway service). ‡							Goods Wagons‡ (excluding wagons used exclusively on Railway service).			Railway service vehicles ‡	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	28	..	..	..	97	122	39	397	2,683	14	111	287	..	287	..	5
Class III Railways—*concld.*																
2′ 6″ Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	2
Bukhtiarpur-Bihar Light.	5	..	..	..	21	30	24	119	575	..	21	68	..	68	..	3
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	§1
Cutch State . .	5	1	..	..	17	..	96	..	424	..	17	54	1	55	..	2
Dehri-Rohtas Light .	6	3	1	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State .	6	..	..	..	9	22	..	..	404	..	9	115	3	118	..	2
Futwah-Islampur .	3	..	..	..	9	12	.	39	350	..	9	28	..	28	..	..
Jessore-Jhenidah .	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	.
Tezpore-Balipara Light.	3	.	..	..	19	12	..	40	670	*4	23	91	..	91	..	..
Total .	79	4	1	..	265	286	231	897	7,370	35	300	908	4	912	3	18
2′ 0″ Gauge.																
Gwalior Light	26	..	..	..	76	50	124	..	2,000	6	82	347	7	354	8	10
Howrah-Amta Light .	18	..	..	..	113	88	..	336	2,518	11	124	80	..	80	..	(*c*) 8
Howrah-Sheakhala Light.	3	..	..	..	24	32	..	84	592	..	24	11	..	11	..	8
Jagadhri Light .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	22	22	90	403	5	24	75	1	76	..	3
Kulasekharapatnam Light.	†4	6	..	..	24	..	..	..	746	..	24	45	..	45	..	(§)2
Matheran Light .	3	4	..	..	26	85	77	..	134	(*b*)1	27	17	*2	19	2	(*a*) 3
Trivellore Light .	2	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total .	65	14	..	..	300	283	223	524	6,601	24	324	586	11	597	10	35

* Brake vans.
† Motor Locomotives.
(*a*) Includes one motor trolly.
†† Figures are not available.
‡ In units
§ Inspection motor trollies.
(*b*) Saloon.
(*c*) Includes 7 workmen Train Coaches which were not accounted for last year.

35.—*Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1935-36.*

Railway.	Locomotives.	Rail Motor cars.	Steam coaches.	Electric Motor Coaches.	Coaching vehicles (excluding vehicles used exclusively on Railway service). †							Goods wagons (excluding wagons used exclusively on Railway service). †			Railway Service Vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
					No.	Seats by Classes. 1st	2nd	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
5' 3½" Gauge.																
Bengal Dooars	..	..	..	..	..	..	6	..	—8	..	..		..	..	..	..
Bhavnagar State	2	..	..	..	1	6	..	..	4	4	5	64	—1	63	..	..
Bikaner State	—1	..	..	..	—2	..	—12	..	—88	1	—1	..	..	..	..	..
Dibru Sadiya	..	..	..	..	..	..	2	—2	17	2	2	—74	..	—74	..	..
Gaekwar's Baroda State	3	..	..	..	..	..	..	..	..	1	1	..	1	1	..	3
Gondal	—3	..	..	..	..	—10	24	..	—28	—2	—2	5	..	5	..	..
Jamnagar Dwarka	—2	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	—1
Junagad State	..	..	..	..	3	1	—1	..	129	2	5	4	..	4	..	—4
Morvi	..	..	..	..	—4	..	..	..	—115	1	—3	15	..	15	..	..
Mysore	4	4	..	..	6	..	42	—243	790	—1	5	45	..	45	..	—2
Total	3	3	..	..	4	—3	61	—245	701	8	12	59	..	59	..	—4
2' 6" Gauge																
Barsi Light	..	..	..	..	—10	..	—36	..	12	8	—2	—5	5	..	2	..
Gaekwar's Baroda State	—2	..	..	..	..	..	..	..	..	—2	—2	..	..	..	..	—1
Mysore	..	..	..	..	..	..	..	..	..	..	..	4	..	4	1	..
Shahdara (Delhi) Saharanpur Light.	..	..	..	..	..	..	..	..	..	..	..	3	..	3	..	..
Total	—2	..	..	..	—10	..	—36	..	12	6	—4	2	5	7	3	—1
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	—1	..	..	..	—16	..	—1	—3		—3	.	..
Mysore	..	..		..	..	..	..	..	..	..	..	8	..	8	..	—1
Total	..	..	..	..	—1	..	..	..	—16	..	—1	5	..	5	..	—1
Class III Railways.																
5' 3½" Gauge.																
Porbandar	1	..	..	..	..	..	..	..	..	1	1	—2	..	—2	..	..
Udaipur-Chitorgarh	1	..	..	..	7	7	12	10	268	1	8	..	..	..	1	..
Total	2	..	..	..	7	7	12	10	268	2	9	—2	..	—2	1	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	—18	—8	..	—24	—278	..	—18	56	..	56	..	..
Baraset Basirhat Light	..	..	..	..	—1	—4	..	—50	66	—3	—4	..	..	..	..	..
Bukhtiarpur-Bihar Light	..	..	..	..	4	..	..	41	89	..	4	..	..	..	..	..
Cutch State	..	..	..	..	1	..	6	..	..	..	1	5	..	5	..	..
Dholpur State	..	..	..	..	..	..	..	..	..	..	..	—1	..	—1	..	..
Tezpore-Balipara	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	—1	..	..	..	—14	—12	6	—33	—123	—3	—17	60	..	60	..	..
2' 0" Gauge.																
Gwalior Light	..	..	..	..	8	6	..	..	48	—10	—2	..	..	..	..	—1
Howrah-Amta Light	—1	..	..	..	—6	..	..	—22	—136	—2	—8	..	..	..	..	(c) 7
Howrah Sheakhala Light	..	..	..	..	2	—4	..	32	15	..	2	..	..	..	..	6
Matheran Light	1	1	..	..	—4	15	2	..	—6	—1	—5	..	..	..	..	..
Total	..	1	..	..	..	17	2	10	—79	—13	—13	..	..	..	..	(c) 12

†In units.

(c) See remark on page 214.

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

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					* Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	* 2nd.	* Inter.	* 3rd.	* Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1934-35*	..	*2,3*	..	*851,4*	*854,2*	*138,2*	..	*3,5*	..	*988,9*	*992,4*
		1935-36	..	2,5	..	896,6	899,1	172,2	..	3,2	..	1,068,1	1,071,3
Bengal Dooars	3′ 3¼″	*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*
		1935-36	8	2,0	15,7	1,019,0	1,037,5	28,3	1,0	2,4	16,4	1,046,0	1,065,8
Bhavnagar State	3′ 3¼″	*1934-35*	*1,0*	*20,9*	..	*2,690,4*	*2,712,3*	*337,3*	*1,5*	*27,0*	..	*3,021,1*	*3,049,6*
		1935-36	9	21,2	..	2,706,0	2,728,1	320,4	1,4	27,4	..	3,019,7	3,048,5
Bikaner State	3′ 3¼″	*1934-35*	*1,0*	*5,2*	*11,0*	*1,870,8*	*1,888,0*	*174,8*	*1,3*	*6,9*	*12,9*	*2,041,7*	*2,062,8*
		1935-36	7	5,7	11,8	1,943,5	1,961,7	171,7	1,0	7,6	13,6	2,111,2	2,133,4
Darjeeling Himalayan	2′ 0″	*1934-35*	*8*	*7,4*	..	*613,8*	*622,0*	*10,6*	*1,1*	*10,3*	..	*621,2*	*632,6*
		1935-36	1,1	9,3	..	680,7	691,1	10,2	1,6	12,0	..	687,7	701,3
Dibru Sadiya	3′ 3¼″	*1934-35*	*3,1*	*5,5*	*28,5*	*1,312,5*	*1,349,6*	*48,4*	*3,4*	*6,1*	*29,7*	*1,358,8*	*1,398,0*
		1935-36	2,8	4,7	29,7	1,303,2	1,340,4	46,7	3,1	5,1	31,5	1,347,4	1,387,1
Gaekwar's Baroda State	3′ 3¼″	*1934-35*	*3*	*7,2*	..	*3,384,2*	*3,391,7*	*756,3*	*1,2*	*12,5*	..	*4,134,3*	*4,148,0*
		1935-36	2	7,7	..	3,517,8	3,525,7	734,6	9	13,3	..	4,246,1	4,260,3
	2′ 6″	*1934-35*	*5*	*19,5*	..	*2,772,5*	*2,792,5*	*192,7*	*5*	*20,4*	..	*2,964,3*	*2,985,2*
		1935-36	5	18,4	..	2,693,0	2,711,9	188,3	5	19,3	..	2,880,4	2,900,2
Gondal	3′ 3¼″	*1934-35*	*4*	*13,1*	..	*1,476,0*	*1,489,5*	*739,9*	*1,3*	*27,1*	.	*2,201,0*	*2,229,4*
		1935-36	4	11,1	..	1,470,6	1,482,1	713,6	1,2	24,5	..	2,170,0	2,195,7
Jamnagar Dwarka	3′ 3¼″	*1934-35*	*1,2*	*8,4*	..	*641,7*	*651,3*	*87,3*	*1,6*	*11,3*	..	*725,7*	*738,6*
		1935-36	9	7,9	..	633,7	642,5	83,5	1,2	10,5	..	714,3	726,0
Junagad State	3′ 3¼″	*1934-35*	*1,1*	*16,8*	..	*1,847,8*	*1,865,7*	*238,4*	*1,3*	*21,6*	..	*2,081,2*	*2,104,1*
		1935-36	8	15,8	..	1,996,9	2,013,5	245,7	1,1	20,5	..	2,237,6	2,259,2
Morvi	3′ 3¼″	*1934-35*	*8*	*10,7*	..	*735,7*	*747,2*	*339,3*	*2,3*	*23,3*	..	*1,060,9*	*1,086,5*
		1935-36	8	12,2	..	869,0	882,0	342,3	2,3	25,4	..	1,196,6	1,224,3
Mysore	3′ 3¼″	*1934-35*	*1,8*	*19,9*	*40,2*	*2,979,3*	*3,041,2*	*100,8*	*2,0*	*21,1*	*41,7*	*3,077,2*	*3,142,0*
		1935-36	1,5	32,9	5,9	3,170,5	3,210,8	103,2	1,7	34,5	6,2	3,271,6	3,314,0
	2′ 6″	*1934-35*	..	*9*	..	*647,3*	*648,2*	*18,0*	..	*1,0*	..	*665,2*	*666,2*
		1935-36	..	1,1	..	817,2	818,3	17,1	..	1,1	..	834,3	835,4
	2′ 0″	*1934-35*	..	*1*	..	*41,7*	*41,8*	*2*	..	*2*	..	*41,8*	*42,0*
		1935-36	..	3	..	35,1	35,4	2	..	3	..	35,3	35,6
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1934-35*	*2*	*5,9*	*6,3*	*940,4*	*952,8*	*40,3*	*2*	*5,7*	*6,5*	*980,7*	*993,1*
		1935-36	2	3,7	8,7	926,6	939,2	15,6	2	3,7	8,8	942,1	954,8
Total Class II Railways		*1934-35*	*13,3*	*146,4*	*103,0*	*23,856,2*	*24,118,9*	*3,258,1*	*18,9*	*200,5*	*108,6*	*27,049,0*	*27,377,0*
		1935-36	11,6	156,5	71,8	24,679,4	24,919,3	3,193,6	17,2	210,8	76,5	27,808,4	28,112,9
Class III Railways.													
Ahmadpur Katwa	2′ 6″	*1934-35*	..	*4*	*3,3*	*209,5*	*213,2*	*5,9*	*1*	*4*	*3,7*	*214,9*	*219,1*
		1935-36	1	4	2,8	176,1	179,4	5,5	1	4	3,2	181,2	184,9
Arrah-Sasaram Light	2′ 6″	*1934-35*	*5*	..	*5,2*	*389,1*	*394,8*	*2,3*	*5*	..	*5,3*	*391,3*	*397,1*
		1935-36	4	..	5,4	416,3	422,1	5,4	4	..	5,5	421,6	427,5
Bankura-Damodar River	2′ 6″	*1934-35*	..	*4*	*1,5*	*154,5*	*156,4*	*1,0*	..	*4*	*1,6*	*155,4*	*157,4*
		1935-36	1	5	1,5	144,3	146,4	1,1	1	5	1,6	145,3	147,5
Barasat Basirhat Light	2′ 6″	*1934-35*	*4,3*	..	*44,1*	*1,205,3*	*1,253,7*	*1,2*	*4,3*	..	*44,1*	*1,206,5*	*1,254,9*
		1935-36	4,0	..	50,0	1,244,2	1,298,2	7	4,0	..	50,1	1,244,8	1,298,9
Bengal Provincial	2′ 0″	*1934-35*	*1*	*8*	*5,4*	*357,9*	*364,2*	*65,2*	*1*	*1,2*	*7,6*	*420,5*	*429,4*
		1935-36	..	7	5,8	270,8	277,3	54,8	..	1,1	7,6	323,4	332,1

* Columns 9 to 14 and 20 to 24—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1934-35 and 1935-36.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (excluding 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.
2	*192*	..	*33,237*	*33,431*	*56·6*	*54·7*	..	*33·6*	*33·7*	..	*10*	..	*6,92*	*7,02*	Barsi Light.
..	182	..	42,425	42,607	..	56·6	..	39·7	39·8	..	9	..	8,11	8,20	
35	*66*	*289*	*19,688*	*20,078*	*27·4*	*26·8*	*16·2*	*18·1*	*18·1*	*8*	*4*	*8*	*3,26*	*3,46*	Bengal Docars.
29	63	261	18,549	18,902	28·9	26·5	15·9	17·7	17·7	7	4	7	3,03	3,26	
108	*1,424*	..	*82,023*	*83,555*	*72·0*	*52·7*	..	*27·2*	*27·4*	*10*	*63*	..	*14,56*	*15,29*	Bavnagar State.
97	1,442	..	81,726	83,265	69·3	52·6	..	27·1	27·3	9	64	..	14,51	15,24	
93	*405*	*782*	*76,010*	*77,290*	*71·6*	*58·7*	*60·6*	*37·2*	*37·5*	*12*	*25*	*22*	*15,84*	*16,43*	Bikaner State.
73	420	803	78,634	79,930	75·9	54·9	59·2	37·3	37·5	9	26	23	16,32	16,90	
41	*397*	..	*9,118*	*9,556*	*38·9*	*38·3*	..	*14·7*	*15·1*	*8*	*36*	..	*2,26*	*2,70*	Darjeeling Himalayan.
68	453	..	9,400	9,921	42.1	37·8	..	13·7	14·1	11	42	..	2,46	2,99	
77	*146*	*645*	*19,179*	*20,047*	*20·0*	*22·0*	*19·0*	*13·0*	*13·0*	*7*	*7*	*18*	*4,00*	*4,32*	Dibru Sadiya.
63	117	630	17,436	18,246	20·0	23·0	20·0	13·0	13·0	6	5	18	3,42	3,71	
46	*324*	..	*67,704*	*68,074*	*37·4*	*25·9*	..	*16·4*	*16·4*	*5*	*20*	..	*13,23*	*13,48*	Gaekwar's Baroda State.
35	351	..	69,865	70,251	38·0	26·5	..	16·5	16·5	4	21	..	13 64	13,89	
18	*377*	..	*39,505*	*39,900*	*34·2*	*18·6*	..	*13·3*	*13·4*	*2*	*18*	..	*10,06*	*10,26*	
18	377	..	38,549	38,944	33·7	19 6	..	13·4	13·4	2	18	..	9 ,76	9,96	
60	*988*	..	*52,052*	*53,100*	*45·4*	*36·5*	..	*23·6*	*23·8*	*5*	*46*	..	*9,34*	*9,85*	Gondal
59	935	..	51,204	52,198	46·7	38·3	..	23·6	23·8	6	43	..	9,28	9,77	
102	*632*	..	*26,401*	*27,135*	*63·3*	*56·0*	..	*36·4*	*36·7*	*11*	*34*	..	*5,93*	*6,38*	Jamnagar Dwarka.
75	581	..	25,627	26,283	62·4	55·4	..	35·9	36·2	8	31	..	5,73	6,12	
43	*615*	..	*40,433*	*41,091*	*31·8*	*28·5*	..	*19·4*	*19·5*	*4*	*28*	..	*7,33*	*7,65*	Junagad State.
35	623	..	43,778	44,436	32·7	30·4	..	19·6	19·7	3	27	..	7,92	8,22	
155	*1,406*	..	*40,901*	*42,462*	*65·8*	*60·4*	..	*38·6*	*39·1*	*15*	*68*	..	*7,53*	*8,36*	Morvr
158	1,529	..	44,219	45,906	68·2	60·3	..	37·0	37·5	15	74	..	7,94	8,83	
143	*1,229*	*2,047*	*75,084*	*78,503*	*71·5*	*58·2*	*49·1*	*24·4*	*25·0*	*14*	*48*	*58*	*13,57*	*14,77*	Mysore.
129	2,066	361	79,069	81,625	75·9	59·9	58·2	24·2	24·6	13	69	10	13,90	14,82	
..	*17*	..	*11,734*	*11,751*	..	*17·0*	..	*17·6*	*17·6*	..	*1*	..	*1,80*	*1,81*	
..	22	..	14,789	14,811	..	20·0	..	17·7	17·7	..	1	..	1,90	1,91	
..	*2*	..	*666*	*668*	..	*10·0*	..	*15·9*	*15·9*	..	..	..	*12*	*12*	
..	5	..	570	575	..	16·7	..	16·1	16·2	..	..	..	11	11	
8	*144*	*152*	*22,277*	*22,581*	*30·0*	*21·0*	*23·0*	*22·0*	*22·0*	..	*7*	*6*	*4,64*	*4,77*	Shahdara (Delhi) Saharanpur Light.
5	100	190	21,265	21,560	29·2	26·8	21·5	22·5	22·5	..	5	8	4,43	4,56	
931	*8,364*	*3,915*	*616,012*	*629,222*	*49·3*	*41·7*	*36·0*	*22·8*	*23·0*	*1,01*	*4,15*	*1,12*	*1,20,39*	*1,26,67*	Total Class II Rys.
844	9,266	2,245	637,105	649,460	49·1	43·9	29·3	22·9	23·1	93	4,39	66	1,22,51	1,28,49	
															Class III Rys.
1	*7*	*53*	*2,531*	*2,592*	*10·0*	*17·5*	*14·3*	*11·8*	*11·8*	..	*1*	*2*	*79*	*82*	Ahmadpur Katwa.
1	6	42	2,066	2,115	10·0	15·0	13·1	11·4	11·4	..	..	2	65	67	
18	..	*167*	*8,372*	*8,557*	*33·0*	..	*31·0*	*21·0*	*21·0*	*1*	..	*7*	*1,96*	*2,04*	Arrah-Sasaram Light.
17	..	172	9,001	9,190	36·0	..	31·4	21·3	21·4	1	..	7	2,11	2,19	
..	*8*	*33*	*2,479*	*2,520*	..	*20·0*	*20·6*	*16·0*	*16·0*	..	*1*	*1*	*77*	*79*	Bankura-Damodar River.
1	13	30	2,289	2,333	10·0	26·0	18·8	15·8	15·8	..	1	1	72	74	
109	..	*746*	*17,850*	*18,705*	*25·0*	..	*16·0*	*14·0*	*14·0*	*4*	..	*20*	*3,27*	*3,51*	Baraset-Basirhat Light.
110	..	797	18,524	19,431	27·0	..	15·9	14·8	14·9	4	..	21	3,40	3.65	
..	*7*	*47*	*2,791*	*2,845*	*4·38*	*5·66*	*6·14*	*6·23*	*6·76*	..	..	*2*	*70*	*72*	Bengal Provincial
..	6	44	2,102	2,152	7·97	5·64	5·76	6·50	6·48	..	..	2	53	55	

36 - *Statement of Passenger and Goods Revenue Statistics and Earnings of* ***Class II and III Railways*** *for the years 1934-35 and 1935-36*—contd.

Railway.	Gauge.	Year	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 (in thousands) (Excluding refunds).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
													Rs.	
Class II Railways.														
Barsi Light	2′ 6″	*1934-35*	*16·0*	*10·0*	..	*4·00*	*4·00*	*119*	*66*	*185*	*10,785*	*58·2*	*9,70*	*17·3*
		1935-36	..	10·0	.	3·67	3·70	125	61	186	10,165	54·6	9,71	18·3
Bengal Doors	3′ 3¼″	*1934-35*	*24·5*	*12·0*	*5·34*	*3·00*	*3·10*	*164*	*111*	*275*	*16,985*	*61·8*	*16,13*	*18·2*
		1935-36	24·5	12·1	5·33	3·00	3·10	160	92	252	14,562	57·8	14,29	18·8
Bhavnagar State	3′ 3¼″	*1934-35*	*17·8*	*8·49*	..	*3·41*	*3·51*	*456*	*169*	*625*	*33,475*	*53·6*	*17,43*	*10·0*
		1935-36	17·8	8·52	..	3·41	3·51	411	145	556	32,728	58·9	16,39	9·62
Bikaner State	3′ 3¼″	*1934-35*	*24·8*	*11·9*	*5·40*	*4·00*	*4·08*	*281*	*133*	*414*	*49,600*	*118·4*	*19,51*	*7·64*
		1935-36	24·0	12·0	5·50	3·98	4·06	286	145	431	48,200	111·9	19,66	7·85
Darjeeling Himalayan	2′ 0″	*1934-35*	*39·1*	*17·5*	..	*4·74*	*5·43*	*117*	*35*	*152*	*4,558*	*30·0*	*12,28*	*51·7*
		1935-36	31·4	18·2	.	5·02	5·81	139	29	168	4,895	29.1	12,73	50·0
Dibru Sadiya	3′ 3¼″	*1934-35*	*18 0*	*9·00*	*5·50*	*4·00*	*4·00*	*326*	*58*	*384*	*13,377*	*35·0*	*15,54*	*22·0*
		1935-36	18·0	9·00	5·50	4·00	4·00	575	55	630	15,175	24·0	15,51	20·0
Gaekwar's Baroda State	3′ 3¼″	*1934-35*	*23·8*	*11·7*	..	*3·75*	*3·80*	*98*	*276*	*374*	*12,301*	*32·9*	*8,58*	*13·4*
		1935-36	23·3	11·7	..	3·75	3·80	115	254	369	12,056	32·7	7,90	12·6
	2′ 6″	*1934-35*	*24·0*	*9·01*	..	*4·89*	*4·94*	*276*	*112*	*338*	*11,925*	*30·7*	*10,89*	*17·5*
		1935-36	24·0	9·00	..	4·86	4·91	256	110	366	11,198	30.6	10,32	17·7
Gondal	3′ 3¼″	*1934-35*	*17·8*	*8·86*	..	*3·45*	*3·56*	*126*	*264*	*390*	*15,623*	*40·0*	*11,48*	*14·1*
		1935-36	17·8	8·92	..	3·48	3·59	106	246	352	12,976	36·8	9,40	13·9
Jamnagar Dwarka	3′ 3¼″	*1934-35*	*19·6*	*10·4*	..	*4·31*	*4·51*	*323*	*40*	*363*	*14,055*	*38·7*	*7,09*	*9·69*
		1935-36	19·7	10·3	..	4·29	4·47	346	51	397	15,304	38·5	7,27	9·12
Junagad State	3′ 3¼″	*1934-35*	*17·6*	*8·59*	.	*3·48*	*3·57*	*253*	*49*	*302*	*13,216*	*43·8*	*8,01*	*11·6*
		1935-36	17·2	8·38	..	3·47	3·55	243	39	282	11,910	42·2	7,31	11·8
Morvi	3′ 3¼″	*1934-35*	*18·8*	*9·29*	..	*3·53*	*3·78*	*148*	*121*	*269*	*13,793*	*51·2*	*7,69*	*10·7*
		1935-36	18·6	9·33	..	3·45	3·70	180	119	299	14,704	49·2	8,20	10·7
Mysore	3′ 3¼″	*1934-35*	*18·3*	*7·50*	*5·44*	*3·47*	*3·61*	*207*	*116*	*323*	*19,708*	*61·0*	*11,60*	*11·3*
		1935-36	19·4	6·41	5·32	3·38	3·49	247	111	358	20,228	56·5	12,43	11·8
	2′ 6″	*1934-35*	..	*11.3*	..	*2 95*	*2·96*	*24*	*5*	*29*	*1,345*	*46·4*	*1,05*	*15·0*
		1935-36	..	8·73	..	2·48	2·49	28	8	36	1,548	43·0	1,19	14·8
	2′ 0″	*1934-35*	..	..	..	*3·46*	*3·45*	*7*	*1*	*8*	*234*	*29·3*	*31*	*25·4*
		1935-36	..	..	..	3·37	3 34	8	..	8	236	29·5	39	31·7
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1934-35*	*14·0*	*9·00*	*7·50*	*4·00*	*4·00*	*64*	*36*	*100*	*3,914*	*39·0*	*3,28*	*16·0*
		1935-36	14·0	9·00	7·50	4·00	4·05	108	41	149	4,872	32·6	4,28	16·9
Total Class II Railways	..	*1934-35*	*20·8*	*9·53*	*5·49*	*3·75*	*3·86*	*2,989*	*1,592*	*4,581*	*234,294*	*51·1*	*1,60,57*	*13·2*
		1935-36	21·2	9·10	5·64	3·69	3·80	3,333	1,506	4,839	230,757	47·7	1,56,98	13·1
Class III Railways.														
Ahmadpur Katwa	2′ 6″	*1934-35*	..	*27·1*	*7·25*	*5.99*	*6·08*	*9*	*6*	*15*	*303*	*20·2*	*20*	*12·7*
		1935-36	..	..	9·14	6·04	6·09	5	6	11	226	20·5	15	12·7
Arrah-Sasaram Light	2′ 6″	*1934-35*	*15·0*	..	*8·00*	*5·00*	*5·00*	*86*	*8*	*94*	*2,832*	*30·0*	*1,37*	*9·00*
		1935-36	15·0	..	7·50	4·50	4·57	76	9	85	2,384	27·9	1,29	10·3
Bankura-Damoodar River	2′ 6″	*1934-35*	..	*24·0*	*5·82*	*5 96*	*6·02*	*16*	*7*	*23*	*978*	*42·5*	*48*	*9·42*
		1935-36	..	14·8	6·40	6 04	6·09	10	5	15	630	42·0	32	9·75
Barasat-Basirhat Light	2′ 6″	*1934-35*	*7·00*	..	*5·00*	*3·00*	*3·00*	*24*	*6*	*30*	*1,236*	*30·0*	*1,09*	*16·0*
		1935-36	7·81	..	5·08	3·52	3·60	46	7	53	1,528	28·9	1,36	17·1
Bengal Provincial	2′ 6″	*1934-35*	*25·3*	*10·9*	*6·45*	*4 78*	*4 82*	*6*	*4*	*10*	*138*	*13·3*	*16*	§22·2
		1935-36	20·6	11·9	6·12	4·87	4·92	10	4	14	110	8·05	13	23·8

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same Railway are considered as two or more separate consignments

§ Revised figure.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1934-35 and 1935-36*—contd.

Railway	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 + 9)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1934-35*	*1*	*1,6*	*11.7*	*530,8*	*544,2*	*49,6*	*1*	*1,8*	*14,4*	*577,5*	*593,8*
		1935-36	1	1,2	10,3	435,1	446,7	44,8	1	1,4	12,9	477,1	491,5
Burdwan-Katwa	2′ 6″	*1934-35*	..	*3*	*3,6*	*244,7*	*248,6*	*10,0*	..	*3*	*3,9*	*254,4*	*258,6*
		1935-36	..	4	3,3	204,1	207,8	9,6	..	5	3,5	213,4	217,4
Cutch State	2′ 6″	*1934-35*	..	*4,5*	.	*237,8*	*242,3*	.	..	*4,5*	..	*237,8*	*242,3*
		1935-36	..	3,3	.	200,8	204,1	..	..	3,3	..	200,8	204,1
Dehri Rohtas Light	2′ 6″	*1934-35*	*2*	..	*3*	*83,7*	*84,2*	..	*2*	..	*3*	*83,7*	*84,2*
		1935-36	1	..	3	90,9	91,3	..	1	..	3	90,9	91,3
Dholpur State	2′ 6″	*1934-35*	..	*2*		*116,1*	*116,3*	..	..	*2*	..	*116,1*	*116,3*
		1935-36	..	2		130,8	131,0	1	..	2	..	130,9	131,1
Futwah-Islampur	2′ 6″	*1934-35*	*3*	..	*5,6*	*236,6*	*242,5*	*19,8*	*3*	..	*6,6*	*255,4*	*262,3*
		1935-36	2	..	5,3	207,5	213,0	18,0	2		6,5	224,3	231,0
Gwalior Light	2′ 6″	*1934-35*	..	*1,8*	..	*484,8*	*486,6*	*1,7*	..	*1,8*	.	*486,5*	*488,3*
		1935-36	..	1,6	..	489.4	491,0	2,6	..	1,6	..	492,0	493,6
Howrah Amta Light	2′ 0″	*1934-35*	*3,7*	..	*47,9*	*2,528,1*	*2,579,7*	*2*	*3,7*	..	*47,9*	*2,528,3*	*2,579,9*
		1935-36	3,5	..	62,0	2,443,0	2,508,5	1	3,5	..	62,0	2,443,1	2,508,6
Howrah-Sheakhala Light	2′ 0″	*1934-35*	*4*	..	*13,1*	*642,6*	*656,1*	*1*	*4*	..	*13.1*	*642,7*	*656,2*
		1935-36	4	..	10,3	643,2	653,9	..	4	..	10,3	643,2	653,9
Jagadhri Light	2′ 0″	*1934-35*	..	..	*1*	*73.4*	*73,5*	..	..	..	*1*	*73,4*	*73,5*
		1935-36	..	..	1	70,4	70,5	..	..	..	1	70,4	70,5
Jessore-Jhenidah	2′ 6″	*1934-35*	†	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1934-35*	†	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1934-35*	..	*1*	*4.4*	*522,8*	*527,3*	..	..	*1*	*4,4*	*522,8*	*527,3*
		1935-36	..	1	4,3	665,6	670,0	..	..	1	4,3	665,6	670.0
Kulasekarapatnam Light	2′ 0″	*1934-35*	..	..	..	*154,7*	*154,7*	..	..	.	..	*154.7*	*154,7*
		1935-36	..	..	..	151,1	151,1	..	..	..	..	151,1	151,1
Matheran Light	2′ 0″	*1934-35*	*5*	*3,3*	..	*6.6*	*10,4*	*12.6*	*1,5*	*8,6*	..	*12,9*	*23,0*
		1935-36	6	2,9	..	6.7	10,2	14,2	1,6	8,6	..	14,2	24,4
Porbandar State	3′ 3½″	*1934-35*	*2*	*2,0*	..	*329.9*	*332,1*	*59,1*	*3*	*3,4*	..	*387,5*	*391,2*
		1935-36	2	2,1	..	324,8	327,1	61,7	3	3,3	..	385,2	388,8
Tezpur-Balipara	2′ 6″	*1934-35*	*3*	..	*1,5*	*249,0*	*250,8*	..	*3*	..	*1,5*	*249,0*	*250,8*
		1935-36	3	..	1,6	247,9	249,8	..	3	..	1,6	247.9	249,8
Trivellore Light	2′ 0″	*1934-35*	..	..	..	*19,0*	*19,0*	..	..	..	..	*19,0*	*19,0*
		1935-36	..	..	..	33,0	33,0	..	..	..	..	33,0	33 0
Udaipur-Chitorgarh	3′ 3½″	*1934-35*	*5*	*2,6*	*2,2*	*505,3*	*510,6*	*57,8*	*1,0*	*4,0*	*2,3*	*561,1*	*568,4*
		1935-36	6	3,0	2,6	559,0	565,2	69,8	1,5	5,0	2,6	625,9	635,0
Total Class III Railways	..	*1934-35*	*11,1*	*18,0*	*149,9*	*9,282,2*	*9,461,2*	*286,5*	*12,8*	*26,7*	*156,8*	*9,551,4*	*9,747,7*
		1935-36	10,6	16,4	165,6	9,155,0	9,347 6	288,4	12,6	26,0	172,1	9,425,3	9,636,0

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

† Not available

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

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1934-35*	*2*	*34*	*290*	*9,822*	*10,148*	*20·0*	*19·0*	*20·0*	*17·0*	*17·0*
		1935 36	2	30	248	7,649	7,929	24·6	21·0	19·2	16·0	16·1
Burdwan-Katwa	2′ 6″	*1934-35*	..	*8*	*79*	*3,339*	*3,426*	..	*26·7*	*20·3*	*13·1*	*13·2*
		1935-36	..	9	71	2,774	2,854	..	18·0	20·3	13·0	13·1
Cutch-State	2′ 6″	*1934-35*	..	*111*	..	*4,893*	*5,004*	..	*24·8*	..	*20·6*	*20·7*
		1935-36	..	107	..	5,602	5,709	..	31·8	..	27·9	28·0
Dehri Rohtas Light	2′ 6″	*1934-35*	*3*	..	*5*	*1,093*	*1,101*	*17·0*	..	*17·0*	*13·0*	*13·0*
		1935-36	3	..	5	1,155	1,163	19·0	..	16·0	13·0	13·0
Dholpur State	2′ 6″	*1934-35*	..	*4*	..	*2,184*	*2,188*	..	*25·7*	..	*18·8*	*18·8*
		1935-36	..	4	..	2,676	2,680	..	28·9	..	20·4	20·4
Futwah-Islampur	2′ 6″	*1934-35*	*4*	..	*90*	*3,493*	*3,587*	*14·0*	..	*13·0*	*13·0*	*13·0*
		1935-36	4	..	86	3,223	3,313	18·1	..	13·2	14·3	14·3
Gwalior Light	2′ 6″	*1934-35*	..	*77*	..	*12,558*	*12,635*	*23·0*	*38·0*	..	*26·0*	*26·0*
		1935-36	..	66	..	12,976	13,042	11·0	35·0	..	26·0	26·0
Howrah Amta Light	2′ 0″	*1934-35*	*82*	..	*489*	*32,795*	*33,366*	*22·0*	..	*10·0*	*12·0*	*12·0*
		1935-36	76	..	596	31,143	31,815	21·7	..	9·60	12·7	12·6
Howrah-Sheakhala Light	2′ 0″	*1934-35*	*7*	..	*82*	*5,499*	*5,588*	*14·0*	..	*6·00*	*8·00*	*8·00*
		1935-36	6	..	67	5,443	5,516	14·2	..	6·51	8·56	8·43
Jagadhri Light	2′ 0″	*1934-35*	..	..	..	*242*	*242*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1935-36	..	..	..	2	2	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah	2′ 6″	*1934-35*	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1934-35*	†	†	†	†	†	†	†	†	†	†
		1935 36	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1934-35*	..	*2*	*17*	*4,512*	*4,531*	..	*20·0*	*3·86*	*8·63*	*8·59*
		1935-36	..	2	18	6,377	6,397	..	20·0	4·19	9·58	9·55
Kulasekarapatnam Light	2′ 0″	*1934-35*	..	..	..	*1,588*	*1,588*	..	..	..	*10·3*	*10·3*
		1935-36	..	..	..	1,519	1,519	..	..	..	10·1	10·1
Matheran Light	2′ 0″	*1934-35*	*††19*	*††108*	..	*††163*	*††290*	*††12·6*	*††12·6*	..	*††12·6*	*††12·6*
		1935-36	20	108	..	179	307	12·6	12·6	..	12·6	12·6
Porbandar State	3′ 3½″	*1934-35*	*9*	*104*	..	*6,508*	*6,621*	*27·5*	*30·6*	..	*16·8*	*16·9*
		1935-36	8	106	..	6,675	6,789	29·4	31·6	..	17·3	17·5
Tenpore-Baliyara	2′ 6″	*1934-35*	*4*	..	*24*	*2,300*	*2,328*	*13·8*	..	*15·2*	*9·24*	*9·28*
		1935-36	5	..	23	2,338	2,366	15·1	..	14·6	9·43	9·47
Trivellore Light	2′ 0″	*1934-35*	..	..	..	*45*	*45*	..	..	..	*2·37*	*2·37*
		1935-36	..	..	..	78	78	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3½″	*1934-35*	*67*	*255*	*135*	*20,168*	*20,625*	*65·3*	*63·6*	*59·9*	*35·9*	*36·3*
		1935-36	94	306	145	24,119	24,664	64·0	61·1	55·4	38·5	38·8
Total Class III Railways	..	*1934-35*	*†325*	*††725*	*2,257*	*††145,225*	*††148,532*	*††25·4*	*††27·2*	*14·4*	*15·2*	*15·2*
		1935-36	347	763	2,344	147,910	151,364	27·5	29·3	13·6	15·7	15·7

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

† Not available. †† Revised figures

Class II and III Railways for the years 1934-35 and 1935-36—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 exluding 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.					
28	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*	*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*	Bukhtiarpur Bihar Light.
..	2	8	1,39	1,49	15·1	9·00	6·00	3·49	3·60	43	20	63	1,231	19·6	96	14·9	
..	*1*	*3*	*1,04*	*1,08*	..	*24·0*	*7·29*	*5·98*	*6·05*	*13*	*8*	*21*	*461*	*22·0*	*26*	*10·8*	Burdwan Katwa.
..	..	3	87	90	..	..	8·11	6·02	6·05	6	7	13	285	21·9	16	10·8	
..	*5*	..	*1,00*	*1,05*	..	*8·09*	..	*3·94*	*4·03*	*37*	..	*37*	*735*	*19·9*	*62*	*16·2*	Cutch-State.
..	5	..	1,13	1,18	..	8·72	..	3·88	3·98	39	..	39	848	21·5	69	15·6	
..	..	..	*22*	*22*	*20·0*	..	*7·00*	*3·75*	*3·81*	*137*	*5*	*142*	†	†	*1,97*	†	Debri Rohtas Light.
..	..	..	23	23	20·0	..	7·00	3·75	3·80	110	5	115	†	†	1,55	†	
..	..	..	*46*	*46*	..	*15·0*	..	*4·00*	*4·02*	*80*	*1*	*81*	*2,995*	*36·8*	*1,26*	*8·10*	Dholpur State.
..	..	..	56	56	..	15·0	..	4·00	4·02	67	4	71	2,688	38·1	1,16	8·29	
..	..	*4*	*82*	*86*	*20·0*	..	*7·00*	*4·00*	*4·00*	*15*	*7*	*22*	*394*	*17·0*	*31*	*15·0*	Futwah-Islampur.
..	..	3	76	79	20·0	..	7·50	4·50	4·60	11	8	19	399	21·2	25	12·1	
..	*5*	..	*3,15*	*3,20*	*27·0*	*12·0*	..	*5·00*	*5·00*	*140*	*25*	*165*	*6,875*	*38·0*	*3,59*	*12·0*	Gwalior Light.
..	5	..	3,23	3,28	27·0	12·0	..	5·00	5·00	162	29	191	8,076	40·0	3,83	10·0	
4	..	*13*	*7,03*	*7,20*	*9·00*	..	*5·00*	*4·00*	*4·00*	*48*	*13*	*61*	*1,413*	*23·0*	*1,63*	*22·0*	Howrah Amta Light.
4	..	16	6,69	6,89	9·00	..	5·06	4·12	4·15	51	11	62	1,681	27·2	1,55	17·7	
..	..	*2*	*1,03*	*1,05*	*9·00*	..	*4·00*	*3·00*	*3·00*	*13*	*3*	*16*	*278*	*17·0*	*33*	*22 0*	Howrah-Sheakhal Light.
..	..	2	1,01	1,03	9·02	..	4·99	3·56	3·58	9	2	11	164	14·2	23	27·0	
..	..	..	*5*	*5*	*21·8*	..	*7·27*	*3·61*	*3·64*	*6*	..	*6*	*21*	*3·31*	*8*	*66·9*	Jagadhri Light.
..	..	..	4	4	21·8	..	7·25	3·62	10·9	6	..	6	21	3·31	8	68·0	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jessore-Jhenidah
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*1*	*1,09*	*1,10*	..	..	*11·3*	*4·64*	*4·66*	*31*	*4*	*35*	*672*	*19·2*	*36*	*10·3*	Kalighat-Falta.
..	..	1	1,03	1,04	..	..	10·7	3·10	3·12	28	5	33	660	20·0	35	10·2	
..	..	..	*47*	*47*	..	..	..	*5·58*	*5·58*	*12*	..	*12*	*121*	*9·82*	*27*	*43·2*	Kulasekarapatnam Light.
..	..	..	44	44	..	..	..	5·52	5·52	13	..	13	120	9·13	26	41·7	
6	*29*	..	*26*	*61*	*§61·0*	*§52·0*	..	*§31·0*	*§40·0*	*1*	*1*	*2*	*§23*	*§12·6*	*§14*	*§118·0*	Matheran Light.
8	27	..	26	61	76·8	48·0	..	27·9	38·0	1	1	2	17	12·6	10	115 7	
1	*5*	..	*1,17*	*1,23*	*17·9*	*8·92*	..	*3·47*	*3·57*	*105*	*7*	*112*	*2,376*	*21·3*	*1,34*	*10·8*	Porbandar State.
1	5	..	1,21	1,27	18·0	8·96	..	3·49	3·59	112	7	119	2,152	18·1	1,30	11·6	
..	..	*1*	*54*	*55*	*20·0*	..	*7·00*	*4·50*	*4·56*	*18*	..	*18*	*895*	*49·7*	*79*	*16 9*	Tespore-Balipara
..	..	1	55	56	20·0	..	7·00	4·50	4·55	16	..	16	810	49·7	75	17·8	
..	..	..	*1*	*1*	..	..	..	*6·00*	*6·00*	††	††	††	††	††	††	††	Trivellore Light.
..	..	..	2	2	..	..	..	6·00	6·00	††	††	††	††	††	††	††	
8	*16*	*3*	*3,14*	*3,41*	*23·0*	*11·7*	*4·49*	*2·99*	*2·73*	*26*	*26*	*52*	*2,830*	*54·9*	*1,88*	*12·7*	Udaipur-Chitorgarh.
11	19	4	3,76	4,10	23·0	11·8	4·53	2·99	3·19	41	24	65	3,318	50.9	2,06	11·9	
24	*65*	*68*	*30,76*	*32,33*	*§14·2*	*§17·2*	*5·78*	*§4·07*	*§4.18*	*865*	*152*	*1,017*	*§26,753*	*§26·3*	*§19,15*	*§13·7*	Total Class III Rys.
29	64	71	30,59	32,23	16·0	16·1	5·82	3·97	4·09	862	154	1,016	27,348	26·9	18,53	13·0	

† Not available.

†† Owing to remodelling of stations goods traffic was closed but transhipment was done by bullock carts.

Revised figures.

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

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	Tons of coal consumed on Locomotives.				
			† Passenger.	† Mixed	† Goods	Total (including departmental)	† Shunting.	* Miscellaneous.	§ Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1934-35*	*87*	*272*	*8*	*370*	*57*	*8*	*65*	*435*	*Nil*	*88*	*Nil*	*10,571*	*Nil*	*Nil*	*10,571*
		1935-36	130	238	5	376	60	8	68	444	,,	88	,,	10,236	,,	,,	10,236
Bengal Doors.	3′ 3½″	*1934-35*	..	*288*	*35*	*346*	*28*	*13*	*41*	*387*	,,	*Nil*	,,	*7,551*	,,	,,	*7,551*
		1935-36	1	288	15	323	30	14	44	367	,,	,,	,,	7,156	,,	,,	7,156
Bhavnagar State.	3′ 3½″	*1934-35*	*298*	*264*	*123*	*695*	*208*	*11*	*219*	*914*	*5*	*10*	*3,030*	*18,191*	*102*	,,	*21,262*
		1935-36	323	269	118	722	198	16	214	936	7	9	1,500	21,640	109	,,	23,184
Bikaner State.	3′ 3½″	*1934-35*	*9*	*827*	*79*	*920*	*86*	*22*	*108*	*1,028*	*Nil*	*Nil*	*Nil*	*21,908*	*51*	,,	*21,928*
		1935-36	7	877	44	929	82	21	103	1,032	,,	,,	,,	20,653	45	,,	20,671
Darjeeling-Himalayan.	2′ 0″	*1934-35*	*37*	*252*	*221*	*510*	*35*	*31*	*66*	*576*	,,	,,	,,	*11,942*	*Nil*	,,	*11,942*
		1935-36	37	256	220	513	35	30	65	578	,,	,,	,,	11,387	,,	,,	11,387
Dibru-Sadiya	3′ 3½″	*1934-35*	*Nil*	*310*	*80*	*390*	*158*	*2*	*160*	*550*	,,	,,	,,	*12,849*	,,	,,	*12,849*
		1935-36	,,	337	79	416	160	3	163	579	,,	,,	,,	12,923	,,	,,	12,923
Gaekwar's Baroda State.	3′ 3½″	*1934-35*	*95*	*383*	*18*	*498*	*92*	*10*	*102*	*600*	,,	,,	,,	*13,072*	*59*	,,	*13,096*
		1935-36	113	382	20	522	100	17	117	639	,,	,,	,,	14,219	47	,,	14,238
	2′ 0″	*1934-35*	*31*	*410*	*6*	*463*	*98*	*3*	*101*	*564*	*6*	††*110*	,,	*8,026*	*56*	(e) ‡‡*73*	*8,048*
		1935-36	17	428	7	456	90	3	93	549	8	††87	,,	7,556	49	(d) ‡‡72	7,576
Gondal .	3′ 3½″	*1934-35*	*140*	*257*	*46*	*443*	*133*	*16*	*149*	*592*	*Nil*	*Nil*	,,	*14,978*	*44*	*Nil*	*14,996*
		1935-36	93	322	5	423	130	18	148	571	,,	,,	,,	12,822	37	,,	12,837
Jamnagar Dwarka.	3 3½″	*1934-35*	*74*	*127*	*33*	*234*	*84*	*11*	*95*	*329*	*42*	,,	,,	*7,899*	*106*	,,	*7,941*
		1935-36	39	163	24	228	78	18	96	324	46	,,	,,	7,882	86	,,	7,916
Junagad State.	3′ 3½″	*1934-35*	*90*	*241*	*32*	*376*	*38*	*4*	*42*	*418*	*55*	,,	,,	*7,684*	*48*	,,	*7,703*
		1935-36	130	281	27	442	40	2	42	484	33	,,	,,	10,637	50	,,	10,657
Morvi	3′ 3½″	*1934-35*	*136*	*156*	*13*	*331*	*69*	*Nil*	*69*	*400*	*28*	,,	,,	*9,422*	*112*	,,	*9,467*
		1935-36	128	187	14	374	93	,,	93	467	35	,,	,,	10,512	125	,,	10,562
Mysore .	3′ 3½″	*1934-35*	*528*	*291*	*132*	*964*	*163*	*12*	*175*	*1,139*	*10*	,,	,,	*23,844*	*Nil*	,,	*23,844*
		1935-36	536	290	136	1,024	197	16	213	1,237	3	,,	,,	23,615	,,	,,	23,615
	2′ 6″	*1934-35*	*54*	*158*	..	*213*	*21*	*1*	*22*	*235*	*Nil*	,,	,,	*3,146*	,,	,,	*3,146*
		1935-36	68	144	1	213	16	*Nil*	16	229	,,	,,	,,	3,190	,,	,,	3,190
	2′ 0″	*1934-35*	*Nil*	*20*	*12*	*32*	*9*	,,	*9*	*41*	,,	,,	,,	*541*	,,	,,	*541*
		1935-36	,,	20	14	34	10	,,	10	44	,,	,,	,,	576	,,	,,	576
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1934-35*	,,	*135*	*8*	*143*	*11*	*1*	*12*	*155*	,,	,,	,,	*2,438*	*9*	,,	*2,442*
		1935-36	,,	135	33	170	11	1	12	182	,,	,,	,,	3,292	11	,,	3,296
Total Class II Railways.	..	*1934-35*	*1,582*	*4,394*	*846*	*6,928*	*1,290*	*145*	*1,435*	*8,363*	*146*	*208*	*3,030*	*174,062*	*587*	‡‡*73*	*177,327*
		1935-36	1,682	4,617	762	7,165	1,330	167	1,497	8,662	132	184	1,500	178,296	559	‡‡72	180,020
Class III																	
Ahmadpur-Katwa.	2′ 6″	*1934-35*	*1*	*73*	*Nil*	*81*	*14*	*28*	*42*	*123*	*Nil*	*Nil*	*Nil*	*974*	*Nil*	*Nil*	*974*
		1935-36	..	73	,,	80	16	25	41	121	,,	,,	,,	947	,,	,,	947
Arrah-Sasaram Light.	2′ 6″	*1934-35*	*5*	*108*	*31*	*144*	*13*	..	*13*	*157*	,,	,,	,,	*1,714*	,,	,,	*1,714*
		1935-36	Nil	114	20	134	8	..	8	142	,,	,,	,,	1,570	,,	,,	1,570
Bankura Damodar River.	2′ 6″	*1934-35*	,,	*111*	*Nil*	*113*	*9*	*42*	*51*	*164*	,,	,,	,,	*1,263*	,,	,,	*1,263*
		1935-36	,,	110	,,	115	11	45	56	171	,,	,,	,,	1,279	,,	,,	1,279

* Includes light, assisting required, assisting not required, siding and departmental. § Including Departmental.
† Excluding departmental. †† Includes Internal Combustion miles 1934-35, 100 and 1935-36, 84.
(d) 72 tons of oil fuel consumed for other than Locomotive purposes. ‡‡ Oil fuel is not converted into coal.
(e) Includes 7 tons of Oil Fuel consumed for other than Locomotive purposes.

and III Railways for the years 1934-35 and 1935-36.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal	Indian Coal.	Wood	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.	CLASS II.
Nil	*21*	*Nil*	*21*	*Nil*	*10,592*	*Nil*	*Nil*	*10,592*	*Nil*	*5·75*	*Nil*	*Nil*	*Nil*	*12·9*	*Nil*	*Nil*	Barsi Light.
..	226	,,	226	,,	10,462	,,	,,	10,462	,,	5·09	,,	,,	,,	12·5	,,	,,	
,,	*720*	,	*720*	,,	*8,271*	,	,,	*8,271*	,,	*3·25*	,,	,,	,,	*11·3*	,,	,,	Bengal Doors.
,,	813	,,	813	,,	7,969	,,	,,	7,969	,,	2·56	,,	,,	,,	10·4	,,	,,	
,,	*819*	*9*	*823*	*3,030*	*19,010*	*111*	,,	*22,085*	*8·65*	*5·61*	*13·4*	,,	*14·8*	*11·7*	*13·4*	,,	Bhavnagar State.
,,	854	9	857	1,500	22,494	118	,,	24,041	6·75	5·31	13·2	,,	12·9	11·4	13·2	,,	
,,	*2,271*	*Nil*	*2,271*	*Nil*	*24,179*	*51*	,,	*24,199*	*Nil*	*3·72*	*10·0*	,,	*Nil*	*16·1*	*10·0*	,,	Bikaner State.
,,	2,209	,,	2,209	,,	22,862	45	,,	22,880	,,	3·80	9·20	,,	,,	15·8	9·20	,,	
,,	*2,295*	,,	*2,295*	,,	*14,237*	*Nil*	,,	*14,237*	,,	*3·56*	*Nil*	,,	,,	*10·9*	*Nil*	,,	Darjeeling-Himalayan.
.	2,259	,,	2,259	,,	13,646	,,	,,	13,646	,,	3·44	,,	,,	,,	10·6	,,	,,	
,,	*4,198*	,,	*4,198*	,,	*17,047*	,,	,,	*17,047*	,,	*7·92*	,,	,,	,,	*11·8*	,,	,,	Dibru-Sadiya.
,,	3,606	,,	3,606	,,	16,529	,,	,,	16,529	,,	8·53	,,	,,	,,	11·8	,,	,,	
,,	*323*	,,	*323*	,,	*13,395*	*59*	,,	*13,419*	,,	*3·51*	*6·50*	,,	,,	*17·3*	*7·80*	,,	Gaekwar's Baroda State.
,,	375	,,	375	,,	14,594	47	,,	14,613	,,	3·17	6·50	,,	,,	16·5	7·30	,,	
,,	*342*	..	*342*	,,	*8,368*	*56*	‡‡73	*8,390*	,,	*3·50*	*6·50*	*59·0*	,,	*17·2*	*6·63*	*76·0*	
,,	202	4	204	,,	7,758	53	‡‡72	7,780	,,	3·20	6·50	59·5	,,	16·5	6·74	80·0	
,,	*321*	*6*	*323*	,,	*15,299*	*50*	*Nil*	*15,319*	,,	*13·2*	*16·2*	*Nil*	,,	*13·4*	*16·2*	*Nil*	Gondal.
,,	321	3	322	,,	13,143	40	,,	13,159	,,	12·5	16·2	,,	,,	12·7	16·2	,,	
,,	*120*	*Nil*	*120*	,,	*8,019*	*106*	,,	*8,061*	,,	*3·57*	*15·9*	,,	,,	*12·9*	*15·9*	,,	Jamnagar Dwarka.
,,	117	,,	117	,,	7,999	86	,,	8,033	,,	2·75	17·4	,,	,,	11·7	17 4	,,	
,,	*452*	*11*	*457*	,,	*8,136*	*59*	,,	*8,160*	,,	*11·6*	*10·0*	,,	,,	*12·3*	*10·0*	,,	Junagad State.
,,	533	10	537	,,	11,170	60	,,	11,194	,,	11·3	16·3	,,	,,	12·1	16 3	,,	
,,	*345*	*6*	*347*	,,	*9,767*	*118*	,,	*9,814*	,,	*5·05*	*5·38*	,,	,,	*12.4*	*5·38*	,,	Morvi.
,,	419	10	423	,,	10,931	135	,,	10,985	,,	5·10	4·62	,,	,,	12·2	4·62	,,	
,,	*1,953*	*Nil*	*1,953*	,,	*25,797*	*Nil*	,,	*25,797*	,,	*4·75*	*Nil*	,,	,,	*15·2*	*Nil*	,,	Mysore.
,,	1,834	,,	1,834	,,	25,449	,,	,,	25,449	,,	4·63	,,	,,	,,	15·1	,,	,,	
,,	*7*	,,	*7*	,,	*3,153*	,,	,,	*3,153*	,,	*4·75*	,,	,,	,,	*14·3*	,,	,,	
,,	..	,,	..	,,	3,190	,,	,,	3,190	,,	4·63	,,	,,	,,	13·8	,,	,,	
,,	*2*	,,	*2*	,,	*543*	,,	,,	*543*	,,	*4·75*	,,	,,	,,	*16·1*	,,	,,	
,,	..	,,	..	,,	576	,,	,,	576	,,	4·63	,,	,,	,,	16·0	,,	,,	
,,	*126*	*1*	*126*	,,	*2,564*	*10*	,,	*2,568*	,,	*3·63*	*13·5*	,,	,,	*13·7*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	61	..	61	,,	3,353	11	,,	3,357	,,	3·25	13·5	,,	,,	13·0	13 5	,,	
Nil	*14,315*	*33*	*14,328*	*3,030*	*188,377*	*620*	‡‡73	*191,655*									Total Class II Railways.
,	13,829	36	13,843	1,500	192,125	595	‡‡72	193,863									
																	CLASS III.
Nil	*100*	*Nil*	*100*	*Nil*	*1,074*	*Nil*	*Nil*	*1,074*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*6·37*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	96	,,	96	,,	1,043	,,	,,	1,043	,,	2·44	,,	,,	,,	6·04	,,	,,	
,,	*354*	,,	*354*	,,	*2,068*	,,	,,	*2,068*	,,	*2·37*	,,	,,	,,	*8·45*	,,	,,	Arrah-Sasaram Light
,,	363	,,	363	,,	1,933	,,	,,	1,933	,,	2·25	,,	,,	,,	8·19	,,	,,	
,,	*530*	,,	*530*	,,	*1,793*	,,	,,	*1,793*	,,	*2·50*	,,	,,	,,	*4·73*	,,	,,	Bankura Damoodar River.
,,	537	,,	537	,,	1,816	,,	,,	1,816	,,	2·44	,,	,,	,,	4·63	,,	,,	

(a) 2¼ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.

(b) For Figures relating to Oil Fuel see remarks against (*d*) and (*e*) on previous page.

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

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passenger.	Mixed.	§ Goods.	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Baraset-Basirhat Light.	2′ 6″	*1934-35*	*65*	*165*	*33*	*263*	*10*	..	*10*	*273*	*Nil*	*Nil*	*Nil*
		1935-36	62	169	35	266	9	..	9	275	,,	,,	,,
Bengal Provincial.	2′ 6″	*1934-35*	*1*	*98*	*Nil*	*99*	*8*	*2*	*10*	*109*	,,	,,	,,
		1935-36	1	96	,,	97	8	2	10	107	,,	,,	,,
Bukhtiarpur-Bihar Light.	2′ 6″	*1934-35*	*88*	*3*	*91*	*182*	*12*	..	*12*	*194*	,,	,,	,,
		1935-36	..	85	1	86	13	..	13	99	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1934-35*	*12*	*121*	*Nil*	*135*	*24*	*43*	*67*	*202*	,,	,,	,,
		1935-36	11	120	,,	137	23	33	56	193	,,	,,	,,
Cutch State	2′ 6′	*1934-35*	*1*	*55*	*2*	*64*	*9*	*16*	*25*	*89*	,,	,,	,,
		1935-36	1	55	2	65	9	18	27	92	,,	,,	,,
Dehri-Rohtas Light.	2′ 6″	*1934-35*	*Nil*	*44*	*Nil*	*44*	*10*	*Nil*	*10*	*54*	*11*	,,	,,
		1935-36	,,	41	,,	41	9	,,	9	50	10	,,	,,
Dholpur-State.	2′ 6″	*1934-35*	..	*58*	*1*	*59*	*16*	*2*	*18*	*77*	*1*	,,	,,
		1935-36	1	59	..	60	16	1	17	77	1	,,	,,
Futwah-Islampur.	2′ 6″	*1934-35*	*6*	*46*	*Nil*	*52*	*2*	..	*2*	*54*	*Nil*	,,	,,
		1935-36	..	52	,,	52	3	..	3	55	,,	,,	,,
Gwalior Light.	2′ 6″	*1934-35*	*3*	*241*	*40*	*287*	*52*	*10*	*62*	*349*	,,	,,	,,
		1935-36	4	247	36	288	50	5	55	343	,,	,,	,,
Howrah Amta Light.	2′ 0″	*1934-35*	*180*	*109*	*15*	*304*	*5*	*1*	*6*	*310*	,,	,,	,,
		1935-36	174	116	24	314	6	1	7	321	,,	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1934-35*	*17*	*52*	*1*	*70*	*1*	*1*	*2*	*72*	,,	,,	,,
		1935-36	37	48	1	86	2	..	2	88	,,	,,	,,
Jagadhri Light.	2′ 0″	*1934-35*	*Nil*	*9*	*Nil*	*9*	*1*	*Nil*	*1*	*10*	,,	,,	,,
		1935-36	,,	10	,,	10	1	,,	1	11	,,	,,	,,
Jessore-Jhenidah.	2′ 6″	*1934-35*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1935-36	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial).	2′ 0″	*1934-35*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1935-36	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta.	2′ 6″	*1934-35*	*53*	*89*	*Nil*	*143*	*17*	*114*	*131*	*274*	*Nil*	*Nil*	*Nil*
		1935-36	52	89	,,	141	17	111	128	269	,,	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1934-35*	*Nil*	*58*	*1*	*59*	*Nil*	*Nil*	*Nil*	*59*	,,	,,	,,
		1935-36	,,	64	..	64	,,	,,	,,	64	,,	,,	,,
Matheran Light.	2′ 0″	*1934-35*	..	*10*	*3*	*13*	,,	,,	,,	*13*	*8*	,,	,,
		1935-36	.	10	2	12	,,	,,	,,	12	8	,,	,,
Porbandar State.	3′ 3½″	*1934-35*	*Nil*	*82*	*15*	*97*	*16*	,,	*16*	*113*	*Nil*	,,	,,
		1935-36	,,	82	12	94	16	,,	16	110	,,	,,	,,
Tezpore Balipara Light.	2′ 6″	*1934-35*	,,	*40*	*Nil*	*40*	*8*	,,	*8*	*48*	,,	,,	,,
		1935-36	,,	45	,,	45	8	,,	8	53	,,	,,	,,
Trivellore Light.	2′ 0″	*1934-35*	*45*	*Nil*	,,	*45*	*Nil*	,,	*Nil*	*45*	,,	,,	,,
		1935-36	78	,,	,,	78	,,	,,	,,	78	,,	,,	,,
Udaipur Chitorgarh.	3′	*1934-35*	*104*	*62*	*32*	*204*	*11*	*9*	*20*	*224*	,,	,,	,,
		1935-36	121	61	30	221	13	4	17	238	,,	,,	,,
Total Class III Railways.	..	*1934-35*	*581*	*1,634*	*265*	*2,507*	*238*	*268*	*506*	*3,013*	*20*	*Nil*	*Nil*
		1935-36	542	1,746	163	2,486	238	245	483	2,969	19	,,	,,

* Includes light, assisting required, assisting
‡ Information not available.
§ Excluding departmental.

** Including Departmental..

and III Railways for the years 1934-35 and 1935-36—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Nil	*3,067*	*Nil*	*Nil*	*3,067*	*Nil*	*1,174*	*Nil*	*Nil*	*1,174*	*Nil*	*4,241*	*Nil*	*Nil*	*4,241*	Class III—*contd.*
,,	3,428	,,	,,	3,428	,,	1,216	,,	,,	1,216	,,	4,644	,,	,,	4,644	Baraset-Basirhat Light.
,,	*1,584*	,,	,,	*1,584*	,,	*119*	,,	,,	*119*	,,	*1,703*	,,	,,	*1,703*	Bengal Provincial.
,,	1,624	,,	,,	1,624	,,	127	,,	,,	127	,,	1,751	,,	,,	1,751	
,,	*1,156*	,,	,,	*1,156*	,,	*292*	,,	,,	*292*	,,	*1,448*	,,	,,	*1,448*	Bukhtiarpur-Bihar Light.
,,	1,207	,,	,,	1,207	,,	315	,,	,,	315	,,	1,522	,,	,,	1,522	
,,	*1,559*	,,	,,	*1,559*	,,	*329*	,,	,,	*329*	,,	*1,888*	,,	,,	*1,888*	Burdwan-Katwa.
,,	1,516	,,	,,	1,516	,,	326	,,	,,	326	,,	1,842	,,	,,	1,842	
,,	*1,258*	*12*	,,	*1,263*	,,	*72*	,,	,,	*72*	,,	*1,330*	*12*	,,	*1,335*	Cutch State.
,,	1,593	16	,,	1,599	,,	90	,,	,,	90	,,	1,683	16	,,	1,689	
,,	*2,077*	*Nil*	,,	*2,077*	,,	*157*	,,	,,	*157*	,,	*2,234*	*Nil*	,,	*2,234*	Dehri-Rohtas. Light.
,,	2,006	,,	,,	2,006	,,	152	,,	,,	152	,,	2,158	,,	,,	2,158	
,,	*1,132*	*5*	,,	*1,134*	,,	*Nil*	,,	,,	*Nil*	,,	*1,132*	*5*	,,	*1,134*	Dholpur-State.
,,	1,366	4	,,	1,368	,,	,,	,,	,,	,,	,,	1,366	4	,,	1,368	
,,	*538*	*Nil*	,,	*538*	,,	*65*	,,	,,	*65*	,,	*603*	*Nil*	,,	*603*	Futwah-Islampur.
,,	550	,,	,,	550	,,	59	,,	,,	59	,,	609	,,	,,	609	
,,	*6,211*	*8*	,,	*6,214*	,,	*292*	*2*	,,	*293*	,,	*6,503*	*10*	,,	*6,507*	Gwalior Light.
,,	6,353	7	,,	6,356	,,	290	2	,,	291	,,	6,643	9	,,	6,647	
,,	4,003	*Nil*	,,	*4,003*	,,	*1,047*	*Nil*	,,	*1,047*	,,	*5,050*	*Nil*	,,	*5,050*	Howrah Amta Light.
,,	3,989	,,	,,	3,989	,,	1,134	,,	,,	1,134	,,	5,123	,,	,,	5,123	
,,	*1,001*	,,	,,	*1,001*	,,	*262*	,,	,,	*262*	,,	*1,263*	,,	,,	*1,263*	Howrah-Sheakhala Light.
,,	997	,,	,,	997	,,	283	,,	,,	283	,,	1,280	,,	,,	1,280	
,,	*150*	*1*	,,	*150*	,,	*15*	,,	,,	*15*	,,	*165*	*1*	,,	*165*	Jagadhri Light.
,,	178	1	,,	178	,,	Nil	,,	,,	Nil	,,	178	1	,,	178	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Jessore-Jhenidah.
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	
Nil	*1,013*	*Nil*	*Nil*	*1,013*	*Nil*	*344*	*Nil*	*Nil*	*344*	*Nil*	*1,357*	*Nil*	*Nil*	*1,357*	Jorhat (Provincial).
,,	978	,,	,,	978	,,	359	,,	,,	359	,,	1,337	,,	,,	1,337	
,,	*2,067*	,,	,,	*2,067*	,,	*341*	,,	,,	*341*	,,	*2,408*	,,	,,	*2,408*	Kalighat-Falta.
,,	1,939	,,	,,	1,939	,,	353	,,	,,	353	,,	2,292	,,	,,	2,292	
,,	*Nil*	,,	*27*	*49*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*27*	*49*	Kulasekara-patnam Light
,,	,,	,,	29	53	,,	,,	,,	,,	,,	,,	,,	,,	29	53	
,,	*403*	,,	*Nil*	*403*	,,	,,	,,	,,	,,	,,	*403*	,,	*Nil*	*403*	Matheran Light
,,	347	,,	,,	347	,,	,,	,,	,,	,,	,,	347	,,	,,	347	
,,	*2,350*	*8*	,,	*2,353*	,,	*60*	*2*	,,	*61*	,,	*2,410*	*10*	,,	*2,414*	Porbandar State.
,,	2,263	9	,,	2,267	,,	58	1	,,	58	,,	2,321	10	,,	2,325	
,,	*813*	*Nil*	,,	*813*	,,	*186*	*Nil*	,,	*186*	,,	*999*	*Nil*	,,	*999*	Tezpore-Balipara Light.
,,	864	,,	,,	864	,,	135	,,	,,	135	,,	999	,,	,,	999	
,,	*49*	*4*	,,	*51*	,,	*Nil*	,,	,,	*Nil*	,,	*49*	*4*	,,	*51*	Trivellore Light.
,,	66	5	,,	68	,,	,,	,,	,,	,,	,,	66	5	,,	68	
,,	*3,994*	*33*	,,	*4,007*	,,	*1,089*	,,	,,	*1,089*	,,	*5,083*	*33*	,,	*5,096*	Udaipur-Chitorgarh.
,,	6,020	34	,,	6,033	,,	1,159	,,	,,	1,159	,,	7,179	34	,,	7,192	
Nil	*38,376*	*71*	*27*	*38,453*	*Nil*	*6,828*	*4*	*Nil*	*6,830*	*Nil*	*45,204*	*75*	*27*	*45,283*	Total Class III Railways
,,	41,080	76	29	41,163	,,	7,052	3	,,	7,053	,,	48,132	79	29	48,216	

not required, siding and departmental. (a) 2½ Tons of Wood=1 Ton of Coal and 0·55 Ton of Oil fuel=1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the years 1934-35 and 1935-36—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Barasat-Basirhat Light	2′ 6″	*1934-35*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*8·97*	*Nil*	*Nil*
		1935-36	,,	2·50	,,	,,	,,	8·73	,,	,,
Bengal Provincial	2′ 6″	*1934-35*	,,	*2·12*	,,	,,	,,	*5·19*	,,	,,
		1935-36	,,	2·13	,,	,,	,,	5·31	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1934-35*	,,	*2·37*	,,	,,	,,	*8·31*	,,	,,
		1935-36	,,	2·25	,,	,,	,,	8·00	,,	,,
Burdwan-Katwa	2′ 6″	*1934-35*	,,	*2·50*	,,	,,	,,	*6·37*	,,	,,
		1935-36	,,	2·44	,,	,,	,,	6·04	,,	,,
Cutch State	2′ 6″	*1934-35*	,,	*21·0*	*7·50*	,,	,,	*21·0*	*7·50*	,,
		1935-36	,,	23·0	7·50	,,	,,	23·0	7·50	,,
Dehri-Rohtas Light	2′ 6″	*1934-35*	,,	*2·81*	*Nil*	,,	,,	*8·20*	*Nil*	,,
		1935-36	,,	2·50	,,	,,	,,	7·92	,,	,,
Dholpur-State	2′ 6″	*1934-35*	,,	*3·75*	*9·06*	,,	,,	*15·0*	*9·37*	,,
		1935-36	,,	3·37	8·75	,,	,,	14·3	11·2	,,
Futwah-Islampur	2′ 6″	*1934-35*	,,	*2·37*	*Nil*	,,	,,	*8·14*	*Nil*	,,
		1935-36	,,	2·25	,,	,,	,,	7·91	,,	,,
Gwalior-Light	2′ 6″	*1934-35*	,,	*4·00*	*8·50*	,,	,,	*13·9*	*8·50*	,,
		1935-36	,,	3·63	8·50	,,	,,	14·5	8·50	,,
Howrah Amta Light	2′ 6″	*1934-35*	,,	*2·50*	*Nil*	,,	,,	*7·91*	*Nil*	,,
		1935-36	,,	2·50	,,	,,	,,	7·67	,,	,,
Howrah-Sheakhala Light	2′ 0″	*1934-35*	,,	*2·50*	,,	,,	,,	*7·91*	,,	,,
		1935-36	,,	2·50	,,	,,	,,	7·67	,,	,,
Jagadhri Light	2′ 0″	*1934-35*	,,	*3·25*	*12·2*	,,	,,	*14·1*	*12·2*	,,
		1935-36	,,	3·00	12·0	,,	,,	13·8	12·0	,,
Jessore-Jhenidah	2′ 6″	*1934-35*	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1934-35*	*Nil*	*10·5*	*Nil*	*Nil*	*Nil*	*12·8*	*Nil*	*Nil*
		1935-36	,,	10·5	,,	,,	,,	12·8	,,	,,
Kalighat-Falta	2′ 6″	*1934-35*	,,	*2·50*	,,	,,	,,	*8·66*	,,	,,
		1935-36	,,	2·44	,,	,,	,,	8·52	,,	,,
Kulasekarapatnam Light	2′ 0″	*1934-35*	,,	*Nil*	,,	*153·0*	,,	*Nil*	,,	*161·0*
		1935-36	,,	,,	,,	125·0	,,	,,	,,	135·0
Matheran Light	2′ 0″	*1934-35*	,,	*3·75*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1935-36	,,	3·75	,,	,,	,,	15·0	,,	,,
Porbandar State	3′ 3½″	*1934-35*	,,	*12·0*	*20·0*	,,	,,	*13·0*	*20·0*	,,
		1935-36	,,	11·0	20·0	,,	,,	12·0	20·0	,,
Tezpore-Balipara Light	2′ 6″	*1934-35*	,,	*15·3*	*Nil*	,,	,,	*15·3*	*Nil*	,,
		1935-36	,,	15·0	,,	,,	,,	15·0	,,	,,
Trivellore Light	2′ 0″	*1934-35*	,,	*12·5*	*8·50*	,,	,,	*15·5*	*8·50*	,,
		1935-36	,,	12·8	7·50	,,	,,	15·8	7·50	,,
Udaipur-Chitorgarh	3′ 3½″	*1934-35*	,,	*3·94*	*13·5*	,,	,,	*17·0*	*13·5*	,,
		1935-36	,,	3·94	13·5	,,	,,	17·0	13·5	,,

† Information not available.

APPENDICES.

APPEN

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

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	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	..	23	56	40	15	..	8	7
B. Engineering Plant and components including all hand and power machinery.	2	67	1	3	10	1	8	1,40	10
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	72	15	24	..	6	..	2,69	1,20	10
D Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	24	..	..	2,05	..	11	3,15
(*b*) Steel Sleepers.	..	..	..	..	..	..	..	..	14
(*c*) Cast-iron sleepers.	..	..	..	..	..	..	..	3	18
(*d*) wooden sleepers.	..	..	6,14	..	..	7,70	..	..	11,45
(*e*) Other P. W. Material. ..	50	30	28	58	7	53	..	69	3,38
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	6,28	10	10	7,37	24	..	11,56	2,10	2,35
Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	1,32	7	16	..	2	..	5,62	63	18,87
Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	1	5	6	85	14	5	7,48	12	1,00
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	13	2	7	1	..	..	1,17	15
Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	8	11	2	3	..	..	13	23
E1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	1,00	45	13	22	14	2	1,37	3,76
F2. Signal and Interlocking material, and their parts and fittings.	4	51	16	..	6	57	..	45	70
Gb1. Hardware, Copper, Tin and Zincware, i.e., all simple material in common use manufactured from raw metal.	..	41	13	4	33	23	..	1,49	26
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	19	5	1	15	18	..	73	18
Gb4. Metals.	16	2,07	1,38	50	2,05	1,07	..	13,75	3,30
Gb5. Painters' Stores.	3	40	21	33	64	53	..	1,38	1,87
Gb6. Timber.	..	..	2,44	..	..	1,30	..	1	5,27
Gb7. Fuel and fuel oil.	..	..	4,31	..	7	7,27	..	17	29,11
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	18	1,41	10	42	1,69	1	27	6,02	41
All other stores not detailed in the above major heads.	9	2,23	4,67	19	3,38	5,29	85	14,81	10,79
Total	9,35	9,80	21,49	11,10	9,66	27,17	28,57	47,84	96,91

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1935-36. (*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	C 19	A 20	B 21	C 22	23
2	..	4	..	..	5	..	..	3	..	2	9,88	A. Bridge work and its parts, fittings and special fastenings.
8	34	2	..	6	3	..	43	3	..	2,62	8	B. Engineering Plant and components including all hand and power machinery.
2,22	54	1	2	65	4	3	2,18	13	7	5,67	12	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
												D. Permanent Way Material and Track tools—
..	1	71	..	4	..	..	..	5,47	..	..	22,85	(*a*) Rails.
..	..	77	..	..	..	..	..	..	..	..	1,54	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	..	..	..	..	24,46	(*c*) Cast iron sleepers.
..	..	10,69	..	..	8,98	..	..	11,06	..	..	11,86	(*d*) Wooden sleepers.
85	37	1,38	..	1	1,86	..	1,22	1,71	..	82	21,91	(*e*) Other P. W. Material.
5,72	66	2	1,40	27	4	..	10,95	48	10	23,53	55	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
7,35	8	6,37	89	2	..	..	7,13	5,78	..	26,77	69,66	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
37	17	57	4	6	..	..	2,43	53	..	54	1,52	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
1,06	10	8	1	9	..	..	17	31	..	1,87	1,88	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
4	5	..	12	5	..	..	58	26	..	86	20	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
14	57	24	..	12	21	..	52	8,17	..	3,11	98	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
1,53	71	7	..	50	..	..	10	10	..	48	4,20	F2. Signal and Interlocking material, and their parts and fittings.
1,27	1,22	21	32	20	4	..	1,19	41	..	2,24	53	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
9	68	15	4	4	6	..	30	13	..	84	51	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
3,67	3,91	6,34	1,57	2,15	33	..	3,73	4,54	..	10,75	37,66	Gb4. Metals.
13	1,88	1,47	13	79	30	..	1,30	3,03	..	2,00	5,30	Gb5. Painters' Stores.
..	1	5,24	..	..	50	..	1	6,17	..	5	5,50	Gb6. Timber.
..	54	18,41	9	..	16,41	..	21	11,88	..	..	20,34	Gb7. Fuel and fuel oil.
4,22	2,45	5	53	1,46	3,36	..	8,42	37	..	13,19	2,79	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
2,03	8,97	14,05	43	2,83	9,18	..	4,33	7,58	..	8,82	45,79	All other stores not detailed in the above major heads.
30,79	23,26	66,89	5,59	9,34	41,39	3	45,20	68,17	17	1,06,18	2,90, 1	

† 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

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
24	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
A. Bridge work and its parts, fittings and special fastenings.	..	65	9	..	2	..	..	..	19
B. Engineering Plant and components including all hand and power machinery.	..	61	4	4	21	..	..	1,68	8
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	49	2,33	14	2,30	61	4	9	2,54	..
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	2,97	..	..	12,71	..	..	17,46
(*b*) Steel Sleepers.	..	..	23	..	..	2,93	..	1,30	8,17
(*c*) Cast iron sleepers.	..	..	7,07	..	..	1,66	..	..	76
(*d*) Wooden sleepers.	..	..	51	..	..	14,05	..	..	19,70
(*e*) Other P. W. Material. ..	.	2,28	2,07	2,53	13	1 59	..	2,85	5,23
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	17,87	79	4,49	65	3	..	18,88	10
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	21,43	5,43	3,93	2	9,82	..	57	15
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	1,60	5	76	8	2	..	4,30	44
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	1,01	2	5	28	1	..	1,87	6
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	71	4	29	15	2	..	98	16
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings	..	66	99	10	37	27	..	3,33	3,91
F2. Signal and Interlocking material, and their parts and fittings.	..	30	52	2	14	43	..	1,03	1
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	1,76	50	32	34	18	..	2,77	64
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	66	30	37	27	18	..	1,24	73
Gb4. Metals.	..	7,07	3,87	2,63	3,53	82	..	6,95	10,05
Gb5. Painters' Stores.	..	1,73	1,25	30	1,20	56	..	3,98	2,33
Gb6. Timber.	..	2	3,95	..	..	2,18	..	1	5,51
Gb7. Fuel and fuel oil.	..	2	34,33	..	1,01	27,19	..	9,83	39,07
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	8,88	67	1,01	2,96	2	..	7,21	—3
All other stores not detailed in the above major heads.	..	15,03	10,16	2,05	7,49	7,18	..	20,22	23,77
Total ..	49	84,62	75,99	21,19	19,46	81,89	9	91,54	1,38,49

DIX A—*concld.*

Nizam's State Railways) during the year 1935-36. (*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	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
..	..	..	..	24	8	58	1,41	10,81	A. Bridge work and its parts, fittings and special fastenings.
..	2	1	9	23	14	34	8,37	55	B. Engineering Plant and components including all hand and power machinery.
..	2	..	1,28	34	10	9,91	16,29	92	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	4,13	..	16	71,74	(*a*) Rails.
..	..	..	1,19	12	1,70	1,19	1,42	15,48	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	3	34,13	(*c*) Cast iron sleepers.
..	..	1,62	..	..	10,07	..	..	1,13,92	(*d*) Wooden sleepers.
5[illegible]	15	1	1,03	31	6,00	5,54	9,20	45,95	(*e*) Other P. W. Material.
2,67	12	..	4,20	53	..	43,79	77,90	4,46	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
17	1	40	1,98	3,31	2	21,26	60,06	1,16,66	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
..	..	..	49	17	3	10,00	9,66	4,36	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	2	..	4	16	2	1,23	6,88	2,55	E V B. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	6	22	1	53	3,85	1,03	Eb6. Trimmings, *i.e.*, textile, fibre, and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	26	13	28	77	3,42	67	12,30	22,67	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	71	4	—5	83	1,19	1,54	5,82	7,99	F2. Signal and Interlocking material, and their parts and fittings.
..	15	3	47	53	15	2,42	12,63	3,31	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	5	1	13	16	2	64	5,31	2,50	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
7	53	21	3,06	1,94	1,61	11,66	58,43	71,18	Gb4. Metals.
2	27	12	44	1,50	28	1,38	17,16	17,25	Gb5. Painters' Stores.
..	..	9	..	..	2,02	..	11	40,17	Gb6. Timber.
..	..	1,64	..	93	9,15	9	12,78	2,19,11	Gb7. Fuel and fuel oil.
..	38	1	3,99	1,63	25	10,62	55,70	8,01	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	42	89	1,33	5,09	3,73	6,97	93,62	1,43,08	All other stores not detailed in the above major heads.
2,98	3,12	5,21	20,01	*19,01	44,12	1,30,36	4,69,09	9,57,83	Total.

*Includes Rs. 276 on account of customs duty.

APPEN

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons
Bokaro . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1918.	*1933-34*	*30,57,967*	*438,425*	*Nil*	*113,225*
				1934-35	*(a)29,35,511*	*(b)543,313*	*Nil*	*128,953*
				1935-36	(a)28,90,856	511,106	*Nil*	100,395
Swang . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	*1933-34*	*17,48,995*	*50,402*	*3,595*	*2,100*
				1934 35	*18,42,180*	*43,718*	*3,995*	*11,522*
				1935-36	(c)15,15,088	38,145	4,790	7,706
Kurharbaree and Serampore	East Indian Railway.	Bihar and Orissa.	1st January 1871.	*1933-34*	*72,42,679*	*441,398*	*95,007*	*107,958*
				1934-35	*(a)71,77,738*	*473,067*	*107,672*	*190,398*
				1935-36	(a)69,50,106	420,684	124,713	167,566
Bhurkunda .	State . .	Bihar and Orissa.	1st June 1927.	*1933-34*	*53,28,793*	*78,202*	*Nil*	*25,146*
				1934-35	*(a)53,26,342*	*75,160*	*Nil*	*28,953*
				1935-36	(a)53,24,592	73,631	*Nil*	13,209
Kargali . .	State . .	Bihar and Orissa.	18th July 1917.	*1933-34*	*43,71,539*	*406,512*	*21,986*	*67,436*
				1934-35	*(a)42,85,734*	*379,497*	*1,828*	*63,847*
				1935-36	(a)42,27,889	343,189	2,059	90,092
Argada . .	Bengal Nagpur Railway.	Bihar and Orissa.	1st May 1926.	*1933-34*	*29,20,301*	*173,398*	*Nil*	*21,757*
				1934-35	*(a)28,27,165*	*229,710*	*Nil*	*21,606*
				1935-36	28,29,616	237,278	*Nil*	19,754
Talcher	Bengal Nagpur Railway.	Bihar and Orissa.	1st Sept. 1932.	*1933-34*	*18,08,970*	*40,846*	*Nil*	*9,873*
				1934-35	*19,40,404*	*94,922*	*Nil*	*11,343*
				1935-36	20,20,541	145,045	*Nil*	12,894
	Madras & Southern Mahratta Railway.	Bihar and Orissa.	Sept. 1930	*1933-34*	*38,55,435*	*1,80,004*	*Nil*	*5,058*
				1934-35	*(b)38,98,308*	*136,138*	*Nil*	*5,778*
				1935-36	(a)38,87,494	150,005	*Nil*	6,285
Jarangdih .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa	1st April 1927.	*1933-34*	*79,10,829*	*102,930*	*16,322*	*22,134*
				1934-35	*(a)78,46,056*	*91,410*	*17,390*	*9,620*
				1935-36	78,58,188	77,787	*14,486*	11,189
Religara .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	..	*1933-34*	*20,78,976*	††	††	††
				1934-35	*20,84,709*	††	††	††
				1935-36	(d)20,79,027	††	††	††
Kurasia .	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1933-34*	*7,90,582*	*82,806*	*Nil*	*680*
				1934-35	*10,62,463*	*121,189*	*Nil*	*1,706*
				1935-36	12,25,397	150,245	*Nil*	3,087
Kadla	East Indian and Bengal Nagpur Railways	Bihar and Orissa.	..	*1933-34*	*7,23,136*	§		§
				1934-35	*7,38,124*	§	§	§
				1935-36	7,38,124	§	§	§

(a) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.
(b) Revised figures.
(c) The decrease is mainly due to adjustment of issue price of coal raised during development.
(d) The decrease is due to credit realized on account of materials sold on relinquishing the property.

DIX B.

for the years 1933-34 to 1935-36.

PUT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
551,650	*551,650*	‡	‡	*1,694*	*326*	*1*	*8*	Bokaro.
672,266	*672,416*	‡	‡	*1,809*	*372*	*Nil*	*9*	
611,501	611,501	12,12,306	1·98	1,714	357	*1*	*5*	
56,097	*56,097*	**(b)*19,71,833*	*3·24*	*243*	*231*	*Nil*	*Nil*	Swang.
59,235	*59,235*	**(b)*19,86,401*	*2·72*	*262*	*226*	*Nil*	*1*	
50,641	50,641	2,40,638	4·75	278	182	*Nil*	1	
644,363	*604,780*	(b)*27,51,599*	*4·27*	*6,624*	*97*	*4*	*24*	Kurharbaree and Serampore.
771,137	(b) *706,675*	(b)*28,60,273*	*3·71*	*6,428*	*120*	*4*	*16*	
712,963	667,430	30,07,305	4·22	5,380	133	69	37	
103,348	*103,348*	†	†	*812*	*127*	*Nil*	*1*	Bhurkunda.
104,113	*103,413*	†	†	*717*	*134*	*Nil*	*Nil*	
86,900	86,900	6,21,055	7·15	675	129	*Nil*	4	
495,934	*495,934*	*18,24,787*	*3·68*	*3,711*	*134*	*2*	*7*	Kargali.
445,172	*445,172*	*12,21,016*	*2·75*	*9,944*	*148*	*Nil*	*5*	
435,340	435,340	11,78,441	2·71	3,147	138	3	13	
195,155	*193,674*	*6,58,557*	*3·37*	*879*	*222*	*Nil*	*1*	Argada.
251,316	*252,797*	(b) *7,87,264*	(b) *3·13*	*1,126*	*223*	*Nil*	*2*	
257,032	256,952	722,598	2·81	1,336	192	*Nil*	2	
50,719	*51,401*	(b) *2,98,187*	(b) *5·88*	*628*	*81*	*Nil*	*1*	Talcher.
106,265	*106,179*	(b) *3,98,157*	(b) *3·75*	*865*	*123*	*3*	*5*	
157,939	158,193	5,70,402	*3·61*	1,209	131	3	10	
185,062	*185,062*	(b) *6,14,228*	(b) *3·32*	*177*	*1,046*	*2*	*49*	
141,916	*141,916*	*4,60,323*	*3·25*	*158*	*898*	*1*	*50*	
156,290	156,290	5,06,751	3·24	174	898	2	93	
141,386	*140,810*	*6,50,480*	*4·60*	*1,357*	*104*	*1*	*26*	Jarangdih.
118,420	*127,668*	*5,29,505*	*4·47*	*1,219*	*97*	*Nil*	*17*	
103,462	103,747	4,50,831	4·36	1,156	90	1	7	
††	††	††	††	††	††	††	††	Rel gara.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
83,486	*83,476*	*2,85,141*	*3·42*	*440*	*190*	*Nil*	*2*	Kurasia.
122,895	*122,905*	*4,23,028*	*3·44*	*566*	*217*	*Nil*	*6*	
153,332	152,692	5,14,807	3·36	619	248	*Nil*	10	
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

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

H1CR.Accts.

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.	
	1934-35.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal .	*53*	50	*10,339*	10,027	*5,317*	5,619	*215*	219	*125*	101
Bengal & North Western.	*97*	95	*23,171*	23,118	*3,706*	3,677	*221*	225	*12*	11
Bengal-Nagpur .	**405*	278	**54,262*	55,622	**6,369*	6,342	**1,568*	1,735	**644*	530
Bombay, Baroda & Central India.	**293*	304	**48,419*	48,894	*11,155*	11,324	**1,017*	978	**163*	204
Burma .	*107*	100	**15,206*	15,367	*2,415*	2,318	*639*	639	*623*	589
Eastern Bengal .	*187*	165	*36,268*	34,329	*13,839*	14,073	*629*	605	*192*	152
East Indian .	*814*	713	**94,314*	95,579	**24,136*	24,871	**2,513*	2,526	**470*	543
Great Indian Peninsula.	*517*	488	*64,236*	66,420	*10,343*	10,443	*1,535*	1,555	*266*	293
Jodhpur .	*27*	27	*5,318*	5,622	*1,592*	1,620	*21*	27	*9*	8
Madras & Southern Mahratta.	**184*	176	**38,608*	38,499	**5,548*	5,595	**1,882*	1,881	**16*	20
Nizam's State .	*77*	77	*12,885*	12,524	*2,550*	2,335	*457*	386	*12*	12
North Western .	**506*	495	*35,925*	36,018	*56,952*	58,594	**1,179*	1,032	*6,062*	6,105
Rohilkund and Kumaun.	*17*	19	*3,792*	3,725	*1,711*	1,796	*33*	36	*Nil*	2
South Indian .	*129*	117	*29,063*	29,500	*1,996*	2,025	**1,340*	1,368	**3*	3
Total .	**3,413*	3,104	**471,806*	475,244	**147,629*	150,632	**13,249*	13,212	**8,597*	8,573
CLASS II.										
Barsi Light .	*9*	9	*1,217*	1,214	*195*	171	*13*	26	*Nil*	*Nil*
Bengal-Dooars .	*4*	4	*1,472*	1,347	*251*	261	*7*	9	*Nil*	3
Bhavnagar State	*2*	2	*2,945*	3,209	*257*	270	*11*	6	*Nil*	*Nil*
Bikaner State .	*6*	8	*3,098*	3,225	*755*	819	*2*	2	*21*	32
Darjeeling-Himalayan.	*8*	6	*1,679*	1,665	*51*	60	*21*	19	*4*	4
Dibru-Sadiya .	*10*	11	*1,968*	1,694	*306*	332	*4*	4	*27*	32
Gaekwar's Baroda State.	*1*	1	**3,288*	3,322	*309*	241	*27*	25	*32*	23
Gondal . .	*Nil*	*Nil*	*1,030*	1,079	*62*	47	*Nil*	*Nil*	*Nil*	*Nil*
Jamnagar-Dwarka	*1*	*Nil*	*991*	962	*208*	209	*1*	1	*Nil*	*Nil*
Junagad State .	*3*	3	*1,029*	1,104	*212*	230	*6*	6	*Nil*	*Nil*
Morvi . .	*Nil*	*Nil*	*934*	986	*106*	80	*1*	*Nil*	*Nil*	*Nil*
Mysore . .	*3*	2	*1,437*	1,434	*226*	221	*33*	36	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur.	*3*	3	*359*	365	*240*	237	*2*	5	*5*	5
Total .	*50*	49	**21,447*	21,606	*3,178*	3,178	*128*	139	*89*	99
†Class III, Total .	*21*	22	**5,767*	5,937	**1,065*	1,085	**21*	23	**4*	3
Railway Board & other Railway Offices.	**40*	44	**2,138*	2,190	**491*	544	**52*	49	**62*	65
†Grand Total .	**3,524*	3,219	**501,158*	504,977	**152,363*	155,439	**13,450*	13,423	**8,752*	8,740

*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 1934-35 and 1935-36.

servants employed.

Indian Christians.		Other classes.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.'.		Railways
1934-35.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
62	78	*202*	234	*16,260*	16,278	*16,313*	16,328	*16,313*	16 328	Assam-Bengal.
208	203	*5*	4	*27,323*	27,238	*27,420*	27,333	*27,420*	27,333	Bengal & North-Western.
**986*	987	**61*	63	**63,890*	65,279	**64,295*	65,557	**64,295*	65,557	Bengal-Nagpur.
1,579	1,534	*1,243*	1,371	**63,576*	64,305	**63,869*	64,609	**63,869*	64,609	Bombay, Baroda & Central India.
406	355	**4,172*	4,380	*23,461*	23,648	*23,568*	23,748	*23,570*	23,750	Burma.
207	234	*13*	19	*51,148*	49,412	*51,335*	49,577	*51,338*	49,579	Eastern Bengal.
**700*	742	**149*	176	**122,282*	124,437	**123,096*	125,150	**123,101*	125,156	East Indian.
3,286	3,320	*1,025*	1,021	*80,691*	83,052	*81,208*	83,540	*81,209*	83,541	Great Indian Peninsula.
75	81	*9*	18	*7,024*	7,376	*7,051*	7,403	*7,051*	7,403	Jodhpur.
3,547	3,449	**92*	79	*49,693*	49,523	**49,877*	49,699	**49,877*	49,699	Madras & Southern Mahratta.
762	741	*60*	61	*16,726*	16,059	*16,803*	16,136	*16,803*	16,136	Nizam's State.
1,037	1,059	*2,209*	1,910	**103,364*	104,718	*103,870*	105,213	*103,875*	105,217	North Western.
7	10	*Nil*	*Nil*	*5,543*	5,569	*5,560*	5,588	*5,560*	5,588	Rohilkund and Kumaun.
3,649	3,743	*149*	155	*36,200*	36,794	*36,329*	36,911	*36,329*	36,911	South Indian.
**16,511*	16,536	**9,389*	9,491	**667,181*	673,688	**670,594*	676,792	**670,610*	676,807	Total
										CLASS II.
47	42	*1*	1	*1,473*	1,454	*1,482*	1,463			Barsi Light.
3	4	*5*	5	*1,738*	1,629	*1,742*	1,633			Bengal-Dooars.
29	32	*36*	38	*3,278*	3,555	*3,280*	3,557			Bhavnagar State.
4	8	*Nil*	*Nil*	*3,880*	4,086	*3,886*	4,094			Bikaner State.
12	14	*18*	11	*1,785*	1,773	*1,793*	1,779			Darjeeling-Himalayan.
17	27	*Nil*	*Nil*	*2,322*	2,089	*2,332*	2,100			Dibru-Sadiya.
32	34	*9*	11	**3,697*	3,656	**3,698*	3,657			Gaekwar's Baroda State.
7	7	*3*	2	*1,102*	1,135	*1,102*	1,135			Gondal.
9	10	*1*	2	*1,210*	1,184	*1,211*	1,184			Jamnagar-Dwarka.
7	8	*3*	3	*1,257*	1,351	*1,260*	1,354			Junagad State.
1	1	*2*	2	*1,044*	1,069	*1,044*	1,069			Morvi.
Nil	*Nil*	*139*	146	*1,835*	1,837	*1,838*	1,839			Mysore.
**3*	1	**Nil*	*Nil*	*609*	613	*612*	616			Shahdara (Delhi) Saharanpur.
**171*	188	**217*	221	**25,230*	25,431	**25,280*	25,480			Total.
44	44	**27*	28	*6,928*	7,120	*6,949*	7,142			†Class III Total.
48	56	*2*	2	**2,793*	2,906	**2,833*	2,950			Railway Board & other Railway Offices.
**16,774*	16,824	**9,635*	9,742	**702,132*	709,145	*05,656*	712,364			†Grand Total.

*Revised figures.

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

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 the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1934-35 and 1935-36.*

Name of Railway.	31st MARCH 1935.									31st MARCH 1936.								
	Europeans.	Indians.						Total No. on the Railway (Column 1 *plus* 8).		Europeans.	Indians.							Total No. on the Railway (Col. 10 *plus* 17).
		Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Columns 2 to 7).			Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Cols. 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	28	2,102	631	539	84	254	1,161	4,771	4,799	25	2,122	614	541	82	248	1,223	4,830	4,855
Eastern Bengal ..	131	7,722	1,639	576	36	39	12	10,024	10,155	110	7,595	1,766	539	29	41	10	9,890	10,000
East Indian	*519	*15,989	*3,877	*2,352	141	214	22	*22,595	*23,114	510	15,970	3,993	2,273	140	223	19	22,618	23,128
Great Indian Peninsula ..	357	10,393	1,915	1,361	58	1,370	652	15,749	16,106	336	10,909	1,873	1,376	56	1,371	681	16,266	16,602
North Western	352	11,375	6,048	1,047	1,481	172	101	20,224	20,576	350	11,549	6,502	931	1,525	226	84	20,817	21,167
Railway Board and Miscellaneous Offices.	2	*1,816	*408	*46	*61	40	2	*2,373	*2,375	2	1,827	426	43	61	45	2	2,404	2,406
Total ..	*1,389	*49,397	*14,518	*5,921	*1,861	2,089	1,950	*75,736	*77,125	1,333	49,882	15,174	5,703	1,893	2,154	2,019	76,825	78,158
Company Managed Railways.																		
Assam Bengal	16	2,609	688	195	23	27	11	3,553	3,569	14	2,844	856	214	26	31	21	3,992	4,006
Bengal Nagpur ..	109	*8,185	*755	*1,142	*97	*215	15	*10,409	*10,518	100	7,978	746	1,163	91	197	10	10,185	10,285
B. and N. Western ..	31	3,729	1,077	224	14	74	2	5,120	5,151	35	3,728	1,102	222	12	68	2	5,134	5,169
B. B. and Central India ..	178	15,847	4,579	966	104	1,011	1,164	23,671	23,849	193	15,505	4,333	959	124	935	1,279	23,135	23,328
M. and S. Mahratta ..	*94	*7,103	882	*1,295	*5	644	121	*10,050	*10,144	86	7,153	920	1,347	5	657	118	10,200	10,286
R. and Kumaon ..	7	637	270	31	1	6	..	945	952	5	647	304	35	1	7	1	995	1,000
South Indian	57	*7,236	*535	936	..	*790	7	*9,504	*9,561	48	7,217	550	930	..	806	6	9,509	9,557
Total ..	492	*45,346	*8,783	*4,789	*244	*2,767	1,320	*63,252	*63,744	481	45,072	8,811	4,870	259	2,701	1,437	63,150	63,631
GRAND TOTAL ..	*1,881	*94,743	*23,304	*10,710	*2,105	*4,856	3,270	*138,988	*140,869	1,814	94,954	23,985	10,573	2,152	4,855	3,456	139,975	141,789

* Revised figures.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1935-36 and the preceding four years.

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

Class of accidents. 1	1931-32. 2		1932-33. 3		1933-34. 4		1934-35. 5		1935-36 6		References. 7
I.—*Accidents to trains*—											Appendix D (*iii*) Col. 308.
Collisions—											
Passenger trains	65		44		65		47		59		Items 1 to 3.
Other trains and light engines	200		161		191		166		204		,, 4 to 6.
Derailments—											
Passenger trains	294		216		234		274		273		,, 7 (*a*) & 7 (*b*).
Other trains	3,291		2,968		3,174		3,217		3,077		,, 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	83		85		84		115		95		Item 9 (*a*) (1).
(2) machinery, springs, etc.	494		458		437		441		308		,, 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	287		201		269		224		260		,, 9 (*b*) (1).
(2) other causes	1,538		1,216		1,132		1,182		1,379		,, 9 (*b*) (2).
Failure of tyres and wheels	17		11		12		33		20		,, 9 (*c*) & 9 (*d*).
ditto axles	86		54		44		51		52		,, 9 (*e*).
ditto brake apparatus	14		5		13		15		9		,, 9 (*f*).
ditto couplings and draft gear	3,575		2,017		1,917		2,029		2,025		,, 9 (*g*).
Other rolling stock failures	†		4		345		748		435		,, 9 (*h*).
III.—*Failure of permanent-way*—											
Broken rails	306		350		355		323*		321		,, 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	7		3		6		5		4		,, 10 (*b*).
Flooding of portions of permanent-way.	136		124		188		107		83		,, 10 (*c*).
Slips in cuttings or embankments	69		59		74		52		68		,, 10 (*d*).
IV.—*Fires*—											
Fire in trains	107		133		144		182		156		,, 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	59		62		42		33		64		,, 11 (*b*).
V.—*Other accidents*—											
Trains running over cattle on the line	8,790		9,237		9,701		9,362		9,538		,, 12 (*b*).
Trains running over obstructions on the line (other than those at level crossings).	168		236		193		189		201		,, 12 (*c*).
Trains running over obstructions or vehicles at level crossings	107		109		94		73		85		,, 12 (*d*).
Train-wrecking	32		47		20		17		10		,, 12 (*e*).
Attempted train-wrecking	122		131		116		107		101		,, 12 (*f*).
Miscellaneous	472		356		381		387		387		,, 12 (*g*) + 12 (*a*).
TOTAL	20,319		18,287		19,231		19,379		19,214		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	245	808	215	761	204	785	189	794	177	787	Total (*a*) Col. 29.
Railway servants	201	1,819	184	1,789	177	1,975	183	2,269	164	2,306	,, (*b*) Col. 54.
Other persons	2,322	736	2,225	698	2,307	679	2,545	790	2,599	767	,, (*c*) Col. 54.
TOTAL	2,768	3,363	2,624	3,248	2,688	3,439	2,917	3,853	2,940	3,860	,, (*d*) Col. 54.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers	8	93	6	61	21	160	15	74	5	87	Cols. 310 and 312—(Total)
Railway servants	16	157	8	79	9	123	10	107	16	135	,, 314 & 316— ,,
Other persons	32	62	41	103	45	86	32	42	98	139	,, 318 & 320— ,,
TOTAL	56	312	55	243	75	369	57	223	119	361	,, 322 & 324—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers	2	11	10	21	7	19	5	38	3	27	Cols. 352 & 353—(Total).
Railway servants	43	5,467	24	5,922	33	6,357	24	6,071	22	6,618	,, 354 & 355— ,,
Other persons	19	47	44	75	23	798	28	67	25	84	,, 356 & 357— ,,
TOTAL	64	5,525	78	6,018	63	7,174	57	6,176	50	6,729	,, 358 & 359—(Total).
TOTAL PASSENGERS	255	912	231	843	232	964	209	903	185	901	A+B+C above.
TOTAL RAILWAY SERVANTS	260	7,443	216	7,790	219	8,455	217	8,447	202	9,059	A+B+C above.
TOTAL OTHER PERSONS	2,373	845	2,310	876	2,375	1,563	2,605	899	2,722	990	A+B+C above.
GRAND TOTAL	2,888	9,200	2,757	9,509	2,826	10,982	3,031	10,252	3,109	10,950	A+B+C above.

		Railway Servants.	Other Persons.	Total.	Appendix D (*vi*).
*Number of persons killed or injured in Railway Workshops, etc., in 1935-36 not included in the above summary.	Killed	12	3	15	Totals (*b*), (*c*) & (*d*) (*Col. 404*).
†New item, introduced from 1932-33.	Injured	8,136	14	8,150	

Number of persons killed or injured during the year 1935-36 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	Class I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	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	..	..	..	..	2	4	13	6
	Injured	..	1	1	..	1	3	19	9
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	..	..	..	4	6	3	1
	Injured	..	5	21	1	10	15	16	39
3. Crossing the line at stations	Killed	..	..	..	1	..	2	4	1
	Injured	..	2	..	1	..	1	2	..
4. Closing of carriage doors	Killed	..	.	..	..	..	..	..	..
	Injured	..	1	..	..	2	..	..	2
5. Falling or jumping out of carriages during the running of trains.	Killed	..	2	4	14	2	9	13	8
	Injured	10	80	25	23	22	36	20	65
6. Other accidents	Killed	..	..	1	1	..	1	3	1
	Injured	1	4	..	5	..	4	9	55
TOTAL (*a*)	Killed	..	2	5	16	8	22	36	17
	Injured	11	93	47	30	35	59	66	170
(*b*) RAILWAY SERVANTS.									
(*i*) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	1	1	3	..
	Injured	1	2	..	100	19	9	121	143
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	..	..	..	1	..	..
	Injured	..	..	..	3	..	1	3	2
3. Passing over or standing upon buffers during shunting	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	4	..	2	1	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	..	..	..	..	1	..	..	..
	Injured	1	3	4	5	11	3	18	16
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	..	1
	Injured	..	..	2	2	5	1	26	24
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	1	2	9	2
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	5	3	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	..	..	..	..	..	..	4	5
	Injured	2	4	1	2	9	9	51	52
TOTAL (*i*)	Killed	..	..	..	..	2	2	7	6
	Injured	4	9	7	116	45	32	232	239

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.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36. (Cols. 24, 26 and 28.)	*1934-35.* (Cols. 23, 25 and 27.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	5	..	..	30	*30*	..	..	..	..	30	*30*	1
..	..	..	10	..	..	44	*51*	..	..	..	..	44	*51*	
..	..	..	5	..	2	21	*21*	..	*2*	..	..	21	*23*	2
..	..	2	18	..	1	128	*97*	..	..	..	*1*	128	*98*	
..	..	..	1	..	..	9	*5*	..	..	..	..	9	*5*	3
..	1	..	..	..	..	7	*9*	..	*1*	..	..	7	*10*	
..	..	..	1	..	..	1	..	..	..	..	..	1	..	4
..	..	..	..	..	..	5	*7*	..	..	..	..	5	*7*	
1	3	3	35	..	7	101	*113*	5	*3*	1	*2*	107	*118*	5
1	41	1	87	7	52	470	*506*	26	*10*	15	*15*	511	*531*	
..	..	..	1	..	..	8	*10*	..	..	1	*3*	8	*13*	6
..	3	..	3	1	2	87	*89*	2	*2*	3	*6*	90	*97*	
1	3	3	48	..	9	170	*179*	5	*5*	2	*5*	177	*189*	Total (a).
1	45	3	118	8	55	741	*759*	28	*13*	18	*22*	787	*794*	
1	1	..	1	..	..	8	*7*	..	..	..	..	8	*7*	1
1	50	17	91	..	14	568	*514*	3	*1*	5	*5*	576	*520*	
..	..	..	..	..	..	1	*1*	..	..	..	..	1	*1*	2
..	1	..	2	..	..	12	*17*	1	..	..	..	13	*17*	
..	..	..	1	..	..	1	..	..	..	..	..	1	..	3
..	..	..	..	1	..	8	*10*	..	..	..	..	8	*10*	
..	..	..	..	..	..	1	*9*	..	..	..	..	1	*9*	4
..	9	..	16	..	..	86	*79*	2	*1*	..	*2*	88	*82*	
..	..	..	..	..	..	1	*3*	..	*1*	..	..	1	*4*	5
..	7	1	10	..	..	78	*87*	..	..	..	*1*	78	*88*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	14	*21*	..	..	..	*1*	14	*22*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	7
..	..	..	4	..	..	12	*19*	..	..	..	..	12	*19*	
..	..	1	2	..	1	13	*9*	..	..	..	..	13	*9*	8
..	7	4	21	..	5	167	*188*	1	*1*	1	*2*	169	*191*	
1	1	1	4	..	1	25	*30*	..	*1*	..	..	25	*31*	Total (b).
1	74	22	144	1	19	945	*935*	7	*3*	6	*11*	958	*949*	

Number of persons killed or injured during the year 1935-36 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
(*b*) RAILWAY SERVANTS—*concld.*									
(*ii*) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	1	..	1	..	..	2	..
	Injured	1	1	2	3	1	2	7	6
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	1	..	..	1	..	..
	Injured	..	..	..	9	2	..	4	3
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	..	1	2	4	2
	Injured	..	3	..	4	2	4	14	46
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	2	3	9	205	268
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	..	1	1	3	5
	Injured	..	1	2	13	1	1	1	4
14. Attending to gates at level-crossings	Killed	..	1	1	1	..	..	1	1
	Injured	..	2	..	2	2	..	1	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	2	13	2	4	12	5
	Injured	1	3	1	25	2	3	9	10
16. Being caught between vehicles	Killed	..	..	..	..	..	..	3	..
	Injured	1	..	..	1	..	..	1	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	..	2	3	..
	Injured	..	..	..	15	..	..	7	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	..	3	3	5	4
	Injured	..	1	..	9	3	1	2	3
19. Miscellaneous	Killed	2	..	3	..	..	4	5	..
	Injured	..	4	5	26	14	37	54	103
TOTAL (*ii*).	Killed	2	3	8	15	7	17	38	17
	Injured	4	15	10	109	30	57	305	444
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	2	3	8	15	9	19	45	23
	Injured	8	24	17	225	75	89	537	683
(*c*) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	..	..	1	..	..	3	9	7
	Injured	..	1	..	..	3	3	1	..
2. Trespassing on the line	Killed	50	189	158	147	76	183	430	170
	Injured	26	90	60	74	28	45	117	31
3. Suicides	Killed	3	6	59	9	5	29	194	76
	Injured	..	2	1	..	..	4	4	4
4. Miscellaneous	Killed	..	1	2	..	..	8	16	3
	Injured	..	7	4	2	3	16	15	4
TOTAL OTHER PERSONS (*c*)	Killed	53	196	220	156	81	223	649	256
	Injured	26	100	65	76	34	68	137	39
(*d*) GRAND TOTAL =(*a*) + (*b*) + (*c*)	Killed	55	201	233	187	98	264	730	296
	Injured	45	217	129	331	144	216	740	892

DIX D (*ii*)—*concld.*

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

Railways.						Total Class I Railways		Total Class II Railways.		Total Class III Railways.		Total all Railways		Serial No. of Class of accidents (see Col. 32).
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian	1935-36.	*1934-35.*	1935-36	*1934-35.*	1935-36.	*1934-35*	1935-36. (Cols. 48, 50 & 52.)	*1934-35* (Cols. 49, 51 & 53.)	
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
..	..	..	1	..	..	5	*5*	..	*1*	..	..	5	*6*	9
1	5	2	20	..	3	54	*73*	7	..	..	*1*	61	*74*	
..	..	..	1	..	..	3	*4*	1	..	..	..	4	*4*	10
..	..	..	4	..	..	22	*29*	..	..	1	*1*	23	*30*	
..	1	..	..	..	..	11	*7*	1	*3*	..	..	12	*10*	11
2	3	2	24	1	2	107	*98*	..	*1*	1	..	108	*99*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
..	..	..	64	..	1	553	*648*	1	..	2	..	556	*648*	
..	..	..	2	..	..	13	*9*	1	..	..	..	14	*9*	13
1	..	..	3	..	..	27	*12*	..	*1*	1	..	28	*13*	
..	..	..	..	..	..	5	*5*	..	..	..	..	5	*5*	14
..	1	..	..	..	..	9	*9*	2	..	..	..	11	*9*	
..	..	5	8	..	2	53	*71*	..	*1*	..	..	53	*72*	15
.	6	2	19	..	3	84	*60*	..	*1*	..	2	84	*63*	
..	..	..	..	1	..	4	*6*	..	..	..	..	4	*6*	16
..	..	..	..	..	..	3	*11*	..	..	..	..	3	*11*	
..	..	..	..	..	..	5	*2*	..	..	..	..	5	*2*	17
..	..	..	2	..	..	24	*13*	..	..	.	..	24	*13*	
..	..	2	2	..	..	19	*21*	..	..	1	..	20	*21*	18
..	1	..	2	..	..	22	*28*	..	*2*	1	..	23	*30*	
..	2	..	1	..	..	17	*12*	..	*5*	..	..	17	*17*	19
..	90	12	63	1	3	412	*319*	15	*11*	..	..	427	*330*	
..	3	7	15	1	2	135	*142*	3	*10*	1	..	139	*152*	Total (*ii*)
4	106	18	201	2	12	1,317	*1,300*	25	*16*	6	*4*	1,348	*1,320*	
1	4	8	19	1	3	160	*172*	3	*11*	1	..	164	*183*	Total (*b*).
5	180	40	345	3	31	2,262	*2,235*	32	*19*	12	*15*	2,306	*2,269*	
.	1	..	3	..	9	33	*24*	..	..	1	..	31	*24*	1
..	..	..	1	..	..	9	*12*	..	*5*	1	..	10	*17*	
4	104	11	242	17	143	1,924	*1,955*	30	*48*	14	*16*	1,968	*2,019*	2
3	22	2	83	6	28	615	*652*	24	*16*	17	*25*	656	*693*	
2	40	7	47	6	49	532	*455*	6	*3*	4	*2*	542	*460*	3
..	1	..	3	1	1	21	*15*	..	..	..	*1*	21	*16*	
..	4	2	6	1	8	51	*38*	3	*4*	1	..	55	*42*	4
..	6	1	13	3	3	77	*59*	1	*5*	2	..	80	*64*	
6	149	20	298	24	209	2,540	*2,472*	39	*55*	20	*20*	2,599	*2,545*	Total (*c*).
3	29	3	100	10	32	722	*738*	25	*26*	20	*26*	767	*790*	
8	156	31	365	25	221	2,870	*2,823*	47	*71*	23	*23*	2,940	*2,917*	Grand Total (*d*).
9	254	46	563	21	118	3,725	*3,732*	85	*58*	50	*63*	3,860	*3,853*	

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 Governments 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	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	17	17	..	..	..	..	..	..	..	..
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.	..	..	..	.	..	..	..	..	..	..	..
ailures 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	..	36	36	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	11	11	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	.	..	..	..	..	..
(d) Slips in cuttings or embankments	..	4	4	..	..	..	..	..	..	..	..
1. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	22	22	..	..	..	..	..	..	..	..
2. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	180	180	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	..	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	12	12	..	..		..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	.	..	..
Total	..	287	287	..	..	..	..	..	..	..	..

DIX D (*iii*).

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Bengal and North-Western											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			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
1	..	1	..	1	1	3	..	..	1	4	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	.	5
..	..	..	..	..	..	..	..	..	..	..	6
..	2	2	..	..	..	..	..	..	..	..	7 (*a*)
..	10	10	..	..	..	..	..	..	..	..	7 (*b*)
1	4	5	4	..	1	..	..	..	5	..	8 (*a*)
..	44	44	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	5	5	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	33	33	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	52	52	..	3	..	..	..	..	..	3	9 (*g*)
..	1	1	..	..	..	..	..	..	..	..	9 (*h*)
..	8	8	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	10	10	..	..	..	..	..	..	..	..	10 (*c*)
..	2	2	..	..	..	..	..	..	..	..	10 (*d*)
..	4	4	..	..	..	2	..	..	..	2	11 (*a*)
..	13	13	..	..	..	..	..	..	..	..	11 (*b*)
..	2	2	..	..	..	..	..	..	..	..	12 (*a*)
..	51	51	..	..	..	..	..	..	..	..	12 (*b*)
..	4	4	..	..	..	..	..	..	..	..	12 (*c*)
..	4	4	..	..	..	..	..	1	..	1	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	12	12	..	..	..	..	..	..	..	..	12 (*g*)
2	267	269	4	4	2	5	..	1	6	10	Total.

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 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
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.	..	24	24	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	3	1	4	..	57	2	5	..	..	2	62
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	55	56	..	..	..	..	..	..	..	..
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.	..	3	3	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	69	69	..	..	..	..	..	..	..	..
(2) other causes	..	77	77	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	120	120	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	35	35	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	163	163	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	17	17	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossing.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	..	12	12	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	28	28	..	1	..	3	..	2	..	6
Total	4	610	614	..	58	2	8	..	2	2	68

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1935-36 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	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
..	2	2	..	..	1	1	..	..	1	1	1
..	2	2	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	15	15	..	..	..	..	..	..	..	..	7 (*a*)
..	3	3	..	..	..	..	..	..	..	..	7 (*b*)
..	29	29	..	..	..	..	..	..	..	..	8 (*a*)
..	584	584	..	..	..	..	..	..	..	..	8 (*b*)
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
..	33	33	..	..	..	..	..	..	..	..	9 (*a*) 2
..	30	30	..	..	..	..	..	..	..	..	9 (*b*) 1
..	83	83	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	2	2	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	160	160	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	62	62	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
..	3	3	..	..	..	..	..	..	..	..	10 (*c*)
..	4	4	..	..	..	..	..	..	..	..	10 (*d*)
..	8	8	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	799	799	..	..	..	..	..	..	.	..	12 (*b*)
..	8	8	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	4	4	..	..	..	..	..	..	..	..	12 (*f*)
..	16	16	..	..	..	..	..	..	..	..	12 (*g*)
..	1,857	1,857	..	..	1	1	..	..	1	1	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, railway

CLASS I

BURMA.

Class of accident.	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 trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	.	..
(*b*) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	.	..	..	..	..	..	..
(*b*) other causes	..	14	14	..	..	..	..	..	..	..	..
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	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	11	11	..	..	..	..	.	..	.	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	31	31	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	*69	69	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	4	4	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	6	5	11	..	..	..	..	..	..	..	.
(*d*) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	9	9	..	..	..	1	..	2	..	3
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	6	497	503	..	..	..	3	..	..	..	3
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	12	12	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	11	11	..	..	..	..	1	3	1	3
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	9	9	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	17	17	..	..	..	6	..	..	..	6
Total	16	700	716	..	..	..	10	1	5	1	15

*Includes one failure in 1934-35 reported too late for inclusion in last return.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 106.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120, 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	..	1	4	3	..	..	4	4	2
1	..	1	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	..	.	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
14	..	14	1	11	..	4	..	..	1	15	7 (*b*)
..	2	2	..	..	..	..	..	..	..	..	8 (*a*)
1	21	22	..	..	..	..	..	..	..	..	8 (*b*)
..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 1
..	13	13	..	..	..	..	..	..	..	..	9 (*a*) 2
..	5	5	..	..	..	..	..	..	..	..	9 (*b*) 1
..	35	35	..	..	..	..	..	..	..	..	9 (*b*) 2
..	2	2	..		..	..	..	..	..	..	9 (*c*)
..	1	1	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
.	110	110	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	19	19	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
4	..	4	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
6	..	6	..	..	..	..	..	..	..	..	11 (*a*)
..	5	5	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	.	..	12 (*a*)
..	140	140	..	..	..	..	..	..	..	..	12 (*b*)
11	3	14	..	..	..	..	..	1	..	1	12 (*c*)
10	1	11	..	..	..	..	3	8	3	8	12 (*d*)
1	..	1	..	..	..	..	..	..	..	..	12 (*e*)
14	..	14	..	..	..	..	..	..	..	.	12 (*f*)
1	6	7	..	..	..	2	..	..	..	2	12 (*g*)
65	372	437	1	12	4	9	3	9	8	30	Total.

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

CLASS I

EAST INDIAN

Class of accident.	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 parts of passenger trains.	..	1	1	..	3	..	2	..	..	..	5
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	..	2	2	..	3	..	..	..	..	..	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	2	2	..	2	..	2	..	..	..	4
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	25	26	..	..	..	31	..	..	..	31
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	15	15	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	32	32	..	..	..	..	..	..	..	..
(b) other causes	..	562	562	..	..	1	2	..	..	1	2
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	39	39	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	8	8	..	..	..	..	..	..	..	..
(2) other causes	..	185	185	..	..	..	..	..	..	..	..
(c) The failure of tyre	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	4	4	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	680	680	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	1	1	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	47	47	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	1	2	1	2
(c) The flooding of portions of permanent-way	1	3	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	3	3	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	6	6	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	13	13	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,175	1,175	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	2	6	8	..	..	..	..	6	24	6	24
(e) Train wrecking	1	1	2	..	..	1	4	..	..	1	4
(f) Attempted train wrecking	3	13	16	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	71	71	..	..	..	4	..	..	..	4
Total	8	2,920	2,928	..	8	2	50	7	26	9	84

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935 36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

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
..	6	6	..	..	..	2	..	..	..	2	1
1	10	11	..	..	..	4	..	..	..	4	2
..	4	4	..	..	..	..	..	..	..	..	3
1	16	17	..	..	1	8	..	1	1	9	4
..	63	63	..	..	..	4	..	1	..	5	5
..	15	15	..	..	..	8	..	..	..	8	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	18	18	..	..	..	2	..	..	..	2	7 (*b*)
..	5	5	..	..	..	..	..	..	..	..	8 (*a*)
..	430	430	..	..	..	1	..	..	..	1	8 (*b*)
..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 1
..	55	55	..	..	..	..	..	..	..	..	9 (*a*) 2
..	25	25	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*629	629	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	3	3	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	403	403	..	..	..	..	..	..	..	..	9 (*g*)
..	33	33	..	..	..	..	..	..	..	..	9 (*h*)
..	29	29	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	6	6	..	..	..	..	..	..	..	..	10 (*d*)
..	91	91	..	..	..	..	..	..	..	..	11 (*a*)
..	5	5	..	..	..	..	..	..	..	..	11 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*a*)
..	1,441	1,441	..	..	..	..	..	..	..	..	12 (*b*)
..	11	11	..	..	..	1	..	..	..	1	12 (*c*)
1	8	9	..	..	..	..	1	1	1	1	12 (*d*)
..	3	3	..	..	..	..	..	..	..	..	12 (*e*)
..	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	43	43	..	1	..	..	..	..	..	1	12 (*g*)
3	3,357	3,360	..	1	1	30	1	3	2	34	Total.

* Includes 384 Electrical Multiple units failures on suburban service.

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 accidents.	CLASS 1 — JODHPUR.										
	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.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	8	..	8	..	..	..	4	..	..	..	4
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	1	4	5	..	..	..	..	..	1	..	1
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	5	5	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	15	15	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	15	15	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	14	14	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	5	2	7	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	107	107	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	5	5	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	3	3	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	14	175	189	..	..	..	4	..	1	..	5

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1935-36 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. 165 & 166).	*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
..	..	..	..	..	..	..	..	..	..		2
..	..	..	..	..	..	..	..	..	..	..	3
1	11	12	..	..	1	..	..	..	1	..	4
..	—	..	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	1	..	..	..	1	6
5	..	5	..	..	..	..	..	..	..	..	7 (*a*)
2	..	2	..	2	..	1	..	..	..	3	7 (*b*)
..	17	17	..	..	..	..	..	..	..	..	8 (*a*)
..	7	7	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	32	32	..	..	..	..	..	..	..	..	9 (*a*) 2
..	25	25	..	..	..	..	..	..	..	..	(*b*) 1
..	52	52	..	..	..	..	..	..	..	..	(*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
2	9	11	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	..	..	..	..	..	..	..	9 (*f*)
1	20	21	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	28	28	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
9	..	9	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
4	12	16	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	7	7	..	..	..	..	..	..	..	..	12 (*a*)
..	990	990	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
7	1	8	..	..	..	..	2	..	2	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
19	..	19	..	..	..	..	—	..	..	..	12 (*f*)
..	4	4	..	..	..	1	..	..	..	1	12 (*g*)
80	1,220	1,270	..	2	1	3	2	..	3	5	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, railway

Class of accident.	CLASS I — Nizam's State. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	Passengers. Killed.	Passengers. Injured.	Railway servants. Killed.	Railway servants. Injured.	Other persons. Killed.	Other persons. Injured.	Total. Killed. (Cols. 181, 183 & 185.)	Total. Injured (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
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	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	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(b) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	2	..	..	..	2
(b) other causes	..	16	16	..	..	..	..	..	..	..	..
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.	..	9	9	..	..	..	..	..	..	..	..
(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.	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	37	37	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	2	2	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	73	73	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	8	8	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	265	265	..	..	..	..	..	..	..	..
(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.	2	..	2	..	..	..	..	..	..	..	..
(e) Train wrecking.	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	3	..	3	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total	8	431	439	..	..	..	2	..	..	..	2

DIX• D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

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
3	..	3	..	..	..	1	..	..	..	1	2
1	..	1	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	1	..	1	..	4
..	1	1	..	..	..	1	..	..	..	1	5
..	2	2	..	..	..	3	..	..	..	3	6
5	..	5	..	..	..	..	..	..	..	..	7 (*a*)
31	1	32	..	..	..	..	..	..	..	..	7 (*b*)
..	295	295	..	..	..	..	..	..	..	..	8 (*a*)
..	757	757	..	..	..	..	..	..	..	..	8 (*b*)
..	44	44	..	..	..	..	..	..	..	..	9 (*a*) 1
..	8	8	..	..	..	..	..	..	..	..	9 (*a*) 2
..	69	69	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*88	88	..	..	..	..	..	..	..	..	9 (*b*) 2
1	..	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	73	73	..	..	..	..	..	..	..	..	9 (*g*)
..	279	279	..	..	..	..	..	..	..	..	9 (*h*)
..	49	49	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	19	19	..	..	..	..	..	..	..	..	10 (*c*)
1	..	1	..	..	..	..	..	..	..	..	10 (*d*)
1	3	4	..	..	..	..	..	..	..	..	11 (*a*)
..	2	2	..	..	..	..	..	..	..	..	11 (*b*)
..	7	7	..	..	..	..	..	..	..	..	12 (*a*)
..	861	861	..	..	..	..	..	..	..	..	12 (*b*)
2	19	21	..	..	3	1	..	..	3	1	12 (*c*)
12	5	17	..	..	..	..	4	11	4	11	12 (*d*)
1	1	2	..	..	..	..	..	..	..	..	12 (*e*)
..	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	53	53	..	..	..	..	..	..	..	..	12 (*g*)
59	2,640	2,699	..	..	3	6	5	11	8	17	Total.

* Includes one failure of rail motor and five of steam coaches.

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

Class of accident.	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.	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	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	1	..	1	..	..	..	..	..	..	.	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Other causes	3	10	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	..	..	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear. .	..	13	13	..	..	..	..	..	..	..	..
(*h*) Other rolling stock failures . . .	..	1	1	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	.
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	81	81	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	1	1	..	..	..	..	..	..	..	..
(*e*) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	1	14	15	..	..	..	1	..	..	..	1
Total .	7	135	142	..	..	..	1	..	..	..	1

DIX D (iii)—*contd.*

stock, permanent-way, etc., during the year 1935-36 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.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed. (Cols 216, 218 & 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..		..	4
..	..	..	..	..	..	..	..	..	.	.	5
..	..	..	..	..	..	..	.	..	.	.	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
4	..	4	.	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	3	3	..	..	..	..	..	..	..	..	8 (*b*)
..	7	7	..	..	..	..	..	..	..	..	9 (*a*) 1
..	67	67	..	..	..	..	..	..	..	..	9 (*a*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*b*) 1
..	43	43	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
6	1	7	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	..	..	..	..	..	..	.	9 (*f*)
46	129	175	..	..	..	..	..	..	..	.	9 (*g*)
.	107	107	..	..	..	..	..	..	..	..	9 (*h*)
11	..	11	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
3	3	6	..	..	..	..	..	..	..	..	10 (*c*)
2	..	2	..	..	..	..	..	..	..	..	10 (*d*)
2	..	2	..	..	..	..	..	..	..	..	11 (*a*)
..	1	1	..	..	..	..	..	.	..	..	11 (*b*)
15	..	15	..	..	..	..	..	..	..	..	12 (*a*)
..	2,223	2,223	..	..	..	..	..	..	..	..	12 (*b*)
22	..	22	..	..	.	..	..	1	..	1	12 (*c*)
7	..	7	..	..	..	..	1	4	1	4	12 (*d*)
2	..	2	..	..	..	6	..	.	..	6	12 (*e*)
1	..	1	..	..	..	..	..	.	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
121	2,567	2,706	..	..	..	6	1	5	1	11	Total.

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

different classes of accidents and the number of passengers,

Class of accident.	Total Class I								
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 & 227.)	*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	10	11	..	3	1	5	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	8	14	22	..	5	5	11	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	7	9	..	2	..	2	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	88	92	..	..	2	39	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.	..	70	70	..	..	..	5	..	1
6. Collisions between light engines . .	..	37	37	..	..	..	17	..	.
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	13	19	32	..	..	..	..	..	..
(*b*) Other causes	66	36	102	1	70	2	16	..	..
8. Other derailments—									
(*a*) Due to trains running in the wrong direction through points.	1	388	389	4	.	1	2	..	..
(*b*) Other causes	6	2,524	2,530	..	..	1	3	..	1
9. Failure of engines and rolling stock—									
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	77	77	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	283	283	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	243	243	..	..	..	..	..	..
(2) other causes	..	1,311	1,311	..	..	..	..	..	..
(*c*) The failure of tyres	1	10	11	..	..	..	..	..	..
(*d* Ditto wheels . . .	..	4	4	..	..	..	..	..	..
(*e*) Ditto axles	8	24	32	..	..	..	..	..	..
(*f*) Ditto brake apparatus . .	..	8	8	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	47	1,952	1,999	..	3	..	..	..	..
(*h*) Other rolling stock failures . .	..	426	426	..	..	..	..	..	..
10. Failure of permanent-way—									
(*a*) Broken rails	11	293	304	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	..	2	2	..	..	..	..	1	2
(*c*) The flooding of portions of permanent-way.	28	46	74	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	3	29	32	..	..	..	..	..	..
11. Fires—									
(*a*) Fire in trains	13	136	149	..	..	..	3	..	2
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	58	58	..	..	..	..	..	..
12. Other accidents—									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	15	34	49	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	6	8,973	8,979	..	..	..	3	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	36	90	126	..	..	3	2	..	2
(*d*) Trains running over obstructions or vehicles at level-crossings.	41	37	78	..	..	..	..	18	52
(*e*) Train-wrecking	5	5	10	..	..	1	10	..	..
(*f*) Attempted train-wrecking . . .	40	59	99	..	..	..	..	..	..
(*g*) Miscellaneous	2	265	267	..	2	..	17	..	2
Total . .	357	17,558	17,915	5	85	16	135	20	63

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways—*concld.*		CLASS II RAILWAYS.												
		Barsi Light.			Bengal Dooars			Bhavnagar State.			Bikaner State.			
Total.		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.)	Serial No of class of accidents (See colums No. 225.)
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)													
235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
1	8	..	..	..	..	..	..	..	..	..	..	..	..	1
5	16	..	..	..	..	1	1	..	..	..	..	..	..	2
..	4	..	..	..	..	..	..	..	..	..	..	..	..	3
3	40	..	..	..	..	..	..	..	..	..	..	..	..	4
..	6	..	..	..	..	..	..	..	..	..	..	..	..	5
..	17	..	..	..	..	..	..	1	..	1	..	1	1	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
3	86	4	..	4	..	..	..	..	..	..	6	..	6	7 (*b*)
5	2	..	..	..	..	..	..	..	..	..	..	1	1	8 (*a*)
1	4	..	20	20	..	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	8	8	..	..	..	9 (*a*) 1
..	..	..	..	..	..	..	..	..	13	13	..	..	..	9 (*a*) 2
..	..	..	4	4	..	1	1	..	..	..	2	1	3	9 (*b*) 1
..	..	..	7	7	..	4	4	..	..	..	3	1	4	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	3	..	3	3	..	1	1	..	..	..	1	..	1	9 (*g*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	9 (*h*)
1	2	1	1	2	..	..	..	..	..	..	..	4	4	10 (*a*)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	2	..	2	10 (*d*)
..	5	..	..	..	..	..	..	1	..	1	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	1	1	..	..	..	11 (*b*)
..	..	..	2	2	..	..	..	..	..	..	..	..	..	12 (*a*)
..	3	..	45	45	..	4	4	..	59	59	..	57	57	12 (*b*)
3	4	..	3	3	..	..	..	..	1	1	..	..	..	12 (*c*)
18	52	.	..	..	1	..	1	..	..	..	..	..	..	12 (*d*)
1	10	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	21	..	..	..	..	..	..	..	..	..	1	4	5	12 (*g*)
41	283	6	85	91	1	13	14	2	82	84	15	69	84	Total.

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

different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon	
	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.	..	1	1	..	..	..	..	..	..	..	..
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.	..	..	..	..	..	..	..	..	..	..	..
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	105	..	105	..	..	..	1	1	2	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	1
(b) Other causes	37	..	37	..	..	..	..	18	18	..	11
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	..	..	..	..	..	..	..	..	..	..	1
(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	..	..	..	..	4	4	..	26	26	..	..
(c) The failure of tyres	..	5	5	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	8	8	..	..	..	..	..	..	..	1
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	..	..	..	..	..	..	11	11	..	1
(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	3	31	34	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	5	5	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	.	..	..	..	..	..	..	5	5	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	1	1	..	..
(b) Trains running over cattle on the line.	..	3	3	..	22	22	..	82	82	..	14
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	44	44	..	4
(d) Trains running over obstructions or vehicles at level crossings	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	2
(g) Miscellaneous	..	..	..	..	..	..	..	40	40	..	..
Total	149	49	198		26	26	1	233	234	..	35

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident

RAILWAYS—*contd.*

DAL.	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 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 269 and 270.)	Serial No. of class of accidents. (See colums No 250.)
262	263	264	265	266	267	268	269	270	271	272
..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	2	2	5
..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	1	..	1	7 (*a*)
..	..	..	..	..	..	..	..	..	..	7 (*b*)
1	..	..	..	..	..	..	..	5	5	8 (*a*)
11	..	7	7	.	..	..	..	4	4	8 (*b*)
1	..	..	..	..	3	3	..	2	2	9 (*a*) (1)
..	..	..	.	..	..	..	..	4	4	9 (*a*) (2)
..	..	..	..	.	..	..	..	..	..	9 (*b*) (1)
..	..	1	1	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	9 (*d*)
1	..	..	..	..	1	1	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	7	7	..	..	..	9 (*h*)
1	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	2	..	2	10 (*c*)
..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	1	1	12 (*a*)
14	..	36	36	..	21	21	1	15	16	12 (*b*)
4	..	..	..	..	2	2	..	..	..	12 (*c*)
..	..	..	..	..	2	2	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	12 (*f*)
2	..	1	1	..	..	..	..	..	..	12 (*g*)
35	..	45	45	..	36	36	4	33	37	Total.

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

different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS. Mysore Railways.			Shahdara (Delhi). Saharanpur Light.			Total Class II					
	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.)	*Passengers.*		*Railway servants.*
										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.	..	..	..	..	..	..	..	1	1	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	2	2	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	2	2	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	1	1	2	..	..	..
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	.	1	..	..	..
(*b*) Other causes	..	..	..	..	..	..	116	1	117	..	..	..
8. Other Derailments—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	7	7	..	..	..
(*b*) Other causes	..	..	..	..	2	2	37	62	99	.	..	..
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	..	..	..	..	1	1	..	15	15	..	..	..
(2) machinery, springs, etc.	..	..	..	..	3	3	..	20	20	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes	..	3	3	..	..	..	2	9	11	..	..	..
(2) other causes	..	5	5	..	..	..	3	48	51	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	5	5	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	2	2	..	12	12	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	10	10	..	2	2	1	16	17	..	..	..
(*h*) Other Rolling Stock failures	..	..	..	..	..	..	..	9	9	..	..	..
10. Failure of permanent way—												
(*a*) Broken rails	..	..	..	..	1	1	..	17	17	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	1	1	2	..	..	..
(*c*) The flooding of portions of permanent-way.	..	..	..	..	..	..	7	..	7	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	5	31	36	..	..	..
11. Fires—												
(*a*) Fire in trains	..	..	..	..	..	..	1	5	6	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	6	6	..	..	..
12. Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	1	1	..	5	5	..	..	..
(*b*) Trains running over cattle on the line	..	103	103	..	2	2	1	463	464	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	3	3	..	58	58	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	1	2	3	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	1	49	50	..	..	..
Total	..	124	124	..	17	17	178	847	1,025	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 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.)	
286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	14	..	14	..	2	..	..	..	5	..	7	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
.	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	7 (*a*)
.	..	..	..	..	11	7	18	..	..	..	..	..	..	..	..	7 (*b*)
.	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	5	42	47	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9 (*a*) (2)
..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	..	..	..	..	17	17	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	5	3	8	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	3	6	9	..	..	..	..	..	..	..	.	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	1	7	8	.	.	..	..	..	..	..	..	12 (*a*)
..	73	70	73	70	5	90	95	..	..	..	..	4	..	4	..	12 (*b*)
..	..	..	..	..	3	14	17	..	..	..	..	..	..	..	..	12 (*c*)
..	1	..	1	..	1	3	4	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
.	..	..	..	..	1	1	2	..	..	..	..	..	..	..	.	12 (*f*)
..	..	..	..	..	2	6	8	..	..	..	..	..	1	..	1	12 (*g*)
..	74	70	74	70	54	220	274	..	2	..	..	4	6	4	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

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.)		Passengers Killed.		Passengers Injured.	
	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*
303	304	305	306	307	308	309	310	311	312	313.
1. Collisions between passenger trains or parts of passenger trains.	1	*1*	11	*6*	12	*7*	..	..	3	*1*
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	22	*19*	16	*13*	38	*32*	..	..	7	*16*
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	..	7	*8*	9	*8*	..	..	2	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	*5*	88	*77*	93	*82*	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	*2*	72	*49*	72	*51*	..	..	..	..
6. Collisions between light engines	1	..	38	*33*	39	*33*	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	14	*10*	22	*28*	36	*38*	..	..	..	..
(*b*) Other causes	193	*161*	44	*75*	237	*236*	1	..	70	*16*
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	1	*6*	400	*418*	401	*424*	4	..	..	..
(*b*) Other causes	48	*40*	2,628	*2,753*	2,676	*2,793*	..	..	..	*1*
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	..	..	95	*115*	95	*115*	..	..	..	..
(2) machinery, springs, etc.	..	..	308	*441*	308	*441*	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	2	..	258	*224*	260	*224*	..	..	..	..
(2) other causes	3	..	1,376	*1,182*	1,379	*1,182*	..	..	..	..
(*c*) The failure of tyres	1	..	15	*27*	16	*27*	..	..	..	..
(*d*) Ditto wheels	..	*1*	4	*5*	4	*6*	..	..	..	..
(*e*) Ditto axles	13	*8*	39	*43*	52	*51*	..	..	..	..
(*f*) Ditto brake apparatus	..	..	9	*15*	9	*15*	..	..	..	..
(*g*) Ditto couplings and draft gear	51	42	1,974	*1,987*	2,025	*2,029*	..	..	3	..
(*h*) Other Rolling Stock failures	..	*4*	435	*744*	435	*748*	..	..	..	..
10. Failure of Permanent way—										
(*a*) Broken rails	11	*6*	310	*317*	321	*323*	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	1	*1*	3	*4*	4	*5*	..	*9*	..	*4*
(*c*) The flooding of portions of permanent way.	37	*12*	46	*95*	83	*107*	..	..	..	..
(*d*) Slips in cuttings or embankments	8	*33*	60	*19*	68	*52*	..	..	..	*7*
11. Fires—										
(*a*) Fire in trains	14	*12*	142	*170*	156	*182*	..	*2*	..	*5*
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	*1*	64	*32*	64	*33*	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	16	*18*	46	*54*	62	*72*	..	..	..	..
(*b*) Trains running over cattle on the line	12	*6*	9,526	*9,356*	9,538	*9,362*	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	39	*43*	162	*146*	201	*189*	..	*3*	..	*5*
(*d*) Trains running over obstructions or vehicles at level crossings.	43	*39*	42	*34*	85	*73*	..	..	..	*1*
(*e*) Train-wrecking	5	*3*	5	*14*	10	*17*	..	*1*	..	*10*
(*f*) Attempted train-wrecking	41	*44*	60	*63*	101	*107*	..	..	..	..
(*g*) Miscellaneous	5	*9*	320	*306*	325	*315*	..	..	2	*8*
Total	589	*526*	18,625	*18,853*	19,214	*19,379*	5	*15*	87	*74*

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1934-35 and 1935-36 on all railways open for traffic. servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 303.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 310, 314 and 318.)	(Cols. 311, 315 and 319.)	(Cols. 312, 316 and 320.)	(Cols. 313, 317 and 321.)	
1935-36. 314	*1934-35.* 315	1935-36. 316	*1934-35.* 317	1935-36. 318	*1934-35.* 319	1935-36 320	*1934-35.* 321	1935-36. 322	*1934-35.* 323	1935-36 324	*1934-35.* 325	326
1	..	5	*4*	..	..	..	..	1	..	8	*5*	1
5	..	11	*11*	..	..	5	*1*	5	..	23	*28*	2
..	..	2	..	..	..	..	..	..	..	4	..	3
2	..	39	*21*	1	*1*	1	*1*	3	*1*	40	*22*	4
..	*1*	5	*2*	.	*2*	1	..	..	*3*	6	*2*	5
..	..	17	*13*	..	..	..	..	..	..	17	*13*	6
..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
2	..	16	*14*	..	..	..	..	3	..	86	*30*	7 (*b*)
1	..	2	*5*	..	..	..	..	5	..	2	*5*	8 (*a*)
1	*1*	3	*8*	..	*1*	1	..	1	*2*	4	*9*	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*)
..	..	..	..	..	..	..	..	..	..	3	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	*4*	..	*1*	*1*	..	2	..	1	*13*	2	*5*	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	*1*	..	..	..	..	..	..	..	*8*	10 (*d*)
..	..	3	*2*	..	..	2	..	..	*2*	5	*7*	11 (*a*)
..	..	..	*1*	..	..	..	..	..	..	..	*1*	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	3	..	77	*14*	70	*19*	77	*14*	73	*19*	12 (*b*)
3	*1*	2	*1*	..	..	2	*1*	3	*4*	4	*7*	12 (*c*)
..	..	..	..	19	*7*	52	*11*	19	*7*	52	*12*	12 (*d*)
1	*1*	10	*4*	..	..	..	..	1	*2*	10	*14*	12 (*e*)
..	..	..	..	..	..	..	..	.	..	..	..	12 (*f*)
..	*2*	17	*16*	..	*7*	3	*9*	..	*9*	22	*33*	12 (*g*)
16	*10*	135	*107*	98	*32*	139	*42*	119	*57*	361	*223*	Total.

Number of persons killed or injured during the year 1935-36 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	..	7	..	..	..	12	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	22	..	1	..	23	..	..	..	..	..	..	..	..
3. Falling off platforms .	1	1	..	4	..	..	1	5	..	..	..	..	..	..	..	..
4 Loading, unloading or sheeting wagons.	..	..	4	791	1	11	5	802	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	..	..	..	231	..	3	..	234	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	2	80	..	..	2	80	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	..	..	272	..	6	..	278	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	2	284	..	1	2	285	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	..	1	5	141	5	11	10	153	..	..	..	1	2	..	2	1
10. Stumbling whilst walking on the line or platforms.	..	8	..	143	7	15	7	166	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	1,769	..	..	..	1,769	..	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	..	..	..	3	..	..	..	3	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	1	985	1	5	2	990	..	..	..	3	..	..	..	3
14. Miscellaneous . .	1	10	8	1,867	9	31	18	1,908	..	..	..	10	..	..	..	10
Total .	2	25	22	6,599	23	84	47	6,708	..	..	..	14	2	..	2	14

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	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	..	7	..	..	..	12	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	..	..	22	..	1	..	23	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	..	..	..	..	..	1	1	..	4	..	..	1	5	3. Falling off platforms.
..	..	..	..	..	..	.	..	..	..	4	791	1	11	5	802	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	..	231	..	3	..	234	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	2	80	..	..	2	80	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	..	..	272	..	6	..	278	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	..	2	284	..	1	2	285	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	.	1	5	142	7	11	12	154	9. Falling off platforms, ladders, scaffolds, etc.
1	2	..	2	..	..	1	4	1	10	..	145	7	15	8	170	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	1,769	..	..	..	1,769	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	3	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	1	988	1	5	2	993	13. Working on the line or in sidings.
..	..	..	3	..	..	..	3	1	10	8	1,880	9	31	18	1,921	14. Miscellaneous.
1	2	..	5	..	..	1	7	3	27	22	6,618	25	84	50	6,729	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1935-36
[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.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
361	362	363	364	365	366	367	368	369	370	371	372	373
Assam-Bengal	..	..	5	62·5	2	100·0	3	37·5	..	..	..	..
Bengal and North-Western	1	33·3	9	37·5	2	66·7	15	62·5	..	..	..	..
Bengal-Nagpur	1	12·5	1	5·88	7	87·5	16	94·1	..	..	..	..
Bombay, Baroda and Central India.	8	53·3	186	82·7	7	46·7	30	13·3	..	..	9	4·00
Burma	5	55·6	69	92·0	4	44·4	6	8·00	..	..	..	..
Eastern Bengal	5	26·3	38	42·7	14	73·7	49	55·1	..	..	2	2·25
East Indian	42	93·3	534	99·4	2	4·44	..	..	1	2·22	3	0·56
Great Indian Peninsula	17	73·9	659	96·5	6	26·1	15	2·20	..	..	9	1·32
Jodhpur	1	100·0	..	..	..	..	5	100·0	..	..	..	..
Madras and Southern Mahratta	3	75·0	163	90·6	1	25·0	17	9·44	..	..	..	..
Nizam's State	5	62·5	25	62·5	3	37·5	15	37·5	..	..	..	..
North Western	19	100·0	343	99·4	..	..	2	0·58	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	1	100·0	3	100·0	..	..	..	..
South Indian	3	100·0	26	83·9	..	..	5	16·1	..	..	..	..
Total	110	68·8	2,058	91·0	49	30·6	181	8·00	1	0·63	23	1·02

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
Killed. 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
..	..	..	..	..	..	..	..	2	8	Assam-Bengal.
..	..	..	..	..	..	..	..	3	24	Bengal and North-Western
..	..	..	..	..	..	..	..	8	17	Bengal-Nagpur.
.	..	..	..		..	..	..	15	225	Bombay, Baroda and Centr India.
..	..	..	..	..	..	..	..	9	75	Burma.
..	..	..	..	..	..	..	..	19	89	Eastern Bengal.
..	..	..	..	..	..	..	.	45	537	East Indian.
..	..	..	..	..	..	..	..	23	683	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	5	Jodhpur.
..	..	..	..	..	..	..	..	4	180	Madras and Southern Mahratta.
.	..	..	..	..	..	..	..	8	40	Nizam's State.
..	..	..	..	..	..	..	..	19	345	North Western.
..	..	..	..	..	..	..	..	1	3	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	3	31	South Indian.
..	..	..	..	..	..	..	..	160	2,262	Total.

APPEN

Number of accidents which occurred during the year 1935-36 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
385	386	387	388	389	390	391	392	393	394
(a) Total number of accidents..	..	2	14	51	2,063	74	398	1,916	1,365
(b) *Affecting Railway Servants.*									
1. Railway workshops ..	Killed ..	..	..	..	1	..	1	6	..
	Injured ..	..	3	47	2,062	66	390	1,896	1,365
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	1	..	1	..	..	..	..	..
	Injured ..	1	1	..	..	..	..	..	..
Total (b) ..	Killed ..	1	..	1	1	..	1	6	..
	Injured ..	1	4	47	2,062	66	390	1,896	1,365
(c) *Affecting other persons.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	1	12	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	1	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
Total (c) ..	Killed ..	..	1	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	1	13	..
(d) GRAND TOTAL = (b + c)	Killed ..	1	1	2	1	..	1	6	..
	Injured ..	1	4	47	2,062	66	391	1,909	1,365

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.										
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 401, 402 and 403).	No. of accidents and No. of persons killed and injured.
395	396	397	398	399	400	401	402	403	404	405
..	506	668	737	6	324	8,124	67	..	8,191	(*a*) Total number of accidents.
										(*b*) *Affecting Railway Servants.*
..	2	..	..	..	..	10	..	..	10	Killed } 1
..	504	668	737	6	323	8,067	67	..	8,134	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	..	..	..	..	..	..	..	Killed } 3
..	..	..	..	..	..	..	..	..	..	Injured } 3
..	..	..	..	..	..	..	..	..	..	Killed } 4
..	..	..	..	..	..	..	..	..	..	Injured } 4
..	..	..	..	..	..	2	..	..	2	Killed } 5
..	..	..	..	..	..	2	..	..	2	Injured } 5
..	2	..	..	..	..	12	..	..	12	Killed } Total (*b*).
..	504	668	737	6	323	8,069	67	..	8,136	Injured } Total (*b*).
										(*c*) *Affecting other persons.*
..	..	..	..	..	..	..	..	..	..	Killed } 1
..	..	..	..	.	..	13	..	..	13	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	..	..	1	1	..	..	1	Killed } 3
..	..	..	..	..	..	1	..	..	1	Injured } 3
..	..	..	..	..	..	1	..	..	1	Killed } 4
..	..	..	..	..	..	..	..	..	..	Injured } 4
..	..	..	..	..	..	1	..	..	1	Killed } 5
..	..	..	..	..	..	..	..	..	..	Injured } 5
..	..	..	..	..	1	3	..	..	3	Killed } Total (*c*).
..	..	..	..	..	..	14	..	..	14	Injured } Total (*c*).
..	2	..	..	..	1	15	..	..	15	Killed } Grand Total (*d*)
..	504	668	737	6	323	8,083	67	..	8,150	Injured } Grand Total (*d*)

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class APPEN-

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′ 3½″	204	97·1	842	95·7	2·85	5,776	87·9	2·29
Bengal and North-Western	3′ 3½″	392	71·7	1,571	66·7	13·6	12,229	*Nil*	0·83
Bengal Nagpur	5′ 6″	670	99·9	1,164	95·9	4·12	23,119	75·7	24·3
	2′ 6″	115	93·0	433	91·2	*Nil*	1,989	87·0	0·10
Bombay, Baroda and Central India.	5′ 6″	363	100·0	‡940	100·0	*Nil*	9,963	92·3	4·93
	3′ 3½″	461	100·0	1,469	99·9	0·07	9,301	34·7	11·5
	2′ 6″	26	*Nil*	68	*Nil*	*Nil*	329	*Nil*	*Nil*
Burma	3′ 3½″	389	99·5	1,306	86·2	5·28	9,619	41·1	1·62
Eastern Bengal	5′ 6″	302	100·0	1,037	99·7	0·29	8,310	57·3	42·1
	3′ 3½″	212	100·0	1,001	87·7	12·3	5,596	36·5	2·45
	2′ 6″	10	*Nil*	48	*Nil*	*Nil*	27	*Nil*	*Nil*
East Indian	5′ 6″	1,584	99·2	3,413	98·7	1·05	51,285	77·7	19·9
Great Indian Peninsula	5′ 6″	728	100·0	2,105	100·0	*Nil*	19,506	92·2	7·40
	2′ 6″	22	*Nil*	52	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3½″	107	77·6	335	82·1	3·28	2,689	4·06	1·26
Madras and Southern Mahratta.	5′ 6″	301	99·3	980	97·4	2·55	6,453	80·7	19·2
	3′ 3½″	355	74·9	1,108	87·1	5·78	7,875	3·01	41·8
Nizam's State	5′ 6″	85	100·0	192	99·0	1·00	2,286	74·7	23·3
	3′ 3½″	87	85·1	191	100·0	*Nil*	1,501	33·8	1·13
North Western	5′ 6″	1,240	99·2	3,783	99·0	0·92	29,241	91·9	8·02
	2′ 6″	101	*Nil*	373	88·2	*Nil*	910	75·4	0·77
Rohilkund and Kumaon	3′ 3½″	76	69·7	227	54·2	15·9	2,959	0·91	0·30
South Indian	5′ 6″	153	100·0	450	97·3	2·67	2,511	80·3	18·8
	3′ 3½″	387	100·0	†1,475	93·6	4·70	6,790	4·00	3·95
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		8,381	94·5	24,598	93·0	3·13	220,577	64·8	14·1
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	§36	83·3	§122	100·0	*Nil*	286	43·7	56·3
Bengal Dooars	3′ 3½″	19	47·4	72	15·3	40·3	450	0·22	*Nil*
Bhavnagar State	3′ 3½″	37	75·7	192	90·1	7·81	1,100	0·36	1·18
Bikaner State	3′ 3½″	54	50·0	184	32·1	15·8	1,258	6·12	0·24
Darjeeling Himalayan	2′ 0″	35	2·90	129	100·0	*Nil*	527	100·0	*Nil*
Dibru Sadiya	3′ 3½″	27	96·2	64	89·0	17·1	1,208	35·5	73·3
Gaekwar's Baroda State	3′ 3½″	22	95·5	86	98·8	1·16	317	20·5	2·84
	2′ 6″	38	*Nil*	167	*Nil*	*Nil*	878	*Nil*	*Nil*
Gondal	3′ 3½″	20	100·0	110	91·8	8·18	411	0·24	3·41
Jamnagar and Dwarka	3′ 3½″	17	70·6	75	70·7	93·3	604	95·1	7·61
Junagad State	3′ 3½″	17	100·0	143	93·7	5·59	360	5·83	30·8
Morvi	3′ 3½″	21	90·5	118	97·5	2·54	312	3·52	5·13
Mysore	3′ 3½″	47	89·4	186	90·0	6·20	597	63·0	2·00
	2′ 6″	10	90·0	30	10·0	*Nil*	88	3·00	96·0
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	52	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	49	*Nil*	*Nil*	157	*Nil*	*Nil*
Total	..	416	62·7	1,732	69·9	10·7	8,605	24·8	15·7
GRAND TOTAL (CLASS I & II RLYS.).	..	8,797	93·0	26,330	91·5	3·63	229,182	63·3	14·2

† Includes 48 Trailer Coaches (Electric).

§ Includes 2 Steam Coaches.

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1936.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway-system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
716	*Nil*	91·9	*Nil*	227	221	448	*Nil*	100·0	99·5	99·8	Assam Bengal.
1,354	*Nil*	100·0	60	492	78	630	100·0	48·4	100·0	54·6	Bengal and North Weste
(*b*)883	6·68	93·3	63	390	180	633	100·0	98·0	97·3	98·0	Bengal Nagpur.
(*b*)395	*Nil*	91·4	11	184	51	246	100·0	82·9	58·6	76·9	
743	*Nil*	100·0	*Nil*	286	131	417	*Nil*	94·7	69·9	80·7	Bombay, Baroda Central India.
1,275	*Nil*	100·0	*Nil*	662	246	908	*Nil*	89·6	100·0	92·2	
68	*Nil*	33·8	*Nil*	31	23	54	*Nil*	73·3	100·0	83·1	
1,001	*Nil*	87·2	*Nil*	444	272	716	*Nil*	89·9	88·9	89·5	Burma.
769	*Nil*	100·0	5	176	227	408	100·0	77·5	68·8	72·6	Eastern Bengal.
785	*Nil*	100·0	16	325	234	575	100·0	100·0	100·0	100·0	
48	*Nil*	12·5	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
(*c*)2,842	0·70	82·1	139	1,200	763	2,102	100·0	96·6	97·2	97·0	East Indian.
(*a*)1,335	*Nil*	100·0	1	480	353	834	100·0	81·9	77·4	80 0	Great Indian Peninsula.
50	*Nil*	100·0	*Nil*	26	20	46	*Nil*	89·7	100·0	93·9	
304	*Nil*	94·4	13	97	110	220	100·0	100·0	100·0	100·0	Jodhpur.
(*e*)717	*Nil*	92·2	*Nil*	286	258	544	*Nil*	90·5	94·5	92·4	Madras and South Mahratta.
(*e*,928	0·22	98·5	*Nil*	420	336	756	*Nil*	99·8	92·1	96·2	
149	23·5	76·5	*Nil*	62	23	85	*Nil*	100·0	92·0	97·7	Nizam's State.
158	42·4	57·6	*Nil*	82	22	104	*Nil*	100·0	84 6	96·3	
*2,781	*Nil*	97·9	54	1,078	839	1,971	100·0	100 0	100·0	100·0	North Western.
*311	*Nil*	81·1	8	174	51	233	100·0	100·0	100·0	100·0	
257	*Nil*	93·4	3	96	46	145	100·0	69·1	100·0	77·1	Rohilkund and Kumaon
352	*Nil*	94·0	*Nil*	137	102	239	*Nil*	100·0	100·0	100·0	South Indian.
1,349	*Nil*	93·7	*Nil*	558	145	703	*Nil*	75·6	45·4	66·5	
35	*Nil*	100·0	*Nil*	8	4	12	*Nil*	44·4	36·4	41·4	
19,605	0·93	93·2	373	7,921	4,735	13,029	100·0	86·6	88·3	87·6	Total.
											CLASS II RAILWAYS.
§111	*Nil*	100·0	*Nil*	23	10	33	*Nil*	31·1	58·8	36·3	Barsi Light.
64	*Nil*	100·0	3	17	10	30	100·0	50·0	100·0	63·8	Bengal Dooars.
138	*Nil*	100·0	*Nil*	85	13	98	*Nil*	100·0	100·0	100·0	Bhavnagar State.
147	*Nil*	96·6	6	89	16	111	100·0	100·0	100·0	100·0	Bikaner State.
107	5·60	84·1	*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.
315	*Nil*	89·2	*Nil*	75	38	113	*Nil*	70·8	100·0	78·5	
91	*Nil*	100·0	*Nil*	49	15	64	*Nil*	100·0	100·0	100·0	Gondal.
54	*Nil*	100·0	*Nil*	30	*Nil*	30	*Nil*	92·5	*Nil*	92·5	Jamnagar and Dwarka.
126	*Nil*	100·0	*Nil*	57	21	78	*Nil*	100·0	77·8	92·9	Junagad State.
92	*Nil*	98·9	*Nil*	45	15	60	*Nil*	100·0	83·3	95·2	Morvi.
(*d*)278	*Nil*	96·0	*Nil*	199	*Nil*	199	*Nil*	100·0	*Nil*	100·0	Mysore.
(*d*)58	*Nil*	98·0	*Nil*	44	*Nil*	44	*Nil*	100·0	*Nil*	100·0	
(*d*)10	*Nil*	*Nil*	*Nil*	6	*Nil*	6	*Nil*	100·0	*Nil*	100·0	
53	*Nil*	100·0	3	12	2	17	100·0	28·5	100·0	36·2	Shahdara (Delhi)-Saharanpur.
1,856	0·32	95·6	12	815	178	1,005	100·0	80·2	82·8	80·9	Total.
21,461	0·88	93·4	385	8,736	4,913	14,034	100·0	86·0	88·1	87·0	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 134 reserved cars and 63 non-passenger carrying vehicles.

(*b*) Exclude 63 Broad-Gauge and 11 Narrow Gauge Goods Vehicles, respectively, which are included in figures of columns 62 and 9, respectively, of statement 10 of B. N. Ry. (broad and narrow gauges). Also exoludes 17 carriages not used for public traffic and includes 2 steam coaches in respect of Broad Gauge and 3 in respect of Narrow Gauge.

(*c*) Includes 3 steam coaches.

(*d*) Represent "Units" converted in terms of 4-wheelers in stock.

(*e*) Exclude 35 and 50 vehicles on the Broad and Metre Gauges, respectively, transferred from Goods Stock as they are not passenger carriages.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1935-36.

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	91,792	1,815	1,43,055	109·5	0·04
Bengal and North-Western	30,922	77,647	1,611	1,10,180	52·2	0·01
Bengal Nagpur	81,850	3,98,192	19,886	4,99,928	147·4	0·03
Bombay, Baroda and Central India	2,04,164	6,42,066	18,095	8,64,325	234·2	0·05
Burma	*Nil*	73,871	4,868	78,739	38·2	0·01
Eastern Bengal	*Nil*	3,60,575	18,799	3,79,374	188·8	0·03
East Indian	*Nil*	7,25,187	54,653	7,79,840	177·6	0·03
Great Indian Peninsula	(*a*) *Nil*	4,12,201	17,555	4,29,756	115·3	0·02
Jodhpur	*Nil*	22,292	3,636	25,928	24·6	0·01
Madras and Southern Mahratta	2,19,114	2,99,057	10,248	5,28,419	163·7	0·04
Nizam's State	1,65,437	*	22,995	1,88,432	139·8	0·06
North Western	*Nil*	10,86,330	17,761	11,04,091	159·0	0·05
Rohilkund and Kumaon	10,000	23,172	948	34,120	59·8	0·02
South Indian	2,09,077	1,39,250	2,689	3,51,016	138·6	0·03
Total	9,70,012	43,51,632	1,95,559	55,17,203	143·8	0·03
Class II						
Barsi Light	4,300	6,091	368	10,759	53·1	0·02
Bengal Dooars	76	7,544	130	7,750	48·2	0·02
Bhavnagar State	13,653	12,222	*Nil*	25,875	84·3	0·04
Bikaner State	274	6,977	233	7,484	9·40	0·01
Darjeeling Himalayan	1,562	*Nil*	*Nil*	1,562	10·7	0·00
Dibru Sadiya	*Nil*	4,345	*Nil*	4,345	50·5	0·01
Gaekwar's Baroda State	*Nil*	10,201	202	10,403	16·0	0·01
Gondal	10,248	9,635	35	19,918	130·7	0·05
Jamnagar Dwarka	1,979	3,288	24	5,291	33·6	0·02
Junagad State	5,696	1,591	*Nil*	7,287	34·6	0·02
Morvi	8,272	1,509	*Nil*	9,781	74·0	0·02
Mysore	*Nil*	8,582	*Nil*	8,582	18·6	0 01
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,732	238	4,970	53·7	0·04
Total	46,060	76,717	1,230	1,24,007	35·0	0·02
†Class III Total	14,053	12,753	212	27,018	22·4	0·01
Grand Total	10,30,125	44,41,102	1,97,001	56,68,228	131·5	0·03

* Included in column 2.

† Does not include figures for Jessore Jhenidah Ry. as the information is not available.

(*a*) The payment of contribution to H. E. H. the Nizam's Government, for Crime and Order Police has been discontinued with effect from the year 1930-31 *vide* Railway Board's letter No. 2666-F. of 3rd September 1935 but the credit for the contributions already made, has not been received in this year.

H1CRAcots—890—2-2-37—GIPS