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ADDENDUM.

page	Railway or Item(s) Heading(s).	Year.	Column.	As printed.	AS ~~Should~~ be.
10	Summary IX, By gauges 5-6" gauge	-	5	58,352	-58,352
61	Total Class I I I Railways.	1940-41	16	45,x0	45,80
162	Increase	-	5	1	434,1
234	Graekwara, roda Stats Railway 2 - 6\	1939-40	13	77	1,
"	"	"	14	"	"
275	Total other persons	1940-41	6(killed)	2,201	3,2Q1
322	Item 12(e)	1940-41	310	201	105

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board
ON
INDIAN RAILWAYS
FOR
1940 41
Volume 11—Statistics



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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 are classified under three classes for statistical purposes—

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

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

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

A detailed list of the railways in each class will be found in statement 5, pages 43 to 7

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SECTION A.
SUMMARIES.

SUMMARIES

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

(In the usands of rupees.)

Classification.	Year.	•Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col 4x100) Col. 3	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. (DIFFERENON BETWEEN COLUMNS (4) AND (8)).		Percentage of Gain or Loss on Capital at Charge. (col. 9 or 10x100) col. 3
					Payments on 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.	1939-40	4,65,71,08	18,51,44	3.93	..	27,68,54	17,89,51	63,30	..	0.14
	1940-41	4,68,02,83	27,09,01	5.80	..	17,45,63	17,45,63	9,60,38	..	2.06
2. state Lines worked by Companies or by	1939-40	2,51,08,57	11,79,63	4.54	35.37	11,56,11	12,71,48	2,63,20	..	0.98
	1940-41	2,72,61,56	19,10,09	6.55	49.84	11,18,48	11,00,13	7,50,87	..	2.57
Indian state.										
	1939-40	1,37,50	..	..	..	5,52	6,53	..	6,53	-4.52
	1940-41	1,38,06	..	..	..	5,67	5,67	..	5,67	-4.10
3. Miscellaneous items	1939-40	7,18,01,55	32,71,52	4.31	35.37	29,10,48	29,46,25	3,24,77	..	0.43
	1940-41	7,80,82,67	46,33,00	6.04	49.84	28,67,78	28,17,42	17,05,88	..	2.24
4. GRAND ToTAL.										

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

[For details, see Statement 2 (a), page, 84—87.]

/A—Summary of Capital at Charge of State-owned Railways on the 31st March 1940 and 1941.

Note :—upto 1081-82 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange, but in the years 1933-33 to 1934-36 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of Rs. 6d. to the rupee.

(In thousands of rupees.)

Details.	State-owned lines worked by the State.		State-owned lines worked by Companies and other miscellaneous item*.		Total State-owned railways.	
	31st March 1940.	31st March 1941.	31st March 1940.	31st March 1941.	31st March 1940. (Cols. 2+4.)	31st March 1941. (Cols. 3+5.)
1	2	3	4	5	6	7
1. Liabilities incurred in the purchase of railway* :—						
(a) During the year	..	..	..	..	..	..
(b) To end of the year	2,28,84,81	1,14,56,91	44,52,16	44,52,16	1,81,68,96	1,61,05,94
2. Capital outlay during the financial year from funds provided by the State :—						
(a) Works	1,92,11	30,19	77,01	41,06	2,69,12	71,27
(b) Rolling-stock	44,22	24,92	34,28	14,30	34,60	41,28
(c) General charges	2,15	7,38	1,67	79	3,72	8,17
(d) Store*, etc., not finally charged off in the accounts.	61,07	80,26	25,69	51,34	86,76	1,10,66
(e) Total	8,00,46	1,21,75	1,38,55	1,06,53	4,44,19	2,31,33
3. Capital outlay to the end of the financial year in the case of purchased railway, expenditure incurred since purchase :—						
(a) Works	2,39,35,69	2,30,08,74	1,63,25,15	1,63,06,22	4,02,61,84	4,03,11,96
(b) Rolling-stock	90,21,34	90,48,24	68,02,94	68,18,38	1,58,24,34	1,60,61,42
(c) General charges	12,49,55	12,68,92	10,62,88	12,35,67	26,72,43	25,41,10
(d) Store*, etc., not finally charged off in the accounts.	7,63,82	7,64,13	4,27,36	4,20,62	11,11,77	12,13,74
(e) Total	8,42,11,27	8,50,36,02	8,48,26,32	8,49,47,89	8,97,66,59	8,99,37,21
4. Total Capital at charge, at the end of the financial year [Item* J(b)]	4,65,71,08	4,86,62,63	2,02,94,47	2,04,40,04	7,66,61,43	7,60,52,37

II-B.—Summary of Capital Outlay to end of the years 1939-40

Classification.	Year.	CAPITAL, OUTLAY DURING THE YEAR.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Tutsi.
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	1939-40 .	1	—3	N4	8	—1
	1940-41 .	—3	N4	N4	45	52
(6) Worked by the main line	1939-40 .	8	N4	N4	N4	8
	1940-41 .	9	N4	N4	N4	9
2. Branch line Companies' Railways under Debate terms worked by the main line.	1939-40 .	1,59	7	1	N4	1,67
	1940-41 .	1,16	29	1	N4	1,46
5. Branch line Companies' Railways under guarantee and rebate terms.	1939-40 .	49	N4	1	N4	51
	1940-41 .	24	N4	N4	N4	28
4. Companies' lines subsidized by the Government of India.	1939-40 .	15,27	2,99	88	1,86	21,10
	1940-41 (a)	8,50	4,39	84	—88	12,22
6. Companies' lines subsidized by Provincial Governments.	1939-40 .	81	285	N4	1	3,67
	1940-41 .	67	30	N4	—29	48
6. Lines owned by Unassisted Companies and Private Bodies.	1939-40 .	—11	N4	N4	—1	—15
	1940-41 .	35	N4	N4	2	97
7. District Board lines	1939-40 .	N4	N4	N4	N4	N4
	1940-41 .	—4	N4	N4	N4	—8
8. Companies' lines subsidized by District Boards.	1939-40 .	—1,83	1,05	15	48	—21
	1940-41 (b).	42	1,04	N4	3	2,01
8. Indian State lines worked by Indian States	1939-40 .	60,38	24,80	4,85	15,22	1,05,18
	1940-41 .	35,58	10,28	2,42	25,70	74,98
10. Indian State lines worked by the main line	1939-40 .	7,75	2,74	—98	N4	9,51
	1940-41 .	9,90	1,25	42	1,47	12,50
11. Companies' lines guaranteed by Indian States	1939-40 .	2	3	N4	N4	5
	1940-41 .	3	N4	N4	N4	3
12. Lines in Foreign territory worked by British Indian Railway Companies.	1939-40 .	96	N4	1	N4	96
	1940-41 .	—4	N4	N4	N4	—4
13. TOTAL	1939-40 .	85,48	34,51	4,73	17,73	1,42,38
	1940-41 .	56,19	17,84	3,19	27,60	1,04,82
14. Miscellaneous	1939-40 .	N4	N4	N4	N4	N4
	1940-41 .	N4	N4	N4	N4	N4
15. GRAND TOTAL	1939-40 .	85,48	34,51	4,73	17,73	1,42,38
	1940-41 .	56,19	17,84	3,19	27,60	1,04,82

(a) Excludes Bengal Doonars Railway Extensions purchased by the Government of India on 1st January 1941.

(b) Excludes Bengal Doonars Railway purchased by the Government of India on 1st January 1941.

[For details Statement 2 (6), pages 2 (b) pages 23-39]

and 1940-41 of other than State-owned Railways.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE AN D OF THE YEAR.					
World.	Boiling, *took.	General charges (Including ferries).	Stores, etc., not finally charged off in the accounte.	Total.	Classification.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
83,15	27,32	9,21	1,99	1,25,68	1. Branch line Companies' Railways under Guarantee Terms- fa) Worked by the branch line company.
93,13	21,22	9,21	2,35	1,36,10	
52,73	1,17	7,88	Nil	61,79	(6) Worked by the main line.
61,28	1,17	3,50	Nil	56,78	
4,15,09	57,10	79,27	Nil	7,24,46	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,67,47	80,01	77,11	Nil	6,94,59	
1,80,53	2,38	9,88	2,06	1,95,28	3. Branch line Companies' Railways under guarantee and rebate terms.
1,81,90	2,88	9,88	2,00	1,95,56	
*12,75,86	4,23,36	1,25,33	13,13	18,40,00	4. Companies' lines subsidised by the Government of India.
*11,89,80	4,16,20	1,14,46	9,01	17,39,17	
1,06,66	71,31	80,08	11,43	2,09,25	5. Companies' lines subsidised by Provincial Governments.
1,06,30	71,41	80,01	11,14	2,08,76	
49,06	9,03	2,32	12	61,43	6. Lines owned by Unassisted Companies* and Private Bodies.
46,38	8,43	2,20	14	57,24	
46,37	8,31	4,90	Nil	56,18	7. District Board lines.
48,20	4,91	4,50	Nil	57,71	
1,16,63	47,91	3,18	2,87	1,70,59	8. Companies' lines subsidised by District Boards.
80,80	42,14	63	2,80	1,25,57	
32,31,02	18,82,08	2,11,18	8,14,49	46,73,67	9. Indian State lines worked by Indian States.
33,30,61	10,03,24	2,13,60	1,15,16	47,62,61	
8,61,34	43,39	69,08	3,15	9,82,56	10. Indian State lines worked by the main line.
8,65,15	40,61	69,30	4,72	9,89,47	
4,53	6,39	1,76	Nil	12,68	11. Companies' lines guaranteed by Indian States.
8,68	6,39	1,78	Nil	16,71	
29,44,32	Nil	1,51	Nil	2,61,53	12. Lines in Foreign territory worked by British Indian Railway Companies.
32,48,28	Nil	1,51	Nil	2,61,73	
69,67,89	17,83,55	4,44,03	1,74,39	93,89,82	13. TOTAL.
68,10,03	17,68,31	5,20,15	1,30,04	92,70,43	
8,23	Nil	64	Nil	11,93	14. Miscellaneous.
8,23	Nil	64	Nil	11,93	
89,56,18	17,83,55	5,44,73	1,74,39	94,97,79	16. GRAND TOTAL.
68,10,18	17,68,31	5,20,70	1,30,04	92,89,30	

* Includes 11.95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

1 Includes 2,31.34 Vols. the capital outlay on the West of India Portuguese Railway, the details of which are not available.

Including 2,31.30 being the capital outlay of the West of India Portuguese Railway, the details of which are not available.

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

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

* includes 2,000 id respect of Cochin Harbour Railway, details for which are not available.

Made up of outlay by Forest Department on the Alnavar Dandoli Railway.

[for details, see Statement 4 pages 42]

111.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1939-40 and 1940-41

Particulars,	State line worked by the State.		Central. But lines worked by companies or by Indian States.		Miscellaneous items.		Grand total.	
	1936-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40	1940-41.
	2	3	4	5	6	7	6	9
1								

1. Interest on sterling debt £

2. Interest on capital contributed by companies :—

(a). On share capital £

(b) On debenture and debenture stock £

3. TOTAL £

4. GRAND TOTAL £

6. Converted into rupees at average rate of exchange
(In thousands of rupees.)

6. Interest on capital outlay provided by Government
(In thousands of rupees.)

T. Interest on rupee debt and annuities .. ' ..
(In thousands of rupees.)

GRAND TOTAL
(In thousands of rupees.)

(a) But not 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 1939-40 and 1940-41.

[In thousands of rupees.]

Class of Railways.	Year.	GROSS REVENUE RECEIPTS			Working Appor- tation to De- preciation Reserve Fund.	EXPENSE		Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.	
		Earnings.	Sus- pense.	Total.		Sus- pense.	Total.				
1	2	8	«	5	6	7	8	9	10	11	12
State Railways worked by State.	1939-40	28,04,82	—37,58	52,77,16	32,01,67	7,86,87	—89	33,76,81	74,39	18,31,88	34-22
	1940-41	26,47,67	—35,78	66,11,79	37,84,54	7,73,34	—4,86	40,36,23	76,55	27,09,01	47-67
State Railways worked by Companies or Indian States and Miscellaneous.	1939-40	44,47,53	—51,03	63,96,56	85,80,21	4,86,85	—3,57	27,62,35	1,31,47	14,30,68	61-27
	1940-41	49,34,33	—11,70	49,46,03	23,02,83	4,90,80	2,02	27,96,65	2,32,12	16,18,99	60-69
Total	1939-40	1,03,62,35	—78,73	1,08,73,64	14,81,88	12,82,34	—1,19	67,38,84	2,65,88	38,71,37	59-94
	1940-41	1,17,81,90	—24,08	1,17,57,82	60,86,37	12,64,14	—2,83	68,35,88	3,08,94	46,23,00	47-23

[For details, see Statement 5, pages 43—47.]

V.—Summary of capital at charge Revenue Earnings and Expenses of Railways for the years 1939-40 and 1940-41.

[In thousands of rupees.]

Note.—PI*ee see notes under heading* of Summary IIA and Statement 5.

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. (Cols. 4—6.)	Percentage of working expenses to gross earnings. (Col. 5 x 100 / Col. 4)	Percentage of net earnings on total capital at charge given in column 3. (Col. 6 x 100 / Col. 2)
1	2	3	4	5	6	7	8
By classes of railways.							
Class I Railways	1939-40	5,17,31,90	1,97,70,93	88,41,09	37,55,88	84-78	4-84
	1940-41(d)	8,18,34,18	1,22,10,69	70,70,01	51,69,68	57-76	8-32
Class II Railways	1939-40	26,98,75	3,15,60	1,19,36	1,25,88	60-07	4-82
	1940-41(e)	28,49,00	3,34,54	2,00,08	1,36,46	60-45	5-18
Class III Railways	1939-40	5,96,85	53,37	46,74	11,53	80-27	2-86
	1940-41	5,90,68	60,09	46,80	14,29	76-22	3-62
Other items not included in the preceding heads	1939-40	3,01,13	..	3,09	—3,09	..	..
	1940-41	3,06,67	..	3,28	—3,28	..	..
By Ownership.							
Total State Railways (a)	1939-40	7,51,53,78	94,45,63	64,87,78	33,57,85	65-90	4-84
	1940-41(d)	7,06,18,64	1,12,16,11	65,83,08	48,31,63	59-02	8-12
Other items not included in the preceding heads.	1939-40	3,01,13	..	3,09	—3,09	..	..
	1940-41	3,06,67	..	3,28	—3,28	..	..
Total other Railways	1939-40	10,84,94,92	13,01,34	7,28,21	6,75,93	51-95	6-78
	1940-41(e)	94,44,87	14,10,90	7,51,34	6,58,42	51-02	7-00
Miscellaneous (6)	1939-40	8,87	41	40	1	..	..
	1940-41	8,67	46	37	9	..	..
GRAND TOTAL	1939-40	8,62,69,34	1,11,69,38	72,80,18	39,30,79	64-75	6-61
	1940-41	8,66,76,17	1,36,36,52	73,18,77	53,17,53	57-92	8-28

* In the case of State-owned

railways.

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

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

Gross earnings and working expense* represent the true earnings* and true expense* of a railway in an accounting period, Irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figure* of railway accounts.

(c). The method of exhibiting the figure* in Summary IV has been changed from 1934-36 the figures shown therein are not, therefore, sua optelle of agreement with those in Summary V or Summary VI.

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

(a) Includes Hardwar Dehra and Laikana Jacobabad railway* purchased by the Government of India on 1st January 1940 and 3rd May 1939, respectively.

(d) Excludes Bengal Doars purchased by the Government of India on 1st January 1941.

(e) Includes Bengal Doars purchased by the Government of India on 1st January 1941.

[For details see Statement 5, pages 43—47 and statement 3, pages 62—77.]

VI—Summary ^{Capital at Charge} _{Capital Outlay}, Revenue Earnings, Expenses and Mileage of Railways
classified according to methods of working for the years 1939-40 and 1940-41.

A. R.—Please see notes under heading I of Summary I I A and Statement 5.

Classification.	Year.	i Route mileage on 31st March.	Total capital at charge. Capital Outlay.	thousands of rupees.			REMARKS.
				Gross earnings.	Working expenses	Net earnings.	
	2	3		6		7	8
1. State lines worked by the State (a) .	1939-40 . 1940-41 (d) .	16,876-39 16,841-44	6,64,09,55 6,58,56,86	87,06,05 86,00,10	38,99,56 39,59,41	18,06,19 27,38,78	(a) Please see footnote (a) in Summary V on page 7.
2. State lines worked by (companies)	1939-40 . 1940-41 .	14,094-11 14,028-46	2,81,62,57 2,82,87,98	40,73,98 43,10,72	25,87,03 26,01,87	14,91,09 19,12,15	(c) Includes Dohra line, purchased by the Government of India on 1st Jan. 1940.
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1939-40 . 1940-41 .	177-03 177-03	1,25,54 1,26,10	6,68 6,56	7,77 6,77	—05 —32	
4. Branch line companies' railways under Rebate terms, worked by the main line.	1939-40 . 1940-41 .	(c) 114-05 82-04	(c) 91,70 60,76	7,16 2,57	3,63 1,33	3,62 1,24	(d) Includes Larkana Railway purchased by the Government on 3rd May 1939.
6. Branch line companies' railways under Rebate terms, worked by the main line.	1939-40 . 1940-41 .	1,023-02 1,023-02	7,24,46 6,05,19	27,53 91,53	41,65 47,56	37,49 48,98	(e) Excludes Bengal Doars Rly. purchased by the Govt. of India on 1st January 1941.
6. Branch line companies railways under Guarantee and Rebate terms	1939-40 . 1940-41 .	176-11 178-11	1,95,23 1,95,96	15,53 17,07	6,21 8,03	7,32 8,14	
7. Companies' lines subsidized by the Government of India.	1939-40 . 1940-41 (f) .	1,895-85 2,011-04	14,40,69 18,32,12	2,79,64 3,26,79	7,39,90 1,54,67	1,39,70 1,71,12	
8. Companies' lines subsidized by Provincial Governments.	1939-40 . 1940-41 .	135-07 126-28	2,03,28 2,03,76	38,33 32,00	21,52 22,14	10,61 10,62	
9. Lines owned by Unattached companies and Private bodies.	1939-40 . 1940-41 .	125-13 98-36	61,42 67,24	4,87 3,80	3,08 3,28	0 63	
10. District Board lines	1939-40 . 1940-41 .	84-53 83-07	68,13 87,10	4,40 8,93	6,78 8,53	2,78 3,40	
21. Companies' lines subsidized by District Boards	1939-40 . 1940-41 (g) .	207-72 207-71	1,76,60 1,73,04	30,16 32,33	22,25 23,73	7,99 8,60	
12. Indian State lines worked by Indian States.	1939-40 . 1940-41 .	5,947-82 6,000-19	40,72,07 47,44,94	6,59,81 7,90,81	3,67,49 3,70,00	2,92,32 3,20,81	
13. Indian State lines worked by the main line.	1939-40 . 1940-41 .	1,182-35 1,218-39	9,52,56 9,88,87	1,68,70 1,74,77	88,16 90,24	70,56 81,53	
14. Companies' lines guaranteed by Indian States.	1939-40 . 1940-41 .	88-83 88-83	16,56 16,71	1,47 1,56	93 00	54 50	
16. Lines in foreign territory worked by British Indian railway companies.	1939-40 . 1940-41 .	78-44 79-54	2,44,83 2,44,70	28,37 21,00	16,81 13,41	12,56 8,19	
16. Miscellaneous (b) .	1939-40 . 1940-41 .	10-12 10-12	8,87 8,87	41 45	49 37	1 8	
17. Other items not included in the preceding heads.	1939-40 . 1940-41 .		2,05,43 3,05,50		3,66 2,86	—3,09 —2,89	
18. TOTAL	1939-40 . 1940-41 .	41,155-88 41,061-02	3,88,69,34 3,53,78,17	2,21,61,28 1,26,30,82	72,96,18 78,18,77	39,30,10 53,17,68	

In the case of State-owned Railways.

In the case of other than State-owned Railways.

X On open lines and on lines wholly or partly under constitution (including ferries and suspense).

{ Gross earnings and working expenses recorded (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 State lines worked by Indian States.

[For details, see statement 3, pages 62-77.]

VII.-Summary of the Mileage of Railways as on 31st March 1941.

Classification.	Single line.	Double, treble, etc., Lines as the	Total.	Running track.	Sidings.	Total.	Route mileage during the financial year 1940-41.	Sanctioned Commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
4'6 gauge.	17,884.83	3,424.58	21,309.41	34,123.20	7,808.01	41,931.21	92.41	Nd	Nd
3 3/4 gauge*	13,583.19	84.82	13,668.01	13,006.18	2,784.08	15,790.26	44.00	Nd	1100.00
2'8 and 2'0 gauges.	2,214.83	Nd	2,214.83	2,214.83	222.61	2,437.44	Nd	Nd	Nd
Total	33,682.85	3,499.40	37,182.25	49,344.21	10,814.70	60,158.91	136.41	Nd	1100.00
(b) Class II Railway*—									
3' 3/4 gauge**	2,707.13	Nd	2,707.13	2,707.13	430.87	3,138.00	87.14	84.03	Nd
2' 6' and 2' 0" gauges.	707.31	Nd	707.31	707.31	106.41	813.72	Nd	Nd	Nd
Total	3,414.44	Nd	3,414.44	3,414.44	537.28	3,951.72	87.14	84.03	Nd
(c) CUM III Railways—									
5'3/4 gauge	146.74	Nd	146.74	146.74	21.08	167.82	Nd	Nd	Nd
2' 6" and 2' 0" gauges	949.51	Nd	949.51	949.51	194.21	1,143.72	Nd	Nd	Nd
Total	1,096.25	Nd	1,096.25	1,096.25	215.29	1,311.54	Nd	Nd	Nd
ii, (a) Total State-owned Railways—									
5'6" gauge	15,018.22	3,421.08	18,439.30	35,747.89	7,870.16	43,618.05	83.08	Nd	Nd
3' 3/4 gauge*	8,819.19	84.38	8,903.57	8,903.57	2,022.64	10,926.21	Nd	Nd	Nd
2' 0" and 2' 6" gauges	1,801.68	Nd	1,801.68	1,801.68	186.49	1,988.17	Nd	Nd	Nd
Total	25,639.09	3,505.46	29,144.55	46,453.14	10,079.29	56,532.43	83.08	Nd	Nd
(b) Total Other Railways—									
5'6" gauge	4,875.41	Nd	4,875.41	4,875.41	284.91	5,160.32	8.43	Nd	Nd
8' 3/4 gauge	7,061.48	19.16	7,080.64	7,080.64	1,213.19	8,293.83	132.19	34.53	100.00
2'6' and 2'0' gauge*	2,419.06	Nd	2,419.06	2,419.06	245.05	2,664.11	Nd	Nd	Nd
Total	14,355.95	19.16	14,375.11	14,375.11	1,743.15	16,118.26	140.72	34.53	100.00
III. (a) Total State-managed Railways—									
5'6" gauge	11,992.53	3,407.02	15,399.55	30,623.41	5,652.85	36,276.26	83.08	Nd	Nd
3'3/4 gauge*	1,123.33	7.50	1,130.83	1,130.83	231.19	1,362.02	Nd	Nd	Nd
2' 6' and 2' 0" gauges.	859.49	Nd	859.49	859.49	86.05	945.54	Nd	Nd	Nd
Total	13,975.35	3,414.52	17,389.87	32,613.73	6,069.09	38,682.82	83.08	Nd	Nd
(A) Total Other Railways—									
5'6" gauge	5,001.20	864.84	5,866.04	5,866.04	1,011.21	6,877.25	8.43	Nd	Nd
3'3/4 gauge	4,810.73	87.23	4,897.96	4,897.96	2,003.88	6,901.84	132.13	34.53	100.00
2' 8" and 2' 0" gauges.	8,154.10	Nd	8,154.10	8,154.10	252.53	8,406.63	Nd	Nd	Nd
Total	17,966.03	952.07	18,918.10	18,918.10	3,267.62	22,185.72	140.56	34.53	100.00
IV. Total by gauge*—									
5'0 gauge	17,604.03	3,501.01	21,105.04	41,721.51	7,508.01	49,229.52	92.11	Nd	Nd
3' 3/4 gauge	16,078.06	84.58	16,162.64	16,162.64	3,239.83	19,402.47	132.13	34.53	100.00
2' 6" and 2' 0" gauges.	3,880.84	Nd	3,880.84	3,880.84	437.53	4,318.37	Nd	Nd	Nd
GRAND TOTAL	37,562.73	3,499.40	41,062.13	81,664.99	11,185.34	92,850.33	224.24	34.53	1100.00

NOTE 1.—Route mileage open on 31st march 1941. 41,185.83
Add Route mileage opened during 1940-41. 224.24
Total 41,410.07

Route mileage open on 31st March 1941 as shown in column 4 above. 41,185.83

Difference (vide details below). - 224.24

Net into A-w on the B. am IN. W. Railway (b) 'v on account of alignment between Sonpur and + 12.39

Due to closing till the Cawnpore Hal-d. Doraha Pusa railway on O. P. Railway - 118.83

Do. Shiunur Nilambur mis I. Railway. - 26.75

Do. - 21.28

Do. Akbarpur-Tanda and D. mandaryapur uid Chidpur-Bijour Section, on - 28.79

E. I. Railway Due to lifting of Lrkana-Jacobad Railway (N. C. N. W. Railway. - 53.22

Due to closing of Lyallpur Jaranwala section. (P.G) on N. W. Railway - 20.76

Net decrease on account of remodelling realignment etc. on the A. B. K., B. B. and C. L. K. E. - 3.76

S. I., Jodhpur, Bengal Dossas, Dibru Sadya and Jaipur Railway - 18.49

NOTE 2.—The electrified route mileage on 31st March, 1941 was 98.94 miles vide detail, in statement No 32, page 219

Katewio Railway* purchased by the Government of India with effect from 1st January 19 41

Construction of the line feat keen for want of materials.

VIII—Summary of Ming stock

Note:—The term * in unite' occurring to certain columns of these summie* iaiioatea that the figures la these columns haw been

Classification.	LooMOTIVRS.				RAIL CARS (ST CAM FEO LBD)				ELECTRIC MOTOR				COACHING VEHICLES									
													EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.									
	Total tractive effort in lb*.				No. i				No. I				PASS ENGB ABRIAGES •				seats.				CUSTION VANS. Railway Service vehicles (including carriages)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
CUM I RAILWAYS. 5' 6" gauge . . .	5,222	68	136,346,403	2,075,000	11	1,091	22	2,114	93	14,150	137	8,981	22,407	44,487	57,988	629,310	3,423	1,411				
3' 3½ gauge	2,365	4	35,453,439	41,600	6	623	4	232	24	1,248	37	6,544	9,527	11,705	16,305	316,191	1,426	615				
2* 6 and 2' 0 gauges			umber. 207				Number. 6	7	124	1	15	13	843	573	1,333	1,906	26,549	93	39			
CUM II RAILWAYS. 3' 3½ gauge			252					28				953	1,280	2,326	674	34,183	225	68				
2' 6* and 2' 0' gauges			109				1	9				518	335	670	102	13,433	39	16				
CLAss III RAILWAYS. 3' 3½ gauge . . .			17					2				60	45	92	74	2,818	18	8				
2' 6' and 2' 0' gauges			152				3	8				437	48Q	430	1,328	12,458	46	21				

IX.—Summary of Net additions to or Reduction

Classification.	Locomotives.				Rail Cars (Steam Propelled.)				Rail Cars (Internal Combustion Engine Propelled.)				Electric Motor Cars.		COACHING VEHICLES. EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.										Railway Vehicles (including officers' carriages).	
															PASSENGER CARRIAGES.										OTHER VEHICLES INCLUDING BRAKE VANS.	
	Steam No.	6 :4	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	SEATS.						No. (In units.)	No. (In units.)							
			Steam.	Electric.								1st.	2nd.	Inter.	Third.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18									
CLASS I RAILWAYS. 5' 0" gauge . . .	—10	—2	—173,368	—58,852				11	1,111		—12	—49	797	1,119		14	205									
3' 3½ gauge	9		202,700								—141	—57	—250	1,241	—6,831	29	41									
2' 6" and 2' 0" gauges	Number.				Number.						12	—216	63	159	—208	4										
CLASS II RAILWAYS. 3' 3½ gauge								5	—		11	5	23	56	352											
2' 6" and 2' 0" gauges			—2					1			—2	—6	—1	—8.4												
CLASS III RAILWAYS. 3' 3½ gauge . . .											—4			—117												
2' 6" and 2' 0" gauges			10				—6	3	—2		—2.0	—2.5	—15	—72	—83	2 ¹	7									
BY GAGES. 5' 6" gauge . . .	—10	—2	—173,308	68,310				11	1,111		—12	—49	797	119	—1,792	14	205									
	Number.										—134	—52	—233	1,297	—6,598	31	39									
2' 6" and 2' 0" gauges			8				—6	4	—2		—34	—247	47	87	—875	6	7									

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

** Excludrs mating accommodation of vehicles referred to at (*) above, M torCoach composites.

vehicle or wagon as *one* unit, irreaneotive of its size and

capacity. .

GOODS WAGONS.								Road Motors.	Classification.
EXCLUSIVE STOCKS USED EXCLUSIVELY ON RAILWAY SERVICE.									
COVERED WAGONS.		OPEN WAGONS, HIGH SIDES.		OPEN WAGONS, LOW SIDES.		SPECIAL WAGONS INCLUDING LIVE STOCK WAGONS.			
No. (in units.)	Total capacity in tons.	No. (in units.)	Total capacity in tons.	No. (in units.)	Total capacity in tons.	No. (in units.)	No. (in units.)		
20	21	22	23	24	25	26	27	28	29
26,484	1,997,601	41,315	802,138	4,128	86,401	17,856	4,171	168	CLASS I RAILWAYS. 5' 6" gauge.
41,393	545,005	3,041	68,550	3,816	48,619	5,152	2,442	30	5' 3 1/2" gauge.
Number. 2,579								127	5' 0" and 5' 0" gauge.
6,434								183	CLASS II RAILWAYS. 5' 3 1/2" gauge.
2,157								29	5' 0" and 5' 0" gauge.
124								..	CLASS III RAILWAYS. 5' 3 1/2" gauge.
1,480								24	5' 0" and 5' 0" gauge.

in Relling stock during the year 1940-41.

[For Mails, see Statement 11, pages 90—9/ and Statement 35, pages 223]

GOODS WAGONS					Road Mileage	Classification
EXCLUSIONS VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.						
COVERED WAGONS.		OPEN WAGONS.		SPECIAL WAGONS INCLUDING BRAKE VANS.		
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No.	
19	20	21	22	23	24	25
128	—8,774	434	4,992	207	52	14
462	5,884	2	219	54	52	0
Number —30					..	..
129					..	..
14					4	..
8					0	..
18					..	..
136					—5	..
—8,774					434	5,882
207					52	14
Total Number.					52	14
699					20	6
7					..	..

X. Summary of passenger and Goods Revenue

Headings.	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.
	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	417.7	470.8	14.1	14.8	11.6	12.1
2nd class "	4,224.6	4,413.4	163.0	171.9	24.7	25.6
Inter class "	12,112.8	13,056.3	73.1	80.3	156.2	166.9
3rd class "	508,733.6	548,900.2	21,065.1	22,822.8	9,526.8	10,000.7
TOTAL (a)	525,484.3	568,840.7	24,295.3	25,789.8	9,728.3	10,195.3
2. Passenger miles (in thousands)—						
1st class Miles	75,392	93,033	634	729	222	267
2nd class "	297,183	333,059	8,439	7,125	729	714
Inter class "	559,498	638,737	2,988	2,380	2,071	2,129
3rd class "	16,821,496	18,004,020	564,963	632,222	151,531	161,303
TOTAL	17,793,479	19,126,367	673,060	642,456	164,694	164,343
3. Average miles a passenger was carried—						
1st class Miles	180.6	203.8	65.0	49.3	24.3	23.7
2nd class "	70.3	75.6	43.1	41.4	29.2	27.0
Inter class "	46.6	48.9	26.9	29.6	13.5	13.4
3rd class "	33.1	32.9	23.5	23.8	16.9	16.1
TOTAL	83.9	83.7	29.5	24.0	15.9	16.1
4. Earnings from passengers carried (in thousands of rupees)—						
1st class Rs.	63.21	65.62	75	84	23	26
2nd class "	1,32,06	1,54,41	3,45	3,01	63	70
Inter class "	1,26,73	1,43,18	61	69	57	59
3rd class "	25,72,76	28,68,56	1,11,72	1,29,47	30,14	32,60
TOTAL	28,29,54	32,48,60	1,16,74	1,31,91	31,57	33,54
5. Average rate charged per passenger per mile* (in pies)—						
1st class "Pies.	17.4	17.1	22.7	22.1	15.7	16.7
2nd class "	8.65	8.80	10.3	10.6	16.5	18.8
Inter class "	4.06	4.30	5.13	5.67	5.28	5.30
3rd class "	3.24	3.05	3.78	3.64	3.62	3.81
TOTAL;	3.23	3.26	3.88	3.94	3.82	3.92
6. Tons of goods carried (in thousands) (b) .	121,682	123,306	5,036	5,119	961	887
7. Net ton-miles (in thousands) .	23,191,643	24,966,800	168,856	172,744	31,076	29,032
8. Average miles a ton of goods was carried	192	203	63.6	65.3	32.3	32.6
9. Earnings from goods carried (in thousands of rupees).	70,88,84	79,48,77	1,75,56	1,78,50	26,77	21,02
10. Average rate charged for carrying a ton of goods one mile Pies.	6.64	6.11	12.6	12.6	15.6	13.9

(*) } See remarks on page 13,
 (b) }

[For details see statements 12 13 and 38, pages 92—111 and 223-233.]

Statistics for the years 1939-40 and 1940-41.

5' 6" gauge.		3' 3 1/2" gauge.		2' 6" and 2' 0" gauge.		All Railways.		Headings.
1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	
8	9	10	11	12	13	14	15	
300.5	342.9	123.5	132.8	76.4	22.0	556.2	581.5	1. Number of Passengers (in hundreds)—
8,416.1	8,819.1	376.9	392.7	310.3	99.1	3,356.3	4,151.9	1st class No.
2,787.8	10,466.5	2,307.2	2,042.6	253.1	267.6	11,835.6	12,700.6	2nd class
227,848.8	287,110.2	189,228.6	199,905.4	93,190.6	98,364.1	813,521.0	558,498.5	later class « . . .
641,349.4	371,658.7	192,398.2	203,653.4	26,672.3	28,742.7	329,674.7	678,722.5	3rd class
								TOTAL (a)
43,926	82,207	17,027	13,853	205	859	75,218	90,946	2. Passenger miles (in thousands)—
240,668	274,507	90,415	63,834	3,259	3,460	306,342	341,497	1st class Miles.
509,188	533,063	98,237	104,058	6,218	5,535	693,657	648,268	2nd class
12,606,328	12,438,970	6,647,134	5,021,373	424,361	491,111	17,537,535	19,851,454	Inter class
12,373,114	13,229,317	6,715,435	6,102,818	433,593	500,991	18,622,053	10,923,168	3rd class «
								TOTAL
212.4	239.7	94.1	104.3	26.1	40.4	214.6	254.1	3. Average miles a passenger was carried—
28.5	75.8	65.9	71.2	29.5	31.9	78.9	82.3	1st class Miles.
51.3	61.0	41.7	40.8	29.8	29.7	51.6	50.6	2nd class
35.3	34.8	29.3	29.6	16.8	17.3	34.2	33.8	Inter class
38.3	26.8	28.7	30.9	17.9	17.4	35.0	34.6	3rd class
								TOTAL
58.69	70.87	11.67	14.48	98	1.26	69.79	86.61	4. Earnings from passengers carried
1,09,43	1,75,38	27.40	31.91	2.31	2.82	1,36.14	1,59.03	(In thousands of rupees)—
1,06,18	1,20,03	20.10	22.08	1.68	1.74	1,27.91	1,44.46	1st class Rs.
17,06.98	19,82.80	8,67.05	9,49.82	86.01	91.80	27,14.01	30,34.02	2nd class
20,36.12	22,98.08	9,26.22	10,17.80	81.65	97.22	30,47.85	34,14.11	Inter class
								3rd class
								TOTAL
17.9	16.6	19.3	20.1	27.0	27.2	17.4	17.2	5. Average rate charged per passenger per mile (in pies)—
4.42	8.77	8.73	9.37	13.0	14.6	8.59	8.94	1st class Pies.
4.08	4.38	4.01	4.19	5.95	6.04	4.07	4.31	2nd Class
3.93	3.06	3.00	3.08	3.62	3.68	2.97	2.08	Inter Class
3.18	3.31	3.11	2.80	3.70	3.73	3.16	3.14	3rd class
								TOTAL
23,766	96,777	29,776	28,784	3,937	3,740	92,179	92,780	6. Tons of goods carried (in thousands) (b).
16,722,382	21,112,472	8,613,345	3,718,540	156,737	150,400	22,492,164	25,396,062	7. Net ton-miles (in thousands).
810	251	223.8	120.1	39.8	41.8	951.9	272.6	8. Average miles a ton of goods was carried.
64,62,65	82,97,04	15,66,03	17,34,98	1,98,43	1,18,77	72,56,16	81,48,29	9. Earnings from goods carried (in thousands of rupees).
4.43	5.45	6.32	8.96	13.3	14.3	5.23	6.19	10. Average rate charged for carrying a ton of goods one mile. 1 pie.

(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 gauged 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.

(For detail*, see Statement 6, pages 3-47 and Statement 14, pages 112-115)

XI—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges for the years 1939-40 and 1940-41

NOTE.—please See notes under the heading of Statement No. 14.

Class or Gauge.	Year.	NEW 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
		Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
		By classes of railways.									
Class I Railways	1939-40	37,35,86	2-02	10,258	69,81,00	2-71	359	1,07,76,35	5-73	28,281	154
	1940-41	51,69,68	2-73	13,045	70,70,01	3-72	384	1,22,39,69	6-45	32,838	232
Class II Railways	1939-40	1,23,89	1-78	3,649	1,89,26	3-57	204	3,14,08	4-48	9,199	174
	1940-41	1,36,48	1-87	3,816	2,00,08	3-74	107	3,36,54	4-61	9,302	189
Class III Railways	1939-40	11,33	0-43	1,911	46,74	1-81	78	28,27	2-28	5,107	98
	1940-41	14,29	0-55	1,305	46,89	1-77	80	60,09	2-23	5,463	106
		By gauges.									
2' 6" Gauge	1939-40	29,69,91	2-32	13,897	63,33,69	4-18	471	82,94,21	6-30	35,423	725
	1940-41	40,68,70	2-12	18,888	54,05,21	4-15	481	94,78,91	7-27	43,696	813
2' 3 1/2" Gauge	1939-40	9,65,13	1-61	6,121	18,66,81	2-69	196	26,62,94	4-30	16,299	314
	1940-41	12,29,53	1-08	7,581	18,95,99	2-78	196	29,25,22	4-79	17,918	344
2' 6" and 2' 3 1/2" Gauges.	1939-40	7,56	—0-04	—88	3,16,68	2-44	109	2,13,11	2-50	6,157	98
	1940-41	21,20	0-26	680	2,14,90	2-60	102	2,37,19	3-76	6,374	112
		Total all railways.									
† Total	1939-40	89,33,18	1-99	9,427	72,77,99	2-65	830	1,11,50,28	5-54	28,678	519
	1940-41	83,20,43	2-07	12,746	73,15,99	2-85	385	1,29,36,32	6-78	30,198	573

[The difference between the total* and those shown in Summary V and Statement 5 consists* at "other items" not included in the preceding heads "included" is the latter two Statements.]

[for details see statement 17, Pages 120-126 and Statement 37, pages 231-238.]

XII.—Summary of Train and Engine Mileage pertaining to Steam and Electric Locomotives for the years 1939-40 and 1940-41. (In thousands of miles.)

Particulars	Year.	Train Miles.				Shunting and other engine miles.				Total engine miles. (Cols. 6+7+8).
		Passenger.	Goods.	Mixed.	Total (including departmental).	Shunting.	Shunting and other.	Total.		
	2	3	4	5	6	7	8	9	10	
					By classes of railways.					
Class I Railways	Steam	1939-40	99,020	52,477	22,947	180,523	128,535	15,715	143,928	1224,458
		1940-41	89,474	64,742	22,121	182,454	20,740	15,322	46,862	228,126
	Electric	1939-40	1,368	700	Nil	2,067	227	400	1629	2,710
		1940-41	1,408	775	Nil	2,183	262	301	643	2,842
Class II Railways	Steam	1939-40	11,354	792	4,602	16,744	1,167	275	1,501	18,456
		1940-41	1,406	728	4,073	7,104	1,277	232	1,609	8,923
Class III Railways	Steam	1939-40	585	221	1,722	2,508	241	270	519	3,095
		1940-41	649	213	1,654	2,501	266	270	526	3,087
					By gauges.					
5' 6" gauge	Steam	1939-40	60,555	46,032	10,913	117,500	119,900	11,557	131,947	1,133,007
		1940-41	60,372	49,340	11,184	121,200	20,844	12,719	73,503	167,872
	Electric	1939-40	1,368	700	Nil	2,067	227	400	619	2,710
		1940-41	1,408	775	Nil	2,183	262	301	643	2,842
5' 3 3/4" gauge	Steam	1939-40	29,416	16,840	12,581	58,837	5,337	3,777	12,514	72,379
		1940-41	20,218	15,081	12,337	47,636	9,366	3,212	12,580	71,909
2' 6" and 2' 0" gauges	Steam	1939-40	11,992	1,302	4,875	18,169	1,715	483	1,601	110,059
		1940-41	1,900	1,356	4,027	8,991	1,161	400	1,004	10,165
					Total all railways.					
Total	Steam	1939-40	191,963	83,434	28,372	1,101,001	1,30,421	15,577	146,038	1,236,042
		1940-41	91,680	65,863	26,448	192,230	31,373	16,424	47,797	230,838
	Electric	1939-40	1,368	700	Nil	2,067	227	400	629	2,710
		1940-41	1,408	775	Nil	2,183	262	301	643	2,842

*** Included light, assisting required, assisting not required, siding and departmental.
Revised figure.

Excluding departmental.

|| The figures of Jorhat Railway 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 1941.

Particulars.		5' 6" Gauge.	2' 3½" Gauge.	2' 6" and 2' 0" Gauges.
1.* Coaching vehicle miles—(In thousands)		1,048,834	500,698	41,548†
2.* 8-gon wire—(In thousands)		1,620,482	508,177	54,440
2-01 Loaded		2,328,866	608,832	85,043
2-02 Total (excluding brake vans and Departmental)		60.6	73.0	83.0
2-03 Percentage loaded of total				
3.* Net or freight ton miles (In thousands)	{ Steam	20,706,502	8,307,897	89,583
4. Gross ton miles (including weight of engine)—(In thousands)	{ Electric }	831,714	..	..
4-01 Passenger and proportion of mixed.	{ Steam	26,818,654	7,039,435	252,558
	{ Electric }	717,161	..	..
	{ Steam	26,093,981	7,139,430	253,416
	{ Electric }	718,902	..	..
4-02 Goods and proportion of mixed.	{ Steam	48,704,922	8,343,016	308,549
	{ Electric }	825,842	..	..
	{ Steam	60,725,254	8,747,417	334,270
	{ Electric }	832,732	..	..
5.* Vehicle and Wagon Hops—				
5-01 Vehicle Miles per vehicle day (in terms of 4-wheelers)		189	106	82
5-02 Wagon miles per wagon day (in terms of 4-wheelers)		42.9	33.1	13.6
5-03 Net ton miles per wagon day (in terms of 4-wheelers)		392	163	39
5-04 Average wagon load (Total traffic) (in terms of 4-wheelers)		13.0	6.83	3.64
6.* Average speed of goods trains—2/min miles per train engine hour—				
Through Goods trains [excluding van goods and shunting (pick up) trains]—	{ Steam	§	§	..
6-01 Main lines	{ Electric }	20.0	§	..
6-02 Branch lines		§	§	..
6-03 Total	{ Steam	§	§	..
	{ Electric }	20.0	§	..
All Goods trains—	{ Steam	11.2	11.9	..
6-04 Main lines	{ Electric }	16.3	..	..
6-05 Branch lines		10.5	9.27	..
6-06 Total	{ Steam	11.1	10.9	9.08
	{ Electric }	16.3	..	..
7.* Average train load—				
Passengers—	{ Steam	16	18	..
7-01 Number of vehicles	{ Electric }	19	..	..
Passenger and proportion of mixed—	{ Steam	396	216	..
7-02 Gross weight (including weight of engine)	{ Electric }	509	..	..
Goods—	{ Steam	34	29	..
7-03 Main lines—Loaded wagons	{ Electric }	38	..	..
7-04 Main lines—Total	{ Steam	49	41	..
	{ Electric }	49	..	..
7-05 Percentage loaded of total	{ Steam	70.6	72.3	..
	{ Electric }	77.0	..	..

* Excluding Departmental.
 Excluding Electric Multiple Unit Suburban trains.
 Fitrurcs not available.
 Represents Coaching and other Vehicles.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	3' 6" and 3' 0" Gauge.
<i>*Average from load—second.</i>			
<i>Goods—second.</i>			
7-06 Branch lines—Loaded wagons	23	27	—
7-07 Branch lines—Total	37	38	—
7-08 Percentage loaded of total	63.9	73.7	—
<i>Main and Branch Lines—</i>			
<i>Goods and proportion of mixed—</i>			
7-09 Net or freight weight	{ Steam 395 Electric 428	173	49
7-10 Gross weight (including weight of engine)	{ Steam 929 Electric 1,057	429	160
7-11 Gross weight (excluding weight of engine)	{ Steam 825 Electric 918	371	123
<i>8. *Light Hauling—</i>			
<i>Light engine miles per 100 train miles—</i>			
8-01 Passenger and proportion of mixed	1.91	0.82	—
8-02 Goods and proportion of mixed	6.72	2.86	—
<i>Light and assisting not required engine miles per 100 train miles—</i>			
8-03 Passenger and proportion of mixed	2.41	1.30	—
8-04 Goods and proportion of mixed	7.84	3.77	—
<i>9. *Shunting—</i>			
<i>Shunting miles per 100 train miles—</i>			
9-01 Passenger and proportion of mixed	5.44	4.88	—
9-02 Goods and proportion of mixed	32.8	34.0	—
9-03 Wagon miles per shunting engine hour	673	534	—
<i>10 Efficiency—</i>			
10-01 Wagon* miles per engine hour (including departmental)	210	182	—
10-02 Net* ton miles per engine hour (including departmental)	1,976	883	—
10-03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).	4,841	2,292	—
<i>11. Engines and Engine Usage—</i>			
11-01 Average authorized stock	{ Steam 6,392 Electric 66	2,311	304
11-02 Average total number on line	{ Steam 5,218 Electric 66	2,344	297
11-03 Average number available for use	{ Steam 4,322 Electric 56	2,036	234
11-04 Engine miles per day per engine on line (including departmental).	{ Steam 63 Electric 118	77	51
11-05 Net* ton miles per goods locomotive day on line (including departmental).	{ Steam 17,104 Electric 30,809	7,637	1,632
11-06 Net* ton miles per goods locomotive day in use	{ Steam 26,661 Electric 50,267	12,167	3,100

*Excluding departmental.

†Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	8' 2½" Gauge.	8' 6" & 8' 0" Gauges.
14. Coal consumption for locomotive services—			
Number of tons of fuel consumed (including departmental)—			
14-01 Foreign coal	<i>Nd</i>	<i>Nd</i>	<i>Nd</i>
14 02 Indian coal	6,160,276	1,382,775	147,939
14-03 Wood	4,084	3,988	131
1404 Oil fuel	47,485	8	21
14*00 Totalt (in terms of coal)	6,248,348	1,385,380	147,721
14 '06* Total net tone of coal consumed—Passenger and mixed	2,296,552	722,448	94,654
14* 07 Total tons of coal consumed.—Bail cars (Steam propelled) .	631	304	409
14-08 Total tons of coal consumed—Rail cars (Internal combustion engine propelled).	606	<i>Nd</i>	89
14.09* Total net tons of coal consumed—Goods service	3,040,206	463,340	37,397
14* 10* Total net tons of coal consumed—Shunting (including siding)	644,914	119,028	10,114
14-11 Total tons of coal consumed—Locomotives on miscellaneous services.	45,794	27,259	696
14-12 Total net tons of coal consumed—Departmental	219,285	82,311	4,522
14-13 Total tons of coal consumed on all Locomotive services . . .	6,248,348	1,385,380	147,731
14-14* Lbs. of coal consumed per engine mile (Shunting including siding)	69.2	28.2	(a)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines).			
14-15* Passenger and proportion of mixed	179.1	198.9	435.0
14-16* Goods and proportion of mixed	143.0	146.1	435.0
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pinta (Passenger and Mixed)	6,325,181	2,175,500	} 224,821 (b)
15-02 Total pints (Goods trains)	6,388,078	1,007,408	
15 • 03 Pints per 100 engine miles (Passenger and Mixed) .	8.33	5.73	} 5.96 (b)
15-04 Pints per 100 engine miles (Goods)	9.51	5.89	
Lubricating oil used on oaoohing, goods and departmental vehicles—			
15-05 Total pints	4,495,206	1,407,483	(a)
1506 Pints per 1,000 vehicle miles	1.24	1.09	(a)

* Excluding Departmental.
2½ tons of wood=1 ton of coal,
0.55 tons of oil fuel=1 ton of coal.
(a) Not published.
(b) Including departmental.

SECTION B.

STATEMENTS.

STATEMENTS.

2.—Statement of Net Revenue Receipts of State owned Railways for the year 1940/41 and of the pef Government after meeting all charges

Nora:—PUwwe see note under heading

Class and name of Railway.	Capital at charge on 31st March 1941.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. ($\frac{\text{Col. 3} \times 100}{\text{Col. 2}}$)
	2	3	4
Central.			
State Lines worked by the State.			
1. Eastern Bengal	53,89,63	1,89,76	3.48
2. East Indian	1,40,32,97	10,02,30	7.15
3. North Western (Commercial)	1,14,14,54	7,15,31	6.27
4. North Western (Military)	33,77,14	24,23	0.72
6. Great Indian Peninsula	1,12,90,93	7,52,89	6.67
6. Coal Department	1,87,63	..	..
7. TOTAL	4,65,92,83	27,06,01	5.80
State Lines worked by Companies or Indian States.			
8. Assam-Bengal	24,84,44	45,00	1.85
0. Bengal-Nagpur	78,52,55	4,68,81	5.97
10. Bezwada Extension and Dhono Kurnool (N. S.)	40,00	6,23	15.65
11. Bombay, Baroda and Central India	74,25,39	5,81,30	9.17
12. Jodhpur-Hyderabad (British Section)	1,33,67	22,34	16.72
13. Lucknow-Bareilly (R. & K.)	2,88,03	30,25	11.29
14. Madras and Southern Mahratt*	53,50,42	3,11,30	5.84
16. South Indian	46,41,27	2,19,75	4.73
16. Tirhoot (B. & N.W.)	10,43,60	99,38	0.94
17. Jorhat	18,22	..	..
18. Railway Clearing Accounts	..	48	..
19. Contribution to Depreciation Reserve Fund (Miscellaneous)	..	2,14	..
20. Railway Board Accounts	..	—3	..
21. TOTAL	2,92,61,98	19,16,90	6.55
Miscellaneous Items,			
22. Miscellaneous items	1,38,06	..	..
23. Deduct—Interest during construction	..	..	..
24. TOTAL	1,38,06	..	..
20. Grand Total	7,60,62,87	46,23,00	6.08

centaje of those figures on the Capital at Chirge, o.i 31st March 1941 also of the net gain or loss to against the net Revenue Receipts.

of statement No2(a). (in thousands of rupees.)

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (8) AND (7).		Percentage of gain or loss on Capital at Balance Col. 8 or 9 x 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.
..	1,04,20	1,04,20	..	24,44	-0.15	1. Eastern Bengal.
..	6,22,68	6,22,68	5,09,62	..	3.39	2. East Indian.
..	4,34,15	4,34,15	2,81,16	..	2.46	3. North Western (Commercial).
..	1,27,40	1,27,40	..	1,27,65	-1.48	4. North Western (Military)
..	4,00,38	4,00,38	3,72,33	..	2.12	5. Great Indian Peninsula,
..	6,84	6,84	..	6,84	-4.08	6. coal Department.
..	17,15,03	17,45,08	9,00,38	..	2.06	7. Total.
						State Lines worked by companies or Indian States.
12	92,87	92,87	..	10,39	-1.87	8. Assam-Bengal.
0,89	2,13,26	2,13,26	1,48,85	..	0.10	9. Benjal Nagpur
..	1,78	1,78	1,13	..	9.18	10. Bezwa Extension and Dhane Kurnool (N. s.).
21,07	2,40,17	2,54,01	3,02,24	..	5.39	11. Bombay, Baroda and Central India.
..	6,10	6,40	15,30	..	12.48	12. Jodhpur, Hyderabad (British)
2,21	6,70	11,90	18,55	..	6.85	13. Lucknow-Baruilly (R. & K.).
11,92	2,21,18	2,33,10	1,11,40	..	2.48	14. Madras and hmithum Mahrutta
5,24	1,06,46	1,71,82	47,03	..	1.03	15. South Indian.
1,78	39,56	41,14	58,44	..	5.10	16i Tirhoot (B. & N. W.).
..	..	..	..	..	..	17. Jot-hat.
..	..	..	..	..	..	18 Railway Clearance Accounts
..	..	..	..	..	..	19. Contribution to Depreciation Revenue T-mn (Miscellaneous).
..	..	..	..	3	..	20. Railway Board Accounts.
40,64	11,16,18	11,00,12	7,50,87	..	2.57	21. Total.
						Miscellaneous items.
..	5,70	5,70	..	5,70	-4.13	22. Miscellaneous items.
..	3	3	..	3	..	23. Deduct — Interest during constrction.
..	5,67	5,67	..	5,67	-4.10	21. Total.
45,04	28,97,78	20,17,42	17,05,56	..	2.24	25. Grand Total.

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

Gain as per column 8 above	..	..	..	..	..	17,05,56
Add—Miscellaneous Railway Receipts	..	..	..	..	..	1,88,04
Government share of surplus profits from Buhndteed Companies	..	..	..	..	..	17,25
Deduct —Miscellaneous Railway expen itture	..	..	..	..	..	61,34

2 (a).—Statement of Capital at Charge of fite-oimcd

JSom :—upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-30 they have again been converted

RAILWAYS	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES) i.e. Rs. TO THE RUPEE.]		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
<i>Central.</i>							
I.—STATE LINES WORKED BY THE STATE.							
(i) OPEN LINES.							
Eastern Bengal;	..	8,58,82	1,48,89	28,26	11,09	24,80	2,13,19
East Indian	..	40,68,46	24,114	13,96	3,91	32,22	74,06
Great Indian Peninsula . .	..	40,09,84	—1,17,62	—7,66	—7,75	11,49	—1,21,44
North Western (Commercial) .	..	12,59,50	—23,11	—8,14	—1,12	—7,97	—39,44
North Western (Military) . .	..	..	49	—1,50	56	*—2,93	—3,20
Coal Department	..	..	—4,81	..	..	1,81	—3,00
Total I (i)	..	1,16,66,81	28,18	21,92	6,72	60,65	1,20,77
(ii) New Constructions.							
East Indian	..	..	—8	..	..	..	—8
Great Indian Peninsula . .	..	..	..	..	..	..	..
North Western (Commercial) .	..	..	1,70	..	66	—1,30	1,06
Total I (ii)	..	..	1,71	..	66	—1,30	98
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES.							
† Assam-Bengal—I	..	..	—9	..	..	..	—9
Assam-Bengal—II	..	..	8,06	1,81	2	2,60	13,09
Bengal-Nagpur	..	..	20,66	8,91	..	28,85	56,32
Bombay Extension (N. B.) . .	..	..	—2	..	..	..	—2
Bombay, Baroda and Central India	..	16,40,62	—33	5,23	12	—3,86	3,06
Total Companies' Lines (Open lines)							
Carried over	..	19,40,92	28,78	13,96	14	20,40	72,30

* Includes (1) Campbellpur Reserve—5,1M and (2) Frontier Railway Reserve—9,3a.

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.

Railway* on the 31st March 1942.

exchange, but in the year* 1932-38 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1a. 6d. to the rupee.

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF FOREFEASSED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at close 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
Control.						
I.—STATE LINES WORKED BY THE NATL. (i) OPEN LINES.						
33,12,94	12,53,95	2,25,44	1,00,47	48,92,80	53,88,02	Eastern Bengal.
58,98,38	36,46,78	2,01,42	2,23,34	97,29,92	1,46,58,37	East India.
40,55,97	14,23,07	1,65,62	1,32,99	63,77,55	1,12,87,49	Great Indian Peninsula.
71,43,13	22,76,45	3,84,49	2,68,74	1,00,72,81	1,13,32,41	North Western (Commercial).
26,80,19	4,75,90	1,82,17	(a) 32,79	33,77,14	33,77,14	North Western (Military).
1,01,52	..	..	4,01	1,07,53	1,07,53	Coal Department.
2,35,60,14	90,16,24	12,17,04	7,62,34	3,45,55,75	4,02,42,55	Total I (i).
(ii) NEW CONSTRUCTIONS.						
3,29,10	..	20,14	36	3,54,60	3,54,60	East India.
2,70	..	71	..	3,44	3,44	Great Indian Peninsula.
77,81	..	4,00	32	82,23	82,23	North Western (Commercial).
4,08,61	..	39,86	78	4,50,27	4,50,27	Total I (ii).
II.—STATE LINES WORKED BY GOV. RAILWAYS OR BY (SEMI) STATES.						
(i) OPEN LINES.						
96,58	..	..	..	96,58	96,58	Assam Bengal—I. }
19,86,00	4,80,62	1,70,08	52,86	23,88,00	23,88,00	Assam Bengal—II. }
46,94,45	26,66,39	3,31,02	1,55,79	78,32,55	78,32,55	Bengal Nagpur.
16,90	..	1,17	..	18,07	18,07	Bewara Extension (N. S.).
87,70,91	14,59,00	1,90,14	90,42	96,87,47	74,28,59	Bombay, Baroda and Central India.
1,02,74,84	48,85,01	6,03,31	2,88,57	1,58,42,73	1,77,83,05	Total Companies' Lines (Open Lines) Carried over.

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

(a) Includes (1) Campbellpur Reserve 4.81 and (2) Frontier Railway Reserve nd

Includes Bengal Doars Railway purchased by the Government of India on the 1st January 1941.

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

Note.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-38 they have again been converted

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies Lines (Open Lines)—Brought forward	..	19,40,92	28,78	13,95	14	29,40	72,36
Jodhpur	..	..	91	..	—11	—14	66
Lucknow-Bannly (R & K.)	..	..	99	11	..	84	1,71
Madras and Southern Mahanvitta	..	17,47,74	2,08	1,28	18	7,06	10,58
Dhone-Kumool (N. S.)	..	..	6	..	..	..	6
South Indian	..	7,63,49	4,11	91	46	10,99	18,47
Tirhoot (R. & N. W.) including Mashrak-Thawe Extension.	..	..	4,36	13	..	3,25	7,74
Jorhat	..	..	..	..	..	..	..
	..	44,52,15	41,31	16,36	64	51,29	1,06,60
TOTAL II (i)							
11 (ii) - New Construction.	..	..	—5	..	—1	5	—2
Jodhpur	..	..	—16	..	..	..	—16
Madras and Southern Mahanvitta	..	..	—1	..	..	..	—1
South Indian	..	..	..	..	..	..	..
TOTAL II (ii)	..	..	—21	..	—1	5	—19
III.—Miscellaneous Items.							
Railway Board Accounts—Account Current—(Exchange).	..	..	..	..	16	..	16
TOTAL III	..	..	..	..	16	..	16
GRAND TOTAL I—III	..	1,01,08,08	71,27	41,28	8,17	1,10,60	2,31,32

on the 31st March 1941—conoid.

exoban/ye, but in the years 1932-33 to 1934-35 they were oomortred at the rates of exchange presailing in the years when the liabilities at the statutory rate of is. 6d. to the rupee.

{In thousands of rupees.}

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAY EXPENDITURE INCURRED SINCE PURCHASE.						Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.	Capital at close of the financial year. (Columns 9 + 13).	
9	10	11	12	13	14	15
1,02,74.84	43,85.01	6,03.31	2,84.57	1,58,42.73	1,77,83.05	Total Companies' Lines (O) or Lines—Brought forward.
1,16.75	..	8.74	17	1,20.66	1,20.66	Jodhpur.
1,71.63	79.56	8.50	8.17	2,69.82	2,69.82	Lucknow-Bareilly (R. & N.).
22,02.31	10,05.30	1,02.72	61.80	34,91.73	35,36.67	Madras and Southern Mahratta
25.01	..	2.32	..	27.93	27.93	Dhule-Karnool (N. R.)
26,70.97	6,80.73	2,14.92	80.01	36,62.13	40,25.92	South Indian.
6,93.55	2,66.38	51.35	40.32	10,43.60	10,43.60	Tirhoot (B. & N. W.) including Malabar-Thane Extension..
7.43	4.70	41	68	13.22	13.22	Jorhat.
2,62,33.80	88,18.38	11,37.92	4,80.62	2,66,70.72	2,91,22.67	Total II (i).
						II (ii)—New Constructions.
11.00	..	1.02	..	13.01	13.01	Jodhpur.
1,03.99	..	6.98	..	1,10.93	1,10.95	Madras and Southern Mahratta.
10.35	..	..	..	10.35	10.35	South Indian.
1,31.33	..	7.98	..	1,39.31	1,39.31	Total II (ii).
						III.—Miscellaneous Items.
..	..	1,38.06	..	1,38.06	1,38.06	Railway Board's Accounts—Accounts Current—(Exchequer).
..	..	1,38.06	..	1,38.06	1,38.06	Total III.
4,03,34.06	1,58,84.02	25,40.00	12,43.74	4,99,83.91	7,60,62.87	GRAND TOTAL I—III.

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

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

Railway,	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including salaries).	Stores, etc., not finally charged off in the Accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1	2	3	4	5	6	7
1. BRANCH LINE COMPANIES'						
(A) Worked by the Branch						
OPEN LINES.						
Abmadpur-Kntwa	2' 6"	Nil	Nil	Nil	43	43
Bankura-Damoodar River	"	—3	Nil	Nil	15	12
Rnrdrwan-Katwa	"	Nil	Nil	Nil	—25	—25
Fntwah-Ilampur	"	Nil	Nil	Nil	17	17
Kaliglat Falta	"	Nil	Nil	Nil	5	5
TOTAL 1(A)	..	—3	Nil	Nil	55	62
(B) Worked by the						
OVES LINKS.						
Chaparaiukh-Silghat (A. B.)	3' 3 1/2"	9	Nil	Nil	Nil	9
Katakhal Lalabuzar (A. B.)	"	Nil	Nil	Nil	Nil	Nil
Dasgabaia-Janialpurganj (Bengal Provincial)	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL 1(B)	..	9	Nil	Nil	Nil	9
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPKS LINES						
Hosharpur-Doab (N. W.)—						
Jnlundur -Mukenan (N. W.)	5' 6"	2	Nil	Nil	Nil	1
phagwara.Kabon(N.W.)	"	6	Nil	Nil	Nil	6
Mandra-Bhaun (N. W.)	"	4	Nil	Nil	Nil	4
Snra.Kirujganj (E. B.)	"	68	Nil	Nil	Nil	68
f r a l k o t - N a r o w a l (N.W.)	"	2	Nil	Nil	Nil	2
Tupti VaUoy(B., B. & C. I.)	"	8	Nil	1	Nil	9
Ahmedabad-Parautij (B., B. & C. I.)	3' 3 1/2"	1	Nil	Nil	Nil	1
Chamjmnrcr-Skivutijpur-Pani Light (B., B. & C. I.)	2' 6"	Nil	Nil	Nil	Nil	Nil
Dhond-Baramati (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
KlUchpur-Yeotmal (including Pulgaon-Arvi Bail WAYGL P.)	"	10	1	Nil	Nil	11
Codhra-Lunavada(3J., B. & C.I.)	"	Nil	Nil	Nil	Nil	Nil
Jacobabad-Kashmor (N. W.)	"	5	Nil	Nil	Nil	5
Khulna Bagcrhat(E. B.)	"	5	5	Nil	Nil	11
Maywbhanj (B. N.)	"	Nil	Nil	Nil	Nil	Nil
Kadlad-Kapadvanj (B., B. & C.I.)	"	Nil	Nil	Nil	Nil	Nil
Pachora-Jamner(O.I.r.)	"	—3	—1	Nil	Nil	—4
Parjceling-Himalayan Extensions	2' 6"	9	23	Nil	Nil	33
TOTAL (2)	..	1,16	29	1	Nil	1,46

year 1940-42 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.
8	9	10	11	12
Rs.	Rs.	Rs.	Rs.	Rs.

railway

13

RAILWAYS UNDER GUARANTEE TERMS.

New Company.

16,30	2,38	2,06	44	21,18
80,20	5,20	3,90	52	40,22
14,63	3,07	1,71	45	20,47
10,50	2,82	NH	27	19,78
15,10	7,05	1,84	68	24,45
93,12	21,32	9,31	2,35	1,26,10

OPEN LINES.

Ahmedpur-Katwi.
Bankura-Damaodar River.
Burdwan-Katwa.
Futwah-Islampur.
I Kalighat-Falta*

j TOTAL 1-(A).

Main Lines.

33,47	NH	1,72	NH	33,10
15,80	NH	1,39	NH	17,19
2,01	1,17	19	NH	3,37
51,28	1,17	3,30	NH	55,75

OPEN LINKS.

Chaparmukh-Sughat (A. B.).
Katakhal-Lalabazar (A. B.).
Dasghara-Jamalpuranj (Bengal Provincial).

TOTAL 1-(B).

TERMS WORKED BY THE MAIN LINE.

33,70	NH	3,12	NH	36,82
26,76	NH	3,52	NH	23,08
24,70	NH	3,13	NH	27,83
92,50	NH	6,91	NH	99,41
29,25	NH	2,56	NH	31,81
1,26,86	NH	11,03	NH	1,37,89
34,20	3	4,06	NH	38,38
11,28	6,25	3,43	NH	21,08
8,30	2,34	1,85	NH	12,58
59,70	18,88	16,08	NH	92,67
8,96	1,83	3,42	NH	14,21
17,72	5,31	1,87	NH	24,70
6,70	1,57	81	NH	9,17
22,70	60	1,37	NH	24,79
8,83	4,73	2,72	NH	16,30
12,42	2,01	3,77	NH	18,20
42,42	0,00	9,63	NH	56,93
5,67,47	50,81	77,11	NH	6,95,19

OPEN LINES.

Hoshiarpur-Doab (N. V***) —
Jullundur-Mukerian (N. b.).
Phagwara-Rahon (N.W.).
Mandira-Bilau (N. W.).
Sara-Sirajganj (E. B.).
Slalkot-Narowal (N. V.).
Tapti Valley (B., B. & C. I.).
Ahmedabad-Parantij (B., B. & C. I.).
Champaneis-Sliivrajpur-Pani Light (B., B. & C. I.).
Dhond-Baramati (O. I. P.).
i Ellichpur-Yeotmal (including Pulgaoa Arvi Railway) (G. I. P.).
Godhra-Lunavada (B., B. & C. I.).
! Jacobabad-Kashmor (N. W.).
i Khalua-Bagerhat (E. B.).
Mayurbhanj (B. N.).
Nadiad-Kapadvanj (B., B. & C. I.).
Paohora-Jarauer (G.E. P.).
Darjeeling-Himalayan Extension?

TOTAL (2).

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

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Retiling Stock.	General charges (including fuel).	Stores, etc., not finally charged off in the Accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1		2	3	4	5	6
OPEN LINES.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Janinagar-Dwarka	2' 3½"	Nd	Nd	Nd	Nd	Nd
Mymensingh-Bhairab Bazar (A. B.)	"	28	Nd	Nd	Nd	28
TOTAL (3)	..	28	Nd	Nd	Nd	28
4. COMPANIES' LINES SUBSIDIZED BY THE						
OPEN LINKS.						
Bengal and North Western*	2' 3½"	7,93	4,49	32	—1,05	11,69
Bengal Doars Extensions*	"	††	††	††	††	††
Mirpur Khas-Khadro (Jodhpur)	"	4	Nd	Nd	Nd	4
Tihlikund and Kumaon	"	45	35	Nd	Nd	80
Barsi Light	2' 6"	Nd	—69	2	—2	—69
Shakdaru (Delhi) Sahnmampur light	"	8	11	Nd	19	38
Matheran Light.	2' 0"	Nd	Nd	Nd	Nd	Nd
TOTAL (4)	..	8,50	4 26	31	—10	12 22
5. COMPANIES LINES SUBSIDIZED						
Open Lines.						
Dihru-Sadiya	2' 3½"	54	23	Nd	Nd	77
Durjoeing-Tilniwlayan	2' 0"	3	—3	Nd	—29	—29
TOTAL (5)	..	67	20	Nd	—29	38
6. LINES OWNED BY UNASSISTED						
Ledo and Tikak-Margherita Colliery (Dibru-sadiya).	2' 3½"	35	Nd	Nd	Nd	35
Bengal Provincial	2' 0"	Nd	Nd	Nd	2	2
parlakmedi Light (B. N.)	"	Nd	Nd	Nd	Nd	Nd
Jagadhri Light	2' 0"	Nd	Nd	Nd	Nd	Nd
TOTAL (6)	..	35	Nd	Nd	2	37

* Receives land only from Government.

Receives land only from Government and Indian States.

Receives land and rebate from Government.

§ This line has been transferred to head 4 from " 5 Companies' lines subsidised by the Provincial Government".

Purchased by Government and Capital included under E. B. II, from 1st January 1941.

year, 1040*41 of other than State-owned Rail ways-*x>ntd.

(In thousands of rupees.)

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

Railway.

13

OPEN LINES.

GUARANTEE AND REBATE TERMS.

62.71	2.58	2.58	2.00	70.47
1,18,59	NH	7.00	NH	1,25,59
1,00,80	2.58	9.88	2.00	1,14,56

Jamagar-Dwarka.

Mymensingh-Bhairab Bazar (A. B.).

TOTAL (8).

GOVERNMENT OF INDIA.

8,08,39(b)	8,03.18	92.85	0.39	12,90,77(b)
↑↑	↑↑	↑↑	↑↑	↑↑
0.32	NH	**02	NH	9.94
1,36.48	61.01	12.94	NH	2,10.43
1,27.89	47.20	8.06	1.02	1,85.09
38.81	14.39	NH	1.30	61.60
11.86	42	7	NH	12,44(a)
11,88.90	4,10.20	1,14.56	0.61	17,30.17

OPEN LINES.

Bengal and North Western.

Bengal Doonars Extensions.*

Mirpur Khas-Khadro (Jodhpnr).

Rohilkund and Kumaon.

Barsi Light.

Shahdara (Delhi) Saharanpur light*

Matheran Light

TOTAL (4).

BY PROVINCIAL GOVERNMENTS.

76.69	89.74	18.11	NH	11,53.51
32.94	12.97	2.80	2.14	86.26
1,08.30	71.41	20.91	2.14	2,03.78

OPEN LINES

Dibru-Sadiya.

Darjeeling-Himalayan.

TOTAL (5).

COMPANIES AND PRIVATE BODIES.

19.46	NH	NH	NH	19.46
8.80	2.76	1	14	11.71
17.49	5.50	2.18	NH	24.95
68	87	12	NH	1,12
46.38	8.43	2.29	14	57.24

OPKN Lines.

Ledo and Tikak-Margberita Cotiory (Dibru-Sadiya).

Bengal Provincial.

Parlakimedi Light (B. N.).

Jaoadhri Light.

TotAt (6).

(a) Includes 11.05 being the capital outlay to the end of 1027.28, the details of which are not available.

(6) Includes 4 on account of survey.

|| Exclude Rs. 1,60,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru Sadiya Railway in the years when a aidsudy was payable.

** Rs. 80,610 and Rs. 8,617 of plant construction against Jodhpur-Hyderabad Railway and Mirpurkhas-Khadro Branch Railway previously shown under * Works* have now been shown under 'General charges' on revised information furnished by the Railway.

M76RB

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including services).	Stores, etc., not finally charged off in the accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1	2	3	4	5	6	7
7. DISTRICT						
OPEN LINES.						
Tenali-Repalle(M.&S.M.)	2' 6"	Nil	Nil	Nil	Nil	Nil
Gootin Harbour Railway (S. I.)	"	"	"	"	"	"
Podanur-Pollachi(B.I.)	3' 3½"	—8	Nil	Nil	Nil	—8
Tinrevelly-Tiruohendur (B.I.)	"	Nil	Nil	Nil	Nil	Nil
TOTAL (7)		—8	Nil	Nil	Nil	—8
8. COMPANIES' LINES SUBSIDISED						
OPEN LINES.						
Bengal Doora	3' 3½"	1†	1†	1†	1†	1†
ArrahSasaram Light	2' 6"	Nil	27	Nil	8	35
Baraset-Basirhat Light	"	3	—34	Nil	1	—20
Bukhtiarpur-Bihar Light	"	3	70	Nil	3	82
Dehri-Rohtas Light *	"	(a)3	Nil	Nil	1	(a)3
Howrah-Amta Light	2' 0"	33	24	Nil	—10	47
Howrah Sheakhala Light	"	1	63	Nil	Nil	64
Tespur-Balipara Light §	2' 0"	Nil	Nil	Nil	Nil	Nil
TOTAL (8)		43	1,55	Nil	3	2,01

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

† This line has been shown under "8. Companies lines subsidised by District Boards" instead of "6. lines owned by Unassisted Companies and Private Bodies", (a) Includes 2 on account of Survey.

‡ Purchased by Government and Capital merged with E.B. Blyfront 1st January 1941.

1940-41 of other than State-owned Railways—contdL

(In thousands of rupees)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR					Railway.
Works.	Rolling Stock.	General charges (including fares).	Stores, etc., not finally charged off in the account.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES
14,94	NH	1,14	NH	16,08	Tenali-Repalle (M. & S. M.).
—	..	..	—	129,00	Cochin Harbour Railway (S. L.)
8,80	4,91	1,26	NH	14,97	Podanur-Pollisohi (S. I.).
24,86	NH	3,90	NH	27,13	Tinnevely-Thucheadar (S. I. W)
48,50	4,91	4,90	NH	57,10	TOTAL (7).

BY DISTRICT BOARDS.

OPEN LINES.

††	††	††	††	††	
18,75	6,73	20	12	25,85	Bengal Dooaw.
19,49	2,07	NH	18	21,75	Arrah-Saiaram Light.
10,97	5,07	NH	16	16,52	Baraset-Baairhat Light.
(a) 6,18	4,21	30	70	(a) 11,45	Bukhtiarpor.Bihar Light
17,68	12,60	NH	1,04	31,53	Dehri-Rohtaa Light. *
6,02	4,28	NH	NH	9,98	Howrah-Atmta Light
3,20	1,00	7	NH	4,87	Howrah Sheakhala Light.
90,69	42,14	63	2,89	1,28,55	Tetpur-Balipara Light.
					TOTAL (8).

The line has been constructed by the Cochin Harbour Authorities Details of the amount are not available.

2. (b)*~~~Stotemmt of Capital Qutlay to the end of the year

Railway.

1	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including fuel).	Stores, etc., not finally charged off to the account.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.

(a) OPEN LINKS.

6. INDIAN STATE LINES WORKED

Nizam's State	5' 6"	18.01	1.17	1.20	2.87	24.34
Bhavnagar State	2' 6"	78	4	5	4.40	5.34
Bikaner State	"	2.90	1.17	30	1.47	5.83
Gaekwar's Baroda State (Mheana)	"	—36	12	NH	NH	—27
Qondal	"	—35	1.97	NH	2.76	4.40
Jaipur State	"	4.65	4.00	16	—1.85	7.45
Jetalaar.Rajkot (Qondal)	"	1	NH	NH	—1	NH
Jodhpur	"	3.06	97	1	5.13	8.17
Junagad State	"	11	10	NH	28.27	2.48
	"	70	—47	NH	7.90	8.13
Mysore (including Birnr-Shimoga, Chiokjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere, Blanjangud-Chamarajanagar, Shimoga-Araalu Stations, Arsalu- Anandapuram, Bangalore-Uaribar and Vosvantpur-Hmdupur).	"	2.71	56	2	55	3.84
Porbandar Stato (Gondal)	"	26	20	NH	—23	32
Mewar State	"	—2	3	NH	50	51
Bodeli-Ckhota Udaipur (Gaekwar's Baroda State)	2' 6"	NH	NH	NH	NH	NH
Cutch State	"	1	24	NH	NH	25
Dholpur State*	"	6	NH	NH	NH	6
Gaokwar'a Baroda State	"	—36	—21	NH	1.03	46
Kolar District (Mysore)	"	4	NH	NH	NH	4
Gwalior Light	2' 6"	6	—26	NH	NH	—23
Tarxkere-Narasimharajapura Tramway (Mysore)	"	NH	NH	NH	NH	NH
TOTAL (a)	"	31.80	10.25	1.23	28.89	70.90

(6) LINHS OKnsa CONSTRUCTION.

Sadulpur to Iliwari (Bikaner State)	2' 6"	NH	NH	NH	NH	NH
Anandapuram to Sagra (Mysore)	"	2.10	NH	22	—8	3.30
Jalore-Ihinimal, Phalodi-Pokran (Jodhpur)	"	64	NH	18	—17	65
Sanganer (Jaipur) (including Jaipur-SheetaHapura realignment).	"	84	NH	0	NH	98
Dholpur to Rajakhara (Dholpur State)	2' 6"	NH	NH	NH	NH	NH
TOTAL (6)	"	3.78	NH	40	—10	4.08
TOTAL (9) [(a)+(6)]	"	35.58	10.25	2.42	28.70	74.98

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

Include* figures for Metre Gauge.

1940-41 of other than State-owned Railways—tomid.

(In thousands of rupees.)

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

Railway

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BY INDIAN STATES.

(a) OPEN LINES.

10,91,89	2,90,80	97,11	20,88	14,00,68	Nizam's State
1,82,31	77,63	9,15	10,38	2,54,44	Bhavnagar State.
5,90,94	86,12	10,11	13,99	4,23,16	Bikaner State.
1,48,68	26,91	11,16	NH	1,90,75	Gaekwar's Baroda State (Mehsana).
**73,71	37,76	3,62	3,99	**1,17,97	Qondal.
93,66	26,23	4,06	6,97	1,29,32	Jaipur State.
28,42	NH	90	4	29,37	Jetalsar-Rajkot (Gondal).
2,94,64	1,91,42	3,61	10,66	5,06,32	Jodhpur.
1,21,01	33,34	5,15	6,57	1,66,10	Junagad State.
71,32	41,34	2,23	9,58	1,24,47	Morvi.
4,21,69	1,43,90	24,28	7,40	6,01,27	Mysore (Including Birur-Shimoga) Chick-jajur-Olitaltrug, Mysore-Bangalore, Mysore-Arsikere, Nanjangud-Chimmarajanagar, Shimoga-Arsaln sec. lions and Arsalu Anandapuram, Bangalore-Harihar and Yesvantpur-Hindupur)
16,46	11,11	46	57	28,57	Porbandar State (Gondal).
1,00,77	23,50	5,32	1,05	1,30,24	Mowar State.
9,35	NH	1,39	NH	10,84	Bodali-ChhoU Udarpur (Gaekwar's Baroda State).
16,13	3,96	2,10	2,03	24,22	Cutch State*.
11,67	4,43	61	NH	16,61	Dholpur State*.
2,24,61	63,20	20,92	7,61	3,06,34	Gaekwar's Baroda State.
14,59	12,28	1,80	NH	28,47	Kolar District (Mysore).
1,01,76	16,07	6,10	NH	1,22,01	Gwalior Light.
5,82	3,16	76	NH	19,65	Tarikero-Narnairoharajapura Tramway (Mysore)
33,09,21	10,93,24	2,12,14	1,15,10	47,29,76	TOTAL (a).
47	NH	NH	NH	47	I (6) LINES UNDER CONSTRUCTION.
5,74	NH	63	NH	5,27	Sadulpar to Rowari (Bikaner State).
0,31	NH	77	NH	10,08	Anandapuram to Sagra (Mysore).
1,61	NH	0	NH	1,10	Jalore-Mhimraal, Thalodi-Pokran (Jodhpur).
87	NH	7	NH	94	Sangamner Deoli (Jaipur). (including Jaipur-Sheodaspura realignment).
					Dholpur to Kajakuera (Dudhgaon State).
17,40	NH	1,46	NH	18,86	TOTAL (b).
33,26,61	10,93,24	2,13,60	1,15,10	47,48,64	TOTAL (9)([<*)+(<*)]

Includes a credit of Rs. 1,80,12,000 bring an Adjustment necessitated by the purchase, on 1st April 1930, of the line* formerly owned by H. E. H. the N. G. S. Railway* Company, limited, by H. IS. H. the Kixam's Government.

Excludes the outlay on Tadaea Hebbe Tramway.

**Includes 1,61 on account of Kunkavav-Derdi section which was opened for traffic on 19th March 1940.

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 charged off in the accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1	2	3	4	5	6	7
(a) OPEN LOTS.						
10. INDIAN STATE LINES						
Bahawalnagar Fort Abbas Kut-Al-Imara (St. W.)	5' 6"	2	Nil	Nil	Nil	2
Bhopal Itarsi* (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Bhopal Ujjain (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Bina-Goonna-Baran (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Jaranu and Kashmir (Indian State Motion) (N. W.)	"	2	Nil	Nil	Nil	2
Jind-Panipat (Indian State Motion) (N. W.)	"	Nil	Nil	Nil	Nil	Nil
Khanpur-Chachran (N. W.)	"	1	Nil	Nil	Nil	1
Tolar Gold Fields (M. & S. M.)	"	—5	Nil	Nil	Nil	—5
Ludhiana-Dhuri-Jakhal (N. W.)	"	6	Nil	Nil	Nil	6
Nagda-Ujjain (B., B. & C. I.)	"	1	Nil	Nil	Nil	1
Petlad-Cambay (Anand-Tarapur section) B., B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Petlad-Cambay (Tarapur-Cambay section) B., B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Rajpura-Bhatnagar (N. W.)	"	12	Nil	Nil	Nil	12
Shoranur-Cochin (including Idappalli Extension) (S. I.)	"	22	Nil	24	Nil	47
Sirhind-Rupar (N. W.)	"	2	Nil	Nil	Nil	2
Cooch Behar State (E. B.)	2' 3 1/2"	6	Nil	Nil	Nil	6
Dhrangadhra (B., B. & C. I.)	"	1	Nil	Nil	Nil	1
Jamnagar (Jamnagar-Dwarka)	"	2,00	42	20	Nil	2,22
Kolhapur State (M. & S. M.)	"	3	Nil	Nil	Nil	3
Okhamandal (Jamnagar-Dwarka)	"	9	75	Nil	Nil	85
Palampur State (B., B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	8	Nil	—2	Nil	1
Sangli State (M. & S. M.)	"	1	Nil	Nil	Nil	1
Piplod Devgad Baria (B., B. & C. I.)	2' 6"	1	1	Nil	Nil	2
Rajpipla State (B., B. & C. I.)	"	Nil	6	Nil	Nil	6
Total (a)	..	2,30	1,25	42	Nil	10,97
(b) Lines under Construction—						
Jam—Wanthali Kalavad and Rajkot-Atkot-Jasdan Extensions (Jamnagar).	2' 3 1/2"	6	Nil	Nil	1,47	1,53
Total (b)	..	6	Nil	Nil	1,47	1,53
TOTAL (10) [(a) + (b)]	..	2,36	1,25	42	1,47	12,50

* 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.

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

‡ Includes expenditure incurred by the Patiala Diſtrict.

§ Includes figures for Hadmatiya-Ahed Jodiya Railway extensions.

1940-41 of other than state-owned Railways—contd.

(In thousands of rupees.)

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

13

WORKED BY THE MAIN LINE.

(a) OPEN LINES.

51.32	NH	12.36	NH	53.62	Bahawalnagar Fort Abbas Kat-Al-Imara (N. W.).
50.00	NH	NH	NH	50.00	Bhopal Itarsi (G. I. P.).
26.06	NH	0.96	NH	27.02	Bhopal Ujjain (G. I. P.).
92.73	18	0.24	NH	102.15	Bina-Goonna-Baran (Q. I. P.).
11.33	NH	60	NH	11.82	Jammu and Kashmir (Indian State motion) (N. W.).
15.82	NH	1.73	NH	17.55	Jind-Panipat (Indian State Motion) (N. W.).
12.40	NH	52	NH	14.37	Khanpur-Chaohran (N. W.).
11.78	NH	64	NH	12.42	Kolar Gold Field (M. & S. M.).
47.59	NH	2.29	NH	49.98	Ludhiana-Dhuri-Jakkhal (N. W.).
21.13	NH	1.74	NH	22.87	Nagda-Ujjain (B., B. St. C. I.).
13.69	NH	83	10	14.61	Petlad-Cambay (Ad. T'pur seo.) (B., B. & C. I.).
9.12	NH	23	NH	9.45	Petlad-Cambay (T'pur-Caby. sac.) (B., B. A. 0.1.).
76.81	NH	2.71	NH	81.32	Kajpura-Bhatinda (N. W.).
1,01.96	65	12.31	15	1,15.05	Shoranur-Cochin (S. I.).
29.55	NH	2.09	NH	31.63	Sir hind Rupar (N. W.) 4
19.89	1,07	06	NH	21.02	Cooch Behar State (E. B.).
14.40	4	67	NH	15.11	Dhrangadlira (B., B. & O. I.).
40.21	17.47	1.15	2.00	60.84	Jamnagar (Jamnagar-Dwarko).
22.40	NH	1.21	NH	23.70	Kolhapur State (M. & S. M.).
25.58	17.50	2.23	1.00	45.91	Okhamandal (Jamnagar-Dwarka).
5.83	NH	15	NH	5.97	Palanpur State (B., B. & C. I.).
60.10	5.78	7.59	NH	73.46	Quilon-Trivandrum Extension (Travunooro By.) (S. I.).
1.96	NH	10	NH	2.08	Sangli-Suto (M. & S. M.).
5.79	3.51	49	NH	9.79	Piplod Devghd Baria (B., B. & C. I.).
14.20	2.03	1.20	NH	16.03	Bajpipla State (B., B. & G. I.).
8,65.04	49.61	69.29	3.25	9,87.29	Total (a).
11	NH	NH	1.47	1.58	(b) Lines under Construction —
					Jam-Wanthal-Kala vad Rajkot-Atkot • Jasdau Extensions (Jamnagar).
11	NH	NH	1.47	1.58	Total (6).
8,65.15	49.61	69.29	4.72	9,88.27	TOTAL (10) [(a) + (6)].

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR				
		Works.	Rolling stock.	General charge* (including lorries).	Stores, etc., not finally charged off in the accounts.	Total
1	2	3	4	6	6	7
		RS.	Rs.	Rs.	RS.	RS. J

11. COMPANIES' LINE

Bangalore-Chink Ballapur Light (Myaote)	1' 8"	5	52	54	54	2
TOTAL (11)	"	1	54	54	54	1

12. LINES IN FOREIGN TERRITORY WORKED

OPEN LINES.

Peralam-Karaikkal(S I).	1' 10"	54	52	54	54	54
pondicharry (S.I.)	"	54	54	54	54	54
West of India Portuguese (M. & S. M.)	"	5—4	"	"	"	5—4
TOTAL (12)	"	5—4	52	54	52	—4
13. TOTAL(1)TO(12)	"	56,19	17,84	2,19	27,00	1,04,82
14. Miscellaneous	"	54	52	54	54	54
15. Grand Total	"	66,19	17,84	2,19	27,60	1,04,82

RepresentS total figure, the details not being available

1940-41 of other than State-owned Railways-concl'd. (In the usands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.

Wagons.	Rolling Stock.	General charges (including service).	Stores, etc., not finally charged off in the accounts.	Total.	RAILWAY.
2	3	4	5	6	13
Rs.	Rs.	Rs.	Rs.	Rs.	

GUARANTEED BY INDIAN STATES.

OPEN LINE.

8,56	6,39	1,76	Nd	16,71	Bangalore-Chiok Callapur Light (Mysore).
8,56	6,39	1,76	Nd	16,71	TOTAL (11).

BY BRITISH INDIAN RAILWAY COMPANIES.

OPEN LINES.

0,15	Nd	1,14	Nd	7,29	Peralam Karalkkal (S. L.).
5,83	Nd	37	Nd	4,20	Pondicherry (3 L.).
12,31,50	..	..	..	12,31,30	Went of India Portugal* (M. 4 S. »; *
2,43,28	Nd	1,51	Nd	2,44,79	TOTAL (12).
18,10,38	17,68,31	5,20,15	1,50,04	92,76,43	IS. TOTAL (1) TO (12).
8,21	Nd	64	Nd	8,87*	U. Miscellaneous.
18,10,16	17,68,31	5,20,79	1,39,04	92,86,30	15. Grand Total.

Made up of outlay by Forest Department of the Alwar-Dendii Hallway* its. 8,87.
Represents the total figure, details cut being available.

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

Class and Name of Railway.	GROSS REVENUE RECEIPTS For the system including worked lines.			WORKING For the		
	Earnings.	Working Expenses.	Gross Receipts Total (Cols. 2 and 3).	Ordinary Working Expenses.	Materials and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7
STAT* LINES WORKED BY THE STATE						
East Indian	24,41,74	—6,23	24,35,52	10,90,92	1,74,34	2,40,50
Eastern Bengal	8,92,37	—3,48	8,88,89	4,33,22	67,86	68,27
Northwestern	10,04,41	—0,18	10,04,23	9,50,43	1,00,30	2,47,42
Great Indian Peninsular	17,40,65	—10,80	17,29,85	7,44,67	86,76	1,90,55
TOTAL	60,79,17	—10,69	60,68,48	32,29,24	4,28,26	7,78,74
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	2,23,12	3,05	2,20,07	1,24,11	7,67	41,38
Bengal-Nagpur	12,90,62	6,61	12,84,01	6,11,78	60,83	1,30,56
Bezawada Extension and Phone Kinnool	14,00	..	14,00	7,59	2	77
Bombay, Baroda and Central India	14,80,83	—46	14,80,37	6,30,05	68,01	1,21,35
Jodhpur-Hyderabad (British Section)	46,81	1,40	48,21	22,75	3,30	2,22
Lucknow-Bareilly (R. A. K.)	10,00	77	10,77	35,91	2,50	4,45
Madras and Southern Mahratta	8,37,10	70	8,37,80	3,01,27	10,37	80,43
South Indian	6,14,57	—27	6,14,30	3,07,16	21,89	77,49
Tirhoot (B. & N. VV.)	4,10,84	1,11	4,11,95	1,00,72	8,16	17,31
Railway Clearing Accounts	..	..	..	..	..	..
Railway Board Accounts	..	..	..	3	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous.)	..	..	..	..	..	2,84
It						
TOTAL	49,34,33	11,70	49,46,03	23,03,83	2,28,20	4,90,60
GRAND TOTAL	1,17,81,90	—24,08	*1,17,57,82	55,33,07	7,18,76	12,69,34

* The total Railway Receipt* for the year are;—

Gross Receipts as per Col. 4 above	..	..	..	..	..	Rs. 1,17,57,82
Add—Miscellaneous Railway Receipts	..	..	..	..	..	1,88,01
Government share of surplus profits from the subsidized companies, etc.	..	..	..	..	..	13,25

Total receipts Rs. 1,19,58,98

Includes figures of Bengal Doours Railway after its purchase by the Government of India on the 1st January 1911.

Revenue Receipts of State-owned Railways for the year 194041. (In thousands of rupees.)

Revenue system including worked lines.				Percentage of Ordinary Working Expenses on Receipts.		Class and Name of Railway.
Surplus.	Total.	Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses.	Net Revenue Receipts of State-owned Railways.	Percentage of Ordinary Working Expenses on Receipts.	
1	2	3	4	5	6	7
15	15	15	15	15	15	15
STATE LINES WORKED BY THE STATE.						
East Indian,						
Eastern Bengal						
North Western.						
Groat Indian						
Total						
STATE LINES WORKED BY COMPANIES OF BY INDIAN STATES.						
Asaam-Longal,						
Bengal-Nagpur.						
Bezwadn Extrusion and Dhone						
Rombaj, garoda *nd Central India.						
Jodii put-Hyderabad (Iiritieh Sec. taon)						
Lucknow-Bareilly (R. & !.).						
Madras And Southern MahratU.						
(South Itmli&n						
Tirboot (B. & N. W.).						
j Radwaj Clearing Accounts,						
I Railway Boml Accounts.						
Contribution to Depreciation Keserv* tuij-d (>h&a>-llanous).						
TOTAL,						
Gr&ND TOTAL.						

		Receipts.	Working expensoa.	Payment to worked lines.	Net Receipts.
(a) N. W. Railway, Commercial	. .	17,87.45	10,13.28	28,86,	7,15.31
n.W.Railway, Military	. .	1,73.28	1,07.63		-21.25

	Total 1966/7	1967/8
•The total Expenditure or Railways for the year i* ; —	Working expenses as per column 11 above	
	Payment to Worked Lines ..	
Add—	Miscellaneous Railway Expenditure	
	Surplus profit* paid to compani* ..	
	Interest charges as per Statement 4 ..	

Total	EXPENDiture	—	1,01,13.68

4.—Statement of Total Interest Chargeable against Net Revenue Receipts of State-owned Railways for the year 1940-41.

Class and Name of Railway.	Interest on sterling Debt.	CAPITAL CONTRIBUTED BY COMPANIES			IN THOUSANDS OF RUPEES				GRAND TOTAL, (Col. 7 to 9)
		On share capital.	On Debentures and Debt Stock.	Total.	Total Column 2 and 3.	Column 4 Converted Into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt and Amortisation.	
	2	3	4	5	5	7	8	9	10
Central State Lines worked by the State.	₹	₹	₹	₹	₹	Rs.	Rs.	Rs.	Rs.
1. Eastern Bengal	41,534	(£) 983	..	686	42,220	5.64	1,77.27	11.29	1,88.56
2. East Indian	1,112,721	..	..	..	1,112,721	1,46.93	3,24.76	1,06.67	5,52.36
3. North Western (Cormereia)	95,165	..	..	..	95,165	12.71	3,85.07	20.37	4,34.15
4. North Western (Military)	..	..	..	..	..	..	1,27.40	..	1,27.40
6. Great Indian Peninsula	340,414	..	..	..	340,414	46.72	2,08.74	84.90	4,96.36
6. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	6.94	..	6.94
7. TOTAL	1,590,236	686	..	686	1,590,922	2,14.01	12,90.08	2,11.63	17,45.83
State Lines worked by Companies or by Indian States.									
8. Aaaftm-Kontfal.	..	45,000	..	45,000	45,000	6.00	66.97	..	12.87
9. Bengal-Najpur	..	105,000	80,000	185,000	185,000	24.67	2,88.54	..	3,12.38
10. Bezvada and Dhane Kurnool	..	..	..	..	..	..	1.78	..	1.78
11. Bombay, Baroda and Central India.	368,851	60,000	24,938	94,938	463,789	60.32	1,94.57	7.60	2,66.37
12. Jodhpur (Bridg Section)	..	..	..	..	..	..	6.49	..	6.49
13. Lucknow-Bardoli (R&K)	..	..	(£) 18,880	18,880	18,880	2.17	7.73	..	9.70
14. Madras and Southern Maratha	21,583	175,000	..	175,000	206,583	27.54	1,49.52	44.12	2,21.18
15. South Indian	148,833	25,000	92,730	127,730	276,563	36.77	1,26.79	..	1,66.56
16. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10.71	28.67	..	39.38
17. TOTAL	508,487	420,000	360,634	726,634	1,235,121	1,33.13	8,91.08	51.62	11,16.48
Miscellaneous Items									
18. Miscellaneous items	..	..	..	..	..	(b) 30	5.10	..	5.70
19. Interest during construction charged to Capital of the Bengal Nagpur Railway	..	..	..	..	..	..	..	..	..
20. Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	2	..	2
21. Total.	..	..	..	..	..	30	6.32	..	6.67
22. Grand Total	2,167,723	420,680	360,634	727,314	2,895,145	2,47.59	21,87.18	2,83.15	28,07.78

(a) Repru 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.

(c) Represent* interest on the unpaid balance of the purchase price of the Bengal Dockers Railway on 1-1-1941

5. Statement of ~~Capital Charges~~^{Capital Charges}, Revenue Earnings and Expenses for the years 1939-40 and 1940-47.

(In thousands of rupees.)

Nora I.—Upto the year 1935-38, the figure* of total working expenses of *OTHER THAN* State-managed railways (Class I) include* actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur and N. 8. railway* in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead.

NOTE. 11. — " Credits for released materials " previously accounted for under " Earnings " are booked under Depreciation Reserve Fund from 1930-37.

NOT* III.—Upto 1931-32 sterling liabilities invoked in the purchase of Railways were converted into rupees at the statutory rate of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the *Itabi-Utiea* came into being. From 1936-38 they have again been converted at the statutory rate of 1s. *fid.* to the rupee.

* In the case of State-owned railways,

In the case of other than State owned railways.

J 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 of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway Accounts.

j) Includes Harbour receipts and expenditure.

** Excludes 10 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross

Excludes 8 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

Exclusive of Bengal Doars Railway, purchased by the Government of India on 1st January 1941 and amalgamated with Eastern Bengal Railway.

5.—Statement of ^{Gauged at Calcutta} Revenue Earnings and Expenses for the years 1939-40 and 1940-41.
—Contd. (in thousands of rupees)

Railway System,	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.					Percent- age of net earn- ings on total capital at charge given in column 8, Col. 5 × 100 Col. 3	Roman
			† Total capital at charge.	‡ Gross earnings.	§ Working expenses.	Net earn- ings. (Cols. 5-6).	Percent- age of working expen- ses to gross earn- ings. Col. 6 × 100 Col. 5		
1	2	3	4	5	6	7	8	9	10
CLASS I—contd.			Rs.	Rs.	Rs.	Rs.			
Nizam's State	4' 6"	1939-40	13,31,91	1,67,49	72,75	94,74	43.43	8.54	
		1940-41	15,55,39	1,77,36	74,33	1,03,15	41.85	9.31	
		1939-40	..	85,78	53,81	31,97	61.53	..	
		1940-41	..	96,26	54,05	41,91	58.77	..	
North Western (Coraraeria)	5' 6" and 3' 6"	1939-40	1,19,44,31	15,50,43	10,07,00	6,43,43	64.93	4.55	
		1940-41	1,16,05,39	17,03,03	10,40,32	7,33,31	68.00	6.35	
North Western (Military)	5' 6" and 1' 6"	1939-40	33,81,71	1,39,36	1,59,45	-20,09	135.95	-1.48	
		1940-41	83,77,14	1,73,28	1,07,53	-24,25	114.11	-9.72	
North Western (Total)	..	1939-40	1,53,26,02	16,89,79	11,66,45	4,93,34	79.56	3.32	
		1940-41	1,52,42,53	19,49,31	12,17,85	7,29,06	92.93	4.78	
Rohilkund and Kumaon	3' 3 1/2"	1939-40	4,75,91	76,63	37,19	39,44	44.34	8.35	
		1940-41	4,78,45	93,94	43,62	50,44	46.32	10.54	
South Indian	5' 6", 3' 3 1/2" and 2' 6"	1939-40	43,85,53	5,57,20	3,36,88	1,64,38	10.78	3.38	
		1940-41	49,74,30	6,14,55	3,84,01	2,29,54	91.40	4.08	
Total Class I Railways	..	1939-40	8,17,51,39	1,07,76,03	69,81,09	37,95,96	64.78	4.64	
		1940-41	8,18,34,16	1,22,36,09	70,70,01	51,49,08	57.76	6.22	
CLASS II.									
Barsi Light	2' 6"	1939-40	1,85,78	10,94	10,38	6,92	60.92	3.56	
		1940-41	1,85,00	22,48	10,83	11,85	66.84	6.45	
Bengal Doocra	3' 3 1/2"	1939-40	1,68,71	14,92	11,41	7,41	60.39	4.45	
		1940-41	1,68,14	20,11	15,54	4,57	77.29	2.71	
Bhavnagar State	3' 3 1/2"	1939-40	3,67,10	24,40	18,49	9,91	65.12	3.04	
		1940-41	3,68,44	31,88	19,82	12,06	82.16	4.87	
Bikaner State	3' 3 1/2"	1939-40	4,18,09	56,45	32,52	23,93	67.61	5.72	
		1940-41	4,23,03	53,96	32,96	21,00	61.08	4.99	
Tanjoring Himalayan	2' 6"	1939-40	1,09,17	17,27	12,61	4,66	73.01	4.27	
		1940-41	1,09,30	17,25	12,48	4,86	72.17	4.40	

* In the case of State-owned railways.

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

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

Gross earnings and working expenses represent the true earnings and true expense 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 account.

**Na separate Capital account is maintained for each gauge, hence shown under Broad Gauges.

Purchased by Government on 1-1-41.

5.—Statement of ^{Capital at Charge}~~Capital outlay~~, Revenue Earnings and Expenses for the years 1939-40 and 1940-41
—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. (Col. 6-5).	Percentage of working expenses to gross earnings. $\frac{\text{Col. 5} \times 100}{\text{Col. 6}}$	Percentage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
CLASS II—concl.									
Dibru-Sadiya	3' 3½"	1939-40	₹ 1,77,84	92,80	13,64	9,16	49.84	5.35	
		1940-41	1,72,97	22,11	13,24	9,07	51.12	5.24	
Gaekwar's Bmroda State	3' 2½"	1939-40	1,87,02	24,11	15,02	8,09	55.01	4.32	
		1940-41	1,84,73	26,04	14,72	11,30	56.43	5.08	
Gondal	3' 3½"	1939-40	1,71,19	25,11	13,59	11,53	55.68	6.20	
		1940-41	1,75,91	25,40	17,91	14,28	11.84	8.12	
Jaipur State	3' 3½"	1939-40	1,72,64	16,81	9,29	7,51	54.75	6.21	
		1940-41	1,91,92	18,82	10,46	6,77	59.75	5.17	
Jamnagar Bwarka	2' 3½"	1939-40	1,71,29	14,98	8,74	7,14	55.01	4.12	
		1940-41	1,78,70	18,92	10,02	8,90	55.01	4.18	
Junagad State	3' 3½"	1939-40	1,63,62	16,89	11,21	5,62	66.75	3.45	
		1940-41	1,68,10	16,02	11,49	5,43	67.90	3.27	
Mom	2' 3½"	1939-40	1,16,14	24,15	11,82	12,33	47.39	10.13	
		1940-41	1,24,17	24,94	14,18	10,76	50.84	8.65	
Shalidara (Delhi)-Saharanpi Light.	2' 6"	1939-40	51,12	9,73	6,05	4,68	51.60	9.16	
		1940-41	51,50	12,35	6,36	6,99	43.39	13.67	
Total Class II Railways	..	1939-40	26,08,12	3,15,06	1,89,26	1,27,80	60.07	4.82	
		1940-41	26,40,00	3,36,54	2,00,08	1,36,46	58.45	5.15	
CLASS III.									
Ahmadpur Katwa	2' 6"	1939-40	89,76	1,75	1,14	3	60.98	0.17	
		1940-41	21,18	1,12	1,14	—2	101.59	—0.09	

* for explanations see footnote* on opposite page.

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

5--Statement of *Capital and Charge** Revenue Earnings and Expenses for the years 1939-40 and 1940-41
Capital outlay †

—Contd.,

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Ru
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 6-6.)	Percentage of working expenses to gross earnings. (Col. 6 x 100 Col. 5)	Percentage of net earnings on total capital at charge given in cols. 10 & 11. (Col. 7 x 100 Col. 4)	
1	2	3	4	5	6	7	8	9	
CLASS III—contd.			Rs.	Rs.	Rs.	Rs.			
Arrab-Sit Maram Light .	2' 6"	1939-40 { 1940-41 {	24.49 25.85	4.29 4.55	2.59 2.84	2.70 1.71	60.36 62.82	0.63 0.89	
Bankura Daraoodar River	2' 6"	1939-40 { 1940-41 {	40.10 40.22	1.26 1.28	1.63 1.62	—27 —23	121.76 118.00	—0.67 —0.57	
Baraset-Basirhat Light	2' 6"	1939-40 { 1940-41 {	27.65 26.76	4.94 4.57	4.08 4.28	—2 20	200.68 93.62	—0.07 1.08	
Bengal Provincial .	2' 6"	1939-40 { 1940-41 {	15.00 16.08	1.01 1.00	94 97	7 9	62.83 91.56	0.43 0.73	
Bukhtnpr Bihar Light .	2' 6"	1939-40 { 1940-41 {	16.70 10.32	2.80 2.59	2.22 2.31	66 18	79.63 92.97	3.69 1.06	
Ilurdwan-Katwa .	2' 6"	1939-40 { 1940-41 {	80.72 20.47	1.33 1.34	2.37 1.38	—4 —4	102.93 102.03	—0.19 —0.17	
Cutch State	2' 6"	1939-40 { 1940-41 {	23.97 24.22	3.81 3.81	2.44 2.88	1.41 1.13	67.46 70.39	6.80 4.68	
Dchri-Rohtas Light .	2' 6"	1939-40 { 1940-41 {	11.48 11.45	1.56 1.41	1.53 1.36	33 5	79.64 96.73	2.89 0.40	
Dholpur State .	2' 6"	1939-40 { 1940-41 {	17.61 17.55	1.58 1.87	1.09 1.00	49 87	68.78 53.70	2.82 4.93	
Futah-jBlamjur	2' 6"	1939-40 { 1940-41 {	12.61 19.76	1.20 1.16	1.12 1.12	13 4	86.19 96.30	0.80 0.21	
Qwalior Light .	2' 6"	1939-40 { 1940-41 {	1,23.18 1,22.91	8.80 9.44	8.98 4.16	2.12 3.28	75.91 65.26	1.71 2.67	
Howrah Arata Light .	2' 6"	1939-40 { 1940-41 {	31.36 31.83	8.20 8.90	8.41 6.28	1.88 2.62	76.35 70.60	0.32 0.24	
Howrah-Sheakhala Light .	2' 6"	1939-40 { 1940-41 {	8.64 0.28	1.65 1.97	1.61 1.63	34 34	81.79 62.00	3.90 3.60	
Jagadhi Light .	2' 6"	1939-40 { 1940-41 {	1.12 1.13	14 16	14 14	.. 2	101.45 67.32	.. 1.80	

* In the case of state-owned railway*.

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 of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5 —Statement of *Capital at Charge** Revenue Earnings and Expenses for the years 1939-40 and 1940-41
 concld. (in thousands rupee).

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. (Calc. 5-8.)	Per-centage of working expenses to gross earnings. (Cal. 6 x 100 Col. 5 Col. 8)	Per-centage of net earnings on total capital at charge given in column 4. (Cal. 7 x 100 Col. 4 Col. 6)	
1	2	3	4	5	6	7	8	9	10
Class III-toncM.			Rs.	Rs.	Rs.	Rs.			
Jorhat	2' 0"	1940-41	13.22	1.05	1.53	—43	145.60	—3.63	
		1941-42	13.22	96	1.24	—28	129.43	—2.12	
Kalighat-Falta	2' 0"	1939-40	24.40	1.65	2.01	—45	188.88	—1.64	
		1940-41	24.45	1.54	1.61	3	96.23	0.12	
Kulatwkarapatnam Light	2' 0"	1939-40	4.55	27	70	—43	257.16	—9.44	
		1940-41	11	11	11	11	11	11	
Matheran Light	2' 0"	1939-40	12.44	1.04	79	25	75.83	2.01	
		1940-41	12.44	1.12	84	28	76.00	2.25	
Mewar State	3' 3 1/2"	1939-40	1,29.73	9.45	5.92	3.53	62.88	2.72	
		1940-41	1,30.34	9.59	6.06	3.51	63.42	2.69	
Twopore-Balipara Idgfat	2' 0"	1939-40	4.27	1.53	1.32	21	66.71	4.16	
		1940-41	4.27	1.74	1.32	4.2	75.97	8.61	
Total Olæ III Railways	..	1939-40	6,36.88	58.27	46.74	11.53	60.21	1.93	
		1940-41	5,80.43	60.00	45.80	14.20	70.32	2.42	
		1939-40	5,08.13	..	3.03	—3.09	..	..	
Other items not included In the preceding heads (a).	..	1940-41	3,06.59	..	2.88	—2.88	..	..	
		1939-40	3,52,49.34	1,11,50.28	72,20.14	52,30.19	64.75	4.61	
OBARD TOTAL	..	1940-41	8,63,78.17	1,24,38.92	73,78.77	53,17.55	67.92	6.23	

* — * of explanations see footnotes on opposite page.

† The railway was closed for traffic on 4-2-40.

** Figuroi are in rtwpoot of calendar year.

(*) The dotaila for the lost year are given in tbj Rspoft tjr that year, an 1 those for the current year are as follows (in thousands of rupees) :—

Coal Department.	1,67.53
Railway Board Accounts' account current	1,38.00
Total	3,05.53

Gross Earnings.

Working

Expenses.

j C

tribution to Depreciation Resers Fund
(Miscellaneous).

j M i

laneous Police charges.

Duo to roanding off.

1939-40. 1940-41

(6) Stateowned., ..	7,58,41.55	7,60,32.87
OfLr- than state-wned	93,07.70	32,86.30
	8,52,09.34	8,53,78.17

6.—Details of Gross Earnings of each Railway System for the years 1939-40 and 1940-41.

(In thousands at rupees.)

NOTE.— " Credits for released materials " previously accounted for under " Earning " in the case of class I Railway*, are booked under " Deprecis
" " Reserved Fund " from 1936-37.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.			Total gross earnings.
			Earnings from passenger earnings carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electricity & telegraph earnings.	Other miscellaneous earnings.		
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
CLASS I.												
Assam Bengal	2' 3 1/2"	1939-40	75.38	8.93	84.31	1,77.00	2.28	1,79.28	30	7.22	2,15.81	
		1940-41	81.12	8.95	90.07	1,28.34	—0	1,28.34	16	4.64	2,25.22	
Bengal and North-Western	3' 3 1/2"	1939-40	2,49.91	13.85	2,63.76	2,70.42	2.29	2,72.71	21	10.80	3,06.90	
		1940-41	1,98.43	15.23	2,13.66	1,44.70	2,44.45	3,89	2,36.57	22	24,12.64	
Bengal Nagpur	2' 6"	1939-40	1,55.13	33.61	1,88.74	1,46.38	3.61	1,50.99	25	12.41	2,10.97	
		1940-41	1,06.54	45.20	1,51.74	2,62.64	4.41	2,67.05	24	13.20	1,172.12	
Bombay, Buroda and Central	3' 3 1/2"	1939-40	1,18.1	1.53	1,19.63	20.79	24	21.03	8	2.7	24.39	
		1940-41	13.67	1.90	15.57	21.00	44	21.44	8	2.4	30.50	
	2' 6"	1939-40	2,22.32	22.14	2,44.46	4,57.24	—3.80	4,53.44	40	12.43	5,112.50	
		1940-41	2,43.94	23.48	2,67.42	4,10.98	—3.35	4,07.63	27	14.17	4,30.80	
	3' 3 1/2"	1939-40	1,08.24	19.22	1,27.46	2,30.20	1.07	2,31.27	42	7.72	2,39.99	
		1940-41	1,91.27	22.52	2,13.79	4,04.80	1.03	4,05.83	28	6.14	4,120.29	
Kolkata Bengal	2' 6"	1939-40	4.97	24	29.97	5.67	2	7.67	2	3.0	11.64	
		1940-41	5.08	31	36.40	8.02	3	11.05	2	1.0	15.14	
	2' 6"	1939-40	2,39.45	27.23	2,66.68	2,50.74	80	2,51.74	16	22.60	2,805.69	
		1940-41	1,40.26	20.07	1,60.33	2,29.03	—49	2,27.55	12	22.42	2,505.96	
	3' 3 1/2"	1939-40	88.61	3.2	91.81	1,44.58	69	1,44.23	80	7.55	1,51.78	
		1940-41	80.26	9.18	89.44	1,08.12	88	1,08.71	16	6.97	2,05.39	
East Indian	3' 6"	1939-40	1,44.26	77.79	2,22.05	2,55.84	6.25	2,62.09	1,12	41.84	3,125.46	
		1940-41	1,01.50	9,02.82	10,04.32	16,93.20	3.92	17,08.12	64	56.18	34,41.74	
Great peninsula	2' 6"	1939-40	3,37.40	1,19.22	4,56.62	8,21.76	6.23	8,28.00	91	27.13	14,14.27	
		1940-41	2,46.80	1,31.77	3,78.57	11,14.20	6.82	11,21.02	71	22.63	17,38.30	
	2' 6"	1939-40	2.70	24	26.74	4.67	2	6.67	1	7	7.71	
		1940-41	3.08	23	26.31	5.61	2	6.64	1	9	8.68	
Jalhpri	3' 3 1/2"	1939-40	41.89	5.22	47.11	84.72	49	85.21	25	5.64	1,38.28	
		1940-41	47.19	7.45	54.64	100.70	32	91.02	16	4.93	1,06.70	
Mv.iris ruid Swthcia Mab.	2' 6"	1939-40	1,34.10	34.27	1,68.37	4,12.81	1.88	4,14.69	20	7.29	4,11.14	
		1940-41	1,34.10	41.84	1,75.94	3,47.49	1.84	3,49.33	20	8.38	5,32.02	
	3' 3 1/2"	1939-40	74.49	10.98	85.47	2,25.22	2.1	2,27.32	10	4.84	2,32.16	
		1940-41	80.91	13.40	94.31	1,50.85	70	1,51.55	31	4.96	2,10.45	
Mysore State	3' 3 1/2"	1939-40	36.10	3.01	39.11	1,62.27	47	1,62.74	4	1.14	1,63.88	
		1940-41	35.20	2.36	37.56	50.48	80	50.68	4	1.62	50.32	
	2' 6"	1939-40	2.04	12	14.04	2.51	2	4.51	1	2.04	6.59	
		1940-41	2.11	10	12.11	1.47	2	3.47	1	3	5.73	
	2' 6"	1939-40	31.95	10.00	41.95	1,22.38	88	1,23.26	24	7.80	1,30.98	
		1940-41	26.53	14.48	41.01	1,23.08	1.04	1,24.12	30	2.41	1,26.53	
	3' 3 1/2"	1939-40	25.33	3.21	28.54	86.50	1.84	88.34	29	1.22	89.56	
		1940-41	23.81	4.50	28.31	77.14	1.07	78.21	18	1.74	80.29	
North Western (Cemmerand)	2' 6"	1939-40	1	1	2	2,55.49	24.54	2,80.03	1,23	86.21	3,13.24	
		1940-41	1	1	2	10,75.25	14.71	10,89.96	1,21	27.78	17,00.60	
	2' 6"	1939-40	1	1	2	16.78	38	39.78	4	30	50.76	
		1940-41	1	1	2	16.72	79	80.72	4	53	81.24	
	2' 6"	1939-40	1	1	2	72.14	80	82.14	20	1.25	83.39	
		1940-41	1	1	2	1,02.82	1,25	1,04.07	10	3.06	1,07.13	
Sottli VCowern Military	2' 6"	1939-40	1	1	2	1.37	0	1.37	2	.20	1.57	
		1940-41	1	1	2	6.01	6	6.07	2	.20	6.27	
North Western (Total)	2' 6"	1939-40	4,44.19	1,02.04	5,46.23	10,77.21	14.84	10,92.05	2,12	22.09	13,04.14	
		1940-41	4,44.19	1,02.04	5,46.23	10,77.21	14.84	10,92.05	2,12	22.09	13,04.14	
Rohilkhand and Kumao*	3' 3 1/2"	1939-40	6,61.67	2,42.42	9,04.09	12,00.80	16.80	12,17.60	1,46	40.54	13,58.14	
		1940-41	6,61.67	2,42.42	9,04.09	12,00.80	16.80	12,17.60	1,46	40.54	13,58.14	

* Excluding the Cawnpore Burhal (3' 3 1/2" gauge) link earnings, which are to detail*, are included with the Bengal and North Western Railway, and total* with the sundry earnings of the K. L. Hallway.

Includes Mormugao Harbour earnings.

Figures are required

Exclusive of Bengal Doonars Railway, purchased by the OoTwmnt of India and amalgamated with Eastern Bangal Railway from 1st January 1945

6.—Details of Gross Earnings of each Railway System for the years 1939-40 and 1940-41—contd.

[In thousands of rupees.]

Railway system	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.			Total gross earnings.
			Revenues from passenger's carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electricity & telegraph earnings.	Other miscellaneous earnings.		
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
CLASS I contd.												
South Indian	1 st S.	1939-40	54.92	11.22	66.14	1,36,51	81	1,37,32	9	3.27	1,40.62	
		1940-41	66.18	12.93	79.12	1,44,40	98	1,45,38	8	3.21	1,48.59	
	2 nd S.	1939-40	1,41,98	14.54	1,56,52	2,75,22	2,73	2,77,95	20	11.48	2,89.43	
		1940-41	1,54,11	16.22	1,70,33	2,93,76	1,92	2,95,68	13	11.84	3,07.52	
	3 rd S.	1939-40	24	7	31	1.14	1.14	2.28	Nil	1	3.42	
		1940-41	34	8	42	1.21	1	1.22	Nil	1	3.43	
Total Class I Railways	..	1939-40	27,39.74	3,60.51	31,00.25	70,29.77	41.87	70,71.64	7.76	2,85.64	1,07,76.96	
		1940-41	32,48.86	7,82.08	40,30.94	79,48.77	36.88	79,85.65	5.46	2,61.91	1,22,33.89	
CLASS II.												
Bursi Light	2 nd S.	1939-40	6.73	8.8	15.53	3.75	5.8	9.53	4	2.5	16.94	
		1940-41	9.42	9.8	19.22	10.81	1.07	11.88	3	3.7	23.49	
Banged Doars	3 rd S.	1939-40	3.48	7.3	10.78	14.38	3	17.76	1	2.8	19.29	
		1940-41	3.41	7.3	10.71	16.94	5	22.89	1	2.7	20.11	
Bhavnagar State	3 rd S.	1939-40	12.95	1.34	14.29	12.80	12	25.60	38	64	24.49	
		1940-41	15.78	1.58	17.36	13.10	10	26.20	3	40	31.88	
Bikaner State	3 rd S.	1939-40	17.95	2.22	20.17	25.88	11	37.09	19	71	56.45	
		1940-41	20.81	1.99	22.80	20.38	6	26.47	16	63	63.10	
Darjeeling-Himalayan	2 nd S.	1939-40	2.71	1.33	4.04	12.54	4	16.88	3	2.5	27.17	
		1940-41	2.78	2.27	5.05	11.93	3	11.96	2	21	27.33	
Dibru-Sudiyia	3 rd S.	1939-40	3.63	4.8	8.43	17.39	3	20.02	2	9.6	22.69	
		1940-41	3.38	6.7	10.15	16.54	3	19.63	1	7.2	27.34	
Gaekwars Baroda Staff	3 rd S.	1939-40	13.63	6.5	20.13	6.24	5	11.30	8	4.3	27.11	
		1940-41	14.73	9.2	23.93	9.87	6	14.73	8	4.4	28.18	
	2 nd S.	1939-40	3.48	5.3	8.86	11.34	14	22.94	16	4.09	23.56	
		1940-41	11.09	6.8	17.87	12.67	9	22.76	9	1.11	28.53	
	3 rd S.	1939-40	9.71	1.23	10.94	16.11	4	22.16	19	1.59	26.77	
		1940-41	10.53	1.63	12.16	12.11	5	12.16	16	1.71	20.86	
Jaipur State	3 rd S.	1939-40	6.55	4.9	11.45	9.79	9	19.28	2	26	16.51	
		1940-41	6.47	6.5	13.02	7.34	7	14.38	3	20	16.92	
Jamaagar Dvarka	3 rd S.	1939-40	6.36	8.9	15.26	6.38	4	11.76	6	6.6	22.92	
		1940-41	6.58	11.33	17.91	9.55	1	10.51	3	6.1	19.02	
Junagad State	3 rd S.	1939-40	6.49	6.6	13.09	7.37	3	10.74	9	3.2	16.73	
		1940-41	8.43	8.6	17.03	7.11	2	9.16	5	36	16.93	
Morvi	3 rd S.	1939-40	6.50	1.38	7.88	12.65	4	17.72	20	26	23.15	
		1940-41	10.08	1.72	11.80	12.47	3	12.80	9	29	24.94	
Shahdara (Delhi) Raharap Light.	2 nd S.	1939-40	1.1	2.5	3.6	6.54	—	6.54	Nil	17	9.74	
		1940-41	6.14	2.1	8.24	6.84	—	6.84	Nil	11	15.38	
Total Class II Railways	..	1939-40	1,14.94	13.78	1,28.72	1,75.55	78	1,76.33	1,42	7.61	1,83.95	
		1940-41	1,21.91	16.15	1,38.06	1,76.71	1,82	1,80.12	71	7.65	1,87.77	
Cryksa Itr.												
Ahmadpur-Kulwa	2 nd S.	1939-40	6.6	3	9.6	2.9	Nil	2.9	Nil	1	1.77	
		1940-41	8.1	3	11.1	2.5	Nil	2.5	Nil	2	1.12	
Arrah-Sasaram	2 nd S.	1939-40	2.73	9	11.73	1.47	..	1.47	Nil	4	6.29	
		1940-41	3.09	10	13.19	1.38	..	1.38	Nil	2	4.88	
Bankura Damodar River	2 nd S.	1939-40	6.9	3	9.9	2.9	Nil	2.9	..	2	1.05	
		1940-41	7.2	3	10.2	2.9	Nil	2.9	Nil	3	1.24	
Baraset Basirhat Light	2 nd S.	1939-40	9.92	14	23.92	1.89	Nil	1.89	..	2	4.91	
		1940-41	10.3	14	24.3	1.8	Nil	1.8	..	2	4.67	
Bengal Provincial	2 nd S.	1939-40	6.6	3	9.6	2.9	..	2.9	..	73	1.91	
		1940-41	6.6	3	9.6	2.9	..	2.9	..	73	1.91	
Bukhtiarpur Bihar Light	2 nd S.	1939-40	1.45	6	7.45	1.7	..	1.7	Nil	2	2.88	
		1940-41	1.43	9	10.43	2.0	..	2.0	Nil	2	2.21	

purchased by Government on 1-1-41

6.—Details of Gross Earnings of each Railway System for the years 1939-40 and 1940-41—cond.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—cond.											
Hurdwan Katwa	3' 6"	1939-40	83	8	91	28	NH	28	..	7	1,21
		1940-41	95	6	1,01	27	NH	27	NH	6	1,24
Catch S t a t e	2' 6"	1939-40	1,46	42	2,08	1,33	27	1,60	..	23	2,25
		1940-41	1,77	41	2,18	1,18	13	1,31	NH	5	2,21
Dehri-Rohas Light	2' 6"	1939-40	25	2	27	1,14	2	1,16	3	9	1,26
		1940-41	20	2	22	1,07	1	1,08	..	2	1,11
Dholpur State	2' 6"	1939-40	47	3	50	1,04	NH	1,04	1	3	1,08
		1940-41	78	2	80	1,04	NH	1,04	NH	2	1,07
Futwah-Jalampur	2' 6"	1939-40	22	2	24	30	3	33	NH	3	1,20
		1940-41	89	1	90	25	..	25	NH	1	1,16
Gwalior Light	2' 6"	1939-40	2,05	23	2,28	5,84	14	5,98	12	22	2,50
		1940-41	1,73	21	1,94	5,22	5	5,27	6	17	2,04
Howrah-Amta Light	2' 6"	1939-40	6,23	40	6,63	1,67	NH	1,67	..	3	6,39
		1940-41	6,50	23	6,73	1,95	NH	1,95	..	2	6,80
Uowrah-Shakhida. Light	2' 6"	1939-40	1,14	42	1,56	24	NH	24	NH	1	1,55
		1940-41	1,17	45	1,62	33	NH	33	NH	..	1,97
Jagdhri Light	2' 6"	1939-40	3	..	3	3	NH	3	NH	1	14
		1940-41	7	..	7	5	NH	5	NH	1	16
Kalighat-Falla	2' 6"	1939-40	1	1	2	1	1	2	1	1	4,05
		1940-41	1	1	2	1	1	2	1	1	4,06
Kulasekarapi tnam Light	2' 6"	1939-40	1,24	2	1,26	25	NH	25	..	4	1,56
		1940-41	1,29	2	1,31	29	NH	29	NH	4	1,64
Matheran Light-	2' 6"	1939-40	17	..	17	10	NH	10	..	..	27
		1940-41	1	1	2	1	1	2	1	1	2
Mewar stati-	3' 3 1/2"	1939-40	68	13	81	11	NH	11	..	12	1,04
		1940-41	74	17	91	10	NH	10	NH	11	1,13
Tezpor-Bahpara Light	2' 6"	1939-40	4,84	28	5,12	3,78	4	3,82	2	7	5,44
		1940-41	5,10	54	5,64	3,80	4	3,84	NH	11	5,99
Total Class III Hallways.	..	1939-40	31,57	3,65	35,22	20,77	20	21,96	18	1,18	55,27
		1940-41	33,54	3,03	36,57	21,03	27	21,30	1	1,20	58,09
Other items not included in the preceding heads.	..	1939-40	..	..	..	..	..	..	..	..	..
		1940-41	..	..	..	..	..	..	..	..	..
GRAND TOTAL	..	1939-40	20,47,53	5,77,42	26,24,95	72,55,75	45,54	72,54,33	9,25	2,26,29	1,11,60,58
		1940-41	24,14,11	7,61,20	31,75,31	81,48,39	40,75	81,70,01	6,34	2,70,76	1,24,54,39

Information not furnished.

the Railway was closed for traffic on 4-2-1940.

* Figure are in rupee of calendar year.

**7.—Details of Working; Expenses of each Railway system for the years
1939-40 and 1940-41.**

7.—Details of Working Expenses of each Railway

NOTE—Up to the year 1930-30, the figures of total working expenses of other than State-owned railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway systems)

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriages and Wagon Stock.		Maintenance and working of Ferry Steamers and Harbours.	
			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.										
Aaaaam-Beagal	3' 3 1/2"	1939-40 .	55.51	26.07	32.78	18.63	25.72	7.84	7.32	3.43
		1940-41 .	52.78	23.04	30.84	17.86	17.27	7.73	6.97	3.12
1 Bengal and North-West	3' 3 1/2"	1939-40 .	44.40	12.23	41.78	14.27	14.76	5.17	7.22	1.89
		1940-41 .	42.22	10.28	36.87	14.22	13.00	4.59	7.76	1.86
Bengal-Nagpur	5' 6"	1939-40 .	1,38.97	12.26	1,83.77	17.17	1,34.78	12.86	8.26	6.77
		1940-41 .	1,22.32	10.96	1,91.45	16.80	1,29.23	11.03	8.05	6.06
	2' 6"	1939-40 .	14.37	43.54	28.45	53.63	7.10	20.91	—	—
		1940-41 .	15.81	42.84	19.72	53.45	7.45	20.18	—	—
Bombay, Baroda and Coetol India.	5' 6"	1939-40 .	77.15	10.41	1,02.21	13.79	85.28	11.51	—	—
		1940-41 .	71.13	8.48	1,11.16	13.24	84.49	10.54	—	—
	3' 3 1/2"	1939-40 .	48.53	9.09	1,09.17	20.41	43.98	8.15	—	—
		1940-41 .	47.57	7.80	1,11.86	17.74	51.25	8.14	—	—
	2' 6"	1939-40 .	2.32	22.62	3.38	39.58	1.10	9.97	—	—
		1940-41 .	3.41	20.17	3.41	26.55	1.21	10.14	—	—
Eastern Bengal	5' 6"	1939-40 .	1,22.94	31.59	81.29	20.30	43.21	10.70	—	—
		1940-41 .	72.79	17.20	89.25	21.10	44.23	10.40	—	—
	3' 3 1/2"	1939-40 .	35.97	17.20	39.70	17.19	23.85	10.36	6.32	2.72
		1940-41 .	45.05	17.10	42.20	16.00	24.29	9.21	6.30	2.41
	2' 6"	1939-40 .	27	21.50	55	44.60	3.3	18.90	—	—
		1940-41 .	27	18.70	60	47.40	14	9.32	—	—
East Indian	5' 6"	1939-40 .	2,62.45	16.51	3,78.27	17.60	1,93.33	9.39	1.93	9.09
		1940-41 .	2,77.03	11.37	3,97.72	16.20	2,11.02	8.84	2.63	6.11
Great Indian Peainsula .	5' 6"	1939-40 .	1,48.99	18.28	1,60.14	16.97	1,17.96	8.27	—	—
		1940-41 .	1,98.04	10.85	2,58.50	14.98	1,19.07	6.86	—	—
	2' 6"	1939-40 .	1.17	15.22	1.96	25.24	35	4.53	—	—
		1940-41 .	1.10	13.05	2.26	23.61	44	4.87	—	—
jodhpur	3' 3 1/2"	1939-40 .	24.18	17.45	11.57	16.66	4.34	4.94	—	—
		1940-41 .	17.83	11.93	23.61	18.00	6.80	4.35	—	—

* Rs. 1,82,000 on account of expenditure on the maintenance of Electric Signal apparatus, appears under Abstract A instead of Abstract H due to wrong booking by the Railway.

Less than one the used.

| Exclusive of Bengal Doora Railway, which was purchased by the Government of India on 1st January 1941 & amalgamated with Saltern Bengal Railway from that date.

System for the years 1939-40 and 1940-41. (In thousands of rupees*)

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

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Electric Service Department.		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 I.											
20.51	9.61	10.28	5.08	10.00	4.69	7.47	3.69	1,68.25	75.85	Assam-Bengal.	
20.31	9.10	12.11	4.98	9.97	4.47	7.27	3.26	1,65.52	74.15		
24.53	9.62	13.85	3.89	7.39	2.17	7.17	1.98	1,84.82	60.93	Bengal and North Western.	
34.56	8.28	12.88	2.11	6.85	2.14	7.60	1.84	1,93.23	48.72		
1,05.42	9.65	41.60	3.89	51.61	4.82	22.52	2.52	6,90.43	64.52	Bengal-Nagpur.	
1,04.83	8.94	41.10	3.61	53.33	4.65	29.10	1.46	6,97.41	58.65		
7.05	20.50	2.81	7.68	1.80	5.24	91	2.74	53.01	154.14		
7.13	19.83	2.67	6.00	1.34	3.63	91	2.48	64.93	148.87		
64.66	8.72	28.51	3.54	27.27	3.78	42.71	5.69	4,26.05	57.49	Bombay, Barod and Central India.	
65.17	7.76	26.80	2.19	32.15	3.96	44.97	5.26	4,40.86	62.52		
45.41	3.49	20.69	3.87	18.68	3.49	14.28	2.67	3,05.82	57.17		
44.03	7.09	12.02	3.80	20.69	3.29	16.49	2.46	3,13.21	49.78		
7.34	12.13	60	5.49	28	2.37	13	1.16	2.13	82.63		
1.33	11.11	54	4.50	20	1.86	12	1.04	9.22	77.19		
67.47	16.70	23.14	6.74	29.49	7.41	14.42	3.57	3,37.06	93.90	Eastern Bengal.	
61.03	14.40	22.68	6.26	28.38	6.94	14.11	3.23	3,23.48	78.70		
29.69	15.60	9.22	4.02	8.87	3.63	7.65	3.30	1,64.77	71.16		
28.16	10.70	10.45	3.96	10.74	4.07	7.62	2.89	1,74.89	66.30		
20	16.00	5	4.16	4	3.27	2	1.75	1.37	110.19		
19	12.20	6	4.11	5	3.62	2	1.18	1.42	97.80		
2,27.24	10.54	75.71	3.51	97.37	4.02	61.49	2.55	13,10.44	89.82	East Indian.	
2,13.15	9.14	77.28	3.17	93.14	3.51	66.86	2.73	12,90.11	55.29		
1,28.61	8.05	42.93	3.10	56.46	4.99	1,14.61	9.51	9,06.53	64.07	Great Indian Peninsula.	
1,49.61	8.61	44.43	2.80	59.06	3.40	1,11.20	9.40	9,20.65	53.67		
83	8.15	..	..	7	0.90	1	0.13	4.18	54.26		
84	6.73	..	..	8	0.81	4	0.39	4.74	49.76		
10.17	7.33	4.39	3.18	6.68	4.72	3.08	2.22	76.97	55.86	Jodhpur.	
10.18	6.75	4.56	3.03	6.46	4.28	3.18	2.11	71.28	47.95		

7.—Details of Working Expenses of each Railway

Nora—Up to the year 1955-56, the figures of total working expenses of other than State-managed railways (Class I) Included and N. 8. railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Yard.	Maintenance of Structural Work*.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Maintenance and working of Ferry, Steamers and Harbours.	
			Rs.	Per cent. of gross earnings*.	Rs.	Percent. of gross earnings†.	Rs.	Percent. of gross earnings*.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
Class I—continued.										
Madras and Southern Mahratta.	5' 6"		1939-40 .	58.89	12.20	1,00,12	22.10	53.45	6.96	..
			1940-41 .	57.03	10.70	92.77	17.40	49.11	9.29	..
	3' 3 1/2"		1939-40 .	40.43	18.60	47.27	21.60	29.64	9.26	4.77
			1940-41 .	53.15	17.10	63.00	20.30	18.79	6.06	4.32
Mysore State	3' 3 1/2"		1939-40 .	10.45	18.21	20.55	26.00	7.03	8.90	..
			1940-41 .	9.08	10.22	22.55	25.54	6.91	7.92	..
	2' 6"		1939-40 .	37	10.75	46	24.93	24	4.18	..
			1940-41 .	30	8.76	30	26.67	20	8.92	..
Kisumu's State	2' 6"		1939-40 .	8	14.06	10	26.43	1	2.20	..
			1940-41 .	8	8.69	9	27.34	3	9.60	..
	5' 6"		1939-40 .	13.00	7.76	20.92	12.49	12.65	7.56	..
			1940-41 .	12.47	7.14	19.95	11.23	15.76	8.69	..
North Western (Commercial).	3' 3 1/2"		1939-40 .	70.31	12.63	13.54	15.40	7.64	8.90	..
			1940-41 .	10.10	10.68	14.13	14.08	8.27	8.71	..
	5' 6"		1939-40 .	2,65,35	13.61	3,16,60	20.79	1,32,00	8.69	..
			1940-41 .	2,01,02	11.47	2,43,23	19.60	1,45,03	8.24	..
North Western (Military)	2' 6"		1939-40 .	12.50	40.87	13.80	41.56	4.22	13.72	..
			1940-41 .	10.90	32.36	10.73	32.57	3.06	11.13	..
	5' 6"		1939-40 .	48,63	35.30	59,14	44.23	21,21	15.36	..
			1940-41 .	51,86	31.47	61,60	37.54	22,25	13.08	..
North Western (Total)	2' 6"		1939-40 .	9.27	122.91	4.31	76.22	1.24	22.00	..
			1940-41 .	9.60	100.04	4.76	60.48	2.03	21.52	..
	..		1939-40 .	2,76,21	16.34	3,02,35	23.22	1,54,67	9.39	..
			1940-41 .	2,73,07	13.93	4,20,32	21.27	1,73,07	8.70	..
Rohilkhand and Kumaon	3' 3 1/2"		1939-40 .	9.26	12.83	14,51	18.67	3.43	4.46	..
			1940-41 .	10.06	10.71	15.77	10.78	4.30	4.64	..
	5' 6"		1939-40 .	24,33	12.36	47,08	23.92	9.64	4.90	..
			1940-41 .	24,69	10.90	42.02	18.92	11.32	5.04	..
South Indian	3' 3 1/2"		1939-40 .	69.77	16.87	82,43	23.39	24,84	7.61	3.09
			1940-41 .	68.75	17.09	77.90	20.09	28.03	6.61	3.90
	2' 6"		1939-40 .	1.28	33.76	1.27	58.79	35	16.23	..
			1940-41 .	1.31	61.71	1.08	50.72	24	13.22	..
Total Class I Railways	..		1939-40 .	16,45,64	14.34	20,40,60	18.91	5,22,31	9.27	38.06
			1940-41 .	14,87,52	12.16	21,22,47	17.34	10,33,48	8.44	39.09

System for the years 1039 40 and 1940-41.—contd. (In the usands of rupees.)

actual expenditure on 'Replacements and Renewals', but from 1038-37, all Clav I railways (except B. & N. W., R, 4 K., Jodhpur syatens) include the figuros of 'Appropriation to Depreciation Reserve Fund' instead.

<i>Expenses of Truffle Department.</i>		<i>Expenses of General DtpartmenU.</i>		<i>Miscdaneou* Expenses.</i>		<i>Electric Service Department.</i>		<i>Total Working Expenses.</i>		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	IVr cent. of grow Jmititigs.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Percent, 'timing*.	
12	13	14	15	16	17	18	19	20	21	22
24.85	7.30	16.48	3.84	22.68	4.69	11.98	2.39	1.82.14	57.30	CLASS I—contd.
35.08	6.58	19.77	3.51	23.36	4.38	13.03	2.46	1.80.18	51.20	Madra, and Southern Mabratta.
28.89	8.78	12.81	4.09	12.07	3.75	7.97	2.49	1.80.12	63.40	
27.28	6.79	12.30	3.98	11.83	3.81	8.02	2.58	1.80.64	64.00	
6.78	11.70	3.57	4.52	2.48	3.15	1.01	1.27	1.81.80	68.15	
8.83	9.99	3.68	4.12	2.17	2.46	1.39	1.57	54.51	61.72	
37	10.78	16	4.63	11	3.29	4	1.76	1.19	63.39	Myoro State.
34	10.05	14	4.21	9	2.40	5	1.43	2.12	62.44	
4	11.70	1	2.55	1	3.28	1	2.95	23	61.77	
3	9.05	1	4.17	1	2.34	1	1.56	21	63.32	
13.72	8.99	7.57	4.52	4.77	2.84	2.18	1.39	72.75	48.13	
11.85	6.91	7.48	4.22	4.91	2.71	2.01	1.13	71.23	41.85	Kmar's State.
10.09	11.76	5.85	6.61	3.46	4.01	1.52	2.21	52.81	61.58	
10.41	10.91	5.77	6.99	3.57	3.70	2.22	2.30	54.05	66.77	
1,11.87	8.64	68.32	4.53	62.02	3.95	53.71	3.51	2,07.79	63.68	
1,39.20	7.56	69.81	3.85	63.37	3.60	50.03	2.81	10,106.49	57.10	North Western (Commercial).
5.96	16.41	1.07	3.49	1.61	5.36	1.78	5.78	39.21	127.52	
4.90	13.97	1.04	3.17	1.43	4.31	1.38	4.20	33.83	102.74	
17.32	12.95	10.22	7.68	7.51	5.62	7.85	6.28	1,70.98	727.88	
17.22	10.61	10.80	6.41	8.05	4.91	10.05	4.24	1,79.03	108.06	
1.60	28.42	67	10.55	44	7.71	50	8.86	18.17	316.58	North Western (Military).
1.72	18.24	68	6.09	37	3.38	34	5.88	19.59	20.67	
1,55.31	9.22	80.72	4.78	69.61	4.12	63.05	3.73	11,96.15	70.30	North Western (Total).
1,80.74	7.97	81.71	4.15	73.32	3.72	58.92	3.00	12,37.80	62.93	
4.15	6.39	2.96	4.70	1.37	2.01	61	0.79	37.19	38.31	Rohilkund and Kumaon.
7.14	7.00	3.00	3.03	1.87	1.99	63	0.07	43.52	46.22	
13.94	6.63	8.14	4.13	8.47	3.36	4.01	2.05	1,14.74	53.29	
15.76	7.00	8.22	3.70	8.93	3.98	4.22	1.88	1,16.76	51.61	
33.32	8.46	16.41	4.66	20.44	5.80	15.77	4.48	2,58.05	70.00	South India.
56.20	9.85	16.24	4.19	10.84	5.11	15.81	4.09	2,05.03	68.35	
63	28.88	22	10.23	8	5.71	16	7.35	4.09	189.01	
65	20.70	22	10.80	12	5.71	17	7.73	3.83	180.06	
10,41.94	9.65	4,30.21	3.99	4,63.03	4.30	4,28.19	3.98	60,81.09	64.78	TOTAL CLASS I RAILWAYS.
10,60.99	8.67	4,34.32	3.85	4,76.26	3.89	4,14.79	3.30	70,70.01	57.76	

* Includes Rs. 11 being expenditure pertaining to Bus Service.

† includes Mormugao Harbour Expenses shown under columns 10 and 11.

* Including Roplacemoni e tunti Renew*4* or Appropriation to D

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precifWoa Rwrwrvo Fund as fct>9 case way be.
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 §IncludeB the *fatieolina*. Himalayan Extrusion Rly.
 includes the Poi-bandar Steto Railway.
 purchased by the Government of India on 1st January 1941.

System for the years 1939-40 and 1940-41—contd. (In thousands of rupees.)

Expenditure of Traffic Department.		Expenditure of General Department.		Miscellaneous Expenditure.		Electric Service Department.		Total Working Expenditure.		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	
CLASS II.										
1,56	0.77	2,54	15.02	73	4.31	..	..	10,32	60.01	Dard Light.
1,82	0.75	2,51	11.17	80	3.57	..	..	10,53	66.54	
2,22	11.73	2,32	11.20	81	4.24	—	—	11,41	60.30	Bengal Doorn.
2,37	11.78	1,82	9.07	4,70	23.38	4	0.20	15,54	77.29	
5,53	12.02	1,77	6.34	96	3.37	87	5.07	18,49	61.12	Bhavnagar State.
5,33	10.40	1,75	5.49	1,30	5.04	60	2.00	10,82	62.18	
5,05	9.00	2,17	3.84	1,47	2.60	1,71	3.03	38,53	57.61	Bikaner State.
4,81	8.03	2,11	3.01	1,49	2.70	1,83	3.02	32,06	61.08	
2,44	11.17	1,35	7.81	1,23	7.12	19	1.10	12,07	70.01	Darjeeling Himalayan &
2,26	13.08	1,20	0.95	1,07	6.20	20	1.16	12,15	72.17	
2,09	9.10	1,91	7.06	12	6.22	—	—	25,44	59.87	Dibrú-Sadiya.
2,28	0.70	1,75	7.54	12	0.50	—	—	11,24	61.12	
3,02	10.00	1,23	5.32	16	1.90	..	..	15,02	65.01	Gadwar's Baroda State.
2,02	10.02	1,20	4.00	39	1.91	27	1.03	14,72	56.43	
2,67	11.11	1,27	6.11	43	1.82	—	—	15,59	67.76	Gondal ‡
2,71	10.19	1,15	4.35	1,05	3.00	35	1.20	17,11	64.20	
1,34	6.55	1,19	4.73	29	1.13	91	2.14	13,48	53.68	Jaipur State.
99	3.81	95	3.60	21	1.10	53	2.16	11,61	44.84	
1,32	7.51	90	5.32	41	0.60	18	1.09	9,20	51.75	Jamnagar Dwarka.
1,51	8.00	91	5.13	17	1.08	16	0.06	10,45	60.75	
1,49	9.31	78	4.93	25	1.58	36	1.10	8,11	65.01	Junagadh State.
1,87	10.35	80	4.41	28	1.53	24	1.88	10,01	53.91	
1,85	11.12	88	6.22	46	2.57	40	2.58	11,27	66.75	Morvi.
1,75	10.50	82	4.87	30	2.22	40	2.07	11,49	67.00	
2,25	9.71	66	2.85	25	1.00	36	1.57	11,02	47.59	Shahdara (Dofli) Sabar- murti Light.
1,78	7.13	61	2.43	20	0.70	27	1.18	14,18	56.84	
84	9.61	66	6.73	39	4.01	75	1.69	5,05	51.90	TOTAL CLASS II RAIL- WAYS.
99	8.00	68	5.63	20	2.36	10	1.51	6,36	43.38	
31,00	10.13	20,23	6.10	7,30	2.51	5,15	1.63	1,80,20	60.67	TOTAL CLASS II RAIL- WAYS.
30,02	9.10	18,28	5.43	12,84	2.81	5,54	1.85	2,00,08	60.45	

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
CLAM III						
Akmaḍpur-Katwa	2' 6"	{ 1939-40 . 1940-41 .	28 31	27·93 27·78	36 36	36·69 33·03
A r r a s s a s a r a m i L i g h t .	2' 6"	{ 1939-40 . 1940-41 .	73 83	28·24 18·29	84 90	19·54 21·83
Bankurs-Damoodar River	2' 6"	{ 1939-40 . 1940-41 .	44 48	51·37 57·18	46 42	35·69 32·54
Baraset .Basirhat Light	2' 6"	{ 1939-40 . 1940-41 .	94 84	23·25 18·39	1,53 1,53	37·95 40·00
Bengal Froyinoial	2' 6"	{ 1939-40 . 1940-41 .	29 21	19·93 20·14	37 26	35·94 33·29
Bukhtiarḗw-Bihar Light	2' 6"	{ 1939-40 . 1940-41 .	67 63	24·11 26·49	74 79	29·29 33·24
Bordwan-Katwa	2' 6"	{ 1939-40 . 1940-41 .	33 38	24·83 24·48	46 46	34·59 34·20
Catch state	4' 6"	{ 1939-40 . 1940-41 .	61 53	13·36 13·83	1,32 1,33	34·35 40·11
Dehri-Rohtas Light	2' 6"	{ 1939-40 . 1940-41 .	39 30	18·99 21·20	65 54	36·95 38·38
Dholpur-State	2' 6"	{ 1939-40 . 1940-41 .	23 18	24·33 9·80	62 45	32·62 23·88
F u t w a h h - I s	5' 6" m	{ 1939-40 . 1940-41 .	36 38	27·01 31·27	33 32	25·70 27·38

* including Replacements and Renewals or Appropriation to Depreciation

fund as the case may be.

system for the year 1939-40 and 1940-41.—contd. (In thousands of rupees.)

Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses.		Electric Service Department.		Total Working Expenses.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16	17	
										CLASS III.
35	20.95	13	15.27	4	2.47	..	..	1.14	26.28	Ahmadpur-Katwa.
35	22.13	18	15.70	4	2.86	..	..	1.14	101.50	
43	17.23	34	7.88	8	2.05	5	1.53	2.59	60.39	Arrah-Basrah Light.
51	11.23	36	7.69	9	2.07	6	1.30	2.84	62.82	
20	20.69	23	23.19	3	6.68	..	..	1.53	121.76	Bankura-Dumoodia River.
25	19.64	29	22.59	6	6.14	..	..	1.52	118.00	
99	24.64	35	8.69	16	5.44	10	2.60	4.05	100.53	Barasat-Bachhat Light.
101	22.09	34	7.47	16	3.30	10	2.29	4.28	93.62	
39	19.27	16	16.95	1	1.14	..	..	84	32.53	Bengal Provincial.
21	19.82	18	16.85	2	1.66	..	..	97	91.86	
44	15.71	27	9.73	6	2.16	4	1.53	3.22	79.53	Buxtiarpur-Bihar Light.
27	15.60	29	11.93	9	3.85	4	1.00	2.21	82.67	
29	22.31	23	17.07	6	4.46	..	..	1.37	102.95	Burdwan-Katwa.
30	22.35	23	16.94	6	4.69	..	..	1.38	102.63	
35	9.17	23	6.05	1	0.66	2	0.47	2.44	53.46	Cuttack State.
34	8.05	26	6.90	..	0.00	2	0.51	2.59	70.99	
24	15.56	19	6.70	4	2.63	..	..	1.23	79.04	Dehri-Rohas Light.
25	17.68	11	7.92	10	11.81	..	..	1.36	95.73	
15	9.22	16	16.97	1	6.52	3	1.60	1.69	63.78	Dholpur State.
15	8.16	16	8.60	1	0.67	5	2.46	1.00	53.70	
22	27.05	27	18.96	3	2.63	2	1.39	1.12	85.79	Fatehab-Jaipur.
20	17.70	19	15.98	3	2.40	2	1.63	1.12	90.30	

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
Gwalior Light	2' 0"	1939-40	1,06	12.03	3.39	44.80
		1940-41	1,06	11.12	2.37	35.70
Howrah Amta Light	2' 0"	1939-40	1,08	12.49	2.74	32.68
		1940-41	1,52	17.09	2.34	26.30
Towrah-Sheaktwa Light	2' 0"	1939-40	31	16.91	48	24.04
		1940-41	31	15.32	63	21.80
Jugadhri Light	2' 0"	1939-40	1	7.83	6	41.11
		1940-41	1	4.90	6	30.00
Jorhat.	2' 0"	1939†	33	31.28	68	44.66
		1940†	33	23.81	37	20.60
Kolighat-Falta	2' 6"	1939-40	51	34.33	73	46.52
		1940-41	20	12.21	65	41.02
Knlaflekarapatnam Light ft	2' 0"	1939-40	44	341.01	10	59.73
		1940-41	††	††	††	††
Matheian Light	2' 0"	1939-40	4	3.81	42	40.38
		1940-41	4	3.57	45	40.18
Mewar State	2' 3 1/2"	1939-40	1,38	24.60	2,33	36.73
		1940-41	1,40	14.81	2,80	28.05
Tezapore-Balipara.	2' 6"	1939-40	23	8.26	65	35.02
		1940-41	11	6.56	67	22.75
TOTAL CLASS III RAILWAYS	.	1939-40	10,36	17.76	10,81	23.65
		1940-41	9,97	16.60	10,30	21.96

* Including Replacements and Renewals or Appropriation to Depreciation Keienra Fund as the case may be.
Figures are in respect of the cantanlar year.
The railway was Closed lor traffic from 4th February 1940.

System for the years 1939-40 and 1940-41—concl'd (In thousands of rupees.)

Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses		Electric Service Department.		Total Working Expenses		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Percent of Gross earnings.	Ra.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16	17	
										18
										CLASS III—concl'd.
63	7.73	55	6.33	47	5.31	..	..	6.58	75.91	} Gwtior Light.
70	7.41	60	6.34	44	4.69	..	..	6.18	65.25	
1,53	18.26	53	6.23	41	4.36	11	1.30	6.11	76.35	} HowtahAma Light
1,51	18.06	48	5.39	30	3.23	13	1.43	6.29	70.69	
46	21.56	20	10.73	8	4.59	4	1.91	1.51	81.79	} lowrab-SboakhaU Light.
40	20.23	19	9.58	7	3.72	3	1.72	1.62	82.60	
4	27.54	2	14.25	1	10.27	..	..	11	101.15	} ragadfari Light,
4	24.16	2	13.42	1	8.78	..	..	14	87.32	
46	42.10	12	10.06	3	3.27	3	3.35	1.55	141.69	} forhat.
36	37.11	10	10.57	6	6.09	2	2.36	1.24	120.43	
34	21.39	26	17.61	12	7.70	..	..	2.01	128.86	} kalighat-Falta,*.
33	20.31	26	16.79	12	7.29	..	..	1.61	96.23	
8	29.53	2	5.91	..	..	..	..	79	237.16	} IvuUekarapat uata Light.
11	11	11	11	11	11	11	11	11	11	
10	9.61	19	15.26	4	3.34	..	..	79	75.91	} MatherMi Light.
10	8.48	19	17.41	6	6.36	..	..	84	75.99	
1,11	11.74	11	4.74	12	1.27	37	3.91	5.92	63.61	} Meewar Stabo
1,07	11.21	39	4.06	16	1.63	37	3.83	6.09	62.42	
24	22.50	27	17.79	3	2.33	..	..	1.31	30.71	} Tezpore-Balipara.
34	19.49	27	15.28	3	1.86	..	..	1.32	75.97	
8,93	15.33	5,10	8.75	1,39	3.24	80	1.48	46.74	80.21	} TOTAL CLASS III
8,80	14.46	5,11	8.50	1,00	3.21	84	1.40	45.0	76.22	

8, ~ Mileage Statement

CLASS I

Ho.	Name of Railway.	Gauge.	Date of first opening in the year.	ROUTE MILEAGE OPEN ON 31st MARCH 1961.				TRUNK MILEAGE OPEN ON 31st MARCH 1961.			
				Single line.	Double line.	Treble line, etc., on the same day.	Total.	Running track.	Transpor- tation sidings.	Car- rier sidings.	Total.
1	*	3	4	5	6	7	8	9	10	11	12
1	Assam Bengal—	3' 3 1/2"	1-7-59	1,130-04	8-50	..	1,138-54	1,136-84	127-28	19-78	1,283-10
	Chapatmukh-silghat	3' 3 1/2"	30-3-30	89-81	..	..	89-81	89-81	4-18	0-01	94-97
	Katakhal Lalabasar	3' 3 1/2"	1-4-53	23-48	..	..	23-48	23-48	1-58	..	24-87
	Mymeingb-Bhalrab Basar	3' 3 1/2"	26-3-17	100-38	..	..	100-38	100-38	30-18	4-58	131-14
	Total—1			1,303-82	1-50	..	1,305-12	1,310-84	252-78	20-37	1,583-78
	Bengal and North.Wentem	3' 3 1/2"	2-4-54	1,272-56	1-34	..	(a)1,273-90	1,276-24	267-97	40-44	1,602-50
		3' 3 1/2"	12-1-31	30-32	..	..	30-32	30-32	4-54	1-20	45-91
	Tirhoot	3' 3 1/2"	1-11-70	774-77	10-06	..	784-82	794-87	215-11	22-53	1,032-51
	Total—2			2,060-65	11-10	..	2,069-54	2,109-43	507-73	66-22	2,682-37
5	Bengal-Magpur	0' 0"	27-11-36	2,153-88	254-72	..	2,411-70	2,396-42	861-12	150-45	3,476-06
	Central India Coal-fields	0' 0"	17-5-32	63-84	..	..	63-84	63-84	5-12	2-04	61-97
	Mayorbhanj	3' 0"	26-1-08	70-84	..	..	70-84	70-84	9-53	8-11	74-27
	Parlakimedi Light	3' 0"	1-4-00	86-30	..	..	86-30	86-30	1-53	1-23	90-46
	Puralia-Ranchi	2' 0"	15-11-47	118-64	..	..	118-64	118-64	11-30	..	127-34
	Raipur-Dhaintori	3' 0"	10-3-09	86-94	..	..	86-94	86-94	4-28	0-77	89-59
	i Batpara	3' 0"	16-4-05	623-92	..	..	623-92	623-92	61-94	13-78	700-54
	Total—3			3,127-16	254-72	..	3,381-88	3,346-80	749-56	168-27	4,584-83

(s) Includes 12-39 miles being the not diffininct due to new alignment between Sonopore and Dighwara and opening of gtwarift Ghat Shifts etc.

for the year 1040-41.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON FIRST MARCH 1941.				Classification.	Name of Railway
Section.	Miles.	SANCTIONED BUT NOT COM- MENCED.		UNDER CONSTRUCTION.			
		(a)	(b)				
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Asan Bengal.
..	..	..	..	..	..	} Branch line under guar- antee terms.*	Chaparmkh-Sligat.
..	..	..	..	..	..		Katakh-Lalabacar.
..	..	..	..	..	..	Branch line under guar- antee and rebate terms.	Mymensingh-Bhairab Bazar
	..		..		..		Total-1.
..	..	..	..	..	..	} Line subsidised by the Government of India.*	Bengal and North-Western
..	..	..	..	..	..		Mashrak-Thawa,
..	..	..	..	..	..	} State line.	Tiriwet.
	..		..		..		Total-2.
..	..	..	..	..	..	State line.	Bengal Nagpor.
..	..	..	..	..	..	State line.	Central India Coal-tiaM*.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Unassisted company's line	Pariakimedi Light.
..	..	..	..	..	..	} State line.	Pumlia-Rauohi.
..	..	..	..	..	..		Raipur Dbamt&n.
..	..	..	..	..	..		Satpna.
	..		..		..		Total-3.

* Receives land only from Government.

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

(b) Lines authorised under construction but on which work has not been sanctioned to hold in abeyance indefinitely, are not shown.

1 Granted by the Govt. of India & also receive a subsidy from the Assent Government.

8.—Mileage Statement

CLASS I

Serial	NO	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1941.				TRUNK MILEAGE OPEN ON 31st MARCH 1941			
					Single line.	Double line.	Triple line, etc., as the case may be.	Total.	Freight traffic.	Transportation mileage.	Commercial mileage.	Total.
1	2		3	4	5	6	7	8	9	10	11	12
4		Bombay, Baroda and Central India.	6' 6"	10-3-90	775.04	340.33	*19.44	1,095.36	1,324.16	205.28	99.66	1,799.02
		Nagda-Ujjain	6' 6"	15-7-98	24.79	..	..	24.79	24.79	4.75	1.01	40.55
		Gaekwar's Potlad	6' 6"	5-3-90	21.42	..	..	21.42	21.42	1.28	2.45	25.15
		Tarapur-Oarobay State	6' 6"	20-4-01	12.36	..	..	12.36	12.36	1.48	0.75	14.59
j		Tapti Valley	6' 6"	1-12-96	158.72	..	..	158.72	158.72	7.29	4.11	167.12
		Bombay, Baioda and On in India.	2' 3 1/2"	14-3-73	1,370.36	2.82	..	1,373.18	1,362.00	240.66	29.11	2,301.97
		Ahmedabad-Parantij	2' 3 1/2"	1-5-97	98.73	..	..	98.73	96.73	9.70	1.49	28.12
		Dhrangdota	2' 3 1/2"	1-5-96	45.98	..	..	46.18	40.25	5.24	12.30	56.82
		Palanpur State	2' 3 1/2"	4-11-92	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	3.22	80.40
		Champaner-Lunavada-Pani Light.	2' 6"	2-3-11	30.88	..	..	30.88	30.88	3.90	3.07	37.65
		Godhn-Lunavada	2' 6"	4-3-13	25.48	..	..	25.48	25.48	1.82	0.85	28.16
		Nadiad-Kapadvanj	2' 6"	4-3-13	28.18	..	..	28.18	28.18	3.45	1.29	32.92
		Rajpipl State	2' 6"	1-7-97	64.37	..	..	64.37	66.27	2.70	1.19	68.32
		Piplod-Devgad Baris.	2' 6"	1-1-20	6.52	..	..	6.52	6.22	0.64	1.03	11.89
Total—*					3,346.36	363.64	29.46	3,739.41	3,811.12	794.78	189.68	4,795.58

for the year 1940-41—contd.

RAILWAYS—contd.

Route mileage opened during the year 1940-41.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				Classification.	Name of Railway.
		Authorised but not com- menced.		Under construction.			
		(a)	(b)	(c)	(d)		
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Can- tral India.
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Oaekwar'a Petiad.
..	..	..	..	..	..		Tarapur Gambay State.
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baxoda and Cen- tral India.
..	..	..	..	..	..	Branch line under rebate terms.	Anmedabad-Parantij.
..	..	..	..	..	..	Indian State line.	Dbtangadra.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Can- tral India.
..	..	..	..	..	..	Branch line under re- bate terms.	Champaneil-Shi vrajpar-Panl- Light.
..	..	..	..	..	..		codbra-LannaTfidt.
..	..	..	..	..	..		I Nadiad-KapaJvanj.
..	..	..	..	..	..		
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
..	..	..	..	..	..		Total—.

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

(b) Lines tedmfanly under construction but on which work has ben ended or held in abeyance, indan are not shown.

Serial No.]	Name of Railway.	Gauge.	Date of first opening for traffic.	Route between cross on line Mahon 1941				Total between cross on line Mahon 1941.			
				Single line.	Double line.	Treble line, etc., as the case may be.	Total.	Running track.	Transfer station sidings.	Goods station sidings.	Total.
12			3	4	5	6	7	8	9	10	11
6	Eastern Bengal	5' 6"	2-1-33	675-65	148-13	25-00 (quad- rangle).	844-56	1,508-01	485-44	50-02	1,594-87
		5' 6"	1-7-18	87-96	..	..	88-96	88-96	28-02	..	79-50
	Sara-Sirajgunj	3' 3½"	26-3-77	1,029-51	7-29	..	1,036-80	1,044-00	803-05	0-21	1,368-00
	Ewtern Bengal .	3' 3½"	18-9-63	33-09	..	..	33-09	33-09	2-42	..	26-51
	Cooch Behar State	2' 6"	10-7-31	17-14	..	..	17-14	17-14	1-29	..	18-43
	Eastern Bengal .	2' 6"	10-9-18	18-75	..	..	19-75	19-75	1-30	..	21-75
	Khalna-Bageruat Light										
	Total—5			1,839-22	153-43	25-00	2,005-24	2,220-46	619-70	80-43	2,106-55
	East Indian (A)	5' 6"	18-3-54	3,129-39½	240-03	95-17½	4,275-19	5,384-08	(41,780-06)	186-70	7,361-73
	Cawnpore-Burhwal link	5' 3½"	24-11-08	(a) 65-73	..	..	65-73	(a) 68-78	14-18	1-00	81-00
	Total-6			3,325-12	240-03	95-17	4,340-02	5,449-31	1,805-13	187-30	7,442-33
7	Great Indian Peninsula (b) (f) .	5' 6"	10-4-43	2,237-87	776-52	33-74 (quad- rangle).	3,048-13	3,959-87	831-63	182-05	5,023-55
	Bhonn-Itarel (Jointly owned by W&A and Indian Statu.)	5' 6"	1-11-84	68-84	..	..	68-84	68-84	24-15	0-18	90-97
	Bhopal-Ujjain	5' 6"	11-21-08	112-48	..	..	112-48	112-48	8-84	4-17	124-57
	Bina-Goonia-Itanar	5' 6"	2-8-50	147-07	..	..	147-07	147-07	10-06	..	157-13
	JXiond-Baranmti .	3' 6"	20-5-14	97-39	..	..	97-39	97-39	0-08	0-46	98-73
	Ellichpur-Yeotmal	3' 6"	1-12-13	117-81	..	..	117-81	117-81	8-08	2-04	127-10
	Paohora-Jamntsr .	3' 6"	1-4-18	31-62	..	..	31-62	31-62	1-07	0-80	37-64
	Pulgaon-Arvi	3' 6"	25-8-17	21-63	..	..	21-63	21-63	1-13	0-24	23-30
	Total—7			3,106-09	776-52	33-74	(a) 3,064-86	4,429-80	973-61	186-65	5,602-72

J includes 18-79 miles of mixed (5' 6" and 3' 3½) gauge line between Burhwal and Barabanki.

84 C9 miles treble, 25-60 miles quadruple, 4-01 miles q n in tuple, 0-08 miles sextuple and 0-69 miles septuple.

(*) Exclude the m^led gauge line referred to in the not^o marked with above and includes 2-18 miles of E. I. BAUway metre gauge line at Benares.

(o) Includes Agra-Delhi Chord, Baran Kotah, and Bhopal I tarsi (British section only, 12×26 mile) Railways.

(c) Include 1-W miles of Traverser track and 1221 miles of Crane Path in Lilleshaw Workshops.

(f) The Following mileages of Metre and Narrow Gauges at junction stations, which are solely used by the foreign railways but maintained by this railway, have not been included:—

B. B. & C. I. Railway 1-6-60 miles of '8 8 8' Gauge in Agra Area.

M. & S. M. Railway 0-004 miles of '8 8 8' Gauge at Glimpuri.

G. L. Railway 0-908 miles of 2'-0" Gauge at Ovalior.

B. N. Railway 1-070 miles of 2'-6" Gauge at Jubulpore.

B. B. & C. I. Railway 2-209 miles of Mixed Gauge in Agra Ar .

(g) Excludes 700-03 miles, Cawnpore-Banda B.G. section closed from 1-1-1941 and 42-80 miles, Darwah-Pusad N.G. railway closed from 27-18-1940.

*Include 79-82 miles, South Bihar and 3204 miles, Hardwar-Dehra Railways purchased by the G. of I. with effect from 1-7-1939 and 1-1-1940 respectively.

(h) Excludes 28-22 miles of Akbarpur—Taada fc Dalman Saryapur dismantled o& 144840 ft 21*44 miles of Chandpur—Bijnor on 26.12.40

for the year 1940-41-contd.

ROUTES OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 1ST MARCH 1941.				Classification.	Name of Railway.
Station.	Miles.	SANCTIONED BUT NOT COM- MENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal at
..	..	..	..	..	..	Branch line under rebate terms.	Saw-Sirajguri.
..	..	..	..	..	..	State line.	Ettm Bengal
..	..	..	..	..	..	Indian State line.	Cooch Behar Stat*
..	..	..	..	..	..	State line.	Eastern Bengal
..	..	..	..	..	..	Branch line under rebate terms.	Khalna-Bagerhat Light,
	..		..		..		Total-5.
..	..	..	..	..	..	State line.	East Indian.
..	..	..	..	..	..	State line. †	Cawnpore Burhwal link.
	..		..		..		Total-6.
..	..	..	..	..	..	State line.	Great Indian
..	..	..	..	..	..	Indian State lines.	Bhopal-Itawl (Jointly owned by state and Indian State)
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Geona-Barmati.
..	..	..	..	..	..		Dhond-Barmati.
..	..	..	..	..	..	Branch lines under re- bate terms.	Kilihpur-Yeotmol.
..	..	..	..	..	..		Pacha-jammer.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total-7.

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

(a) Lines sanctioned for construction more than 5 years ago but on (i) Lines technically under construction but on which work has not been commenced and not shown, impeded or held in abeyance, in definitely, are not shown.

No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open up till March 1941.				Trunk mileage open up till March 1941.			
				Single line.	Double line.	Treble line, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
	Jodhpur	3' 3 1/2"	24-4-22	990-00	..	..	990-00	990-00	100-07	10-47	990-79
	Jodhpur Hyderabad (British Section).	3' 3 1/2"	16-4-22	260-24	..	..	260-24	260-24	64-77	6-14	260-15
	Mirpur Khas Khairi	3' 3 1/2"	1-1-12	68-00	..	..	68-00	68-00	4-22	1-00	68-22
	Total—8			1,258-00	..	..	1,258-00	1,258-00	166-36	21-21	1,258-26
	Madras and Southern Mahratta	5' 6"	1-7-88	1,030-94	68-17	3-71 (Quad rule).	1,098-72	1,131-03	328-80	9-08	1,404-88
	Kolar Gold-field* (M. S. Ry.).	5' 6"	1-6-94	9-88	..	..	9-88	9-88	2-21	3-10	13-19
	Tenali-Itapalle	5' 6"	19-3-12	21-41	..	..	21-41	21-41	1-28	..	22-09
	Madras and Southern Mahratta	3' 3 1/2"	24-3-84	1,710-90	1-15	..	1,712-12	1,713-26	260-00	8-46	1,970-72
	Alnavar-Dandeli (provomml).	3' 3 1/2"	1-2-10	10-12	..	..	10-12	10-12	1-00	..	21-06
	Kolhapur State	3' 3 1/2"	21-4-91	20-27	..	..	20-27	20-27	1-00	..	21-15
	Sangli State.	3' 3 1/2"	1-4-07	4-90	..	..	4-90	4-90	0-43	..	6-22
	West of India Portuguese	3' 3 1/2"	17-1-87	51-04	..	..	51-04	51-04	22-00	1-00	70-12
	Total—9			2,890-14	69-32	3-72	2,930-47	2,990-02	625-13	20-14	3,645-19
10	Mysore State.	3' 3 1/2"	1-2-81	347-74	..	..	347-74	347-74	45-80	0-00	394-09
	King of the Hill	3' 3 1/2"	21-8-44	210-40	..	..	210-40	210-40	30-31	0-72	241-68
	(Yesvantpur Mysore Frontier).	3' 3 1/2"	16-12-82	61-19	..	..	61-19	61-19	4-21	..	65-40
	Bangalore-Chennai Ballapur Light	2' 6"	0-4-16	38-63	..	..	38-63	38-63	4-00	..	107-16
	Kalir District	2' 6"	16-12-13	63-67	..	..	63-67	63-67	..	..	..
	TANKERS—										
	Narasimharajapur Tramway.	2' 6"	22-5-15	26-00	..	..	26-00	26-00	2-01	..	29-22
	Total - 10			734-22	..	..	734-22	734-22	87-00	1-27	827-99
11	Vijaya State	5' 6"	9-10-74	830-10	..	..	830-10	830-10	64-25	10-03	406-07
	Hawuda Estennoi	5' 6"	10-2-30	221-47	..	..	221-47	221-47	1-53	..	223-00
	Kalpet-Balharshah	5' 6"	1-2-21	145-09	..	..	145-09	145-09	8-00	3-73	154-00
	Karepalli Kothagudem.	5' 6"	21-3-27	24-62	..	..	24-62	24-62	3-02	2-00	30-13
	Vihra i i-tidurand Ktonder	5' 6"	14-1-30 1-7-32	160-25	..	..	160-25	160-25	12-32	..	178-07
	Hingoli Branch	3' 3 1/2"	10-8-12	50-31	..	..	50-31	50-31	0-00	..	51-10
	Hydrabad-Lite-Uvari Valley	3' 3 1/2"	21-10-00	277-11	0-54	..	278-05	278-19	80-38	9-23	458-79
	Larhuu Puri	3' 3 1/2"	16-10-20	30-44	..	..	30-44	30-44	1-12	..	41-06
	Seunderabad-British Frontier	3' 3 1/2"	1-2-10	128-00	8-00	..	128-00	127-38	10-00	0-00	173-41
	Dronachekkam (Dhone-karnool)	3' 3 1/2"	1-1-00	20-28	..	..	20-28	20-30	3-41	..	26-00
	Jailampi litiban	3' 3 1/2"	1-11-30	12-04	..	..	12-04	12-04	1-76	1-40	14-30
	Total-11			1,948-08	27-08	..	1,975-16	1,977-73	173-00	20-12	1,990-13

* Includes 2' 83 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0.54 mile Dronachekkam station yards maintained N. h. Ry. 20.25 miles & by M. and M. Ry. 1.22 miles.

5 Includes 9.51 miles Sagra-Talaguppa Section.
* Includes 2.22 miles being the net disconnection due to realignment of Paohpadra/Salt Section.
Includes 27-38 miles of Coconada-Kotipalle Branch disintegrated in November 1940.

for the year 1940-41—contd.
RAILWAYS—contd.

Routes opened or under construction between the year 1940-41.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1941.				Classification.	Names of Railway.
Section.	Miles.	Sanctioned but not commenced.		Under construction.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	
Polavaram-Polavaram. (c)	32-49	..	..	..	..	Indian State line.	Jodhpur.
..	..	..	..	..	..	State line.	Jodhpur Hyderabad
..	..	..	..	..	..	Line sanctioned by the Government of India, (a)	(British Section).
..	35-49	..	..	..	..		Mirpur Khair-Khadro.
..	..	..	..	..	..	State line.	Total—8.
..	..	..	..	..	..	Indian State line.	Madras and Southern
..	..	..	..	..	..	Metropolitan Board line.	MaUratta.
..	..	..	..	..	..	State line.	Kolar Gold-fields (M. 3. R.).
..	..	..	..	..	..		Tenali-Repalle
..	..	..	..	..	..	State line.	Madras and Southern
..	..	..	..	..	..		Muharratta.
..	..	..	..	..	..	Indian State line.	Alnavar-Dandell (Prov-m)
..	..	..	..	..	..		Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portugal*—
..	..	..	..	..	..		Total—9.
Bangalore-Talaguppa. (c)	9-51	..	..	..	..	Indian State line.	Mysore State.
..	..	..	..	..	..	Indian State line.	Baigalav-Harilur.
..	..	..	..	..	..		Hit.dipur (yesantpur Mysore Frontier).
..	..	..	..	..	..	Line sanctioned by Indian State.	Bangalore Chik Ballapur
..	..	..	..	..	..	Indian State line.	Kolar District.
..	..	..	..	..	..		Tankro—
..	..	..	..	..	..	Indian State line.	Nara way. Tram-
..	9-51	..	..	..	..		Total—20.
..	..	..	..	..	..	Indian State line.	Nivun'a State—
..	..	..	..	..	..	State line.	Bezawada Extension.
..	..	..	..	..	..	Indian State line.	Kazipet-Balharshah
..	..	..	..	..	..		Karupalli-rothiagiiduro.
..	..	..	..	..	..	Indian State line.	Viknrahad-Bidar and Kx-
..	..	..	..	..	..		tunlion.
..	..	..	..	..	..		Hitigoli Branch.
..	..	..	..	..	..	State line.	Hyderabad-Godavari VeJ-
..	..	..	..	..	..		Parbhanl-Purli.
..	..	..	..	..	..	Indian State line.	Secundrabad-British
..	..	..	..	..	..		Frontier.
..	..	..	..	..	..	Indian State line.	Dronachollam (Dhole
..	..	..	..	..	..		Knmool.)
..	..	..	..	..	..	Indian State line.	Jankampur Bodhan
..	..	..	..	..	..	100-50	Total—11.

(f) Borehole Inad only Item Oronnnmsnt and Indian State.

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

(h) Lines technically under construction but on which work has been at bald in abeyance 'te ly, are not shown.

(d) Opened for public traffic on 27-7-1940.

(e) Opened for public traffic on 10.11-19.10

(f) OoQtruoMoo of the Une has been suspended for want on materials.

8—Mileage Statement
CLASS I

1	Name of Railway.	Gauge.	Type of track operating for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1961.			BRANCH MILEAGE OPEN ON 31st MARCH 1961.				
				Single line.	Double line.	Treble line, etc., as the case may be.	Total.	Running track.	Passenger station sidings.	Commercial sidings.	Total.
				5	6	7	8	9	10	11	12
12	North Western—	5' 6"	10-5-51	44,780-04	688-03	..	5,068-07	5,061-00	1,823-70	74-78	9,648-57
	Shahdara Narowal	5' 6"	31-12-50	48-33	..	..	48-33	48-33	1-55	..	49-88
	Bahawalnagar-Fort Abbas-Kut-Al-Imara.	5' 6"	4-4-52	161-31	..	..	161-31	161-31	7-12	..	168-43
	Jind-Panipat (Indian State Section).	5' 6"	1-11-19	25-94	..	..	25-94	25-94	2-30	..	28-24
	Jullundar-Mokerian	5' 6"	1-1-15	45-08	..	..	45-08	45-08	5-08	..	50-16
	Phagwara-Rabon (Including Jaljion Extension).	5' 6"	1-4-52	44-03	..	..	44-03	44-03	5-84	..	49-87
	Jammu-Kashmir (Indian State Section).	5' 6"	28-8-50	16-52	..	..	16-52	16-52	3-52	0-04	19-48
	Khonpur-Chaohran	5' 6"	2-7-12	21-08	..	..	21-08	21-08	1-45	..	22-53
	Ludhiana-Dhuri-Jakkhal	5' 6"	10-4-51	72-58	..	..	72-58	72-58	5-21	..	78-79
	Mondra-Bhaun	5' 6"	1-5-15	65-58	..	..	65-58	65-58	3-55	..	69-13
	Rajpura Bhatinda	5' 6"	1-11-54	107-76	..	..	107-76	107-76	20-44	..	128-20
	Smikot-Narowal	5' 6"	10-11-15	28-70	..	..	28-70	28-70	2-55	..	31-25
	Sirhind-Itupar	5' 6"	25-2-28	20-95	..	..	20-95	20-95	4-00	..	24-95
	Jacobabad-Knahmor	2' 6"	1-12-14	78-45	..	..	78-45	78-45	3-42	..	81-87
	Kalku-Kimla	2' 6"	9-11-55	50-23	..	..	50-23	50-23	10-21	..	60-44
	Kongra Valley	2' 6"	1-22-58	88-44	..	..	88-44	88-44	9-05	..	97-49
	Zheb Valley (Fort Sandeman-khanal).	2' 6"	1-1-21	173-84	..	..	173-84	173-84	178-98	..	352-82
	Koliat-Thal	2' 6"	1-4-55	51-58	..	..	51-58	51-58	10-78	..	62-36
	Miri-Indus (Kalmnagh-Rann) and Likki-Pezti-Lauki-Uaihtal.	2' 6"	15-5-12	187-48	..	..	187-48	187-48	21-20	3-22	191-90
	Total - 12			1,066-40	688-03	..	6,943-45	7,259-45	1,978-14	83-04	9,320-64

Nok Kandi-Zamdan (137.28 miles, single line and 13.83 miles siding) and Laadi Kotal-Landi Khana (5 mile's single line and 0.88 mile's siding) closed to traffic not included.

Bejnath Paprola-Jogindar Nagar Section (14.53 mile's single line and 0.94 miles siding) closed to traffic, not included.

Includes 162.84 miles, single line and 5.63 miles siding. "Sind Left Bank Feeders Railway" opened for traffic on 20-5-1930.

Excludes 9.82 miles of mixed gauge (Khehar Section) included under main line, broad gauge.

Includes 16.72 mile's of transportation siding which was inappropriately treated as Commercial siding previously.

** Includes the mixed gauge line referred to in the note marked with above.

(a) Excludes 53'22" na-Jacobabad (N.G.) railway during 1W0.

20.75 into to closing of Lyallpur-Jaranwala Section (B.G) from 3-12-1W0.

for the year 1940-41—contd.
RAILWAYS—CONTD.

DOWN THE NEW SYSTEM STARTING WITH YEAR 1940-41.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 1ST MARCH 1941.				Classification.	Kama of Railways
		BRANCHES NOT FOR CONSTRUCTION. (a)		UPON COMPLETION. (b)			
Station.	Miles.	Station.	Miles.	Station.	Miles.		
19	20	21	22	23	24	25	26
Old Right Bank Feeder—(a)							
(i) Broad Gauge conversion (N. G. to B. G.)							
Larkana to Sira Standard Gauge.	23-15	"	"	"	"	State line.	North Weatam.
(ii) New line.							
Sira Standard Gauge to Jambha- liet.	31-03						
"	"	"	"	"	"	Branch line under guaran- tee terms with the Pan- jab Govt.	ShfidhufeNuoral.
"	"	"	"	"	"	Indian State line.	Babawafangar-Kkt Abba* Kur-Al-Imara.
"	"	"	"	"	"		Jind-Panipat (Indian States Section).
"	"	"	"	"	"	Branch line under guar- antee terms.	Jullundur-Muhe
"	"	"	"	"	"		Phagwara-Rachan (Includ- ing jaijon Expression).
"	"	"	"	"	"		Jammu-Kashmir (Indian State Section).
"	"	"	"	"	"	Indian State line.	Khanpur-Chachran.
"	"	"	"	"	"		Ludhiane-Dhuri-Jakhal.
"	"	"	"	"	"	Branch line under rebate terms.	Mandrs-Bhaun.
"	"	"	"	"	"	Indian State line.	Balpure-BhutiDda.
"	"	"	"	"	"	Branch line under re- bate terms.	Sialkot-Narowal
"	"	"	"	"	"	Indian State line.	Sirhind.Rupar.
"	"	"	"	"	"	Branch line under re- bate terms.	Jacobabad *Kashmor.
"	"	"	"	"	"	State line.	Kalka-Simla.
"	"	"	"	"	"	Under guarantee terms with the Punjab Govern- ment.	Kangra Valley.
"	"	"	"	"	"	State line.	Zhob Valley (Fort Sande. man-Khauru).
"	"	"	"	"	"		Kohatrhal.
"	"	"	"	"	"	State line.	Mari-ndus (kalabagh Hamm) and Laki-pesu Tank-Maazal.
	23-26						Total—12.

(a) Lines sanctioned for construction more than 6 years ago but on which work has not commenced i are not shown.
(c) Opened for public traffic on 29 1-40.

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

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1941.				TRACK MILEAGE OPEN ON 31st MARCH 1941.			
				Single line.	Double line.	Traffic line, 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	Kobilkund and Kumaon	3' 3½"	13-10-34	268-72	..	..	268-72	268-72	33-04	4-84	301-10
	Luoknow-Baroilly	3' 3½"	13-10-34	210-00	1-18	..	211-18	212-32	06-52	13-00	291-94
	Total—IS			568-72	1-18	..	569-88	571-04	104-56	27-84	692-94
14	South Indian (a)	5' 6"	23-5-90	559-87	..	..	11,559-87	658-87	135-07	2-06	697-90
	Shoranur Cochín	5' 6"	24-10-34	73-64	..	..	73-64	73-44	23-07	*1-16	*97-67
	South Indian	3' 3½"	16-7-31	1,685-81	4-84	18-25	11,897-20	1,845-14	327-40	16-80	11,287-43
	Nilgiri	3' 3½"	13-6-00	28-8½	..	..	28-86	28-96	4-65	..	33-61
	Peralam-Kftraikkal	3' 3½"	14-3-08	14-65	..	..	14-05	14-05	1-41	..	16-06
	Podanur-PollaoLi	3' 3½"	15-10-15	24-68	..	..	24-34	24-36	2-44	..	26-52
	Pondicherry	3' 3½"	13-12-79	7-75	..	..	7-85	7-85	2-23	0-03	10-09
	Tinnai-Tiruchendur	3' 3½"	14-2-22	28-13	..	..	28-19	28-18	4-00	..	43-27
	Trevanore (British Section)	3' 3½"	1-6-02	60-62	..	..	60-62	142-16	21-37	0-68	170-21
	Travanore (Indian State Section).	3' 3½"	1-8-04	67-64	..	..	97-66				
	Morappur-Hoaur	3' 6"	18-1-06	78-31	..	..	78-31	78-31	4-14	..	77-45
	Tjnpattur-Krishnagiri	3' 6"	19-9-03	76-36	..	..	25-39	25-39	2-44	..	27-52
	Total V-H			2,479-70	4-84	18-25	2,500-18	2,528-12	579-29	21-32	3,028-73
	Total Class I			32,464-06	3,338-00	189-31	26,393-35	40,167-81	9,566-19	1,027-47	30,772-47

Includes 0'00

miles

of

3.3½ Gauge

* Date of conversion from 3' 3½' gauge to 5' 6" gauge (3' 3½' gauge first opened on 2nd June 1901).

Included electrified lines between Madras Beach and Tambaram.

Excludes 1'97 miles of mixed gauge between Salem Junction and Salem Market which have been invaded in the Metre Gauge riube mileage*

(a) Excludes 41.38 miles of Shoranur Nilambur Ry. dismantled on 20.1.1341.

Includes 8'43 miles of tiliouliur-Cochia Harbour Railway.

for the year 1940-41-contd

ROUTES MILWAUKEE OWNED ENDING THE YEAR 1940-41.		ROUTES MILWAUKEE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				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.	Bhilkand and Kamao.
..	..	..	..	..	..	State line.	Luoknow-Bareilly.
	8						
..	..	..	..	..	..		Total—13.
..	..	..	..	..	..	State line.	South Indian.
Cochin Railway Extension and Harbour Railway (Chappali-Erakulam Extension)**	8.43	..	..	..	..	Indian State line.	Snorour Cochin.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line.	Tinnovvilly-Tiruvendur.
..	..	..	..	..	..	State line.	Travanoore (British -Vation).
..	..	..	..	..	..	State line. ^a	Truvonoore (Indian State Section).
..	..	..	..	..	..	State line.	Morappur.Hosur.
..	..	..	..	..	..		Tirupattur.Krisluagiri.
	8.43						Total-14.
	127.46				100.09		Total Cass I.

Although the property of the Travanoore Durbar, it is trotted M Steele line.

^a Opened for pwwangor and goods traffic on 1-10-1940.

(•) Lines sanctioned for construction more than 8 years ago but on which work line not commenced are not shown.

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

8.—Mikage Statement

CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Hinge line) on 31st March 1941.	TRAFFIC MILEAGE OPEN ON 31st March 1941.			Classification.
					Trucking tons.	Shipping.	Total.	
1	2	3	4	5	6	7	8	9
2	CLASS II RAILWAYS.							
	Bengal Doonars Extcaiona	2' 6"	1-3-07	208-27	208-27	22-21	224-28	Line subsideed by the Government of India and Indian State.*
		2' 6"	18-1-25	20-20	20-20	1-75	47-25	Line subsideed by District Board.
		2' 6"	20-4-00	121-25	121-28	17-74	139-20	Line subsideed by the Government of India.*
	Total—8			160-78	160-78	25-49	186-24	
a		2' 6"	20-12-20	207-04	207-04	20-24	227-08	Indian State Lines.
a		2' 6"	9-12-21	2122-05	222-05	25-02	238-07	
8	Darjeeling Himalayan	2' 0"	23-8-90	51-07	51-07	10-26	61-73	Line subsideed by Local Government.
	Darjeeling Himalayan Extensions	2' 0"	16-7-16	26-44	26-44	4-20	100-22	Branch line under rebate terms.
	Total—5			148-21	148-21	24-26	182-00	
6	Ledo and Tikaktargherita Colliery	2' 6"	15-6-22	24-21	24-21	27-20	112-11	Line subsideed by Local Government.
		2' 6"	17-2-24	2-20	2-20	27-03	33-23	Unsubsideed Company's line.
	Total—6			26-71	26-71	54-23	144-04	
7	Gaekwar'a Baroda State	2' 6"	21-3-27	225-12	225-12	34-27	259-20	Indian State Lines.
		2' 6"	11-2-13	27-48	27-48	4-27	42-13	
	Praohi Boad.Kodinar	2' 6"	2-4-28	15-25	15-25	0-27	16-32	
	Oaektrar'e Baroda State	2' 6"	2-4-73	233-04	233-04	25-73	258-79	
	Bodeli Chhota Udaipur	2' 6"	1-12-17	22-27	22-27	2-22	24-29	
				263-26	263-26	27-20	781-22	
8		2' 6"	12-1-21	126-08	126-08	21-04	147-12	Indian State Lines.
		2' 6"	12-4-23	26-16	26-16	10-42	26-28	
		2' 6"	1-10-29	1141-25	41-25	7-22	49-00	
				218-40	218-40	28-21	259-70	
	Total—8			2214-47	244-47	20-29	251-26	
10		2' 6"	1-4-22	227-73	74-73	4-27	79-10	Branch line under guarantee and rebate terms.
		2' 6"	2-4-27	220-27	20-27	16-26	102-83	
		2' 6"	12-11-22	27-21	27-21	4-22	61-28	
	Total—10			194-21	120-21	25-26	224-28	Indian State Lines.
11		2' 6"	1-4-22	2220-22	2220-22	30-00	2250-22	
12		2' 6"	4-3-25	132-22	132-22	20-10	171-28	
13	Shahdara(Delhi)-Sahatanpur Light	2' 6"	7-2-27	22-20	22-20	10-10	102-40	Line subsideed by the Government of India.*
	TOTAL CLASS II			2,264-44	2,264-44	225-28	4,101-42	

Recives land only from Government

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

‡ Includes 27-01 miles, Hatmatia Dural-Jodiya. Extension opened for coaching and goods.

§ Includes 0-73 mile of Durgapur quarry and 0-53 mile of veraval Dock Estate lines worked for goods traffic only.

|| Includes 151 miles of Porbandar Dock Ktate Line and 8-70 miles of Banwao quarry line worked for goods traffic only.

¶ Includes 151 miles of Porbandar Dock Ktate Line and 8-70 miles of Banwao quarry line worked for goods traffic only.

‡ with effect from 1920-21.

§ Purchased by the Government of India with effect from 1st January 1941.

|| Includes 87-50 miles of Sadulpur-Moundgarh Section opened for public traffic.

¶ Includes 89-37 miles of Sikar to Fatehpur section opened for public traffic.

**Includes 881 Miles Khainbhalia Saiaya opened for Coaching and Goods traffic.

for the year 1940-41-contd.

ROUTES WHICH WERE OPENED FOR PUBLIC TRAFFIC UP TO 31-12-1940.		ROUTES WHICH WERE OPENED FOR PUBLIC TRAFFIC, ON 31-12-1941.				Name of Railway.
Station.	Miles.	ROUTES WHICH WERE OPENED FOR PUBLIC TRAFFIC, ON 31-12-1941.		ROUTES WHICH WERE OPENED FOR PUBLIC TRAFFIC, ON 31-12-1941.		
		Station.	Miles.	Station.	Miles.	
10	11	12	13	14	15	16
						CLASS-II RAILWAYS.
						BarSi Light.
						Bengal Doonata.
						Bengal DOOMS .Extensions.
						Total—2.
						Bhavnagar State.
						Bikaner State.
						Darjeeling Himalayan.
						Darjeellag Himalayan Extenuonons
						Total—5.
						Dibru-Sadiya.
						Ledo and Tiluk Marghertha Colliery.
						Total—6.
						Gackwar's Baroda State.
						Khijwliyo-Dhari.
						prachi Road-Itodiaar.
						Gsekwar's Baroda state.
						Bodeli Chhota Udaipur.
						Total—7.
						Gonial.
						Jetalsar Rajkot.
						Porbandar State.
						Total—8.
Bitar to Fatehpur. (a)	29.57	Fatehpur-Biman Section	18.51			Jaipur State.
						Jamnagar-Dwuska.
Hadmasia Direct-Jodhpur Extension. (b)	37.01	Jam-Wasthall-Kulawad	16.02			Jamnagar.
						Okhamaodal.
	27.01		16.02			Total—10.
						Junagad State.
						Morri.
						Shahdara (Delhi)-Sanaranpar Light.
	87.14		84.08			TOTAL Class I I ,

(a) Lines are notioned for construction more than 5 years ago but on which work has not commenced as yet. (b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown. (c) Opened for public traffic on 3-10-1940. (d) Opened for public traffic on 24-2-1941. (e) Opened for public traffic on 6-4-1940

8.~Mileage Statement

CLASS III

Serial No	Name of Railway.	Gauge.	Date of first opening for traffic	Route mileage open (Single line) on 31st March 1941.	MILEAGE OPEN MARCH 1941.		Total.	Classification.
					Running track.	Sidings.		
1		3	4	5	6	7	8	9
CLASS III RAILWAY.								
1	Ahmadpur-Katwa	2' 6"	30-5-17	21-30	38-09	2-70	35-48	
2	Arrah-Sasaram Light	2' 6"	6-3-11	66-16	66-16	8-63	70-90	
3	Bankura-Damodar River	2' 6"	15-11-15	59-56	60-23	7-25	67-08	
4	Baraset-Basirhat Light	2' 6"	1-3-05	55-24	55-24	5-22	57-46	
5	Bengal Provincial	2' 6"	7-11-04	33-27	33-27	2-31	36-04	
	Dasghara-JinalpurgoBJ	2' 6"	1-9-17	8-31	8-31	0-72	9-08	
	Total—5	..	..	41-58	41-58	3-06	44-66	
6	Bukhtiarpur-Bilhor Light	2' 6"	1-7-08	33-00	33-00	2-27	36-17	
7	Burdwan-Katwa	2' 6"	1-12-16	32-47	32-90	4-09	36-06	
8	Cutch State	2' 6"	1-5-05	72-04	72-00	4-50	76-50	
9	Debri-Rohtaa Light	2' 6"	6-2-11	24-09	24-09	10-72	34-81	
10	Dholpur State	2' 6"	24-8-08	55-44	55-44	5-13	61-27	
11	Futwah-laUnjpur	2' 6"	24-1-32	27-00	27-00	1-86	28-53	
12	Gwalior Light	2' 6"	2-12-00	264-52	264-52	430-03	324-05	
13	Hovrmb-Atma Light	2' 6"	1-7-97	43-67	43-87	7-18	51-05	
14	Howrah-Sheakhali Light	2' 6"	2-5-97	19-76	19-76	1-41	21-16	
15	Jagadhri Light	1' 0"	11-8-17	8-31	8-31	0-56	8-06	
16	Jorhat	2' 6"	15-2-32	32-50	32-60	1-72	33-82	
17	Ralighat-Falta	2' 6"	25-8-17	30-20	30-42	0-06	32-38	
18	Matheran Light	2' 6"	22-3-07	12-01	12-01	1-02	13-03	
10	Mewar State	2' 6"	1-8-35	146-74	146-74	21-58	167-32	
		2' 6"	6-8-34	20-10	20-10	2-42	22-52	
20	Tezpur Balipara Light	..	..	1,064-24	1,065-85	150-79	1,211-14	

1

TOTAL CLASS III

* Includes 1.14 miles of Gwalior PalaCe Siding (5'6" gauge) which is being Buntaluted by the Gwalior Light Railway.
 Regains Land and rebate from Government.
 Subsidy ceased with effect from 1914-15

for the year 2MMI-second.
RAILWAYS.

ROUTES OPENED DURING YEAR 1964-65.		ROUTES SANCTIONED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1964.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III Railways
						Amh-Saawon light.
						Bnakura-Damoodar Rives.
						Banaet-Basirhat light.
						Bengal Provincial.
						Daoghara-Jamalpurans.
						TOTAL-6,
						Bukhtiarpar-Bihar Lights
						Bardwan-Katwa.
						Cutch State,
						Dehri-Rohas Light,
						Dholpur Steta
						Futwah-Ialampur.
						Gwalliar Light.
						Howrah-Amra Light.
						Hownh-SbM.khala Light.
						Jagadhri light,
						Jorhai.
						KaHphat-FolU,
						Matliorwi light,
						MewarState
						Tezpore.Ball para Light,
						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.—Mean mileage worked, member of stations and gradients on Class I Railways during the year 2940-41

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradients worked.		Maximum Degree of curvature and radius.		Ratio of curve in total length of line expressed as a percentage.	Average amount of curve in miles (g)
			1/30 and less.	1/31 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclina- tion.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6s Gauge.														
Bengal Nagpur .	2,550.7	406	1.47	19.1	194.1	681.1	188.0	1,877.7	0.87	1 in 80	10.0	573	16.3	14.4
Bombay, Baroda & Central India, Eastern Bengal .	1,389.6	233	N/A	1.35	0.81	291.5	16.1	369.5	0.88	1 in 80	6.75	696	14.0	12.0
East Indian	6,682.4	771	0.15	23.0	64.1	304.8	126.4	629.3	0.15	1 in 30	8.00	713	15.0	8.4
Great Indian Pen- insula.	3,487.7	489	20.8	20.1	94.1	1,046.2	407.8	1,864.7	0.16	1 in 84	8.82	680	70.5	18.1
Madras and South- ern Mahratta.	1,146.8	232	N/A	16.1	26.0	163.4	106.0	344.5	0.80	1 in 80	7.94	730	23.9	12.1
Nizam's State .	686.1	97	N/A	N/A	158.7	220.8	20.7	403.3	3.62	1 in 100	4.40	1,300	18.9	28.3
North Western .	6,310.0	976	100.7	122.0	224.4	249.7	227.5	649.3	3.75	1 in 33	13.8	455	12.5	13.1
South Indian	792.9	181	N/A	29.5	47.5	194.2	84.2	304.4	1.14	1 in 33	7.16	800	16.3	24.0
Total	21,519.1	1,601	132.1	234.2	817.3	2,586.9	1,241.7	6,732.1						
33" GAUGE.										(d)				
Assam Bengal	1,325.6	286	10.3	47.8	31.2	182.3	39.8	311.4	10.1	1 in 37	19.0	479	14.8	24.1
Bengal and North Western.	2,170.5	366	0.11	1.02	2.16	0.17	6.88	22.6	0.11	1 in 60	8.74	686	10.0	7.1
Bombay, Baroda & Central India, Eastern Bengals .	2,025.1	298	3.40	0.46	10.4	393.9	265.4	646.6	3.40	1 in 46	6.06	714	9.25	10.1
East Indian	1,049.9	215	0.34	0.62	3.07	40.7	47.5	93.1	0.34	1 in 80	11.5	500	11.1	10.1
Jodhpur	65.7	1	N/A	N/A	N/A	0.63	2.80	3.45	0.05	1 in 200	7.64	749	14.7	11.4
Madras and South- ern Mahratta.	1,114.1	174	0.61	N/A	5.61	234.6	80.4	319.0	0.61	1 in 50	8.00	716	8.79	11.4
Mysore State	1,910.8	263	14.3	63.4	475.6	308.9	107.6	1,016.8	2.01	1 in 40	12.0	479	22.2	27.4
Nizam's State	609.4	102	N/A	64.3	273.4	72.8	27.3	427.8	1.05	1 in 70	10.0	673	20.1	24.1
Rohilkund and Kumiton.	971.8	114	N/A	N/A	11.6	332.7	175.0	539.2	0.79	1 in 100	6.00	1,146	10.6	8.4
South Indian	564.5	105	N/A	4.85	8.44	13.8	23.6	20.7	3.31	1 in 70	12.0	479	8.70	8.2
Total	1,770.8	435	24.0	35.3	60.9	368.7	137.1	665.9	0.81	1 in 33	11.5	500	12.0	10.9
2'6" AND 2'0" GAUGES.														
Bengal Nagpur .	826.3	136	0.61	44.2	153.6	205.0	54.9	459.1	0.51	1 in 60	14.0	409	16.8	38.1
Bombay, Baroda & Central India, Eastern Bengal .	224.5	36	N/A	4.50	29.1	35.2	10.4	78.9	0.38	1 in 75	12.0	479	16.8	40.1
Great Indian Pen- insula.	36.2	14	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1 in 160	15.0	383	25.0	43.1
Mysore State	239.2	32	N/A	1.71	49.0	49.6	12.2	113.6	0.80	1 in 80	12.0	479	17.6	41.1
North western south Indian .	644.5	79	106.8	42.8	97.5	84.1	41.2	374.4	0.80	1 in 20	23.1	110	21.0	123.3
Total	94.7	18	N/A	32.8	11.9	19.4	2.60	60.6	2.39	1 in 67	6.00	685	30.3	54.1
GRAND TOTAL .	2,292.8	336	114.7	122.4	389.7	352.3	133.0	1,133.0						

Altan mileage worked. Number of Stations, 648

(A) Class III Railways 1,095 13 314

(b) includes block huts, branch booking offices, oat agencies and train halts.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5573" and radius m 1,099 ft.

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

(e) Excepting Mhow Ghat section on which the maximum curvature is 10.2" and radius m 500 ft.

(f) The sharpest curve on the Travaaore Ghat is 477" radius at mib Q. 431 and on the Nilgiri Ry. 315' at miles H. 15 & 16.

(g) The figure is for plains section, the figure for ghat section being 341' & 4'.

(A) Excepting the Nilgiri Mountain Rly. on which the Steepest Gradient worked is 1 in 12.28 for a length of 0.23 mile. 1 in 12.50 general rack action and 1 in 25 for length of 2.63 miles on the ttdhlsire Section.

(i) Figures relating to Nok-Kondi-Zahidan and Land! Kotsi-Laodi Khana Sections (closed to traffic) not excluded while calculating the ren 0' Figure relating to Baijnoli Paprola-Jogindar Nagar (closed to traffic) not excluded while calculating the results,

(j) Include total length of gradients of 1/301 to 1/600 (20'9 allies) and 1/901 to 1/1000 (12.4 miles).

* Excludes Bengal Doners By. figures, which are included under Class II Railways for the whole yew.

10-Statement of Rotting Stock in Service on Class 1 Railways on the 3 at March 1941.

A.—LOCOMOTIVES AND BAIL CARS, ETC.—By gauges.

Railway.	LOCOMOTIVES.						RAIL CLASS (STEAM PROPULSION).			RAIL CLASS (INTERNAL COMBUSTION ENGINE PROPULSION).			ELECTRIC MOTOR COACHES.				
	Steam.			Elec- tric.	Total tractive effort in lbs.		State.			Soda.			No. (in units).		Seats.		Ave- rage age in years.
	Tend- er.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No.	Upper.	Lower.		
6'6" GAUJOB.																	
Bengal Nagpur	608	52	500	..	20,761,672	..	2	48	160	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	321	730	360	2	6,414,737	10,000	..	..	..	..	..	..	40	..	7,290	70	..
Eastern Bengal	221	72	293	..	7,470,078	..	..	..	..	..	..	..	..	..	..	..	..
East Indian	1,139	430	1,069	..	37,268,218	..	3	80	270	..	..	..	..	..	..	..	..
Great Indian Peninsula	6,006	62	600	60	17,732,480	2,065,000	..	..	..	..	..	..	63	..	6,370	67	..
Madras and Southern Mahratta.	244	68	302	..	7,750,130	..	..	..	..	0	..	800	..	..	..	..	..
Nizam's State	81	4	85	..	2,122,024	..	..	..	..	4	..	306	..	..	..	..	..
North Western	1,020	110	1,110	..	50,371,383	..	6	..	580	12(a)	7	1,111	..	..	..	..	..
South Indian	180	17	152	..	3,431,270	..	..	..	..	..	..	..	..	..	..	..	..
Total	4,378	841	5,222	68	136,340,402	2,075,000	11	78	1,016	21	7	2,107	93	..	14,130	127	..
3' 3" GAUGE.																	
A wam Bengal	160	13	203	..	3,113,816	..	..	..	..	..	..	..	..	..	..	..	..
Biengal and North West cm.	371	20	400	..	5,333,509	..	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	400	75	475	..	7,221,701	..	3	26	307	..	..	..	..	..	..	..	..
Elutorn Bengal (p)	221	4	223	..	3,001,369	..	1	..	1156	..	..	..	..	..	..	..	..
Jodlipur	69	4	102	..	1,424,878	..	..	..	..	1	1,172	5	..	..	..	..	..
Madras and Southern Mahratta.	315	5	320	..	5,431,459	..	..	..	..	..	..	..	..	..	..	..	..
Mysore State	79	6	86	..	1,337,670	..	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	51	12	63	..	1,209,761	..	2	..	224	..	..	..	..	..	..	..	..
Iloliknnd and Kumaon	84	6	89	..	1,250,313	..	..	..	..	..	..	..	..	..	..	..	..
South Indian	296	86	381	4	5,464,861	41,000	..	..	..	3	..	220	(f) 24	720	878	37	..
Total	2,125	840	2,965	4	35,453,439	41,000	6	36	587	4	7	225	24	720	878	37	..
2' 0s and 2' 0s GAUDCS.																	
Engal Nagpur	101	10	111	..	1,642,553	..	3	18	66	..	..	..	..	..	..	..	..
Bom bay, Dnroda ami Central India.	9	18	27	..	230,279	..	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	9	9	..	35,540	..	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	13	8	21	..	360,382	..	..	..	..	1	..	58	..	..	..	..	..
Mysore Stato	12	6	18	..	116,061	..	..	..	..	..	..	..	..	..	..	..	..
North Western	68	22	100	..	1,436,078	..	3	..	108	6	69	..	1	15	..	12	..
South Indian	6	8	11	..	138,000	..	..	..	..	..	..	..	..	..	..	..	..
Total	209	83	297	..	3,021,823	..	6	18	206	7	66	83	1	15	..	..	..

(/) Excludes Electric Trailer coaches.
(a) Includes B. D. By. stock taken over,
(a) for clayton coach only.

10.—Statement of Rolling Stock in service on Class 1 Railways on the 31st March 1941—contd.
B.—COACHING STOCK.—Broad and metre gauges.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these Columns have been

PASSENGER CARRIAGES OF UNIFORM CLASS.

Railway.	Bogie.					Four-wheelers.				
	Seats by classes.					Seats by classes.				
	No.	1st.	2nd.	Inter.	Third.	No.	1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5' 6s GAUGE.										
Bengal-Nagpur.	450	..	163	4,000	40,438	12	26	..	..	(j) 54
Bombay, Baroda and Central India	(a) 494	(b) 1,344	(c) 6,083	..	(d) 47,908	12	..	22	..	663
Eastern Bengal	220	226	51	126	24,178	10	106	..	26	441
East Indian.	1,060	341	1,289	6,420	102,130	228	126	185	..	†16,290
Great Indian Peninsula	801	1,528	1,035	71	†13,577	..	..	..	..	..
Madras and Southern Mahratta	214	80	300	..	23,804	19	..	..	..	682
Nizam's State	42	..	..	..	5,127	10	12	54	..	319
North Western	627	208	319	1,741	94,257	66	..	..	..	3,010
South Indian.	136	102	104	..	12,857	..	..	..	..	..
Total	1,177	4,499	10,441	15,369	418,096	423	289	251	26	21,541
3' 3½ Gauge.										
Assam Bengal	284	1,026	..	438	16,823	10	..	..	..	270
Hengal and North Western	462	11	..	1,231	36,036	(g) 481	186	220	1,186	17,031
Bombay, Baroda and Central India	323	120	60	..	50,187	184	266	576	..	2,318
Eastern Bengal (o).	310	45	..	528	22,070	39	82	..	210	693
Jodhpur	75	22	..	..	5,628	27	23	101	312	680
Madras and Southern Mahratta	264	23	162	..	16,917	60	56	78	..	1,110
Mysore State	99	16	64	..	6,820	13	..	12	..	317
NIZAM State	52	..	..	..	4,272	(h) 28	54	90	..	737
Robilkund and Kumaon	64	..	..	..	5,380	102	96	75	70	2,092
South Indian.	40,098	273	418	..	42,986	..	..	..	..	..
Total	2,806	1,856	694	2,197	208,729	961	673	1,258	1,779	26,323

* includes 102 bogies (Electric Stock) Multiple units.

(a) Includes 120 Electric Trailer Coaches.

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

(c) Includes 4,800 2nd class seats of Electric Stock.

(d) Includes 12,920 3rd class seats of Electric Stock.

† Includes 752 seats for servants in Upper class stock and 14,154

seats in 1B 152 railmotor vehicles running as Mela Stock.

Includes 10 seats for servants in upper class stock and 14,968 in 249 replaced vehicles running at mela stock.

(e) Includes 43 Trailer Electric Coaches.

(f) Includes 17,966 Third class seats (including standing accommodation) of (Electric Stock) Multiple Units.

(g) Includes 3,406 third class seats of electric stock.

(h) Includes 330 six-wheelers.

(i) Includes 27 six-wheelers.

(j) Six-wheelers.

(k) Includes B. D. Ry stock taken over

10—Statement of Rolling Stock in service on Class I Railways on the 31st March 1941—contd.

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

arrived at by reckoning each vehicle or wagon as one unit, irrespective of its rise and capacity.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR HAIL ACCOMMODATION.										
Bogies.					Four-wheelers.					Railway.
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	
184	1,645	3,085	2,108	1,812	11	65	125	..	..	Bengal Nagpur,
110	1,274	2,784	180	2,938	7	42	84	..	..	Bombay, Baroda and Central India
245	1,698	2,772	8,287	9,347	15	74	125	84	72	Eastern Bengal.
488	3,980	6,223	11,113	11,129	10	80	142	..	78	East Indian.
2,901	13,109	16,786	2,721	19,304	..	..	..	..	..	Groat Indian Peninsula.
104	418	5,108	2,376	7,002	8	24	26	..	..	Madras and Southern Mahratta.
84	254	510	..	548	4	24	80	..	..	Nizam's State.
639	3,684	6,177	11,537	28,387	45	323	402	..	..	North Western.
63	667	1,752	..	1,031	..	..	..	..	..	South Indian.
2,227	16,685	31,273	37,866	72,801	99	652	873	84	80	Total.
a' 3½' GAUGE.										
167	830	..	2,006	4,800	..	..	..	..	..	Assam Bengal.
75	548	781	974	992	(1) 119	667	878	630	912	Bengal and North Western.
177	1,844	1,016	481	3,364	21	126	186	..	..	Bombay, Baroda and Central India.
180	908	1,002	2,007	3,207	86	202	328	212	264	Eastern Bengal.
85	180	266	324	1,006	14	44	58	24	..	Jodhpur.
157	378	1,058	1,816	3,421	7	28	42	..	..	Madras and Southern Mahratta.
42	186	438	180	634	1	4	6	..	..	Mysore State.
17	129	284	..	221	15	33	66	..	..	Nizam's State.
27	147	218	308	784	(m) 20	67	69	129	190	Rohikund and Kumaon.
169	671	2,392	150	3,189	..	..	..	..	..	South Indian.
1,066	5,615	8,348	9,049	21,678	248	1,171	1,299	1,018	1,316	Total.

Includes 50 Bogies (Electric Stock) Multiple units.

§ Includes 1,069 First, 3,036 Second and 2,054 Third class seats of Electric Stock; and excludes 62, 56 and 108 Dining seats respectively.

J Six-Wheelers.

(J) Includes 60 six-wheelers.

(m) Includes 5 six-wheelers.

XX Includes 2,240 seats for servants in tipper class stock.

Represent seats for servants in Upper class stock.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1941— contd.
B.—COACHING STOCK—Broad and Metre gauges—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.											MILITARY CARS.		DINING CARS.	
-Railway.	Bogies.					Four wheelers.					No. (in units).	Seats.	No. (in units).	Seats.
	No.	Seats by classes.				No.	Seats by classes.							
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" GAUGE.														
Bungal Nagpur	151	..	..	270	9,942	1	..	..	..	37	..	..	16	(m)300
Bombay, Baroda and Central India.	101	..	..	1,407	5,913	..	..	..	..	..	..	..	9	296
Eastern Bengal	104	32	40	583	17,013	2	..	..	..	60	..	..	2	72
East Indian	533	20	34	558	38,470	10	..	..	..	426	..	..	(d)19	(f)479
Great Indian Peninsular	237	112	102	..	**11,381	..	..	..	..	..	60	1,133	28	(e)823
Mumbai and Southern Mahratta.	152	..	..	472	8,547	1	..	..	..	50	..	..	5	143
Nizam's State	23	..	..	..	1,019	..	..	..	..	..	..	..	..	..
North Western	529	1,046	1,739	1,377	22,183	..	..	..	..	..	18	1,152	30	610
South Indian	115	72	141	..	7,547	..	..	..	..	..	..	..	2	64
Total	2,041	1,262	1,519	4,676	116,139	14	..	..	..	573	77	4,285	111	2,007
3' 3 3/4" G.A.T.O.E.														
Assam Bengal	179	..	..	1,368	5,189	17	..	..	..	45	..	..	2	(e)16
Bengal and North Western	47	..	..	..	2,250	(a)25	..	..	..	932	..	..	1	8
Bombay, Baroda and Central India.	206	..	..	..	10,108	..	..	..	..	..	..	..	5	(b)190
Eastern Bengal (o)	100	10	10	162	6,352	7	3	3	..	123	..	..	2	30
Jodhpur	74	..	..	..	3,491	4	..	..	..	30	..	..	4	(m)118
Madras and Southern Mahratta.	144	..	..	792	4,465	01	..	..	..	1,147	..	..	..	..
Mysore State	49	..	..	78	1,071	29	..	..	..	509	..	..	4	124
Nizam's State	22	..	153	..	476	*2	..	..	..	42	..	..	..	..
Hohlikund and Kumaon	23	..	..	53	1,199	*1	..	..	18	19	..	..	(n)1	(p)25
Month Indian	350	..	..	..	18,868	..	..	..	..	..	..	..	5	04
Total	1,244	10	138	2,531	55,464	176	3	3	13	2,482	..	..	24	853

* six-wheeler's.
123 First class and 3,010 Third class.

(a) Includes 17 six-wheelers.

(b) Includes Dining seats of 6 Bogies 1st. & 2nd and Dining Cars included in the number 177 shown under item 12, page 81.

(c) Excludes 209 seats for servants.

(d) Includes 11 six-wheeled Bogies.

(e) 36 First class and 10 Third class.

(f) 874 upper class and 105 Third class.

(g) Includes 1 Berth for Manager.

** Excludes 32 Dining seats.

(s) Chairs

(a) Bogie

(c) Includes B. D. By. stock taken over,

10. Statement of Rolling Stock in service on Class I Railways on the 31st March 1941—contd.

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

* arrived at by reckoning each vehicle or wagon as one unit, irrespective of its size and capacity.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use, in white (cols. 2 to 4 & No. cols. only).
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
2	7	..	..	6	30	..	..	842 Bengal Nagpur.
1	7	..	..	13	166	110	111	711 Bombay, Baroda and Onrral India.
2	6	..	..	3	10	..	..	716 Eastern Bengal.
13	35	..	..	(2)24	185	2	4	2,480 East Indian.
6	17	..	..	20	207	..	..	1,251 Great Indian Peninsula.
3	(2)6	..	..	4	21	12	12	576 Madras and Southern Mahratta.
(p)11	62	(p)2	6	6	40	..	..	130 Nkam's State.
26	121	..	..	22(2)	85(7)	..	..	2,302 North Western.
2	18	..	..	2	10	..	..	318 South Indian.
65	279	3	6	100	726	14	27	9,152 Total.
1	2	1	5	1	3	..	..	843 Assam Bengal.
2	4	1	2	..	..	(2)14	12	1,227 Bengal and North Western.
6	22	1	2	16	94	1	2	1,251 Bombay, Baroda and Central India.
2	4	..	..	2	5	..	..	746 Eastern Bengal.
..	..	..	..	..	..	..	..	283 Jodhpur.
1	1	..	..	1	0	1	3	706 Madras and Southern MahrattA.,
6	18	..	..	..	..	2	8	341 Mysore State.
(p)4	18	(p)1	4	1	3	1	4	138 Nizam's State.
..	..	..	..	..	..	(3)8	4	241 Rohilknnnd and Kuroaon.
2	4	..	..	3	36	..	..	1,177 South Indian.
24	70	4	12	24	149	22	43	6,641 Total.

§ Includes 3 six-wheeled saloons with 27 berths.

|| Includes 3 First class State carriages.

J Six-wheeled

(*) Includes 2 bogie III class tourist cars with 42

seats each

(j) In addition there are 13 berths for clerks and 73 for servants.

(h) Includes 6 six-wheeled.

(i) Includes 1 six-wheeled.

(k) Includes 12 six-wheeled Bogies.

(l) Excludes 12 dining seats.

(p) Sixte stock for private use.

10—Statement of Boding Stock in service on Class I Railways on the 31st March 1942—contd.
B.~COACHING STOCK—Broad and Metre gauges—contd.

Note.—The term * in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Other Coaching Vehicles.								
	Luggage and brake vans with mail accommodation (including those forming part of composite passenger carriages.)		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Motor vans.		Luggage vans.	Miscellaneous (excluding departmental), in units.
	Bogies. No.	Four-wheelers. No.				No. (in units).	Stalls.		
	40	41	42	43	44	45	46	47	48
48									
5' 6" GAUGE.									
Bengal Nagpur.	—	—	28	—	78	42	252	11	64
Bombay, Baroda and Central India	—	—	—	—	58	56	150	119	—
Eastern Bengal	3	—	—	—	49	39	234	144	98
East Indian	—	—	—	30	231	129	774	(c) 19	(d) 84
Great Indian Peninsula	9	—	—	2	50	85	537	23	262
Madras and Southern Mahratta	—	—	—	4	57	27	162	85	2
Nizam's State	—	—	—	1	9	13	78	—	* 29
Norib Western	13	—	—	—	119	182	702	120	(a) 423
South Indian	12	—	—	—	23	12	72	49	—
Total	37	—	28	17	608	612	3,061	538	942
3' 3 3/8 GAUGE									
Assam Bengal	3	51	—	—	30	13	48	5	43
Bengal and North Western	—	—	—	—	(e) 59	30	130	—	(b) 3
Bombay, Baroda and Central India	—	—	—	—	60	71	284	22	4
Eastern Bengal (o).	5	—	—	1	37	31	124	162	56
Jodhour	—	—	—	—	(f) 9	8	32	7	3
Madras and Southern Mahratta	—	—	—	—	29	31	124	34	13
Mysore State	—	—	—	—	12	18	72	17	10
Nizam's State	—	—	—	—	4	12	48	—	* 3
Rohilkund and Kumaon	—	—	1	—	9	12	48	6	7
South Indian	19	—	3	—	45	42	96	3	3
Total	27	61	4	1	268	267	996	392	158

* Includes 3 State Vehicles detailed Against remark (1)

- (a) Includes 162 Cold Storage Vans and 23 Insulated Jifult Vans.
(b) Includes 1 six-wheeler.
(c) Includes 32 six-wheelers.
(d) Includes one six-wheeler Bogie and 3 Bogie Parcel Vans provided with insulation in one comppt. of amen.
(e) 3 Bogie Luggage Vans are provided with insulation in one comppt. of each.
(f) Includes 8 combined Motor and Parcel Vans.
(g) Includes B. D. Ry. stock, token-over.

IO.SkUement of Rolling Shok in service on Class I Rift a ays on the list March WII—sonts

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

arrived at by reckoning each vehicle or wagon as one unit, irrespective of Its size and capacity.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 66 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway Mr-vice vehiclee (in. eluding officer? car-riages). In units.		Railway.
Bogie..	Four-wheelers.			No.	Berth*.	
No.	No.	60	61	62	63	64
58	59	60	61	62	63	64
5' 6' GAUGE.						
..	..	223	1,065	168	(7) 124	Bengal Nagpur.
35	1	202	970	20	40	Bombay, Baroda and Central India.
—	12	333	1,061	86	(4) 122	Eastern Bengal.
—	70	453	3,063	(*) 372	262	East Indian.
13	12	438	1,714	178	281	Great Indian Peninsula.
—	32	175	777	88	270	Madras and Southern Mahratta.
—	..	52	1,182	12	22	Nizam's State.
—	85	323	3,206	287	433	North Western.
—	..	10	410	33	40	South Indian.
48	213	2,792	12,404	1,411	1,619	Total.
—	..	150	703	113	317	Aasam Bangui.
1	(f) 102	80	1,478	(4) 120	49	Bengal and North Western.
32	5	169	1,438	29	46	Bombay, Baroda and Central India.
—	10	312	1,077	103	(h) 129	Eastern Bengal, (o)
4	11	27	225	51	117	Jodhpur.
—	..	107	813	90	132	Madras and Southern Mahratta.
11	..	57	313	14	37	Mysore State.
—	13	19	(i) 102	(m) 32	15	Kisam's State.
—	—	35	278	(j) 13	17	Robilkund and Ktrmaon.
—	..	120	1,297	83	77	Sooth Indian.
48	216	1,072	7,070	615	935	Total.

X Includes 17 units of State Stock for private use,

in) Excludes 16 Chirs.

(A) Excluding those of one Inspection Car and one electric chargins van.

(i) Includes 8 units of State Stock for private use.

(j) Includes 122 six-wheelers

(k) Includes 29 six-wheelers and 5 bogies.

(l) Includes 5 six-wheelers.

(m) Includes 14 women's train Carriage, not intended for traffic purposes

(n) Include. 1 six-wheeled Reserved & 1 six-wheeled Bogie Reserve!

10.—Statement of Rotting Stock in service on Class I Railways

C—Goods

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these

Railway.	COVERED WAGONS. (IN TONS.)					OPEN WAGONS (HIGH-AIDED). (IN TONS.)					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.												
Bangal Nagpur	..	7,723	..	..	164,065	..	12,005	..	..	277,311	..	34
BOMBAY, Baroda & Central India.	314	6,893	..	..	1,30,004	17	2,080	..	..	46,040	..	..
Eastern Bengal	631	6,318	..	2	145,950	..	147	..	2	3,301	200	483
East Indian	2	36,935	6	2	610,334	..	17,251	12	14	361,031	..	266
Great Indian Peninsula.	2,078	9,106	..	1,019	268,751	462	3,646	..	216	72,407	379	168
Madras & Southern Mahratta.	281	4,847	..	..	91,301	3	090	..	13	25,616	..	330
Nizam state	..	(a) 900	..	..	20,837	..	(b) 1,101	..	..	24,341	..	(c) 161
North Western	306	22,742	187	111	505,302	16	2,363	13	87	65,803	10	1,362
South Indian	..	1,607	..	..	33,127	..	614	..	..	13,604	..	..
TOTAL	3,061	89,139	193	1,191	1,087,601	500	30,239	25	291	892,135	698	3,141

1	COVERED WAGONS (IN TONS.)					OPEN WAGONS (HIGH-AIDED). (IN TONS.)					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' 3 3/8 gauge												
Aalaui Bengal	355	3,030	100	..	48,016	2	..	40	..	820	..	..
Bengal & Nagpur Western.	3,617	5,897	165	..	123,053	..	..	..	..	..	422	948
Bombay, "Rnrda & Central India.	00	5,732	308	06	78,537	187	128	462	14	12,729	..	383
Eastern Bengal (g)	652	2,723	345	1,107	77,944	..	10	2	10	461	133	147
Jodhpur	..	1,516	490	300	27,700	..	..	..	..	..	..	92
Madras & Southern Mahratta.	200	2,886	1,707	40	73,262	..	600	65	43	12,736	4	..
WyMoo State	2	676	300	31	14,248	..	102	136	46	6,930	..	0
Nizam's state	..	(d) 107	..	..	12,378	..	83	..	..	373	..	3230
Bolniskund and Kuinaon.	303	1,278	874	..	34,008	..	..	30	..	640	2	263
South Indian	246	1,237	1,493	45	55,738	40	340	176	300	16,440	..	..
TOTAL	5,735	26,847	7,023	1,819	545,506	220	1,478	911	463	49,530	561	2,064

* 3 of these have been coupled to goods brake vans.

(a) One of these is being used as coaching vehicle.

(b) Includes 3 high-aided open wagons stencilled as coaching vehicles.

j. Includes 12 wagons suitable for conveyance of carriages and motor cars by passenger trains.

(c) Includes 16 wagons used as temporary coaching vehicles.

(d) Includes B. D. Ry Stock taken over.

(e) Includes 12 wagons suitable for carrying motor cars.

em ike 31st March 1941~Broad and Metre gauges—contd.
stock.

*alunna have been arrived at by reckoning each. vehicle or wagon as one unit, irrespective of its size and capacity.

WAGONS (LOW-BIDDER). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)										Total goods vehicles for public use. In units. (Col. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indirectly on passen- ger, mail or goods service. (in units.)	Railway service vehicles (in- cluding inspec- tion trolleys) (in units.)	Travel- ling Cranes and other dum- my trucks. (in units.)	Road Motors.	Railway.
Over 24 and up to 28 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wag- ons.	Wag- ons for explosives.	Timber or rail wagons.		Petrol tank Wag- ons.	Other tank Wag- ons.	Miscel- laneous Wag- ons.									
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
..	..	666	28	10	232	584	36	109	1,123	22,544	400	395	79	16	B. N.			
336	224	10,878	1,112	12	73	..	30	133	1	9,835	193	411	16	(k) 18	M. N. & C. I.			
7	..	14,917	..	4	9	07	166	83	103	8,607	107	115	29	8	E. R.			
..	..	8,147	101	34	9	506	26	623	362	51,268	884	1,287	124	37	E. I.			
..	..	9,616	1,439	34	179	70	84	195	39	14,174	482	637	87	(c) 20	G. I. P.			
..	..	8,991	..	29	99	9	56	139	7	6,017	130	104	31	(f) 17	M. & S. M.			
..	..	3,472	..	..	10	..	..	..	..	2,245	42	163	5	†† 14	N. S.			
..	112	41,015	2	48	..	439	137	448	1413	29,567	497	407	97	(j) 20	N. W.			
..	..	..	..	16	191	12	29	6	4	2,740	78	177	7	1	S. I.			
43	366	85,491	2,641	185	719	1,717	487	1,783	2,042	149,476	2,927	3,696	475	148	Total			

WAGONS (LOW-BIDDER). (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 indirectly on passen- ger, mail or goods service. (in units.)	Railway service vehicles (in- cluding inspec- tion trolleys) (in units.)	Travel- ling Cranes and other dum- my trucks. (in units.)	Road Motors.	Railway.
Over 18 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wag- ons.	Wag- ons for explosives.	Timber and wagons.		Petrol tank Wag- ons.	Other tank Wag- ons.	Miscel- laneous Wag- ons.									
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
																3' 3 1/2" GAUGE.		
..	..	..	12	1	..	183	180	113	169	6,993	1	890	19	(j) 4	A. B.			
28	..	15,547	..	..	377	169	4	174	1	12,823	130	35	47	1	B. & N. W.			
210	..	8,718	930	25	4	276	6	30	24	8,879	173	634	48	(j) 5	B. B. & C. I.			
133	107	8,036	..	8	98	171	11	55	11	5,744	95	129	46	..	E. I.			
70	223	6,720	35	3	..	..	10	28	..	2,765	50	99	2	10	Jodhpur.			
136	45	3,777	115	11	118	21	26	68	173	6,646	237	105	34	(m) 1	M. & S. M.			
..	4	390	42	3	52	20	6	26	..	1,453	26	2	22	(c) 5	Mysore State.			
..	3	1,703	..	..	20	..	1	9	(p) 10	1,502	48	97	6	..	N. S.			
..	..	2,068	..	3	69	60	..	..	7	2,680	64	73	36	(f) 2	R. & K.			
5	5	271	..	16	..	125	26	97	13	4,722	231	1,405	36	1	S. I.			
662	389	49,012	1,136	69	628	956	270	602	437	61,386	1,064	2,172	870	30	Total			

++ Includes one six-wheeler * Includes 407 sugar cane and fire-wood trucks.

(c) 6 BUSES and 1 lorry.

(L) Includes 3 internal combustion rail-motor wagons. (m) Motor van for parcel & goods

(e) Includes 17 motor can and motor vans used for departmental purpose. (f) Includes 1 motor lorry employed on deptl. service.

(j) sugar cane trucks. (j) These are all employed for departmental use (p) Includes 9 used for departmental purposes.

10. ~ *Statement of Rolling Stock in service on Class I Railways on the 31st March 1942—concl'd.*
COACHING STOCK—(Narrow gauge).

Note.—The term in units * occurring in certain columns of this Statement indicate that the figures in these columns have been arrived at by reckoning each vehicle or wagon as one unit, irrespective of its size and capacity.

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including "off-stream" coaches). In units.	Steam coach trailer for public use. In units.
	No. (in units).	CLASS BY CLASS.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6s and 2' 0s GAUGM.									
Bengal Nagpur	217	62	508	927	6,957	20	347	22	..
Bombay, Baroda and Central India	74	(a)	176	(a)	2,101	—	74	—	..
Eastern Bengal	65	66	30	110	1,396	—	66	..	..
Great Indian Peninsula	48	68	..	..	1,856	2	50	3	..
Mysore State	32	(a)	48	(a)	1,182	1	33	2	..
North Western	262	268	680	822	9,304	60	342	10	..
s o u t h I n d i a n	24	—	40	—	783	..	34	1	..
Total	643	673	1,363	1,808	26,549	93	936	39	..

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS).		Railway service wagons. (In units).	Remarks.
	Number (In units).	Total capacity (In tons).		
	2	3	4	5
1				
2' 6 AND 2' 0" Gauges.				
Bengal Nagpur.	*1,956	**20,308	18	
Bombay, Baroda and Central India	1338	74,190	1	
Eastern Bengal	130	77161	—	
Great Indian Peninsula	1204	113,308	20	
Mysore State	(a) 124	(d) 1,191	13	
North Western	840	511,499	66	
South Indian	78	788	(b) 1	
TOTAL	3,679	61,372	127	

* Includes 272 special wagons.

t Includes 5 special wagons.

I Includes 3 special wagons.

Includes 142 special wagons.

D Includes 18 special wagons.

¶ Includes 08w carrying capacity of 18 special wagons.

**

Includes 2,984 ton carrying capacity of 272 special wagons.

Includes 20 ton carrying capacity of 5 special wagons.

% Includes 18 tons carrying capacity of 3 special wagons.

[Includes 1,008 tons carrying capacity of 142 special wagons.

(a) Included in column 4.

(b) Motor Inspection Trolley.

(d) Includes 6 tons carrying capacity of 2 special wagons.

(a) Includes 2 special wagons.

**11-STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN
ROLLING STOCK ON CLASS I RAILWAYS DURING THE YEAR
1940-41.**

B75RB

11—Statement of net additions to, or reductions in

Note 1.—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at
 Note 2.—The term 'in units' occurring in certain columns of this state ment indicates that the figures in these columns have been

Railway.	LOCOMOTIVES.			RAIL GEAR (STEAM PROPULSION).		RAIL GEAR (INTERNAL COMBUSTION ENGINE PROPULSION).		ELECTRIC MOTORS COACHES.		CARRIAGES WAGGONS & STOCK EXCLUSIVELY.	
	Steam.	Electric.	Tractive effort (in lbs.).	No.	Seas.	No. (in units).	Seas.	No. (in units).	Seas.	No. (in units).	Seas.
	No.	No.									
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	..	..	66,283	..	..	..	..	..	..	27	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	—11	—39
Eastern Bengal	..	..	..	..	..	..	..	..	..	5	16
East Indian	21	..	512,842	..	..	..	..	..	..	—25	—66
Great Indian Peninsula	—2	..	—27,641	..	..	..	..	..	..	—17	—128
Madras and Southern Mahratta	—6	..	—109,704	..	..	..	..	..	..	6	..
Nizam's State	..	..	..	..	..	..	..	..	..	—4	—24
North Western	—24	—2	—947,050	..	..	11	1,111	..	..	16	251
Poona Indian	—1	..	—5,380	..	..	..	..	..	..	—7	—22
Total	—10	—2	—231,720	..	..	11	1,111	..	..	—11	—10
3' 3½ gauge.											
Assam-Bengal	..	..	2,387	..	..	..	..	..	..	21	..
Bengal and North Western	6	..	98,662	..	..	..	..	..	..	—47	—2
Bombay, Baroda and Central India	4	..	24,556	..	..	..	..	..	..	—11	..
Eastern Bengal	18	..	211,606	..	..	..	..	..	..	47	125
Jodhpur	..	..	3,338	..	..	..	..	..	..	..	—7
Madras and Southern Mahratta	..	..	20,691	..	..	..	..	..	..	—13	—16
Mysore State	..	..	—3,712	..	..	..	..	..	..	—1	..
Nizam's State	..	..	..	..	..	..	..	..	..	—4	6
Rohilkhand and Kumaon	..	..	6,211	..	..	..	..	..	..	..	..
South Indian	—19	..	—106,471	..	..	..	..	..	..	—136	—163
Total	9	..	208,700	..	..	..	..	..	..	—144	—57
V 6' & 2' 0" GAUGES											
Bengal Nagpur	..	..	71,436	..	..	..	..	..	..	—12	—216
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
Mysore State	..	..	2,600	..	..	..	..	..	..	..	..
Northwestern	..	..	..	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	74,189	..	..	..	..	..	..	—12	—216

*Includes B. D. By. stock taken over.

lotting Stock an Class I Railways during the year 1940-41—(By gauges).

instance of the railways.

Tired at by reckoning oak yokoloo wagon as one unit, irrespective of its size and capacity

LBS. (INCLUDING VEHICLES ON RAILWAY SECTION).			GROSS WEIGHTS (INCLUDING WAGONS OVER EXCLUSIVELY OF RAILWAY SECTION).								Railway bar- rier vehicles, in- cluding Officers carriages, in- spection trolleys, travelling cranes and Dummy Trucks.			Road No. of Road
Type of carriage.			Other passing vehicles (including brake vans (in units)).	Covered wagons.		Open wagons.		Special wagons (including brake vans (in units)).	Passen- ger (in units).	Goods (in units).	Road No. of Road			
No.				No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).							
1st.	2nd.	3rd.												
13	14	15	16	17	18	19	20	21	22	23	24			
75	272	2,223	5	84	1,729	329	6,161	..	..	129	..			
86	..	—848	12	72	1,760	—9	—193	125	..	—7	1			
12	—453	1,197	9	76	1,235	12	566	9	..	—1	..			
—32	—07	—1,227	1	137	3,010	—78	—1,243	51	104	29	1			
—63	18	—1,659	—6	—20	—334	—90	—1,908	—5	1	—64	—2			
240	192	95	—1	169	2,132	—6	—164	—2	1	4	15			
—190	..	—130	21	—5	—105	28	605	4	..	..	..			
423	117	—945	—9	—109	—14,811	247	4,243	75	—2	1	..			
—44	..	—322	—14	..	37	..	38	10	2	1	—1			
797	119	—1,216	13	138	—8,774	434	8,092	247	205	92	14			
..	100	1,713	9	—25	—242	—6	—80	—5	..	..	2			
7	234	—2,795	20	..	..	—1	—10	..	27	..	..			
..	219	—1,906	..	147	—1,295	—25	—232	—20	..	5	1			
121	412	1,072	4	222	8,582	43	463	49	5	11	..			
4	21	—46	1	..	—89	..	22	..	4	1	3			
—12	192	—54	..	—5	—78	..	..	4	1	1	1			
..	..	—4	..	—2	733	—1	320	5	..	..	..			
—80	..	95	..	..	..	—7	—86	12	..	3	..			
..	..	—340	..	..	..	..	..	10	..	..	1			
—276	—27	—6,037	—2	—5	—95	1	22	—2	1	1	—2			
—258	1,241	—6,631	22	462	5,394	2	319	54	41	22	6			
65	169	—168	4	..	..	..	..	—81	..	..	..			
..	..	..	..	..	..	..	..	2	..	..	..			
..	..	..	..	6	20	3	30	1	..	..	..			
..	..	..	..	..	..	..	..	..	..	..	..			
..	..	—35	..	..	8	..	3	..	..	..	..			
..	..	..	..	..	..	..	..	..	..	..	..			
63	159	—208	4	5	26	3	33	—28	..	..	..			

Railway.

25

5' 6" GAUGE.

Bengal Nagpur.
Bombay, Barods and Central India.
Eastern Bengal.
East Indian.
Great Indian Peninsula.
Madras and Southern Mahratta.
Nizam's State.
North Western.
South Indian.

Total

3' 3" GAUGE.

Assam-Bengal.
Bongal and North Westerns.
Bombay, Baroda and Central India,
Eastern Bongals
Jodhpur.
Madras and Southern Maaratta
Mysore State.
Nizam's State.
Rohilkund and Kuraoao,
South Indian.

Total.

2' 6&2" GAUGE

Bengal Nagpur.
Bombay, Baroda and Central India.
Eastern Bengal.
Great Indian Peninsula.
Mysore State.
North Western.
South Indian.

Total,

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

Note 1—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at Nmtt/2—The term 'in units' occurring in certain columns of this statement indicates that the figures in these columns have been

Railway.	LOCOMOTIVES.			RAIL CARS (STEAM PROPULSED).		RAIL CARS (INTERNAL COMBUSTION ENGINE PROPULSED).		ELECTRIC MOTOR COACHES.		CHANGING TRUCKS AND EXCHANGING	
	Steam.	Electric.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	Per cent.
	No.	No.									
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	..	..	65,283	..	..	..	..	..	..	27	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	-11	-39
Eastern Bengal	..	..	..	..	..	..	..	..	..	8	15
East Indian	23	..	512,842	..	..	..	..	..	..	-25	-66
Great Indian Peninsula	-2	..	-37,541	..	..	..	..	..	..	-17	-135
Madras and Southern Mahratta	-6	..	-108,794	..	..	..	..	..	..	8	..
Nizam State	..	..	..	..	..	..	..	..	..	-4	-34
North Western	-24	-2	-647,050	..	..	11	1,111	..	..	10	261
South Indian	-1	..	-8,360	..	..	..	..	..	..	-7	-22
Total	-10	-2	-231,720	..	..	11	1,111	..	..	-11	-10
3' 3½" GAUGE											
Aawm-Bengal	..	..	9,387	..	..	..	..	..	..	21	..
Bengal and North Western	6	..	94,952	..	..	..	..	..	..	-47	-2
Bombay, Baroda and Central India	4	..	24,556	..	..	..	..	..	..	-11	..
Eastern Bengal	18	..	211,658	..	..	..	..	..	..	47	125
Jodhpur	..	..	3,338	..	..	..	..	..	..	..	-7
Madras and Southern Mahratta	..	..	20,981	..	..	..	..	..	..	-13	-16
Mysore State	..	..	-3,712	..	..	..	..	..	..	-1	..
Nizam's State	..	..	..	..	..	..	..	..	..	-4	6
Rohilkhand and Kumaon	..	..	6,211	..	..	..	..	..	..	..	..
South Indian	-19	..	-108,071	..	..	..	..	..	..	-136	-163
Total	9	..	202,700	..	..	..	..	..	..	-144	-57
Central India											
..	..	..	71,658	..	..	..	..	..	..	-12	-216
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
Mysore State	..	..	2,580	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	74,199	..	..	..	..	..	..	-12	-216

*Includes B. D. By stock taken over.

pling Stock on Class I Railways during the year 1940-41—[By gauges).

instance of the railways.

oved at by reckoning each vehicle or wagon as one unit, Irrespective of its size and capacity.

Passenger coaches (including motor coaches on railway stations).				Goods Wagons (including motor vans and motor trucks on railway stations).							Railway service vehicles, including office motor vehicles, inspection trolleys, travelling cranes and dummies.				Railway.	
Other coaching vehicles including motor coaches on railway stations.			No. (in units).	Covered wagons.		Open wagons.		Special wagons including motor vans (in units).	Passenger vans (in units).		Goods (in units).	Road motor vehicles.				
1st.	2nd.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger vans (in units).	Goods (in units).						
13.	14.	15.		16.	17.	18.	19.		20.	21.			22.	23.		24.
End.	Inter.	3rd.														
75	272	2,253	5	94	1,729	329	1,151	..	..	129	..	Bengal Nagpur.				
86	..	— 818	13	72	1,769	— 9	— 194	125	..	7	1	Bombay, Baroda and Central India.				
12	453	1,167	3	78	1,235	12	580	9	..	1	..	Eastern Bengal.				
— 32	— 57	— 1,227	1	127	2,010	— 78	— 1,213	51	204	29	1	East Indian.				
— 63	18	1,569	— 6	— 20	— 333	— 100	— 1,905	— 5	1	— 64	2	Great Indian peninsula.				
240	292	95	— 1	168	2,132	— 6	— 1,141	— 2	1	4	15	Madras and Southern Mabratta.				
— 100	..	— 1,20	32	— 6	— 105	28	605	4	..	..	..	Nizam's state.				
623	117	— 946	— 3	— 199	15,811	247	4,243	75	..	1	..	North Western.				
— 44	..	— 332	— 14	..	37	..	..	10	2	1	1	South Indian				
797	319	1,514	13	138	8,774	434	8,062	107	205	92	14	Total.				
3' 3 3/4 GAUGE.																
..	100	1,713	9	— 25	— 245	— 8	— 80	— 5	..	..	2	Attain-Rt-ugal.				
7	234	— 2,795	20	..	..	— 1	— 10	..	21	..	..	Bongal and Nurth Western.				
..	319	— 1,005	..	147	— 1,208	— 25	— 227	— 20	..	5	1	Bombay, Baroda and Central India.				
121	412	1,672	4	352	6,582	43	463	49	9	11	..	Eaectrn Bengal				
4	11	— 48	1	..	— 88	..	21	..	4	1	3	Jodhpur.				
— 12	192	— 54	..	— 5	— 78	..	..	..	4	1	1	Madras and Southern Mabratta				
..	..	— 4	..	— 2	723	— 1	220	6	..	..	..	Myinrw Stattt.				
— 30	..	68	..	..	..	— 7	— 80	12	..	3	..	Xicam'a Stats.				
..	..	— 340	..	..	..	..	..	10	..	..	1	Rohilkwad and Kumaon,				
— 228	— 27	— 6,007	2	— 5	— 95	1	22	— 2	1	1	— 2	South Indian.				
— 256	1,241	— 6,831	32	462	6,594	2	319	64	41	22	6	Total.				
2' 6s & 2' 0" gauge M.																
63	188	— 169	4	..	..	..	..	— 31	..	..	..	Bengal Nagpur.				
..	..	..	..	..	..	..	..	2	..	..	..	Bombay, Baroda and Central India.				
..	..	..	..	6	20	3	30	1	..	..	..	Eastern Bengal.				
..	..	..	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.				
..	..	..	..	..	..	..	..	..	..	..	..	Mysore State.				
..	..	— 39	..	..	6	..	3	..	..	..	..	North Western.				
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.				
63	188	— 208	4	5	20	3	30	— 29	..	..	..	Total.				

12.—Statement of Passenger Revenue Statistics of

(Includes also passenger revenue statistic

Railway.	Year.	Passengers originating on home line whether local or foreign (in lakhs of rupees).					Other traffic.	Passenger carriage.	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE									
Bengal Nagpur	1939-40	18.1	53.3	1,325.2	15,479.1	17,907.7	581.5	80.3	96.0
	1940-41	19.2	57.5	1,534.5	16,298.3	18,009.5	569.5	81.9	98.1
Bombay, Baroda and Central India	1939-40	34.0	1,353.0	83.3	65,245.1	66,680.9	3,281.5	38.6	1,391.7
	1940-41	33.1	1,429.8	73.9	66,898.1	68,431.9	3,739.4	44.1	1,463.0
East India	1939-40	30.4	252.5	2,409.7	30,306.2	33,068.8	1,378.8	44.9	272.1
	1940-41	35.8	268.0	2,437.0	32,427.3	35,168.1	1,238.7	41.6	293.9
East India	1939-40	64.9	316.6	3,459.1	50,188.1	60,907.7	2,480.9	62.2	364.3
	1940-41	67.3	349.5	3,903.2	60,713.1	64,731.9	2,618.7	66.0	383.0
Great Indian Peninsula	1939-40	46.7	694.2	217.8	53,986.6	54,835.3	2,788.5	57.5	725.5
	1940-41	50.3	717.3	130.2	58,190.1	60,137.9	2,109.1	58.1	772.6
Madras and Southern Mahratta	1939-40	7.6	100.4	347.0	16,392.0	16,840.0	2,374.7	13.6	133.1
	1940-41	9.3	97.3	407.2	16,804.9	17,410.4	972.2	17.7	127.6
Nizam's State	1939-40	4.7	24.3	2.1	3,281.0	3,317.1	262.0	7.1	38.4
	1940-41	4.0	22.0	2.8	3,119.5	3,145.3	207.0	7.7	33.8
North-Western	1939-40	49.3	263.0	1,560.7	63,797.2	65,619.2	1,020.9	47.7	289.0
	1940-41	51.9	306.4	1,870.3	77,399.2	79,676.8	1,111.3	57.1	340.3
South Indian	1939-40	4.7	75.6	Nil	11,736.7	11,819.0	570.6	8.9	100.7
	1940-41	5.2	73.0	Nil	12,578.1	12,635.2	696.4	7.8	86.9
TOTALS 5' 6" GAUGE									
	1939-40	250.3	2,172.9	8,685.4	314,431.0	327,389.7	14,066.7	300.9	3,416.1
	1940-41	272.0	3,350.7	10,068.4	344,098.3	358,570.4	13,280.3	342.6	3,610.1
3' 3 1/2" GAUGE.									
Bengal and North Western	1939-40	32.8	9	331.1	14,161.2	14,576.0	304.1	37.6	1.9
	1940-41	33.0	9	418.2	15,640.6	15,992.6	278.6	37.6	1.0
Bombay, Baroda and Central India	1939-40	9.8	86.1	723.6	28,847.3	29,660.8	1,090.0	10.6	92.0
	1940-41	9.6	86.3	860.0	31,483.9	32,430.0	1,155.0	10.8	90.0
Bombay, Baroda and Central India	1939-40	8.1	88.8	24.1	21,011.0	21,123.9	3,618.7	18.8	184.7
	1940-41	8.0	84.4	28.8	24,237.1	24,368.3	4,137.3	16.5	128.6

Class I Railways for the years 1939-40 and 1940-41

(• Electric Multiple Unit suburban trains.)

In hundreds (a)				Passenger miles (in thousands)					Railway
Inter. 11	2nd. 12	Total 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	2nd. 18	Total 19	
									30
									5' 6" GAUGE.
1,544.4	16,004.6	17,669.2	20,894.2	4,449	17,633	65,957	774,732	867,133	Bengal Nagpur.
1,358.1	16,900.8	18,576.0	22,208.8	5,702	17,814	64,022	891,670	939,898	
77.4	66,474.7	67,902.1	83,486.2	8,211	38,676	21,320	1,242,474	1,313,591	Bombay, Baroda and Central India.
80.9	70,580.0	72,188.9	101,543.5	10,421	41,139	25,506	1,304,629	1,381,740	
2,487.2	31,278.4	34,353.6	48,826.0	3,919	22,626	51,935	771,990	792,471	Eastern Bengal.
2,696.1	33,475.2	36,496.8	51,270.8	4,243	13,734	65,085	734,631	801,956	
3,535.0	68,534.1	72,498.6	82,486.6	13,939	57,649	201,797	3,154,833	3,452,148	East Indian.
3,692.6	63,104.2	67,140.8	67,340.6	17,521	86,031	211,369	3,257,322	3,614,655	
176.0	56,655.8	56,862.4	67,676.3	14,129	47,916	31,302	1,867,641	1,961,818	Great Indian peninsula.
198.7	69,437.0	61,467.0	62,007.5	16,042	57,558	38,678	2,006,593	2,122,471	
362.9	18,829.8	19,340.7	22,202.2	3,111	11,800	19,234	591,997	629,873	Madras and Southern Mah.
431.3	17,581.1	18,157.4	23,167.4	5,680	17,163	28,204	681,110	628,126	
6.4	3,619.5	3,369.4	8,832.8	871	4,214	692	173,149	179,681	Nizam's State.
5.8	3,393.9	3,113.2	8,808.9	1,109	4,018	865	174,471	181,293	
1,509.3	64,676.1	66,612.1	67,245.9	12,060	45,742	104,719	2,719,716	2,882,633	North Western.
1,913.1	78,281.0	80,712.1	81,318.9	18,119	55,780	116,734	3,187,202	3,278,141	
Nil	12,540.9	12,689.6	58,113.5	1,194	7,338	Nil	285,174	493,602	South Indian.
Nil	18,144.9	18,243.6	67,349.8	1,342	7,806	Nil	293,731	302,879	
9,787.6	387,845.8	391,349.4		81,326	249,578	592,182	11,706,538	12,373,111	Total 5' 6" GAUGE.
10,466.5	357,110.2	371,638.7		82,207	274,507	633,663	12,438,970	13,329,247	
									3' 3" GAUGE
325.3	14,446.8	14,860.1	16,880.1	2,873	10	18,640	415,592	436,852	Assam Bengal.
432.7	15,796.0	16,269.2	16,208.2	2,703	10	18,984	428,712	461,370	
760.5	29,918.0	30,769.0	30,769.0	1,076	6,477	34,716	1,123,817	1,185,486	Bergal and North Westore
878.9	32,048.5	33,924.0	33,924.0	1,148	6,904	38,960	1,241,040	1,288,042	
38.1	24,879.7	24,743.3	*	1,829	10,663	1,321	975,763	895,768	Bombay, Baroda and Central India.
38.0	28,302.6	28,485.6	*	1,532	11,641	1,923	1,649,746	1,665,642	

(a) In Columns 8 to 13 passengers travelling over two or more railway or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 4, each passenger is considered to have performed one journey only in each railway system.

* Included under 5' 6" gauge

12.—Statement of Passenger Revenue Statistics of
(Includes also passenger revenue statistics)

(includes also passenger revenue statistics)

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in lakhs).					Other traffic. (a) 8	Passen		
		Int. 3	Ext. 4	Inter. 5	Ext. 6	Total. 7		Int. 9	Ext. 10	
3' 3 3/4 GAUGE—amcd.										
Eastern Bengal	1939-40	7.0	47.9	455.1	12,979.4	13,461.4	1,823.1	14.9	66.3	
	1940-41	6.4	39.4	487.8	12,543.2	14,076.8	1,872.1	12.5	83.3	
Jodhpnr	1939-40	1.8	21.1	122.6	4,532.8	4,686.3	322.5	4.4	20.2	
	1940-41	1.9	21.8	147.0	4,905.4	5,157.1	444.9	4.5	22.8	
Madras and Southern Man- ratta.	1939-40	3.0	55.8	258.4	14,736.8	15,051.0	2,417.6	8.9	69.6	
	1940-41	4.2	43.3	295.4	14,937.3	15,282.2	891.9	8.8	61.8	
Mysore State	1939-40	2.4	56.9	8.7	7,764.7	7,774.7	179.8	3.5	63.4	
	1940-41	3.0	56.9	9.8	8,015.0	8,025.1	187.7	5.3	62.9	
Nizam's State	1939-40	3.8	38.5	Nil	5,209.9	5,211.3	131.7	4.2	41.1	
	1940-41	2.9	27.4	Nil	5,365.7	5,369.0	134.9	3.6	39.9	
Rohilkund and Kumaon	1939-40	2.4	16.7	71.5	1,097.9	1,176.1	214.9	3.1	29.9	
	1940-41	2.8	18.5	81.5	1,089.4	1,179.2	261.5	3.8	22.9	
South Indian	1939-40	70.4	230.4	5.0	43,112.2	43,397.9	671.3	14.9	253.8	
	1940-41	11.7	259.4	4.0	43,046.4	43,322.1	579.8	17.6	274.5	
TOTAL 3' 3/4 GAUGE 2' 6" AND 2' 0" GAUGE.		1939-40	81.5	639.1	2,061.2	159,103.9	162,176.7	16,333.7	110.5	755.3
		1940-41	84.2	639.2	3,323.1	159,841.9	161,998.7	9,641.6	119.5	757.0
Bengal Nagpur	1939-40	5	5.7	49.6	3,900.6	3,956.1	151.6	9	3.5	
	1940-41	0	6.2	54.9	3,649.5	3,751.2	170.0	4.2	9.4	
Bombay, Baroda and Central India.	1939-40	Nil	3.1	Nil	11,622.4	11,622.4	844.0	Nil	4.1	
	1940-41	Nil	3.4	Nil	2,070.7	2,070.1	1,023.5	Nil	3.1	
Eastern Bengal	1939-40	Nil	2.3	2.9	694.2	699.3	73.1	Nil	2.7	
	1940-41	Nil	2.8	3.4	687.1	694.3	80.3	1	3.2	
Great Indian Peninsula	1939-40	"	1.0	"	1,123.3	1,134.3	95.1	"	1.2	
	1940-41	"	8	"	1,571.0	1,571.8	130.7	"	1.1	
Mysore State	1939-40	Nil	1.6	Nil	904.7	906.3	29.8	Nil	1.6	
	1940-41	Nil	1.6	Nil	918.5	920.1	21.6	Nil	1.7	
Western	1939-40	2.9	4.5	20.5	276.8	309.7	266.4	2.0	15.2	
	1940-41	4.0	9.5	22.0	760.2	786.7	186.6	7.1	16.8	
Jian	1939-40	Nil	1.4	Nil	469.2	479.8	225.7	Nil	11.0	
	1940-41	Nil	1.0	Nil	469.8	469.8	8.1	Nil	1.3	
TOTAL 2' 6s and 2s 0s GAUGE		1939-40	3.4	24.3	73.0	9,451.6	9,552.7	1,561.7	6.9	64.3
		1940-41	4.5	25.3	80.7	11,062.4	11,173.0	1,504.8	8.4	26.4
TOTAL CLASS I RAILWAYS		1939-40	556.3	3,335.7	11,821.7	432,278.5	449,078.2	26,422.1	417.1	4,324.6
		1940-41	860.8	4,015.2	12,472.6	428,662.6	442,361.1	24,496.6	470.8	4,413.4

* Included in next column.

Class I Railways for the Years 1939-40 and 1940-41—contd.
of Electric Multiple Unit Suburban trains.)

Passenger miles (in thousands).				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
3' 3½" GAUGE—contd.									
545.9	11,691.1	12,237.0	↑	1,107	3,565	17,823	494,693	512,516	Eastern Bengal.
546.3	15,035.8	15,582.1	↑	1,574	2,501	16,841	501,293	523,663	
135.7	4,899.5	5,035.2	↓	409	3,228	6,210	191,106	201,613	Jodhpur.
164.2	8,410.7	8,602.9	↓	789	3,801	8,593	207,275	216,458	
293.9	17,102.3	17,396.2	↑	603	6,947	9,861	304,103	415,378	Madras and Southern Mah- setta.
326.4	15,707.1	16,174.5	↑	1,403	6,138	11,326	479,650	494,719	
12.1	7,871.5	7,913.5	↓	335	3,910	1,117	207,351	212,715	Mysore State.
14.1	8,170.5	8,252.6	↓	430	4,292	1,285	220,034	226,393	
Nil	6,137.7	6,137.7	↑	476	2,852	Nil	170,918	194,276	Nizam's State.
Nil	5,190.4	5,190.0	↑	547	2,872	Nil	197,748	201,137	
75.6	7,700.9	7,902.4	↑	341	2,137	3,176	167,242	193,133	Rohilkhand and Kumaon.
85.7	8,338.3	8,450.7	↑	411	2,308	4,104	217,265	224,281	
5.0	43,715.6	44,029.5	↑	1,743	11,259	910	574,917	591,261	South Indian
6.0	44,205.4	44,502.0	↑	2,094	15,993	912	819,108	866,182	
2,111.0	109,907.0	112,018.1		11,705	11,650	91,298	8,053,615	8,215,871	TOTAL 3' 3½" GAUGE.
2,291.3	170,171.5	181,170.2		13,140	57,215	101,762	6,702,081	6,864,219	
2' 6" AND 2' 0" GAUGE.									
63.0	3,145.6	3,215.9	↑	46	411	1,013	82,267	81,704	Bengal-Nagpur.
64.0	3,833.7	3,911.2	↑	65	492	2,023	97,208	99,880	
Nil	3,400.0	3,410.1	↑	Nil	91	Nil	31,345	31,479	Bombay Baroda and Cen- tral India.
Nil	3,599.7	3,602.0	↑	Nil	60	Nil	37,212	37,311	
3.4	675.0	682.1	↑	Nil	36	30	6,200	6,270	Eastern Bengal.
4.0	709.7	714.8	↑	1	40	62	7,528	7,637	
"	1,226.2	1,227.4	↑	"	34	"	20,611	20,648	Great Indian Peninsula.
"	1,707.4	1,708.5	↑	"	31	"	27,041	27,072	
Nil	925.5	927.1	↑	Nil	37	Nil	16,153	16,190	Mysore State.
Nil	940.0	941.7	↑	Nil	42	Nil	16,309	16,315	
27.5	628.2	627.1	↓	311	1,010	1,725	30,796	33,305	North Western.
23.0	600.4	602.3	↑	504	1,110	1,225	33,700	36,715	
Nil	675.3	676.3	↑	Nil	172	Nil	7,723	7,895	South Indian.
Nil	414.6	415.9	↑	Nil	110	Nil	6,903	7,103	
91.0	10,203.2	10,311.1		381	1,365	3,163	197,110	202,494	TOTAL 2' 6" AND 2' 0" GAUGE.
96.6	12,624.5	12,767.8		570	1,330	3,312	226,975	232,793	
12,119.6	504,733.0	516,852.6	514,007.6	75,302	207,182	509,433	16,821,496	17,291,479	TOTAL CLASS I RAILWAYS.
13,068.3	548,006.2	560,896.7	559,157.3	96,933	253,678	638,747	19,068,029	19,126,357	

(a) see note (a) on page 93

Included under 5' 6" Gauge.
Included under 3' 3 1/2" Gauge.

12.—Statement of Passenger Revenue Statistics of
(Includes also passenger revenue statistics)

Railway,	Year.	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st, 23	2nd, 24	Inter, 25	3rd, 26	Total, 27
21	22					
5' 6" GAUGE						
Bengal Nagpur.	1939-40	235.7	153.6	42.6	48.7	48.1
	1940-41	250.1	161.7	41.5	47.4	47.9
Bombay, Baroda and Central India	1939-40	237.3	27.3	329.3	18.7	19.3
	1940-41	236.4	27.8	315.2	18.5	19.1
Eastern Bengal	1939-40	47.2	46.4	21.7	22.5	23.0
	1940-41	102.0	45.6	21.4	21.9	22.1
Coast Indian.	1939-40	221.6	143.0	67.0	54.0	56.6
	1940-41	230.0	153.0	57.0	53.0	54.0
Great Indian Peninsula.	1939-40	151.1	65.7	181.7	33.6	34.6
	1940-41	278.1	74.0	205.0	37.2	34.6
Madras and Southern Mahratta	1939-40	260.6	177.0	50.0	31.1	32.6
	1940-41	282.5	134.1	48.8	33.1	31.3
Nizam's State.	1939-40	123.8	113.8	159.3	42.4	50.5
	1940-41	141.1	141.3	148.3	51.4	52.7
North Western	1939-40	252.7	137.6	65.5	42.1	43.3
	1940-41	270.3	163.6	61.0	40.7	41.0
South Indian.	1939-40	171.6	73.7	Nil	23.7	23.1
	1940-41	170.4	80.0	Nil	22.3	22.0
TOTAL 5' 6" GAUGE.	1939-40	212.4	170.5	51.3	35.3	46.5
	1940-41	259.7	22.8	51.0	34.8	35.5
3' 3 1/8" GAUGE						
	1939-40	72.3	10.2	42.2	28.8	29.1
	1940-41	78.6	9.67	45.8	27.1	27.7
; and North Western	1939-40	107.7	70.4	46.0	37.6	37.9
	1940-41	108.0	70.7	44.4	38.0	38.5
Bombay, Baroda and Central India	1939-40	111.0	87.5	46.0	35.7	40.0
	1940-41	121.3	92.0	40.3	37.1	37.4

* Columns V3 to V7.—For the purpose of these to more railways or two or more the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1939-40 and 1940-41—contd
of Electric Multiple Unit)

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS)					AVERAGE RATE (IN PERS) 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	
Rs.	Rs.	Rs.	Rs.	Rs.						38
										5' 6" GAUGE.
4.35	7.31	15.67	1,29,60	1,55,45	77.2	8.62	3.98	3.39	8.41	Bangal-Nagpur.
5.10	6.39	13.95	1,38,70	1,65,91	17.2	9.04	4.14	7.32	8.33	
7.81	13.38	2.01	1,51,11	2,55,11	76.3	8.36	4.39	2.97	3.25	Bombay, Baroda and Central India.
8.76	16.72	0.10	2,00,90	2,43,53	18.1	8.75	4.61	3.08	3.38	
3.27	6.52	9.31	1,11,91	1,39,25	16.0	9.01	3.31	2.98	3.17	Eastern-Bengal.
3.70	7.22	10.33	1,19,05	1,46,29	17.1	10.1	3.56	3.12	3.33	
11.66	20.11	38.15	4,55,12	5,24,76	15.2	7.41	3.63	2.74	2.91	East Indian.
13.71	21.85	42.31	5,01,75	5,81,13	15.2	7.73	3.84	2.80	3.00	
14.11	22.3	0.1	2,52,63	2,77,80	17.2	8.11	6.70	2.99	3.31	Great Indian Peninsula.
17.10	26.78	11.79	3,30,31	3,55,49	17.3	8.60	6.71	3.10	3.49	
3.71	7.04	5.11	1,78,64	1,24,40	20.0	8.01	5.10	3.51	3.79	Madras and Southern Malabar.
5.19	8.70	6.75	1,11,05	1,34,16	16.2	9.77	5.91	3.77	4.13	
8.7	2.02	21	28,79	31,59	19.2	9.38	6.45	3.17	3.11	Nizam's State.
1.14	2.15	31	35,35	37,02	16.7	9.55	6.91	3.18	3.76	
2.71	19.61	24.11	1,57,00	1,51,75	15.5	8.27	4.15	2.82	3.02	North Western.
17.59	25.13	24.22	4,84,00	5,62,03	15.6	8.65	4.51	2.32	3.14	
1.23	5.85	Nil	4,150	5,450	29.0	9.50	Nil	3.23	4.55	South Indian.
1.10	4.50	Nil	1,150	6,019	18.0	9.82	Nil	3.36	3.00	
56.60	1,06,13	1,05,79	17,66,75	20,06,17	77.0	8.49	4.06	2.92	3.16	TOTAL 5' 6" GAUGE.
79.87	1,25,30	1,24,03	19,82,80	22,19,99	16.0	8.77	4.32	3.06	3.31	
										3'3 gauge
2.34	1	4.45	68,37	73,62	17.1	12.7	4.60	3.19	3.34	Assam-Bengal.1.
3.50	1	4.00	73,56	81,15	18.1	13.7	4.79	2.21	3.45	
66	2.32	6.59	2,35,84	1,46,91	12.1	6.58	3.14	2.29	2.33	Bengal and North Western.
73	2.80	0.00	1,08,80	1,09,43	11.1	6.70	3.30	2.81	2.49	
1.52	6.83	36	1,01,48	1,09,24	19.1	10.3	4.48	3.16	3.28	Bombay, Baroda and (
1.06	6.84	45	1,62,12	1,81,37	19.5	11.0	4.47	3.33	3.48	

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

(Includes also passenger revenue statistics

Railway. ?1	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3 GAUGE-contd						
Eastern Bengal	1939-40	100.1	80.0	32.7	23.7	23.8
	1940-41	125.6	66.7	30.8	33.4	33.6
Jodhpur	1939-40	139.8	106.8	64.8	39.0	39.8
	1940-41	178.2	116.7	42.8	38.3	39.0
Madras and Southern Mahratta.	1939-40	150.4	100.4	33.6	23.2	23.8
	1940-41	160.4	104.0	33.4	30.4	30.8
Uyamm State.	1939-40	68.7	61.7	68.3	26.3	26.7
	1940-41	60.0	68.2	91.1	27.0	27.5
Nizam's State	1939-40	112.3	69.4	NH	33.8	86.1
	1940-41	142.3	93.1	NH	36.0	86.4
Rohtikund and Kumaon	1939-40	111.4	101.8	41.7	26.6	96.1
	1940-41	118.0	104.9	47.9	26.1	26.5
South Indian.	1939-40	113.3	57.3	130.9	20.0	20.2
	1940-41	119.1	65.0	183.0	10.2	10.5
TOTAL 3' 3 GAUGE						
	1939-40	99.7	72.4	42.0	29.8	30.2
	1940-41	110.1	76.6	40.8	30.1	30.5
2' 6' AND 2' 0s GAUGE.						
Bengal-Nagpur.	1939-40	45.7	62.0	32.0	26.2	26.3
	1940-41	55.5	82.1	31.2	25.4	25.5
Bombay, Baroda and Central India	1939-40	NH	23.2	NH	9.80	9.82
	1940-41	NH	26.4	NH	9.30	9.32
Eastern Bengal.	1939-40	7.85	14.2	7.85	9.15	9.19
	1940-41	30.8	14.2	13.4	9.82	9.90
Great Indian Peninsula	1939-40	†	24.6	†	16.8	16.8
	1940-41	†	27.6	†	16.4	16.4
Mysore State	1939-40	NH	23.1	NH	17.5	17.6
	1940-41	NH	24.7	NH	17.3	17.4
Stern	1939-40	68.0	15.9	41.4	33.2	34.1
	1940-41	71.0	70.4	42.3	37.4	38.4
Indian	1939-40	NH	8.19	NH	11.4	11.3
	1940-41	NH	82.3	NH	14.7	14.9
TOTAL 2' 6' AND 2' 0' GAUGE						
	1939-40	66.6	34.3	34.2	17.0	18.2
	1940-41	67.9	63.2	33.6	18.0	18.2
TOTAL, CLASS I RAILWAYS						
	1939-40	180.8	70.2	49.5	33.1	33.8
	1940-41	208.8	78.6	48.0	32.9	33.7

* columns 23 to 27.—For the purpose of those figures included in next column. traveling

over two or more railways or two or more gauges or

the years 1939-40 and 1940-41--concl'd.

Electric Multiple Unit Suburban trains.)

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS)					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER MILE PER MILE					Railway. No.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
117	1,77	3,05	75,49	82,48	16.4	9.43	1.25	2.53	3.02	3' 3 1/2" GAUGE--concl'd. Eastern Bengal.
1,41	1,86	3,10	81,59	87,98	17.0	10.2	3.48	3.08	3.18	
55	1,97	2,62	37,45	41,59	22.5	11.7	4.59	3.74	3.97	Jodhpur.
91	2,49	1,91	42,00	47,18	22.1	12.4	5.27	3.89	4.16	
92	2,42	2,98	72,47	78,49	19.1	8.65	5.22	3.60	3.52	Madras and Southern Mahratta.
1,31	2,70	3,16	78,09	85,86	17.9	8.08	5.40	3.15	3.31	
26	1,30	34	28,20	30,10	14.0	6.40	5.80	2.60	2.70	Mysore State.
37	1,45	37	30,10	32,39	14.8	6.50	6.50	2.80	2.70	
37	1,72	NH	27,36	29,35	15.0	7.52	NH	2.80	2.50	Nizam's State.
42	1,52	NH	30,05	32,50	13.7	5.18	NH	3.00	3.11	
34	86	75	24,52	26,55	19.0	8.74	4.29	2.51	2.54	Rohilkhand and Kunson.
44	1,10	91	26,35	31,80	19.0	8.77	4.27	2.69	2.72	
2,76	6,63	37	1,39,16	1,48,92	21.5	8.75	7.79	3.02	3.15	South Indian.
3,53	7,40	39	1,42,70	1,54,11	23.9	9.54	8.25	3.20	3.35	
10,93	24,39	18,52	7,74,64	8,29,49	19.1	8.87	3.03	2.94	3.05	TOTAL 3' 3 1/2" GAUGE.
13,68	27,05	21,05	8,47,36	9,10,74	20.0	9.29	4.16	3.02	3.14	
4	21	41	11,15	11,82	17.7	8.93	4.07	2.60	2.63	2' 6" AND 3' 0" GAUGES. Bengal-Nagpur.
5	25	45	12,92	13,07	16.1	9.00	4.31	2.55	2.63	
NH	8	NH	4,89	4,97	NH	15.2	NH	2.81	2.85	Bombay, Baroda and Central India.
NH	8	NH	5,00	5,08	NH	15.2	NH	2.89	2.93	
NH	2	1	1,10	1,13	17.6	11.7	3.45	3.40	3.46	Eastern Bengal.
NH	3	1	1,27	1,31	17.1	12.4	3.38	3.25	3.30	
†	2	†	2,65	2,70	†	12.9	†	2.50	2.51	Great Indian Peninsula.
†	2	†	3.50	3.58	†	13.4	†	2.44	2.45	
NH	1	NH	2,07	2,08	NH	5.20	NH	2.50	2.50	Mysore State.
NH	1	NH	2,10	2,11	NH	4.60	NH	2.50	2.50	
64	86	60	8,36	10,36	16.2	15.7	10.2	5.21	6.02	North Western.
82	97	64	9,11	11,61	16.0	16.7	10.19	5.10	6.12	
NH	3	NH	92	97	NH	3.36	NH	2.26	2.28	South Indian.
NH	1	NH	83	94	NH	1.15	NH	2.20	2.20	
68	1,23	1,02	31,16	34,09	14.3	12.7	6.30	3.03	3.23	TOTAL 2' 6" AND 3' 0" GAUGES.
97	1,37	1,10	35,39	38,83	12.7	13.6	6.38	3.09	3.20	
69,22	1,32,06	1,28,73	52,72,76	55,99,74	17.4	8.53	4.06	2.94	3.13	TOTAL CLASS I RAILWAYS
85,52	1,54,41	1,43,18	58,65,55	62,43,66	17.1	8.80	4.30	3.05	3.20	

the same railway are considered as having made two or more separate journeys.

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

Railway.	Tonnage ton, on home line (whether local or foreign).						Total. (Columns 2+3+5+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)
	Year.	Coal for the pudding.	Coal for burning Railways and home line consign- ment.	Coal for home line.	Grain and cattle.	Other com- modities (including other revenue- bearing).			
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bombay, Baroda and Cen- tral India	1929-30	6,490	1,354	1,085	206	7,096	17,892	1,367	19,259
	1930-31	8,201	1,309	1,107	728	8,405	16,829	1,705	18,534
	1939-40	..	..	7	303	2,839	3,206	2,127	5,333
	1940-41	2	..	16	303	2,708	3,067	2,198	5,065
Eastern Bengal	1929-30	8	..	17	309	2,345	2,689	3,077	5,766
	1930-31	6	..	8	217	2,171	2,372	3,201	5,673
East Indian "	1929-30	6,658	2,471	2,021	1,292	9,003	24,361	4,167	28,528
	1930-31	6,103	2,952	1,968	1,294	9,978	25,314	4,174	29,488
Groat Indian peninsula	1929-30	720	..	561	1,279	4,677	7,237	4,591	11,828
	1930-31	779	..	740	1,067	4,578	7,274	4,762	12,036
Madars and southern	1929-30	..	..	2	409	1,409	1,972	2,672	4,644
	1930-31	7	..	6	404	1,415	1,886	2,761	4,647
Nizam state.	1929-30	673	459	271	112	1,515	2,856	572	3,428
	1930-31	677	427	226	110	1,493	2,894	577	3,471
North Western (Commer- cial)	1929-30	44	1	11	1,695	5,724	7,444	6,674	14,118
	1930-31	18	2	18	2,070	6,977	8,161	4,100	12,261
North -Western (Military)	1929-30	83	..	2	129	1,177	1,389	1,279	2,668
	1930-31	40	1	2	211	1,100	1,354	1,388	2,742
North Western (Total)	1929-30	127	1	13	2,124	7,068	9,603	7,953	17,556
	1930-31	161	3	20	2,281	7,177	9,694	4,068	13,762
Fourth Indian	1929-30	31	..	11	152	1,177	1,360	711	2,071
	1930-31	..	..	6	116	1,574	1,743	517	2,260
TOTAL 5' 6" Gauge.	1929-30	17,676	4,776	4,199	7,617	37,400	70,132	13,181	83,313
	1930-31	17,973	4,684	4,199	8,041	39,076	72,094	14,680	86,774
3 1/4 gauge									
Bengal.	1929-30	28	..	16	311	1,073	1,428	467	1,895
	1930-31	31	1	20	195	1,098	1,545	522	2,067
Bengal and North-Western	1929-30	4	..	38	647	2,762	3,561	1,476	5,037
	1930-31	4	..	46	559	2,470	3,079	1,489	4,568
Bomby, Baroda and cen- tral-dw.	1929-30	..	..	8	307	1,410	1,725	2,666	4,391
	1930-31	1	..	9	376	1,442	1,819	2,628	4,447

(a) Columns 9 to 16 — Tonnage consignments passing over or more railways or two or more gauges on the same railway

for the years 1939-40 and 1940-42 (In thousands).

Tons carried (a).									Railway.
Coal for the public.	Coal for iron and steel and for construction.	Coal for home use.	Urban and other.	Other (including other power stations).	Total (b) (11+12+13+14+15).	(a) (16) (17) (18) (19) (20)	Tons carried.	Tons of coal traffic.	
11	12	13	14	15	16	17	18	19	20
									5 6 GAHOK.
7,016	1,533	1,085	1,081	2,037	12,742	20,715	11,811	274	Bombay Baroda and Central India.
7,363	3,310	1,107	870	9,554	20,914	20,074	14,501	335	
1,047	23	395	659	3,079	5,712	8,310	4,113	377	
1,088	32	433	680	3,762	5,955	8,145	4,229	936	
1,771	113	355	462	2,101	4,802	7,066	4,118	700	
1,772	121	361	334	2,758	4,346	7,114	4,118	728	Eastern Bengal.
10,563	2,766	2,014	2,004	11,725	28,312	28,312	20,528	1,213	East Indian.
10,263	3,159	1,906	2,051	12,018	29,397	29,397	20,609	1,175	
2,429	423	1,196	1,709	6,069	11,726	11,726	7,392	1,500	Gnat Tilian Peninsula.
2,408	419	1,110	1,782	6,314	12,033	12,064	8,387	1,509	
257	111	563	884	2,139	3,554	6,039	3,711	119	Mnd-i and Sou thorn Mak-
495	400	485	762	2,308	4,050	6,125	3,698	361	
595	464	231	419	716	1,735	7,017	3,67	313	Nizam's Slate.
584	427	226	358	762	2,123	3,011	3,67	313	
1,118	1	1,665	2,119	7,116	11,913	†	10,011	†	North -Western (Conimer-)).
1,348	2	1,196	2,474	7,915	11,535	†	10,831	†	
257	1	143	362	2,136	2,638	†	1,159	†	Noth-Western (Military).
270	1	141	355	2,123	2,641	†	1,185	†	
1,420	2	1,063	2,797	8,072	12,954	13,119	11,451	135	North-Western (Total)
1,505	3	1,199	2,60	8,769	14,043	14,177	12,468	121	
47	..	291	153	1,591	2,751	3,363	1,579	158	south Indian.
26	..	234	371	1,910	2,760	6,186	1,533	180	
24,712	6,764	7,611	10,148	46,121	83,266		45,309	3,572	ToTALS 6 gauge
25,358	6,108	7,117	9,676	48,530	96,779		70,063	6,797	
									3.3 gauge.
181	9	117	379	1,292	1,879	1,879	1,879	17	Asamm.Bengal
167	10	117	213	1,128	1,867	1,867	1,867	20	
331	..	250	639	3,311	4,547	4,547	4,547	62	Bengal and North-Western.
321	..	250	800	3,131	4,518	4,518	3,725	103	
331	131	263	911	2,729	4,379	*	2,518	1,971	Bombay, Barods and Central India.
609	181	246	605	2,862	4,654	*	2,541	1,232	

are

shown under 5' 6 gauge.

Not furnished.

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.	(b) Total. (Column 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
3' 3½ GAUGE—concd.	1939-40	1	..	12	259	1,156	1,407	1,426	2,833
Eastern Bengal	1940-41	2	..	11	284	1,083	1,300	1,488	2,841
Jodhpur	1939-40	1	..	8	175	870	1,050	671	1,621
	1940-41	..	..	7	191	808	798	611	1,309
Madras and Southern Mah- ratta.	1939-40	42	..	200	639	968	1,599	766	2,365
	1940-41	3	..	156	470	870	1,508	717	2,225
Mysore State	1939-40	1	..	1	160	116	377	331	1,001
	1940-41	1	..	1	144	508	654	347	1,001
Nizam's State	1939-40	..	..	..	190	347	537	284	821
	1940-41	..	..	..	190	301	491	200	691
Rohilkund and Kumaon	1939-40	..	..	72	143	1,532	1,447	181	1,628
	1940-41	..	..	61	159	1,313	1,532	106	1,638
South Indian	1939-40	65	..	20	736	2,107	2,928	616	3,471
	1940-41	50	..	10	670	2,214	2,944	623	3,567
TOTAL 3' 3½ GAUGE.	1939-40	111	..	389	3,449	12,410	16,812	8,698	25,200
	1940-41	92	1	311	3,100	11,846	15,697	8,090	24,147
2' 6" AND 2' 0s GAUGE.	1939-40	41	2	59	116	637	857	138	995
BEngal-Nagpur.	1940-41	41	2	59	85	663	760	120	876
Bombay, Baroda and cen- tral India.	1939-40	..	..	1	29	195	216	77	293
	1940-41	..	..	..	17	180	197	67	264
Eastern Bengal	1939-40	..	..	..	..	4	4	1	5
	1940-41	..	..	..	..	3	3	1	4
Great Indian Peninsula	1939-40	..	..	..	11	00	74	61	135
	1940-41	..	..	..	22	81	103	68	166
Mysore State	1939-40	..	..	..	9	39	48	4	61
	1940-41	..	..	..	7	42	49	4	63
North-Westom (Commer- .)	1939-40	112	..	13	116	147	367	135	522
	1940-41	115	..	9	67	136	327	133	460
Western (Military)	1939-40	..	..	4	1	47	52	40	96
	1940-41	..	1	3	1	77	81	60	142
Western (Total)	1939-40	112	..	16	117	194	521	180	589
	1940-41	115	1	12	68	213	409	193	572
South Indian	1939-40	..	..	..	18	17	35	12	47
	1940-41	..	..	..	21	14	35	11	46
TOTAL 2' 6" & 2' 0s GAUGE.	1939-40	155	2	78	294	1,166	2,673	443	3,116
	1940-41	159	3	71	320	1,096	2,469	438	2,907
TOTAL CLASS I RAILWAYS	1939-40	17,993	4,248	4,653	10,573	60,588	88,360	32,722	1,21,082
	1940-41	17,818	4,056	4,490	10,080	52,156	80,231	34,074	1,14,305

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

for the years 1939-40 and 1940-41 (In thousands)—contd

Tons carried (a).						(a) On the system.	Tons termi- nating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home use construc- tion.	Coal for home firm.	Grain and oilseeds.	Other com- modities (including other revenue atoms).	Total (Columns 11+12+ 13+14+ 15).				
11	12	13	14	15	16	17	18	19	20
379	85	159	410	1,568	2,533	*	1,517	625	3' 3 GAUGE-CONTD.
253	100	199	326	1,326	2,053	*	1,493	685	
17	6	84	410	1,118	1,631	1,031	1,178	151	Madras and Southern Mah ratta.
14	3	98	341	853	1,319	1,309	795	177	
90	..	200	931	1,438	1,969	*	1,681	178	Mysore State,
75	..	185	707	1,288	2,225	*	4,522	180	
45	..	50	251	692	1,008	1,051	713	47	Nizam's State,
83	..	54	201	683	1,041	1,041	673	43	
59	..	30	254	472	821	*	400	75	Fotolkand and Kumaon,
71	..	35	262	513	871	*	432	80	
29	..	72	149	1,378	1,628	1,628	1,268	2	South Indian.
30	..	61	138	1,420	1,637	1,657	1,361	2	
72	..	175	857	2,370	3,472	*	3,122	13	TOTAL 3' 3s gauge
70	..	135	780	2,601	3,507	*	3,132	19	
1,423	269	1,123	5,363	16,746	25,299		18,217	2,221	2' 6" AND 2' 0" GATRA B8.
1,079	294	1,348	4,752	16,477	24,647		20,100	2,541	
66	2	62	136	729	995	*	619	0	Bengal-Nagpur.
92	2	63	99	650	876	*	658	6	
4	..	1	43	243	291	*	113	6	Bombay, Baroda and Cen- tral India.
4	..	1	37	222	264	*	139	7	
..	..	..	..	5	5	*	2	..	Eastern Bengal.
..	..	..	..	4	4	*	2	..	
12	..	..	30	91	135	*	83	..	Great Indian Peninsula.
16	..	..	32	118	166	*	86	..	
..	..	1	9	42	62	††	36	..	Mysore State.
..	..	1	7	45	53	††	19	..	
129	..	12	133	218	639	*	241	†	North-Western (Commer- cial).
134	..	9	90	227	460	*	220	†	
5	..	7	5	73	95	*	65	†	North-Western (Military)
7	1	6	7	122	142	*	85	†	
129	..	16	137	307	689	*	396	†	North-Western (Total)
136	1	12	96	327	672	*	305	†	
..	..	..	79	25	47	*	14	..	South Indian.
..	..	..	22	24	46	*	13	..	
211	2	89	176	1,467	2,110		1,176	12	TOTAL 2' 6s & 2' 0s GATORS.
218	3	77	203	1,300	1,891		112	13	
26,356	5,968	5,845	15,379	84,438	121,982	116,678	87,742	7,895	TOTAL CLASS 1 RAILWAYS.
27,202	6,197	6,572	14,721	86,533	123,306	117,812	91,376	8,281	

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

* Shown under 5' 8s gauge.

Not furnished.

Shown under 3' 3s Gauge.

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 (Column 23 + 24 + 25 + 26 + 27).
21	22	23	24	25	26	27	28
4' 6" Gauge.							
Bengal-Nagpur	1939-40	1,035,118	441,878	215,373	225,250	1,003,545	3,521,144
	1940-41	1,177,570	380,036	212,212	190,360	1,806,178	3,761,332
Bombay, Baroda and Central India.	1939-40	222,341	4,413	118,622	139,474	615,769	1,102,811
	1940-41	377,916	8,140	132,963	166,975	663,767	1,308,861
Eastern Bengal	1939-40	90,782	19,469	64,895	47,673	332,444	535,231
	1940-41	102,867	18,271	49,103	30,489	363,371	564,021
East India	1939-40	2,561,385	1,419,408	642,167	651,915	1,716,114	6,991,989
	1940-41	2,793,585	1,078,932	608,399	743,869	1,811,306	7,935,440
Great Indian Peninsula	1939-40	675,683	174,264	224,530	636,399	1,324,266	3,000,976
	1940-41	893,440	179,490	209,636	603,980	1,520,570	3,413,016
Madras and Southern Mahratta	1939-40	53,519	252,648	142,272	166,898	443,465	1,053,802
	1940-41	171,350	226,254	135,299	147,761	475,216	1,155,880
Nizam's State	1939-40	108,352	51,866	27,783	78,132	165,216	368,701
	1940-41	101,017	65,182	21,190	83,305	103,009	363,313
North-Western (Commercial)	1939-40	307,609	23	399,887	569,401	1,292,017	2,658,933
	1940-41	422,091	46	430,637	608,006	1,932,179	2,862,431
North-Western (Military)	1939-40	25,284	8	29,511	22,571	162,237	237,611
	1940-41	34,907	26	17,817	23,506	187,306	262,716
North-Western (Total).	1939-40	332,893	31	430,397	591,972	1,454,254	2,789,517
	1940-41	446,108	68	467,374	593,123	1,619,486	3,115,147
South Indian	1939-40	4,746	..	47,166	69,028	166,440	263,380
	1940-41	6,390	..	42,337	40,514	199,915	298,755
TOTAL 4' 6" Gauge.	1939-40	5,252,419	2,362,034	1,832,311	2,398,575	7,379,403	19,722,342
	1940-41	5,970,082	2,548,770	1,817,005	2,533,165	8,345,660	21,418,477
3' 3 3/4" Gauge.							
Assam-Bengal	1939-40	16,656	2,733	18,486	49,384	814,788	896,651
	1940-41	22,244	2,279	18,806	34,339	237,545	310,404
Bengal and North-Western	1939-40	47,632	1	41,733	96,869	631,028	678,194
	1940-41	41,381	3	27,317	100,947	432,478	621,196
Bombay, Baroda and Central India.	1939-40	45,288	42,277	63,261	184,231	408,078	723,225
	1940-41	97,466	55,687	63,584	177,085	527,027	910,849

Includes † Net ton miles of freight carried in Departmental Trains.

for the years 1939-40 and 1940-41 (In the usands)—contd.

* Average miles a ton of goods was carried.							Railway.
coal for the public	Coal for foreign rail ways and home line construction.	Coal for home line.	Grata and oilseeds.	Other com modities (including other revenue Btoroa).	Total coal (excluding coal for home line).	Total goods (including coal).	
20	30	81	32	33	34	35	36
5' 6" Gauge.							
149	288	201	298	184	274	182	Bengal Nagpur.
162	244	195	219	189	181	187	
273	195	288	194	275	271	295	Bombay, Baroda and Central India.
276	256	203	215	190	276	218	
65	180	138	103	172	74	193	Eastern Bengal.
60	169	136	92	171	72	100	
249	522	268	296	153	304	242	East Indian.
272	531	269	267	181	333	276	
365	422	267	305	219	324	267	Great Indian Peninsula.
392	490	130	320	241	372	286	
204	573	287	377	282	427	229	Madras and Southern Mahratta.
346	560	270	104	189	444	249	
162	119	94	174	147	163	169	Nizam's State.
173	129	94	192	137	104	180	
216	19	377	231	278	215	210	North-Western (Commercial).
275	25	307	230	184	272	220	
197	17	142	62	64	101	86	North-Western (Military).
80	23	126	60	76	69	80	
225	19	306	243	196	222	219	North-Western (Total).
278	23	382	240	183	274	225	
111	..	182	170	195	111	114	South Indian.
177	..	183	120	104	174	110	
273	444	260	236	171	260	216	TOTAL 5' 6" GAUGE.
235	432	264	282	176	272	221	
3' 3½" Gauge.							
179	273	166	139	166	126	166	Assam-Bengal.
133	237	168	140	179	139	169	
141	35	146	115	123	141	123	Bengal and North-Western.
137	85	146	128	138	137	127	
136	280	203	208	172	261	181	Bombay, Baroda and Central India.
195	307	218	205	184	225	166	

* 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 mile*					
		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* 23+24+28 +26+27.)
21	22	28	24	20	26	27	28
F 3½" GAUGE—continued.							
Eastern Bengal	1939-40	29,519	21,496	16,861	42,400	205,012	315,288
	1940-41	46,375	12,013	16,937	43,789	200,716	327,530
Jodhpur	1939-40	3,286	333	19,744	76,234	127,127	316,739
	1940-41	2,968	213	23,027	72,372	115,300	313,805
Madras and Southern Mahratta	1939-40	16,505	..	34,127	166,133	213,309	479,479
	1940-41	7,280	..	62,394	134,305	156,074	391,153
Mysore State	1939-40	4,003	..	6,373	22,234	71,754	104,359
	1940-41	7,618	16	6,803	13,280	70,406	102,833
Nizam's State	1939-40	17,054	..	6,389	36,376	47,173	101,492
	1940-41	13,228	..	6,375	36,800	40,020	103,073
Rohilkhand and Kumaon	1939-40	1,374	..	2,750	4,351	59,700	103,065
	1940-41	1,417	..	2,273	9,108	104,971	117,830
South Indian	1939-40	7,392	..	13,370	96,092	216,490	333,344
	1940-41	13,164	..	17,732	102,173	230,613	374,671
TOTAL F 3½" GAUGE	1939-40	139,069	66,295	267,409	779,339	2,062,443	3,371,566
	1940-41	266,764	70,211	244,047	730,225	2,160,749	3,477,996
F 6" AND 2' 6" GAUGES.							
Bengal-Nagpur	1939-40	6,919	270	7,895	9,233	32,417	65,099
	1940-41	6,534	271	6,884	6,097	32,734	62,124
Bombay, Baroda and Central India	1939-40	105	..	34	1,196	5,095	6,320
	1940-41	95	..	20	936	4,056	5,007
Eastern Bengal	1939-40	..	..	..	1	77	78
	1940-41	..	..	..	1	47	68
Great Indian Peninsula	1939-40	471	..	..	1,492	3,533	5,556
	1940-41	502	..	..	1,635	4,181	6,281
Mysore State	1939-40	..	..	9	642	1,379	2,550
	1940-41	..	..	11	433	2,013	2,467
North Western (Commercial)	1939-40	3,562	..	644	4,720	16,217	22,733
	1940-41	5,030	..	608	3,617	10,253	18,013
North Western (Military)	1939-40	321	1	535	380	4,462	5,695
	1940-41	500	6	432	471	7,762	9,217
North Western (Total)	1939-40	3,283	1	1,069	4,066	13,398	23,407
	1940-41	4,192	6	940	4,088	18,004	27,230
South Indian	1939-40	..	..	..	703	954	1,789
	1940-41	..	..	..	823	733	1,556
TOTAL F 6" & F 2' 6" GAUGES	1939-40	10,578	221	6,097	18,331	69,323	97,660
	1940-41	10,383	277	7,855	14,519	63,305	95,238
TOTAL CLASS I RAILWAYS	1939-40	5,469,535	2,418,660	2,269,927	3,194,226	10,012,329	24,191,588
	1940-41	8,241,639	2,617,268	2,068,907	3,284,208	10,774,004	26,985,806

Includes Net ton miles of freight carried in Departmental trains.

or the years 293940 **And** 1940-41 (In the usands)—*contd.*

Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line collieraation.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	39
227	221	206	108	110	126	111	} 8" 34" GAGES— <i>concd.</i>
131	150	99	110	114	129	116	
105	73	233	186	106	168	133	} Eastern Bengal.
104	72	224	216	126	171	163	
114	..	421	178	162	134	180	} Jodhpur.
97	..	406	190	146	97	176	
89	..	124	101	104	89	103	} Madras and Southern Mahratta.
119	51	122	91	103	120	103	
183	..	183	141	100	158	164	} Mysore State.
185	..	186	146	91	186	118	
47	..	39	69	66	47	63	} Nizam's State.
46	..	37	66	74	49	71	
110	..	108	113	91	119	98	} Rohilkhand and Kumaon.
231	..	114	134	92	231	106	
130	217	138	146	124	144	134	} South Indian.
158	230	181	165	132	168	142	
91	132	127	68	46	95	66	} TOTAL 3' 3 3/4" GAGES,
90	146	106	68	50	91	69	
26	..	23	26	21	26	21	} 2' 6" AND 2' 0" GAUGES.
27	..	37	26	21	27	21	
..	..	..	13	16	..	16	} Bengal-Nagpur.
..	..	..	13	16	..	16	
39	..	..	49	39	39	41	} Bombay, Baroda and Central India.
36	..	..	48	36	36	38	
..	..	11	69	45	..	49	} Eastern Bengal.
..	..	11	62	45	..	46	
28	..	44	36	44	28	39	} Great Indian Peninsula.
27	..	57	40	46	27	40	
61	10	32	77	60	60	62	} Mysore State.
84	10	61	70	63	74	65	
50	10	67	37	61	39	44	} North Western (Commercial).
31	10	77	42	66	31	46	
..	..	21	40	34	..	36	} North Western (Military).
..	..	..	38	31	..	34	
44	111	113	40	41	51	46	} North Western (Total).
48	92	102	50	45	48	48	
207	403	247	201	146	243	194	} South Indian.
220	422	241	223	162	265	203	
TOTAL CLASS I RAILWAYS.							

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

13.—Statement of Goods Revenue Statistice' of class I Railways

Railway.	Year.	Earnings from goods carried (in thousands)					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	* Grain and oilseeds.	* Other commodities (including other revenue stores).	Total. (Column* 39 40+41+42+43.)
37	38	39	40	41	42	43	44
5' 6" GAUGE.							
Bengal-Nagpur	1939-40	1,55,61	66,29	33,33	1,10,63	4,72,91	8,68,38
	1940-41	2,12,93	51,69	28,02	65,96	5,94,33	9,42,94
Bombay, Baroda and Central India.	1939-40	35,38	68	19,63	38,79	3,48,99	4,39,38
	1940-41	39,32	90	12,47	65,94	3,01,60	5,10,23
Eastern Bengal	1939-40	20,43	2,99	6,77	19,66	1,71,11	2,29,74
	1940-41	21,72	3,04	7,45	14,08	1,76,74	2,22,03
East Indian	1939-40	4,48,85	1,79,68	69,34	1,88,22	6,45,48	15,62,57
	1940-41	4,65,66	2,11,63	64,27	2,00,67	7,04,07	16,69,29
Great Indian Peninsula	1939-40	95,59	19,60	28,29	1,33,53	5,89,33	9,23,76
	1940-41	1,27,99	22,84	28,73	1,96,23	7,61,67	11,19,28
Madras and Southern Mahratta .	1939-40	19,92	26,46	18,27	59,64	1,97,63	3,15,61
	1940-41	20,71	24,48	18,54	62,60	2,26,16	3,46,49
Nizam's State	1939-40	24,69	12,03	3,74	20,89	32,61	2,22,92
	1940-41	22,02	11,42	2,67	27,90	68,77	1,23,58
North Western (Commercial)	1939-40	37,79	..	40,63	2,31,67	6,55,48	9,68,49
	1940-41	51,71	1	49,46	2,41,43	7,32,64	10,76,26
North Western (Military) . .	1939-40	3,19	..	2,15	8,96	63,28	82,59
	1940-41	3,00	..	2,06	10,66	67,49	1,02,91
North Western (Total)	1939-40	40,98	..	42,80	2,40,61	7,33,76	10,48,05
	1940-41	54,71	1	51,62	2,51,49	8,20,13	11,77,86
South Indian, ...	1939-40	1,27	..	5,88	27,69	21,67	1,26,51
	1940-41	1,40	..	5,50	24,44	1,17,06	1,48,40
TOTAL 5' 6" GACGI	1939-40	8,75,39	2,85,71	2,15,67	8,16,02	32,67,36	65,52,63
	1940-41	9,03,36	3,25,69	2,19,17	9,34,31	39,02,51	62,97,04
3' 3 3/4" GAUGE.							
Assam-Bengal	1939-40	3,23	28	9,44	21,17	29,73	1,17,90
	1940-41	4,48	29	2,47	14,11	1,09,60	1,28,24
Bengal and North Western	1939-40	10,75	..	5,71	47,97	1,45,99	2,19,42
	1940-41	10,48	..	5,18	52,07	1,76,73	2,44,45
Bombay, Baroda and Central India	1939-40	6,82	4,82	4,99	21,43	2,89,69	3,37,80
	1940-41	12,70	6,87	5,02	74,90	3,06,74	4,06,89

or the years 1939-40 and 1940-41 (In thousands)—contd.

Average rate (in pies) charged (or carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail ways and home line constructions.	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	
							5' 6" GAUGE
3.62	2.66	2.52	2.35	6.43	3.21	4.53	Bengal Nagpur.
3.41	2.61	2.52	2.64	5.95	3.21	4.76	
2.58	2.22	1.80	2.66	10.8	2.58	7.41	Bombay, Baroda and Cttutrai India.
2.72	2.83	1.80	2.47	11.7	2.71	8.10	
4.22	2.95	2.91	7.83	8.59	4.08	7.24	Eastern Bengal.
4.43	3.03	2.91	8.87	9.60	4.21	7.76	
3.23	2.32	2.43	5.53	7.21	2.92	4.17	East Indian.
3.13	2.42	2.43	5.28	9.09	2.86	4.32	
2.71	2.13	1.98	7.19	8.40	2.59	5.81	Great Indian Peninsula.
2.76	2.41	2.16	6.87	9.31	2.89	6.26	
3.88	2.61	2.69	7.31	2.55	2.31	5.72	Madras and Southern Mahaxatta.
2.90	2.06	2.63	8.33	9.10	2.47	6.77	
4.27	4.29	2.49	7.58	2.59	2.24	6.37	Nizam's State.
4.34	3.07	2.42	6.48	11.0	4.21	6.53	
2.36	2.32	1.91	7.55	9.78	2.36	7.24	North Western (Commercial).
2.36	2.38	2.16	8.15	9.82	2.36	7.21	
2.42	2.27	1.97	7.61	8.06	2.42	6.64	North Western (Military).
2.40	2.08	2.22	8.20	8.97	2.40	7.80	
2.36	2.37	1.96	7.93	9.64	2.36	7.21	North Western (Total).
2.36	2.47	2.16	8.16	9.72	2.36	7.26	
4.15	..	2.40	10.5	9.71	6.15	8.51	South Indian.
4.20	..	2.40	10.1	10.5	4.20	9.11	
3.29	2.55	2.26	7.37	8.01	2.24	5.47	TOTAL 5' 6" GAUGE.
3.10	2.46	2.32	7.01	8.08	2.91	6.06	
							3' 3" GAUGE.
4.05	2.57	2.34	2.27	8.11	3.64	7.62	Assam-Bengal.
3.87	2.47	2.56	7.89	8.83	3.74	7.81	
4.38	2.38	2.67	2.87	6.46	4.38	4.64	Bengal and North Western.
3.32	2.45	2.04	9.00	7.70	3.32	7.28	
2.97	2.23	1.80	8.64	9.88	2.59	8.26	Bombay, Baroda and Central India.
2.01	2.31	1.80	8.16	11.2	2.50	8.62	

13.—Statement of Goods Revenue Statistics of Class Railways

Railway.	Year.	Earnings from goods carried (In thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseed*.	Other commodities (including other revenue stores).	Total. (Columns 30+40+41+42+43.)
37	38	30	40	41	42	43	44
3'81" GAUO*— <i>one</i> ed.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1939-40	8,99	1,77	2,39	13,06	1,38,41	1,32,52
	1940-41	10,67	1,60	2,61	20,27	1,30,79	1,64,06
Jodhpur	1939-40	41	4	2,13	38,80	60,69	85,77
	1940-41	97	8	2,66	29,36	58,38	90,70
Madras and Southern Mahratta	1939-40	2,96	..	16,77	87,99	1,14,93	*2,24,10
	1940-41	2,13	..	9,02	70,77	1,17,87	*2,06,55
Mysore State	1939-40	99	..	67	2,83	22,68	44,27
	1940-41	1,73	..	70	8,69	26,40	60,42
Nizam's State	1939-40	2,13	..	23	76,23	21,33	60,69
	1940-41	2,73	..	84	16,36	26,71	66,16
Kohilkund and Kumaon	1939-40	23	..	27	6,25	35,39	43,66
	1940-41	26	..	29	5,08	46,92	58,41
South Indian	1939-40	2,07	..	2,56	60,49	1,20,09	1,75,23
	1940-41	4,93	..	2,32	60,98	1,46,14	2,08,75
TOTAL 3' 3 3/4" GAUGE	1939-40	38,58	6,91	32,63	2,72,49	2,03,22	*14,23,46
	1940-41	60,28	8,79	29,91	3,42,56	11,06,48	*15,83,83
2'6" AND 2'0" GAUGE							
Bengal-Nagpur	1939-40	1,90	3	1,91	6,16	12,60	20,78
	1940-41	1,74	4	83	3,84	14,40	21,00
Bombay, Baroda and Central India	1939-40	4	..	..	1,20	4,43	5,67
	1940-41	4	..	..	1,07	4,71	5,82
Eastern Bengal	1939-40	..	..	..	..	6	6
	1940-41	..	..	..	..	0	6
Great Indian Peninsula	1939-40	16	..	..	22	3,90	4,67
	1940-41	18	..	..	1,03	4,40	5,61
Mysore State	1939-40	..	..	..	31	1,23	1,54
	1940-41	..	..	..	26	1,27	1,47
North Western (Commercial)	1939-40	79	..	13	4,68	11,48	26,48
	1940-41	82	..	14	3,07	12,08	16,72
North Western (Military)	1939-40	6	..	10	25	2,26	3,37
	1940-41	11	..	9	30	6,51	6,91
North Western (Total)	1939-40	85	..	23	4,94	16,44	19,86
	1940-41	93	..	23	3,37	18,20	22,73
South Indian *	1939-40	..	..	..	49	65	1,14
	1940-41	..	..	..	46	73	1,21
TOTAL 2'6" & 2'0" GAUam	1939-40	2,94	3	1,34	12,61	26,91	53,73
	1940-41	2,89	4	2,11	10,00	43,77	57,90
TOTAL CLASS I RAILWAYS	1939-40	2,17,39	2,55,65	2,49,74	23,00,12	42,87,49	*70,59,84
	1940-41	10,18,63	3,24,62	2,50,19	12,76,95	60,81,76	*78,48,77

Includes Mormugao Harbour earnings

1939-40. 1940-41.
9,45 6,51

III

the years 1939-40 and 1940-41 (In thousands)--ooncl'd\

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways and home line construction).	Coal for home Hue.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home liao).	Total goods (including coal).	
45	40	47	48	49	50	51	52
4.15	2.61	2.79	7.32	9.25	3.89	7.85	3'3 1/4 GAUGE--concl'd. Eastern Bengal.
4.23	2.70	2.82	8.79	10.0	3.82	9.04	
2.29	2.23	2.07	8.11	8.36	2.38	7.00	Jodhpur.
2.68	2.37	2.23	7.43	9.89	2.46	8.16	
5.21	..	2.46	10.2	10.0	5.21	8.04	Madras and Southern Mahratta.
5.74	..	2.43	10.1	12.1	6.74	9.76	
4.77	..	2.04	8.53	8.75	4.77	8.12	Mysore State.
4.42	2.45	2.04	9.02	10.7	4.41	9.41	
3.69	..	2.48	8.58	12.7	3.69	8.57	Nizam's State.
3.06	..	2.62	8.60	14.7	3.06	10.6	
3.44	..	2.45	15.1	7.80	3.44	8.08	Rohilkund and Kuaaon.
3.45	..	2.46	12.6	8.98	3.45	8.72	
5.05	..	2.63	11.3	10.4	5.05	9.78	South Indian.
4.49	..	2.61	9.52	11.6	4.49	10.3	
3.93	2.36	2.37	9.15	3.83	3.93	8.05	TOTAL 3' 3' GANGS.
3.70	2.40	2.35	8.93	10.2	3.43	8.80	
3.86	2.45	2.45	11.1	7.40	5.74	7.23	2'6" AHD 2'0" gauge, Bengal N^gpur.
6.04	2.45	2.45	11.3	8.41	5.87	7.73	
7.22	..	1.80	20.8	17.0	7.92	17.4	Bombay, Baroda and Coata ludia.
8.18	..	1.80	21.6	10.0	8.10	19.9	
..	..	..	21.4	13.8	..	13.9	Eastern Bengal.
..	..	..	19.9	17.8	..	17.8	
6.22	..	..	11.8	13.2	6.22	16.1	Great Indian Peninsula
6.31	..	..	12.9	20.2	6.31	17.2	
..	..	2.50	9.12	12.4	..	11.5	Mysore State.
..	..	2.46	8.87	12.1	..	11.5	
4.20	..	3.50	16.6	20.2	4.26	16.0	North Western (Commercial).
4.34	..	8.38	10.3	23.8	4.84	17.8	
3.77	4.11	3.81	12.8	12.7	3.77	11.4	North Western (Military).
3.84	3.18	4.07	12.2	13.7	3.85	12.5	
4.22	4.11	4.17	18.4	18.0	4.22	15.0	North Western (Total).
4.27	3.18	4.78	15.8	19.4	4.27	16.0	
..	..	2.63	12.3	13.1	..	12.7	South Indian.
..	..	..	11.1	10.0	..	14.0	
3.29	2.61	2.64	13.2	11.9	5.23	10.0	TOTAL 2' 1/4" AND 2' 0" CUCQBIC
5.34	3.77	2.71	13.9	13.5	6.28	11.7	
3.23	2.35	2.27	7.51	8.22	3.96	5.84	TOTAL CLASS I RILWAYS.
3.23	2.45	2.32	7.47	9.09	2.03	6.11	

24.—Statement of Revenue Earnings and Expense

NOTE. L.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included actual railways in respect of other than State-owned portions of sub-railway systems) include the figures of s Appropriation to Deprecis. Nora. I I. — " Credits for released Materials " previously accounted for under " Earnings " are booked under Depreciation Reserve NOTs. ITI.— Please see note under heading of Statement. No. 2 (a).

Railway.	Year.	Capital at charge* Capital outlay per route mile.	Gross earnings (in thousands of rupees.)	Groat earnings per mean mile worked.	Groat earnings per mean mile worked per week.	Gross earnings per train mile.
1	2	3	4	6	6	7
6' 6" GAUGE						
Itengal-Nagpur	1939-40	2,32,872	16,70,07	47,440	764.3	8.78
	1940-41	2,54,019	11,72,12	45,071	874.0	7.34
Bombay, Baroda and Central India	1939-40	2,30,555	7,41,06	68,523	1,184.0	7.09
	1940-41	2,20,983	3,29,30	90,640	1,278.2	9.05
(Eastern Bengal)	1939-40	2,07,539	4,03,49	44,823	357.3	5.07
	1940-41	2,04,153	4,23,55	47,141	904.1	5.46
East Indian	1939-40	3,41,400	21,55,46	47,863	811.6	8.23
	1940-41	3,40,568	24,41,74	54,180	1,030.1	8.07
Great Indian Peninsula	1939-40	3,19,778	14,15,27	40,979	784.0	6.22
	1940-41	3,26,938	17,36,08	50,528	968.6	7.44
Madras and Southern Mahratta	1939-40	1,82,701	4,51,16	41,582	795.3	6.67
	1940-41	1,84,152	5,33,52	46,647	802.7	7.25
Niaam's State	1939-40	1,12,582	1,87,49	24,341	465.5	2.16
	1940-41	1,14,373	1,77,38	28,779	494.4	3.00
North Western (Commercial)	1939-40	2,27,613	15,19,88	31,347	589.5	6.75
	1940-41	2,27,114	17,60,89	35,949	689.4	7.01
North Western (Military)	1939-40	1,96,852	1,53,71	9,108	181.1	4.82
	1940-41	1,90,886	1,63,94	11,002	222.5	5.58
Worth Western (Total)	1939-40	2,80,826	16,53,30	26,411	505.1	6.56
	1940-41	2,19,588	18,24,23	30,500	584.9	7.37
South Indian	1939-40	1,90,847	7,96,82	24,878	470.3	4.79
	1940-41	1,96,013	3,24,89	23,339	543.5	6.38
TOTAL 5' 6" GAUGE	1939-40		50,54,21	36,433	735.1	6.56
	1940-41		54,73,91	43,908	843.2	7.27
3'3 gauge.						
Assam-Bengal	1939-40	1,98,261	2,13,56	15,591	298.5	4.27
	1940-41	1,90,966	2,23,22	16,440	315.3	4.81
Bengal and North Western	1939-40	1,07,125	3,82,00	15,975	308.6	4.00
	1940-41	1,07,817	4,12,84	18,226	352.0	4.00
Bombay, Biroda and Central India	1939-40	1	5,54,92	30,415	586.4	6.73
	1940-41	2	6,36,30	31,075	586.7	6.82

In the case of state-owned railways.

The gross earnings [col. (4) working expenses [col. (8)] and net earnings [col. (11)] include figures relating to steam boat service. Included in 6' 6" Gauge.

f In the case of other than Statesowned railways.

f Class I Railways rated against selected units for the years 1939-40 and 1940-41.

I Railways (except B. & N. W. R. s K., Jodhpur and W. s,

and from 1936-37.

Total working expenses (in thousands of P	Working ex. penses per mean mile worked per week.)	Working expenses per train mile.	Net earnings (in thousands of rupees).	Net earnings per mile worked.	Net earnings per train mile.	Railway.
8	9	10	11	12	13	14
						5' 6" Gauge
6,00.43	511.4	4.36	3,79.64	11,700.4	2.41	Bengal-Nagpur.
8,57.41	510.8	4.29	4,84.71	19,026.7	3.05	
4,20.05	645.3	4.42	3,15.01	25,093.3	2.27	Bombay, Baroda and Central India.
4,40.88	671.3	3.07	3,06.53	31,639.7	4.30	
3,87.00	622.4	4.67	16.43	1,524.0	0.21	Eastern Bengal.
3,33.48	711.8	4.30	90.07	10,023.2	1.16	
18,70.54	654.3	3.79	8,44.63	18,633.5	2.44	East Indian.
13,49.32	573.7	3.85	10,02.22	24,263.5	3.12	
9,05.83	601.0	4.05	6,06.44	14,722.1	2.27	Great Indian Peninsula.
9,30.50	610.4	3.99	8,06.43	23,458.0	3.46	
7,86.14	473.0	3.57	1,05.03	16,853.6	2.70	Madras and Southern Mahratta.
7,80.18	483.0	3.00	2,44.31	21,317.0	3.37	
72.75	202.3	3.51	04.74	13,765.4	4.61	Nizam's State.
74.23	205.0	3.72	1,00.16	14,990.7	5.18	
5,67.78	381.3	4.32	6,61.66	11,354.0	2.46	North Western (Commercial).
10,06.49	394.1	4.34	7,54.20	15,399.0	3.25	
1,70.58	231.6	5.16	—37.77	—2,639.8	—1.54	North Western (Military).
1,74.03	241.8	6.06	—14.10	—1,061.5	—0.48	
11,38.76	347.9	4.52	6,74.63	8,226.5	2.04	North Western (Total).
11,84.52	360.0	4.54	7,40.01	11,727.0	2.83	
1,14.74	271.6	2.79	22.68	10,267.1	2.00	South Indian.
1,15.75	280.0	2.77	1,09.04	12,739.9	2.61	
53,33.60	473.1	4.18	29,20.61	13,696.7	2.32	TOTAL 5' 6" GAUGE.
54,05.21	480.8	4.15	40,02.70	19,897.7	3.12	
						3' S' GAUGE
1,68.28	233.9	3.37	45.08	3,271.9	0.90	Assam-Bengal.
1,66.82	228.7	3.49	67.70	4,516.0	1.22	
1,84.62	135.0	3.00	1,78.03	7,375.0	2.00	Bengal and North Western.
1,93.32	103.0	3.00	2,20.61	9,556.0	2.00	
3,06.82	280.1	3.28	2,20.70	11,313.9	2.45	Bombay, Baroda and Central India.
3,13.31	296.8	3.25	3,15.00	14,008.5	3.27	

bat while calculating working results in column 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been exoloded.

J4.-Statement of Revenue Earnings and Expenses of Class I

NOTE 1.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of "Appropriation to Depreciation Reserve, II.—" Credits for released Materials " previously accounted for under " Earnings " are booked under Depreciation Reserve.

NOTE 2.—Please see note under heading of Statement No. 2 (a).

Railway.	Year.	Capital at charge.*	Gross earnings (in thousands of rupees.)	Gross earnings per mean mile worked.	Gross earnings per mean mile worked per week.	Gross earnings per
1	2	Capital outlay per route mile.	4	6	6	7
8' 3" GATros—cone M.						
Eastern Bengal	1939-40	₹	2,11,85	21,105	(a) 403.7	4.4
	1940-41	₹	2,63,66	24,153	484.0	5.0
Jodhpur	1939-40	₹7,399	1,38,38	12,487	245.4	5.6
	1940-41	₹6,461	1,64,76	13,633	250.5	6.1
Madras and Southern Mahratt U.	1939-40	₹	1,10,55	17,127	327.6	6.1
	1940-41	₹	1,10,45	16,718	320.6	6.4
Mysore State	1939-40	₹9,625	79,96	13,180	252.1	3.3
	1940-41	₹9,749	88,32	14,492	277.9	3.7
Nizam's State	1939-40	₹	85,76	12,766	244.2	4.6
	1940-41	₹	96,26	14,326	274.6	5.4
Kobilknot and Kumaon	1939-40	₹3,570	75,33	13,868	263.0	4.0
	1940-41	₹3,087	93,95	16,845	322.0	5.0
South Indian	1939-40	₹	3,52,27	19,600	374.9	3.2
	1940-41	₹	3,81,73	21,540	413.1	3.6
TOTAL 3' 3" GAUGES	1939-40		23,05,57	17,904	343.6	4.2
	1940-41		26,57,70	19,863	380.3	4.6
2' 6" and 2' 0" GAUGE,						
Bengal Nagpur	1939-40	₹	34,39	3,712	71.0	1.7
	1940-41	₹	36,90	3,903	76.4	1.9
Bombay, Baroda and Central India	1939-40	₹	11,65	4,923	93.8	2.3
	1940-41	₹	11,84	5,316	102.2	2.5
Eastern Bengal	1939-40	₹	1,25	3,377	64.6	0.9
	1940-41	₹	1,44	3,928	75.3	1.1
Great Indian Peninsula	1939-40	₹	7,71	3,156	60.3	1.6
	1940-41	₹	9,56	4,102	78.4	1.8
Mysore	1939-40	₹	(b) 2,50	2,960	58.4	1.5
	1940-41	₹	(b) 3,73	2,806	56.6	1.4
North Western (Commercial)	1939-40	₹	36,75	5,353	100.3	3.0
	1940-41	₹	37,64	6,073	101.3	3.2
North Western (Military)	1939-40	₹	5,66	1,853	35.4	2.7
	1940-41	₹	9,44	3,004	57.6	3.4
North Western (Total)	1939-40	₹	36,40	(a) 5,483	103.7	3.2
	1940-41	₹	42,38	6,376	120.1	3.7
South Indian	1939-40	₹	2,77	2,156	46.0	1.2
	1940-41	₹	3,13	2,164	41.2	1.4
Total 2' 0" and GAUGE	1939-40		96,77	4,162	79.4	2.1
	1940-41		1,08,08	4,714	90.3	2.3
TOTAL Class I Railways	1939-40	₹23,895	1,07,76,56	26,981	684.3	6.7
	1940-41	₹23,715	1,22,56,09	32,930	831.7	8.4

* In the case of State-owned railways, in the case of other than State-owned railways, the gross earnings (col. (4)), working expenses (col. (8)) and net earnings (col. (11)), include figures relating to steam boat services included in 5' 6" gauge.

Include* earnings and expenditure of Mormunro Harbour.

(a) Revised figures (A) Ekiudeffarnitigs of Tadsa Habbe Tramway,

Included in 3' 3" Gauge.

Railways rated against deoted units for the years 1939-40 and 1940-41—concl'd.

Lnditare oa "Replacements and Renewals", but from 1933-37, all Class I Railways (except B. & N. W., R. & K., Jodhpur and N. S. ation Reserve Fund " instead, ind from 1936-37.

total working expenes (in thousands of rupees) 5	Working ex- panes per mean mile worked per week. 3/4	Working expenes per train mile.}	Net earnings (in thousands of rupees) 7/3	Net earnings per mean mile worked. 3/4	Net earnings per train mile 3/4	Railway.
8	9	10	11	12	13	14
3' 3 1/2 GAUGE—Concl'd.						
1,64.77	283.0	3.11	67.08	6,307.3	1.32	Eastern Bengal.
1,74.89	302.1	3.26	69.97	6,440.7	1.76	
70.87	130.3	3.11	01.51	4,701.2	2.49	Jodhpnr.
71.38	122.9	3.90	79.38	7,125.0	3.22	
92,03.12	200.8	2.85	71,77.43	6,207.2	1.31	Madras and Southern Mahratia.
71,98.34	206.4	2.82	71,11.01	6,007.6	1.88	
58.59	171.8	2.25	26.17	4,197.0	1.96	Mysore State.
54.61	171.5	2.20	33.81	6,548.0	1.41	
58.81	180.4	3.00	32.95	4,804.4	1.87	Nhsam'a State.
54.65	169.0	3.00	41.61	6,103.7	2.36	
37.19	127.0	2.60	39.72	7,059.0	2.00	ilohilkand and Kuroam.
43.52	147.0	2.00	50.44	8,935.0	3.00	
2,02.65	286.0	2.51	64.22	4,665.6	0.78	South Indian.
2,66.03	283.1	2.80	1,22.70	6,770.9	1.18	
16,15.69	216.0	2.70	8,80.37	6,626.6	1.58	TOTAL 3' 3 1/2 GATKM.
15,34.08	218.7	2.77	11,22.72	8,402.7	2.06	
2' 6' and 2' 0' GAUGE.						
53.01	100.4	2.63	—78.82	—2,009.7	—0.82	Bengal Nagpur.
54.03	112.7	2.72	—13.03	—1,044.8	—0.90	
2.13	77.7	2.09	1.92	885.5	0.44	Bombay, Baroda and Central India.
0.22	78.4	2.16	2.72	1,212.5	0.64	
1.37	71.1	1.64	—78	—540.2	—0.10	Eastern Bengal.
1.42	73.6	1.12	2	97.8	0.03	
4.18	32.8	0.88	3.53	1,443.3	0.74	Great Indian Peninsula,
4.70	30.1	0.04	4.80	2,000.5	0.95	
2.48	85.2	0.98	1.38	1,011.9	0.57	Mysore State.
2.33	84.7	1.00	1.40	1,087.0	0.61	
38.28	204.7	4.02	—5.47	—2,310.0	—0.91	North Western (Commercial)*
38.83	106.5	3.53	—68	—272.4	—0.10	
25.47	115.8	3.82	—12.83	—4,204.8	—0.18	Northwestern (Military).
19.50	110.0	7.00	—10.04	—3,203.7	—3.86	
57.69	166.4	5.06	—21.29	—3,170.5	—1.36	North Western (Total),
63.31	166.7	4.70	—10.03	—1,701.6	—0.87	
4.09	79.4	2.43	—1.82	—1,914.3	—1.14	South Indian.
3.63	74.4	2.61	—1.70	—1,724.2	—1.10	
1,31.89	168.2	2.86	—35.12	—1,506.7	—0.78	TOTAL 2' 6" AND 2' 0' GDAOIM.
1,29.83	108.8	2.83	—21.74	—648.1	—0.47	
66,81.09	368.7	3.71	47,95.86	16,220.7	2.62	TOTAL CLASS I RAILWAYS.
70,70.01	364.3	3.72	61,69.68	13,945.0	2.72	

railways.

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

5.—Results of working of Class i Railways

Nora I.—The rate of interest for calculating the figures given under column is Was
NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Assam I) footed and N. 8. railways to respect of other than State-owned portions of the railway (Assam I) include the figures of Appropriation to

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			Coaching TRAFFIC.		
		Total working expenses for both coaching and goods traffic*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	ft	6	6	7	8
5' 6" GAD OK.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nasipur	1939-40	6,09,55,383	1,50,60,554	5,09,59,529	3-01	3-66	0-65
	1940-41	6,85,72,714	1,57,41,884	5,08,31,060	3-34	3-49	0-85
Bombay, Baroda and Central India	1939-40	4,13,23,747	1,74,72,397	2,37,51,350	4-78	2-58	1-20
	1940-41	4,26,41,330	1,80,99,417	2,45,42,413	5-90	2-51	2-49
Eastern Bengal	1939-40	3,63,39,305	1,51,59,268	1,71,50,137	2-78	3-37	0-59
	1940-41	3,07,55,528	1,49,74,008	1,36,21,820	3-03	3-00	0-03
East Indian	1939-40	12,96,64,347	3,77,36,134	8,49,28,163	3-38	3-17	1-25
	1940-41	12,90,77,045	3,71,98,013	9,18,78,033	3-86	2-11	1-75
Great Indian Peninsula	1939-40	8,74,76,053	3,68,37,557	5,10,38,528	4-34	2-89	0-66
	1940-41	8,06,32,537	3,67,73,237	5,38,60,280	4-19	3-50	1-60
Madras and Southern Mahratta	1939-40	2,86,64,713	1,07,80,720	1,73,43,993	2-61	2-64	1-17
	1940-41	2,82,80,268	1,02,59,001	1,80,20,257	4-11	2-40	1-71
Nizam's State.	1939-40	70,54,216	21,73,274	48,75,941	4-29	2-18	2-02
	1940-41	71,40,746	22,32,074	49,14,071	5-21	2-33	2-88
North Western	1939-40	10,98,54,708	4,95,65,261	6,08,30,505	3-47	3-12	0-35
	1940-41	11,43,07,586	5,04,94,900	6,38,12,686	4-27	3-13	1-14
South Indian	1939-40	1,17,37,563	60,63,481	56,71,707	2-79	2-97	0-18
	1940-41	1,12,65,808	60,83,533	61,72,175	2-37	2-00	0-37
3' 3" GAUGE.	1939-40	1,61,02,011	70,54,240	91,37,771	2-61	2-59	0-02
Assam-Bengal	1940-41	1,63,37,306	67,62,487	90,74,719	4-18	3-11	1-07
	1939-40	1,64,74,522	77,47,679	87,27,441	3-00	1-09	2-00
Bengal and North-Western	1940-41	1,71,98,101	78,56,301	93,41,800	2-00	1-00	2-00
	1939-40	2,97,53,384	1,14,52,643	1,82,77,239	2-65	2-23	1-42
Bombay, Baroda and Central India	1940-41	3,03,90,786	1,13,97,679	1,89,93,107	4-09	2-18	1-91
	1939-40	1,61,71,572	71,76,317	79,95,255	2-91	2-32	0-59
Eastern Bengal	1940-41	1,68,41,620	74,70,985	93,61,740	3-10	2-42	0-68
	1939-40	71,53,681	26,77,643	46,81,638	3-29	2-16	1-13
Jodhpur	1940-41	66,27,560	25,74,590	40,52,974	4-28	3-01	2-27
	1939-40	1,03,17,395	74,95,543	1,18,22,559	2-24	1-38	0-86
Madras and Southern Mahratta	1940-41	1,89,72,371	82,15,107	1,07,57,264	3-49	2-06	0-43
	1939-40	52,70,017	27,10,631	25,59,989	2-10	1-73	0-38
Mysore State	1940-41	63,04,708	27,59,009	35,45,740	2-32	1-78	0-54
	1939-40	(a) 61,39,545	(a) 24,35,369	(a) 27,04,276	2-02	1-25	0-77
Noam's State.	1940-41	62,73,226	26,04,649	37,71,381	3-03	2-04	0-99
	1939-40	33,66,378	16,37,104	17,29,489	2-11	1-16	0-97
Rohilkhand and Kumaon	1940-41	29,23,362	17,80,967	11,42,395	2-06	1-22	1-34
	1939-40	2,52,66,512	1,40,57,847	1,03,08,665	1-06	1-03	0-13
South Indian	1940-41	2,49,68,383	1,43,10,378	1,07,58,005	2-10	1-78	0-32

The results in columns 8 to 17 exclude steam boat

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and (a) Revised figures.

or the years 1939-40 and 1940-41

based on 5 to 4 per cent. per annum with effect from the year 1933-34 and further reduced to 4 per cent. 1938-39
actual expenditure on Replacements and Renewals, but from 1936-37, all Class I railways (except B. & S. W., R. & K
Depreciation Reserve Fund) instead.

J GOODS TRAFFIC.										Railway.
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (viz. one ton) one mile.	Cost of hauling a goods unit (viz. one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent. per annum (see note under the heading).	Cost of hauling a goods unit (viz. one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent. per annum (see note under the heading).	Profit on working a goods unit (viz. one ton) one mile.	
9	10	11	12	13	14	15	16	17	18	
<i>Rs.</i> <i>0-15</i>	<i>Rs.</i> <i>5-44</i>	<i>Rs.</i> <i>3-72</i>	<i>Pies.</i> <i>46-1</i>	<i>Pies.</i> <i>25-8</i>	<i>Pies.</i> <i>18-3</i>	<i>Pies.</i> <i>2-73</i>	<i>Pies.</i> <i>3-03</i>	<i>Pies.</i> <i>1-86</i>		5' 6" GAWN.
9-84	5-34	4-50	48-3	20-2	22-1	2-69	3-74	2-17		Bengal Nagpur.
14-7	7-71	7-02	64-1	33-6	30-5	3-89	5-98	3-65		Bombay, Baroda and Central India.
16-7	7-60	6-13	67-4	32-6	34-6	3-90	5-93	4-20		Eastern Bengal.
9-80	7-59	2-21	44-1	35-0	20-1	3-64	7-22	1-00		East Indian.
10-7	6-64	4-16	50-0	30-6	19-4	4-73	6-92	3-02		Great Indian Peninsula.
9-68	4-34	3-78	27-7	22-2	15-5	2-47	3-63	1-70		Madras and Southern Mah.
9-82	6-30	4-52	40-6	31-9	18-7	2-34	3-43	1-96		retia.
10-7	5-29	4-84	49-9	27-4	22-5	3-27	4-28	2-64		Nizam's State.
11-9	5-87	6-18	54-6	26-2	28-8	3-03	4-59	3-27		North Western.
17-2	6-16	5-64	66-8	25-8	23-1	3-16	4-67	2-56		South Indian.
11-8	6-07	5-69	47-6	24-6	33-1	2-99	4-41	2-78		3' 3 3/4" GAWN.
11-7	4-82	(a) 7-88	37-4	22-7	34-7	2-54	114-54	3-53		Amraw-Bengal.
12-1	4-76	7-34	57-7	22-8	24-9	2-80	114-03	3-93		Bombay and North-Western.
11-8	6-47	4-93	53-3	30-2	23-1	4-15	6-30	3-06		Bombay, Baroda and Central India.
12-0	6-40	5-60	55-0	26-7	25-9	3-93	5-90	3-38		Eastern Bengal.
11-6	4-82	6-06	70-8	23-2	42-0	3-63	6-36	4-68		Jodhpur.
13-2	4-87	6-63	78-4	27-1	51-3	3-30	4-90	5-75		Madras and Southern Mah.
4-37	3-71	1-16	34-6	25-3	6-30	6-84	9-64	1-69		retia.
5-37	3-83	1-54	36-8	26-2	10-6	6-52	9-12	2-29		Mysore State.
8-90	3-00	3-00	31-0	13-0	18-0	3-00	4-13	3-64		Nizam's State.
7-00	3-00	4-00	35-0	14-0	21-0	3-00	4-60	4-28		Robilkund and Kumaon.
8-12	4-32	3-71	38-4	20-6	17-5	4-42	5-23	3-86		South Indian.
9-18	4-29	4-80	44-0	30-6	23-4	4-00	5-36	4-62		
6-43	3-97	2-46	29-0	17-9	11-1	4-57	17-09	2-98		
7-49	4-09	3-39	33-1	18-1	15-0	4-90	17-04	4-04		
6-81	3-62	3-19	32-0	17-0	16-0	4-06	5-48	3-54		
7-67	3-41	4-26	35-9	16-0	19-9	3-64	5-04	4-32		
6-20	3-39	2-51	43-1	23-5	19-5	4-73	6-78	3-91		
6-60	3-70	3-16	47-2	26-5	21-8	5-28	7-59	4-48		
6-59	3-14	2-36	43-8	26-9	18-7	4-72	4-86	3-58		
6-09	3-06	2-04	51-5	26-8	25-8	4-78	6-93	4-06		
16-0	4-23	4-77	51-8	27-1	24-7	4-12	**	4-45		
10-6	5-16	6-46	66-2	26-7	26-5	5-10	**	5-34		
6-28	4-51	3-76	41-6	18-7	24-6	3-26	5-09	4-38		
7-43	3-98	4-47	40-1	18-8	27-8	3-40	5-19	6-23		
7-60	4-60	3-98	40-1	23-7	16-4	5-83	7-00	3-93		
8-10	4-84	3-81	48-3	23-0	20-8	5-81	8-04	4-79		

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

(f) Metre and Narrow gauges combined.

** Included in Broad gauge.

Broad and Metro gauges combined.

16.—*Sfalmn&& of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1939-40 and 1940-41.*

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mile age of those services is shown in Statements 32 and 33 respectively.

(In thousands)

Railway.	Year.	*Net ton miles (goods and proportion of mixed).	Gross ton miles (ex cluding weight of engine and departmental).		Gross ton miles (in cluding weight of engine but exclud ing departmental).		Gross ton miles (in cluding weight of engine and departmental).	
			Passenger and proportion of mixed. 4	Goods and proportion of mixed. 5	Passenger and proportion of mixed. 6	Goods and proportion of mixed. 7	Passenger and proportion of mixed. 8	Goods and proportion of mixed. 9
1	2	3	4	5	6	7	8	9
S' O' GAZES.								
Bengal Nagpur	1939-40	3,553,344	1,895,346	5,929,489	2,544,601	7,891,297	2,664,974	3,194,316
	1940-41	3,784,415	1,942,065	7,197,724	2,602,081	3,281,348	2,924,181	4,478,382
Bombay, Baroda and Central India	1939-40	1,142,007	1,357,908	5,549,623	1,641,619	2,634,139	1,645,672	2,289,200
	1940-41	1,200,785	1,304,778	2,760,787	1,785,231	3,007,614	1,766,918	3,056,739
Eastern Bengal	1939-40	497, 879	1,467,540	1,897,795	1,942,000	1,374,761	1,948,149	2,746,894
	1940-41	478,221	1,499,947	1,108,473	1,976,220	1,321,178	1,982,358	1,036,936
East Indian	1939-40	6,796,818	5,139,619	13,745,264	6,875,194	15,441,766	6,643,190	16,382,161
	1940-41	7,388,531	6,303,894	14,859,898	6,801,543	16,416,032	7,029,306	17,886,478
Great Indian Peninsula	1939-40	2,093,876	3,104,381	6,800,432	4,168,538	6,714,095	4,173,894	6,812,651
	1940-41	2,060,901	3,214,718	6,508,055	4,304,367	7,611,098	4,313,327	7,926,764
	Steam	270,441	426,992	640,724	693,215	744,478	693,795	1,58,741
	Electric	331,714	549,616	711,713	717,161	825,842	718,902	602,732
Madras and Southern Mahratta	1939-40	1,046,336	1,195,976	2,391,707	1,639,955	2,635,454	1,651,325	2,673,621
	1940-41	1,148,011	1,199,730	2,600,561	1,644,818	2,849,649	1,657,369	2,807,381
Nizam's State	1939-40	367,242	207,122	756,368	403,718	397,948	466,587	615,271
	1940-41	361,106	311,845	731,798	412,137	881,901	412,786	906,824
North Western	1939-40	2,706,316	4,572,771	6,136,420	8,990,276	7,894,223	6,094,877	7,303,343
	1940-41	3,049,361	4,325,005	6,793,701	6,296,640	7,772,419	6,310,699	7,976,161
South Indian	1939-40	258,424	**677,870	596,277	**847,036	684,693	**848,232	709,335
	1940-41	287,120	1,005,690	628,119	2,889,217	725,293	2,886,611	763,682
Total S' O' GAZES	1939-40	10,090,379	16,490,164	30,065,567	26,058,776	43,675,840	26,163,954	27,009,301
	1940-41	10,709,502	20,160,695	42,901,923	26,848,064	49,794,322	26,993,981	30,725,534
	Steam	290,141	536,502	649,724	693,215	744,473	693,795	733,741
	Electric	331,714	549,616	711,713	717,161	825,842	718,902	602,732
S' S' GAZES.								
Assam Bengal	1939-40	284,033	511,018	664,884	644,884	195,305	646,341	837,571
	1940-41	302,994	513,260	694,807	637,407	822,405	699,366	867,923
Bengal and North Western	1939-40	472,638	871,537	1,128,318	1,129,817	1,272,376	1,123,673	1,345,959
	1940-41	688,787	845,975	1,178,740	1,139,848	1,334,370	1,192,821	1,419,139
Bombay, Baroda and Central India	1939-40	787,643	950,476	1,644,699	1,188,018	1,867,166	1,193,763	1,961,061
	1940-41	906,018	968,893	1,804,963	1,346,620	2,040,779	1,246,180	2,076,630

*Excluding traffic earned in departmental trains.

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

Includes 67,000 (000) ton miles on account of engine power supplied by the R. A. K. Rly.

Includes 88,129 (000) Gross Ton miles of running power trains.

**Includes 74,575 (000) Gross Ton miles of running power trains.

) Excludes 237,000 (000) miles of M. & S. M. Railway trains worked by B. N. Railway engines.

Includes 237,000 (000) ton miles in respect of 21. & S. M. railway train hauled by B. N. Railway Engines.

L.—Statement of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1939-40 and 1940-41—concl'd.

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The miles > of these activities is shown in Statements 32 and 33 respectively.

(In

Railway.	Year.	*Net or freight ton miles (good 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
8' 3 3/4" GAUGE—concl'd.								
Eastern Bengal	1939-40	287,223	669,764	694,722	840,431	702,821	882,124	949,354
	1940-41	305,649	664,403	734,137	863,042	837,008	885,309	977,320
Bihar	1939-40	108,889	236,736	429,833	299,824	498,653	309,344	533,831
	1940-41	910,225	209,649	444,070	325,184	608,283	328,696	512,564
Gujarat and Southern Mahratta	1939-40	476,468	605,147	1,065,712	871,642	1,236,653	425,778	1,305,609
	1940-41	387,780	690,835	875,382	81,7045	1,061,218	822,105	1,078,670
Madhya Pradesh	1939-40	103,810	402,323	236,391	313,667	294,850	313,667	296,134
	1940-41	102,607	208,824	239,991	317,964	303,632	318,074	296,045
Rajasthan	1939-40	98,459	163,964	908,433	233,009	147,191	233,394	280,359
	1940-41	100,094	170,135	211,900	236,090	248,435	240,022	265,203
Uttar Pradesh and Kumaon	1939-40	93,633	160,757	199,734	223,921	228,365	225,405	240,878
	1940-41	113,680	160,849	221,342	221,364	302,030	222,918	268,247
North Indian	1939-40	317,996	927,089	725,501	1,309,331	379,819	1,310,937	933,094
	1940-41	350,473	886,073	817,038	1,280,560	647,432	1,291,087	1,008,326
Total 8' 3 3/4" GAUGE.	1939-40	3,226,610	4,965,368	7,911,427	7,621,287	8,163,028	7,133,961	8,641,429
	1940-41	3,367,607	5,283,000	7,265,146	7,069,435	8,343,616	7,139,430	8,747,417
5' 6" & 2' 6" GAUGES.								
Malabar Nagpur	1939-40	51,697	131,624	127,859	186,756	165,491	185,882	132,775
	1940-41	48,499	132,837	120,306	169,121	166,983	180,392	172,003
Mysore, Baroda and Central India	1939-40	5,001	16,137	12,956	23,936	19,107	23,945	16,397
	1940-41	5,350	16,625	15,344	24,001	18,598	24,097	17,154
Eastern Bengal	1939-40	66	6,721	255	7,132	233	7,164	421
	1940-41	50	6,085	199	7,080	240	7,384	376
East Indian Peninsula	1939-40	5,312	20,821	14,632	37,997	31,692	37,935	27,419
	1940-41	5,768	24,689	16,075	37,762	32,707	37,737	28,436
Madhya Pradesh	1939-40	3,491	16,915	6,668	16,342	8,597	16,342	8,598
	1940-41	2,402	16,359	5,726	17,247	8,780	17,247	8,785
North Western	1939-40	23,637	45,591	61,631	66,281	89,032	66,442	95,196
	1940-41	23,914	46,389	60,825	67,404	96,967	68,026	101,396
North Indian	1939-40	1,038	6,612	4,094	10,853	5,345	20,853	6,141
	1940-41	1,666	5,881	3,021	6,408	5,022	9,406	5,023
Total 5' 6" AND 2' 6" GAUGES	1939-40	91,930	237,569	227,104	340,227	309,909	346,643	236,686
	1940-41	89,583	242,565	224,330	324,330	308,548	332,418	234,070
TOTAL CLASS I RAILWAYS	1939-40	29,381,119	44,965,181	47,204,693	55,456,248	64,147,333	53,689,548	56,686,617
	1940-41	24,190,782	48,896,263	50,226,462	54,260,845	67,440,489	54,840,859	59,806,941
Steam	1939-40	286,441	528,002	610,744	693,216	744,478	603,796	763,741
	1940-41	331,714	649,616	711,713	717,161	826,842	718,992	432,732

See remark on page 1185

IT.—Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class 1 Routes for the years 1939-40 and 1940-41. (In the usands.)

Norm.—The figures in this Statement exclude the mileage pertaining to Electric Multiple Unit trains and electric cars. The mileage of these services shown, statements 32 and 33 respectively.

Railway.	Yew.	TRAIN MILES.												
		Goods.						Mixt.				Department.		
		Parsen - ger.	Main lines.	Branch lines.	Total. (Cols. 4 & 5)	Pas senger propo- tion.	Goods propo- tion.	Total. (Cols. 8 & 9)	gerand propo- tion of mixed. (Cols. 8 & 9)	Goods and propo- tion of mixed (Cols. 8 & 9)	Total. (Cols. 10 & 11).	Pawn- er and total mixed.	Goods.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
G' & G' Class.														
Bengal Nagpur	1939-40	8,182	8,634	3,628	8,080	88	213	311	8,216	8,353	15,803	40	423	
	1940-41	8,182	8,634	3,628	8,080	87	196	286	8,289	8,222	15,591	40	500	
Bombay, Baroda & Central India	1939-40	3,640	3,647	341	3,408	348	690	941	3,983	3,928	7,913	19	51	
	1940-41	3,774	3,182	300	2,672	363	608	971	4,137	3,180	7,317	19	40	
Eastern Bengal	1939-40	6,699	1,423	161	1,686	191	239	419	5,563	1,317	7,390	11	641	
	1940-41	5,461	1,488	160	1,867	140	109	248	5,819	1,700	7,312	10	371	
East Indian	1939-40	15,343	11,049	8,406	14,853	1,474	278	1,752	17,713	14,713	32,431	161	1,935	
	1940-41	16,106	12,417	8,616	16,033	1,423	273	1,009	17,449	16,300	32,744	182	2,418	
Great Indian Peninsula	Steam	1939-40	10,047	4,073	2,326	7,336	300	307	110	10,258	7,612	17,892	23	309
		1940-41	10,093	5,007	2,407	7,904	221	316	112	10,219	8,300	18,638	21	401
	Electric	1939-40	1,363	760	304	709	304	N/A	N/A	1,363	700	2,068	1	20
		1940-41	1,408	775	N/A	775	N/A	N/A	N/A	1,408	775	2,183	4	12
Madras & Southern Mahratta	1939-40	4,151	1,511	602	2,310	213	194	307	4,967	2,713	5,680	27	209	
	1940-41	4,015	2,005	642	3,047	130	201	424	4,119	2,834	6,958	24	130	
Nizam's State	1939-40	531	707	8	709	148	221	367	607	590	1,587	2	64	
	1940-41	739	728	10	744	169	209	307	801	653	1,601	2	80	
North Western	1939-40	17,007	6,081	1,433	7,506	1,616	1,365	8,846	15,865	9,074	14,679	48	351	
	1940-41	13,098	6,541	1,538	8,120	1,911	1,062	8,473	15,908	9,001	25,607	40	278	
South Indian	1939-40	2,918	697	211	811	99	91	190	3,817	302	3,219	1	292	
	1940-41	3,953	628	219	847	93	92	171	3,046	629	3,577	1	301	
Total G' & G' Class.														
Total G' & G' Class.	Steam	1939-40	60,565	24,337	11,095	40,032	7,182	3,730	10,913	67,735	49,702	117,809	341	3,213
		1940-41	60,278	26,920	11,416	46,546	7,043	3,641	11,134	67,916	51,967	119,802	362	4,020
	Electric	1939-40	1,363	760	304	709	304	N/A	N/A	1,363	700	2,068	1	20
		1940-41	1,408	775	N/A	775	N/A	N/A	N/A	1,408	775	2,183	4	12
F' & F' Class.														
Assam Bengal	1939-40	443	439	683	945	1,919	1,245	3,298	2,384	2,318	4,672	11	145	
	1940-41	338	544	311	855	1,784	1,668	3,193	2,169	2,703	4,432	12	104	
Bengal and North Western	1939-40	5,346	1,306	1,451	2,747	437	125	628	4,968	2,942	8,744	7	351	
	1940-41	6,050	1,818	1,401	2,919	592	135	627	5,942	3,064	9,006	8	260	
Bombay, Baroda & Central India	1939-40	4,441	1,701	1,749	3,446	710	687	1,577	4,123	4,113	8,234	4	64	
	1940-41	4,922	1,981	1,749	3,729	789	634	1,422	5,211	4,388	9,574	4	58	

Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives in Class I Mail* ways for the years 1939-40 and 1940-41 (In thousands)~contd.

*The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail cars. The mileage of these services is shown in 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.											Departmental.		
		ger.	GOODS.		MIXED.			Patsen gerandi proportion of mixed. (Cols. 7+8.)	Goods and proportion mixed. (Cols. 3+7.)	Total. (Cols. 10+11.)	Patasa. ger and to all mixed.	Cooda.		Total. (Cols. 13+14*)	
			Main lines.	Branch lines.	Pawn. proportion.	Goods proportion.	Total. (Cols. 7+8.)					Cooda.	Total. (Cols. 13+14*)		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
3' 3 3/4 gauge -contd.															
B e n g a l .	1939-40	8,554	2,229	89	1,117	526	336	969	3,074	1,015	4,799	9	873	358	
	1940-41	7,535	1,312	94	1,405	548	381	919	2,083	1,787	4,830	7	900	311	
	1939-40	713	597	67	132	487	648	1,829	1,200	1,177	2,377	2	90	81	
	1940-41	707	567	50	917	587	846	1,118	1,274	1,108	2,460	4	30	34	
& Southern Mahratta .	1939-40	2,826	2,094	798	7,003	347	188	531	3,073	3,341	7,381	12	188	180	
	1940-41	2,820	1,696	567	2,291	229	890	909	2,908	2,901	8,700	21	108	120	
State .	1939-40	1,438	143	*	741	110	97	207	1,578	812	2,390	2	2	4	
	1940-41	1,443	157	*	787	102	73	174	1,545	829	2,374	4	7	11	
State .	1939-40	1,807	429	72	435	29	37	66	1,233	479	1,712	8	48	64	
	1940-41	1,100	423	18	429	39	36	67	1,219	477	1,696	2	41	44	
nd and Kumaon .	1939-40	1,287	457	701	655	125	708	231	1,412	681	2,073	7	38	45	
	1940-41	1,235	441	118	571	105	106	208	1,538	981	2,519	7	44	51	
uriana .	1939-40	7,153	1,308	515	1,824	735	705	297	7,351	1,129	8,380	2	413	416	
	1940-41	8,001	1,408	530	1,932	214	112	200	7,176	2,004	9,230	2	416	418	
Total 3 3/4 Gauge .	1939-40	26,231	10,319	4,952	16,471	4,002	3,958	8,960	35,137	18,457	62,994	66	1,626	1,764	
	1940-41	27,508	10,670	4,941	15,470	4,786	3,908	8,721	32,891	10,438	62,099	74	1,461	1,507	
2' 6" & 2' 0" Gauges.															
Nagpur .	1939-40	245		315		297	112	629	1,192	777	1,919		84		
	1940-41	578		403		310	735	862	1,183	749	1,931		77		
Baroda & Central India .	1939-40	71		4		206	145	351	277	160	427		9		
	1940-41	76		8		100	138	338	278	141	419		7		
Bengal .	1939-40	58		214		31	4	25	117	4	121		0		
	1940-41	90		251		18	4	22	117	4	131		0		
Indian Peninsula .	1939-40	6		214		205	150	458	271	190	461		28		
	1940-41	8		211		208	183	456	277	188	463		29		
State .	1939-40	79		13		104	48	152	143	61	266		21		
	1940-41	48		10		110	62	180	180	71	232		20		
Western .	1939-40	186		220		223	243	589	458	622	1,081		60		
	1940-41	186		417		204	208	610	640	823	1,068		42		
Indian .	1939-40	212		1		217	40	298	117	89	287		2		
	1940-41	215		1		201	46	166	101	46	147		261		
2' 6" & 2' 0" Gauges .	1939-40	1,311		114		1,334	811	5,945	8,666	1,222	4,360		173		
	1940-41	1,234		929		1,210	807	2,518	9,039	1,823	4,570		168		
class I Railway	1939-40	86,900		42,117		14,251	2,827	29,047	183,440	71,064	174,614		5,040		
	1940-41	86,174		64,748		18,610	8,608	22,121	103,092	72,846	176,837		6,127		
Steam	1939-40	7,366		206		212	212	212	1,205	700	2,000		19		
Electric.	1940-41	1,698		776		211	211	211	1,490	776	2,188		16		

* Included with main lines in col.

17.—Statement of Train and Eijine Mileage pertaining to Steam and Electric locomotives on

Norm.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cui

Hallway.	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.)	Auditing required.	Awifling not required.	Light.	Total Other. (Cols. 24+25+26.)	
16	17	18	19	20	21	22	23	24	25	26	27	
4' 6" Gauge.												
Bengal Nagpur	1939-40	291	63	354	2,009	470	3,279	8	2	60	74	
	1940-41	277	60	337	2,040	491	2,531	10	22	71	104	
Bombay, Baroda & Central India	1939-40	161	23	174	848	240	944	8	2	289	331	
	1940-41	106	21	127	684	141	1,025	11	4	170	185	
Eastern Bengal	1939-40	224	23	247	439	209	609	22	21	40	40	
	1940-41	223	22	245	609	130	900	21	21	34	31	
East India	1939-40	217	11	228	4,214	210	4,394	21	21	408	429	
	1940-41	248	14	262	4,731	272	5,004	27	23	420	443	
Great Indian Peninsula	1939-40	198	16	214	2,108	220	2,627	127	92	127	346	
	1940-41	243	17	260	2,324	220	2,568	119	100	123	341	
Madras & Southern Mahratta	1939-40	127	11	138	464	133	537	40	2	20	150	
	1940-41	171	14	185	601	147	808	40	7	123	170	
Nizam's State	1939-40	207	8	215	228	27	266	4	3	23	30	
	1940-41	64	9	73	262	26	206	5	2	34	41	
North Western	1939-40	607	94	701	1,958	594	2,482	140	47	147	374	
	1940-41	1,132	111	1,243	2,047	612	2,659	215	76	204	495	
South India	1939-40	21	63	84	120	208	328	2	2	10	14	
	1940-41	18	74	92	190	245	340	8	13	11	32	
Total 4' 6" Gauge	1939-40	2,629	326	2,955	14,271	2,130	16,601	391	202	1,163	1,763	
	1940-41	3,225	372	3,597	15,028	2,209	17,244	500	207	1,270	2,077	
	1939-40	172	14	186	27	24	21	119	52	52	220	
	1940-41	172	1	173	63	16	79	106	37	68	190	
3' 6" Gauge.												
Assam Bengal	1939-40	112	21	133	221	23	244	2	2	37	41	
	1940-41	100	25	125	274	68	342	10	3	41	64	
Bengal and North Western	1939-40	160	22	182	1,364	325	1,689	24	20	45	49	
	1940-41	161	22	183	1,200	349	1,549	10	42	44	96	
Bombay, Baroda & Central India	1939-40	220	63	283	271	244	2,115	23	23	44	76	
	1940-41	205	24	229	270	127	2,112	24	22	44	90	

Revised figures.

Class I RailwayS for the years 1939-40 and 1940-42 [In thousands]-'oontd.

The milage of these services is shown in statements 32 and.

Engine Miles					J Total Engine Miles.							Railway.
Goods and proportion					Departmental (Including hunting and departmental)			Tttfice Engine miles.		39 mental (Column 36+)		
Assisting required.	Assisting required.	Light	Siding.	Total Other. + 29 + 30 + 31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.	mental. (Cols. 18 + 33 + 36.)	portion of mixed 27)		Goods & proportion & mixed. (Columns. 11+23 +32)	
28	20	30	81	32	33	34	36	86			40	
8' 6" Gauge.												
498	122	829	347	1,799	9	37	435	566	0,841	14,933	21,543	Bengal Nagpur.
486	143	819	343	1,791	8	35	514	688	0,704	14,300	21,056	
Nil	3	70	30	83	4	14	864	349	4,291	4,167	8,736	Bombay, Baroda & Central India
Nil	4	84	17	110	5	22	345	314	4,507	4,320	8,141	
11	18	88	108	320	23	80	54	635	6,112	3,735	9,736	Eastern Bengal.
3	21	92	186	303	21	34	98	400	6,102	3,047	9,350	
68	118	1,280	1,685	3,103	82	87	784	2,999	18,168	22,769	44,850	East Indian.
81	147	1,271	1,885	3,184	87	84	658	3,128	18,009	23,474	46,600	
164	160	329	44	639	8	81	212	639	19,887	19,080	39,118	Steam } Great Indian Peninsula
196	164	324	96	761	9	83	205	712	10,920	11,672	23,304	
98	2	51	Nil	143	1	20	32	69	1,778	894	2,716	Electric } Great Indian Peninsula
98	2	54	Nil	184	5	5	34	85	1,780	1,017	2,842	
129	9	210	28	873	4	23	183	316	4,883	3,983	5,603	Madras & Southern Mahratta
118	4	241	20	883	10	28	196	340	4,873	4,029	5,972	
17	4	106	Nil	123	1	79	145	211	1,694	1,535	2,809	Nizam's State.
9	4	110	Nil	176	201	18	144	220	1,011	1,469	2,886	
100	77	426	354	807	42	79	827	864	17,654	17,361	36,317	North Western.
213	86	480	174	908	9	21	681	903	17,734	12,315	32,042	
42	8	60	3	91	26	26	87	235	3,227	1,286	4,658	South Indian.
68	14	60	2	106	18	20	36	206	3,172	1,574	4,801	
1,082	406	3,390	5,697	7,349	188	283	3,067	7,917	72,865	72,793	142,067	Steam } Total 8' 6" Gauge.
1,122	609	3,489	5,826	7,708	169	296	3,798	7,214	73,592	70,000	157,812	
80	2	41	Nil	143	1	10	33	82	1,770	894	2,716	Electric } Total 8' 6" Gauge.
98	2	54	Nil	184	5	5	34	86	1,780	1,017	2,842	
8' 11" Gauge.												
20	18	204	159	375	2	13	43	217	2,637	2,869	5,017	Assam Bengal
23	14	108	140	289	4	12	65	168	2,506	3,187	5,711	
27	29	70	Nil	125	206	9	140	214	6,118	4,790	11,628	Bengal and North Western.
16	68	74	Nil	192	143	8	764	981	5,867	4,283	11,551	
26	29	64	26	171	2	4	225	243	6,009	3,399	11,292	Bombay, Baroda & Central India
18	80	64	30	175	Nil	3	343	404	5,580	5,851	11,415	

*Revised figures.

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric

Note:—The figures in this statement exclude the mileage relating to Electric Multiple

Railway.	Year.	SHUNTING MILES						other			
		Passenger and proportion of mixed.						Passenger and proportion of mixed.			
		Shunting Engine.	Train Engine.	Total. (Cols. 18 + 19.)	Shunting Engines.	Train	Total. (Col. 21 + 22.)	Assisting required.	Assisting nos. re- quired.	Light.	Total Other. (Cols. 24 + 25 + 380)
15e	17	18	19	20	21	22	23	24	25	26	27
3' 3 3/4" Gauge—continued.											
Eastern Bengal	1939-40	218	28	246	663	60	723	278	1	18	16
	1940-41	214	28	242	639	60	737	261	1	20	11
Jodhpur	1939-40	37	65	102	197	81	281	1	18	1	20
	1940-41	30	62	92	188	82	260	1	10	19	30
Madras and Sonthem Mahretta	1939-40	119	23	142	664	231	775	8	8	27	34
	1940-41	101	8	109	602	65	667	8	3	24	45
Mysore Stat*	1939-40	168	27	195	189	35	205	14	7	4	18
	1940-41	166	14	180	184	35	209	11	10	5	26
Nium' iState	1939-40	88	15	103	170	14	183	26	25	39	20
	1940-41	80	6	86	127	30	142	26	1	23	23
Rohlikund and Kuntaon	1939-40	48	26	74	223	16	245	15	8	19	48
	1940-41	48	1	49	261	29	477	14	0	21	44
South Indian	1939-40	118	137	255	337	869	605	2	18	69	65
	1940-41	120	130	250	363	796	661	8	32	41	60
fetal 3' 3 3/4" Gauge	1939-40	1,200	491	1,691	4,139	1,159	6,650	81	80	274	445
	1940-41	1,209	382	1,591	5,418	1,161	6,509	94	123	301	519
SHUNTING MILES (ALL GAUGES).											
		SHUNTING ENG. NOS.		TRAIN ENGINES.		TOTAL.					
2' 6" 2(T<1A00=0.											
BengaV-Nagpur	1939-40	333		219		452					
	1940-41	329		116		445					
Bombay. Barada and Central India	1939-40	218		39		30					
	1940-41	214		39		30					
Kanem Bengal	1939-40	214		1		1					
	1940-41	211		1		1					
Great Indian Fannaala .	1939-40	19		10		29					
	1940-41	18		11		30					
Kreore State	1939-40	218		39		30					
	1940-41	210		30		30					
North Western	1939-40	72		66		140					
	1940-41	66		64		131					
South Indian	1939-40	218		8		8					
	1940-41	210		7		7					
Total 2'6"and 2'6" GAUGE .	1939-40	420		265		685					
	1940-41	426		270		706					
Total I Class I Railways	Steam	24,827		4,227		29,054					
	Electric	25,220		4,414		29,740					
	1939-40	273	271	544	27	24	81	119	63	69	250
	1940-41	273	1	274	63	105	78	106	37	68	108

Included in column 82.

locomotives on *Class I Railways for the years 1939-40 and 1940-41 (In thousands)*—conold.

Unit train and all Rail Cars. The map of these services is shown in statements 32 and 33 respectively.

Goods and properties of material.									Departmental (including assisting and departmental of engine).				Total Engines Miles.				Railway.
Assisting required.	Assisting not required.	Light.	Medium.	Total Other. (Cols. 28 + 29 + 30 + 31.)	Passenger and mail.	Goods.	Total Goods.	Total Departmental. (Cols. 16 + 17 + 18.)	Passenger and mail. (Cols. 10 + 11 + 12.)	Goods. (Col. 13.)	Total. (Cols. 10 + 11 + 12 + 13.)	Total including Departmental. (Cols. 16 + 17 + 18.)					
26	27	28	29	30	31	32	33	34	35	36	37	38	39	40			
NH	29	29	36	63	3	11	40	424	2,303	2,639	4,942		3'3/4" GAUGE—Concld.				
NH	23	30	22	74	2	13	48	368	2,341	2,548	4,889		Eastern Bengal.				
3	8	74	8	90	NH	9	117	2,313	1,350	3,663			Jodapar.				
4	8	30	3	40	NH	3	113	1,300	1,400	2,700			Madars & Southern Mahtatu.				
204	25	294	2	336	3	13	150	242	4,300	4,502	8,802						
20	20	170	9	219	3	14	117	240	4,230	3,740	7,970						
8	6	6	1	21	NH	17	32	10	2,784	1,033	3,817		mysore State.				
8	6	7	1	22	NH	10	14	59	1,753	1,000	2,753						
NH	3	30	272	23	1	4	85	130	1,307	644	1,951		Nizam'si State.				
NH	1	23	NH	24	1	9	66	101	1,201	035	1,236						
4	4	6	7	24	18	1	22	143	1,301	1,033	2,334		Rohilkund and Kamun.				
5	5	14	7	31	13	1	18	162	1,410	1,110	2,520						
24	3	22	20	69	35	60	74	524	7,471	6,630	14,101		South Indian.				
30	2	23	30	90	36	62	78	532	7,104	2,815	9,919						
230	253	416	253	1,152	103	239	1,019	2,805	34,783	27,218	62,001		Total 3' 3/4 Gauge.				
184	176	559	247	1,173	202	141	1,105	2,804	34,123	27,207	61,330						
Total OTHER ENGINES Miles					Total OTHER DEPARTMENTAL.								2' 6" & 2' 0" gauge..				
64					30				107	3,070	1,120	4,190		Bengal Nagpur.			
43					24				101	3,313	1,100	4,413					
16					4				13	331	150	481		Bombay, Baroda & Central India			
16					1				9	308	160	468					
NH					NH				6	114	4	118		Eastern Bengal,			
NH					NH				8	116	4	120					
NH					1				12	273	212	485		Great Indian peninsula			
NH					2				34	280	208	488					
NH					4				4	200	74	274		Mysore State.			
NH					2				2	170	84	254					
20					7				67	114	705	1,536		North Western.			
100					9				61	600	612	1,271					
278					NH				2	119	88	197		South Indian.			
NH					NH				NH	102	82	184					
127					40				213	4,330	2,330	6,660		Total 2' 6" and 2' 0" GAUGE.			
185					30				202	3,811	2,437	6,248					
10,007									10,155	*10,004	*10,013	*20,017		Steam			
11,002									10,300	111,120	106,010	217,130		Total class . { Railways.			
30	2	61	NH	243	1	10	23	23	1,770	894	2,664		electric J				
20	2	64	NH	154	8	6	24	25	1,780	1,007	2,787						

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	passen. per trains.	Mixed trains.			Sooda trains.			Traffic	
			Passen- proportion.	Goods pro- portion.	Total. (Column 4+5.)	Main Linea.	Branch Linea.	Total. (Column 1+8.)	Shunting.	
									Fan*, and proportion mixed.	Good. and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal Nagpur	1939-40	227.7	7.3	13.6	20.9	400.5	204.6	605.1	70.8	676.4
	1940-41	224.9	7.4	17.3	24.7	606.4	207.9	814.3	85.4	714.6
Bombay, Baroda and Central India.	1939-40	145.8	21.5	40.6	62.1	104.3	22.5	126.8	34.9	137.8
	1940-41	152.8	22.9	40.1	63.0	110.3	27.0	137.3	28.8	136.0
Eastern Bengal	1939-40	251.3	16.8	16.7	33.5	137.9	23.2	161.1	77.3	186.6
	1940-41	248.1	10.9	7.5	18.4	160.7	21.9	182.6	76.9	194.9
EAST Indian	1939-40	728.8	24.0	13.0	37.0	1,193.0	319.2	1,512.2	164.3	864.7
	1940-41	714.9	22.6	17.7	40.3	1,230.0	201.1	1,431.1	171.2	1,000.9
Gnat Indian Pittinaola	1939-40	420.2	21.6	19.4	41.0	371.1	179.5	550.6	77.8	607.8
	1940-41	448.5	14.1	19.8	33.9	632.4	194.0	826.4	87.0	535.9
Madras and Southern Mahratta	1939-40	196.8	8.1	11.7	19.8	166.4	10.8	177.2	43.9	137.3
	1940-41	181.1	9.8	20.4	30.2	170.9	23.6	194.5	80.9	113.6
Nizam's State	1939-40	26.7	5.5	14.0	19.5	66.4	5	71.9	*18.5	*55.7
	1940-41	20.9	9.9	13.1	23.0	68.8	1.4	70.2	14.8	53.6
North Western	1939-40	470.3	24.4	104.4	128.8	250.3	136.1	386.4	214.9	496.5
	1940-41	472.3	225.1	102.0	327.1	604.9	144.9	749.8	247.5	227.0
South Indian	1939-40	142.4	8.3	7.1	15.4	67.3	17.1	84.4	19.2	69.0
	1940-41	140.8	0.3	0.7	1.0	85.0	18.8	103.8	18.4	86.1
TOTAL 5' 6" Gauge										
	1939-40	2,625.0	426.3	251.0	677.3	2,071.3	1,044.2	3,115.5	*797.7	*1,122.5
	1940-41	2,692.0	431.2	246.4	677.6	2,283.0	1,791.5	4,074.5	763.7	2,491.5
3' 3 1/4 gauge										
Assam Bengal	1939-40	20.0	121.1	33.7	154.8	64.2	31.4	95.6	27.3	127.1
	1940-41	18.0	122.9	21.0	143.9	34.7	38.4	73.1	35.0	127.0
Bengal and North Western	1939-40	297.3	20.4	13.7	34.1	125.8	113.3	239.1	43.8	233.6
	1940-41	293.8	21.4	9.9	31.3	147.2	114.5	261.7	43.2	245.0
Bombay, Baroda and Central India.	1939-40	226.0	43.2	46.4	89.6	156.8	160.5	317.3	64.3	233.9
	1940-41	221.8	54.0	43.8	97.8	182.0	198.8	380.8	21.0	222.7

Class I Railways for the years 1939 40 and 1940 41 (In hundreds).

										5' 6" gauge.	
76.5	812.6	49.6	436.1	1,733.6	5.3	94.2	104.1	2,322.6	87	30	} Bengal-Nagpor.
72.4	329.7	48.0	440.1	1,805.1	7.0	86.1	102.1	2,340.3	68	36	
40.5	66.1	2.8	212.5	493.4	3.6	44.0	49.5	785.2	49	44	} Bombay, Baroda and Central India.
45.6	61.6	2.4	207.1	520.8	8.3	44.8	47.9	831.6	67	46	
64.6	53.4	13.8	430.4	454.6	4.1	63.1	67.2	904.4	60	54	} Eastern Bengal.
81.6	42.6	26.0	423.1	446.5	4.8	54.4	59.0	923.7	80	58	
231.3	392.1	213.2	1,292.3	2,027.2	21.2	357.6	369.2	4,644.7	64	66	} East Indian.
334.7	309.4	240.7	1,208.4	2,121.7	23.9	270.3	404.8	4,733.3	65	64	
219.3	214.2	6.4	640.1	7,248.7	5.6	69.2	77.1	2,011.9	60	63	} Great Indian Penis., ruia.
115.6	228.4	12.8	660.2	1,412.8	8.1	79.9	86.5	2,184.0	60	64	
91.6	104.1	1.3	332.1	612.3	4.3	34.7	39.0	264.2	60	64	} Madras and South- ern Mahratta.
60.2	102.3	2.9	329.6	811.7	7.6	37.3	44.0	308.1	63	64	
11.6	25.4	20.1	77.3	176.6	2	32.8	33.0	105.9	62	61	} Nizam's State.
14.8	27.8	Nil	70.2	154.7	1	26.0	26.1	261.0	50	58	
181.3	186.4	15.1	1,092.1	1,434.8	23.1	187.1	137.2	2,071.1	66	68	} Northwestern.
182.3	193.7	25.9	1,167.2	1,803.1	7.0	124.3	131.5	2,301.8	63	66	
64.2	84.9	4	331.0	766.6	3.0	29.0	33.0	426.8	61	50	} South Indian.
66.8	34.3	4	231.6	183.0	3.4	30.7	34.1	480.9	62	56	
239.9	1,209.1	346.3	4,097.9	9,329.4	74.7	864.6	899.3	14,045.6	} Total 5' V Gauge.		
616.6	1,330.6	861.1	4,793.7	9,774.1	73.6	876.6	940.1	16,510.0			
3' 3 3/4" GAUGE.											
34.3	39.2	22.6	206.6	337.5	1.8	23.4	24.7	568.6	70	44	} Assam Bengal.
21.3	40.0	20.1	209.1	340.2	1.8	19.6	21.1	578.4	67	44	
80.2	62.1	Nil	480.9	623.2	21.3	69.7	81.0	1,224.2	69	63	} Bengal and North Western.
84.0	60.0	Nil	443.3	671.7	25.3	72.7	68.0	1,212.0	67	50	
67.2	66.3	4.8	295.7	666.2	5	64.0	61.5	1,226.3	59	60	} Bombay, Barod* and Central India.
70.9	68.6	5.2	401.3	686.3	5	70.2	70.7	1,180.8	60	52	

* Revised figures.

"Other" Made Assisting required, Assisting not light end of line engine boom.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7+8.)	Shunting.	
									Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 1 1/2" Gauge—contd.										
Eastern Bengal	1939-40	266.8	37.6	84.4	61.0	100.2	8.5	108.7	66.2	150.5
	1940-41	158.4	28.3	24.0	53.7	114.1	0.9	125.7	47.4	147.5
Jodhpur	1939-40	26.0	24.9	28.8	73.7	59.9	0.3	60.0	18.2	46.7
	1940-41	30.7	42.1	41.0	83.3	80.0	4.8	84.8	17.0	60.0
Madras and Southern Mahratta	1939-40	147.1	22.2	47.8	70.0	202.7	74.0	276.7	24.8	155.9
	1940-41	100.4	25.0	48.0	73.5	100.7	68.0	168.7	21.4	123.4
Mysore State	1939-40	79.8	11.8	6.5	17.3	NH	74.7	75.1	20.7	37.3
	1940-41	85.1	8.0	0.6	15.0	NH	78.3	79.3	10.4	28.0
Nizam's State	1939-40	61.1	2.2	3.2	4.6	36.7	1.3	38.0	4.0	39.0
	1940-41	50.0	2.3	3.2	5.6	35.1	1.0	36.0	7.0	28.4
Rohilkhand and Kumaon	1939-40	73.1	0.1	7.9	16.0	45.3	2.9	54.2	9.3	69.3
	1940-41	70.6	7.0	8.3	15.0	40.3	11.0	51.3	9.4	81.4
South Indian	1939-40	302.0	16.1	8.7	25.0	177.7	47.7	225.4	51.1	127.5
	1940-41	280.4	10.1	0.5	28.0	110.5	80.2	190.7	40.0	150.7
Total 3' 3/4" gauge.	1939-40	1,511.4	243.4	212.2	627.6	850.5	328.5	1,179.3	303.4	1,285.1
	1940-41	1,070.9	344.0	280.0	624.8	805.8	822.2	1,628.0	201.0	1,252.5
2' 6" & 2' 0" Gauge.										
			Total.			Total.			Total.	
Bengal Nagpur	1939-40	88.1	49.5			22.7			80.3	
	1940-41	62.8	33.8			61.0			63.8	
Bombay, Baroda and Central India	1939-40	4.8	30.5			7			7.5	
	1940-41	5.3	20.0			7			1.6	
Eastern Bengal	1939-40	0.6	2.4			NH			1	
	1940-41	0.0	2.0			2.0			2	
Great Indian Peninsula	1939-40	8	22.5			4.0			6.0	
	1940-41	5	34.7			NH			0.7	
Mysore State	1939-40	5.3	12.7			7.4			7.3	
	1940-41	2.8	13.7			1.2			1.1	
North Western	1939-40	13.2	49.7			47.5			26.1	
	1940-41	18.3	44.5			46.1			29.7	
South Indian	1939-40	NH	1.4			1			1.6	
	1940-41	NH	13.7			1			1.4	
Total 2' 6" & 2' 0" Gauge	1939-40	61.3	165.1			89.6			135.3	
	1940-41	95.4	194.6			102.0			186.0	
Total Class I Railways	1939-40	4,250.7	1,490.3			5,444.6			1,673.7	
	1940-41	4,352.0	1,508.8			5,804.3			1,600.2	

Revised figures.

Class I Railways for the years 1939-40 and 1940-41 (In hundreds)—concl'd.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 10 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours.		Hailway.
Other HOURS.			Total.		Passenger and tour mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train	Goods train	
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 6 + 11 + 13 + 14.)					Hours to Total Pass. Engine Hours (including proportion of mixed)	Hours to Total Goods Engine Hours (including proportion of mixed)	
12	13	14	15	18	17	18	19	20	21	22	25
3' 3/4' GAUGE—contd.											
60.9	26.1	3.7	283.0	380.2	2.8	23.1	46.7	69.8	0.9	36	} Eastern Bengal.
62.3	27.0	4.0	287.7	387.3	1.7	46.6	48.3	603.3	0.2	30	
30.6	52.7	8	129.0	211.6	6	34.7	34.2	370.5	36	46	} Jodhpur.
40.5	20.1	3	136.3	212.4	7	28.8	24.3	373.9	38	46	
53.4	27.7	3	292.3	361.5	3.0	26.2	27.2	350.0	73	55	} Madras & Southern Maharashtra.
50.9	13.2	1.5	292.8	471.0	3.0	28.0	30.0	702.8	15	38	
2.4	2.4	1	114.3	116.4	2	3.3	3.3	22.6	30	71	} Mysore State.
2.7	2.2	1	110.2	110.1	4	8.5	6.9	233.2	61	09	
20.6	29.1	Nil	3.5	17.8	4	19.7	19.1	260.4	59	35	} Nizam's State.
10.5	18.7	Nil	89.0	88.3	2	22.2	22.7	200.8	68	37	
42.4	3.7	2	104.9	141.1	2.7	23.4	26.1	272.1	76	23	} Rohilkund and Kumaon.
13.7	0.8	1.0	101.2	100.0	3.8	24.2	27.0	238.3	76	24	
171.1	43.0	4.1	633.6	336.4	8.3	62.8	71.1	1,044.0	64	32	}
178.8	43.8	4.2	625.3	365.1	9.0	64.1	73.1	1,155.7	63	32	
}											
616.7	402.9	37.4	2,700.9	3,437.0	49.8	277.3	419.1	6,565.0	}		
601.3	398.4	36.7	2,704.1	3,440.3	48.4	275.7	421.1	6,506.1			
}											
Total.			Total.			Total.			}		
31.5							11.1	289.8			
32.6							12.3	203.7	} Bengal Nagpur.		
21.3							1.6	67.4			
22.0							1.2	97.5	} Bombay, Baroda and Central India.		
6.8							9	13.8			
0.6							0	18.0	} Eastern Bengal.		
0.6							1.6	45.1			
5.2							4.1	51.5	} Great Indian Penin- sula.		
2.3							4	21.7			
2.6							1	23.5	} Mysore State.		
21.9							9.0	182.4			
24.0							0.7	160.9	} North Western.		
8.3							3	25.7			
7.4							Nil	25.6	} south Indian.		
99.8							88.2	844.1	} Total 12'6" and 2'0" Gauged.		
101.8							25.3	656.2			
}											
3,620.0							1,379.8	22,162.3	} Total Class I Rail- ways.		
3,700.6							1,306.5	22,739.8			

19.—Statement of Vehicle and Wagon Aides (in terms of four-wheelers) relating to trains handed by Steam

Note.—The figures in this statement exclude the mileage raking to Electric Multiple Unit trains and all Rail Car

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS (PASSENGER PROPORTION)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles	Other Vehicles.	Total. (Cols. 3 +4.)	Coaching	Other Vehicles.	Total. (Cols. 6 +7.)	Coaching Vehicles.	Other Vehicle. (Col. 4+7.)	Total. (Col. 9 +10.)	Goods.		
											Main Lines.		
											Loadad.	Total.	Per of total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" gauge.													
Bengal-Nagpur	1939-40	84,838	3,976	88,814	1,430	28	1,458	84,838	2,858	87,696	267,417	207,481	71.1
	1940-41	85,728	3,731	89,459	1,332	58	1,390	87,252	3,705	90,957	182,977	215,138	70.6
Bombay, Baroda and Central India.	1939-40	80,728	19,772	100,500	7,895	892	8,787	53,531	13,986	67,517	78,464	155,641	72.4
	1940-41	81,835	18,564	100,399	7,960	966	8,926	50,908	17,800	68,708	81,144	111,186	73.0
Ewrtoru Bengal	1939-40	72,770	3,123	75,893	3,315	240	3,555	72,684	3,123	75,807	69,490	85,204	78.1
	1940-41	77,782	3,582	81,364	2,986	211	3,197	80,206	3,262	83,468	68,215	85,958	78.6
East Indian	1939-40	249,249	9,337	258,586	19,822	494	20,316	209,144	9,478	218,622	419,667	629,448	64.2
	1940-41	251,001	11,276	262,277	19,517	480	19,997	170,018	11,682	181,700	442,792	654,196	67.2
Great Indian Peninsula	1939-40	170,113	7,632	177,745	3,649	218	3,867	174,772	7,632	182,404	180,365	202,715	72.4
	1940-41	172,047	14,631	186,678	2,646	Nil	2,646	170,063	14,533	184,596	212,797	234,591	72.0
Madras and Southern	1939-40	64,801	1,416	66,217	1,763	22	1,785	64,563	1,640	66,203	72,169	102,006	79.4
	1940-41	63,593	1,900	65,493	2,791	28	2,819	58,484	1,656	60,140	72,578	111,197	69.9
Nizam's State	1939-40	12,135	410	12,545	2,356	62	2,418	11,893	493	12,386	24,348	25,654	69.1
	1940-41	11,814	364	12,178	2,394	74	2,468	10,148	673	10,821	21,646	23,242	67.7
North Western	1939-40	184,963	9,915	194,878	64,842	941	65,783	147,035	3,996	151,031	221,333	300,113	73.6
	1940-41	197,478	12,861	210,339	66,108	1,178	67,286	165,586	10,704	176,290	229,470	295,316	73.1
south Indian	1939-40	31,773	471	32,244	1,751	2	1,753	33,707	636	34,343	49,251	54,276	79.4
	1940-41	30,383	716	31,099	1,221	Nil	1,221	31,854	745	32,599	21,429	25,530	63.9
Total 5' 6" Gauge	1939-40	222,112	47,111	269,223	70,498	2,426	72,924	1,020,412	49,618	1,070,030	1,296,826	1,720,967	70.6
	1940-41	236,807	67,444	304,251	110,227	2,702	112,929	1,046,834	70,178	1,117,012	1,299,614	1,828,700	70.5
3' 3 3/4 gauge.													
Assam Bengal	1939-40	5,181	77	5,258	44,718	4,754	49,472	25,778	5,533	31,311	16,247	22,418	64.9
	1940-41	6,449	115	6,564	44,641	3,806	48,447	20,940	2,622	23,562	13,634	20,221	64.0
and North West	1939-40	79,253	516	80,769	4,727	21	4,748	68,660	618	69,278	49,638	60,369	74.1
	1940-41	78,250	866	79,116	4,518	25	4,543	68,574	682	69,256	64,604	71,268	74.4
from Vav, Baroda and central India.	1939-40	64,747	7,730	72,477	18,894	721	19,615	21,449	3,448	24,897	66,391	69,683	69.1
	1940-41	67,448	9,772	77,220	17,608	778	18,386	26,805	3,945	30,750	64,753	61,097	71.1

Electric locomotives on Clots I Railways for the year 1939-40 and 194041 (In thousands).
of this service is shown in statements 32 and 33 respectively.

OR	TION OF MIXED.						DEPARTMENTAL			BRAKE VANS. (INCLUDING DEPARTMENTAL).			Railway.
	Goods.		GOODS raeora. non or mixed.		TOTAL.		Pas- and total mixed.	Good*.	Total. (Column 23 + 24.)	Pat- eager total mixed.	Goods.	Total. (Column 26 + 27.)	
	Total. 16	Per- centage loaded of 1 total. 17	Loaded. 18	Total. 19	Loaded. (Dole. 12 + 15+18). 20	Total, centage (Col. 12 loaded + 16+19 uni total. 21 22							
6	16		18	19			a	24	25		27	28	99

6'6" Gauge.

708	144,275	89.2	4,612	4,812	230,238	365,541	89.2	942	7,831	5,682	221	10,717	11,948	Beagal-Nagjir.
1,113	145,970	89.8	3,376	3,874	241,701	365,065	89.2	1065	7,404	5,350	190	10,857	11,017	
1,584	14,837	61.4	13,793	16,631	97,111	134,446	78.4	119	1,399	1,015	1,146	2,007	4,606	Bombay, Barorta and Central India.
1,727	16,441	63.1	13,330	16,385	109,186	143,143	71.3	64	1,432	1,016	1,230	3,106	4,330	
1,824	5,596	65.4	2,897	3,973	53,691	73,074	72.8	339	20,890	20,804	232	2,153	2,376	Kastom Bengal.
1,807	5,704	66.6	1,320	1,739	53,516	70,442	72.7	189	18,648	17,153	111	2,220	2,440	
1,263	32,109	65.1	3,645	3,900	487,634	712,670	65.6	2,647	57,037	50,779	1,767	26,370	28,137	East Indian.
1,740	37,101	62.8	2,737	3,013	5,60,969	745,907	67.2	3,130	47,937	41,076	1,721	21,394	23,795	
11,431	32,438	42.4	3,307	5,365	272,610	351,251	67.9	167	6,439	5,619	3,351	1,500	11,430	Jroot Indian Peninsula.
14,613	36,389	62.8	3,912	6,161	271,217	366,704	69.6	162	7,117	7,271	3,170	8,765	12,941	
17,276	22,743	79.9	3,112	3,394	91,851	146,060	72.1	469	2,787	2,687	252	3,071	3,253	Madras and Southern MahrutU.
16,819	20,754	69.1	4,111	6,065	99,009	1,71,394	71.7	421	2,688	3,111	307	3,010	3,317	
120	879	42.2	2,115	4,489	27,111	46,312	67.7	31	810	800	208	918	1,124	Nizam's State.
378	989	47.3	3,181	4,619	27,397	41,564	67.8	21	1,073	1,067	74	948	1,020	
11,195	18,067	73.9	20,149	27,741	276,190	321,301	71.4	569	8,435	9,021	1,616	8,853	11,465	North Western.
37,118	40,621	75.1	2,711	3,750	195,113	403,797	73.5	274	9,701	9,242	2,770	9,665	12,636	
4,013	6,470	23.6	1,370	1,673	25,603	32,114	25.9	14	2,201	2,113	140	1,661	1,800	South Indian.
5,818	7,630	29.7	1,391	1,693	28,121	34,177	32.1	6	2,442	2,440	53	1,598	1,641	
368,495	395,219	61.1	52,097	71,536	1,321,039	2,361,143	69.4	4,037	102,047	111,530	9,279	85,074	95,662	Total 5' 6" gauge.
261,602	419,007	83.9	62,866	71,070	1,30,304	2,324,906	69.6	5,511	103,771	111,295	9,428	81,869	91,621	
3' 3" GAUGE.														
4,804	7,642	66.6	4,499	8,674	44,135	53,532	70.0	209	3,671	3,797	140	1,238	1,338	Assam Bengal.
4,387	6,188	70.1	30,101	37,233	41,001	53,829	70.4	134	2,613	2,508	1	1,206	1,266	
30,965	42,819	72.6	3,707	3,692	12,697	171,562	72.7	76	23,652	12,723	7,537	8,287	30,566	Benaal and X...h Western.
22,074	44,051	74.5	1,468	2,104	68,008	114,338	70.8	85	12,712	13,789	5,714	4,050	11,412	
46,163	71,540	69.4	11,198	16,624	117,332	188,801	69.6	49	1,519	1,469	1,044	6,875	6,869	Bombay, Barorta and Central India.
48,827	60,810	71.2	11,429	14,723	135,900	175,400	71.7	20	1,676	1,736	951	3,200	4,642	

IV.—Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by 814

Not*.—The figures in this statement include the mileage relating to Electric Multiple Unit trains and all Rand

1	Year.	PASSENGER TRAINS,			MIXED TRAINS. (passenger PROPORTION)			TOTAL PASSENGER AND PROPORTION OF MIXED,			GOODS.		
		Coaching Vehicle.	Other Wheeler.	Total. (Cols. 3 + 4.)	Coaching Vehicles.	Other Vehicles.	Total. (Col. 8 + 7.)	Coaching Vehicles (Col. 9 + e.)	Other Vehicles. (Cols. 4 + 7.)	Total. (Col. 10 + 10.)	GOODS.		
											Alain Linet.		
											I		
											Loaded; Total.		
											12	13	
1		3	4	6	6	7	8	9	10	11	12	13	
3' 3 3/4													
Eastern Bengal	1933-34	69,881	1,092	69,973	15,132	Nil	15,132	62,811	1,092	23,168	40,666	64,645	43
	1940-41	60,000	860	61,000	13,000	Nil	13,000	64,014	860	24,110	44,400	64,260	46
Jodhpur	1935-36	19,667	275	19,942	11,363	542	11,905	21,151	515	22,259	27,185	30,762	21
	1940-41	11,152	207	11,359	10,011	605	10,616	22,762	1,082	24,701	21,204	23,962	16
Alutrus and Sauterit	1932-33	47,766	427	48,193	7,129	269	7,398	54,566	436	55,131	47,614	60,194	21
	1940-41	47,010	468	47,478	6,308	410	6,718	54,423	664	55,074	39,818	54,113	21
	1932-33	14,325	120	14,445	2,216	14	2,230	17,011	173	17,184	254	264	16
	1940-41	18,004	128	18,132	1,501	17	1,518	17,060	150	17,210	264	264	16
Nizam's state	1935-36	16,397	693	17,090	504	3	507	16,770	693	17,463	13,357	17,061	11
	1940-41	15,306	629	15,935	201	3	204	15,920	629	16,549	13,150	17,022	16
and Kacoon	1932-33	11,066	175	11,241	1,794	10	1,804	13,040	180	13,220	4,112	14,209	15
	1940-41	15,318	204	15,522	1,173	13	1,186	15,709	217	15,926	10,404	16,115	14
Fourth Indian	1932-33	57,723	1,009	58,732	2,000	1	2,001	56,732	1,000	57,732	42,150	67,403	26
	1940-41	61,156	800	61,956	2,801	1	2,802	64,757	800	65,557	38,304	61,465	26
total 3' 3 3/4 Gauge	1932-34	195,441	12,170	207,611	40,710	4,219	45,929	161,893	4,490	166,383	121,091	146,294	70
	1940-41	116,075	12,173	128,248	15,226	4,205	19,431	106,848	4,405	111,253	70,948	125,228	72
		Total			Total			Total			Total Main and Branch Lines		
2' : 2' 0" gauge.											Loaded	Total	Percentage Loaded to Total
ri-ngal-Nagjin	1932-33		14,538			7,264			22,216		8,290	14,654	64.1
	1940-41		14,610			7,041			22,256		7,066	13,425	64.1
P.Omne, Baroda and Central Indian	1932-33		676			2,610			3,286		20	61	40.6
	1940-41		670			2,401			3,071		38	66	60.0
	1932-33		900			227			1,127		Nil	Nil	Nil
	1940-41		1,002			186			1,188		Nil	Nil	Nil
Great Indian Peninsula	1932-33		51			3,381			3,432		Nil	Nil	Nil
	1940-41		67			3,710			3,777		Nil	Nil	Nil
	1932-33		304			1,121			1,425		74	109	64.0
	1940-41		213			1,210			1,423		62	106	60.0
Northwestern	1932-33		1,605			6,710			7,805		5,445	4,511	60.1
	1940-41		1,794			6,802			7,896		5,215	6,028	63.8
South Indian	1932-33		1			1,737			1,738		10	10	60.0
	1940-41		4			1,536			1,540		7	6	70.0
Total 2' : 6" gauge	1932-33		18,807			20,669			41,466		11,008	20,000	67.2
	1940-41		18,802			20,618			41,444		11,008	19,666	60.4
Total Class Railways	1932-33		2,300,255			2,62,867			2,62,867		1,601,654	1,741,000	60.3
	1940-41		1,450,451			2,66,036			1,635,486		1,011,400	1,680,000	70.1

Electric locomotives on Class 1 Railways for the years 1939 40 and 1940-41. {In thousands)—concl'd.

of these services is shown in stateaunte 32 and 33 respectively.

[illegible]

20. Statement of speed of Goods Trains (excluding Departmental) hauled by Steam and Electric locomotives on Class J Railways for the years 1939-40 and 1940-41. I

NOTE:—The results in this statement are worked out by excluding the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Average speed of Goods Trains.											
	Through Goods Trains						Jall Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.	Branch Lines.	Total.	Main Lines.	Branch Lines.	Total.	Main Lines.	Branch Lines.	Total.	Main Lines.	Branch Lines.	Total.
Year.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.
1	2	3	4	5	6	7	8	9	10	11	12	13
BANGAL 6" GAUGE.	14.8	14.2	17.3	17.4	13.6	13.7	12.4	12.5	11.0	11.2	12.4	11.4
Bombay, Baroda and Central India	19.3	12.1	10.5	10.4	12.0	11.0	11.5	11.2	10.4	10.2	11.3	11.1
Eastern Bengal	14.0	14.1	11.0	8.70	14.0	13.8	10.0	9.47	6.85	6.84	9.55	9.11
E a s t I n d i a n	10.8	10.0	8.24	9.22	10.0	10.8	9.60	9.00	7.42	7.82	9.22	9.4
Groat Indian Peninsula { Steam	17.1	14.7	14.0	12.7	13.3	16.8	14.0	13.8	12.1	11.6	13.3	12.4
Electric.	21.6	20.0	NH	NH	21.6	20.0	17.4	16.3	NH	NH	17.4	16.1
Madras and Southern Mahratta	13.7	13.0	12.7	12.6	13.6	13.6	11.4	11.7	10.0	9.83	11.0	11.5
Nurara's State	13.3	14.1	12.7	11.0	12.3	14.0	11.6	12.0	13.6	11.7	11.6	12.0
North Western	14.7	13.5	NH	NH	14.7	13.6	11.0	10.4	10.4	9.97	10.0	10.0
South Indian	NH	NH	NH	NH	NH	NH	10.8	10.8	11.7	10.6	11.7	10.8
Average for 5' 6" gauge { Steam	"	"	"	"	"	"	11.4	11.2	10.5	10.5	11.3	11.1
Electric	21.6	20.0	NH	NH	21.6	20.0	17.4	16.3	NH	NH	17.4	16.3
3' 3 3/4" GADO.	13.4	10.6	11.5	11.4	12.6	14.4	12.7	14.5	10.6	10.6	11.8	12.4
Assam Bengal	12.7	11.7	9.63	9.12	11.5	10.8	10.1	9.79	9.25	9.23	9.72	9.3
Bengal and North Western	12.4	11.6	11.2	12.2	11.6	11.6	11.8	10.8	10.4	10.4	10.7	10.4
Bombay Baroda And Central India	14.6	14.8	12.0	12.5	14.0	14.8	12.1	11.4	9.42	9.06	11.0	11.7
Eastern Bengal	14.2	14.0	12.3	13.6	13.6	12.8	9.25	8.00	11.1	10.6	8.52	9.0
Madras and Southern Mahratta	10.0	11.6	10.2	11.0	10.7	11.4	10.2	10.3	9.32	9.02	10.0	10.1
Mysore State.	NH	NH	NH	NH	NH	NH	6.00	6.00	††	††	6.00	6.0
Nizam* State	14.3	14.0	11.0	11.2	14.2	14.0	11.2	11.2	9.51	9.02	11.2	11.1
Kolukund and Kumaon	9.40	9.00	11.0	9.61	9.65	8.70	9.40	8.62	11.0	9.61	9.00	8.7
South Indian +	NH	NH	NH	NH	NH	NH	11.7	12.1	10.8	11.0	11.4	11.1
Average for 3' 3 3/4 gauge	"	"	"	"	"	"	11.8	11.0	9.32	9.27	10.0	10.5
2'6" AND 2'0" GAUGES.	All Goods Trains.											
Bengal Nagpur	1939-40.						1940-41.					
Bombay, Baroda and Central India	8.43						8.02					
Eastern Bengal	NH						NH					
Great Indian Peninsula	NH						NH					
Mysore State	1.00						1.00					
North Western	8.41						8.02					
South Indian	10.0						12.1					
Average for 2' 0" and 3' 0" gauges	9.70						9.00					

2L~Statmnt pf Shunting and Light Running on Class I Railways for the years 1939-40 and 1940-41.

NOTE-The figures in this statement are worked out by winding the train mileage bating to Electric Multiple Unit trains and all Rail Cars.

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 mile* per 100 train mile*.	Light engine miles per 100 train miles.	Light and assisting not required engine mile* per 100 train mile*.	Shunting engine mile* per 100 train mile*.	Light engine miles per 100 train miles.	Light and assisting not required engine mile* per 100 train mile*.	Shunting engine mile* per 100 train mile*.	Light engine miles per 100 train miles.	Light and assisting not required engine mile* per 100 train mile*.
Year.	1939-40	1940-41	1939-40	1940-41	1939-40	1940-41	1939-40	1940-41	1939-40	1940-41	1939-40	1940-41
1	2	2	4	4	6	7	8	9	10	11	12	13
0' 6" GAUGE.												
Bengal Nagpur	5.53	5.21	0.26	1.14	1.16	1.43	24.0	20.6	5.53	9.08	10.8	10.7
Bombay, Baroda and Central India	4.33	4.22	2.07	4.30	3.12	4.27	22.6	22.1	3.21	2.94	3.45	3.07
Eastern Bengal	8.55	8.55	0.79	0.61	0.79	0.81	64.9	56.0	4.22	3.21	5.12	3.43
East Indian	4.67	4.58	3.57	2.83	3.15	3.31	32.5	32.7	2.40	2.30	3.23	0.28
Great Indian Peninsula	2.33	2.70	1.89	1.52	2.16	3.08	29.7	28.3	6.11	4.21	4.71	3.08
Madras and Southern Mahratt	3.05	4.45	2.63	2.97	2.07	3.14	30.9	28.5	7.72	3.51	5.09	0.08
Kikam's State	18.09	6.12	3.25	3.80	2.56	4.02	125.2	25.1	10.0	12.1	11.2	12.1
Korth Western	6.80	7.77	1.28	1.28	1.50	1.75	27.4	27.4	4.50	4.03	5.05	5.97
South Indian	3.18	3.02	0.32	0.31	0.33	0.50	33.0	30.6	4.41	4.07	4.19	6.14
Average for 0' 6" C gauge	5.12	5.44	1.77	1.81	2.14	2.41	33.9	32.2	6.53	6.72	7.70	7.94
3' 3" GAUGE.												
Aam Bengal	5.79	6.01	1.59	1.91	1.19	2.03	27.4	26.1	4.67	4.80	5.23	6.10
Bengal and North Western	3.77	3.74	0.78	0.76	1.13	1.51	57.5	56.6	3.08	2.43	4.00	3.40
Bombay, Baroda and Central India	4.07	4.07	0.51	0.84	1.23	1.26	27.1	26.5	1.54	1.47	2.56	2.54
Eastern Bengal	7.50	7.60	0.43	0.83	0.45	0.69	49.8	42.4	1.24	1.08	2.33	2.41
Jodkpi	7.41	6.90	0.63	1.51	1.73	2.25	23.3	21.0	5.26	3.08	7.63	3.76
Madras and Southern Mahratta	3.09	2.68	0.60	0.36	0.12	0.12	22.0	22.8	5.72	6.26	6.86	7.16
Mysore State	12.4	11.0	0.32	0.32	0.73	1.06	25.2	23.3	0.74	0.84	1.35	1.34
Nizam's State	2.52	3.19	2.37	2.02	2.61	3.03	27.2	29.8	7.60	6.84	7.99	7.97
Pohilkond and Kanian	3.29	3.26	1.36	1.64	2.00	2.25	62.6	58.3	1.50	1.99	1.92	2.73
Kouth Indian	3.47	3.48	0.53	0.57	0.67	0.88	31.4	32.0	7.65	1.91	1.61	1.16
Average for 3' 3" gauge	4.45	4.22	0.53	0.62	1.16	1.20	23.5	24.0	3.17	2.86	4.15	3.77
† Other engine miles per 100 train miles.												
Year.	1939-40, 1940-41.											
2' 6" AND 2' 0" GAUGE.												
Bengal Nagpur					25.2	25.4						
Bombay, Baroda and Central India					22.6	13.1						
Eastern Bengal					0.42	1.08						
Great Indian Peninsula					6.27	8.61						
Mysore State					25.7	12.4						
Northwestern					20.7	24.3						
South Indian					4.66	4.91						
Average for 2' 6" and 2' 0" GAUGE					19.9	19.8						

*Other** Includes shunting assisting required, Light and siding but not Departmental.
Revised Ogam*.

22.—Statement of Engine Usage on Class I

Railway.	Year.	Average Strength of Engines.				Actual Strength in each Indian Month.		Average Strength in			
		Authorized stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mail service.	Goods service.	
1	2	3	4	5	6	7	8	9	10	11	
5' 6" GAUGE											
Bengal Nagpur	1939-40	730	643	196	337	18	1	25	3	229	
	1940-41	709	634	100	334	24	3	21	8	240	
Bombay, Baroda and Central India.	1939-40	375	350	74	275	2	1	60	27	75	
	1940-41	376	330	60	260	2	1	54	27	66	
Eastern Bengal	1939-40	312	253	27	243	3	1	39	12	40	
	1940-41	312	260	40	243	26	1	30	8	36	
East Indian	1939-40	1,500	**1,575	241	1,328	2	NH	304	43	486	
	1940-41	1,503	**1,616	234	1,382	27	Nil	304	44	497	
Great Indian Peninsula.	Steam	1939-40	*653	*555	309	*640	55	12	140	14	123
		1940-41	*653	*558	117	*641	57	4	137	14	121
	Electric	1939-40	66	68	21	65	10	1	19	NH	14
		1940-41	66	66	10	66	8	Nil	19	Nil	16
Madras and Mahratta.	Southern	1939-40	259	302	68	233	16	2	87	8	61
		1940-41	297	301	45	245	*23	2	60	11	72
Nizam's State		1939-40	85	(b) 84	(b) 13	71	NH	NH	14	9	23
		1940-41	85	84	11	72	NH	Nil	15	9	22
North Western		1939-40	1,777	1,761	216	945	23	41	209	161	154
		1940-41	1,166	1,132	245	861	62	18	169	106	260
South Indian		1939-40	252	142	20	133	?	NH	42	8	22
		1940-41	182	155	17	137	16	9	58	4	29
Total 5' 6" Gauge	Steam	1939-40	6,362	(b) 5,224	(b) 221	4,209	..	..	1,047	292	1,417
		1940-41	5,382	5,216	252	4,322	..	..	1,039	331	1,497
	Electric	1939-40	65	66	11	55	19	1	19	NH	14
		1940-41	66	66	10	56	9	Nil	19	Nil	16
3' 3 1/2" GAUGE.											
Assam Bengal		1939-40	221	203	20	163	8	1	8	30	23
		1940-41	201	203	19	164	14	2	6	78	24
Bengal and North Western		1939-40	314	322	22	271	18	2	116	24	79
		1940-41	354	304	23	374	22	2	124	16	64
Bombay, Baroda and Central India.		1939-40	490	464	89	384	25	19	106	23	105
		1940-41	490	474	63	391	28	26	100	37	100

*This includes 7 engines used extra-strength by Mechanical Department.

Excluding Electric Multiple Unit Suburban Trains.

^Includes one engine employed in workshop shunting.

(Unlabeled) one exclusively allotted to Dohad Workshops, one Diesel Electric & 2 Battery Locomotives

*Innirim engines taken on loan from Coar Railway.

(b) Revised figure.

Railways for the years 1939-40 and 1940-41.

PER DAY OF--			Spars.	Maxi- mum number in use on any one day.	Engines MILES PER DAY.						New TOP ENGINES.		Hours worked per day per engin- e avail- able for use.	Railway.
Depart- mental service.	Shunt- ing Engin- ing 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	
28	34	444	70	431	199	143	130	123	92	28,115	30,135	79.9	} 1' 6" GAUGE. B. N.	
30	87	453	60	483	(a)190	(a)150	121	(a)183	(a) 95	20,774	31,337	(a)119.9		
14	46	323	62	250	271	103	93	107	68	13,733	23,608	7.38	} P., B. & C. J.	
13	47	331	48	265	170	106	95	109	71	14,715	24,024	8.14		
13	43	323	18	245	153	107	98	122	94	9,316	14,494	19.9	} E. B.	
12	48	217	10	238	163	110	101	123	92	9,849	14,390	10.5		
32	269	1,182	245	1,358	150	117	91	163	77	17,329	25,440	9.57	} E. I.	
34	277	1,309	105	1,279	150	113	69	103	77	18,200	27,010	9.36		
*27	83	*440	67	478	203	111	123	138	93	17,440	17,849	9.16	} Steam.*	
*28	35	*455	51	491	200	117	126	142	98	19,549	19,418	10.1		
1	6	40	3	43	230	NH	187	186	113	10,664	10,213	9.33	} G. I. P.	
2	6	43	10	49	232	NH	162	181	119	10,650	10,267	10.4		
12	30	218	9	231	136	119	190	109	81	16,870	25,803	10.4	} Elec.	
17	30	210	18	227	144	116	114	116	81	16,974	20,204	9.91		
6	7	57	12	67	168	119	209	(b)120	85	18,208	20,261	10.2	} M. & S. M.	
8	8	68	16	65	108	116	111	119	82	17,630	20,231	9.79		
16	123	794	180	763	167	172	92	113	72	11,464	20,093	7.83	} N. S.	
29	134	718	130	791	165	175	100	123	78	13,177	22,376	9.04		
8	7	197	23	227	241	118	93	119	83	10,331	18,516	8.82	} N. VV.	
8	8	105	20	112	143	140	103	129	85	12,283	21,243	8.99		
													S. I.	
210	697	3,006	674	..	163	140	101	117	81	15,778	24,762	} Steam. Gauge		
223	722	3,652	629	..	185	143	105	119	83	17,184	26,651			
1	6	40	3	43	230	NH	187	186	113	10,661	10,213	} Electtotal		
2	6	43	10	49	232	NH	162	181	119	10,650	10,267			
7	28	240	31	163	201	118	100	110	81	6,224	9,131	8.79	} 3 3/4 GAUGE A. B.	
7	28	143	33	138	199	116	113	110	78	6,594	10,094	8.37		
30	48	291	74	327	139	84	109	108	44	7,472	12,653	8.58	} B. & N. W.	
31	43	298	70	330	121	87	109	106	45	5,105	12,398	8.58		
18	40	110	47	157	113	162	90	99	87	5,169	12,533	7.94	} B., B. & C. I.	
17	48	311	35	340	124	111	100	103	67	8,072	13,093	8.13		

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

(a) Inclusive of miles and hours of B. N. Railway Engines working M. & S. M. Railway trains.

22-Statement of Engine Usage on Class I

Railway,	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER		
		Authorised Stock.	On Hoe.	Under or awaiting repair.	Available for UN.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods (service. 1
1	2	3	4	5	6	7	8	9	10	11
3' 3" GAUGE—CONCLD.										
Eastern Bengal .	1899-40	207	207	26	171	10	4	53	23	24
	1940-41	207	205	20	174	13	4	54	23	27
Jodhpur .	1899-40	103	103	9	94	NH	NH	16	27	19
	1940-41	103	103	9	94	NH	NH	15	31	18
Madras and Southern Mahratta.	1899-40	305	290	60	250	18	1	74	27	90
	1940-41	305	321	61	250	22	6	77	28	79
Mysore State .	1899-40	78	71	16	71	NH	NH	29	8	21
	1940-41	78	85	19	66	NH	NH	29	6	19
Nizam's State .	1899-40	87	(b) 78	9	(b) 69	NH	NH	21	2	12
	1940-41	87	78	9	69	NH	NH	21	2	12
Rohilkhand and Kumaon	1899-40	74	29	(b) 7	23	NH	NH	25	7	14
	1940-41	75	69	7	62	NH	NH	26	6	15
Gouth Indian .	1899-40	401	328	49	350	29	11	150	12	64
	1940-41	401	320	46	343	26	16	161	11	67
Total 3' S* Gauge .	1899-40	2,311	(b) 2,326	(b) 309	(b) 2,034	..	..	613	247	471
	1940-41	2,311	2,344	295	2,035	..	..	613	235	464
2' 6" AND 2' 0" GAUGES.										
Bongal Nagpur . .	1899-40	119	112	27	26	NH	NH	22	14	19
	1940-41	116	111	25	66	9	NH	22	17	16
Bombay, Baroda and Central India.	1899-40	21	27	6	22	NH	NH	2	15	NH
	1940-41	25	27	6	21	NH	NH	2	14	NH
Eastern Bengal . .	1899-40	9	9	2	7	NH	NH	5	1	NH
	1940-41	9	9	1	8	1	NH	5	1	NH
Great Indian Peninsula	1899-40	22	21	6	26	2	NH	NH	11	NH
	1940-41	22	21	5	16	1	NH	NH	11	NH
Mysore State . .	1899-40	18	12	5	13	NH	NH	2	4	1
	1940-41	18	18	7	11	NH	NH	1	5	1
North Western . .	1899-40	100	100	15	85	24	13	4	29	16
	1940-41	100	100	17	83	23	8	5	17	18
South Indian . .	1899-40	11	11	1	10	2	NH	NH	8	..
	1940-41	11	11	2	9	2	2	NH	4	..
TOTAL 2' 6" AND 2' 0" GAUGE	1899-40	304	292	60	243	..	..	37	71	48
	1940-41	304	297	63	234	..	..	36	69	46

Includes 2 EngineS employed in workshop (taunting.
(6) Revised figure*.

Railways for the years 1939-40 and 1940-41—concl'd.

use DAILY—			Spare.	Maxi mum number in use on any one day	ENGINEMILES. 1B DAY.					NET TONmiles		How ^W worked day per en gine avail- able ^W for use	Railway.
Depart mental	Shunt- to* including aiding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	S3	21	25
12	31	163	10	163	131	120	205	112	84	7,513	11,806	10-6	} E. B.
8	20	152	11	166	131	120	108	115	85	6,197	12,350	10-5	
5	19	76	14	89	130	121	102	106	82	4,634	12,537	10-8	} Jodhpur.
5	10	79	16	96	133	113	100	105	81	4,615	13,000	10-0	
8	31	236	21	254	131	100	81	103	76	6,548	9,348	9-30	} M. & S. N.
10	26	219	26	242	132	104	67	102	69	4,894	3,931	6-30	
1	5	64	7	67	140	71	102	121	121	5,908	8,998	8-79	} Mysore State.
2	5	61	6	67	141	79	110	127	90	7,760	11,624	9-93	
4	8	67	(b) 22	86	162	101	106	121	(b) 73	6,629	13,736	7-46	} N. S.
4	8	47	22	69	159	111	112	122	74	7,309	14,625	7-57	
2	13	61	21	79	145	57	113	120	82	5,876	5,495	5-07	} R. & K.
3	13	63	19	71	134	108	112	117	63	6,542	10,489	6-00	
14	15	278	53	303	110	77	92	107	75	6,239	10,903	8-15	} S. I.
18	16	272	48	287	121	94	94	110	77	6,710	11,849	8-44	
105	229	1,065	(1) 304	..	129	106	100	107	73	7,467	11,410		} TOTAL 333 ^W GAUGES.
106	228	1,045	284	..	128	110	101	108	77	7,537	12,187		
3	11	76	15	79	101	102	86	99	62	2,431	4,308	5-07	} B. N.
2	11	60	16	81	114	101	92	100	63	2,350	4,140	5-12	
NH	NH	17	6	20	94	78	NH	81	40	2,229	2,228	4-37	} B. B. & C.I.
NH	NH	10	5	19	96	78	NH	81	49	1,630	1,930	6-01	
NH	NH	6	1	6	58	60	NH	61	39	363	1,196	6-09	} E. B.
NH	NH	6	1	8	57	65	NH	60	39	308	1,023	6-50	
NH	1	12	3	16	NH	110	NH	114	65	1,461	2,435	7-14	} G. I. P.
1	1	13	3	16	NH	116	NH	111	69	1,580	3,161	8-23	
NH	NH	2	5	9	"	"	"	"	"	"	"	4-59	} Mysore State.
NH	NH	7	4	9	"	"	"	"	"	"	"	5-55	
2	4	46	22	60	84	80	64	80	37	973	2,228	5-22	} N. W.
2	4	40	22	62	83	95	73	82	38	1,062	2,536	5-51	
..	NH	2	3	7	120	78	71	79	44	1,223	2,389	7-30	} S. I.
..	NH	4	2	6	174	104	99	104	38	1,212	3,263	6-04	
5	16	165	34	..	94	97	78	90	50	1,737	3,611		} TOTAL 3 ^W 6 ^W AND 7 ^W 6 ^W GAUGES.
6	16	121	58	..	100	97	83	92	61	1,652	3,160		

* Information not available.

23.—Statement of Loads of Tram of Class I Railways for the years 1939-40 and 1940-41

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

AVERAGE LOAD PER TRAIN (IN TERMS OF 4 WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).														
Railway.	Yew.	PAS- SAGES TRAINING PORTION OF MIXED.	PASSEN- GNER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS						GOODS AND PROPORTION OF MIXED.				
				Mainline			Branch lines			Main and Branch lines				
				No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total	Per- cent- age of total.	Loaded wagons.	Total	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight engine.
1	2	3	4	5	6	7	8	9	10	11	12	13		
5' 6" GAUGE.														
Bengal Nagpur	1939-40	16	409	22	40	71.1	25	42	59.2	400	390	70		
	1940-41	16	414	20	40	70.8	25	42	60.6	414	908	791		
Bombay, Baroda and Central India.	1939-40	12	412	37	40	74.0	24	42	57.1	377	914	842		
	1940-41	10	426	37	41	72.6	22	43	52.4	379	943	840		
Eastern Bengal	1939-40	15	341	32	44	73.1	24	37	65.4	274	734	661		
	1940-41	15	352	33	42	76.6	23	34	66.8	272	747	650		
East Indian	1939-40	16	388	24	43	85.6	22	33	66.7	402	1,041	1,341		
	1940-41	16	390	20	43	67.7	21	38	62.6	483	1,064	958		
Great Indian Peninsula	Steam	1939-40	15	404	33	46	71.8	22	35	82.4	343	875	719	
		1940-41	16	417	32	46	71.3	23	36	82.8	340	900	741	
	Electric	1939-40	19	597	39	49	76.8	24	24	24	416	1,066	912	
		1940-41	19	590	36	49	77.0	24	24	24	428	1,037	918	
Madras and Southern Mahratta.	1939-40	14	284	33	53	70.8	20	36	79.9	346	566	541		
	1940-41	14	297	39	58	60.8	31	38	80.1	405	1,005	841		
Nizam's State	1939-40	15	407	32	47	68.7	20	37	42.2	371	823	761		
	1940-41	17	453	33	48	67.7	17	37	47.3	379	915	788		
North Western	1939-40	17	343	37	40	73.8	23	31	73.2	298	777	671		
	1940-41	18	383	37	50	73.1	23	31	75.2	316	797	701		
South Indian	1939-40	17	281	22	41	79.0	23	39	74.6	280	755	659		
	1940-41	12	291	34	41	83.0	26	32	79.7	305	776	677		
Average for 5' 6" gauge	Steam	1939-40	16	345	34	46	69.0	23	37	64.2	323	917	801	
		1940-41	16	395	34	49	70.8	23	37	63.9	309	909	827	
	Electric	1939-40	19	597	39	49	76.8	24	24	24	416	1,066	912	
		1940-41	19	590	36	49	77.0	24	24	24	428	1,037	918	
2' 2 1/2" GAUGE.														
Assam Bengal	1939-40	14	274	24	37	61.0	14	20	69.5	123	341	240		
	1940-41	17	294	23	37	62.0	14	20	70.1	134	301	303		
Bengal and North Western.	1939-40	14	212	45	48	72.9	23	29	71.8	296	498	341		
	1940-41	18	200	36	47	76.5	23	31	70.8	133	427	390		
Bombay, Baroda and Central India.	1939-40	17	232	22	47	70.2	20	41	68.3	221	443	400		
	1940-41	19	239	28	48	71.7	20	40	70.0	227	467	414		

23.-Statement of Loads of Trains of Class I Railways for the years 1939-40 and 1940-41-concl'd

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).											
		PAS- SENGER TRAINS.	PASSEN- INCLUDING PRO- PORTION OF	GOODS THAWS.						GOODS AND PROPRNTION or mixed.			
				Main lines.			Branch lines.			Main and Branch lines.			
				No. of vehicles.	Gross weight including weight engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
3½ GAUGE—concl'd			Tons.								Tons.	Tons.	Tons.
stem Bengal.	1939-40	21	275	33	48	68.3	33	31	74.3	175	482	421	
	1940-41	21	280	34	49	69.7	23	34	73.4	175	481	429	
Jhpur	1939-40	18	250	39	53	67.2	13	24	64.2	109	415	395	
	1940-41	16	254	43	60	71.9	13	22	66.4	160	432	391	
adree and Southern Mithratta.	1939-40	16	207	23	32	71.9	17	23	72.8	141	370	313	
	1940-41	14	206	24	33	73.6	19	24	78.1	139	375	313	
rsore State	1939-40	11	199	20	24	66.5	*	*	*	158	393	391	
	1940-41	11	200	20	25	63.1	*	*	*	154	384	379	
zam's State	1939-40	12	156	31	41	71.8	17	23	61.6	207	516	439	
	1940-41	15	193	33	41	78.4	14	23	69.8	211	517	444	
ahilkund & Kumaon	1939-40	11	159	29	32	62.5	14	23	60.9	151	343	298	
	1940-41	12	165	23	35	65.7	14	26	66.0	167	370	333	
south Indian	1939-40	14	178	22	44	73.5	22	20	73.3	155	455	398	
	1940-41	13	176	23	44	75.1	23	31	73.7	170	458	395	
verage for 3' 3¼ gauge.	1939-40	14	213	28	40	70.8	26	36	71.5	156	429	390	
	1940-41	15	216	20	41	72.8	27	36	73.7	173	429	371	
6' AND 2' 0" GAOBS													
lagal Nagpur	1939-40									58	212	164	
	1940-41									65	306	161	
Bombay, Baroda and Central India.	1939-40									39	113	37	
	1940-41									37	111	35	
litem Bengal.	1939-40									17	60	43	
	1940-41									15	64	32	
eat Indian Peninsul	1939-40									28	125	77	
	1940-41									31	129	61	
jsore State	1939-40									37	133	54	
	1940-41									34	123	50	
arth Western	1939-40									40	142	104	
	1940-41									42	154	107	
nth Indian	1939-40									33	139	38	
	1940-41									34	122	90	
for 2' 6" and gauges.	1939-40									50	176	124	
	1940-41									49	169	119	

* Separate figures for Branch- lines are not available.

24.~*Salement of vehivles and wagons---number of and their usage on Class I Railways for the years 1939 and 1940-41.

Note.—The term 'in mile' occurring in certain columns of this Statement, indicates that the figures in those columns have been arrived at by multiplying vehicle or wagon as one mile, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK.									GOODS STOCK.				ABOUT STATION WAGONS (IN TERMS OF 4-WHEELERS).				
		AVERAGE STOCKED (IN VEHICLES).		AVERAGE NUMBER ON LINE.				Average number of vehicles in stock (in terms of 4-wheelers).	AVERAGE FREIGHT OF WAGONS (TONS).		Average number of wagons in stock (in terms of 4-wheelers).	Gross tonnage.	Heavy motorwagons.	Light motorwagons.	AB Traffic.	Average wagon tonnage per day (in terms of 4-wheelers).	Net tonnage per wagon day (in terms of 4-wheelers).		
				Passenger Carriages.		Other Coaching Vehicles.			In tons.										
				In mile.	In terms of 4-wheelers.	In mile.	In terms of 4-wheelers.		In tons.	In tons.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
5' 6" GAUGE.																			
Bombay, Baroda and Bombay Indian	1939-40	790	605	966	1,447	236	234	160	28,753	26,779	24,425	29,776	20-8	19-2	28-8	16-0	42-8	4	
	1940-41	791	605	786	1,274	246	230	180	22,826	23,022	24,244	22,434	20-8	18-6	12-1	15-5	44-8	4	
	1939-40	878	284	660	1,174	217	217	118	6,361	6,444	6,316	6,711	20-8	18-9	9-44	21-7	41-8	13	
	1940-41	878	284	589	1,158	213	210	117	6,367	6,431	6,441	6,164	20-8	18-2	9-95	12-8	42-8	13	
Vast Indian	1939-40	806	605	712	1,100	513	354	224	7,349	8,148	8,309	8,350	20-2	13-2	4-62	8-29	34-0	16	
	1940-41	708	611	702	1,374	337	346	327	7,876	8,280	8,646	7,636	19-9	12-3	6-41	6-97	25-0	16	
	1939-40	2,677	843	2,460	4,464	619	745	136	66,115	69,246	69,893	69,824	20-6	14-2	7-28	14-5	36-7	11	
	1940-41	2,606	900	2,441	4,077	600	738	139	64,782	69,811	69,283	69,865	20-6	14-7	7-65	14-7	40-7	11	
(West Indian Peninsula.)	1939-40	1,057	622	1,061	2,135	614	593	175	16,873	17,412	16,775	17,214	20-4	15-2	13-2	22-8	46-1	11	
	1940-41	1,090	628	1,072	2,125	499	587	179	16,864	17,368	16,781	16,655	20-3	15-2	13-9	22-5	34-8	11	
Madras and Southern Mahratta	1939-40	577	281	440	7,055	217	221	118	8,797	8,885	8,213	8,619	20-1	17-2	6-39	21-6	34-7	11	
	1940-41	564	298	517	1,017	220	236	120	6,907	5,078	5,960	6,046	19-9	12-1	4-60	11-8	51-9	10	
Nizam State	1939-40	154	47	113	204	31	34	173	3,843	12,005	12,005	9,018	20-3	16-8	2-94	23-1	34-4	40	
	1940-41	123	65	113	206	46	40	161	3,070	12,227	12,227	3,237	20-3	15-4	9-73	12-2	49-0	40	
North Western	1939-40	2,246	1,234	2,173	4,866	663	532	171	61,371	19,328	20,267	26,627	20-0	13-1	7-39	9-40	37-1	20	
	1940-41	2,220	1,271	2,170	4,267	664	531	156	56,210	19,046	20,009	21,765	19-5	12-5	1-69	10-3	36-9	20	
South Indian	1939-40	326	119	371	661	136	120	116	8,204	5,300	5,314	5,167	20-0	15-3	9-29	20-1	40-7	18	
	1940-41	321	122	317	640	102	114	126	2,208	2,219	8,212	2,425	20-1	14-8	9-40	9-95	38-5	18	
Total 5' 6" GAUGE and average	1939-40	8,889	4,700	8,732	17,627	3,184	3,029	136	146,078	145,820	140,279	144,588				22-7	41-3	25	
	1940-41	8,470	4,494	8,705	16,927	4,128	3,544	176	145,640	147,787	152,418	145,646				13-0	42-8	26	
3'-3 3/4" GAUGE.																			
Assam Bengal	1939-40	619	269	616	1,263	146	153	193	4,307	8,100	5,716	8,373	10-2	7-02	8-51	6-44	31-7	14	
	1940-41	618	266	628	1,222	145	163	192	5,025	6,101	5,865	6,009	10-9	7-63	8-26	6-74	26-1	14	
Bengal and North Western.	1939-40	1,185	316	1,270	1,649	66	64	123	11,230	12,316	12,383	12,244	20-4	8-06	4-02	6-64	36-1	18	
	1940-41	1,170	324	1,268	1,648	68	70	119	11,233	12,374	12,280	12,168	10-8	9-42	4-21	6-99	36-3	18	
Bombay, Baroda & Central India	1939-40	1,415	278	1,221	2,822	168	229	91	6,404	5,785	19,161	9,763	8-29	7-00	9-24	6-78	48-6	29	
	1940-41	1,415	268	1,219	2,321	195	226	86	6,076	5,826	10,809	10,809	9-08	8-08	9-68	7-10	46-2	28	

*Does not include electric multiple unit suburban service stock.

*statement of vehicles and wagons - number of and their wages on Class I Railways for the years 1939-40

NOTE: The term in units* occurring to certain columns of this Statement, indicates that the figures in these columns have been arrived at by the method of capacity.

Railway.	Year.	COACHING STOCK.								GOODS STOCK.				AVERAGE BUSINESS ON WAGONS (IN UNITS).					
		AVERAGE ATTENDED STOCK (IN UNITS).		AVERAGE BUSINESS ON LINE.						AVERAGE BUSINESS ON GOODS STOCK.				AVERAGE BUSINESS ON WAGONS (IN UNITS).					
				Passenger Coaches.		Other Coaching Vehicles.													
		Passenger Coaches.	Other Coaching Vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.	Wagons (in terms of 4-wheelers).	Wagons (in terms of 4-wheelers).	Average number of wagons on line daily pooled and available for the use of 4-wheelers.	In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and available for the use of 4-wheelers.	Coal and other.	Heavy merchandise.	Light merchandise.	Average number of wagons on line daily pooled and available for the use of 4-wheelers.	Wagons (in terms of 4-wheelers).	Wagons (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
1st & 2nd Class - Locomotives	1939-40	711	472	678	1,817	320	518	104	5,880	8,463	7,183	5,000	9-40	9-40	9-40	9-40	27-6	27-6	117
	1940-41	605	410	608	1,350	308	517	104	5,015	8,214	7,070	4,881	9-74	9-40	9-40	9-40	21-4	21-4	134
Eastern Bengal	1939-40	279	35	374	674	30	37	215	2,512	2,530	2,530	2,507	20-2	8-05	4-30	6-00	43-4	43-4	200
	1940-41	270	37	279	485	31	37	119	2,718	2,718	2,718	2,682	11-8	8-08	4-35	4-06	43-2	43-2	200
Madras and Bombay	1939-40	743	378	865	1,199	140	232	105	6,407	6,520	6,520	6,520	11-0	8-48	6-30	6-37	37-6	37-6	181
	1940-41	715	379	875	1,110	180	245	106	6,203	6,203	6,203	6,203	11-8	8-52	4-87	6-06	31-0	31-0	156
Mysore State	1939-40	340	88	240	436	65	96	102	1,636	1,636	1,637	1,601	10-4	8-48	6-25	6-40	28-8	28-8	270
	1940-41	232	88	239	450	88	98	107	1,618	1,618	1,635	1,638	9-78	8-33	4-00	6-05	29-0	29-0	168
Nizam's State	1939-40	143	42	130	210	16	18	165	1,279	1,279	1,279	1,232	10-9	8-67	5-21	7-07	40-3	40-3	120
	1940-41	133	51	130	217	18	16	103	1,215	1,215	1,200	1,235	9-88	8-91	5-11	7-02	40-0	40-0	220
Rohilkhand & Kumaon.	1939-40	241	81	225	329	80	37	325	2,709	2,847	2,881	2,877	10-5	11-4	9-60	10-7	19-5	19-5	100
	1940-41	261	81	225	308	80	37	115	2,717	2,801	2,801	2,850	11-0	10-9	9-85	10-90	18-7	18-7	106
South Indian	1939-40	1,227	352	1,289	2,537	134	220	37	4,758	8,162	7,237	6,788	20-6	8-58	6-14	8-77	20-7	20-7	228
	1940-41	1,227	169	1,174	2,347	150	206	101	4,785	8,164	7,238	6,680	9-90	8-36	6-35	8-88	31-9	31-9	141
Total 1st & 2nd Class Average.	1939-40	6,207	2,044	6,406	11,794	1,162	1,217	265	49,508	11,400	65,375	66,748					32-9	32-9	158
	1940-41	6,730	1,970	6,028	11,004	1,145	1,215	101	48,408	11,063	65,350	66,112					31-2	31-2	103
1st & 2nd Class - Locomotives	1939-40	269	57	343	633	23	40	80	2,558	7,550	2,460	3,708					5-71	16-7	35
	1940-41	250	57	328	643	23	40	80	1,880	1,880	2,800	3,708					5-12	14-0	36
Bombay, Baroda and Central India.	1939-40	74	1	72	743	2	8	107	321	321	321	321					4-51	19-7	36
	1940-41	70	1	73	748	1	8	107	321	321	321	321					4-01	10-5	27
Eastern Bengal	1939-40	47	214	58	78	214	214	41	38	22	22	10					2-05	5-48	8
	1940-41	47	211	58	78	214	214	41	38	22	22	10					2-05	5-48	8
Great Indian Peninsula.	1939-40	56	4	46	91	5	8	107	301	301	301	301					2-01	10-3	50
	1940-41	48	4	49	91	5	8	112	301	301	301	301					2-01	10-3	50
Mysore State	1939-40	38	3	34	54	3	4	107	117	117	117	117					3-04	10-9	48
	1940-41	32	3	32	54	3	4	107	117	117	117	117					3-04	10-9	48
North Western	1939-40	122	73	192	564	60	100	31	758	758	1,368	1,268					4-01	22-1	67
	1940-41	200	71	279	648	60	102	31	729	729	1,364	1,267					3-92	19-0	80
South Indian	1939-40	34	1	34	68	203	207	70	75	75	148	708					2-01	13-1	25
	1940-41	34	1	34	68	201	201	70	75	75	148	708					2-01	13-1	25
Total 1st & 2nd Class Average.	1939-40	307	129	409	1,348	80	186	60	3,487	3,487	6,229	6,144					3-50	16-6	60
	1940-41	300	128	400	1,308	80	186	62	3,487	3,487	6,229	6,229					3-50	16-6	60

*Information not available.

Excluded 3 open wagons, high sided coup ed to goods brake vans

DOSE not include electric multiple unit Suburban Service Stock

25.—Statement of Density of Traffic on Class I Railways for the years 1939-40 and 1940-41

Railway.	Year.	Passenger miles per annum (Including Departmental).		Not ton mile per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per 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.	
	2	3	4		6	7	8	9
5' 6" GAUGE								
Bengal Nagpur	1939-40	812,279	351,312	1,356,155	1,406,183	2,765,456	4,217,143	16.1
	1940-41	826,708	300,069	1,327,739	1,478,249	2,914,493	4,330,875	15.3
Barabai, Bareda and Central India.	1939-40	792,249	387,428	735,223	908,412	2,052,437	2,572,500	10.8
	1940-41	835,826	1,017,306	770,964	952,696	2,189,084	2,867,345	10.3
Bastem Bengal.	1939-40	712,212	383,821	522,203	549,399	2,310,551	4,104,741	10.8
	1940-41	725,583	906,929	507,844	628,796	2,292,301	4,026,772	10.1
East Indian	1939-40	825,066	601,697	1,232,740	1,365,530	4,197,895	5,228,725	17.0
	1940-41	870,068	856,866	1,274,723	1,723,403	4,438,325	5,500,283	17.4
Great Indian Peninsula.	1939-40	454,854	470,407	699,022	876,091	2,620,473	3,737,808	14.2
	1940-41	500,638	630,949	809,339	1,017,808	2,322,284	4,165,309	14.1
Madras and Southern Mahratta.	1939-40	516,223	544,804	805,128	910,514	2,555,388	3,737,580	10.9
	1940-41	517,531	544,222	938,838	1,008,445	2,786,905	3,902,510	10.3
Nizam's State	1939-40	258,222	250,222	534,921	535,881	1,924,341	1,924,341	8.16
	1940-41	233,095	263,586	527,987	527,987	1,920,730	1,920,730	7.69
North Western	1939-40	403,353	400,329	380,425	445,966	2,802,589	2,825,099	9.46
	1940-41	408,541	534,087	453,020	492,472	1,981,233	2,288,432	9.88
South Indian	1939-40	448,191	445,191	402,351	402,351	2,264,048	2,224,048	10.8
	1940-41	479,983	479,983	406,632	406,431	2,450,011	2,480,011	17.0
Total 5' 6" gauge	1939-40	498,964	564,816	783,823	932,343	2,072,570	2,606,323	14.0
	1940-41	579,148	632,804	896,120	1,018,297	2,249,740	2,870,887	14.4
3' 3 3/4" GAUGE								
Assam Bengal	1939-40	327,252	322,574	225,540	225,964	1,112,931	1,116,025	9.90
	1940-41	336,631	339,408	210,708	227,210	1,123,928	1,128,041	9.36
Bengal and North Western.	1939-40	535,145	537,250	222,809	225,201	1,201,280	1,207,654	11.4
	1940-41	568,072	591,168	228,523	226,065	1,181,979	1,185,219	11.2
Bombay, Baroda and Central India.	1939-40	487,722	482,400	396,768	396,287	1,697,222	1,698,268	12.3
	1940-41	525,090	525,790	440,617	441,219	1,806,227	1,808,530	12.0

25. --Statement of Density of Traffic on Class I Railways for the years 1939-40 and 1940-41--
concl'd.

Railway.		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	per	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3' 3 1/2' GAUGE--CNCLD.								
Eastern Bengal .	1939-40	449,048	433,378	292,491	294,468	1,671,033	1,669,499	12.8
	1940-41	498,000	489,383	304,063	306,134	1,701,326	1,712,919	13.1
Jodhpur .	1939-40	185,601	185,597	198,446	198,446	763,693	763,693	8.18
	1940-41	196,898	196,898	199,898	199,898	744,576	744,576	8.90
Madras and Southern Mahratta.	1939-40	229,733	229,329	253,797	253,994	1,173,509	1,172,861	11.3
	1940-41	274,830	276,905	215,202	215,338	1,043,744	1,046,406	10.4
Mysore State .	1939-40	354,578	354,578	173,208	173,208	1,019,664	1,019,664	10.0
	1940-41	372,473	372,473	168,898	168,898	1,008,413	1,008,413	10.1
Nizam's State .	1939-40	277,434	284,703	147,171	151,076	716,238	733,184	8.36
	1940-41	291,094	290,400	149,464	153,328	733,138	762,582	8.90
Rohilkhand and Kumaon.	1939-40	338,213	338,901	180,591	180,591	816,667	816,667	10.4
	1940-41	392,553	393,462	206,393	206,813	861,131	861,674	10.3
South Indian .	1939-40	493,369	563,372	187,844	191,657	1,278,583	1,304,539	11.8
	1940-41	479,337	489,084	207,506	211,783	1,204,999	1,221,276	11.0
; Total 3' 3 1/2' Gauge	1939-40	398,706	399,136	226,336	227,908	1,204,329	1,211,708	11.4
	1940-41	421,230	423,789	263,289	264,895	1,307,886	1,314,951	11.3
2'6" And 2'0" Gauges.								
Bengal Nagpur .	1939-40	91,439	91,439	60,451	60,451	307,930	307,930	5.91
	1940-41	107,822	107,822	66,203	66,269	300,780	300,780	6.04
Bombay, Baroda and (Antral India.	1939-40	149,129	149,129	27,838	27,838	188,866	188,203	5.81
	1940-41	196,183	196,183	24,975	24,975	183,729	183,729	5.81
Eastern Bengal.	1939-40	169,967	169,967	2,849	2,849	205,332	205,332	9.48
	1940-41	207,035	207,035	2,497	2,497	210,320	210,320	9.34
Great Indian Peninsula.	1939-40	84,443	84,443	24,177	24,177	242,497	242,497	6.34
	1940-41	138,777	138,777	34,372	34,372	328,400	328,400	6.60
North Western	1939-40	48,913	48,913	37,032	37,032	237,645	237,645	4.48
	1940-41	58,252	58,252	43,405	43,405	269,918	269,918	4.83
Mysore State .	1939-40	125,799	125,799	19,809	19,809	209,594	209,594	8.13
	1940-41	128,902	128,902	19,115	19,115	205,112	205,112	4.93
South Indian .	1939-40	60,091	60,091	17,438	17,438	173,229	173,229	4.67
	1940-41	71,972	71,972	15,898	15,898	153,267	153,267	4.07
Total 2'6" and 2'0" Gauge.	1939-40	38,876	38,876	41,356	41,356	293,249	293,249	5.36
	1940-41	104,106	104,106	42,860	42,860	307,714	307,714	5.56
Total Class I Railways	1939-40	441,339	436,724	276,999	276,385	2,308,545	2,320,963	12.7
	1940-41	476,161	476,747	322,000	322,676	2,414,405	2,444,883	12.9

26(a).—Statement of Repairs of Rolling Stock pertaining to Steam and Sled

Note 1.—The figures in this statement have been arrived at by excluding
 Note 2.—The term 'In units' occurring in certain columns of this statement, indicates that the figures to these columns have been arrived at by excluding

Railway.	Tew.	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.	1939-40	29	4.53	97	14.9	90	42	22.8	18
	1940-41	36	4.06	76	11.8	87	47	10.9	17
Bombay, Baroda and Central India	1939-40	29	5.47	54	16.4	72	22	18.0	19
	1940-41	30	5.89	49	13.9	74	21	13.6	14
Eastern Bengal	1939-40	18	6.23	28	9.95	75	20	10.8	6
	1940-41	19	6.60	21	7.21	60	22	9.50	10
East Indian.	1939-40	77	4.89	170	10.8	161	21	6.54	11
	1940-41	73	4.02	161	9.97	148	21	6.06	14
Great Indian Peninsula	1939-40	22	1.32	57	12.4	63	25	5.20	15
	1940-41	26	2.90	91	14.9	58	27	5.51	11
	1939-40	3	4.55	8	12.1				
Electric	1940-41	4	6.06	6	9.09				
Madras and Southern Mahratta	1939-40	23	9.27	41	13.6	43	27	7.82	14
	1940-41	22	7.31	27	8.97	36	14	6.06	13
Nizam's State	1939-40	6	7.14	7	7.33	7	2	6.33	11
	1940-41	6	5.25	6	7.14	8	2	6.31	14
North Western	1939-40	20	6.88	138	11.7	141	47	6.49	14
	1940-41	66	7.62	160	14.0	122	27	6.81	14
South Indian	1939-40	9	6.36	21	7.39	14	11	4.89	14
	1940-41	7	4.59	9	6.20	12	6	4.10	11
Total 5' 6" gauge	1939-40	229	2.53	632	12.1	666	222	7.68	14
	1940-41	264	5.44	596	11.6	604	200	6.94	14
	1939-40	3	4.55	8	12.1				
	1940-41	4	6.06	6	9.09				
3' 3 3/4" GAUGE.									
Asian-Bengal	1939-40	8	3.07	12	4.94	40	18	6.67	14
	1940-41	9	4.43	10	4.03	45	18	7.17	14
Daglal and North-Western	1939-40	6	2.09	18	4.27	121	5	9.48	14
	1940-41	7	1.89	15	4.04	119	8	9.42	14
Bombay, Baroda and Central India	1939-40	19	4.01	61	13.2	46	4	3.03	14
	1940-41	16	3.84	65	13.7	39	7	4.94	14

Revised Figures.

ocomotive Services of Class I Raailways for the years 1939-40 and 1940-41.

back relusing to Electric Multiple Unit Services and to all Rail Oars.

, reckering back vehicle or wagon as ons unit, Irreepsoeive of Its aise and epasioite.

				GOODS STOCK				HOT Boxes ~ AVERAGE NUMBER (MONTHLY).					
Average number under or awaiting Repair, daily (In unite).				Average number of unserviceable Wagon daily (uturna of 4-wheelers).				Coaching.		Goods.			
In Slok lines and transportation workshops.				In Mechanical Workshope.		In Sick lines and transportation Workshops.		NUM- ber.	Per 10,000,000 Vehicle miles.	Nam- ber.	Per V.000,000 Wagon miles.	Railway.	
Passenger wriiages.	Other Coaching Vehicles.	Percentage of column 11 to sveraga total No. on line. 13	Percentage of column 12 to average total No. on line. 14	Number.	Percent- age of column 10 to average total No. on line daily. 16	Number.	Percent- age of column 17 to average total No. on line daily. 18					id	20
33	39	4.77	8.71	187	6.66	1,187	3.63	2	5.11	437	11.9	Bengal-Nagpur.	
35	17	4.23	10.1	206	6.02	1,118	4.04	2	2.74	414	13.0		
4	2	0.33	1.94	123	1.41	379	4.35	1	1.63	41	4.40	Bombay, Barodaand Genteel India.	
7	2	1.22	1.17	131	1.48	625	5.72	2	1.91	26	4.47		
4	3	0.64	0.74	42	0.62	862	7.85	1	4.24	100	12.4	Eastern Bengal.	
5	2	0.7	0.71	44	0.67	288	5.03	2	4.06	114	12.2		
47	18	2.78	2.37	350	0.72	2,339	4.66	14	6.10	194	11.0	East Indian.	
70	12	3.34	1.07	226	0.66	2,075	4.12	21	1.89	672	9.77		
32	17	1.85	1.52	112	0.60	545	3.72	5	3.63	230	2.13	Steam. I	
23	14	2.04	2.00	117	0.60	574	2.94	2	1.06	269	7.80		
												Great Indofas Petiosula.	
												Electric.	
6	3	1.08	0.74	40	0.63	345	5.71	4	4.89	45	4.72	Madras and South Maharratta.	
5	3	0.91	0.70	46	0.75	254	4.20	5	0.91	41	3.44		
1	1	2.79	2.43	14	0.69	45	4.27	1	2.54	29	5.63	Nizam's State.	
3	..	2.36	(a) 0.48	10	0.44	96	2.00	2	10.6	21	6.01		
47	14	2.14	1.89	202	0.75	1,422	5.20	10	4.75	189	6.89	Worth Western.	
38	12	1.75	1.28	175	0.63	1,480	6.24	17	7.20	259	7.35		
6	4	1.75	3.61	7	0.32	87	2.12	..	(a) 1.12	11	2.66	South Indian.	
4	4	1.25	4.09	15	0.62	142	5.60	1	2.54	15	4.77		
100	20	5.27	2.64	1,122	0.79	7,079	4.23	46			1,400	Steam.	
198	24	2.27	2.71	1,080	0.74	8,894	4.40	68			1,420		
												Total 5' 6' Gauge.	
												3'3" Gauge,	
2	..	0.39	(a) 0.34	63	1.23	43	1.02	1	11.0	13	3.00	Bengal	
2	..	0.25	(a) 0.30	55	1.09	94	1.27	2	4.22	11	1.93		
2	224	0.22	241	117	0.40	164	1.24	16	20.6	12	6.79	Bengal and North Wetter ,	
2	211	0.16	211	78	0.44	200	1.65	13	19.6	70	6.23		
41	3	4.17	1.51	73	0.75	346	2.17	64	35.7	265	25.4	Bombay, Baroda* n Central India.	
79	7	0.61	3.49	93	0.91	350	2.24	67	24.8	263	16.7		

26 (a).—Statement of Repairs of Rolling Stock: periwEn\$ to Steam and Elea^

Note 1.—The figures in this statement have been Arrived at by excluding

NOTE 2.—The term 'in units occurring in certain columns of this Statement, indicates that the figures la these columns ha,

1	8	ESQVKXB.				Cooaaax* STOCK.			
		Avenge number under or await.				Average number under or awaiting			
		ing repjjiralfaly.				repairs daily (in units).			
		In Meohattal Wockaboqe.		In sheda and traupattation Workahape.		In fteehanoial Workshops.			
Itelway.	Yew.	Number.	Percent- age of column 3 to aver- age total No. on line.	Number.	Percent- age of column 5 to aver- age total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percent 8 to average total No. 1 on line. !
3' 3" Gauge-conoid.		3	4	5	6	7	8	9	10
BaaternBengal	1893-40	7	2.23	28	13.8	65	18	2.89	0.82
	1940-41	7	3.01	23	11.2	64	19	2.78	0.11
Jodapw.	1893-40	3	2.91	6	8.83	16	8	2.84	0.07
	1940-41	3	3.01	6	5.83	18	3	3.48	0.44
Madraa and Soother M a h r a t i s .	1893-40	27	8.49	33	16.3	63	28	2.77	0.41
	1940-41	19	6.92	32	9.87	40	8	6.94	0.14
Mysore State	1893-40	11	18.8	8	6.60	18	4	6.66	6.64
	1940-41	10	11.6	6	10.5	17	3	6.60	4.41
Nizam's State.	1893-40	6	6.42	4	6.13	7	1	6.38	6.43
	1940-41	6	6.41	4	6.13	7	1	6.38	6.23
KahUkand and Komaon	1893-40	3	3.67	4	4.89	7	3	2.94	6.34
	1940-41	3	3.76	3	3.63	8	3	3.66	0.14
South Indian	1893-40	17	6.11	21	7.92	63	7	6.90	6.07
	1940-41	12	5.12	25	8.02	68	4	6.04	2.86
	1893-40	1	11.9	NH	NH				
Total 3' 3" Gauge	1940-41	1	16.0	NH	NH				
	1893-40	109	4.60	501	4.64	438	73	6.51	6.28
	1940-41	68	3.07	900	8.53	425	66	6.51	3.31
2' 6" AND V 0" GACO-B.	1893-40	1	11.9	NH	NH				
	1940-41	1	16.0	NH	NH				
Beagat-Kagpur A.	1893-40	13	13.8	14	18.7	21	2	6.49	1.31
	1940-41	14	12.9	11	10.0	16	1	4.86	3.07
Bombay, Baroda and Central India	1893-40	1	4.94	4	14.3	2	NH	2.44	NH
	1940-41	1	3.06	6	16.7	1	NH	1.00	NH
Eastern Bengal	1893-40	1	6.66	7	16.9	3	NH	6.51	NH
	1940-41	1	7.17	1	6.76	3	NH	2.00	NH
Great Indian P e n i n s u l a .	1893-40	1	6.76	4	16.0	2	NH	6.17	NH
	1940-41	1	4.70	4	16.0	3	NH	6.23	NH
Mysore State	1893-40	3	11.0	3	18.5	2	..	6.26	..
	1940-41	1	6.66	6	15.3	4	..	13.6	..
North Western	1893-40	4	3.63	11	21.3	9	2	3.23	2.13
	1940-41	4	4.36	13	22.6	9	2	3.52	3.33
South Indian	1893-40	1	11.9	2	18.7	NH	NH	NH	NH
	1940-41	NH	11.9	2	19.0	NH	NH	NH	NH
Total 2' 6" and 2' 0" Gauges	1893-40	12	7.61	37	12.6	38	4	4.48	4.13
	1940-41	23	7.41	42	14.1	35	5	4.14	3.37
TOTAL I RILWAYS	1893-40	417	5.13	976	11.2	1,123	106	6.09	6.38
	1940-41	396	5.08	846	10.7	1,064	274	6.63	6.27
	1893-40	3	4.83	8	12.1				
	1940-41	6	7.14	9	8.96				

(a) The praaaoa of this figure ID the abeuv of the figure if which it ia a percentage la due to the latter being laaa than half.

*Beviad figuraa.

Ocomotive Service, of Class I Railways for the years 1939-40 and 1940-41—condoid.

Lk relating to Eleotrfc Multinle Unit Services and to all Bail Can.

arrived at by reckoning such vehicle or wagon a, ONE unit,, irrespective of size and-capateity.

Coaching Stock.				GOODS STOCK.				HOT BOXES. AVERAGE NUMBER, (MONTHLY).				Railway.
Average number under or awaiting 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 line, and transportation Workshops.		Number.	Per 10,000 vehicle mJes.	Number.	Per 1,000,000 wagon mJes.	
				Number.	Percent. age of, column 15, total No. on line daily.	Number.	Percent. age of, column 17 to average total No. on line daily.					
11	12	18	14	15	16	17	18	19	20	21	28	S3
tugger arriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. online.	Percentage of column 12 to average total No. on line.									
3	4	1-14	1-21	30	0-57	655	3-78	7	12-9	8	1-14	2 3/4" and 2 1/2" Gauge.
6	5	0-31	0-88	42	0-08	329	5-28	6	0-14	10	1-38	Western Bengal.
7	8	0-43	(a) 1-17	53	2-20	320	0-98	2	11-8	39	6-00	Jodhpur.
1	2	0-48	(a) 0-58	99	3-44	39	1-01	4	18-0	16	6-00	
6	7	0-31	0-68	40	0-59	153	1-51	7	14-3	39	4-02	Madras and Southern Mahratta.
3	4	0-48	0-76	26	0-39	98	1-40	1	2-80	23	2-25	
4	5	0-59	NH	84	4-20	5	0-30	1	0-04	3	0-11	Mysore State.
7	8	1-80	1-47	51	3-48	10	1-30			3	0-18	
4	5	2-27	(a) 1-88	3	0-73	25	2-64	1	4-19	10	5-87	Nizam's State.
2	3	2-04	4-44	6	0-40	27	2-10	1	8-06	6	3-03	
NH	NH	NH	NH	11	0-45	13	0-89	40	18-4	91	4-39	Rockhill and Khatola.
NH	NH	NH	NH	8	0-27	3	0-74	62	15-5	238	10-3	
22	2	1-09	1-74	14	0-66	109	1-01		(a) 0-40	4	0-55	Steam
31	2	1-78	1-73	31	0-45	97	1-42	1	0-63	3	0-39	Electric
												South Indian.
100	10	1-51	0-88	629	0-55	1,477	2-65	154		636		Steam
124	10	1-90	1-31	491	0-86	1,235	2-30	158		642		Electric
												Total 3' 6" Gauge.
18	5	3-76	13-9	28	0-55	204	5-51	NH	NH	3	1-00	2' 6" and 2' 0" Gauge.
10	4	3-01	0-77	19	0-61	116	3-14		(a) 0-44	1	0-74	Bengal Nagpur.
4	NH	0-04	NH	1	0-02	17	3-28	NH	NH	NH	NH	Bombay, Baroda and Central India.
6	NH	0-11	NH	1	0-17	18	3-36	NH	NH	NH	NH	
..	NH	(a) 0-04	NH	..	(a) 0-04	..	(a) 0-23	NH	NH	NH	NH	Eastern Bengal.
..	NH	(a) 0-04	NH	..	(a) 0-15	..	(a) 0-13	NH	NH	NH	NH	
2	NH	3-54	NH	1	0-23	261	NH	NH	NH	NH	NH	Great Indian Peninsula.
1	NH	3-06	NH	NH	NH	NH	NH	NH	NH	NH	NH	
NH	NH	0-37	NH	3	4-60	5	2-73	NH	NH	NH	NH	Mysore State.
3	NH	0-37	NH	7	2-83	3	1-90	NH	NH	NH	NH	
2	1	1-80	1-65	7	0-54	33	2-05	..	(a) 0-48	1	0-94	North Western.
2	1	1-12	1-78	7	0-56	31	2-47	..	(a) 1-18	1	0-80	
3	NH	4-41	NH	NH	NH	1	6-71	NH	NH	NH	NH	South Indian.
..	NH	(a) 1-00	NH	NH	NH							
26	5	3-78	14-74	36	0-52	260	5-23	..		3		Total 2' 6" and 2' 0" Gauge.
32	5	3-78	5-02	32	0-51	168	2-70	..		2		
213	104	1-99	1-40	1,099	0-52	2,436	4-29	194		2,490		Steam
245	106	2-18	2-40	1,020	0-77	1,968	3-62	210		2,503		Electric
												TOTAL CLASS I RAILWAYS.

[b].—Statement of cost of Repairs and Maintenance of Rotting Stock of

	Cost per equated engine mile.,		
Railway.	Mechanical Workshops.	Transportation workshops.	Total.
1	2	3	4
5' 6, GAUGE.	Rs.	Rs.	Rs.
Bengal Nagpur	1·48	0·90	2·38
Bombay, Baroda & Central India	1·74	1·30	3·04
Eastern Bengal	2·39	0·80	3·19
East Indian	1·81	1·09	2·90
Great Indian Peninsula	1·60	0·93	2·53
Madras and Southern Mahratta .	1·83	1·23	3·06
Nizam's State .. ~	1·35	0·91	2·26
North Western	1·58	1·35	2·93
South Indian «.	1·16	0·88	2·04
Averages			2·77
3' 3¼ GATOR.			
Assam Bengal ..	1·94	1·16	3·10
Bengal and North Western	0·91	1·46	2·37
Bombay, Baroda & Central India	2·80	1·90	4·70
Eastern Bengal	1·95	1·08	3·03
Jodhpnr	1·49	1·74	3·23
Madras and Southern Mahratta	2·31	1·38	3·69
Mysore State	1·87	0·83	2·70
Nizam's State	2·29	0·93	3·22
Rohilkund and Kumaon	1·55	1·53	3·08
South Indian	1·39	1·13	2·52
Averages —			3·25

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

Class I Railways for the year 1940-41

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.
666.1	144.8	810.9	137.7	57.8	195.5	Bengal Nagpur.
800.5	128.1	928.6	100.9	35.6	136.5	Bombay, Baroda & Central India.
547.0	81.5	628.5	83.2	33.3	116.5	Eastern Bengal.
525.2	71.1	596.3	68.5	46.5	115.0	East Indian.
557.6	129.7	687.3	67.8	48.6	116.4	Great Indian Peninsula.
386.3	86.0	472.3	107.5	27.7	135.2	Madras and Southern Mahratta.
407.1	74.4	481.5	50.8	21.7	72.5	Nizam's State.
524.4	69.5	593.9	79.2	34.5	113.7	North-Western.
231.1	37.0	268.1	31.7	5.13	36.8	South Indian.
		652.3			128.7	Average..
						3' 3 3/8 GAUGE.
287.5	31.7	319.2	41.1	11.4	52.5	Assam Bengal.
148.3	87.3	235.6	19.1	21.1	40.2	Bengal and North-West- ern.
413.1	72.9	516.0	81.8	26.0	107.8	Bombay, Baroda & (Central India.
400.2	43.3	443.5	51.6	20.8	72.4	Eastern Bengal.
312.2	28.5	340.7	36.4	12.5	48.9	Jodlipur.
218.7	39.9	258.6	26.4	17.3	43.7	Madras and Southern Mahratta.
396.0	31.1	427.1	39.8	10.0	49.8	Mysore- State
347.5	63.9	411.4	50.3	11.5	61.8	Nizam's State.
208.4	45.0	253.4	23.2	8.83	32.1	Rohilkund and Muraou.
151.8	22.6	174.4	18.8	4.17	23.0	South Indian,
		333.4			58.1	Averages.

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

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR PUMPING ENGINES.	
		Foreign coal.			Oil fuel.	Total (in terms of coal).	Foreign Coal.	Indian coal.
1	2	3	4	5	6	7	8	9
6' 0, GACA.								
Jrongal Nagpor	1939-40	Nil	958,960	Nil	Nil	958,960	Nil	113,712
	1940-41	Nil	1,023,373	Nil	Nil	1,023,373	Nil	116,668
Bombay, Iwoda and Centrl India.	1939-40	Nil	328,213	2,592	35	328,445	Nil	80,132
	1940-41	Nil	347,033	3,050	32	348,311	Nil	20,794
Eastern Bengal	1939-40	Nil	343,886	Nil	Nil	343,886	Nil	42,611
	1940-41	Nil	331,885	Nil	Nil	331,885	Nil	44,125
East Indian	1939-40	Nil	1,007,091	420	Nil	1,007,267	Nil	188,054
	1940-41	Nil	1,750,755	405	Nil	1,750,903	Nil	200,217
Groat Indian Peninsula	1939-40	Nil	876,169	312	Nil	876,294	Nil	97,610
	1940-41	Nil	1,064,308	200	Nil	1,064,308	Nil	62,320
Madras and Southern Mabratta	1939-40	Nil	310,815	5	121	341,295	Nil	16,172
	1940-41	Nil	349,891	4	176	350,212	Nil	14,623
Nizam's Stato	1939-40	Nil	101,172	119	Nil	101,232	Nil	4,522
	1940-41	Nil	98,385	140	92	98,311	Nil	4,269
North Western	1939-40	Nil	681,701	Nil	40,920	1,054,465	Nil	66,311
	1940-41	Nil	1,000,587	Nil	47,185	1,176,370	70	69,327
South Indian	1939-40	Nil	111,558	202	Nil	111,539	Nil	1,579
	1940-41	Nil	114,850	169	Nil	114,936	Nil	1,009
Total 5' 6, Clurwe	1939-40	Nil	5,564,500	4,010	40,231	6,941,256	Nil	650,125
	1940-41	Nil	6,100,276	4,081	47,385	6,218,248	70	623,435
3' 3, GAUOR.								
Assam Bengal	1939-40	Nil	121,197	Nil	Nil	121,197	Nil	5,554
	1940-41	Nil	117,503	Nil	Nil	117,503	Nil	6,781
Bengal and North Western	1939-40	Nil	201,151	Nil	Nil	201,151	Nil	69,727
	1940-41	Nil	210,719	Nil	Nil	210,719	Nil	67,041
Do'nbuy, Jkroda and Cuntl India.	1939-40	Nil	287,116	3,282	Nil	289,629	Nil	26,222
	1940-41	Nil	290,692	3,221	Nil	300,080	Nil	20,702
F.iti'rn Hcngal	1939-40	Nil	146,268	Nil	Nil	146,268	Nil	20,245
	1940-41	Nil	148,676	Nil	Nil	148,676	Nil	21,618

*2½ tons of wood—
0.66 ton of oilfue

during the years 1939-40 and 1940-41.

OTHER PURPOSES SUCH AS FOR STRAMKRS, TITO. (TONS.)			TOTAL FUEL CONSUMED (Tons).						
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood	Oil fuel.	Total (in torins of coal).	Railway.	
10	11	12	13	14	15	m	1	17	18
									5'6" GAUCIE.
Nil	Nil	113,172	Nil	1,102,412	Nil	Nil	1,102,412	}	Pon'al Nagpur.
Nil	Nil	114,603	Nil	1,110,430	Nil	Nil	1,110,430		
773	Nil	21,021	Nil	318,977	3,673	38	359,176	}	Hominy, Harodo, and Central India.
602	Nil	21,034	Nil	367,825	3,652	32	360,346		
Nil	Nil	42,611	Nil	396,197	Nil	Nil	396,197	}	Kuitw n ItogaL
Nil	Nil	44,125	Nil	360,910	Nil	Nil	360,910		
1,673	926	190,109	Nil	1,885,115	2,118	926	1,887,670	}	Kilat Indian.
2,003	1,000	262,836	Nil	1,950,972	2,108	1,000	1,953,780		
Nil	Nil	21,610	Nil	1,033,899	312	Nil	1,034,211	}	Great Indian Peninsula.
Nil	Nil	64,320	Nil	1,126,028	200	Nil	1,126,708		
8	390	15,181	Nil	355,917	13	537	357,459	}	Madras and Southern MahraU.
8	254	15,085	Nil	364,513	12	430	365,201		
21	Nil	4,535	Nil	107,080	170	Nil	107,250	}	Nizam's State.
21	Nil	4,278	Nil	102,864	167	92	103,049		
Nil	5,256	75,597	Nil	1,018,015	Nil	15,566	1,033,700	}	North Westcm.
Nil	6,739	70,808	70	1,108,944	Nil	52,944	1,255,217		
Nil	Nil	1,616	Nil	112,674	262	Nil	112,755	}	South Indian.
Nil	Nil	1,698	Nil	115,957	280	Nil	116,063		
									Total 5' 0, Cwige.
2,180	6,602	663,129	Nil	6,419,625	6,490	46,557	6,597,416		
2,634	7,013	617,310	70	6,623,711	6,718	54,998	6,795,708		
									33 GAUCIE.
Nil	500	9,659	Nil	157,130	Nil	500	157,636	}	Ap-mni Bengal.
Nil	522	9,679	Nil	156,204	Nil	522	157,112		
Nil	Nil	59,727	Nil	267,873	Nil	Nil	267,873	}	Ucnpul and North Western.
Nil	Nil	67,041	Nil	277,780	Nil	Nil	277,780		
515	261	30,303	Nil	307,938	3,797	261	309,922	}	Bombay, Baroda and Central
529	233	21,394	Nil	320,454	3,741	233	322,374		
Nil	Nil	20,245	Nil	166,510	Nil	Nil	166,510	}	Eastern Bengal.
Nil	Nil	21,068	Nil	169,734	Nil	Nil	169,734		

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

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS)					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' 3" GAUGE—toncld.								
Judlipur	1939-40	NH	71,591	296	NH	71,590	NH	8,838
	1940-41	NH	66,267	241	NH	66,301	NH	6,623
Afadras and Southern ilahrat	1939-40	NH	200,267	NH	6	200,273	NH	0,730
	1940-41	NH	181,063	NH	6	181,074	NH	8,469
Mysore State	1939-40	NH	79,323	NH	NH	79,323	NH	1,241
	1940-41	NH	75,141	NH	NH	75,141	NH	1,115
Kixam's State	1939-40	NH	83,207	761	NH	83,247	NH	2,754
	1940-41	NH	63,482	83	NH	63,499	NH	2,703
ItohiUnmd and Kumaon	1939-40	NH	47,491	NH	NH	47,491	NH	7,006
	1940-41	NH	49,073	NH	NH	49,073	NH	7,189
Sooth Indian	1939-40	NH	152,119	355	NH	152,097	NH	10,404
	1940-41	NH	182,601	453	NH	182,174	NH	9,756
TOTAL 3' 3" Gauge-	1939-40	NH	1,280,615	4,014	6	1,280,173	NH	143,505
2' 6" AND 2' 0" GAUGE	1940-41	NH	1,483,775	3,588	6	1,483,369	NH	111,400
Bengal Kagnpur	1939-40	NH	78,663	NH	NH	78,663	NH	9,512
	1940-41	NH	76,011	NH	NH	76,011	NH	10,407
Bom lay, Barodu and Centr India.	1939-40	NH	9,216	138	NH	9,272	NH	13
	1940-41	NH	9,297	125	NH	9,347	NH	35
LaRitru Bengal	1939-40	NH	1,551	NH	NH	1,551	NH	33
	1940-41	NH	1,985	NH	NH	1,985	NH	30
Great Indian Feninsula	1939-40	NH	14,753	NH	8	14,759	NH	403
	1940-41	NH	15,184	NH	13	15,208	NH	357
Mysore Stato	1939-40	NH	3,251	NH	NH	3,251	NH	NH
	1940-41	NH	4,107	NH	NH	4,107	NH	NH
Norlh-Westren.	1939-40	NH	35,512	NH	8	35,506	NH	2,561
	1940-41	NH	34,743	NH	8	34,750	NH	2,810
Smith Indian	1939-40	NH	2,672	11	NH	2,676	NH	26
	1940-41	NH	2,302	6	NH	2,303	NH	22
Total 2' 6" AND 2' 0" Crudes	1939-40	NH	149,623	149	16	149,168	NH	12,514
	1940-41	NH	147,609	131	21	147,761	NH	13,067
Yortt Ci ARS 1 RAILWAYS	1939-40	NH	7,165,763	8,763	40,271	7,181,797	NH	705,354
	1940-41	NH	7,031,690	8,203	47,512	7,087,405	70	688,508

* 2½ Form of woo
0-56 too of oil fuel

ring the years 1939-40 and 1940-41—contd.

STATEMENTS ETC (TONS).			TOTAL FUEL CONSUMED (Tons).				Total (in terms of coal).	Railway.
Wood.	Oil fuel.	Total (in term, of coal).	Foreign coal.	Indian coal.	wood.	Oil fuel.		
10	11	12	13	14	15	16	17	18
Nd	Nd	3,336	Nd	71,230	265	Nd	70,235	2' 3 1/2" Gauge—contd. Jodhpur.
Nu	Nd	4,622	Nd	70,767	211	Nd	70,883	
Nd	819	11,279	Nd	270,742	Nd	825	272,257	Madras and Southern Mahratta.
Nd	773	9,873	Nd	180,322	Nd	770	180,949	
Nd	Nd	1,211	Nd	71,479	Nd	Nd	71,479	Mysore State.
Nd	Nd	1,115	Nd	70,250	Nd	Nd	70,250	
Nd	Nd	2,800	Nd	56,001	112	Nd	56,017	Nizam's State.
Nd	Nd	2,764	Nd	50,225	101	Nd	50,267	
Nd	Nd	1,000	Nd	51,191	Nd	Nd	51,191	Rajkumud and Karmoon.
Nd	Nd	7,149	Nd	50,202	Nd	Nd	50,262	
Nd	2,298	11,556	Nd	172,257	297	2,298	177,553	South Indian.
Nd	2,430	11,171	Nd	161,737	433	2,430	166,341	
229	3,384	1,117	Nd	1,555,100	4,571	3,870	1,572,792	Total 2' 3 1/2" Gauge.
531	3,059	148,816	Nd	1,52,181	4,519	3,764	1,531,190	
Nd	Nd	9,312	Nd	8,500	Nd	Nd	87,395	2' 6" AND 2' 0" GAGES. Bengal Nagpur.
Nd	Nd	10,407	Nd	80,118	Nd	Nd	86,119	
Nd	Nd	13	Nd	9,329	149	Nd	9,284	Bombay, Paroda and Central India.
Nd	Nd	35	Nd	9,332	123	Nd	9,382	
Nd	Nd	34	Nd	1,504	Nd	Nd	1,504	Eastern Bengal.
Nd	Nd	36	Nd	2,001	Nd	Nd	2,001	
Nd	Nd	499	Nd	11,154	Nd	8	13,177	Great Indian Peninsula.
Nd	Nd	557	Nd	15,741	Nd	13	15,565	
Nd	Nd	Nd	Nd	2,957	Nd	Nd	3,967	Mysore State.
Nd	Nd	Nd	Nd	4,107	Nd	Nd	4,107	
Nd	Nd	2,361	Nd	34,000	Nd	8	38,021	North Western.
Nd	Nd	2,810	Nd	41,771	Nd	8	41,508	
Nd	Nd	19	Nd	2,655	11	Nd	2,702	South Indian.
Nd	Nd	22	Nd	2,321	6	Nd	2,327	
1	Nd	12,651	Nd	158,622	150	19	179,720	Total 2' 6" & 2' 0" Gauge.
Nd	Nd	13,607	Nd	144,306	121	21	161,308	
3,910	10,486	726,814	Nd	8,111,841	11,211	60,763	8,208,628	TOTAL CLASS I RAILWAYS.
3,163	10,071	703,793	70	8,389,198	11,308	63,453	8,401,152	

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ton of com.

27 (a).—Statement of *oal* consumed on Class I Railways during the years 1939-40 and 1940-H
—contd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT BOTH HCA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5' C. GATTQB.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nuppur	1939-40	NH	3-30	NH	NH	NH	5-52	NH	NH
	1940-41	NH	3-46	NH	NH	NH	6-02	NH	NH
Bombay, Baroda and Central India	1939-40	NH	2-81	3-08	57-6	NH	13-5	4-87	67-0
	1940-41	NH	3-15	3-52	68-7	NH	15-3	4-76	70-4
Eastern Bengal	1939-40	NH	2-99	NH	NH	NH	6-77	NH	NH
	1940-41	NH	3-21	NH	NH	NH	7-40	NH	NH
E&S India	1939-40	NH	3-05	9-50	81-8	NH	6-80	9-02	82-1
	1940-41	NH	3-27	9-34	87-4	NH	6-09	9-40	87-6
Great Indian Peninsula	1939-40	NH	4-44	4-05	NH	NH	8-57	4-05	NH
	1940-41	NH	4-54	5-00	NH	NH	9-20	5-00	NH
Madras and Southern Mahratta	1939-40	NH	4-25	NH	60-5	NH	12-3	NH	92-0
	1940-41	NH	4-51	NH	127-3	NH	13-0	NH	128-0
Nizam's State	1939-40	NH	4-23	6-00	NH	NH	5-20	6-40	NH
	1940-41	NH	4-63	6-00	115-0	NH	6-19	6-50	175-0
North Western	1939-40	NH	3-35	NH	17-3	NH	16-1	NH	24-2
	1940-41	NH	3-81	NH	22-9	NH	18-0	NH	30-6
South Indian	1939-40	NH	4-91	2-05	NH	NH	29-8	2-05	NH
	1940-41	NH	5-08	2-14	NH	NH	19-0	2-14	NH
3' 3 3/8" GAUGE.									
Assam Bengal	1939-40	NH	7-49	NH	37-7	NH	13-7	NH	40-7
	1940-41	NH	7-90	NH	41-3	NH	13-8	NH	44-4
Bengal and North Western	1939-40	NH	4-03	NH	NH	NH	11-3	NH	26-6
	1940-41	NH	4-02	NH	NH	NH	11-4	NH	NH
Bombay, Baroda and Central India	1939-40	NH	3-22	4-40	31-8	NH	12-8	4-94	41-6
	1940-41	NH	2-02	4-40	40-8	NH	14-0	4-94	40-7

17 (a).—Statement of coal consumed on Class I Railways during the years 1939-40 and 1940-11
—conoid.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S)				AVERAGE COST PER TON INCLITDIMO , BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
3' 3 3/4, GAUGE—<—>—M.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1939-40	Nd	2.99	Nd	Nd	Nd	10.7	Nd	Nd
	1940-41	Nd	3.21	Nd	Nd	Nd	10.8	Nd	Nd
Dhampur	1939-40	Nd	3.07	5.41	Nd	Nd	16.0	5.41	Nd
	1940-41	Nd	3.40	5.51	Nd	Nd	16.5	5.51	Nd
Ajmer and Southern Mahratta	1939-40	Nd	5.35	Nd	62.8	Nd	15.4	Nd	64.9
	1940-41	Nd	5.40	Nd	61.6	Nd	15.9	Nd	62.9
Mysore State	1939-40	Nd	4.81	Nd	Nd	Nd	15.3	Nd	Nd
	1940-41	Nd	5.13	Nd	Nd	Nd	15.5	Nd	Nd
Mysore State	1939-40	Nd	4.23	6.00	Nd	Nd	8.52	6.40	Nd
	1940-41	Nd	4.63	6.00	Nd	Nd	8.27	6.50	Nd
Munich and Kurnaul	1939-40	Nd	4.09	Nd	Nd	Nd	12.7	Nd	Nd
	1940-41	Nd	4.00	Nd	Nd	Nd	13.4	Nd	Nd
North Indian	1939-40	Nd	4.91	2.07	111.7	Nd	21.7	2.05	146.9
	1940-41	Nd	5.08	2.14	110.0	Nd	19.7	2.14	146.6
2' 6, AND 2'0, GAUGES.									
Mysal Nagpur	1939-40	Nd	4.03	Nd	Nd	Nd	5.29	Nd	Nd
	1940-41	Nd	4.28	Nd	Nd	Nd	5.80	Nd	Nd
Bombay, Baroda and Central India	1939-40	Nd	2.98	3.68	Nd	Nd	12.3	3.58	Nd
	1940-41	Nd	2.83	3.62	Nd	Nd	13.1	4.00	Nd
Mysore and Bengal	1939-40	Nd	2.09	Nd	Nd	Nd	7.02	Nd	Nd
	1940-41	Nd	5.21	Nd	Nd	Nd	8.15	Nd	Nd
North Indian Peninsular	1939-40	Nd	4.34	Nd	122.5	Nd	5.29	Nd	128.3
	1940-41	Nd	4.81	Nd	138.8	Nd	5.70	Nd	250.8
Mysore State	1939-40	Nd	5.57	Nd	Nd	Nd	14.6	Nd	Nd
	1940-41	Nd	5.13	Nd	Nd	Nd	14.0	Nd	Nd
North Western	1939-40	Nd	3.94	Nd	Nd	Nd	20.2	Nd	Nd
	1940-41	Nd	3.81	Nd	Nd	Nd	20.1	Nd	Nd
South Indian	1939-40	Nd	4.01	2.65	Nd	Nd	19.4	2.05	Nd
	1940-41	Nd	5.08	2.14	Nd	Nd	17.3	2.14	Nd

, F. O. R. rate only,
Revised figures.

27 (b).—Statement of Coal, Consumption, by various services, on Class I Railways for the year 1939-40 and 1940-41

Railway.	Year.	Passenger and Total Lined.		Fuel consumed for other than motive purposes.	Total tons used on all locomotives.	Water pumping Stations.	Electric Generation Stations.	Alcohol, lamp use.	Total tons used on all locomotives.	Water pumping Stations.	Electric Generation Stations.	Alcohol, lamp use.	Total tons used on all locomotives.					
		Total tons consumed.	Total tons consumed.															
														Total tons consumed.	Total tons consumed.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14			15	16	17
8' 6" Gauge.																		
Bengal Kopper	1939-40	250,217	151	Nil	198.3	418,775	173.4	82,129	63.0	3,758	28,917	38,769	32,917	26,006	42,130	121		
	1940-41	266,700	90	Nil	201.8	442,091	174.2	102,042	62.3	4,023	26,591	1,029,373	41,181	26,411	47,667	121		
Bombay, Baroda and Central India.	1939-40	150,374	3	Nil	171.2	130,110	119.9	31,191	63.4	293	16,582	352,445	5,917	4,201	8,691	116		
	1940-41	167,181	Nil	Nil	107.5	111,779	121.3	32,087	68.2	317	16,341	318,111	16,200	2,716	8,079	216		
Eastern Bengal.	1939-40	175,217	Nil	Nil	190.7	77,374	116.3	21,811	51.8	22,061	14,611	321,836	4,106	14,432	26,953	121		
	1940-41	162,727	Nil	Nil	173.2	63,163	110.4	26,141	60.4	21,158	14,607	321,863	4,091	11,699	21,236	111		
East Indian.	1939-40	469,172	167	Nil	191.8	513,221	121.6	107,029	60.7	3,309	71,217	1,007,197	11,729	66,610	32,822	121		
	1940-41	506,096	6	Nil	180.3	605,128	123.0	176,265	61.8	3,168	76,574	1,100,053	41,888	70,112	87,170	211		
Great Indian Peninsula.	1939-40	262,711	Nil	Nil	181.3	211,009	113.2	9,009	46.1	3,413	23,314	166,291	2,547	51,071	11,169	121		
	1940-41	270,829	Nil	Nil	167.1	236,424	108.0	16,133	37.8	4,052	27,108	164,788	2,609	14,001	12,001	121		
Madras and Southern Mahratta.	1939-40	112,861	2.4	226	116.4	113,932	116.3	26,791	6.1	4,607	8,128	211,291	3,605	700	9,419	121		
	1940-41	100,701	Nil	226	111.4	105,168	122.0	29,107	18.1	4,301	9,317	201,213	2,835	463	8,111	121		
Nizam's State.	1939-40	41,112	Nil	Nil	111.3	18,146	111.0	6,120	6.1	2.4	1,706	101,222	2,811	5.1	8.1	121		
	1940-41	42,958	Nil	166	115.0	16,994	116.3	6,321	6.6	Nil	1,167	96,811	3,117	Nil	1,161	121		
North Western.	1939-40	452,549	4	Nil	161.2	102,181	116.6	15,113	57.7	3,729	17,712	1,011,111	10,671	4,110	61,661	121		
	1940-41	521,300	141	Nil	165.3	470,821	112.8	121,447	60.8	3,706	11,809	1,111,111	11,111	11,111	68,681	121		
North Indian.	1939-40	62,707	Nil	Nil	110.8	33,709	110.3	4,111	49.0	2.4	7,005	111,639	7.1	Nil	3.1	121		
	1940-41	70,100	Nil	Nil	111.0	35,011	111.3	3,711	41.0	2.1	4,117	111,111	4.1	Nil	9.1	121		
Total 8' 6" Gauge.	1939-40	2,270,167	7.5	216	113.9	2,243,566	112.0	411,111	69.4	11,705	281,111	4,111,111	11,716	201,000	26,260	121		
	1940-41	2,270,612	6.1	216	113.9	2,243,566	112.0	411,111	69.4	11,705	281,111	4,111,111	11,716	201,000	26,278	121		
5' 6" Gauge.																		
Assam Bengal.	1939-40	79,598	Nil	Nil	117.0	34,111	117.1	11,111	10.1	1,705	3,530	12,111	9.1	6,789	2,624	121		
	1940-41	77,474	Nil	Nil	101.2	30,011	110.6	11,802	10.1	1,671	3,783	117,111	9.1	6,914	2,190	121		
Bengal and North Western.	1939-40	106,813	Nil	Nil	113.3	64,305	111.1	10,516	21.6	3,674	12,111	201,111	9,111	4,571	44,610	121		
	1940-41	106,761	Nil	Nil	104.3	71,312	112.6	16,045	21.7	3,609	12,511	210,709	9,274	6,920	41,644	121		
Bombay, Baroda and Central India.	1939-40	110,518	3.8	Nil	229.2	126,305	126.7	21,074	42.0	2.4	7,026	250,020	4,090	3,148	19,363	121		
	1940-41	111,500	3.8	Nil	223.7	126,718	126.9	24,872	42.2	Nil	8,301	300,196	4,181	3,800	12,013	121		
Eastern Bengal.	1939-40	65,139	Nil	Nil	107.6	37,832	108.2	17,783	44.4	18,253	3,496	110,206	4,117	1	18,897	121		
	1940-41	66,517	Nil	Nil	110.7	40,070	108.9	19,833	44.0	14,730	7,027	118,276	4,318	Nil	16,746	121		

* Coal include, oil fuel & 0.55 ton of fuel 1 coal - H.O.D of coal and firewood at 2 1/2 tons of wood-towel-1 ton.

27 (b)-"Statement of Coal, Consumption, by various services, on Class I Railways for the years 1939-40 and 1940-41-cancld.

Railway	Year.	Passenger and Total Mixed.	Rail-tare Steam Mixed.	Inter-Internal and proportion of Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including tiding aUerive...	Locos, on eerve.	Departmental.	Fuel consumed for other than Locomotive purpose.					
											Total tons used on all Locomotive	Water Stations.	Electric generating Stations.	Miscellaneous purposes.	Total, (columns 11 + 15 + 16).	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		Total tons consumed.	Total tons consumed.	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.					
					miles											
Ganga Canal.	1939-40	30,731	Nil	Nil	170.0	24,319	150.0	3,828	21.5	2,435	4,330	71,509	1,445	Nil	2,893	2,635
	1940-41	30,031	Nil	Nil	162.1	22,747	140.0	3,044	30.2	1,240	2,307	60,349	2,263	Nil	2,338	4,022
North Malabar.	1939-40	65,451	Nil	Nil	196.0	51,073	182.0	17,614	19.0	2,357	4,543	207,978	3,324	1,468	6,535	11,279
	1940-41	80,825	Nil	Nil	198.5	72,471	180.2	15,601	47.8	2,885	4,094	181,974	3,791	1,406	4,738	8,871
North Malabar.	1939-40	31,065	Nil	Nil	241.0	47,590	304.8	3,015	40.8	Nil	1,007	70,334	1,844	Nil	254	2,844
	1940-41	30,673	Nil	Nil	254.4	59,771	323.4	7,847	61.9	Nil	1,310	70,141	1,716	Nil	Nil	1,715
North Malabar.	1939-40	20,360	Nil	Nil	273.2	10,000	161.2	4,707	77.2	Nil	8,444	23,047	2,017	Nil	765	2,800
	1940-41	20,402	Nil	Nil	261.5	10,025	162.0	4,501	70.0	Nil	2,626	23,493	1,800	Nil	809	2,708
North Malabar.	1939-40	23,200	Nil	Nil	213.0	14,500	150.7	5,277	30.4	2,065	2,325	47,107	3,033	3,137	421	1,400
	1940-41	23,834	Nil	Nil	221.7	15,374	151.8	5,600	28.8	2,086	2,165	44,073	2,080	3,062	300	7,104
North Malabar.	1939-40	120,350	Nil	Nil	201.5	40,763	115.0	2,303	31.0	282	6,412	162,907	1,761	4,491	7,330	11,505
	1940-41	118,333	Nil	Nil	201.0	40,811	111.0	2,153	31.2	270	5,496	162,171	1,206	4,052	7,097	14,175
North Malabar.	1939-40	729,375	Nil	Nil	195.1	662,052	140.0	120,161	30.1	26,000	63,500	1,391,818	21,042	20,607	22,010	111,100
	1940-41	722,440	Nil	Nil	196.9	603,340	140.1	110,028	28.2	27,000	62,711	1,365,940	20,206	20,607	20,000	108,016
North Malabar.	1939-40	45,433	Nil	Nil	452.2	22,370	191.8	1,240	2.9	2,224	7,804	6,000	Nil	2,652	2,814	
	1940-41	46,040	Nil	Nil	437.4	20,110	195.0	6,000	271	2,082	7,041	7,532	Nil	3,670	10,407	
North Malabar.	1939-40	8,691	Nil	Nil	510.0	69	452.0	Nil	Nil	522	5,871	Nil	Nil	22	54	
	1940-41	8,772	Nil	Nil	371.7	111	416.5	Nil	1	418	6,347	Nil	Nil	26	31	
North Malabar.	1939-40	1,742	Nil	Nil	524.5	261	131.1	Nil	165	23	1,951	Nil	Nil	20	20	
	1940-41	1,705	Nil	Nil	617.0	261	627.9	Nil	172	29	1,805	Nil	Nil	34	30	
North Malabar.	1939-40	13,293	Nil	14	554.7	Nil	650.8	468	Nil	293	14,568	200	Nil	Nil	Nil	409
	1940-41	13,880	Nil	24	486.9	261	612.0	554	Nil	280	13,205	267	Nil	Nil	Nil	563
North Malabar.	1939-40	2,109	Nil	Nil	330.8	1,106	110.5	Nil	Nil	52	3,957	Nil	Nil	Nil	Nil	Nil
	1940-41	2,670	Nil	Nil	330.0	1,483	380.7	Nil	Nil	36	4,107	Nil	Nil	Nil	Nil	Nil
North Malabar.	1939-40	10,204	145	15	293.5	12,190	196.9	2,376	113	1,460	35,460	674	Nil	1,887	2,561	
	1940-41	10,673	213	15	360.0	10,568	197.1	2,371	148	1,401	36,708	354	Nil	2,416	2,810	
North Malabar.	1939-40	2,828	Nil	Nil	354.2	17	201.2	Nil	Nil	21	2,876	30	Nil	1	20	
	1940-41	2,290	Nil	Nil	347.1	13	192.0	Nil	Nil	9	2,305	10	Nil	2	22	
North Malabar.	1939-40	94,604	875	19	410.2	25,627	450.7	10,130	619	4,110	146,269	7,041	Nil	4,303	16,854	
	1940-41	94,054	400	30	435.0	27,197	420.0	10,114	606	4,025	147,731	6,402	Nil	4,303	15,007	
North Malabar.	1939-40	5,063,207	1,341	555	150.5	3,337,406	146.0	747,549	20,418	205,742	7,421,775	199,800	199,800	3,07,737	756,533	
	1940-41	5,112,355	1,631	644	195.8	3,360,908	146.0	774,006	22,748	275,118	7,781,369	190,251	190,251	3,07,737	756,533	

*Total includes oil fuel @ 0.55 ton of oil fuel - 1 ton of oil and firewood @ 2.24 ton, of wood - 1 ton of coal.

28.—Efficiency Statistics of Class J Railways for the years 1939-40 and 1940-41.

Railway.	Year.	GOODS AND PASSENGER TRAFFIC OF BUKKD.				
		Wagon miles		Net ton mile, per engine hour.	Gross ton miles	
		per engine hour (excluding departmental).	shunting per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train hour (including weight of engine and departmental).
8' 6, GAUOI.	1939-40 1940-41	533 511	193 192	1,919 1,908	4,426 4,460	9,607 9,895
Bengal Nagpur	1939-40 1940-41	662 696	253 252	2,142 2,114	5,418 5,381	10,744 10,745
Bombay, Baroda and Central India	1939-40 1940-41	369 338	141 141	955 865	2,350 2,203	5,437 5,432
Eastern Bengal	1939-40 1940-41	724 746	309 314	1,660 2,119	4,792 4,981	8,370 9,330
East Indian	1939-40 1940-41	708 737	259 257	2,198 2,247	5,522 6,383	11,360 11,172
Great Indian Peninsula	1939-40 1940-41	758 854	332 261	1,912 2,091	4,838 5,295	9,836 10,210
Madras and 8 JabUeru Mahratta	1939-40 1940-41	761 754	199 312	1,699 1,804	14,733 4,707	9,548 10,253
Nizam's State	1939-40 1940-41	754 765	240 235	1,732 1,775	4,643 4,943	8,168 8,917
North Western	1939-40 1940-41	535 532	196 180	1,322 1,325	3,632 3,626	7,255 7,651
South Indian	1939-40 1940-41	661 672	216 210	1,901 1,970	4,749 4,841	9,294 9,438
Average for 5' 6' gauge.	1939-40 1940-41	485 601	166 172	745 820	2,156 2,323	3,491 4,255
3' 3, GAUGE.	1939-40 1940-41	331 337	154 157	793 789	1,918 1,501	4,156 4,215
Assam Bengal	1939-40 1940-41	750 788	231 231	1,094 1,163	6,640 7,738	4,539 4,619
Bengal and North Western	1939-40 1940-41	468 506	281 300	770 817	2,812 2,687	4,923 4,971
Bombay, Baroda and Central India	1939-40 1940-41	556 554	212 203	815 802	2,155 2,170	4,217 4,215
Eastern Bengal	1939-40 1940-41	618 601	199 199	895 798	2,911 2,170	3,266 3,315
Jodhpur.	1939-40 1940-41	717 655	173 154	913 837	2,695 2,308	2,833 2,721
Madras and Southern Mahratta	1939-40 1940-41	649 649	169 167	916 911	2,411 2,403	5,057 5,137
Mysore State	1939-40 1940-41	266 253	112 112	698 615	1,465 1,132	3,171 3,237
Nitam's State	1939-40 1940-41	606 649	169 167	916 911	2,411 2,403	5,057 5,137
Rubikund and Kuinaon	1939-40 1940-41	266 253	112 112	698 615	1,465 1,132	3,171 3,237
South Indian.	1939-40 1940-41	618 601	199 192	798 815	2,339 2,403	4,512 4,464
Average for 3' 3' , gauge	1939-40 1940-41	539 514	194 182	1,901 1,881	4,765 4,891	9,418 9,518
2' 6, AND 2' 0, GAUOE3.	1939-40 1940-41	213 202	117 112	360 284	1,061 1,011	1,621 1,369
Bengal Nagpur	1939-40 1940-41	273 266	96 98	244 238	552 586	919 907
Bombay, Baroda and Ontr, India.	1939-40 1940-41	273 266	96 98	244 238	552 586	919 907
Eastern Bengal	1939-40 1940-41	273 266	96 98	244 238	552 586	919 907
Great Indian Peninsula	1939-40 1940-41	273 266	96 98	244 238	552 586	919 907
Mysore State	1939-40 1940-41	273 266	96 98	244 238	552 586	919 907
NIZAM Western	1939-40 1940-41	273 266	96 98	244 238	552 586	919 907
Sn.ir't in-lian	1939-40 1940-41	273 266	96 98	244 238	552 586	919 907

**29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I
RAILWAYS AND THE EARNINGS THEREFROM FOR THE YEAR
1940-41 (IN HUNDREDS).**

29.—Statement of Principal Commodities carried by Class J

Railway	I.—Fuel.											
	Coal and Coke and patent fuel											
	(1) For the public			(2) For foreign railways and Home line constructions.			(3) Total			(4) Oil fuel		
	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	3	4	5	6	7	8	9	10	11	12	13
	Tons	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Central India	6,408.7	7,382.9	2,10,82.9	1,299.4	1,349.1	61,67.1	8,200.1	8,703.0	2,62,50.9	2.0	5.8	77.4
Eastern Bengal	5	998.5	52,11.8	..	31.8	7,55.9	5	1,030.1	59,67.5	22.6	22.6	4,91.7
	8.5	1,502.5	33,94.4	..	120.9	4,73.3	6.5	1,643.5	28,67.7	32.5	32.5	2,12.8
	9,145.0	10,283.2	4,54,99.9	2,822.1	3,169.2	2,11,43.4	12,147.1	12,442.4	5,66,53.3	5.0	7.3	1,06.1
	778.8	2,467.4	1,28,17.3	..	418.2	22,54.1	778.8	2,889.0	1,30,71.4	46.7	46.7	7,41.2
	9.5	495.2	29,88.9	..	306.9	24,47.9	9.5	895.1	53,30.8	18.4	18.4	4,26.6
Nizam's State	577.1	587.6	25,65.3	486.9	427.2	1,41.5	1,004.0	1,014.8	37,06.8	2	2.9	87.8
	100.7	1,591.9	66,44.4	2.9	2.9	1.0	100.8	1,607.8	53,65.4	68.6	68.6	12,23.6
South Indian	1	50.1	6,02.6	..	..	..	1	50.1	6,02.6	2	2	4.2
Total	17,568.9	21,296.8	..	4,581.3	5,000.0	..	23,230.2	23,230.2	..	194.7	207.3	..
33½ GAUM.												
Assam Bengal	21.0	167.5	4,47.9	5	9.5	20.3	31.5	177.1	4,77.2	7	1.2	11.1
	3.6	222.8	7,63.4	434.1	1	..	3.7	222.9	7,64.1	..	1	4
	8	594.4	..	..	161.1	..	6	681.5	..	1.2	6.2	..
Central India	1.9	324.8	..	..	100.4	..	1.9	454.2	..	..	0.3	..
Eastern Bengal	2	11.1	37.5	..	2.5	2.6	2	17.0	49.1	2	6.2	1,34.5
	3.2	74.4	..	..	..	..	3.2	74.8	..	10.7	13.9	..
	5	62.5	1,72.6	3	3	2	8	62.8	1,72.9	2.9	3.9	32.8
	2	71.3	..	..	..	..	2	71.3	..	2.1	3.4	..
	5	29.5	29.5	..	..	..	5	29.5	29.5	..	..	..
	49.8	78.7	..	..	..	..	49.8	78.7	..	1	1	..
Total	91.5	1,075.9	..	0	294.4	..	92.4	1,076.3	..	17.8	49.2	..
2'0" And 2'6"-GAUGES												
Bengal Xagpur	40.5	61.7	..	1.5	1.8	..	42.4	63.8	..	..	6	..
	..	3.8	..	..	..	..	..	3.8	..	..	5	..
Central India	..	..	..	..	..	..	..	..	..	..	..	..
Great Indian Hmnsula	..	15.4	..	..	..	..	..	16.6	..	8	8	..
Mysore State	..	..	2	..	..	1	..	..	2	..	..	1
	116.2	135.9	..	7	7	..	115.9	135.5	..	1	7	..
	..	..	..	..	..	..	..	..	..	..	..	..
Total	165.7	216.7	..	2.6	2.6	..	168.3	219.3	..	9	2.3	..
Total, 1940-41	17,816.1	27,391.4	10,10,79.4	4,644.9	5,127.0	2,34,29.0	23,509.0	23,438.4	12,43,96.4	213.4	246.1	39,32.9
Total, 1939-40	17,992.2	21,358.2	9,11,43.7	4,230.7	5,000.7	2,90,28.4	22,342.0	22,316.0	12,06,79.1	194.7	230.5	35,42.1
	..	325.1	90,25.7	1	236.3	3,88.6	208.0	1,171.5	1,38,25.3	10.7	17.0	3,89.9
	179.1	..	..	..	..	..	..	..	..	..	..	..

*Shown under 5' 6s gauge.

In these totals omnignsatsg passing over lsu or mon <ongoi or railways are considered as two or mora separata omnign floats.

Included with 3' 3" gauge.

allways and the mtims therefrom for tiu year 1940-41. {In hundreds.)

IL -Heavy Merchandise.									
(5) Firewood and other fuel			(1) Rice in the husk.			(2) Rice not in the husk.			Railway.
Originating Home line whether local or Foreign.	Total.	Earnings.	Originating Home line whether local or Foreign.	Total.	Earnings.	Originating Home line whether local or Foreign.	Total.	Earnings.	
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
201.2	233.7	7,18.0	85.2	90.0	4,76.7	440.5	431.9	48,85.4	Bengal Nagpur.
93.6	138.4	6,16.0	7.0	8.3	62.7	111.7	134.5	22,98.3	Bombay, Baroda and Central India.
15.2	38.7	54.4	32.2	62.8	4,92.6	131.8	157.8	13,21.5	Eastern Bengal.
128.7	180.6	4,06.1	101.0	113.0	3,05.6	231.0	285.9	26,28.6	East Indian.
180.1	184.8	3,95.8	4.8	6.4	62.1	81.0	100.5	10,26.9	Great Indian Peninsula.
67.3	89.1	4,35.5	26.4	29.0	2,18.7	194.1	236.6	32,32.4	Madras and Southern Mahratta.
78.7	78.7	3,62.3	9	9	8.3	53.2	70.3	8,67.2	Nizam's State.
302.0	300.7	15,30.1	23.7	24.9	1,21.4	207.8	420.1	51,51.9	North Western.
40.5	49.2	4,37.4	23.8	131.3	17,65.3	44.9	88.7	17,07.4	South Indian.
1,173.1	1,343.6		304.8	408.6		1,674.6	2,191.3		TOTAL.
3' 3 3/4" GAUGE.									
3.0	3.0	5.6	52.2	51.2	2,36.1	121.9	150.9	8,54.9	Assam Bengal.
118.1	118.0	2,21.7	21.1	36.1	1,70.5	145.9	290.5	14,00.3	Bengal and North Western.
72.0	60.1	"	2	4.1	"	2.4	87.2	"	Bombay, Baroda and Central India.
5.0	5.7	"	46.5	32.8	"	120.5	147.7	"	Eastern Bengal.
15.5	16.3	43.5	1.1	1.7	6.5	7.4	27.0	2,75.6	Calcutta.
57.0	67.7	"	11.3	29.	"	101.0	140.1	"	Madras and Southern Mahratta.
104.8	62.6	87.0	9.9	18.0	3.4	30.1	48.9	1,84.6	Madras State.
16.8	15.0	"	5	5	"	9.6	18.1	"	Nizam's State.
201.1	201.1	4,70.9	8.1	8.1	91.0	1.6	7.3	25.1	North Western.
36.2	37.2	"	182.9	181.1	"	211.0	225.8	"	South Indian.
103.0	627.6		339.2	508.4		760.9	1,157.7		Total.
2' 6" AND 2' 0" GAUGES									
58.2	58.3	"	6.1	6.1	"	3.2	41.7	"	Bengal Nagpur.
35.2	36.3	"	2	2	"	3	11.2	"	Bombay, Baroda and Central India.
"	"	"	"	"	"	"	"	"	Eastern Bengal.
"	"	"	"	1	"	1	5.6	"	Great Indian Peninsula.
13.1	23.1	"	3	3	"	2.1	2.1	"	Madras State.
5.7	10.4	"	2	2	"	27.4	31.7	"	North Western.
3.1	3.1	"	5.0	5.0	"	7	8	"	South Indian.
116.3	121.3		11.8	12.0		65.8	93.1		Total.
1,802.4	2,022.7	67,83.6	606.8	848.0	40,50.3	2,563.3	2,612.1	2,65,26.0	Total, 1940-41.
1,763.1	1,948.6	47,71.8	662.1	1,058.9	46,89.1	2,624.7	4,229.7	3,09,88.0	Total, 1939-40.
122.3	142.3	10,11.7	"	"	"	"	"	"	Lucerne.
"	"	"	202.3	205.9	0,29.9	553.4	617.0	41,57.6	Decrease.

29.--Statement of Principal Commodities carried by Class

Railway.	(3) Bram and pulse.			4) Wheat.			(5) Jowar and Bajra.		
	Originat. ingoa 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
5' 6" GAUGE.	Tons.	Tons.		Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur .	74.4	110.8	15,41.9	31.8	45.7	8,26.9	6	4.8	3.
Bombay, Baroda and Central India	55.3	116.0	25,59.8	20.2	132.8	37,71.5	34.7	77.0	17.08
Eastern Bengal	83.8	61.9	6,80.8	Nil	Nil	Nil	Nil	Nil	Nil
Kuat Indian	299.2	368.8	31,14.7	226.5	604.5	70,65.2	25.1	62.1	4.07
Great Indian Peninsula	307.9	442.9	50,08.2	213.7	255.4	28,31.7	151.8	184.9	18.15
Mudra? and Southern Maliratta .	41.0	210.5	10,80.6	7.0	28.6	5,88.0	9.7	18.6	0.61
Nizam's State	38.5	170.4	14,14.4	1.7	26.1	3,39.6	22.2	29.5	3.12
North Western	238.4	204.6	20,21.3	1,004.4	1,131.1	1,11,32.4	61.7	75.3	6.03
South Indian	56.1	51.3	12,00.9	7.0	10.3	1,03.1	4.6	9.3	1.01
Total	1,135.4	1,836.9		1,614.1	2,194.3		316.8	462.1	
3' 3 3/4" GAUGE.									
AaianiBenga	6.6	38.7	1,96.4	2.3	12.3	98.2	..	..	..
Bengal and North Western .	98.5	121.3	7,70.8	47.7	100.3	8,75.3	?	?	?
Bombay, Baroda and Central India	77.6	138.7	*	97.4	220.3	*	87.8	114.1	*
Eastern Bengal	21.3	75.0	*	Nil	Nil	Nil	..	..	..
Jodhpur	7.4	40.1	2,98.0	88.2	127.6	9,85.7	6.7	31.7	2,80.8
Madras and Southern Mahratta .	17.6	34.0	*	31.9	51.3	*	55.9	78.0	*
Mysore State	11.0	34.7	1,49.1	4.2	21.3	1,00.9	20.1	20.2	74.3
Nizam's State	82.7	66.0	*	9.7	16.1	*	13.5	18.3	*
Rollikund and Kumaoon	36.8	39.4	1,75.1	42.0	44.3	2,05.6	3.1	4.3	13.5
South Indian	185.1	134.8	*	7.0	10.6	*	4.1	4.3	*
Total	445.2	764.7		341.3	612.9		173.2	271.6	
2' 6" AND 2' 0" GAUGE.									
Bengal Nagpur	18.9	10.0	*	7.6	8.9	*	1.8	2.8	*
Bombay, Baroda and Central India	1.9	2.2	*	3	3.7	*	1.4	3.4	*
Kaitem Bengal	..	1	*	..	..	..	..	..	..
Great Indian Peninsula	2.1	3.6	*	3	2.6	*	7.2	7.3	*
Mysore State	1.1	1.3	11	1	1	11	..	..	11
North Western	17.0	21.0	*	8.8	20.1	*	2.4	3.0	*
South Indian	5.0	5.8	*	..	1	*	2.2	2.2	*
Total	45.6	53.4		17.1	40.6		14.8	19.6	
Total, 1910-41	1,994.2	2,876.0	2,26,58.8	1,972.5	2,477.7	2,86,54.8	496.8	733.3	61,44.1
Total, 1939-40	1,440.4	2,394.8	1,95,02.4	1,847.8	2,632.0	2,54,31.0	632.8	1,000.3	90,73.4
Increase	153.8	380.8	30,27.4	134.7	214.8	22,22.5	..	..	..
Decrease	..	..	..	..	..	..	134.8	387.1	29,34.3

* 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.

, X Not recorded.

Shown under 3' 3 3/4" gauge.

Railways and the earnings therefrom for the year 1940-41 (In hundreds)-contd.

									f Rafflaw.

29.—Statement of Principal Commodities carried by Clan

Railway.	II.—Heavy Id								
	(0) Sugar, retined and unrefined.			(10) Wood, unwrought.			(11) Metalliferous.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	44	46	47	48	49	60	51	52	53
5' 6, gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	12.5	49.3	6,04.0	137.2	147.1	8,66.5	3,716.5	3,910.3	1,33,42.8
Bombay, Baroda and Central India	12.8	59.3	32,24.8	77.0	156.5	13,47.2	..	38.3	2,10.6
Kalighat Bengal	32.8	41.0	6,23.0	25.2	71.1	7,12.4	..	..	..
East Indian	225.1	359.8	28,73.2	230.8	339.3	18,10.6	2.3	18.2	60.8
Great Indian Peninsula	79.0	179.2	21,68.7	173.7	246.0	15,82.1	8.5	50.5	4,49.2
Madras and Southern Mahratta	11.2	53.3	5,57.8	16.2	99.0	8,22.2	21.5	25.9	3,82.5
Kanpur's State	2.0	5.9	2,54.0	36.4	34.1	4,46.0	..	1	..
North Western	120.8	251.0	41,77.7	288.3	388.7	18,85.2	9	41.7	6,78.3
South Indian	8.4	38.6	5,43.2	100.8	104.3	11,11.7	..	..	..
Total	505.4	1,006.2	..	1,964.4	1,622.4	..	3,740.8	4,079.9	..
3' 3 3/4" GAUGE.									
Assam Bengal	6.3	23.0	1,51.8	23.2	35.8	1,31.7	..	..	..
Bengal and North Western	389.2	390.8	34,23.0	124.0	132.3	6,23.0	↑	↑	↑
Bombay, Baroda and Central India	15.7	123.0	..	5.9	92.2	..	..	..	..
Eastern Bengal	11.9	48.0	..	42.4	72.0	..	..	..	..
Jodhpur	5.4	25.8	3,53.7	1.1	8.9	20.7	..	..	..
Madras and Southern Mahratta	22.3	30.4	..	28.9	42.0	..	33.4	36.4	..
Mysore State	31.7	32.1	1,65.2	25.3	26.7	2,39.3	8.5	0.8	18.0
Nizam's State	14.1	17.8	..	7.7	8.9	..	..	..	..
Railikund and Kuratn	99.2	99.5	5,51.8	157.1	157.3	6,82.1	..	..	↑
South Indian	28.0	23.6	..	37.9	45.2	..	..	..	..
Total	562.4	846.0	..	540.4	621.2	..	39.9	43.2	..
2' 6, ASU 2' 0, OATTOK.									
Bengal Nagpur	4	4.5	..	84.0	66.5	..	189.5	186.5	..
Bombay, Baroda and Central India	3	3.3	..	40.3	43.3	..	32.0	32.0	..
Kanpur Bengal	..	..	..	..	..	..	..	..	..
East Indian Peninsula	1	2.1	..	2.9	6.2	..	..	..	..
Mysore State	1.0	1.0	↑↑	7.8	7.3	↑↑	..	..	↑↑
North Western	3	5.5	..	5.8	10.2	..	40.3	40.3	..
South Indian	..	1	..	..	4	..	..	..	..
Total	2.0	14.6	..	120.0	131.9	..	269.3	268.8	..
Total, BMO-41	1,099.8	1,881.3	2,07,74.8	1,684.7	2,876.3	1,23,63.5	4,049.5	4,878.9	1,51,06.9
Total, 1939-40	207.0	1,347.8	1,32,46.4	1,317.9	1,905.2	92,57.8	3,602.6	4,404.6	1,51,42.8
Increase	202.8	561.5	74,28.1	316.0	370.3	31,11.7	55.9	..	64.1
Decrease	..	..	..	..	..	..	..	26.6	..

, Shown under 6' C. gauge.

includes totals consignment, passing over two or more gauge or railway on considered as two or more separate consignment.

Not recorded.

Shown under 3' 3 3/4" Gauge.

Railways and the earnings there for the year 1940-41. (in hundreds)-contd.

tntd.									Railway.
(12) Oil wed..			(13) Cotton, raw, pressed.			f 14) Petrol (in balk).			
Originating on Home line whether local or Foreign.	Total.	Earnings.	Original on Home line whether local or Foreign.	Total.	Earnings..	Originating on Home line whether local or Foreign.	Total.	Earnings.	
64	55	66	67	58	59	60	61	32	
Tons	Tons	Rs.	Tons	Tons	Rs.	Tons	Tons	Rs.	5' 6" gauge.
88,5	181,6	17,79,6	7	17,5	3,22,4	6,9	8,6	2,47,7	Bengal Nagpor.
90,7	173,1	27,60,3	135,0	231,1	65,71,1	11,0	17,0	6,20,9	[Bombay, Baroda and Central India.
8,3	30,0	5,89,9	8	2,2	10,6	65,3	66,2	9,80,2	Eastern Bengal.
214,4	412,6	82,84,3	13,1	67,9	16,87,3	..	25,4	11,38,5	East Indian.
301,9	604,7	73,73,3	156,4	240,8	70,41,0	34,1	38,9	12,11,1	Great Indian Peninsula.
113,5	221,7	64,38,6	28,0	66,4	18,35,1	32,5	32,7	10,84,9	Madras and Southern Mahratta.
78,0	120,2	16,96,5	1,6	10,3	11,53,8	..	7,9	2,47,2	Nizam's State.
399,9	445,2	47,30,3	218,8	347,1	1,18,08,0	82,6	64,8	22,98,7	North Western.
39,0	75,8	22,46,6	18,6	33,7	7,16,8	12,3	12,7	6,58,5	South Indian.
1,326,5	2,106,5		809,3	1,022,2		206,6	206,2		Total.
									33 3/4 GATTOB.
9,0	13,1	60,7	1,1	1,2	7,5	30,9	30,9	6,02,8	Assam Bengal.
104,4	117,5	7,36,2	†	†	†	†	8,5	2,80,7	Bengal and North Western.
84,1	225,6	*	47,7	126,1	*	6	5,7	*	Bombay, Baroda and Central India.
51,5	67,6	*	1	1	*	..	30,4	*	Eastern Bengal.
81,0	90,3	8,55,3	53,7	82,0	7,99,5	..	3,8	1,82,3	Jodhpur.
270,0	293,2	*	90,7	47,5	*	10,0	10,9	*	Madras and Southern Mabratta.
36,1	87,1	1,75,9	3,7	12,1	1,45,4	3,3	3,5	81,4	Mysore State.
120,9	131,3	*	48,7	49,2	*	5	8	*	Niaam's State.
10,1	19,4	86,5	..	2,1	6,7	..	1,8	35,5	Kohilkund and Kiimaon.
136,0	177,5	*	32,9	32,5	*	13,2	13,3	*	South Indian.
870,7	1,172,5		217,9	321,8		66,8	115,6		Total.
									2' 6, AND 2' 0' GAUGE
17,3	19,6	*	6	7	*	..	1,1	*	Bengal Nagpur.
11,6	14,3	*	14,6	15,5	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
12,3	22,8	*	26,7	26,7	*	..	..	*	Great liv>i,n Peoinanla.
2,8	1,8	††	..	..	††	..	..	††	Mysore Stata.
11,3	12,4	*	..	..	*	1	1,1	*	North Western.
7,1	7,2	*	..	..	*	..	..	*	South Indian.
81,4	66,1		40,9	42,0		1	2,2		Total.
2,368,6	2,436,1	3,38,39,6	927,8	1,308,0	3,29,80,2	290,7	380,0	1,04,21,6	Total, 1940 41.
2,438,3	2,700,8	3,34,52,8	920,0	1,320,0	3,02,22,0	273,1	380,2	1,06,14,5	Total, 1939-40.
..	..	4,07,0	7,8	70,0	27,56,2	..	6,8	17,1	Increase.
170,0	200,7	..	..	..	..	3,4	..	..	recreaso.

29,—Statement of Principal Commodities carried by Class I

Railway.	II—Heavy Merchandise—condit.								
	(15) Kerosine oil (in bulk).			(16) MoUesa (in bulk).			(17) Cement.		
	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.
	65	60	67	68	69	70	71	72	73
64	65	60	67	68	69	70	71	72	73
6 6 GAUQB.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	25.4	51.1	8,82.2	..	3	4.0	1.8	82.9	4.55.
Bombay, Baroda and Central India]	7.5	9.8	2,00.2	..	..	24.0	105.8	172.2	25,77.4
Eastern Bengal	60.5	65.6	12,48.7	7.2	13.7	99.1	1.7	41.1	4,32.1
East Indian	6.6	63.1	11,62.8	43.4	44.5	3,97.4	410.7	605.6	48,33.0
Great Indian Peninsula	36.8	38.0	9,04.0	5.2	5.2	44.8	308.7	327.5	27,13.0
Madras and Southern Mahratta .	47.0	47.0	9,51.9	2	2	7	36.1	62.7	6,50.7
Nizam's State	..	4.2	75.2	..	..	..	1.8	19.3	1,66.7
North Western	17.6	18.0	4,75.4	29.4	32.6	1,77.8	288.0	313.5	27,59.7
South Indian	21.0	21.6	6,47.8	..	..	..	130.7	139.1	20,17.2
Total	221.5	209.3	..	85.4	90.6	..	1,540.8	1,654.2	..
3 3 , GAUGE.									
Assam Bengal	94.4	61.5	10,66.0	..	6	5.6	12.1	24.0	2,70.1
Bengal and North Western .	2.2	66.3	8,08.7	33.3	30.6	1,07.4	7	22.2	1,37.4
Bombay, Baroda and Central India	1	4.6	*	7	3.7	*	54.4	112.5	*
Eastern Bengal	..	74.2	*	2	6	*	1.6	31.7	*
Jodhpur	..	1.4	42.3	6	8	1.7	7	9.0	83.6
Madras and Southern Mahratta .	20.1	21.4	*	..	..	*	4.8	15.5	*
Mysore State	2.6	3.7	50.7	..	..	..	22.9	24.4	1,56.8
Nizam's State	..	1.4	*	..	..	..	1	4.8	*
Hohilkund and Kumaoon	..	1.0	4.8	3	3	4	5	14.6	50.5
South Indian	30.3	20.7	*	..	..	..	69.8	141.6	*
Total	134.0	240.2	..	55.3	44.9	..	107.9	400.3	..
2' 6, AND 2' 0, GAUQKS.									
Bengal Nagpur	..	2.5	*	..	..	*	2	2.5	*
Bombay, Baroda and Central India	..	..	*	..	..	*	..	4.1	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	..	*	..	..	*	..	1.3	*
Mysore State	..	..	††	..	..	..	2	4	††
North Western	..	1	*	3	9	*	..	11.0	*
South Indian	..	1	*	..	..	..	..	1	*
Total	..	3.7	..	3	9	..	4	10.4	..
Total, 1940-41	361.4	602.2	83,07.2	121.0	142.3	9,23.9	1,509.1	2,053.9	1,71,27.0
Total, 1939-40	367.7	587.5	74,28.7	178.2	187.2	9,45.3	1,444.8	1,645.4	1,47,84.1
Increase	..	24.7	8,78.5	..	..	..	1,064.3	1,408.5	1,23,32.9
Decrease	3	..	..	57.2	64.0	21.6	..	..	..

*Shown under 5' 6s gauge.

In these totals consignments passing over two or more gauges or railways are consolidated as two or more separate consignments,

† Not recorded.

Shown under 3' 3/4 Gauge.

Up to November 1939 cement was included under Other Commodities. Separate figure shown against 1939-40 are from December 1939 only

[illegible]

29.—Statement of Primpd Commnditries ourried by Class /

Railway.	III. Light								
	(3) Fcx War.			(4) Fratta and vegetables fresh			(9) Gur, Jagres etc. (Not in bulk).		
	Original. Ingon Homo line whchtor local or Foreign.	Total.	Earnings.	Originat- ing on Home line Whether local or Foreign.	† Total.	Earnings.]	Originat- ing 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 .	81,9	82,1	4,15,2	27,7	70,8	10,00,2	8,0	28,7	4,80,
Bombay, Baroda and Centra India	142,7	183,2	15,30,7	28,5	66,9	18,20,3	6,8	73,3	24,56,
Eastern Bengal .	35,5	45,0	2,90,8	18,1	202,3	8,38,4	6,4	12,0	4,70,
East Indian .	165,7	105,6	9,84,0	908,2	940,5	21,41,2	187,0	101,8	16,42,
Groat Indian Peninsula	170,3	210,0	13,42,7	101,2	132,7	14,13,1	55,4	141,8	16,98,
Madras and Southern Mahratta	34,5	104,1	8,21,9	67,5	119,6	10,21,5	52,2	88,4	11,40,
Nizam's Hate .	6,1	11,4	91,1	2,8	9,2	2,39,5	4	4,9	1,24,
North Western .	163,0	213,2	10,28,9	274,8	322,8	26,24,6	245,1	267,5	32,71,
South Indian .	6,0	7,0	1,72,6	78,7	83,4	14,90,5	18,0	19,9	8,00,
Total	828,7	1,072,8		1,877,0	1,860,7		509,8	834,3	
3' 3 3/8. GAUGE.									
Assum-Bengal .	3,3	4,4	17,5	28,7	30,3	2,85,0	7,8	22,1	1,19,
UengL and Noith W.(t)cm	48,5	46,9	1,86,0	1,021,3	1,047,6	12,99,1	37,1	91,2	4,80,
Bombay, Baroda and Central India	20,0	89,8	*	105,2	132,0	*	6,2	189,4	*
Eastern Bengal .	18,1	28,4	*	88,0	109,5	*	4,1	55,4	*
Jodhnar .	15,5	27,4	1,83,0	11,1	23,1	1,44,0	8	24,4	1,50,
Madras and Southern Mahratta	46,9	70,5	*	30,3	42,7	*	53,0	70,2	*
Mysore State .	6,7	0,8	16,7	120,2	124,5	2,10,8	10,0	11,4	61,2
Nizam's State .	2,1	2,4	*	91,2	92,4	*	4,1	6,1	*
Rohilkund and Kumaon	4,8	8,2	22,8	477,2	484,0	5,50,7	116,0	117,0	8,31,
South Indian .	15,9	18,0	*	141,6	182,2	*	26,0	39,2	*
Total	183,5	308,5		2,099,8	2,249,2		218,4	629,4	
2' 6. AND 2' 0" GAUGES.									
Betioral-Nagpur .	4,8	5,7	*	2,4	4,3	*	4	4,1	*
BoD-bay, Baroda and Central India	2,0	2,7	*	0	1,6	*	2	4,2	*
Eastern Bengal .	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	1,1	10,4	*	8	8	*	14,8	19,8	*
Mysore State .	3	3	†	7,6	7,9	†	1,4	1,4	†
North Western .	2,9	0,1	*	24,1	25,3	*	0	4,4	*
South Indian .	3	3	*	6	7	*	..	1	*
Total	11,4	24,6		26,2	40,8		17,1	33,9	
Total, 1040-41	1,021,0	1,408,0	70,49,0	3,810,5	4,200,2	1,55,44,8	988,0	1,400,5	1,40,25,1
Total, 1030-40	1,727,4	2,080,0	87,39,2	4,471,8	4,972,4	1,22,77,8	615,9	1,072,8	91,33,
Increase	..	..	..	..	..	2,87,2	277,1	623,0	88,53,
Decrease	906,8	444,3	26,36,8	641,3	722,1	..	..	..	..

. Shown tinder 6' 6. gauge

In these total. consignments passing orer two or more gaujaj or railways aw onaldered as two or more separate oonsign nots..

Not compile.

Including under " Other Commodities."

Shown under 3' 3 3/8" Gauge.

Railway. and the sering therefrom for the year 1940-41 {In hundreds) -contd.

(a) Jute raw.			(7) Iron and Steel, wrought.			(8) Kerosene oil in tin.			
Originating line whether local or Foreign.	Total.	Bamg..	originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Railway.
94	95	(6)	97	98	99	100	101	102	103
Tons.	Tons.	Ru.	Tons.	Tons.	Ru.	Tons.	Tons.	Ru.	5' 6' GAUGE
19,3	35,2	3,27,5	501.1	720,2	67,22,0	7,8	21,3	2,97,1	Bengal-Nagpur.
..	..	..	82.6	76,2	20,90,2	34,2	34,4	8,62,9	Bom) ay. Baroda and Central
213,4	630,7	96,35,5	49,0	138,0	9,65,8	72,8	73,1	8,02,3	India.
21,8	56,3	2,79,5	351,7	588,4	77,28,7	15,4	68,0	11,00,7	Easttiu Bengal.
..	..	..	128,0	289,2	58,10,1	45,9	46,7	12,54,7	East Indian.
§	§	§	46,8	137,2	21,90,5	30,5	30,8	5,00,5	Great Indian Peninsula.
..	..	3	6,4	19,0	3,80,2	4	5,7	1,29,2	Madias and Southern Mahratta.
1	2	1,0	129,3	187,0	44,25,0	49,7	49,8	18,61,3	Nizam'e State.
..	..	5	12,1	35,5	8,79,4	10,3	12,7	2,16,3	North Western.
354,0	723,4		1,474.1	2,170,3		297,1	332,3		South Indian.
									Total.
									3' 3-3/8. CUTTCH.
107,1	171,7	8,78,0	20,3	34,0	3,82,3	80,5	81,7	9,95,8	Assam-Bengal.
10,7	31,6	3,79,0	22,2	39,8	3,89,2	0,1	22,8	2,37,4	Bonpal and North Western.
..	..	..	16,0	53,7	*	1,0	17,3	*	Bombay, Baroda and Central
416,4	462,1	*	5,4	30,0	*	4,1	41,2	*	India.
..	1	4	2,8	13,3	2,10,1	2	7,4	1,70,5	Eastern Bengal.
§	§	§	15,3	49,4	*	15,2	21,6	*	Jodlipur.
..	..	..	40,0	43,0	1,75,1	5,4	7,8	54,2	Madras and Southern Mahratta.
..	..	*	4,9	12,9	*	3	4,0	*	Mysore State.
††	††	††	3,7	9,7	58,7	1,7	4,4	21,3	Nizam's State.
1	1	*	31,7	46,0	*	14,9	16,0	*	Rohilkund and Kuraaon,
693,7	686,0		153,1	332,8		130,4	229,0		South Indian.
									Total.
									2' 6. AND 2' 0. GAUGE..
..	..	*	2,0	5,7	*	1,1	3,4	*	Bengal-Nagpur.
..	..	..	4	1,6	*	2	2,7	*	Bombay, Baroda and Central
..	..	*	1	1	*	..	..	*	India.
..	..	..	1,3	7,4	*	2,0	4,1	*	Eastern Bengal.
..	..	..	3	4	†	5	5	†	Great Indian
..	..	†	1,0	3,4	*	2	2,2	*	Mysore State.
..	..	*	1	2	*	1	1,2	*	North Western.
..	..								South Indian.
..	..		6,8	13,7		4,0	16,1		Total
949.3	1,386.0	1,16,63.9	1,648.0	2,519.8	3,22,72.3	491.5	572.4	97,73.4	Total 1940-41.
1,044.2	1,611.9	1,31,87.3	1,543.0	2,621.5	2,89,15.8	486.4	613.0	94,49.9	(Total, 11HV-41).
..	..	..	100.0	..	82,96.6	..	..	2,23.5	Increase.
95.9	832.0	5,63.4	..	4.7	..	34.0	80.8	..	Deorcam.

29—Statement of Principal Commodities carried by Class

Railway.	III					
	(9) Petrol in tins.			10) Tobacco.		
	Originating line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	105	106	107	108	109	110
104						
5' 6" GAUGE.						
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	3,7	3,8	68,3	17,2	44,0	16,93,6
Bombay, Baroda and Central India	4,8	4,8	1,09,4	49,8	54,5	15,72,0
Eastern Bengal	2,4	2,4	65,1	15,1	26,6	9,22,0
East Indian	4,7	5,0	97,1	20,8	48,0	12,21,0
Great Indian Peninsula	4,5	5,1	89,6	10,8	43,8	12,77,0
Madras and Southern Mahratta	3,6	3,6	99,5	69,2	68,4	18,00,1
Nitnm's State	8	8	25,0	2,8	10,6	3,47,2
North Western	7,5	8,4	1,40,8	31,3	40,3	8,65,7
South Indian	1,7	2,0	80,8	14,5	18,0	4,96,0
Total	33,7	36,8		239,2	287,8	
3' 3-3/8" GAUGE						
Assam Bengal	3,8	9,0	1,24,7	2,7	14,6	1,78,2
Bengal and North Western	1,2	1,2	13,1	28,0	42,6	7,32,2
Bombay, Baroda and Central India	2,0	5,6	"	10,4	27,9	"
Eastern Bengal	8	2,0	"	23,4	40,0	"
Jodhpur	1,0	1,8	48,4	7	5,5	1,00,7
Madras and Southern Mahratta	2,7	3,2	"	25,6	29,5	"
Mysore State	7	8	9,2	3,5	7,9	81,7
Nizam's State	3	7	"	3,2	4,6	"
KohilkundandKuniaon	4	4	5,2	2,3	4,2	43,1
South Indian	2,2	2,3	"	10,0	15,2	"
Total	17,0	27,0		116,0	192,2	
2' 6" AND 2' 0" GAUGE						
Bengal-Nagpur	8	1,1	"	1,7	5,0	"
Bombay, Baroda and Central India	"	2	"	3	5	"
Eastern Bengal	"	"	"	"	3	"
Great Indian Peninsula	"	2	"	1	8	"
Mysore State	1	1	††	2	1,0	††
North Western	1	2	"	3	1,9	"
South Indian	"	1	"	"	7	"
Total	1,0	1,9		2,6	10,2	
Total 1940-41	51,7	65,7	10,34,3	356,7	590,2	1,04,13,7
Total, 1939-40	52,9	65,9	9,96,3	324,5	540,0	88,95,8
Increase	"	"	64,0	34,2	40,2	18,76,8
Decrease	1,2	1	"	"	"	"

. Shown under 5' 6" Gauge.

IN these totals, -origioffteatspsingomtwoor more gauges or railways are considered as two or more separate consignments.
Shown under 3' 3/4" gauge.

Railways and the earnings therefrom for the year 1940-41. (In hundreds) - contd.

(11) Provision..			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originat- ing on Home line whether local or Foreign.	Y Total.	Earnings..	Original tag on Home line whether local or Foreign.	Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	Total.	Earnings.	
111	112	113	114	115	116	117	118	119	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
107.0	173.3	21,07.3	30.1	41.3	1,72.3	1,041.1	1,340.7	1,64,70.3	5' 6. gauge.
102.3	143.1	43,04.5	22.1	27.3	1,52.3	806.6	821.3	2,30,83.3	Bengal-Nagpur.
52.7	115.9	32,70.0	8.8	14.3	1,10.1	771.4	1,300.6	1,83,21.1	Bombay, Baroda and Central India.
121.7	197.0	50,09.8	10.1	21.3	1,38.5	1,802.9	2,422.0	2,35,10.3	Eastern Bengal.
121.8	213.6	43,33.0	11.0	12.7	54.0	81.7	1,329.7	2,32,40.3	Eaat Indian
62.3	107.6	31,58.0	24.9	38.7	2,03.0	432.3	844.1	1,42,01.5	Great Indian Peninsula.
34.2	63.4	10,71.8	31.8	33.2	2,60.0	93.1	182.6	32,54.1	Madras and Southern Mahratti..
150.8	180.2	50,75.3	1.8	5.3	23.3	1,184.0	1,629.0	2,36,03.8	Nizam's State.
137.0	178.0	39,17.4	10.8	43.4	5,20.1	332.5	471.8	1,00,05.3	North Western.
882.7	1,423.4		187.1	237.4		7,189.6	10,250.4		Routh Indian.
									Total.
1105.2	1,137.5	125,15.1	15.6	31.1	1,65.1	445.4	563.7	58,75.9	3' 3 3/8. GAOOB.
76.0	98.5	12,73.6	4.8	5.8	26.3	1,348.4	1,463.8	63,43.1	Assam-Bengal.
36.3	01.3	*	4.5	8.1	*	334.8	782.6	*	Bengal and North Western.
41.8	128.6	*	1.0	12.6	*	585.4	820.9	*	Bora bay, Baroda and Central India.
4.1	22.0	3,41.6	..	1.1	6.6	66.3	175.4	19,61.2	EaHmi Bengal.
47.0	94.0	*	3.5	8.2	*	270.2	452.0	*	Jodhpur.
40.3	00.3	4,00.4	17.5	23.4	66.6	255.7	301.8	12,37.4	Madras and Southern Mahratta,
23.4	24.0	*	25.0	29.1	*	101.4	200.5	*	Mysore State.
5.0	10.2	81.3	9	1.4	6.3	619.6	652.6	17,86.8	Nizam's Stat..
121.0	152.1	*	30.0	70.5	*	465.9	601.3	*	Rohilkund and Kumaon.
508.3	630.0		104.0	181.2		4,542.5	6,167.9		South Indian.
									Total.
8.3	76.6	*	1	3	*	24.2	53.4	*	2' 6. AND 2' 0. QATTOM.
5.2	9.2	*	2.8	2.9	*	12.8	27.3	*	Bengal-Nagpur.
1.0	2.0	*	..	..	..	2.0	2.4	*	Bombay, Baroda and Centml India.
4	3.6	*	1	2	*	21.6	45.0	*	Eastern Bengal.
4.0	4.3	††	1	2	††	14.7	15.4	††	Great Indian Peninsula.
6.4	8.2	*	..	..	*	30.0	56.7	*	Mysore State.
7.7	8.4	*	6	5	*	9.6	12.5	*	North Western.
32.9	62.8		3.7	4.1		124.2	216.9		South Indian,
1,436.9	2,306.1	3,03,27.0	204.8	432.7	20,24.7	11,850.3	15,030.2	17,06,47.3	Total.
1,310.6	2,163.8	3,23,48.3	267.0	386.7	18,09.2	12,295.5	17,258.8	15,65,12.9	Total, 1940-41.
113.1	145.3	51,78.8	26.0	47.0	1,15.6	..	..	2,01,34.6	Total, 1930-40.
..	..	..	..	..	..	420.2	600.0	..	Increase.
									Decrease.

Includes Tea, Indian —
62.2 76.4 19,11.1

29.~statement of Principal Commodities earned by Class

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads 11, 111 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.
121	122	123	124	125	126	127	128	129	130
5' 6. GAUG.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,000.9	2,347.0	1,78,25.5	7,048.3	8,094.4	8,20,73.8	218.4	274.8	18,31.2
Bombay, Baroda and Central India	723.8	803.9	1,63,84.7	5,692.2	8,642.2	8,01,26.4	9.3	18.8	3,56.3
Enwtern Bengal	260.9	453.3	44,13.0	1,637.7	2,360.8	3,16,35.5	69.7	216.8	2,29.0
East Indian	2,031.9	2,590.5	2,77,95.4	6,821.7	9,486.9	8,68,08.6	160.8	185.2	15,28.1
Groat Indian Peninsula	1,311.1	1,780.6	2,24,10.7	4,283.3	6,405.8	8,80,76.0	193.2	318.0	39,00.2
Madras and Southern Mahratta	261.0	714.2	1,00,48.8	2,468.1	3,811.7	4,45,24.9	16.6	33.7	4,06.5
Nizam's State	45.8	110.8	20,02.1	482.3	843.9	1,11,35.5	7.2	26.8	1,63.2
North Western	1,006.6	1,312.4	1,91,27.0	6,590.5	7,705.6	9,77,02.8	648.1	824.4	88,81.8
South Indian	271.5	345.8	67,77.0	1,010.1	1,906.1	3,24,32.5	22.5	33.7	8,20.0
Total	8,114.3	10,527.6		32,782.2	44,195.0		1,331.9	1,830.1	
3' 3-3/8' GAUGE.									
Assam-Bengal	74.4	119.1	11,83.0	1,044.2	1,300.2	1,15,05.1	17.7	10.6	1,78.2
Bengal and North Western	185.0	340.9	32,10.5	2,838.5	3,408.8	2,15,68.0	39.0	38.7	1,22.6
Bombay, Baroda and Central India	244.4	333.6	*	1,470.4	3,294.3	*	3.7	25.0	*
Eastern Bengal	95.8	168.7	*	1,010.7	1,638.7	*	6.4	12.0	*
Jodhpur	68.7	154.7	15,53.7	687.7	952.0	82,65.7		18.8	1,91.5
Madras and Southern Mahratta	149.3	233.8	*	1,181.0	1,783.4	*	9.0	13.5	*
Mysore State	47.8	127.3	16,35.1	657.0	778.1	47,00.9	7.4	15.2	54.1
Nizam's State	31.0	57.5	*	440.5	823.4	*	1	4.0	*
Hohilkund and Kuniaon	65.4	94.2	8,34.2	1,108.6	1,233.5	46,82.8	10.9	11.0	35.3
South Indian	186.9	260.5	*	1,795.5	2,217.6	*	2.2	12.6	*
Total	2,178.7	2,120.5		11,838.5	17,532.7		89.0	170.4	
2'6. AND 2'0. Gauge									
Bengal Nagpur	63.0	90.3	*	445.1	543.6	*	20.2	27.8	*
Bombay, Baroda and Central India	22.2	29.5	*	139.4	280.1	*	4	4	*
Kastern Bengal	1	4	*	2.1	3.1	*			*
Great Indian Peninsula	3.5	7.8	*	81.0	128.7	*	1.6	1.5	*
Mysore State	4.4	8.2	†	24.4	27.4	†	1.0	1.0	†
North Western	28.5	53.3	*	164.1	224.5	*	23.6	52.5	*
South Indian	9	3.5	*	31.4	41.8	*			*
Total	140.8	199.5		916.5	1,238.4		62.7	85.3	
Total, 1940-41	8,431.6	12,847.6	18,49,84.9	45,036.3	62,969.0	66,01,17.8	1,477.6	2,182.8	1,69,58.0
Total, 1939-40	10,240.2	13,778.7	11,06,42.5	45,868.4	63,960.3	62,76,26.6	434.2	706.6	44,76.1
Increase	1,808.6	1,931.1	1,13,12.4	1,832.1	2,991.3	6,24,91.0	1,043.4	1,478.3	1,07,80.3
Decrease									

* Shown under & 6" gauge.

In these totals consignment, pasting over two or more gauges or railways are considered as two or more separate consignments

Shown under 3' 3/4" gauge

Railways and the earnings therefrom for the year 1940-41. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account.			
On foot and on horse line whether local or foreign.	Total.	Earnings.	Originating on Home line whether local or foreign.	Total.	Earnings.	(1) Fuel.		Earnings.	J40
						Originating on Home line whether local or foreign.	Total.		
131	132	133	134	135	136	137	138	139	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6. GAUGE.
9.2	16.0	1,13.8	212.9	235.0	9,98.1	1,106.4	1,106.4	28,80.2	Bengal-Nagpur.
30.8	46.2	22,93.0	20.8	28.2	2,00.0	18.2	467.6	17,80.0	Bombay, Baroda and Central India.
2.6	3.8	79.0	339.4	364.0	3,55.0	8.2	381.2	9,88.8	Eastern Bengal.
33.3	44.0	17,09.4	1,513.0	1,210.5	9,24.6	1,965.4	1,065.4	84,28.5	East Indian.
21.8	23.3	4,74.8	116.0	154.6	4,62.0	146.6	1,116.5	28,80.4	Great Indian Peninsula.
9.0	10.8	2,31.9	63.2	91.0	3,28.2	6.7	485.2	23,86.3	Madras and Southern Mahratta.
7	9	21.2	54.8	66.4	1,30.8	225.8	225.8	3,61.0	Nizam's State.
35.5	38.0	6,35.3	744.0	744.3	7,55.3	82.2	1,234.6	52,17.9	North Western.
1.3	1.8	71.9	186.7	167.4	54.3	6.7	235.4	7,84.6	South Indian.
144.4	179.3		2,821.7	3,060.3		4,134.2	7,168.1		Total.
8' 3-3/8. GAUGE.									
2.0	1.7	32.0	55.7	58.0	72.0	20.1	117.1	2,44.8	Assam-Bengal.
5.8	8.1	1,12.0	60.4	124.1	1,46.0	40.0	237.7	2,98.1	Bengal and North Western.
23.4	28.5	*	98.1	110.1	*	12.1	250.0	*	Bombay, Baroda and Central India.
6	3.0	"	28.0	47.0	*	10.0	138.4	*	Eastern Bengal.
1.8	2.1	31.1	40.0	50.4	42.4	6.6	98.3	2,55.6	Jodhpur.
2.5	3.0	"	0.3	26.3	*	155.1	155.1	*	Madras and Southern Mahratta
1.8	2.8	23.6	12.0	12.2	30.6	0	63.5	69.0	Mysore State.
5	6	*	27.5	21.4	*	2	31.4	*	Nizam's State.
4	5	4.0	41.0	46.1	2,67.0	61.4	61.4	20.0	Rolinkund and Kumaoon.
1.1	1.5	*	91.1	92.7	*	10.0	159.4	*	South Indian.
20.1	51.0		473.5	698.0		321.5	1,350.2		Total.
2' 6' AND 2' 0' GAUGE.									
..	..	*	10.3	19.5	*	60.5	83.4	*	Bengal-Nagpur.
1	1	*	1	3	*	6	7	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
..	..	†	3	3	†	..	1.0	†	Mysore State.
1	4	*	19.0	21.6	*	12.1	12.2	*	North Western.
..	..	*	..	..	*	..	..	*	South Indian.
2	5		37.7	41.5		72.2	77.3		Total.
184.3	228.7	38,39.0	3,432.0	3,760.3	47,05.0	4,684.0	6,821.0	2,49,79.8	Total 1940-41.
180.0	225.1	35,40.5	3,599.4	3,850.5	43,14.3	4,688.4	6,506.5	2,50,74.0	Total, 1939-40.
..	..	2,98.5	..	..	..	..	36.1	..	Increase
3.6	13.4	..	183.5	280.3	5,12.3	224.4	..	81.4	Decrease

29. -Statement of Principal Commodities carried by Class J Railways and the earnings therefrom for the year 1940-41. (In hundreds)—concl.

Railway.	IX.—Materials and Stores or Revenue Account—concl.						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.
	141	143	144	145	141	147	148	149	150
5' 6" GAUGE.	Total.	Total.	Rs.	Total.	Total.	Rs.	Total.	Total.	Rs.
Bengal-Nagpur	025.5	641.1	4,69.9	1,731.6	1,747.6	33,69.1	18,823.0	20,234.0	9,34.19
Bombay, Baroda and Central India	278.1	283.9	2,05.0	397.3	741.5	20,02.9	3,907.1	5,065.2	9,20.83
Eastern Bengal	320.3	414.7	7,40.4	389.5	776.0	17,20.2	2,372.0	5,063.4	3,90.32
East Indian	2,366.7	2,375.5	19,80.1	4,354.1	4,938.9	34,19.7	25,342.7	26,509.7	16,97.37
Great Indian Peninsula	890.6	895.6	4,80.6	1,541.2	2,012.1	33,00.9	7,270.5	12,032.2	11,24.00
Madras and Southern Mahratta	243.0	246.8	2,60.3	248.3	730.0	29,36.6	1,668.2	4,549.9	6,40.32
Nizam's State	69.9	80.7	94.7	385.7	280.5	4,44.3	1,895.7	2,426.9	1,79.73
North Western	1,399.2	1,433.4	11,51.3	1,454.4	2,868.0	63,68.9	9,063.9	14,045.2	12,00.56
South Indian	420.6	420.6	2,76.7	420.6	905.2	10,71.3	1,743.0	2,559.7	2,49.61
Total	7,151.7	7,377.5		11,289.9	14,066.6		72,038.1	98,777.2	
3' 3-3/8" GAUGE.									
Assam-Bengal	169.0	181.3	2,07.8	189.1	298.3	4,54.0	1,344.3	1,385.8	1,24.23
Bengal and North Western	105.9	182.3	2,17.4	212.9	440.0	6,15.5	3,070.0	4,547.7	2,85.43
Bombay, Baroda and Central India	160.2	169.0	"	162.3	419.0	"	1,826.1	4,854.3	"
Eastern Bengal	294.3	310.8	"	300.2	478.2	"	1,399.3	2,646.0	"
Jodhpur	126.3	140.0	82.8	142.8	238.9	3,18.4	797.9	1,306.6	10,99.5
Madras and Southern Mahratta	86.9	88.2	"	241.4	243.0	"	1,807.7	3,223.3	"
Mysore State	10.3	13.3	18.1	11.2	66.8	88.0	653.9	1,000.5	61,89.8
Nizam's State	90.0	91.2	"	90.2	725.8	"	591.2	871.0	"
Rohilkhand and Kuraon	74.0	74.6	27.6	136.0	136.0	66.6	1,502.1	1,671.2	53,51.6
South Indian	137.3	147.2	"	247.3	1,106.0	"	2,943.9	3,518.8	"
Total	2,172.9	2,168.4		2,437.5	3,554.0		15,596.4	24,515.2	
2' 6" and 2' 0" GAUGE.									
Bengal Nagpur	67.9	90.8	"	157.4	103.0	"	749.9	570.3	"
Bombay, Baroda and Central India	21.6	21.6	"	21.6	22.3	"	199.9	203.0	"
Eastern Bengal	1.1	1.1	"	1.1	1.1	"	3.2	4.2	"
Great Indian Peninsula	19.4	19.4	"	19.4	19.4	"	102.7	104.0	"
Mysore State	4	4	†	4	1.4	†	49.2	53.2	†
North Western	49.8	52.7	"	61.9	64.9	"	409.4	572.0	"
South Indian	8	9	"	8	9	"	35.3	45.6	"
Total	190.4	195.7		262.8	273.0		1,540.3	1,990.9	
Total, 1940-41	9,450.0	9,771.5	68,29.5	13,080.0	18,369.2	3,12,97.0	89,930.7	123,304.2	76,14,32.7
Total, 1939-40	9,309.7	9,718.3	62,25.3	14,098.1	18,204.8	3,12,60.2	88,336.7	121,262.1	70,31,19.6
Increase	140.3	53.3	6,04.2	681.9	1,164.4	6.8	1,594.0	2,042.1	5,83,13.1
Decrease	..	..	..	66.1	..	..	..	..	..

. Shown under 6' 6" gauge.

In these total, consignments passing over two or more gauges or railways are recorded as two or more separate consignments.

. Shown under 3' 3-3/8" gauge.

Revised figure.

**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS
FOR THE YEAR 1940-41.**

H75RB

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Railway.	TABLE A—MAINTENANCE								
	A. 1. (1110).—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			A. 1 (1120).—SUBORDINATE BUTEH-VISING STAFF			A. 1 (1130).—OFFICE STAFF.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated truck mill.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
	3	4	5	6	7	8	9	10	
5' 6" GAUGE.									
Bengal Nagpur	5,36,377	164.7	0.87	6,32,663	206.8	0.92	6,53,566	212.6	
Bombay, Baroda and Central India	2,69,557	166.3	0.61	3,59,566	214.3	0.84	3,91,242	226.6	
Eastern Bengal	2,18,237	149.1	0.66	1,90,846	129.5	0.57	2,46,955	167.6	
East Indian	9,22,317	126.2	0.61	10,80,466	168.8	0.89	8,19,515	123.5	
Great Indian Peninsula	6,24,970	132.3	0.87	7,16,996	169.7	0.76	7,32,574	162.2	
Madras and Southern Mahratta	2,39,965	161.3	0.83	1,96,390	128.2	0.68	2,59,695	167.6	
Kirata's State	1,02,564	169.6	1.39	73,539	168.7	0.69	78,159	129.1	
North Western	6,56,791	115.8	0.81	11,41,643	139.4	0.97	7,31,984	88.6	
South Indian	1,70,196	141.3	0.66	65,551	122.2	0.82	1,64,148	133.6	
2' 6" AND 2' 0" GAUGE.									
Azam Bengal	2,19,573	214.0	1.32	2,00,320	195.6	1.21	1,63,759	140.9	
Bengal and North Western	2,81,237	131.3	1.46	1,29,296	97.9	0.65	1,29,761	89.7	
Bombay, Baroda and Central India	2,47,421	143.3	0.79	3,26,851	168.7	1.04	3,03,442	172.8	
Eastern Bengal	1,56,949	161.2	0.89	1,21,832	126.5	0.76	1,79,272	177.6	
Jodhpur	81,178	169.3	1.19	61,254	65.8	0.72	63,713	71.8	
Madras and Southern Mahratta	2,13,356	133.6	1.11	1,79,350	111.5	0.62	1,99,379	119.6	
Mysore State	31,613	66.6	0.62	49,797	102.8	0.61	41,698	84.9	
Nizam's State	82,881	161.0	1.52	68,249	149.6	1.25	62,245	135.6	
Rohilkund and Kurraon	47,627	*	1.00	34,962	*	0.80	27,025	*	
South Indian	2,62,815	164.2	1.11	2,91,355	163.1	1.19	2,80,452	162.1	
2' 6" AND 2' 0" GAUGE.									
Bengal Nagpur	47,631	76.4	0.87	88,983	149.6	1.02	54,312	86.9	
Bombay, Baroda and Central India	14,150	98.6	1.54	13,790	93.5	1.46	3,609	23.1	
Eastern Bengal	1,968	44.3	0.76	143	5.89	0.16	647	22.7	
Great Indian Peninsula	3,372	23.3	0.71	11,979	80.7	2.45	4,783	33.8	
Mysore State	1,419	22.6	0.60	2,098	33.4	0.90	1,723	27.4	
North Western	80,181	197.9	1.60	62,866	171.4	1.74	66,666	122.6	
South Indian	16,545	554.1	4.06	7,368	119.6	1.91	13,964	218.6	

*Information not available.

Class 1 Railways for the year 1940-41.

STRUCTURAL WORKS.

A. I.—(1200-1800)—OTHER ITEMS—TOTAL.			A. I.—GENERAL AMUNIS- bTivmoK —TOTAL.			A. H-(2110)—TIUCK-OBOINAHV REPAIRS AND MAISTEKAJOE.			A. 11.(2120 & 2130)—BBIDUES— ORDINARY REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per 100 lineal feet of opening per track.	Percentage of total working expenses.	
11	12	13	14	15	16	17	18	19	20	21	22	
2,67,131	83.4	0.42	21,71,508	709.5	3.16	2,17,111	854.5	3.81	3,08,650	167.7	0.41	6. 6. GAUGE B.N.
1,80,017	90.5	0.35	11,85,370	688.0	2.59	17,54,771	1,046.1	3.95	1,74,723	128.0	0.46	B., B. & C. I.
1,15,395	78.3	0.35	7,71,422	223.4	2.32	12,30,324	640.0	3.75	1,37,540	300.9	0.41	E.B.
4,72,501	72.6	0.35	31,85,231	480.4	2.37	55,81,101	850.5	4.13	4,80,100	106.4	0.30	E.I.
3,14,571	70.0	0.30	21,02,210	500.1	2.55	41,19,473	870.4	4.46	1,08,338	88.6	0.21	G. I. P.
1,95,941	68.1	0.37	8,01,905	510.7	2.78	12,52,521	805.3	4.33	1,21,190	110.0	0.43	M. & S. M.
35,404	57.2	0.48	2,90,073	678.0	3.91	5,37,114	804.6	7.24	23,313	73.7	0.31	N. S.
3,50,025	42.1	0.29	31,82,010	555.1	2.00	48,01,871	581.1	4.05	1,82,970	46.0	0.16	N. W.
50,500	104.5	0.44	3,79,800	461.7	3.13	4,11,018	527.1	3.51	51,775	107.7	0.45	S. I.
83,885	61.8	0.31	5,57,677	511.2	3.97	10,11,581	985.5	6.71	91,558	117.6	0.57	3 3/4 GAUGE A. B.
18,777	20.2	0.25	5,85,841	510.1	3.03	9,26,540	489.7	4.81	1,01,147	51.4	0.62	B. & N. W.
1,21,928	70.0	0.39	9,68,314	578.4	3.19	12,96,798	551.7	4.14	41,107	43.0	0.14	B., B. & C. L
73,000	70.6	0.42	5,30,810	541.2	2.08	7,02,223	702.4	4.30	47,801	71.5	0.27	E. B.
24,602	31.0	0.38	9,16,737	278.2	3.04	5,42,500	637.0	7.18	22,163	102.7	0.51	Jodhpur.
1,02,016	68.2	0.53	4,87,105	426.0	3.03	12,61,314	798.3	6.60	90,870	80.3	0.47	M. & S. M.
13,736	28.5	0.25	1,36,141	285.7	2.53	3,17,022	717.8	0.37	13,620	40.0	0.25	M. S.
29,682	64.8	0.54	2,43,937	530.7	4.45	4,47,031	978.1	8.18	12,821	45.7	0.25	N. B.
0,405	*	0.22	1,10,080	*	5.73	2,87,004	*	6.85	36,130	*	0.84	R. & K.
1,31,760	72.9	0.50	10,05,272	563.0	3.80	10,81,831	606.8	4.08	65,143	55.1	0.25	S. I.
16,815	26.6	0.30	2,07,621	328.5	3.78	5,53,041	875.1	10.1	45,001	96.0	0.83	2' 6. & 2' 0. GAUGE B. N.
945	6.68	0.10	32,004	275.8	3.62	1,10,642	571.3	12.0	7,150	*	0.77	B., B. & C. I.
375	16.8	0.23	2,133	86.5	1.61	16,116	827.2	10.7	144	31.2	0.10	E. B.
1,610	13.2	0.40	21,714	190.0	4.80	92,701	941.0	10.6	1,842	17.6	0.38	G. I. P.
580	9.24	0.25	8,850	82.8	2.80	14,132	229.8	9.19	678	16.8	0.23	M.S.
36,810	72.4	0.75	2,79,446	510.5	6.24	4,52,073	833.0	8.47	34,580	61.8	0.65	N. W.
6,819	111.4	1.78	42,653	713.5	11.4	31,100	509.3	8.24	781	20.2	0.20	S. I.

Information not available.

(b) include expenditure booked under " Furniture and Sandries " Capital and Revenue Accounts) B. G. IVa. 2,166 M. G. Rs. 543; 2nS

Class I Railways for the year 1940-41 -contd.

STRUCTURAL WORKS-contd.

A. II (2100)—STRUCTURAL WORKS— TOTAL ORDINARY REPAIRS AND MAINTENANCE.			A. II (2100)—STRUCTURAL WORKS— TOTAL SPECIAL REPAIRS AND MAINTENANCE.			A. II (2100)—STRUCTURAL WORKS— TOTAL REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
32	33	34	35	36	37	38	39	40	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
46,64,634	1,414.2	6.77	68,573	24.1	0.13	47,41,007	1,542.9	6.86	6 th 8. Cuntik. B.N.
26,36,480	1,495.2	5.73	1,659	0.90	0.00	25,26,049	1,466.1	5.73	B. B. & C. I.
20,46,466	1,388.6	0.14	8,21,637	259.5	2.47	28,71,103	1,948.0	8.61	E. B.
88,10,406	1,352.8	0.83	4,72,004	73.5	0.35	92,88,009	1,435.2	6.98	E. L.
56,60,603	1,106.0	4.48	93,424	19.8	0.10	47,50,221	1,218.7	4.18	G. I. p.
16,76,333	1,977.0	6.89	10,004	12.3	0.08	16,66,427	1,600.2	5.86	M. & S. M.
6,36,190	1,726.4	6.47	18,200	20.4	0.23	6,51,390	1,055.8	2.82	N. 8.
82,60,901	761.2	5.31	2,91,786	32.0	0.23	67,60,362	799.8	6.44	N. W.
6,36,206	680.6	4.63	32,978	42.3	0.26	5,68,284	720.1	4.91	S. I.
14,88,801	1,461.4	8.90	1,01,165	167.1	0.98	16,12,006	1,606.5	9.07	3 rd 3j. GAUGE.
15,34,162	924.2	7.94	..	..	..	15,34,162	824.7	7.93	A. B.
17,65,167	1,815.1	6.60	23,882	13.8	0.08	17,76,890	1,628.9	5.07	B. & N. W.
11,22,881	1,167.4	6.42	10,26,262	1,806.0	5.87	21,09,883	2,234.2	12.3	B. B. 4 C. I.
8,23,296	800.0	8.73	27,283	35.0	0.38	6,50,690	826.0	12.3	E. B.
18,07,180	990.3	8.26	74,801	46.4	0.38	16,81,690	1,042.7	8.64	Jodhpur.
6,24,321	877.6	7.78	..	..	..	4,24,123	877.6	7.78	M. & S. M.
5,17,399	1,129.7	9.47	11,804	25.8	0.21	6,29,262	1,165.5	7.78	M. H.
..	..	..	..	..	..	4,22,907	..	8.08	N. S.
15,14,608	849.5	5.72	1,52,229	86.4	0.57	16,66,837	931.9	6.72	H. & K.
..	..	..	..	..	..	..	..	6.29	S. I.
7,27,880	1,161.7	12.3	13,639	21.6	0.26	7,41,310	1,173.3	13.5	2 nd 6" & 2' 0.
1,28,810	687.6	13.0	38	0.23	0.00	1,28,849	688.0	13.0	B. N.
17,139	711.2	12.1	..	..	..	17,139	711.2	12.1	B. B. & C. I.
1,00,248	662.7	21.1	628	4.32	0.15	1,00,294	667.0	21.2	E. B.
17,809	261.8	7.00	..	..	..	17,809	261.8	7.00	G. I. P.
8,98,781	1,031.6	10.5	11,163	20.6	0.21	5,74,624	1,060.5	10.7	M. S.
34,238	604.8	8.91	6	0.10	0.00	34,244	508.7	8.04	N. W.
..	..	..	..	..	..	..	..	..	S. I.

* Information not available.

TABLE A.—MAINTENANCE OF

Railway.	A. 11(2250)—SIGNAL AND INTERLOCKING WORKS— ORDINARY, REPAIRS AND MAINTENANCE (EQUIP- MENT)..				A. 11(2250)—SIGNAL AND INTERLOCKING WORKS— SPECIAL, REPAIRS AND MAINTENANCE (EQUIPMENT).			
	Total amount.	Per lever.	Per train mile.	Percentage Of total working expenses.	Total amount.	Per lever.	Per train mile.	Percentage Of total working expenses.
	41	42	43	44	45	46	47	48
5' 6. GAUITS.								
Bengal-Nagpur	2,00,788	30.7	0.30	0.44	2,00,788	30.7	0.30	0.44
Bombay, Baroda and Central India	3,37,767	38.8	0.62	0.77	3,37,767	38.8	0.62	0.77
Eastern Bengal	1,27,800	21.7	0.38	0.41	1,27,800	21.7	0.38	0.41
Kast Indian	6,60,550	34.0	0.30	0.49	6,60,550	34.0	0.30	0.49
Great Indian Peninsula	4,57,067	36.7	0.31	0.49	4,57,067	36.7	0.31	0.49
Madras and Southern Mahratta	1,49,370	20.5	0.32	0.51	1,49,370	20.5	0.32	0.51
Nam's State	55,703	25.1	0.21	0.35	55,703	25.1	0.21	0.35
North Western	3,09,089	18.0	0.23	0.31	3,09,089	18.0	0.23	0.31
South Indian	37,889	15.1	0.15	0.32	37,889	15.1	0.15	0.32
3' 32" GAUGE.								
Assam Bengal	86,529	10.7	0.21	0.63	86,529	10.7	0.21	0.63
Bengal and North Western	48,350	24.9	0.05	0.24	48,350	24.9	0.05	0.24
Bombay, Baroda and Central India	1,00,002	16.5	0.17	0.52	1,00,002	16.5	0.17	0.52
Eastern Bengal	1,00,428	29.2	0.31	0.87	1,00,428	29.2	0.31	0.87
Madras and Southern Mahratta	17,840	0.10	0.12	0.25	17,840	0.10	0.12	0.25
Mysore State	1,02,008	22.5	0.24	0.62	1,02,008	22.5	0.24	0.62
Nizam's State	5,192	0.60	0.63	0.10	5,192	0.60	0.63	0.10
Rohilkhand and Kumaou	12,779	15.5	0.12	0.24	12,779	15.5	0.12	0.24
South Indian	82,359	14.5	0.13	0.31	82,359	14.5	0.13	0.31
2' 6. AND 2' 0. GAUGE.								
Bengal Nagpur	5,750	50.4	0.03	0.07	5,750	50.4	0.03	0.07
Bombay, Baroda and Central India	830	5.07	0.08	0.08	830	5.07	0.08	0.08
Eastern Bengal	1,310	65.5	0.17	0.93	1,310	65.5	0.17	0.93
Great Indian Peninsula	127	0.61	0.00	0.02	127	0.61	0.00	0.02
Mysore State	215	9.14	0.01	0.08	215	9.14	0.01	0.08
Northwestern	3,763	5.18	0.05	0.07	3,763	5.18	0.05	0.07
South Indian	1,732	55.9	0.19	0.46	1,732	55.9	0.19	0.46

Information not available,
Included in column 41 to 44.

Class 1 Railways for the year 1940-41 -contd.

STRUCTURAL WORKS—contd.

A. II.(2200)—TOTAL EQUIPMENT—REPAIRS AND MAINTENANCE.			A. II. REPAIRS AND MAINTENANCE—Total.			A. IV. APPROPRIATION TO DEPRECIATION RESERVE FUND—Total.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
49	50	51	52	53	54	55	56	57	
Ra.	Ra.		Ra.	Ra.		Ra.	Ra.		S' 6" Gauge.
6,47,923	210.7	0.94	56,27,913	1,930.8	8.10	50,32,800	1,637.2	7.32	B. N.
4,33,069	262.0	0.99	31,18,224	1,808.4	7.07	28,08,701	1,628.9	6.37	B. B. & C. I.
8,57,623	174.8	0.77	33,56,000	2,277.6	10.1	31,51,174	2,188.0	9.44	B. E.
12,78,473	196.2	0.85	1,17,61,896	1,801.6	9.71	1,28,06,850	1,905.1	9.49	E. I.
7,76,628	184.4	0.83	70,81,842	1,501.0	7.61	63,76,749	1,087.3	10.1	G. I. P.
2,77,189	178.2	0.98	20,02,508	1,297.7	6.82	26,98,830	1,864.2	10.0	M. & S. M.
61,666	90.6	0.83	7,58,523	1,229.5	10.4	2,08,897	227.0	2.81	N. E.
8,92,772	109.8	0.74	80,84,812	879.5	6.83	1,40,71,004	1,702.7	11.9	N. W.
90,481	116.1	0.78	8,15,842	1,048.8	7.05	12,53,828	1,649.0	11.2	S. I.
									S' 5½" Gauge.
1,77,441	173.0	1.07	19,41,254	1,892.5	11.7	26,75,717	2,811.7	16.2	A. B.
46,850	24.9	0.24	20,16,918	1,084.6	10.4	17,40,540	957.8	9.21	B. & N. W.
1,64,063	96.1	0.62	19,04,892	1,103.4	6.08	18,53,907	1,074.1	6.02	B. B. & C. I.
1,75,712	179.8	0.96	24,14,025	2,609.7	13.8	15,06,037	1,632.2	8.98	E. I.
73,708	94.6	1.03	7,80,474	1,091.8	10.0	7,26,053	1,008.9	11.0	Jodhpur.
2,09,413	129.8	1.08	20,07,108	1,244.2	10.3	28,10,581	1,824.7	13.5	M. & S. M.
32,997	66.3	0.61	4,78,146	989.0	8.77	2,56,543	682.7	5.39	M. S.
40,272	87.9	0.74	6,11,720	1,335.7	11.2	1,63,630	367.1	2.09	N. E.
7,320	*	0.17	4,68,631	"	11.3	3,39,102	*	0.15	R. & K.
1,83,932	103.2	0.69	20,89,598	1,170.4	7.87	28,83,324	2,178.1	14.7	S. I.
									S' 6" & 2' 0" Gauge.
46,384	71.7	0.83	6,67,122	1,372.0	16.2	5,06,031	300.7	9.21	B. N.
4,103	28.6	0.48	1,89,988	1,177.7	18.3	29,368	274.4	4.27	B. B. & C. I.
1,687	70.4	1.29	16,382	762.7	12.0	6,687	273.2	4.66	E. I.
2,463	17.0	0.62	1,09,899	752.4	22.0	"	"	"	G. I. P.
1,389	22.1	0.86	16,707	313.8	8.48	7,048	113.2	3.02	M. S.
31,744	58.8	0.60	6,36,178	1,171.6	11.0	11,34,997	2,982.0	21.3	N. W.
2,176	51.9	0.83	27,409	611.5	9.77	60,130	819.4	13.1	S. I.

. Information not available.

*Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—concl'd.			TABLE B.—MAINTENANCE AND SUPPLIES							
	TOTAL WORKING EXPENSES— ABSTRACT A.			GENERAL ADMINISTRATION—(B. 1.).					LOCOMOTIVES.		
	Total amount.	Per equated track mile.	Percentage of total working	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expense..	Total Amount.	Per engine mile.	
	58	89	60	61	62	63	64	65	66	67	
4' GAUG.											
Bengal-Nagpur	1,28,33,482	4,174.5	18.7	14,56,293	1.06	0.13	1.48	2.12	19,42,501	1.42	
Bombay, Baroda and Central India	71,13,304	4,125.3	19.1	5,66,885	1.06	0.12	1.29	1.35	9,74,586	1.71	
Eastern Bengal	72,78,496	4,938.0	21.8	7,78,938	1.30	0.21	1.81	2.33	6,21,171	1.04	
East India	2,77,82,892	4,260.4	20.6	20,09,433	1.02	0.12	1.33	2.16	37,38,543	1.31	
Great Indian Peninsula	1,88,63,501	3,697.9	20.3	18,06,128	1.24	0.15	1.51	1.94	18,49,385	1.27	
Madras and Southern Mahratta	57,03,393	3,667.8	19.7	5,78,928	1.04	0.13	1.29	2.00	8,37,821	1.35	
Mysore's State	12,67,223	2,914.5	17.1	1,82,027	1.19	0.14	1.59	2.59	1,84,598	1.15	
North Western	2,53,47,826	3,067.3	21.4	19,82,516	0.98	0.13	1.21	1.85	32,34,664	1.06	
South Indian	24,68,728	3,167.6	21.3	2,77,082	0.92	0.17	1.09	2.29	2,94,288	0.96	
2' 3 1/2' GAUG.											
Assam Bengal	52,77,948	5,145.2	31.9	3,29,882	0.91	0.22	1.16	1.99	3,17,217	0.88	
Bengal and North Western	43,82,269	2,367.4	22.7	3,68,587	0.43	0.11	0.54	1.69	4,55,017	0.63	
Bombay, Baroda and Central India	47,81,003	2,765.9	16.2	8,66,962	1.19	0.26	1.44	2.77	10,54,793	1.45	
Eastern Bengal	45,04,888	4,663.1	25.4	2,47,175	0.63	0.13	0.77	1.41	3,63,498	0.88	
Jodhpur	17,43,364	2,988.9	25.0	1,31,315	0.89	0.16	0.85	1.84	2,27,692	1.21	
Madras and Southern Mahratta	53,15,144	3,294.9	27.3	3,61,855	0.72	0.19	0.85	1.87	5,95,700	1.17	
Mysore State	8,92,833	1,867.3	16.6	1,07,419	0.81	0.18	0.72	1.97	1,83,745	1.04	
Nizam's State	10,18,295	2,223.6	16.6	1,43,857	1.10	0.23	1.31	2.64	96,204	0.72	
Rohilkhand and Kumaon	10,07,832	*	23.1	87,404	0.32	0.18	0.67	2.01	‡	‡	
South Indian	69,75,192	3,812.3	20.3	6,02,851	0.90	0.27	1.01	2.28	5,30,867	0.80	
2' 6" AND 2' 0" GAUGS.											
Bengal Nagpur	15,86,774	2,501.2	29.8	1,11,699	0.71	0.31	0.69	2.03	1,87,256	1.19	
Bombay, Baroda and Central India	2,40,760	1,977.0	26.1	9,637	0.32	0.22	0.26	1.05	64,011	1.12	
Eastern Bengal	27,102	1,124.6	19.2	674	0.08	0.06	0.09	0.48	6,089	0.77	
Great Indian Peninsula	1,25,622	902.4	27.4	4,496	0.13	0.07	0.14	0.91	33,527	0.99	
Mysore State	32,885	518.9	11.0	4,548	0.27	0.18	0.32	1.89	7,673	0.46	
North Western	30,48,720	3,779.1	28.1	94,971	1.11	0.56	1.38	1.78	1,47,321	1.71	
South Indian	1,31,192	2,144.4	24.3	18,650	1.10	0.70	1.16	2.77	15,062	1.8	

* Information not available.

‡ Included under Workshop Repair.

class. 1 Railways for the year 1940-41- contd.

FLOCOMOTIVE POWER.								
REPAIRS—[B. II.- 2110].			LOCOMOTIVES—WORKSHOP REPAIRS (B.-II- 2120).					
per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.	Per 1,000 gross ton miles.	train mile.	Percentage of total working expenses.	Railway.
i 68	69	70	71	72	73	74	75	
Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		5' 0. GAUGE.
0-17	1-98	2-89	31,69,251	2-33	0-26	3-23	4-65	Bengal-Nagpur.
0-20	2-11	2-21	13,05,008	2-28	0-27	2-62	2-85	Bombay, Baroda and Central India.
0-17	1-38	1-87	18,00,697	2-11	0-52	3-84	5-68	Kastom Bengal.
0-16	1-71	2-77	62,75,406	2-21	0-21	2-86	4-05	E.int Indian.
0-15	1-56	1-06	31,57,683	2-17	0-27	2-66	3-39	Cheat Indian Peninsula.
0-10	1-02	2-07	13,34,806	2-41	0-20	2-90	4-61	Madron and Southern Mahratta.
0-14	1-83	2-49	2,72,271	1-68	0-21	2-25	3-07	Nizam's State.
0-23	2-05	2-91	47,58,848	2-30	0-34	2-94	4-02	North Western.
0-18	1-13	2-54	4,04,710	1-34	0-24	1-35	3-20	South Indian.
3' 3 3/4 GAUGE								
0-21	1-12	1-02	5,30,088	1-47	0-26	1-86	3-20	Assam-Bengal.
0-16	0-81	2-35	6,29,269	0-88	0-25	1-12	3-30	Bengal and North Western.
0-22	1-75	3-35	15,63,243	2-15	0-47	2-63	4-59	Bombay, Baroda and Central India.
0-19	1-07	1-06	6,18,431	1-78	0-34	1-68	3-64	Eastern Bengal.
0-27	1-48	3-19	1,95,322	1-03	0-23	1-27	2-74	Jodhpur.
0-33	1-38	3-06	5,02,358	1-90	0-52	2-30	5-10	Madras and Southern Mahratta.
0-30	1-23	3-37	12,222	0-97	0-02	0-09	0-24	Mysore State.
0-10	0-86	1-73	2,32,180	1-77	0-44	2-11	4-25	Nizam's State.
†	‡	‡	59,51,719	‡2-16	‡2	2-82	14-24	Rohilkund and kumaon
0-24	0-90	2-04	8,17,070	1-01	0-30	1-14	2-56	South Indian.
2' 0. AND 2' 0" GAUGE.								
0-22	1-40	3-41	2,08,078	2-32	1-10	3-18	7-25	Bengal-Nagpur.
1-55	2-40	0-95	41,391	1-27	1-09	1-55	4-49	Bombay, Baroda and Central India.
0-79	0-78	4-31	19,167	2-45	2-61	2-47	13-8	Eastern Bengal.
0-81	1-06	7-04	23,111	0-69	0-35	0-73	4-80	Great Indian Peninsula
0-39	0-52	3-26	484	0-03	0-02	0-03	0-20	Mysore State.
0-87	2-14	2-70	1,08,933	1-60	0-64	2-20	2-08	North Western.
1-00	1-64	3-83	—46	0-01	—0-00	—0-00	0-01	South Indian.

B75RB.

Includes Running Repair.
Included under Workshop Repairs.

Railway.	TABLE B.-MAINTENANCE AND SUPPLY									
	EQUIPMENT (B. 11. 2200).					TOTAL REPAIRS AND MAINTENANCE—(B41).				
	Total amount.	Per engine mile	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	76	77	78	79	80	81	82	83	84	85
5" 6. GAUGE.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	As.	
Bengal-Nagpur	8,46,102	0-02	0-08	0-80	1-23	80,95,147	4-37	0-54	8-08	8-74
Bombay, Baroda and Central India	1,61,124	0-29	0-04	0-35	0-37	24,27,849	4-27	0-51	5-29	8-03
Eastern Bengal	5,90,792	0-49	0-08	0-60	0-87	27,76,851	4-65	0-77	8-78	8-30
East Indian	11,77,043	0-41	0-05	0-55	0-57	1,13,06,485	3-07	0-46	5-17	8-38
Great Indian Peninsula	5,97,397	0-27	0-03	0-34	0-43	54,16,584	3-72	0-43	4-63	5-62
Madras and Southern Mahratta	1,94,410	0-35	0-04	0-44	0-67	23,91,484	4-51	0-62	6-35	5-24
Nizam's State]	34,878	0-21	0-03	0-29	0-47	4,03,595	8-05	0-38	4-06	6-65
North western	5,95,291	0-35	0-05	0-43	0-59	88,28,075	4-41	0-62	5-44	7-48
South Indian	28,049	0-08	0-02	0-10	0-24	7,27,309	2-41	0-44	2-78	6-29
V 3]. GAUGE.										
Assam-Bengal	45,079	0-12	0-03	0-18	0-27	8,92,383	2-47	0-60	3-14	5-29
Bengal and North Western	54,896	0-07	0-02	0-09	0-24	11,60,014	1-99	0-42	2-03	2-93
Bombay, Baroda and Central India	2,86,466	0-38	0-08	0-47	0-90	29,94,781	3-99	0-87	4-81	9-25
Eastern Bengal	3,11,251	0-29	0-06	0-34	0-64	10,81,968	2-77	0-59	3-37	6-19
Jodhpur I	47,550	0-26	0-06	0-31	0-67	4,78,577	2-52	0-57	3-10	6-68
Madras and Southern Mahratta	80,741	0-18	0-04	0-19	0-42	10,72,303	3-30	0-68	3-88	8-00
Mysore State	20,865	0-12	0-03	0-14	0-37	2,18,962	1-24	0-36	1-47	4-06
Nizam's State	24,075	0-19	0-05	0-22	0-44	2,55,996	2-89	0-70	3-21	6-46
Rohilkund and Kumaon	30,124	0-18	0-09	0-23	0-89	3,91,109	2-35	0-80	2-06	2-10
South Indian j	81,195	0-09	0-03	0-10	0-23	12,89,310	1-00	0-57	2-14	4-83
2" 8. AND 2" 0. GAUGE.										
Bengal-Nagpur I	32,878	0-21	0-09	0-26	0-60	6,18,384	3-92	1-71	4-93	11-3
Bombay, Baroda and Central India	595	0-05	0-02	0-02	0-06	1,02,997	3-51	2-07	3-97	11-5
Eastern Bengal	188	0-02	0-02	0-03	0-10	25,751	3-24	2-32	3-27	16-2
Great Indian Peninsula	1,070	0-05	0-02	0-05	0-35	58,314	1-73	0-88	1-84	19-8
Mysore State	885	0-06	0-03	0-06	0-38	5,942	0-64	0-54	0-01	2-84
North Western	31,644	0-37	0-18	0-46	0-29	3,39,241	3-88	2-00	4-69	6-38
South Indian	363	0-10	0-08	0-10	0-29	15,961	1-06	1-06	1-78	4-17

187 1 Railways for the year 1940-41—contd.

LOCOMOTIVE POWER—Contd.										Railway.
RUNNING STAFF—(B-III.3100)					FUEL—(B. III. 3200).					
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
86	87	88	89	90	91	92	93	94	95	
Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	Rs.	As.	6' 6" GAUGE.
7,97,814	2-77	0-34	3-84	5-83	91,17,876	4-40	0-55	6-18	8-00	Bengal-Nagpur.
10,77,875	3-04	0-43	4-51	4-71	84,39,148	5-54	1-13	11-8	12-3	Bombay, Baroda and Central India.
11,12,808	2-23	0-37	2-78	4-00	80,46,005	5-10	0-84	6-29	9-14	Eastern Bengal.
10,78,431	2-42	0-28	3-14	5-10	1,18,67,994	4-11	0-49	5-42	8-78	East Indian.
10,00,000	3-10	0-35	2-88	4-06	99,95,305	5-50	0-84	8-39	10-7	Great Indian Peninsula.
15,08,500	2-88	0-36	3-68	5-53	43,70,413	7-88	0-90	9-78	15-1	Madras and Southern Vahratt.
5,09,197	2-28	0-28	3-08	4-07	6,11,402	3-78	0-40	6-00	8-24	Nizam's State.
53,80,074	2-87	0-37	3-29	4-82	2,10,70,770	4-05	1-48	12-9	17-8	North Western.
7,83,515	2-80	0-48	1-00	6-77	21,81,544	7-16	1-32	6-38	10-7	South Indian.
										3' 3 1/2" GAUGE
4,90,182	1-30	0-33	1-72	2-06	10,80,521	4-07	1-12	5-93	10-2	Assam-Bengal.
7,87,638	1-09	0-30	1-39	4-08	14,52,874	3-35	0-93	4-28	12-5	Bengal and North Western.
21,96,100	2-06	0-05	3-50	6-91	43,78,848	6-16	1-36	7-43	14-3	Bombay, Baroda and Central India.
6,21,938	1-00	0-34	1-04	3-58	10,87,860	4-02	0-92	5-26	9-65	Kiwtcrn Bengal.
5,08,402	1-42	0-39	1-74	3-76	11,67,982	6-12	1-38	7-52	16-2	Jodhpur.
12,77,146	2-02	0-07	2-96	6-57	26,71,963	6-27	1-40	6-20	13-7	Madras and Southern Mahratta.
3,23,461	1-83	0-63	2-17	5-03	11,67,813	6-60	1-90	7-83	21-4	Mysore State.
2,96,305	2-03	0-62	2-42	4-97	4,58,881	3-61	0-91	4-18	8-40	Nizam's State.
1,40,028	0-83	0-20	1-08	3-23	6,39,660	3-79	1-30	4-64	14-7	Rohilkund and Kumaon.
16,35,200	2-51	0-76	2-61	6-36	36,64,502	5-45	1-53	6-12	13-6	South Indian.
										2' 6. AND 2' 0. GAUGE.
2,83,136	1-79	0-78	2-23	6-10	4,27,464	2-71	1-18	3-41	7-78	Bengal-Nngpur.
64,467	2-13	1-60	2-62	7-06	1,35,783	4-10	3-00	4-61	13-4	Bombay, Baroda and Concnrl India.
17,686	2-26	2-31	2-27	12-7	17,487	2-50	2-26	2-22	12-4	Eastern Bengal
45,420	1-25	0-58	1-43	9-84	91,188	2-71	1-34	2-88	10-2	Great Indian Peninsula.
13,634	0-82	0-62	0-94	6-86	49,361	2-68	1-89	3-40	21-2	Mysore State.
2,05,233	2-40	1-21	2-97	3-85	6,90,552	8-00	4-08	10-0	12-3	North Western.
87,138	2-80	2-46	4-05	6-76	23,286	3-47	2-20	3-64	8-71	South Indian.

TABLE B.—MAINTENANCE AND SUPPLY

	WATB, OIL, TALLOW AND OTHER STORES— (B. HI 3300 AND 3400).					TOTAL OPERATING EXPENSES—(B. III.)				
Railway.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percent- age of total working expenses.
	90	97	98	99	100	101	102	103	104	105
6' 6" GAUGE.										
Bengal-Nagpur	₹. 83,737	0.51	0.07	0.70	1.01	1,02,97,004	7.61	0.93	10.4	15.0
Bombay, Baroda and Central India.	₹. 41,867	0.60	0.07	0.74	0.78	77,10,043	13.5	1.40	16.7	17.8
Eastern Bengal	₹. 78,909	0.30	0.05	0.37	0.54	44,35,263	7.42	1.23	9.15	13.3
East Indian.	₹. 12,513	0.54	0.08	0.70	1.12	2,15,00,000	7.56	0.88	9.88	16.0
Great Indian Peninsula	₹. 62,661	0.94	0.12	1.14	1.43	1,58,60,203	10.9	1.33	13.3	17.0
Madras and Southern Mahratta	₹. 22,292	0.71	0.09	0.88	1.36	63,00,000	11.4	1.39	14.1	21.8
Nizam's State	₹. 1,257	0.71	0.09	0.93	1.64	12,25,130	7.63	0.94	10.2	16.6
North Western	₹. 69,359	0.60	0.07	0.62	0.85	2,08,00,000	13.3	1.86	19.3	22.4
South Indian	₹. 48,516	0.49	0.09	0.57	1.58	31,37,819	10.4	1.01	12.0	27.1
3' 3½" GAUGE.										
Assam-Bengal	₹. 110	0.17	0.04	0.21	0.38	22,75,043	6.29	1.52	7.98	13.7
Bengal and North Western	₹. 75,690	0.38	0.10	0.49	1.42	35,45,250	4.91	1.35	6.24	19.3
Bombay, Baroda and Central India.	₹. 95,800	0.42	0.09	0.60	0.97	69,23,061	9.83	2.04	11.5	22.1
Eastern Bengal	₹. 22,650	0.32	0.07	0.38	0.71	24,23,467	6.20	1.32	7.55	13.9
Jodhpur	₹. 1,600	0.85	0.18	0.90	2.12	16,91,443	6.36	1.88	10.2	22.5
Madras and Southern Mahratta	₹. 34,947	0.06	0.18	0.78	1.72	45,85,596	8.45	2.25	9.94	22.0
Mysore State	₹. 22,223	0.49	0.29	0.83	2.24	14,05,508	9.41	2.72	11.2	30.8
Nizam's State	₹. 8,834	0.68	0.18	0.61	1.04	8,35,000	6.38	1.05	7.60	13.3
Rohilkund and Kumaon	₹. 5,334	0.69	0.21	0.79	2.45	8,79,383	5.19	1.79	6.77	20.1
South Indian	₹. 39,143	0.35	0.10	0.40	0.90	65,77,418	8.20	2.47	9.31	21.0
2' 6. and 2' 0" Gauge.										
Bengal-Nagpur	₹. 118	0.02	0.20	0.75	1.71	5,10,987	5.11	2.24	0.46	14.8
Bombay, Baroda and Central India.	₹. 330	0.67	0.04	0.06	2.85	2,14,757	7.11	5.21	6.06	23.3
Eastern Bengal	₹. 772	0.60	0.41	0.50	3.36	40,234	5.00	5.19	5.11	28.5
Great Indian Peninsula	₹. 25,209	0.70	0.38	0.80	5.39	1,03,000	4.81	2.46	5.16	34.3
Mysore State	₹. 167	0.31	0.20	0.38	2.22	70,369	4.25	2.70	4.84	36.2
North Western	₹. 199	0.77	0.39	0.66	1.24	9,67,034	11.2	6.98	12.6	17.8
South Indian	₹. 136	0.68	0.42	0.72	1.71	77,009	8.01	5.08	8.41	20.1

Class I Railways for the year 1940-41 -contd.

OF LOCOMOTIVE POWER-contd..

AppB0panoM TO DEPRECIATION RESERVE FUND— (B.IV).					TOTAL WORKING EXPENSES-ABSTRACT B.			Railway.
Total amount.	Per engine mile.	per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton mileH.	
106	107	108	109	110	111	112	113	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	
15,94,458	1-18	0-14	1-61	2-32	1,03,44,992	14-1	1-74	5' 0. GAUGE. Bengal-Nagpur.
3,70,308	0-65	0-07	0-60	0-84	1,11,16,085	19-5	2-31	Bombay, Baroda and Central India.
8,36,898	1-57	0-28	1-93	2-81	89,23,877	14-9	2-47	Eastern Bengal.
39,96,620	1-40	0-17	1-83	2-97	3,97,71,800	14-0	1-83	East Indian.
27,81,045	1-91	0-23	2-33	2-69	2,58,66,061	17-8	2-16	Great Indian Peninsula.
2,004	0-00	0-00	0-00	0-01	92,70,181	16-7	2-04	Madras and Southern Mahratta.
74,223	0-47	0-06	0-63	1-03	19,86,297	12-3	1-52	Nizam's State.
31,18,282	1-86	0-22	1-92	2-63	4,04,82,743	20-2	2-83	North Western.
1,09,814	0-36	0-07	0-42	0-96	42,51,884	14-1	2-59	South Indian.
								8' 3" GAUGE.
4,90,259	1-36	0-83	1-72	2-96	39,84,577	11-0	2-87	Assam-Bengal-
8,80,940	1-22	0-31	1-56	4-56	36,66,797	8-15	2-25	Bengal and North Western.
4,74,683	0-08	0-15	0-78	1-52	1,11,68,730	15-4	3-36	Bombay, Baroda and Central India.
4,37,460	1-19	0-26	1-46	2-87	42,30,088	10-8	2-30	Eastern Bengal.
21,750	0-38	0-09	0-47	1-02	32,61,908	11-0	3-10	Jodhpur.
13,880	0-03	0-00	0-03	0-07	93,08,734	12-4	3-32	Madras and Southern Mahratta
2,62,517	1-48	0-45	1-76	4-81	22,55,160	12-7	3-68	Mysore State.
86,454	0-62	0-16	0-73	1-47	14,12,093	10-8	2-80	Nizam's State.
2,17,198	1-28	0-44	1-68	4-98	15,76,803	9-34	3-21	Rohilkund and Kumaon.
3,26,203	0-40	0-16	0-55	1-24	77,89,789	11-0	2-46	South Indian.
								2' 6. AND 2' 0. GAUGES.
4,31,461	2-74	1-20	3-44	7-86	19,72,431	12-5	6-46	Bengal-Nagpur.
10,258	0-34	0-26	0-39	1-12	3,40,739	11-3	8-26	Bombay, Baroda and Central India.
1,859	0-20	0-26	0-25	1-39	68,901	8-13	8-54	Eastern Bengal.
..	..	..	..	..	2,26,816	6-70	3-41	Great Indian Peninsula.
16,418	0-63	0-59	1-07	6-61	68,354	8-58	8-81	Mysore State-
1,57,479	1-84	0-83	2-28	2-65	15,49,328	18-1	6-16	North Western
4,380	0-44	0-28	0-66	1-11	1,07,822	11-2	7-13	South Indian.

30.—Analysis of operating expense,

Railway.	TABLE B. - MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER-condd		TABLE C.-MAINTENANCE OF CARRING			
	TOTAL WORKING EXPRMSKS—ABSTRACT B.		GENERAL ADMINISTRATION—C. 1.			
	Per train mile,	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentazi of total working expens.
	114	115	116	117	118	110
5' 6" GAUGE.						
Bengal-Nagpur.	19-6	28-7	5,29,180	1-32	0-04	0-08
Bombay, Baroda and Central India.	24-1	26-3	2,70,634	1-07	0-30	0-08
Eastern Bengal	18-4	28-8	1,62,144	2-11	0-75	1-08
East Indian	19-3	29-6	12,61,368	1-25	0-62	1-08
Great Indian Peninsula	21-7	27-6	11,38,401	1-94	0-86	1-25
Madras and Southern Mahratta	20-8	32-1	2,26,720	1-44	0-72	1-08
Nizam's State	16-6	28-9	1,04,806	1-82	0-84	1-08
North Western.	24-9	34-2	10,86,253	1-55	0-67	0-08
South Indian	18-2	30-7	27,814	0-83	0-15	0-08
3' 3" GAUGE.						
Assam-Bengal.	14-0	24-1	1,54,202	1-26	0-54	0-08
Bengal and North Western	10-4	30-4	1,16,459	0-54	0-21	0-08
Bombay, Baroda and Central India	18-5	26-6	6,66,119	2-03	0-92	1-17
Eastern Bengal.	13-2	24-1	1,20,466	0-99	0-47	0-08
Jodhpur	14-7	31-7	1,11,621	1-54	0-73	1-15
Madras and Southern Mahratta	14-6	32-4	1,69,804	1-24	0-40	0-08
Mysore State.	16-1	41-4	26,066	0-67	0-24	0-08
Nizam's State.	13-9	26-9	74,856	2-16	0-60	1-37
Rohilkund and Kumaon	12-3	30-2	30,702	0-80	0-24	0-11
South Indian	13-0	29-4	87,946	0-47	0-13	0-08
2' 6" and 2' 0" GAUGES.						
Bengal Nagpur.	16-7	35-8	36,710	0-85	0-29	0-07
Bombay, Baroda and Central India	12-8	37-9	4,642	0-82	0-17	0-23
Eastern Bengal	8-73	48-6	743	0-66	0-08	0-25
Great Indian Peninsula	7-13	47-4	103	0-01	0-00	0-05
Mysore State.	8-25	42-6	1,518	0-65	0-30	0-04
North Western.	22-6	29-9	25,040	1-80	0-30	0-07
South Indian	12-8	28-3	1,412	0-62	0-16	0-57

class 1 Railways for the year 1949/41—contd.

ND WAGON STOCK—contd.

COACHING VEHICLES—1 RUNNING REPAIRS [C. 11-210]				COACH VEHICLES—WORKSHOP REPAIRS— 3. 11-2120 and 2130.]				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	PER train mile.	Percentage of total working expenses.	
120	121	122	123	124	125	126	127	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
3,08,992	2-03	0-34	0-46	14,23,993	14-0	1-44	2-07	Bengal-Nagpor.
1,91,174	2-47	0-41	0-43	11,06,527	15-4	2-59	2-71	Bombay, Baroda and Central India.
1,46,836	1-77	0-30	0-44	10,09,032	12-5	2-06	3-05	Eastern Bengal.
3,02,855	1-25	0-17	0-27	31,43,010	11-0	1-45	2-33	East Indian.
5,56,481	1-86	0-27	0-38	19,82,442	8-78	1-28	1-81	Great Indian Peninsula.
92,669	1-58	0-20	0-32	5,61,785	9-53	1-24	1-94	Madras and Southern Mahratta.
19,353	1-22	0-16	0-26	1,10,787	6-58	0-89	1-49	Nizam's State.
3,85,040	1-41	0-23	0-33	30,06,167	11-4	1-00	2-81	North Western.
4,8,697	0-84	0-11	0-28	1,82,719	5-33	0-72	1-03	South Indian.
								3' 3 3/4" GAUGE.
46,776	0-67	0-17	0-28	4,31,823	8-09	1-53	2-63	Assam-Bongal.
1,03,178	1-23	0-18	0-53	2,07,500	4-75	0-70	2-05	Bongal and North-Western.
1,53,624	1-98	0-31	0-59	11,36,046	13-1	1-66	3-63	Bombay, Baroda and Central India.
63,060	1-09	0-29	0-37	7,37,893	11-3	2-23	4-13	Kastom Bengal
18,162	0-85	0-10	0-23	2,05,142	8-02	1-33	2-87	Jodlipur.
80,356	0-91	0-12	0-26	3,72,926	6-74	0-67	1-92	Madras and Southern Mahratta.
24,006	1-40	0-17	0-46	69,613	3-92	0-47	1-28	Mysore State.
14,531	1-00	0-13	0-27	97,596	6-08	0-89	1-78	Nizam's State.
†	†	†	†	* 1,13,472	* 7-05	* 0-86	* 2-81	KohilLhand and Kumaon.
99,622	0-63	0-19	0-23	4,06,896	4-26	0-67	1-64	South Indian.
								2' 0. AND 1' 0" GAUGES.
89,263	2-79	0-48	1-10	2,18,217	9-71	1-72	3-94	Bongal Nagpur.
21,007	0-13	0-81	2-37	10,684	4-96	0-63	1-81	Bombay, Baroda and Central India.
1,383	1-16	0-18	0-93	4,153	3-71	0-57	2-14	Eastern Bengal.
5,225	1-56	0-17	1-10	34,108	3-63	0-45	2-06	Great Indian Peninsula.
1,059	0-72	0-07	0-45	3,019	2-08	0-21	1-30	Mysore State.
14,000	1-76	0-20	0-26	1,34,948	17-0	1-00	2-53	North-Western.
63	0-14	0-01	0-02	398	0-20	0-04	0-10	South Indian.

included under Workshop Repairs.

*Includes Running Repairs also.

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GOOD WAGONS—RUNNING REPAIRS— [C. II-2]				GOODS WAGONS—WORKSHOP REPAIRS [C. II.-320.]			
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of working expenses.
	128	129	130	131	132	133	134	135
5' 6. GATOB.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	12,88,411	3-67	1-36	1-00	24,55,912	9-53	3-49	5-00
Bombay, Baroda and Central India.	4,42,721	3-06	0-06	1-01	10,72,056	7-41	3-22	2-45
Eastern Bengal	2,94,471	3-37	0-61	0-88	7,31,750	8-37	1-61	2-10
East Indian	24,47,067	1-04	1-12	1-82	36,45,923	4-63	1-67	2-70
Great Indian Peninsula	10,91,082	3-54	0-76	1-08	14,04,380	3-78	1-12	1-60
Madras and Southern Mahratta	1,76,004	1-27	0-39	0-62	6,72,781	4-78	1-49	2-31
Nizam's State	34,019	0-82	0-27	0-18	1,24,717	3-01	1-00	1-68
North Western	10,80,735	2-05	0-67	0-92	23,67,742	8-09	1-54	2-12
South Indian	10,511	0-43	0-08	0-14	2,10,169	5-74	0-81	1-84
3' 3 3/4 GAUGE								
A&Bm Bengal	66,612	1-03	0-21	0-11	2,82,374	4-25	0-69	1-71
Bengal and North-Western	1,27,551	0-08	0-23	0-08	3,55,031	3-02	0-60	2-04
Bombay, Baroda and Central India.	2,70,528	1-60	0-40	0-58	9,28,871	6-30	1-56	3-01
Eastern Bengal	1,43,312	1-63	0-45	0-82	3,81,505	4-30	1-19	2-18
Jodhpur	40,572	0-83	0-20	0-27	1,10,631	2-46	0-78	1-67
Madras and Southern Mahratta	93,078	1-16	0-22	0-48	2,64,348	3-32	0-62	1-38
Mysore State	25,181	1-33	0-17	0-45	38,888	2-39	0-26	0-71
Nizam's State	23,691	1-19	0-29	0-43	74,691	3-25	0-66	1-37
Rohdkund and Kumaon	*	*	*	*	283,176	13-07	10-60	12-05
South Indian	35,543	0-40	0-06	0-14	1,71,209	1-63	0-28	0-66
2' 0" AND 2' 6" GAUGE.								
Bengal Nagpur	61,311	2-02	0-49	1-12	1,37,678	6-35	1-09	3-43
Bombay, Baroda and Central India.	20,856	15-9	1-14	3-51	4,777	2-17	0-19	9-32
Eastern Bengal	329	7-14	0-06	0-28	11	0-20	0-00	0-01
Great Indian Peninsula	11,281	3-20	0-36	2-27	2,569	0-72	0-08	0-24
Mysore State	1,070	1-20	0-07	0-46	1,644	1-86	0-11	0-70
North-Western	27,361	2-54	0-30	0-61	67,746	6-29	0-96	1-27
South Indian	259	0-48	0-04	0-00	—208	—0-31	—0-03	—0-07

* Included under Workshop repairs.
(Includes Running repairs.

fass I Railways for the year 104041- - contd.

p WAGON STOCK—contd.

EQUIPMENT-(C. II-2500).				TOTAL REPAIRS AND MAINTENANCE— (MI).				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage total working expenses.	
136	137	138	139	140	141	142	143	
Rs.	Rs.	As.		Rs.	Rs.	As.		5'6" GAUGE.
1,64,785	0-35	0-17	0-24	66,00,501	14-4	6-58	9-91	B.N.
1,51,087	0-68	0-33	0-34	20,90,073	13-4	6-45	6-76	B., B. & C. I.
96,402	0-30	0-14	0-20	22,88,329	13-3	4-68	6-79	E.B.
2,88,518	0-16	0-14	0-21	1,02,13,627	8-38	4-07	7-67	E.I.
1,03,196	0-28	0-13	0-18	48,77,617	8-31	3-07	5-84	G. I. P.
82,388	0-41	0-18	0-28	16,05,181	8-03	3-54	5-56	M. & S. M.
11,972	0-21	0-10	0-16	3,48,038	8-04	2-78	4-00	N. B.
4,70,868	0-70	0-39	0-40	93,03,000	13-7	5-76	7-03	N. W.
14,208	0-20	0-06	0-13	4,58,363	6-36	1-76	3-06	S. I.
								3'3 1/2" GAUGE.
11,676	0-10	0-04	0-07	8,37,917	8-97	2-05	5-06	A. B.
22,174	0-19	0-04	0-11	10,48,024	4-00	1-86	5-42	B. & N. W.
140,684	0-55	0-26	0-48	27,13,067	10-0	4-70	8-06	B., B. & C. I.
17,118	0-11	0-05	0-10	13,48,753	8-79	4-19	7-68	E. B.
10,779	0-27	0-13	0-28	4,28,644	6-02	2-78	6-01	Jodhpnr.
32,104	0-24	0-07	0-17	8,37,532	8-14	1-54	4-31	M. & S. M.
8,382	0-23	0-05	0-15	1,72,244	4-03	1-16	3-16	M. B.
8,645	0-25	0-05	0-10	2,20,219	6-38	2-00	4-03	N.S.
5,433	0-14	0-04	0-13	2,09,241	5-43	1-02	4-81	R. & K.
24,002	0-19	0-06	0-13	7,08,011	3-83	1-17	2-67	S. I.
								2' 6" . 2' 0" GAUGE.
2,418	0-04	0-02	0-04	4,80,689	11-1	3-82	8-75	B. N.
368	0-08	0-01	0-04	90,887	16-3	3-40	9-83	B., B. & C.
37	0-03	0-00	0-03	6,273	5-01	0-60	4-41	E. B.
129	0-02	0-00	0-03	34,070	4-00	1-06	7-14	G. I. P.
386	0-18	0-03	0-18	7,321	3-12	0-50	3-11	M. S.
8,838	0-47	0-12	0-17	2,76,005	14-7	3-90	5-19	N. W.
443	0-19	0-05	0-12	1,504	0-44	0-11	0-28	S. I.

TABLE C—MAINTENANCE OF CARRIAGE

Railway.	TOTAL OPERATING EXPENSES—(C. 11).				AMOUNT OF DEPRECIATION	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
	144	145	146	147	148	149
5' 0. GAUGE.						
Bengal, Nagpur	4,50,390	0.85	0.45	0.65	80,34,318	10.8
Bombay, Baroda and Central India	3,25,420	1.47	0.71	0.74	61,72,169	23.3
Kaateni Bengal	2,60,792	1.53	0.54	0.78	15,33,003	9.00
Kaet Indian.	17,60,754	1.82	0.81	1.31	77,90,050	7.12
Great Indian Peninsula	13,57,245	2.31	1.09	1.48	45,34,189	7.12
Madras and Southern Mahratta	2,91,794	1.71	0.75	1.18	25,31,904	13.2
Nkam's State	1,30,850	2.28	1.08	1.77	9,94,885	17.4
North Western	10,40,296	1.53	0.64	0.89	62,00,225	7.60
South Indian	1,38,430	1.64	0.59	1.21	4,00,790	8.90
2' 3 3/4 GAUGE.						
Assam Bengal	1,01,439	0.84	0.35	0.61	6,33,411	5.27
Bengal and North Western	1,74,650	0.89	0.31	0.90	5,80,213	2.62
Bombay, Baroda and Central India	3,14,977	1.16	0.62	1.00	16,41,226	6.09
Eastern Bengal	1,67,038	1.10	0.62	0.96	7,87,300	8.63
Jodhpur	87,431	0.79	0.37	0.80	58,007	0.80
Madras and Southern Mahratta	1,38,582	1.02	0.32	0.71	7,32,701	0.27
Mysore State	72,227	1.07	0.48	1.32	4,10,711	11.3
Xizam's State	49,048	1.44	0.45	0.91	4,95,458	14.3
EohilkundundKnaon	60,140	1.30	0.38	1.16	1,46,279	2.79
North Indian	2,74,523	1.45	0.45	1.04	14,81,912	5.07
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	68,912	1.82	0.62	1.29	1,81,319	3.78
Bombay, Baroda and, Onu; ndia	18,190	2.91	0.61	1.76	9,487	1.70
Eastern Bengal	3,253	2.62	0.42	1.33	3,304	2.86
Great Indian Peninsula	9,558	1.20	0.30	2.01	..	..
Mysore State	2,010	1.28	0.31	1.29	21,535	9.50
North Western	70,905	3.77	1.00	1.38	1,86,685	0.81
North Indian	6,417	2.80	0.70	1.08	16,330	8.41

Class I Railways for the year 1940-41—contd.

AND WAGON STOCK—Concd.

BBHVRV FUND— (C IV).		TOTAL WORKING EXPENSES—ABSTRACT C.				
Pet train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Pet train mile.	Percentage of total working expenses.	Rail..?
ISO	151	152	153	154	155	
As.	Rs.	Rs.	As.	Rs.	As.	5' 6" GAUGE.
5-06	7-32	1,29,23,367	27-2	13-1	19-8	B.N.
11-2	11-7	88,49,106	38-8	10-2	20-0	B., B. & C. I.
5-18	4-60	44,23,202	26-0	9-13	13-3	E.B.
3-05	5-75	2,11,02,200	19-4	9-66	15-5	E.I.
3-41	4-87	1,10,07,453	20-3	8-96	12-8	G. I. P.
8-22	11-11	40,11,650	24-0	10-6	17-0	M. & S. K.
7-60	13-4	16,70,579	27-6	12-7	21-2	N. S.
3-10	4-39	1,07,27,774	24-4	10-2	14-1	N. W.
1-90	4-29	11,32,397	18-7	4-34	9-78	S. I.
						3' 3 3/4" GAUGE.
2-22	3-83	17,23,090	14-4	6-67	10-4	A. B.
0-50	2-00	18,05,084	8-68	3-36	9-32	B. & N. W.
2-06	4-02	61,24,509	18-9	8-26	16-4	B., B. & C. I.
2-58	4-39	24,20,137	15-9	7-57	13-9	E. B.
0-36	0-81	6,55,073	9-05	4-26	9-18	Jixlhpw.
1-70	5-77	17,78,619	13-8	4-36	9-06	M. & S. M.
2-75	7-63	6,80,870	18-8	4-63	12-7	M.S.
4-47	9-03	8,28,040	24-3	7-06	16-3	N. B.
1-13	3-36	4,26,309	11-3	3-37	10-0	R. h K.
2-47	5-03	25,02,425	13-9	4-24	9-67	S. I.
						2' 6" 4' 2" 0. G.A.M..
1-28	2-03	7,44,510	17-3	5-01	13-6	B.N.
0-38	1-03	1,21,087	21-7	4-54	13-1	B., B. & C. I.
0-41	2-27	12,503	10-8	1-72	9-66	E. B.
..	..	43,731	5-90	1-28	9-19	G. I. P.
1-49	9-27	39,432	14-3	2-30	14-4	M.S.
2-63	3-50	6,85,717	20-3	6-08	10-7	N. W.
2-10	5-03	25,093	12-3	9-07	7-34	S. L.

TABLE E.—EXPENSES OF

Uailway.	GENERAL ADMINISTRATION— (E. I.).			TOTAL KBPATBH AND MAINTENANCE (E. II.).			STATION STAFF— (E. III. 3102)		
	Total amount.	PIT tram mile.	Percentage of total working expence.	Total amount.	Per train mile.	Pereontoge of total working expenses.	Total amount.	For tram mile.	Percentage total working expenses.
	156	157	158	159	160	161	162	163	164
5'6. GAUGES.	Rs.	As.		Rs.	As.		Rs.	As.	
Bongal-Nagpur	11,72,203	1-49	2-14	1,56,074	0-17	0-24	43,86,939	4-44	8-40
Bombay, Baroda and Central India	7,08,674	1-46	1-80	1,41,037	0-20	0-32	36,82,680	0-79	8-37
Eastern Bengal	7,48,129	1-56	2-34	73,496	0-16	0-22	32,76,774	0-76	9-63
East Indian	25,01,122	1-03	1-67	3,20,510	0-18	0-24	93,03,472	4-63	7-34
Great Indian Peninsula	16,07,560	1-10	1-72	1,71,213	0-12	0-18	69,01,206	4-74	7-42
Madras and Southern Mahratta	4,92,214	1-00	1-79	72,466	0-16	0-23	19,37,892	4-28	8-70
Nizam's State	1,80,080	1-63	2-88	7,724	0-06	0-10	4,17,890	3-35	5-05
North Western	16,56,449	1-01	1-40	2,17,801	0-13	0-18	1,01,53,854	6-22	8-07
South Indian	1,86,184	0-71	1-01	13,068	0-05	0-11	6,83,343	2-62	5-80
3' 3 1/2" GAUGE.									
Aisam-Bongal	3,90,101	1-37	2-36	16,962	0-06	0-10	11,30,404	4-00	8-86
Bengal and Nurtli-Wolsinni	4,23,873	0-75	2-20	33,145	0-08	0-17	16,17,638	2-85	8-37
Bombay, Baroda and Central India	3,58,222	0-53	1-79	69,729	0-09	0-17	21,80,674	3-03	6-08
Hasten Bengal	4,41,454	1-37	2-52	37,807	0-12	0-22	13,84,402	4-34	7-97
Jodhpur	1,70,845	1-11	2-39	27,130	0-18	0-36	3,71,811	2-41	6-21
Madras and Southern Mahratta	3,17,389	0-74	1-03	35,437	0-08	0-18	14,40,313	3-25	7-21
Mysore State	83,503	0-50	1-51	5,355	0-06	0-16	4,03,992	3-11	8-48
Nizam's State	1,33,970	1-23	2-52	5,454	0-03	0-10	3,87,668	3-60	7-28
Kohilkund and Kumaon	77,374	0-00	1-77	16,019	0-12	0-27	3,64,231	2-82	8-37
South Indian	4,61,892	0-72	1-77	31,822	0-05	0-12	18,64,216	2-61	7-00
2' 0. AND 2' 0' GAUGE.									
Bongal Nagpur	67,110	0-38	1-22	10,677	0-06	0-18	3,56,473	2-83	6-49
Bombay, Baroda and Central India	7,074	0-27	0-77	649	0-02	0-07	40,158	1-85	5-37
Kastorn Ik'ligal	1,803	0-23	1-27	92	0-01	0-07	14,269	1-63	10-31
Groat indain Peninsula	..	..	..	177	0-01	0-04	45,282	1-43	9-51
Mysore State	3,611	0-24	1-52	254	0-03	0-15	19,020	1-56	8-42
Njrbh-WVatera	73,198	1-03	1-37	8,341	0-06	0-12	3,64,833	6-00	6-05
Smith Indian	15,319	1-45	3-47	512	0-06	0-13	23,864	2-67	6-23

).—Analysis of operating expenses of

TABLE E.—EXPENSES OF

1. Utway.	CLOTHING—(E. 111, 3203).			STATIONARY, FORMS AND TICKETS— (E. 111, 3204).			COMPENSATION FOR GOODS, ETC., LOUT OR DAMAHBD— (E. 1 U. 3700).		
	Total amount.	Per train mile	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage total working expenses.
	174	175	176	177	178	179	180	181	182
8" 6" GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	65,776	0-09	0-12	2,07,782	0-21	0-30	59,443	0-08	0-05
Bombay, Baroda and Central India	57,590	0-11	0-13	2,24,349	0-41	0-51	45,854	0-06	0-10
Eastern Bengal	44,910	0-09	0-14	2,16,750	0-45	0-55	73,481	0-15	0-22
East Indian	5,63,717	0-16	0-28	4,11,921	0-18	0-31	1,20,669	0-08	0-09
Great Indian Peninsula	68,305	0-05	0-07	3,54,234	0-24	0-28	1,40,555	0-10	0-15
Madras and Southern Mahratta	33,350	0-07	0-12	1,34,490	0-30	0-46	35,492	0-07	0-11
Nizam's State	19,518	0-08	0-14	48,725	0-37	0-61	3,753	0-03	0-03
Northwestern	33,350	0-06	0-08	6,30,464	0-33	0-45	1,01,824	0-06	0-09
South Indian	10,683	0-04	0-09	1,64,905	0-03	1-42	10,730	0-04	0-09
3" 3 3/4" GAUGE.									
Assam-Bengal	11,018	0-04	0-07	80,302	0-30	0-52	11,040	0-04	0-07
Bengal and North-Western	52,373	0-09	0-27	1,24,783	0-52	0-85	10,379	0-03	0-10
Bombay, Baroda and Central India	46,008	0-07	0-15	1,07,681	0-18	0-34	34,218	0-04	0-11
Eastern Bengal	23,231	0-07	0-13	1,20,311	0-40	0-74	51,725	0-16	0-30
Jmhpur	13,749	0-09	0-10	41,590	0-27	0-58	12,064	0-08	0-14
Mairas and Southern Mahratta	10,369	0-04	0-08	1,25,003	0-28	0-65	5,065	0-01	0-03
Mysore State	14,043	0-09	0-20	1,04,849	0-70	1-09	5,826	0-04	0-10
Nizam's State	11,124	0-10	0-21	38,990	0-31	0-62	4,358	0-04	0-08
Kohilkund and Kumaon	16,291	0-08	0-23	37,618	0-20	0-86	5,435	0-04	0-13
South Indian	21,404	0-03	0-06	2,67,189	0-44	1-08	14,291	0-02	0-03
2" 6. And 2" 0. GAUGES.									
Bengal Nagpur	2,679	0-02	0-05	4,710	0-04	0-09	..	..	..
Bombay, Baroda and Central India	002	0-03	0-10	6,762	0-23	0-73	78	0-00	0-01
Eastern Bengal	..	..	..	700	0-09	0-50	21	0-00	0-01
Great Indian Peninsula	45	0-00	0-01	257	0-01	0-05	..	..	..
Mysore State	505	0-04	0-20	4,422	0-31	1-80	247	0-02	0-11
North-Western	4,041	0-06	0-08	22,328	0-32	0-42	3,801	0-05	0-07
South Indian	267	0-03	0-07	6,078	0-72	1-78	..	..	..

Class I Railways for the year 1949-50—contd.

TRAFFIC DEPARTMENT—Contd.

TOTAL . OPERATING EXPENSES—(E. H.).			TOTAL WORKING EXPENSES—AKVRAOT E.			IUIhra/.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
183	184	186	186	187	188	
Ra.	As.		Ra.	As.		5' 6" GAUGE.
88,42,391	8-00	12-0	1,04,82,329	10-4	10-2	Bengal Nagpur.
55,51,927	10-3	12-7	66,10,638	12-0	14-8	Bombay, Baroda and Central India,
22,61,472	10-9	15-8	21,03,097	12-6	18-2	Eastern Bengal.
1,07,53,103	9-02	14-6	2,22,14,635	10-2	16-6	East Indian.
1,31,31,906	9-05	14-2	1,40,80,720	10-3	16-1	Great Indian Peninsula.
29,43,386	6-50	10-2	35,06,046	7-75	12-1	Madras and Southern Mahratta.
6,55,970	7-58	12-9	11,54,696	9-27	15-6	Nizam's State.
1,31,96,654	9-07	11-1	1,00,41,194	9-21	12-7	North Western.
13,76,187	6-27	11-9	15,74,720	6-03	13-6	South Indian.
10,23,832	6-71	9-61	20,30,925	7-14	12-3	3' 3" GAUGE.
29,00,979	5-29	16-5	34,54,999	6-10	17-9	Assam-Bengal.
26,50,547	6-36	12-3	44,83,966	7-40	14-3	Bengal and North-Western.
23,36,243	7-29	13-4	26,18,473	8-79	16-1	Bombay, Baroda and Central India.
8,19,890	5-22	11-6	10,17,885	6-61	14-3	Eastern Bengal.
22,76,323	5-51	12-2	27,28,118	6-33	14-9	Jodhpur.
7,90,737	5-30	14-6	9,82,666	6-92	16-3	Madras and Southern Mahratta.
6,87,062	6-13	16-4	10,40,513	6-43	16-9	Mysore State.
6,71,079	4-80	14-3	7,14,486	5-52	16-4	Nizam's State.
11,26,009	4-78	11-5	30,23,908	5-58	15-7	Rohilkhand and Kumaon.
6,36,006	6-05	11-6	7,13,182	5-60	13-0	South Indian.
1,24,086	4-89	12-6	1,32,680	4-97	14-4	2' 6" and 2' 0" GAUGE.
17,277	3-20	12-2	10,172	2-44	13-6	Bengal Nagpur.
64,169	2-03	13-5	64,345	2-03	13-6	Bombay, Baroda and Central India.
32,472	2-31	14-4	37,867	2-58	13-6	Eastern Bengal.
5,82,686	7-79	10-4	6,32,988	8-91	11-9	Great Indian Peninsula.
11,468	5-42	13-5	65,269	7-13	17-1	Mysore State.

30.—Analysis of operating expenses of

TABLE F.—EXPENSES OF

Railway,	GENERAL ADMINISTRATION, LONDON BOARDS AND CHARGES IN INDIA FOR GOVERNMENT SUPERVISION, CONTROL AND AUDIT (F. I. 1100 AND 1200).			GENERAL, MANAGERS AND DIVISIONAL SUPERINTENDENT'S OFFICES— (F. I. 1300).			ACCOUNTS AND AUDIT DEPARTMENT— (F. I. 1400).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	189	190	191	192	193	194	195	196	197
5' 8. GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	1,85,750	0-32	0-42	4,88,960	0-46	0-71	12,84,277	1-30	1-87
Bombay, Baroda and Central India	1,88,533	0-34	0-40	3,13,790	0-38	0-71	7,08,806	1-45	1-70
Eastern Bengal	..	..	..	3,78,223	0-77	1-12	8,82,722	1-31	1-90
East Indian	..	..	..	14,17,590	0-65	1-05	26,55,829	1-22	1-98
Groat Indian Peninsula	..	..	..	2,83,319	0-18	0-29	16,61,070	1-14	1-70
Madras and Southern Mahratta	1,97,090	0-43	0-67	2,12,217	0-47	0-73	5,75,082	1-27	1-99
Nizam's State	1,01,451	0-82	1-37	1,28,603	1-03	1-73	1,99,639	1-60	2-09
North Western	..	..	..	10,67,454	1-02	1-41	26,91,442	1-59	2-19
South Indian	90,251	0-35	0-78	1,15,325	0-44	1-00	2,71,305	1-04	2-34
3' 3 1/2 GAUGE.									
Assam-Bongal	1,05,731	0-89	1-13	1,16,720	0-41	0-70	3,02,620	1-00	1-63
Bengal and North-Western	2,40,561	0-42	1-24	88,254	0-17	0-51	4,81,304	0-85	2-00
Bombay, Baroda and Central India	2,36,449	0-38	0-72	2,34,123	0-39	0-75	5,89,023	0-58	1-68
Eastern Bengal	..	..	..	2,53,220	0-68	1-27	2,70,588	1-17	2-15
Todipus	..	..	..	79,104	0-51	1-11	2,07,347	1-34	2-00
Madras and Southern Mahratta	1,05,783	0-48	1-00	1,25,760	0-29	0-64	3,94,005	0-31	2-03
Mysore State	10,332	0-07	0-19	58,432	0-39	1-07	1,42,441	0-06	2-61
Nizam's State	73,463	0-62	1-34	93,180	0-54	1-70	1,44,891	1-32	2-05
Rohitkund and Kumaon	75,178	0-58	1-72	46,939	0-38	1-12	1,22,106	0-34	2-81
South Indian	2,08,173	0-52	0-78	1,90,289	0-31	0-75	4,86,141	0-70	1-89
2' 6. AND 2' 0. GAUGE.									
Bengal Nagpur	90,071	0-71	1-64	14,544	0-12	0-27	28,584	0-31	0-70
Bombay, Baroda and Central India	6,789	0-22	0-53	7,629	0-28	0-83	19,869	0-73	2-13
Partem Bengal	..	..	..	1,470	0-10	1-04	3,492	0-22	1-76
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	432	0-03	0-16	3,444	0-17	1-05	5,882	0-61	2-66
North Western	..	..	..	23,298	0-33	0-64	32,349	0-65	0-83
South Indian	8,897	0-90	2-10	1,075	0-12	0-28	4,323	0-54	1-39

Class J Railways for the year 1940-41—oontd.

GENERAL DEPARTMENT.

STORES DEPARTMENT—(F.1.1500).			MEDICAL DEPARTMENT—(F.1. 1700).			POLICE—(F. 1.1800).			Railway.
Total amount.	Per train mile.	Percentage of Total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
198	109	200	201	202	203	204	205	206	
Rs.	As.		Rs.	As.		Rs.	As.		5' C. GAUGE
6,74,906	0 59	0 08	6,06,143	0 21	0 39	5,51,020	0 56	0 00	Bongal-Nagpur.
4,93,312	0 01	1 12	2,85,727	0 53	0 65	4,74,912	0 57	1 08	Bombay, Baroda and Central India.
3,32,324	0 70	1 15	3,35,904	0 69	1 01	4,50,406	0 93	1 35	Eastern Bengal.
12,31,324	0 06	0 01	6,45,298	0 32	0 63	12,95,871	0 59	0 06	East Indian.
7,50,355	0 61	0 51	6,26,025	0 43	0 07	8,66,071	0 62	0 06	Great Indian Peninsula.
2,51,233	0 53	0 67	2,27,395	0 27	0 80	2,93,472	0 85	1 02	Madras and Southern Mahratta
1,00,489	0 81	1 25	88,000	0 73	1 33	96,663	0 78	1 80	Nizam's State.
10,38,301	0 84	0 88	7,45,323	0 46	0 03	17,12,822	1 05	1 44	North Western.
1,30,639	0 45	1 04	1,10,112	0 42	0 05	97,602	0 38	0 84	South Indian.
1,16,247	0 40	0 70	1,97,833	0 70	1 19	1,51,221	0 63	0 01	Assam-Bengal.
78,142	0 14	0 40	1,68,154	0 20	0 86	1,75,162	0 31	0 01	Bengal and North-Western.
3,31,815	0 25	1 06	2,79,041	0 46	0 89	4,44,033	0 74	1 43	Bombay, Baroda and Central India.
85,814	0 27	0 40	1,36,778	0 43	0 78	1,83,464	0 57	1 06	Eastern Bengal.
70,200	0 52	1 12	31,641	0 21	0 46	39,840	0 20	0 00	Jodhpur.
1,37,461	0 32	0 71	1,44,632	0 38	0 63	1,66,634	0 39	0 00	Madras and Southern Mahratta.
50,068	0 34	0 02	41,325	0 26	0 77	26,041	0 10	0 53	Mysore State.
70,833	0 64	1 29	75,709	0 69	1 29	1,02,622	0 93	1 88	Nizam's State.
18,513	0 16	0 46	29,469	0 26	0 64	42,099	0 33	0 97	Rohilkund and Kumaon.
2,20,109	0 34	0 82	2,37,080	0 36	0 00	1,94,475	0 30	0 73	South Indian.
20,158	0 10	0 37	40,800	0 32	0 74	46,018	0 38	0 87	Bongal Nagpur.
1,766	0 06	0 19	3,450	0 10	0 27	14,179	0 53	1 54	Bombay, Baroda and Central India.
496	0 06	0 35	246	0 04	0 25	902	0 12	0 64	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
2,090	0 14	0 90	1,750	0 12	0 73	1,216	0 08	0 82	Mysore State.
17,012	0 24	0 32	29,761	0 38	0 80	37,435	0 81	1 08	North-Western.
2,183	0 23	0 99	2,480	0 27	0 63	1,793	0 20	0 47	South Indian.
20,158	0 10	0 37	40,800	0 32	0 74	46,018	0 38	0 87	Bongal Nagpur.
1,766	0 06	0 19	3,450	0 10	0 27	14,179	0 53	1 54	Bombay, Baroda and Central India.
496	0 06	0 35	246	0 04	0 25	902	0 12	0 64	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
2,090	0 14	0 90	1,750	0 12	0 73	1,216	0 08	0 82	Mysore State.
17,012	0 24	0 32	29,761	0 38	0 80	37,435	0 81	1 08	North-Western.
2,183	0 23	0 99	2,480	0 27	0 63	1,793	0 20	0 47	South Indian.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT—concd.

Railway.	TOTAL GENERAL ADMINISTRATION —(F.I.)			TOTAL R.I.P.A.I.B.S. AND MAINTENANCE —(F.H.).			TOTAL WORKING EXPENSES— TRACT F.		
	Total amount.	Per train	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	207	208	209	210	211	212	213	214	215
5' 6" GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal Nagpur	40,54,070	4-08	5-90	55,545	0-08	0-08	41,09,616	4-15	5-98
Bombay, Baroda and Central India	26,82,577	4-90	0-04	17,416	0-03	0-04	26,80,293	4-98	0-08
Eastern Bengal	22,44,437	4-83	6-73	23,430	0-15	0-07	22,97,807	4-08	8-50
East Indian	76,30,855	3-50	5-67	70,805	0-03	0-06	77,27,720	3-53	5-72
Great Indian Peninsula	44,02,774	3-02	4-73	42,848	0-03	0-08	44,43,650	3-05	4-77
Madras and Southern Mahratta	18,75,154	4-10	0-42	19,028	0-04	0-07	18,77,150	4-14	0-49
Nizam's State	7,44,388	5-08	10-0	3,194	0-02	0-04	7,47,462	0-00	10-1
North Western	79,20,288	4-58	6-72	51,348	0-05	0-04	80,10,532	4-91	6-76
South Indian	8,27,859	3-17	7-15	3,977	0-02	0-04	8,31,930	3-19	7-15
3' 3 3/4" GAUGE.									
Assam Bengal	11,06,470	3-83	8-18	4,756	0-02	0-03	11,11,216	3-81	8-71
Bengal and North-Western	12,61,567	2-22	0-52	27,463	0-05	0-14	12,58,010	2-27	0-86
Bombay, Baroda and Central India	21,83,049	3-04	7-00	8,310	0-01	0-03	22,07,659	3-88	7-03
Eastern Bengal	10,43,068	3-23	5-96	1,854	0-00	0-01	10,44,752	3-26	5-77
Jodhpur	4,62,088	2-43	8-33	4,078	0-03	0-09	4,60,106	2-66	8-39
Madras and Southern Mahratta	12,27,423	2-85	6-31	8,770	0-09	0-05	12,38,193	2-87	8-54
Mysore State	3,01,808	2-13	6-64	1,898	0-01	0-03	3,03,494	2-44	8-67
Nizam's State	3,74,653	5-20	10-5	2,387	0-12	0-04	3,76,420	6-23	10-6
Rohilkund and Kumaon	7,62,595	2-80	8-23	6,805	0-05	0-18	7,60,661	2-85	8-49
South Indian	16,14,501	2-47	0-09	9,351	0-01	0-04	16,23,762	2-48	6-13
2' 6" AND 2' 0" GAUGE.									
Bengal Nagpur	2,56,851	2-04	4-68	..	..	..	2,56,901	2-04	4-55
Bombay, Baroda and Central India	53,703	2-00	5-53	..	..	..	53,703	2-00	5-53
Eastern Bengal	5,950	0-78	4-22	..	..	..	5,950	0-78	4-22
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	15,114	1-04	6-40	37	0-01	0-03	15,181	1-05	6-62
North-Western	1,08,963	2-88	2-00	889	0-01	0-08	1,09,883	2-27	2-02
South Indian	31,788	2-38	5-59	30	0-00	0-01	31,528	2-36	5-70

Class 1 Railways for the year 1940-41—contd.,

TABLE G.—MISCELLANEOUS EXPENSES.

TOTAL GENERAL ADMINISTRATION			TOTAL OranTiffa Expenses— (G. H1).			TOTAL WORKING EXPENSES— ASSTRACT G.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
216	217	218	219	220	221	222	223	224	
Rs.	As.		Rs.	As.		Rs.	As.		6' 6" GAUGE.
46,37,810	4-74	6-82	8,45,358	0-06	0-94	53,33,066	5-39	7-76	Bengal Nagpur.
31,29,327	5-94	7-33	25,544	0-18	0-18	33,14,871	6-40	7-52	Bombay, Baroda and Central India.
26,12,799	5-19	7-64	4,53,872	0-87	1-27	29,37,071	9-06	8-81	Eastern Bengal.
82,50,450	3-77	6-11	10,93,067	0-49	0-79	93,14,107	4-28	6-90	East Indian.
65,01,343	3-78	5-93	4,03,696	0-26	0-43	59,05,269	4-06	6-36	Great Indian Peninsula.
20,42,405	4-64	7-05	2,93,412	0-03	1-02	22,35,817	5-16	8-03	Madras and Southern Mabratta.
4,31,390	3-45	5-81	49,736	0-40	0-87	4,81,008	3-85	6-48	Nizam:- State.
62,94,303	3-86	5-31	4,47,079	0-32	0-72	71,42,047	4-38	6-03	North Western.
7,68,760	2-83	6-19	1,27,189	0-49	1-10	8,95,339	3-32	7-71	South Indian.
Rs.	As.		Rs.	As.		Rs.	As.		3' 3" GAUGE.
6,21,908	3-89	4-95	1,77,539	0-02	1-08	9,07,047	3-31	6-02	Assam Benjral.
8,93,838	1-90	4-97	1,180	0-00	0-01	8,85,013	1-38	4-58	Bengal and North Western.
20,25,850	3-70	6-17	43,325	0-07	0-14	20,49,595	3-43	6-01	Bombay, Barod.t and Central India.
10,09,002	3-15	5-77	84,377	0-20	0-37	10,74,000	3-35	6-14	Eastern Bengal.
5,35,340	1-56	3-34	4,07,641	2-64	5-71	6,43,684	4-19	9-03	Jodhpur.
10,11,919	2-35	5-20	1,71,056	0-40	0-80	11,82,994	2-75	5-06	Madras and Southern Mahratte.
3,08,721	1-40	3-83	8,702	0-00	0-16	2,17,423	1-46	3-99	Mysore State.
3,18,337	2-68	5-83	39,349	0-35	0-70	3,56,686	3-29	6-53	Nirani'o State.
1,83,816	1-44	4-29	..	..	..	1,90,815	1-44	4-28	Hohilkund and Kumaon.
19,51,999	3-48	6-13	3,52,993	0-55	1-36	19,84,021	3-03	7-46	South Indian.
Rs.	As.		Rs.	As.		Rs.	As.		2' 6" And 2 0" GAUGE.
1,27,935	1-01	2-33	5,923	0-05	0-11	1,32,660	1-04	2-44	Bengal Nigpur.
20,059	0-75	2-18	..	..	..	20,058	0-75	2-18	Bombay, Baroda and Central India.
4,836	0-03	1-40	309	0-04	0-22	5,245	0-07	3-71	Eastern Bengal.
7,786	0-25	1-64	..	..	..	7,784	0-25	1-03	Great Indian Peninsula.
6,228	0-42	1-83	378	0-02	0-16	6,300	0-44	3-99	Mysore State.
1,79,303	3-40	3-30	9,340	0-13	0-17	1,79,683	3-53	3-37	North Western
8,603	0-04	3-25	3,625	0-38	0-92	12,137	1-22	2-77	South Indian.

20—Analysis of operating expenses

TABLE H—EXMNSSES OF

Railway.	GENERAL ADMINISTRATION—(H. I.)				Electric Traction—Sub-Stations overhead equipment, etc.—Running and Work. shop repairs—(H. II 2110 and 2120).				1
	Total Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
	225	226	227	228	220	230	231	232	
5' 6. GAUGE.									
Bombay-Nagpur	3,14,780	0.65	0.32	0.46	..	..	..	..	
Bombay, Baroda and Central India	4,85,891	2.03	0.89	1.10	34,397	1.92	0.41	0.08	
Eastern Bengal	3,14,988	1.55	0.65	0.54	..	..	..	..	
East Indian	10,48,305	0.95	0.48	0.78	..	..	..	..	
Great Indian Peninsula	12,14,972	1.08	0.89	1.31	3,08,713	4.04	1.13	0.39	
Madras and Southern Mahratta	2,47,487	1.24	0.58	0.80	..	..	..	..	
Nizam's State	28,221	0.49	0.23	0.38	..	..	..	..	
North Western	7,40,911	1.08	0.45	0.82	..	..	..	..	
South Indian	70,055	0.97	0.27	0.81	..	..	..	..	
3' 3½ GAUGE.									
Assam Bengal	85,184	0.71	0.30	0.62	..	..	..	..	
Bombay and North Western	64,769	0.30	0.11	0.33	..	..	..	..	
Bombay, Baroda and Central India	2,27,788	0.84	0.38	0.73	..	..	..	..	
Eastern Bengal	1,67,259	1.10	0.62	0.96	..	..	..	..	
Jodhpur	4,775	0.07	0.02	0.07	..	..	..	..	
Madras and Southern Mahratta	1,61,326	1.18	0.37	0.82	..	..	..	..	
Mysore Butte	10,757	0.20	0.07	0.20	..	..	..	..	
Nizam's State	21,634	0.94	0.19	0.29	..	..	..	..	
Rohilkund and Kumaon	30,702	0.25	0.28	0.83	..	..	..	..	
South Indian	2,35,690	1.24	0.85	0.86	12,850	1.94	0.24	0.05	
2' 6" AND 2' 0. GAUGE.									
Bombay-Nagpur	2,676	0.06	0.02	0.05	..	..	..	..	
Bombay, Baroda and Central India	407	0.07	0.02	0.04	..	..	..	..	
Eastern Bengal	302	0.24	0.04	0.22	..	..	..	..	
Great Indian Peninsula	..	..	..	..	..	..	..	..	
Mysore State	466	0.19	0.08	0.19	..	..	..	..	
North Western	17,081	0.81	0.36	0.82	..	..	..	..	
South Indian	3,065	1.74	0.43	0.04	..	..	..	..	

Class I Railways for the year 1940-41 -contd.

ELECTRICAL DEPARTMENT.

Rolling stock traction equipment—Multiple work Locomotive—Running repairs—(H. II 2137).				Rolling Stock traction equipment—Electric Locomotive—Running repairs—(H. II 2132).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
232	234	235	236	237	238	239	240	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
11,802	1-20	0-26	0-05	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
42,153	1-63	0-32	0-06	5,884	1-21	0-48	0-09	Groat Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3' 3 3/4" GAUGE.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahvutta.
..	..	..	..	..	..	..	..	Mysore statel.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
12,567	1-94	0-27	0-05	6,537	0-86	1-21	0-02	South Indian.
								2' 8" AKD 2' 0" GAUGE
..	..	..	..	..	..	..	..	Bongal Natron .
..	..	..	..	..	..	..	..	Bombay, Baroda and Central Lir'ia.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Groat Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Northwestern.
..	..	..	..	..	..	..	..	South Indian.

* Includes running repairs to Battery Locomotives.

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Battery locomotive—Bumping repairs—(H. II. 3123).				Rolling Stock traction equipment—Multiple unit—Bumping—Workshop repairs—(H. II. 3124).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	241	243	245	246	245	246	247	248
6' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	2,179	0-12	0-03	0-00	87,604	4-88	1-07	0-20
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	*	*	*	*	1,71,018	9-74	1-35	0-18
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3' 3" GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkhand and Kumaon	..	..	..	..	..	..	..	..
South Indian	*	*	*	*	8,849	1-27	0-18	0-03
2' 6" and 2' 0" GAUGE								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Northwestern	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

* Included in Column. 237. to 240.

Class I Kjailways for the year 1940-41-CONTD.

of ELECTRICAL DEPARTMENT-contd

Rolling Stock traction equipment—Electric Loco. motive—Workshop repairs —(H. 11. 2185).				Boiling Stock traction equipment—Battery Locomotive—Workshop repairs -H. 11. 2138).				J	
Total amount. •	Per 1,000. vehicle miles.	Fertnia mile.	Percentage of total working expenses.	Total •mount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expeuaes.	Railway.	
249	250	251	252	253	254	255	256		
Rs.	Rs.	As.		Rs.	Rs.	As.		5'	6" GAUGE.
..	..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	006	0-06	0-01	0-80	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	EastIndiav.
90,638	1 38	0-66	0-10	†	†	†	†	†	Great Indian Peninsula.
..	..	..	..	..	..	..	..	..	Madras and Southern Mahretn.
..	..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	..	J South Indian.
..	..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	..	I Bengal and North Western.
..	..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	..	I Madras and Southern Mahratta,
..	..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	..	I Nizam's State.
..	..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
987	0-14	0-20	0 01	†	†	†	†	†	South Indian.
..	..	..	..	..	..	..	..	..	2' 6' AND 2' 0. GAUGE
..	..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	..	South Indian.

• Includes workshop repairs to Battery Locomotives.
 Included in columns 249 to 252.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES

Railway.	Boiling Stock traction equipment—Boiler Work under Friction, bogies, C—Kunijing Mid Work-shop repairs and other items—(H. II. 2140 and 2150).				Total Electric traction and Rolling Stock traction equipment—(H. II. 2100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	per train	Percentage of total working expenses.
	257	258	269	260	261	262	263	264
6' 6. GAUGE.								
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	3,87,435	21.6	4.73	0.58	5,34,233	29.8	6.61	1.21
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	8,06,542	9.62	2.74	0.58	10,48,579	18.1	4.04	1.79
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nkam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3' 3½. GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal Mid North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Bohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	37,464	8.24	1.04	0.22	94,771	14.3	1.85	0.56
2' 6' AND 2' 0. GAUGE.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Rantorn Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

class 1 Railways for the year 1940-41—contd.

ELECTRICAL DEPARTMENT—contd.

Electric General Services—Electric plant and equipment, Miscellaneous equipment and New Minor Works—(H. II. 2300).				Electric Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus, Miscellaneous equipment and New Minor Works—(H. II. 2300).				Railway.
Total amount.	Per 1,000 g. vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
265	266	267	268	269	270	271	272	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
8,03,888	1-69	0-81	1-17	8,42,558	1-36	0-85	0-93	Bongal-Nagpur.
8,78,408	2-83	1-25	1-54	2,19,717	0-92	0-49	0-30	Bombay, Baroda and Central India,
8,44,534	3-20	1-13	1-43	3,31,327	1-94	0-68	1-00	Eastern Bengal.
22,99,327	2-20	1-10	1-78	12,71,254	1-17	0-58	0-94	East Indian.
34,36,760	2-34	0-98	1-51	7,10,882	1-18	0-49	0-77	Croat Indian Peninsula.
3,82,704	1-91	0-85	1-32	1,68,890	0-86	0-37	0-69	Madras and Southern Mahratta.
63,461	0-78	0-35	0-59	66,508	1-16	0-80	0-50	Nizam's State.
15,02,865	2-52	0-96	1-35	8,90,062	1-36	0-54	0-75	North Western,
1,54,354	1-73	0-48	1-07	85,629	1-32	0-36	0-52	South Indian.
								3' 3 3/4" GAUGE.
2,00,890	2-42	1-02	1-76	72,835	0-61	0-20	0-44	Assam Bengal.
2,16,919	1-68	0-38	1-14	1,15,490	0-68	0-26	0-75	Bengal and North Western.
6,33,183	1-97	0-68	1-70	2,55,964	0-94	0-12	0-82	Bombay, Baroda and Central Indu..
2,02,881	1-72	0-82	1-50	2,00,942	1-37	0-65	1-20	Eastern Bengal.
62,718	0-87	0-41	0-87	1,13,833	1-57	0-71	1-00	Jodhpur.
1,48,183	1-00	0-34	0-70	2,17,618	1-50	0-51	1-12	Madras and Southern Mahratta.
22,372	0-61	0-15	0-41	36,255	0-10	0-24	0-67	Mysore State.
29,382	0-51	0-27	0-51	1,50,817	3-49	1-09	2-21	Nizam's State.
..	..	..	..	25,827	0-67	0-20	0-59	Rohilkund and Kumaon.
265,139	1-92	0-56	1-28	2,04,201	1-08	0-31	0-77	South Indian.
								2' 6" AND 2' 0" GAUGE.
18,874	0-41	0-16	0-34	47,254	1-08	0-39	0-88	Bengal Nagpur.
800	0-14	0-03	0-09	5,914	1-07	0-22	0-84	Bombay, Baroda and Central India
167	0-13	0-02	0-11	1,132	0-90	0-14	0-10	Eastern Bengal.
1,977	0-23	0-05	0-35	1,703	0-23	0-06	0-36	Croat Indian Peninsula.
936	0-40	0-07	0-40	1,029	0-35	0-10	0-66	Mysore State
54,367	2-80	0-77	1-02	73,865	8-92	1-04	1-38	North Western.
2,009	0-60	0-23	0-54	4,210	1-64	0-46	1-10	South Indian.

TABLE B.—EXTENSES

Railway-	Total Repairs and Maintenance—(H. 11,).				Electric Traction—(H. 111, 3110).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expense*.	Total amount.	Per 1,000 vehicle mile*.	Per train mile.	
	272	274	275	276	277	278	278	280
6" GAUGE.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Bengal-Nagpur	14,47,546	2.05	1.46	2.10	..	..	..	..
Bombay, Baroda and Central India	14,35,332	2.07	2.41	2.25	4,27,970	22.5	5.14	0.4
Eastern Bengal	6,75,881	5.14	1.81	2.63	..	..	..	..
East Indian	54,70,651	3.37	1.68	2.72	..	..	..	..
Great Indian Peninsula	28,05,320	6.31	1.60	4.10	14,05,114	17.6	4.91	1.7
Madras and Southern Mahratta	5,51,594	2.79	1.32	1.91	..	..	..	..
Noam's State	1,10,919	1.82	0.88	1.48	..	..	..	..
North Western	34,37,867	3.82	1.02	2.10	..	..	..	..
South Indian	2,10,274	3.05	0.84	1.89	..	..	..	..
3" 3/4" GAUGE.								
Assam Bengal	3,43,746	2.03	1.28	2.20	..	..	..	..
Bengal and North Western	3,65,259	1.71	0.84	1.89	..	..	..	..
Bombay, Baroda and Central India	7,89,849	2.91	1.20	2.52	..	..	..	..
Eastern Bengal	4,71,723	3.09	1.47	2.70	..	..	..	..
Jodhpur	1,79,551	2.44	1.15	2.47	..	..	..	..
Madras and Southern Mahratta	3,50,009	2.96	0.85	1.88	..	..	..	..
Mysore State	54,893	1.60	0.26	1.08	..	..	..	..
Niraml State	1,50,029	4.34	1.39	2.78	..	..	..	..
Rohilkund and Kumaon	55,827	0.67	0.20	0.59	..	..	..	..
South Indian	6,69,741	3.63	1.02	2.53	2,11,483	11.6	1.51	0.2
2" 8" AND 2" 6" GAUGES.								
Bengal Nagpur	51,928	1.52	0.63	1.20	..	..	..	..
Bombay, Baroda and Central India	6,783	1.21	0.25	0.73	..	..	..	..
East Indian Bengal	1,289	1.03	0.16	0.91	..	..	..	..
East Indian Peninsula	3,382	0.40	0.11	0.71	..	..	..	..
Mysore State	2,465	1.05	0.17	1.06	..	..	..	..
North Western	1,23,222	6.81	1.61	2.40	..	..	..	..
South Indian	6,370	2.74	0.69	1.64	..	..	..	..

[illegible]

30 Analysis of operating expenses

TABLE H.—EXPENSES

Railway.	Electric traction—Oil waste, other stores and Miscellaneous expenses—(H III. 3100 and 3170).				Total Electritraction—Operating Expenses—, (H. III. 3100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expense.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	289	200	291	292'	298	294	295	296
5' 6. GAUGE.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India I	26,348	1.47	0.33	0.06	16,16,041	90.2	18.7	8.67
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	1,01,896	1.11	0.33	0.10	29,71,145	32.6	9.06	3.19
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3' 3 3/4 GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	7,306	1.12	0.15	0.05	2,90,475	41.0	8.40	1.09
2' 6" AND 2' 0. GAUGE..								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

General Services.—Supply of energy for power and lighting, other operating material stores and miscellaneous expenses—(H. III, 3330).				Communication Services.—Train Movement Instruments and Apparatus, Communication circuits and Apparatus and Miscellaneous—(H. III, 3300).				
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Railway.
207	208	209	200	201	202	203	204	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6 GAUGE.
1,62,206	0-55	0-26	0-38	6,91,747	1-45	0-70	1-00	Bengal-Nagpur.
2,74,098	1-56	0-00	0-85	4,87,907	1-01	0-64	1-03	Bombay, Baroda and Central India.
25,269	0-21	0-07	0-11	1,48,205	0-76	0-27	0-34	Eastern Bengal.
5,00,238	0-54	0-17	0-64	10,61,233	0-92	0-40	0-74	East India.
3,53,810	0-68	0-24	0-29	4,26,472	0-70	0-30	0-46	Great Indian Peninsula.
2,05,354	1-08	0-45	0-71	2,93,612	1-47	0-63	1-02	Madras and Southern Mahratt..
3,901	0-07	0-03	0-05	54,576	1-03	0-47	0-80	Nizam's State.
5,40,845	0-79	0-32	0-46	10,68,375	1-56	0-86	0-90	North Western.
51,077	0-72	0-20	0-43	84,018	0-86	0-34	0-53	South Indian.
								3' 3½. GAVQM.
1,66,238	1-30	0-55	0-04	83,368	0-60	0-29	0-60	Assam-Bengal.
1,66,673	0-78	0-30	0-86	1,25,764	0-59	0-22	0-85	Bengal and North-Western.
1,09,475	0-41	0-18	0-35	4,01,929	1-48	0-67	1-28	Bombay, Baroda and Central India.
44,835	0-20	0-14	0-25	48,879	0-33	0-15	0-28	Kostom Bengal.
59,533	0-82	0-39	0-63	77,740	1-07	0-50	1-09	Jodhpur.
63,037	0-46	0-15	0-33	1,61,661	1-11	0-36	0-76	Madras and Southern Mahratt..
42,312	1-15	0-28	0-78	27,172	0-74	0-18	0-50	Mysore State.
2,774	0-08	0-03	0-05	47,600	1-27	0-43	0-87	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
1,84,743	0-67	0-26	0-70	1,50,135	0-79	0-23	0-57	South Indian.
								2' 6' AND 2' 0. GAUGE.
5,355	0-12	0-04	0-05	17,035	0-41	0-14	0-32	Bengal Nagpur.
403	0-07	0-01	0-04	4,452	0-80	0-17	0-49	Bombay, Baroda and Central India.
..	..	..	..	4	0-00	0-00	0-00	Eastern Bengal.
76	0-01	0-00	0-01	225	0-03	0-01	0-05	Great Indian Peninsula.
1,782	0-78	0-11	0-77	1,143	0-49	0-08	0-49	Mysore State.
14,064	0-75	0-30	0-26	34,273	1-29	0-34	0-45	North Western.
4	0-00	0-00	0-00	5,516	2-41	0-50	1-44	South Indian.

30-Analysis of operating expenses

Railway.	Total Operating Expense.—(H. III) .				Appropriation to Depreciation Reserve			
	Total Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per 1,000 vehicle mile.	Per train mile.	Percentage of total working expenses.
	305	306	307	308	309	310	311	312
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	9,53,736	5-01	0-08	1-38	1,08,887	0-41	0-00	0-26
Bombay, Baroda and Central India	24,47,746	10-2	4-80	5-55	1,29,514	0-54	0-24	0-29
Eastern Bengal	1,53,574	0-06	0-24	0-40	56,778	0-24	0-11	0-13
East Indian	18,91,491	1-46	0-72	1-18	3,53,396	0-25	0-18	0-28
Great Indian Peninsula	37,96,428	6-12	2-48	4-04	23,47,336	3-83	1-81	2-82
Madras and Southern Mahratta	4,96,886	2-50	1-10	1-73	7,551	0-04	0-01	0-02
Nizam's State	62,897	1-10	0-50	0-85	..	..	..	..
North Western	18,04,220	2-56	0-60	1-38	4,64,769	1-28	0-55	0-73
South Indian	1,16,635	1-61	0-44	1-00	16,870	0-23	0-07	0-15
3' 3 3/4 GAUGE..								
Assam-Bengal	2,39,601	1-09	0-84	1-44	36,138	0-22	0-13	0-23
Bengal and North Western . .	2,62,337	1-37	0-52	1-51	37,358	0-17	0-07	0-16
Bombay, Baroda and Central India	3,10,601	1-89	0-85	1-68	22,177	0-08	0-04	0-07
Eastern Bengal	63,714	0-61	0-20	0-53	29,377	0-19	0-09	0-17
Jodhpur	1,57,070	1-88	0-60	1-92	..	..	..	..
Madras and Southern Mahratta	2,14,096	1-87	0-80	1-11	89,798	0-44	0-14	0-31
Mysore State	69,434	1-89	0-47	1-28	..	..	..	..
Nizam's State	50,274	1-45	0-40	0-92	..	..	..	..
Bohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	6,28,363	3-29	0-96	2-34	50,664	0-27	0-08	0-19
2' 6. And 2' 0" GAUGE.								
Bengal Nagpur	22,880	0-53	0-18	0-41	..	..	..	..
Bombay, Barod. and Central India	4,885	0-87	0-18	0-53	863	0-07	0-01	0-04
Eastern Bengal	4	0-00	0-00	0-60	119	0-10	0-02	0-08
Great Indian Peninsula	208	0-04	0-01	0-06	..	..	..	..
Mysore State	3,924	1-25	0-30	1-28	..	..	..	..
North Western	28,256	2-04	0-54	0-72	16,171	0-54	0-24	0-19
South Indian	5,530	2-41	0-80	1-44	656	0-29	0-07	0-17

Class I Hallways for the year 1940-41-contd.

OF ELECTRICAL DEPARTMENT-coaeef

Total Working Expenses—Abstract H.				
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Railway.
313	314	315	316	317
Rs.	Rs.	Rs.		5' 6. GAUGE..
20,00,008	8-13	2-94	4-28	Bengal-Nagpur.
44,07,008	18-7	9-27	10-4	Bombay, Baroda and Central India.
14,11,201	8-29	2-01	4-23	Eastern Bengal.
98,04,713	8-11	3-05	4-94	East Indian.
1,11,13,086	18-2	7-64	12-0	Great Indian Peninsula.
13,05,568	8-54	1-38	4-53	Madras and Southern Mahratta.
2,01,107	3-61	1-81	2-71	Nizam's State.
56,87,857	8-31	2-49	4-61	North Western.
4,21,505	5-66	1-02	3-03	South Indian.
7,50,005	8-06	2-55	4-39	3' 3/4. GAUGE.
7,59,742	8-53	1-34	3-02	Assam-BongaL.
15,49,315	5-72	2-67	4-06	Bengal and North Western.
7,42,070	4-09	2-37	4-38	Bombay, Baroda and Central India.
3,18,405	4-40	2-07	4-46	Eastern Bengal.
8,01,411	8-87	1-80	4-13	Jodhpur.
1,38,878	3-78	0-03	2-56	Madras and Southern Mahratta.
2,21,037	6-43	2-01	4-06	Mysore State.
62,340	1-09	0-48	1-44	Nizam's State.
15,81,127	8-33	2-42	5-97	Rohilkund and Kumaon.
				South Indian.
91,496	2-11	0-73	1-06	2' 6." AND 2' 0" GAUGE..
12,378	2-22	0-40	1-34	Bengal Nagpur.
1,715	1-37	0-22	1-21	Bombay, Baroda and Central India.
8,080	0-00	0-12	0-77	Eastern Bengal.
6,819	2-40	0-40	2-51	Great Indian Peninsula.
1,83,810	10-3	2-79	3-63	Mysore State.
16,434	7-18	1-79	4-29	North Western.
				South Indian.

30. -Analysis of operating expenses of Class I Railways for the year 1940-41-<Joncl

TABLES A TO H.

Summary.

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

Railway.	General Administration.		Repairs and Maintenance.		Operating Expenses.		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.	
318	319	320	321	322	323	324	325	326	327
5' 6" GAUGE.									
Bengal-Nagpur	1,48,87,854	21-0	2,01,86,731	29-4	2,17,18,464	31-6	1,18,67,350	17-4	4,87,60,399
Bombay, Baroda and Central India	93,26,141	21-2	1,01,28,791	23-0	1,01,70,480	36-6	54,80,692	18-2	4,40,86,327
Eastern Bengal	77,32,857	23-2	83,72,861	28-1	1,05,81,962	31-7	56,77,761	17-0	3,83,48,411
East Indian	2,68,08,000	19-8	3,74,26,606	27-7	4,58,71,494	34-0	2,49,80,099	18-5	13,40,21,434
Great Indian Peninsula	1,80,78,378	19-4	2,13,96,122	23-0	3,45,49,706	37-1	1,90,34,290	23-5	9,30,58,420
Madras and Southern Mahratta	63,60,882	22-0	66,37,600	22-0	1,00,89,603	35-9	53,43,438	16-2	2,66,16,672
Nizam's State	18,80,870	26-7	17,28,774	23-8	24,33,839	32-8	12,79,875	17-2	74,23,478
North Western	2,28,70,987	19-3	2,80,76,981	34-0	4,32,39,815	38-8	2,32,63,290	19-6	11,84,50,073
South Indian	25,24,000	21-8	23,37,023	10-3	48,96,650	42-3	19,16,270	10-6	1,10,74,812
3' 3½ GAUGE.									
Assam Bengal	30,81,067	22-0	41,54,713	24-9	40,08,113	27-6	41,38,437	25-0	1,85,32,340
Bengal and North Western	36,85,753	19-1	48,21,465	28-0	75,52,128	39-1	32,61,031	16-9	1,93,83,441
Bombay, Baroda and Central India	74,27,744	23-7	83,67,745	28-7	1,16,41,825	37-2	38,94,503	12-4	3,13,31,677
Eastern Bengal	36,23,640	20-7	64,54,680	31-2	51,72,877	31-8	29,37,703	10-8	1,76,89,295
Jodhpur	13,26,722	18-6	18,63,534	28-5	30,03,389	42-1	9,15,810	12-8	71,38,462
Madras and Southern Mahratta	30,39,791	20-3	49,27,319	25-8	71,85,236	36-0	33,09,061	17-5	1,94,51,725
Mysore State	9,46,198	17-4	9,38,620	17-2	26,07,708	47-8	9,50,471	17-6	54,51,337
Nizam's State	15,13,549	27-7	13,42,434	24-6	18,71,100	34-2	7,37,304	13-5	64,04,386
Rohilkund and Kumaon	9,00,743	20-7	11,42,792	28-3	18,47,504	35-6	7,81,679	17-5	48,62,618
South Indian	50,85,216	21-4	48,90,007	18-3	1,02,23,589	39-6	67,63,980	21-7	2,66,02,901
2' 6" & 2' 0" GAUGE.									
Bengal Nuypur	8,10,804	24-7	20,42,160	37-2	15,41,710	28-1	10,98,811	20-0	64,08,304
Bombay, Baroda and Central India	1,27,838	13-9	3,73,224	40-5	3,06,728	39-1	89,876	6-47	9,21,379
East India BOD gal	16,631	11-7	61,770	39-6	61,107	43-3	11,889	8-40	1,41,297
Great Indian Peninsula	34,079	7-16	2,04,851	43-0	2,87,041	49-8	..	..	4,76,961
Mysore State	30,938	17-1	38,858	16-7	1,30,143	47-3	44,081	18-0	2,32,963
North Western	6,30,694	16-6	18,94,474	36-0	16,29,094	30-5	14,88,818	27-9	63,34,473
South Indian	1,02,200	27-0	81,197	16-0	1,42,869	37-6	74,294	10-4	8,82,749

(a) Excludes Its. 4,31,517, the expenses of Mormugao Harbour.

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

B. & N. W. Railway (Company's portion) Rs. 15,26,592.

Jodhpur Railway (Durbar lines) Rs. 6,94,101.

Nizam's State Railway (H. E. H.'s Government lines) Rs. 19,40,863 (B. G. Rs. 12,49,825 and M.G. Rs. 6,91,038.)

Rohilkund and Kumaon Railway (Company's portion) Rs. 3,15,685.

31.—Statement Oil Consumption Class I Railways during the years 1939-40 and 1940-41.

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Depot/Workmen).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles	
		Total Pinto.		Plate per 100 engine miles.		Total pints.	Pint. per 1,000 vehicle miles (In terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	3	4	5	6	7	8	
S' O' GAZET.							
Bengal Nagpur	{ 1939-40 1940-41	201,561 305,752	631,777 642,186	4-54 4-55	6-05 6-39	489,125 487,025	1-03 1-00
Bombay, Baroda and Central India	{ 1939-40 1940-41	372,948 278,375	764,322 172,473	6-09 5-00	6-10 6-24	279,296 303,325	1-32 1-34
Eastern Bengal	{ 1939-40 1940-41	620,321 516,169	122,051 141,812	5-01 5-72	7-43 7-07	253,974 293,242	1-51 1-35
East Indian	{ 1939-40 1940-41	1,933,500 1,732,777	1,547,329 1,767,969	10-2 9-41	11-5 10-6	1,386,415 1,393,961	1-35 1-26
Great Indian Peninsula	{ 1939-40 1940-41	1,736,795 1,550,653	2,926,158 21,032,604	17-54 17-09	10-46 110-2	600,134 601,685	1-45 1-10
Madras and Southern Mahratta	{ 1939-40 1940-41	443,503 484,486	224,712 320,561	10-1 10-3	10-0 10-0	149,451 154,625	0-75 0-70
Nizam's State	{ 1939-40 1940-41	84,929 74,603	68,601 65,000	6-09 6-75	7-84 7-37	25,259 25,240	0-44 0-45
North Western	{ 1939-40 1940-41	1,563,950 1,509,756	912,702 1,008,477	8-49 8-70	11-4 11-4	1,131,995 1,172,050	1-78 1-68
South India	{ 1939-40 1940-41	368,313 375,465	178,035 115,336	11-5 11-6	11-6 10-8	61,349 63,351	0-28 0-26
Total	{ 1939-40 1940-41	6,371,985 6,321,181	6,156,160 6,386,078	8-36 8-23	9-54 9-51	4,503,829 4,493,205	1-22 1-24
S' B' GAZET.							
Assam Bengal	{ 1939-40 1940-41	215,654 209,124	71,809 66,263	6-53 5-50	6-49 5-75	127,579 98,736	1-05 0-81
Bengal and North Western	{ 1939-40 1940-41	310,679 274,038	149,733 165,230	4-27 4-57	4-73 4-06	267,515 239,444	1-24 1-12
Bombay, Baroda and Central India	{ 1939-40 1940-41	304,602 270,806	751,649 179,348	4-43 4-50	4-15 4-51	225,430 376,414	1-07 1-37
Eastern Bengal	{ 1939-40 1940-41	221,533 226,073	74,464 79,605	6-29 6-36	6-43 6-45	161,161 174,059	1-07 1-12
Jodhpur	{ 1939-40 1940-41	58,728 115,889	23,372 34,562	5-77 5-77	3-09 6-27	59,051 51,116	0-79 0-70
Madras and Southern Mahratta	{ 1939-40 1940-41	351,641 364,001	285,771 234,068	7-54 7-81	8-57 9-52	104,495 173,506	0-70 1-22
Mysore State	{ 1939-40 1940-41	71,895 72,044	46,713 47,738	4-46 4-32	5-56 5-95	78,295 83,930	2-13 2-29
Nizam's State	{ 1939-40 1940-41	78,235 73,834	31,046 31,672	5-22 5-68	7-00 6-96	26,151 18,545	0-46 0-52
Rohilkhand and Kumaon	{ 1939-40 1940-41	66,759 66,829	21,604 21,630	4-21 4-48	3-12 3-51	44,719 50,439	1-27 1-34
South Indian	{ 1939-40 1940-41	436,073 604,202	211,599 145,335	5-68 6-71	5-20 5-30	169,532 127,596	0-91 0-67
Total	{ 1939-40 1940-41	2,174,648 2,175,600	872,528 1,007,468	6-61 6-78	6-64 6-80	1,482,428 1,407,463	1-15 1-09

Includes OH consumption and mileage on account of shunting and Departmental Services of Electric Locomotives.

31.—Statement of Oil Consumption *on Class 1 Railways* during the years 1939-40 and 1940-41—conoid.

Railway.	Year,	Lubricating oil used on Engine. including Departmental.	
		Total pinto (all engine.).	Pints per 100 Engine mile. (all Engines).
1	2	3	4
2' 6. and 2' 0. GAUGE.			
Bengal Nagpur.	1939-40	69,592	8.54
	1940-41	69,967	3.67
Bombay, Baroda and Central India	1939-40	23,554	4.77
	1940-41	22,994	4.73
Eastern Bengal	1939-40	12,061	9.40
	1940-41	12,713	9.21
Great Indian Peninsula	1939-40	54,530	10.9
	1940-41	53,831	10.2
Mysore State	1939-40	16,949	6.28
	1940-41	14,490	5.47
North Western	1939-40	118,340	8.48
	1940-41	124,115	9.06
South Indian	1939-40	9,076	5.10
	1940-41	7,921	5.08
Total	1939-40	317,081	46.83
	1940-41	324,621	5.96

* Revised Figures.

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 1939-40 and 1940-41.

NOTE 1.—The term 'In unit' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon on one pu, irrespective of its size and capacity.

Note 2.—Future, of passenger revenue statistic, exhibited in this Statement are also, included in those shown in Statement 19.

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) Church Gate to Grant Road, (2) Grant Road to Bandra (Through Lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). § (5) Borivli to Virar (Main Line). § 6th January 1939. § 1st Sept. 1939.	(1) Victoria Terminus to Kuria (Harbour Branch), (2) Bavi to Malina, (3) Victoria Terminus to Kalyan.	Madras Beach to Tambaram.
2. Date of first opening for public service			3rd February 1935.	11th May 1931.
3. Mileage equipped for electric service on 31st March	1940 ..	36-80	44-00	18-14
3-01. Route mileage	1941 ..	30-30	44-00	18-14
3-02. Track mileage (excluding sidings)	1940 ..	21-00	88-00	36-28
	1941 ..	91-60	88-00	36-28
4. Mileage open for electric service on 31st March	1940 ..	36-80	44-00	18-14
	1941 ..	30-30	44-00	18-14
5. No. of sub-power stations on 31st March	1940 ..	4	4	4
	1941 ..	4	4	4
6. No. of electric railway stations on 31st March	1940 ..	27	28	14
	1941 ..	27	28	14
7. Mileage of transmission cable on 31st March	1940 ..	779-14	2248-78	41-09
	1941 ..	779-14	2248-78	41-08
Holding Stock.				
8. Average authorised stock (in units)—	1939-40 ..	40	153	24
8-01. Motor coaches	1940-41 ..	40	153	24
8-02. Trailer coaches	1939-40 ..	120	153	48
	1940-41 ..	120	163	48
9. Average number on line (in units)—	1939-40 ..	40	153	24
9-01. Motor coaches	1940-41 ..	40	153	24
9-02. Trailer coaches	1939-40 ..	120	151	48
	1940-41 ..	120	163	48
9-03. Train units*	1939-40 ..	40	51	24
	1940-41 ..	40	51	24
10. Average number under or awaiting repairs (in units)—	1939-40 ..	2	7	3
10-01. Motor coaches	1940-41 ..	2	6	3
10-02. Percentage of item 9-01	1939-40 ..	5-00	13-2	13-6
	1940-41 ..	5-00	11-3	13-0
10-03. Trailer coaches	1939-40 ..	4	17	7
	1940-41 ..	5	14	8
10-04. Percentage of item 9-02	1939-40 ..	4-17	11-3	13-6
	1940-41 ..	4-17	9-13	11-0

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

Overhead 42.60 miles and underground 36.64 miles.

Includes 2 spare motor coaches.

Overhead 7-80 miles and underground 40-88 miles.

Figures for items 8 onwards include autistic, relating to the running of multiple unit service beyond Kaljun viz., Kalyan -kasars and Kalyan-Fariat which sections are also utilised for main line traffic.

32—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1929-40 and 1940-41—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one unit*, irrespective of its size and capacity.

Note 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particular..	Year.	Result..		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Rolling Stock—contd.</i>				
11. Average number available for use (in units)—				
11.01. Motor coaches ~	1929-40 ..	38	48	21
	1940-41 ..	38	47	21
11.02. Trailer coaches ..	1929-40 ..	115	134	41
	1940-41 ..	115	129	42
12. Average number in use daily (in units)—				
12.01. Motor coaches ..	1929-40 ..	38	38	17
	1940-41 ..	38	38	18
12.02. Trailer coaches	1929-40 ..	95	119	34
	1940-41 ..	95	111	30
12.03. Train units.	1929-40 ..	38	38	17
	1940-41 ..	38	38	18
13. Average number spare or stored in good repair (in units)—				
13.01. Motor coaches	1929-40 ..	NH	8	4
	1940-41 ..	NH	9	3
13.02. Trailer coaches	1929-40 ..	20	22	7
	1940-41 ..	20	22	8
<i>Operating Statistics.</i>				
14. Train mile.—Passenger—				
14.01. Total unit traffic trains	1929-40 ..	77,905	809,723	177,513
	1940-41 ..	97,410	795,176	709,557
14.02. Total two unit traffic trains ..	1929-40 ..	1,218,523	1,257,410	37,259
	1940-41 ..	1,212,181	1,236,026	70,962
14.02. (a) Total three unit traffic trains	1929-40 ..	NH	NH	1,283
	1940-41 ..	NH	NH	730
14.02. (b) Total four unit traffic trains	1929-40 ..	NH	NH	NH
	1940-41 ..	NH	NH	NH
14.03. Total traffic trains ..	1929-40 ..	2,554,951	3,315,643	365,089
	1940-41 ..	3,821,772	3,267,226	863,731
14.04. Other trains	1929-40 ..	29,855	NH	155
	1940-41 ..	22,068	NH	172
13. Hours—				
15.01. Traffic trains	1929-40 ..	123,452	139,753	33,587
	1940-41 ..	123,041	138,499	34,872
15.02. Other	1929-40 ..	1,731	29,925	9
	1940-41 ..	1,617	26,286	8
15.03. Total	1929-40 ..	125,183	169,678	33,596
	1940-41 ..	124,658	164,785	34,880
16. Vehicle mile (in units)—				
18.01. Passenger trains	1929-40 ..	8,981,281	12,911,529	2,567,940
	1940-41 ..	8,874,907	12,799,485	2,661,193
16.02. Other trains	1929-40 ..	74,709	NH	465
	1940-41 ..	72,866	NH	616

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

fa-Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Bands and Central India, Great Indian Peninsula and South Indian Railways for the years im-40 and 1940-41—contd.

Note 1.—The term 'in unit' occurring in certain columns of this Statement, indicates that the figure in these columns have been arrived at by reckoning each vehicle or wagon as one unit, irrespective of its site and capacity.

NOTE 2.—Figures of passenger revenue still shown exhibited in this Statement are, also, included in the set shown in Statement 18.

Particulars.	Year.	Result..		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—contd.</i>				
17. Train usage—				
17'01. Train unit miles per day per train unit in use.	1939-40 .. 1940-41 ..	165 163	238 230	138 128
17'02. Train unit miles per day per train unit on line.	1939-40 .. 1940-41 ..	176 174	173 176	97 97
18. Train usage—				
18.01. Train unit hours per day per train unit in use.	1939-40 .. 1940-41 ..	9'00 8'00	12'0 11'0	6'38 6'24
18.02. Train unit hours per day per train unit on line.	1939-40 .. 1940-41 ..	8'45 8'34	8'23 8'34	3'33 3'23
19. Vehicle usage—				
19-01. Motor coach miles per day per motor coach on line (in unit).	1939-40 .. 1940-41 ..	176 174	173 176	97 97
19-02. Trailer coach miles per day per trailer Coach unit on line.	1939-40 .. 1940-41 ..	143 146	174 169	97 97
20. Motor coach failures—				
20-01. Number	1939-40 .. 1940-41 ..	Nil Nil	323 223	19 12
20.02. Motor coach miles per motor coach failure (in units).	1939-40 .. 1940-41 ..	Nil Nil	10,255 14,651	45,044 71,189
21. Power supply failure—				
21-01. Failures originating at source of supply	1939-40 .. 1940-41 ..	Nil Nil	Nil Nil	1 1
21-02. Failures originating at substation ..	1939-40 .. 1940-41 ..	Nil Nil	3 1	3 5
21-03. Failures on account of overhead track equipment.	1939-40 .. 1940-41 ..	Nil Nil	10 15	20 23
22. Number of passengers carried —				
22-01. First Class — ~	1939-40 .. 1940-41 ..	17,831 21,698	10,030 7,106	Nil Nil
22-02. Second Class -	1939-40 .. 1940-41 ..	1,253,397 1,330,082	608,085 623,614	114,285 122,101
22-03. Third Class ~	1939-40 .. 1940-41 ..	47,025,856 49,736,475	33,410,334 36,894,269	5,888,227 8,527,161
22 04. Total ~	1939-40 .. 1940-41 ..	49,297,884 51,067,825	33,923,649 36,424,980	5,496, 12 2,649,252

32.—Statement of Electric Multiple Unit Suburban Tram Statistics of the Bombay, Batoda and Central India, Great Indian Peninsula and South Indian Railways for the years 1939-40 and 1940-41—concl'd.

NOTE. 1.—The ton 'in units' centring in certain columns of this Statement, indicate, that the figures in these columns, have been arrived at by reckoning each vehicle or wagon as one unit, irrespective of its size and capacity.

NOTE. 2.—Figure of passenger revenue is at once exhibited in this Statement are also included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Barod. and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistic.—oonold.</i>				
23. Passenger miles—				
	1939-40	144,750	181,573	NH
	1940-41	164,661	79,580	NH
23-01. First Class	1939-40	8,961,271	3,850,506	786,136
	1940-41	9,482,807	3,825,838	812,473
23-02. Second Class	1939-40	339,213,896	244,413,870	50,375,072
	1940-41	353,108,287	258,682,840	51,491,873
23-03. Third Class	1939-40	343,309,887	243,418,064	51,111,808
	1940-41	362,765,725	262,468,078	52,384,146
23-04. Total	1939-40	5,551	5,489	NH
	1940-41	7,143	3,788	NH
24. Earnings from passengers carried—				
	1939-40	2,00,997	83,729	9,739
	1940-41	2,17,095	86,579	11,166
24-01. First Class	1939-40	33,92,692	28,86,910	6,44,553
	1940-41	41,41,322	30,48,523	6,53,748
24-02. Second Class	1939-40	41,39,150	29,76,128	6,54,441
	1940-41	42,65,550	31,38,060	6,56,513
24-03. Third Class	1939-40	2-32	2-30	(c) 1-46
	1940-41	2-31	2-30	2-44
24-04. Total	1939-40	1-51	2-80	1-61
	1940-41	*1-48	1-83	1-53
25. Earnings from and cost of, electric train working—				
	1939-40	1-60	(d) 1-45	(e) 0-85
	1940-41	1-77	1-55	0-85
25-01. Earning, per passenger mile	Pies	1-10	(d) 1-76	0-57
	1940-41	*1-14	1-23	0-53
25-02. Cost per passenger mile	Pies	491,597,278	593,433,095	65,163,472
	1940-41	497,952,390	585,905,467	66,101,422
25-03. Earnings per train mile	Rs.	29,557,351	40,756,572	5,891,478
	1940-41	29,526,072	40,236,374	3,984,207
25-04. Cost per train mile	Rs.	11-5	12-5	(b) (c) 6-40
	1940-41	11-6	12-6	5-10
26. Gross ton miles (including Departmental)				
	1939-40	60-3	70-0	(b) (c) 68-9
	1940-41	60-6	70-0	61-2
27. Power used—				
	1939-40	41,858	131,797	18,637
	1940-41	39,063	139,779	16,330
27-01. Total power for traction and tr-in lighting kilowatt hours.				
	1939-40	4-08	10-2	7-27
	1940-41	4-86	11-0	8-98
27-02. Kilowatt hours per train unit mile				
	1939-40	135,077	135,077	135,077
	1940-41	135,077	135,077	135,077
27-03. Kilowatt hours per 1,000 gross ton miles				
	1939-40	135,077	135,077	135,077
	1940-41	135,077	135,077	135,077
28. Lubricating oil used for all purposes (including Departmental)—				
	1939-40	135,077	135,077	135,077
	1940-41	135,077	135,077	135,077
28-01. Total pinto				
	1939-40	135,077	135,077	135,077
	1940-41	135,077	135,077	135,077
28-02. Pints per 1,000 vehicle miles				
	1939-40	135,077	135,077	135,077
	1940-41	135,077	135,077	135,077

(b) 135,077 Kilowatt hours used for shunting purposes are excluded in working out this figure.

(c) These results include passenger miles, train miles and gross ton miles performed by electric locomotives.

(d) The figure of train miles, for this purpose, has been calculated by taking the number of trains as ran without converting them into single units (as done on the Bombay, Baroda and Central India and South Indian Railways).

*These results are based on the expenditure of Abstrai, II only.

33.—Statement of Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1939-40 and 1940-41.

Mem.—The term 'in units' Manning la en-ain columns this statement, including that the figures show columns have been arrived at by feokeing each vehicle at wagon as ons UNIT inepestTe of its ale. and capacity.

Rail Car Performance.

(a) Steam Propelled.

Railway.	Years.	Average authorized Stock (la terms of units).		Average number on the line (in terms of units).		Mileage Performed (in thousands).				Car Miles per car day.	Car Salaries.		Fuel consumed per 1,000 feet miles.
		Rail cars.	Trailer coaches.	Rail cars.	Trailer coaches.	Car miles.	Trailer coach miles.	Total (col. 7+8).	Total unit miles (car and trailer).		Number.	Car miles per car salar.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal Nagpur .	1939-40	3	NH	2	NH	18	NH	18	18.70	24.8	1	17,977	184.6
	1940-41	3	NH	2	NH	0	NH	0	4.70	6.27	NH	..	186.2
East Indian .	1939-40	3	NH	3	NH	24	NH	24	24.30	22.2	1	24,500	152.8
	1940-41	3	NH	3	NH	1	NH	1	90	0.33	NH	..	160.9
North Western .	1939-40	0	3	0	3	73	49	1,13	55.99	38.9	NH	..	226.2
	1940-41	0	3	0	3	138	83	1,81	90.80	62.5	4	14,294	226.5
Total	1939-40	11	3	11	2	1,16	60	1,55	73.68	31.6	6	47,500	246.8
	1940-41	11	3	11	2	1,64	63	1,97	72.40	31.6	6	34,000	246.8
3' 3 1/2" GAUGE.													
Bombay, Baroda and Central India.	1939-40	3	NH	3	NH	38	NH	38	44.47	24.0	6	2,701	184.4
	1940-41	3	NH	3	NH	20	NH	20	33.44	27.0	NH	..	180.6
Eastern Bengal .	1939-40	1	NH	1	NH	NH	NH	NH	NH	..	NH	..	..
	1940-41	1	NH	1	NH	NH	NH	NH	NH	..	NH	..	..
Nizam's State .	1939-40	1	NH	1	NH	18	NH	18	18.70	22.9	NH	..	226.0
	1940-41	1	NH	1	NH	17	NH	17	18.64	23.0	NH	..	226.7
Total	1939-40	6	NH	6	NH	55	NH	55	62.67	27.5	6	13,794	187.3
	1940-41	6	NH	6	NH	47	NH	47	52.08	21.3	NH	..	180.7
1' 6" and 1' 0" GAUGES.													
Bengal Nagpur .	1939-40	3	NH	3	NH	40	NH	40	15.21	26.4	1	40,033	562.9
	1940-41	3	NH	3	NH	21	NH	21	7.39	19.3	NH	..	677.8
North Western .	1939-40	3	NH	3	NH	26	NH	26	10.67	23.1	NH	..	280.3
	1940-41	3	NH	3	NH	36	NH	36	14.97	32.6	2	17,826	303.7
Total	1939-40	6	NH	6	NH	65	NH	65	25.88	29.7	1	65,000	500.4
	1940-41	6	NH	6	NH	57	NH	57	22.90	26.0	2	36,000	309.1

(b) Internal Combustion Engine Propelled.

5' 6" GAUGE.													
Madras and Southern Mahratta.	1939-40	6	NH	6	NH	3.10	NH	3.10	140.86	147.8	4	77,488	1.35
	1940-41	6	NH	6	NH	2.90	NH	2.90	3,19.16	183.0	5	68,027	1.31
Nizam's State .	1939-40	4	NH	4	NH	1.81	NH	1.81	1,02.41	184.0	2	90,792	1.60
	1940-41	4	NH	4	NH	1.81	NH	1.81	1,02.41	184.0	2	90,792	1.60
North Western .	1939-40	(c) 7	NH	7	NH	(a) 1.27	NH	(a) 1.27	(a) 1,27.80	0.17	NH	..	33.9
	1940-41	(b) 7	NH	7	NH	(a) 1.27	NH	(a) 1.27	(a) 1,27.80	0.17	NH	..	1.61
Total	1939-40	17	NH	17	NH	3.10	NH	3.10	240.08	127.1	6	27,690	1.38
	1940-41	17	NH	17	NH	3.08	NH	3.08	240.08	127.1	7	85,420	1.41
5' 1 1/2" GAUGE.													
Jodhpur .	1939-40	1	NH	1	NH	3	NH	3	54	13.7	NH	..	6.54
	1940-41	1	NH	1	NH	3	NH	3	54	13.7	NH	..	7.93
South Indian .	1939-40	3	NH	3	NH	71	NH	71	32.18	65.0	1	11,823	0.75
	1940-41	3	NH	3	NH	57	NH	57	41.02	62.0	1	87,008	0.74
Total	1939-40	4	NH	4	NH	74	NH	74	66.21	68.1	2	18,560	0.83
	1940-41	4	NH	4	NH	61	NH	61	41.56	41.8	1	61,000	0.83
2' 6" GAUGE.													
Great Indian Peninsula.	1939-40	1	NH	1	NH	15	3	18	4.61	26.8	NH	..	25.25
	1940-41	1	1	1	1	21	17	38	30.11	60.0	2	10,323	11.84
North Western .	1939-40	7	NH	7	NH	58	NH	58	7.88	23.0	NH	..	(d) 14.2
	1940-41	7	NH	7	NH	69	NH	69	7.77	23.0	NH	..	(e) 13.8
Total	1939-40	8	NH	8	NH	71	2	73	12.46	24.3	NH	..	0.11
	1940-41	8	1	8	1	80	17	97	27.88	27.4	2	40,000	3.97

. These are articulated sentinal coaches.

Oil fuel is used on this service.

(a) Less than one.

ftmsaad.

(6) Include, one Inspection Car.

(c) Used as Inspection Car.

(d) 200,831 seat miles na and 1,870 gallons of fuel oil consumed by Electric Car No. 14 have been isolated la working out this result.

(f) 212,513 seat miles ran and 2,098 gallons of diesel oil consumed, by electric car No 1, have been excluded in working out the result.

34.—Statement of Rolling Stock in Services on Class II and III Railways on 31st Jfwcfc 1941.

* Note.—The term 'in units' occurring in *attain cotavM* of this Statmtol, including that the figum in thes columns hava been arrived at by reckoning vehicle or wagon as one unit, irrespective of its site and capacity.

Railway.	Loco- mo- tivea.	Rail Cam (Steam pro- pel- led.)	Ball Cars (Inter- nal com- bus- tion engine pro- fil- led.)	Eire- trie Motor Coach	Coaching VEHICLES (Excluding VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).								Goona WAOomt (excluding WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE)				RAILWAY SERVICE VEHICLES.	
					Passenger carriages.						Other coach- oles.		Covered and open wag ons.	Special wag- ons.	Totnl.	Coach- ing (in- clud- ing offi- oera' oarri- ages).	Goods (including inspection trolliees Travelling cranes and Trucks	
					Num- ber.	Seats by claaes.												
						1st.	2nd.	Inter.	Thrid.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		
CLASS II RAILWAYS.																		
3' 3/4 GAUGE.																		
Boarnagar State	39	..	5	..	125	210	487	..	5,212	64	189	1,201	3	1,204	15	..	13	
Bikaner State	57	..	1	..	131	202	281	379	6,017	34	165	1,181	6	1,189	16	..	79	
Dilbru-Sadiya	31	..	2	..	44	154	..	270	2,363	21	65	1,139	115	1,254	5	..	4	
Gaekwar'eBarodaState	24	..	4	..	103	109	120	..	5,125	3	103	325	6	331	4	..	16	
Gondal (including Poi NuokrState).	26	..	..	..	110	154	417	..	3,899	30	140	657	..	657	4	..	44	
Jamnagar Dwarka	10	..	7	..	53	95	125	..	1,077	19	72	524	12	606	3	..	11	
Jaipar State	16	..	4	..	84	71	96	25	2,387	4	68	323	9	334	2	..	3	
Junagad State	18	..	2	..	140	120	300	..	3,761	20	100	303	8	371	8	..	12	
Morvi	22	..	3	..	100	163	254	..	2,945	30	130	428	..	428	..	..	2	
Total	282	..	28	..	852	1,280	2,326	674	34,183	223	1,179	6,213	221	6,434	58	..	183	
2' 6' Gauge.																		
Baral Light	28	1	..	..	168	..	232	..	4,985	11	110	200	12	281	2	..	11	
Gaekwara Baroda State	37	..	6	..	268	79	172	..	5,117	3	261	1,071	11	1,082	10	..	11	
Shahdara (Delhi) Saba ran pur Light	10	..	1	..	49	15	36	102	1,277	1	60	277	1	278	4	..	1	
Total	75	1	7	..	415	91	440	102	11,379	15	430	1,617	24	1,641	16	..	23	
2' 0' Gauge.																		
Darjeeling-Himalayan	34	..	2	..	103	244	230	..	2,104	24	127	516	..	516	..	..	..	
Total	34	..	2	..	103	244	230	..	2,104	24	127	516	..	516	..	..	..	
CLASS III RAILWAYS.																		
3' 3/4 Gauge.																		
Mewar State.	17	..	2	..	60	45	92	74	2,518	18	78	124	..	124	3	..	..	
Total	17	..	2	..	60	45	92	74	2,518	18	78	124	..	124	3	..	..	
26 GAUGE..																		
Abmadpur>Katva	5	..	..	..	19	18	18	64	446	4	23	22	..	22	..	..	..	
Arrab-Sasaram Light	7	..	..	..	21	30	..	63	582	2	23	125	..	125	2	..	..	
Bankura-Damodar Rirer.	7	..	..	..	27	24	24	112	616	96	33	72	..	72	..	(b) 1	..	
Baraet-Basirhat light	15	..	..	..	38	36	..	174	1,106	1	26	74	..	74	3	(b) 2	..	
Carried over	34	..	..	..	102	130	42	413	2,749	13	116	293	..	293	4	..	3	

* Brake vans,
in units.

(b) Inspection motor trollies.

34-Statements Of Rolling stock in Service on Class II and I I I Railways on 31st March 1941~ conoid.

NOTE—The term in units' occurring in certain columns of this Statement, indicates that the figures in three columns have been arrived at by reckoning such vehicles or wagon as *em* unit, irrespective of its and capacity

Railway.	Loco- tires.	Rail Can. (Steam propel- led.)	Rail Car. (Inter- nal com- bus- tion fine propel- led.)	Elec- tric Motor Coach- es.	COIimHOVBHICt+8(KXIXUI La VmHFLS U8KJ) excxn«r\,M.T ow RAILWAY SERVICE).					Goods WAGONS USED EXCLUSIVELY (ON RAILWAY SERVICE).					RAILWAY SERVICE VEHICLES	
					Passenger carriage..					Other coach- ing vehic- les.	Total.	Cover- ed and wag- ons.	Special gonS.	Total.	Coach- ing (in- clud- ing? offi- cere- carri- ages).	GoodS (including inMftAction 4 trolleys. Travelling + rama ana Dummy Trucks).
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
BroughtForward	34	..	..	..	102	180	42	413	2,740	13	115	203	..	253	4	..
CLASS III RAILWAYS																
—conoid																
2' 6" Gauge.																
Bengal Provincial	7	..	..	..	20	24	24	92	552	2	27	46	..	46	1	12
Oukhtapur-Bihar Light.	8	..	1	..	21	22	24	103	617	..	21	73	..	73	1	..
Burdwan-Katwa	7	..	..	..	22	18	18	92	503	94	22	26	..	26	..	1
Cutch State	6	..	..	..	18	..	72	..	440	..	18	73	1	73	..	12
Dehri-Rohtag Light	5	3	1	..	9	30	..	12	270	3	13	154	..	154	2	..
Dholpur-State	6	..	..	..	9	..	30	..	401	..	9	114	3	117	..	2
Futwah-Islampur	3	..	..	..	9	12	..	58	308	..	9	23	..	23	..	..
Kalighat-Falta	11	..	..	..	28	30	34	112	1,038	99	46	45	..	45	..	..
Xczpur-Ualipara Light	4	..	..	..	10	12	..	40	670	4	23	50	..	50	..	1
Total	92	3	2	..	273	259	234	912	7,259	34	205	643	4	640	8	11
2' 6 GAUGE.																
Gwalior Light	24	..	..	..	72	46	124	..	1,002	6	77	332	7	339	9	9
Howrah-Amta Light	21	..	..	..	91	66	..	325	2,186	2	63	98	..	98	2	..
Howrah-Sheakhala Light.	4	..	3	..	26	22	..	77	742	..	26	11	..	11	..	..
Jlgadhri Light	3	..	..	..	4	6	..	14	84	91	8	7	..	7	..	..
Jorhat	5	..	1	..	..	..	..	..	..	1	1	72	1	73	..	..
Mathean Light	3	..	2	..	23	81	72	..	110	(4)2	22	10	92	26	2	(9) 4
Total	60	..	6	..	215	221	166	419	5,080	13	217	530	10	540	13	13

Brake vans.

(a) includes one motor trolley in units.

Inspection motor trolleys.

(b) Galleons.

35.—Statement of Additions to or Reductions in Rolling Stock on Clou Umnd Ui Railway during thywtim-41.

NOTE.—THE term sm unite' occurring in certain columns of this Statement indontent to nekoning each vehicle or wagon as one unit, irrespective of the eke and capacity.

these catanas have bam anivad at ly

Railway.	Loco- motive.	Roll Cars. (Steam propelled.)	Roll Cars. (Electric propelled.)	Electric Motor Coaches.	PASSENGER VEHICLES (EXCLUDING VEHICLES OWNED EXCLUSIVELY BY RAILWAY SERVICE).								GOODS WAGONS (EX- CLUDING WAGONS OWNED EXCLUSIVELY BY RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger carriages.					Other specialized vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including other carriages).	Goods in- cluding specialized rolling stock, tenders, locomotives, and other vehicles.	
					Single Deck.				Total.								
					No.	1st.	2nd.	3rd.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
CLASS II RAILWAYS.																	
F' F' Group.																	
Bombay State	..	..	1	..	..	..	..	..	-22	1	1	..	..	..	..	..	
Bombay State	..	..	..	..	..	4	8	6	3	303	1	..	-2	1	-4	..	
Dhule District	..	..	..	..	..	-1	-13	-22	64	-40	-1	-3	-90	4	-19	..	
Coastal State	..	..	1	..	..	..	..	..	..	..	..	..	..	-1	-1	..	
Coastal (including Por- bandar State).	..	..	..	..	..	-1	..	..	..	..	-1	..	..	..	..	..	
Coastal (including Por- bandar State).	..	..	1	..	..	..	5	-3	..	-6	1	1	-2	..	-2	..	
Jaipur State	..	..	2	..	..	..	4	12	..	116	..	..	87	4	91	..	
Jaipur State	..	..	..	..	..	1	-5	-6	..	64	-1	..	..	..	..	..	
Morvi	..	..	..	..	..	4	10	50	..	62	1	..	80	..	80	..	
Total	..	..	5	..	..	11	5	32	86	362	2	12	121	6	129	-2	
F' F' Group.																	
Bombay State	-2	..	..	..	..	..	..	..	..	-2	..	..	1	..	1	..	
Coastal State	..	..	..	..	..	..	-3	13	..	-4	..	..	-2	..	-4	..	
Coastal (Dhule) State.	..	..	1	..	..	..	..	..	..	30	..	..	..	..	..	..	
Total	-2	..	1	..	..	..	-3	13	..	-4	..	..	-2	..	-4	..	
F' F' Group.																	
Darjeeling Nilgiris	..	..	..	..	..	-2	..	-14	..	-2	..	..	10	..	10	..	
Total	..	..	..	..	..	-2	..	-14	..	-2	..	..	10	..	10	..	
CLASS III RAILWAYS.																	
F' F' Group.																	
Bombay State	..	..	..	..	..	-4	..	..	..	-117	..	-4	..	..	2	..	
Total	..	..	..	..	..	-4	..	..	..	-117	..	-4	..	..	2	..	
F' F' Group.																	
Almora State	..	..	..	..	..	..	..	..	..	-2	..	..	..	..	..	..	
Almora State	1	..	..	..	..	-1	-2	..	-1	-40	..	-1	..	..	6	..	
Bombay District	4	-3	..	-1	..	-3	..	..	-27	17	..	-2	..	..	..	..	
Bombay Provincial	..	..	..	..	..	1	4	..	..	..	..	1	..	..	-2	..	
Bombay Provincial	4	..	1	..	..	..	-8	..	-15	68	..	..	..	..	..	..	
Bombay Provincial	..	..	..	..	..	..	..	..	..	-4	..	..	..	..	..	..	
Bombay Provincial	..	..	-1	..	..	..	..	..	..	..	..	10	..	10	..	..	
Bombay Provincial	..	..	..	..	..	..	..	..	..	..	..	-1	..	-1	..	..	
Bombay Provincial	..	..	..	..	..	..	..	..	..	..	..	-1	..	-1	..	..	
Total	9	-3	..	-1	..	-3	-6	..	-47	27	..	-2	7	..	7	..	
F' F' Group.																	
Bombay State	..	..	..	..	..	..	..	..	..	..	..	-2	..	-2	..	..	
Bombay State	1	-1	..	..	..	-2	-2	..	..	-2	..	-2	..	..	..	..	
Bombay Provincial	1	..	..	-1	..	-2	-2	..	-23	22	..	-2	..	..	..	..	
Bombay Provincial	-1	..	..	..	..	-11	..	-22	..	-126	1	-10	..	..	..	..	
Bombay Provincial	..	..	..	..	..	-3	-6	..	..	-4	..	-1	..	-1	..	..	
Total	1	-1	..	-1	..	-17	-10	-30	-110	2	-12	..	..	..	..	..	

36—STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS
AND EARNINGS OF CLASS II AND HI RAILWAYS FOR THE
YEARS 1989-40 AND 1940-41.

-Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway,	Gauge.	Year.	PASSENGERS ORIGINATED ON HOME LINE U J I WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Of M. traffic	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (Cols. 6+9).
1		3	4	6	0	7	8	9	10	11	12	13	14
CLASS II RAILWAYS.													
Bers light	2' 6"	1939-40	..	2.9	..	765.5	767.0	232.3	..	3.2	..	698.0	1,001.2
		1940-41	..	3.4	..	908.2	905.0	341.3	..	3.1	..	1,843.7	1,946.8
Bengal Dockers	2' 6"	1939-40	6	2.1	23.0	1,074.5	1,100.4	21.2	7	2.6	24.2	1,104.5	1,231.8
		1940-41	6	2.3	22.6	1,077.0	1,105.6	22.6	7	2.7	22.8	1,102.0	1,132.3
Bhavnagar State	2' 3 1/2"	1939-40	6	13.7	..	1,378.0	1,379.7	290.6	9	13.6	..	1,660.2	2,679.9
		1940-41	7	14.5	..	2,036.8	2,043.1	308.2	1.3	20.1	..	2,236.0	3,860.3
Bikaner State	2' 3 1/2"	1939-40	1.2	5.8	19.4	1,734.4	1,711.6	164.7	2.4	7.8	12.8	1,825.3	1,906.3
		1940-41	9	5.5	12.6	2,017.0	2,036.9	187.2	1.3	7.7	10.7	2,100.3	2,234.0
Darjeling Himalaya.	2' 0"	1939-40	9	7.5	..	889.4	894.9	21.8	1.2	10.2	..	897.1	908.2
		1940-41	1.2	6.2	..	640.0	646.4	16.2	1.0	9.8	..	650.3	671.8
Eibrubadiya	2' 3 1/2"	1939-40	2.0	21.1	23.2	1,365.7	1,394.7	42.4	3.5	24.0	26.1	1,409.6	2,443.1
		1940-41	2.3	20.1	20.0	1,350.1	1,396.4	36.1	2.9	21.1	27.1	1,504.5	1,494.5
GtfeckwrtBwrrJUBMto	2' 3 1/2"	1939-40	4	8.0	..	5,611.4	5,617.7	712.7	8	18.4	..	6,306.3	6,382.4
		1940-41	6	6.8	..	4,036.0	4,048.8	704.8	9	14.1	..	4,741.2	4,709.9
	2' 0"	1939-40	4	10.5	..	2,622.0	2,647.9	282.6	5	21.2	..	2,938.6	3,330.3
		1940-41	5	25.1	..	3,134.1	3,190.7	190.6	5	26.0	..	3,323.8	3,380.3
-Goodal	2' 3 1/2"	1939-40	4	8.9	..	1,421.8	1,442.0	84.8	1.0	22.4	..	2,003.2	2,118.6
		1940-41	3	71.4	..	1,482.0	1,466.5	90.5	1.0	25.2	..	2,134.9	2,176.1
	2' 3 1/2"	1939-40	4	6.2	7	651.0	656.9	177.6	7	4.2	7.1	2,000.5	1,632.5
		1940-41	6	5.1	8	1,180.7	1,186.8	170.7	7	6.0	9	1,365.0	1,903.6
Jamaagar Dwarka	2' 3 1/2"	1939-40	6	6.3	..	687.0	692.1	60.9	1.1	8.2	..	748.2	758.9
		1940-41	1.2	7.9	..	763.2	772.3	52.5	1.6	10.2	..	823.8	856.5
Junagad State	2' 3 1/2"	1939-40	5	15.4	..	2,181.3	2,161.0	245.9	6	27.6	..	2,578.7	3,300.2
		1940-41	4	14.3	..	1,608.0	2,077.8	247.7	5	18.6	..	2,306.0	2,338.2
Morvi	2' 3 1/2"	1939-40	3	16.2	..	739.8	754.2	119.8	1.7	21.0	..	1,047.3	1,079.0
		1940-41	8	11.0	..	801.4	814.1	207.2	1.0	24.1	..	1,145.3	1,171.9
Shahdra (Delhi) -Saharanpur Light.	2' 0"	1939-40	2	2.2	10.5	875.9	888.7	15.8	1	2.3	10.8	901.5	1,004.6
		1940-41	1	9.1	12.7	1,224.1	1,244.0	17.2	1	2.8	19.8	1,345.1	1,361.8
Total, CLASS II RAILWAYS	..	1939-40	9.6	106.2	67.8	20,579.3	21,292.8	3,122.4	34.1	163.0	23.1	21,055.1	24,860.3
		1940-41	9.8	119.2	74.4	22,224.0	22,427.4	3,302.4	14.9	171.9	80.3	26,624.8	30,706.5
CLASS III RAILWAYS.													
Ahmadpor Katwa	2' 0"	1939-40	..	3	8.9	236.3	232.2	6.9	..	3	2.8	236.1	239.2
		1940-41	..	3	2.8	228.8	229.0	4.7	..	4	3.0	230.2	232.0
	2' 0"	1939-40	6	..	6.2	627.1	632.5	4.6	6	..	5.4	631.3	637.2
		1940-41	6	..	6.0	625.8	631.4	4.0	8	..	5.0	629.2	635.4
Armb-Saajrara Light	2' 0"	1939-40	..	2	1.0	136.8	138.6	2.9	..	2	1.8	137.5	139.6
		1940-41	..	3	1.7	142.0	145.5	7	..	2	1.7	144.9	146.3
Bankora-Damoodar Hirer	2' 0"	1939-40	2.8	..	46.1	1,063.7	1,100.8	1	2.8	..	46.4	1,065.8	1,107.0
		1940-41	3.0	..	21.7	1,185.7	1,223.9	4	2.8	..	46.7	1,188.1	1,234.3
Barest. Baairhnt Light	2' 0"	1939-40	1	6	6.0	316.3	316.0	69.3	1	8	7.8	395.5	475.2
		1940-41	1	7	6.8	300.1	302.9	68.0	1	10	8.2	392.3	471.6
Bengal Provincial	2' 0"	1939-40	1	7	6.8	300.1	302.9	68.0	1	10	8.2	392.3	471.6

* Columns 9 to 10, and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on one railway are considered having made two or more separate journeys.

Class II and III Railways for the years 1939-40 and 1940-41.

PASSENGER MILES (IN THOUSANDS).					AVERAGE OF NUMBER OF MILES A PASSENGER WAS CARRIED.										Eumras nan PASSENGERS CARRIED (ur raouurim).					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					
..	153	..	36,573	27,128	..	46-9	..	37-1	37-1	..	8	24	5,80	6,68	..	Hand Light				
..	188	..	61,861	52,137	..	58-9	..	41-8	43-9	..	10	..	9,32	9,42	..	Hand Light				
25	68	469	19,599	19,115	24-0	15-1	18-6	27-4	37-6	6	4	11	3,97	3,43	..	Hand Light				
26	69	470	10,340	10,104	25-0	16-5	19-8	17-6	17-6	8	8	10	3,21	3,41	..	Hand Light				
44	1,150	..	76,113	76,329	60-0	51-7	..	28-2	22-5	6	21	..	13,30	13,86	..	Hand Light				
50	1,172	..	80,032	80,291	60-9	68-4	..	30-1	30-3	7	22	..	16,18	16,78	..	Hand Light				
101	487	743	33,479	33,750	70-6	57-4	69-8	43-3	43-9	16	34	84	17,51	17,85	..	Hand Light				
113	478	955	93,092	94,628	80-3	62-0	60-7	42-3	42-6	16	41	30	19,93	20,31	..	Hand Light				
48	366	..	8,399	8,643	39-2	36-0	..	13-8	14-2	7	24	..	2,29	2,71	..	Hand Light				
50	323	..	8,245	8,328	36-7	32-2	..	14-7	15-1	6	33	..	2,37	2,78	..	Hand Light				
75	311	543	20,318	21,145	31-2	24-1	24-1	12-0	14-7	7	21	16	3,50	3,63	..	Hand Light				
70	311	540	20,123	20,783	23-1	24-1	24-1	14-4	14-6	7	21	17	3,14	3,36	..	Hand Light				
26	305	..	67,738	68,637	32-3	24-4	..	25-7	15-4	3	20	..	11,22	12,46	..	Hand Light				
38	302	..	73,441	73,821	30-1	24-2	..	16-5	16-8	3	22	..	14,48	14,73	..	Hand Light				
33	316	..	37,737	38,709	30-6	29-6	..	23-6	13-4	3	20	..	9,69	9,83	..	Hand Light				
16	304	..	44,132	44,682	29-5	16-4	..	13-3	13-3	3	20	..	11,31	11,60	..	Hand Light				
43	287	..	46,872	46,872	49-9	34-1	..	23-4	23-5	4	41	..	9,60	9,66	..	Hand Light				
42	240	..	49,819	49,819	40-6	27-3	..	22-3	23-3	8	46	..	9,72	10,23	..	Hand Light				
49	266	28	31,705	35,771	50-9	51-3	74-9	23-9	36-9	4	33	2	6,60	6,85	..	Hand Light				
41	300	24	40,911	41,360	50-0	49-1	73-4	20-2	30-3	5	31	2	8,10	8,47	..	Hand Light				
76	474	..	22,375	23,525	57-1	57-6	..	20-3	21-1	8	29	..	6,62	6,68	..	Hand Light				
54	503	..	20,070	20,709	54-6	57-8	..	30-4	30-8	10	23	..	6,16	6,50	..	Hand Light				
17	496	..	40,376	40,919	50-9	50-8	..	29-1	19-2	7	23	..	8,84	8,85	..	Hand Light				
21	608	..	44,022	44,171	36-7	30-1	..	10-3	19-4	2	28	..	8,21	8,43	..	Hand Light				
274	2,296	..	48,537	43,817	58-5	51-6	..	46-6	41-2	27	43	..	7,74	8,50	..	Hand Light				
134	1,616	..	47,047	49,238	59-8	53-0	..	41-8	42-0	12	73	..	9,26	10,04	..	Hand Light				
3	71	245	22,738	22,494	25-9	21-1	21-0	22-4	22-4	..	2	8	4,62	4,73	..	Hand Light				
3	85	297	28,880	29,005	26-5	20-1	23-2	21-5	21-5	..	4	10	6,02	6,18	..	Hand Light				
634	6,439	2,888	564,888	573,958	45-9	49-1	24-0	23-5	23-5	23	3,46	1	1,11,12	1,15,34	..	Total Class II Bns.				
729	7,126	3,380	632,323	642,456	46-2	41-4	19-6	23-8	24-0	24	3,91	20	1,20,47	1,31,91	..	Total Class II Bns.				
..	4	29	2,453	2,608	..	16-3	13-9	13-1	11-1	..	..	8	88	84	..	Class III Bns.				
..	5	46	2,561	2,592	..	12-8	16-3	11-0	11-1	..	..	8	86	86	..	Abnacus Kains				
37	..	211	24,358	24,688	33-7	..	39-3	27-9	27-1	2	..	7	2,61	2,89	..	Abnacus Kains				
21	..	228	16,480	16,718	28-9	..	40-3	26-3	20-3	3	..	7	2,00	2,06	..	Abnacus Kains				
7	6	22	2,344	2,320	..	25-0	20-0	15-8	16-6	..	1	3	67	69	..	Bankura Damodar River				
1	6	34	2,363	2,376	..	20-0	21-2	16-6	16-6	..	1	1	70	72	..	Bankura Damodar River				
69	..	419	24,713	25,220	24-6	..	39-9	13-3	13-7	3	..	12	2,67	2,87	..	Bankura Damodar River				
27	..	406	16,827	16,429	24-7	..	11-8	13-4	13-4	3	..	11	2,98	3,08	..	Bankura Damodar River				
1	6	43	2,465	2,389	9-46	9-26	6-78	4-34	3-24	..	..	2	67	67	..	Bankura Damodar River				
1	7	48	2,106	2,256	9-36	9-37	5-31	3-30	3-73	..	..	1	83	85	..	Bankura Damodar River				

36.-Statement of Passenger and Goods Revenue Statistics and Earnings of Clam 11 and 111 Railway* for the year 1939-40 and 1940-41—contd.

Railways.	Gauge.	Year.	AVERAGE RATE (RS. PAISE) CHARGED FOR PASSENGERS PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thousands).	Average rate per ton of goods carried (in Rs. Paise).	Earnings from ton miles carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in Rs. Paise).
			1st.	2nd.	3rd.	4th.	Total.	Originating on home line (exclusive of local or foreign).	Other local.	Total.				
Rs.	00	00	00	00	00	00	00	00	00	00	00	00	00	00
CLASS XI Railways.														
Barsi Light	2' 6"	1939-40	..	10-0	..	3-33	3-55	104	67	165	9,000	40-8	8,00	27-8
		1940-41	..	10-0	..	3-45	3-47	136	80	186	12,000	60-0	10,80	18-0
Bengal Doanart	3' 3"	1939-40	31-4	11-8	6-53	0-00	2-05	281	54	187	16,833	60-0	14,53	27-7
		1940-41	30-0	12-0	4-81	3-04	3-00	107	108	213	17,200	81-1	16,04	19-4
Bharnagar State	3' 3"	1939-40	17-8	8-44	..	3-00	3-43	870	269	429	31,043	28-4	22,04	20-7
		1940-41	19-4	8-40	..	3-48	3-81	344	364	400	28,047	58-2	13,00	9-35
BIKANER State	3' 3"	1939-40	20-0	15-8	0-22	4-00	4-12	377	268	595	73,044	120-5	34,38	9-15
		1940-41	20-0	15-0	0-00	4-00	4-12	270	310	401	60,063	126-0	30,30	9-50
DaTjeeHsg-HimeUyail	2' 6"	1939-40	22-0	10-0	..	0-34	0-00	240	84	130	4,029	37-0	22,44	47-4
		1940-41	27-0	10-0	..	0-51	0-18	180	80	104	4,700	30-5	11,00	48-1
DibraSadys	3' 3"	1939-40	15-0	21-0	0-40	3-00	3-12	464	58	418	17,000	85-0	27,00	19-2
		1940-41	17-0	21-0	0-00	3-00	3-12	483	81	513	15,300	30-0	19,00	32-3
Gaekvar's Baroda State	3' 3"	1939-40	22-0	21-7	..	3-75	3-79	82	211	434	13,158	83-4	3,55	28-0
		1940-41	22-5	11-6	..	0-70	0-85	70	305	423	16,022	34-5	9,87	41-9
	2' 6"	1939-40	22-0	0-01	..	4-08	4-04	272	124	390	11,041	30-8	11,21	20-0
		1940-41	25-0	0-73	..	4-02	4-06	263	131	413	11,040	30-0	12,07	10-2
Gondal.	3' 3"	1939-40	17-8	0-84	..	0-72	0-80	333	312	544	20,500	37-0	12,11	21-4
		1940-41	18-5	0-58	..	3-75	3-85	230	326	554	22,000	30-8	12,11	10-0
Jaipur State	3' 3"	1939-40	23-8	22-0	5-00	3-65	2-74	84	226	304	12,833	60-7	9,10	0-07
		1940-41	26-0	18-0	0-00	0-85	3-04	19	198	217	16,015	73-2	7,30	6-04
Jamnagar Dwarka	3' 3"	1939-40	19-0	10-2	..	4-02	4-70	364	78	440	19,278	44-0	8,23	2-20
		1940-41	10-0	10-7	..	4-71	4-00	365	65	460	25,000	01-0	9,05	7-00
JtnagadStota	3' 3"	1939-40	17-8	0-48	..	3-40	3-43	263	40	343	9,807	40-4	7,37	14-4
		1940-41	18-0	0-50	..	3-03	3-81	304	50	354	9,000	38-1	7,14	14-1
Morvi	3' 3"	1939-40	18-4	0-50	..	3-60	3-71	370	227	497	24,248	52-8	12,03	0-24
		1940-41	17-7	0-11	..	3-73	3-98	310	321	501	20,919	63-7	12,77	0-13
shahdars (Delhi)Saharan. per Light.	3' 0"	1939-40	16-0	0-00	0-00	4-00	4-00	200	44	210	6,343	29-3	4,75	14-3
		1940-41	16-0	0-00	0-00	4-00	4-04	100	05	215	7,387	34-3	5,04	16-4
Totat CLASS II Railways	..	1939-40	22-7	16-3	0-81	3-73	3-33	2,307	2,000	4,305	260,000	43-0	1,75,26	28-5
		1940-41	22-1	10-8	0-07	3-84	3-94	2,308	2,324	6,110	272,744	53-8	1,75,00	12-5
CLASS III RAILWAYS.														
Ihmadpnt Kstwa	2' 6"	1939-40	..	..	0-85	0-00	0-00	16	8	21	422	20-8	20	28-0
		1940-41	..	..	0-35	0-04	0-07	11	7	18	371	20-8	25	13-0
Arrah-Saacaram Light.	2' 6"	1939-40	25-0	..	0-00	0-00	0-40	70	71	81	3,776	40-7	1,47	7-46
		1940-41	18-0	..	0-00	0-00	0-50	60	13	71	2,457	40-0	1,33	7-30
Bunkura-Daimoodar River	2' 6"	1939-40	..	38-4	0-00	0-00	0-07	27	26	27	1,101	40-8	52	0-07
		1940-41	..	25-0	0-23	0-00	0-07	10	15	25	1,028	41-0	52	0-74
Baraect-Bearbat LigLt	3' 0"	1939-40	9-00	..	0-00	3-00	3-00	32	8	47	2,300	30-5	1,09	20-5
		1940-41	7-00	..	0-00	0-00	3-04	48	9	61	1,305	20-4	1,33	10-5
Bengal Provincial	2' 6"	1939-40	10-4	0-38	0-10	0-81	2-04	24	3	27	224	13-6	21	10-2
		1940-41	10-4	0-00	0-23	0-77	0-00	22	3	10	100	18-0	22	21-0

*Column 40, 41 and 43.—for the purpose of these figures consignments passing over two or more railways or two or more gauges on the railway are consolidated at two or more points at station.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class **Hand III** Railways for the years 1939-40 and 1940-41—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING OR HO. USB WHITBBS LOCAL OR FORNING (IN HUNDREDS).					Other traffic.	PASSENGERS CARNIND (IN HUNDREDS)					(Total. +9.)
			1st	2nd.	Inter.	3rd.	Total.		X 1st.	* 2nd.	Inter.	3rd.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
CLASS H I RAILWAY —contd.														
Bukhtarpur Bihar Light	2' 6"	1939-40	1	1.9	8.3	504.2	515.6	63.3	1	1.5	11.6	665.7	561.7	
		1940-41	..	1.2	8.2	432.8	443.2	37.0	..	1.8	10.1	666.6	460.2	
Curdwan-Katwa	2' 6"	1939-40	..	3	3.5	237.4	239.9	6.6	..	3	2.5	239.6	220.3	
		1940-41	..	4	2.2	226.3	230.5	8.8	..	4	2.5	236.6	236.7	
Cutch State	2' 6"	1939-40	..	6.3	..	396.9	391.3	..	..	6.3	..	395.0	361.3	
		1940-41	..	6.7	..	270.8	277.5	..	..	6.7	..	270.8	277.5	
Dehri Hohta. Light	2' 6"	1939-40	8	NH	4	114.5	115.3	NH	2	NH	4	114.3	115.1	
		1940-41	2	NH	5	117.3	118.0	NH	2	NH	5	117.5	118.0	
Dholpur State	2' 6"	1939-40	..	2	..	170.4	170.6	1	..	2	..	170.4	170.7	
		1940-41	..	2	..	171.3	171.5	1	..	2	..	171.4	171.6	
Futwah-Islampur	2' 6"	1939-40	2	..	4.8	360.4	365.5	22.1	2	..	3.9	361.4	357.0	
		1940-41	2	..	4.1	320.4	324.5	20.1	2	..	6.1	326.6	374.9	
Gwalior Light	2' 6"	1939-40	..	2.6	..	439.4	440.8	1.3	..	1.6	..	441.2	448.6	
		1940-41	..	1.7	..	533.7	535.4	2.0	..	1.7	..	535.2	537.9	
Howrah Amta Light	2' 6"	1939-40	4.5	..	65.0	1,323.7	1,369.8	..	4.5	..	62.6	1,372.7	1,350.2	
		1940-41	4.4	..	72.2	1,456.6	1,513.2	..	4.4	..	72.2	1,456.0	1,512.7	
Howrah-Sheakhela Light	2' 6"	1939-40	6	..	7.2	823.5	825.1	..	6	..	7.2	823.9	828.1	
		1940-41	7	..	6.0	958.2	966.0	..	7	..	6.0	968.2	966.9	
Jagadhri Light	2' 6"	1939-40	..	..	3	79.9	79.8	..	..	..	2	79.0	79.8	
		1940-41	..	..	2	112.7	112.0	..	..	..	2	112.7	112.9	
Jorhat	2' 6"	1939-40	†	†	†	†	†	†	†	†	†	†	†	
		1940-41	†	†	†	†	†	†	†	†	†	†	†	
Kalighat-Falta	2' 6"	1939-40	..	2	2.4	551.6	557.1	..	..	2	2.4	554.6	557.1	
		1940-41	..	1	3.1	922.4	926.3	..	..	1	2.7	926.4	925.5	
Kulaekarepatnam Light	2' 6"	1939-40	..	..	..	69.3	69.3	..	..	..	..	69.3	69.3	
		1940-41	..	2	2	1	1	1	1	1	1	1	1	
Mumthar Light	2' 6"	1939-40	8	3.3	..	8.8	12.0	17.5	1.5	3.1	..	20.0	29.8	
		1940-41	8	1.9	..	8.3	12.8	16.8	1.8	5.8	..	10.3	20.6	
Mewar State	2' 6"	1939-40	4	1.1	3.1	621.2	629.9	104.9	5	6.5	3.7	726.7	734.3	
		1940-41	4	3.1	3.3	603.0	619.7	64.3	7	4.0	3.7	744.0	753.9	
Tozpur-Boliparu	2' 6"	1939-40	1	..	1.0	119.4	119.5	..	1	..	1.0	119.4	120.3	
		1940-41	1	..	1.1	263.6	264.8	..	1	..	1.1	263.6	264.8	
TOTAL CLASS III RAILWAYS		..	1939-40	10.3	16.4	248.7	2,564.2	2,636.6	266.7	21.6	24.7	2,636.5	2,725.2	
		..	1940-41	10.9	17.6	153.7	2,761.0	2,944.0	254.2	12.1	22.6	199.9	10,000.2	

1. Not available.

† Of June 10 to 14.—For the purpose of showing in two or more railway, or two or more gauges on the same railway are considered as being made two or more separate journeys.

Closed on 4th February 1940.

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

Railway.	Gang.	year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILLS ...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 RAILWAYS—Contd.												
Bakhtiarpar-Bihar Light	3 rd 0 th	1939-40	2	20	234	16,280	16,537	29.1	29.1	30.8	28.9	29.1
		1940-41	1	26	208	7,285	7,520	24.7	10.5	19.9	16.9	18.0
Bardhaman	3 rd 0 th	1939-40	1	8	48	9,954	9,961	..	20.6	19.2	18.1	18.9
		1940-41	..	10	53	3,329	3,302	..	25.0	21.2	17.4	18.5
Cutch state	3 rd 5 th	1939-40	..	108	..	5,944	5,791	..	24.9	..	20.3	20.3
		1940-41	..	179	..	3,703	3,632	..	27.0	..	21.0	21.0
nehr-Bofatae Light	3 rd 0 th	1939-40	2	24	31	5,062	5,178	9.60	24	27.0	21.0	21.0
		1940-41	2	24	10	6,007	6,019	0.00	20	22.0	21.0	21.0
Dhoipur Stata	3 rd 0 th	1939-40	..	6	..	2,729	2,766	..	24.7	..	18.4	18.4
		1940-41	..	7	..	3,603	3,609	..	20.8	..	21.0	21.0
Futwah-lalampur	2 nd 0 th	1939-40	8	..	32	3,748	3,832	18.7	..	18.9	13.3	13.3
		1940-41	4	..	78	3,644	3,720	14.2	..	13.6	13.6	13.6
Gwalior Light	3 rd 0 th	1939-40	..	21	..	11,571	11,622	35.6	27.9	..	20.0	20.0
		1940-41	..	28	..	14,157	14,223	17.0	20.0	..	20.0	20.0
Howrah-Amta Light	3 rd 0 th	1939-40	91	..	645	15,026	15,561	20.9	..	19.4	11.1	11.1
		1940-41	92	..	726	20,305	20,681	21.3	..	10.0	12.3	12.3
Howrah-S. Light	2 nd 0 th	1939-40	8	..	52	6,628	6,656	13.2	..	6.78	7.80	7.78
		1940-41	10	..	67	6,490	6,521	13.4	..	7.15	7.96	7.98
Jagadhri Light	3 rd 0 th	1939-40	..	..	1	261	262	8.21	..	8.21	8.21	8.21
		1940-41	..	..	1	272	274	8.21	..	8.21	8.21	8.21
Jorhat	3 rd 0 th	1939-40	†	†	†	†	†	†	†	†	†	†
		1940-41	†	†	†	†	†	†	†	†	†	†
Kalighat Falta	3 rd 0 th	1939-40	..	2	15	7,298	7,410	..	10.6	8.42	8.38	8.35
		1940-41	..	3	17	7,840	7,900	..	20.0	0.30	8.80	8.60
Kulackarapataam Light)	3 rd 0 th	1939-40	..	..	..	643	647	..	..	..	0.22	0.22
		1940-41	6	1	1	6	1	6	6	1	1	1
Ilatherao Light	3 rd 0 th	1939-40	19	208	..	242	273	18.6	12.6	..	19.6	19.6
		1940-41	19	111	..	243	273	12.6	12.6	..	19.6	19.6
Mewar state.	3 rd 3 rd	1939-40	62	162	294	29,225	29,941	26.8	64.3	25.3	69.6	69.9
		1940-41	67	203	218	30,206	30,807	71.6	63.6	58.0	60.7	60.9
Jezpur-Bsilara	3 rd 0 th	1939-40	1	..	23	1,927	1,921	10.6	..	13.2	8.96	8.96
		1940-41	2	..	17	2,231	2,280	20.6	..	15.8	7.86	7.86
Total Class III Railway.	..	1939-40	223	736	2,971	161,221	161,604	28.7	29.3	13.3	15.9	16.9
		1940-41	227	714	2,199	161,200	166,243	28.7	27.9	12.6	18.1	16.1

— COLMNS 23 to 27, to and 42.—For the purpose of these figures passengers travelling or consignment passing over two or more railway- or two or more gauges on the same railway are considered as having made two or more separate journey, or as two or more separate consignments, Not AVAILABLE.

Closed for traffic on 4th February 1940.

Class II and III Railways for the years 1939-40 and 1940-41-concl'd.

Passenger Traffic (in thousands)					Average Rate (in paise) charged per passenger per mile					Tonnage of goods carried (in thousands)			Net ton miles (in thousands)	Average rate charged for carrying a ton of goods one mile (in paise)	Average rate charged for carrying a ton of goods one mile (in paise)	Railway
1st.	2nd.	3rd.	4th.	Total.	1st.	2nd.	3rd.	4th.	Total.	Original ton miles (in thousands)	Other ton miles (in thousands)	Total.				
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40	1939-40
..	2	7	1,27	1,36	15-0	9-00	6-00	3-50	3-00	11	28	39	1,422	27-9	77	28-1
..	2	6	1,36	1,42	15-0	9-00	6-00	3-50	3-00	31	18	49	1,427	28-0	80	11-6
..	1	2	39	41	..	84-0	8-50	5-97	6-65	24	20	44	612	21-3	29	20-9
..	1	2	95	97	..	19-2	7-25	6-02	6-10	11	11	22	483	22-0	27	20-7
..	7	..	1,29	1,36	..	2-03	..	9-68	4-00	56	..	56	1,631	28-6	7,38	27-8
..	10	..	1,97	1,77	..	11-1	..	5-55	5-73	48	..	48	1,045	22-0	1,16	31-2
..	Net	..	29	29	38-0	Net	3-97	0-24	0-85	42	5	47	1,735	21-0	1,16	21-0
..	Nil	..	50	29	34-8	Nil	5-16	0-61	0-98	73	5	78	1,034	18-7	1,07	13-3
..	..	..	47	47	..	15-2	..	4-05	4-66	67	3	70	3,172	36-5	1,04	9-29
..	1	..	77	78	..	16-8	..	4-16	4-13	61	3	64	1,960	36-6	1,04	10-0
2	..	2	88	92	30-0	..	7-50	4-50	4-55	27	5	32	555	23-6	36	10-2
1	..	3	95	93	30-0	..	7-50	4-50	4-56	11	8	19	450	28-5	25	10-8
..	4	..	3,01	2,95	29-8	12-0	..	8-09	5-09	189	26	215	6,165	41-0	5,04	11-9
..	5	..	3,04	2,78	30-0	12-0	..	5-00	6-00	158	33	191	8,627	46-0	5,22	12-0
4	..	16	4,09	5,29	9-00	..	4-69	4-52	4-54	67	7	74	1,365	17-1	1,67	25-3
6	..	18	5,38	6,90	9-00	..	4-78	4-10	4-12	80	26	106	1,494	21-2	1,95	22-1
..	..	1	1,13	1,14	9-00	..	4-78	3-36	3-26	17	..	17	270	15-7	88	20-1
1	..	1	1,15	1,17	8-00	..	4-96	3-40	3-42	16	1	17	268	12-7	30	32-2
..	..	..	5	5	11-7	..	7-92	3-43	3-58	7	..	7	22	2-21	8	66-4
..	..	..	7	7	21-1	..	7-30	3-42	3-64	7	..	7	35	3-31	8	85-8
↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
..	..	..	1,27	1,21	..	..	..	5-14	3-26	20	4	24	477	26-9	28	21-2
..	..	1	1,28	1,29	..	..	11-3	3-12	3-15	20	6	26	470	16-8	29	11-6
..	..	..	17	17	..	..	..	5-01	5-01	5	..	5	68	3-58	20	41-2
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
8	27	..	83	68	60-0	60-0	..	30-0	34-0	2	3	5	25	12-5	11	53-0
8	31	..	36	74	81-0	50-6	..	27-6	38-1	1	1	2	21	12-6	10	69-3
8	31	6	4,50	4,84	22-5	21-7	4-44	3-09	3-16	27	24	51	5,101	64-0	3,78	14-2
8	19	6	4,81	5,10	34-5	18-0	4-50	3-05	3-17	21	69	90	4,822	46-1	2,80	18-9
..	..	..	28	38	82-0	..	7-08	3-60	3-52	20	..	20	1	9-65	66	18-4
..	..	1	41	43	20-0	..	7-00	3-80	3-08	19	..	19	1	0-04	95	17-9
27	53	67	80,16	72,47	20-7	18-8	4-28	3-22	3-22	798	109	907	31,079	22-2	56,77	22-5
28	70	89	33,00	33,54	16-7	16-8	5-30	3-61	3-02	864	238	1,102	28,902	22-6	21,02	19-0
																Total Class III Ry.

37.—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAFFIC MILES (IN THOUSANDS).				SECTORS AND OTHERS.			Total engine miles (in thousands) (Col. 7 & 10).	Total Road Cattle (in thousands) (Col. 12).	Rail Cars (road) (in thousands) (Col. 13).	TONE OF COAL CONSUMED ON LOCOMOTIVES.				
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous.	Total.				For- eign.	Indian Coal.	Wood.	Oil Fuel.	Total (in tons 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"	1939-40	182	274	0	456	62	0	67	630	NH	32	NH	9,668	1	NH	9,668
		1940-41	185	238	9	432	68	0	76	507	"	24	"	10,988	"	"	10,988
Bengal Donors.	3' 3 1/2"	1939-40	1	296	13	312	33	23	10	368	"	NH	"	7,909	NH	"	7,909
		1940-41	96	220	40	356	36	29	58	480	"	"	"	8,476	"	"	8,476
Bharnagar state.	3' 3 1/2"	1939-40	376	294	58	728	116	48	188	959	42	"	10,427	NH	88	"	20,613
		1940-41	320	320	39	680	147	40	187	873	28	"	21,116	NH	85	"	21,141
Bikaner State.	2' 6"	1939-40	18	273	52	1,023	137	47	184	1,264	13	"	NH	31,664	53	"	31,835
		1940-41	23	987	86	1,113	144	60	200	1,313	11	"	"	31,020	80	"	31,062
Paripeliog-Himalayan.	2' 0"	1939-40	37	260	214	511	36	31	67	580	NH	"	"	11,222	NH	"	11,222
		1940-41	37	260	205	504	35	18	53	557	"	"	"	11,222	"	"	11,222
Dibru-Sadiya	3' 3 1/2"	1939-40	NH	319	31	465	229	1	230	621	70	"	"	15,961	"	"	15,961
		1940-41	"	309	84	393	237	1	238	631	89	"	"	13,200	"	"	13,200
(Jaferwar's Baroda State.	3' 3 1/2"	1939-40	138	407	29	574	216	17	187	768	1	"	"	14,472	68	"	14,481
		1940-41	146	407	41	594	118	30	136	734	10	"	"	14,626	66	117	14,648
	2' 6"	1939-40	705	421	6	1,132	91	4	55	1,222	46	"	"	9,267	53	11,490	9,288
		1940-41	77	444	10	530	102	3	105	635	58	"	"	9,678	51	11,608	9,698
Gondal	3' 3 1/2"	1939-40	150	244	46	440	171	12	183	744	NH	"	"	15,712	51	NH	16,713
		1940-41	177	312	35	520	111	0	180	729	"	"	"	14,073	88	"	14,702
Jaipur State.	3' 3 1/2"	1939-40	112	172	116	400	00	3	65	463	50	"	"	10,398	60	"	**10,424
		1940-41	82	236	49	367	61	9	70	454	200	"	"	9,364	67	"	**9,369
Jamnagar Dvrjuka.	3' 3 1/2"	1939-40	40	210	28	278	163	36	138	453	126	"	"	9,412	72	"	9,571
		1940-41	47	236	35	319	90	41	131	460	11,233	"	"	9,988	70	"	9,608
Junagad State.	3' 3 1/2"	1939-40	147	330	16	493	42	2	44	640	25	"	"	11,705	64	"	11,737
		1940-41	145	317	3	465	41	3	45	513	30	"	"	13,013	56	"	11,035
	3' 3 1/2"	1939-40	152	194	62	408	131	NH	731	568	28	"	"	14,616	136	"	14,670
		1940-41	130	196	67	440	104	"	104	544	30	"	"	13,214	180	"	13,208
Shadara Delhi), Sa. narampur light	2' 6"	1939-40	NH	135	36	171	13	"	13	184	NH	"	"	3,686	8	"	3,704
		1940-41	"	101	34	224	16	1	17	240	"	"	"	4,888	7	"	4,911
Total Haw II Railways.	"	1939-40	11,454	4,093	793	16,340	1,263	228	1,491	8,405	1,407	539	10,427	164,988	916	"	164,798
		1940-41	1,406	3,673	726	5,805	1,377	328	1,605	8,229	760	24	21,116	181,731	880	138	183,113
		CLASS III.															
Ahmadpur-Katwa.	2' 6"	1939-40	15	71	NH	107	14	30	44	151	NH	NH	NH	1,587	NH	"	1,586
		1940-41	NH	97	"	117	16	33	49	165	"	"	"	1,587	"	"	1,587
Arrah-Satwam Light	2' 6"	1939-40	"	177	13	190	12	"	12	202	"	"	"	2,782	"	"	2,782
		1940-41	"	208	4	211	11	"	11	222	"	"	"	2,916	"	"	2,916
Bankura-Dumoodar	2' 6"	1939-40	"	128	1	129	29	48	48	160	"	"	"	1,609	"	"	1,609
		1940-41	"	116	1	118	21	62	63	130	"	"	"	1,608	"	"	1,608

. Includes light, a Missing required, assisting not required, aiding and departmental.
Oil fuel is not converted into coal.

(c) Includes Oil Fuel consumed for other than Locomotive purposes 1939-40 1940-41.
16 tons, 26 tons.

Includes the Porbandar State Railway,
Includes 00 Rail Motor Coach Miles for public services,
† Revised figures.

Excluding Departmental,
Including Departmental.

**Excludes petrol consumed on Rail Motor Cars. 1939-40 1940-41.
0 tons. 43 tons.

and III Railways for the years... 1939-40 and 1940-41.

(6) TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENT).				TOTAL NUMBER OF TONS OR COAL consumed.				AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN CLUDING ALL FRIGHT BOTH BAIL AND RRA FROM PIT'S MOUTH ON STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO Locomotives (IN RUPEES).				Railway.	
For Co.	Indite Coal.	Wood.	Total (in terms of coal).	For- ing Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal	Indian Coal.	Wood.		Oil Fuel.
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
NH	78	NH	78	NH	8,740	1	NH	8,740	Rs. 12	Rs. 8-14	Rs. 3-00	Rs. 12	Rs. 12	Rs. 12-5	Rs. 3-00	NH	Cuss 11. Barsi Light.
"	120	"	120	"	17,108	"	"	17,108	"	5-13	3-00	"	"	12-5	3-00	"	Bengal Doors.
"	868	"	868	"	8,872	NH	"	8,872	"	4-19	NH	"	"	11-8	NH	"	Bhavraj State.
"	858	"	858	"	8,330	"	"	8,330	"	3-21	"	"	"	10-8	"	"	Hikanev State.
788	NH	5	736	21,150	NH	71	"	21,158	115-8	NH	12-0	"	15-8	NH	12-0	"	Darjaling Himalayan.
807	"	5	809	21,922	NH	70	"	21,850	117-6	NH	12-0	"	17-5	NH	12-0	"	Dihru- Sadiya.
NH	2,094	NH	2,094	NH	34,189	53	"	34,190	NH	4-89	5-81	"	NH	16-8	6-81	"	Oankwar's Bhroda State.
"	2,077	"	2,077	"	33,507	80	"	33,529	"	4-76	5-81	"	"	17-5	6-81	"	Darjaling Himalayan.
"	2,274	"	2,274	"	13,570	NH	"	13,570	"	4-63	NH	"	"	11-8	NH	"	Dihru- Sadiya.
"	2,238	"	2,238	"	13,465	"	"	13,465	"	4-60	"	"	"	12-1	"	"	Dihru- Sadiya.
"	3,236	"	3,236	"	17,211	"	"	17,211	"	3-76	"	"	"	11-8	"	"	Dihru- Sadiya.
"	3,188	"	3,188	"	16,385	"	"	16,385	"	12-3	"	"	"	12-3	"	"	Dihru- Sadiya.
"	454	"	454	"	14,331	56	"	14,332	"	3-76	5-50	"	"	16-8	7-85	"	Oankwar's Bhroda State.
"	453	"	453	"	14,479	58	117	10,001	"	3-86	5-50	120-0	"	17-6	7-17	120-0	Oankwar's Bhroda State.
"	674	4	676	"	9,341	57	1140	9,664	"	3-88	5-50	59-8	"	14-5	7-60	76-0	Oankwar's Bhroda State.
"	314	75	314	"	9,892	128	1165	1,0042	"	3-47	5-50	79-1	"	16-0	4-67	97-0	Oankwar's Bhroda State.
"	316	5	317	"	18,027	58	NH	18,029	"	118-1	18-2	NH	"	18-2	16-3	NH	unional.
"	281	5	283	"	14,036	73	"	14,045	"	122-9	18-2	"	"	22-1	18-3	"	unional.
"	146	9	150	"	10,548	75	"	10,574	"	4-50	4-50	"	"	15-0	4-80	"	raipur State.
"	124	10	130	"	4,490	97	"	4,587	"	5-00	4-50	"	"	18-0	4-80	"	raipur State.
"	129	NH	129	"	9,959	72	"	9,801	"	5-00	11-1	"	"	17-2	11-1	"	Jamgar
"	246	"	245	"	9,013	70	"	9,041	"	4-00	11-1	"	"	22-1	11-1	"	Jamgar
"	686	21	694	"	12,391	75	"	12,421	"	118-1	19-0	"	"	14-2	16-0	"	Itunignd State.
"	650	148	699	"	11,693	208	"	11,694	"	105-77	10-0	"	"	17-8	16-0	"	Itunignd State.
"	274	5	277	"	11,591	149	"	11,547	"	6-20	4-41	"	"	20-2	4-41	"	Morvi.
"	204	5	206	"	13,118	135	"	13,472	"	4-94	3-78	"	"	20-3	3-78	"	Morvi.
"	58	NH	58	"	3,752	9	"	3,759	"	4-79	12-7	"	"	14-4	12-7	"	Shahdara (Iwhil- Saharapur Light.
"	41	4	41	"	4,728	11	"	4,734	"	3-25	12-5	"	"	15-7	12-5	"	Shahdara (Iwhil- Saharapur Light.
733	11,904	49	12,557	21,768	175,000	886	1110	197,228									Total Class II Rail- ways.
907	11,707	282	12,073	21,022	172,819	821	1144	195,188									CLASS III.
NH	181	NH	181	NH	1,507	NH	NH	1,507	NH	3-40	NH	NH	NH	7-50	NH	NH	Ahmad pur Katwa
"	148	"	148	"	1,735	"	"	1,735	"	3-50	"	"	"	7-01	"	"	Ahmad pur Katwa
"	374	"	374	"	3,098	"	"	3,098	"	2-90	"	"	"	9-00	"	"	Arrah- Sayaram Light
"	473	"	473	"	3,398	"	"	3,398	"	2-20	"	"	"	9-20	"	"	Arrah- Sayaram Light
"	627	"	627	"	2,236	"	"	2,236	"	3-50	"	"	"	5-53	"	"	Bankura Damodar
"	674	"	674	"	2,262	"	"	2,262	"	3-50	"	"	"	5-06	"	"	Bankura Damodar

(a) 2½ Tons of Wood-1 Ton of Coal-0.55 Ton of Oil Fuel-1 Ton of Coal.

(6) For VmmM relating to Oil for Fuel see remarks against (c) on previous page.

Do not represent pit. mouth price contract rates at the point of supply.

37.—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gangs.	Year	TRAIN MILES (in THOUSANDS).				SHUNTING AND OTHER ENGINES MILES (IN THOUSANDS).			Total engine miles (in thousands). (Cols. 7 + 10).	Bull Can (Intern. Carbon-dioxide). (In thousands.)	Rail Can (Steam pro. polled) (in thousands.)
			PASSEN. ger.	Mixed.	Goods.	Total (in. chugging depart.	Shunt. ing.	Miscellaneous.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS III—contd.												
Baraot-Basirhat	2' 6"	1939-40	56	125	28	209	13	KG	13	222	76	12
		1940-41	69	91	40	200	15	1	16	216	"	78
Bengal Provincial	2' 6"	1939-40	NH	39	NH	39	8	8	11	116	"	NH
		1940-41	"	91	"	91	8	2	10	101	"	"
Bukhtiarpur-Bihar Light.	2' 6"	1939-40	"	112	1	113	11	NH	11	224	"	"
		1940-41	11	109	1	121	12	"	12	133	"	"
Burdwan-Katwa	2' 6"	1939-40	32	122	Asi	137	37	39	69	197	"	"
		1940-41	12	121	"	137	31	34	66	182	"	"
Cutch State	2' 6"	1939-40	1	66	16	73	8	34	33	97	"	"
		1940-41	1	55	7	63	8	13	21	87	"	"
Duhri-Hohtai Light	2' 6"	1939-40	NH	36	NH	36	6	NH	6	84	"	"
		1940-41	"	66	"	66	6	"	6	61	"	"
Dholpur State.	2' 6"	1939-40	"	69	"	69	15	2	17	76	8	"
		1940-41	3	59	"	61	16	1	16	77	1	"
Futwak-Jalampar	2' 6"	1939-40	NH	77	NH	77	3	KG	3	80	NH	"
		1940-41	"	74	"	74	3	"	3	77	"	"
Gwalior Light	2' 6"	1939-40	4	216	103	223	54	7	61	348	"	"
		1940-41	3	224	76	300	47	6	53	350	"	"
Howrah-Amra Light.	2' 6"	1939-40	123	118	22	263	11	NH	11	246	"	"
		1940-41	106	119	29	254	27	1	28	277	"	"
Howrah-Sheakhala Light.	2' 6"	1939-40	34	37	1	72	3	NH	3	79	"	"
		1940-41	30	31	1	62	6	"	6	69	"	"
Jagathri Light	2' 6"	1939-40	NH	39	NH	39	1	NH	1	41	"	"
		1940-41	"	10	"	10	1	"	1	11	"	"
Jot bat.	2' 6"	1939-40	1	1	1	3	1	1	1	3	1	1
		1940-41	1	1	1	3	1	1	1	3	1	1
Kalighat-Faha	2' 6"	1939-40	61	78	NH	143	13	127	139	222	NH	NH
		1940-41	50	77	1	129	16	116	133	212	"	"
Kulasekarapatnam Light.	2' 6"	1939-40	NH	27	NH	27	NH	NH	NH	27	"	"
		1940-41	1	1	1	3	1	1	3	3	1	1
Aitharan Light	2' 6"	1939-40	NH	11	1	13	NH	NH	NH	13	8	NH
		1940-41	"	11	2	13	"	"	"	13	8	"
Tezpur-Balipara Light	2' 6"	1939-40	"	45	NH	45	8	"	8	62	NH	"
		1940-41	"	44	"	44	8	"	8	52	"	"
Alewar State	2' 6"	1939-40	319	319	37	276	24	12	36	219	8	"
		1940-41	183	76	41	300	22	12	34	217	1	"
Total Cfaa Utulnaya.	HI	1939-40	485	1,722	224	2,576	243	276	619	2,895	13	22
		1940-41	640	1,854	213	2,551	260	270	530	2,807	10	76

Includes light, assisting required, and departmental.
 The railway was closed for traffic on 4-2-40
 information not available.
 Ending Departmental.
 Including Departmental.

and III Railways for the years 1939-40 and 1940-41-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).	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
Class III-contd.															29
NH	3,544	NH	NH	3,544	NH	1,314	NH	NH	1,314	NH	4,568	NH	NH	4,568	
"	3,300	"	"	3,300	"	1,226	"	"	1,226	"	4,203	"	"	4,203	Barnat-Badhat Light.
"	1,794	"	"	1,794	"	120	"	"	120	"	1,714	"	"	1,714	Bengal Provincial.
"	1,836	"	"	1,836	"	120	"	"	120	"	1,755	"	"	1,755	Bhaktiarpur-Bihar Light.
"	1,530	"	"	1,530	"	367	"	"	367	"	1,950	"	"	1,950	Burhan-Katwa.
"	1,686	"	"	1,686	"	438	"	"	438	"	2,024	"	"	2,024	Cach State.
"	1,779	"	"	1,779	"	334	"	"	334	"	2,113	"	"	2,113	Dehri-Rohas Light.
"	1,800	"	"	1,800	"	338	"	"	338	"	2,207	"	"	2,207	Dholpur State.
"	2,183	39	"	2,183	"	48	"	"	48	"	2,230	39	"	2,230	Farwah-Islampur.
"	1,617	26	"	1,628	"	48	"	"	48	"	1,885	26	"	1,875	Gwalior Light.
"	1,714	NH	"	1,714	"	127	"	"	127	"	1,841	NH	"	1,811	Hawrah Amba Light.
"	1,770	"	"	1,770	"	123	"	"	123	"	1,853	"	"	1,833	Hawrah-Shubhashila Light.
"	1,265	6	"	1,267	"	NH	"	"	NH	"	1,265	6	"	1,267	Jagadhri Light.
"	1,272	0	"	1,274	"	"	"	"	"	"	1,272	0	"	1,274	Jorhat.
"	892	NH	"	892	"	83	"	"	83	"	989	NH	"	989	Kalighat-Falla.
"	793	"	"	793	"	103	"	"	103	"	808	"	"	808	Kolnagar-petnam Light.
"	7,430	3	"	7,430	"	295	"	"	295	"	7,734	3	"	7,736	Matheran Light.
"	7,029	5	"	7,061	"	239	"	"	239	"	7,318	5	"	7,323	Nasik State.
"	5,557	NH	"	5,557	"	1,361	"	"	1,361	"	6,912	NH	"	6,912	Patna Light.
"	5,220	"	"	5,220	"	1,763	"	"	1,764	"	7,284	"	"	7,284	Shubhashila Light.
"	1,387	"	"	1,387	"	310	"	"	310	"	1,727	"	"	1,727	Jagadhri Light.
"	1,319	"	"	1,319	"	441	"	"	441	"	1,820	"	"	1,820	Jorhat.
"	152	"	"	152	"	NH	"	"	NH	"	152	"	"	152	Kalighat-Falla.
"	109	"	"	109	"	"	"	"	"	"	109	"	"	109	Kolnagar-petnam Light.
"	786	"	"	786	"	223	"	"	223	"	1,009	"	"	1,009	Matheran Light.
"	463	"	"	463	"	321	"	"	321	"	801	"	"	804	Nasik State.
"	2,378	"	"	2,378	"	368	"	"	368	"	2,746	"	"	2,716	Patna Light.
"	2,605	"	"	2,605	"	367	"	"	367	"	2,802	"	"	2,802	Shubhashila Light.
"	NH	"	16	29	"	NH	"	"	NH	"	NH	"	16	29	Jagadhri Light.
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Jorhat.
NH	384	NH	NH	384	NH	NH	NH	NH	NH	NH	384	NH	NH	384	Kalighat-Falla.
"	300	"	"	300	"	"	"	"	"	"	300	"	"	300	Kolnagar-petnam Light.
"	1,630	"	"	1,630	"	193	"	"	193	"	1,823	"	"	1,823	Matheran Light.
"	954	"	"	954	"	168	"	"	168	"	1,122	"	"	1,122	Nasik State.
"	7,151	54	"	7,158	"	906	"	"	906	"	8,067	54	"	8,054	Patna Light.
"	7,784	86	"	7,788	"	1,238	"	"	1,232	"	8,966	86	"	9,021	Shubhashila Light.
NH	45,255	87	16	45,258	NH	7,330	NH	NH	7,289	NH	54,085	87	16	54,158	Total Class III Railways.
"	46,627	127	NH	46,607	"	8,205	"	"	8,205	"	54,062	127	NH	54,712	

(a) 2½ TONS of Wood = Ton of C.M. and O.M. Ton of Oil fuel Ton of Coal.

37.—Statistics of Engine Miles and Coal consumption of *Class II and III* Railways for the years 1939-40 and 1940-41—concl'd.

Railway.	Gang..		Average COST AT MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				Average COST PER TON IN CLUING ALL FREIGHT BOTH BAIL AMP AND FROM PITS MOOTS OR VIATIOS OF SUPPLY TO ENGINE SHED FROM wheer ISSUND TO LOCOMOTIVES (IN			
			Foreign Coal.	Indian Coal	Wood	oil	For- eign Coal.	Indian Coal.	Wood.	on Fuel
30	31	32	83	34	35	Fuel.	37	38	30	40
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
GLASS III—concl'd.										
Baraot-Baffirhat Light	2° 0°	1939-40	NH	2-60	NH	NH	NH	9-00	NH	NH
		1940-41		2-20				9-20		
Bangal Provincial	2° 0°	1939-40		2-66				8-68		
		1940-41		2-87				6-00		
Bukhttarpor- Bihar Light	2° 0°	1939-40		2-90				8-80		
		1940-41		3-20				9-40		
Bmrwan-Katwa	2° 0°	1939-40		3-70				7-58		
		1940-41		8-50				7-61		
Cuteh Stata	2° 0°	1939-40		1133-0	7-00			33-0	7-00	
		1940-41		142-0	7-00			42-0	7-00	
Dcbn-Rohtaa Light	2° 0°	1939-40		3-60	NH			9-20	NH	
		1940-41		3-75				9-33		
Dholpur-State	2° 0°	1939-40		4-50	8-52			16-3	8-52	
		1940-41		4-50	10-5			16-5	10-5	
Futwah-Talampnt	2° 0°	1939-40		2-90	NH			8-70	NH	
		1940-41		3-20				9-20		
Gwalior-Light	2° 0°	1939-40		4-68				14-9		
		1940-41		4-60	1			14-8	1	
Howrah-Amra Light	2° 0°	1939-40		2-90	NH			9-00	NH	
		1940-41		3-20				10-8		
Howrah-Shaakhala Light	2° 0°	1939-40		3-60				9-00		
		1940-41		3-20				10-8		
Jagadhri Light	2° 0°	1939-40		4-23				16-6		
		1940-41		3-91				14-8		
Jorhat	2° 0°	1939-40		11-6				11-7		
		1940-41		11-6				14-3		
Katighat-Falia	2° 0°	1939-40		3-50				9-75		
		1940-41		3-60				9-92		
Kalaekarapatnam Light	2° 0°	1939-40		NH		114-0		NH		128-9
		1940-41		1	1	1	1	1	1	1
Matheran Light	2° 0°	1939-40		4-60	NH	NH		16-3	NH	NH
		1940-41		4-80				16-4		
Tozpore-Bali para Light	2° 0°	1939-40		16-6				16-6		
		1940-41		16-7				16-7		
Mowar State	3 24°	1939-40		4-87	8-00			17-8	8-00	
		1940-41		4-25	8-00			18-0	8-00	

The railway was closed for traffic on 4th February 1940.

X Unworkable sleepers without value

A Do not represent pit mouth price, but contract rate at the point of supply.

APPENDICES.

value of Stores purchased by Class I Railways (excluding Jodhpur, Mysore State

None—Columns headed 4 indicate Valoa of stores

„ B indicate Value of imported

„ 0 indicate Value of stores of

Stores purchased 1	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	..	1	..	..	1	..	..	8
B. Engineering Plant and components including all hand and power machinery.	..	7	8	2	8	1	..	1,09	68
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	32	22	16	..	11	..	1,11	1,86	14
D. Permanent Way Material and Track tools—									
(a) Rails.	..	..	2,85	..	..	1,04	..	1	20,29
(h) Steel Sleepers	..	..	..	..	..	..	..	..	61
(c) Cast-iron sleepers	..	..	..	..	..	..	..	..	3,78
(d) Wooden Sleepers	..	28	6,80	..	..	7,35	..	..	11,41
(e) Other P. W. Material	..	10	97	32	25	3,06	..	26	8,02
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	2,41	6	31	0,13	27	..	7,28	2,43	3,30
Ebi. Railway Carriage and Wagon Underframes and Components includ ing brake rigging but excluding electrical material and trnm lighting material.	1,04	8	21	..	..	..	12,47	7,35	24,14
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	1	2	98	33	16	..	22	63
EVb. Automatic Vacuum Brake Equipment and lis parts and fittings other than rigging and parts exclusively used on locomotives.	..	6	8	11	7	1	..	41	1,12
Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	1	..	4	7	..	..	20	16
F1. Building material, water mains, sewage eyatom and track and ynrnd enclosing material, and all other paits and fittings.	..	53	66	..	24	3	..	2,05	7,12
F2. Signal and Interlocking material, and their parts and fittings.	18	6	36	..	14	32	..	39	2,12
Gb1. Hardware, Copper, Tin and Zinc-ware, .e., all simple material in common use manufactured from raw metal.	9	72	29	..	67	18	1	2,18	1,72
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other bonds.	..	8	11	6	38	9	..	79	27
GW. Metals ..	36	2,41	1,99	4	2,09	2,87	69	13,38	16,12
Gb5. Painters. Stores ..	..	46	74	94	91	49	..	66	8,56
Gb6. Timber. ..	..	80	1,02	..	1,20	19	..	38	8,72
Gb7. Fuel and fuel oil ..	..	..	11,18	..	9	11,19	..	19	64,10
H. (a toe). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	31	1,19	28	30	1,61	6	..	8,13	1,28
All other stores not detailed in too above major heads.	7	2,19	4,73	15	4,80	4,90	9	22,83	16,24
Total ..	4,07	10,08	34,71	13,08	14,09	31,03	21,98	62,46	1,77,39

VTXX

and H. B.B. the Nieuw's State Railways) during the year 1940-41. (In thousands of rupees.)

imported direct (including customs charges).

stores purchased in India.

In Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Eastern Bengal.			East India. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	
..	—	..	..	..	5	..	3	1,72	A. Bridge work and its parts, fitting, and special fastenings.
6	25	10	..	50	16	..	1,06	20	B. Engineering Plant and components including all hand and power machinery.
41	200	16	..	3,14	57	..	3,69	54	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
—	..	4,46	..	—	5,09	..	—	15,90	D. Permanent Way Material and Track tools—
..	..	5,93	..	..	..	..	..	..	(a) Rails.
..	..	..	..	..	8,05	..	..	24,21	(b) Steel Sleepers.
..	6	12,69	..	..	21,16	..	..	12,30	(c) Cast iron sleepers.
5	6	5,07	..	..	6,16	..	33	21,37	(d) Wooden sleepers.
3,37	61	18	..	6,35	1,21	16	28,58	3,17	(0 Other P. W. Material.
1,20	3,24	14,56	..	3,23	3,55	..	2,42	30,88	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material).
6	13	1,30	..	3,37	11,85	..	42	67	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
41	23	38	..	23	54	..	37	2,16	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	69	2	..	1,12	28	..	74	16	EVb. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
24	1,14	54	..	44	6,94	..	1,80	4,40	Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
2,71	53	80	..	10	41	..	30	5,19	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
44	2,97	1,01	..	2,03	1,32	..	2,45	1,45	F2. Signal and Interlocking material, and other parts and fittings.
15	84	96	..	68	29	..	1,07	78	Qb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.
2,71	4,00	5,92	..	8,40	6,69	25	15,98	68,56	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
1	56	2,89	..	1,84	3,04	..	1,56	9,78	Gb4. Motak..
..	4,38	22	..	..	3,72	..	4,78	69	Gb6. Painters' Store..
..	91	11,39	..	36	18,30	..	..	23,27	Gb8. Timber.
4,17	4,93	71	..	7,38	1,47	..	16,62	2,72	Gb7. Fuel and fuel oil.
84	10,90	16,01	..	10,48	0,45	8	20,14	69,00	H.(atoc). Electrical and Train and Locomotive Lighting Plants and materials, etc, and Telegraph and Telephone equipment.
16,83	36,77	1,02,26	..	68,45	1,10,33	80	87,52	5,06,70	All other stores not detailed in the above major heads.
									Total.

Value of Stores purchased by CImss I Railways (excluding Jodhpur, Mysore Suae

NOTE.—Columns headed A indicate Value of itoreg

„ „ B indicate Value of imported

C indicate Vaulus of etwee of

Stores purchased.	1	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
		A 21	B 22	C 24	A 25	B 26	C 27	A 28	B 29	C 30
21										
A. Bridge work and its parts, fittings and special fastenings.		..	..	..	..	1	..	..	2	34
B. Engineering Plant and components including all hand and power machinery.		..	20	2	2	24	..	..	76	9
C. Workshop Machinery, plant and equipment including Prounatio machinery and Tools.		..	2,15	6	14	62	11	..	2,79	6
D. Permanent Way Material and Track tools—										
(a) Bails.		..	..	5,46	..	..	2,42	..	..	16,30
(b) Steel Sleeper.		..	..	5	..	..	12	..	..	12,66
(c) Cast iron sleepers		..	1	7,08	..	..	3,82	..	..	69
(d) Wooden sleepers		..	..	1,77	..	..	6,44	..	..	27,67
(e) Other P. W. Material		..	61	5,23	4	11	2,60	..	12	15,97
Hal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	1	11,04	77	4,32	92	60	..	23,61	1,77	
JSbl. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	1,83	5,47	1,38	4	14,60	..	6,11	4,00	
Eb2. Hallway Carriage and Wagon body components excluding electrical, gas, rubber and textilo fittings.	..	62	78	6	15	29	..	20,30	25	
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively wtd on locomotives.	..	4	90	..	4	25	..	1,16	1,53	
Eb6. Trimmings, i.e., textile, fibrp and leather articles used for furnishing railway carriage interiors and roofing, Mooring and sewing materials.	..	1,68	58	9	23	17	..	1,11	06	
F1. Building material, water mains, sawage By stem and track and yard enclosing material, and all other parts and fittings.	..	55	1,60	3	26	26	..	1,19	2,00	
F2. Signal and Interlocking material, and their parts and fittings.	..	40	51	4	8	10	..	97	21	
Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.	..	2,41	2,67	20	1,00	56	..	4,06	1,00	
(3b3. All Leather, Canvas and India Rubber in bulk, and articles made from thorn which are not included under other heads.	..	80	64	39	35	27	..	97	78	
Gb4. Metals ..	..	2,43	2,16	5,09	1,26	2,36	4,20	..	11,07	10,97
Gb5. Painters' Stores ..	..	1,07	2,34	8	1,07	1,67	..	5,05	4,22	
Gb6. Timber ..	..	4,00	62	..	6	1,99	..	1	5,72	
Gb7. Fuel and fuel oil ~	..	49	50,86	..	1,23	23,16	..	5	62,34	
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	2,06	1,99	76	2,06	78	..	7,41	1,18	
All other stores not detailed in the above major heads.	..	10,67	20,00	1,12	5,28	7,63	..	10,04	27,22	
Total		3,64	60,66	1,22,15	12,19	22,23	71,02	..	1,07,29	2,07,91

and H. E. H. (he Nizam's State Railways) during the year 1940-41. (In thousands of rupees)

imported direct (including Customs charges),

stoves purchased in India.

Indian manufacture or of indigenous origin.

*Detail of working of Comptn j or State coliferpt**

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Oun		
						Large coal.	Small coal.	Shalt coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro .	East Indian and Bengal-Nagpur Railways.	Bihar .	August 1915.	1925-26	26,60,620	777,824	185,858	127,427
				1930-40	(a) 25,37,252	263,739	175,879	118,027
				1940-41	(a) 25,00,422	725,992	160,644	127,098
Buwang .	East Indian and Bengal-Nagpur Railways.	Bihar .	27th July 1924.	1925-26	25,78,920	36,760	(c) 3,991	71,180
				1930-40	(a) 15,73,770	34,448	(c) 2,854	17,832
				1940-41	(a) 13,59,088	37,921	(c) 2,798	10,149
Kharbarbaroo .	State	Bihar	1st January 1971.	1925-26	29,53,850	212,392	83,329	65,149
				1930-40	(a) 25,77,329	268,347	81,220	65,123
				1940-41	(a) 27,04,287	224,832	109,901	63,674
Fornupur .	State	Bihar	1st January 1971.	1925-26	30,12,867	155,351	84,709	65,245
				1930-40	(a) 27,21,457	166,573	80,882	65,199
				1940-41	(a) 25,85,388	134,428	65,791	56,702
Bhurkunda .	State	Bihar	1st June 1927.	1925-26	52,09,784	149,322	NH	(d) 18,754
				1930-40	(a) 52,66,630	89,777	NH	(d) 14,092
				1940-41	(a) 52,55,384	105,982	1,881	(d) 6,651
Kargali .	State	Bihar	18th July 1917.	1925-26	39,65,748	567,596	7,707	(d) 108,685
				1930-40	(a) 31,74,881	569,644	7,519	(d) 107,643
				1940-41	(a) 30,08,407	820,890	1,774	(d) 108,660
Argala .	Bengal Nagpur Railway.	Bihar	1st May 1926.	1925-26	21,41,433	260,415	NH	21,875
				1930-40	(a) 24,58,470	264,923	NH	12,622
				1940-41	(a) 24,08,190	279,005	NH	22,770
Daultera .	Bengal Nagpur Railway.	Orissa	1st Sept. 1922.	(g) 1925-26	10,29,559	722,570	NH	8,777
				1930-40	(m) 19,26,272	107,471	NH	11,105
				1940-41	(m) 19,17,710	113,286	NH	13,800
Talcher .	Madras & Southern Maharashtra Railway.	Orissa	Sept. 1920.	1925-26	20,16,620	150,462	NH	9,840
				1930-40	40,98,276	180,257	NH	13,844
				1940-41	41,55,012	182,825	NH	13,691
Jarangdih .	Bombay, Baroda & Central India and Madras & Southern Maharashtra Railways.	Bihar	1st April 1927.	1925-26	79,04,535	83,628	7,606	5,209
				1930-40	(j) 77,84,000	73,841	2,755	2,417
				1940-41	(j) 77,83,804	70,089	2,503	1,249
Raigarh Durg .	Bombay, Baroda & Central India and Madras & Southern Maharashtra Railways.	Bihar	..	1925-26	15,75,918	++	++	++
				1930-40	(b) 17,70,852	++	++	++
				1940-41	(b) 15,90,685	++	++	++
Kerala .	Bombay, Baroda & Central India Railway.	Central Province.	7th May 1922.	1925-26	(A) 15,22,222	280,060	NH	3,205
				1930-40	(A) 15,22,222	212,744	NH	3,474
				1940-41	(A) 15,22,222	277,106	NH	3,516
Kedla .	East Indian and Bengal Nagpur Railways.	Bihar	..	1925-26	3,68,580	8	8	8
				1930-40	(f) Nil	8	8	8
				1940-41	(f) Nil	8	8	8

(a) The decrease is due to credits on Account of Sinking Fund.

(b) The decrease is due to the write-off of the amount of Rs. 1,04,167 to the Revenue Accounts of the B., B. & O. 1. & M. & S. M. Railways.

(c) Revised figure.

(d) Includes coal consumption.

(e) Represents Smithy cost.

(f) Due to the capital outlay having been written back to Revenue.

(g) Stopped from 4th June 1930 and recommenced from 26th February 1937.

(h) Includes Rs. 43,463 on account of Sinking Fund recovered.

(i) Includes Rs. 54,004 on account of Sinking Fund recovered.

(j) The decrease is due to disposal of plant and materials released from abandoned works and inclusion of Sinking Fund charge* recovered.

(k) Includes Rs. 64,609/12/- on account of Sinking Fund

(l) The decrease is due to disposal of materials released from abandoned works and inclusion of sinking fund charges.

Dix B.

for the year 1938-39 to 1940-41.

PUT	Quantity ISSUED.	Working expenses	Average cost of a ton of coal.	Average number Of persons employed, daily.	Number of tons raited per person employed. IS	Number of persons killed.	Number of persons injured.	Colliery
Total	II	I*	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.	Tons.				
1,080,621	1,030,821	19,30,394	1.77	3,352	317	2	19	} Bokaro.
1,022,430	1,052,436	17,87,037	1.84	(e) 5,234	281	2	24	
1,004,034	1,004,034	10,25,326	1.02	0,321	100	2	31	
48,401	48,401	3,00,330	5.18	173	280	Nil	1	} Swang.
49,441	49,441	3,31,091	4.75	142	329	Nil	Nil	
80,006	80,006	2,82,423	5.17	405	125	Nil	4	
341,071	361,334	18,45,108	5.40	2,706	148		45	} Kurharbaree.
342,198	364,804	16,36,060	4.83	1,448	181	4	57	
407,997	390,776	1,630,872	4.40	2,155	190	7	62	
304,768	329,759	15,30,476	4.90	1,540	197	3	28	} Serampur.
326,794	330,534	14,11,546	4.31	1,737	187	5	36	
256,849	267,079	12,10,110	4.71	1,442	178	Nil	38	
103,083	168,088	9,49,484	6.60	1,254	134	2	7	} Bhurkunda.
103,429	168,429	8,89,269	6.22	924	168	Nil	2	
114,164	114,164	6,44,078	5.04	1,000	118	Nil	2	
601,328	601,328	21,64,239	3.27	6,012	110	3	9	} Kargali.
702,912	702,912	20,31,560	2.89	5,243	134	2	15	
631,173	631,173	16,96,909	3.00	4,780	132	2	12	
321,680	321,050	8,54,502	2.66	1,679	192	Nil	1	} Argada.
314,745	314,745	8,13,713	2.69	1,558	198	1	Nil	
301,776	301,776	7,04,885	2.50	1,523	108	Nil	Nil	
126,687	130,287	5,39,445	3.95	1,130	121	2	6	} Deulbera.
122,687	118,087	5,46,652	4.61	1,140	104	Nil	15	
127,129	127,129	6,00,608	4.72	1,215	105	5	6	
790,302	790,302	6,21,379	2.74	1,305	148	1	487	} Talcher.
806,101	800,101	6,57,816	2.79	1,130	140	2	475	
306,019	306,019	6,78,700	3.20	1,673	123	2	205	
91,923	91,572	8,38,356	3.54	520	184	Nil	2	} Jaraagdi.
79,063	79,082	3,07,137	3.89	450	178	Nil	1	
63,013	84,504	9,09,492	3.00	528	160	Nil	Nil	
††	††	††	††	††	††	††	††	} RelgarA Dart
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
283,290	283,378	7,84,059	2.70	1,162	248	Nil	4	} Kuraia.
282,102	282,102	6,63,463	2.36	1,135	248	1	6	
280,451	280,363	7,20,645	2.64	1,122	250	2	3	
†	†	†	†	†	†	†	†	} Kedla.
†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	

(m) The decrease is due to redemption of Capital on Sinking Fund basis

The colliery has been relinquished.

Further Development postponed indefinitely.

Statement shewing the Number of Servants of all races (gazetted and non-gazetted, permanent and

	Number											
RailwayS.	European*.		Indians.									
			Hindus.				Muslim*.		Anglo-Indians and Domiciled Europeans.		Sikh*.	
	Hindus other than Depressed Classes.		Depressed Classes.									
1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal .	40	39	7,019	7,449	2,748	2,685	4,266	6,055	245	209	160	183
Bengal & North Western.	86	76	18,662	19,047	3,956	4,098	5,387	4,122	242	261	8	13
Benga-Nagpur.	138	156	47,008	49,898	16,827	16,340	7,001	7,570	2,023	2,176	664	619
Boihay, Baroda & Central India.	278	269	28,413	42,016	7,745	8,005	19,870	11,576	672	1,079	202	242
Eastern Bengal	131	132	25,993	26,451	9,279	9,719	16,426	16,380	623	620	185	174
East Indian .	509	452	82,965	84,286	30,787	19,772	26,651	26,424	2,368	2,420	474	619
Great Indian Peninsula.	210	211	43,739	47,028	18,072	21,809	19,226	19,509	1,633	1,640	267	291
Jodhpur .	18	17	1,931	6,230	1,050	830	1,722	1,771	81	19	24	13
Madras & Southern Mahratta.	125	115	25,744	26,078	9,596	9,117	6,362	5,343	*1,669	1,918	70	12
Mysore State .	1	Nil	5,201	5,896	660	678	704	681	114	126	Nil	Nil
Nisam's State .	79	67	7,185	7,848	4,105	5,133	2,663	2,907	496	415	12	17
North Western .	*369	401	*8,117	30,691	*6,719	5,863	*27,132	68,367	*963	865	*6,945	6,190
Rohilkund and Kunaim.	9	8	3,312	3,362	928	941	1,814	1,872	44	46	1	1
South Indian .	84	72	27,473	29,201	2,813	3,045	*2,773	2,200	1,381	1,845	Nil	Nil
Total	*2,260	2,036	*371,238	388,241	*100,665	100,684	*151,650	135,796	*72,942	13,209	*7,514	8,245
Class II.												
Bareilly Light	0	6	863	778	287	368	163	176	22	8	Nil	208
Batmal-Ghore .	3	†	681	†	679	†	817	†	11	†	10	†
Bijnor State	2	1	8,216	1,403	837	1,437	248	236	Nil	Nil	1	1
Bikau State	21	0	3,796	8,774	(a)	(a)	900	798	1	1	51	51
Darjeeling-Himalayan.	5	6	1,115	1,605	171	166	62	67	29	16	1	2
Dibrui-Hidya	13	10	1,171	1,124	597	540	356	331	1	2	27	27
Gaokwar's Baroda State.	1	Nil	2,924	2,291	424	424	310	303	22	12	37	37
Condal	Nil	Nil	1,025	996	230	233	78	67	Nil	Nil	Nil	Nil
Jaipur State	3	3	820	824	173	214	244	235	7	6	1	3
Jamnapur-Dwarka	Nil	Nil	1,531	1,135	84	26	186	211	Nil	Nil	Nil	Nil
Junagad State .	3	3	1,166	1,161	59	60	242	233	16	9	202	201
Morvi .	Nil	Nil	907	926	23	64	78	72	2	2	202	201
shahdara (Delhi). Saharanpur.	6	5	192	265	69	76	840	203	9	9	8	7
Total	43	†142	19,531	†127,265	2,672	†12,267	2,548	†12,004	26	††185	134	††119
Class III, Total.	29	20	4,349	4,298	2,093	1,974	998	988	18	14	8	9
Railway Board & Other Railway Offices.	51	††147	6,597	††18,378	246	††1973	1,737	††11,817	58	††148	139	††1132
Grand Total .	*2,332	2,153	*399,775	415,547	*102,658	102,658	*157,387	137,577	*73,009	13,333	*7,522	8,254

*Revised figures.

(a) No distinction is observed on this Railway between Hindus and Muslims. Staff of B.D. Rly. includes under E.B. Rly. Excludes Central Publicity Office. B.D. Rly. office is included, under E. B.Rly. in figures for 1940-41.
 † Includes staff of Argada & Talcaer (Deulbera) collieries.

DIX C I.

temporary, open line only employed on each Railway and under the Railway Board at the 1939-40 and 1940-41

servants employed

India INDIAN Christians Parsis.				Other com-		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts feevic (or)		Railways,
1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	
14	15	16	17	18	19	20	21	22	23	24	25	26
121	120	1	1	211	214	16,116	16,029	16,494	16,067	16,416	16,967	CLASS I
226	225	2	2	2	2	23,164	23,559	23,259	23,437	23,259	23,445	A.-B.
1,183	1,309	24	17	23	38	64,811	70,738	68,532	70,801	69,362	70,884	B. & N.-W.
1,621	1,744	347	375	471	500	62,182	66,430	62,769	66,298	62,769	66,298	R.-K.
253	260	2	4	16	14	62,824	63,609	62,967	66,740	62,965	67,711	B., B. & C.I.
750	884	18	16	18	15	136,081	134,336	133,569	134,788	133,575	134,789	E. S.
3,376	3,593	450	460	357	460	73,368	85,840	78,812	90,121	78,818	90,121	E. I.
37	92	2	2	3	8	7,999	8,065	7,917	8,042	7,915	8,063	G.I.P.
3,569	3,702	61	61	34	300	46,547	47,258	46,662	47,373	46,662	47,373	Judhmir.
451	393	1	3	102	4	7,433	7,743	7,431	7,782	7,434	7,783	M. & S. M.
212	230	7	7	37	66	16,377	17,243	16,376	17,310	16,376	17,310	Mysore State
1,215	1,382	57	63	21	21	102,654	103,712	101,041	101,113	101,047	101,118	N. S.
24	23	Nd	Nd	2	2	6,139	6,276	6,139	6,246	6,139	6,284	N. W.
3,733	3,857	Nd	Nd	4	4	37,679	39,769	37,665	39,832	37,663	39,832	R. & K.
17,661	18,598	1,116	1,194	1,735	1,748	602,101	647,385	657,091	690,020	667,013	690,012	s. I.
												Tot d.
												CWM II.
58	Nd	Nd	Nd	Nd	Nd	1,385	1,387	1,791	1,389	1,391	1,393	Barsi Light.
7	Nd	1	3	1	1	1,618	1,618	1,611	1,611	1,611	1,611	B. D.
39	38	28	28	2	Nd	3,129	3,123	3,191	3,111	3,191	3,141	I. S.
7	10	7	7	Nd	Nd	4,665	4,634	4,671	4,643	4,676	4,643	BK.S.
10	9	Nd	Nd	12	9	1,706	1,704	1,726	1,702	1,726	1,709	D. H.
35	26	7	7	2	2	2,109	2,061	2,112	2,071	2,112	2,071	D. S.
63	53	12	12	1	2	4,113	4,131	4,111	4,134	4,111	4,134	G. B. S.
5	8	Nd	Nd	Nd	Nd	1,220	1,221	1,220	1,221	1,220	1,224	Gondal.
5	6	Nd	Nd	Nd	Nd	1,257	1,267	1,260	1,260	1,260	1,260	Jaipur State.
13	11	Nd	Nd	Nd	Nd	1,266	1,266	1,265	1,266	1,266	1,266	J. D.
6	5	1	1	2	1	1,465	1,430	1,465	1,433	1,465	1,493	J.S.
2	3	1	1	1	Nd	1,018	1,070	1,018	1,070	1,018	1,070	Morvi.
1	2	Nd	Nd	Nd	Nd	637	637	643	662	613	662	8. (D.) S.
229	11230	62	1142	23	1114	25,582	1124,037	26,015	124,379	26,015	1124,379	Total.
15	15	1	6	13	14	7,313	7,367	7,317	7,208	7,347	7,204	CI. HI Total.
137	111490	Nd	Nd	65	11185	8,608	1118,804	8,609	1118,711	8,606	1118,742	R. Bd. & other R. O.
18,945	19,963	1,605	1,331	1,837	1,801	708,849	728,283	709,022	730,434	709,011	730,436	Grand Total

H75RB

furnished

APPENDIX C—II.

Statement shewing the number of servants of all races employed on Chss I Railways—Open line and Construction—(excluding His Exalted Highness the Nizam State Jodhpur and Mysore State Railways) and in the Roadway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the dose of the years 1939-40 and 1910-41.

Name of Railway.	31st MARCH 1940.											31st MARCH 1941.											Total No. on the Railway (Column 13 plus 22).		
	Euro-pean.	INDIANS.										Euro-pean.	INDIANS.												
		Hindus.		Muslims.	Anglo-Indians and Depressed Europeans.	Sikhs.	Indian Christians.	Pariahs.	Other Communities.	Total (Cols. 3 to 10).	Total No. on the R. (Col. 2 plus 11).		Hindus.		Muslims.	Anglo-Indians and Depressed Europeans.	Sikhs.	Indian Christians.	Pariahs.	Other Communities.	Total (Columns 14 to 21).				
		Under 1000 Rupees and Depressed classes.	Depressed classes.										Under 1000 Rupees and Depressed classes.	Depressed classes.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23			
State Managed Railways.																									
Eastern Bengal .. I	91	7,116	215	2,437	544	28	51	1	10	10,708	10,804	295	27,701	2227	2,687	1337	127	154	22	115	11,252	111,446			
East Indian	394	16,117	216	4,470	2,007	154	520	17	9	23,518	23,917	2354	116,321	3335	44,856	12,210	1157	3221	112	40	12,801	124,575			
Great Indian Peninsula	151	*6,796	202	1,611	1,137	58	1,220	386	188	*15,019	*15,170	143	10,120	313	1,088	1,447	70	1,243	399	225	15,497	15,613			
North Western	*234	*13,611	47	*7,414	*851	*1,671	*198	52	*19	*21,207	*21,481	39	10,716	38	7,928	778	1,652	183	47	19	21,353	21,682			
Railway Board and Miscellaneous Offices.	6	2,132	51	474	47	74	66	NH	8	2,853	2,932	49	12,143	118	1511	940	173	NH	16	16	12,301	12,910			
Total .. I	*930	*46,576	921	*14,413	*7,706	*1,927	*1,770	434	*239	*77,308	*74,244	99	47,696	991	17,494	8,111	1,984	1,776	451	273	75,036	75,356			
Company Managed Railways.																									
Assam Bengal	12	2,793	60	653	188	29	36	NH	29	3,797	3,809	12	2,671	66	926	138	25	21	NH	28	3,940	3,990			
Bengal Nagpur	60	8,291	60	909	1,306	107	212	6	7	10,808	10,933	67	9,903	112	1,234	1,385	180	263	10	9	12,908	12,973			
B. and N. Western ..	36	3,943	123	1,218	241	6	93	2	2	5,710	5,746	31	4,672	133	1,260	249	8	96	2	2	4,821	5,822			
B. B. and Central India	178	12,660	309	4,223	878	168	754	684	278	20,184	20,352	168	13,317	548	4,322	964	125	827	688	302	21,133	21,308			
W. and S. Mahratta..	55	5,703	101	898	*1,204	4	636	37	134	*9,823	*9,878	50	6,700	128	915	1,296	6	680	28	133	9,875	9,875			
B. and Kureeon ..	3	701	2	291	41	1	8	NH	NH	1,034	1,037	1	778	8	348	42	1	9	NH	NH	1,181	1,181			
South Indian	33	7,559	13	693	927	NH	962	NH	3	10,201	10,240	24	8,107	91	731	935	NH	1,088	NH	3	10,908	10,977			
Total ..	467	42,489	1,025	9,197	*2,199	254	2,729	731	438	*61,658	*62,065	354	46,173	1,065	9,736	5,279	344	2,923	728	477	66,016	66,173			
GRAND TOTAL ..	*1,343	*88,995	1,946	*25,510	*9,905	*2,181	*4,499	1,185	*682	*134,966	*136,309	1,273	97,274	2,046	27,216	10,391	2,328	4,701	1,189	780	140,836	142,126			

*Revised figures.

Excludes Staff of C.P.O.'s Office, which is included in E. I. Railway.

Includes Staff of B. D. Railway which was a class II Railway in 1939-40.

Indudes Staff of C. P. O.'s Office.

Includes staff of Argada & Talcher (Deulbera) sollieries.

APPENDIX C—III.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Exalted Highness the Nizam's State and Mysore State Railways) as on 31st March 1940 and 31st March 1941.

Satemen' showing the total number and cost of Gazetted and Non-Gazetted staff under sMected* p^
His Exalted Highness the Nizam's State

		T.-Gazetted Officers.						
Railway - system.	War.	Number.	Pay and Leave Salary.	Travelling and comp. allowances.	Cost.			Total.
					Passages.	Provident Fund.	Gratuity.	
STATE-MANGED.								
Eastern Bengal *	1939-40	123	17,95,136	3,77,573	6,393	1,39,513	74,953	23,22,675
	1940-41	124	17,71,853	1,71,809	7,729	1,43,850	60,300	21,55,702
East. Indian	1939-40	262	41,43,119	5,17,619	31,588	2,57,433	1,39,351	51,87,769
	1940-41	237	39,40,175	4,81,051	9,448	2,57,753	2,51,707	46,59,139
Great Indian Peninsula	1939-40	219	33,13,613	3,66,637	34,332	2,89,615	3,21,965	43,19,155
	1940-41	201	31,73,279	3,42,876	21,849	2,86,631	1,59,796	38,75,395
North Western	1939-40	277	41,65,128	1,61,972	14,588	2,39,204	1,43,512	47,16,796
	1940-41	240	39,22,976	1,54,482	20,232	2,21,294	1,99,921	44,17,905
Railway Board and Miscellaneous Office. §	1939-40	83	17,19,397	67,898	5,635	81,661	15,261	18,87,463
	1940-41	90	17,35,804	54,943	4,998	1,01,226	39,546	19,31,407
Total*	1939-40	975	1,51,47,223	11,29,869	24,906	16,29,258	7,69,793	2,07,12,755
	1940-41	911	1,41,51,194	10,75,914	64,237	16,63,436	7,06,390	1,73,40,211
Company MANGED.								
Assam Bengal	1939-40	99	8,47,511	31,999	7,234	71,695	37,978	20,85,818
	1940-41	61	8,21,983	30,347	12,312	70,694	48,236	19,83,061
Bengal and North Western	1939-40	72	9,55,969	38,271	8,769	83,971	22,125	11,83,136
	1940-41	69	9,38,916	37,329	—855	87,342	71,946	11,39,867
Bengal Nagpur	1939-40	191	27,61,658	2,01,855	8,333	2,41,955	1,11,899	33,54,599
	1940-41	180	26,04,367	1,99,450	12,896	2,31,746	1,61,232	31,82,771
Bombay, Baroda and Central India.	1939-40	176	21,17,153	2,21,196	23,100	2,02,596	1,39,819	30,11,531
	1940-41	168	23,75,994	1,71,990	20,898	1,99,787	2,33,659	31,12,299
Madras and Smt Wn Mahralta	1939-40	158	29,65,211	89,181	19,663	1,55,602	69,225	32,19,571
	1940-41	154	29,06,257	90,529	18,843	1,56,164	69,889	31,35,944
Ruhdkund and ivumaon	1939-40	11	1,61,561	7,907	—977	14,637	5,295	1,85,366
	1940-41	14	1,67,697	7,425	585	13,925	1,712	1,89,771
South Indian	1939-40	127	16,51,162	38,291	14,619	1,19,021	71,252	19,16,345
	1940-41	121	16,18,987	64,897	6,698	1,31,017	1,02,285	18,15,487
Total	1939-40	769	1,58,82,911	6,59,845	21,895	5,33,739	4,62,097	1,87,76,168
	1940-41	759	1,56,32,394	5,61,909	81,217	9,07,944	8,18,249	1,80,51,139
Grand Total*	1939-40	1,744	2,09,19,234	20,89,614	1,06,799	19,54,018	11,91,905	5,17,19,166
	1940-41	1,670	2,00,83,588	16,37,823	1,46,054	19,99,380	15,18,639	3,92,47,371

Figures for 1940-41 include B. D.Rly, which was a class II Ry. in 1931M0.

Figures for 1940-41 include Central Publicity Office whiujj us to be included in mian. office*.

Revised figures. § Figures for 1940-41 exclude Central Publicity Office.

Please see remarks at page 256.

Includes staff of Arada & Talcher (Deulbera) collieries.

DIX C—III.

categorim (open Um mid ami ruction) employed on Class I Railways (excluding Jodhpur, Mysore State and Railways), as on 31st March 1940 and 31st March 1941.

11.—Subordinates drawing pay Rs. 250 per mensem or o or on uckoa of pay rising to HA. 250 ppr mensem.							
Cost.							Railway system.
Number.	pay and Leave Salary.	TrawlUnff and Comp. Alices.	Passages.	Provident Fund.	Gratuity. J	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATK-MANAGED.
490	18,01,011	74,219	3,627	1,40,691	1,03,330	21,23,877	} Eastern Bengal
432	17,83,823	75,160	444	1,46,068	1,01,415	21,00,755	
3,447	80,77,13	2,54,508	5,224	7,18,111	4,72,508	1,04,35,116	} East Indian,
1,837	85,49,236	2,50,835	4,970	7,12,436	3,79,181	98,96,658	
1,307	54,13,234	2,54,630	3,513	5,43,072	2,52,161	64,72,311	} Great Indian Peninsula.
1,157	68,85,819	2,54,897	8,320	5,26,118	3,46,354	86,46,515	
11,315	151,83,576	12,10,209	5,901	4,62,232	3,75,359	165,30,733	} North Western.
1,281	63,67,508	2,10,815	5,196	4,50,429	3,57,412	64,14,460	
259	9,69,359	198,069	1..	57,425	11,691	10,57,741	} Railway Board and Miscellaneous offices.\$
254	9,34,512	40,725	..	71,887	2,848	10,40,090	
15,037	12,96,00,594	1,391,001	45,395	15,19,078	11,79,349	13,06,42,621	} Total.
4,501	2,30,32,937	8,30,328	16,846	10,18,940	12,67,208	2,60,17,598	
							COMPANY-MANAGED.
111	4,16,935	27,163	1,300	37,782	19,750	5,32,611	} Warn Borsal.
113	4,38,813	32,672	..	38,032	12,660	5,22,097	
122	4,11,957	33,368	..	29,241	8,930	5,21,259	} Bengal ami Xortli Wenterl.
121	4,51,617	27,772	..	37,623	47,735	5,67,577	
414	29,20,735	85,554	..	2,41,655	1,53,195	31,15,449	} Bengal Nagpur
968	38,61,197	1,13,502	..	3,22,065	2,32,635	46,49,422	
939	35,86,192	1,32,048	8,531	3,15,767	3,19,601	46,82,149	} Bombay Baroda and Central India.
939	40,27,715	1,06,530	3,080	3,10,491	2,71,452	48,10,484	
205	13,18,979	36,157	2,875	1,00,722	7,12,732	14,66,565	} Madias and .1 Southern Maharatts.
264	12,02,977	56,156	1,131	67,105	1,30,721	14,88,862	
23	29,774	6,162	..	7,471	..	1,84,658	} Bolnikund and Kumaun.
24	23,532	7,829	..	6,905	..	98,021	
251	11,37,657	21,912	1,014	94,014	1,79,863	11,36,366	} South Indian.
256	10,91,238	28,778	1,975	90,775	1,30,571	12,32,855	
2,672	1,04,85,719	4,46,369	15,440	8,63,692	5,63,111	1,25,06,911	} Total.
9,687	1,11,80,530	4,81,020	6,792	9,34,683	8,15,744	1,32,08,438	
17,608	13,29,06,353	1,14,00,813	132,435	25,36,971	20,61,763	13,91,49,533	} Grand total.*
7,618	8,81,83,176	13,30,388	20,538	28,68,612	20,32,852	9,46,15,726	

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories
 Mis Exalted Highness the Nizam's State Railways),

		Year.	III.—Subordinate on salary of pay rising to Rs. 30 per mensem and over but below Rs. 200.					
			Number.	Cost.				
				and Leave Salary.	Travelling and Comp. allowances.	1 Passages.	Provident Fund.	Gratuity.
STATE-MANAGED.								
Ussm Bengal*	1939-40	9,325	99,51,325	4,14,695	..	7,19,194	3,45,269	1,05,60,384
	1940-41	9,944	92,11,130	3,86,410	..	7,49,739	4,10,805	1,07,33,101
Indian†	1939-40	22,571	2,29,61,217	6,15,234	..	12,52,554	8,26,949	2,47,39,024
	1940-41	21,887	2,19,80,817	7,20,102	..	12,24,694	10,04,297	2,48,31,810
at Indian Peninsula	1939-40	113,899	1,57,75,651	16,06,873	..	13,22,109	4,55,619	1,83,30,372
	1940-41	114,001	1,57,61,359	10,34,393	..	13,23,571	6,02,305	1,86,82,099
North Western	1939-40	17,751	1,79,10,864	1,10,13,543	..	18,69,147	9,33,554	2,33,48,442
	1940-41	17,880	1,95,07,005	0,71,260	..	16,36,663	8,14,420	2,59,93,675
lway Board and	1939-40	2,351	27,90,792	13,641	..	7,71,899	30,541	24,77,518
	1940-41	2,419	31,95,740	11,702	..	1,73,674	68,408	24,42,228
Total*	1939-40	164,612	16,99,27,702	3,49,36,991	..	69,74,203	24,92,497	17,96,19,773
	1940-41	160,134	16,83,89,852	30,08,637	..	60,67,577	26,57,144	17,98,81,210
COMPANY-MANAGED.								
sam Bengal	1939-40	3,663	25,22,754	1,07,142	..	2,76,109	1,79,663	28,16,709
	1940-41	3,736	27,06,547	1,06,556	..	2,13,953	1,14,820	29,66,566
ngal and North Western	1939-40	4,605	28,47,766	1,11,121	..	1,37,437	80,399	32,64,994
	1940-41	4,713	29,44,577	1,46,484	..	1,84,315	1,39,467	34,53,833
ngal Nagpur	1939-40	10,135	1,19,92,430	2,35,272	..	0,76,465	3,32,351	1,24,69,533
	1940-41	12,001	1,21,02,041	3,45,715	..	0,77,343	3,05,870	1,38,81,046
ombay, Baroda and Cent India.	1939-40	18,472	1,77,39,046	6,96,948	..	11,16,929	5,50,453	1,99,84,247
	1940-41	18,133	1,60,09,778	6,63,251	533	13,12,670	7,56,876	1,87,23,106
adras and Southern Mahratt	1939-40	29,573	36,37,551	4,07,712	..	7,84,561	3,79,543	1,62,57,297
	1940-41	9,661	67,18,714	4,77,371	..	7,12,838	3,64,264	1,03,93,197
ohdland and Kumaon	1939-40	1,004	14,67,122	64,569	..	44,906	21,567	6,07,669
	1940-41	1,120	5,01,469	70,422	..	46,190	36,081	7,15,118
outh India	1939-40	8,585	70,22,789	1,99,718	..	4,98,529	3,21,461	81,72,210
	1940-41	9,087	71,64,098	2,10,909	..	3,75,624	3,61,363	88,02,982
Total	1939-40	155,516	1,69,80,228	12,18,917	..	61,39,869	26,46,135	1,87,90,879
	1940-41	160,372	1,63,29,282	20,73,678	533	60,32,645	21,00,381	1,88,88,766
Grand Total*	1939-40	171,206	17,19,12,930	50,14,815	..	121,74,302	51,48,632	2,06,81,652
	1940-41	170,506	17,87,18,114	51,78,315	533	121,00,222	48,57,525	2,10,78,19,000

* Figures for 1940-41 include B. D. Ry., which was a claw II Iiy in 1939-40.

Figures for 1940-41 include Control Publicity office which owd to be included in misc. office Revised figures.

lode a staff of Argada & Talcher (DouThera) colliekrieu

DIX C—III—contd

(open line and construction) employed cm Class I Railways (excluding jodhpur, Mysore State and as on 31st March 1940 and 31st March 1941.

	IV.—Subordinates drawing scale of pay			below lis. 30 per mensem.			
	Cost.						
Number.	Pay and Leave Salary.	Travelling and Comm. Allices.	Passages.	Provident Fund.	Gratuity.	Total.	Railway system.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MINAAID.
1,076	3,79,943	9,740	..	20,767	13,489	4,23,939	Eastern Bengal.
1,130	3,86,106	10,206	..	20,333	13,960	4,36,605	
1,480	1,04,791	278	..	6,068	51	1,11,126	East Indian
851	85,738	518	..	5,205	12,783	1,10,541	
1355	1,125,485	11,731	..	3,061	4,375	1,137,651	Great Indian Peninsula.
424	1,40,918	6,093	..	4,875	4,998	1,52,899	
25,419	16,12,141	12,922	..	10,581	252	16,25,938	North Western.
2,551	0,75,753	23,698	..	34,477	6,320	7,40,248	
252	47,133	80	..	21	..	47,234	Railway Board and Miscellaneous Offices.†
237	37,220	5	..	24	..	37,249	
14,436	1,12,70,529	126,519	..	46,547	19,547	1,13,66,122	Total.*
4,860	13,41,423	40,600	..	70,914	34,372	14,91,109	
							COMPANY-MANAGED.
85	40,827	1,957	..	3,084	2,824	48,692	Assam Bengal.
91	40,728	760	..	2,146	2,732	46,444	
1,019	2,86,133	11,236	..	16,988	1,793	3,18,150	Bengal and North Western.
1,018	2,83,084	10,117	..	16,340	8,919	3,22,560	
Nil	Nil	Nil	..	Nil	Nil	Nil	Bengal Nagpur
Nil	Nil	Nil	..	Nil	Nil	Nil	
1,271	4,36,608	2,574	..	10,189	9,827	4,59,198	Bombay, Baroda and Central India.
2,230	6,19,791	2,722	..	24,675	3,014	6,36,602	
101	22,831	398	..	5,939	506	23,733	Madras and Southern Mahratta.
101	21,222	1,719	..	1,744	Nil	23,730	
10	1,402	..	..	141	..	1,543	Rohilkmid and Kumaon.
30	7,400	2,433	..	653	..	10,486	
1,401	1,11,389	24,068	..	21,327	203	1,57,087	South Indian.
1,834	3,71,947	34,040	..	17,752	1,423	4,25,164	
3,077	8,84,384	43,159	..	75,052	22,007	9,24,602	Total.
5,114	12,44,200	66,885	..	67,228	17,813	13,36,124	
12,872	1,22,54,263	1,00,978	..	1,11,789	41,850	1,24,11,880	Grand Total.*
10,007	85,85,876	97,443	..	1,38,142	66,167	88,77,640	

† Excludes figures for Central Publicity Office in the year 1940-41
Please see remarks at page 256

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay, and His Exalted Highness the Nizam's State

V—Total Subordinates Staff (Total of I to IV).

Railway system.	Year.	Number.	Cost.					
			and Leave Salary,	Travelling and Comp. Allowance.	Passages.	Provident	Gratuity.	Total.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal*	1939-40	10,891	1,12,54,318	5,38,164	3,633	8,80,592	4,61,396	1,31,09,060
	1940-41	11,445	1,18,81,158	4,42,574	444	9,23,190	5,32,043	1,32,79,545
East Indian	1939-40	23,917	3,11,46,738	8,79,816	5,534	29,10,736	13,29,574	2,53,28,396
	1940-41	24,275	3,05,22,201	9,71,436	4,870	19,42,335	12,67,871	3,48,38,912
Coast Indian Peninsula	1939-40	15,770	12,17,19,489	12,66,359	3,543	18,63,545	6,82,265	2,51,49,241
	1940-41	15,942	12,12,95,506	12,55,330	5,339	18,64,565	9,33,043	2,53,64,470
North Western	1939-40	121,791	12,60,47,941	12,33,859	5,091	20,35,963	11,77,729	1,38,01,631
	1940-41	21,682	1,64,00,847	12,10,874	8,108	20,21,000	12,07,772	2,03,48,261
Railway Board Offices Miscellaneous	1939-40	2,001	31,47,769	1,17,750	1	2,51,945	43,331	35,39,799
	1940-41	2,940	31,64,402	51,222	..	2,45,795	61,273	34,23,774
Total*	1939-40	171,311	12,55,94,359	1,40,19,421	11,933	70,37,829	39,01,961	1,49,68,590
	1940-41	171,855	12,17,04,414	1,39,78,565	14,840	69,97,440	41,32,704	1,49,89,199
COMPANY-MANAGED.								
Assam Bengal	1939-40	3,499	39,62,191	1,35,262	1,100	2,50,545	1,75,231	55,95,289
	1940-41	3,940	31,45,090	1,93,904	..	2,64,170	1,29,973	37,07,197
Bengal and North Western	1939-40	6,746	35,91,366	1,90,077	..	2,51,569	1,01,013	41,24,025
	1940-41	6,632	37,22,306	1,88,373	..	2,36,278	1,03,011	43,43,970
Bengal Nagpur	1939-40	10,403	1,48,87,178	3,51,150	..	12,37,165	6,87,756	1,67,54,969
	1940-41	12,072	1,60,38,378	4,87,217	..	12,11,305	5,85,695	1,84,30,167
Bombay, Baroda and Central India.	1939-40	29,571	2,17,02,939	8,91,513	8,531	17,02,192	9,49,681	2,53,61,871
	1940-41	21,302	2,68,57,257	8,62,903	4,218	16,81,648	10,12,346	2,41,16,271
Madras and Southern Mahratta	1939-40	19,578	99,24,061	6,18,165	2,875	8,31,893	5,62,671	1,17,53,530
	1940-41	19,925	99,42,820	5,35,512	1,131	8,11,791	4,84,985	1,17,76,229
Rohilkund and Kumaon	1939-40	1,051	5,77,738	60,732	..	62,490	21,567	7,12,627
	1940-41	1,185	6,72,601	80,275	..	63,790	35,031	8,21,697
South Indian.	1939-40	10,540	81,31,651	2,40,009	1,074	8,86,769	5,09,527	88,67,960
	1940-41	10,977	86,29,301	2,73,385	1,075	8,83,881	4,78,169	1,00,61,671
Total	1939-40	702,665	6,31,96,471	27,94,315	14,840	69,63,873	27,46,728	7,24,21,401
	1940-41	66,173	6,27,22,753	26,21,563	7,335	60,84,836	23,33,640	7,33,30,415
Grand Total	1939-40	1,36,399	12,55,94,400	1,40,19,421	13,973	70,37,829	39,01,961	1,49,68,590
	1940-41	1,38,028	12,44,27,167	1,39,78,565	22,175	70,82,276	41,66,404	1,50,20,199

Figures for 1940-41 include B. D. Railway, which was a class II Railway in 1939-40.
 Figures for 1940-41 include Central Publicity Office which was used to be included in Misc. Office.
 Revised figures.
 § Includes staff of Argada & Tokher (Tudra) collieries.

DIX—C III—comd.

categories {open line and construction) employed on Cjass I Railways- (extrufyng Jodhpur, Mysore State Radmys), as on 31st March 1940 and 31st March 1941.

VI.—Daily rated labour and inferior staff

Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Com p. allowances.	Passages.	Provident Fund.	Gratuity.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	* "STATE-MANAGED.
42,038	1,17,20,309	4,43,177	..	3,93,436	8,12,852	1,20,68,804	} Eastern Bengal*
44,171	1,13,36,491	8,67,701	..	5,37,159	1,85,022	1,28,48,973	
1,09,482	2,39,65,722	2,52,184	..	13,71,424	3,92,493	2,58,81,803	} Boat Indian.
1,10,089	2,66,22,924	5,58,268	..	14,34,124	4,94,644	2,90,90,956	
181,428	1,76,61,733	1,06,628	..	3,88,067	1,01,956	1,87,54,404	} Great Indian Peninsula.
70,378	1,81,07,272	4,18,906	..	3,90,026	4,07,013	1,93,83,906	
122,480	12,67,04,172	18,38,150	..	5,19,967	6,09,196	12,79,81,929	} North Western.
82,190	2,60,42,982	2,24,376	..	4,30,466	7,40,164	2,74,46,968	
6,719	19,30,865	11,322	..	3,443	3,873	19,45,509	} Railway Board and Offices.§
5,783	9,24,261	10,565	..	4,494	2,990	9,37,209	
12,03,137	12,03,84,873	119,81,847	..	26,60,976	14,90,853	12,57,18,549	} Total.*
8,13,040	8,20,65,906	16,79,000	..	25,96,289	19,87,733	8,91,39,496	
							COMPANY-MANAGED.
12,587	31,84,072	84,775	..	89,441	19,824	32,32,115	} Aaam Bengal.
12,946	35,64,791	56,004	..	1,00,274	11,445	36,32,494	
22,774	32,18,785	31,562	..	1,31,525	95,423	34,77,265	} Bengal and North Western.
22,898	33,74,792	32,946	..	1,39,972	89,111	36,36,761	
57,846	1,64,40,007	87,259	..	2,32,667	3,26,274	1,67,99,128	} Bengal Nagpur.
57,738	1,60,66,806	3,06,031	..	8,81,790	8,68,123	1,74,61,712	
48,823	87,65,420	1,09,006	..	3,26,519	1,75,676	99,18,467	} Bombay, Baroda and central India.
44,829	1,13,14,602	1,86,790	..	4,12,981	3,58,067	1,22,92,230	
36,648	1,65,25,810	1,48,893	..	4,81,589	3,07,449	1,74,37,191	} Madras and Southern Mahratta.
37,314	1,08,79,894	5,19,874	..	4,38,489	3,22,761	1,18,76,948	
5,688	8,41,187	5,095	..	24,368	10,548	8,81,219	} Rohilkund and Kuraeen.
8,085	8,86,325	9,019	..	24,678	24,329	9,39,970	
27,367	65,94,799	57,896	..	3,31,129	1,62,969	68,84,817	} South India
28,729	81,92,956	62,044	..	3,34,179	1,43,721	87,63,102	
3,64,322	4,88,73,853	4,50,661	..	22,87,891	10,87,222	5,29,99,017	} Total.†
3,04,827	6,14,99,129	11,82,160	..	29,10,461	13,17,217	5,63,06,856	
11,07,448	118,98,36,720	127,01,808	..	69,43,887	25,08,076	113,54,17,566	} Grand Total.*
6,22,967	18,39,66,064	27,61,785	..	69,06,710	31,04,960	14,44,38,454	

§ Excludes figures for Central Publicity Office for the year 1940-11.
Please see remarks at page 256.

APPENDIX C-III—concl'd.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employt on Class 1 Railways [excluding Jodhmr, Mysore State and His malted Highncss the Nizam's" state Bail-ways), as on 31st March 1940 and 31st March 1941,

VII—Total (I to IV and VI).

Railway syet m.	Year.	Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowance*.	Passages.	Provident Fund.	Gratuity.	Total.
STATE-MANGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal*	1939-40	62,965	2,61,47,814	17,70,149	9,816	14,94,351	7,61,283	42,75,72,811
	1940-41	65,741	2,45,11,002	19,82,330	8,104	14,09,808	7,75,465	42,77,51,400
East Indien S	1939-40	1,13,421	5,82,43,809	16,39,799	37,116	36,83,413	16,99,822	6,66,04,169
	1940-41	1,35,171	5,00,94,360	19,80,779	14,218	36,74,904	21,34,322	6,79,09,001
Great Indian Peninsula	1939-40	78,818	4,22,96,791	18,29,634	37,493	25,40,827	13,09,196	4,82,13,921
	1940-41	80,121	4,23,75,144	19,80,901	27,185	25,41,232	16,02,322	4,80,33,774
North Weston	1939-40	1,04,238	5,69,17,551	16,36,377	26,439	27,79,773	16,25,541	6,14,79,706
	1940-41	1,04,130	5,58,06,808	16,80,733	28,128	29,73,320	21,65,837	6,17,14,167
Railway Board and Miscellaneori	1939-40	8,664	1,67,68,522	1,30,366	1,858	3,36,224	65,498	2,03,83,684
	1940-41	8,743	1,66,34,503	1,23,640	4,988	3,54,475	1,62,701	2,02,80,437
office	1939-40	3,72,536	2,18,16,311	1,67,00,803	1,13,191	1,07,14,203	68,43,498	4,12,28,56,311
	1940-41	3,89,000	19,82,83,804	1,67,00,375	83,083	1,08,47,155	67,80,737	4,21,34,37,361
Total*								
COMPANY-MANGED.	1939-40	10,450	72,11,794	1,95,143	8,638	4,17,094	1,92,136	77,36,811
	1940-41	10,907	79,71,450	2,80,309	12,312	4,25,039	1,95,843	82,86,910
Assam Bengal	1939-40	28,163	77,00,951	2,67,938	8,759	4,50,945	2,18,591	87,03,611
	1940-41	29,800	80,35,098	2,08,819	—835	4,61,305	3,69,698	91,11,129
Bergal and North Weste n	1939-40	68,832	2,10,84,343	6,71,287	8,333	25,59,597	2,66,670	3,70,68,606
	1940-41	70,874	3,46,04,533	9,01,778	12,003	24,04,821	11,30,900	3,70,68,606
Bengal Nagpur	1939-40	82,761	3,35,03,329	12,15,904	31,654	23,35,647	12,56,119	3,83,37,569
	1940-41	96,209	3,42,47,863	12,21,513	30,947	23,94,397	17,16,083	3,96,13,003
Botmluiy, Baioda and Onti	1939-40	46,602	2,25,17,816	7,57,130	13,536	14,02,994	8,70,702	2,69,29,229
	1940-41	47,373	2,22,27,071	11,65,000	19,976	14,24,323	6,02,506	2,69,29,229
Madras and Southern Mahratt*	1939-40	6,179	15,89,463	73,751	—837	81,376	37,161	17,22,146
	1940-41	6,284	16,85,023	97,210	683	82,391	61,142	18,26,230
Kuhilkund and Kumnon	1939-40	37,721	1,03,50,641	3,51,189	15,083	11,54,838	7,25,639	1,66,39,311
	1940-41	39,833	1,84,81,241	3,60,129	8,541	11,50,177	7,30,135	1,87,80,257
South Indian	1939-40	12,97,187	72,19,46,245	35,05,891	85,685	83,07,134	49,25,611	1,00,77,134
	1940-41	12,78,469	72,47,54,080	43,06,683	68,542	88,63,771	60,06,416	1,00,77,134
Total								
Grand Total*	1939-40	26,65,833	121,93,68,506	11,08,78,098	1,79,968	1,99,83,477	1,01,00,938	1,44,99,64,211
	1940-41	26,60,200	121,30,17,884	11,10,06,087	1,71,625	1,88,06,920	1,17,80,183	1,44,99,64,211

Figures for 1940-41 include B. D. Illy, which was a class I Klyin 1939-40.

* Includes grant-in-aid to Railway Schools and Railway employees—

1940

1941

Revised figures.

Rs. 70,866

Rs. 70,146

Note—** Provident Fund :—This represents the accrued liability debited against working expenses and not the provident fund paid out retiring etc., railway servants, which latter is a debit to the provident fund.

Gratuity:—This represents the sums actually paid out to retiring etc., railway servants during the year.

9 Figures for 1940-41 included Central Publicity Office which was used to be included to Misc Offices.

Exclude figures for Central Publicity Office in the year 1940-41.

Includes staff of Argada & Tatcher (Deulbora) colliers.

(a)—Gazetted Officers.

1. *Agency Department—*
1-01.

Item.	A. E.		E. N.		E. & N. W.		B. R. & C. I.		E. R.		E. I.		G. I. P.		M. & R. M.		N. W.		R. & K.		S. I.		Ely. Board and Headquarters Officers.	Total.		
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.						
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		24	25	26
1																										
1. Agency Department— 1-01. Europeans	2	2	4	5	3	3	8	6	9		3	3	3	4	4	3	3	4	1	1	3	3	1	1	41	37
(a) Hindus—																										
Other than Depressed classes			2	2			1	1	3	3	4	3									3	3			13	17
Depressed classes																										
(t) Hostings																										
(e) Anglo-Indians and domiciled Europeans		1						1	1		2	2	2	1			2	2			1	1			8	8
(d) Sikhs																										
(c) Indian Quistians.							1						1	1												
(f) p a r s i s												1	1												1	1
(g) Other communities																										
(h) Total		1	3	2			2	2	7	9	7	7	3	2		1	4	4			4	4			30	25
1-03. GRAND TOTAL	2	3	7	7	3	3	10	10	9	3	10	10	6	6	4	4	6	2	1	1	7	7	1	1	71	66
S. Accesses Deportmat—																										
2-01. Europeans	3	2	6	3	4	4	4	4		3	2	2	3	6	5			1	1	3	3	1	1	38	36	
'02. —Indians																										
(a) Hindus—	3	3	4	4	2	3	3	3	5	4	10	3	5	6	1	3	7	6	2	2	6	5	6	7	43	43
Other than Depressed classes																										
Depressed classes							2	1		2	1			1	1	4	4			1	1	1	1	10	10	
(b) Muslims	2	1	3	3			2	2			4	3	9	2	1	1					1	1			15	13
(c) Anglo-Indians and domiciled Europeans			1	1													2	1							3	3
(d) Sikhs					1	1														1	1				2	2
(t) Indian Christians							2	2					1	1	2	2									5	5
(f) Parais																										
(g) Other communities	3	4	3	3	3	4	9	8	5	6	13	10	8	10	5	6	13	12	2	2	8	8	6	6	57	66
(A) Total																										
2-03. GRAND TOTAL	7	6	14	13	8	8	13	13	5	8	16	11	11	12	10	11	13	12	3	3	11	11	7	7	130	114

APPENDIX C—IV— contd.

(a)—Gazetted Officers—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1941 as compared with 31st March 1940—contd.

Items.	A. N.		B. N.		K. & N. W.		R. & C. I.		E. B.		E. T.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. L.		Rly. Board and Miscellaneous offices.		Total.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
3-01. Europeans, ...	7	8	28	25	16	15	21	20	11	12	25	36	27	23	17	17	31	27	2	2	18	18	10	8	216	208
2-02. Indians—																										
(a) Hindus—																										
Other than Depressed abases	8	8	11	12	2	2	16	23	16	16	33	31	12	12	10	19	68	51	..	..	19	18	2	2	194	189
Depressed abases	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Muslim, ...	2	2	4	6	3	3	5	4	2	1	4	3	6	7	1	1	11	14	1	1	2	3	1	1	43	46
(c) Anglo-Indians and domiciled Europeans	1	2	21	10	..	1	1	2	3	2	3	7	2	2	1	3	11	8	2	1	1	1	1	2	42	39
(d) Sikhs	1	1	..	..	4	4	..	..	..	..	..	1	1	..	..	..	..	7	..	..	..	..	..	..	13	12
(e) Indian Christians, ...	..	..	..	..	..	..	..	..	..	..	..	..	6	5	2	2	1	1	..	..	1	1	..	..	30	28
(f)	..	..	1	..	..	..	2	2	..	1	1	..	2	1	1	1	..	..	..	..	..	..	..	..	7	6
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	12	13	27	28	10	10	24	22	21	20	47	42	28	28	24	34	84	61	3	2	24	23	4	4	202	197
3.03 GAUGE. Total, ...	12	13	27	28	10	10	24	22	21	20	47	42	28	28	24	34	84	61	3	2	24	23	4	4	202	197
4-01. Europeans, ...	5	4	30	20	9	10	21	19	10	9	24	19	29	26	16	14	24	22	1	1	4	3	7	6	146	138
4'02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	4	3	16	15	3	3	9	8	15	10	14	14	10	9	9	9	12	10	..	..	5	11	1	1	108	102
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	3	2	11	11	3	3	7	7	3	3	6	8	4	4	1	1	6	9	1	1	2	1	..	..	47	34
(c) Anglo-Indians and domiciled Europeans	1	1	5	5	1	..	..	1	5	5	10	10	2	1	4	4	7	5	1	1	3	3	1	..	40	36
(d) Sikhs	..	..	1	1	..	..	1	1	..	..	3	3	..	..	2	2	6	8	..	..	..	..	..	..	11	11
(e) Indian Christians	..	..	1	1	..	..	4	4	..	1	1	1	1	2	2	1	1	1	..	..	1	1	..	..	11	13
(f)	1	1	..	..	..	..	2	2	..	..	..	1	1	..	1	1	..	..	..	..	..	..	..	..	2	6
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	9	8	34	24	7	8	22	24	22	26	33	36	18	18	19	19	33	33	2	2	18	16	8	8	217	201
4.03. GAUGE. Total, ...	14	12	64	44	16	18	46	43	25	24	60	52	47	40	34	33	57	45	3	3	19	19	10	9	268	239

Other than Depressed alasasa

p.) MosUms.

(e) Aagb-Indians and domiciled Europeans

(d) Sikhs.

(e) Indian Christiana.

(f) Parsis.

(q) Other communities

(h) Total.

5.03. Grand TOTAL.

.6. Mechanical Engineering—

6.01. Rupees.

6-02. Indians—

(a) Hindus—

Other than Depressed classes

Depreased MBBSDS

(fc) Moatims

{a) Angjo-Indlniw and domiciled Europeans

(*) Sikhs.

(e) Indian Christiana.

(1) Pawia . . .

(a) Other communities

(A) Total.

• -03. GRAND TOTAL.

7. Stores Department—

7-01. Europeans

7 01 Indians—

(a) **Hindus—**

Other than Depressed classes

Depressed classes.

(b) **Muslims.**

(e) Anglo-Indians and domiciled Europeans .

(d) Sikhs.

(e) Indian Christians.

(1) Parw.

(i) Other oemnMinittea.

(A) Total

70G. GRAND TOTAL.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																				

APPENDIX C—IV—contd.

(a)—Gazetted Officers—concl'd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1941 as compared with 31st March 1940—concl'd.

Item.	A. R.		B. N.		B. & N. W.		B., B. & C. I.		E. R.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & E.		R. L.		Rly. Board and Miscellaneous officers.		Total.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1																										
B. <i>tedrioi</i> —																										
8-OL																										
8 02. Indians—																										
(a) Hindus																										
Other than Depressed classes																										
Depressed classes																										
(b) MUSLIMS																										
(c.) Anglo-Indians and Domiciled Europeans																										
(d) silks																										
(e) Indian Christians																										
(f) Parsis.																										
(g) Other communities																										
(h) Total																										
1-08. Gauge																										
9 Other Departments																										
9-01																										
9-02. Indians—																										
(i) Hindoo—																										
Other than Depressed classes																										
Depressed classes																										
(j) MUSLIMS																										
(k) Anglo-Indians and domiciled Europeans																										
(l) Sikhs																										
(m) Indian Christians																										
(n) Parsis																										
(o) Other communities																										
(p) Total																										
9. 03. GRAND TOTAL																										

APPENDIX C—IV—contd.

(b)—Senior Subordinates.

Statement of Subordinates, drawing Rs. 250 per mensem and over on or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1941 as compared with 31st March 1940.

Item.	A. B.		B. N.		B. & M. W.		B. R. & C. L.		E. B.		E. L.		G. I. P.		M. & S. M.		N. W.		R. . .		S. L.		Total.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1. <i>Aggring Department—</i>																								
1-01. Europeans.	..	..	..	..	..	..	1	..	2	..	..	..	..	..	..	..	3	..	..	..	..	..	6	2
1-02. Indians—																								
(a) Hindus—																								
Other than Depressed classes.	..	..	8	9	2	1	11	11	10	10	13	11	1	1	3	3	6	11	..	..	4	3	64	66
Depressed class*.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(1) Muslim.	..	..	..	..	..	..	1	3	..	..	1	1	..	..	..	..	2	7	1	..	..	..	5	10
(e) Anglo-Indians and domiciled Europeans	..	1	2	..	2	1	2	2	3	..	3	1	1	2	1	1	1	3	..	2	1	1	13	10
(d) Sikhs.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	3
(e) Indian Christians.	..	1	..	..	..	..	2	2	..	..	..	..	3	2	..	..	2	..	..	..	..	..	7	8
(f) Parsis.	..	..	..	..	..	..	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2
(g) Other communities	..	..	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(h) Total.	1	3	9	11	3	2	20	19	17	17	17	13	6	6	4	4	11	23	1	1	6	4	92	102
1-03. Grand TOTAL.	1	3	9	11	3	2	21	19	19	17	13	6	6	4	4	4	14	23	1	1	6	4	99	104
2. <i>Accounting Department—</i>																								
2-01. Europeans.	..	..	..	..	..	..	1	..	..	..	6	5	..	..	..	..	..	..	..	..	..	..	..	6
2-02. Indians—																								
(a) Hindus—																								
Other than Depressed classes.	9	9	21	24	6	5	24	24	24	22	63	26	20	23	6	6	22	24	1	1	17	16	245	242
Depressed classes.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Madias.	..	..	1	1	1	1	1	2	..	..	8	7	1	..	..	..	19	16	1	1	1	1	21	20
(e) Anglo-Indians and domiciled Europeans	2	1	20	18	7	6	16	16	6	6	6	21	10	9	9	2	2	..	..	3	3	3	31	28
(d) Sikhs.	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	2	2	..	..	..	..	10	8
(e) Indian Christians.	..	..	1	..	..	..	..	..	..	..	..	..	8	2	..	1	..	..	..	..	..	..	2	2
(f) Parsis.	..	..	..	..	..	..	8	5	..	..	..	..	..	..	2	2	..	..	..	..	..	..	5	7
(g) Other communities.	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	3	1
(h) Total.	11	10	53	43	14	12	46	48	30	26	60	76	27	34	19	16	31	30	2	2	21	20	262	260
2-05. GRAND TOTAL.	11	10	53	43	14	12	46	47	26	26	74	76	27	36	19	16	31	30	2	2	21	20	269	272

4*Hindus—
Other than Depressed classes

DE P R E S S E D

(c) Indian Christians

(d) Other communities

(e) Total

402. Indians—

(a) Hindus—
Other than Depressed classes

Depressed classes

(b) Muslims

(c) Anglo-Indians and domiciled Europeans

(d) Sikhs

(e) Indian Christians

(f) Other communities

(g) Total

4-09.

(a) Europeans

(b) Total

(c) Grand

(d) Total

(e) Total

(f) Total

(g) Total

(h) Total

(i) Total

(j) Total

(k) Total

(l) Total

(m) Total

(n) Total

(o) Total

(p) Total

(q) Total

(r) Total

(s) Total

(t) Total

5 03. Grand Total,

H75RB

**APPENDIX C—IV—contd.
(b)—Senior Subordinates—contd**

Statement of Subordinales, drawing Rs- 230 per mensem and ovr or on scales of pay rising to Rs. 260 per mensem and aver employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 32st March 1941 as compared with 31st March 1940—contd.

		A. R.		B. N.		R. & N. W.		R. B. & C. I.		E. R.		E. I.		O. I. P.		M. & S. M.		N. W.		R. & E.		A. I.		Total.		
		1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
6. Midumad Mngitmtag— 6.02 Exropeans, 6.02. Indiana- fa) Hindu*— Other theaa Depressed classaa. Depreaaed classes, (f) Muslims (c) Anglo-Indiaaa and domiciled Eompaui (d) Sikhs, (e) Indian Christians (f) Parsis (g) Other ooramnnit*. (A) Total.	1	10	10	35	38	7	7	91	88	21	24	140	120	42	46	36	33	50	117	2	1	11	0	500	405	
		5	5	26	41	1	2	69	61	36	42	107	171	17	16	7	0	78	08	..	..	29	23	440	408	
		..	..	..	..	1	1	..	1	..	..	2	9	..	..	..	..	..	..	..	..	1	0	..	0	
		..	..	0	6	1	1	10	12	2	1	33	24	2	3	1	1	76	68	..	..	6	4	187	151	
		0	0	212	203	24	24	108	104	71	73	002	000	96	94	00	00	100	100	6	7	04	00	11,001	1,000	
		1	1	4	9	..	..	1	..	1	2	4	8	..	..	1	2	00	00	..	..	..	..	442	40	
		2	2	9	6	..	..	12	12	..	..	3	9	13	11	..	1	08	4	..	..	7	0	00	00	
		..	..	1	1	..	..	23	29	..	1	1	1	4	..	1	5	8	..	..	..	..	..	20	44	
		..	1	2	..	..	..	18	11	..	..	5	4	2	2	..	..	09	7	..	..	..	..	018	38	
		10	10	308	307	29	29	321	320	111	121	785	784	132	120	90	80	100	941	8	7	154	101	2,000	2,001	
6.02	Grand	Total	26	26	402	428	36	36	412	408	135	145	943	929	174	174	122	158	404	408	0	0	121	140	2,000	2,001
7 Sicres Iaparimnt— 7.01 Europeans		..	..	..	..	..	..	1	..	1	2	2	2	2	1	1	2	1	..	..	..	..	19	18		
(a) Hindua— Otter theaa Depnasad O W N. Hepreaaed classaa.		1	1	30	10	..	..	10	10	10	14	14	21	6	6	8	2	17	10	..	..	2	1	76	94	
(b) Muslims		..	..	..	..	..	..	..	..	..	..	8	4	..	..	..	..	12	14	1	1	..	..	10	10	
(c) Angle-Indiaiwa a d domiciled Europeanis		1	1	15	14	..	..	4	2	1	17	17	..	..	..	..	..	11	9	..	..	1	1	48	46	
(d) Sikhs		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	0	..	..	..	..	2	2	
(e) Indian		..	..	1	2	..	..	2	5	..	..	..	..	2	2	1	1	1	..	..	..	1	1	8	0	
(f)		..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2	1	
(g) Other		..	..	..	..	..	..	1	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	2	3	
(h) Total.		2	2	27	26	..	..	14	19	16	16	37	43	9	7	3	3	44	42	1	1	4	4	100	103	
7.03	Grand Total.	2	2	27	26	..	..	14	20	16	17	40	46	10	10	4	4	61	46	1	1	4	4	100	104	

Europeans	..	..	8	7	2	1	14	11	17	20	2	2	6	5	..	..	8	8	84	81	
8 OS. Indians—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
(a) Hindus—	..	..	97	47	24	33	36	30	48	47	12	12	20	29	..	..	22	15	213	307	
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
(d) Muslims	..	..	2	2	1	1	1	1	4	4	..	..	15	19	..	1	..	..	23	23	
(e) Anglo-Indians and domiciled Europeans	2	2	26	24	8	6	20	25	29	28	14	13	14	19	..	6	7	100	100		
(d) Sikhs	..	..	..	..	..	1	..	..	..	..	..	..	6	6	..	..	..	..	10	10	
(e) Indian Christians	..	..	10	10	1	1	1	1	14	13	1	1	..	..	..	1	1	12	27		
(f) Parsis	..	..	20	21	..	..	2	1	12	10	..	..	1	1	..	..	..	..	24	28	
(g) Other Communities	..	..	7	7	2	2	..	..	4	4	..	..	..	..	..	..	..	..	19	19	
(h) Total	2	2	122	112	39	34	71	74	143	139	27	26	68	84	..	1	10	21	422	490	
3.63. GRAND TOTAL	2	2	120	110	36	35	69	72	140	136	25	24	64	80	..	1	10	20	420	488	
9. Other Departments—	..	..	14	9	4	4	11	2	3	5	4	..	..	2	3	..	1	1	40	39	
9-01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
9-02. Indians—	4	4	24	26	8	4	19	18	18	18	6	21	10	6	6	..	3	2	120	140	
(a) Hindus—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Other than Depressed classes	..	..	2	2	..	1	2	3	2	6	5	5	6	1	..	..	1	1	20	24	
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(e) Anglo-Indians and domiciled Europeans	4	4	20	22	6	7	6	6	4	23	21	7	6	2	2	..	2	2	90	90	
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	
(e) Indian Christians	..	..	..	..	1	2	..	..	..	..	6	..	2	2	..	..	2	2	6	11	
(f) Parsis	..	..	2	2	..	6	7	..	..	..	4	..	..	..	..	..	..	..	10	10	
(g) Other Communities	..	..	..	..	1	2	..	..	1	..	1	..	..	..	..	..	..	..	3	3	
(A) Total	9	9	67	70	12	12	30	21	22	24	30	30	7	8	22	15	..	10	10	220	255
9-03. GRAND TOTAL	6	6	71	62	16	14	44	42	29	27	21	20	24	20	7	8	20	12	215	255	
10. Railway Board and other Railway offices—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
10-01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
10-02. Indians—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(a) Hindus—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(b) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(c) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(f) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(g) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
(h) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
10-03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
10. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
IO. 03 GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

* Revised figures.

APPENDIX C-IV—concl'd.

(6) SENIOR SUBORDINATES—Concl'd.

Statement of Svtbordnttes, drawing Rs. 250 per tn nsem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other fiafltmj Offices {excluding H. E. B. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1941 as compared with 31st March 1940.

Item.	A. B.		B. M.		B. & N. W.		B. & C. I.		E. A.		E. I.		G. I. P.		H. & R. M.		H. W.		R. & K.		R. I.		Total.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
11. Total—	13	12	67	50	16	16	190	136	46	80	122	232	180	117	43	60	236	226	2	1	23	16	1,981	1,901
11-01. Europeans	13	12	67	50	16	16	190	136	46	80	122	232	180	117	43	60	236	226	2	1	23	16	1,981	1,901
11.02. Indians —																								
(a) Hindus—																								
Other than Depressed classes	39	38	147	283	81	28	326	346	184	211	683	690	251	289	64	95	264	270	2	3	28	28	15,384	15,461
Depressed classes.	2	1	2	2	1	1	..	1	..	..	2	2	1	1	..	..	..	..	..	..	1	2	19	112
(b) Anglo-Indians and domiciled Europeans	6	6	24	27	7	7	31	36	11	13	72	75	27	27	2	2	248	245	3	2	10	7	1,066	1,080
(c) Sikhs.	6	6	68	470	66	66	260	286	148	242	612	606	641	604	144	144	228	220	14	17	117	120	19,126	19,277
(d) Indian Christians.	2	2	28	13	..	..	32	24	2	2	9	7	27	26	6	7	27	16	..	..	16	16	1,288	1,288
(e) Parsis	..	..	3	2	..	..	66	95	..	..	2	4	41	29	4	5	22	21	..	..	..	..	185	267
(f) Other Communities	..	1	..	2	1	1	33	22	2	4	7	7	26	24	1	1	12	12	..	..	..	..	95	95
(g) Total	60	163	782	918	208	108	608	614	364	382	1,586	1,495	1,007	1,040	222	228	1,109	1,086	20	22	229	240	110,888	110,779
11.63. GRAND TOTAL	121	112	826	908	122	121	928	839	408	422	1,247	1,237	1,207	1,157	285	285	1,212	1,201	22	24	224	228	117,876	117,615
12. increase																								
12.01. Europeans	..	..	..	-17	..	+2	..	-5	..	+6	..	-20	..	+1	..	-6	..	+28	..	-6	..	-2	..	-38
Other than Depressed classes.	..	..	..	+38	..	-3	..	+8	..	+17	..	+22	..	-1	..	+2	..	-14	..	..	..	+4	..	+62
Depressed classes	..	..	..	..	..	..	..	+1	..	..	..	+1	..	..	..	..	..	..	..	..	..	+1	..	+3
(b) Muslims	..	..	..	+5	..	..	..	+6	..	+8	..	+2	..	..	..	..	..	-3	..	..	..	-5	..	+10
(c) Anglo-Indians and domiciled Europeans	..	+2	..	+104	..	..	..	-15	..	-2	..	-6	..	-37	..	..	..	-58	..	+2	..	+2	..	-5
(d) Sikhs	..	-3	..	+1	..	..	..	..	..	+2	..	+1	..	-4	..	..	..	-3	..	..	..	..	..	-2
(e) Parsis	..	+2	..	-16	..	..	..	+2	..	..	..	..	..	-12	..	+2	..	-2	..	..	..	+2	..	-26
(f) Other Communities	..	..	..	..	..	..	..	..	..	..	..	+1	..	-2	..	+1	..	-1	..	..	..	..	..	-1
(g) Total	..	+1	..	+2	..	..	..	..	..	..	..	..	..	-3	..	..	..	-1	..	..	..	..	..	..
(h) Total	..	+2	..	+127	..	-3	..	+8	..	+16	..	+20	..	-7	..	+4	..	-23	..	+2	..	+7	..	+26
12.03. GRAND TOTAL	..	+2	..	+110	..	-1	..	..	..	+23	..	-20	..	-60	..	+1	..	-64	..	+1	..	+2	..	+2

13. Percentages of Total—

13-01, European

13-02, Indian—

(a) Indian—

Other than Depressed classes

Depressed classes

(b) Muslims

(c) Anglo-Indians and Generalized Europeans

(d) Sikhs

(e) Eastern Christians

(f) Parsis

(g) Other Communities

Percentage of Total—																								
13-01, Europeans	13-02, Indians—																							
		10-6	7-9	5-2	12-1	14-0	12-9	12-9	11-0	11-0	14-2	13-8	9-1	10-1	12-2	12-4	12-5	16-6	12-1	4-3	8-3	9-9	9-15-1	11-7
(a) Europeans—																								
Other than Depressed classes																								
		35-1	34-6	29-2	25-4	22-1	23-8	26-8	27-4	48-4	30-7	23-1	20-6	31-4	24-1	24-4	20-5	20-5	12-0	12-9	26-8	26-8	26-8	
Depressed classes																								
(b) Muslims		0-8	0-9	0-2	0-2	0-6	0-6	..	0-1	..	0-1	0-2	0-1	0-1	..	..	..	..	..	..	0-4	0-9	0-1	
(c) Christians		4-5	4-4	2-8	2-8	5-8	5-8	3-3	3-0	2-7	2-8	4-1	3-1	2-2	0-8	0-8	12-4	12-4	12-4	2-4	2-7	2-7	2-7	
(d) Anglo-Indians and Generalized Europeans																								
(d) Sikhs		41-8	45-6	64-3	68-9	64-1	64-6	29-8	28-8	28-7	23-1	40-4	33-3	33-1	32-2	24-2	24-2	24-2	24-2	24-2	24-2	24-2	24-2	
(e) Eastern Christians		4-8	4-6	3-0	1-9	..	..	0-2	0-2	1-5	1-9	0-4	0-7	1-1	0-4	0-4	0-4	0-4	0-4	..	..	..	..	
(f) Parsis		2-7	4-4	3-1	1-9	..	..	2-4	2-8	0-7	0-7	0-8	0-4	1-8	0-8	1-8	1-8	1-8	1-8	..	..	..	..	
(g) Other Communities																								
		..	0-9	..	0-2	0-9	0-6	2-5	2-5	1-9	6-9	0-4	0-4	2-1	2-1	0-4	0-4	0-4	0-4	..	..	..	..	

Revised figures
including figures of Railway Board and other Railway offices.

APPENDIX C-V

(c) Statement shouting the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding B. & H. the Nizam's State, Jodhpur and Mysore State Railways) during 1940-41.

[illegible]

[illegible]

Departments.

[illegible]

APPENDIX C-V—contd.

(a) Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding runic on Companies Railways (Glass I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1940-41—conoid.

Departments.	2 No. of vacancies actually filled.	FILLED BY								
		3 Europeans.	INDIANS.							
			4 Hindus.	5 Muslims.	6 Anglo-Indians and descended Euro- peans.	7 Sikhs.	8 Indian Christians.	9 Paris.	10 Other communities.	11 Total.
1										
<i>Rohilkund and Kumaon Railway.</i>										
Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Meehani'al	1	1	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
1940-41	3	1	..	..	..	..	..	..	..	..
1939-40	..	..	..	..	..	..	..	..	..	..
9 Percentage of Europeans to number of vacancies filled—										
1940-41	100.0	..	..	..	..	..	..	..	..	..
1939-40	0.00	..	..	..	..	..	..	..	..	..
10 Percentage of Indians to number of Mitidiciu filled—										
1940-41	0.00	..	..	..	..	..	..	..	..	..
1939-40	0.00	..	..	..	..	..	..	..	..	..
<i>South Indian Railway.</i>										
1. Agency.	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	3	..	1	..	2	..	..	..	..	3
5. Mechanical	1	1	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	1	..	..	..	..	..	..	..	..
8. TOTAL—										
1940-41	5	2	1	..	2	..	..	..	..	3
1939-40	5	..	3	2	1	..	..	..	..	6
9. Percentage of Europeans to number of vacancies filled—										
1940-41	40.0	..	..	..	..	..	..	..	..	..
1939-40	0.00	..	..	..	..	..	..	..	..	..
10 Percentage of Indians to number of Vacancies filled—										
1940-41	60.0	..	..	..	..	..	..	..	..	..
1939-40	100.0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—contil.

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1940 to 31st March 1941.

N&me of Railways, etc.	Europeans.		HINDUS.				MINORITY COMMUNITIES RECOGNISED FOR THE PURPOSE				Other communities.				Total				
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.							Sikhs.		Indian Christians.	
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.		No.	Percentage.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
I.—Railways—							(I) PERMANENT												
State-managed—																			
Eastern Bengal	..	..	176	44.2	4	1.0	181	45.5	34	8.5	1	0.3	2	0.5	..	..	..	..	398
East Indian	..	..	387	61.9	..	..	104	24.0	75	12.0	3	0.8	4	1.0	..	..	..	..	653
Great Indian Peninsula	..	..	491	59.6	7	1.0	105	14.0	66	12.5	8	1.1	60	8.5	23	1.6	4	0.6	766
North Western	..	..	111	30.9	2	0.4	349	65.7	30	5.7	28	4.9	13	2.4	..	..	..	..	531
Company-managed—																			
Assam Bengal	..	..	119	55.6	..	..	66	33.6	21	0.9	1	0.5	3	1.4	..	..	..	..	219
Bengal and North-Western	1	0.5	133	65.2	..	..	49	24.0	12	5.4	..	..	8	3.0	..	..	..	..	304
Bengal Nagpur	..	..	635	72.5	2	0.3	118	13.5	76	8.7	15	1.7	29	3.3	..	..	..	..	973
Bombay, Baroda and Central India.	6	1.1	307	53.9	..	..	84	14.8	91	16.0	8	1.4	28	4.9	37	6.5	2	1.4	608
Madras and Southern Mahratta	..	..	108	64.6	21	6.6	37	11.9	43	13.9	1	0.3	35	10.7	..	..	6	1.9	310
Rohilkund and Kumaon	..	..	44	71.0	..	..	10	25.8	2	3.2	..	..	..	..	..	..	..	..	69
South Indian	..	..	416	75.5	1	0.2	15	3.7	19	3.5	..	..	100	18.1	..	..	..	..	561
IF. Miscellaneous Offices—																			
Chief Mining Engineer	..	..	2	66.7	..	..	..	..	..	..	1	33.3	..	..	..	..	..	..	3
Central Publicity	..	..	Included in E. I. Ry.				..	..	..	..	..	..	..	..	..	..	..	..	..
Government Inspectors of Railways.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Director, Railway Clearing Accounts.	..	..	48	67.6	..	..	17	24.0	..	..	3	4.2	2	4.2	..	..	..	..	71
TOTAL	7	0.1	2,065	58.0	37	0.7	1,194	25.2	492	9.6	67	1.3	265	5.8	60	1.0	18	0.4	5,113

APPENDIX C—V—concl'd.

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1940 to 31st March 1941—conoid.

Name of Railways, etc.	Europeans.		HINDUS.				MINORITY COMMUNITIES RECOGNISED FOR THE PURPOSE OF COMMUNAL REPRESENT										Other communities.		Total.			
			Hindus other than Depressed Classes.		Depressed Classes		Muslims.		Domiciled Europeans and Anglo-Indiana.		Sikhs.		Indian Christians		Parsis.							
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
I.—Railways—								(a) TEMPORARY.														
State-managed—																						
Eastern Bengal	..	..	803	50.6	9	0.7	514	42.0	60	5.0	5	0.4	1	0.1	..	..	3	0.2	1,198			
East Indian	..	..	1,810	65.0	6	0.2	623	25.0	204	8.2	16	0.7	22	0.9	..	..	..	..	2,400			
Great Indian Peninsula	4	0.6	470	72.6	7	1.1	47	7.1	39	4.3	1	0.1	24	12.8	7	1.1	2	0.3	666			
North Western	1	0.1	464	23.4	1	0.1	1,262	63.7	53	2.6	175	8.8	21	1.1	1	0.1	1	0.1	1,979			
Company-managed—																						
Assam Bengal	..	..	67	65.3	..	..	22	22.3	6	0.0	..	..	3	2.3	..	..	..	..	67			
Bengal and North-Western	..	..	99	31.8	..	..	21	17.4	..	..	..	..	1	0.6	..	..	..	..	121			
Bengal Nagpur	..	..	496	78.1	..	..	64	10.6	50	7.8	13	2.0	12	1.9	..	..	1	0.2	638			
Bombay, Baroda and Central India.	1	0.1	386	64.7	..	..	164	18.1	33	2.6	20	2.2	68	7.5	24	2.7	10	1.1	606			
Madras and Southern Mahratta	..	..	129	70.5	12	6.6	17	9.3	7	3.8	..	..	18	9.9	..	..	..	..	193			
Bahfukund and Kumaon	..	..	30	63.6	..	..	15	31.9	..	..	..	..	2	4.3	..	..	..	..	47			
South Indian	..	..	234	57.3	7	1.7	47	11.6	40	9.9	..	..	77	19.0	..	..	..	..	406			
U.—Miscellaneous Offices—																						
Chief Mining Engineer	..	..	9	90.0	..	..	1	10.0	..	..	..	..	..	..	..	..	..	..	10			
Central Publicity	..	..	Included in E. I. Ry.				..	..	..	..	..	..	..	..	..	..	..	..	..			
Government Inspectors of Railways.	..	..	..	..	..	..	1	50.0	..	..	1	50.0	..	..	..	..	..	..	2			
Inspector, Railway Clearing Accounts.	1	0.3	133	84.9	5	2.4	50	24.4	1	0.5	7	3.4	8	3.9	..	..	..	..	205			
TOTAL	7	0.1	4,939	55.3	47	0.5	2,844	31.9	482	6.4	236	2.7	316	3.6	32	0.4	16	0.2	8,925			
GRAND TOTAL (Both permanent and temporary).	14	0.1	7,001	56.3	54	0.6	4,042	29.8	674	6.9	365	2.2	601	4.3	62	0.6	34	0.2	14,040			

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic India as having occurred during 1940-41 and the preceding four years.

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

Claw of accidents. 1	1936-37. 2	1937-38. 3	1938-39. 4	1939-40. 5	1940-41. 6	References. 7
<i>—Accidents to trains—</i>						Appendix D (iii) Col. 310.
Collisions—						
Passenger trains	46	46	38	32	31	Items 1 to 3.
Other trains and light engines	206	215	222	196	232	" 4 to 6.
Derailments—						
Passenger trains	182	258	214	198	191	" 7 (a) & 7 (c).
Other trains	3,302	3,361	3,396	4,126	5,420	" 8 (a) & 8 (b).
<i>II.—Failure of engines and rolling stock</i>						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	101	86	77	76	85	Item 6 (a) (1).
(2) machinery springs, etc.	338	344	351	383	413	" 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	298	237	305	301	292	" 9 (b) (1).
(2) other causes	1,246	1,434	1,422	1,394	1,333	" 9 (b) (2).
Failure of tyres and wheels	11	13	20	13	30	" 9 (c) & 8 (d).
ditto axles	47	45	32	46	64	" 9 (c).
ditto brake apparatus.	23	22	17	13	14	" 9 (f).
ditto couplings and draft gear	2,160	1,060	2,016	1,489	3,042	" 9 (g).
Other rolling stock failures	164	274	249	161	1,042	" 9 (h).
<i>III.—Failure of permanent-way—</i>						
Broken rails	300	316	368	279	178	" 10 (a).
Failure of tunnels, bridges, viaducts, culverts, etc.	4	8	9	1	5	" 10 (b).
Flooding of portions of permanent-way.	33	90	117	86	93	" 10 (c).
Slips in cuttings or embankments	61	45	135	56	296	" 10 (d).
<i>IV.—fires—</i>						
Fire in trains	170	188	141	150	194	" 11 (a).
Fire at stations or involving injury to bridges or viaducts.	63	29	40	38	51	" 11 (b).
<i>V.—Other accidents—</i>						
Trams running over cattle on the line	6,472	6,191	8,761	8,726	7,743	" 12 (i).
Train-wrecking	16	16	6	7	11	" 12 (e).
Attempted train-wrecking	84	79	83	85	70	" 12 (d).
Trains running into road traffic at level crossings	78	116	94	107	108	" 12 (a).
Trains running over obstructions not covered by sub-paragraph (c) (d) & (e) above	183	167	213	246	201	" 12 (f).
Miscellaneous	376	372	317	216	224	" 12 (g) + 13 (a)
TOTAL	19,268	18,910	18,311	20,297	20,286	Total.

TOTAL

* Figures for 1937-38 onwards are EXCLUSIVE of the Burma Railway due to separation.

APPENDIX D (i)—contd.

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1940-41 and the preceding four years—contd.

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

Claw of accident.	1936-37.		1937-38.		1938-39.		1939-40.		1940-41.		Reference.
1	2		3		4		5		6		7
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
*NUMBER OF PERSONS KILLED OR INJURED.											
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—											Appendix D (3).
Passengers	164	729	214	818	214	973	183	1,132	244	1,091	Total (a) Col. 30.
Railway servants	170	2,006	185	3,256	165	3,447	182	3,871	192	4,364	" (b) Col. 35.
Other persons	2,769	802	5,714	773	3,024	818	3,009	908	3,148	954	" (c) Col. 36.
Total	3,111	4,026	3,113	4,846	3,803	5,278	3,494	5,911	3,684	6,409	" (d) Col. 38.
B.—In accidents to trains, rMing-tock and permui-ei-u-way—											Appendix D (36).
Passengers	13	75	105	174	89	272	44	134	52	142	Col. 312 & 314—(Total)
Railway servants	7	191	18	107	17	162	13	93	14	141	" 312 & 314 "
Other persona	86	81	61	80	26	69	39	73	27	87	" 312 & 314 "
Total	76	346	184	361	122	493	96	300	103	370	" 312 & 314—(Total)
C.—In accidents on railway pre-rises not connected with the move-ment of railway vehicles—											Appendix D (36)
Paesongrs	2	31	1	14	..	19	2	32	2	80	Col. 320 & 324—(Total)
Railway servants	16	7,038	30	8,773	27	9,890	13	11,918	37	12,869	" 320 & 324 "
Other persona	32	105	42	114	35	153	22	121	26	171	" 320 & 324 "
TOTAL	50	7,174	73	8,901	62	10,038	37	12,071	65	13,060	" 320 & 324—(Total)
TOTAL PASSENGERS	179	833	320	1,006	240	1,264	229	1,298	308	1,379	
TOTAL RAILWAY SERVANTS.	291	8,734	223	12,138	199	13,499	178	15,842	243	17,574	
TOTAL OTHER PERSONS	2,807	988	2,817	967	2,965	1,046	3,130	3,102	2,207	1,141	A + B + C above.
GRAND TOTAL	3,277	11,554	3,370	14,111	3,474	15,808	3,557	18,232	3,753	19,873	

* Number of persons killed or injured in Railway Workshops, etc., in 1940-41 not included in the above summary.

Figures for 1937-38 onward are exclusive of the Surma Railway due to separation.

Number of persons killed or injured during the year 1940-41 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

CLASS I

Class of accident.	Nature of injury.	Assam-Bengal	Bengal and North-Western.	Bengal Nagpur.	Bombay, Barod and Central India.	Eastern Bengal	East Indian.	Great India Peninsula.	Jodhpur
7(a)	8	9	10	11	12	13	14	15	16
(a) PASSENGERS									
ACCIDENTS OTHER THAN THOSE TO TRAINS, WTC.									
1. Falling between trains and platforms	Killed	..	1	..	1	4	12	6	..
	Injured	..	1	..	..	4	15	9	..
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	1	5	1	5	1	..	3	..
	Injured	3	6	20	92	6	4	63	..
3. Creating the line at stations	Killed	..	2	..	..	3	6	1	..
	Injured	..	1	..	4	2	1	1	..
4. Closing of carriage doors	Killed	..	1	..	..	..	..	..	..
	Injured	..	1	..	7	..	1	8	..
6. Falling or jumping out of carriages during the running of trains.	Killed	6	9	5	17	1	17	22	1
	Injured	26	87	34	103	11	30	74	1
C. Other accidents.	Killed	..	2	..	..	1	2	1	..
	Injured	28	6	..	48	2	3	34	..
ToTAt(a)	Killed	7	20	6	23	10	37	36	1
	Injured	55	101	66	240	25	54	238	1
(i) RAILWAY SERVANTS.									
(ii) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES									
1. Coupling or uncoupling vehicles	Killed	..	3	..	..	..	1	1	1
	Injured	2	3	105	133	30	176	288	1
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	..	..	..	..	..	..
	Injured	..	3	..	4	..	3	9	..
3. Passing over or standing upon buffers during shunting	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	1	..	..	..
4. Getting on or off or falling off engines, wagons, etc., during shunting.	Killed	..	..	..	..	..	1	..	..
	Injured	..	..	12	12	3	20	41	..
6. Braking, spragging or choking wheels	Killed	..	..	..	2	..	1	..	..
	Injured	..	..	20	14	3	34	31	..
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	1	..	..	..
	Injured	..	..	1	4	..	4	4	..
7. Moving vehicles by capstans, turntables, props etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	3	..	..	3	3	..	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	1	..	2	2	2	3	1	..
	Injured	1	..	43	44	21	27	173	..
TOTAL (i)	Killed	1	3	2	4	3	6	2	1
	Injured	3	9	248	211	63	204	598	1

* This includes figures of Bengal Doon Bafwaj for the period 11t January 1941 to 31st March 1941.

DIX D (ii).

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CUM III RAILWAYS.		TOTAL ALL RAILWAYS.		Strial No. of Class of Accidents see col. 7 (a)
Hadrai and Southern Hal-nria.	Mysore State.	Nizam's State.	North Western.	Rohil. kund and Ktuaan	South Indian.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40. (Cols. 23, 25 and 28.)	1940-41. (Cols. 34, 26 and 28.)	
17	18	19	20	21	22	23	24	26	26	27	28	29	30	31
..	..	..	5	..	1	32	32	1	..	..	..	33	32	1
..	..	..	11	..	2	29	42	..	..	..	..	59	42	
..	..	..	12	..	..	35	28	..	1	..	1	56	30	2
2	1	..	20	..	4	162	230	1	2	1	4	164	238	
..	..	..	2	..	..	9	14	..	2	..	..	9	10	3
..	..	..	2	..	..	12	12	..	3	..	2	13	17	
..	..	..	..	..	..	..	1	..	..	..	..	..	1	4
1	..	..	..	..	..	44	18	1	..	..	1	45	10	
8	..	2	45	..	11	104	149	3	1	..	2	107	151	5
42	5	1	76	11	41	822	546	26	27	15	13	663	666	
..	..	..	4	1	2	8	13	1	..	..	1	9	14	6
2	4	..	9	..	4	140	182	..	1	2	8	143	191	
8	..	2	72	1	14	273	236	5	4	..	4	193	244	Total (41.)
46	10	1	124	11	51	1,082	1,009	24	33	18	29	1,139	1,091	
1	..	..	1	..	4	5	12	1	..	..	..	6	12	1
77	..	11	289	..	70	976	1,223	70	6	6	8	502	1,227	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	16	..	1	29	26	..	2	..	..	29	38	
..	..	..	..	..	..	..	..	1	..	..	..	1	..	3
..	..	..	5	..	4	5	10	2	2	..	..	7	12	
1	..	..	1	..	..	2	3	..	..	..	..	2	3	4
5	..	1	34	1	..	184	129	..	..	..	2	124	131	
..	..	..	..	1	..	3	4	..	..	..	..	3	4	5
9	..	..	9	..	10	179	183	..	..	1	1	180	194	
..	..	..	..	..	..	1	1	..	..	..	..	1	1	6
2	1	..	4	..	..	37	20	..	..	..	..	37	20	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	1	..	..	9	10	..	..	..	..	9	10	
..	1	..	2	..	1	11	15	..	..	..	..	11	15	8
30	..	3	32	..	30	395	409	..	6	..	..	395	415	
2	1	..	4	1	5	29	35	2	..	..	..	26	35	Total (4)
129	1	16	331	1	116	1,754	2,090	28	10	7	11	1,772	2,067	

Number of persons killed or injured during the year 1940-41 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

CLASS I

Class of accident.	Injury.	Assam- Bengal.	Bengal and North- Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Irddian.	Great Indian Penin- sula.
32	33	34	35	36	37	38	39	40
(b) RAILWAY SERVANTS—contd								
(ii) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	1	..
	Injured	3	..	10	9	1	16	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	1	..	..	..	..	1	1
	Injured	..	..	3	1	2	2	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	..	2	..	5	..
	Injured	1	..	11	24	7	21	94
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..
	Injured	..	..	..	23	8	168	463
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	1	3	0	2
	Injured	..	..	1	8	4	9	..
11. Attending to gates, at level-crossings.	Killed	..	..	..	..	1	..	1
	Injured	..	..	..	1	..	..	..
16. Walking, crossing, or standing on the line on duty.	Killed	1	1	2	7	2	10	12
	Injured	1	11	6	9	2	8	6
11. Being caught between vehicles.	Killed	..	..	..	..	..	..	..
	Injured	..	..	..	1	1	1	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	2	1
	Injured	..	1	2	1	..	11	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	1	..	3	0	3
	Injured	..	..	4	3	2	3	..
19. Miscellaneous	Killed	3	1	2	2	4	17	2
	Injured	6	9	101	28	90	173	260
TOTAL (b)	Killed	4	2	0	13	13	51	25
	Injured	11	21	128	168	115	412	624
TOTAL RAILWAY SERVANTS (b) = [(i) + (ii)]	Killed	5	5	8	17	15	87	24
	Injured	14	30	260	319	170	680	1,417
(c) OTHER PERSON.								
1. Paving over the railway at level crossings	Killed	..	2	..	..	9	5	2
	Injured	..	3	..	..	..	1	..
2. Trespassing on the line	Killed	51	215	270	260	106	514	116
	Injured	22	117	91	96	41	219	67
8. Suicides	Killed	15	25	65	22	41	135	104
	Injured	..	1	9	..	1	4	8
4. Miscellaneous	Killed	2	6	1	8	5	23	..
	Injured	6	10	3	..	2	26	1
TOTAL OTHER PERSONS (c)	Killed	74	248	256	230	254	677	302
	Injured	28	121	103	96	44	249	61
(d) GRAND TOTAL (a) + (b) + (c)	Killed	90	273	340	270	280	771	361
	Injured	97	361	547	668	348	988	1,716

This includes figures of Bengal Doonah Railway for the period 1st January 1941 to 31st March 1941.

DIX D (ii)—concl'd.

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.		~biamt No. of (lass of acc- dents a
Jodhpur. 41	Madras and Southern Mahratta. 42	Mysore State. 43	Nizam's State. 44	North Western. 46	Kohil-kund and Kumaon. 40	South Indian. 47	1939-40. 48	1940-41. 49	1939-40. 60	1940-41. 61	1939-40. 62	1940-41. 63	1939-40 (Cols. 48, 60 & 62). 64	1940-41. (Cols. 49, 61 & 63). 66	
..	..	..	..	..	..	1	2	2	1	..	..	..	3	2	1
1	4	..	1	41	..	1	58	94	2	5	3	2	63	101	
..	1	..	..	..	..	..	1	4	..	..	..	..	1	4	16
..	..	..	..	16	..	2	33	91	1	..	..	1	34	32	
1	1	..	1	2	..	..	7	12	1	..	..	..	8	12	11
1	5	..	1	60	..	6	138	231	2	3	..	1	141	235	
..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	18
..	..	..	..	120	..	20	658	801	1	1	..	2	659	804	
..	1	..	..	5	1	..	24	23	..	..	..	..	24	23	12
..	2	..	..	10	2	1	49	37	..	1	..	..	49	38	
..	1	..	..	..	..	..	3	3	..	..	..	..	3	3	14
..	1	..	..	1	..	..	8	2	..	..	3	2	8	6	
1	4	..	1	12	1	..	64	64	1	..	..	..	65	64	16
..	4	..	..	2	3	4	37	57	1	..	2	5	40	62	
..	1	..	..	2	..	..	4	3	..	..	..	..	4	3	10
..	1	..	..	4	..	..	15	8	..	2	..	..	16	10	
..	..	..	..	..	..	..	3	4	..	2	..	..	3	6	17
..	..	..	..	4	..	..	13	19	..	..	..	1	13	20	
..	..	..	..	4	..	..	13	17	..	2	..	..	13	16	18
..	..	..	..	3	..	..	15	15	1	..	..	..	16	16	
..	1	..	..	..	..	..	22	31	1	..	..	..	23	31	19
..	183	..	18	63	..	17	1,016	978	7	4	1	3	1,016	985	
2	10	..	2	25	2	1	124	153	4	4	..	..	128	157	Total (a)
2	200	..	20	384	8	61	2,674	2,274	10	16	9	17	2,694	2,307	
3	12	1	2	21	3	0	116	185	6	4	..	..	122	182	Total (b)
3	323	1	36	726	6	176	3,337	4,204	28	32	16	28	3,371	4,564	
..	6	..	..	3	..	13	43	42	1	..	..	2	46	44	1
..	1	..	..	4	..	2	13	11	..	1	..	..	13	12	
3	140	14	40	312	32	100	2,275	2,555	38	34	11	11	2,327	2,598	3
3	22	2	7	66	16	32	167	196	29	19	26	26	218	241	
2	70	1	2	86	2	62	411	422	8	6	4	6	423	434	2
..	3	..	..	2	..	1	21	24	..	1	..	1	21	26	
..	2	1	1	1	..	22	73	72	1	2	1	..	75	74	4
..	5	..	2	..	1	12	53	66	3	1	..	2	56	72	
10	220	16	42	402	24	257	3,692	3,687	48	43	19	19	3,699	3,748	Total (c)
6	31	1	9	72	19	47	329	369	32	23	26	33	368	394	
14	240	17	47	603	26	277	3,339	3,611	69	50	29	23	3,404	3,684	Grand Total (a)
8	402	13	46	836	36	274	5,783	6,233	88	67	60	89	6,012	6,409	

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.	Acci- dents re- ported to Local Oovom. menu under section 83 of the Indian Railways Act No. IX of 1890.	Other dents.	Total. (Cols. 58 and A9).	ASSAM		Bengal.						Total.	
				Pcutengrt.		Railway servants.		Oltlr persona.					
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. Cols. 62 (66.)	In- jured. (Cols. 62 64 and 66.)
*7	55	59	60	61	62	63	64	65	66	67	68		
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.	..	1	1	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—													
(a) due to trains running in the wrong direction through points.	1	..	1	..	..	..	5	..	1	..	..	..	..
(6) other causes	1	3	4	..	..	..	1	..	..	..	..	..	1
6. Other derailments—													
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	6	4	..	..	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—													
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—													
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	6	6	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or overwork arising from the working of the running staff—													
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	13	13	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failure	..	..	..	..	..	..	..	..	..	..	..	..	..
Carried over	..	2	30	32	..	..	..	6	..	1	..	..	1

DIX D (iii).

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.---

BENGAL AND NORTH-WESTERN.

Accidents reported to Government and notification 83 of the Indian Railway Act No. IX of 1900.	Other accidents.	Total. (Cols. 69 and 70).	Passengers.		Railway tenant.		Other persons.		Total.		Serial No. Of class of accidents (see column NO. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Col. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
1.	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (a)
..	8	8	..	..	..	..	..	..	..	..	7 (b)
..	1	1	..	..	..	..	..	..	..	..	8 (a)
..	33	33	..	..	..	..	..	..	..	..	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	2	2	..	..	..	..	..	..	..	..	9 (a) 2
..	3	3	..	..	..	..	..	..	..	..	9 (b) 1
..	15	15	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	1	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	..	..	..	..	..	..	9 (g)
..	1	1	..	..	..	..	..	..	..	..	9 (h)
..	71	71	..	..	..	..	..	..	..	..	Carried over.

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,

C L A S S I

Class of accident.	Accidents reported to Governmental and motion 83 of the Indian Railways Act No. IX of 1890.	Other acci. dents.	Total (Coln. 08 and 00.)	ASSAM-BENGAL.								Total.
				Pamnrqts.		Railway ttrpauti.		Other persons.				
				Killed.	In-jured.	Killed.	In-jaied.	Killed.	In. Jured	Killed. (Cols. 61, 63 and 66.)	In. jured. (Cols. 62, 64 and 66.)	
				61	62	63	64	65	66	67	68	
57	68	59	60	61	62	63	64	65	66	67	68	
Brought forward	2	30	22	11	11	11	9	11	1	11	7	
Permanent-way—												
(a) Broken rails	11	12	12	11	11	11	11	11	11	11	11	
(b) The failure of tunnels, bridges, viaducts, culverts, etc	11	11	11	11	11	11	11	11	11	11	11	
(c) The flooding of portions of permanent-way	11	1	1	11	11	11	11	11	11	11	11	
(d) Slips in cuttings or embankments	11	11	11	11	11	11	11	11	11	11	11	
11. Fires—												
(a) Fire in trains	11	11	11	11	11	11	11	11	11	11	11	
(b) Fire at stations, or involving injury to bridges or viaducts. 1	11	4	4	11	11	11	11	11	11	11	11	
12. Other accidents— 1												
(a) Passenger trains running in the wrong direction through points but not derailed.	11	3	3	11	11	11	11	11	11	11	11	
(b) Trains running over cattle on the line	11	226	226	11	11	11	11	11	11	11	11	
(c) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	11	11	11	11	11	11	11	11	11	11	11	
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	7	11	7	11	11	11	11	11	11	11	11	
(e) Trains running into road traffic at level-crossings.—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.)	11	1	1	11	11	11	11	11	1	11	1	
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	8	11	16	11	11	11	1	11	11	11	1	
Miscellaneous	11	11	11	11	11	11	11	11	11	11	11	
Total	12	292	304	11	11	11	7	11	1	11	9	

permanent-way, etc, during the year 1940-41 on a railway open for traffic, distinguishing between tin railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

BENGAL AND NORTH WESTERN.

Accidents reported to Local Governments and Indian Railways Act No. X of 1890	Other accidents.	Total. (Col. 69 and 70.)	Passenger.		Railway servants.		Other persons.		Total.		Serial No. of List of Accidents. (See column No. 57.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Col. 72, 74 and 76.)	Injured. (Col. 73, 75 and 77.)	
69	70	71	72	73	74	75	76	77	78	79	80
1	1	2	1	1	1	1	1	1	1	1	Brought forward.
2	2	4	2	2	2	2	2	2	2	2	10 (a)
3	3	6	3	3	3	3	3	3	3	3	10 (b)
4	4	8	4	4	4	4	4	4	4	4	10 (c)
5	5	10	5	5	5	5	5	5	5	5	10 (d)
6	6	12	6	6	6	6	6	6	6	6	11 (a)
7	7	14	7	7	7	7	7	7	7	7	11 (b)
8	8	16	8	8	8	8	8	8	8	8	11 (c)
9	9	18	9	9	9	9	9	9	9	9	11 (d)
10	10	20	10	10	10	10	10	10	10	10	12 (a)
11	11	22	11	11	11	11	11	11	11	11	12 (b)
12	12	24	12	12	12	12	12	12	12	12	12 (a)
13	13	26	13	13	13	13	13	13	13	13	12 (b)
14	14	28	14	14	14	14	14	14	14	14	12 (c)
15	15	30	15	15	15	15	15	15	15	15	12 (d)
16	16	32	16	16	16	16	16	16	16	16	13 (a)
17	17	34	17	17	17	17	17	17	17	17	13 (b)
18	18	36	18	18	18	18	18	18	18	18	13 (c)
19	19	38	19	19	19	19	19	19	19	19	13 (d)
20	20	40	20	20	20	20	20	20	20	20	14 (a)
21	21	42	21	21	21	21	21	21	21	21	14 (b)
22	22	44	22	22	22	22	22	22	22	22	14 (c)
23	23	46	23	23	23	23	23	23	23	23	14 (d)
24	24	48	24	24	24	24	24	24	24	24	15 (a)
25	25	50	25	25	25	25	25	25	25	25	15 (b)
26	26	52	26	26	26	26	26	26	26	26	15 (c)
27	27	54	27	27	27	27	27	27	27	27	15 (d)
28	28	56	28	28	28	28	28	28	28	28	16 (a)
29	29	58	29	29	29	29	29	29	29	29	16 (b)
30	30	60	30	30	30	30	30	30	30	30	16 (c)
31	31	62	31	31	31	31	31	31	31	31	16 (d)
32	32	64	32	32	32	32	32	32	32	32	17 (a)
33	33	66	33	33	33	33	33	33	33	33	17 (b)
34	34	68	34	34	34	34	34	34	34	34	17 (c)
35	35	70	35	35	35	35	35	35	35	35	17 (d)
36	36	72	36	36	36	36	36	36	36	36	18 (a)
37	37	74	37	37	37	37	37	37	37	37	18 (b)
38	38	76	38	38	38	38	38	38	38	38	18 (c)
39	39	78	39	39	39	39	39	39	39	39	18 (d)
40	40	80	40	40	40	40	40	40	40	40	19 (a)
41	41	82	41	41	41	41	41	41	41	41	19 (b)
42	42	84	42	42	42	42	42	42	42	42	19 (c)
43	43	86	43	43	43	43	43	43	43	43	19 (d)
44	44	88	44	44	44	44	44	44	44	44	20 (a)
45	45	90	45	45	45	45	45	45	45	45	20 (b)
46	46	92	46	46	46	46	46	46	46	46	20 (c)
47	47	94	47	47	47	47	47	47	47	47	20 (d)
48	48	96	48	48	48	48	48	48	48	48	21 (a)
49	49	98	49	49	49	49	49	49	49	49	21 (b)
50	50	100	50	50	50	50	50	50	50	50	21 (c)
51	51	102	51	51	51	51	51	51	51	51	21 (d)
52	52	104	52	52	52	52	52	52	52	52	22 (a)
53	53	106	53	53	53	53	53	53	53	53	22 (b)
54	54	108	54	54	54	54	54	54	54	54	22 (c)
55	55	110	55	55	55	55	55	55	55	55	22 (d)
56	56	112	56	56	56	56	56	56	56	56	23 (a)
57	57	114	57	57	57	57	57	57	57	57	23 (b)
58	58	116	58	58	58	58	58	58	58	58	23 (c)
59	59	118	59	59	59	59	59	59	59	59	23 (d)
60	60	120	60	60	60	60	60	60	60	60	24 (a)
61	61	122	61	61	61	61	61	61	61	61	24 (b)
62	62	124	62	62	62	62	62	62	62	62	24 (c)
63	63	126	63	63	63	63	63	63	63	63	24 (d)
64	64	128	64	64	64	64	64	64	64	64	25 (a)
65	65	130	65	65	65	65	65	65	65	65	25 (b)
66	66	132	66	66	66	66	66	66	66	66	25 (c)
67	67	134	67	67	67	67	67	67	67	67	25 (d)
68	68	136	68	68	68	68	68	68	68	68	26 (a)
69	69	138	69	69	69	69	69	69	69	69	26 (b)
70	70	140	70	70	70	70	70	70	70	70	26 (c)
71	71	142	71	71	71	71	71	71	71	71	26 (d)
72	72	144	72	72	72	72	72	72	72	72	27 (a)
73	73	146	73	73	73	73	73	73	73	73	27 (b)
74	74	148	74	74	74	74	74	74	74	74	27 (c)
75	75	150	75	75	75	75	75	75	75	75	27 (d)
76	76	152	76	76	76	76	76	76	76	76	28 (a)
77	77	154	77	77	77	77	77	77	77	77	28 (b)
78	78	156	78	78	78	78	78	78	78	78	28 (c)
79	79	158	79	79	79	79	79	79	79	79	28 (d)
80	80	160	80	80	80	80	80	80	80	80	29 (a)
81	81	162	81	81	81	81	81	81	81	81	29 (b)
82	82	164	82	82	82	82	82	82	82	82	29 (c)
83	83	166	83	83	83	83	83	83	83	83	29 (d)
84	84	168	84	84	84	84	84	84	84	84	30 (a)
85	85	170	85	85	85	85	85	85	85	85	30 (b)
86	86	172	86	86	86	86	86	86	86	86	30 (c)
87	87	174	87	87	87	87	87	87	87	87	30 (d)
88	88	176	88	88	88	88	88	88	88	88	31 (a)
89	89	178	89	89	89	89	89	89	89	89	31 (b)
90	90	180	90	90	90	90	90	90	90	90	31 (c)
91	91	182	91	91	91	91	91	91	91	91	31 (d)
92	92	184	92	92	92	92	92	92	92	92	32 (a)
93	93	186	93	93	93	93	93	93	93	93	32 (b)
94	94	188	94	94	94	94	94	94	94	94	32 (c)
95	95	190	95	95	95	95	95	95	95	95	32 (d)
96	96	192	96	96	96	96	96	96	96	96	33 (a)
97	97	194	97	97	97	97	97	97	97	97	33 (b)
98	98	196	98	98	98	98	98	98	98	98	33 (c)
99	99	198	99	99	99	99	99	99	99	99	33 (d)
100	100	200	100	100	100	100	100	100	100	100	34 (a)
101	101	202	101	101	101	101	101	101	101	101	34 (b)
102	102	204	102	102	102	102	102	102	102	102	34 (c)
103	103	206	103	103	103	103	103	103	103	103	34 (d)
104	104	208	104	104	104	104	104	104	104	104	35 (a)
105	105	210	105	105	105	105	105	105	105	105	35 (b)
106	106	212	106	106	106	106	106	106	106	106	35 (c)
107	107	214	107	107	107	107	107	107	107	107	35 (d)
108	108	216	108	108	108	108	108	108	108	108	36 (a)
109	109	218	109	109	109	109	109	109	109	109	36 (b)
110	110	220	110	110	110	110	110	110	110	110	36 (c)
111	111	222	111	111	111	111	111	111	111	111	36 (d)
112	112	224	112	112	112	112	112	112	112	112	37 (a)
113	113	226	113	113	113	113	113	113	113	113	37 (b)
114	114	228	114	114	114	114	114	114	114	114	37 (c)
115	115	230	115	115	115	115	115	115	115	115	37 (d)
116	116	232	116	116	116	116	116	116	116	116	38 (a)
117	117	234	117	117	117	117	117	117	117	117	38 (b)
118	118	236	118	118	118	118	118	118	118	118	38 (c)
119	119	238	119	119	119	119	119	119	119	119	38 (d)
120	120	240	120	120	120	120	120	120	120	120	39 (a)
121	121	242	121	121	121	121	121	121	121	121	39 (b)
122	122	244	122	122	122	122	122	122	122	122	39 (c)
123	123	246	123	123	123	123	123	123	123	123	39 (d)
124	124	248	124	124	124	124	124	124	124	124	40 (a)
125	125	250	125	125	125	125	125	125	125	125	40 (b)
126	126	252	126	126	126	126	126	126	126	126	40 (c)
127	127	254	127	127	127	127	127	127	127	127	40 (d)
128	128	256	128	128	128	128	128	128	128	128	41 (a)
129	129	258	129	129	129	129	129	129	129	129	41 (b)
130	130	260	130	130	130	130	130	130	130	130	41 (c)
131	131	262	131	131	131	131	131	131			

DIX D (III)—contd.

BMK^{VTMV}Wys&tdwwqtte

traffic, dislinguisdny between the

servants and other persons, killed or injured in each dam of accident.

R A I L W A Y 8-contd.

BOMBAY BARODA AND CENTRAL INDIA.

Acci- dental re- ported to Local mente under section 83 of the Indian Railways Act No. IX of 1890. 93	Other accidenta. 04	Total. (Cols. 93 and 04.) 95	Passenger.		Railway tervanU.		Other persons.		Total.		Serial No. of Claim of Accidents. (See column No. 81.) J04
			Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
06	07	08	09	10	11	12	13	14	15	16	
1	1	2	20	14	..	7	..	..	20	21	1
..	1	1	..	..	..	..	..	..	..	..	2
..	7	7	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (a)
..	8	8	..	..	..	..	..	..	..	..	7 (b)
..	32	32	..	..	..	..	..	..	..	..	8 (a)
..	634	634	..	..	..	..	..	..	..	..	8 (b)
..	12	12	..	..	..	..	..	..	..	..	9 (a) 1
..	16	16	..	..	..	..	..	..	..	..	9 (a) 2
..	21	21	..	..	..	..	..	..	..	..	9 (b) 1
..	168	168	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	3	3	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	8	8	..	..	..	..	..	..	..	..	9 (f)
..	126	126	..	..	..	..	..	..	..	..	9 (g)
..	*800	*800	..	..	..	..	..	..	..	..	9 (h)
1	2,128	2,128	20	14	..	7	..	..	20	21	Carried over.

* Includes 694 Failures on account of hot bearings.

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

		BXSOAL NAGPUR								0 L A S 8 I			
		Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 82	Other acci- dents.	Total. (Cols. 82 and 83.)	Passengers.		Railway servants.		Other persons.		Total. "		
					Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 85, 87 and 89.)	In- jured. (Cols. 86, 88 and 90.)	
81		83	84	85	86	87	88	89	90	91	92		
Brought forward	1	472	473	..	..	2	22	..	..	2	22		
JO. Failure of permanent-way—													
(a) Broken rails.	..	29	29	..	..	..	..	..	..	..	..		
(b) The failure of tunnels, bridges, viaducts, culverts, etc	..	..	..	..	..	..	..	..	..	..	..		
(c) The flooding of portions of permanent-way	2	2	6	..	..	..	..	..	..	..	..		
(d) Subs in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..		
11. Fires—													
(a) Fire in trains.	..	4	4	..	..	..	..	..	..	..	..		
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..		
12. Other accidents—													
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..		
(b) Trains running over cattle on the line	..	64	64	..	..	..	..	..	..	..	..		
(c) Tram wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or Seriously damaged).	..	..	..	..	..	..	..	..	..	..	..		
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	2	2	..	..	..	..	..	..	..	..		
(e) Trains running into road traffic at level-crossings.—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (f) or (d) above.)	1	8	9	..	..	..	..	9	17	9	17		
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions wilfully placed on the track which have not resulted, or are not likely to have resulted in an accident to a train).	..	6	4	..	..	..	..	..	..	..	..		
(g) Miscellaneous	..	27	27	..	..	..	3	..	..	..	3		
Total		5	618	620	..	..	2	26	9	17	48		

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident. s

RAILWAYS -contd.

Bombay BARODA AND CENTRAL. INDIA.

Accident reported to Local Government under section 63 of the Indian Railways Act No. 1X of 1890. 93	Other accidents.	Total. (Cols. 93 and 94)	Passengers.		Railway servants.		Other persons.		Total		Class of Accident. (See column No. 61).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 90 and 100.)	Injured. (Cols. 97, 99 and 101.)	
94	95	96	97	98	99	100	101	102	103	104	
1	2,123	3,134	20	14	..	7	..	..	20	21	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	2	2	..	..	..	..	..	..	..	..	10 (c)
..	1	1	..	..	..	..	..	..	..	..	10 (d)
..	2	2	..	..	..	..	..	..	..	..	11 (a)
..	3	3	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	778	778	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
6	..	6	..	..	..	..	..	..	..	..	12 (d)
..	4	4	..	..	..	..	..	..	..	..	12 (e)
17	10	27	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
26	3,022	3,097	20	14	..	7	..	..	20	21	Total.

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

CLASS I

*EASTERN BENGAL.

CLASS of accident.	Accidents reported to Local Governments under 83 of the Indian Railways Act No. 1X 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	100	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.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles, standing foul of the line.	..	2	2	..	..	..	..	..	..	..	..
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into sidings and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
C. 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	11	..	11	..	..	..	..	..	..	..	..
K. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	21	21	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical Department—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	13	13	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	6	6	..	..	..	..	..	..	..	..
(2) other causes	..	23	23	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	4	4	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	3	3	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	3	3	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	38	38	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failure	..	13	13	..	..	..	..	..	..	..	..
Carried over	18	154	172	..	..	..	..	..	..	..	..

*This includes figures of Bengal Decars Railway for the period 1st January 1941 to 31st March 1941.

DIX D (iii)-contd.

etoak, pement-way etc., durmg IM yew iyw-zl on all railways open for trope, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAY S—wmi.

EAST INDIAN.

Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890. 117	Other accidents. 118	Total. (Cols. 117 and 118.) 110	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 105). 128
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 122 and 124.) 126	Injured. (Cols. 121, 123 and 125.) 127	
..	..	..	..	..	..	..	..	..	..	..	1
1	2	4	..	7	..	6	..	..	..	11	2
..	..	..	..	..	..	..	..	..	..	..	3
2	81	83	..	..	1	23	..	..	1	23	4
..	2	2	..	..	..	3	1	..	1	3	5
..	15	15	..	..	..	5	..	..	..	5	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	1	1	..	..	..	..	..	..	..	..	7 (b)
..	20	20	..	..	..	1	..	..	..	1	8 (a)
..	2,161	2,161	..	..	..	4	..	..	..	4	8 (b)
..	9	9	..	..	..	..	..	..	..	..	9 (a) 1
..	43	43	..	..	..	..	..	..	..	..	9 (a) 2
..	20	20	..	..	..	..	..	..	..	..	9 (b) 1
..	273	273	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
1	..	1	..	..	..	..	..	..	..	..	9 (d)
..	11	11	..	..	..	..	..	..	..	..	9 (e)
..	3	3	..	..	..	..	..	..	..	..	9 (f)
..	621	621	..	..	..	..	..	..	..	..	9 (g)
..	14	14	..	..	..	..	..	..	..	..	9 (h)
4	3,333	3,337	..	7	1	40	1	..	2	47	Carried over

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

CLASS I

*EASTKHW BRWOMC.

Class of accident.	Accidents reported to Local Governments under Section 83 of the Indian Railways Act No. IX of 1890.	Other	Total. (Cols. 106 and 107.)	Passengers.		Railway servants.		Other persona.		Total,	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured (Cols. 110, 112 and 114.)
106	106	107	108	109	110	111	112	113	114	US	116
Brought forward	13	129	172	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	9	9	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	2	1	3	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts,	..	4	4	..	..	..	..	..	..	..	..
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	..	110	110	..	..	..	..	..	..	..	..
(c) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged.)	1	..	1	36	77	6	5	..	..	42	82
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	6	..	6	..	..	..	..	..	..	..	..
(e) Trains running into road traffic at level crossings.—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.)	4	..	4	..	..	..	..	2	..	2	..
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	10	..	10	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	6	6	..	..	..	..	..	..	..	..
Total	26	297	323	36	77	6	5	2	..	44	82

*This includes figures of Bengal Dockers Rly. for the period 1st January 1941 to 31st March 1941.

DIX D (iii)-contd.

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, Killed or injured in each class of accident.

I U I L W A Y 8 - c o n t d

EAST INDIAN.

Accidents reported to LOCAL Governments under section 83 of the Indian Railways Act No. IX of 19W). 117	Other accidents. 118	Total. (Cols. 117 and 118.) 119	Passengers.		Railway servants.		Other persons.		Total		Serial No. of Class of Accidents. (See column No. 105.) 128
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 120, 122 and 124.) 126	Injured. (Cols. 121, 123 and 125.) 127	
4	3,333	3,337	..	7	1	40	1	..	2	47	Brought to ward.
..	27	27	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
1	2	3	..	..	..	..	..	..	..	..	10 (c)
..	3	3	..	..	1	1	..	..	1	1	10 (d)
..	9	9	..	..	..	..	..	..	..	..	11 (a)
..	12	12	..	..	..	..	..	..	..	..	11 (b)
..	15	15	..	..	..	..	..	..	..	..	12 (a)
..	539	539	..	..	..	..	..	..	..	..	12 (b)
1	..	1	..	..	..	..	..	..	..	..	12 (c)
11	1	20	..	..	..	..	..	..	..	..	12 (d)
..	5	5	..	..	..	1	..	..	..	1	12 (e)
1	13	14	..	..	..	..	..	..	..	..	12 (f)
2	29	31	1	1	1	4	1	3	3	8	12 (g)
23	4,350	4,357	1	8	3	60	2	3	5	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, railway**

CLASS 1

GREAT INDIAN PENINSULA

Class of accident.	Accidents reported to Local Governments	Other accidents.	Total. (Cols. 130 and.)	Passenger.		Railway employees.		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.	..	2	2	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	5	5	..	..	..	..	..	..	..	..
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.	..	5	5	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	7	7	..	..	..	..	..	..	..	..
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.	..	99	99	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	13	13	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	3	3	..	..	..	..	..	..	..	..
(b) other causes	..	10	10	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	0	0	..	..	..	..	..	..	..	..
(b) other causes	..	407	407	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boiler and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	106	106	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	16	16	..	..	..	..	..	..	..	..
(2) other causes	..	401	401	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	18	18	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	642	642	..	..	..	..	..	..	..	..
(A) Other Rolling Stock failures	..	187	187	..	..	..	..	..	..	..	..
Carried over	..	3	1,002	1,002	..	..	..	..	..	..	..

* Juulijw 220 Electrical MuMpto Units failures on Suburban Service.

DIX D (iii)~Contd.

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAY 8 — Contd.

JODHPUR.

Accidents reported to Local Gown- under section 83 of the Indian Railways Act No. IX of 1880.	Other Accidents.	Total. (Cols. 141 and 142.)	Passingtr.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 145 and 146.)	Injured. (Cols. 147 and 148.)	
141	142	143	144	145	146	147	148	149	150	151	152
1	1	2	1	1	1	1	1	1	2	2	1
2	2	4	2	2	2	2	2	2	4	4	2
3	3	6	3	3	3	3	3	3	6	6	3
4	4	8	4	4	4	4	4	4	8	8	4
5	5	10	5	5	5	5	5	5	10	10	5
6	6	12	6	6	6	6	6	6	12	12	6
7	7	14	7	7	7	7	7	7	14	14	7 (a)
8	8	16	8	8	8	8	8	8	16	16	8 (b)
9	9	18	9	9	9	9	9	9	18	18	9 (a)
10	10	20	10	10	10	10	10	10	20	20	10 (b)
11	11	22	11	11	11	11	11	11	22	22	11 (a)
12	12	24	12	12	12	12	12	12	24	24	12 (b)
13	13	26	13	13	13	13	13	13	26	26	13 (a)
14	14	28	14	14	14	14	14	14	28	28	14 (b)
15	15	30	15	15	15	15	15	15	30	30	15 (a)
16	16	32	16	16	16	16	16	16	32	32	16 (b)
17	17	34	17	17	17	17	17	17	34	34	17 (a)
18	18	36	18	18	18	18	18	18	36	36	18 (b)
19	19	38	19	19	19	19	19	19	38	38	19 (a)
20	20	40	20	20	20	20	20	20	40	40	20 (b)
21	21	42	21	21	21	21	21	21	42	42	21 (a)
22	22	44	22	22	22	22	22	22	44	44	22 (b)
23	23	46	23	23	23	23	23	23	46	46	23 (a)
24	24	48	24	24	24	24	24	24	48	48	24 (b)
25	25	50	25	25	25	25	25	25	50	50	25 (a)
26	26	52	26	26	26	26	26	26	52	52	26 (b)
27	27	54	27	27	27	27	27	27	54	54	27 (a)
28	28	56	28	28	28	28	28	28	56	56	28 (b)
29	29	58	29	29	29	29	29	29	58	58	29 (a)
30	30	60	30	30	30	30	30	30	60	60	30 (b)
31	31	62	31	31	31	31	31	31	62	62	31 (a)
32	32	64	32	32	32	32	32	32	64	64	32 (b)
33	33	66	33	33	33	33	33	33	66	66	33 (a)
34	34	68	34	34	34	34	34	34	68	68	34 (b)
35	35	70	35	35	35	35	35	35	70	70	35 (a)
36	36	72	36	36	36	36	36	36	72	72	36 (b)
37	37	74	37	37	37	37	37	37	74	74	37 (a)
38	38	76	38	38	38	38	38	38	76	76	38 (b)
39	39	78	39	39	39	39	39	39	78	78	39 (a)
40	40	80	40	40	40	40	40	40	80	80	40 (b)
41	41	82	41	41	41	41	41	41	82	82	41 (a)
42	42	84	42	42	42	42	42	42	84	84	42 (b)
43	43	86	43	43	43	43	43	43	86	86	43 (a)
44	44	88	44	44	44	44	44	44	88	88	44 (b)
45	45	90	45	45	45	45	45	45	90	90	45 (a)
46	46	92	46	46	46	46	46	46	92	92	46 (b)
47	47	94	47	47	47	47	47	47	94	94	47 (a)
48	48	96	48	48	48	48	48	48	96	96	48 (b)
49	49	98	49	49	49	49	49	49	98	98	49 (a)
50	50	100	50	50	50	50	50	50	100	100	50 (b)
51	51	102	51	51	51	51	51	51	102	102	51 (a)
52	52	104	52	52	52	52	52	52	104	104	52 (b)
53	53	106	53	53	53	53	53	53	106	106	53 (a)
54	54	108	54	54	54	54	54	54	108	108	54 (b)
55	55	110	55	55	55	55	55	55	110	110	55 (a)
56	56	112	56	56	56	56	56	56	112	112	56 (b)
57	57	114	57	57	57	57	57	57	114	114	57 (a)
58	58	116	58	58	58	58	58	58	116	116	58 (b)
59	59	118	59	59	59	59	59	59	118	118	59 (a)
60	60	120	60	60	60	60	60	60	120	120	60 (b)
61	61	122	61	61	61	61	61	61	122	122	61 (a)
62	62	124	62	62	62	62	62	62	124	124	62 (b)
63	63	126	63	63	63	63	63	63	126	126	63 (a)
64	64	128	64	64	64	64	64	64	128	128	64 (b)
65	65	130	65	65	65	65	65	65	130	130	65 (a)
66	66	132	66	66	66	66	66	66	132	132	66 (b)
67	67	134	67	67	67	67	67	67	134	134	67 (a)
68	68	136	68	68	68	68	68	68	136	136	68 (b)
69	69	138	69	69	69	69	69	69	138	138	69 (a)
70	70	140	70	70	70	70	70	70	140	140	70 (b)
71	71	142	71	71	71	71	71	71	142	142	71 (a)
72	72	144	72	72	72	72	72	72	144	144	72 (b)
73	73	146	73	73	73	73	73	73	146	146	73 (a)
74	74	148	74	74	74	74	74	74	148	148	74 (b)
75	75	150	75	75	75	75	75	75	150	150	75 (a)
76	76	152	76	76	76	76	76	76	152	152	76 (b)
77	77	154	77	77	77	77	77	77	154	154	77 (a)
78	78	156	78	78	78	78	78	78	156	156	78 (b)
79	79	158	79	79	79	79	79	79	158	158	79 (a)
80	80	160	80	80	80	80	80	80	160	160	80 (b)
81	81	162	81	81	81	81	81	81	162	162	81 (a)
82	82	164	82	82	82	82	82	82	164	164	82 (b)
83	83	166	83	83	83	83	83	83	166	166	83 (a)
84	84	168	84	84	84	84	84	84	168	168	84 (b)
85	85	170	85	85	85	85	85	85	170	170	85 (a)
86	86	172	86	86	86	86	86	86	172	172	86 (b)
87	87	174	87	87	87	87	87	87	174	174	87 (a)
88	88	176	88	88	88	88	88	88	176	176	88 (b)
89	89	178	89	89	89	89	89	89	178	178	89 (a)
90	90	180	90	90	90	90	90	90	180	180	90 (b)
91	91	182	91	91	91	91	91	91	182	182	91 (a)
92	92	184	92	92	92	92	92	92	184	184	92 (b)
93	93	186	93	93	93	93	93	93	186	186	93 (a)
94	94	188	94	94	94	94	94	94	188	188	94 (b)
95	95	190	95	95	95	95	95	95	190	190	95 (a)
96	96	192	96	96	96	96	96	96	192	192	96 (b)
97	97	194	97	97	97	97	97	97	194	194	97 (a)
98	98	196	98	98	98	98	98	98	196	196	98 (b)
99	99	198	99	99	99	99	99	99	198	198	99 (a)
100	100	200	100	100	100	100	100	100	200	200	100 (b)
101	101	202	101	101	101	101	101	101	202	202	101 (a)
102	102	204	102	102	102	102	102	102	204	204	102 (b)
103	103	206	103	103	103	103	103	103	206	206	103 (a)
104	104	208	104	104	104	104	104	104	208	208	104 (b)
105	105	210	105	105	105	105	105	105	210	210	105 (a)
106	106	212	106	106	106	106	106	106	212	212	106 (b)
107	107	214	107	107	107	107	107	107	214	214	107 (a)
108	108	216	108	108	108	108	108	108	216	216	108 (b)
109	109	218	109	109	109	109	109	109	218	218	109 (a)
110	110	220	110	110	110	110	110	110	220	220	110 (b)
111	111	222	111	111	111	111	111	111	222	222	111 (a)
112	112	224	112	112	112	112	112	112	224	224	112 (b)
113	113	226	113	113	113	113	113	113	226	226	113 (a)
114	114	228	114	114	114	114	114	114	228	228	114 (b)
115	115	230	115	115	115	115	115	115	230	230	115 (a)
116	116	232	116	116	116	116	116	116	232	232	116 (b)
117	117	234	117	117	117	117	117	117	234	234	117 (a)
118	118	236	118	118	118	118	118	118	236	236	118 (b)
119	119	238	119	119	119	119	119	119	238	238	119 (a)
120	120	240	120	120	120	120	120	120	240	240	120 (b)
121	121	242	121	121	1						

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

GREAT INDIAN PENINSULA.

Class of accident.	Accidents reported to Local Government under section 83 of the Railway Act No. IX of 1890.	Total (Cols. 130 and 131.)	Passengers.		Railway servants.		Other persons.		Total.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 133 and 137.)	Injured. (Cols. 134, 130 and 138.)	
129	130	131	132	133	134	135	136	137	133	139	HO
Brought forward	3	1,003	1,005	..	4	..	9	..	..	..	13
10 Failure of permanent-way —											
(a) Broken rails	..	38	39	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	1	..	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	1	136	137	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(f) Trains running over cattle on the line	..	1,471	1,471	..	..	..	..	..	..	..	..
(e) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment of a train or portion of a train is derailed, or seriously damaged.)	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	..	6	6	..	..	..	..	..	..	..	..
(e) Trains running in to road traffic at level crossings.—(When road vehicles have not been wilfully placed on the track so as to bump? the accident within other subparagraph (e) or (d) above.	3	4	7	..	..	..	..	3	1	3	2
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d), (e) or (f) above.—(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	22	22	..	..	..	..	..	..	..	..
(ff) Miscellaneous	1	24	29	..	..	..	..	..	..	..	..
Total	6	3,815	3,824	..	4	..	9	3	1	3	14

DIX D (iii)—contd.

stock, permanentomy, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, U'ed or injured in each class of accident.

X A I L W A Y S-Contd.

JODHPUR.

Accidents reported to Local Govt. under section 83 of the Indian Railways Act No. IX of 1890. 141	Other accidents. 142	Total. (Cols. HI and U2.) 143	JPatsengra.		Railway trivante.		Olthtr ptrvma.		Total.		Serial No. of Class of Accidents. (See column No. 129.) 152
			Killed. 144	Injured. 145	Killed. 146	Injured. 147	Killed. 148	Injured. 149	Killed. (Cols. 144, 146 and 148.) 150	Injured. Cols. 145, 147 and 149.) 151	
6	66	72	..	..	..	..	..	..	..	..	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
6	..	6	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	14	14	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
..	..	..	..	..	..	..	..	..	..	..	12 (d)
..	6	6	..	..	..	..	..	..	..	..	12 (e)
..	2	2	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
11	66	99	..	..	..	..	..	..	..	..	Total.

C L A S S I

MADIUS AND Southern MAHRAATTA.

Class of accident.	Accidents reported to Local Government under section 83 of the Indian Railway Act No. IX of 1880.	Other accidents.	Total. (Cols. 154 & 155.)	Patmgtrs.		Railway servants.		Other parties.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)
133	164	160	166	187	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of I passenger trains.	1	1	1	19	9	10	10	10	10	10	10
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	1	19	9	10	10	10	10	10	10
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, I due to trains running into stations and sidings at too high a speed.	1	1	1	19	9	10	10	10	10	10	10
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	1	1	19	9	10	10	10	10	10	10
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	1	1	19	9	10	10	10	10	10	10
6. Collisions between light engines	1	1	1	19	9	10	10	10	10	10	10
7. Derailments of passenger trains—											
(u) due to trains running in the wrong direction through points.	1	1	1	19	9	10	10	10	10	10	10
(1) other causes	2	2	2	19	9	10	10	10	10	10	10
8 Other derailments—											
(a) due to trains running in the wrong direction through points.	1	1	1	19	9	10	10	10	10	10	10
(6) other causes	1	1	1	19	9	10	10	10	10	10	10
P. 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	1	19	9	10	10	10	10	10	10
(2) machinery, springs, etc.	1	1	1	19	9	10	10	10	10	10	10
(6) failure of engines due to faulty running, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	1	1	1	19	9	10	10	10	10	10	10
(2) other causes	1	1	1	19	9	10	10	10	10	10	10
(c) the failure of tyres	1	1	1	19	9	10	10	10	10	10	10
(d) Ditto wheels	1	1	1	19	9	10	10	10	10	10	10
(e) Ditto axles	1	1	1	19	9	10	10	10	10	10	10
(f) Ditto brake apparatus	1	1	1	19	9	10	10	10	10	10	10
(j) Ditto couplings and draft gear	1	1	1	19	9	10	10	10	10	10	10
(A) Other Rolling Stock failures	1	1	1	19	9	10	10	10	10	10	10
Carried over	1	1	1	19	9	10	10	10	10	10	10

DIX D (Iii)~contd.

stock, permanent-way etc. during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y 8-ctmd.

MYHOB STSTK.

Acci- dents re- ported to Local Govern- ments under Section 83 of the Indian Railways Act No. IX of 1890. 165	Other accidents.	Total. (Cols. 165 & 166.)	PASSENGERS.		Railway tenants.		Other		Total.		Serial No. of Class Of Accidents. (See column No. 1A3).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Vs. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
166	167	168	169	170	171	172	173	174	175	176	
..	..	..	..	..	..	..	..	..	..	1	
..	..	..	..	..	..	..	..	..	..	2	
..	..	..	..	..	..	..	..	..	..	3	
..	..	..	..	..	..	..	..	..	..	4	
..	..	..	..	..	..	..	..	..	..	5	
..	..	..	..	..	..	..	..	..	..	6	
..	..	..	..	..	..	..	..	..	..	7 (a)	
..	2	2	..	2	..	..	..	..	2	7 (b)	
..	1	1	..	..	..	..	..	..	..	8 (a)	
..	4	4	..	..	..	..	..	..	..	8 (b)	
..	3	3	..	..	..	..	..	..	..	9 (a) 1	
..	12	12	..	..	..	..	..	..	..	9 (a) 2	
..	5	5	..	..	..	..	..	..	..	9 (b) 1	
..	20	20	..	..	..	..	..	..	..	9 (b) 2	
..	..	..	..	..	..	..	..	..	..	9 (c)	
..	..	..	..	..	..	..	..	..	..	9 (d)	
1	..	1	..	..	..	..	..	..	..	9 (e)	
..	..	..	..	..	..	..	..	..	..	9 (f)	
..	62	62	..	..	..	..	..	..	..	9 (g)	
..	..	..	..	..	..	..	..	..	..	9 (h)	
1	116	110	..	2	..	..	..	..	2	Overl. over.	

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

CL A 6 S I

MADRAS AND SOUTHERN MAHBATTA.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1900.	Other accidents.	Total. (Cols. 154 and 155.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 and 161.)	Injured. (Cols. 158, 160 and 162.)
153	154	155	156	157	158	159	160	161	162	163	164
Brought forward	9	645	554	..	19	..	24	..	..	..	33
10. Failure of permanent-way—											
(*) Broken rails	..	12	13	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	..	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	4	4	8	..	..	..	1	..	..	..	1
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fire—											
(a) Fire in trains	..	20	20	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to budges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other Accidents—											
(a) Passenger trains running in the wrong direction through pointy but not derailed.	..	6	6	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	704	704	..	..	..	..	..	..	..	..
(c) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged.)	1	..	1	..	..	..	7	..	..	..	7
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is attempted, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	..	..	..	..	..	..	..	..	..	..	..
(e) Trains running into road traffic at level crossing.—(When road vehicles have not been wilfully placed on the track or as to bring the accident within either sub-paragraph (c) or (d) above.)	7	2	9	..	..	..	..	..	9	..	9
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a	30	1	31	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	12	12	..	1	..	..	..	..	..	1
Total	52	2,297	2,449	..	30	..	32	..	9	..	31

DIX D (iii)-contd.

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAY S-contd.

MYSORE STATE.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1930. 166	Other accidents. 166	Total. (Cols. 165 and 166.) 167	Passenger.		Railway servants.		Other persons.		Total.		Serial No. of Claw of Accidents. (See column No. 153.) 176
			Killed. 168	Injured. 169	Silled. 170	Injured. 171	Killed. 172	Injured. 173	Killed. (Cols. 168, 170 and 172.) 174	Injured. (Cols. 169, 171 and 173.) 175	
1	115	116	..	2	..	..	..	..	..	2	Brought forward.
"	"	"	"	"	"	"	"	"	"	"	10 (a)
"	"	"	"	"	"	"	"	"	"	"	10 (b)
1	"	1	"	"	"	"	"	"	"	"	10 (c)
"	1	1	"	"	"	"	"	"	"	"	10 (d)
"	1	1	"	"	"	"	"	"	"	"	11 (e)
"	"	"	"	"	"	"	"	"	"	"	11 (f)
"	1	1	"	"	"	"	"	"	"	"	11 (g)
"	167	167	"	"	"	"	"	"	"	"	12 (h)
"	"	2	"	"	"	"	"	"	"	"	12 (i)
"	1	1	"	"	"	"	"	"	"	"	12 (j)
"	4	4	"	"	"	"	"	1	"	1	12 (k)
"	3	3	"	"	"	"	"	"	"	"	12 (l)
"	2	2	"	"	"	"	"	"	"	"	12 (m)
2	204	206	..	2	..	..	..	1	..	3	Total.

*Nwiniier 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*

C L A S S I

NIZAM'S STATE.

	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1880.	Other acci- dents.	Total. (Cols. 178 & 179.)	Passenger trains.		Freight trains.		Other trains.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 181, 183 & 185.)	In- jured. (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.	..	..	..	..	..	..	..	..	..	..	..
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	2	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	13	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	10	10	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	9	9	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(i) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(?) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(?) Ditto brake apparatus	..	2	2	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	60	60	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	7	7	..	..	..	..	..	..	..	..
Carried over	1	2	114	116	..	..	..	..	..	..	..

DIX D (iii)--contd.

stock permanent-way, etc., during the year 1940-41 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. 189	Other accidents. 190	Total. (Cols. 189 and 190.) 191	Passengers.		Railway tenants.		Other persons.		Total.		Serial No. of accidents (See column No. 177.) 200
			Killed. 192	Injured. 193	Killed. 194	Injured. 196	Killed. 190	Injured. 197	Killed. (Cols. 192, 194 & 196.) 198	Injured. (Cols. 193, 195 and 197.) 199	
1	1	2									1
											2
											3
	2	2				1				1	4
											5
	2	2				1				1	6
10		10									7 (a)
1-1	2	10				4				4	7 (b)
	305	308									8 (a)
	767	767									8 (b)
	10	19									9 (a) 1
	25	25									9 (a) 2
	110	110									9 (b) 1
	*68	*68									9 (b) 2
1	10	11				2				2	9 (c)
											9 (d)
											9 (e)
	1	1									9 (f)
	49	49									9 (g)
											9 (h)
20	1,263	1,280				2					6 Carried over.

*Includes 9 failures of Steam coaches.

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

CLASS I

NOAM'S STATS.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Total. (Col. 178 and 179.)	Passengers.		Railway servants.		Other JMTOM.		Total.		
			Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 181, 183 and 185.)	Injured. (Cols. 182, 184 and 186.)	
177	178	179	180	181	182	183	184	185	186	187	188
Brought forward	2	114	116	..	..	..	..	..	..	..	..
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	2	..	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
2. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed,	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	210	210	..	..	..	..	..	..	..	..
(c) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train averting.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	2	..	2	..	..	..	..	..	..	..	..
(e) Trains running into road traffic at level crossings.—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.)	3	..	3	..	..	..	..	1	..	..	..
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	2	..	2	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	4	4	..	..	..	..	..	..	..	..
Total	11	231	242	..	..	..	..	1	..	2	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1940-41 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.

1 Accidents reported to Local Government under section 88 of the Indian Railways Act No. IX of 1890. 180	Other accidents. 190	Total. (Cols. 180 and 190.) 191	Pastengers.		Railway tenants.		Other persons.		Total.		Serial No. of class of Accidents. (See column No. 177.) 200
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192 194 and 196.)	Injured. (Cols. 193, 195 and 197.)	
180	190	191	192	193	194	195	193	197	198	199	
29	1,303	1,389	..	..	..	8	..	..	..	8	Brought ward.
..	26	26	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
3	15	17	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
1	2	3	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (a)
..	185	185	..	..	..	..	..	..	..	..	12 (b)
1	..	1	..	..	..	..	..	..	..	..	12 (c)
8	1	4	..	..	..	..	..	..	..	..	12 (d)
16	2	12	..	..	..	1	2	5	2	6	12 (e)
2	11	13	..	..	..	1	..	..	..	1	12 (f)
..	1	1	..	..	..	..	..	..	..	..	12 (g)
40	2,009	2,104	..	..	..	10	8	7	11	18	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

CLASSI

ROHILKHUND AND KUMAON.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act Mo. IX of 1890.	Other accidents.	Total. (Cols. 20, A 203.)	Passengers.		RaQtcay tenants.		Other firton.		Total.	
				Killed.	In-jured.	ivilled	In jured	Killed.	In-jured.	killed. (Cols. 205, 207 & 209.)	la-jured. (Cols. 206, 208 & 210.)
201	202	203	204	205	200	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2 Collisions between passenger (rains 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	..	..	..	..	..	..	..	..
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trainR 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	1	1	2	..	..	..	..	..	..	..	..
8 Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(s) Other causes	1	1	2	..	..	..	..	..	..	..	..
1. 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	..	8	8	..	..	..	..	..	..	..	..
(2) other causes	..	13	13	..	..	..	..	..	..	..	..
(e) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(-i) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(s) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(/) Ditto brako apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	13	13	..	..	..	..	..	..	..	..
(h) Other rolling stock failures	..	..	..	..	..	..	..	..	..	..	..
Carried over	1	65	67	..	..	..	..	..	..	..	..

DIX D (iii)-contd.

stock, permanenfoym, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, Mtied or injured in each class of accident.

RAILWAY S-contd.

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accident.	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. (Cols. 216 218 and 220.)	Injured. (Cols. 217, 219 and 221.)	
							Killed.	Injured.			
214	215	216	217	218	219	220	221	222	223	734	
..	..	..	..	..	..	..	..	..	..	1	
..	..	..	..	..	..	..	..	..	..	2	
..	..	..	..	..	..	..	..	..	..	3	
..	..	..	..	..	..	..	..	..	..	4	
..	..	..	..	..	..	..	..	..	..	5	
..	..	..	..	..	..	..	..	..	..	6	
3	..	3	..	1	..	..	..	..	..	7 (a)	
7	..	7	..	12	..	3	..	..	6	16	7 (b)
1	..	1	..	..	..	..	..	..	..	8 (a)	
1	11	12	..	..	1	2	..	..	1	1	8 (b)
..	17	17	..	..	..	..	..	..	..	9 (a) 1	
..	21	21	..	..	..	..	..	..	..	9 (a) 2	
..	..	..	..	..	..	..	..	..	..	10 (b) 1	
..	33	33	..	..	..	..	..	..	..	10 (b) 2	
..	1	1	..	..	..	..	..	..	..	10 (c)	
..	..	..	..	..	..	..	..	..	..	10 (d)	
2	..	2	..	..	..	..	..	..	..	10 (e)	
..	5	5	..	..	..	..	..	..	..	10 (f)	
65	97	162	..	..	..	..	..	..	..	10 (g)	
..	66	66	..	..	..	..	..	..	..	10 (h)	
79	295	374	3	12	2	4	..	..	6	17	Carried over

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

RoHILKUND AND KUMAON

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other dents.	Total. (Col. H. 202 and 203.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 and 209.)	Injured. (Cols. 200, 208 and 210.)
201	202	203	204	205	206	207	208	209	210	211	212
Brought forward	2	54	57	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points that not derailed.	..	..	..	..	..	..	..	..	..	..	..
(A) Trains running over cattle on the line	2	..	2	..	..	..	..	..	..	..	..
(c) Train wrecking.—(When as a result of willful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking.—(When willful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	4	4	..	..	..	..	..	..	..	..
(e) Trains running into road traffic at level crossings.—(When road vehicle has not been willfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above.	6	..	6	..	..	..	..	..	..	..	..
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs (c), (d) and (e) above.—(When such obstructions have not been willfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	3	3	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	3	64	73	..	..	..	..	..	..	..	..

DIX D (iii)~contd.

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinct servants and other persons, killed or injured in each class of accident.

%the

RAILWAYS-contd

SOUTH INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total. (Cols 213 and 214) 215	Passengers.		Railway servants.		Other persons.		Total		Serial No. of Class of Accidents. (See column No. 201.) 224
			Killed. 218	Injured. 217	Killed. 218	Injured. 219	Killed. 220	Injured. 221	Killed. (Cols. 218 and 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	
79	265	374	8	13	1	4	..	..	6	17	Brought forward.
8	..	8	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
7	4	11	..	..	..	..	..	..	..	..	10 (c)
1	1	2	..	..	..	..	..	..	..	..	10 (d)
5	1	6	..	..	..	..	..	..	..	..	11 (a)
1	4	5	..	..	..	2	..	..	..	2	11 (b)
10	..	10	..	..	..	..	..	..	..	..	12 (a)
..	1,045	1,045	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
2	..	2	..	..	..	..	..	..	..	..	12 (d)
4	..	4	..	..	..	..	..	2	..	2	12 (e)
17	..	17	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
134	2,200	2,304	8	13	1	6	..	2	6	11	Total.

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, railway

Class of accident.	TOTAL CLASS I		
	Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 226 and 227.)
225	226	227	228
i. Collisions between passenger trains or parts of passenger trains	..	2	2
2. Collisions between passenger trains and goods or mineral trains, engines, vehicles standing foul of the line.	6	13	17
8. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	8	8
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	3	89	92
ft. 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.	..	103	103
6. Collisions between light engines.	..	33	33
7. Derailments of passenger trains—			
(a) due to trains running in the wrong direction through points	20	6	26
(b) other causes.	42	37	79
8. Other derailments—			
(a) due to trains running in the wrong direction through points	1	634	635
(b) other causes.	6	4,363	4,369
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.	..	77	77
(2) machinery, springs, etc.	..	358	368
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes.	..	277	277
(2) other causes.	..	1,206	1,209
(c) The failure of tyres	1	21	22
(d) Ditto wheels.	1	6	6
(e) Ditto Axles.	4	41	45
(f) Ditto brake apparatus.	..	14	14
(g) Ditto couplings and draft gear.	68	1,974	2,042
(h) Other Rolling Stock failures	..	1,040	1,040
10. Failure of permanent-way—			
(a) Broken rails.	8	158	166
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	3	4
(c) The flooding of portions of permanent-way.	24	35	57
(d) Slips in cuttings or embankments	3	12	15
11. Fires—			
(a) Fire in trains.	8	120	128
(b) Fire at stations, or involving injury to bridges or viaducts.	1	41	42
12. Other accidents—			
(a) Passenger trains running in the wrong direction through points but not derailed	10	27	37
(b) Trains running over cattle on the line.	2	7,361	7,363
(c) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	4	4	8
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	45	10	55
(e) Trains running into road traffic at level crossings.—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.)	38	30	78
(f) Trains running over obstructions not covered by circumstances mentioned in Sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	53	83	136
(g) Miscellaneous	3	118	121
Total	377	16,419	16,796

DLx D (ii&)-s»s&.

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS-cowW.

Passengers.		Railway servants.		Other persons.		Totals.		Serial No. of class of accidents (See column No. 225.)
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)	
229	230	231	232	233	234	285	236	
..	..	..	..	..	..	..	..	1
80	40	..	80	..	..	20	60	2
..	..	..	..	..	..	..	..	3
..	..	3	40	..	..	3	40	4
..	..	..	8	1	..	1	8	5
..	..	..	13	..	..	..	13	6
..	1	..	6	..	1	..	7	7 (a)
5	14	..	8	..	..	6	22	7 (b)
..	..	..	4	..	..	..	4	8 (a)
..	..	1	9	..	..	1	9	8 (b)
..	..	..	..	..	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	9 (b) 1
..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	2	..	..	..	2	9 (c)
..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	..	..	..	9 (g)
..	4	..	..	..	..	..	4	9 (h)
..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	10 (b)
..	..	..	1	..	..	..	1	10 (c)
..	..	1	1	..	..	1	1	10 (d)
..	..	..	..	..	..	..	..	11 (a)
..	..	..	2	..	..	..	2	11 (b)
..	..	..	..	..	..	..	..	12 (a)
..	..	..	..	..	..	..	..	12 (b)
36	77	8	12	..	..	42	90	12 (c)
..	..	..	..	..	..	..	..	12 (d)
..	..	..	2	17	30	17	30	12 (e)
..	..	..	2	..	..	..	2	12 (f)
1	2	1	7	1	3	3	12	12 (g)
62	120	18	127	10	40	82	215	Total.

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

CLASS II

BASIS LIGHT

Class of accident.	Accidents reported to Local Governments under section 53 of the Indian Railways Act No. IX of 1890.	Other accidents.	To U.I. (Cols. 238 and 239.
237	238	289	240
1. Collisions between passenger trains or parts of passenger trains	..	..	..
2. Collision between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
6. Collisions between light engines.	..	..	..
7. Derailments of passenger trains—			
(a) Due to trains running in the wrong direction through points	..	..	..
(b) Other causes	..	..	..
8. Other derailments—			
(s) Due to trains running in the wrong direction through points	..	..	..
(b) Other causes	..	18	12
9. Failure of engines and rolling stock—			
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes	..	..	..
(2) machinery, springs, etc.	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	2	2
(2) other causes	..	4	4
(c) The failure of tyres	..	..	..
(d) Ditto wheels	..	..	..
(e) Ditto axles	..	3	3
(f) Ditto brake apparatus	..	..	..
(g) Ditto couplings and draft gear	..	2	2
(h) Other rolling stock failures	..	1	1
10. Failure of permanent way—			
(a) Broken rails	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..
(c) The flooding of portions of permanent way.	..	..	..
(d) Slips in cuttings or embankments	..	..	..
11. Fires—			
(a) Fire in trains	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts	..	..	..
12. Other accidents—			
(a) Passenger trains running in the wrong direction through points but not derailed	..	..	..
(b) Trains running over cattle on the line.	..	18	18
(c) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	..	..
(e) Trains running into road traffic at level crossings.—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.	..	..	..
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	4	4
(g) Miscellaneous	..	1	1
Total	..	67	67

DIX D (iii)—contd

stock, permanent-tny, etc., during the year 1V40-41 on all railways open for traffic, distinguishing between the railway servants and other persona, killed or injured in each class of accident.

RAILWAYS.

*BENGAL DOOARS.			BKAVKAOAB STATE.			BIKANER STATE.			Serial No. of class OF accidents, (SeecoKnuli No. 2o7.j
Accidente reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1800. 241	Other accidenta. 242	Total (Cnls 241 and 242.) 2(3	Accidents reported to Local Governments under section 93 of the Indian Railways Act No. IX of 1800. 244	Other acci- dents. 245	Total. (Cola. 244 and 243.) 240	Accidente reported to Local Governments under section 83 of the Indinn Railways Act No IX Of 1890. 247	Other accidentM. 2s8	Total (Cola. 247 and 248.) 249	
..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	7 (a)
..	1	1	8	..	2	5	..	6	7 (b)
..	9	9	..	..	..	..	..	..	8 (a)
..	1	1	..	1	1	..	..	..	8 (b)
..	..	..	..	4	4	..	2	2	9 (a) 1
..	..	..	..	10	10	..	5	5	9 (a) 2
..	3	3	..	..	..	..	..	..	9 (b) 1
..	4	4	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	2	..	..	9 (d)
..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	9 (f)
..	..	..	1	..	1	10	..	9	10 (g)
..	..	..	..	..	..	..	..	..	10 (h)
..	..	..	1	1	2	..	6	6	10 (i)
..	..	..	..	..	..	..	..	..	10 (j)
..	..	..	1	..	1	..	..	..	10 (k)
..	..	..	..	..	..	..	..	..	10 (l)
..	..	..	1	..	1	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	12 (a)
..	2	1	..	50	50	..	16	10	12 (b)
..	..	..	..	..	..	..	..	..	12 (c)
..	1	1	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	1	1	..	..	..	12 (f)
..	..	..	..	..	..	..	2	2	12 (g)
..	30	99	6	78	70	17	31	48	Total

s The figures relate to the period 1st April 1040 to 31st December 1940 only. The figures of the remaining 3 months are included in E. B. Rly. M75RB

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rotting
different losses of accidents and the number of passengers,*

CLASS II

	DARJEELING			HIMALAYAN.			DIBRO-SADRYA.			GAEKWAR'S BARODA STATE.			GONDWARS.		
Class of accident.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890, 252	==	Total. (Cols. 262 and 253.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890, 255	Other acci- dents.	Total. (Cols. 255 and 268.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890, 208	Other acci- dents.	Total. (Cols. 258 and 259.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890, 261	Other acci- dents.				
251			253	254	255	256	257	258	259	260	261	262			
1. Collisions between passenger trains Of parts of passenger trains.	..	..	..	..	1	1	1	..	1	..	..	..			
5. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..			
8. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	1	1	..	..	..	..	..	..			
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..			
6. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..			
6. Collisions between light engines	..	..	..	..	..	..	..	1	1	..	..	..			
7. Derailments of passenger trains—															
(e) Due to trains running in the wrong direction through points,	..	..	..	..	..	..	..	..	..	..	..	..			
(o) Other causes	41	..	41	..	2	2	1	1	2	..	..	..			
8. Other derailments—															
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..			
(b) Other causes	..	37	37	..	..	..	..	17	17	..	..	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	..	..	..	..	..	..	..	..	..	..	..	..			
(2) machinery, springs, etc.	..	..	..	..	..	..	..	14	14	..	..	1			
(b) Failures of engines due to faulty material, workmanship or opera- tion arising from the working of the running staff—															
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..	..			
(2) other causes	..	4	4	..	3	3	..	8	8	..	..	1			
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..			
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..			
(a) Ditto axles	..	11	11	..	..	..	..	..	..	..	..	..			
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..			
(g) Ditto couplings and draft gear.	..	..	..	..	6	6	..	..	..	..	..	..			
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	..	..	..	..	1			
	41	86	97	..	13	13	2	41	48	..	..	17			

Carried over

DIX D (iii)-contd.

stock, pertn Mett-f-way, etc during the year 1940-41 on open for traffic, distinguishing between the raUmy servants and other persons, killed or injured in each class of accident.

RAILWAY S-contd.

DAL	JAIPUR STATE.			JAMNAGAR		Dwarka	JUNAGAD STATE.			MORVI.			Serial No. of class (See column no. 251.)
Total (Cols. 161 and 262)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 264	Other acci- dents.	Total. (Cols. 204 and 205.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 267	Other acci- dents.	Total. (Cols. 267 and 268.)	Acci- dents re- ported to Local Govern- ments under section 81 of the Railways Act No. IX of 1890. 270	Other acci- dents.	Total. (Cols. 270 and 271.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 273	Other acci- dent.	Total (Cols. 273 and 274.)	
269		265	2(10)		268	209		271	272		274	275	278
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	..	..	..	..	1	1	..	..	..	..	..	..	7 (b)
..	12	..	12	..	..	..	..	..	..	..	4	6	8 (a)
16	42	..	42	..	9	9	..	..	..	..	4	4	8 (b)
..	..	..	..	..	..	..	..	1	2	..	..	..	9 (a) (1)
1	..	..	..	..	..	..	..	4	4	..	5	0	9 (a) (2)
..	5	..	5	..	..	..	..	..	..	..	..	..	9 (b) (1)
1	..	..	..	..	2	2	..	..	..	..	1	1	9 (b) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	1	1	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	6	..	6	..	..	..	..	..	..	..	1	1	9 (g)
1	..	..	..	..	..	..	..	..	..	..	..	..	9 (h)
17	65	..	65	1	11	12	..	5	5	..	16	16	Carried over

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

CLASS II

	Darjeeling	-HIMALAYAN	I	DIBRU-SADIYA	GARKWAR'S	BARODA STATE, I	GON				
	Acci- dents re- ported to local Govern- ments under section 83 of the Indian Railways Act No. IX of 1880K. 252	Other acci- dents.	Total (Cols. 252 and 253.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 255	Other acci- dents.	Total (Cols. 255 and 256.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 258	Other acci- dents.	Total (Cols. 258 and 259.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 261	Other acci- dents.
251		253	254	255	256	257	258	259	260	261	262
Brought forward	41	66	97	13	18	2	41	43	—	17	
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.	..	..	..	..	..	..	1	1	2	..	..
(d) Slips in cuttings or embankments	8	182	190	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	1	..	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	6	6	..	..	..
12. Other accident—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	2	2	..	10	10	..	78	78	..	8
(c) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, likely to have resulted in an accident to a train, but no accident has actually occurred).	..	..	..	..	..	..	..	..	..	..	..
(e) Trains running into road traffic at level crossings.—(When road vehicles have not been wilfully placed on the track so as to bump, the accident within either sub-paragraph (e) or (d) above]	..	2	2	..	1	1	..	..	..	..	..
(f) Trains running over obstructions not entered in the permanent-way.—(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph pole, which includes also petty obstructions which have not resulted in an accident to a train.)	..	3	3	..	..	..	..	15	15	..	1
(g) Miscellaneous	..	..	..	..	..	..	..	21	21	..	1
	60	248	306	..	38	38	3	198	198	..	27

DIX D (iii)—*conid.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.		JAIPUR STATE.				JAMNAGAR DWARKA.			JUNAGAD STATE.			Morvi.			Serial No. of accidents, (See column No. 251)
Total. (Cols. 261 and 262).	Acci- dents reported to Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 204	Other acci- dents.	Total. (Cols. 264 and 265)	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 267	Other acci- dents.	Total. (Cols. 267 and 268.)	Acci- dents reported to Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 270	Other acci- dents.	Total. (Cols. 270 and 271)	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act no. IX of 1890. 273	Other acci- dents.	Total (Cols. 273 and 274.)			
268		205	266		268	269	270	271	272		274	275	270		
17	65	..	65	1	11	12	..	5	5	..	16	19	Brought forward.		
..	2	..	2	..	..	..	..	..	..	..	..	..	10 (a)		
..	..	..	..	..	..	..	..	1	1	..	..	..	10 (b)		
..	..	..	..	..	..	..	..	2	2	..	..	..	10 (c)		
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (d)		
..	..	..	..	..	..	..	..	..	..	..	..	..	11 (a)		
..	..	..	..	..	..	..	..	1	1	..	..	..	11 (b)		
..	..	..	..	..	..	..	..	1	1	..	..	..	12 (a)		
8	41	..	41	..	16	16	..	14	14	..	15	15	12 (b)		
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (c)		
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (d)		
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (e)		
1	3	..	3	..	..	..	..	1	1	..	..	..	12 (f)		
1	12	..	12	..	1	1	..	..	..	..	..	..	12 (g)		
27	133	..	133	1	28	29	..	20	23	..	31	31	Total		

**Number of accidents due to collisions between and derailments of trains, lres, failures of engines, reHUNG
different classes of accidents and the number of passengers,**

(C L A S S I I RAILWAYS-

P SHARDARA (DELHI) --
SAHARANPUR LIGHT.

TOTAL CLASS II

class of accidoot.	Acci- dents reported to Local Govern- ment under Motion 83 of the Indian Railways Act No. IX of 1890.	Other acci- dentS.	Total. (Cols. 278 276.)	Acci- dents reported to Local Govern- ments under taction Indian Railways Act No. IX of 1890.	Other acci-	Total. (Cols. 281 and 282.)	Passengers.		Railway servants.
							Killed.	jured.	Killed.
277	278	279	280	281	282	283	284	285	286
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	1	1	1	..	..	..
2. Collisions between passenger trains and goods or mineral trams, 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.	..	..	..	..	1	1	..	..	..
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	..	..	..	..	1	1	..	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..
(f) Other causes	..	..	..	61	4	65	..	..	..
8. Other Derailment—									
(a) Due to trains running in the wrong direction through points.	..	..	..	12	13	25	..	..	..
(b) Other causes	..	..	10	10	42	106	..	..	..
9. Failure of engines and rolling-stock-									
1a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	..	..	..	7	7	..	..	..
(2) machinery, springs, etc.	..	..	6	5	64	44	..	..	..
(b) failures of engines due to faulty material, workmanship or operation mising from the working of the running staff	..	..	..	..	..	..	..	..	..
(1) boilers and tubes	..	..	..	5	9	14	..	..	..
(2) other causes	..	..	..	..	27	27	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	2	..	2	..	..	..
(e) Ditto axles,	..	..	4	4	..	10	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	..	..	16	9	25	..	..	..
(h) Other Rolling Stock failures	..	..	..	..	1	2	..	..	..
Carried over	..	..	19	19	129	348	271	..	..

DIX D (iii)-contd.

stock permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—concl'd.

TOTAL Claas III RAILWAYS.

II	Other		Total.		Accidents reported to Local Government under section 83 of the Indian Railways Act No. 13 of 1890. 292	Other accidenta.	Total. (Cols. 292 and 293.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accident. No. 277.)
	Injured.	Killed.	Injured.	Killed.				Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	
287	283	289	284, 286 and 288.)	285, 287 and 289.)	293	294	295	296	297	298	299	300	301	302	303	
..	..	2	..	2	1	..	1	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	1	1	2	..	1	..	..	..	..	..	1	7 (a)
1	..	..	..	1	12	8	12	..	..	..	1	..	..	..	1	7 (b)
..	..	..	..	..	..	10	10	..	..	..	..	..	..	..	..	8 (a)
..	..	..	..	..	..	40	46	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	9 (a) (1)
..	..	..	..	..	..	11	11	..	..	..	..	..	..	..	..	9 (a) (2)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (b) (1)
..	..	..	..	..	..	42	42	..	..	..	..	..	..	..	..	9 (b) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	..	12	12	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (h)
1	..	2	..	2	17	125	123	..	1	..	1	..	..	..	2	Carried over

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

CLASS II RAILWAYS
" SAHARA (DELHI)
SAHARANPUR LIGHT

TOTAL CLASS II

Class of accident.	Acci- dents re- ported to Local Govern- ments under section 93 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 278 and 279).	Acci- dents re- ported to Local Govern- ments, under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 281 and 282).	Pastengen,		Railway servant.
							Killed.	In- jured.	
277	278	279	280	281	282	283	284	285	2m
Brought forward	..	10	19	129	242	371	..	..	..
10 Failure of permanent way—	..	..	..	..	..	..	..	..	..
(a) Broken rails	..	1	1	3	8	11	..	..	..
(b) The failure of tunnel, bridges viaducts, culverts, etc.	..	..	..	..	1	1	..	..	..
(c) The flooding of portions of permanent way.	..	..	..	2	3	5	..	..	..
(d) Slips in cuttings or embankments	..	..	..	3	182	190	..	..	2
11. Fires—	..	..	..	..	..	..	..	..	..
(a) Fire in station	..	..	..	3	..	3	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	7	7	..	..	..
12. Other accidents—	..	..	..	..	..	..	..	..	..
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	1	1	..	..	..
(b) Trains running over cattle on the line.	..	3	3	41	247	291	..	..	..
(c) Train wrecking.—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	3	3	..	6	6	..	..	..
(e) Trains running into road traffic at level crossings.—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above.]	..	..	..	..	3	2	..	..	..
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs (c), (d) and (e) above.—[When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.]	..	3	6	3	31	34	..	..	..
(g) Miscellaneous.	..	7	7	12	28	45	..	..	..
Total	..	41	41	200	764	964	..	..	3

DIX D (iii)-contd.

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the following servants and other persons killed or injured in each class of accident.

RAILWAYS—contd.

TOTAL CLASS III RAILWAYS.

Serial No. of accident (See Col. No. 277),	Total.		Other persons.		Railway servants.		Passengers		Total (Cols. 292 and 293.)	Other accidents.	Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890.	Total.				
	Killed (Cols. 284, 286 and 288),	Injured (Cols. 285, 287 and 289),	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
1	..	2	..	2	17	185	102	..	1	..	1	..	..	..	2	Reported forward.
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	10 (c)
2	..	..	2	2	1	..	1	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	18	18	..	..	..	..	..	..	..	..	12 (a)
..	8	11	8	11	..	102	102	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	8	3	..	..	..	..	..	..	..	..	12 (c)
..	..	..	..	..	8	6	13	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	2	20	30	..	2	..	..	..	..	..	2	12 (e)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	7	7	..	..	..	..	..	..	..	..	12 (g)
3	9	18	10	16	80	308	253	..	4	..	1	..	..	..	8	Total

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

TOTAL ALL

Class of accident	Accidents reported to Local Governments under section 83 of the Indian Railway Act No. IX of 1890		Other accidents.		Total.		Passengers,			
					(Cols. 305 and 307.)	(Cols. 306 and 308.)	Killed.		Injured.	
	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.
304	305	306	307	308	309	310	311	312	313	314
1. Collisions between passenger trains or parts of passenger trains.	3	2	6	3	9	5	34	..	77	..
X. Collision between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	4	5	14	12	22	17	1	80	9	41
3. Collisions between passenger trains and buffer stop or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	1	9	1	9	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	7	3	24	91	21	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.	2	..	46	104	36	104	..	..	..	..
« Collisions between light engines	1	..	47	24	48	24	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	18	21	14	7	28	28	..	..	..	5
(b) Other causes	112	100	60	47	172	107	..	8	15	14
1. Other derailments—										
(a) Due to trains running in the wrong direction through points.	1	13	222	607	273	870	..	..	..	..
(b) Other causes	41	46	4,311	4,804	4,352	4,850	..	..	..	..
D. 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	3	2	68	86	70	86	..	..	..	..
(1) machinery, springs, etc.	5	..	278	413	382	413	..	..	..	..
(s) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	2	3	400	287	361	222	..	..	..	..
(2) other causes	10	..	1,364	1,238	1,364	1,238	..	..	..	..
(a) The failure of tyres	..	1	8	21	8	22	..	..	..	..
(b) Ditto wheels	..	3	5	5	5	5	..	..	..	..
(c) Ditto axles	3	6	41	80	48	54	..	..	..	..
(1) Ditto brake apparatus	2	..	12	14	15	14	..	..	..	..
(g) Ditto couplings and draft gear	20	24	1,799	1,998	1,819	2,062	..	..	..	..
(h) Other Rolling Stock failures	22	..	269	1,042	261	1,042	..	..	..	4
Carried over	129	220	9,917	10,080	10,049	11,335	26	28	101	86

DIX D (iii)contd

stock, pmmenHoay, etc., during the years 1939-40 awl 1940-41 on aU mltlcavs 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 sheet of accident. (See column No. 304.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 311, 315 and 316.)	(Cols. 312, 316 and 320.)	(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	
1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	
315	316	317	318	319	320	321	322	323	324	325	326	327
1	..	3	..	..	..	..	2	23	..	40	2	1
..	..	4	20	..	..	2	..	1	20	16	90	2
..	..	..	..	..	..	1	..	..	..	1	..	3
4	1	27	46	..	..	..	..	4	3	27	40	4
3	..	1	2	1	1	1	..	4	1	2	3	5
1	..	12	13	..	..	..	..	1	..	12	13	6
..	..	..	6	..	..	..	1	..	..	..	6	7 (a)
..	..	4	10	..	..	..	..	..	6	19	24	7 (b)
1	..	7	4	..	..	..	..	1	..	7	4	8 (a)
..	1	21	9	..	..	..	..	..	1	21	9	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)
..	..	..	2	..	..	..	..	..	..	..	2	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	4	..	..	..	..	..	..	..	4	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	4	21	112	1	1	4	2	49	30	124	176	Carried over.

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

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.		Passengers.	
			(Cols. 305 and 307.)	(Cols. 306 and 308.)	Killed.	Injured.
	1935-36.	1940-41.	1935-36.	1940-41.	1935-36.	1940-41.
304	305	306	307	308	309	310
Brought forward	282	295	2,567	10,080	19,579	11,235
10. Fallow of Permanent way -						
(a) Broken rails.	8	11	872	167	272	178
(s) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	4	1	5
(c) The flooding of portions of permanent-way.	45	27	41	98	84	63
(d) Slips in cuttings or embankments	12	12	44	194	68	206
11. Fires—						
(a) Fire in trains.	17	11	748	183	156	194
(b) Fire at stations, or involving injury to bridges or viaducts.	8	2	36	48	38	51
12. Other accidents—						
(a) Passenger trains running in the wrong direction through points but not derailed.	24	19	38	41	66	81
(b) Trains running over cattle on the line	55	43	8,812	7,760	5,738	7,743
(c) Train wrecking.—(When wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	3	4	6	7	7	11
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	37	53	48	20	15	76
(e) Trains running into road traffic at level crossings.—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above.)	59	38	48	47	167	201
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	67	55	142	119	144	201
(g) Miscellaneous	78	15	140	188	156	173
Total	661	607	70,295	19,478	10,907	20,285

stock, permanently, etc., during the years 1939-40 and 1940-41 an aU railways op^n for traffic servants and ether persons, killed or injurd in each class of accident.

RAILWAYS.

Railway servants.				Other person*.				Grand Total				Serial No. of class of accident. (See column . 304.)
Killed.		Injured.		Killed,		Injured.		Killed.		Injured.		
								(Cols. 311, 315 and 319.)	(Cols. 312, 319 and 320.)	(Cols. 315, 317 and 321.)	(Cols. 314 318 and 322.)	
1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	
315	316	317	318	319	320	321	322	323	324	325	326	327
19	4	83	112	1	1	4	8	48	80	148	178	Brought forward.
..	..	..	..	..	..	..	..	..	..	7	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
1	..	2	1	..	..	1	..	20	..	28	1	10 (c)
..	3	..	3	..	..	..	..	..	3	..	3	10 (d)
..	..	..	..	..	..	..	..	..	..	1	..	11 (a)
..	..	..	2	2	..	..	..	2	..	..	2	11 (b)
..	..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	..	..	..	6	8	23	11	6	8	23	11	12 (b)
..	6	..	12	..	..	..	..	..	42	3	88	12 (c)
..	..	..	..	..	..	..	..	..	..	..	..	12 (d)
1	..	3	2	28	17	42	36	31	17	47	41	12 (e)
..	..	8	2	..	..	3	..	..	..	9	2	12 (f)
1	1	..	7	..	1	..	8	1	8	..	12	12 (g)
28	14	83	142	29	27	7	28	20	108	209	326	

Number of persons killed or injured during the year 1940-41 on all railways open for traffic, distinguishing
movement of vehicles used exclusively

CLASS I RAILWAYS.

CLASS II RAILWAYS.

Class of accident,	PASSENGERS RAILWAY				OTHER		TOTAL		alas.		RAILWAY		Other		TOTAL.	
	Killed.		In. injured.		Killed.		Killed.		Killed.		Killed.		Killed.		Killed.	
	829	330	331	332	333	334	335	336	337	338	339	340	841	842	343	344
328																
1. Ascending or descending steps at stations.	..	5	..	19	..	..	..	24	..	..	..	..	..	..	..	..
2. Being struck, by barrows, by falling over packages, etc. on platform.	..	1	1	70	..	..	1	71	..	..	..	..	..	..	..	..
3. Falling off platforms	1	4	..	40	..	1	1	45	..	..	..	..	..	..	..	..
4. Loading, unloading or shunting wagons.	..	1	4	1,368	3	24	7	1,399	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	..	1	1	737	3	19	4	757	..	..	..	..	..	..	..	..
5. Working at cranes or capstans.	..	..	..	141	..	1	..	142	..	..	..	1	..	..	..	1
7. Falling off wagon doors, lamps, bale of goods, etc.	..	2	3	385	1	12	4	399	..	..	..	2	..	..	..	2
8. Falling off, or getting on or off, stationary engines or vehicles.	..	1	..	877	..	3	..	881	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	..	2	7	218	5	15	12	233	..	..	..	1	..	..	..	1
10. Stumbling whilst walking on the line or platforms.	..	13	1	817	1	12	2	842	..	..	..	..	..	1	..	1
11. Attending to stationary engines in sheds.	..	..	..	5,291	..	1	..	5,292	..	..	..	1	..	..	..	1
12. Being trampled on or kicked by horses.	..	..	..	8	..	..	..	8	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	3	2,133	2	6	6	2,139	..	..	..	3	..	..	..	6
	1	56	17	8,743	10	59	28	8,806	..	..	..	6	..	..	..	6
14. Miscellaneous																
Total	3	26	27	12,845	25	133	64	13,064	..	..	..	20	..	1	..	21

DIX D (iv).

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

CLASS III RAILWAYS.

TOTAL ALL RAILWAYS.

PASSENGERS.		RAILWAY SERVANTS		ORIGIN PERSONS		Total.		PASSENGERS		RAILWAY SERVANTS.		Other PERSONS.		TOTAL.		Class of accident.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	In killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
845	846	347	348	349	850	(Cols. 345, 347 and 349)	(Cols. 348, 348 and 350.)	353	354	365	366	357	358	359	360	
..	..	..	..	..	..	..	..	..	5	..	19	..	..	..	24	1. Ascending or descending at stations.
..	..	..	..	..	..	..	..	..	1	1	70	..	..	1	71	2. Being struck by barrows, by falling overpackages, etc., on platform.
..	..	..	..	..	..	..	..	1	4	..	40	..	1	1	45	3. Falling off platforms,
..	..	..	..	..	..	..	..	..	1	4	1,388	3	24	7	1,393	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	1	1	737	3	19	4	757	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	..	142	..	1	..	143	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	2	3	387	1	12	4	401	7. Falling off wagon doors, lamps, bales of goods etc.
..	..	..	..	..	..	..	..	..	1	..	377	..	3	..	381	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	2	7	217	5	15	12	234	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	13	1	317	1	13	2	343	10. Stumbling whilst walking on the line or platforms.
..	..	..	2	..	..	..	2	..	..	..	3,295	..	1	..	3,296	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	8	..	..	..	8	12. Being trampled on, or kicked by horses.
..	..	..	..	..	..	..	..	..	..	3	2,141	2	6	5	2,147	13. Working on the lines or in sidings.
..	..	..	1	1	..	1	1	1	50	27	4,760	11	39	29	4,845	14. Miscellaneous,
..	..	..	3	1	..	1	2	1	50	37	13,008	38	134	65	13,088	
Total.																

Accidents to railway servants on Class I Railways, classified as to primary causa, during the year 1940-41
 [The figures in this statement represent the number of railway servants

Railway system.	Miscellaneous 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 person injured.			
	Killed. 868	Percentage of total. 864	Injured. 865	Percentage of total. 866	Killed. 867	Percentage of total. 868	Injured. 869	Percentage of total. 870	Killed. 871	Percentage of total. 872	Injured. 873	Percentage of total. 874
Assam,Bengal.	..	..	6	35.7	6	100.0	8	87.2	..	..	1	7.1
Bengal and North.Western	2	40.0	18	90.0	3	60.0	12	60.0	..	..	..	..
BengalUNagpor	2	25.0	261	93.5	6	65.6	12	3.11	1	12.5	12	8.11
Bombay, Baroda and Central India.	12	70.8	319	100.0	8	20.4	..	..	..	..	..	..
Eastern Bengals	8	37.5	101	58.4	10	62.5	74	41.3	..	..	4	2.56
East Indian	40	66.0	550	83.2	8	14.0	105	14.5	..	..	9	1.32
Great Indian Peninsula	23	55.6	1,412	89.6	1	4.17	..	..	..	..	5	0.56
Jodhpur.	3	100.0	3	100.0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	10	83.3	235	91.3	2	16.7	28	8.70	..	..	..	..
Mysore State	1	100.0	1	100.0	..	..	..	..	..	..	..	..
Kuam's State	2	100.0	34	57.1	..	..	1	2.90	..	..	..	..
Korth Western	29	100.0	728	99.7	..	..	1	0.14	..	..	1	0.13
Bohilknnd and Kmnaon	1	33.3	..	..	2	66.6	6	100.0	..	..	..	..
Booth Indian	8	100.0	197	94.9	..	..	7	3.86	..	..	2	1.13
Total	148	77.7	4,018	86.8	41	31.8	854	5.90	1	0.68	34	0.79

* Includes figures of Bengal Doonars Rly. for the period 1-1-41 to 31-3-41

DIX D (V)

caused by the movements of trains and railway vehicles exclusive accidents included in Appendix (D) (Hi). 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.				Totals.		Railway System.
Killed. 375	Percentage of total. 376	Injured. 377	Percentage of total. 378	Killed. 379	Percentage of total. 380	Injured. 381	Percentage of total. 382	Killed. (Cols. 375, 377, 379 and 376.) 383	Injured. (Cols. 376, 378, 380, 382 and 381.) 384	
..	..	..	..	..	..	..	..	5	14	Assam-Bengal.
..	..	..	..	..	..	..	..	6	30	Bengal and North-Western.
..	..	..	..	..	..	1	0-50	8	366	Bengal-Nagpur.
..	..	..	..	..	..	..	..	17	319	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	16	170	Eastern Bengal.
..	..	..	..	..	..	..	..	57	660	East Indian.
..	..	..	..	..	..	..	..	24	1,417	Great Indian Peninsula.
..	..	..	..	..	..	..	..	3	2	Jodhpur.
..	..	..	..	..	..	..	..	12	323	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	1	1	Mysore State.
..	..	..	..	..	..	..	..	2	35	Nizam's State.
..	..	..	..	..	..	..	..	30	735	North Western.
..	..	..	..	..	..	..	..	2	6	Rohilkhand and Kumaon.
..	..	..	..	..	..	..	..	4	170	South Indian.
..	..	..	..	..	..	1	0-03	168	4,304	Total.

Number of accidents which occurred during the year 1940-41 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal	Bengal and North Western.	Bengal pot.	Bombay, Bareda and Central India.	Easterns Bengal,	East Indian.	Great Indian suls.	Jodhpur.
386	387	388	389	390	301	392	303	394	395
(a) Total number of accidents ..	..	158	4	128	2,128	349	1,448	1,052	20
(b) Affecting Railway Servants.									
1. Railway workshops	Killed ..	..	..	..	2	1	4	..	..
	Injured ..	157	4	114	2,077	343	1,447	1,052	20
2. New works, not opened for	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	1	..	..	..
3. Lines under construction	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	48	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	2	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	1	..	4	..	..	1	..	..
Total (6)									
	Killed ..	..	..	1	2	1	4	..	..
	Injured ..	158	4	118	2,128	346	1,448	1,052	20
(c) Affecting other persons.									
1. Railway workshops	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
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 ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
Total (c)									
	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
Grand TOTAL (b+c)									
	Killed ..	..	..	1	2	1	4	..	..
	Injured ..	158	4	118	2,128	346	1,448	1,052	20

*Includes figures of Bengal Doonars Railway for the period 1st January 1941 to 31st March M I.

DIX D (vi).

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

Railways.					South Indian.	Total class I Railway*.	Total class II Railway*.	Total class III Railways.	Total all Railways (columna 402, 403 and 404).	No. of accidents and No. of persons killed or injured.
Madras Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Jumaon.						
396	307	398	309	400	401	402	403	404	405	409
849	178	378	762	3	1,050	8,412	67	1	8,890	(a) Total number of accidents.
..	..	..	3	..	..	10	..	..	10	(b) Affected Railway Servants.
849	178	378	765	3	1,060	8,457	67	1	8,815	Killed } 1
..	..	..	..	..	..	..	..	..	..	Injured } 1
..	..	..	..	..	..	1	..	..	1	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	1	..	..	1	..	..	1	Killed } 3
..	..	..	3	..	..	61	..	..	61	Injured } 3
..	..	..	..	..	..	..	..	..	..	Killed } 4
..	..	..	..	..	..	2	..	..	2	Injured } 4
..	..	..	..	..	..	1	..	..	1	Killed } 5
..	..	..	..	..	..	6	..	..	6	Injured } 5
..	..	..	4	..	..	12	..	..	12	Killed } Total (b).
849	178	378	768	3	1,060	8,617	67	1	8,875	Injured } Total (b).
..	..	..	..	..	..	..	..	..	..	(c) Affected other persons.
..	..	..	..	..	..	..	..	..	..	Killed } 1
..	..	..	..	..	..	..	..	..	..	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	..	..	..	..	..	..	..	Killed } 3
..	..	..	..	..	..	..	..	..	..	Injured } 3
..	..	..	..	..	..	..	..	..	..	Killed } 4
..	..	..	..	..	..	..	..	..	..	Injured } 4
..	..	..	..	..	..	..	..	..	..	Killed } 5
..	..	..	..	..	..	..	..	..	..	Injured } 5
..	..	..	..	..	..	..	..	..	..	Killed } Total (c).
..	..	..	..	..	..	..	..	..	..	Injured } Total (c).
..	..	..	4	..	..	12	..	..	12	Killed } Grand Total (d).
849	178	378	768	3	1,060	8,617	67	1	8,890	Injured } Grand Total (d).

lopping-toch fitted with automatic brakes, passenger vehicles lighted by gat or dedrtctoy and lower dm

	Gauge.	Locomotives.		Passenger vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mail or goods service, but excluding motor and their dummy vehicles).		
		Total No. on the line.	Percentage of number fitted with auto. brake to the total No. on the line.	Total number.	Percentage of number fitted on total.	Percentage of number fitted on total.	Total number.	Percentage of number fitted on total.	Percentage of number fitted on total.
	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam Bengal.	3' 3 1/2"	308	100-0	906	98-8	5-88	3,490	66-9	1-37
Bengal and North-Western	3' 3 1/2"	400	76-5	1,686	88-0	12-7	12,758	N/A	8-94
Bengal-Nagpu	3' 6"	680	100-0	1,223	96-9	4-10	22,368	85-0	16-9
	3' 0"	111	82-8	378	83-0	N/A	1,966	85-0	0-10
Bombay, Baroda and Central India.	3' 6"	368	100-0	1,007	100-0	N/A	10,630	68-3	2-30
	3' 3 1/2"	476	100-0	1,680	98-9	0-07	6,877	43-6	16-7
	2' 0"	87	N/A	74	N/A	N/A	339	N/A	N/A
Eastern Bengal	3' 6"	303	100-0	1,127	99-9	0-00	6,790	62-8	27-9
	3' 3 1/2"	9	88-0	1,160	83-8	11-0	5,990	87-8	1-41
	1' 0"	0	N/A	66	N/A	N/A	30	N/A	N/A
East Indian	3' 6"	1,849	90-4	8,472	96-6	1-08	32,488	79-5	19-5
Gnat Indian Peninsula	0' 6"	680	100-0	1,946	100-0	N/A	10,128	92-6	7-24
	2' 6"	31	N/A	43	N/A	N/A	233	N/A	N/A
Jodhpur	3' 3 1/2"	192	87-4	371	90-6	7-82	1,303	21-0	7-30
Madras and Southern Mahratta.	3' 6"	306	90-2	849	98-1	1-89	5,278	80-0	10-6
	3' 3 1/2"	231	71-7	608	94-0	2-30	6,582	2-98	44-6
Mysore	3' 3 1/2"	86	90-7	337	92-1	5-00	1,491	58-9	16-8
	2' 0"	18	91-7	36	90-0	N/A	88	2-46	80-6
	2' 0"	6	N/A	5	N/A	N/A	62	N/A	N/A
Nkam'e State	3' 6"	85	100-0	194	90-6	0-82	2,448	80-6	18-9
	3' 3 1/2"	83	88-0	171	100-0	N/A	1,444	83-5	1-63
North Western	0' 6"	1,149	99-3	3,465	100-0	N/A	30,368	73-9	6-08
	2' 6"	100	N/A	352	87-5	N/A	902	78-2	0-78
Rohilkund and Kutoon	3' 3 1/2"	89	78-8	238	86-6	21-6	2,699	1-00	0-36
South Indian	3' 6"	163	100-0	448	97-6	2-48	2,640	80-4	18-9
	2' 3 1/2"	381	100-0	1,250	94-6	4-30	6,340	4-42	4-42
	2' 0"	11	64-6	35	N/A	N/A	78	N/A	N/A
Total		7,867	94-4	24,303	93-6	2-85	116,681	89-0	12-8
CLASS II RAILWAYS.									
Ban' Light	2' 0"	30	92-3	121	100-0	N/A	288	43-4	56-0
Bhavnagar State	3' 3 1/2"	30	76-9	208	91-8	6-78	1,213	0-25	0-96
Bikaner State.	3' 3 1/2"	67	84-0	184	85-8	25-0	1,209	6-11	0-23
Darjeeling Himalayan	2' 0"	34	3-90	134	100-0	N/A	319	100-0	N/A
Dhru Sadiya	3' 3 1/2"	32	81-2	65	88-2	12-8	1,247	28-6	65-6
Oakwar'a Baroda State	3' 3 1/2"	24	96-8	169	100-0	N/A	842	24-6	3-99
	2' 6"	37	N/A	271	N/A	N/A	1,090	N/A	N/A
Gondal	3' 3 1/2"	23	100-0	144	98-2	4-83	699	0-14	2-30
Jaipur State	3' 3 1/2"	16	100-0	80	100-0	N/A	334	100-0	N/A
Jamnagar and Dwarka	3' 3 1/2"	18	75-0	78	78-0	21-8	674	97-3	N/A
Junagad State	3' 3 1/2"	18	100-0	188	100-0	N/A	378	0-26	6-26
Morri	3' 3 1/2"	23	80-9	190	97-7	2-30	428	3-09	3-70
Shahdar* (Delhi) Saharanpur	3' 6"	10	N/A	64	15-4	N/A	278	100-0	N/A
Total		383	86-6	1,803	73-6	6-37	8,749	28-7	13-1
GRAND TOTAL (CLASS I & II RAILWAYS).		8,250	93-2	26,106	93-2	1-02	125,430	87-4	13-2

Includes 120 Trailer Coaches (Electric).

Includes 3 Sentinel

Coaches.

Includes

Bengal DOORS Railway Stock.

DIX E

carnages provided with latrine accommodation on Class I and II Railways on the 31st March 1941.

Percentage 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 vehicles for lighting.	Percentage of vehicles fitted with gas or electricity.	Percentage of vehicles fitted with electricity on total.	Percentage of vehicles fitted with electricity on total.	Intermediate class.	Third class.	Composite containing Intermediate or Third class accommodation.	Total.	Intermediate class.	Third class.	Composite containing Intermediate or Third class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22	
708	NH	84.6	10	340	261	601	100.0	96.0	100.0	96.0	96.0	Assam-Bengal.
1,247	NH	100.0	71	555	72	700	100.0	91.5	100.0	95.5	95.5	Bengal and North Western.
(a) 978	1-80	95.5	54	535	219	550	100.0	96.0	96.0	96.5	96.5	Bengal-Nagpur.
(c) 878	NH	92.0	1	192	92	279	100.0	91.0	98.0	98.0	98.0	Bombay, Baroda and Central India.
761	NH	100.0	..	310	160	470	NH	95.7	95.7	95.4	95.4	Eastern Bengal.
1,173	NH	100.0	..	626	254	880	NH	90.5	100.0	95.2	95.2	
54	NH	41.8	..	34	27	61	NH	77.3	100.0	85.2	85.2	
789	NH	100.0	2	172	257	424	100.0	75.7	95.0	70.2	70.2	East Indian.
949	NH	100.0	19	329	278	607	100.0	96.4	100.0	96.7	96.7	
26	NH	41.1	..	..	..	..	NH	NH	NH	NH	NH	
(b) 5,340	NH	74.9	186	1,117	(2) 799	2,042	100.0	96.3	97.8	97.0	97.0	Great Indian Peninsula.
(a) 1,261	NH	100.0	1	411	334	746	100.0	80.1	76.4	75.4	75.4	Jodhpur.
51	NH	100.0	..	28	30	46	NH	93.9	100.0	95.8	95.8	
234	NH	98.3	13	96	128	237	100.0	100.0	100.0	100.0	100.0	
607	NH	96.8	..	202	261	463	NH	97.1	97.1	97.0	97.0	Madras and Southern Mahratta.
771	NH	96.4	..	253	346	649	NH	100.0	96.7	96.2	96.2	Mysore.
245	NH	100.0	..	127	20	217	NH	100.0	100.0	100.0	100.0	Nizam's Stats.
27	NH	100.0	..	22	3	25	NH	100.0	100.0	100.0	100.0	
4	NH	NH	..	5	..	5	NH	100.0	NH	100.0	100.0	
145	15.4	86.0	..	54	23	87	NH	100.0	100.0	100.0	100.0	North Western.
139	26.4	73.4	..	58	32	100	NH	97.1	97.6	97.2	97.2	
2,661	NH	96.4	22	982	619	1,733	100.0	100.0	100.0	100.0	100.0	
392	NH	79.4	5	170	45	228	100.0	100.0	100.0	100.0	100.0	Rohilkund and Kumaon.
926	NH	100.0	5	92	32	145	100.0	67.8	100.0	77.2	77.2	South Indian.
252	NH	94.0	..	138	109	237	NH	100.0	100.0	100.0	100.0	
1,300.7	NH	95.2	..	603	292	801	NH	99.4	91.3	91.3	91.3	
26	NH	100.0	..	8	1	9	NH	44.4	0.0	31.0	31.0	Total.
13,264	0.85	83.7	330	7,182	4,967	12,440	100.0	89.5	91.2	90.4	90.4	Cusa I I RAILWAYS.
110	NH	100.0	..	31	13	44	NH	70.5	98.4	89.8	89.8	Bare Light.
144	NH	100.0	..	61	14	95	NH	100.0	100.0	100.0	100.0	Itanagar State.
147	NH	96.8	5	88	17	110	100.0	100.0	100.0	100.0	100.0	Jikaner State.
103	8-80	87.3	..	..	..	..	NH	NH	NH	NH	NH	Darjeeling Himalayan.
50	NH	98.0	..	32	12	44	..	130.0	100.0	100.0	100.0	Jibru Sadiya.
156	NH	100.0	..	100	82	182	NH	100.0	100.0	100.0	100.0	Gaekwar's Baroda State.
245	NH	99.3	..	168	94	242	NH	97.5	100.0	98.4	98.4	Gondal.
114	NH	100.0	..	52	18	80	NH	100.0	100.0	100.0	100.0	Jaipur State.
85	NH	100.0	..	60	2	62	NH	100.0	100.0	100.0	100.0	Jamnagar & Dwarka.
56	NH	100.0	..	31	..	31	NH	68.0	NH	85.8	85.8	Junagad State.
148	NH	100.0	..	66	39	106	NH	100.0	96.7	94.6	94.6	Morvi.
100	NH	100.0	..	46	10	65	NH	100.0	98.4	95.5	95.5	Bhahdara(Delhi)-Saharanpur.
58	NH	100.0	3	12	2	17	100.0	38.3	22.0	36.2	36.2	Total.
1,645	0.00	86.0	8	767	772	1,447	100.0	94.3	87.7	85.3	85.3	GRAND TOTAL (CLASS I & II
10,900	0.28	84.1	362	7,549	5,908	13,540	100.0	89.0	91.0	90.5	90.5	

(-) This figure

represents 86 non-passenger carrying vehicles.

(b) Includes 3 steam coaches but excludes 106

workmen's

carriages.

Railway

represents 129 gasholders

(c) Difference with the total of figures in Columns No. 46 and 62 of statement No. 10-B against B. N. Railway represents

atavavav, relief Vans etc. on the Broad gauge and 9 relief Vans on the Narrow gauge.

Includes 48 trailer coaches (Electric)

(d) Includes 10 composite III and curd Vans.

Includes 14 prison Vans.

APPENDIX F.

Statement showing the cost of Police Force employed on Railways during the year 1940-41.

Railway system.	Crime and Order Contribution to Local Government.	Watch AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Coilingen-cies.		Per Route Mile.	Per Train Mile.
	a	3	4	5	6	7
CLASS I.						
Assam-Bengal	76,463	1,02,799	3,731	1,82,003	140-1	0-04
Bengal and North Western	80,725	81,795	2,346	1,74,866	103-3	0-12
Bengal Nagpur.	1,37,889	4,35,639	25,520	5,99,048	176-8	0-13
Bombay, Baroda and Central India	2,04,627	6,18,602	17,864	9,34,143	295-9	0-15
Eastern Bengal @.	(b) 2,04,967	3,30,832	23,572	5,31,771	314-9	0-16
East Indian	4,85,896	7,67,760	42,223	12,95,879	298-6	0-04
Great Indian Peninsula	4,80,887	3,93,614	13,970	8,98,471	251-9	0-04
Jodhpur	9,423	21,829	5,388	36,640	25-4	0-02
Madras and Southern Mahratta	1,69,661	2,95,693	7,142	4,62,496	159-4	0-08
Mysore State.	NH	30,277	NH	30,277	41-0	0-01
Nizam's State.	1,70,743	*	28,444	1,99,187	146-5	0-06
North Western.	(c) 7,53,390	9,92,736	23,931	17,70,057	234-0	0-07
Rohilkhand and Kumaon.	16,535	25,471	1,093	42,099	73-9	0-02
Bruth Indian.	1,60,306	1,24,956	2,509	2,85,830	117-5	0-02
Total	31,21,690	42,21,932	2,00,436	76,63,058	207-5	0-04
CLASS II.						
Barsi Light	4,390	5,977	341	10,608	53-0	0-02
Bengal Poore.	3,480	6,586	250	10,316	64-2	0-03
Bhavnagar State.	12,858	11,914	26	24,827	99-9	0-04
Btkaner State.	31	8,080	473	8,393	9-5	0-01
Darjeeling Himalayan.	1,562	NH	NH	1,562	10-7	0-09
DibraSadiya.	NH	5,361	NH	5,361	63-7	0-01
Gaekwar's Baroda Stats.	NH	8,424	6	8,430	23-7	0-01
Gondal.	11,373	12,825	26	24,224	115-3	0-05
Jaipur State (d).	162	NH	NH	162	0-75	0-09
Jamnagar Dwarka	1,811	4,019	36	5,866	29-5	0-02
Janagad State.	5,120	1,973	NH	7,093	31-0	0-02
Morvi	4,859	1,816	NH	6,675	30-5	0-01
shahriara (Delhi)-Sahavanpur LigLt	NH	4,446	617	5,293	30-9	0-02
Total	43,203	71,431	1,823	1,16,457	33-6	0-02
Class III Total	17,402	11,132	46	28,640	26-2	0-01
GRAND TOTAL	31,85,334	43,04,515	2,11,304	77,01,158	187-6	0-06

(b) Includes Rs. 41,539 being the cost of additional police employed for protection of Rail-way property during war emergency.

(c) Includes Rs. 2,80,060 being the cost of additional police employed for protection of Railway property during war emergency.

(d) In previous years, the cost of Police force and Watoa and Ward Staff was borne by the Jaipur Government under Jaipur State Police Biaget, but it has now been decided that the railway will have to pay the proportionate cost of policing.

* Included in column 2

@ Excludes Bengal Dooras Railway.

APPENDIX G,

Errata showing (i) Correctors in comparative statements (i. e., statements in which two or more years figures are published),

(ii) Corrections in statements in which only one year's figures are published, and

(iii) Corrections relating to earlier years other than those referred to at (i) and (ii) in Vol. IT of the annual Report by the Railway Commission on Indian Midways.

PART.—*Corrections in comparative statements showing two or more years' figures item (i) in heading above*

Please see corrected figures referred to as " revised figures " in foot notes on pages 15, 114, 116, 122, to 129, 135, 136, 138, 146, 148, 357, 376, 218, 234, 244, 246, 248, 260, 252, 254, 256, 263, 265 & 267.

PART II. - [Showing particulars of (ii) and (iii) heading above.]

Reference to Vol. II.	Particulars.	year to which correction pertains.	Number of—			Column No.	particulars.	
			Page(s).	Summary	Figures shown.		Figures as Should be.	
				Statement				
				Appendix.				
1939-40	Bengal Nagpur (B. G.)	1939-40	87	Statement 10	28	2	16	
1939-40	Bengal Nagpur (N. G.)	1939-40	88	Statement 10 (G.S.)	4	12	18	
1939-40	Bengal Nagpur (B. G.)	1939-40	91	Do. 11..	23	19	184	
1939-40	Do.	1939-40	91	Do. 11..	24	..	14	
1939-40	Do. (N. G.)	1939-40	91	Do. 11..	24	..	4	
1939-40	South Indian 3½" gauge	1939-40	106	Do. 30	114	0.48	0.48	
1939-40	B. B. and C. L.	1939-40	332	Appx. F.	7	9.13	9.05	
1939-40	South Indian (B. G.)	1939-40	87	Statement 10-C	28	..	2	
1939-40	Do. (M. G.)	1939-40	87	Do.	28	1	3	
1939-40	Bengal Nagpur (B. G.)	1939-40	83	Do. 10-B	40	817	815	
1939-40	Do.	1939-40	81	Do.	12	(a) 170	173	
1939-40	Do.	1939-40	81	Do.	13	1,493	1,645	
1939-40	Do.	1939-40	81	Do.	16	1,376	1,410	
1939-40	Do.	1939-40	81	Do.	Footnote	(a) In-cludes 2 Rail Cars—Steam propelled.	Delma.	
1939-40	Do.	1939-40	87	Statement 10-C	28	320	278	
1939-40	Mysore (M. G.)	1939-40	87	Do.	23	(c) 40	..	
1939-40	Nizam's State (M. G.)	1939-40	87	Do.	23	..	(c) 40	
1939-40	North Western (N. G.)	1939-40	88	Statement 10 (U. S.)	2	825	640	
1939-40	Do.	1939-40	88	Do.	3	11,556	11,403	
1939-40	Do.	1939-40	88	Do.	4	81	69	
1939-40	Do.	1939-40	88	Do.	Footnote	127	142	

APPENDIX G-contd.

Reference to Vol. II.	Particulars.	Year to which extension pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary Statement Appendix.		Figures as above.	Figures to be added.
1932-33	North Western (N. G.)	1930-40	62	Summary 10 (G. B.)	Footnote 1	1,123	1,041
1933-40	Do.	1933-40	66	Do. 10-G	6	187	142
1935-40	Do.	1935-40	68	Do.	6	1	N.G.
1937-40	Do.	1937-40	68	Do.	11	621,155	621,116
1938-40	Do.	1938-40	68	Do.	11	60,355	60,322
1939-40	Do.	1939-40	69	Do. 10 (G. B.)	8	844	356
1940-40	Do.	1940-40	69	Do.	8	9,353	9,245
1941-40	Do.	1941-40	10	Summary VIII	14	79	796
1942-40	Class I (S, P, and Z O)	1942-40	212	Appendix C V (i)	4	270	269
1943-40	Do.	1943-40	272	Do.	8	85-2	67-5
1944-40	Do.	1944-40	272	Do.	8	117	131
1945-40	Do.	1945-40	272	Do.	9	21-9	23-5
1946-40	Do.	1946-40	273	Do.	10	27	46
1947-40	Do.	1947-40	273	Do.	11	6-9	7-9
1948-40	Do.	1948-40	272	Do.	13	4	8
1949-40	Do.	1949-40	272	Do.	13	0-7	1-0
1950-40	Do.	1950-40	272	Do.	14	7	8
1951-40	Do.	1951-40	272	Do.	15	1-3	1-4
1952-40	Do.	1952-40	272	Do.	20	635	627
1953-40	Do.	1953-40	273	Do.	4	1,064	1,200
1954-40	Do.	1954-40	273	Do.	5	53-4	54-3
1955-40	Do.	1955-40	272	Do.	8	264	439
1956-40	Do.	1956-40	272	Do.	9	23-6	22-5
1957-40	Do.	1957-40	273	Do.	10	174	186
1958-40	Do.	1958-40	273	Do.	11	10-4	10-0
1959-40	Do.	1959-40	273	Do.	12	19	22
1960-40	Do.	1960-40	273	Do.	13	1-1	1-3
1961-40	Do.	1961-40	273	Do.	15	1-1	1-0
1962-40	Do.	1962-40	273	Do.	20	1,673	1,660

APPENDIX G-concl'd.

Reference to	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary Statement Appendix-		Figures as shown.	Figures as should be.
1939-40	B. & N. W.	1939-40	183	Statement No 30	55	11,59,733	20,15,56
"	Do.	"	183	Do.	57	5-27	20-1
"	Do.	"	184	Do.	58	15,32,992	44,30,82
"	Do.	"	184	Do.	60	19-4	24-1
"	Do.	"	189	Do.	106	2,34,632	2,50,191
"	Do.	"	189	Do.	107	0-32	0-3
"	Do.	"	189	Do.	108	0-09	0-1
"	Do.	"	189	Do.	109	0-41	0-4
"	Do.	"	189	Do.	110	1-27	1-5
"	Do.	"	189	Do.	111	51,33,214	51,75,79
"	Do.	"	189	Do.	112	7-12	7-11
"	Do.	"	189	Do.	113	1-06	1-17
"	Do.	"	189	Do.	114	9-02	9-10
"	Do.	"	190	Do.	115	27-8	28-6
"	Do.	"	194	Do.	148	3,22,382	5,41,444
"	Do.	"	194	Do.	149	1-51	2-54
"	Do.	"	195	Do.	150	0-57	0-05
"	Do.	"	195	Do.	151	1-75	2-03
"	Do.	"	195	Do.	152	18,55,336	18,74,419
"	Do.	"	195	Do.	153	7-77	8-80
"	Do.	"	195	Do.	154	2-04	3-20
"	Do.	"	195	Do.	155	8-98	10-1
"	South Indian	"	181	Stat. 20 (b) (B.G.)	9	67-3	—4-72

