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RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1932–33

Volume II–Statistics

(Compiled by Controller of Railway Accounts.)

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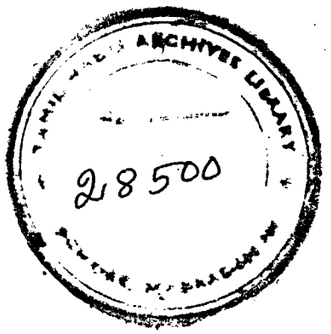

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(6) Over 279 papers have been published by the Technical section of the Railway Board's office. The papers comprise :—

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

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

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

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The prices of the papers vary from Annas Three to Rupees Fifteen.

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INTRODUCTORY NOTE.

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

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

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

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

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

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

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

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

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

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

FINANCIAL SUMMARIES.

I.—*Summary of the Net Revenue Receipts of **State-owned** Railways for the years 1931-32 and 1932-33 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [Difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3.)
					Payments on account of shares 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.	*1931-32*	*5,01,63,62*	*13,23,96*	*2·64*	..	*20,88,99*	*20,88,99*	..	*7,65,03*	*—1·53*
	1932-33	5,00,07,11	12,85,69	2·57	..	20,61,20	20,61,20	..	7,75,51	—1·55
2. State Lines worked by Companies or by Indian States.	*1931-32*	*2,84,69,09*	*10,61,41*	*3·74*	*64,19*	*12,11,81*	*12,76,00*	..	*2,14,59*	*—0·75*
	1932-33	2,86,08,35	9,90,96	3·46	65,21	12,12,71	12,77,92	..	2,86,96	—1·00
3. Miscellaneous items	*1931-32*	*3,31,32*	..	..	..	*5,84*	*5,84*	..	*5,84*	*—1·76*
	1932-33	3,30,69	..	..	..	16,61	16,61	..	16,61	—5·02
4. Total Central	*1931-32*	*7,89,64,03*	*23,85,37*	*3·02*	*64,19*	*33,06,64*	*33,70,83*	..	*(a) 9,85,46*	*—1·25*
	1932-33	7,89,46,15	22,76,65	2·88	65,21	32,90,52	33,55,73	..	(a) 10,79,08	—1·37
Provincial.										
5. Total Provincial	*1931-32*	*14,61*	..	..	..	*58*	*58*	..	*58*	*—3·97*
	1932-33	14,61	..	..	..	57	57	..	57	—3·91
6. GRAND TOTAL	*1931-32*	*7,89,78,64*	*23,85,37*	*3·02*	*64,19*	*33,07,22*	*33,71,41*	..	*9,86,04*	*—1·25*
	1932-33	7,89,60,76	22,76,65	2·88	65,21	32,91,09	42,56,30	..	10,79,65	—1·37

* On open lines and on lines wholly or partly under construction (including ferries and suspense).
(a) See also footnote * under Statement 1 on page 23.

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

II-A.—*Summary of Capital at Charge of **State-owned** Railways on the 31st March 1932 and 1933.*

(In thousands of rupees.)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1932.	31st March 1933.	*31st March 1932.*	31st March 1933.	*31st March 1932.* (Cols. 2+4.)	31st March 1933. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(a) During the year	*—1,32*	—1,32	..	..	*—1,32*	—1,32
(b) To end of the year	*1,16,56,81*	1,16,56,81	*44,52,15*	45,17,15	*1,61,08,96*	1,61,73,96
2. *Capital outlay during the financial year from funds provided by the State :—*						
(a) Works	*3,71,16*	1,60,38	*2,75,94*	83,03	*6,47,10*	2,43,41
(b) Rolling-stock	*95,35*	—93,78	*1,22,54*	39,53	*2,17,89*	—54,25
(c) General charges	*19,79*	7,06	*15,69*	6,34	*35,48*	13,40
(d) Stores, etc., not finally charged off in the accounts.	*—1,64,20*	—1,40,14	*—67,27*	—55,28	*—2,31,47*	—1,95,42
(e) Total	*3,22,10*	—66,48	*3,46,90*	73,62	*6,69,00*	7,14
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(a) Works	*2,61,29,54*	2,62,19,03	*1,61,42,22*	1,62,88,90	*4,22,71,76*	4,25,07,93
(b) Rolling-stock	*1,01,51,01*	1,00,57,23	*66,11,75*	66,14,48	*1,67,62,76*	1,66,71,71
(c) General charges	*12,66,29*	12,53,68	*11,23,28*	11,02,80	*23,89,57*	23,56,48
(d) Stores, etc., not finally charged off in the accounts.	*9,59,97*	8,20,36	*4,85,62*	4,30,32	*14,45,59*	12,50,68
(e) Total	*3,85,06,81*	3,83,50,30	*2,43,62,87*	2,44,36,50	*6,28,69,68*	6,27,86,80
4. *Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*5,01,63,62*	5,00,07,11	*2,88,15,02*	2,89,53,65	*7,89,78,64*	7,89,60,76

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

II-B.—Summary of Capital Outlay to the end of the years 1931-32 and 1932-33 of other than State-owned Railways. (In thousands of rupees.)

Classification.	Year.	Capital outlay during the year. Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Total capital outlay to the end of the year. Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Classification.
1	2	3	4	5	6	7	8	9	10	11	12	13
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1. Branch line Companies' Railways under Guarantee Terms—												1. Branch line Companies' Railways under Guarantee Terms—
(a) Worked by the branch line company	*1931-32*	*1*	*1*	*Nil*	*15*	*17*	*1,79*	*21,30*	*10,07*	*2,15*	*1,25,31*	(a) Worked by the branch line company.
	1932-33	—1	—2	*Nil*	—23	—26	93,10	21,28	8,75	1,92	1,25,05	
(b) Worked by the main line	*1931-32*	*65*	*Nil*	*Nil*	*Nil*	*65*	*80,55*	*1,17*	*7,71*	*Nil*	*89,43*	(b) Worked by the main line.
	1932-33	4	*Nil*	*Nil*	*Nil*	4	80,59	1,17	7,71	*Nil*	89,47	
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1931-32*	*3,71*	*1*	*3*	*Nil*	*3,75*	*6,12,15*	*56,08*	*79,10*	*Nil*	*7,47,33*	2. Branch line Companies' Railways under rebate terms worked by the main line.
	1932-33	2,14	—1	6	*Nil*	2,19	6,14,30	56,08	79,16	*Nil*	7,49,54	
3. Branch line Companies' Railways under guarantee and rebate terms.	*1931-32*	*28*	*Nil*	*Nil*	*Nil*	*28*	*1,76,42*	*3,04*	*9,56*	*2,00*	*1,91,02*	3. Branch line Companies' Railways under guarantee and rebate terms.
	1932-33	45	*Nil*	*Nil*	*Nil*	45	1,76,87	3,04	9,56	2,00	1,91,47	
4. Companies' lines subsidized by the Government of India.	*1931-32*	*13,03*	*2,87*	*2*	*—54*	*15,38*	*12,30,91*	*3,96,54*	*1,15,78*	*17,11*	**17,60,34*	4. Companies' lines subsidized by the Government of India.
	1932-33	6,18	47	11	—2,38	4,38	12,41,96	3,97,01	1,11,03	14,72	*17,64,72	
5. Companies' lines subsidized by Local Governments.	*1931-32*	*79*	*79*	*Nil*	*—45*	*1,13*	*1,05,77*	*73,44*	*20,96*	*4,60*	*2,04,77*	5. Companies' lines subsidized by Local Governments.
	1932-33	17	—1,06	*Nil*	—73	—1,62	1,05,94	72,38	20,96	3,87	2,03,15	
6. Unassisted Companies' lines	*1931-32*	*—21*	*—8*	*Nil*	*—2*	*—31*	*41,13*	*7,31*	*26*	*36*	*49,06*	6. Unassisted Companies' lines.
	1932-33	18	1	*Nil*	2	21	30,13	5,88	25	27	36,53	
7. District Board lines	*1931-32*	*56*	*Nil*	*Nil*	*Nil*	*56*	*71,59*	*7,03*	*6,24*	*Nil*	*84,86*	7. District Board lines.
	1932-33	21	*Nil*	*Nil*	*Nil*	21	71,80	7,03	6,24	*Nil*	85,07	
8. Companies' lines subsidized by District Boards.	*1931-32*	*—1*	*69*	*Nil*	*—1,25*	*—57*	*1,05,17*	*40,87*	*3,71*	*2,94*	*1,52,69*	8. Companies' lines subsidized by District Boards.
	1932-33	56	2	—99	—89	—1,30	1,05,73	41,00	2,61	2,05	1,51,39	
9. Indian State lines worked by Indian States	*1931-32*	*75,16*	*19,86*	*3,60*	*10,53*	*1,09,15*	*25,53,29*	*8,41,89*	*1,60,19*	*1,02,57*	*†36,57,94*	9. Indian State lines worked by Indian States.
	1932-33	74,79	12,57	2,95	—13,40	76,91	26,40,78	8,58,85	1,63,56	89,16	†37,52,35	
10. Indian State lines worked by the main line	*1931-32*	*25,59*	*6,23*	*1,79*	*10*	*33,71*	*11,35,72*	*1,16,81*	*76,45*	*10,54*	*13,39,52*	10. Indian State lines worked by the main line.
	1932-33	18,84	3,09	1,43	—4,04	19,32	11,54,57	1,19,90	77,87	6,50	13,58,84	
11. Companies' lines guaranteed by Indian States	*1931-32*	*3*	*17*	*Nil*	*Nil*	*20*	*8,43*	*5,60*	*1,77*	*Nil*	*15,80*	11. Companies lines guaranteed by Indian States.
	1932-33	—1	*Nil*	—1	*Nil*	—2	8,42	5,60	1,76	*Nil*	15,78	
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1931-32*	*†434*	..	..	..	*434*	*2,27,16*	*Nil*	*1,51*	*Nil*	***2,28,67*	12. Lines in Foreign territory worked by British Indian Railway Companies.
	1932-33	346	*Nil*	—1	*Nil*	345	2,30,62	*Nil*	1,50	*Nil*	‡2,32,12	
13. Total	*1931-32*	*1,23,93*	*30,55*	*5,44*	*8,52*	*1,68,44*	*64,40,08*	*15,71,08*	*4,93,31*	*1,42,27*	*86,46,74*	13. Total.
	1932-33	1,07,00	15,07	3,54	—21,65	1,03,96	65,54,81	15,89,22	4,90,96	1,20,49	87,55,48	
14. Miscellaneous	*1931-32*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*8,23*	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
	1932-33	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	8,23	*Nil*	64	*Nil*	8,87	
15. Grand Total	*1931-32*	*1,23,93*	*30,55*	*5,44*	*8,52*	*1,68,44*	*64,48,31*	*15,71,08*	*4,93,95*	*1,42,27*	*86,55,61*	15. Grand Total.
	1932-33	1,07,00	15,07	3,54	—21,65	1,03,96	65,63,04	15,89,22	4,91,60	1,20,49	87,64,35	

†Represents total figure the details being not available.

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available

* Includes 44,91 being the capital outlay on Mauli-Kankroli and Kankroli-Kambli Sections of Udaipur-Chitorgarh Railway, t details of which are not available.

** Includes 2,15,68 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,19,13 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

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

I.—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** Railways for the years 1931-32 and 1932-33.

Particulars.	Central. State lines worked by the State.		Central. State lines worked by companies or by Indian States.		Central. Miscellaneous items.		Central. Total.		Total Provincial.		Grand Total.	
	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32	1932-33.
1	2	3	4	5	6	7	8	9	10	11	12	13
Interest on sterling debt . . £	*3,567,249*	3,591,078	*893,913*	893,913	..	..	*4,461,162*	4,484,991	..	..	*4,461,162*	4,484,991
Interest on capital contributed by companies:—												
(a) On share capital £	..	..	*420,000*	420,000	..	..	*420,000*	420,000	..	..	*420,000*	420,000
(b) On debenture and debenture stock £	..	..	*555,479*	582,725	..	..	*555,479*	582,725	..	..	*555,479*	582,725
TOTAL . . £	..	..	*975,479*	1,002,725	..	..	*975,479*	1,002,725	..	..	*975,479*	1,002,725
GRAND TOTAL . £	*3,567,249*	3,591,078	*1,869,392*	1,896,638	..	..	*5,436,641*	5,487,716	..	..	*5,436,641*	5,487,716
Converted into rupees at average rate of exchange . . (in thousands of rupees)	*4,78,58*	4,77,18	*2,49,68*	2,53,31	*a) 1,63*	—91	*7,29,89*	7,29,58	..	..	*7,29,89*	7,29,58
Interest on capital outlay provided by Government . . (in thousands of rupees).	*16,08,49*	15,83,98	*9,54,63*	9,51,90	*4,21*	17,52	*25,67,33*	25,53,40	*58*	57	*25,67,91*	25,53,97
Interest on rupee debt. (in thousands of rupees)	*1,92*	4	*7,50*	7,50	..	..	*9,42*	7,54	..	..	*9,42*	7,54
GRAND TOTAL . . (in thousands of rupees).	*20,88,99*	20,61 20	*12,11,81*	12,12,71	*5,84*	16,61	*33,06,64*	32,90,52	*58*	57	*33,07,22*	32,91,09

(a) Represents exchange charges.

(For details, see Statement No. 3, pages 40 and 41.)

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of **State-owned** Railways for the year 1931-32 and 1932-33.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts. Earnings.	Gross Revenue Receipts. Suspense.	Gross Revenue Receipts. Total.	Working Expenses. Ordinary.	Working Expenses. Appropriation to Depreciation Reserve Fund.	Working Expenses. Suspense.	Working Expenses. Total.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
State Railways worked by State .	*1931-32*	*52,53,50*	*18,56*	*52,72,06*	*30,94,33*	*8,54,60*	*—83*	*39,48,10*	*13,23,96*	*58·90*
	1932-33	52,24,83	1,46	52,26,29	30,63,56	8,76,81	23	39,40,60	12,85,69	58·66
State Railways worked by Companies or Indian States and Miscellaneous.	*1931-32*	*33,74,76*	*15,93*	*33,90,69*	*18,31,01*	*4,91,74*	*6,53*	*23,29,28*	*10,61,41*	*54·26*
	1932-33	33,33,53	2,46	33,35,99	18,39,28	5,00,41	5,34	23,45,03	9,90,96	55·17
Total . .	*1931-32*	*86,28,26*	*34,49*	*86,62,75*	*49,25,34*	*13,46,34*	*5,70*	*62,77,38*	*23,85,37*	*57·08*
	1932-33	85,58,36	3,92	85,62,28	49,02,84	13,77,22	5,57	62,85,63	22,76,65	57·29

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

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses of Railways for the years 1931-32 and 1932-33.

[In thousands of rupees.]

Classification.	Year.	For the system *i.e.* both State-owned and other than State-owned portions. ‡ Total capital at charge	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col.5}\times100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6}\times100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
		By classes of railways.					
Class I Railways	*1931-32* .	*8,41,90,69*	*94,30,12*	*65,14,34*	*29,15,78*	*69·08*	*3·46*
	1932-33 .	8,42,59,90	93,26,14	63,66,79	29,59,35	68·27	3·51
Class II Railways	*1931-32* .	*24,96,21*	*2,95,81*	*1,99,98*	*95,83*	*67·60*	*3·84*
	1932-33 .	25,07,45	2,88,99	1,92,02	96,97	66·45	3·87
Class III Railways	*1931-32* .	*5,14,47*	*52,11*	*39,87*	*12,24*	*76·51*	*2·38*
	1932-33 .	5,25,90	49,35	37,05	12,30	75·08	2·34
Other items not included in the preceding heads	*1931-32* .	*4,32,88*	*—57,48*	*1,54,92*	*—2,12,40*	..	..
	1932-33 .	4,31,86	—43,92	2,93,76	—3,37,68	..	..
		By Ownership					
Total State Railways (a)	*1931-32* .	*7,85,45,76*	*86,85,74*	*61,16,76*	*25,68,98*	*70·42*	*3·27*
	1932-33 .	7,85,28,89	**85,77,99	**59,69,99	26,08,00	69·60	3·32
Other items not included in the preceding heads.	*1931-32* .	*4,32,88*	*—57,48*	*1,54,92*	*—2,12,40*	..	..
	1932-33 .	4,31,86	—43,92	2,93,76	—3,37,68	..	..
Total other Railways	*1931-32* .	*86,46,74*	*10,91,89*	*6,36,98*	*4,54,91*	*58·34*	*5·26*
	1932-33 .	87,55,49	10,86,02	6,25,47	4,60,55	57·59	5·26
Miscellaneous	*1931-32* .	*(b) 8,87*	*41*	*45*	*—4*	..	..
	1932-33 .	(b) 8,87	47	40	7	..	..
GRAND TOTAL .	*1931-32* .	*8,76,34,25*	*97,20,56*	*69,09,11*	*28,11,45*	*71·08*	*3·21*
	1932-33 .	8,77,25,11	96,20,56	68,89,62	27,30,94	71·61	3·11

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

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

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

(a) The difference with the corresponding totals in Summary I (Column 3) and Summary IV Column 3 and Columns 6+7 is represented by the head "Other items not included in the preceding heads".

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

** Excludes 24,29 and 16,31 (in thousands) being the re-adjustments of the past transactions of Gross Earnings and Working Expenses respectively of certain worked lines of the South Indian Railway which have since formed part of the undertaking included in item 'Total other Railways'.

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

VI.—Summary of Capital at charge / Capital outlay†, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1931-32 and 1932-33.*

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses.§	Net earnings.	REMARKS.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1931-32*	*17,722·53*	*5,00,63,45*	*52,53,43*	*39,34,90*	*13,18,53*	
	1932-33	17,696·02	5,09,35,45	52,24,83	39,30,60	12,94,23	
2. State lines worked by‖ companies (*a*)	*1931-32*	*13,967·01*	*2,84,82,31*	*34,32,31*	*21,81,86*	*12,50,45*	
	1932-33	13,995·32	2,75,93,44	33,53,16	20,39,39	13,13,77	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1931-32*	*177·93*	*1,25,31*	*8,20*	*7,37*	*83*	
	1932-33	177·93	1,25,05	7,37	6,24	1,13	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1931-32*	*114·65*	*89,43*	*9,86*	*4,96*	*4,90*	
	1932-33	114·65	89,47	9,82	4,93	4,89	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1931-32*	*1,125·95*	*7,47,33*	*75,82*	*41,19*	*34,63*	
	1932-33	1,126·24	7,49,54	81,94	45,58	36,36	
6. Branch line companies' railways under Guarantee and rebate terms.	*1931-32*	*166·60*	*1,91,02*	*10,71*	*6,30*	*4,41*	
	1932-33	166·60	1,91,47	11,98	6,93	5,05	
7. Companies' lines subsidized by the Government of India.	*1931-32*	*2,033·03*	*17,60,34*	*2,49,85*	*1,22,95*	*1,26,90*	
	1932-33	2,032·33	17,64,73	2,54,61	1,22,68	1,31,93	
8. Companies' lines subsidized by Local Governments.	*1931-32*	*137·02*	*2,04,77*	*37,95*	*22,60*	*15,35*	
	1932-33	137·09	2,03,15	33,64	21,11	12,53	
9. Unassisted companies' lines	*1931-32*	*108·70*	*49,06*	*4,28*	*3,58*	*70*	
	1932-33	107·95	36,53	3,38	2,61	77	
10. District Board lines	*1931-32*	*136·43*	*84,86*	*16,08*	*8,41*	*7,67*	
	1932-33	136·43	85,07	18,74	10,17	8,57	
11. Companies' lines subsidized by District Boards.	*1931-32*	*267·83*	*1,52,69*	*33,39*	*23,69*	*9,70*	
	1932-33	267·83	1,51,39	30,35	20,78	9,57	
12. Indian State lines worked by Indian States.	*1931-32*	*4,808·44*	*36,57,94*	*4,66,10*	*2,89,29*	*1,76,81*	
	1932-33	4,958·48	37,52,35	4,53,55	2,78,43	1,75,12	
13. Indian State lines worked by the main line.	*1931-32*	*1,915·94*	*13,39,52*	*1,49,48*	*88,66*	*60,82*	
	1932-33	1,912·66	13,58,84	1,56,38	90,38	66,00	
14. Companies' lines guaranteed by Indian States.	*1931-32*	*38·63*	*15,80*	*1,06*	*78*	*28*	
	1932-33	38·63	15,78	1,16	90	26	
15. Lines in foreign territory worked by British Indian railway companies.	*1931-32*	*73·60*	*2,28,67*	*29,11*	*17,20*	*11,91*	
	1932-33	73·60	2,32,12	23,10	14,73	8,37	
16. Miscellaneous (*b*)	*1931-32*	*19·12*	*(b) 8,87*	*41*	*45*	*—4*	
	1932-33	19·12	(*b*) 8,87	47	40	7	
17. Other items not included in the preceding heads.	*1931-32*	..	*4,32,88*	*—57,48*	*1,54,92*	*—2,12,40*	
	1932-33	..	4,31,86	—43,92	2,93,76	—3,37,68	
18. TOTAL	*1931-32*	*42,813·41*	*8,76,34,25*	*97,20,56*	*69,09,11*	*28,11,45*	
	1932-33	42,960·88	8,77,25,11	96,20,56	68,89,62	27,30,94	

(*a*) The difference between the totals of items 1 and 2 with the corresponding totals in Summary I (column 3) and Summary (column 3 and columns 6 + 7) is represented by "Other items not included in the preceding heads".

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

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

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

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

‖ Include State lines worked by Indian States.

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

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1933.

Classification.	Route mileage open on the 31st March 1933. Single line.	Double, treble, etc., lines as the case may be.	Total.	Track mileage open on the 31st March 1933. Running track.	Sidings.	Total.	Route mileage opened during the financial year 1932-33.	Route mileage authorised but not open for traffic on 31st March 1933. Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
1. Class I Railways—									
5′ 6″ gauge	17,724·54	3,406·52	21,131·06	24,793·36	7,465·16	32,258·52	177·79	190·94	371·94
3′ 3⅜″ gauge	14,934·07	266·38	15,200·45	15,482·39	3,218·46	18,700·85	86·32	389·54	45·86
2′ 6″ and 2′ 0″ gauges	2,234·95	*Nil*	2,234·95	2,234·95	233·43	2,468·38	*Nil*	*Nil*	*Nil*
Total	34,893·56	3,672·90	38,566·46	42,510·70	10,917·05	53,427·75	264·11	580·48	417·80
2. Class II Railways—									
3′ 3⅜″ gauge	2,278·84	*Nil*	2,278·84	2,278·84	334·56	2,613·40	19·49	59·26	41·43
2′ 6″ and 2′ 0″ gauges	969·98	*Nil*	969·98	969·98	117·39	1,087·37	*Nil*	84·14	*Nil*
Total	3,248·82	*Nil*	3,248·82	3,248·82	451·95	3,700·77	19·49	143·40	41·43
3. Class III Railways—									
3′ 3⅜″ gauge	173·68	*Nil*	173·68	173·68	26·20	199·88	22·32	*Nil*	13·11
2′ 6″ and 2′ 0″ gauges	971·92	*Nil*	971·92	973·33	93·65	1,066·98	*Nil*	3·00	22·34
Total	1,145·60	*Nil*	1,145·60	1,147·01	119·85	1,266·86	22·32	3·00	35·45
4. Total State-owned Railways—									
5′ 6″ gauge	15,740·99	3,406·52	19,147·51	22,809·81	7,188·62	29,998·43	68·11	97·95	188·78
3′ 3⅜″ gauge	10,676·90	248·56	10,925·46	11,189·58	2,488·68	13,678·26	86·32	270·87	45·86
2′ 6″ and 2′ 0″ gauges	1,637·49	*Nil*	1,637·49	1,637·49	185·23	1,822·72	*Nil*	*Nil*	*Nil*
Total	28,055·38	3,655·08	31,710·46	35,636·88	9,862·53	45,499·41	154·43	368·82	234·64
5. Total Other Railways—									
5′ 6″ gauge	1,983·55	*Nil*	1,983·55	1,983·55	276·54	2,260·09	109·68	92·99	183·16
3′ 3⅜″ gauge	6,709·69	17·82	6,727·51	6,745·33	1,090·54	7,835·87	41·81	177·93	54·54
2′ 6″ and 2′ 0″ gauges	2,539·36	*Nil*	2,539·36	2,540·77	259·24	2,800·01	*Nil*	87·14	22·34
Total	11,232·60	17·82	11,250·42	11,269·65	1,626·32	12,895·97	151·49	358·06	260·04
6. Total State-managed Railways—									
5′ 6″ gauge	12,124·76	2,842·09	14,966·85	18,018·69	5,654·68	23,673·37	68·11	155·00	361·08
3′ 3⅜″ gauge	2,993·57	214·14	3,207·71	3,421·85	914·60	4,336·45	52·32	270·87	45·86
2′ 6″ and 2′ 0″ gauges	966·98	*Nil*	966·98	966·98	98·28	1,065·26	*Nil*	*Nil*	*Nil*
Total	16,085·31	3,056·23	19,141·54	22,407·52	6,667·56	29,075·08	120·43	425·87	406·94
7. Total Other Railways—									
5′ 6″ gauge	5,599·78	564·43	6,164·21	6,774·67	1,810·48	8,585·15	109·68	35·94	10·86
3′ 3⅜″ gauge	14,393·02	52·24	14,445·26	14,513·06	2,664·62	17,177·68	75·81	177·93	54·54
2′ 6″ and 2′ 0″ gauges	3,209·87	*Nil*	3,209·87	3,211·28	346·19	3,557·47	*Nil*	87·14	22·34
Total	23,202·67	616·67	23,819·34	24,499·01	4,821·29	29,320·30	185·49	301·01	87·74
Total by gauges—									
5′ 6″ gauge	17,724·54	3,406·52	21,131·06	24,793·36	7,465·16	32,258·52	177·79	190·94	371·94
3′ 3⅜″ gauge	17,386·59	266·38	17,652·97	17,934·91	3,579·22	21,514·13	128·13	448·80	100·40
2′ 6″ and 2′ 0″ gauges	4,176·85	*Nil*	4,176·85	4,178·26	444·47	4,622·73	*Nil*	87·14	22·34
GRAND TOTAL	39,287·98	3,672·90	42,960·88	46,906·53	11,488·85	58,395·38	305·92	726·88	494·68

NOTE.—Route mileage open on 31st March 1932	42,813·41
Add Route mileage opened during 1932-33	305·92
Total	43,119·33
Route mileage open on 31st March 1933 as shown in column 4 above	42,960·88
Difference (*vide* details below)	—158·45
Net decrease on account of re-alignments, remeasurements, etc.	—2·44
Dismantlement of various small portions of B. & N. W., E. B. and N. W. Rlys.	—12·90
Closing to traffic of Nokkundi-Zahidan (137·27 miles) and Landi Kotal-Landi Khana (5·00 miles) section of N. W. Railway	—142·27
Closing to traffic of a small portion (Branch line) of Kualasekharapatnam Railway	—0·75
	—158·45

VIII.—Summary of Equipment showing ... l stock running on 31st March 1933.

[For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.]

Classification.	Locomotives. Steam No.	Locomotives. Electric No.	Locomotives. Total tractive effort in lbs. Steam.	Locomotives. Total tractive effort in lbs. Electric.	Rail Motors. No.	Rail Motors. Seats.	Steam Coaches. No.	Steam Coaches. Seats.	†Electric Motor Coaches. No. (In units.)	†Electric Motor Coaches. Seats.	†Electric Motor Coaches. Average weight in tons.	Coaching Vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages. No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	Other vehicles including brake vans. No. (In units.)	Railway Service vehicles (including officers' carriages). No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
CLASS I RAILWAYS.																		
5′ 6″ gauge	‡5	34	69	144,859,507	2,116,352	2	12	13	1,155	93	9,188	69	*9,928	25,214	45,200	67,556	676,433	3,742	1,089
3′ 3⅜″ gauge	3	10	(a)6	10,456,300	(b)41,600	3	220	7	623	17	720	29	*7,924	10,993	14,762	12,653	379,338	1,464	599
			Number.			Number.												
2′ 6″ and 2′ 0″ gauges			284			7	6	192	..	..	..	‖904	1,218	1,431	2,025	‖26,981	98	36
CLASS II RAILWAYS.																		
3′ 3⅜″ gauge			254			5	..	..	..	..	..	815	1,307	2,289	1,126	31,661	209	70
2′ 6″ and 2′ 0″ gauges			152			5	(c)7	..	..	..	..	747	566	830	408	18,901	52	22
CLASS III RAILWAYS.																		
3′ 3⅜″ gauge			18			..	..	..	..	..	..	63	52	143	80	2,399	19	4
2′ 6″ and 2′ 0″ gauges			138			18	..	..	..	..	..	491	508	459	1,148	11,918	73	19

Classification.	Goods Wagons. Excluding vehicles used exclusively on Railway Service. Covered wagons. Total capacity in tons.	Covered wagons. No. (In units.)	Open wagons, high sided. Total capacity in tons.	Open wagons, high sided. No. (In units.)	Open wagons, low sided. Total capacity in tons.	Open wagons, low sided. No. (In units.)	Special wagons including brake vans. No. (In units.)	Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks. No. (In units.)	Road Motors. No.	Classification.
	21	22	23	24	25	26	27	28		29
CLASS I RAILWAYS.										CLASS I RAILWAYS.
5′ 6″ gauge	61	1,909,816	37,085	787,447	5,891	117,088	12,628	4,148	104	5′ 6″ gauge.
3′ 3⅜″ gauge	89	608,412	3,002	46,119	5,112	66,326	6,409	4,002	8	3′ 3⅜″ gauge.
				Number.						
2′ 6″ and 2′ 0″ gauges				3,497				144	..	2′ 6″ and 2′ 0″ gauges.
CLASS II RAILWAYS.										CLASS II RAILWAYS.
3′ 3⅜″ gauge				6,140				170	..	3′ 3⅜″ gauge.
2′ 6″ and 2′ 0″ gauges				2,524				49	..	2′ 6″ and 2′ 0″ gauges.
CLASS III RAILWAYS.										CLASS III RAILWAYS.
3′ 3⅜″ gauge				417				10	..	3′ 3⅜″ gauge.
2′ 6″ and 2′ 0″ gauges				1,413				31	..	2′ 6″ and 2′ 0″ gauges.

IX.—Summary of net additions ... reductions of Equipment during the year 1932-33.

[For details, see Statement 11, pages 90—91 and Statement 35, page 215.]

Classification.	Locomotives. Steam No.	Locomotives. Electric No.	Locomotives. Total tractive effort in lbs. Steam.	Locomotives. Total tractive effort in lbs. Electric.	Rail Motors. No.	Rail Motors. Seats.	Steam Coaches. No.	Steam Coaches. Seats.	†Electric Motor Coaches. No. (In units.)	†Electric Motor Coaches. Seats.	Coaching Vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages. No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	Other vehicles including brake vans. No. (In units.)	Railway Service vehicles (including officers' carriages). No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS I RAILWAYS.																	
5′ 6″ gauge	—70		—727,861	..	..	..	..	42	..	—60	*—75	—184	236	476	—14,909	—75	2
3′ 3⅜″ gauge			71,133	..	—1	—16	..	..	..	..	*—57	—11	—123	—147	—616	28	20
			Number.			Number.											
2′ 6″ and 2′ 0″ gauges			—3			—4	3	78	..	..	1	37	14	—137	409	5	..
CLASS II RAILWAYS.																	
3′ 3⅜″ gauge			—2			2	..	..	..	..	—35	20	25	14	291	3	2
2′ 6″ and 2′ 0″ gauges			—6			..	4	..	..	..	..	—4	6	—54	—35	3	..
CLASS III RAILWAYS.																	
3′ 3⅜″ gauge			..			..	..	..	..	..	2	..	2	..	176	..	..
2′ 6″ and 2′ 0″ gauges			8			1	..	..	—1	..	13	12	48	—29	474	7	2
BY GAUGES.																	
5′ 6″ gauge	—		—727,861	..		..	..	42	..	—60	—75	—184	236	476	—14,909	—75	2
			Number.														
3′ 3⅜″ gauge			—27			1	..	..	..	..	—90	9	—96	—133	—149	31	22
2′ 6″ and 2′ 0″ gauges			—1			—3	7	78	—1	..	14	45	68	—220	848	15	2

Classification.	Goods Wagons. Excluding vehicles used exclusively on Railway Service. Covered wagons. No. (In units.)	Covered wagons. Total capacity in tons.	Open wagons. No. (In units.)	Open wagons. Total capacity in tons.	Special wagons including brake vans. No. (In units.)	Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks. No. (In units.)	Road Motors. No.	Classification.
	19	20	21	22	23	24	25	26
CLASS I RAILWAYS.								CLASS I RAILWAYS.
5′ 6″ gauge	—411	854	—350	—5,891	—174	—172	..	5′ 6″ gauge.
3′ 3⅜″ gauge	—359	—810	—355	—3,053	—87	136	1	3′ 3⅜″ gauge.
			Number.					
2′ 6″ and 2′ 0″ gauges			—50			..	..	2′ 6″ and 2′ 0″ gauges.
CLASS II RAILWAYS.								CLASS II RAILWAYS.
3′ 3⅜″ gauge			29			5	..	3′ 3⅜″ gauge.
2′ 6″ and 2′ 0″ gauges			—33			5	..	2′ 6″ and 2′ 0″ gauges.
CLASS III RAILWAYS.								CLASS III RAILWAYS.
3′ 3⅜″ gauge			8			..	..	3′ 3⅜″ gauge.
2′ 6″ and 2′ 0″ gauges			17			3	..	2′ 6″ and 2′ 0″ gauges.
BY GAUGES.								BY GAUGES.
5′ 6″ gauge	—411	854	—350	—5,891	—174	—172	..	5′ 6″ gauge.
			Total Number.					
3′ 3⅜″ gauge			—764			141	1	3′ 3⅜″ gauge.
2′ 6″ and 2′ 0″ gauges			—66			8	—	2′ 6″ and 2′ 0″ gauges.

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

† Motor Coach equivalents.

‡ Includes one Petrol Locomotive.

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

‖ Includes 11 carriages included under "other coaching vehicles" last year.

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

X.—Summary of Passenger and Goods Revenue Statistics for the years 1931-32 and 1932-33.

Headings.	Class I Railways.		Class II Railways.		Class III Railways.		5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Number of Passengers (in hundreds)—															1. Number of Passengers (in hundreds)—
1st class . . . . . No.	571,7	492,5	27,9	23,7	10,4	9,2	420,1	356,2	163,5	147,5	26,4	21,7	508,1	428,9	1st class . . . No.
2nd class . . . . . „	6,148,5	5,501,4	187,2	183,9	25,0	27,4	4,891,4	4,318,9	1,374,2	1,306,6	95,1	87,2	5,937,5	5,278,3	2nd class . . . „
Inter class . . . . . „	12,377,4	10,910,2	201,7	188,1	134,4	116,7	10,952,9	9,568,6	1,417,8	1,336,0	342,8	310,4	12,353,9	10,871,1	Inter class. . . „
3rd class . . . . . „	476,487,2	474,941,6	24,068,5	25,348,6	7,970,5	7,201,8	296,624,5	296,372,8	188,954,7	188,437,5	23,547,0	22,681,7	487,036,9	485,316,9	3rd class . . . „
Total (a) . „	495,584,8	491,845,7	25,085,3	25,744,3	8,140,3	7,355,1	312,888,9	310,616,5	191,910,2	191,227,6	24,011,3	23,101,0	505,836,4	501,895,2	Total (a) . „
2. Passenger miles (in thousands)—															2. Passenger miles (in thousands)—
1st class . . . . . Miles	91,617	80,959	1,128	951	285	232	76,071	67,161	16,061	14,290	898	691	93,030	82,142	1st class . . . Miles.
2nd class . . . . . „	347,600	312,480	7,999	7,727	641	641	273,215	242,747	79,766	75,177	3,259	2,924	356,240	320,848	2nd class . . . „
Inter class . . . . . „	552,353	512,171	5,059	4,925	2,264	1,725	488,946	452,889	63,461	59,649	7,269	6,283	559,676	518,821	Inter class. . . „
3rd class . . . . . „	16,348,404	15,985,162	568,452	584,907	131,016	114,574	11,050,309	10,717,982	5,565,453	5,557,028	432,110	409,633	17,047,872	16,684,643	3rd class . . . „
Total . „	17,339,974	16,880,772	582,638	598,510	134,206	117,172	11,888,541	11,480,779	5,724,741	5,706,144	443,536	419,531	18,956,818	17,606,454	Total . .
3. Average miles a passenger was carried—															3. Average miles a passenger was carried—
1st class . . . . . Miles	160·3	164·4	40·4	40·1	27·4	25·2	181·1	188·5	98·2	96·9	34·0	31·9	183·1	191·5	1st class . . . Miles.
2nd class . . . . . „	56·5	56·8	42·7	42·0	25·6	23·4	55·9	56·2	58·0	57·5	34·3	33·5	60·0	60·8	2nd class . . . „
Inter class . . . . . „	44·6	46·9	25·1	26·2	16·8	14·8	44·7	47·3	44·8	44·6	21·2	20·2	45·3	47·7	Inter class . . . „
3rd class . . . . . „	34·3	33·7	23·1	23·1	16·4	15·9	37·3	36·2	29·5	29·5	18·4	18·1	35·0	34·4	3rd class . . . „
Total . „	35·0	34·3	23·2	23·2	16·5	15·9	38·0	37·0	29·8	29·8	18·5	18·2	35·7	35·1	Total . „
4. Earnings from passengers carried (in thousands of rupees)—															4. Earnings from passengers carried (in thousands of rupees)—
1st class . . . . . Rs.	81,85	76,70	1,21	1,02	28	23	65,82	62,04	16,04	14,78	1,48	1,13	83,34	77,95	1st class . . . Rs.
2nd class . . . . . „	1,48,76	1,42,81	4,24	4,01	71	62	1,12,48	1,08,15	38,49	36,90	2,74	2,39	1,53,71	1,47,44	2nd class . . . „
Inter class . . . . . „	1,20,91	1,13,20	1,46	1,43	61	51	1,06,16	99,42	14,69	13,75	2,13	1,97	1,22,98	1,15,14	Inter class . . „
3rd class . . . . . „	26,35,73	26,52,55	1,13,42	1,16,71	26,26	24,56	17,55,70	17,61,49	9,27,60	9,42,40	92,11	89,93	27,75,41	27,93,82	3rd class . . . „
Total . „	29,87,25	29,85,26	1,20,33	1,23,17	27,86	25,92	20,40,16	20,31,10	9,96,82	10,07,83	98,46	95,42	31,35,44	31,34,35	Total . „
5. Average rate charged per passenger per mile (in pies)—															5. Average rate charged per passenger per mile (in pies)—
1st class . . . . . Pies	17·2	18·2	20·6	20·6	20·4	19·0	16·6	17·7	19·2	19·9	31·6	31·3	17·2	18·2	1st class . . . Pies.
2nd class . . . . . „	8·22	8·77	10·2	9·96	21·5	18·6	7·90	8·55	9·26	9·42	16·1	15·7	8·28	8·82	2nd class. . . „
Inter class . . . . . „	4·20	4·24	5·54	5·57	5·17	5·68	4·17	4·21	4·44	4·43	5·63	6·02	4·22	4·26	Inter class . . „
3rd class . . . . . „	3·10	3·19	3·86	3·83	3·85	4·12	3·05	3·16	3·20	3·26	4·09	4·22	3·13	3·21	3rd class . . „
Total . „	3·31	3·39	3·96	3·95	3·99	4·25	3·29	3·40	3·34	3·39	4·26	4·37	3·33	3·42	Total . „
6. Tons of goods carried (in thousands) (b) .	94,245	89,584	4,143	3,954	926	881	69,698	66,299	26,551	25,108	3,065	3,012	74,575	70,601	6. Tons of goods carried (in thousands) (b).
7. Net ton-miles (in thousands) . . .	18,106,542	16,978,015	215,945	200,492	24,278	24,034	14,762,034	13,880,540	3,461,921	3,197,117	122,810	124,884	18,346,765	17,202,541	7. Net ton-miles (in thousands).
8. Average miles a ton of goods was carried .	192	190	52·1	50·7	26·2	27·3	212	209	130·4	127·3	40·1	41·5	246·0	243·7	8. Average miles a ton of goods was carried.
9. Earnings from goods carried (in thousands of rupees).	57,02,65	55,30,36	1,51,43	1,41,21	18,43	17,28	42,40,67	41,41,35	15,31,14	14,48,21	1,01,30	99,29	58,72,51	56,88,85	9. Earnings from goods carried (in thousands of rupees).
10. Average rate charged for carrying a ton of goods one mile . . . . Pies.	6·05	6·25	13·5	13·5	14·6	13·8	5·55	5·73	8·49	8·70	15·8	15·3	6·15	6·35	10 Average rate charged for carrying a ton of goods one mile. Pies.

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

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

(b) The above remarks apply to tons carried also.

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

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1931-32 and 1932-33.

Class or Gauge.	Year.	Net earnings. Total (in thousands).	Net earnings. Per train mile.	Net earnings. Per mean mile worked.	Working expenses.* Total (in thousands).	Working expenses.* Per train mile.	Working expenses.* Per mean mile worked per week.	Gross earnings. Total (in thousands).	Gross earnings. Per train mile.	Gross earnings. Per mean mile worked.	Gross earnings. Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	1931-32	29,15,78	1·81	7,434	65,14,34	4·10	323	94,30,12	5·90	24,309	465
	1932-33	29,59,35	1·83	7,593	63,66,79	3·93	312	93,26,14	5·76	23,875	458
Class II Railways	1931-32	95,83	1·45	2,930	1,99,98	3·02	117	2,95,81	4·46	9,038	173
	1932-33	96,97	1·46	2,936	1,92,02	2·89	111	2,88,99	4·36	8,744	167
Class III Railways	1931-32	12,24	0·65	1,131	39,87	2·11	70	52,11	2·76	4,815	92
	1932-33	12,30	0·66	1,070	37,05	2·00	62	49,35	2·66	4,291	82
					By gauges.						
5′ 6″ Gauge	1931-32	20,03,34	1·93	9,384	48,37,09	4·68	435	68,40,43	6·62	32,142	615
	1932-33	20,46,63	1·93	9,558	47,34,01	4·46	423	67,80,64	6·40	31,589	606
3′ 3⅜″ Gauge	1931-32	10,14,10	1·79	5,695	17,04,19	2·97	180	27,18,29	4·76	15,131	289
	1932-33	10,08,39	1·82	5,608	16,61,44	2·98	176	26,69,83	4·80	14,781	284
2′ 6″ and 2′ 0″ Gauges	1931-32	6,41	0·08	155	2,12,91	2·67	102	2,19,32	2·75	5,492	105
	1932-33	13,60	0·18	348	2,00,41	2·61	95	2,14,01	2·78	5,267	101
					Total all railways.						
†Total	1931-32	30,23,85	1·80	7,026	67,54,19	4·01	299	97,78,04	5·81	22,655	433
	1932-33	30,68,62	1·87	7,065	65,95,86	4·01	291	96,64,48	5·88	22,202	426

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads"

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

.—Summary of Train and Engine Mileage for the years 1931-32 and 1932-33. (In thousands of miles.)

Particulars.		Year.	Train miles. ‡ Passenger.	Train miles. ‡ Goods.	Train miles. ‡ Mixed.	Train miles. Total (including departmental).	Shunting and other engine miles. Shunting.	Shunting and other engine miles. *Miscellaneous.	Shunting and other engine miles. Total. (Cols. 7+8).	Total engine miles (Cols. 6+9)
1		2	3	4	5	6	7	8	9	10
					By classes of railways.					
I Railways	Steam	1931-32	79,647	47,291	24,704	156,678	25,243	13,761	39,004	195,682
		1932-33	78,223	44,166	26,217	152,959	24,638	12,329	36,967	189,926
	†Electric	1931-32	1,580	558	Nil	2,172	14	335	349	2,521
		1932-33	1,592	530	Nil	2,173	48	340	388	2,561
II Railways	Steam	1931-32	1,534	887	4,078	6,626	1,202	122	1,324	7,950
		1932-33	1,674	705	4,129	6,631	1,139	96	1,235	7,866
III Railways	Steam	1931-32	500	116	1,232	1,891	270	212	482	2,373
		1932-33	471	109	1,228	1,854	204	251	455	2,309
					By gauges.					
gauge	Steam	1931-32	57,155	34,184	6,952	100,964	17,041	10,339	27,380	128,344
		1932 33	55,545	32,170	8,460	98,793	16,633	9,353	25,986	124,779
	†Electric	1931-32	1,580	558	Nil	2,172	14	335	349	2,521
		1932-33	1,592	530	Nil	2,173	48	340	388	2,561
′ gauge	Steam	1931-32	22,533	12,834	18,542	56,285	8,511	3,268	11,779	68,064
		1932-33	22,996	11,713	18,498	54,948	8,270	2,882	11,152	66,100
and 2′ 0″ gauges	Steam	1931-32	1,993	1,276	4,520	7,946	1,163	488	1,651	9,597
		1932-33	1,827	1,097	4,616	7,703	1,078	441	1,519	9,222
					Total all railways					
Total	Steam	1931-32	81,681	48,294	30,014	165,195	26,715	14,095	40,810	206,005
		1932-33	80,368	44,980	31,574	161,444	25,981	12,676	38,657	200,101
	†Electric	1931-32	1,580	558	Nil	2,172	14	335	349	2,521
		1932-33	1,592	530	Nil	2,173	48	340	388	2,561

* Includes light, assisting required, assisting not required, siding and departmental.
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.

XIII.—*Summary of Selected Operating Statistics of Class I Railways,* **by Gauges,** *for the year ended 31st March 1933.*

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles—(In thousands)*		1,014,772	536,775	37,604
2.* *Wagon miles*—(In thousands)				
2·01 Loaded		1,105,985	436,146	19,514
2·02 Total (excluding brake vans)		1,612,633	597,446	28,350
2·03 Percentage loaded of total		68·6	73·0	68·8
3.* Net or freight ton miles (In thousands)	Steam	13,408,226	2,909,292	68,508
	Electric‡	246,626	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)				
4·01 Passenger and proportion of mixed. — Excluding departmental	Steam	24,136,062	6,937,175	314,851
	Electric‡	711,285	..	..
4·01 Passenger and proportion of mixed. — Including departmental	Steam	24,269,450	7,016,934	315,747
	Electric‡	711,462	..	..
4·02 Goods and proportion of mixed. — Excluding departmental	Steam	32,344,951	7,164,899	253,856
	Electric‡	595,973	..	..
4·02 Goods and proportion of mixed. — Including departmental	Steam	33,459,390	7,545,298	273,512
	Electric‡	609,033	..	..
5.* *Vehicle and Wagon Usage*—				
5·01 Vehicle Miles per vehicle day		121	97	54
5·02 Wagon miles per wagon day		30·5	24·0	12·4
5·02 Net ton miles per wagon day		261	120	30
5·04 Average wagon load (Total traffic)		12·3	6·67	3·51
6.* *Average speed of goods trains—Train miles per train engine hour*—				
Through Goods trains [excluding van goods and shunting (pick up) trains]— 6·01 Main lines	Steam	§	§	..
	Electric‡	16·9	§	..
6·02 Branch lines		*Nil*	§	...
6·03 Total	Steam	§	§	..
	Electric‡	16·9	§	..
All Goods trains— 6·04 Main lines	Steam	11·7	10·9	..
	Electric‡	13·5	..	..
6·05 Branch lines		10·8	10·6	..
6·06 Total	Steam	11·5	10·8	8·95
	Electric‡	13·5	..	..
7.* *Average train load*— Passenger— 7·01 Number of vehicles	Steam	17	16	...
	Electric‡	17	..	..
Passenger and proportion of mixed— 7·02 Gross weight (including weight of engine)	Steam	396	229	...
	Electric‡	447	..	...
Goods— 7·03 Main lines—Loaded wagons	Steam	35	32	...
	Electric‡	44	..	..
7·04 Main lines—Total	Steam	51	44	..
	Electric‡	52	..	..
7·05 Percentage loaded of total	Steam	68·9	73·0	...
	Electric‡	83·6	..	..

* Excluding Departmental.

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

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
**Average train load*—concld. Goods—*contd.* 7·06 Branch lines—Loaded wagons		24	21	...
7·07 Branch lines—Total		37	30	...
7·08 Percentage loaded of total		65·5	71·5	...
Main and Branch Lines— Goods and proportion of mixed— 7·09 Net or freight weight	Steam	380	160	44
	Electric‡	465	..	...
7·10 Gross weight (*including* weight of engine)	Steam	917	393	163
	Electric‡	1,117	..	...
7·11 Gross weight (*excluding* weight of engine)	Steam	803	332	112
	Electric‡	978	..	...
8.* *Light Running*— Light engine miles per 100 train miles— 8·01 Passenger and proportion of mixed		1·76	0·78	...
8·02 Goods and proportion of mixed		5·78	2·66	...
Light and assisting not required miles per 100 train miles— 8·03 Passenger and proportion of mixed		2·27	1·13	..
8·04 Goods and proportion of mixed		6·37	4·13	...
9.* *Shunting*— Shunting miles per 100 train miles— 9·01 Passenger and proportion of mixed		5·51	5·35	...
9·02 Goods and proportion of mixed		37·0	31·6	...
9·03 Wagon miles per shunting engine hour		609	519	...
Efficiency— 10·01 Wagon* miles per engine hour (including departmental)		216	172	...
10·02 Net* ton miles per engine hour (including departmental)		1,827	836	...
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,556	2,167	...
Engines and Engine Usage— 11·01 Average authorised stock	Steam	5,560	2,710	290
	Electric‡	65	..	...
11·02 Average total number on line	Steam	5,804	2,764	285
	Electric‡	65	..	...
11·03 Average number available for use	Steam	4,743	2,382	230
	Electric‡	59	...	...
11·04 Actual number in good repair stored in any one month.	Maximum No.	764	283	18
	Minimum No.	495	117	6
11·05 Engine miles per day per engine on line (including departmental).	Steam	60	60	46
	Electric‡	108	..	..
11·06 Net* ton miles per goods locomotive day on line (including departmental).	Steam	11,149	5,644	1,389
	Electric‡	**19,389	..	...
11·07 Net* ton miles per goods locomotive day in use	Steam	21,762	10,332	2,716
	Electric‡	**25,331	..	..

* Excluding departmental.

‡ Excluding Electric Multiple Unit Suburban trains.

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

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—			
12·01 Passenger miles per running track mile per annum	463,233	338,430	76,195
12·02 Passenger miles per route mile per annum	543,553	344,707	76,195
12·03 Net ton miles per running track mile per annum	560,060	195,316	32,896
12·04 Net ton miles per route mile per annum	657,169	198,939	32,896
12·05 Gross ton miles (including weight of engine) per running track mile per annum.	2,382,194	940,567	263,656
12·06 Gross ton miles (including weight of engine) per route mile per annum.	2,795,243	958,013	263,656
12·07 Train miles per running track mile per day	11·2	8·88	4·87
13. *Repair of Rolling stock*—			
Engines (*including departmental*)—			
Average number under or awaiting repairs (daily)—			
In Mechanical workshops—			
13·01 Number — Steam	258	125	17
13·01 Number — Electric‡	*Nil*	*Nil*	...
13·02 Percentage of item 13·01 to average number on line. — Steam	4·45	4·52	5·96
13·02 Percentage of item 13·01 to average number on line. — Electric‡	*Nil*	*Nil*	..
In sheds and transportation workshops—			
13·03 Number — Steam	767	254	38
13·03 Number — Electric‡	6	*Nil*	..
13·04 Percentage of item 13·03 to average total No. on line — Steam	13·2	9·19	13·3
13·04 Percentage of item 13·03 to average total No. on line — Electric‡	9·23	*Nil*	...
Coaching Stock (excluding departmental)—			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13·05 Passenger carriages	862	567	32
13·06 Other coaching vehicles	242	73	4
13·07 Percentage of item 13·05 to average total No. on line	8·92	7·37	3·59
13·08 Percentage of item 13·06 to average total No. on line	7·39	6·67	4·26
In sick lines and transportation Workshops—			
13·09 Passenger carriages	221	80	30
13·10 Other coaching vehicles	65	13	2
13·11 Percentage of item 13·09 to average total number on line	2·29	1·04	3·36
13·12 Percentage of item 13·10 to average total number on line	1·98	1·19	3·00
Goods Stock (excluding departmental)—			
Average number of unserviceable wagons daily—			
In Mechanical Workshops—			
13·13 Number	1,819	955	48
13·14 Percentage of item 13·13 to average No. on line	1·27	1·44	0·69
In sick lines and transportation Workshops—			
13·15 Number	16,654	986	197
13·16 Percentage of item 13·15 to average number on line	11·6	1·49	3·17
Hot boxes—			
13·17 Coaching vehicles—Number. (Monthly)	101	68	5
13·18 Wagons—Number. (Monthly)	1,819	348	8

‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services*—			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	4,150,407	1,212,496	115,231
14·03 Wood	4,373	14,633	199
14·04 Oil fuel	52,116	15	..
14·05 Total (in terms of coal)	4,246,911	1,218,376	115,307
Passenger and Mixed—			
14·06* Total net tons of coal consumed	1,865,424	730,475	72,843
Goods—			
14·07* Total net tons of coal consumed—Goods service	1,698,673	327,847	28,186
14·08* Total net tons of Shunting (including siding)	504,551	102,917	9,788
14·09 Total net tons of Departmental	146,793	46,174	166
14·10 Total tons of coal used on all locomotive Services (*a*)	4,246,911	1,218,376	115,307
14·11* Lbs. per engine mile (shunting including siding)	60·5	35·4	..
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·12* Passenger and proportion of mixed	163·7	186·1	386·9
14·13* Goods and proportion of mixed	124·4	148·7	415·8
15. *Oil consumption*—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	5,646,933	2,270,853	299,939
15·02 Total pints (Goods trains)	3,388,731	827,824	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·28	5·84	6·33
15·04 Pints per 100 engine miles (Goods)	9·16	6·64	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,545,408	1,568,430	...
15·06 Pints per 1,000 vehicle miles	1·64	1·20	...

* Excluding Departmental.

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

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1932-33 and of the per entage of those figures on the Capital at Charge, on 31st March 1933 also of the net gain or loss to Government after meeting all charges against the net Revenue Receipts.

(In thousands of rupees.)

Class and name of Railway.	Capital at charge on 31st March 1933.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. (Col. 3 × 100 / Col. 2)	Charges against net Revenue Receipts. Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Net gain or loss to Government, difference between columns (3) and (7). Gain.	Loss.	Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
1	2	3	4	5	6	7	8	9	10	11
Central.										**Central.**
State Lines worked by the State.										***State Lines worked by the State.***
1. Aden	..	92	..	..	—14	—14	1,06	..	..	1. Aden.
2. Eastern Bengal	51,61,71	76,30	1·48	..	2,03,84	2,03,84	..	1,27,54	—2·47	2. Eastern Bengal.
3. East Indian (including South Bihar)	1,47,58,58	6,04,26	4·09	..	6,17,37	6,17,37	..	13,11	—0·09	3. East Indian (including South Bihar).
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,13,33,56	3,02,06	2·66	..	4,79,69	4,79,69	..	1,77,63	—1·57	4. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
5. North Western (Military)	34,30,46	—62,63	—1·82	..	1,46,55	1,46,55	..	2,09,18	—6·10	5. North Western (Military).
6. Great Indian Peninsula	1,17,17,50	2,39,65	2·47	..	4,58,05	4,58,05	..	1,68,40	—1·44	6. Great Indian Peninsula.
7. Coal Department	99 78	..	..	..	5,26	5,26	..	5,26	—5·27	7. Coal Department.
8. Burma	35,05,52	75,13	2·15	..	1,50,58	1,50,58	..	75,45	—2·15	8. Burma.
9. TOTAL	5,00,07,11	12,85,69	2·57	..	20,61,20	20,61,20	..	7,75,51	—1·55	9. Total.
State Lines worked by Companies or Indian States.										***State Lines worked by Companies or Indian States.***
10. Assam-Bengal	23,58,50	42,01	1·80	5	96,06	96,11	..	54,10	—2·29	10. Assam-Bengal.
11. Bengal-Nagpur	76,99,05	1,83,25	2·37	..	3,54,56	3,54,56	..	1,71,31	—2·22	11. Bengal Nagpur
12. Bezwada Extension including D. K. extension (N. S.)	44,82	—5,55	12·39	..	1,97	1,97	3,58	..	7·99	12. Bezwada Extension including D. K. extension (N. S.)
13. Bombay, Baroda and Central India	73,74,51	4,26,67	5·78	12,60	2,86,91	2,99,51	1,27,16	..	1·72	13. Bombay, Baroda and Central India.
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	86,07	6,44	7·48	..	3,73	3,73	2,71	..	3·15	14. Jodhpur-Hyderabad (British Section) (Jodhpur.)
15. Lucknow-Bareilly (R. & K.)	2,45,70	18,91	7·07	1,17	9,51	10,68	8,23	..	3·35	15. Lucknow-Bareilly (R. & K.)
16. Madras and Southern Mahratta	53,14,31	2,95,40	5·56	41,32	2,38,12	2,79,44	15,96	..	0·30	16. Madras and Southern Mahratta.
17. South Indian	42,49,50			6,96	1,81,05	1,88,01				17. South Indian.
18. Coonoor-Ootacamund (S. I.)	52,35			..	1,95	1,95				18. Coonoor-Ootacamund (S. I.)
19. Travancore (British Section) (S. I.)	54,53	2,39,89	5·34	17	68	85	47,96	..	1·07	19. Travancore (British Section) S. I.)
20. Travancore (Indian State Section) (S. I.)	1,38,75				1,12	1,12				20. Travancore (Indian State Section) (S. I.)
21. Tirhoot (B. & N. W.)	9,90,26	82,76	8·36	2,94	37,05	39,99	42,77	..	4·32	21. Tirhoot (B. & N. W.)
22. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous	..	—3,09,92	..	..	..	..	..	3,09,92	..	22. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous.
23. TOTAL	2,86,08,35	9,90,96	3·46	65,21	12,12,71	12,77,92	..	2,86,96	—1·00	23. Total.
Miscellaneous items.										***Miscellaneous items.***
24. Abandoned Projects, etc.	32,26	..	..	..	1,07	1,07	..	1,07	—3·31	24. Abandoned Projects, etc.
25. Other miscellaneous items	2,98,43	..	..	..	15,12	15,12	..	15,12	—5·07	25. Other miscellaneous items.
26. Deduct—Interest during construction	..	..	..	..	—42	—42	..	42	..	26. Deduct—Interest during construction.
27. TOTAL	3,30,69	..	..	..	16,61	16,61	..	16,61	—5·02	27. Total.
28. ***Total Central***	7,89,46,15	22,76,65	2·88	65,21	32,90,52	33,55,73	..	10,79,08	—1·37	28. ***Total Central.***
Provincial.										***Provincial.***
29. Assam (Jorhat)	13,22	..	..	..	49	49	..	49	—3·70	29. Assam (Jorhat).
30. United Provinces (Distillery siding)	1,39	..	..	..	8	8	..	8	—5·75	30. United Provinces (Distillery siding).
31. ***Total Provincial***	14,61	..	..	..	57	57	..	57	—3·91	31. ***Total Provincial.***
32. ***Grand Total***	7,89,60,76	22,76,65	2·88	65,21	32,91,09	33,56,30	..	10,79,65	—1·37	32. ***Grand Total.***

Note.—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown against each individual railway are determined after taking into account the amount actually spent on replacements and renewal of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to Revenue shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this Report

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

	Rs.
Loss as per column 9 above	10,79,08
Deduct—Miscellaneous Railway Receipts	81,32
Government share of surplus profits from subsidized Companies	21,48
Add—Miscellaneous Railway expenditure	46,65
Net Loss	10,22,93

2 (a).—*Statement of Capital at Charge of State-owned Railways on the 31st March 1933.*

(In thousands of rupees.)

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.					Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Central. I.—State Lines worked by the State. (i) Open Lines.														*Central.* I.—State Lines worked by the State. (i) Open Lines.
Aden	..	..	..	..	..	..	..	..	..	..	..	..	..	Aden.
Eastern Bengal	..	5,28,82	13,31	5,22	20	—8,14	10,59	29,16,66	12,30,11	1,36,71	64,45	43,47,93	48,76,75	Eastern Bengal.
East Indian (including South Bihar)	—1,32	49,58,45	52,50	9,32	45	—37,35	24,92	50,10,29	35,54,43	1,24,86	2,27,10	89,16,68	1,38,75,13	East Indian (including South Bihar).
Great Indian Peninsula (including Bhopal State).	..	49,09,94	15,06	—43,85	—29	—43,27	—72,35	47,95,09	16,36,80	1,52,66	1,82,56	67,67,11	1,16,77,05	Great Indian Peninsula (including Bhopal State).
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	21,96	—49,90	79	—17,46	—44,61	64,98,74	24,31,64	2,86,04	1,95,37	94,11,79	1,06,71,39	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
North Western (Military)	..	..	5,63	—6,48	7	*—22,03	—22,81	26,22,39	5,00,57	1,50,74	(c)1,00,62	33,74,32	33,74,32	North Western (Military).
Coal Department	..	..	—4	..	..	—35	—39	98,60	..	..	1,18	99,78	99,78	Coal Department.
Burma	..	..	9,87	—8,69	—11	—6,19	—5,12	22,67,61	6,83,42	1,89,46	43,78	31,84,27	31,84,27	Burma.
Total I (i)	—1,32	1,16,56,81	1,18,29	—94,38	1,11	—1,34,79	—1,09,77	2,42,09,38	1,00,36,97	10,40,47	8,15,06	3,61,01,88	4,77,58,69	Total I (i).
(ii) New Constructions.														(ii) New Constructions.
Eastern Bengal	..	..	17,55	..	2,68	—3,82	16,41	2,57,64	..	24,36	2,96	2,84,96	2,84,96	Eastern Bengal.
East Indian	..	..	9,85	..	1,65	—1,59	9,91	7,90,18	..	91,03	2,24	8,83,45	8,83,45	East Indian.
Great Indian Peninsula	..	..	—1,84	60	10	..	—1,14	30,34	3,88	6,23	..	40,45	40,45	Great Indian Peninsula.
North Western (Commercial)	..	..	—3,61	..	1,14	6	—2,41	5,88,00	16,38	57,71	8	6,62,17	6,62,17	North-Western (Commercial).
North Western (Military)	..	..	19	..	3	...	22	51,85	..	4,29	..	56,14	56,14	North-Western (Military).
Burma	..	..	19,95	..	35	..	20,30	2,91,64	..	29,59	2	3,21,25	3,21,25	Burma.
Total I (ii)	..	..	42,09	60	5,95	—5,35	43,29	20,09,65	20,26	2,13,21	5,30	22,48,42	22,48,42	Total I (ii).
II.—State Lines worked by Companies or by Indian States. (i) Open Lines.														II.—State Lines worked by Companies or by Indian States. (i) Open Lines.
† Assam-Bengal—I	..	..	—2	..	..	..	—2	59,43	..	..	..	59,43	59,43	Assam Bengal—I. †
† Assam-Bengal—II	..	..	6,83	4,85	..	—5,41	6,27	14,14,20	4,73,44	1,45,14	22,07	20,54,85	20,54,85	Assam Bengal—II. †
Bengal-Nagpur	..	..	13,69	3,40	4	—3,32	13,81	42,33,30	26,09,15	2,70,58	99,39	72,12,42	72,12,42	Bengal Nagpur.
Bezwada Extension (N. S.)	..	..	24	..	..	..	24	16,78	..	1,17	..	17,95	17,95	Bezwada Extension (N. S.).
Bombay, Baroda and Central India	..	19,74,25	24,12	6,37	1,32	—17,44	14,37	36,78,13	14,15,84	1,78,90	1,27,39	54,00,26	73,74,51	Bombay, Baroda and Central India
Total Companies' Lines (Open lines) Carried over	..	19,74,25	44,86	14,62	1,36	—26,17	34,67	94,01,84	44,98,43	5,95,79	2,48,85	1,47,44,91	1,67,19,16	Total Companies' Lines (Open Lines) Carried over.

* Includes (1) Campbellpur Reserve —1 and (2) Frontier Railway Reserve —1,31.

† 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.

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

(c) Includes (1) Campbellpur Reserve 9,87 and (2) Frontier Railway Reserve 80,03.

(*In thousands of rupees.*) 2. (*a*)—*Statement of Capital at Charge of State-owned Railways on the 31st March 1933*—concld. (*In thousands of rupees.*)

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.					Capital outlay to end of financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Total Companies' Lines (Open Lines)—Brought forward	..	19,74,25	44,86	14,62	1,36	—26,17	34,67	94,01,84	44,98,43	5,95,79	2,48,85	1,47,44,91	1,67,19,16	Total Companies' Lines (Open Lines)—Brought forward.
Jodhpur	..	..	1,18	..	..	57	1,75	82,35	..	3,08	64	86,07	86,07	Jodhpur.
Lucknow-Bareilly (R. & K.)	..	..	88	85	..	—1,40	33	1,61,30	70,09	8,47	5,84	2,45,70	2,45,70	Lucknow-Bareilly (R. & K.).
Madras and Southern Mahratta (excluding Mysore State).	..	17,72,75	7,93	8,06	97	—11,22	5,74	21,77,74	9,61,64	1,24,31	68,49	33,32,18	51,04,93	Madras and Southern Mahratta (excluding Mysore State).
Dhone-Kurnool. (N. S.)	..	..	14	..	..	3	17	24,93	..	1,91	3	26,87	26,87	Dhone-Kurnool (N. S.).
South Indian	..	7,70,15	9,22	13,64	1,88	—5,98	18,76	17,27,01	7,79,17	1,04,51	70,75	26,81,44	34,51,59	South Indian.
Coonoor-Ootacamund (S. I.)	..	..	..	—13	..	..	—13	30,19	19,10	3,06	..	52,35	52,35	Coonoor-Ootacamund (S. I.).
Travancore (British Section) (S. I.)	..	..	—7	11	—1	..	3	43,43	6,23	4,87	..	54,53	54,53	Travancore (British Section) (S. I.).
Travancore (Indian State Section) (S. I.).	..	..	3	13	..	..	16	1,01,34	25,44	11,97	..	1,38,75	1,38,75	Travancore (Indian State Section)—(S. I.).
Tirhoot (B. & N. W.)	..	..	4,14	1,96	..	—7,60	—1,50	6,41,92	2,46,75	44,45	33,82	9,66,94	9,66,94	Tirhoot (B. & N. W.).
Mashrak-Thawe Extension	..	..	27	..	..	..	27	27	..	..	..	27	27	Mashrak-Thawe Extension.
Total II (*i*)	..	45,17,15	68,58	39,24	4,20	—51,77	60,25	1,43,92,32	66,06,85	9,02,42	4,28,42	2,23,30,01	2,68,47,16	Total II (*i*).
II (*ii*)—*New Constructions.*														II (*ii*)—*New Constructions.*
† Assam Bengal I	..	..	3	..	..	..	3	37,65	..	..	..	37,65	37,65	Assam Bengal I. †
† Assam Bengal II	..	..	1,44	..	11	—56	99	1,88,46	..	17,86	25	2,06,57	2,06,57	Assam Bengal II. †
Bengal Nagpur	..	..	7,34	..	77	—13	7,98	4,36,49	..	50,14	..	4,86,63	4,86,63	Bengal Nagpur.
Madras and Southern-Mahratta	..	..	—1,47	..	3	—61	—2,05	1,92,72	..	16,66	..	2,09,38	2,09,38	Madras and Southern Mahratta.
South Indian	..	..	7,54	..	1,21	—1,89	6,86	7,38,77	..	58,17	97	7,97,91	7,97,91	South Indian.
Tirhoot (Mashrak-Thawe Extension)	..	..	—10	29	1	—4	16	18,02	2,93	2,10	..	23,05	23,05	Tirhoot (Mashrak-Thawe Extension.)
Total II (*ii*)	..	..	14,78	29	2,13	—3,23	13,97	16,12,11	2,93	1,44,93	1,22	17,61,19	17,61,19	Total II (*ii*).
III.—Miscellaneous Items.														*III.—Miscellaneous Items.*
Abandoned Projects, etc.	..	..	..	..	..	..	..	32,26	..	..	..	(*c*) 32,26	32,26	Abandoned Projects, etc.
Controller of Railway Accounts—Account Current.	..	..	—33	..	1	—28	—60	2,43,39	..	(*d*) 55,04	..	2,98,43	2,98,43	Controller of Railway Accounts—Account Current.
Total III	..	..	—33	..	1	—28	—60	2,75,65	..	55,04	..	3,30,69	3,30,69	Total III.
Total Central I (*i*)—III	—1,32	1,61,73,96	2,43,41	—54,25	13,40	—1,95,42	7,14	4,24,99,11	1,66,67,01	23,56,07	12,50,00	6,27,72,19	7,89,46,15	Total Central I (*i*)—III.
IV.—Provincial.														*IV.—Provincial.*
Assam (Jorhat)	..	..	..	..	..	..	..	7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
United Provinces (Distillery Siding)	..	..	..	..	..	..	..	1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
Total IV.—Provincial	..	..	..	..	..	..	..	8,82	4,70	41	68	14,61	14,61	Total IV.—Provincial.
Grand Total I (*i*)—IV	—1,32	1,61,73,96	2,43,41	—54,25	13,40	—1,95,42	7,14	4,25,07,93	1,66,71,71	23,56,48	12,50,68	6,27,86,80	7,89,60,76	Grand Total I (*i*)—IV.

† 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.

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

(*c*) Distribution over minor heads is not available.

(*d*) Includes 54,77 on account of investment in share of Branch Line Companies.

2 (b).—*Statement of Capital Outlay to the end of the year 1932-33 of* ***other than State-owned*** *Railways.*

(In thousands of rupees.)

Railway.	Gauge.	Capital outlay during the year.					Total capital outlay to the end of the year.					Railway.
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1. BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.												
(A) Worked by the Branch Line Company.												
OPEN LINES.												OPEN LINES.
Ahmadpur-Katwa	2′ 6″	*Nil*	—4	*Nil*	*Nil*	—4	16,49	2,37	1,85	2	20,73	Ahmadpur-Katwa.
Bankura-Damodar River	„	*Nil*	*Nil*	*Nil*	—12	—12	30,26	5,59	3,66	66	40,17	Bankura-Damodar River.
Burdwan-Katwa	„	—1	2	*Nil*	—5	—4	14,57	3,64	1,62	61	20 44	Burdwan-Katwa.
Futwah-Islampur	„	*Nil*	*Nil*	*Nil*	3	3	16,71	2,70	*Nil*	8	19,49	Futwah-Islampur.
Kalighat-Falta	„	*Nil*	*Nil*	*Nil*	—9	—9	15,07	6,98	1,62	55	24,22	Kalighat-Falta.
TOTAL 1-(A)	..	—1	—2	*Nil*	—23	—26	93,10	21,28	8,75	1,92	1,25,05	TOTAL 1-(A).
(B) Worked by the Main Line.												
OPEN LINES.												OPEN LINES.
Hardwar-Dehra (E. I.)	5′ 6″	—5	*Nil*	*Nil*	*Nil*	—5	30,17	*Nil*	4,41	*Nil*	34,58	Hardwar-Dehra (E. I.).
Chaparmukh-Silghat (A. B.)	3′ 3⅜″	9	*Nil*	*Nil*	*Nil*	9	32,68	*Nil*	1,72	*Nil*	34,40	Chaparmukh-Silghat (A. B.).
Katakhal Lalabazar (A. B.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15,73	*Nil*	1,39	*Nil*	17,12*	Katakhal-Lalabazar (A. B.).
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
TOTAL 1-(B)	..	4	*Nil*	*Nil*	*Nil*	4	80,59	1,17	7,71	*Nil*	89,47	TOTAL 1-(B).
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE.												
OPEN LINES.												OPEN LINES.
Amritsar-Patti (N. W.)	5′ 6″	8	*Nil*	*Nil*	*Nil*	8	34,27	*Nil*	2,04	*Nil*	36,31	Amritsar-Patti (N. W.).
Hoshiarpur Doab (N. W.)—												Hoshiarpur-Doab (N. W.)—
Jullundur-Mukerian (N. W.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	33,48	*Nil*	2,77	*Nil*	36,25	Jullundur-Mukerian (N. W.).
Phagwara-Rahon (N. W.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	26,16	*Nil*	2,46	*Nil*	28,56	Phagwara-Rahon (N. W.).
Mandra-Bhaun (N. W.)	„	5	*Nil*	*Nil*	*Nil*	5	23,22	*Nil*	3,13	*Nil*	26,35	Mandra-Bhaun (N. W.).
Sara-Sirajganj (E. B.)	„	47	*Nil*	*Nil*	*Nil*	47	90,03	*Nil*	5,82	*Nil*	95,85	Sara-Sirajganj (E. B.).
Sialkot-Narowal (N W.)	„	73	*Nil*	6	*Nil*	79	28,06	*Nil*	2,47	*Nil*	30,53	Sialkot-Narowal (N. W.).
Tapti Valley (B., B. & C. I.)	„	3	*Nil*	*Nil*	*Nil*	3	1,25,99	*Nil*	10,68	*Nil*	1,36,67	Tapti Valley (B., B. & C. I.).
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	34,03	3	4,00	*Nil*	38,06	Ahmedabad-Parantij (B., B. & C. I.).
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	11,26	6,38	3,43	*Nil*	21,07	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
Dhond-Baramati (G. I. P.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	8,41	2,34	1,85	*Nil*	12,60	Dhond-Baramati (G. I. P.).
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	„	76	*Nil*	*Nil*	*Nil*	76	59,57	18,20	15,10	*Nil*	92,87	Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).
Godhra-Lunavada (B., B. & C. I.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	8,94	1,80	3,42	*Nil*	14,16	Godhra-Lunavada (B., B. & C. I.).
Jacobabad-Kashmor (N. W.)	„	2	*Nil*	*Nil*	*Nil*	2	17,44	5,29	1,67	*Nil*	24,40	Jacobabad-Kashmor (N. W.).
Khulna Bagerhat (E. B.)	„	*Nil*	—1	*Nil*	*Nil*	—1	6,72	1,28	79	*Nil*	8,79	Khulna-Bagerhat (E. B.).
Larkana-Jacobabad (N. W.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	20,16	6,73	3,56	*Nil*	30,45	Larkana-Jacobabad (N. W.).
Mayurbhanj (B. N.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	24,12	58	*Nil*	*Nil*	24,70	Mayurbhanj (B. N.).
Nadiad Kapadvanj (B., B. & C. I.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	8,84	4,73	2,72	*Nil*	16,29	Nadiad Kapadvanj (B., B. & C. I.).
Pachora-Jamner (G. I. P.)	„	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	12,02	2,02	3,77	*Nil*	17,81	Pachora-Jamner (G. I. P.).
Darjeeling-Himalayan Extensions	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	41,58	6,70	9,54	*Nil*	57,82	Darjeeling-Himalayan Extensions.
TOTAL (2)	..	2,14	—1	6	*Nil*	2,19	6,14,30	56,08	79,16	*Nil*	7,49,54	TOTAL (2).

* Includes Rs. 1,13,000 direct outlay by the Managing Agents.

2. (b)—*Statement of Capital Outlay to the end of the year 1932-33 of* ***other than State-owned*** *Railways*—contd.

(*In thousands of rupees.*)

Railway.	Gauge.	Capital outlay during the year.					Total capital outlay to the end of the year.					Railway.
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
OPEN LINES.												OPEN LINES.
3. BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.												
Jamnagar and Dwarka	3′ 3⅜″	6	*Nil*	*Nil*	*Nil*	6	60,79	3,04	2,56	2,00	68,39	Jamnagar and Dwarka.
Mymensingh-Bhairab Bazar (A. B.)	,,	39	*Nil*	*Nil*	*Nil*	39	1,16,08	*Nil*	7,00	*Nil*	1,23,08	Mymensingh-Bhairab Bazar (A. B.).
TOTAL (3)	..	45	*Nil*	*Nil*	*Nil*	45	1,76,87	3,04	9,56	2,00	1,91,47	TOTAL (3).
4. COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.												
OPEN LINES.												OPEN LINES.
Bengal and North-Western	3′ 3⅜″	4,13	49	1	—39	4,24	8,25,29‡	2,61,13	82,32	6,09	11,74,83	Bengal and North-Western.
Bengal Dooars Extensions*	,,	51	2	*Nil*	—1,60	—1,07	93,22	16,07	7,81	4,53	1,21,63	Bengal Dooars Extensions*.
Mirpur Khas-Khadro* (Jodhpur)	,,	3	*Nil*	*Nil*	*Nil*	3	8,03	*Nil*	58	*Nil*	8,61	Mirpur Khas-Khadro* (Jodhpur).
Rohilkund and Kumaon	,,	30	—4	—1	*Nil*	25	1,33,23	52,81	11,98	*Nil*	1,98,02	Rohilkund and Kumaon.
Barsi Light*	2′ 6″	1,15	*Nil*	11	—23	1,03	1,27,27	49,15	7,93	2,66	1,87,01	Barsi Light*.
Dehri-Rohtas Light	,,	*Nil*	*Nil*	*Nil*	—9	—9	7,59	3,85	41	63	12,48	Dehri-Rohtas Light.
Shahdara (Delhi)-Saharanpur Light*	,,	6	*Nil*	*Nil*	—7	—1	35,38	13,75	*Nil*	81	49,94	Shahdara (Delhi)-Saharanpur Light*.
Matheran Light*	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	11,95	25	*Nil*	*Nil*	12,20†	Matheran Light*.
TOTAL (4)	..	6,18	47	11	—2,38	4,38	12,41,96	3,97,01	1,11,03	14,72	17,64,72	TOTAL (4).
5. COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.												
OPEN LINES.												OPEN LINES.
Dibru-Sadiya	3′ 3⅜″	16	—1,06	*Nil*	*Nil*	—90	73,40	59,88	18,18	1,50	1,52,96	Dibru-Sadiya.
Darjeeling-Himalayan	2′ 0″	1	*Nil*	*Nil*	—73	—72	32,54	12,50	2,78	2,37	50,19	Darjeeling-Himalayan.
TOTAL (5)	..	17	—1,06	*Nil*	—73	—1,62	1,05,94	72,38	20,96	3,87	2,03,15	TOTAL (5).
6. UNASSISTED COMPANIES' LINES.												
OPEN LINES.												OPEN LINES.
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	16,94	Details not available.			16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	2	2	8,80	2,76	1	27	11,84	Bengal Provincial.
Jessore Jhenidah§	,,	..	..	..	..	..	..	..	..	..	..	Jessore Jhenidah.
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	62	44	12	*Nil*	1,18	Jagadhri Light.
Kulasekarapatnam Light.	,,	18	1	*Nil*	*Nil*	19	3,38	2,00	3	*Nil*	5,41	Kulasekarapatnam Light.
Trivellore Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	39	68	9	*Nil*	1,16	Trivellore Light.
TOTAL (6)	..	18	1	*Nil*	2	21	30,13	5,88	25	27	36,53	TOTAL (6).

* Receives land only from Government.

§ The line having been closed from 1st April 1933, no figures available.

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—*Statement of Capital Outlay to the end of the year 1932-33 of other than State-owned Railways (In thousands of rupees)*—contd.

Railway.	Gauge.	Capital outlay during the year.					Total capital outlay to the end of the year.					Railway.
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total	
1	2	3	4	5	6	7	8	9	10	11	12	13
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
7. DISTRICT BOARD LINES.												
OPEN LINES.												OPEN LINES.
Tenali-Repalle (M. & S. M.)	5′ 6″	3	*Nil*	*Nil*	*Nil*	3	14,82	*Nil*	1,14	*Nil*	15,96	Tenali-Repalle (M. & S. M.).
Bezwada-Masulipatam (M. & S. M.)	3′ 3⅜″	2	*Nil*	*Nil*	*Nil*	2	22,64	*Nil*	1,59	*Nil*	24,23	Bezwada-Masulipatam (M. & S. M.)
Podanur-Pollachi (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	9,53	7,03	1,28	*Nil*	17,84	Podanur-Pollachi (S. I.).
Tinnevelly-Tiruchendur (S. I.)	,,	16	*Nil*	*Nil*	*Nil*	16	24,81	*Nil*	2,23	*Nil*	27,04	Tinnevelly-Tiruchendur (S. I.).
TOTAL (7)	..	21	*Nil*	*Nil*	*Nil*	21	71,80	7,03	6,24	*Nil*	85,07	TOTAL (7
8. COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARDS.												
OPEN LINES.												OPEN LINES.
Bengal Dooars	3′ 3⅜″	35	2	—99	*Nil*	—62	31,03	7,34	2,54	*Nil*	40,91	Bengal Dooars.
Arrah-Sasaram Light	2′ 6″	*Nil*	*Nil*	*Nil*	11	11	18,66	6,35	*Nil*	19	25,20	Arrah-Sasaram Light.
Baraset-Basirhat Light	,,	9	*Nil*	*Nil*	3	12	19,18	6,30	*Nil*	18	25,66	Baraset-Basirhat Light.
Bukhtiarpur-Bihar Light	,,	1	*Nil*	*Nil*	—1	*Nil*	10,55	4,45	*Nil*	26	15,26	Bukhtiarpur-Bihar Light.
Tezpur-Balipara Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light.
Howrah-Amta Light	2′ 0″	11	*Nil*	*Nil*	—83	—72	18,12	11,95	*Nil*	1,06	31,13	Howrah-Amta Light.
Howrah Sheakhala Light	,,	*Nil*	*Nil*	*Nil*	—19	—19	4,99	3,01	*Nil*	36	8,36	Howrah Sheakhala Light.
TOTAL (8)	..	56	2	—99	—89	—1,30	1,05,73	41,00	2,61	2,05	1,51,39	TOTAL (8.

2. (b)—Statement of Capital Outlay to the end of the year 1932-33 of *other than State-owned* Railways (*In thousands of rupees*)—contd.

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Total capital outlay to the end of the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.	Rs.	Rs.	
9. INDIAN STATE LINES WORKED BY INDIAN STATES.												
(a) Open Lines.												(a) Open Lines.
Nizam's State †	5′ 6″	†54,77	6,34	1,46	—7,49	55,08	10,22,39	2,75,93	82,13	40,67	§14,21,12	Nizam's State.†
Bhavnagar State	3′ 3⅜″	1,35	2,41	*Nil*	1,04	4,80	1,56,60	54,55	7,51	3,61	2,22,27	Bhavnagar State.
Bikaner State	,,	2,33	51	11	—1,28	1,67	2,61,34	91,01	5,64	5,59	3,63,58	Bikaner State.
Gondal	,,	1,41	74	*Nil*	—47	1,68	65,84	33,26	2,48	4,30	1,05,88	Gondal.
Jetalsar-Rajkot (Gondal)	,,	76	*Nil*	*Nil*	—76	*Nil*	25,83	*Nil*	90	12	26,85	Jetalsar-Rajkot (Gondal).
Jodhpur	,,	1,28	27	..	—63	92	2,19,89	1,63,69	1,83	11,88	3,97,29	Jodhpur.
Junagad State	,,	7,56	—21	18	—2,26	5,27	88,56	24,87	3,23	6,38	1,23,04	Junagad State.
Khijadiya-Dhari (Gondal)	,,	*Nil*	*Nil*	*Nil*	3	3	18,54	*Nil*	1,65	5	20,24	Khijadiya-Dhari (Gondal).
Morvi	,,	35	26	*Nil*	—32	29	48,38	30,25	1,76	2,05	82,44	Morvi.
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar and Shimoga-Ragihosahalli Sections).	,,	97	1,30	1	18	2,46	2,16,33	77,10	19,32	5,76	3,18,51	Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar and Shimoga-Ragihosahalli Sections).
Porbandar State	,,	6	*Nil*	9	—13	2	14,60	11,27	92	1,48	28,27	Porbandar State.
Udaipur-Chitorgarh	,,	34	*Nil*	*Nil*	—16	18	18,84	8,62	1,12	58	29,16	Udaipur-Chitorgarh.
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	9,36	*Nil*	1,19	*Nil*	10,55	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
Cutch State	,,	25	15	3	*Nil*	43	14,39	2,91	2,03	*Nil*	19,33	Cutch State.
Dholpur State*	,,	—5	*Nil*	*Nil*	*Nil*	—5	11,45	4,35	51	*Nil*	16,31	Dholpur State.*
Gaekwar's Baroda State	,,	1,96	42	82	—1,16	2,04	2,23,02	52,40	20,93	6,53	3,02,88	Gaekwar's Baroda State.
Kolar District	,,	2	1	*Nil*	*Nil*	3	14,44	10,79	1,50	17	26,90	Kolar District
Gwalior Light	2′ 0″	33	36	3	*Nil*	72	1,00,87	15,08	5,68	*Nil*	1,21,63	Gwalior Light.
Tarikere-Narasimharajapura Light (Mysore)	,,	6	1	*Nil*	*Nil*	7	9,14	2,77	76	—2	12,65	Tarikere-Narasimharaiapura Light (Mysore).
Total (a)	..	73,75	12,57	2,73	—13,41	75,64	25,39,81	8,58,85	1,61,09	89,15	36,48,90	Total (a).
(b) Lines under construction.												(b) Lines under construction.
Tahsil Bhadra to Sadulpur (Bikaner State)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	71	*Nil*	*Nil*	*Nil*	71	Tahsil Bhadra to Sadulpur (Bikane State).
Arasalu to Anandapuram (Mysore)	,,	92	*Nil*	21	1	1,14	1,38	*Nil*	34	1	1,73	Arasalu to Anandapuram (Mysore).
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	4	*Nil*	*Nil*	*Nil*	4	49,76	*Nil*	1,55	*Nil*	51,31	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
Prachi Road to Una extension (Junagad State)	,,	8	*Nil*	1	*Nil*	9	3,25	*Nil*	51	*Nil*	3,76	Prachi Road Una extension (Junagad State).
Mauli Kankroli and Kankroli-Kambli Rlys. (Udaipur-Chitorgarh Rly.).	,,	..	..	..	..	..	‡44,91	..	..	..	44,91	Mauli Kankroli and Kankroli-Kamb Rlys. (Udaipur-Chittorgarh Rly.).
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	96	*Nil*	7	*Nil*	1,03	Dholpur to Rajakhera (Dholpur State
Total (b)	..	1,04	*Nil*	22	1	1,27	1,00,97	*Nil*	2,47	1	1,03,45	Total (b).
Total (9) [=a+b]	..	74,79	12,57	2,95	—13,40	76,91	26,40,78	8,58,85	1,63,56	89,16	37,52,35	Total (9)[=a + b].

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

† Includes figures for Metre Gauge.

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

‡ The total figure; details not being available.

2. (b)—*Statement of Capital Outlay to the end of the year 1932-33 of* ***other than State-owned*** *Railways (In thousands of rupees)*—contd.

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Total capital outlay to the end of the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
(a) Open Lines.												(a) Open Lines.
						10. INDIAN STATE LINES						
							WORKED BY THE MAIN LINE.					
Bhopal Itarsi* (G. I. P.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
Bhopal Ujjain (G. I. P.)	,,	31	*Nil*	*Nil*	*Nil*	31	75,07	*Nil*	6,96	*Nil*	82,03	Bhopal Ujjain (G. I. P.).
Bina-Goona-Baran (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	93,67	18	8,24	*Nil*	1,02,09	Bina-Goona-Baran (G. I. P.).
Jammu and Kashmir (Indian State section) (N.W.)	,,	3	*Nil*	*Nil*	*Nil*	3	10,70	*Nil*	60	*Nil*	11,30	Jammu and Kashmir (Indian State section) (N. W.)
Jind-Panipat (Indian State section) (N. W.)	,,	—3	*Nil*	*Nil*	*Nil*	—3	15,94	*Nil*	1,73	*Nil*	17,67	Jind-Panipat (Indian State section) (N. W.).
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	13,46	*Nil*	88	*Nil*	14,34	Khanpur-Chachran (N. W.).
Bahawalnagar Baghdad (N. W.)	,,	96	*Nil*	32	*Nil*	1,28	83,61	*Nil*	9,95	*Nil*	93,56	Bahawalnagar Baghdad (N. W.).
Ludhiana-Dhuri-Jakhal (N. W.)	,,	8	*Nil*	*Nil*	*Nil*	8	46,81	*Nil*	2,29	*Nil*	49,10	Ludhiana-Dhuri-Jakhal (N. W.).
Nagda-Ujjain (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	20,99	*Nil*	1,72	*Nil*	22,71	Nagda-Ujjain (B. B. & C. I.)
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	,,	2	*Nil*	*Nil*	*Nil*	2	13,55	*Nil*	81	10	14,46	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.).
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	,,	—1	*Nil*	*Nil*	*Nil*	—1	9,01	*Nil*	32	*Nil*	9,33	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.).
Rajpura-Bhatinda (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	76,69	*Nil*	2,69	*Nil*	79,38	Rajpura-Bhatinda (N. W.).
Sirhind Rupar (N. W.)‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	29,47	*Nil*	2,08	*Nil*	31,55	Sirhind Rupar (N. W.).‡
Bangalore-Harihar (M. & S. M.)	3′ 3⅜″	30	2,26	*Nil*	—2,37	19	1,17,09	51,00	5,52	2,60	1,76,21	Bangalore-Harihar (M. & S. M.).
Cooch Behar State (E. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	19,78	1,03	94	*Nil*	21,75	Cooch Behar State (E. B.).
Dhrangadra (B. B. & C. I.)	,,	8	*Nil*	1	*Nil*	9	14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
Gaekwar's Mehsana (B. B. & C. I.)	,,	—21	*Nil*	—4	*Nil*	—25	1,11,88	65	9,29	*Nil*	1,21,82	Gaekwar's Mehsana (B. B. & C. I.).
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	24,52	*Nil*	1,44	*Nil*	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.).
Jaipur State (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	—72	—72	72,93	*Nil*	3,39	30	76,62	Jaipur State (B. B. & C. I.).
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	22,39	*Nil*	1,21	*Nil*	23,60	Kolhapur State (M. & S. M.).
Okhamandal (Jamnagar and Dwarka)	,,	55	1	*Nil*	—1	55	25,67	14,21	2,04	1,02	42,94	Okhamandal (Jamnagar and Dwarka).
Palanpur Deesa † (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	1,85	*Nil*	*Nil*	*Nil*	1,85	Palanpur-Deesa† (B. B. & C. I.).
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).	,,	33	*Nil*	1	*Nil*	34	44,03	5,76	4,26	*Nil*	§54,05	Quilon-Trivandrum Extension (Travancore Ry.), (S. I.).
Jamnagar (Jamnagar and Dwarka)	,,	25	22	*Nil*	—91	—44	30,04	16,80	95	2,03	49,82	Jamnagar (Jamnagar and Dwarka).
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	1,95	*Nil*	10	*Nil*	2,05	Sangli State (M. & S. M.).
Shoranur-Cochin (S. I.)	,,	15,44	—16	1,13	—3	16,38	90,72	18,90	5,82	45	1,15,89	Shoranur-Cochin (S. I.).
Parlakimedi Light (B. N.)	2′ 6″	72	13	—1	*Nil*	84	18,18	5,03	2,16	*Nil*	25,37	Parlakimedi Light (B. N.).
Piplod Devgad Baria (B. B. & C. I.)	,,	2	53	1	*Nil*	56	5,55	3,29	62	*Nil*	9,46	Piplod Devgad Baria (B. B. & C. (I).
Rajpipla State (B. B. & C. I.)	,,	*Nil*	10	*Nil*	*Nil*	10	14,61	3,01	1,19	*Nil*	18,81	Rajpipla State (B. B. & C. I.).
Total (a)	..	18,84	3,09	1,43	—4,04	19,32	11,54,55	1,19,90	77,87	6,50	13,58,82	Total (a).
(b) Lines under construction.												(b) Lines under construction.
Wagrod to Khareda (B. B. & C. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	2	*Nil*	*Nil*	*Nil*	2	Wagrod to Khareda (B. B. & C. I.).
Total (b)	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	2	*Nil*	*Nil*	*Nil*	2	Total (b).
Total (10) [=a+b]	..	18,84	3,09	1,43	—4,04	19,32	11,54,57	1,19,90	77,87	6,50	13,58,84	Total (10) [=a+b].

* 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.

† This line is owned jointly by the Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.

‡ Includes expenditure incurred by the Patiala Darbar.

§ Excludes the capital outlay on Chakai-Thambanur extension opened for traffic on 4th November 1931.

2. (b)—*Statement of Capital Outlay to the end of the year 1932-33 of other than State-owned Railways (In thousands of rupees)*—concld.

Railway.	Gauge.	Capital outlay during the year.					Total capital outlay to the end of the year.					Railway.
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
11. COMPANIES' LINE GUARANTEED BY INDIAN STATES.												
OPEN LINES.												OPEN LINES.
Bangalore-Chick Ballapur Light (Mysore)	2′ 6″	—1	*Nil*	—1	*Nil*	—2	8,42	5,60	1,76	*Nil*	15,78	Bangalore-Chick Ballapur Light. (Mysore).
TOTAL (11)	..	—1	*Nil*	—1	*Nil*	—2	8,42	5,60	1,76	*Nil*	15,78	TOTAL (11).
12. LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.												
OPEN LINES.												OPEN LINES.
Peralam-Karaikkal (S. I.)	3′ 3⅜″	1	*Nil*	—1	*Nil*	*Nil*	6,12	*Nil*	1,14	*Nil*	7,26	Peralam Karaikkal (S. I.).
Pondicherry (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	5,37	*Nil*	36	*Nil*	5,73	Pondicherry (S. I.)
West of India Portuguese (M. & S. M.)	,,	‡3,45	..	..	..	3,45	‡2,19,13	..	..	..	2,19,13	West of India Portuguese (M. & S. M.).
TOTAL (12)	..	3,46	*Nil*	—1	*Nil*	3,45	2,30,62	*Nil*	1,50	*Nil*	2,32,12	TOTAL (12).
13. TOTAL (1) to (12).	..	1,07,00	15,07	3,54	—21,65	1,03,96	65,54,81	15,89,22	4,90,96	1,20,49	87,55,48	13. TOTAL (1) TO (12).
14. Miscellaneous	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	8,23	*Nil*	64	*Nil*	8,87*	**14. Miscellaneous.**
15. Grand Total	...	1,07,00	15,07	3,54	—21,65	1,03,96	65,63,04	15,89,22	4,91,60	1,20,49	87,64,35	**15. Grand Total.**

‡ Represents total figure, the details being not available.

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

‡ Represents the total figure, details being not available.

...pts of *State-owned Railways for the year 1932-33.*

(*In thousands of rupees.*)

Class and Name of Railway.	Gross Revenue Receipts. For the system. Earnings.	Suspense.	Total (Cols. 2 and 3).	Deduct Refunds on Budget lines.	Total Non-Budget Lines including refunds.	Gross receipts of Budget lines (Cols. 4—5—6).	Working Expenses. For the system. Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total. (Cols. 8 to 11).	Deduct. Expenditure met from Depreciation Reserve Fund for the system.	Total Non-budget Lines.	Net Working Expenses, of Budget lines (Cols. 12—13—14).	Net Revenue Receipts of Budget lines (Cols. 7—15).	Percentage of Ordinary Working Expenses on Earnings for budget lines only. (Cols. 8-14) × 100 / Cols. 2—5—6.	Class and Name of Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
STATE LINES WORKED BY THE STATE.																	STATE LINES WORKED BY THE STATE.
Aden	..	..	..	..	..	..	—92	..	..	..	—92	..	..	—92	(a)92	..	Aden.
East Indian	17,64,84	—1,33	17,63,51	14	7,36	17,56,01	9,16,98	96,05	2,35,38	3,07	12,51,48	96,05	3,68	11,51,75	6,04,26	51·97	East Indian.
Eastern Bengal	5,08,87	1,02	5,09,89	49	11,29	4,98,11	3,29,99	39,31	97,68	—47	4,66,51	39,31	5,39	4,21,81	76,30	65·30	Eastern Bengal.
North Western	14,70,72	1,59	14,72,31	2,28	55,40	14,14,63	9,12,87	1,83,14	2,92,37	—1,47	13,86,91	1,83,14	28,57	11,75,20	(b)2,39,43	62·58	North Western.
Great Indian Peninsula	12,49,83	—1,44	12,48,39	2,44	37,46	12,08,49	7,44,10	79,13	1,97,94	—1,92	10,19,25	79,13	21,28	9,18,84	2,89,65	59·75	Great Indian Peninsula.
Burma	3,47,91	1,62	3,49,53	48	..	3,49,05	2,19,46	46,58	53,44	1,02	3,20,50	46,58	..	2,73,92	75,13	63·16	Burma.
TOTAL	53,42,17	1,46	53,43,63	5,83	1,11,51	52,26,29	31,22,48	4,44,21	8,76,81	23	44,43,73	4,44,21	58,92	39,40,60	12,85,69	58·66	Total.
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.																	STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
Assam-Bengal	1,69,46	—80	1,68,66	27	11,01	1,57,38	1,09,43	11,78	..	—34	1,20,87	..	5,50	1,15,37	42,01	65·70	Assam-Bengal.
Bengal-Nagpur	7,01,02	3,20	7,04,22	1,23	..	7,02,99	4,88,81	30,45	..	2,71	5,21,97	..	2,23	5,19,74	1,83,25	69·53	Bengal-Nagpur.
Bezwada Extension and Dhone Kurnool	12,27	..	12,27	..	..	12,27	6,46	26	..	..	6,72	..	..	6,72	5,55	52·64	Bezwada Extension and Dhone-Kurnool.
Bombay, Baroda and Central India	11,10,74	—4,88	11,05,86	1,96	80,95	10,22,95	5,85,25	52,23	..	4,51	6,41,99	..	45,71	5,96,28	4,26,67	52·49	Bombay, Baroda and Central India.
Jodhpur-Hyderabad (British Section) (Jodhpur).	23,52	2,17	25,69	4	1,07	24,58	15,40	3,24	..	—7	18,57	..	43	18,14	6,44	66·80	Jodhpur-Hyderabad (British Section) (Jodhpur).
Lucknow-Bareilly (R. & K.)	63,94	—5	63,89	7	28,17	35,65	28,56	1,57	..	—18	29,95	..	13,21	16,74	18,91	43·00	Lucknow-Bareilly (R. & K.).
Madras and Southern Mahratta (excluding Mysore State).	7,42,05	1,31	7,43,36	86	70,57	6,71,93	3,64,96	55,07	..	—2,34	4,17,69	..	41,16	3,76,53	2,95,40	48·28	Madras and Southern Mahratta (excluding Mysore State).
South Indian (including Travancore)	5,60,95	91	5,61,86	66	1,24	5,59,96	2,83,20	35,64	..	1,16	3,20,00	..	—7	3,20,07	2,39,89	50·67	South Indian (including Travancore
Tirhoot (B. & N. W.)	3,29,68	60	3,30,28	15	1,81,85	1,48,28	1,41,33	6,48	..	—11	1,47,70	..	82,18	65,52	82,76	40·05	Tirhoot (B. & N. W.).
Contribution to Depreciation Reserve Fund on account of Company-worked Lines and Miscellaneous.	..	..	..	..	..	..	6,23	—6,23	5,00,41	..	5,00,41	1,90,49	..	3,09,92	—3,09,92	..	Contribution to Depreciation Reserve Fund on account of Company-worked Lines and miscellaneous.
TOTAL	37,13,63	2,46	37,16,09	5,24	3,74,86	33,35,99	20,29,63	1,90,49	5,00,41	5,34	27,25,87	1,90,49	1,90,35	23,45,03	9,90,96	54·17	TOTAL.
GRAND TOTAL	90,55,80	3,92	90,59,72	11,07	4,86,37	85,62,28*	51,52,11	6,34,70	13,77,22	5,57	71,69,60	6,34,70	2,49,27	*62,85,63	22,76,65	57·29	GRAND TOTAL.

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 7 above	85,62,28
Add—Miscellaneous Railway Receipts	81,32
Government share of surplus profits from the subsidized companies	21,48
Total Receipts	86,65,08

	Receipts.	Working expenses.	Net Receipts.
(a) Aden Railway, Commercial	..	—92	92
Aden Railway, Military	..	..	..
Total	..	—92	92
(b) N. W. Railway, Commercial	12,87,22	9,85,16	3,02,06
N. W. Railway, Military	1,27,41	1,90,04	—62,63
Total	14,14,63	11,75,20	2,39,43

*The total Expenditure on Railways for the year is :—

	Rs.
Working expenses as per column 15 above	62,85,63
Add :—Miscellaneous Railway xpenditure	46,65
Surplus profits paid to companies	65,21
Interest charges as per Statement 4	32,90,52
Total Expenditure	96,88,01

4.—*Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1932-33.*

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies. On share capital.	On Debentures and Debenture Stock.	Total.	Total Columns 2 and 5.	In thousands of rupees. Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
Central. State Lines worked by the State.									
1. Aden	..	..	..	..	..	..	—14	..	—14
2. Eastern Bengal	125,871	...	..	..	125,871	16,73	1,87,11	..	2,03,84
3. East Indian (including South Bihar).	2,077,012	..	..	..	2,077,012	2,76,12	3,41,21	4	6,17,37
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,148	..	..	..	367,148	48,75	4,30,94	..	4,79,69
5. North Western (Military)	..	..	..	..	..	..	1,46,55	..	1,46,55
6. Burma	37,500	..	..	..	37,500	4,99	1,45,59	..	1,50,58
7. Great Indian Peninsula	983,547	..	..	..	983,547	1,30,59	3,27,46	..	4,58,05
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	5,26	..	5,26
9. Total	3,591,078	..	..	..	3,591,078	4,77,18	15,83,98	4	20,61,20
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal	..	45,000	40,854	85,854	85,854	11,45	84,61	..	96,06
11. Bengal-Nagpur	..	105,000	196,901	301,901	301,901	40,25	3,14,31	..	3,54,56
12. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,97	..	1,97
13. Bombay, Baroda and Central India.	385,084	60,000	34,999	94,999	480,083	64,82	2,14,59	7,50	2,86,91
14. Jodhpur (British Section), (Jodhpur).	..	..	..	..	..	..	3,73	..	3,73
15. Lucknow-Bareilly (R. & K.)	..	..	(a)25,199	25,199	25,199	2,98	6,53	...	9,51
16. Madras and Southern Mahratta	362,194	175,000	110,050	285,050	647,244	86,30	1,51,82	...	2,38,12
17. South Indian	146,635	35,000	116,422	151,422	298,057	39,74	1,41,31	..	1,81,05
18. Coonoor-Ootacamund (S. I.)	..	..	..	...	..	..	1,95	..	1,95
19. Travancore (British Section) (S. I.).	..	..	..	..	..	..	68	..	68
20. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,12	..	1,12
21. Tirhoot (B. & N. W.)	..	..	58,300	58,300	58,300	7,77	29,28	..	37,05
22. Total	893,913	420,000	582,725	1,002,725	1,896,638	2,53,31	9,51,90	7,50	12,12,71
Miscellaneous Items									
23. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
24. Other miscellaneous items.	..	..	..	..	..	(b)—91	16,03	..	15,12
Deduct :—									
25. Interest during construction charged to Capital of the Bengal Nagpur, Bombay, Baroda and Central India and South Indian Railways.	..	..	..	..	..	..	—46	..	—46
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	4	..	4
26. Total	..	..	..	..	..	—91	17,52	..	16,61
27. **Total Central**	4,484,991	420,000	582,725	1,002,725	5,487,716	7,29,58	25,53,40	7,54	32,90,59
Provincial Railways.									
28. Assam (Jorhat)	..	..	..	..	..	..	49	..	49
29. United Provinces (Distillery Siding).	..	..	..	..	..	..	8	..	8
30. Total Provincial	..	..	..	..	..	..	57	..	57
31. **Grand Total**	4,484,991	420,000	582,725	1,002,725	5,487,716	7,29,58	25,53,97	7,54	32,91,09

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

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1931-32 and 1932-33.*

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I.									
Assam-Bengal	3′ 3⅜″	*1931-32*	*(a)25,25,36*	***1,90,25*	*1,22,23*	*68,02*	*64·24*	*2·69*	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1932-33	(a)25,33,10	††1,69,18	1,21,21	47,97	71·65	1·89	
Bengal and North-Western	3′ 3⅜″	*1931-32*	*21,61,93*	*3,15,10*	*1,46,03*	*1,69,07*	*46·34*	*7·82*	
		1932-33	21,65,09	3,29,21	1,47,53	1,81,68	44·81	8·39	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1931-32*	*77,26,48*	*7,26,30*	*6,13,46*	*1,12,84*	*84·46*	*1·46*	
		1932-33	77,49,12	7,04,25	5,20,10	1,84,15	73·85	2·38	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1931-32*	*(b)78,43,41*	*11,02,62*	*6,61,75*	*4,40,87*	*60·02*	*5·63*	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1932-33	(b)78,90,94	11,15,63	6,43,03	4,72,60	57·64	5·99	
Burma	3′ 3⅜″	*1931 32*	*35,80,36*	*3,73,60*	*2,84,85*	*88,75*	*76·24*	*2·48*	
		1932-33	35,05,52	3,47,44	2,72,90	74,54	78·55	2·13	
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1931-32*	*52.60.64*	*5,13,98*	*4,28,94*	*85,04*	*83·45*	*1·62*	
		1932-33	52,88,10	5,08,30	4,25,65	82,65	83·74	1·56	
East Indian	5′ 6″	*1931-32*	*(c) 1,47,58,38*	*17,42,05*	*11,35,35*	*6,06,70*	*65·17*	*4·12*	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1932-33	(c) 1,47,93,16	17,64,70	11,46,37	6,18,33	64·96	4·18	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1931-32*	*1,21,44,21*	*12,22,57*	*9,30,33*	*2,92,24*	*76·09*	*2·41*	
		1932-33	1,20,74,90	12,57,10	9,46,42	3,10,68	75·29	2·57	
Jodhpur	3′ 3⅜″	*1931-32*	*5,40,54*	*84,27*	*53,43*	*30,84*	*63·40*	*5·71*	
		1932-33	5,43,28	85,71	52,34	33,37	61·07	6·14	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1931-32*	*(d)57,77,94*	*‖8,00,89*	*‖4,43,65*	*‖3,57,24*	*‖55·40*	*‖6·19*	(d) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1932-33	(d)58,10,32	‖7,48,95	‖4,24,96	‖3,23.99	‖56·7	‖5·58	

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

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

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

‖ Include Harbour receipts and expenditure.

** Excludes 3 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

†† „ 5 „ „ „ „ „ „ „ „

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1931-32 and 1932-33.* (*In thousands of rupees*)—contd.

Railway System	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						REMARKS.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I—*concld.*									
Nizam's State	5′ 6″	*1931-32*	*14,10,44*	*1,38,02*	*66,63*	*71,39*	*48·28*	*6·72*	
		1932-33	14,65,94	1,28,70	64,14	64,56	49·84	6·04	
	3′ 3⅜″	*1931-32*	**	*78,57*	*55,23*	*23,34*	*70·29*	**	
		1932-33	**	74,55	50,62	23,93	67·90	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1931-32*	*1,18,91,14*	*13,86,34*	*10,35,39*	*3,50,95*	*74·25*	*2·95*	
		1932-33	1,18,43,31	13,40,98	10,12,51	3,28,47	75·51	2·77	
North Western (Military)	5′ 6″, and 2′ 6″	*1931-32*	*34,53,05*	*1,31,59*	*1,81,39*	*—49,80*	*142·43*	*—1·44*	
		1932-33	34,30,46	1,27,41	1,90 04	—62,63	149·16	—1·83	
North Western (Total)	..	*1931-32*	*1,53,44,19*	*15,17,93*	*12,16,78*	*3,01,15*	*80·07*	*1·96*	
		1932-33	1,52,73,77	14,68,39	12,02,55	2,65,84	81·89	1·74	
Rohilkund and Kumaon	3′ 3⅜″	*1931-32*	*(b)4,43,11*	*61,82*	*32,27*	*29,55*	*52·19*	*6·67*	(*b*) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1932-33	(*b*)4,43,71	63,76	30,13	33,63	47·25	7·58	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1931-32*	*46,73,70*	*5,62,15*	*3,23,41*	*2,38,74*	*57·53*	*5·11*	
		1932-33	47,22,94	5,60,27	3,18,84	2,41,43	56·91	5·11	
Total Class I Railways	..	*1931-32*	*8,41,90,69*	*94,30,12*	*65,14,34*	*29,15,78*	*69·08*	*3·46*	
		1932-33	8,42,59,90	93,26,14	63,66,79	29,59,35	68·27	3·51	
CLASS II.									
Barsi Light	2′ 6″	*1931-32*	*1,85,98*	*20,32*	*12,99*	*7,33*	*63·91*	*3·94*	
		1932-33	1,87,01	19,35	12,27	7,08	63·43	3·78	
Bengal Dooars	3′ 3⅜″	*1931-32*	*1,64,23*	*19,00*	*10,85*	*8,15*	*57·10*	*4·96*	
		1932-33	1,62,54	19,48	11,22	8,26	57·61	5·08	
Bhavnagar State	3′ 3⅜″	*1931-32*	*2,17,47*	*30,29*	*18,31*	*11,98*	*60·44*	*5·51*	
		1932-33	2,22,27	32,26	19,03	13,23	58·99	5·95	
Bikaner State	3′ 3⅜″	*1931-32*	*3,62,62*	*41,71*	*29,69*	*12,02*	*71·18*	*3·31*	
		1932-33	3,64,29	36,03	27,38	8,65	76·00	2·37	
Darjeeling Himalayan	2′ 0″	*1931-32*	*1,08,73*	*18,70*	*12,79*	*5,91*	*68·39*	*5·44*	
		1932-33	1,08,01	16,60	12,65	3,95	76·20	3·66	

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

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

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

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

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1931-32 and 1932-33.* (*In thousands of rupees*)—contd.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						REMARKS.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1931-32*	*1,70,80*	*24,57*	*13,66*	*11,01*	*55·37*	*6.45*	
		1932-33	1,69,90	22,07	12,21	9,86	55·33	5·80	
Gaekwar's Baroda State	2′ 6″	*1931-32*	*3,11,39*	*21,75*	*17,73*	*4,02*	*81·51*	*1·29*	
		1932-33	3,13 43	23,96	16,95	7,01	70·73	2·23	
Gondal	3′ 3⅜″	*1931-32*	*1,51,26*	*24,62*	*16,45*	*8,17*	*66·80*	*5·40*	
		1932-33	1,52,97	25,62	13,06	12,56	50·98	8·21	
Howrah-Amta Light	2′ 0″	*1931-32*	*31,85*	*9,89*	*7,59*	*2,30*	*76·75*	*7·22*	
		1932-33	31,13	9,45	6,73	2,72	71·17	8·76	
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*1,60,98*	*13,88*	*11,67*	*2,21*	*84·05*	*1·37*	
		1932-33	1,61,15	13,90	10,03	3,87	72·12	2·40	
Junagad State	3′ 3⅜″	*1931-32*	*1,21,44*	*13,52*	*9,67*	*3,85*	*71·53*	*3·17*	
		1932-33	1,26,80	13,25	8,53	4,72	64·40	3·71	
Morvi	3′ 3⅜″	*1931-32*	*82,15*	*17,79*	*10,24*	*7,55*	*57·54*	*9·19*	
		1932-33	82,44	16,62	10,18	6,44	61·22	7·82	
Mysore	3′ 3⅜″	*1931-32*	*3,22,11*	*28,13*	*22,01*	*6,12*	*78·24*	*1·90*	
		1932-33	3,20,24	27,98	24,85	3,13	88·81	0·98	
	2′ 6″	*1931-32*	*42,67*	*2,82*	*2,07*	*75*	*73·40*	*1·76*	
		1932-33	42,68	3,06	2,35	71	76 80	1·66	
	2′ 0″	*1931-32*	*12,58*	*41*	*27*	*14*	*66·76*	*1·08*	
		1932-33	12,65	50	35	15	69·97	1·19	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1931-32*	*49,95*	*8,31*	*3,99*	*4,32*	*48·03*	*8·65*	
		1932-33	49,94	8,86	4,23	4,63	47·69	9·28	
Total Class II Railways	..	*1931-32*	*24,96,21*	*2,95,81*	*1,99,98*	*95,83*	*67·60*	*3·84*	
		1932-33	25,07,45	2,88,99	1,92,02	96,97	66·45	3·87	
CLASS III.									
Ahmadpur Katwa	2′ 6″	*1931-32*	*20,77*	*1,10*	*97*	*13*	*87·92*	*0·64*	
		1932-33	20,73	1,15	93	22	80·52	1·08	

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

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay †}}$, Revenue Earnings and Expenses for the years 1931-32 and 1932-33 (*In thousands of rupees*)—contd.

Railway System	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4 (Col. 7 × 100 / Col. 4.)	REMARKS.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd.*									
Arrah-Sasaram	2′ 6″	*1931-32*	*25,09*	*3,86*	*2,82*	*1,04*	*72·89*	*4·17*	
		1932-33	25,20	3,57	2,67	90	74·79	3·57	
Bankura-Damoodar River	2′ 6″	*1931-32*	*40,29*	*1,51*	*1,84*	*—33*	*121·95*	*—0·82*	
		1932-33	40,17	1,51	1,39	12	92·17	0·29	
Baraset-Basirhat Light	2′ 6″	*1931-32*	*25,54*	*5,57*	*4,27*	*1,30*	*76·67*	*5·09*	
		1932-33	25,66	4,52	3,78	74	83·57	2·89	
Bengal Provincial	2′ 6″	*1931-32*	*15,30*	*1,33*	*1,10*	*23*	*82·61*	*1·50*	
		1932-33	15,21	1,25	1,11	14	88·80	0·89	
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	*15,26*	*4,05*	*2,98*	*1,07*	*73·62*	*7·00*	
		1932-33	15,26	3,08	2,06	1,02	66·91	6·67	
Burdwan-Katwa	2′ 6″	*1931-32*	*20,48*	*1,78*	*1,46*	*32*	*81·96*	*1·57*	
		1932-33	20,44	1,72	1,28	44	74·35	2·17	
Cutch State	2′ 6″	*1931-32*	*18,90*	*1,41*	*83*	*58*	*58·84*	*3·08*	
		1932-33	19,33	1,89	1,07	82	56·39	4·26	
Dehri-Rohtas Light	2′ 6″	*1931-32*	*12,57*	*1,88*	*1,25*	*63*	*66·47*	*5·00*	
		1932-33	12,48	1,61	1,12	49	69·41	3·96	
Dholpur-State	2′ 6″	*1931-32*	*17,39*	*1,48*	*96*	*52*	*65·01*	*3·16*	
		1932-33	17,34	1,66	96	70	57·79	4·03	
Futwah-Islampur	2′ 6″	*1931-32*	*19,46*	*1,36*	*1,07*	*29*	*78·46*	*2·80*	
		1932-33	19,49	1,12	86	26	76·82	1·34	
Gwalior Light	2′ 0″	*1931-32*	*97,95*	*6,91*	*4,75*	*2,16*	*68·73*	*2·21*	
		1932-33	1,21,63	7,97	5,73	2,24	71·89	1·84	
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*8,55*	*2,07*	*1,70*	*37*	*81·81*	*4·41*	
		1932-33	8,36	1,95	1,68	27	86·41	3·23	
Jagadhri Light	2′ 0″	*1931-32*	*1,18*	*12*	*12*	*Nil*	*96·71*	*0·34*	
		1932-33	1,18	13	11	2	72·69	1·70	

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

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

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

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses for the years 1931-32 and 1932-33. (*In thousands of rupees*)—concld.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings (Col. 6 × 100 / Col. 5.)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	REMARKS.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*concld.*									
Jessore-Jhenidah	2′ 6″	*1931-32*	*12,63*	*62*	*78*	*—16*	*125·43*	*—1·25*	
		1932-33	..	Information not available.			..	..	
Jorhat (Provincial)	2′ 0″	*1931-32*	*13,22*	*1,47*	*1,49*	*—2*	*101·52*	*—0·15*	
		1932-33	13,22	1,40	1,62	—22	115·54	—1·66	
Kalighat-Falta	2′ 6″	*1931-32*	*24,31*	*2,45*	*2,03*	*42*	*82·97*	*1·71*	
		1932-33	24,22	1,87	1,78	9	95·00	0·39	
Kulasekarapatnam Light	2′ 0″	*1931-32*	*5,22*	*1,14*	*95*	*19*	*83·08*	*3·70*	
		1932-33	5,41	1,10	89	21	81·28	3·80	
Matheran Light	2′ 0″	*1931-32*	*12,20*	*1,02*	*75*	*27*	*73·52*	*2·19*	
		1932-33	12,20	86	83	3	96·51	0·25	
Porbandar State	3′ 3⅜″	*1931-32*	*28,25*	*3,42*	*2,80*	*62*	*81·87*	*2·19*	
		1932-33	28,27	3,36	2,06	1,30	61·22	4·61	
Tezpore-Balipara Light	2′ 6″	*1931-32*	*4,87*	*1,78*	*1,40*	*38*	*78·79*	*7·75*	
		1932-33	4,87	1,58	1,10	48	69·93	9·73	
Trivellore Light	2′ 0″	*1931-32*	*1,16*	*3*	*5*	*—2*	*187·00*	*—1·72*	
		1932-33	1,16	3	3	..	121·20	..	
Udaipur-Chitorgarh	3′ 3⅜″	*1931-32*	*73,38*	*5,75*	*3,50*	*2,25*	*60·95*	*3·04*	
		1932-33	74,07	6,02	3,99	2,03	66·25	2·74	
Total Class III Railways	..	*1931-32*	*5,14,47*	*52,11*	*39,87*	*12,24*	*76·51*	*2·38*	
		1932-33	5,25,90	49,35	37,05	12,30	75·08	2·34	
Other items not included in the preceding heads (*a*).	..	*1931-32*	*4,32,88*	*—57,43*	*1,54,92*	*—2,12,40*	..	..	
		1932-33	4,31,86	—43,92	2,93,76	—3,37,68	..	..	
GRAND TOTAL	..	*1931-32*	*8,76,34,25*	*97,20,56*	*69,09,11*	*28,11,45*	*71·08*	*3·21*	
		1932-33	8,77,25,11 (*b*)	96,20,56	68,89,62	27,30,94	71·61	3·11	

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

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

	Capital at charge.
Coal Department	99,78
Abandoned Projects	32,26
Controller of Railway Accounts' account current	2,98,43
United Provinces (Distillery siding)	1,39
Total	4,31,86

Gross Earnings.

+3	Dividend on Government holdings (B. N. Rly.).
+1,32	Gross earnings of Bezwada and Dhone Kurnool Railways
—2,14	Gross earnings of new extensions and C. I. C. Rlys. (B. N. Rly.).
—1,40	Gross earnings of Jorhat (Provincial) Railway.
—41,73	Gross earnings of Mysore State and K. G. F. Railways.
—43,92	

Working Expenses.

—92	Working expenses of Aden Railway.
+5,60	On account of rebate, etc.
+23	Adjustment of Tirhoot Rly.
—186	Working expenses of new extensions (B. N. Rly.).
+1,10	Working expenses of Bezwada and Dhone-Kurnool Railways.
+3,09,92	Contribution to Depreciation Reserve Fund on account of Company-worked lines.
—1,62	Working expenses of Jorhat (Provincial) Railway.
+5,99	Payment to Ahmadpur Katwa, Burdwan Katwa, Futwa Islampur and South Behar Railways.
—1	Due to rounding off in the case of G. I. P. Railway.
—24,67	Working expenses of Mysore State and K. G. F. Railways.
+2,93,76	

	1931-32	1932-33.
(*b*) State-owned ..	7,89,78,64	7,89,60,76
Other than State-owned ..	86,55,61	87,64,35
Total ..	8,76,34,25	8,77,25,11

6.—*Details of Gross Earnings of each Railway System for the years 1931-32 and 1932-33.*

[In thousands of rupees.]

Railway System.	Gauge.	Y	Coaching earnings. Earnings from passengers carried (including refunds and remissions).	Coaching earnings. Other coaching earnings (including refunds and remissions).	Coaching earnings. Total coaching earnings (*excluding* refunds and remissions).	Goods earnings. Earnings from goods carried (including refunds and remissions).	Goods earnings. Other goods earnings (including refunds and remissions).	Goods earnings. Total goods earnings (*excluding* refunds and remissions).	Miscellaneous earnings. Electric telegraph earnings (*excluding* refunds and remissions).	Miscellaneous earnings. Other miscellaneous earnings (*excluding* refunds and remissions).	Total gross earnings (*excluding* refunds and remissions).
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.											
Assam Bengal	3′ 3⅜″	*1931-32*	*64,93*	*10,70*	*75,35*	*1,05,68*	*94*	*1,06,34*	*22*	*8,34*	*1,90,25*
		1932-33	59,40	9,29	68,62	92,08	70	92,57	22	7,77	1,69,18
Bengal and North-Western	3′ 3⅜″	*1931-32*	*1,32,30*	*12,87*	**1,39,67*	*1,85,46*	*1,09*	**1,72,01*	*40*	*3,02*	*3,15,10*
		1932-33	1,31,70	12,83	*1,39,18	1,99,50	1,16	*1,86,32	43	3,28	3,29,21
Bengal-Nagpur	5′ 6″	*1931-32*	*1,57,07*	*32,68*	*1,89,72*	*4,88,69*	*2,85*	*4,88,53*	*31*	*15,86*	*6,94,42*
		1932-33	1,49,18	30,05	1,79,21	4,66,00	44	4,65,27	29	26,16	6,70,93
	2′ 6″	*1931-32*	*14,53*	*1,37*	*15,90*	*15,54*	*13*	*15,64*	*6*	*28*	*31,88*
		1932-33	14,09	1,33	15,42	17,16	42	17,55	6	29	33,32
Bombay, Baroda and Central India	5′ 6″	*1931-32*	*1,98,14*	*48,47*	*2,46,54*	*3,59,02*	*—2,55*	*3,55,17*	*49*	*11,91*	*6,14,11*
		1932-33	2,01,81	47,97	2,49,72	3,57,57	—2,25	3,54,07	51	12,91	6,17,21
	3′ 3⅜″	*1931-32*	*1,76,73*	*22,99*	*1,99,64*	*2,72,96*	*1,15*	*2,72,65*	*53*	*6,16*	*4,78,98*
		1932-33	1,91,36	23,06	2,14,38	2,63,64	88	2,63,38	53	10,29	4,88,58
	2′ 6″	*1931-32*	*4,76*	*35*	*5,11*	*4,28*	*1*	*4,25*	*2*	*15*	*9,53*
		1932-33	5,05	30	5,35	4,45	1	4,43	2	4	9,84
Burma	3′ 3⅜″	*1931-32*	*97,67*	*16,75*	*1,14,27*	*2,51,43*	*49*	*2,51,26*	*45*	*7,62*	*3,73,60*
		1932-33	93,31	13,74	1,06,94	2,17,34	39	2,17,42	35	22,73	3,47,44
Eastern Bengal	5′ 6″	*1931-32*	*1,19,66*	*28,47*	*1,48,04*	*1,87,56*	*2,26*	*1,89,48*	*23*	*5,72*	*3,43,47*
		1932-33	1,14,02	25,67	1,39,62	1,80,73	1,54	1,82,02	21	11,78	3,33,63
	3′3⅜″ and 2′ 6″	*1931-32*	*63,38*	*8,67*	*72,00*	*93,59*	*61*	*94,02*	*17*	*4,32*	*1,70,51*
		1932-33	62,25	7,68	69,89	98,06	68	98,61	17	6,00	1,74,67
East Indian	5′ 6″	*1931-32*	*5,07,88*	*84,38*	*5,92,26*	*11,17,71*	*5,17*	*11,22,82*	*1,18*	*25,79*	**17,42,05*
		1932-33	5,01,86	75,30	5,77,16	11,31,94	4,63	11,36,47	1,18	49,89	*17,64,70
Great Indian Peninsula	5′ 6″	*1931-32*	*3,43,55*	*82,90*	*4,25,70*	*7,64,81*	*2,10*	*7,65,16*	*1,11*	*21,86*	*12,13,83*
		1932-33	3,49,23	87,89	4,36,54	7,78,94	3,92	7,81,00	1,06	27,78	12,46,38
	2′ 6″	*1931-32*	*3,75*	*41*	*4,16*	*4,40*	*—2*	*4,35*	*1*	*22*	*8,74*
		1932-33	3,74	43	4,17	6,44	5	6,48	1	6	10,72
Jodhpur	3′ 3⅜″	*1931-32*	*30,44*	*4,85*	*35,26*	*45,67*	*15*	*45,52*	*9*	*3,40*	*84,27*
		1932-33	32,36	4,93	37,27	43,70	21	43,72	11	4,61	85,71
Madras and Southern Mahratta.	5′ 6″	*1931-32*	*1,46,58*	*29,03*	*1,75,47*	*2,60,20*	*88*	*2,60,57*	*21*	*10,04*	*4,46,29*
		1932-33	1,50,03	29,05	1,78,97	2,29,12	81	2,29,52	19	9,76	4,18,44
	3′3⅜″	*1931-32*	*93,78*	*19,03*	*1,12,77*	*†2,24,78*	*62*	*2,35,02*	*29*	*6,52*	*†3,54,60*
		1932-33	96,45	18,17	1,14,59	†1,96,87	79	2,05,13	28	10,51	†3,30,51
Nizam's State	5′ 6″	*1931-32*	*29,82*	*8,43*	*38,10*	*96,59*	*46*	*96,88*	*40*	*2,64*	*1,38,02*
		1932-33	30,52	8,47	38,92	87,08	45	87,40	34	2,04	1,28,70
	3′ 3⅜″	*1931-32*	*29,79*	*3,72*	*33,47*	*43,09*	*32*	*43,32*	*20*	*1,58*	*78,57*
		1932-33	28,53	3,56	32,04	40,87	33	41,08	22	1,21	74,55

* Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and as to totals with the sundry earnings of the E. I. Railway.

‡ Includes Harbour receipts.

6.—*Details of Gross Earnings of each Railway System for the years 1931-32 and 1932-33*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings. Earnings from passengers carried (including refunds & remissions).	Coaching earnings. Other coaching earnings (including refunds & remissions).	Coaching earnings. Total coaching earnings (*excluding* refunds & remissions).	Goods earnings. Earnings from goods carried (including refunds & remissions).	Goods earnings. Other goods earnings (including refunds & remissions).	Goods earnings. Total goods earnings (*excluding* refunds & remissions).	Miscellaneous earnings. Electric telegraph earnings (*excluding* refunds & remissions).	Miscellaneous earnings. Other miscellaneous earnings (*excluding* refunds & remissions).	Total gross earnings (excluding refunds & remissions).
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*concld.*											
North Western (Commercial)	5′ 6″	*1931-32*	§	§	§	*8,01,76*	*10,68*	*8,11,64*	*49*	*27,96*	*13,52,59*
		1932-33				7,52,14	6,47	7,57,59	1,69	41,79	13,11,40
	2′ 6″	*1931-32*		§	§	*17,49*	*23*	*17,70*	*3*	*39*	*33,75*
		1932-33				14,83	30	15,11	3	42	29,58
North Western (Military)	5′ 6″	*1931-32*	§	§	§	*63,52*	*68*	*69,13*	*18*	*1,45*	*1,25,78*
		1932-33				67,22	46	67,59	17	5,58	1,22,47
	2′ 6″	*1931-*	§	§	§	*3,17*	*6*	*3,22*	*1*	*16*	*5,81*
		1932-33				2,48	2	2,49	1	25	4,94
North Western (Total)	5′ 6″ & 2′ 6″	*1931-32*	*4,89,17*	*95,84*	*5,84,57*	*8,90,94*	*11,65*	*9,01,69*	*1,71*	*29,96*	*15,17,93*
		1932-33	4,85,86	90,28	5,75,67	8,36,67	7,25	8,42,78	1,90	48,04	14,68,39
Rohilkund and Kumaon	3′ 3⅜″	*1931-32*	*22,20*	*3,18*	*25,36*	*34,27*	*26*	*34,36*	*6*	*2,04*	*61,82*
		1932-33	22,77	3,14	25,90	34,94	31	35,08	5	2,73	63,76
South Indian	5′ 6″	*1931-32*	*61,42*	*11,56*	*72,94*	*95,21*	*47*	*95,51*	*9*	*1,32*	*1,69,86*
		1932-33	60,64	10,64	71,26	90,61	40	90,87	8	4,57	1,66,78
	3′ 3⅜″	*1931-32*	*1,98,15*	*17,75*	*2,15,75*	*1,59,39*	*2,33*	*1,61,30*	*30*	*11,91*	*3,89,26*
		1932-33	1,99,83	16,69	2,16,37	1,55,40	1,87	1,56,99	29	17,21	3,90,86
	2′ 6″	*1931-32*	*1,55*	*8*	*1,63*	*1,38*	*1*	*1,38*	*1*	*1*	*3,03*
		1932-33	1,27	7	1,34	1,25	1	1,25	1	3	2,63
Total Class I Railways	..	*1931-32*	*29,87,25*	*5,44,48*	*35,23,68*	*57,02,65*	*31,38*	*57,17,23*	*8,54*	*1,80,67*	*94,30,12*
		1932-33	29,85,26	5,20,54	34,98,53	55,30,36	25,00	55,39,41	8,51	2,79,69	93,26,14
CLASS II.*											
Barsi Light	2′ 6″	*1931-32*	*8,17*	*85*	*9,02*	*10,79*	*8*	*10,87*	*3*	*40*	*20,32*
		1932-33	8,60	87	9,47	9,39	8	9,47	3	38	19,35
Bengal Dooars	3′ 3⅜″	*1931-32*	*3,71*	*79*	*4,50*	*14,21*	*3*	*14,24*	*2*	*24*	*19,00*
		1932-33	3,50	71	4,21	14,98	3	15,01	2	24	19,48
Bhavnagar State	3′ 3⅜″	*1931-32*	*14,32*	*1,62*	*15,94*	*12,93*	*3*	*12,96*	*53*	*86*	*30,29*
		1932-33	14,65	1,57	16,22	14,69	4	14,73	54	77	32,26
Bikaner State	3′ 3⅜″	*1931-32*	*15,83*	*1,90*	*17,73*	*23,34*	*8*	*23,42*	*17*	*39*	*41,71*
		1932-33	16,29	1,87	18,16	17,22	6	17,28	17	42	36,03
Darjeeling-Himalayan	2′ 0″	*1931-32*	*3,60*	*2,00*	*5,60*	*12,84*	*4*	*12,88*	*3*	*19*	*18,70*
		1932-33	3,16	2,11	5,27	11,13	3	11,16	3	14	16,60
Dibru-Sadiya	3′ 3⅜″	*1931-32*	*5,42*	*77*	*6,19*	*17,75*	*4*	*17,79*	*2*	*67*	*24,67*
		1932-33	4,95	73	5,68	15,73	5	15,78	1	60	22,07
Gaekwar's Baroda State	2′ 6″	*1931-32*	*10,67*	*69*	*11,36*	*9,38*	*5*	*9,43*	*9*	*87*	*21,75*
		1932-33	11,19	59	11,78	10,97	5	11,02	12	1,04	23,96
Gondal	3′ 3⅜″	*1931-32*	*10,82*	*1,12*	*11,94*	*10,86*	*2*	*10,88*	*9*	*1,71*	*24,62*
		1932-33	10,93	1,03	11,96	10,53	4	10,57	9	3,00	25,62

*Excludes refunds and remissions.

§ Figures not required.

6.—*Details of Gross Earnings of each Railway System for the years 1931-32 and 1932-33*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings. Earnings from passengers carried (*excluding* refunds & remissions).	Coaching earnings. Other coaching earnings (*excluding* refunds & remissions).	Coaching earnings. Total coaching earnings (*excluding* refunds & remissions).	Goods earnings. Earnings from goods carried (*excluding* refunds & remissions).	Goods earnings. Other goods earnings (*excluding* refunds & remissions).	Goods earnings. Total goods earnings (*excluding* refunds & remissions).	Miscellaneous earnings. Electric telegraph earnings (*excluding* refunds & remissions).	Miscellaneous earnings. Other miscellaneous earnings (*excluding* refunds & remissions).	Total gross earnings (*excluding* refunds & remissions).
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS II—*concld.*											
Howrah-Amta Light	2′ 0″	*1931-32*	*7,90*	*36*	*8,26*	*1,57*	*Nil*	*1,57*	*Nil*	*6*	*9,89*
		1932-33	7,50	33	7,83	1,56	Nil	1,56	Nil	6	9,45
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*5,86*	*64*	*6,50*	*6,29*	*7*	*6,36*	*5*	*97*	*13,88*
		1932-33	6,18	57	6,75	6,20	2	6,22	5	88	13,90
Junagad State	3′ 3⅜″	*1931-32*	*6,39*	*60*	*6,99*	*5,90*	*2*	*5,92*	*5*	*56*	*13,52*
		1932-33	6,75	63	7,38	5,37	2	5,39	5	43	13,25
Morvi	3′ 3⅜″	*1931-32*	*7,81*	*1,30*	*9,11*	*8,19*	*1*	*8,20*	*9*	*39*	*17,79*
		1932-33	8,03	1,31	9,34	6,82	2	6,84	9	35	16,62
Mysore	3′ 3⅜″	*1931-32*	*14,06*	*1,30*	*15,36*	*11,81*	*28*	*12,09*	*1*	*67*	*28,13*
		1932-33	14,95	1,31	16,26	10,90	22	11,12	1	59	27,98
	2′ 6″	*1931-32*	*1,46*	*8*	*1,54*	*1,25*	*2*	*1,27*	*Nil*	*1*	*2,82*
		1932-33	1,73	8	1,81	1,22	1	1,23	Nil	2	3,06
	2′ 0″	*1931-32*	*11*	*1*	*12*	*28*	*Nil*	*28*	*Nil*	*1*	*41*
		1932-33	13	1	14	36	Nil	36	Nil	Nil	50
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1931-32*	*4,20*	*21*	*4, 1*	*4,04*	*2*	*4,06*	*Nil*	*—16*	*8,31*
		1932-33	4,63	19	4,82	3.93	3	3,96	Nil	8	8,86
Total Class II Railways	..	*1931-32*	*1,20,33*	*14,24*	*1,34,57*	*1,51,43*	*79*	*1,52,22*	*1,18*	*7,84*	*2,95,81*
		1932-33	1,23,17	13,91	1,37,08	1,41,00	70	1,41,70	1,21	9,00	2,88,99
CLASS III.											
Aden	3′ 3⅜″	*1931-32*	*	*	*	*	*	*	*	*	*
		1932-33	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2′ 6″	*1931-32*	*83*	*4*	*87*	*22*	*Nil*	*22*	*Nil*	*1*	*1,10*
		1932-33	83	3	86	28	Nil	28	Nil	1	1,15
Arrah-Sasaram	2′ 6″	*1931-32*	*2,57*	*8*	*2,65*	*1,16*	*Nil*	*1,16*	*Nil*	*5*	*3,86*
		1932-33	2,24	6	2,30	1,14	7	1.21	Nil	6	3,57
Bankura-Damoodar River	2′ 6″	*1931-32*	*93*	*3*	96	*51*	*Nil*	*51*	*Nil*	*4*	*1,51*
		1932-33	87	4	91	58	Nil	58	Nil	2	1,51
Baraset-Basirhat Light	2′ 6″	*1931-32*	*3,93*	*48*	*4,41*	*1,12*	*Nil*	*1,12*	*Nil*	*4*	*5,57*
		1932-33	3,28	44	3,72	76	Nil	76	Nil	4	4,52
Bengal Provincial	2′ 6″	*1931-32*	*82*	10	*92*	*25*	*Nil*	*25*	*1*	*15*	*1,33*
		1932-33	79	8	87	24	Nil	24	Nil	14	1,25
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	*2,46*	*13*	*2,59*	*1,33*	*3*	*1,36*	*Nil*	*10*	*4,05*
		1932-33	1,59	8	1,67	1,10	21	1,31	Nil	10	3,08
Burdwan Katwa	2′ 6″	*1931-32*	*1,24*	*8*	*1,32*	*43*	*Nil*	*43*	*Nil*	*3*	*1,78*
		1932-33	1,21	8	1,29	40	Nil	40	Nil	3	1,72
Cutch State	2′ 6″	*1931-32*	*77*	*10*	*87*	*41*	*10*	*51*	*Nil*	*3*	*1,41*
		1932-33	96	27	1,23	50	12	62	Nil	4	1,89

* Information not available due to the closing of the Railway from 1st August 1929.

6.—*Details of Gross Earnings of each Railway System for the years 1931-32 and 1932-33*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings. Earnings from passengers carried (*excluding* refunds & remissions).	Coaching earnings. Other coaching earnings (*excluding* refunds & remissions).	Coaching earnings. Total coaching earnings (*excluding* refunds & remissions).	Goods earnings. Earnings from goods carried (*excluding* refunds & remissions).	Goods earnings. Other goods earnings (*excluding* refunds & remissions).	Goods earnings. Total goods earnings (*excluding* refunds & remissions).	Miscellaneous earnings. Electric telegraph earnings (*excluding* refunds & remissions).	Miscellaneous earnings. Other miscellaneous earnings (*excluding* refunds & remissions).	Total gross earnings (*excluding* refunds & remissions).
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—*concld.*											
Dehri-Rohtas Light	2′ 6″	*1931-32*	*25*	*1*	*26*	*7,45*	*10*	*1,55*	*1*	*6*	*1,88*
		1932-33	22	1	23	1,25	6	1,31	1	6	1,61
Dholpur-State	2′ 6″	*1931-32*	*44*	*1*	*45*	*1,01*	*Nil*	*1,01*	1	*1*	*1,43*
		1932-33	62	1	63	1,01	Nil	1,01	*Nil*	2	1,66
Futwah-Islampur	2′ 6″	*1931-32*	*98*	*2*	*1,00*	*29*	*4*	*33*	*Nil*	*3*	*1,36*
		1932-33	89	3	92	22	—3	19	Ni	1	1,12
Gwalior Light	2′ 0″	*1931-32*	*2,89*	*17*	*3,06*	*3,65*	*1*	*3,66*	*9*	*10*	*6,91*
		1932-33	3,41	19	3,60	4,15	2	4,17	10	10	7,97
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*1,26*	*51*	*1,77*	*29*	*Nil*	*29*	*Nil*	*1*	*2,07*
		1932-33	1,17	46	1,63	30		30	Nil	2	1,95
Jagadhri Light	2′ 0″	*1931-32*	*4*	*Nil*	*4*	*5*	*Nil*	*5*	*Nil*	*3*	*12*
		1932-33	4	*Nil*	4	7	Nil	7	Nil	2	13
Jessore-Jhenidah	2′ 6″	*1931-32*	*29*	*4*	*33*	*29*	*Nil*	*29*	†	†	*62*
		1932-33	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial)	2′ 0″	*1931-32*	†	†	†	†	†	†	†	†	*1,47*
		1932-33	†	†	†	†	†	†	†	†	1,40
Kalighat-Falta	2′ 6″	*1931-32*	*1,51*	*4*	*1,55*	*82*	*Nil*	*82*	*Nil*	*8*	*2,45*
		1932-33	1,20	3	1,23	57	Nil	57	Nil	7	1,87
Kulasekarapatnam Light	2′ 0″	*1931-32*	*69*	*1*	*70*	*44*	*Nil*	*44*	*Nil*	*Nil*	*1,14*
		1932-33	66	1	67	43	Ni	43	..	..	1,10
Matheran Light	2′ 0″	*1931-32*	*75*	*11*	*86*	*16*	*Nil*	*16*	*Nil*	*Nil*	*1,02*
		1932-33	53	12	65	11	Nil	11	Nil	10	86
Porbandar State	3′ 3⅜″	*1931-32*	*1,22*	*14*	*1,36*	*1,73*	*3*	*1,76*	*Nil*	*30*	*3,42*
		1932-33	1,19	13	1,32	1,59	3	1,62	Nil	42	3,36
Tezpore-Balipara Light	2′ 6″	*1931-32*	*63*	*12*	*75*	*94*	*Nil*	*94*	*1*	*8*	*1,78*
		1932-33	61	11	72	76	Nil	76	1	9	1,58
Trivellore Light	2′ 0″	*1931-32*	*3*	†	*3*	†	†	†	†	†	*3*
		1932-33	3	†	3	†	†	†	†	†	3
Udaipur-Chitorgarh	3′ 3⅜″	*1931-32*	*3,33*	*44*	*3,77*	*1,58*	*2*	*1,90*	*2*	*6*	*5,75*
		1932-33	3,57	53	4,10	1,82	2	1,84	2	6	6,02
Total Class III Railways		*1931-32*	*27,86*	*2,66*	*30,52*	*18,43*	*33*	*18,76*	*15*	*1,21*	*52,11*
		1932-33	25,91	2,71	28,62	17,28	50	17,78	14	1,41	49,35
Other items not included in the preceding heads.§		*1931-32*	..	..	..	..		..	..	..	*—57,43*
		1932-33	..	..	..	..	..	..	..	..	—43,92
GRAND TOTAL	..	*1931-32*	*(a) 31,35,44*	*(a) 5,61,38*	*36,88,77*	*(a) 53,72,51*	*(a) 32,50*	*58,88,21*	*9,87*	*1,89,72*	*97,20,56*
		1932-33	(a) 31,34,34	(a) 5,37,16	36,64,23	(a) 56,88,64	(a) 26,20	56,98,89	9,86	2,90,10	96,20,56

† Information not furnished.
(*a*) Includes refunds and remissions in the case of Class I Railways but excludes the same in the case of Class II and III Railways.
§ For details see foot-note in statement No. 5 for the year concerned.
‡ Figures are not available as the line has been closed with effect from the 1st April 1933.

7.—Details of Working Expenses* of each Railway system for the years 1931-32 and 1932-33. (In thousands of rupees.)

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.		Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	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	12	13	14	15	16	17	18	19	20	21	22
CLASS I.																					CLASS I.
Assam-Bengal	3′ 3⅜″	1931-32	30,63	16·05	30,66	16·07	9,68	5·07	..	..	6,13	3·21	26,46	13·86	11,44	5·99	7,23	3·79	1,22,23	64·24	Assam-Bengal.
		1932-33	33,40	19·74	29,61	17·50	9,80	5·79	..	..	5,04	2·98	23,76	14·05	11,44	6·76	8,16	4·83	1,21,21	71·65	
Bengal and North-Western	3′ 3⅜″	1931-32	30,51	9·68	44,76	14·21	12,54	3·98	..	..	7,48	2·37	28,65	9·09	16,37	5·20	5,72	1·81	1,46,03	46·34	Bengal and North Western.
		1932-33	32,79	9·96	40,34	12·25	15,03	4·57	..	..	7,75	2·35	28,48	8·65	15,74	4·78	7,40	2·25	1,47,53	44·81	
Bengal-Nagpur	5′ 6″	1931-32	1,41,71	20·41	1,50,29	21·64	91,85	13·23	..	..	6,68	0·96	90,79	13·07	45,82	6·60	45,27	6·52	5,72,41	82·43	Bengal-Nagpur.
		1932-33	87,19	13·00	1,32,65	19·77	59,91	8·93	..	..	6,34	0·94	92,16	13·74	41,14	6·13	62,62	9·33	4,82,01	71·84	
	2′ 6″	1931-32	13,14	41·20	13,20	41·42	4,50	14·12	..	..	..	..	5,57	17·47	3,63	11·39	1,01	3·17	41,05	128·77	
		1932-33	11,91	35·76	12,30	36·92	4,23	12·69	..	..	..	..	5,35	16·07	3,23	9·70	1,07	3·20	38,09	114·34	
Bombay, Baroda and Central India.	5′ 6″	1931-32	58,37	9·50	1,07,22	17·46	36,90	6·01	35,06	5·71	..	..	70,10	11·41	28,29	4·61	29,84	4·86	3,65,78	59·56	Bombay, Baroda and Central India.
		1932-33	56,74	9·19	1,00,75	16·32	45,04	7·30	31,07	5·04	..	..	67,40	10·92	26,42	4·28	29,57	4·79	3,56,99	57·84	
	3′ 3⅜″	1931-32	55,39	11·57	96,42	20·11	34,12	7·12	9,90	2·07	..	..	47,25	9·86	24,71	5·16	21,01	4·38	2,88,80	60·27	
		1932-33	48,86	10·00	95,25	19·50	33,74	6·89	10,42	2·13	..	..	42,48	8·69	23,96	4·90	22,51	4·61	2,77,22	56·72	
	2′ 6″	1931-32	1,94	20·31	2,67	28·06	70	7·29	8	0·79	...	...	1,19	12·54	45	4·71	14	1·57	7,17	75·27	
		1932-33	2,10	21·56	3,80	38·79	80	8·07	8	0·70	..	..	1,26	12·81	63	6·33	15	1·45	8,82	89·71	
Burma	3′ 3⅜″	1931-32	75,61	20·24	85,93	23·00	32,48	8·69	..	..	3,48	0·93	44,98	12·04	19,32	5·17	23,05	6·17	2,84,85	76·24	Burma.
		1932-33	78,76	22·67	79,45	22·87	29,95	8·62	..	..	3,68	1·06	43,50	12·52	18,01	5·18	19,55	5·63	2,72,90	78·55	
Eastern Bengal	5′ 6″	1931-32	64,25	18·70	70,55	20·60	37,07	10·80	..	..	..	..	57,34	16·70	24,54	7·14	27,73	8·07	2,81,48	82·00	Eastern Bengal.
		1932-33	74,53	22·30	66,89	20·10	37,91	11·40	..	..	...	..	53,49	16·00	23,56	7·06	23,84	7·15	2,80,22	84·01	
	3′ 3⅜″	1931-32	36,72	21·70	33,84	20·00	23,87	14·10	..	..	5,93	3·51	25,68	15·20	9,70	5·74	10,15	6·00	1,45,89	86·30	
		1932-33	38,41	22·10	33,51	19·30	21,49	12·40	..	..	5,23	3·02	26,73	15·40	8,97	5·17	9,74	5·62	1,44,08	83·01	
	2′ 6″	1931-32	47	32·20	58	39·70	22	15·10	..	..	...	..	24	16·40	4	2·74	2	1·37	1,57	107·50	
		1932-33	49	39·80	42	34·10	22	17·90	..	..	...	..	17	13·80	4	3·25	1	0·81	1,35	109·66	
East Indian	5′ 6″	1931-32	2,09,05	12·00	3,26,33	18·73	1,80,70	10·37	..	..	1,06	0·06	2,34,27	13·45	89,83	5·16	94,11	5·40	11,35,35	65·17	East Indian.
		1932-33	2,43,95	13·82	3,31,14	18·77	1,87,49	10·62	..	..	3,00	0·17	2,10,76	11·94	77,83	4·41	92,20	5·23	11,46,37	64·96	
Great Indian Peninsula	5′ 6″	1931-32	1,88,47	15·52	2,67,35	22·02	1,26,56	10·42	88,49	7·29	—	—	1,36,17	11·21	61,44	5·06	58,11	4·79	**9,26,22	76·31	Great Indian Peninsula.
		1932-33	2,17,26	17·42	2,51,70	20·18	1,28,77	10·32	88,35	7·08	—	...	1,33,04	10·67	61,77	4·95	61,16	4·90	9,42,05	75·52	
	2′ 6″	1931-32	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	4,11	47·03	
		1932-33	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	4,37	45·00	
Jodhpur	3′ 3⅜″	1931-32	11,85	14·06	15,97	18·95	7,85	9·32	..	..	—	—	8,56	10·15	5,77	6·84	3,43	4·08	53,43	63·40	Jodhpur.
		1932-33	11,93	13·92	14,42	16·83	6,08	7·10	..	..	...	...	8,54	9·96	5,74	6·69	5,63	6·57	52,34	61·07	

* Including Replacement and Renewal or Appropriation to Depreciation Reserve fund as the case may be.
‡ Separate figures, under each Abstract, are not furnished.

** The details by abstracts work up to 9,26,59 which are inclusive of Darhwa Pusad Railway figures, separate figures for which are not available, *vide* ‡ also.

7.—*Details of Working Expenses* of each Railway System for the years 1931-32 and 1932-33 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.		Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	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	12	13	14	15	16	17	18	19	20	21	22
CLASS I—*concld.*																					CLASS I—*concld.*
Madras and Southern Mahratta.	5′ 6″	*1931-32* .	*42,18*	*9·45*	*93,65*	*21·00*	*25,82*	*5·78*	..	..	..	..	*34,86*	*7·81*	*21,60*	*4·84*	*20,09*	*4·51*	*2,38,20*	*53·40*	Madras and Southern Mahratta.
		1932-33 .	37,13	8·87	85,59	20·40	23,50	5·61	..	..	..	..	32,76	7·83	19,99	4·78	19,41	4·65	2,18,38	52·14	
	3′ 3⅜″	*1931-32* .	*43,34*	*12·20*	*72,68*	*20·50*	*19,65*	*5·54*	..	..	*6,44*	*1·81*	*31,37*	*8·85*	*18,75*	*5·29*	*13,22*	*3·72*	*2,05,45*	*57·90*	
		1932-33 .	53,48	16·20	69,05	20·90	18,32	5·54	..	..	4,93	1·49	30,58	9·25	16,77	5·08	13,45	4·07	2,06,58	62·53	
Nizam's State	5′ 6″	*1931-32* .	*16,32*	*11·82*	*19,30*	*13·99*	*9,42*	*6·83*	..	..	..	..	*10,21*	*7·39*	*8,01*	*5·81*	*3,37*	*2·44*	*66,63*	*48·28*	Nizam's State.
		1932-33 .	14,56	11·32	18,84	14·64	8,31	6·46	..	..		..	10,47	8·13	7,54	5·86	4,42	3·43	64,14	49·84	
	3′ 3⅜″	*1931-32* .	*14,55*	*13·52*	*15,91*	*20·25*	*5,91*	*7·52*	..	..	..	..	*8,52*	*10·85*	*7,38*	*9·38*	*2,96*	*3·77*	*55,23*	*70·29*	
		1932-33 .	10,79	14·48	15,15	20·33	5,22	7·00	..	..	..	..	8,62	11·57	7,38	9·90	3,46	4·63	50,62	67.90	
North Western (Commercial).	5′ 6″	*1931-32* .	*2,57,79*	*19·04*	*3,05,00*	*22·52*	*1,36,42*	*10·08*	..	..	..	..	*1,55,07*	*11·45*	*73,89*	*5·46*	*65,26*	*4·82*	*9,93,43*	*74·10*	North Western (Commercial).
		1932-33 .	2,83,47	21·58	2,81,27	21·41	1,31,84	10·03	..	..	..	..	1,52,41	11·60	69,33	5·27	57,47	4·37	9,75,79	74·26	
	2′ 6″	*1931-32* .	*12,72*	*37·62*	*14,36*	*42·49*	*4,36*	*12·90*	..	..	*45*	*1·35*	*6,61*	*19·54*	*1,61*	*4·79*	*1,85*	*5·47*	*41,96*	*124·15*	
		1932-33 .	12,96	43·77	11,48	38·77	4,01	13·54	..	..	47	1·59	4,72	15·94	1,50	5·07	1,58	5·34	36,72	124·02	
North Western (Military)	5′ 6″	*1931-32* .	*49,22*	*39·09*	*49,58*	*39·38*	*19,20*	*15·25*	..	..	..	..	*22,22*	*17·66*	*12,29*	*9·76*	*7,18*	*5·70*	*1,59,69*	*126·84*	North Western (Military).
		1932-33 .	52,92	43·16	58,88	48·03	18,72	15·26	..	..	..	..	20,74	16·91	11,55	9·42	7,96	6·49	1,70,77	139·27	
	2′ 6″	*1931-32* .	*8,72*	*150·17*	*7,04*	*121·06*	*2,04*	*34·98*	..	..	*7*	*1·16*	*2,32*	*40·09*	*1,12*	*19·34*	*39*	*6·69*	*21,70*	*373·49*	
		1932-33 .	7,96	161·13	6,06	122·67	1,68	34·01	..	..	8	1·62	2,00	40·49	1,04	21·05	45	9·11	19,27	390·08	
North Western (Total)		*1931-32* .	*3,28,45*	*21·62*	*3,75,98*	*24·74*	*1,62,02*	*10·66*	..	..	*52*	*0·03*	*1,86,22*	*12·26*	*88,91*	*5·85*	*74,68*	*4·91*	*12,16,78*	*80·07*	North Western (Total).
		1932-33 .	3,57,31	24·33	3,57,69	24·36	1,56,25	10·64	..	..	55	0·04	1,79,87	12·25	83,42	5·68	67,46	4·59	12,02,55	81·89	
Rohilkund and Kumaon	3′ 3⅜″	*1931-32* .	*8,27*	*13·38*	*10,89*	*17·61*	*2,91*	*4·70*	..	..	..	..	*6,07*	*9·82*	*4,13*	*6·68*	..	..	*32,27*	*52·19*	Rohilkund and Kumaon.
		1932-33 .	8,23	12·91	9,18	14·40	2,53	3·96	..	..	..	..	5,88	9·22	4,31	6·76	..	..	30,13	47·25	
South Indian	5′ 6″	*1931-32* .	†	†	†	†	†	†	..	..	†	†	†	†	†	†	†	†	*97,52*	*57·40*	South Indian.
		1932-33 .	†	†	†	†	†	†	..	..	†	†	†	†	†	†	†	†	1,01,39	60·79	
	3′ 3⅜″	*1931-32* .	*‡64,58*	*‡11·49*	*‡1,24,78*	*‡22·20*	*‡24,03*	*‡4·27*	*3,53*	*0·63*	*‡2,73*	*‡0·48*	*‡50,59*	*‡9·00*	*‡31,21*	*‡5·55*	*‡21,96*	*‡3·91*	*2,21,54*	*56·90*	
		1932-33 .	‡66,52	‡11·87	‡1,15,41	‡20·60	‡24,45	‡4·36	5,19	0·93	‡3,41	‡0·61	‡53,66	‡9·58	‡30,52	‡5·45	‡19,68	‡3·51	2,13,32	54·58	
	2′ 6″	*1931-32* .	†	†	†	†	†	†	..	..	†	†	†	†	†	†	†	†	*4,35*	*143·60*	
		1932-33 .	†	†	†	†	†	†	..	..	†	†	†	†	†	†	†	†	4,13	157·03	
TOTAL CLASS I RAILWAYS	..	*1931-32* .	*14,35,80*	*15·23*	*19,58,96*	*20·77*	*8,48,80*	*9·00*	*1,37,06*	*1·45*	*40,45*	*0·43*	*11,05,09*	*11·72*	*5,21,34*	*5·53*	*4,63,10*	*4·91*	*65,14,34*	*69·08*	TOTAL CLASS I RAILWAYS.
		1932-33 .	14,86,34	15·94	18,63,14	19·98	8,19,04	8·78	1,35,11	1·45	39,93	0·43	10,58,96	11·35	4,88,41	5·24	4,71,49	5·06	63,66,79	68·27	

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Included with 3′ 3⅜″ gauge.
‡ Includes 5′—6″ and 2′—6″ Gauges.

† Included with 3′—3⅜″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ gauges.

7.—*Details of Working Expenses* of each Railway System for the years 1931-32 and 1932-33 (in thousands of rupees)*—contd.

Railway System.	Gauge	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.		Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	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	12	13	14	15	16	17	18	19	20	21	22
CLASS II.																					CLASS II.
Barsi Light	2′ 6″	*1931-32*	*1,60*	*7·87*	*4,41*	*21·70*	*1,04*	*5·10*	..	..	..	..	*1,96*	*9·64*	*3,16*	*15·58*	*82*	*4·02*	*12,99*	*63·91*	Barsi Light.
		1932-33	1,35	6·96	4,24	21·92	91	4·71	..	..	..	..	1,78	9·22	3,07	15·84	92	4·78	12,27	63·43	
Bengal Dooars	3′ 3⅜″	*1931-32*	*3,45*	*18·16*	*1,75*	*9·21*	*66*	*3·47*	..	..	*17*	*0·89*	*2,19*	*11·53*	*2,03*	*10·68*	*60*	*3·16*	*10,85*	*57·10*	Bengal Dooars.
		1932-33	3,69	18·95	1,99	10·22	61	3·13	..	..	20	1·03	2,05	10·52	2,04	10·47	64	3·29	11,22	57·61	
Bhavnagar State	3′ 3⅜″	*1931-32*	*3,16*	*10·42*	*6,28*	*20·73*	*1,80*	*5·94*	..	..	..	..	*3,85*	*12·72*	*2,27*	*7·50*	*95*	*3·13*	*18,31*	*60·44*	Bhavnagar State.
		1932-33	3,36	10·40	6,32	19·59	2,36	7·32	..	..	..	..	3,78	11·73	2,31	7·17	90	2·78	19,03	58·99	
Bikaner State	3′ 3⅜″	*1931-32*	*6,76*	*16·21*	*11,14*	*26·71*	*3,77*	*9·04*	..	..	..	..	*4,10*	*9·83*	*2,78*	*6·66*	*1,14*	*2·73*	*29,69*	*71·18*	Bikaner State.
		1932-33	5,99	16·63	10,06	27·93	3,59	9·96	..	..	..	..	3,65	10·13	2,83	7·85	1,26	3·50	27,38	76·00	
Darjeeling-Himalayan	2′ 0″	*1931-32*	*§1,94*	*§10·37*	*§3,73*	*§19·95*	*§89*	*§4·76*	..	..	..	..	*§3,13*	*§16·73*	*§1,85*	*§9·89*	*§1,25*	*§6·69*	*§12,79*	*§68·39*	Darjeeling Himalayan.
		1932-33	§2,00	§12·05	§3,81	§22·95	§1,22	§7·35	..	..	..	..	§2,79	§16·0	§1,72	10·36	§1,11	§6·69	§12,65	§76·20	
Dibru-Sadiya	3′ 3⅜″	*1931-32*	*3,06*	*12·40*	*4,41*	*17·92*	*2,22*	*9·00*	..	..	..	..	*2,37*	*9·20*	*1,52*	*6·16*	*8*	*0·32*	*13,66*	*55·37*	Dibru-Sadiya.
		1932-33	2,69	12·19	3,86	17·49	1,91	8·66	..	..	..	..	2,11	9·56	1,53	6·93	11	0·50	12,21	55·33	
Gaekwar's Baroda State.	2′ 6″	*1931-32*	*3,24*	*14·88*	*3,84*	*17·68*	*1,60*	*7·32*	..	..	..	..	*3,08*	*14·16*	*2,01*	*9·25*	*†3,96*	*18·22*	*17,73*	*81·51*	Gaekwar's Baroda State.
		1932-33	2,99	12·46	3,93	16·41	75	3·13	..	..	..	..	3,38	14·09	1,82	7·61	†4,08	17·03	16,95	70·73	
Gondal	3′ 3⅜″	*1931-32*	*4,90*	*19·91*	*5,82*	*23·61*	*1,35*	*5·48*	..	..	..	..	*2,74*	*11·15*	*1,18*	*4·78*	*46*	*1·87*	*16,45*	*66·80*	Gondal.
		1932-33	3,43	13·38	4,34	16·94	1,14	4·43	..	..	..	..	2,52	9·84	1,22	4·78	41	1·61	13,06	50·98	
Howrah-Amta Light	2′ 0″	*1931-32*	*1,92*	*19·41*	*1,79*	*18·06*	*1,13*	*11·40*	..	..	..	..	*1,76*	*17·83*	*65*	*6·59*	*34*	*3·46*	*7,59*	*76·75*	Howrah-Amta Light.
		1932-33	1,80	19·05	1,54	16·30	83	8·74	..	..	..	..	1,55	16·40	60	6·39	41	4·29	6,73	71·17	
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*4,04*	*29·08*	*3,58*	*25·79*	*71*	*5·13*	..	..	..	..	*1,76*	*12·70*	*1,14*	*8·17*	*44*	*3·18*	*11,67*	*84·05*	Jamnagar and Dwarka.
		1932-33	2,64	19·02	3,11	22·35	85	6·09	..	..	..	..	1,85	13·31	1,14	8·19	44	3·16	10,03	72·12	
Junagad State	3′ 3⅜″	*1931-32*	*2,22*	*16·45*	*3,20*	*23·67*	*77*	*5·68*	..	..	..	..	*2,01*	*14·88*	*1,04*	*7·70*	*43*	*3·15*	*9,67*	*71·53*	Junagad State.
		1932-33	1,73	13·10	2,80	21·15	76	5·70	..	..	..	..	1,91	14·42	94	7·12	39	2·91	8,53	64·40	
Morvi	3′ 3⅜″	*1931-32*	*3,86*	*21·70*	*2,90*	*16·32*	*74*	*4·14*	..	..	..	..	*2,11*	*11·86*	*71*	*3·99*	*—8*	*—0·47*	*10,24*	*57·54*	Morvi.
		1932-33	—42	—2·50	2,95	17·73	68	4·08	..	..	..	..	1,99	11·99	65	3·90	4,33	26·02	10,18	61·22	
Mysore	3′ 3⅜″	*1931-32*	*5,07*	*18·03*	*7,80*	*27·74*	*1,61*	*5·70*	..	..	..	..	*4,22*	*15·01*	*2,15*	*7·61*	*1,16*	*4·12*	*22,01*	*78·24*	Mysore.
		1932-33	4,60	16·44	9,89	35·35	2,02	7·22	..	..	..	..	5,11	18·26	2,14	7·64	1,09	3·90	24,85	88·81	
	2′ 6″	*1931-32*	*46*	*16·14*	*74*	*26·27*	*13*	*4·84*	..	..	..	..	*42*	*14·90*	*21*	*7·49*	*11*	*3·93*	*2,07*	*73·40*	
		1932-33	40	13·07	86	28·11	18	5·88	..	..	..	..	55	17·98	24	7·84	12	3·92	2,35	76·80	
	2′ 0″	*1931-32*	*6*	*14·07*	*9*	*23·24*	*1*	*3·28*	..	..	..	..	*6*	*14·51*	*3*	*7·36*	*2*	*4·30*	*27*	*66·76*	
		1932-33	6	11·36	12	24·88	2	3·93	..	..	..	..	9	18·19	4	7·76	2	3·85	35	69·97	
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1931-32*	*83*	*9·94*	*1,05*	*12·68*	*31*	*3·72*	..	..	..	..	*1,01*	*12·09*	*50*	*6·06*	*29*	*3·54*	*3,99*	*48·03*	Shahdara (Delhi) Saharanpur Light.
		1932-33	1,05	11·89	1,13	12·68	38	4·33	..	..	..	..	94	10·60	49	5·56	24	2·63	4,23	47·69	
TOTAL CLASS II RAILWAYS	..	*1931-32*	*46,57*	*15·74*	*62,53*	*21·14*	*18,74*	*6·33*	..	..	*17*	*0·06*	*36,77*	*12·43*	*23,23*	*7·85*	*11,97*	*4·05*	*1,99,98*	*67·60*	TOTAL CLASS II RAILWAYS.
		1932-33	37,36	12·93	60,95	21·09	18,21	6·30	..	..	20	0·07	36,05	12·48	22,78	7·88	16,47	5·70	1,92,02	66·45	

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

† Includes Rs. 3,60 on account of contribution to Depreciation Reserve Fund.
§ Includes the Darjeeling Himalayan Extension Railway.

7.—*Details of Working Expenses* of each Railway System for the years 1931-32 and 1932-33 (in thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Maintenance of Structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.		Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CLASS III.															CLASS III.
Ahmadpur-Katwa	2′ 6″	*1931-32*	*26*	*23·28*	*28*	*25·78*	*23*	*20·44*	*19*	*17·01*	*1*	*1·41*	*97*	*87·92*	Ahmadpur-Katwa.
		1932-33	22	18·74	27	23·90	24	20·58	18	15·37	2	1·93	93	80·52	
Arrah-Sasaram Light	2′ 6″	*1931-32*	*1,26*	*32·51*	*64*	*16·53*	*53*	*13·62*	*32*	*8·36*	*7*	*1·69*	*2,82*	*72·89*	Arrah-Sasaram Light.
		1932-33	1,19	33·14	65	18·24	44	12·39	31	8·74	8	2·28	2,67	74·79	
Bankura-Damoodar River	2′ 6″	*1931-32*	*56*	*36·84*	*59*	*39·43*	*34*	*22·23*	*32*	*21·32*	*3*	*2·13*	*1,84*	*121·95*	Bankura-Damoodar River.
		1932-33	37	24·46	41	27·60	29	19·07	29	18·93	3	2·11	1,39	92·17	
Baraset-Basirhat Light	2′ 6″	*1931-32*	*1,20*	*21·53*	*1,47*	*26·36*	*1,00*	*18·00*	*46*	*8·25*	*14*	*2·53*	*4,27*	*76·67*	Baraset-Basirhat Light.
		1932-33	97	21·50	1,26	27·89	97	21·36	44	9·74	14	3·08	3,78	83·57	
Bengal Provincial	2′ 6″	*1931-32*	*24*	*17·68*	*39*	*29·72*	*25*	*19·02*	*20*	*15·10*	*2*	*1·09*	*1,10*	*82·61*	Bengal Provincial.
		1932-33	23	18·40	43	34·40	24	19·20	19	15·20	2	1·60	1,11	88·80	
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	*1,13*	*27·99*	*97*	*23·77*	*55*	*13·53*	*28*	*7·02*	*5*	*1·31*	*2,98*	*73·62*	Bukhtiarpur-Bihar Light.
		1932-33	63	20·32	72	23·28	40	13·01	27	8·76	4	1·54	2,06	66·91	
Burdwan-Katwa	2′ 6″	*1931-32*	*37*	*20·92*	*48*	*26·79*	*34*	*18·88*	*24*	*13·21*	*4*	*2·16*	*1,46*	*81·96*	Burdwan-Katwa.
		1932-33	31	17·90	41	23·45	31	18·17	22	12·82	3	2·01	1,28	74·35	
Cutch State	2′ 6″	*1931-32*	*19*	*13·31*	*35*	*25·02*	*15*	*10·74*	*14*	*9·58*	..	*0·19*	*83*	*58·84*	Cutch State.
		1932-33	19	9·86	58	30·35	17	8·89	13	7·08	..	0·21	107	56·39	
Dehri-Rohtas Light	2′ 6″	*1931-32*	*27*	*14·14*	*52*	*27·58*	*18*	*9·52*	*25*	*13·53*	*3*	*1·70*	*1,25*	*66·47*	Dehri-Rohtas Light.
		1932-33	23	14·14	45	27·78	16	10·09	24	15·02	4	2·38	1,12	69·41	
Dholpur-State	2′ 6″	*1931-32*	*16*	*11·03*	*45*	*30·52*	*18*	*12·05*	*15*	*10·25*	*2*	*1·16*	*96*	*65·01*	Dholpur-State.
		1932-33	15	9·29	47	28·38	17	9·95	15	9·17	2	1·00	96	57·79	
Futwah-Islampur	2′ 6″	*1931-32*	*37*	*27·03*	*29*	*21·33*	*23*	*17·07*	*15*	*11·23*	*3*	*1·75*	*1,07*	*78·46*	Futwah-Islampur.
		1932-33	26	23·53	23	20·30	20	17·82	15	13·21	2	1·96	86	76·82	

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

7.—*Details of Working Expenses* of each Railway System for the years 1931-32 and 1932-33 (in thousands of rupees)*—concld.

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CLASS III—*concld.*															CLASS III—*concld.*
Gwalior Light	2′ 0″	*1931-32*	*83*	*11·98*	*2,32*	*33·68*	*60*	*8·62*	*64*	*9·22*	*36*	*5·22*	*4,75*	*68·73*	Gwalior Light.
		1932-33	109	13·68	2,76	34·63	74	9·28	71	8·91	43	5·39	5,73	71·89	
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*48*	*22·97*	*51*	*24·74*	*37*	*18·07*	*26*	*12·57*	*8*	*3·46*	*1,70*	*81·81*	Howrah-Sheakhala Light.
		1932-33	42	21·59	52	26·90	41	21·12	24	12·41	9	4·39	1,68	86·41	
Jagadhri Light	2′ 0″	*1931-32*	*1*	*7·59*	*5*	*41·26*	*4*	*29·69*	*2*	*18·03*	..	*0·14*	*12*	*96·71*	Jagadhri Light.
		1932-33	1	6·56	5	30·19	3	21·50	2	14·39	..	0·05	11	72·69	
Jessore-Jhenidah	2′ 6″	*1931-32*	*11*	*17·62*	*36*	*58·27*	*12*	*18·89*	*15*	*23·51*	*4*	*7·09*	*78*	*125·43*	Jessore-Jhenidah.
		1932-33	†	†	†	†	†	†	†	†	†	†	†	†	
Jorhat (Provincial)	2′ 0″	*1931-32*	*31*	*21·39*	*55*	*37·18*	*44*	*30·05*	*16*	*10·68*	*3*	*2·22*	*1,49*	*101·52*	Jorhat (Provincial).
		1932-33	39	27·60	60	43·09	44	31·51	15	10·55	4	2·79	1,62	115·54	
Kalighat-Falta	2′ 6″	*1931-32*	*43*	*17·66*	*76*	*31·22*	*47*	*18·98*	*31*	*12·57*	*6*	*2·54*	*2,03*	*82·97*	Kalighat-Falta.
		1932-33	39	21·13	67	35·62	37	19·59	29	15·53	6	3·13	1,78	95·00	
Kulasekarapatnam Light	2′ 0″	*1931-32*	*26*	*22·73*	*50*	*44·12*	*14*	*12·58*	*4*	*3·65*	..	..	*95*	*83·08*	Kulasekarapatnam Light.
		1932-33	24	21·78	48	44·14	13	12·07	4	3·29	..	..	89	81·28	
Mathern Light	2′ 0″	*1931-32*	*6*	*5·88*	*39*	*38·24*	*12*	*11·76*	*12*	*11·76*	*6*	*5·88*	*75*	*73·52*	Matheran Light.
		1932-33	15	17·44	33	38·37	10	11·63	23	26·74	2	2·33	83	96·51	
Porbandar State	3′ 3⅜″	*1931-32*	*48*	*14·04*	*1,39*	*40·64*	*35*	*10·23*	*46*	*13·45*	*12*	*3·51*	*2,80*	*81·87*	Porbandar State.
		1932-33	25	7·43	1,02	30·[illegible]9	31	9·38	39	11·58	9	2·64	2,06	61·22	
Tezpore-Balipara	2′ 6″	*1931-32*	*32*	*18·58*	*54*	*30·37*	*30*	*16·58*	*21*	*11·12*	*3*	*2·14*	*1,40*	*78·79*	Tezpore-Balipara.
		1932-33	17	11·18	42	26·44	27	17·28	19	11·85	5	3·18	1,10	69·93	
Trivellore Light	2′ 0″	*1931-32*	..	*1·73*	*3*	*89·06*	*1*	*40·80*	*1*	*18·70*	..	*20·90*	*5*	*187·00*	Trivellore Light.
		1932-33	..	..	2	70·22	1	34·20	..	16·78	..	..	3	121·20	
Udaipur-Chitorgarh	3′ 3⅜″	*1931-32*	*75*	*13·00*	*1,87*	*32·47*	*48*	*8·37*	*30*	*5·16*	*11*	*1·95*	*3,50*	*60·95*	Udaipur-Chitorgarh.
		1932-33	98	16·31	2,05	33·97	47	7·81	37	6·22	12	1·94	3,99	66·25	
TOTAL CLASS III RAILWAYS		*1931-32*	*10,05*	*19·28*	*15,70*	*30·13*	*7,42*	*14·24*	*5,37*	*10·31*	*1,33*	*2·55*	*39,87*	*76·51*	TOTAL CLASS III RAILWAYS.
		1932-33	8,84	17·91	14,80	29·99	6,87	13·92	5,20	10·54	1,34	2·72	37,05	75·08	

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

†Information not available; the line being closed from 1st April 1933.

STATISTICAL STATEMENTS.

8.—Mileage Statement for the year 1932-33.

CLASS I RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1933.				Track mileage open on 31st March 1933.				Route mileage opened during the year 1932-33.		Route mileage authorised, but not open for traffic, on 31st March 1933.				Classification.	Name of Railway.
														Sanctioned but not commenced.		Under construction.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.	Section.	Miles.	Section.	Miles.	Section.	Miles.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	Assam-Bengal—	3′ 3⅜″	1-7-95	1,131·43	..	..	1,131·43	1,131·43	227·45	17·08	1,375·96	..	..	..	..	..	..	State line.	Assam Bengal—
	Chaparmukh-Silghat	3′ 3⅜″	30-3-20	50·81	..	..	50·81	50·81	3·68	..	54·49	..	..	..	..	..	..	Branch lines under guarantee terms.	Chaparmukh-Silghat.
	Katakhal Lalabazar	3′ 3⅜″	1-4-23	23·49	..	..	23·49	23·49	1·04	..	24·53	..	..	..	..	..	..		Katakhal-Lalabazar.
	Mymensingh-Bhairab Bazar	3′ 3⅜″	20-6-17	100·68	..	..	100·68	100·68	18·78	0·36	119·82	..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	Total—1			1,306·41	..	..	1,306·41	1,306·41	250·95	17·44	1,574·80		..		..		..		Total—1.
2	Bengal and North Western—	3′ 3⅜″	2-4-84	1,269·67	..	..	1,269·67	1,269·67	281·02	26·06	1,576·75	..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North Western.—
	Mashrak-Thawe	3′ 3⅜″	12-1-31	39·32	..	..	39·32	39·32	..	..	39·32	..	..	..	..	..	..	State lines.	Mashrak-Thawe.
	Tirhoot	3′ 3⅜″	1-11-75	792·49	10·05	..	802·54	812·59	189·72	13·72	1,016·03	..	..	..	..	..	..		Tirhoot.
	Total—2			2,101·48	10·05	..	2,111·53	2,121·58	470·74	39·78	2,632·10		..		..		..		Total—2.
3	Bengal-Nagpur—	5′ 6″	27-11-88	2,160·03	253·52	..	2,413·55	2,667·07	653·40	140·37	3,460·84	..	..	Contai Road to Contai.	33·95	†Birmitrapur to Guttitanagar. Dharmaband to Kharkharee (‡).	8·29 2·57	State lines.	Bengal-Nagpur—
	Central India Coal-fields	5′ 6″	17-6-28	53·85	..	..	53·85	53·85	3·18	1·75	58·78	..	..	..	..	..	..	State line.	Central India Coal-fields.
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35	..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
	Parlakimedi Light	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	3·16	..	59·46	..	..	..	..	..	..	Indian State line.	Parlakimedi Light.
	Purulia-Ranchi	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	10·91	0·05	127·50	..	..	..	..	..	..	State lines.	Purulia-Ranchi.
	Raipur-Dhamtari	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·61	0·65	62·20	..	..	..	..	..	..		Raipur-Dhamtari.
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	62·51	12·14	700·57	..	..	..	..	..	..		Satpura.
	Tumsar-Tirodi Light	2′ 0″	1-4-16	18·74	..	..	18·74	18·74	1·61	..	20·35	..	..	..	..	..	..		Tumsar-Tirodi Light.
	Total—3			3,158·96	253·52	..	3,412·48	3,666·00	742·99	155·06	4,564·05		..		33·95		10·86		Total—3.

* Receives land only from Government.

† Work suspended.

‡ Not opened pending completion of the Dharmaband siding No. 16.

8.—*Mileage for the year 1932-33*—contd.

CLASS I RAILWAYS—*contd.*

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1933.				Track mileage open on 31st March 1933.				Route mileage opened during the year 1932-33.		Route mileage authorised, but not open for traffic, on 31st March 1933.				Classification.	Name of Railway.
														Sanctioned but not commenced.		Under construction.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.	Section.	Miles.	Section.	Miles.	Section.	Miles.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	776·27	239·59	*19·44	1,035·30	1,332·94	346·55	107·90	1,787·39	..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
	Nagda-Ujjain	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	3·33	1·86	39·98	..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
	Gaekwar's Petlad	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15	..	..	..	..	..	..		Gaekwar's Petlad.
	Tarapur-Cambay State	5′ 6″	20-6-01	12·35	..	..	12·35	12·35	1·48	2·33	16·16	..	..	..	..	..	..		Tarapur Cambay State.
	Tapti Valley	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·51	4·15	167·38	..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
	Bombay, Baroda and Central India (including Palanpur-Dessa).	3′ 3⅜″	14-2-73	1,892·76	2·82	..	1,895·58	1,898·41	389·41	26·90	2,314·72	..	..	..	..	..	..	State line.	Bombay, Baroda and Central India (including Palanpur-Dessa).
	Ahmedabad-Parantij	3′ 3⅜″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92	..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
	Dhrangadra	3′ 3⅜″	1-6-98	40·28	..	..	40·28	40·28	5·68	13·30	59·26	..	..	Halvad to Malia	26·00	..	..	Indian State lines.	Dhrangadra.
	Gaekwar's Mehsana	3′ 3⅜″	21-3-87	254·82	..	..	254·82	254·82	28·14	3·31	286·27	..	..	Khalipur to Khakhal Wagrod to Khareda Vijapur to Ransipur	17·22 12·44 14·01	..	..		Gaekwar's Mehsana.
	Jaipur State	3′ 3⅜″	10-11-05	181·11	..	..	181·11	181·11	11·96	..	193·07	..	.	..	..	..	..		Jaipur State.
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	6·99	1·67	80·94	..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	2·14	5·08	37·90	..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani.
	Godhra-Lunavada	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·78	0·85	28·12	..	..	..	..	..	..		Godhra-Lunavada.
	Nadiad-Kapadvanj	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·33	32·99	..	..	..	..	..	..		Nadiad-Kapadvanj.
	Rajpipla State	2′ 6″	1-7-97	58·06	..	..	58·06	58·06	3·01	0·99	62·06	..	..	..	..	..	..	Indian State lines.	Rajpipla State.
	Piplod-Devgad Baria	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·55	1·02	11·09	..	..	..	..	..	..		Piplod-Devgad Baria.
	Total—4			3,682·46	242·41	19·44	3,944·31	4,244·78	821·99	174·63	5,241·40		..		69·67		..		Total—4.
5	Burma	3′ 3⅜″	1-5-77	1,850·40	206·85	..	2,057·25	2,264·10	456·35	120·20	2,840·65	..	..	Trans.-Irrawaddy section of Minbu and Pakokku District Rys. (Malun to end).	270·87	Taungdwingyi to Patanago.§ Irrawaddy Bridge at Sagaing and Approaches.	41·00 4·86	State line.	Burma.
													..		270·87		45·86		Total—5.

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

§ Work suspended.

8.—*Mileage Statement for the year 1932-33*—contd.

CLASS I RAILWAYS—*contd.*

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1933.				Track mileage open on 31st March 1933.				Route mileage opened during the year 1932-33.		Route mileage authorised but not open for traffic, on 31st March 1933.				Classification.	Name of Railway.
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.	Section.	Miles.	Sanctioned but not commenced. Section.	Sanctioned but not commenced. Miles.	Under construction. Section.	Under construction. Miles.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
6	Eastern Bengal—	5′ 6″	2-1-62	675·00	145·57	22·60 (quadruple).	843·17	1,056·58	518·82	28·84	1,604·24	..	..	Dacca to Aricha ..	64·00	..	..	State line.	Eastern Bengal—
	Sara-Sirajganj	5′ 6″	1-7-15	49·66	..	..	49·66	49·66	30·35	..	80·01			..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
	Eastern Bengal	3′ 3⅜″	28-8-77	1,027·56	7·29	..	1,034·85	1,042·14	310·94	9·21	1,362·29	Tangla to Majbat Majbat to Rangapara.	27·27 25·05	..	..	..	..	State line.	Eastern Bengal.
	Cooch Behar State	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	0·28	35·79	..	..	..	..	..	..	Indian State line.	Cooch Behar State.
	Eastern Bengal	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42	..	..	..	..	..	..	State line.	Eastern Bengal.
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70	..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat.
	Total—6			1,822·20	152·86	22·60	1,997·66	2,218·36	865·76	38·33	3,122·45		52·32		64·00		..		Total—6.
7	East Indian—	5′ 6″	15-8-54	†3,236·31	922·40	‡61·12	4,219·83	5,302·38	1,653·93	209·28	7,165·59	Sultanpur-Zafarabad Calcutta Chord Geenagarh Branch Sangam Station	56·78 9·34 0·86 1·13	..	..	..	..	State line.	East Indian—
	Hardwar-Dehra	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·20	..	37·24	..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.
	South Bihar	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·35	..	82·17	..	..	..	..	..	..	State line. §	South Bihar.
	Cawnpore-Burhwal link	3′ 3⅜″	24-11-96	(a)82·52	..	..	(a) 82·52	(a)82·52	13·90	1·30	97·72	..	..	..	..	..	..	State line. ‖	Cawnpore-Burhwal link.
	Total—7			3,426·69	922·40	61·12	4,410·21	5,492·76	1,679·38	210·58	7,382·72		68·11		..		..		Total—7.
8	Great Indian Peninsula (b)	5′ 6″	18-4-53	2,357·97	774·97	32·74	3,165·68	4,038·87	1,013·85	106·12	5,158·84	..	..	..	..	**Khamgaon to Chikli	38·50	State line	Great Indian Peninsula (b)—
	Bhopal-Itarsi (Indian State Section).	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	24·53	1·55	82·72	..	..	..	..	**Kartal to Kamasin	58·66	Indian State lines.	Bhopal-Itarsi (Indian State Section).
	Bhopal-Ujjain	5′ 6″	11-11-95	113·28	..	..	113·28	113·28	6·99	2·71	122·98	..	..	Biwarkhed Akot-Akola Basin Railway.	91·00	**Amraoti to Narkhed	79·00		Bhopal-Ujjain.
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	7·89	2·17	157·13	..	..	..	..	**Belapur to Sheogaon	45·50		Bina-Goona-Baran.
	Darwha-Pusad	2′ 6″	15-12-31	42·65	..	..	42·65	42·65	2·33	0·36	45·34	..	..	..	..	..	..	State line.	Darwha Pusad.
	Dhond-Baramati	2′ 6″	20-5-14	27·26	..	..	27·26	27·26	1·25	0·45	28·96	..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·63	126·21	..	..	..	..	..	..		Ellichpur-Yeotmal.
	Pachora-Jamner	2′ 6″	1-4-18	34·76	..	..	34·76	34·76	1·48	0·88	37·12	..	..	..	..	..	..		Pachora-Jamner.
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	0·96	0·54	23·33	..	..	..	..	..	..		Pulgaon-Arvi.
	Total—8			2,919·27	774·97	32·74	3,726·98	4,600·17	1,065·05	117·41	5,782·63		..		91·00		221·66		Total—8.

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Barabanki.
‡ 30·54 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·88 miles septuple.
(a) Including the mixed gauge line referred to in the note marked with † above and also 2·18 miles of E. I. Railway metre gauge line at Benares.
(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.

** Construction suspended.
§ Although a leased line, it is for convenience treated as a State line.
‖ Under running power agreement, the B. and N. W. Ry. company run and haul their trains and traffic over this line.

8.—*Mileage Statement for the year 1932-33*—contd.

CLASS I RAILWAYS—*contd.*

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	Route mileage open on 31st March 1933 / Track mileage open on 31st March 1933. Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.	Route mileage opened during the year 1932-33. Section.	Miles.	Route mileage authorised, but not open for traffic, on 31st March 1933. Sanctioned but not commenced. Section.	Miles.	Under construction. Section.	Miles.	Classification.	Name of Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
9	Jodhpur—	3′ 3⅜″	24-6-82	751·36	..	..	751·36	751·36	101·03	13·26	865·65	..	..	Phalodi to Pokaran.	33·00	..	..	Indian State line.	Jodhpur—
														Bilara to Jaitarn	16·00	..	..		
	Jodhpur Hyderabad (British Section).	3′ 3⅜″	18-8-92	174·41	..	..	174·41	174·41	38·05	5·22	217·68	..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
	Mirpur Khas-Khadro	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	3·14	0·48	53·12	..	..	..	..	..	..	Line subsidized by the Government of India (a).	Mirpur Khas-Khadro.
	Total—9			975·27	..	..	975·27	975·27	142·22	18·96	1,136·45		..		49·00		..		Total—9.
10	Madras and Southern Mahratta—	5′ 6″	1-7-56	1,066·92	48·17	3·71 (Quadruple).	1,118·80	1,178·10	292·06	9·86	1,480·02	..	..	..	..	..	..	State line.	Madras and Southern Mahratta.
	Kolar Gold-fields	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·77	3·10	15·75	..	..	..	..	..	..	Indian State line.	Kolar Gold-fields.
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69	..	..	..	..	..	..	District Board line.	Tenali-Repalle.
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	*1,661·79	..	..	1,661·79	1,661·79	225·39	2·27	1,889·45	..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
	Alnavar-Dandeli (Provincial)	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08	..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
	Bangalore-Harihar	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	29·61	..	240·10	..	..	..	..	..	..		Bangalore-Harihar (b).
	Bezwada-Masulipatam	3′ 3⅜″	4-2-08	51·80	..	..	51·80	51·80	8·96	0·09	60·85	..	..	..	..	..	..	District Board line.	Bezwada-Masulipatam.
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·13	..	55·32	..	..	..	..	..	..	State line.	Hindupur (b) (Yesvantpur-Mysore Frontier).
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16	..	..	..	..	..	..	Indian State lines.	Kolhapur State.
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32	..	..	..	..	..	..		Sangli State.
	West of India Portuguese	3′ 3⅜″	17-1-87	51·10	..	..	51·10	51·10	18·28	..	69·38	..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	Total—10			3,177·87	48·17	3·71	3,229·75	3,289·65	586·75	15·32	3,891·12		..		..		..		Total—10.
11	Nizam's State—	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	62·45	10·89	403·52	..	..	..	..	..	..	Indian State line.	Nizam's State—
	Beawada Extension	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·53	..	23·00	..	..	..	..	..	..	State line.	Bezwada Extension.
	Kazipet-Balharshah	5′ 6″	1-2-24	145·69	..	..	145·69	145·69	4·92	2·41	153·02	..	..	..	..	..	..	Indian State lines.	Kazipet-Balharshah.
	Karipalli-Kothagudam	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82	..	..	Bhadrachelam Road to Ramaram.	1·99	..	..		Karipalli-Kothagudam.
	Vikarabad-Bidar	5′ 6″	14-1-30	166·25	..	..	166·25	166·25	7·37	..	173·62	Mohamadabad Bidar to Udgir. Udgir to Purli	109·68	..	..	..	..		Vikarabad-Bidar.
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19	..	..	..	..	..	..		Hingoli Branch.
	Hyderabad-Godavari Valley	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	60·83	2·29	457·31	..	..	..	..	..	..		Hyderabad-Godavari Valley.
	Parbhan-Purli	3′ 3⅜″	16-10-29	30·49	..	..	39·49	39·49	1·24	..	40·73	..	..	..	..	..	..		Parbhani-Purli.
	Secunderabad-British Frontier	3′ 3⅜″	1-2-16	138·80	9·28	..	148·08	157·36	15·75	0·05	173·16	..	..	..	..	..	..		Secunderabad-British Frontier.
	Dhone Kurnool	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·37	..	39·65	..	..	..	..	..	..	State line.	Dhone Kurnool.
	Total—11			1,330·10	17·82	..	1,347·92	1,365·74	159·64	15·64	1,541·02		109·68		1·99		..		Total—11

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

(a) Receives land only from Government.
(b) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Rly. they are treated as State lines.

8.—*Mileage Statement for the year 1932-33*—contd.

CLASS I RAILWAYS—*contd.*

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1933.				Track mileage open on 31st March 1933.				Route mileage opened during the year 1932-33.		Route mileage authorised, but not open for traffic, on 31st March 1933.				Classification	Name of Railway.
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.			Sanctioned but not commenced.		Under construction.			
												Section.	Miles.	Section.	Miles.	Section.	Miles.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
12	North Western—	5′ 6″	13-5-61	4,669·99	882·69	..	5,552·68	6,435·37	1,734·84	225·50	8,395·71	..	..	..	..	Lyallpur to Chanan-wala. †	109·84		North Western—
																Qadian to Beas †	29·58	State line.	
	Shahdara Narowal	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·49	..	49·82	..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
	Amritsar-Patti-Kasur	5′ 6″	21-9-06	54·79	..	..	54·79	54·79	7·44	..	62·23	..	..	..	..	..	..	Branch line under rebate terms.	Amritsar-Patti-Kasur.
	Bahawalnagar-Cholistan	5′ 6″	4-4-28	151·02	..	..	151·02	151·02	6·72	..	157·74	..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Cholistan.
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	0·86	0·86	27·66	..	..	..	..	..	..		Jind-Panipat (Indian State Section).
	Jullundur-Mukerian	5′ 6″	1-1-15	44·92	..	..	44·92	44·92	5·99	..	50·91	..		..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	45·62	..	..	45·62	45·62	5·30	..	50·92	..	..	..	..	..	..		Phagwara-Rahon (including Jaijon Extension).
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·08	..	18·94	.	..	..	..	.	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
	Khanpur-Chachran	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·83	..	24·81	..	..	..	..	..	..		Khanpur-Chachran.
	Ludhiana-Dhuri-Jakhal	5′ 6″	10-4-01	78·50	..	..	78·50	78·50	6·09	..	84·59	..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
	Mandra-Bhaun	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	2·21	1·46	50·35	..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
	Rajpura-Bhatinda.	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·86	0·08	128·72	..	..	.	..	..	..	Indian State line.	Rajpura-Bhatinda.
	Sialkot-Narowal	5′ 6″	10-11-15	38·60	..	..	38·60	38·60	5·89	..	44·49	..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
	Sirhind-Rupar	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	3·67	0·93	35·56	..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
	Jacobabad-Kashmor	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	3·98	..	80·44	..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	8·30	1·83	70·06	..	..	..	..	..	..	State line.	Kalka-Simla.
	Kangra Valley	2′ 6″	1-12-28	102·99	..	..	102·99	102·99	9·21	1·15	113·35	..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
	Zhob Valley	2′ 6″	1-1-21	173·84	..	..	173·84	173·84	12·54	..	186·38	..	..	..	..	..	..	State lines.	Zhob Valley.
	Kohat-Thal	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	6·12	4·22	72·20	..	..	..	..	..	..		Kohat-Thal.
	Larkana-Jacobabad	2′ 6″	16-2-22	53·22	..	..	53·22	53·22	3·25	..	56·47	..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
	Trans-Indus (Kalabagh-Bannu)	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	15·91	11·89	185·28	..	..	..	..	..	..	State line.	Trans-Indus (Kalabagh Bannu).
	Total—12			6,066·75	882·69	..	6,949·44	7,832·13	1,866·58	247·92	9,946·63		..		..		139·42		Total—12.

† Work suspended.

8.—Mileage Statement for the year 1932-33—contd.

CLASS I RAILWAYS—*concld.*

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1933. Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Track mileage open on 31st March 1933. Running track.	Transportation sidings.	Commercial sidings.	Total.	Route mileage opened during the year 1932-33. Section.	Miles.	Route mileage authorised but not open for traffic on 31st March 1933. Sanctioned but not commenced. Section.	Miles.	Under construction. Section.	Miles.	Classification.	Name of Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
13	Rohilkund and Kumaon—	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	33·67	2·46	294·85	..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
	Lucknow-Bareilly	3′ 3⅜″	12-10-84	310·90	1·16	..	312·06	313·22	60·98	11·97	386·17	..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	Total—13			569·62	1·16	..	570·78	571·94	94·65	14·43	681·02		..		..		..		Total—13.
14	South Indian—	5′ 6″	23-5-60	599·03	..	..	599·03	599·03	131·43	1·57	732·03	..	..	..	..	..	..	State line.	South Indian—
	South Indian	3′ 3⅜″	15-7-61	1,446·99	4·84	15·55	1,467·38	1,503·32	312·83	15·68	1,831·83	..	..	..	..	..	..	State line.	South Indian.
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61	..	..	..	..	..	..	State line.	Nilgiri.
	Peralam-Karaikkal	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	2·12	..	16·77	..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
	Podanur-Pollachi	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	.	29·46	..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
	Pollachi-Palghat	3′ 3⅜″	1-4-32	34·00	.	..	34·00	34·00	3·28	..	37·28	Pollachi to Palghat	34·00	..	..	..	..	State line.	Pollachi Palghat.
	Pondicherry	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·14	0·18	10·17	..	..	..	..	..	..	Foreign line.	Pondicherry.
	Shoranur Cochin	3′ 3⅜″	2-6-02	64·73	..	..	64·73	64·73	10·11	2·04	76·88	..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
	Tinnevelly-Tiruchendur	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27	..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
	Travancore (British Section)	3′ 3⅜″	1-6-02	49·58	..	..	49·58	147·97	26·56	0·29	174·82	..	..	..	..	..	..	State line.	Travancore (British Section).
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	98·39	..	..	98·39					..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
	Morappur-Hosur	2′ 6″	18-1-06	73·30	..	..	73·30	73·30	4·40	..	77·70	..	..	..	..	..	..	State lines.	Morappur-Hosur.
	Tirupattur-Krishnagiri	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·51	..	27·89	..	..	..	..	..	..		Tirupattur-Krishnagiri.
	Total—14			2,506·08	4·84	15·55	2,526·47	2,562·41	508·54	19·76	3,090·71		34·00		..		..		Total—14.
	Total Class I			34,893·56	3,517·74	155·16	38,566·46	42,510·70	9,711·59	1,205·46	53,427·75		264·11		580·48		417·80		Total Class I.

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

8.—*Mileage Statement for the year 1932-33*—contd.

CLASS II RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1933.	Track mileage open on 31st March 1933. Running track.	Sidings.	Total.	Classification.
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·35	224·92	Line subsidized by the Government of India.*
2	Bengal Dooars	3′ 3⅜″	15-1-93	33·71	33·71	7·35	41·06	Line subsidized by District Board.
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·25	121·25	17·67	138·92	Line subsidized by the Government of India.*
	Total—2			154·96	154·96	25·02	179·98	
3	Bhavnagar State	3′ 3⅜″	20-12-80	307·01	307·01	50·65	357·66	Indian State Lines.
4	Bikaner State	3′ 3⅜″	9-12-91	795·85	795·85	80·13	875·98	
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·70	61·77	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·69	100·13	Branch line under rebate terms.
	Total—5			146·51	146·51	15·39	161·90	
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	28·16	114·18	Line subsidized by Local Government.
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-84	5·50	5·50	22·59	28·09	Unassisted Company's line.
	Total—6			91·52	91·52	50·75	142·27	
7	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	55·08	388·14	Indian State lines.
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	
	Total—7			355·73	355·73	57·10	412·83	
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	17·40	123·64	
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·21	46·21	8·94	55·15	
	Khijadiya-Dhari	3′ 3⅜″	1-3-13	37·22	37·22	4·47	41·69	
	Total—8			189·67	189·67	30·81	220·48	
9	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	6·36	50·23	Line subsidized by District Board.
10	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	65·92	65·92	3·99	69·91	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3⅜″	8-4-97	‡54·22	‡54·22	12·25	66·47	Indian State lines.
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	5·04	42·25	
	Total—10			157·35	157·35	21·28	178·63	
11	Junagad State	3′ 3⅜″	1-9-88	167·82§	167·82§	19·57	187·39	
12	Morvi	3′ 3⅜″	4-3-05	102·33	102·33	14·52	116·85	
13	Mysore	3′ 3⅜″	1-2-81	312·33	312·33	41·83	354·16	
	Bangalore-Chik Ballapur Light	2′ 6″	6-4-15	38·63	38·63	4·95	107·15	Line guaranteed by Indian State.
	Kolar District	2′ 6″	15-12-13	63·57	63·57			Indian State line.
	Tarikere Narasimharajapura	2′ 0″	22-5-15	26·60	26·60	2·62	29·22	Indian State line.
	Total—13			441·13	441·13	49·40	490·53	
14	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	8·62	101·12	Line subsidized by the Government of India.*
	Total Class II			3,248·82	3,248·82	451·95	3,700·77	

* Receives land only from Government.
‡ Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.
§ Includes 0·73 mile of Dungarpur quarry line and 0·53 mile of Veraval Dock Estate worked for goods traffic only.

Route mileage opened during the year 1932-33		Route mileage authorised, but not open for traffic, on 31st March 1933. Sanctioned but not commenced.		Under construction.		Name of Railway.
Section	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	(a) 1·65	..	4·15	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		(a) 1·65		4·15	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..		..	..	..	Dibru-Sadiya.
..	..		..	..	..	Ledo and Tikak Margherita.
	..		..		..	Total—6.
..	..	Mahuwa to Anawal	17·91	..	..	Gaekwar's Baroda State.
..	..	Umerpada to Bardipada	9·98			
..	..	Navsari to Kamrej	26·25			
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..	..	54·14		..	Total—7.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Khijadiya-Dhari.
	..		..		..	Total—8.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	Khambalia to Sulaya	8·96	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		8·96		..	Total—10.
Visavadar-Dhari	19·49	Visavadar to Talala	26·51	Prachi Road to Una	27·93	Junagad State.
	19·49		26·51		27·93	Total—11.
..	..	..	..	..	..	Morvi.
..	..	Kollegal to Chamarajanagar.	22·14	Arasalu to Anandapuram	9·35	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimharajapura.
	..		22·14		9·35	Total—13.
..	..	Barout to Meerut	30·00	..	..	Shahdara (Delhi)-Saharanpur Light.
	19·49		143·40		41·43	Total Class II.

(a) Completed but not in use.

8.—*Mileage Statement for the year 1932-33*—concld.

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1933.	Track mileage open on 31st March 1933. Running track.	Sidings.	Total.	Classification.	Route mileage opened during the year 1932-33. Section.	Miles.	Route mileage authorised, but not open for traffic, on 31st March 1933. Sanctioned but not commenced. Section.	Miles.	Under construction. Section.	Miles.	Name of Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	CLASS III RAILWAYS.														CLASS III RAILWAYS.
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.	..	..	..	..	..	..	Ahmadpur-Katwa
2	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·15	70·31	Line subsidized by District Board.	..	..	..	..	..	..	Arrah-Sasaram.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·40	67·73	Branch line under guarantee terms.	..	..	..	..	..	..	Bankura-Damoodar River.
4	Baraset-Basirhat Light	2′ 6″	1-2-05	52·24	*52·24	4·76	57·00	Line subsidized by District Board.	..	..	..	..	..	..	Baraset-Basirhat Light.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.	..	..	..	..	..	..	Bengal Provincial.
	Dasghara-Jamalpurgunj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.	..	..	..	..	..	..	Dasghara-Jamalpurganj.
	Total—5			41·58	41·58	3·08	44·66			..		..	..	..	Total—5.
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	2·97	35·97	Line subsidized by District Board.	..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.	..	..	..	..	..	..	Burdwan-Katwa
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·38	76·38	Indian State line.	..	..	..	..	..	..	Cutch State.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	25·51	25·51	7·21	32·72	Line subsidized by the Government of India.	..	..	..	..	..	..	Dehri-Rohtas Light.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.	..	..	..	..	Dholpur to Rajakhera‡	22·34	Dholpur State.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.	..	..	..	..	..	..	Futwah-Islampur.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·28	325·20	Indian State line.	..	..	..	..	..	..	Gwalior Light.
13	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	Line subsidized by District Board.	..	..	..	..	..	..	Howrah-Sheakhala Light.
14	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Companies' lines.	..	..	..	..	..	..	Jagadhri Light.
15	Jessore-Jhenidah	2′ 6″	1-10-13	36·75	36·75	1·76	38·51		..	..	..	..	..	..	Jessore-Jhenidah.
16	Jorhat (Provincial)	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.	..	..	..	..	..	..	Jorhat (Provincial).
17	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.	..	..	..	..	..	..	Kalighat-Falta.
18	Kulaserkarapatnam Light	2′ 0″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.	..	..	..	..	..	..	Kulaserkarapatnam Light.
19	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.	..	..	..	..	..	..	Matheran Light.
20	Porbandar State	3′ 3⅜″	1-10-89	†41·29	†41·29	8·32	49·61	Indian State line.	..	..	..	..	..	..	Porbandar State.
21	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	1·11	21·21	Line subsidized by District Board.	..	..	..	..	..	..	Tezpore-Balipara Light.
22	*Tirupati-Tiruchanur Light*	2′ 0″	..	..	..	..	..	Unassisted Companies' lines.	..	..	Tirupati Tiruchanur	3·00	..	..	*Tirupati-Tiruchanur Light.*
23	Trivellore Light	2′ 0″	17-9-21	2·37	2.37	0·14	2·51		..	..	..	..	..	..	Trivellore Light.
24	Udaipur-Chitorgarh	3′ 3⅜″	1-8-95	132·39	132·39	17·88	150 27	Indian State line.	Garbor Road to Kamblighat.	22·32	..	..	Khamblighat Phulad Jn.	13·11	Udaipur-Chitorgarh.
	TOTAL CLASS III			1,145·60	1,147·01	119·85	1,266·86			22·32		3·00		35·45	TOTAL CLASS III.

* Includes 1·06 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1·55 miles of Porbandar Dock Estate line and 3·70 miles of Ranwao quarry line worked for goods traffic.

‡ Construction suspended.

9.—Description of Class I Railways worked during the year 1932-33.

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles). 1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Steepest gradient worked. Length (in miles).	Inclination.	Maximum Degree of curvature and radius. Degrees.	Radius in feet.	Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ Gauge.														
Bengal-Nagpur	2,524·3	408	*Nil*	8·11	215·0	894·2	200·7	1,318·0	2·30	1 in 60	5·75	1,000	16·0	14·3
Bombay, Baroda & Central India.	1,259·6	254	*Nil*	1·35	0·48	262·4	97·3	361·5	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal	892·8	233	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,430·8	750	0·15	23·0	66·1	304·6	134·3	528·2	0·15	1 in 50	8·00	712	14·9	9.77
Great Indian Peninsula.	3,550·1	507	20·8	24·3	91·5	1,047·1	414·3	1,598·0	0·16	1 in 34	9·55	600	19·7	15·6
Madras and Southern Mahratta.	1,156·9	245	*Nil*	14·1	36·0	185·7	109·0	344·8	0·80	1 in 60	7·00	818	22·6	11·9
Nizam's State	624·6	102	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	(c) 4·40	(c) 1,300	18·9	20·2
North Western	6,264·8	945	108·2	115·1	252·6	261·1	258·2	995·2	2·75	1 in 25	12·6	455	12·2	13·7
South Indian	733·0	136	*Nil*	19·1	57·0	130·1	52·5	258·7	1·16	1 in 62	7·16	800	35·9	22·7
Total	21,436·9	3,580	129·2	205·1	873·0	3,309·4	1,307·3	5,824·0						
3′ 3⅜″ Gauge.														
Assam Bengal	1,329·7	298	10·2	47·8	31·3	182·3	40·3	311·9	10·1	(d) 1 in 37	15·0	382	14·9	35·2
Bengal and North Western.	2,190·4	367	0·11	1·52	3·73	8·41	8·86	22·6	0·11	1 in 50	8·73	656	13·0	7·95
Bombay, Baroda & Central India.	2,460·5	395	3·40	0·48	19·4	394·7	235·3	653·3	3·40	1 in 40	(e) 8·00	(e) 716	9·55	10·3
Burma	2,057·3	456	105·9	47·9	109·6	237·2	186·3	686·9	3·50	1 in 25	17·0	337	15·4	37·1
Eastern Bengal	1,028·3	212	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·4	500	11·1	10·9
East Indian	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	973·7	147	0·51	*Nil*	1·55	226·0	68·5	296·6	0·51	1 in 50	8·00	716	8·68	11·3
Madras and Southern Mahratta.	2,079·7	320	17·5	54·3	623·3	398·7	111·0	1,204·8	15·7	1 in 40	12·0	478	20·8	31·4
Nizam's State	659·8	110	*Nil*	*Nil*	6·68	350·6	174·8	532·1	0·78	1 in 100	5·00	1,146	10·7	8·83
Rohilkund and Kumaon.	561·6	104	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70	12·0	479	8·70	8·22
South Indian	1,828·8	447	24·0	45·4	84·4	371·3	139·3	664·4	1·51	1 in 13	(f) 11·5	500	18·0	(g) 17·4
Total	15,235·5	2,857	162·0	202·9	892·4	2,224·4	1,038·2	4,519·9						
2′ 6″ and 2′ 0″ Gauges.														
Bengal Nagpur	926·3	143	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·2	66	2·28	1·73	29·7	34·6	17·7	86·0	0·35	1 in 50	28·7	200	17·6	43·3
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·3	37	*Nil*	1·81	60·8	63·4	14·5	140·5	0·10	1 in 80	12·0	478	18·4	49·2
North Western	685·8	89	111·2	46·6	88·2	93·2	4 ·	381·9	0·80	1 in 20	52·1	110	21·6	125·2
South Indian	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total	2,216·2	364	114·0	127·1	344·1	415·6	132·3	1,133·1						
Grand Total	38,888·6	6,051	405·2	535·1	2,109·5	5,949·4	2,477·8	11,477.0						

(a) Class II Railways — Mean mileage worked. 3,303·0 — Number of Stations. 630
(a) Class III Railways — Mean mileage worked. 1,150·2 — Number of Stations. 317

(b) Excludes block huts, branch booking offices and out agencies.
(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.
(d) 1 in 37 on a straight compensated to 1 in 43 on curves.
(e) Excepting Mhow Ghat section on which the maximum curvature is 9·56° and radius = 610 ft.
(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).
(g) The figure is for plain section, the figure for ghat section being 322·44°.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1933.

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

Railway.	Locomotives. Steam. Tender.	Steam. Tank.	Steam. Total.	Electric.	Total tractive effort lbs. Steam.	Total tractive effort lbs. Electric.	Rail motors. No.	Rail motors. Seats. Upper.	Rail motors. Seats. Lower.	Steam coaches. No.	Steam coaches. Seats. Upper.	Steam coaches. Seats. Lower.	Electric motor coaches. No. (in units.)	Electric motor coaches. Seats. Upper.	Electric motor coaches. Seats. Lower.	Average weight in tons.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal-Nagpur	662	74	736	..	21,512,169	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	337	35	372	2	9,630,996	10,000	..	..	..	..	..	..	40	..	4,800	70
Eastern Bengal	246	73	319	..	7,614,509	..	..	..	..	1	..	..	..	..	..	..
East Indian	1,251	376	1,627	..	37,262,822	..	..	..	..	3	12	330	..	..	..	..
Great Indian Peninsula	790	115	905	65	23,283,159	2,048,000	..	..	..	4	36	317	53	..	4,388	67
Madras and Southern Mahratta.	245	60	305	..	7,506,190	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	83	4	87	..	1,933,102	..	..	..	..	..	..	..	..	..	..	..
North Western	1,181	†97	†1,278	2	(a)32,766,048	58,352	2	..	12	3	..	252	..	..	..	..
South Indian	149	6	155	..	3,350,512	..	..	..	..	..	..	..	..	..	..	..
Total	4,944	840	5,784	69	144,859,507	2,116,352	2	..	12	13	96	1,059	93	..	9,188	69
3′ 3⅜″ Gauge.																
Assam-Bengal	188	16	204	..	2,867,264	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	380	14	394	..	4,916,610	..	..	..	..	..	..	..	..	..	.	..
Bombay, Baroda and Central India.	402	66	468	..	6,921,600	..	..	..	..	3	36	307	..	..	..	..
Burma	317	89	406	..	7,049,655	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	219	6	225	..	3,483,556	..	..	..	..	2	..	56	..	..	..	..
Jodhpur	103	4	107	..	1,382,348	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	365	6	371	..	5,958,174	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	70	12	82	..	1,257,276	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	77	3	80	..	1,006,570	..	..	..	..	..	..	..	..	..	..	..
South Indian	347	62	409	(b)6	5,613,247	(c) 41,600	3	..	220	..	..	..	17	370	350	29
Total	2,468	278	2,746	(b)6	40,456,300	(c) 41,600	3	..	220	7	36	587	17	370	350	29
2′ 6″ Gauge.																
Bengal-Nagpur	101	14	115	..	1,552,227	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	6	19	25	..	213,730	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	10	10	..	35,145	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western	70	31	101	..	1,430,942	..	7	86	..	3	33	45	..	..	..	..
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	197	87	284	..	3,685,913	..	7	86	..	6	51	141	..	..	..	..

† Includes one Petrol Locomotive.
(b) Includes 2 Battery Tenders.
(a) Includes 2,460 lbs. tractive effort of 1 Petrol Locomotive.
(c) For 4 Electric Locomotives only.

10.—*Statement of Equipment showing the actual stock running on* ***Class I Railways*** *on the 31st March 1933*—contd.

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

Railway.	Passenger carriages of uniform class. Bogies. No.	Seats by classes. 1st.	2nd.	Inter.	Third.	Four-wheelers. No.	Seats by classes. 1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal-Nagpur	487	189	340	4,576	41,200	36	96	..	120	1,050
Bombay, Baroda and Central India	(a)455	(b)1,506	(c)5,341	..	(d) 42,822	34	..	96	..	1,708
Eastern Bengal	280	690	93	798	31,248	33	113	72	280	948
East Indian	1,227	1,200	1,968	10,494	114,110	341	256	471	50	18,041
Great Indian Peninsula	*737	1,320	935	143	†71,729	48	..	124	..	2,072
Madras and Southern Mahratta	208	80	300	..	22,940	190	24	247	36	8,490
Nizam's State	41	..	..	..	5,378	23	12	158	..	880
North Western	1,072	235	389	4,054	110,994	155	26	468	812	5,550
South Indian	145	..	104	..	14,522	..	..	..	..	..
Total	4,652	5,220	9,470	20,065	454,943	860	527	1,636	1,298	38,739
3′ 3⅜″ Gauge.										
Assam-Bengal	234	..	..	..	16,608	..	..	..	..	..
Bengal and North-Western	433	..	..	725	38,694	621	306	504	1,352	22,096
Bombay, Baroda and Central India	751	120	60	..	57,601	228	378	612	..	3,411
Burma	494	44	..	..	34,961	149	48	48	..	5,111
Eastern Bengal	325	228	..	540	21,957	110	120	12	276	2,368
Jodhpur	70	8	..	..	5,591	57	33	80	312	692
Madras and Southern Mahratta	333	128	243	..	21,574	130	112	156	..	3,090
Nizam's State	42	..	..	..	3,988	61	108	240	..	1,972
Rohilkund and Kumaon	72	..	..	..	6,684	112	96	78	70	3,436
South Indian	(e)787	712	541	..	(f) 50,526	14	..	..	..	436
Total	3,541	1,240	844	1,265	258,184	1,482	1,201	1,730	2,010	42,612

* Includes 102 bogies Electric Stock.
(a) Includes 120 bogies Electric Stock.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
† Includes 10,785 third class seats of Electric Stock.
(d) Includes 8,720 III class seats of Electric Stock.
(e) Includes 34 bogies of Electric Stock.
(f) Includes 2 448 third class seats of Electric Stock.

10.—*Statement of Equipment showing the actual stock running on* ***Class I Railways*** *on the 31st March 1933*—contd.

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

Composite passenger carriages, excluding those fitted with brake van or mail accommodation. Bogies. No.	Seats by classes. 1st.	2nd.	Inter.	Third.	Four-wheelers. No.	Seats by classes. 1st.	2nd.	Inter.	Third.	Railway.
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ Gauge.
152	1,759	2,310	1,564	1,633	16	90	161	17	29	Bengal Nagpur.
99	1,262	2,312	150	1,914	9	54	18	..	..	Bombay, Baroda and Central India.
257	2,004	3,058	10,014	9,159	18	152	212	54	72	Eastern Bengal.
470	3,231	6,371	10,751	13,023	33	226	307	84	118	East Indian.
*339	†3,535	†7,001	1,732	†6,752	3	18	36	..	..	Great Indian Peninsula.
133	502	1,737	1,587	5,540	31	102	179	125	191	Madras and Southern Mahratta.
19	208	620	..	270	9	54	117	..	..	Nizam's State.
711	4,619	6,547	13,532	29,895	70	522	639	..	30	North Western.
66	720	1,818	..	1,060	..	..	..	..	..	South Indian.
2,246	17,840	31,774	39,330	69,246	189	1,218	1,669	280	440	Total.
										3′ 3⅜″ Gauge.
194	1,248	1,168	1,930	4,315	..	..	..	..	..	Assam Bengal.
73	468	678	1,099	1,119	103	129	438	460	964	Bengal and North Western.
153	1,242	1,581	162	2,354	32	192	192	..	..	Bombay, Baroda and Central India.
168	1,426	2,700	..	1,926	10	60	80	..	..	Burma.
155	1,006	935	1,988	2,715	54	198	198	204	264	Eastern Bengal.
42	130	190	673	967	11	29	42	13	..	Jodhpur.
94	398	693	418	1,715	22	88	132	..	..	Madras and Southern Mahratta.
14	132	295	..	196	10	63	138	..	..	Nizam's State.
23	147	216	308	588	20	67	69	139	139	Rohilkund and Kumaon.
155	1,099	2,269	177	1,807	5	30	40	..	..	South Indian.
1,071	7,296	10,665	6,755	17,702	267	1,156	1,329	816	1,367	Total.

*Includes 51 Bogies Electric Stock.
†Includes 641 first, 2,037 second and 1,542 third class seats of Electric Stock.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways on the 31st*** *March 1933*—contd.

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

Railway.	Composite passenger carriages with brake van or mail accommodation.										Military cars.		Dining cars.	
	Bogies.					*Four-wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ Gauge.														
Bengal Nagpur	136	..	..	276	7,836	8	..	..	52	210	..	..	13	382
Bombay, Baroda and Central India.	96	32	..	2,223	4,535	..	..	..	..	..	..	..	15	480
Eastern Bengal	214	..	..	1,220	17,789	7	..	..	96	167	..	..	2	72
East Indian	503	26	46	747	31,158	14	..	..	..	549	..	..	19	504
Great Indian Peninsula	268	91	238	115	13,630	..	..	..	..	..	58	3,288	32	1,130
Madras and Southern Mahratta.	130	..	..	..	7,877	35	..	..	..	976	..	..	6*	154
Nizam's State	15	..	..	..	600	2	..	..	..	72	..	..	..	..
North Western	469	188	223	1,854	23,139	..	..	..	..	..	18	1,134	37	964
South Indian	84	72	144	..	4,527	..	..	..	..	..	..	..	2	64
Total	1,915	409	651	6,435	111,091	66	..	..	148	1,974	76	4,422	126	3,750
3′ 3⅜″ Gauge.														
Assam Bengal	138	..	..	1,326	3,640	52	..	..	208	..	..	..	2	46
Bengal and North Western	42	..	..	..	2,038	21	..	..	..	516	..	..	2	24
Bombay, Baroda and Central India.	205	..	..	..	10,251	..	..	..	..	..	..	..	6	106
Burma	226	100	48	..	9,629	17	..	..	..	325	..	..	3	61
Eastern Bengal	153	..	..	156	6,149	4	..	..	..	63	..	..	2	30
Jodhpur	50	..	..	..	2,785	4	..	..	..	86	..	..	4	71
Madras and Southern Mahratta.	130	..	..	24	4,486	176	..	..	..	2,596	..	..	..	..
Nizam's State	21	..	128	..	577	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon	19	..	..	80	1,001	1	..	..	13	19	..	..	1	25
South Indian	298	..	18	..	15,122	1	..	..	..	22	..	..	8	150
Total	1,282	100	194	1,586	55,678	281	..	..	221	3,795	..	..	28	513

* Six-Wheeled.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1933*—contd.

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

Saloons, Royal and State.				Reserved carriages (for use of the public).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ Gauge.
..	..	..	..	6	32	..	..	854	Bengal-Nagpur.
1	7	..	..	13	156	*11	120	733	Bombay, Baroda and Central India.
2	6	..	..	4	20	..	..	817	Eastern Bengal.
16	48	..	..	22	149	..	..	2,645	East Indian.
5	20	..	..	20	139	4	11	1,514	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	741	Madras and Southern Mahratta.
†11	55	5	12	4	32	..	..	129	Nizam's State.
27	118	..	..	22	86	..	..	2,581	North Western.
..	..	..	..	2	16	..	..	299	South Indian.
64	258	6	14	96	651	17	143	10,313	Total.
									3′ 3⅜″ Gauge.
1	2	1	5	1	3	..	..	623	Assam-Bengal.
1	2	2	4	..	..	14	22	1,312	Bengal and North-Western.
6	22	1	1	16	94	1	2	1,399	Bombay, Baroda and Central India.
3	4	..	..	15	105	..	..	1,085	Burma.
2	4	..	..	2	5	..	..	807	Eastern Bengal.
..	..	..	..	..	..	..	..	238	Jodhpur.
2	4	..	..	1	6	4	12	892	Madras and Southern Mahratta.
4	29	1	4	1	3	1	4	160	Nizam's State.
..	..	..	..	..	..	3	4	251	Rohilkund and Kumaon.
4	22	..	..	3	38	..	..	1,275	South Indian.
23	89	5	14	39	254	23	44	8,042	Total.

* Includes 4 six wheelers.
† Includes 3 first class State carriages.
‡ Six-wheeled.

10.—*Statement of Equipment showing the actual stock running on* ***Class I Railways*** *on the 31st March 1933*—contd.

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

Railway.	Other Coaching Vehicles. Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages). Bogies. No.	Four-wheelers. No.	Brake vans fitted with mails (newspaper, letter sorting). No.	Mails (newspaper, letter sorting). No. (in units).	Carriage and motor vans. No. (in units).	Horse vans. No. (in units).	Stalls.	Luggage vans. No. (in units).	Miscellaneous (excluding departmental). In units.
48	49	50	51	52	53	54	55	56	57
5′ 6″ Gauge.									
Bengal-Nagpur	..	..	28	..	75	41	246	12	75
Bombay, Baroda and Central India	..	..	..	..	57	19	114	87	2
Eastern Bengal	3	..	..	..	38	40	240	109	64
East Indian	..	..	4	14	233	154	924	54	51
Great Indian Peninsula	9	..	2	..	99	88	477	47	315
Madras and Southern Mahratta	..	..	..	4	40	27	162	98	1
Nizam's State	..	..	..	1	10	13	78	..	*10
North Western	16	..	..	..	118	149	894	168	439
South Indian	3	..	..	..	25	17	102	59	..
Total	31	..	34	19	695	548	3,237	634	957
3′ 3⅜″ Gauge									
Assam-Bengal	8	18	..	..	27	12	48	5	39
Bengal and North-Western	..	..	..	..	21	30	120	..	3
Bombay, Baroda and Central India	..	..	..	..	47	35	140	23	†6
Burma	31	..	..	..	73	25	100	31	121
Eastern Bengal	7	..	..	1	36	34	136	84	53
Jodhpur	..	..	..	..	4	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	33	36	144	44	14
Nizam's State	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon	..	..	3	..	7	12	48	..	7
South Indian	11	..	5	..	38	46	108	11	13
Total	57	18	8	1	290	250	924	205	261

* Includes 2 State Vehicles (a dynamo van and a kitchen and third class bogie).
† Includes 3 Insulated cars.

10.—*Statement of Equipment showing the actual stock running on* ***Class I Railways*** *on the 31st March 1933*—contd.

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

Brake vans used exclusively on passenger service. Bogies. No.	Four-wheelers. No.	Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units. No.	Berths.	Railway.
58	59	60	61	62	63	64
5′ 6″ Gauge.						
..	2	231	1,087	78	(a) 120	Bengal Nagpur.
25	14	165	937	20	40	Bombay, Baroda and Central India.
–	12	254	1,083	58	(b) 110	Eastern Bengal.
..	89	510	3,244	332	266	East Indian.
15	47	560	2,136	217	373	Great Indian Peninsula.
..	46	170	957	103	310	Madras and Southern Mahratta.
..	9	34	‡172	9	17	Nizam's State.
..	180	890	3,651	240	406	North Western.
..	..	104	403	32	26	South Indian.
40	399	2,918	13,670	1,089	1,668	Total.
3′ 3⅜″ Gauge.						
..	..	109	732	114	302	Assam Bengal.
..	163	54	1,529	32	48	Bengal and North-Western.
23	12	111	1,545	32	56	Bombay, Baroda and Central India.
..	..	281	1,366	78	156	Burma.
..	29	215	1,051	77	(c) 103	Eastern Bengal.
4	10	22	274	50	135	Jodhpur.
..	..	127	1,019	115	124	Madras and Southern Mahratta.
..	15	18	(d)193	25	18	Nizam's State.
..	..	29	280	12	16	Rohilkund and Kumaon.
..	..	124	1,399	64	84	South Indian.
27	229	1,090	9,388	599	1,042	Total.

‡ Includes 18 units of State Stock for private use.

(a) Excludes 16 chairs.
(b) Excluding those of one Inspection Car.
(c) Excluding those of one Inspection car, 1 tender to saloon, and 1 electric charging van.
(d) Includes 7 units of State Stock for private use.

10.—*Statement of Equipment showing the actual stock running o*

C.—Good

Class 1 Railways on the 31st March 1933—Broad and metre gauges—contd.

Stock.

Railway.	Covered wagons. (In units.) 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.	Open wagons (high-sided). (In units.) 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.	Open wagons (low-sided). (In units.) 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.	Live Stock Wagons.	Wagons for explosives.	Special wagons. (In units.) Timber or rail wagons. 24 tons and under.	Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.	Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units)	Railway service vehicles (including inspection trollies). (In units).	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
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	6	27	28	29
5′ 6″ Gauge.																												**5′ 6″ Gauge.**
Bengal-Nagpur	3,558	4,247	..	..	153,920	991	11,961	..	..	278,998	232	..	..	..	3,944	18	10	281	569	30	171	1,118	23,186	521	163	69	2	B. N.
Bombay, Baroda & Central India.	944	4,961	..	..	124,246	287	1,909	*10	7	47,269	..	28	51	223	11,030	909	14	..	..	30	150	183	9,706	224	511	14	10	B. B. & C. I.
Eastern Bengal	1,594	5,175	..	2	129,367	97	54	1	2	2,754	272	326	168	..	16,181	..	4	39	87	56	88	103	8,068	82	117	27	9	E. B.
East Indian	1,084	31,172	6	2	630,509	548	12,861	22	4	277,174	330	2	..	..	3,890	110	37	36	406	70	301	348	47,339	1,096	1,170	114	27	E. I.
Great Indian Peninsula.	2,544	7,838	..	1,057	248,802	457	2,730	..	224	74,603	1,180	180	..	..	21,283	1,988	32	200	70	79	167	20	18,766	631	(c) 710	93	(a)23	G. I. P.
Madras & Southern Mahratta.	716	3,440	..	..	88,381	179	884	..	73	24,924	129	157	..	..	4,015	5	23	99	9	56	88	7	5,865	218	280	29	1	M. & S. M.
Nizam's State	..	789	..	..	16,658	..	771	..	..	16,634	..	515	..	..	10,327	..	..	10	..	..	..	..	2,085	43	133	5	12	N. S.
North Western	2,623	20,502	203	103	488,534	22	2,371	..	101	53,332	404	1,536	7	151	46,418	4	56	80	438	101	376	5	29,083	482	448	93	20	N. W.
South Indian	..	1,301	..	..	29,399	1	518	..	..	11,759	..	..	..	..	..	..	13	140	12	9	9	3	2,006	64	166	6	..	S. I.
Total	13,063	79,425	209	1,164	1,909,816	2,582	34,059	†33	411	787,447	2,547	2,744	226	374	117,088	3,034	189	885	1,591	431	1,350	1,787	146,104	3,361	(d)3,698	450	(b)104	Total.

Railway.	Covered wagons. (In units.) 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.	Open wagons (high-sided). (In units.) 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.	Open wagons (low-sided). (In units.) 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.	Live Stock Wagons.	Wagons for explosives.	Special wagons. (In units.) Timber or rail wagons. 15 tons and under.	Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.	Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
3′ 3⅜″ Gauge.																												**3′ 3⅜″ Gauge.**
Assam-Bengal	638	3,970	100	..	52,063	17	..	44	..	1,050	35	..	..	..	350	14	1	..	208	118	58	52	5,255	2	595	19	2	A. B.
Bengal & North-Western.	4,101	5,491	984	..	121,312	..	..	..	..	..	449	350	28	..	8,629	..	..	280	100	20	6	1	11,810	110	27	47	1	B. & N.-W.
Bombay, Baroda & Central India.	103	5,550	462	95	80,973	224	129	479	14	12,677	..	413	353	..	11,541	907	27	12	145	6	27	58	9,004	132	640	48	..	B. B. & C. I.
Burma	..	6,464	..	193	89,352	..	..	..	..	..	459	992	..	158	21,376	742	9	310	527	9	61	16	9,940	252	354	106	..	Burma.
Eastern Bengal	959	1,903	604	850	63,064	..	10	..	12	441	365	137	..	108	7,128	..	8	110	158	11	55	10	5,300	71	108	30	..	E. B.
Jodhpur	..	1,515	496	3	22,475	..	..	..	..	..	..	97	70	223	6,728	47	3	..	..	5	14	..	2,473	46	85	2	..	Jodhpur.
Madras & Southern Mahratta.	1,174	3,453	1,517	42	79,271	..	787	102	..	14,562	22	309	30	..	4,616	119	14	161	9	26	60	227	8,052	257	121	51	..	M. & S. M.
Nizam's State	..	989	..	..	12,677	..	§75	..	..	772	..	256	..	2	3,103	..	..	20	..	1	3	..	1,346	38	135	6	3	N. S.
Rohilkund and Kumaon.	325	947	874	..	30,346	..	..	30	..	540	34	217	..	..	2,760	..	2	81	40	..	..	7	2,557	57	59	24	1	R. & K.
South Indian	893	1,238	1,711	45	56,879	255	346	129	349	16,077	..	..	5	..	95	..	9	30	145	39	97	9	5,300	210	1,525	20	1	S. I.
Total	8,193	31,520	6,748	1,228	608,412	496	1,347	784	375	46,119	1,364	2,771	486	491	66,326	1,829	73	1,004	1,332	235	381	380	61,037	1,175	3,649	353	8	Total.

* The figure in this column for the last year should be 23 instead of 32 as printed.
† The figure in this column for the last year should be 46 instead of 55 as printed.
§ Includes 20 high-sided wagons coupled to goods brake vans.

(a) The figure in this column for the last year should be 23 instead of '*Nil*'.
(b) The figure in this column for the last year should be 104 instead of 81.
(c) The figure in this column for the last year should be 712 instead of 662.
(d) The figure in this column for the last year should be 3,872 instead of 3,822.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1933—concld.

COACHING STOCK—(*Narrow gauge*).

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use in units.
	No. (in units).	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE.									
Bengal-Nagpur	383	528	547	932	10,364	28	411	18	3
Bombay, Baroda and Central India	67	(*b*)	176	(*b*)	3,322	..	67	..	..
Eastern Bengal	58	86	24	121	1,126	..	58	1	..
Great Indian Peninsula	48	66	(*a*)	..	1,878	2	50	1	..
North Western	314	498	684	972	9,508	68	382	(*e*)15	..
South Indian	(*c*)34	40	..	..	(*c*)783	(*d*)	34	1	..
TOTAL	(*c*)904	1,218	1,431	2,025	(*c*)26,981	98	2,002	36	3

GOODS STOCK—(*Narrow gauge*).

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS.)		Railway service wagons (In units).	REMARKS.
	Number (In units).	Total capacity in tons.		
1	2	3	4	5
2′ 6″ GAUGE.				
Bengal Nagpur	*2,034	**30,745	20	
Bombay, Baroda and Central India	†323	††3,926	6	
Eastern Bengal	‡28	‡‡120	..	
Great Indian Peninsula	§206	§§3,220	29	
North Western	¶828	¶¶11,870	89	
South Indian	78	765	..	
TOTAL	3,497	50,646	144	

* Includes 304 special wagons.
† Includes 20 special wagons.
‡ Includes 6 special wagons.
§ Includes 5 special wagons.
¶ Includes 127 special wagons.
(*a*) Included in column 3.
(*b*) Included in next column.

** Includes 3,261 tons carrying capacity of 304 special wagons.
†† Includes 75 tons carrying capacity of 20 special wagons.
‡‡ Includes 29 tons carrying capacity of 6 special wagons.
§§ Includes 30 tons carrying capacity of 5 special wagons.
¶¶ Includes 1,146 tons carrying capacity of 127 special wagons.
(*c*) Includes 11 carriages shown under "Other coaching vehicles" last year.
(*d*) See remarks against (*c*)
(*e*) The figure 12 shown last year in this column should be 15.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS OF, EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1932-33.

11.—Statement of net additions to, or reductions of equipment of Class I Railways during the year 1932-33—(By gauges).

Railway.	Locomotives. Steam. No.	Locomotives. Electric. No.	Locomotives. Tractive effort (in lbs.).	Rail motors. No.	Rail motors. Seats.	Steam coaches. No. (in units).	Steam coaches. Seats.	Electric motor coaches. No. (in units).	Electric motor coaches. Seats.	Coaching vehicles used exclusively on railway service. Passenger carriages. No. (in units).	Coaching vehicles used exclusively on railway service. Passenger carriages. Seats. 1st.	Coaching vehicles used exclusively on railway service. Passenger carriages. Seats. 2nd.	Coaching vehicles used exclusively on railway service. Passenger carriages. Seats. Inter.	Coaching vehicles used exclusively on railway service. Passenger carriages. Seats. 3rd.	Other coaching vehicles including brake vans. (in units).	Goods wagons (excluding wagons used exclusively on railway service). Covered wagons. No. (in units).	Goods wagons. Covered wagons. Capacity (in tons).	Goods wagons. Open wagons. No. (in units).	Goods wagons. Open wagons. Capacity (in tons).	Goods wagons. Special wagons including brake vans (in units).	Railway Service vehicles, including Officers carriages inspection trollies, Travelling cranes and Dummy Trucks. Passenger (in units).	Railway Service vehicles. Goods (in units).	Road Motors.	Railway.
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
5′ 6″ gauge.																								5′ 6″ gauge.
Bengal Nagpur	—12	..	—116,523	..	..	..	..	..	..	4	122	193	229	653	3	—5	3,472	—35	—346	..	..	7	..	Bengal Nagpur.
Bombay, Baroda and Central India	—14	..	—295,025	..	..	..	..	..	..	12	35	—443	827	1,802	—22	—191	—3,062	—35	—630	—4	..	—1	..	Bombay, Baroda and Central India.
Eastern Bengal	—4	..	—16,686	..	..	..	..	..	..	64	92	98	958	4,392	1	—6	3,155	—72	—1,121	15	1	4	..	Eastern Bengal.
East Indian	..	..	118,527	..	..	..	42	..	..	—74	—278	109	—476	—2,654	—30	—194	—3,386	—153	—1,995	—82	—5	—173	..	East Indian.
Great Indian Peninsula	—57	..	—1,411,762	..	..	..	..	..	—60	—77	—145	—134	—27	—6,124	—36	38	1,021	—54	—79	—59	4	—4	..	Great Indian Peninsula.
Madras and Southern Mahratta	..	..	—15,629	..	..	..	..	..	..	4	—8	—16	256	640	5	—7	—120	66	—3	—6	2	—12	..	Madras and Southern Mahratta.
Nizam's State	—1	..	—7,305	..	..	..	..	..	..	—8	—48	—107	..	197	..	—40	—833	—39	—806	4	..	10	..	Nizam's State.
North Western	7	..	872,304	..	..	..	..	..	..	—13	—86	122	—1,291	—14,361	—27	—152	—2,650	—61	—1,034	—12	—7	1	..	North Western.
South Indian	5	..	144,238	..	..	..	..	..	..	16	132	414	..	546	28	146	3,257	33	838	—30	7	—4	..	South Indian.
Total	—76	..	—727,861	..	..	..	42	..	—60	—72	—184	236	476	—14,909	—78	—411	854	—350	—5,891	—174	2	—172	..	Total.
3′ 3⅜″ gauge.																								3′ 3⅜″ gauge.
Assam-Bengal	3	..	57,128	..	..	..	..	..	..	15	48	38	354	168	6	—10	—120	—32	—320	7	15	—2	..	Assam-Bengal.
Bengal and North-Western	—3	..	7,903	..	..	..	..	..	..	16	54	30	—497	1,914	..	400	5,072	—22	—157	—9	..	47	..	Bengal and North Western.
Bombay, Baroda and Central India	—15	..	—51,987	..	..	..	..	..	..	—20	—90	—30	..	—777	—6	—367	—3,354	—29	—392	—25	..	8	..	Bombay, Baroda and Central India.
Burma	—8	..	—40,733	..	..	..	..	..	..	—43	—72	—128	..	—1,160	40	—1	—28	—135	—947	—4	..	10	..	Burma.
Eastern Bengal	—1	..	—3,133	..	..	..	..	..	..	—8	9	18	—2	—76	—18	—15	838	—72	—540	—22	1	—1	..	Eastern Bengal.
Jodhpur	—1	..	98	..	..	..	..	..	..	1	..	7	—2	—75	..	..	50	..	20	—1	..	—1	..	Jodhpur.
Madras and Southern Mahratta	8	..	148,516	..	..	..	..	..	..	—2	8	—12	..	80	..	—297	—2,632	—17	—210	—5	5	—14	..	Madras and Southern Mahratta.
Nizam's State	..	..	2,076	..	..	..	..	..	..	2	..	..	..	158	..	..	—13	..	—4	..	..	..	..	Nizam's State.
Rohilkund and Kumaon	—1	..	—6,365	..	..	..	..	..	..	1	..	..	..	..	..	—34	—318	—33	—264	—19	—1	24	..	Rohilkund and Kumaon.
South Indian	—7	..	—42,370	—1	—16	..	..	..	..	—17	48	—46	..	—848	4	—35	—305	—15	—239	—9	..	65	1	South Indian.
Total	—25	..	71,133	—1	—16	..	..	..	..	—55	—11	—123	—147	—616	26	—359	—810	—355	—3,053	—87	20	136	1	Total.
2′ 6″ & 2′ 0″ gauges.																								2′ 6″ & 2′ 0″ gauges.
Bengal-Nagpur	..	..	..	..	..	..	..	..	..	9	..	..	15	237	..	..	..	..	..	..	..	..	..	Bengal-Nagpur.
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	—4	—20	11	187	..	..	..	..	Bombay, Baroda and Central India.
Eastern Bengal	1	..	4,512	..	..	..	..	..	..	3	12	..	—8	141	..	..	..	..	..	..	..	..	..	Eastern Bengal.
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	90	2	36	..	..	..	..	Great Indian Peninsula.
North Western	—4	..	—45,701	—4	—24	3	78	..	..	—11	25	14	—144	28	5	—36	26	—22	—115	—6	..	..	..	North Western.
South Indian	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	South Indian.
Total	—3	..	—41,189	—4	—24	3	78	..	..	1	37	14	—137	409	5	—35	96	—9	108	—6	..	..	..	Total.

12.—*Statement of Passenger Revenue Statistics of Class I Railways for the years 1931-32 and 1932-33.*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passengers carried 1st. 9	2nd. 10	Inter. 11	3rd. 12	Total. 13*	On the System 14	Passenger miles (in thousands). 1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	Railway. 20
5′ 6″ GAUGE.																			5′ 6″ GAUGE.
Bengal-Nagpur	*1931-32*	*23,9*	*115,8*	*1,710,0*	*15,798,9*	*17,648,6*	*609,5*	*27,2*	*125,7*	*1,734,5*	*16,370,7*	*18,258,1*	*20,590,9*	*6,229*	*15,912*	*66,404*	*769,261*	*857,806*	Bengal-Nagpur.
	1932-33	20,8	99,2	1,577,8	15,025,3	16,723,1	598,0	23,7	109,3	1,600,1	15,588,0	17,321,1	19,474,7	5,562	14,956	61,586	727,230	809,334	
Bombay, Baroda and Central India	*1931-32*	*61,2*	*2,074,3*	*54,3*	*52,593,8*	*54,783,6*	*1,919,3*	*68,0*	*2,108,8*	*56,5*	*54,469,6*	*56,702,9*	*82,631,5*	*9,029*	*39,794*	*12,588*	*1,092,805*	*1,154,216*	Bombay, Baroda and Central India.
	1932-33	44,4	1,912,6	53,5	54,180,5	56,191,0	2,340,7	52,6	1,966,5	57,3	56,455,3	58,531,7	85,314,7	8,396	37,570	11,742	1,094,061	1,151,769	
Eastern-Bengal	*1931-32*	*50,6*	*265,0*	*1,920,1*	*26,299,6*	*28,535,3*	*1,033,7*	*55,7*	*280,0*	*1,972,4*	*27,260,9*	*29,569,0*	*38,645,8*	*4,191*	*12,189*	*46,125*	*606,463*	*668,968*	Eastern Bengal.
	1932-33	45,5	205,5	1,644,6	24,042,0	25,937,6	965,6	50,4	219,5	1,693,6	24,939,7	26,903,2	36,024,2	3,904	11,088	41,631	570,024	626,647	
East Indian	*1931-32*	*68,5*	*468,4*	*4,559,9*	*53,934,1*	*59,030,9*	*2,236,0*	*78,9*	*505,9*	*4,631,6*	*56,050,5*	*61,266,9*	*61,266,9*	*16,019*	*56,562*	*205,307*	*3,109,448*	*3,387,336*	East Indian.
	1932-33	59,7	406,7	3,716,5	52,763,1	56,946,0	2,309,4	70,2	446,7	3,792,7	54,945,8	59,255,4	59,255,4	14,716	54,409	187,276	3,029,342	3,285,743	
Great Indian Peninsula	*1931-32*	*73,4*	*1,061,6*	*110,9*	*47,226,8*	*48,472,7*	*1,501,4*	*87,1*	*1,108,4*	*129,6*	*48,649,0*	*49,974,1*	*50,667,8*	*19,479*	*59,720*	*22,673*	*1,644,998*	*1,746,870*	Great Indian Peninsula.
	1932-33	58,2	914,7	86,2	49,829,3	50,888,4	1,732,8	71,2	960,3	114,9	51,474,8	52,621,2	53,341,0	16,465	52,460	20,731	1,642,559	1,732,215	
Madras and Southern Mahratta	*1931-32*	*12,0*	*96,3*	*208,0*	*21,625,0*	*21,941,3*	*1,193,6*	*18,6*	*124,3*	*215,4*	*22,776,6*	*23,134,9*	*37,387,4*	*4,193*	*15,387*	*16,716*	*721,642*	*757,938*	Madras and Southern Mahratta.
	1932-33	10,8	87,8	230,8	19,834,8	20,164,2	1,185,5	16,4	113,5	239,4	20,980,4	21,349,7	34,646,5	3,711	13,380	18,215	678,139	713,445	
Nizam's State	*1931-32*	*4,5*	*41,7*	*3,3*	*3,852,5*	*3,902,0*	*388,7*	*7,0*	*55,7*	*4,8*	*4,223,2*	*4,290,7*	*9,587,2*	*973*	*5,486*	*602*	*162,107*	*169,168*	Nizam's State.
	1932-33	4,2	37,8	2,7	3,530,0	3,574,7	388,5	6,6	50,4	4,2	3,902,0	3,963,2	8,833,1	942	4,703	608	154,789	161,042	
North-Western	*1931-32*	*59,1*	*464,1*	*2,169,2*	*53,698,8*	*56,391,2*	*1,093,7*	*68,3*	*493,6*	*2,208,1*	*54,714,9*	*57,484,9*	*58,253,3*	*14,855*	*61,359*	*118,531*	*2,645,368*	*2,840,113*	North-Western.
	1932-33	49,5	339,3	2,031,4	54,878,7	57,298,9	1,077,8	56,9	363,7	2,066,4	55,889,7	58,376,7	59,139,6	12,492	47,811	111,100	2,530,408	2,701,811	
South Indian	*1931-32*	*5,4*	*69,2*	*Nil*	*11,075,9*	*11,150,5*	*1,056,9*	*9,3*	*89,0*	*Nil*	*12,109,1*	*12,207,4*	*55,885,8*	*1,103*	*6,806*	*Nil*	*298,217*	*306,126*	South Indian.
	1932-33	5,1	75,7	Nil	11,167,8	11,248,6	1,045,7	8,2	89,0	Nil	12,197,1	12,294,3	58,028,6	973	6,370	Nil	291,430	298,773	
TOTAL 5′ 6″ GAUGE	*1931-32*	*358,6*	*4,656,4*	*10,735,7*	*286,105,4*	*301,856,1*	*11,032,8*	*420,1*	*4,891,4*	*10,952,9*	*296,624,5*	*312,888,9*		*76,071*	*273,215*	*488,946*	*11,050,309*	*11,888,541*	TOTAL 5′ 6″ GAUGE.
	1932-33	298,2	4,079,3	9,343,5	285,251,5	298,972,5	11,644,0	356,2	4,318,9	9,568,6	296,372,8	310,616,5		67,161	242,747	452,889	10,717,982	11,480,779	
3′ 3⅜″ GAUGE.																			3′ 3⅜″ GAUGE.
Assam Bengal	*1931-32*	*11,0*	*35,8*	*371,6*	*9,697,0*	*10,115,4*	*345,7*	*13,1*	*39,7*	*393,4*	*10,014,9*	*10,461,1*	*10,461,1*	*1,118*	*2,456*	*16,669*	*276,349*	*296,592*	Assam Bengal.
	1932-33	10,4	32,8	295,3	9,874,3	10,212,8	299,0	12,4	36,0	309,5	10,153,9	10,511,8	10,511,8	975	2,339	13,504	260,249	277,067	
Bengal and North Western	*1931-32*	*10,1*	*74,2*	*321,5*	*30,264,8*	*30,670,6*	*979,5*	*11,2*	*79,4*	*338,2*	*31,221,3*	*31,650,1*	*31,650,1*	*1,135*	*5,636*	*19,284*	*996,550*	*1,023,605*	Bengal and North-Western.
	1932-33	11,2	77,9	317,9	28,923,2	29,330,2	942,8	12,3	82,1	330,7	29,847,9	30,273,0	30,273,0	1,281	6,187	18,790	975,074	1,001,332	
Bombay, Baroda and Central India	*1931-32*	*11,9*	*92,1*	*6,8*	*22,408,4*	*22,519,2*	*2,673,8*	*18,5*	*134,9*	*13,0*	*25,026,6*	*25,193,0*	†	*2,285*	*12,486*	*822*	*1,004,774*	*1,020,367*	Bombay, Baroda and Central India.
	1932-33	10,5	93,6	7,0	23,255,1	23,366,2	2,741,0	17,2	134,8	12,1	25,943,1	26,107,2	†	2,335	12,351	851	1,064,916	1,080,453	
Burma	*1931-32*	*38,4*	*378,6*	*Nil*	*22,430,5*	*22,847,5*	*Nil*	*38,4*	*378,6*	*Nil*	*22,430,5*	*22,847,5*	*22,847,5*	*3,975*	*15,482*	*Nil*	*501,648*	*521,105*	Burma.
	1932-33	31,9	298,2	Nil	20,878,9	21,209,0	Nil	31,9	298,2	Nil	20,878,9	21,209,0	21,209,0	3,067	13,552	Nil	480,817	497,436	

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

†Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of Class I Railways for the years 1931-32 and 1932-33—contd.*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passengers carried (in hundreds). (a) 1st. 9	2nd. 10	Inter. 11	3rd. 12	Total. 13	On the System. 14	Passenger miles (in thousands). 1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	Railway. 20
3′ 3⅜″ GAUGE—*concld.*																			3′ 3⅜″ GAUGE—*concld.*
Eastern Bengal	*1931-32*	*7,3*	*37,6*	*328,2*	*7,797,2*	*8,170,3*	*1,308,3*	*12,3*	*49,8*	*379,0*	*9,037,5*	*9,478,6*	‖	*1,147*	*2,663*	*11,628*	*348,487*	*363,925*	Eastern Bengal.
	1932-33	5,6	34,6	355,6	7,965,6	8,361,4	1,201,7	10,0	46,1	398,2	9,108,8	9,563,1	‖	1,021	2,591	11,162	336,894	351,668	
Jodhpur	*1931-32*	*2,0*	*17,4*	*83,5*	*2,638,3*	*2,741,2*	*322,8*	*3,2*	*23,8*	*87,6*	*2,949,4*	*3,064,0*	*3,064,0*	*401*	*2,584*	*3,743*	*141,037*	*147,765*	Jodhpur.
	1932-33	1,8	16,7	81,4	2,715,0	2,814,9	327,1	3,1	**23,3**	85,6	3,030,0	3,142,0	3,142,0	390	2,519	3,831	150,867	157,607	
Madras and Southern Mahratta.	*1931-32*	*7,0*	*90,1*	*34,5*	*14,371,8*	*14,503,4*	*828,0*	*9,3*	*104,8*	*38,5*	*15,178,8*	*15,331,4*	‖	*1,410*	*8,636*	*4,157*	*483,573*	*497,776*	Madras and Southern Mahratta.
	1932-33	5,6	90,1	35,0	13,411,8	13,542,5	845,8	7,4	101,0	40,0	14,239,9	14,388,3	‖	1,123	7,063	4,435	458,971	471,592	
Nizam's State	*1931-32*	*3,1*	*37,2*	*Nil*	*5,321,2*	*5,361,5*	*242,4*	*3,7*	*40,3*	*Nil*	*5,559,9*	*5,603,9*	‖	*493*	*3,223*	*Nil*	*183,789*	*187,505*	Nizam's State.
	1932-33	3,0	36,7	Nil	4,903,3	4,943,0	262,3	3,5	41,0	Nil	5,160,8	5,205,3	‖	456	3,104	Nil	173,542	177,102	
Rohilkund and Kumaon	*1931-32*	*3,5*	*17,4*	*43,9*	*5,873,0*	*5,937,8*	*162,8*	*4,9*	*22,5*	*47,0*	*6,026,2*	*6,100,6*	*6,100,6*	*546*	*1,900*	*2,012*	*152,191*	*156,649*	Rohilkund and Kumaon.
	1932-33	3,1	17,3	43,4	6,005,4	6,069,2	172,7	4,3	22,9	46,5	6,168,2	6,241,9	6,241,9	432	1,944	2,017	157,749	162,142	
South Indian	*1931-32*	*19,8*	*316,0*	*5,6*	*43,276,2*	*43,617,6*	*1,486,6*	*28,3*	*339,4*	*5,7*	*44,730,8*	*45,104,2*	‖	*2,562*	*17,424*	*996*	*1,037,165*	*1,058,147*	South Indian.
	1932-33	19,1	327,4	6,0	45,532,2	45,884,7	1,090,3	27,9	362,2	6,0	46,578,9	46,975,0	‖	2,355	16,471	1,017	1,043,458	1,063,301	
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*114,1*	*1,096,4*	*1,195,6*	*164,078,4*	*166,484,5*	*8,349,9*	*142,9*	*1,213,2*	*1,302,4*	*172,175,9*	*174,834,4*		*15,072*	*72,490*	*59,311*	*5,125,563*	*5,272,436*	TOTAL 3′ 3⅜″ GAUGE.
	1932-33	102,2	1,025,3	1,141,6	163,464,8	165,733,9	7,882,7	130,0	1,147,6	1,228,6	171,110,4	173,616,6		13,435	68,121	55,607	5,102,537	5,239,700	
2′ 6″ AND 2′ 0″ GAUGES.																			2′ 6″ AND 2′ 0″ GAUGES.
Bengal-Nagpur	*1931-32*	*1,1*	*8,7*	*71,5*	*2,374,1*	*2,455,4*	*185,6*	*1,8*	*12,6*	*82,3*	*2,544,3*	*2,641,0*	‖	*99*	*657*	*2,947*	*78,692*	*82,395*	Bengal-Nagpur.
	1932-33	9	7,6	62,4	2,251,9	2,322,8	166,2	1,5	10,9	72,0	2,404,6	2,489,0	‖	78	617	2,510	75,080	78,285	
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*3,4*	*Nil*	*1,821,7*	*1,825,1*	*125,4*	*Nil*	*4,4*	*Nil*	*1,946,1*	*1,950,5*	‖	*Nil*	*97*	*Nil*	*26,793*	*26,890*	Bombay, Baroda and Central India.
	1932-33	Nil	3,8	Nil	1,923,2	1,927,0	123,3	Nil	4,5	Nil	2,045,8	2,050,3	‖	Nil	96	Nil	28,888	28,984	
Eastern Bengal	*1931-32*	*1*	*3,2*	*7,5*	*650,2*	*661,0*	*72,6*	*1*	*4,0*	*9,2*	*720,3*	*733,6*	‖	..	*50*	*71*	*6,288*	*6,409*	Eastern Bengal.
	1932-33	..	2,4	7,3	577,9	587,6	68,7	..	3,0	8,5	644,8	656,3	‖	..	39	70	5,505	5,614	
Great Indian Peninsula	*1931-32*	‡	*1,8*	‡	*787,3*	*789,1*	*70,9*	‡	*2,2*	‡	*857,8*	*860,0*	‖	‡	*55*	‡	*14,685*	*14,740*	Great Indian Peninsula.
	1932-33	‡	1,4	‡	808,1	809,5	68,7	‡	1,8	‡	876,4	878,2	‖	‡	48	‡	14,826	14,874	
North Western	*1931-32*	*3,9*	*14,5*	*24,6*	*922,6*	*965,6*	*185,1*	*6,4*	*20,7*	*30,6*	*1,093,0*	*1,150,7*	‖	*366*	*1,036*	*1,078*	*37,427*	*39,907*	North Western.
	1932-33	2,7	9,8	27,3	902,5	942,3	157,6	4,5	14,7	32,5	1,048,2	1,099,9	‖	276	812	1,095	33,278	35,461	
South Indian	*1931-32*	*2*	*Nil*	*Nil*	*476,0*	*476,2*	*49,5*	*4*	*Nil*	*Nil*	*525,3*	*525,7*	‖	*9*	*Nil*	*Nil*	*8,647*	*8,656*	South Indian.
	1932-33	2	Nil	Nil	393,8	394,0	44,9	3	Nil	Nil	438,6	438,9	‖	9	Nil	Nil	7,066	7,075	
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1931-32*	*5,3*	*31,6*	*103,6*	*7,031,9*	*7,172,4*	*689,1*	*8,7*	*43,9*	*122,1*	*7,686,8*	*7,861,5*		*474*	*1,895*	*4,096*	*172,532*	*178,997*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
	1932-33	3,8	25,0	97,0	6,857,4	6,983,2	629,4	6,3	34,9	113,0	7,458,4	7,612,6		363	1,612	3,675	164,643	170,293	
TOTAL CLASS I RAILWAYS	*1931-32*	*478,0*	*5,784,4*	*12,034,9*	*457,215,7*	*475,513,0*	*20,071,8*	*571,7*	*6,148,5*	*12,377,4*	*476,487,2*	*495,584,8*	*489,039,9*	*91,617*	*347,600*	*552,353*	*16,348,404*	*17,339,974*	TOTAL CLASS I RAILWAYS.
	1932-33	404,2	5,129,6	10,582,1	455,573,7	471,689,6	20,156,1	492,5	5,501,4	10,910,2	474,941,6	491,845,7	485,435,5	80,959	312,480	512,171	15,985,162	16,890,772	

‡Included in the next column.

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

‖ Included under 5′ 6″ Gauge.

12.—*Statement of Passenger Revenue Statistics of Class I Railways for the years 1931-32 and 1932-33*—contd.

Railway. 21	Year. 22	Average number of miles a passenger was carried.* 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27	Earnings from passengers carried (including refunds and remissions in thousands). 1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	Average rate (in pies) charged per passenger per mile. 1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	Railway. 38
5′ 6″ GAUGE.							Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ GAUGE.
Bengal-Nagpur	1931-32	228·9	126·6	38·3	47·0	47·0	5,78	7,33	14,01	1,29,95	1,57,07	17·8	8·85	4·05	3·24	3·52	Bengal-Nagpur.
	1932-33	234·2	136·9	38·5	46·7	46·7	5,28	6,87	12,65	1,24,38	1,49,18	18·2	8·82	3·94	3·28	3·54	
Bombay, Baroda and Central India	1931-32	132·7	18·9	222·6	19·3	20·4	7,82	15,74	3,52	1,71,06	1,98,14	16·6	7·59	5·37	3·01	3·29	Bombay, Baroda and Central India.
	1932-33	159·6	19·1	204·7	19·4	19·7	7,22	15,31	3,30	1,75,98	2,01,81	16·5	7·82	5·39	3·09	3·36	
Eastern Bengal	1931-32	75·2	43·5	23·4	22·2	22·6	3,80	6,32	9,72	99,82	1,19,66	17·4	9·96	4·04	3·15	3·43	Eastern-Bengal.
	1932-33	77·5	50·5	24·6	22·9	23·3	3.46	5,91	8,85	95,80	1,14,02	17·0	10·2	4·08	3·22	3·49	
East Indian	1931-32	203·0	112·0	44·0	55·0	55·0	12,41	21,58	38,90	4,34,99	5,07,88	14·9	7·32	3·64	2·68	2·88	East Indian.
	1932-33	210·0	122·0	49·0	55·0	55·0	12,30	21,40	35,57	4,32,59	5,01,86	16·1	7·55	3·65	2·74	2·93	
Great Indian Peninsula	1931-32	223·6	53·9	174·9	33·8	35·0	18,26	25,52	6,87	2,92,90	3,43,55	18·0	8·20	5·81	3·42	3·78	Great Indian Peninsula.
	1932-33	231·3	54·6	180·5	31·9	32·9	16,63	24,86	6,99	3,00,75	3,49,23	19·4	9·10	6·48	3·52	3·87	
Madras and Southern Mahratta	1931-32	225·5	123·8	77·6	31·7	32·8	4,07	7,20	5,15	1,30,16	1,46,58	18·6	8·98	5·91	3·46	3·71	Madras and Southern Mahratta.
	1932-33	225·8	117·9	76·1	32·3	33·4	4,19	7,05	5,59	1,33,20	1,50,03	21·7	10·1	5·89	3·77	4·04	
Nizam's State	1931-32	138·7	98·4	126·8	38·4	39·4	81	2,24	16	26,61	29,82	16·0	7·85	4·89	3·15	3·38	Nizam's State.
	1932-33	142·8	93·3	143·0	39·7	40·6	92	2,29	18	27,13	30,52	18·8	9·34	5·75	3·36	3·64	
North Western	1931-32	217·3	124·3	53·7	48·3	49·4	11,54	22,68	27,83	4,13,99	4,76,04	14·9	7·09	4·51	3·00	3·22	North Western.
	1932-33	219·6	131·5	53·8	45·3	46·3	10,64	20,71	26,29	4,16,17	4,73,81	16·3	8·32	4·54	3·16	3·37	
South Indian	1931-32	118·4	76·5	Nil	24·6	25·1	1,33	3,87	Nil	56,22	61,42	23·2	10·9	Nil	3·62	3·85	South Indian.
	1932-33	118·0	71·6	Nil	23·9	24·3	1,40	3,75	Nil	55,49	60,64	24·9	10·3	Nil	3·53	3·74	
TOTAL 5′ 6″ GAUGE	1931-32	181·1	55·9	44·7	37·3	38·0	65,82	1,12,48	1,06,16	17,55,70	20,40,16	16·6	7·90	4·17	3·05	3·29	TOTAL 5′ 6″ GAUGE.
	1932-33	188·5	56·2	47·3	36·2	37·0	62,04	1,08,15	99,42	17,61,49	20,31,10	17·7	8·55	4·21	3·16	3·40	
3′ 3⅜″ GAUGE.																	3′ 3⅜″ GAUGE.
Assam Bengal	1931-32	85·6	61·9	42·4	27·6	28·4	1,64	1,79	4,18	57,32	64,93	28·2	13·9	4·80	3·90	4·20	Assam Bengal.
	1932-33	78·6	64·9	43·6	25·6	26·4	1,41	1,64	3,39	52,96	59,40	27·8	13·5	4·80	3·90	4·11	
Bengal and North-Western	1931-32	100·9	71.1	57·0	31·9	32·3	78	2,28	3,55	1,25,69	1,32,30	13·2	7·75	3·54	2·42	2·48	Bengal and North Western.
	1932-33	104·2	75·3	56·8	32·7	33·1	87	2,31	3,38	1,25,14	1,31,70	12·3	6·89	3·32	2·40	2·45	
Bombay, Baroda and Central India	1931-32	123·7	92.6	63·3	40·2	40·5	2,23	6,25	19	1,68,06	1,76,73	18·7	9·61	4·49	3·20	3·33	Bombay, Baroda and Central India.
	1932-33	136·0	91·6	70·4	41·1	41·4	2,36	6,39	20	1,82,41	1,91,36	19·4	9·93	4·55	3·24	3·40	
Burma	1931-32	103·6	40·9	Nil	22·4	22·8	3,39	6,09	Nil	88,19	97,67	16·3	7·52	Nil	3·36	3·58	Burma.
	1932-33	96·3	45·4	Nil	23·0	23·5	2,86	5,68	Nil	84,77	93,31	17·8	8·01	Nil	3·37	3·58	

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

12.—*Statement of Passenger Revenue Statistics of* ***Class I Railways*** *for the years 1931-32 and 1932-33*—concld.

Railway. 21	Year. 22	Average number of miles a passenger was carried.* 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27	Earnings from passengers carried including refunds and remissions (in thousands). 1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	Average rate (in pies) charged per passenger per mile. 1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	Railway. 38
							Rs.	Rs.	Rs.	Rs.	Rs.						
3′ 3⅜″ GAUGE—*concld.*																	3′ 3⅜″ GAUGE—*concld.*
Eastern Bengal	*1931-32*	*93·1*	*53·5*	*30·7*	*38·6*	*38·4*	*1,04*	*1,38*	*2,45*	*57,19*	*62,06*	*17·3*	*9·88*	*4·01*	*3·12*	*3·25*	Eastern Bengal.
	1932-33	101·8	56·2	28·0	37·0	36·8	92	1,38	2,37	56,46	61,13	17·0	10·1	4·04	3·19	3·31	
Jodhpur	*1931-32*	*124·6*	*108·4*	*42·7*	*47·8*	*48·2*	*47*	*1,50*	*97*	*27,50*	*30,44*	*22·6*	*11·1*	*5·00*	*3·74*	*3·96*	Jodhpur.
	1932-33	126·0	108·2	44·7	49·8	50·2	44	1,45	99	29,48	32,36	21·7	11·0	4·98	3·75	3·94	
Madras and Southern Mahratta	*1931-32*	*151·4*	*82·4*	*108·0*	*31·9*	*32·5*	*1,35*	*4,33*	*1,30*	*86,80*	*93,78*	*18·4*	*9·64*	*5·99*	*3·45*	*3·62*	Madras and Southern Mahratta.
	1932-33	152·0	70·0	110·9	32·2	32·8	1,26	3,88	1,38	89,93	96,45	21·6	10·5	5·99	3·76	3·93	
Nizam's State	*1931-32*	*134·5*	*80·0*	*Nil*	*33·1*	*33·5*	*42*	*1,30*	*Nil*	*28,07*	*29,79*	*16·2*	*7·75*	*Nil*	*2·93*	*3·05*	Nizam's State.
	1932-33	130·2	75·7	Nil	33·6	34·0	38	1,25	Nil	26,90	28,53	16·1	7·72	Nil	2·98	3·09	
Rohilkund & Kumaon	*1931-32*	*111·0*	*84·3*	*42·8*	*25·3*	*25·7*	*62*	*1,01*	*48*	*20,09*	*22,20*	*21·8*	*10·2*	*4·57*	*2·53*	*2·72*	Rohilkund and Kumaon.
	1932-33	101·7	84·8	43·4	25·6	26·0	49	1,01	49	20,78	22,77	21·6	9·99	4·63	2·53	2·70	
South Indian	*1931-32*	*90·5*	*51·3*	*174·9*	*23·2*	*23·5*	*3,09*	*8,97*	*39*	*1,85,70*	*1,98,15*	*21·4*	*9·13*	*7·50*	*3·39*	*3·53*	South Indian.
	1932-33	84·6	45·5	169·4	22·4	22·6	2,88	8,47	40	1,88,08	1,99,83	21·9	9·13	7·61	3·42	3·55	
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*105·4*	*59·8*	*45·6*	*29·8*	*30·2*	*15,03*	*34,90*	*13,51*	*8,44,61*	*9,08,05*	*19·1*	*9·24*	*4·37*	*3·16*	*3·31*	TOTAL 3′ 3⅜″ GAUGE.
	1932-33	103·3	59·4	45·3	29·8	30·2	13,87	33,46	12,60	8,56,91	9,16,84	19·8	9·43	4·35	3·22	3·36	
2′ 6″ AND 2′ 0″ GAUGES.																	2′ 6″ AND 2′ 0″ GAUGES.
Bengal-Nagpur	*1931-32*	*56·4*	*52·3*	*35·8*	*30·9*	*31·2*	*10*	*32*	*63*	*13,48*	*14,53*	*19·0*	*9·50*	*4·14*	*3·29*	*3·39*	Bengal-Nagpur.
	1932-33	52·7	56·9	34·8	31 2	31·5	8	31	54	13,16	14,09	19·3	9·75	4·13	3·37	3·46	
Bombay, Baroda and Central India	*1931-32*	*Nil*	*22·4*	*Nil*	*13·8*	*13·8*	*Nil*	*9*	*Nil*	*4,67*	*4,76*	*Nil*	*17·0*	*Nil*	*3·35*	*3·40*	Bombay, Baroda and Central India.
	1932-33	Nil	21·2	Nil	14·1	14·1	Nil	8	Nil	4,97	5,05	Nil	16·5	Nil	3·30	3·34	
Eastern Bengal	*1931-32*	*5·40*	*12·4*	*7·70*	*8·73*	*8·74*	..	*4*	*1*	*1,27*	*1,32*	*20·6*	*14·2*	*4·03*	*3·88*	*3·96*	Eastern Bengal.
	1932-33	5·27	12·7	8·28	8·54	8·55	—	3	1	1,08	1,12	17·0	14·2	3·99	3·77	3·84	
Great Indian Peninsula	*1931-32*	‡	*25·9*	‡	*17·1*	*17·1*	‡	*3*	‡	*3,72*	*3,75*	‡	*12·7*	‡	*4·87*	*4·90*	Great Indian Peninsula.
	1932-33	‡	26·4	‡	16·9	16·9	‡	3	‡	3,71	3,74	‡	12·8	‡	4·80	4·83	
North-Western	*1931-32*	*57·0*	*50·0*	*35·3*	*34·[illegible]*	*34·7*	*89*	*90*	*60*	*10,74*	*13,13*	*46·5*	*16·6*	*10·8*	*5·48*	*6·29*	North-Western.
	1932-33	61·2	55·3	33·7	31·7	32·2	70	75	63	9,97	12,05	49·1	17·8	11·0	5·75	6·53	
South Indian	*1931-32*	*23·5*	*Nil*	*Nil*	*16·5*	*16·5*	*1*	*Nil*	*Nil*	*1,54*	*1,55*	*15·1*	*Nil*	*Nil*	*3·42*	*3·43*	South Indian.
	1932-33	32·2	Nil	Nil	16·1	16·1	1	Nil	Nil	1,26	1,27	12·5	Nil	Nil	3·43	3·44	
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1931-32*	*54·5*	*43·2*	*33·6*	*22·4*	*22·8*	*1,00*	*1,38*	*1,24*	*35,42*	*39,04*	*40·5*	*14·0*	*5·81*	*3·94*	*4·19*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
	1932-33	57·6	46·2	32·5	22·1	22·4	79	1,20	1,18	34,15	37,32	41·8	14·3	6·16	3·98	4·21	
TOTAL CLASS I RAILWAYS	*1931-32*	*160·3*	*56·5*	*44·6*	*34·3*	*35·0*	*81,85*	*1,48,76*	*1,20,91*	*26,35,73*	*29,87,25*	*17·2*	*8·22*	*4·29*	*3·10*	*3·31*	TOTAL CLASS I RAILWAYS.
	1932-33	164·4	56·8	46·9	33·7	34·3	76,70	1,42,81	1,13,20	26,52,55	29,85,26	18·2	8·77	4·24	3·19	3·39	

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

‡ Included in the next column.

13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1931-32 and 1932-33 (In thousands).

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)	Tons carried (a). Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.	Tons terminating.	Tons of cross traffic.	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
5′ 6″ GAUGE.																			5′ 6″ GAUGE.
Bengal-Nagpur	1931-32	4,333	894	743	701	4,869	11,540	1,270	12,810	4,912	997	743	800	5,358	12,810	13,107	9,525	285	Bengal-Nagpur.
	1932-33	4,192	944	699	717	4,330	10,882	1,140	12,022	4,703	995	698	811	4,815	12,022	12,362	8,663	250	
Bombay, Baroda and Central India.	1931-32	1	Nil	12	295	2,166	2,474	1,469	3,943	339	17	264	527	2,796	3,943	6,415	2,996	237	Bombay, Baroda and Central India.
	1932-33	1	Nil	12	280	2,377	2,670	1,286	3,956	311	6	170	498	2,971	3,956	6,298	3,053	243	
Eastern Bengal	1931-32	9	2	6	227	1,573	1,817	2,459	4,276	1,200	55	244	361	2,416	4,276	5,162	3,193	576	Eastern Bengal.
	1932-33	4	1	4	175	1,340	1,524	2,292	3,816	1,109	61	242	244	2,160	3,816	4,608	2,868	491	
East Indian	1931-32	7,922	2,102	1,433	1,214	4,348	17,019	3,023	20,042	8,560	2,435	1,433	1,836	5,778	20,042	20,042	13,649	822	East Indian.
	1932-33	6,932	2,028	1,372	1,203	4,440	15,975	3,245	19,220	7,581	2,566	1,373	1,782	5,918	19,220	19,220	13,358	873	
Great Indian Peninsula	1931-32	636	Nil	215	1,099	4,422	6,372	2,916	9,288	1,100	212	649	1,725	5,602	9,288	9,348	7,103	370	Great Indian Peninsula.
	1932-33	719	Nil	259	1,047	4,496	6,521	2,979	9,500	1,271	186	688	1,634	5,721	9,500	9,518	7,124	522	
Madras and Southern Mahratta.	1931-32	18	Nil	112	493	1,204	1,827	1,666	3,493	183	120	345	922	1,923	3,493	5,415	2,471	376	Madras and Southern Mahratta.
	1932-33	44	Nil	79	343	1,152	1,618	1,530	3,148	209	110	370	633	1,826	3,148	4,943	2,231	281	
Nizam's State	1931-32	307	222	150	214	328	1,221	425	1,646	309	223	150	364	600	1,646	2,114	718	181	Nizam's State.
	1932-33	366	226	145	166	349	1,252	369	1,621	371	226	145	292	587	1,621	2,003	672	169	
North-Western (Commercial).	1931-32	21	3	40	1,972	6,536	8,572	3,291	11,863	926	3	855	2,300	7,779	11,863	†	10,147	†	North-Western (Commercial).
	1932-33	27	2	36	1,494	5,883	7,442	3,496	10,938	856	2	927	1,935	7,218	10,938	†	9,348	†	
North-Western (Military)	1931-32	37	Nil	2	183	1,049	1,271	865	2,136	125	Nil	101	313	1,597	2,136	†	1,256	†	North-Western (Military).
	1932-33	46	Nil	3	199	865	1,113	829	1,942	123	Nil	111	335	1,373	1,942	†	1,016	†	
North-Western (Total)	1931-32	58	3	42	2,155	7,585	9,843	2,588	12,431	948	4	857	2,314	8,308	12,431	12,561	11,403	117	North-Western (Total).
	1932-33	73	2	39	1,693	6,748	8,555	2,708	11,263	883	2	930	1,921	7,527	11,263	11,407	10,364	138	
South Indian	1931-32	Nil	Nil	38	111	902	1,051	718	1,769	18	Nil	115	324	1,312	1,769	4,839	1,342	44	South Indian.
	1932-33	Nil	Nil	28	109	966	1,103	650	1,753	19	Nil	96	344	1,294	1,753	4,351	1,369	140	
TOTAL 5′ 6″ GAUGE	1931-32	13,284	3,223	2,751	6,509	27,397	53,164	(a)16,534	(a)69,698	(a) 17,569	(a) 4,063	(a) 4,800	(a) 9,173	(a) 34,093	(a) 69,698		52,400	3,008	TOTAL 5′ 6″ GAUGE.
	1932-33	12,331	3,201	2,637	5,733	26,198	50,100	(a) 16,199	(a) 66,299	(a) 16,457	(a) 4,152	(a) 4,712	(a) 8,159	(a) 32,819	(a) 66,299		49,7[illegible]	3,107	
2′ 3⅜″ GAUGE.																			3′ 3⅜″ GAUGE.
Assam-Bengal	1931-32	31	5	72	177	993	1,278	323	1,601	144	10	99	217	1,131	1,601	1,601	1,358	16	Assam-Bengal.
	1932-33	29	5	52	89	941	1,116	275	1,391	114	10	77	131	1,059	1,391	1,391	1,142	16	
Bengal and North-Western	1931-32	5	1	37	645	1,729	2,417	1,281	3,698	331	..	255	926	2,185	3,698	3,698	3,085	34	Bengal and North-Western.
	1932-33	5	Nil	38	640	2,093	2,776	1,211	3,987	314	..	240	877	2,556	3,987	3,987	3,361	31	
Bombay, Baroda and Central India.	1931-32	1	Nil	8	329	1,218	1,556	1,754	3,310	133	87	238	638	2,214	3,310	*	2,167	564	Bombay, Baroda and Central India.
	1932-33	1	Nil	6	338	1,145	1,490	1,697	3,187	121	64	208	606	2,188	3,187	*	2,060	510	
Burma	1931-32	60	1	187	1,524	2,203	3,975	Nil	3,975	60	1	187	1,524	2,203	3,975	3,975	3,975	Nil	Burma.
	1932-33	45	1	176	1,012	2,215	3,449	Nil	3,449	45	1	176	1,012	2,215	3,449	3,449	3,449	Nil	

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey. only on each railway system.

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

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13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1931-32 and 1932-33 (*In thousands*)—contd.

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)	Tons carried. (a) Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.	Tons terminating.	Tons of cross traffic.	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
3′ 3⅜″ GAUGE—*contd.*																			**3′ 3⅜″ GAUGE—*contd.***
Eastern Bengal	*1931-32*	*1*	*3*	*6*	*140*	*833*	*983*	*1,004*	*1,987*	*259*	*35*	*101*	*249*	*1,343*	*1,987*	*	*1,050*	*459*	Eastern Bengal.
	1932-33	Nil	1	7	211	719	938	952	1,890	231	39	97	321	1,202	1,890	*	809	447	
Jodhpur	*1931-32*	*Nil*	*Nil*	*2*	*29*	*406*	*437*	*352*	*789*	*9*	*Nil*	*44*	*189*	*547*	*789*	*789*	*527*	*140*	Jodhpur.
	1932-33	1	Nil	2	58	486	547	293	840	9	Nil	42	167	622	840	840	573	120	
Madras and Southern Mahratta.	*1931-32*	*14*	*17*	*172*	*547*	*1,052*	*1,802*	*762*	*2,564*	*31*	*40*	*174*	*828*	*1,491*	*2,564*	*	*1,817*	*98*	Madras and Southern Mahratta.
	1932-33	9	14	146	450	1,015	1,634	703	2,337	30	46	149	678	1,434	2,337	*	1,737	96	
Nizam's State	*1931-32*	*Nil*	*Nil*	*1*	*204*	*209*	*414*	*259*	*673*	*50*	..	*39*	*258*	*326*	*673*	*	*390*	*66*	Nizam's State.
	1932-33	Nil	Nil	Nil	158	180	338	267	605	61	..	36	215	293	605	*	348	83	
Rohilkund and Kumaon	*1931-32*	*Nil*	*Nil*	*43*	*125*	*694*	*862*	*122*	*984*	*20*	*Nil*	*43*	*132*	*789*	*984*	*984*	*668*	*2*	Rohilkund and Kumaon.
	1932-33	Nil	Nil	45	98	785	928	123	1,051	20	Nil	45	106	880	1,051	1,051	722	2	
South Indian	*1931-32*	*47*	*Nil*	*200*	*565*	*2,397*	*3,209*	*329*	*3,538*	*52*	..	*200*	*660*	*2,626*	*3,538*	*	*3,230*	..	South Indian.
	1932-33	57	Nil	176	595	1,978	2,806	291	3,097	62	..	177	669	2,189	3,097	*	2,797	8	
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*159*	*27*	*728*	*4,285*	*11,734*	*16,933*	*(a) 6,186*	*(a) 23,119*	*(a) 1,089*	*(a) 174*	*(a) 1,380*	*(a) 5,621*	*(a) 14,855*	*(a) 23,119*		*18,267*	*1,379*	TOTAL 3′ 3⅜″ GAUGE.
	1932-33	147	21	648	3,649	11,557	16,022	(a) 5,812	(a) 21,834	(a) 1,007	(a) 160	(a) 1,247	(a) 4,782	(a) 14,638	(a) 21,834		16,998	1,313	
2′ 6″ AND 2′ 0″ GAUGES.																			**2′ 6″ AND 2′ 0″ GAUGES.**
Bengal-Nagpur	*1931-32*	*49*	*1*	*45*	*75*	*278*	*448*	*132*	*580*	*75*	*1*	*46*	*97*	*361*	*580*	*	*423*	*5*	Bengal-Nagpur.
	1932-33	48	1	46	104	286	485	122	607	68	1	46	124	368	607	*	457	7	
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*Nil*	*Nil*	*22*	*140*	*162*	*55*	*217*	*5*	*Nil*	..	*38*	*174*	*217*	*	*87*	*3*	Bombay, Baroda and Central India.
	1932-33	Nil	Nil	Nil	19	138	157	56	213	4	Nil	1	34	174	213	*	101	3	
Eastern Bengal	*1931-32*	*Nil*	*Nil*	*Nil*	..	*4*	*4*	..	*4*	*Nil*	*Nil*	*Nil*	..	*4*	*4*	*	*3*	*Nil*	Eastern Bengal.
	1932-33	Nil	Nil	Nil	..	3	3	1	4	Nil	Nil	Nil	..	4	4	*	2	Nil	
Great Indian Peninsula	*1931-32*	*Nil*	*Nil*	*Nil*	*23*	*56*	*79*	*80*	*159*	*15*	*Nil*	*Nil*	*44*	*100*	*159*	*	*134*	*Nil*	Great Indian Peninsula.
	1932-33	Nil	Nil	Nil	20	64	84	70	154	10	Nil	Nil	44	100	154	*	88	Nil	
North-Western (Commercial)	*1931-32*	*23*	*Nil*	*14*	*49*	*92*	*178*	*152*	*330*	*35*	*Nil*	*14*	*74*	*207*	*330*	*	*217*	†	North-Western (Commercial).
	1932-33	33	Nil	14	71	107	225	134	359	44	Nil	14	92	209	359	*	218	†	
North-Western (Military)	*1931-32*	*Nil*	*Nil*	*3*	*2*	*56*	*61*	*47*	*108*	*4*	*Nil*	*6*	*11*	*87*	*108*	*	*89*	†	North-Western (Military).
	1932-33	Nil	Nil	4	2	47	53	36	89	3	Nil	6	7	73	89	*	70	†	
North-Western (Total)	*1931-32*	*23*	*Nil*	*17*	*51*	*148*	*239*	*176*	*415*	*38*	*Nil*	*18*	*82*	*277*	*415*	*	*306*	†	North-Western (Total).
	1932-33	33	Nil	18	73	154	278	146	424	45	Nil	18	97	264	424	*	288	†	
South Indian	*1931-32*	*Nil*	*Nil*	*Nil*	*12*	*23*	*35*	*18*	*53*	*Nil*	*Nil*	..	*17*	*36*	*53*	*	*21*	*Nil*	South Indian.
	1932-33	Nil	Nil	Nil	13	21	34	15	49	Nil	Nil	..	16	33	49	*	18	Nil	
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1931-32*	*72*	*1*	*62*	*183*	*649*	*967*	*(a) 461*	*(a) 1,428*	*(a) 133*	*(a) 1*	*(a) 64*	*(a) 278*	*(a) 952*	*(a) 1,428*		*974*	*8*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
	1932-33	81	1	64	229	666	1,041	(a) 410	(a) 1,451	(a) 127	(a) 1	(a) 65	(a) 315	(a) 943	(a) 1,451		954	10	
TOTAL CLASS I RAILWAYS	*1931-32*	*13,515*	*3,251*	*3,541*	*10,977*	*39,780*	*71,064*	*(a) 23,181*	*(a), 94,245*	*(a) 18,791*	*(a) 4,238*	*(a) 6,244*	*(a) 15,072*	*(a) 49,900*	*(a) 94,245*	*99,050*	*71,641*	*4,395*	TOTAL CLASS I RAILWAYS.
	1932-33	12,559	3,223	3,349	9,611	38,421	67,163	(a) 22,421	(a) 89,584	(a) 17,591	(a) 4,313	(a) 6,024	(a) 13,256	(a) 48,400	(a) 89,584	85,404	67,654	4,430	

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey only on each railway system.

* Shown under 5′ 6″ gauge.

† Not required.

13.—*Statement of Goods Revenue Statistics of Class I Railways for the years 1931-32 and 1932-33 (In thousands)*—contd.

Railway.	Year.	Net ton miles.						*Average miles a ton of goods was carried.							Railway.
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).	Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
5′ 6″ GAUGE.															**5′ 6″ GAUGE.**
Bengal-Nagpur	*1931-32*	*729,744*	*368,766*	*139,378*	*151,099*	*866,561*	*2,255,548*	*150*	*370*	*189*	*189*	*162*	*188*	*177*	Bengal Nagpur.
	1932-33	685,454	209,081	129,527	156,808	784,388	1,965,258	147	210	185	193	163	158	164	
Bombay, Baroda and Central India.	*1931-32*	*136,062*	*4,413*	*67,942*	*105,378*	*492,124*	*805,919*	*401*	*261*	*258*	*200*	*125*	*395*	*204*	Bombay, Baroda and Central India.
	1932-33	117,564	1,289	53,038	95,903	513,647	781,441	378	216	312	193	173	375	198	
Eastern Bengal	*1931-32*	*90,677*	*9,182*	*35,916*	*31,506*	*271,857*	*438,638*	*76*	*166*	*147*	*87*	*113*	*80*	*103*	Eastern Bengal.
	1932-33	85,053	10,262	35,742	18,988	252,793	402,838	77	170	148	78	117	81	106	
East Indian	*1931-32*	*2,157,923*	*1,248,800*	*380,698*	*542,690*	*1,158,652*	*5,488,763*	*252*	*513*	*266*	*296*	*203*	*310*	*275*	East Indian.
	1932-33	1,926,824	1,300,378	365,770	582,511	1,103,595	5,279,078	254	507	267	327	189	318	276	
Great Indian Peninsula	*1931-32*	*353,055*	*99,872*	*163,913*	*524,392*	*1,011,893*	*2,153,125*	*321*	*471*	*253*	*304*	*186*	*345*	*236*	Great Indian Peninsula.
	1932-33	374,749	80,088	228,096	483,082	1,052,434	2,218,449	295	431	332	296	186	312	235	
Madras and Southern Mahratta	*1931-32*	*61,973*	*64,005*	*39,349*	*153,127*	*315,495*	*633,949*	*338*	*532*	*114*	*166*	*164*	*415*	*182*	Madras and Southern Mahratta.
	1932-33	49,508	60,060	60,993	102,719	286,714	559,994	237	546	165	162	157	343	178	
Nizam's State	*1931-32*	*59,412*	*27,430*	*20,538*	*63,594*	*86,432*	*257,406*	*192*	*123*	*137*	*175*	*144*	*164*	*156*	Nizam's State.
	1932-33	67,426	28,889	20,577	45,459	77,673	240,024	182	128	142	156	132	161	148	
North-Western (Commercial)	*1931-32*	*230,428*	*137*	*300,732*	*621,760*	*1,203,686*	*2,356,743*	*249*	*38*	*352*	*271*	*162*	*248*	*205*	North Western (Commercial).
	1932-33	202,283	67	324,368	469,139	1,091,824	2,087,681	237	33	350	243	156	236	194	
Do. (Military)	*1931-32*	*9,591*	*13*	*15,868*	*24,640*	*148,595*	*198,707*	*77*	*34*	*158*	*79*	*97*	*63*	*96*	Do. (Military).
	1932-33	11,503	Nil	16,680	28,149	128,187	184,519	93	*Nil*	150	84	95	93	96	
Do. (Total)	*1931-32*	*240,019*	*150*	*316,600*	*646,400*	*1,352,281*	*2,555,450*	*253*	*38*	*370*	*280*	*172*	*252*	*213*	Do. (Total).
	1932-33	213,786	67	341,048	497,288	1,220,011	2,272,200	242	33	367	259	167	242	206	
South Indian	*1931-32*	*2,587*	..	*11,232*	*38,529*	*120,888*	*173,236*	*144*	*3*	*98*	*119*	*92*	*144*	*98*	South Indian.
	1932-33	2,850	..	9,514	36,712	112,182	161,258	147	2	99	107	87	147	92	
TOTAL 5′ 6″ GAUGE	*1931-32*	*3,831,452*	*1,822,618*	*1,175,566*	*2,256,715*	*5,675,683*	*14,762,034*	**218*	**449*	**245*	**246*	**167*	**261*	**212*	TOTAL 5′ 6″ GAUGE.
	1932-33	3,523,214	1,690,114	1,244,305	2,019,470	5,403,437	13,880,540	*214	*407	*264	*248	*165	*253	*209	
3′ 3⅜″ GAUGE.															**3′ 3⅜″ GAUGE.**
Assam-Bengal	*1931-32*	*17,306*	*1,283*	*13,126*	*37,707*	*174,181*	*243,603*	*120*	*134*	*133*	*174*	*154*	*121*	*152*	Assam-Bengal.
	1932-33	12,301	1,142	9,343	20,890	168,684	212,360	108	118	122	159	160	109	153	
Bengal and North Western	*1931-32*	*41,298*	*65*	*39,386*	*123,837*	*306,609*	*511,195*	*125*	*67*	*154*	*134*	*140*	*125*	*138*	Bengal and North Western.
	1932-33	44,042	9	35,823	109,590	343,378	532,842	140	41	150	125	134	140	134	
Bombay, Baroda and Central India	*1931-32*	*30,322*	*21,438*	*60,091*	*146,634*	*391,339*	*649,824*	*229*	*247*	*252*	*230*	*177*	*236*	*196*	Bombay, Baroda and Central India.
	1932-33	27,741	14,320	53,311	107,003	380,470	582,845	229	225	256	177	174	228	183	
Burma	*1931-32*	*31,827*	*288*	*35,642*	*192,694*	*337,889*	*598,340*	*528*	*382*	*191*	*126*	*153*	*526*	*151*	Burma.
	1932-33	23,752	183	35,891	133,847	339,358	533,031	522	316	205	132	153	520	155	

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

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

for the years 1931-32 and 1932-33 (In thousands)—contd.

Railway.	Year.	Net ton miles.						*Average miles a ton of goods was carried.							Railway.
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)	Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
21	22	23	24	25	26	27	28.	29	30	31	32	33	34	35	36
3′ 3⅜″ GAUGE—*contd.*															3′ 3⅜″ GAUGE—*contd.*
Eastern Bengal	*1931-32*	*35,887*	*4,574*	*11,178*	*27,456*	*147,272*	*226,367*	*139*	*133*	*111*	*110*	*111*	*138*	*115*	Eastern Bengal.
	1932-33	30,780	6,325	9,727	34,398	124,691	205,921	133	161	100	107	104	137	109	
Jodhpur	*1931-32*	*1,096*	*Nil*	*8,959*	*39,919*	*62,234*	*112,208*	*118*	*Nil*	*205*	*212*	*114*	*118*	*142*	Jodhpur.
	1932-33	1,010	Nil	8,804	39,029	59,030	107,873	115	Nil	208	233	95	115	128	
Madras and Southern Mahratta	*1931-32*	*3,902*	*11,495*	*54,923*	*152,790*	*240,507*	*463,617*	*126*	*285*	*315*	*185*	*161*	*216*	*181*	Madras and Southern Mahratta.
	1932-33	3,066	12,485	52,588	121,737	222,888	412,764	102	275	352	180	155	206	177	
Nizam's State	*1931-32*	*9,102*	*47*	*7,740*	*43,674*	*33,615*	*94,178*	*183*	*238*	*200*	*169*	*103*	*183*	*140*	Nizam's State
	1932-33	11,519	6	6,970	31,863	34,298	84,656	188	245	194	148	117	188	140	
Rohilkund and Kumaon	*1931-32*	*834*	*Nil*	*1,147*	*12,173*	*73,310*	*87,464*	*42*	*Nil*	*27*	*92*	*93*	*42*	*89*	Rohilkund & Kumaon.
	1932-33	827	Nil	1,124	8,868	77,179	87,998	41	Nil	25	83	88	41	84	
South Indian	*1931-32*	*4,771*	*2*	*16,890*	*73,128*	*190,914*	*285,705*	*92*	*101*	*85*	*111*	*73*	*92*	*81*	South Indian.
	1932-33	4,390	8	16,527	69,814	172,926	263,665	71	112	94	104	79	71	85	
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*176,345*	*39,192*	*249,082*	*850,012*	*1,957,870*	*3,272,501*	**162*	**225*	**181*	**151*	**132*	**171*	**142*	TOTAL 3′ 3⅜″ GAUGE
	1932-33	159,428	34,478	230,108	677,039	1,922,902	3,023,955	*158	*216	*185	*142	*131	*166	*139	
2′ 6″ AND 2′ 0″ GAUGES.															2′ 6″ AND 2′ 0″ GAUGES.
Bengal-Nagpur	*1931-32*	*6,707*	*131*	*5,539*	*6,430*	*19,195*	*38,002*	*89*	*122*	*122*	*66*	*53*	*89*	*66*	Bengal-Nagpur.
	1932-33	6,304	76	5,636	8,643	19,763	40,422	93	120	122	69	54	93	67	
Bombay, Baroda and Central India.	*1931-32*	*139*	*Nil*	*20*	*887*	*3,398*	*4,444*	*30*	*Nil*	*47*	*23*	*20*	*30*	*20*	Bombay, Baroda and Central India.
	1932-33	119	Nil	11	860	3,528	4,518	28	Nil	20	26	20	28	21	
Eastern Bengal	*1931-32*	*Nil*	*Nil*	*Nil*	..	*64*	*64*	*Nil*	*Nil*	*Nil*	*15*	*15*	*Nil*	*15*	Eastern Bengal.
	1932-33	Nil	Nil	Nil	..	72	72	14	Nil	Nil	14	18	14	18	
Great Indian Peninsula	*1931-32*	*532*	*Nil*	*Nil*	*1,813*	*3,612*	*5,957*	*37*	*Nil*	*Nil*	*42*	*36*	*37*	*38*	Great Indian Peninsula.
	1932-33	397	Nil	Nil	1,964	3,813	6,174	40	Nil	Nil	44	38	40	40	
North Western (Commercial)	*1931-32*	*1,334*	*Nil*	*734*	*3,128*	*10,572*	*15,768*	*38*	*Nil*	*52*	*43*	*51*	*38*	*48*	North Western (Commercial).
	1932-33	1,520	Nil	665	3,897	9,636	15,718	34	Nil	48	42	46	34	44	
North Western (Military)	*1931-32*	*203*	*Nil*	*468*	*767*	*4,647*	*6,085*	*46*	*Nil*	*74*	*71*	*54*	*46*	*56*	North Western (Military).
	1932-33	148	Nil	555	458	3,927	5,088	52	Nil	89	71	55	52	58	
North Western (Total)	*1931-32*	*1,537*	*Nil*	*1,202*	*3,895*	*15,219*	*21,853*	*43*	*Nil*	*66*	*48*	*55*	*41*	*53*	North Western (Total).
	1932-33	1,668	Nil	1,220	4,355	13,563	20,806	37	Nil	67	45	52	37	49	
South Indian	*1931-32*	*Nil*	*Nil*	*3*	*598*	*1,086*	*1,687*	*Nil*	*Nil*	*19*	*34*	*31*	*Nil*	*32*	South Indian.
	1932-33	Nil	Nil	4	582	942	1,528	Nil	Nil	27	38	29	Nil	31	
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1931-32*	*8,915*	*131*	*6,764*	*13,623*	*42,574*	*72,007*	**67*	**122*	**106*	**49*	**45*	**68*	**50*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
	1932-33	8,488	76	6,871	16,404	41,681	73,520	*67	*120	*106	*52	*44	*67	*51	
TOTAL CLASS I RAILWAYS	*1931-32*	*4,016,712*	*1,861,941*	*1,431,412*	*3,120,350*	*7,676,127*	*18,106,542*	**214*	**439*	**229*	**207*	**154*	**255*	**192*	TOTAL CLASS RAILWAYS
	1932-33	3,691,130	1,724,668	1,481,284	2,712,913	7,368,020	16,978,015	*210	*400	*246	*205	*152	*247	*190	

*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 for the years 1931-32 and 1932-33 (In thousands)*—contd.

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands).						Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)	Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.								5′ 6″ GAUGE.
Bengal-Nagpur	*1931-32*	*1,00,78*	*41,51*	*17,79*	*77,53*	*2,51,08*	*4,88,69*	*2·55*	*2·16*	*2·45*	*9·82*	*5·49*	*2·42*	*4·09*	Bengal-Nagpur.
	1932-33	1,05,92	27,78	16,53	80,42	2,35,35	4,66,00	2·85	2·55	2·45	9·81	5·68	2·78	4·48	
Bombay, Baroda and Central India	*1931-32*	*14,05*	*43*	*6,37*	*48,79*	*2,89,38*	*3,59,02*	*1·98*	*1·88*	*1·80*	*8·89*	*11·3*	*1·98*	*8·55*	Bombay, Baroda and Central India.
	1932-33	13,66	15	4,97	44,43	2,94,36	3,57,57	2·23	2·19	1·79	8·89	11·0	2·23	8·79	
Eastern Bengal	*1931-32*	*18,70*	*1,53*	*5,34*	*13,65*	*1,48,34*	*1,87,56*	*3·96*	*3·21*	*2·85*	*8·32*	*10·5*	*3·89*	*8·21*	Eastern Bengal.
	1932-33	19,35	1,81	5,30	8,25	1,46,02	1,80,73	4·37	3·40	2·85	8·34	11·1	4·26	8·61	
East Indian	*1931-32*	*3,37,18*	*1,40,45*	*47,78*	*1,56,40*	*4,35,90*	*11,17,71*	*3·00*	*2·16*	*2·41*	*5·53*	*7·22*	*2·69*	*3·91*	East Indian.
	1932-33	3,22,82	1,64,78	47,15	1,64,68	4,32,51	11,31,94	3·22	2·43	2·47	5·43	7·52	2·90	4·12	
Great Indian Peninsula	*1931-32*	*43,16*	*9,60*	*20,60*	*2,08,33*	*4,83,12*	*7,64,81*	*2·35*	*1·84*	*2·41*	*7·63*	*9·17*	*2·24*	*6·82*	Great Indian Peninsula.
	1932-33	48,29	9,31	27,65	1,87,01	5,06,68	7,78,94	2·47	2·23	2·33	7·43	9·24	2·43	6·74	
Madras and Southern Mahratta	*1931-32*	*9,90*	*7,82*	*4,57*	*82,18*	*1,55,73*	*2,60,20*	*3·07*	*2·35*	*2·23*	*10·3*	*9·48*	*2·70*	*7·88*	Madras and Southern Mahratta.
	1932-33	9,80	7,71	7,70	54,11	1,49,80	2,29,12	3·80	2·46	2·42	10·1	10·0	3·07	7·85	
Nizam's State	*1931-32*	*12,74*	*8,07*	*2,52*	*31,24*	*42,02*	*96,59*	*4·12*	*5·65*	*2·35*	*9·43*	*9·33*	*4·60*	*7·21*	Nizam's State.
	1932-33	14,86	7,44	2,59	21,36	40,83	87,08	4·23	4·94	2·42	9·02	10·1	4·44	6·97	
North Western (Commercial)	*1931-32*	*24,85*	*2*	*30,97*	*2,18,52*	*5,27,40*	*8,01,76*	*2·07*	*2·54*	*1·98*	*6·75*	*8·45*	*2·07*	*6·54*	North Western (Commercial).
	1932-33	23,26	1	38,49	1,80,48	5,09,90	7,52,14	2·21	2·44	2·28	7·39	8·96	2·21	6·91	
North Western (Military)	*1931-32*	*1,09*	..	*1,63*	*8,86*	*56,94*	*68,52*	*2·18*	*2·63*	*1·98*	*6·90*	*7·35*	*2·18*	*6·61*	North Western (Military).
	1932-33	1,36	..	1,94	10,90	53,02	67,22	2·27	Nil	2·23	7·44	7·93	2·27	6·99	
North Western (Total)	*1931-32*	*25,94*	*2*	*32,60*	*2,27,38*	*5,84,34*	*8,70,28*	*2·07*	*2·55*	*1·98*	*6·75*	*8·33*	*2·07*	*6·55*	North Western (Total).
	1932-33	24,62	1	40,43	1,91,38	5,62,92	8,19,36	2·21	2·44	2·27	7·39	8·85	2·21	6·92	
South Indian	*1931-32*	*87*	**Nil*	**1,84*	*20,91*	*71,59*	*95,21*	*5·34*	*10·8*	*2·48*	*10·4*	*10·4*	*5·34*	*9·81*	South Indian.
	1932-33	90	*Nil*	1,61	20,73	67,37	90,61	4·83	13·5	2·44	10·8	10·6	4·83	10·1	
TOTAL 5′ 6″ GAUGE	*1931-32*	*5,63,32*	**2,09,43*	**1,39,41*	*8,66,41*	*24,61,50*	*42,40,07*	*2·82*	**2·20*	**2·28*	*7·37*	*8·33*	*2·63*	*5·55*	TOTAL 5′ 6″ GAUGE.
	1932-33	5,60,22	2,18,99	1,53,93	7,72,37	24,35,84	41,41,35	3·05	2·49	2·38	7·34	8·66	2·87	5·73	
3′ 3⅜″ GAUGE.															3′ 3⅜″ GAUGE.
Assam-Bengal	*1931-32*	*4,73*	*22*	*1,63*	*18,20*	*80,90*	*1,05,68*	*5·03*	*3·26*	*2·38*	*9·24*	*8·84*	*4·91*	*8·26*	Assam Bengal.
	1932-33	3,51	25	1,12	10,15	77,05	92,08	5·27	4·31	2·28	9·31	8·70	5·19	8·26	
Bengal and North Western	*1931-32*	*9,38*	*1*	*5,51*	*52,81*	*1,17,75*	*1,85,46*	*4·36*	*2·57*	*2·69*	*8·19*	*7·37*	*4·36*	*6·97*	Bengal and North Western.
	1932-33	10,25	..	4,92	51,84	1,32,49	1,99,50	4·47	2·46	2·63	9·08	7·41	4·47	7·19	
Bombay, Baroda and Central India	*1931-32*	*3,55*	*2,33*	*5,63*	*62,07*	*1,99,38*	*2,72,96*	*2·24*	*2·08*	*1·80*	*8·12*	*9·78*	*2·18*	*8·06*	Bombya, Baroda and Central India.
	1932-33	3,52	1,85	5,00	47,70	2,05,57	2,63,64	2·43	2·48	1·80	8·56	10·4	2·45	8·68	
Burma	*1931-32*	*6,83*	*4*	*4,55*	*1,00,89*	*1,39,12*	*2,51,43*	*4·12*	*2·45*	*2·45*	*10·0*	*7·88*	*4·10*	*8·04*	Burma.
	1932-33	5,09	2	4,61	69,78	1,37,84	2,17,34	4·12	2·48	2·47	9·98	7·77	4·10	7·81	

*Revised figures.

13.—*Statement of Goods Revenue Statistics of Class I Railways for the years 1931-32 and 1932-33 (In thousands)*—concld.

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands).						Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)	Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
3′ 3⅜″ GAUGE—*contd.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.								3′ 3⅜″ GAUGE—*contd.*
Eastern Bengal	*1931-32*	*7,31*	*75*	*1,67*	*11,96*	*71,83*	*93,52*	*3·74*	*2·97*	*2·82*	*8·30*	*9·14*	*3·66*	*7·74*	Eastern Bengal.
	1932-33	6,98	1,09	1,45	15,35	73,15	98,02	4·20	3·24	2·80	8·54	11·0	4·04	8·95	
Jodhpur	*1931-32*	*15*	*Nil*	*92*	*14,99*	*29,61*	*45,67*	*2·59*	*Nil*	*1·96*	*7·21*	*9·14*	*2·59*	*7·82*	Jodhpur.
	1932-33	15	Nil	1,00	13,14	29,41	43,70	2·87	Nil	2·18	6·46	9·57	2·87	7·78	
Madras and Southern Mahratta	*1931-32*	*1,13*	*1,56*	*5,72*	*92,07*	*1,24,30*	**2,24,78*	*5·57*	*2·60*	*2·00*	*11·6*	*9·92*	*3·35*	*9·31*	Madras and Southern Mahratta.
	1932-33	91	1,78	5,49	73,23	1,15,46	*1,96,87	5·72	2·73	2·01	11·6	9·95	3·32	9·16	
Nizam's State	*1931-32*	*1,92*	*1*	*99*	*18,89*	*21,28*	*43,09*	*4·04*	*2·10*	*2·47*	*8·36*	*12·2*	*4·03*	*8·78*	Nizam's State.
	1932-33	2,38	..	92	14,30	23,27	40,87	3·97	2·61	2·52	8·62	13·0	3·97	9·27	
Rohilkund and Kumaon	*1931-32*	*15*	*Nil*	*15*	*5,67*	*28,30*	*34,27*	*3·55*	*Nil*	*2·45*	*8·94*	*7·41*	*3·55*	*7·52*	Rohilkund and Kumaon.
	1932-33	18	Nil	14	4,57	30,05	34,94	4·09	Nil	2·45	9·90	7·47	4·09	7·62	
South Indian	*1931-32*	*1,38*	..	*2,29*	*44,84*	*1,10,88*	*1,59,39*	*5·56*	*2·57*	*2·60*	*11·5*	*11·1*	*5·56*	*10·6*	South Indian.
	1932-33	1,32	..	2,23	43,10	1,08,75	1,55,40	5·75	2·43	2·59	11·9	11·9	5·75	11·2	
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*36,53*	*4,92*	*29,06*	*4,22,39*	*9,23,35*	*14,16,25*	*3·98*	*2·41*	*2·24*	*9·54*	*9·06*	*3·69*	*8·34*	TOTAL 3′ 3⅜″ GAUGE.
	1932-33	34,29	4,99	26,88	3,43,16	9,33,04	13,42,36	4·13	2·78	2·24	9·73	9·32	3·89	8·52	
2′ 6″ AND 2′ 0″ GAUGES.															2′ 6″ AND 2′ 0″ GAUGES.
Bengal-Nagpur	*1931-32*	*1,64*	*2*	*71*	*3,89*	*9,28*	*15,54*	*4·69*	*2·45*	*2·45*	*11·6*	*9·28*	*4·65*	*7·85*	Bengal Nagpur.
	1932-33	1,84	1	72	4,77	9,82	17,16	5·60	2·45	2·45	10·6	9·54	5·57	8·15	
Bombay, Baroda and Central India.	*1931-32*	*6*	*Nil*	..	*1,12*	*3,10*	*4,28*	*7·51*	*Nil*	*1·80*	*24·3*	*17·5*	*7·50*	*18·5*	Bombay, Baroda and Central India.
	1932-33	4	Nil	..	1,00	3,41	4,45	6·42	Nil	1·80	22·4	18·6	6·42	18·9	
Eastern Bengal	*1931-32*	*Nil*	*Nil*	*Nil*	..	*7*	*7*	*Nil*	*Nil*	*Nil*	*21·9*	*20·5*	*Nil*	*20·5*	Eastern Bengal.
	1932-33	Nil	Nil	Nil	..	4	4	Nil	Nil	Nil	21·6	10·8	Nil	10·8	
Great Indian Peninsula	*1931-32*	*17*	*Nil*	*Nil*	*1,49*	*2,74*	*4,40*	*5·79*	*Nil*	*Nil*	*15·8*	*14·6*	*5·79*	*14·2*	Great Indian Peninsula.
	1932-33	12	Nil	Nil	1,58	4,74	6,44	5·82	Nil	Nil	15·4	23·9	5·82	20·0	
North Western (Commercial)	*1931-32*	*88*	*Nil*	*27*	*2,95*	*13,39*	*17,49*	*9·11*	*Nil*	*6·79*	*17·7*	*23·7*	*9·11*	*20·5*	North Western (Commercial).
	1932-33	68	Nil	21	3,21	10,73	14,83	8·68	Nil	5·98	15·8	21·4	8·68	18·1	
North Western (Military)	*1931-32*	*3*	*Nil*	*9*	*44*	*2,61*	*3,07*	*2·76*	*Nil*	*3·69*	*11·1*	*10·8*	*2·76*	*10·0*	North Western (Military).
	1932-33	3	Nil	13	29	2,03	2,48	3·42	Nil	4·44	12·2	9·93	3·42	9·35	
North Western (Total)	*1931-32*	*91*	*Nil*	*36*	*3,39*	*16,00*	*20,66*	*8·27*	*Nil*	*5·58*	*16·4*	*19·8*	*8·27*	*17·6*	North Western (Total).
	1932-33	71	Nil	34	3,50	12,76	17,31	8·22	Nil	5·28	15·4	18·1	8·22	16·0	
South Indian	*1931-32*	*Nil*	*Nil*	..	*48*	*90*	*1,38*	*Nil*	*Nil*	*2·80*	*15·2*	*16·0*	*Nil*	*15·7*	South Indian.
	1932-33	Nil	Nil	..	38	87	1,25	Nil	Nil	2·00	12·4	17·8	Nil	15·7	
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1931-32*	*2,78*	*2*	*1,07*	*10,37*	*32,09*	*46,33*	*5·99*	*2·45*	*3·04*	*14·6*	*14·0*	*5·94*	*12·4*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
	1932-33	2,71	1	1,06	11,23	31,64	46,65	6·13	2·45	2·96	13·1	14·6	6·10	10·8	
TOTAL CLASS I RAILWAYS	*1931-32*	*6,02,63*	*†2,14,37*	*†1,69,54*	*12,99,17*	*34,16,94*	*57,02,65*	*2·88*	*2·21*	*2·27*	*7·99*	*8·55*	*2·67*	*6·05*	TOTAL CLASS I RAILWAYS.
	1932-33	5,97,22	2,23,99	1,81,87	11,26,76	34,00,52	55,30,36	3·11	2·49	2·36	7·97	8·86	2·91	6·25	

* Includes Mormugoa Harbour receipt.
† Revised figures.

14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1931-32 and 1932-33.

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§	Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													5′ 6″ GAUGE.
Bengal-Nagpur	*1931–32*	*2,24,389*	*6,94,42*	*27,739*	*530·5*	*6·06*	*5,72,41*	*437·0*	*4·99*	*1,22,01*	*4,889·8*	*1·07*	Bengal-Nagpur.
	1932–33	2,30,538	6,70,93	26,277	504·0	6·33	4,82,01	361·2	4·57	1,88,92	7,429·3	1·74	
Bombay, Baroda and Central India	*1931–32*	*1,94,368*	*6,14,11*	*48,754*	*932·5*	*7·37*	*3,65,78*	*555·4*	*4·39*	*2,48,33*	*19,715·1*	*2·98*	Bombay, Baroda and Central India.
	1932–33	1,95,550	6,17,21	49,001	939·8	7·63	3,56,99	543·6	4·41	2,60,22	20,657·6	3·22	
Eastern Bengal	*1931–32*	*2,59,267*	*3,43,47*	*40,404*	*772·8*	*5·83*	*2,81,48*	*633·7*	*4·78*	*61,99*	*7,270·2*	*1·04*	Eastern Bengal.
	1932–33	2,61,939	3,33,63	37,347	716·2	6·12	2,80,22	601·9	5·14	53,41	5,960·4	0·98	
East Indian	*1931–32*	*3,15,672*	*17,42,05*	*39,618*	*757·7*	*6·20*	*11,35,35*	*493·7*	*4·04*	*6,06,70*	*13,806·0*	*2·16*	East Indian.
	1932–33	3,12,457	17,64,70	39,225	752·3	6·27	11,46,37	487·7	4·06	6,18,33	13,796·6	2·21	
Great Indian Peninsula	*1931–32*	*3,02,524*	*12,13,83*	*34,208*	*654·5*	*5·58*	*9,26,22*	*499·1*	*4·26*	*2,87,61*	*8,105·3*	*1·32*	Great Indian Peninsula.
	1932–33	3,81,472	12,46,38	35,108	673·4	5·91	9,40,89	508·2	4·46	3,05,49	8,605·1	1·45	
Madras and Southern Mahratta	*1931–32*	*1,63,288*	*4,46,29*	*38,578*	*737·8*	*7·28*	*2,38,20*	*393·8*	*3·89*	*2,08,09*	*17,986·3*	*3·39*	Madras and Southern Mahratta.
	1932–33	1,63,411	4,18,44	36,171	693·7	6·80	2,18,38	362·0	3·55	2,00,06	17,294·1	3·25	
Nizam's State	*1931–32*	*1,11,986*	*1,38,02*	*23,734*	*453·9*	*7·11*	*66,63*	*219·2*	*3·43*	*71,39*	*12,274·4*	*3·68*	Nizam's State.
	1932–33	1,08,753	1,28,70	20,606	395·2	7·15	64,14	196·9	3·56	64,56	10,336·6	3·58	
North Western (Commercial)	*1931-32*	*2,29,188*	*13,52,59*	*28,367*	*542·5*	*7·20*	*9,93,43*	*395·3*	*5·25*	*3,59,16*	*7,698·2*	*1·95*	North Western (Commercial).
	1932–33	2,28,039	13,11,40	27,012	518·0	7·09	9,75,79	383·6	5·25	3,35,61	7,002·6	1·84	
North Western (Military)	*1931–32*	*1,88,265*	*1,25,78*	*8,104*	*155·0*	*4·72*	*1,59,69*	*196·8*	*5·99*	*—33,91*	*—2,184·5*	*—1·27*	North Western (Military).
	1932–33	1,94,008	1,22,47	8,686	166·6	4·66	1,70,77	232·3	6·49	—48,30	—3,426·0	—1·84	
North Western (Total)	*1931-32*	*2,18,473*	*14,78,37*	*23,391*	*447·4*	*6·89*	*11,53,12*	*346·5*	*5·34*	*3,25,25*	*5,271·1*	*1·55*	North Western (Total).
	1932–33	2,19,642	14,33,87	22,888	438·9	6·79	11,46,56	349·5	5·41	2,87,31	4,655·5	1·38	
South Indian	*1931–32*	*1,75,536*	*1,69,86*	*28,273*	*540·7*	*5·41*	*97,90*	*311·7*	*3·12*	*71,96*	*11,977·6*	*2·29*	South Indian.
	1932–33	1,76,010	1,66,78	27,750	532·2	5·36	98,45	314·1	3·17	68,33	11,370·1	2·20	
TOTAL 5′ 6″ GAUGE	*1931–32*		*68,40,42*	*32,142*	*614·7*	*6·62*	*48,37,09*	*434·5*	*4·68*	*20,03,33*	*9,383·7*	*1·93*	TOTAL 5′ 6″ GAUGE.
	1932–33		67,80,64	31,589	605·5	6·40	47,34,01	422·6	4·46	20,46,63	9,558·3	1·93	
3′ 3⅜″ GAUGE.													3′ 3⅜″ GAUGE.
Assam-Bengal	*1931–32*	*1,92,049*	*1,90,25*	*13,896*	*266·0*	*5·00*	*1,22,23*	*168·0*	*3·00*	*68,02*	*5,133·0*	*2·00*	Assam Bengal.
	1932–33	1,92,633	1,69,18	12,393	237·7	4·83	1,21,21	167·6	3·41	47,97	3,655·3	1·43	
Bengal and North Western	*1931–32*	*1,00,134*	*3,15,10*	*13,683*	*262·0*	*4·00*	*1,46,03*	*121·0*	*2·00*	*1,69,07*	*7,360·0*	*2·00*	Bengal and North Western.
	1932–33	1,00,327	3,29,21	14,348	275·0	4·00	1,47,53	122·0	2·00	1,81,68	7,966·0	2·00	
Bombay, Baroda and Central India	*1931-32*	‡	*4,78,98*	*19,466*	*372·4*	*5·65*	*2,88,80*	*224·4*	*3·40*	*1,90,18*	*7,733·2*	*2·25*	Bombay, Baroda and Central India.
	1932-33	‡	4,88,58	19,857	380·8	5·95	2,77,22	215·6	3·37	2,11,36	8,594·1	2·58	
Burma	*1931-32*	*1,65,629*	*3,73,60*	*18,091*	*346·0*	*5·24*	*2,84,85*	*261·6*	*3·96*	*88,75*	*4,414·0*	*1·28*	Burma.
	1932-33	1,61,041	3,47,44	16,831	322·8	5·13	2,72,90	251·0	3·99	74,54	3,744·3	1·14	

* In the case of State-owned railways. † In the case of other than State-owned railways.
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service, but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.
‡ Included in 5′ 6″ Gauge.

14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1931-32 and 1932-33—concld.

Railway.	Year.	Capital at charge.* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§	Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3′ 3⅜″ GAUGE—*concld.*													3′ 3⅜″ GAUGE—*concld.*
Eastern Bengal	*1931-32*	‡	*1,69,06*	*16,365*	*313·0*	*4·66*	*1,45,89*	*263·5*	*3·92*	*23,17*	*2,588·7*	*0·73*	Eastern Bengal.
	1932-33	‡	1,73,44	16,612	318·6	5·06	1,44,13	259·1	4·11	29,31	3,108·9	0·95	
Jodhpur	*1931-32*	*50,093*	*84,27*	*8,636*	*165·2*	*5·18*	*53,43*	*104·7*	*3·28*	*30,84*	*3,160·4*	*1·90*	Jodhpur.
	1932-33	50,444	85,71	8,802	168·8	5·38	52,34	103·1	3·29	33,37	3,426·9	2·10	
Madras and Southern Mahratta	*1931-32*	‡	*3,54,60*	*16,559*	*316·7*	*4·83*	*2,05,45*	*183·0*	*2·79*	*1,49,15*	*6,990·6*	*2·04*	Madras and Southern Mahratta.
	1932-33	‡	3,30,51	1,55,144	297·6	4·49	2,06,58	186·0	2·81	1,23,93	5,817·7	1·68	
Nizam's State	*1931-32*	‡	*78,57*	*11,908*	*227·7*	*4·80*	*55,23*	*160·1*	*3·37*	*23,34*	*3,538·2*	*1·43*	Nizam's State.
	1932-33	‡	74,55	11,299	216·7	5·09	50,62	147·1	3·45	23,93	3,626·5	1·63	
Rohilkund and Kumaon	*1931-32*	*77,492*	*61,82*	*11,026*	*212·0*	*3·48*	*32,27*	*110·7*	*1·82*	*29,55*	*5,271·2*	*1·66*	Rohilkund and Kumaon.
	1932-33	77,594	63,76	11,354	218·0	4·00	30,13	103·0	2·00	33,63	5,989·0	2·00	
South Indian	*1931-32*	‡	*3,89,26*	*21,476*	*410·7*	*4·02*	*2,21,16*	*234·0*	*2·29*	*1,68,10*	*9,239·8*	*1·73*	South Indian.
	1932-33	‡	3,90,86	21,041	403·5	4·01	2,16,24	222·9	2·21	1,74,62	9,418·8	1·79	
TOTAL 3′ 3⅜″ GAUGE	*1931-32*		*24,95,51*	*16,204*	*309·9*	*4·76*	*15,55,34*	*191·4*	*2·94*	*9,40,17*	*5,954·9*	*1·75*	TOTAL 3′ 3⅜″ GAUGE.
	1932-33		24,53,24	15,888	304·5	4·72	15,18,90	188·0	2·91	9,34,34	6,081·4	1·81	
2′ 6″ AND 2′ 0″ GAUGES.													2′ 6″ AND 2′ 0″ GAUGES.
Bengal Nagpur	*1931-32*	‡	*31,88*	*3,481*	*66·6*	*1·90*	*41,05*	*85·7*	*2·44*	*—9,17*	*—1,001·3*	*—0·54*	Bengal Nagpur.
	1932-33	‡	33,32	3,596	69·0	2·04	38,09	78·9	2·33	—4,77	—515·8	—0·29	
Bombay, Baroda and Central India	*1931-32*	‡	*9,53*	*4,319*	*82·6*	*2·34*	*7,17*	*62·0*	*1·76*	*2,36*	*1,075·8*	*0·58*	Bombay, Baroda and Central India.
	1932-33	‡	9,84	4,389	84·2	2·42	8,82	75·5	2·17	1,02	450·5	0·25	
Eastern Bengal	*1931-32*	‡	*1,45*	*3,941*	*75·4*	*1·32*	*1,57*	*81·5*	*1·42*	*—12*	*—319·5*	*—0·10*	Eastern Bengal.
	1932-33	‡	1,23	3,339	64·0	1·13	1,30	70·0	1·24	—7	—309·6	—0·11	
Great Indian Peninsula	*1931-32*	‡	*8,74*	*4,082*	*78·4*	*1·95*	*4,11*	*36·7*	*0·92*	*4,63*	*2,164·8*	*1·03*	Great Indian Peninsula.
	1932-33	‡	10,72	4,390	84·0	2·26	5,53	43·5	1·17	5,19	2,122·8	1·09	
North Western (Commercial)	*1931-32*	‡	*33,75*	*8,656*	*165·6*	*3·50*	*41,96*	*248·0*	*5·24*	*—8,21*	*—4,311·7*	*—1·74*	North Western (Commercial).
	1932-33	‡	29,58	7,761	148·8	3·23	36,72	206·2	4·48	—7,14	—2,992·5	—1·25	
North Western (Military)	*1931-32*	‡	*5,81*	*1,905*	*36·4*	*1·82*	*21,70*	*135·8*	*6·77*	*—15,89*	*—5,194·2*	*—4·96*	North Western (Military).
	1932-33	‡	4,94	1,621	31·1	1·82	19,27	120·7	7·06	—14,33	—4,672·7	—5·24	
North Western (Total)	*1931-32*	‡	*39,56*	*5,656*	*108·2*	*3·07*	*63,66*	*198·1*	*5·60*	*—24,10*	*—4,703·8*	*—2·56*	North Western (Total).
	1932-33	‡	34,52	5,033	96·5	2·91	55,99	168·2	5·07	—21,47	—3,739·1	—2·16	
South Indian	*1931-32*	‡	*3,03*	*3,073*	*58·8*	*1·70*	*4,35*	*84·3*	*2·44*	*—1,32*	*—1,335·6*	*—0·74*	South Indian.
	1932-33	‡	2,63	2,662	51·0	1·61	4,15	80·7	2·54	—1,52	—154·8	—0·93	
TOTAL 2′ 6″ AND 2′ 0″ GAUGES.	*1931-32*		*94,19*	*4,299*	*82·2*	*2·28*	*1,21,91*	*106·6*	*2·96*	*—27,72*	*—1,241·1*	*—0·66*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
	1932-33		92,26	4,163	79·8	2·32	1,13,88	98·1	2·85	—21,62	—950·6	—0·53	
TOTAL CLASS I RAILWAYS	*1931-32*	*2,18,904*	*94,30,12*	*24,309*	*464·9*	*5·90*	*65,14,34*	*322·8*	*4·10*	*29,15,78*	*7,433·7*	*1·81*	TOTAL CLASS I RAILWAYS.
	1932-33	2,18,480	93,26,14	23,875	457·8	5·76	63,66,79	312·2	3·93	29,59,35	7,593·3	1·83	

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

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service, but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

‡ Included in 5′ 6″ gauge.

15.—*Results of working of* **Class I Railways** *for the years 1931-32 and 1932-33.*

Railway.	Year	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC. Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE. Coaching.	Goods.	§COACHING TRAFFIC. Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
1	2	3	4	5	6	7	8
		Rs.	Rs	Rs.	Rs.	Rs.	Rs.
5′ 6″ GAUGE.							
Bengal Nagpur	*1931-32*	*5,49,55,374*	*1,54,99,674*	*3,94,55,700*	*3·60*	*2·94*	*0·66*
	1932-33	4,49,21,873	1,39,39,602	3,09,82,271	3·44	2·67	0·77
Bombay, Baroda and Central India	*1931-32*	*3,53,37,685*	*1,70,22,614*	*1,83,15,071*	*4·16*	*2·87*	*1·29*
	1932-33	3,43,58,653	1,65,35,247	1,78,23,406	4·36	2·89	1·47
Eastern Bengal	*1931-32*	*2,75,52,769*	*1,64,47,275*	*1,11,05,494*	*3·21*	*3·57*	*—0·36*
	1932-33	2,68,23,131	1,59,89,520	1,08,33,611	3·33	3·82	—0·49
East Indian	*1931-32*	*11,07,32,280*	*3,84,35,971*	*7,22,96,309*	*3·67*	*2·39*	*1·28*
	1932-33	10,92,29,460	3,90,41,140	7,01,88,320	3·52	2·38	1·14
Great Indian Peninsula	*1931-32*	*9,13,20,653*	*4,48,14,874*	*4,65,05,779*	*2·85*	*3·00*	*—0·15*
	1932-33	9,12,04,796	4,41,07,006	4,70,97,790	2·98	3·01	—0·03
Madras and Southern Mahratta	*1931-32*	*2,28,41,691*	*1,09,25,218*	*1,19,16,473*	*4·21*	*2·62*	*1·59*
	1932-33	2,10,81,880	1,07,24,844	1,03,57,036	4·13	2·47	1·66
Nizam's State	*1931-32*	*63,59,789*	*23,87,782*	*39,72,007*	*3·59*	*2·25*	*1·34*
	1932-33	61,75,962	23,49,565	38,26,397	4·07	2·46	1·61
North Western	*1931-32*	*11,14,12,811*	*5,35,44,629*	*5,78,68,182*	*4·01*	*3·79*	*0·22*
	1932-33	10,92,60,607	5,34,33,584	5,58,27,023	4·03	3·85	0·18
South Indian	*1931-32*	*96,49,153*	*56,34,626*	*40,14,527*	*3·29*	*2·54*	*0·75*
	1932-33	96,78,871	60,26,983	36,51,888	3·13	2·65	0·48
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1931-32*	*1,12,84,830*	*47,20,444*	*65,64,386*	*5·00*	*3·00*	*2·00*
	1932-33	1,11,89,900	50,14,194	61,75,706	4·30	3·15	1·15
Bengal and North-Western	*1931-32*	*1,35,13,920*	*67,64,306*	*67,49,614*	*3·00*	*1·00*	*2·00*
	1932-33	1,36,07,670	67,18,216	68,89,454	3·00	1·00	2·00
Bombay, Baroda and Central India	*1931-32*	*2,82,01,381*	*1,25,66,116*	*1,56,35,265*	*3·92*	*2·47*	*1·45*
	1932-33	2,66,28,852	1,26,85,424	1,39,43,428	4·21	2·49	1·72
Burma	*1931-32*	*2,73,30,188*	*1,09,73,687*	*1,63,56,501*	*2·99*	*2·88*	*0·11*
	1932-33	2,62,26,587	1,10,90,158	1,51,36,429	2·88	3·00	—0·12
Eastern Bengal	*1931-32*	*1,35,43,413*	*67,81,014*	*67,62,399*	*3·13*	*3·03*	*0·10*
	1932-33	1,32,68,385	65,90,268	66,78,117	3·24	3·14	0·10
Jodhpur	*1931-32*	*49,93,976*	*22,47,898*	*27,46,078*	*4·20*	*2·68*	*1·52*
	1932-33	47,61,899	20,90,528	26,71,371	4·75	2·66	2·09
Madras and Southern Mahratta	*1931-32*	*1,92,18,131*	*73,78,582*	*1,18,39,549*	*3·25*	*2·13*	*1·12*
	1932-33	1,90,87,165	79,09,775	1,11,77,390	3·04	2·10	0·94
Nizam's State	*1931-32*	*53,44,572*	*25,95,270*	*27,49,302*	*2·89*	*2·24*	*0·65*
	1932-33	49,19,442	23,57,292	25,62,150	3·24	2·39	0·85
Rohilkund and Kumaon	*1931-32*	*31,63,871*	*15,74,468*	*15,89,403*	*2·38*	*1·48*	*0·90*
	1932-33	29,39,798	14,48,202	14,91,596	2·64	1·47	1·17
South Indian	*1931-32*	*2,06,21,758*	*1,28,84,554*	*77,37,204*	*3·02*	*1·84*	*1·18*
	1932-33	2,01,07,084	1,29,04,103	72,02,981	2·85	1·73	1·12

§GOODS TRAFFIC. 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 5½ per cent. per annum).	Profit on working a goods unit (*viz.*, one ton) one mile.	Railway.
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
									5′ 6″ GAUGE.
7·92	*6·50*	*1·42*	*38·4*	*31·5*	*6·89*	*3·36*	*5·72*	*0·73*	Bengal Nagpur.
8·23	5·57	2·66	39·7	26·9	12·8	3·03	5·70	1·45	
14·8	*7·64*	*7·18*	*65·2*	*33·6*	*31·6*	*4·36*	*7·33*	*4·19*	Bombay, Baroda and Central India.
15·0	7·56	7·46	65·7	33·1	32·6	4·38	7·43	4·41	
14·8	*8·67*	*6·13*	*56·4*	*33·0*	*23·4*	*4·86*	*8·12*	*3·35*	Eastern Bengal.
14·4	8·58	5·82	57·6	34·3	23·3	5·16	8·86	3·45	
9·37	*6·03*	*3·34*	*36·5*	*23·5*	*13·0*	*2·53*	*4·25*	*1·38*	East Indian.
9·65	5·96	3·69	37·6	23·2	14·4	2·55	4·31	1·57	
11·2	*6·81*	*4·39*	*53·3*	*32·4*	*20·9*	*4·15*	*6·92*	*2·67*	Great Indian Peninsula.
12·1	7·28	4·80	55·3	33·3	22·0	4·08	6·80	2·66	
13·3	*6·07*	*7·21*	*59·1*	*27·0*	*32·1*	*3·61*	*6·20*	*4·27*	Madras and Southern Mahratta.
12·7	5·71	6·94	55·4	25·0	30·4	3·55	6·31	4·30	
11·0	*4·51*	*6·49*	*65·7*	*26·9*	*38·8*	*2·96*	*††6·23*	*4·25*	Nizam's State.
10·3	4·53	5·77	62·9	27·6	35·3	3·06	††6·59	3·91	
12·0	*7·90*	*4·10*	*53·7*	*35·2*	*18·5*	*4·35*	*7·43*	*2·20*	North Western.
11·4	7·70	3·70	51·7	35·0	16·7	4·72	8·10	2·20	
10·3	*4·33*	*5·97*	*74·8*	*31.4*	*43·4*	*4·45*	*7·19*	*5·36*	South Indian.
10·9	4·40	6·54	74·3	29·6	44·3	4·35	7·06	5·75	
									3′ 3⅜″ GAUGE.
5·00	*3·00*	*2·00*	*38·0*	*24·0*	*14·0*	*5·00*	*11·0*	*3·00*	Assam-Bengal.
5·07	3·40	1·67	37·5	25·2	12·3	5·58	12·5	2·68	
5·00	*2·00*	*3·00*	*31·0*	*13·0*	*18·0*	*3·00*	*4·72*	*3·97*	Bengal and North-Western.
6·00	2·00	4·00	34·0	13·0	21·0	2·00	4·61	5·19	
8·08	*4·63*	*3·45*	*40·1*	*23·0*	*17·1*	*4·62*	*6·89*	*3·44*	Bombay, Baroda and Central India.
8·47	4·48	3·99	41.8	22·1	19·7	4·59	6·99	4·09	
7·59	*4·96*	*2·63*	*47·1*	*30·8*	*16·3*	*5·25*	*8·85*	*2·79*	Burma.
7·11	4·97	2·14	43·4	30·3	13·1	5·45	9·24	2·36	
6·94	*5·12*	*1·82*	*30·3*	*22·3*	*8·00*	*5·74*	*†9·67*	*2·00*	Eastern Bengal.
7·55	5·23	2·32	32·7	22·7	10·0	6·23	†10·7	2·72	
5·77	*3·48*	*2·29*	*34·0*	*20·5*	*13·5*	*4·70*	*7·23*	*3·12*	Jodhpur.
5·41	3·31	2·10	29·3	17·9	11·4	4·75	7·46	3·03	
6·15	*3·24*	*2·91*	*44·1*	*23·2*	*20·9*	*4·90*	*8·20*	*4·41*	Madras and Southern Mahratta.
5·79	3·28	2·51	41·8	23·7	18·1	5·20	8·52	3·96	
9·03	*5·73*	*3·30*	*49·0*	*31·1*	*17.9*	*5·60*	**	*3·18*	Nizam's State.
8·60	5·36	3·24	52·2	32·6	19·6	5·81	**	3·46	
4·83	*2·24*	*2·59*	*40·1*	*18·5*	*21·6*	*3·49*	*6·17*	*4·03*	Rohilkund and Kumaon.
5·39	2·29	3·10	44·0	18·7	25·3	3·25	5·95	4·37	
6·29	*3·05*	*3·24*	*40·8*	*19·8*	*21·0*	*5·20*	*9·70*	*5·40*	South Indian.
7·20	3·34	3·86	43·6	20·2	23·4	5·25	9·96	5·95	

§ The results in columns 6 to 17 exclude steam boat earnings and expenses.

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

†Metre and Narrow gauges combined.

**Included in Broad gauge.

††Broad and Metre gauges combined.

16.—*Statement of ton mileage of* ***Class I Railways*** *for the years 1931-32 and 1932-33.*

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental). Passenger and proportion of mixed.	Gross ton miles (excluding weight of engine and departmental). Goods and proportion of mixed.	Gross ton miles (including weight of engine but excluding departmental). Passenger and proportion of mixed.	Gross ton miles (including weight of engine but excluding departmental). and Proportion of mixed.	Gross ton miles (including weight of engine and departmental). Passenger and proportion of mixed.	Gross ton miles (including weight of engine and departmental). Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal-Nagpur	*1931-32*	*2,241,798*	*1,487,687*	*4,453,178*	*2,063,859*	*5,144,632*	*2,074,505*	*5,280,824*
	1932-33	1,936,771	1,551,122	3,954,428	2,125,134	4,584,665	2,141,239	4,759,135
Bombay, Baroda and Central India	*1931-32*	*797,991*	*1,078,476*	*1,767,150*	*1,499,591*	*2,016,066*	*1,500,606*	*2,064,842*
	1932-33	771,080	1,074,476	1,759,854	1,490,263	1,973,785	1,493,097	2,032,329
Eastern Bengal	*1931-32*	*409,330*	*1,283,748*	*927,993*	*1,705,060*	*1,031,076*	*1,708,712*	*1,153,753*
	1932-33	382,511	1,208,945	883,853	1,596,577	989,850	1,600,359	1,084,315
East Indian	*1931-32*	*5,461,202*	*4,899,468*	*10,840,142*	*6,573,804*	*12,184,620*	*6,640,469*	*12,490,420*
	1932-33	5,239,773	4,990,302	10,487,215	6,694,171	11,804,279	6,767,786	12,167,152
Great Indian Peninsula — Steam	*1931-32*	*1,879,651*	*2,982,626*	*4,121,414*	*3,996,030*	*4,724,743*	*4,000,489*	*4,854,169*
	1932-33	1,947,597	2,905,810	4,204,078	3,891,663	4,797,873	3,897,039	4,904,500
Great Indian Peninsula — Electric §	*1931-32*	*253,065*	*510,329*	*535,941*	*723,132*	*616,042*	*723,767*	*624,469*
	1932-33	246,626	519,,830	518,188	711,285	595,973	711,462	609,033
Madras and Southern Mahratta	*1931-32*	*628,512*	*1,106,386*	*1,444,834*	*1,554,391*	*1,678,414*	*1,569,701*	*1,712,122*
	1932-33	554,945	1,139,868	1,319,697	1,607,756	1,535,292	1,624,309	1,568,603
Nizam's State	*1931-32*	*254,065*	*249,684*	*510,077*	*382,026*	*612,282*	*382,919*	*636,975*
	1932-33	237,494	244,949	474,574	366,137	573,162	366,703	597,196
North Western	*1931-32*	*2,436,025*	*4,354,808*	*5,261,215*	*5,822,521*	*6,052,403*	*5,847,045*	*6,319,174*
	1932-33	2,187,181	4,166,433	4,867,682	5,613,528	5,655,741	5,627,615	5,879,691
South Indian	*1931-32*	*164,653*	*507,382*	*386,932*	*749,821*	*465,820*	*750,279*	*489,655*
	1932-33	150,874	507,776	358,233	750,833	430,304	751,303	457,469
Total 5′ 6″ Gauge — Steam	*1931-32*	*14,273,227*	*17,950,265*	*29,712,935*	*24,347,103*	*33,910,056*	*24,474,725*	*35,001,934*
	1932-33	13,408,226	17,789,681	28,309,614	24,136,062	32,344,951	24,269,450	33,450,390
Total 5′ 6″ Gauge — Electric §.	*1931-32*	*253,065*	*510,329*	*535,941*	*723,132*	*616,042*	*723,767*	*624,469*
	1932-33	246,626	519,830	518,188	711,285	595,973	711,462	609,033
3′ 3⅜″ Gauge.								
Assam-Bengal	*1931-32*	*228,922*	*385,423*	*512,913*	*466,008*	*612,946*	*466,987*	*649,465*
	1932-33	197,660	391,588	458,914	467,380	540,146	468,209	576,557
Bengal and North Western	*1931-32*	*496,155*	*836,579*	*956,716*	*1,083,022*	*1,095,718*	*1,095,368*	*1,156,850*
	1932-33	507,718	817,651	961,759	1,068,562	1,105,133	1,139,337	1,168,377
Bombay, Baroda and Central India	*1931-32*	*639,008*	*902,639*	*1,243,210*	*1,179,482*	*1,425,842*	*1,180,046*	*1,468,261*
	1932-33	572,173	940,593	1,136,085	1,224,522	1,307,490	1,224,909	1,346,383
Burma	*1931-32*	*575,300*	*689,882*	*1,059,973*	*921,090*	*1,282,386*	*922,477*	*1,374,971*
	1932-33	510,732	684,906	982,785	929,443	1,17 6,	930,946	1,270,604

* Excluding traffic carried in departmental trains.
§ Excluding electric multiple unit suburban trains.

16.—*Statement of ton mileage of Class I Railways for the years 1931-32 and 1932-33*—concld

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental). Passenger and proportion of mixed.	Gross ton miles (excluding weight of engine and departmental). Goods and proportion of mixed.	Gross ton miles (including weight of engine but excluding departmental). Passenger and proportion of mixed.	Gross ton miles (including weight of engine but excluding departmental). Goods and proportion of mixed.	Gross ton miles (including weight of engine and departmental). Passenger and proportion of mixed.	Gross ton miles (including weight of engine and departmental). Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1931-32*	*197,621*	*469,543*	*456,443*	*601,892*	*515,515*	*602,839*	*601,184*
	1932-33	196,463	448,338	482,295	575,598	549,457	576,716	584,404
Jodhpur	*1931-32*	*107,189*	*178,024*	*221,590*	*226,996*	*266,510*	*227,267*	*277,635*
	1932-33	102,186	175,034	224,594	221,262	270,767	221,399	282,914
Madras and Southern Mahratta	*1931-32*	*458,834*	*580,787*	*1,012,570*	*794,806*	*1,256,002*	*796,351*	*1,277,812*
	1932-33	407,449	587,519	921,490	830,087	1,151,225	832,184	1,175,969
Nizam's State	*1931-32*	*91,579*	*149,852*	*183,420*	*221,057*	*218,617*	*221,659*	*234,815*
	1932-33	82,569	136,274	168,316	201,217	204,738	201,400	218,903
Rohilkund and Kumaon	*1931-32*	*81,054*	*148,257*	*153,304*	*197,445*	*185,407*	*203,497*	*205,427*
	1932-33	83,723	140,470	149,837	191,460	181,638	193,060	198,844
South Indian	*1931-32*	*262,967*	*885,793*	*597,700*	*1,242,014*	*710,373*	*1,243,646*	*774,726*
	1932-33	248,619	873,354	569,810	1,227,644	678,117	1,228,774	722,343
Total 3′ 3⅜″ Gauge	*1931-32*	*3,138,629*	*5,226,779*	*6,397,839*	*6,933,812*	*7,569,316*	*7,024,137*	*8,021,140*
	1932-33	2,909,292	5,195,727	6,055,885	6,937,175	7,164,899	7,016,934	7,545,298
2′ 6″ & 2′ 0″ Gauges								
Bengal Nagpur	*1931-32*	*37,119*	*116,649*	*92,291*	*171,061*	*125,158*	*171,331*	*130,733*
	1932-33	38,097	115,231	94,663	166,957	126,978	166,994	136,297
Bombay, Baroda and Central India	*1931-32*	*4,022*	*17,279*	*9,139*	*25,625*	*12,427*	*25,629*	*13,626*
	1932-33	3,336	15,716	8,702	23,399	11,632	23,421	13,410
Eastern Bengal	*1931-32*	*54*	*4,009*	*195*	*5,331*	*253*	*5,332*	*340*
	1932-33	44	3,842	203	5,149	279	5,149	467
Great Indian Peninsula	*1931-32*	*†5,874*	*16,986*	*15,315*	*28,124*	*23,989*	*28,159*	*27,148*
	1932-33	5,970	17,876	15,613	29,880	25,862	29,931	28,202
North Western.	*1931-32*	*21,021*	*47,683*	*59,209*	*78,246*	*97,208*	*78,378*	*101,193*
	1932-33	19,533	48,137	52,259	77,021	83,604	77,807	89,634
South Indian	*1931-32*	*1,686*	*8,194*	*4,199*	*13,351*	*6,182*	*13,355*	*6,194*
	1932-33	1,528	7,501	3,744	12,445	5,501	12,445	5,502
Total 2′ 6″ and 2′ 0″ Gauges	*1931-32*	*†69,776*	*210,800*	*180,348*	*321,738*	*265,217*	*322,184*	*279,234*
	1932-33	68,508	208,303	175,184	314,851	253,856	315,747	273,512
Total Class I Railways — Steam	*1931-32*	*†17,481,632*	*23,387,844*	*36,291,122*	*31,602,653*	*41,744,589*	*31,821,046*	*43,302,308*
	1932-33	16,386,026	23,193,711	34,540,683	31,388,088	39,763,706	31,602,131	41,269,200
Total Class I Railways — Electric§	*1931-32*	*253,065*	*510,329*	*535,941*	*723,132*	*616,042*	*723,767*	*624,469*
	1932-33	246,626	519,830	518,188	711,285	595,973	711,462	609,033

* See remarks on page 118.
§ See remarks on page 118.
† Revised figures.

17.—*Statement of Train and Engine ‡ Mileage of* **Class I Railways** *for the years 1931-32 and 1932-33.*

(*In thousands.*)

Railway.	Year.	TRAIN MILES.													
			Goods.			Mixed.						Departmental.			
		Passenger.	Main lines.	Branch lines.	Total (Cols. 4+5).	Passenger proportion.	Goods proportion.	Total (Cols. 7+8).	Passenger and proportion of mixed. (Cols. 3+7).	Goods and proportion of mixed. (Cols. 6 8).	Total (Cols. 10+11).	Passenger and total mixed.	Goods.	Total (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ Gauge.														
ngal-Nagpur	1931-32	5,014	3,476	2,102	5,578	234	161	395	5,248	5,739	10,987	24	329	353
	1932-33	4,965	3,056	1,977	5,033	219	202	421	5,184	5,235	10,419	33	319	352
mbay, Baroda and Central India	1931-32	3,586	1,577	224	1,801	340	544	884	3,926	2,345	6,271	12	51	63
	1932-33	3,582	1,490	237	1,727	270	570	840	3,852	2,297	6,149	13	60	73
stern Bengal	1931-32	4,475	962	86	1,048	121	50	171	4,596	1,098	5,694	8	183	191
	1932-33	4,031	964	98	1,062	151	63	214	4,182	1,125	5,307	7	138	145
st Indian	1931-32	15,233	9,389	1,850	11,239	714	151	865	15,947	11,390	27,337	163	591	754
	1932-33	15,252	8,992	1,813	10,805	956	231	1,187	16,208	11,036	27,244	165	733	898
eat Indian Peninsula — Steam	1931-32	9,725	3,752	1,748	5,500	480	222	702	10,205	5,722	15,927	13	520	533
	1932-33	9,251	3,828	1,431	5,259	706	234	940	9,937	5,493	15,430	13	392	405
eat Indian Peninsula — Electric‡	1931-32	1,580	558	Nil	558	Nil	Nil	Nil	1,580	558	2,138	2	32	34
	1932-33	1,592	530	Nil	530	Nil	Ni	Nil	1,592	530	2,122	Nil	51	51
dras and Southern Mahratta	1931-32	3,920	1,218	50 8	1,726	193	155	348	4,113	1,881	5,994	59	75	134
	1932-33	4,111	1,126	443	1,569	174	145	319	4,285	1,714	5,999	54	96	150
am's State	1931-32	984	641	7	648	74	159	233	1,058	807	1,865	2	74	76
	1932-33	803	568	3	571	151	187	338	954	758	1,712	1	87	88
th Western	1931-32	11,961	4,978	1,058	6,036	2,098	965	3,063	14,059	7,001	21,060	69	320	389
	1932-33	11,224	4,696	932	5,628	2,609	1,321	3,930	13,833	6,949	20,782	40	299	339
th Indian	1931-32	2,257	535	73	608	150	141	291	2,407	749	3,156	1	179	180
	1932-33	2,346	440	76	516	125	146	271	2,471	662	3,133	Nil	168	168
l 5′ 6″ gauge — Steam	1931-32	57,155	26,528	7,656	34,184	4,404	2,548	6,952	61,559	36,732	98,291	351	2,322	2,673
	1932-33	55,545	25,160	7,010	32,170	5,361	3,099	8,460	60,906	35,269	96,175	326	2,292	2,618
l 5′ 6″ gauge — Electric‡	1931-32	1,580	558	Nil	558	Nil	Nil	Nil	1,580	558	2,138	2	32	34
	1932-33	1,592	530	Nil	530	Nil	Nil	Nil	1,592	530	2,122	Nil	51	51
3′ 3⅜″ Gauge.														
m Bengal	1931-32	4	307	225	532	1,563	1,272	2,835	1,567	1,804	3,371	5	200	205
	1932-33	4	144	188	332	1,587	1,323	2,910	1,591	1,655	3,246	4	160	164
gal and North-Western	1931-32	3,684	1,160	664	1,824	1,336	946	2,282	5,020	2,770	7,790	11	217	228
	1932-33	3,934	1,215	751	1,966	1,100	845	1,945	5,034	2,811	7,845	8	225	233
bay, Baroda and Central India	1931-32	4,092	1,385	1,243	2,628	1,001	662	1,663	5,093	3,290	8,383	3	85	88
	1932-33	4,173	1,149	1,057	2,206	923	831	1,754	5,096	3,037	8,133	2	74	76
na	1931-32	1,197	1,218	488	1,706	2,599	1,173	3,772	3,796	2,879	6,675	14	417	431
	1932-33	1,111	1,098	435	1,533	2,577	1,217	3,794	3,688	2,750	6,438	12	293	305

‡ Excluding electric multiple unit suburban trains.

17.—*Statement of Train and Engine ‡Mileage of* **Class I Railways** *for the years 1931-32 and 1932-33.*

(*In thousands*)—contd.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3′ 3⅜″ Gauge—*concld.*														
Eastern Bengal	1931-32	1,892	843	39	882	344	211	555	2,236	1,093	3,329	4	228	232
	1932-33	1,801	925	36	961	295	229	524	2,096	1,190	3,286	4	88	92
Jodhpur	1931-32	417	215	10	225	421	537	958	838	762	1,600	2	25	27
	1932-33	346	234	9	243	438	517	955	784	760	1,544	1	47	48
Madras and Southern Mahratta	1931-32	2,792	1,793	614	2,407	663	1,120	1,783	3,455	3,527	6,982	11	130	141
	1932-33	3,169	1,633	597	2,230	589	1,019	1,608	3,758	3,249	7,007	13	160	173
Nizam's State	1931-32	1,103	367	Nil	367	50	45	95	1,153	412	1,565	4	68	72
	1932-33	848	309	Nil	309	138	129	267	986	438	1,424	1	40	41
Rohilkund and Kumaon	1931-32	642	195	11	206	382	414	796	1,024	620	1,644	8	54	62
	1932-33	614	140	9	149	361	459	820	975	608	1,583	7	43	50
South Indian	1931-32	5,590	1,041	394	1,435	672	328	1,000	6,262	1,763	8,025	4	770	774
	1932-33	5,693	960	357	1,317	653	402	1,055	6,346	1,719	8,065	3	438	441
Total 3′ 3⅜″ Gauge	1931-32	21,413	8,524	3,688	12,212	9,031	6,708	15,739	30,444	18,920	49,364	66	2,194	2,260
	1932-33	21,693	7,807	3,439	11,246	8,661	6,971	15,632	30,354	18,217	48,571	55	1,568	1,623
2′ 6″ & 2′ 0″ Gauges.			Total			Total						Total		
Bengal-Nagpur	1931-32	584	390			680			1,037	617	1,654	28		
	1932-33	536	377			681			988	606	1,594	38		
Bombay, Baroda and Central India	1931-32	163	8			225			293	104	397	11		
	1932-33	146	10			237			285	108	393	13		
Eastern Bengal	1931-32	70	Nil			37			102	4	106	4		
	1932-33	62	Nil			44			101	5	106	2		
Great Indian Peninsula	1931-32	Nil	2			417			240	179	419	30		
	1932-33	Nil	Nil			460			251	209	460	15		
North Western	1931-32	262	495			476			573	660	1,233	30		
	1932-33	241	363			539			555	588	1,143	44		
South Indian	1931-32	Nil	Nil			178			129	49	178	Nil		
	1932-33	Nil	Nil			164			121	43	164	Nil		
Total 2′ 6″ and 2′ 0″ Gauges	1931-32	1,079	895			2,013			2,374	1,613	3,987	103		
	1932-33	985	750			2,125			2,301	1,559	3,860	112		
Total Class I Railways — Steam	1931-32	79,647	47,291			24,704			94,377	57,265	151,642	5,036		
	1932-33	78,223	44,166			26,217			93,561	55,045	148,606	4,353		
Total Class I Railways — Electric‡	1931-32	1,580	558			Nil			1,580	558	2,138	34		
	1932-33	1,592	530			Nil			1,592	530	2,122	51		

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡ Mileage of Clas Railways for the years 1931-32 and 1932-33 (In thousands)—contd.

Railway.	Year.	Shunting Miles. Passenger and proportion of mixed. Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Goods and proportion of mixed. Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Other Engine Miles. Passenger and proportion of mixed. Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)	Goods and proportion of mixed. Assisting required.	Assisting not required.	Light.	Siding.	Total. Other (Cols. 28+29+30+31.)	Departmental (including shunting and departmental sidings). Passenger and total Mixed.	Goods Engg.	Total Goods.	Total Departmental. (Cols. 15+33+35.)	Total Engine Miles. Traffic Engine Miles. Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	Railway.
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
5′ 6″ Gauge.																								**5′ 6″ Gauge.**
Bengal-Nagpur	1931-32	425	42	467	2,291	397	2,688	20	6	78	104	200	32	452	147	831	11	18	597	961	5,819	9,258	16,038	Bengal Nagpur.
	1932-33	311	33	344	2,269	328	2,597	8	5	68	81	118	20	408	139	685	10	22	407	769	5,609	8,517	14,895	
Bombay, Baroda & Central India	1931-32	185	4	189	728	62	790	1	4	137	142	Nil	2	72	20	94	1	16	223	287	4,257	3,229	7,773	Bombay, Baroda & Central India.
	1932-33	164	5	169	728	74	802	Nil	2	138	140	Nil	1	60	17	78	1	14	221	295	4,161	3,177	7,633	
Eastern Bengal	1931-32	316	60	376	882	65	947	Nil	Nil	29	29	4	8	45	174	231	16	16	35	242	5,001	2,276	7,519	Eastern Bengal.
	1932-33	318	56	374	771	68	839	Nil	Nil	27	27	4	16	48	181	249	17	12	28	190	4,583	2,213	6,986	
East Indian	1931-32	694	26	720	3,698	187	3,885	78	112	421	611	69	93	735	1,396	2,293	82	90	935	1,771	17,278	17,568	36,617	East Indian.
	1932-33	747	32	779	3,519	239	3,758	68	107	445	620	80	100	682	1,167	2,029	116	63	888	1,902	17,607	16,823	36,332	
Great Indian Peninsula — Steam	1931-32	350	11	361	1,678	160	1,838	63	53	107	223	95	31	174	40	340	9	54	367	909	10,789	7,900	19,598	Great Indian Peninsula — Steam
	1932-33	311	14	325	1,789	191	1,980	50	54	90	194	91	28	171	37	327	6	39	293	704	10,456	7,800	18,960	
Great Indian Peninsula — Electric‡	1931-32	Nil	1	1	Nil	13	13	121	18	57	196	75	Nil	37	Nil	112	1	6	26	61	1,777	683	2,521	Great Indian Peninsula — Electric‡
	1932-33	26	1	27	Nil	21	21	91	65	39	195	72	1	34	Nil	107	Nil	21	38	89	1,814	658	2,561	
Madras & Southern Mahratta	1931-32	129	7	136	621	97	718	11	4	89	104	87	13	92	Nil	192	12	13	116	262	4,353	2,791	7,406	Madras & Southern Mahratta.
	1932-33	125	6	131	544	95	639	10	9	80	99	55	14	83	4	156	12	13	112	274	4,515	2,509	7,298	
Nizam's State	1931-32	31	4	35	203	29	232	2	Nil	24	26	22	Nil	107	3	132	Nil	20	53	129	1,119	1,171	2,419	Nizam's State.
	1932-33	59	4	63	164	29	193	1	Nil	26	27	12	2	102	2	118	1	30	66	155	1,044	1,069	2,268	
North Western	1931-32	1,030	69	1,099	1,881	240	2,121	347	90	198	635	203	33	520	67	823	48	35	766	1,203	15,793	9,945	26,941	North Western.
	1932-33	1,019	84	1,103	1,828	274	2,102	345	78	172	595	207	25	442	53	727	44	36	755	1,138	15,531	9,778	26,447	
South Indian	1931-32	59	52	111	244	84	328	13	Nil	13	26	33	13	49	Nil	95	61	18	76	317	2,544	1,172	4,033	South Indian.
	1932-33	63	67	130	212	93	305	5	1	14	20	18	4	40	Nil	62	70	12	72	310	2,621	1,029	3,960	
Total 5′ 6″ Gauge — Steam	1931-32	3,219	275	3,494	12,226	1,321	13,547	535	269	1,096	1,900	713	225	2,246	1,847	5,031	240	280	3,168	6,081	66,953	55,310	128,344	Total 5′ 6″ Gauge. — Steam
	1932-33	3,117	301	3,418	11,824	1,391	13,215	487	256	1,060	1,803	585	210	2,036	1,600	4,431	277	241	2,842	5,737	66,127	52,915	124,779	
Total 5′ 6″ Gauge — Electric‡	1931-32	Nil	1	1	Nil	13	13	121	18	57	196	75	Nil	37	Nil	112	1	6	26	61	1,777	683	2,521	Total 5′ 6″ Gauge. — Electric‡
	1932-33	26	1	27	Nil	21	21	91	65	39	195	72	1	34	Nil	107	Nil	21	38	89	1,814	658	2,561	
3′ 3⅜″ Gauge.																								**3′ 3⅜″ Gauge.**
Assam Bengal	1931-32	82	31	113	553	78	631	20	12	18	50	44	30	36	1	111	2	10	59	266	1,730	2,546	4,542	Assam Bengal.
	1932-33	89	28	117	498	69	567	10	9	23	42	24	24	41	Nil	89	2	7	52	218	1,750	2,311	4,279	
Bengal and North-Western	1931-32	120	47	167	1,082	203	1,285	2	14	28	44	6	38	41	Nil	85	90	27	154	472	5,231	4,140	9,843	Bengal and North-Western.
	1932-33	124	53	177	1,121	278	1,399	3	10	22	35	Nil	47	39	Nil	86	89	6	128	450	5,246	4,296	9,992	
Bombay, Baroda & Central India	1931-32	188	43	231	777	102	879	9	29	47	85	8	62	69	24	163	1	5	311	400	5,409	4,332	10,141	Bombay, Baroda & Central India.
	1932-33	208	46	254	787	101	888	10	26	50	86	7	45	68	21	141	1	4	288	365	5,436	4,066	9,867	
Burma	1931-32	281	Nil	281	747	1	748	23	Nil	28	51	17	2	180	312	511	Nil	Nil	131	562	4,128	4,138	8,828	Burma.
	1932-33	270	Nil	270	678	Nil	678	6	1	28	35	6	2	142	243	393	Nil	Nil	115	420	3,993	3,821	8,234	

‡Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡Mileage of Class I Railways for the years 1931-32 and 1932-33 (*In thousands*)—concld.

Railway.	Year.	Shunting Miles. Passenger and proportion of mixed. Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Goods and proportion of mixed. Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Other. Passenger and proportion of mixed. Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
3′ 3⅜″ Gauge—*concld.*											
Bengal	*1931-32*	*182*	*15*	*197*	*428*	*92*	*520*	*1*	*Nil*	*6*	*7*
	1932-33	180	12	192	390	79	469	Nil	2	6	8
. . . . .	*1931-32*	*94*	*48*	*142*	*165*	*56*	*221*	*Nil*	*Nil*	*3*	*3*
	1932-33	96	45	141	162	52	214	2	2	6	10
& Southern Mahratta	*1931-32*	*105*	*6*	*111*	*723*	*71*	*794*	*15*	*25*	*28*	*68*
	1932-33	100	8	108	622	71	693	13	34	21	68
State	*1931-32*	*20*	*18*	*38*	*99*	*13*	*112*	*1*	*Nil*	*41*	*42*
	1932-33	21	13	34	91	10	101	3	Nil	39	42
d and Kumaon .	*1931-32*	*35*	*Nil*	*35*	*185*	*3*	*188*	*15*	*17*	*15*	*47*
	1932-33	34	Nil	34	207	3	210	12	13	13	38
dian	*1931-32*	*122*	*98*	*220*	*388*	*236*	*624*	*2*	*12*	*28*	*42*
	1932-33	107	191	298	337	202	539	1	9	29	39
Total 3′ 3⅜″ Gauge	*1931-32*	*1,229*	*306*	*1,535*	*5,147*	*855*	*6,002*	*88*	*109*	*242*	*439*
	1932-33	1,229	396	1,625	4,893	865	5,758	60	106	237	403
		Shunting Miles (all classes). Shunting Engines.		Train Engines.		Total.					
′ 6″ & 2′ 0″ Gauges.											
agpur	*1931-32*	*338*		*86*		*424*					
	1932-33	303		85		388					
Baroda & Central India	*1931-32*	*Nil*		*28*		*28*					
	1932-33	Nil		30		30					
Bengal	*1931-32*	*Nil*		*3*		*3*					
	1932-33	Nil		3		3					
ian Peninsula .	*1931-32*	*34*		*3*		*37*					
	1932-33	35		3		38					
stern	*1931-32*	*132*		*30*		*162*					
	1932-33	120		32		152					
dian	*1931-32*	*Nil*		*11*		*11*					
	1932-33	Nil		11		11					
2′ 6″ & 2′ 0″ Gauges .	*1931-32*	*504*		*161*		*665*					
	1932-33	458		164		622					
s I Railways — Steam .	*1931-32*	..	*22,325*	..	*2,918*	..	*25,243*			*	*
	1932-33	..	21,521	..	3,117	..	24,638			*	*
s I Railways — Electric‡	*1931-32*	..	*1*	*1*	..	*13*	*13*	*121*	*18*	*57*	*196*
	1932-33	26	1	27	..	21	21	91	65	39	195

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

Railway.	Year.	Engine Miles. Goods and proportion of mixed. Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Departmental (including shunting and departmental sidings). Passenger and total Mixed.	Goods Engg.	Total Goods.	Total Departmental. (Cols. 15+33+35.)	Total Engine Miles. Traffic Engine Miles. Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	Railway.
16	17	28	29	30	31	32	33	34	35	36	37	38	39	40
3′ 3⅜″ Gauge—*concld.*														
Bengal	*1931-32*	*Nil*	*2*	*11*	*20*	*33*	*1*	*48*	*84*	*317*	*2,440*	*1,646*	*4,403*	Eastern Bengal.
	1932-33	Nil	3	10	18	31	2	22	44	138	2,296	1,690	4,124	
. . . . .	*1931-32*	*2*	*Nil*	*7*	*Nil*	*9*	*Nil*	*3*	*74*	*101*	*984*	*993*	*2,078*	Jodhpur.
	1932-33	12	4	16	Nil	32	Nil	3	71	119	935	1,006	2,060	
& Southern Mahratta	*1931-32*	*148*	*143*	*74*	*Nil*	*365*	*2*	*11*	*70*	*213*	*3,634*	*4,686*	*8,533*	Madras & Southern Mahratta.
	1932-33	126	114	61	1	302	1	17	76	250	3,934	4,244	8,428	
State	*1931-32*	*Nil*	*Nil*	*42*	*Nil*	*42*	*1*	*24*	*71*	*144*	*1,233*	*556*	*1,943*	Nizam's State.
	1932-33	6	Nil	42	Nil	48	1	11	72	114	1,062	587	1,763	
d and Kumaon .	*1931-32*	*7*	*7*	*9*	*3*	*26*	*11*	*1*	*54*	*127*	*1,106*	*834*	*2,067*	Rohilkund and Kumaon.
	1932-33	9	4	11	4	28	8	1	54	112	1,047	846	2,005	
dian	*1931-32*	*31*	*19*	*42*	*28*	*120*	*66*	*33*	*94*	*934*	*6,524*	*2,507*	*9,965*	South Indian.
	1932-33	35	24	55	26	140	47	35	74	562	6,683	2,398	9,643	
Total 3′ 3⅜″ Gauge	*1931-32*	*263*	*303*	*511*	*388*	*1,465*	*174*	*162*	*1,102*	*3,536*	*32,419*	*26,388*	*62,343*	Total 3′ 3⅜″ Gauge.
	1932-33	225	267	485	313	1,290	151	106	974	2,748	32,382	25,265	60,395	
		Total § Other Engine Miles.					Total Other Departmental.							2′ 6″ & 2′ 0″ Gauges.
′ 6″ & 2′ 0″ Gauges.														
agpur	*1931-32*				*24*				*38*	*66*	*	*	*2,165*	Bengal-Nagpur.
	1932-33				21				27	65	*	*	2,068	
Baroda & Central India	*1931-32*				*6*				*3*	*3*	*327*	*104*	*434*	Bombay, Baroda & Central India.
	1932-33				4				3	3	319	108	430	
Bengal	*1931-32*				*Nil*				*4*	*4*	*105*	*4*	*113*	Eastern Bengal.
	1932-33				Nil				2	2	102	7	111	
ian Peninsula .	*1931-32*				*Nil*				*1*	*31*	*249*	*207*	*487*	Great Indian Peninsula.
	1932-33				Nil				1	16	260	238	514	
stern	*1931-32*				*171*				*8*	*38*	*	*	*1,604*	North Western.
	1932-33				103				12	56	*	*	1,454	
dian	*1931-32*				*Nil*				*Nil*	*Nil*	*133*	*56*	*189*	South Indian.
	1932-33				Nil				Nil	Nil	125	50	175	
2′ 6″ & 2′ 0″ Gauges .	*1931-32*				*201*				*54*	*142*	*	*	*4,995*	Total 2′ 6″ & 2′ 0″ Gauges.
	1932-33				128				45	142	*	*	*4,752*	
s I Railways — Steam .	*1931-32*					*9,036*				*9,774*	*	*	*195,632*	Steam — Total Class. I Railways.
	1932-33					8,055				8,642	*	*	189,926	
s I Railways — Electric‡	*1931-32*	*75*	*Nil*	*37*	*Nil*	*112*	*1*	*6*	*26*	*61*	*1,777*	*683*	*2,521*	Electric ‡ — Total Class. I Railways.
	1932-33	72	1	34	Nil	107	Nil	21	38	89	1,814	658	2,561	

* Figures not available.
§ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—*Statement of Engine hours of* **Class I Railways** *for the years 1931-32 and 1932-33 (In hundreds).*

Railway.	Year.	Passenger trains.	Mixed trains. Passenger proportion.	Mixed trains. Goods proportion.	Mixed trains. Total. (columns 4 + 5.)	Goods trains. Main Line.	Goods trains. Branch Line.	Goods trains. Total. (columns 7 + 8.)	Traffic. Shunting. Passenger and proportion of mixed.	Traffic. Shunting. Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal-Nagpur	*1931-32*	*251,4*	*17,3*	*11,9*	*29,2*	*286,8*	*185,7*	*472,5*	*93,5*	*537,6*
	1932-33	244,9	16,4	15,2	31,6	245,7	173,2	418,9	68,8	519,5
Bombay, Baroda and Central India.	*1931-32*	*150,1*	*22,7*	*38,0*	*60,7*	*134,4*	*21,6*	*156,0*	*37,8*	*158,0*
	1932-33	149,6	18,7	41,5	60,2	120,5	21,0	141,5	33,8	160,3
Eastern Bengal	*1931-32*	*227,3*	*9,4*	*3,9*	*13,3*	*101,0*	*13,7*	*114,7*	*75,3*	*189,4*
	1932-33	199,1	11,1	4,7	15,8	94,9	13,8	108,7	74,8	167,7
East Indian	*1931-32*	*642,5*	*43,0*	*9,1*	*52,1*	*821,7*	*198,1*	*1,019,8*	*144,1*	*777,0*
	1932-33	634,1	55,1	13,8	68,9	755,0	188,2	943,2	155,8	751,2
Great Indian Peninsula	*1931-32*	*469,4*	*29,1*	*14,5*	*43,6*	*346,9*	*147,7*	*494,6*	*72,5*	*371,5*
	1932-33	447,6	40,0	15,3	55,3	331,5	118,4	449,9	70,9	402,6
Madras and Southern Mahratta	*1931-32*	*192,3*	*13,8*	*11,1*	*24,9*	*106,3*	*46,1*	*152,4*	*27,3*	*143,6*
	1932-33	197,2	12,1	10,2	22,3	99,3	40,9	140,2	26,2	127,8
Nizam's State	*1931-32*	*43,4*	*4,6*	*9,9*	*14,5*	*60,6*	*7*	*61,3*	*7,0*	*46,4*
	1932-33	35,0	9,2	11,3	20,5	52,9	2	53,1	12,6	38,5
North Western	*1931-32*	*554,5*	*145,5*	*66,6*	*212,1*	*442,1*	*102,5*	*544,6*	*219,8*	*424,3*
	1932-33	506,4	168,0	86,7	254,7	409,4	88,8	498,2	220,6	420,3
South Indian	*1931-32*	*115,1*	*9,7*	*10,1*	*19,8*	*46,1*	*7,0*	*53,1*	*22,1*	*65,6*
	1932-33	116,4	8,3	10,4	18,7	37,4	6,7	44,1	26,0	61,0
Total 5′ 6″ Gauge	*1931-32*	*2,646,0*	*295,1*	*175,1*	*470,2*	*2,345,9*	*723,1*	*3,069,0*	*699,4*	*2,713,4*
	1932-33	2,530,3	338,9	209,1	548,0	2,146,6	651,2	2,797,8	689,5	2,649,4
3′ 3⅜″ Gauge.										
Assam Bengal	*1931-32*	*3*	*136,3*	*110,8*	*247,1*	*26,8*	*21,6*	*48,4*	*22,5*	*126,3*
	1932-33	3	134,8	112,2	247,0	11,7	18,1	29,8	23,6	113,3
Bengal and North-Western	*1931-32*	*225,7*	*104,6*	*74,1*	*178,7*	*118,3*	*74,7*	*193,0*	*33,3*	*257,0*
	1932-33	236,8	83,1	63,8	146,9	122,3	74,9	197,2	35,4	279,8
Bombay, Baroda and Central India.	*1931-32*	*231,4*	*74,0*	*49,8*	*123,8*	*115,2*	*113,3*	*228,5*	*46,2*	*175,8*
	1932-33	231,0	67,5	62,4	129,9	95,3	93,9	189,2	51,0	177,6
Burma	*1931-32*	*66,4*	*178,0*	*85,6*	*263,6*	*112,6*	*42,5*	*155,1*	*56,2*	*149,6*
	1932-33	57,1	172,5	85,6	258,1	96,5	36,9	133,4	54,0	135,5

Railway.	Service. †Other Hours. Passenger and proportion of mixed.	Service. †Other Hours. Goods and proportion of mixed.	Service. †Other Hours. Siding Engine Hours.	Total. Passenger and proportion of mixed. (Columns 3+4+10+12.)	Total. Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Departmental Engine hours. Passenger and total mixed.	Departmental Engine hours. Goods.	Departmental Engine hours. Total. (Columns 17 + 18.)	Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Percentage of train Engine hours to total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
1	12	13	14	15	16	17	18	19	20	21	22	23
5′ 6″ Gauge.												
Bengal-Nagpur	*85,6*	*177,1*	*21,0*	*447,8*	*1,220,1*	*2,1*	*142,6*	*144,7*	*1,812,6*	*60*	*40*	Bengal-Nagpur.
	66,7	147,8	19,8	396,8	1,121,2	3,3	96,0	99,3	1,617,3	65	36	
Bombay, Baroda and Central India.	*57,5*	*42,9*	*2,9*	*268,1*	*397,8*	*1,9*	*42,3*	*44,2*	*710,1*	*64*	*44*	Bombay, Baroda and Central India.
	54,5	41,1	2,4	256,6	386,8	2,4	43,4	45,8	689,2	65	43	
Eastern Bengal	*33,9*	*26,8*	*24,9*	*395,9*	*359,7*	*2,9*	*29,8*	*32,7*	*788,3*	*59*	*30*	Eastern Bengal.
	77,4	24,4	25,8	362,4	331,3	2,1	20,9	23,0	716,7	58	32	
East Indian	*243,7*	*279,3*	*199,5*	*1,073,3*	*2,284,7*	*29,4*	*209,4*	*238,8*	*3,596,8*	*62*	*41*	East Indian.
	249,6	258,0	166,7	1,094,6	2,133,4	34,3	217,5	251,8	3,479,8	61	41	
Great Indian Peninsula	*116,7*	*183,5*	*5,8*	*687,1*	*1,069,9*	*6,0*	*118,6*	*124,6*	*1,881,6*	*73*	*47*	Great Indian Peninsula.
	112,5	174,1	5,4	671,0	1,047,3	5 7	91,7	97,4	1,815,7	72	41	
Madras and Southern Mahratta	*75,2*	*60,0*	*Nil*	*308,6*	*367,1*	*8,2*	*24,2*	*32,4*	*708,1*	*67*	*45*	Madras and Southern Mahratta.
	77,1	56,7	6	312,6	335,5	7,5	25,1	32,6	680,7	66	42	
Nizam's State	*13,0*	*28,4*	*4*	*68,0*	*146,4*	*2*	*17,3*	*17,5*	*231,9*	*70*	*43*	Nizam's State.
	14,5	24,0	2	71,3	127,1	1	20,5	20,6	219,0	62	44	
North Western	*157,9*	*137,6*	*9,6*	*1,077,7*	*1,182,7*	*13,7*	*157,3*	*171,0*	*2,431,4*	*64*	*46*	North Western.
	150,9	137,1	7,6	1,045,9	1,149,9	11,6	154,8	166,4	2,362,2	64	45	
South Indian	*57,2*	*31,6*	*Nil*	*204,1*	*160,4*	*12,8*	*36,9*	*49,7*	*414,2*	*61*	*39*	South Indian.
	56,2	28,8	Nil	206,9	144,3	14,0	34,4	48,4	399,6	56	30	
Total 5′ 6″ Gauge.	*890,1*	*967,2*	*264,1*	*4,530,6*	*7,188,8*	*77,2*	*778,4*	*855,6*	*12,575,0*			Total 5′ 6″ Gauge.
	859,4	892,0	228,5	4,418,1	6,776,8	81,0	704,3	785,3	11,980,2			
3′ 3⅜″ Gauge.												
Assam Bengal	*33,8*	*43,4*	*1*	*192,9*	*329,0*	*7*	*30,7*	*31,4*	*553,3*	*71*	*48*	Assam Bengal.
	31,8	36,7	Nil	190,5	292,0	5	25,0	25,5	508,0	71	45	
Bengal and North	*73,0*	*57,4*	*Nil*	*436,6*	*581,5*	*17,5*	*57,9*	*75,4*	*1,093,5*	*73*	*41*	Benga and North
	65,5	57,3	Nil	420,8	598,1	17,0	51,7	68,7	1,087,6	73	40	
Bombay, Baroda and Central India.	*68,3*	*56,7*	*3,3*	*419,9*	*514,1*	*3*	*65,7*	*66,0*	*1,000,0*	*73*	*48*	Bombay, Baroda and Central India.
	63,7	55,5	3,0	413,2	488,7	3	59,0	59,3	961,2	72	47	
Burma	*68,7*	*41,9*	*44,5*	*369,3*	*476,7*	*1,1*	*58,3*	*59,4*	*905,4*	*66*	*51*	Burma.
	60,0	36,3	34,7	343,6	425,5	1,0	40,9	41,9	811,0	67	47	

† Other hours include Assisting required, Assisting not required, Light and Siding engine hour.

18.—Statement of Engine hours of Class I Railways for the years 1931-32 and 1932-33 (In hundreds)—concld.

Railway.	Year.	Passenger trains.	Mixed trains. Passenger proportion.	Mixed trains. Goods proportion.	Mixed trains. Total. (Columns 4+5.)	Goods trains. Main Lines.	Goods trains. Branch Lines.	Goods trains. Total. (Columns 7 + 8.)	Traffic Shunting. Passenger and proportion of mixed.	Traffic Shunting. Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3′ 3⅜″ Gauge—*concld.*										
Eastern Bengal	*1931-32*	*112,6*	*28,5*	*17,5*	*46,0*	*78,9*	*4,3*	*83,2*	*39,4*	*104,1*
	1932-33	106,8	23,9	18,6	42,5	85,0	4,0	89,0	38,4	93,7
Jodhpur	*1931-32*	*21,2*	*30,5*	*39,0*	*69,5*	*19,3*	*1,1*	*20,4*	*28,5*	*44,3*
	1932-33	17,2	31,5	37,3	68,8	21,0	9	21,9	28,2	42,8
Madras and Southern Mahratta	*1931-32*	*165,7*	*54,6*	*92,4*	*147,0*	*172,4*	*59,0*	*231,4*	*22,3*	*158,7*
	1932-33	181,4	47,9	82,8	130,7	154,2	57,1	211,3	21,6	138,5
Nizam's State	*1931-32*	*59,5*	*4,2*	*3,8*	*8,0*	*38,2*	*Nil*	*38,2*	*7,6*	*22,4*
	1932-33	45,3	9,3	8,7	18,0	31,1	Nil	31,1	6,8	20,2
Rohilkund and Kumaon	*1931-32*	*37,2*	*29,5*	*32,2*	*61,7*	*20,9*	*1,2*	*22,1*	*7,0*	*37,6*
	1932-33	34,8	27,7	35,3	63,0	13,6	8	14,4	6,7	42,1
South Indian	*1931-32*	*313,7*	*51,9*	*25,1*	*77,0*	*98,8*	*38,9*	*137,7*	*44,0*	*125,0*
	1932-33	318,8	50,7	30,4	81,1	85,5	37,5	123,0	59,4	108,0
Total 3′ 3⅜″ Gauge	*1931-32*	*1,233,7*	*692,1*	*530,3*	*1,222,4*	*801,4*	*356,6*	*1,158,0*	*307,0*	*1,200,8*
	1932-33	1,229,5	648,9	537,1	1,186,0	716,2	324,1	1,040,3	325,1	1,151,5
2′ 6″ & 2′ 0″ Gauges.			Total			Total			Total	
Bengal Nagpur	*1931-32*	*40,4*			*60,4*			*39,3*	*84,7*	
	1932-33	37,6			60,3			37,7	77,6	
Bombay, Baroda and Central India.	*1931-32*	*12,1*			*20,3*			*1,1*	*5,5*	
	1932-33	11,1			21,5			1,4	6,0	
Eastern Bengal	*1931-32*	*7,4*			*4,3*			*Nil*	*6*	
	1932-33	6,5			4,6			Nil	5	
Great Indian Peninsula	*1931-32*	*Nil*			*31,1*			*2*	*7,6*	
	1932-33	Nil			33,7			Nil	8,0	
North-Western	*1931-32*	*23,4*			*41,7*			*60,3*	*32,5*	
	1932-33	21,9			47,2			44,7	30,3	
South Indian	*1931-32*	*Nil*			*13,7*			*Nil*	*2,1*	
	1932-33	Nil			12,5			Nil	2,2	
Total 2′ 6″ & 2′ 0″ Gauges	*1931-32*	*83,3*			*171,5*			*100,9*	*133,0*	
	1932-33	77,1			179,8			83,8	124,6	
Total Class I Railways	*1931-32*	*3,963,0*			*1,864,1*			*4,327,9*	*5,053,6*	
	1932-33	3,836,9			1,913,8			3,921,9	4,940,1	

Railway.	Service. † Other Hours. Passenger and proportion of mixed.	Service. † Other Hours. Goods and proportion of mixed.	Service. † Other Hours. Siding Engine Hours.	Service. Total. Passenger and proportion of mixed. (Columns 3+4 + 10 + 12)	Service. Total. Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)	Departmental Engine hours. Passenger and total mixed.	Departmental Engine hours. Goods.	Departmental Engine hours. Total. (Columns 17 + 18.)	Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Percentage of train Engine hours to Total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
	12	13	14	15	16	17	18	19	20	21	22	23
3′ 3⅜″ Gauge—*concld.*												
Eastern Bengal	*37,9*	*16,8*	*2,8*	*218,4*	*224,4*	*7*	*46,3*	*47,0*	*489,8*	*64*	*37*	Eastern Bengal.
	37,0	18,0	2,6	206,1	221,9	9	17,7	18,6	446,6	63	45	
Jodhpur	*24,3*	*21,9*	*1*	*104,5*	*125,7*	*6*	*14,4*	*15,0*	*245,2*	*49*	*42*	Jodhpur.
	22,1	23,8	Nil	99,0	125,8	2	18,2	18,4	243,2	49	41	
Madras and Southern Mahratta	*36,0*	*82,7*	*Nil*	*278,6*	*565,2*	*1,4*	*25,6*	*27,0*	*870,8*	*79*	*57*	Madras and Southern Mahratta.
	35,4	70,0	2	286,3	502,8	1,7	28,3	30,0	819,1	80	55	
Nizam's State	*13,4*	*8,9*	*Nil*	*84,7*	*73,3*	*5*	*13,6*	*19,1*	*177,1*	*75*	*46*	Nizam's State.
	14,6	8,5	Nil	76,0	68,5	4	15,7	16,1	160,6	71	47	
Rohilkund and Kumaon	*19,6*	*12,0*	*4*	*93,3*	*104,3*	*2,4*	*18,0*	*20,4*	*218,0*	*71*	*52*	Rohilkund and Kumaon.
	15,6	9,7	5	84,8	102,0	2,1	17,0	19,1	205,9	72	42	
South Indian	*168,8*	*45,2*	*4,0*	*578,4*	*337,0*	*13,9*	*116,6*	*130,5*	*1,045,9*	*63*	*48*	South Indian.
	162,5	50,1	3,7	591,4	315,2	10,1	67,5	77,6	984,2	61	40	
Total 3′ 3⅜″ Gauge	*543,8*	*386,9*	*55,2*	*2,776,6*	*3,331,2*	*39,1*	*452,1*	*491,2*	*6,599,0*			Total 3′ 3⅜″ Gauge.
	508,2	366,9	44,7	2,711,7	3,140,5	34,2	341,0	375,2	6,227,4			
2′ 6″ & 2′ 0″ Gauges.	Total.											2′ 6″ & 2′ 0″ Gauges.
Bengal Nagpur	*22,7*							*9,7*	*257,2*			Bengal Nagpur.
	21,7							8,8	243,7			
Bombay, Baroda and Central India.	*16,0*							*1,9*	*56,9*			Bombay, Baroda and Central India.
	17,0							2,1	59,1			
Eastern Bengal	*5,9*							*6*	*18,8*			Eastern Bengal.
	7,5							3	19,6			
Great Indian Peninsula	*5,0*							*3,9*	*47,8*			Great Indian Peninsula.
	6,1							1,8	49,6			
North-Western	*38,4*							*5,0*	*201,3*			North Wester.
	26,7							7,4	178,2			
South Indian	*8,4*							*1*	*24,3*			South Indian.
	7,2							Nil	21,9			
Total 2′ 6″ & 2′ 0″ Gauges	*96,4*							*21,2*	*606,3*			Total 2′ 6″ & 2′ 0″ Gauges.
	86,2							20,4	572,1			
Total Class I Railways	*3,203,3*							*1,368,0*	*19,780,3*			Total Class I Railways.
	2,985,9							1,180	18,779,7			

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

19.—*Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I Railways for the years 1931-32 and 1932-33 (In thousands).*

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total (Cols. 3 +4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Other Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Total (Cols. 6 +7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6)	TOTAL PASSENGER AND PROPORTION OF MIXED. Other Vehicles. (Cols. 4+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Total (Cols. 9 +10.)	GOODS AND Goods. Main Lines. Loaded.	GOODS AND Goods. Main Lines. Total	GOODS AND Goods. Main Lines. Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal-Nagpur	1931-32	73,135	3,170	76,305	2,730	33	2,763	75,865	3,203	79,068	103,359	149,897	69·0
	1932-33	72,343	2,571	74,914	3,130	39	3,169	75,473	2,610	78,083	89,013	129,295	68·8
Bombay, Baroda and Central India.	1931-32	50,470	6,902	57,372	6,561	2,596	9,157	57,031	9,498	66,529	55,558	78,538	70·7
	1932-33	50,355	8,060	58,415	6,634	915	7,549	56,989	8,975	65,964	52,555	74,301	70·7
Eastern Bengal	1931-32	69,406	5,426	74,832	2,161	Nil	2,161	71,567	5,426	76,993	38,203	51,496	74·2
	1932-33	63,677	5,275	68,952	2,693	Nil	2,693	66,370	5,275	71,645	34,436	48,934	70·4
East Indian	1931-32	256,748	11,451	268,199	9,718	218	9,936	266,466	11,669	278,135	321,771	506,269	63·6
	1932-33	258,122	9,854	267,976	13,403	249	13,652	271,525	10,103	281,628	312,039	492,814	63·3
Great Indian Peninsula	1931-32	173,538	3,489	177,027	7,619	Nil	7,619	181,157	3,489	184,646	161,139	211,038	76·4
	1932-33	166,112	4,361	170,473	11,591	Nil	11,591	177,703	4,361	182,064	155,753	210,244	74·1
Madras and Southern Mahratta.	1931-32	52,893	712	53,605	2,785	2	2,787	55,678	714	56,392	44,958	60,704	74·1
	1932-33	52,748	605	53,353	2,434	9	2,443	55,182	614	55,796	42,280	58,093	72·8
Nizam's State	1931-32	12,089	320	12,409	1,366	18	1,384	13,455	338	13,793	17,790	24,240	73·4
	1932-33	10,196	195	10,391	2,655	70	2,725	12,851	265	13,116	15,574	22,050	70·6
North Western	1931-32	209,762	6,161	215,923	30,288	436	30,724	240,050	6,597	246,647	187,280	255,180	73·4
	1932-33	189,290	6,361	195,651	40,800	659	41,459	230,090	7,020	237,110	177,439	243,3[illegible]3	72·9
South Indian	1931-32	27,043	686	27,729	2,046	33	2,079	29,089	719	29,808	13,889	17,736	78·3
	1932-33	26,822	420	27,242	2,082	42	2,124	28,904	462	29,366	12,550	15,589	80·5
Total 5′ 6″ GAUGE	1931-32	925,084	38,317	963,401	65,274	3,336	68,610	990,358	41,653	1,032,011	943,947	1,355,098	69·6
	1932-33	889,665	37,702	927,367	85,422	1,983	87,405	975,087	39,685	1,014,772	891,639	1,294,623	68·9
3′ 3⅜″ GAUGE.													
Assam Bengal	1931-32	68	25	93	39,690	2,816	42,506	39,758	2,841	42,599	6,022	9,294	64·8
	1932-33	64	44	108	39,732	3,050	42,782	39,796	3,094	42,890	2,487	4,309	62·4
Bengal and North-Western.	1931-32	63,037	397	63,434	34,150	268	34,418	97,187	665	97,852	41,112	53,768	76·5
	1932-33	65,068	391	65,459	19,898	198	20,096	84,966	589	85,555	41,073	53,156	77·3
Bombay, Baroda and Central India.	1931-32	63,645	5,101	68,746	22,781	770	23,551	86,426	5,871	92,297	44,777	64,183	69·8
	1932-33	64,763	5,190	69,953	22,503	801	23,304	87,266	5,991	93,257	38,005	55,166	68·9
Burma.	1931-32	25,585	234	25,819	50,984	977	51,961	76,569	1,211	77,780	46,947	62,488	75·1

Railway.	PROPORTION OF MIXED. Goods. Branch lines. Loaded.	Goods. Branch lines. Total.	Goods. Branch lines. Percentage loaded of total.	Goods proportion of mixed. Loaded.	Goods proportion of mixed. Total.	Total. Loaded. (Cols. 12+15+18.)	Total. Total. (Cols. 13+16+19.)	Total. Percentage loaded of total.	DEPARTMENTAL. Passenger and total mixed.	DEPARTMENTAL. Goods.	DEPARTMENTAL. Total (Columns 23 + 24.)	BRAKE VANS. (INCLUDING DEPARTMENTAL.) Passenger and total mixed.	BRAKE VANS. Goods.	BRAKE VANS. Total. (Columns 26 + 27.)	Railway.
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
5′ 6″ GAUGE.															
Bengal-Nagpur	47,825	84,544	56·6	1,361	1,944	152,545	236,385	64·5	396	4,171	4,567	3,378	6,773	10,151	Bengal Nagpur.
	47,121	82,049	57·4	2,158	3,264	138,292	214,608	64·4	614	6,560	7,174	3,460	6,615	10,075	
Bombay, Baroda and Central India.	5,496	9,312	59·0	11,435	15,243	72,489	103,093	70·3	67	1,415	1,482	2,736	1,889	4,625	Bombay, Baroda and Central India.
	5,919	10,352	57·2	12,401	16,717	70,875	101,370	69·9	98	2,094	2,192	2,590	1,822	4,412	
Eastern Bengal	2,400	3,821	62·8	622	907	41,225	56,224	73·3	159	8,341	8,500	376	1,331	1,707	Eastern Bengal.
	2,391	3,881	61·6	734	1,133	37,561	53,948	69·6	129	6,674	6,803	181	1,297	1,478	
East Indian	42,815	62,690	68·3	1,564	2,103	366,150	571,062	64·1	2,912	18,648	21,560	3,412	12,676	16,088	East Indian.
	41,602	61,070	68·1	2,577	3,357	356,218	557,241	63·9	3,203	22,935	26,138	2,763	12,748	15,511	
Great Indian Peninsula	34,084	51,316	66·4	2,050	3,135	197,273	265,489	74·3	161	9,832	9,993	5,602	6,845	12,347	Great Indian Peninsula.
	32,970	49,561	66·5	2,909	4,348	191,632	264,153	72·6	228	7,203	7,431	3,921	6,546	10,467	
Madras and Southern Mahratta.	14,734	19,735	74·7	1,732	2,284	61,424	82,723	74·3	780	1,857	2,637	1,280	2,565	3,845	Madras and Southern Mahratta.
	13,063	16,873	77·4	1,608	2,043	56,951	77,009	74·0	849	2,505	3,354	1,286	2,386	3,672	
Nizam's State	75	127	59·1	2,009	2,927	19,874	27,294	73·0	38	1,010	1,048	315	786	1,101	Nizam's State.
	28	53	51·7	1,938	3,368	17,540	25,471	68·9	27	1,192	1,219	294	754	1,048	
North Western	25,512	34,114	74·8	12,784	16,451	225,576	305,745	73·8	1,037	8,993	10,030	11,128	6,464	17,592	North Western.
	23,161	30,311	76·4	19,281	24,129	219,881	297,743	73·9	605	8,897	9,502	8,915	5,998	14,913	
South Indian	1,869	2,409	77·6	2,059	2,541	17,817	22,686	78·5	15	1,830	1,845	470	1,128	1,598	South Indian.
	1,912	2,408	79·4	2,573	3,093	17,035	21,090	80·8	Nil	2,398	2,398	524	1,031	1,555	
Total 5′ 6″ GAUGE	174,810	268,068	66·2	35,616	47,535	1,154,373	1,670,701	69·1	5,565	56,097	61,662	28,597	40,457	69,054	Total 5′ 6″ GAUGE.
	168,167	256,558	65·5	46,179	61,452	1,105,985	1,612,633	68·6	5,753	60,458	66,211	23,934	39,197	63,131	
3′ 3⅜″ GAUGE.															
Assam Bengal	2,722	3,662	74·3	25,661	34,659	34,405	47,615	72·3	97	4,881	4,978	Nil	850	850	Assam Bengal.
	2,224	3,189	69·8	25,932	35,761	30,843	43,259	71·3	86	3,781	3,867	Nil	607	607	
Bengal and North-Western.	17,827	23,253	76·7	13,390	17,317	72,328	94,339	76·7	105	7,012	7,117	8,284	2,070	10,354	Bengal and North-Western.
	17,824	24,145	73·8	11,568	15,671	70,465	92,972	75·8	83	8,110	8,193	7,662	2,056	9,718	
Bombay, Baroda and Central India.	33,243	47,754	69·6	11,146	16,147	89,166	128,084	69·6	41	2,554	2,595	2,589	2,784	5,373	Bombay, Baroda and Central India.
		42,337	69·8	15,530	21,542	83,099	119,045	69·8	25	2,010	2,035	2,820	2,294	5,114	
Burma.		8,874	70·5	18,566	24,050	71,767	95,412	75·2	121	6,523	6,644	74	2,381	2,455	Burma.
		7,561	69·3	18,557	23,962	66,686	87,855	75·9	147	8,107	8,254	113	2,236	2,319	

29,564

6,2

20 —*Statement of speed of Goods Trains (excluding Departmental) of* ***Class I Railways*** *for the years 1931-32 and 1932-33.*

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*13·3*	14·1	*12·8*	13·0	*13·1*	13·6	*11·3*	11·6	*10·6*	10·7	*11·0*	11·2
Bombay, Baroda and Central India	*11·9*	12·6	*10·3*	11·2	*11·6*	12·4	*11·2*	11·6	*10·3*	11·2	*11·1*	11·5
Eastern Bengal	*11·9*	13·0	*7·05*	9·30	*11·5*	12·8	*9·27*	9·92	*5·88*	6·26	*8·85*	9·41
East Indian	*12·8*	13·3	*9·99*	11·1	*12·6*	13·1	*11·4*	11·7	*9·19*	9·26	*11·0*	11·2
Great Indian Peninsula — Steam	*13·3*	14·0	*12·8*	13·8	*13·1*	13·9	*11·8*	12·3	*11·1*	11·2	*11·5*	11·9
Great Indian Peninsula — Electric‡	*16·4*	16·9	*Nil*	Nil	*16·4*	16·9	*13·3*	13·5	*Nil*	Nil	*13·3*	13·5
Madras and Southern Mahratta	*13·8*	13·9	*13·0*	13·5	*13·6*	13·8	*11·3*	11·2	*10·9*	10·6	*11·1*	11·0
Nizam's State	*11·1*	11·3	*10·6*	12·8	*11·1*	11·3	*10·6*	10·7	*10·6*	12·8	*10·6*	10·7
North Western	*14·4*	15·4	*Nil*	Nil	*14·4*	15·4	*10·8*	11·0	*9·99*	10·2	*10·7*	10·8
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·8*	10·8	*10·1*	10·9	*10·7*	10·8
Average for 5′ 6″ guage — Steam	*	*	*	*	*	*	*11·3*	11·7	*10·6*	10·8	*11·0*	11·5
Average for 5′ 6″ guage — Electric‡	*16·4*	16·9	*Nil*	Nil	*16·4*	16·9	*13·3*	13·5	*Nil*	Nil	*13·3*	13·5
3′ 3⅜″ GAUGE.												
Assam Bengal	*11·4*	12·1	*10·8*	10·7	*11·2*	11·4	*11·4*	12·1	*10·4*	10·3	*10·9*	11·0
Bengal and North Western	*10·8*	10·7	*6·96*	7·72	*9·27*	9·58	*9·77*	9·83	*8·74*	9·61	*9·37*	9·74
Bombay, Baroda and Central India	*12·7*	12·9	*12·3*	12·7	*12·5*	12·8	*12·0*	12·0	*10·9*	11·1	*11·4*	11·6
Burma	*12·1*	12·9	*11·5*	11·8	*11·8*	12·5	*10·8*	11·4	*11·5*	11·8	*11·0*	11·5
Eastern Bengal	*13·0*	13·0	*11·1*	9·84	*13·0*	12·9	*10·6*	10·8	*9·19*	8·92	*10·5*	10·7
Jodhpur	*13·7*	14·0	*10·7*	9·03	*13·6*	13·7	*11·0*	11·0	*9·01*	9·44	*10·9*	10·9
Madras and Southern Mahratta	*10·6*	11·3	*10·7*	10·8	*10·6*	11·1	*10·4*	10·5	*10·4*	10·4	*10·4*	10·5
Nizam's State	*10·9*§	11·5	*Nil*	10·0	§*10·9*	11·5	*9·60*	9·92	*Nil*	10·0	*9·60*	9·92
Rohilkund and Kumaon	*9·04*	9·88	*5·92*	10·5	*9·04*	9·92	*9·04*	9·88	*5·92*	10·5	*9·04*	9·92
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·5*	11·2	*10·1*	9·52	*10·4*	10·7
Average for 3′ 3⅜″ gauge	*	*	*	*	*	*	*10·6*	10·9	*10·3*	10·6	*10·5*	10·8

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1931-32.	1932-33.
Bengal Nagpur	*9·78*	9·79
Bombay, Baroda and Central India	*7·35*	11·5
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*8·88*	7·00
North Western	*8·19*	8·10
South Indian	*Nil*	Nil
Average for 2′ 6″ and 2′ 0″ gauges	*8·89*	8·95

* Information not available. ‡ Other than Electric multiple unit suburban trains. § Revised figure.

21.—*Statement of Shunting and Light Running on* ***Class I Railways*** *for the years 1931-32 and 1932-33.*

Railway.	Passenger and proportion of mixed. Excluding Departmental.						Goods and proportion of mixed. Excluding Departmental					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*8·91*	6·63	*1·49*	1·30	*1·60*	1·40	*46·8*	49·6	*7·87*	7·79	*8·42*	8·17
Bombay, Baroda and Central India	*4·81*	4·39	*3·49*	3·57	*3·58*	3·63	*33·7*	34·9	*3·05*	2·60	*3·13*	2·66
Eastern Bengal	*8·20*	8·95	*0·63*	0·65	*0·63*	0·66	*86·2*	74·5	*4·14*	4·29	*4·50*	5·70
East Indian	*4·52*	4·80	*2·64*	2·74	*3·34*	3·40	*34·1*	34·1	*6·45*	6·18	*7·27*	7·09
Great Indian Peninsula	*2·94*	3·05	*1·40*	1·12	*2·00*	2·15	*30·6*	33·2	*3·35*	3·40	*3·85*	3·81
Madras and Southern Mahratta	*3·32*	3·06	*2·17*	1·86	*2·26*	2·07	*38·2*	37·3	*4·87*	4·84	*5·57*	5·66
Nizam's State	*3·30*	6·58	*2·26*	2·74	*2·27*	2·76	*28·8*	25·4	*13·2*	13·5	*13·2*	13 8
North Western	*7·82*	7·97	*1·41*	1·24	*2·05*	1·81	*30·3*	30·2	*7·42*	6·36	*7·89*	6·[illegible]1
South Indian	*4·60*	5·26	*0·54*	0·57	*0·56*	0·60	*43·8*	46·1	*6·52*	6·03	*8·24*	6·65
Average for 5′ 6″ gauge	*5·54*	5·51	*1·83*	1·76	*2·28*	2·27	*36·4*	37.0	*6·12*	5·78	*6·73*	6·37
3′ 3⅜″ GAUGE.												
Assam Bengal	*7·20*	7·34	*1·12*	1·42	*1·90*	2·00	*34·9*	34·3	*2·00*	2·48	*3·66*	3·91
Bengal and North Western	*3·32*	3·52	*0·56*	0·45	*0·84*	0·65	*46·3*	49·8	*1·48*	1·40	*2·83*	3·04
Bombay, Baroda and Central India	*4·27*	5·00	*0·87*	0·98	*1·41*	1·48	*26·7*	29·2	*2·11*	2·23	*4·00*	3·72
Burma	*7·41*	7·32	*0·72*	0·76	*0·72*	0·77	*26·0*	24·6	*6·25*	5·16	*6·34*	5·22
Eastern Bengal	*8·82*	9·17	*0·27*	0·28	*0·29*	0·38	*47·6*	39·4	*0·96*	0·79	*1·18*	1·03
Jodhpur	*17·0*	18·0	*0·37*	0·72	*0·38*	1·01	*29·1*	28·2	*0·90*	2·09	*0·94*	2·57
Madras and Southern Mahratta	*3·22*	2·87	*0·80*	0·56	*1·53*	1·47	*22·5*	21·3	*2·09*	1·88	*6·15*	5·39
Nizam's State	*3·28*	3·44	*3·60*	3·95	*3·61*	3·98	*27·2*	23·1	*10·3*	9·53	*10·3*	9 58
Rohilkund and Kumaon	*3·44*	3·46	*1·45*	1·34	*3·09*	2·69	*30·3*	34·6	*1·37*	1·88	*2·46*	2·57
South Indian	*3·51*	4·70	*0·45*	0·46	*0·64*	0·60	*35·4*	31·4	*2·38*	3·20	*3·46*	4·60
Average for 3′ 3⅜″ gauge	*5·04*	5·35	*0·79*	0·78	*1·15*	1·13	*31·7*	31·6	*2·70*	2·66	*4·30*	4·13

2′ 6″ AND 2′ 0″ GUAGES.	† Other engine miles per 100 train miles	
Year.	*1931-32.*	1932-33.
Bengal Nagpur	*27·1*	25·6
Bombay, Baroda and Central India	*8·53*	8·67
Eastern Bengal	*0·08*	0·07
Great Indian Peninsula	*8·97*	8·34
North Western	*27·1*	22·3
South Indian	*5·96*	6·74
Average for 2′ 6″ and 2′ 0″ gauges	*21·7*	19·4

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

22.—Statement of Engine Usage of Class I Railways for the years 1931-32 and 1932-33.

Railway.	Year.	Average number of Engines. Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Actual number in good repair stored. Maximum in any one month.	Minimum in any one month.	Average number in use daily on— Passenger service.	Mixed service.	Goods service.	Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Engine miles per day. Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Net ton miles. Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.	Hours worked per day per engine available for use.	Railway.
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
5′ 6″ Gauge.																								5′ 6″ Gauge.
Bengal Nagpur	1931-32	753	723	185	538	43	12	106	10	204	26	72	418	108	475	133	128	88	105	61	12,224	22,719	9·21	B. N.
	1932-33	743	729	171	558	51	46	102	10	183	26	73	394	116	433	136	137	88	103	57	10,336	21,021	7·94	
Bombay, Baroda and Central India.	1931-32	385	385	89	276	Nil	Nil	71	21	59	8	54	213	63	226	143	118	88	100	55	10,574	19,084	7·03	B.,B. & C.I.
	1932-33	385	376	85	273	Nil	Nil	67	20	56	9	51	203	70	228	152	118	89	103	56	9,954	18,820	6·92	
Eastern Bengal	1931-32	340	326	39	274	55	19	107	7	36	9	47	206	25	225	116	82	87	102	65	8,795	14,747	7·86	E. B.
	1932-33	340	321	46	269	50	34	99	8	36	7	47	197	27	213	113	85	88	99	61	8,089	13,959	7·30	
East Indian	1931-32	1,589	1,629	249	1,373	223	62	314	26	380	63	240	1,023	213	1,178	137	98	88	97	61	13,967	25,069	7·16	E. I.
	1932-33	1,588	1,627	253	1,363	207	118	310	35	353	65	232	995	207	1,058	139	102	92	99	61	13,624	25,672	6·99	
Great Indian Peninsula. Steam	1931-32	992	983	161	819	226	122	150	24	157	33	89	453	190	507	181	84	103	120	55	*8,905	*21,466	5·77	Steam. G. I. P.
	1932-33	935	940	159	781	282	191	141	26	146	32	90	435	120	471	183	104	107	122	56	*9,788	*23,366	5·82	
Great Indian Peninsula. † Electric	1931-32	65	65	6	59	Nil	Nil	19	Nil	32	1	Nil	52	7	57	256	Nil	58	133	106	*16,971	*21,840	7·80	Elec. † G. I. P.
	1932-33	65	65	6	59	Nil	Nil	23	Nil	27	1	1	52	7	59	213	Nil	67	135	108	*19,389	*25,331	8·10	
Madras and Southern Mahratta.	1931-32	301	307	78	229	Nil	Nil	79	13	54	9	30	185	44	202	139	83	99	109	66	11,246	20,113	8·45	M. & S. M.
	1932-33	303	302	71	231	21	12	87	9	51	8	28	183	40	196	133	108	95	109	66	10,967	19,467	8·07	
Nizam's State	1931-32	88	83	18	65	Nil	Nil	16	5	20	4	6	51	14	68	171	157	105	127	78	14,775	24,002	‡9·78	N. S.
	1932-33	88	84	23	61	Nil	Nil	14	8	18	4	5	49	12	62	161	132	108	124	73	14,813	25,279	9·90	
North Western	1931-32	1,374	1,279	208	1,071	134	37	277	69	243	33	138	760	209	877	124	129	78	97	58	10,224	18,644	6·20	N. W.
	1932-33	1,329	1,275	187	1,088	150	94	278	80	218	33	131	740	230	789	116	141	82	98	57	9,572	18,049	5·95	
South Indian	1931-32	149	151	34	118	4	Nil	48	10	22	10	9	99	17	109	131	92	96	110	72	6,945	13,011	9·47	S. I.
	1932-33	149	150	31	119	3	Nil	51	10	17	10	9	97	21	105	130	85	106	111	72	7,133	14,127	9·22	
Total 5′ 6″ Gauge. Steam	1931-32	5,971	5,866	1,061	4,763	685	252	1,168	185	1,[illegible]	195	685	3,408	883	3,867	138	111	89	103	60	*11,552	*21,668		Steam. Total 5′ 6″ gauge.
	1932-33	5,860	5,804	1,026	4,743	764	495	1,149	206	1,078	194	666	3,293	843	3,555	138	120	91	105	60	*11,149	*21,762		
Total 5′ 6″ Gauge. † Electric	1931-32	65	65	6	59	Nil	Nil	19	Nil	32	1	Nil	52	7	57	256	Nil	58	133	106	*16,971	*21,840		Elec.† Total 5′ 6″ gauge.
	1932-33	65	65	6	59	Nil	Nil	23	Nil	27	1	1	52	7	59	213	Nil	67	135	108	*19,389	25,331		
3′ 3⅜″ Gauge.																								3′ 3⅜″ Gauge.
Assam Bengal	1931-32	199	201	39	162	Nil	Nil	Nil	93	18	8	21	140	22	146	Nil	89	94	88	62	5,106	7,988	9·33	A. B.
	1932-33	203	202	43	159	Nil	Nil	Nil	94	12	7	21	134	25	141	Nil	89	91	87	58	4,510	7,428	8·75	
Bengal and North Western	1931-32	355	387	32	355	53	35	87	65	65	25	36	278	77	304	118	103	82	96	71	6,885	10,877	8·41	B. & N. W.
	1932-33	355	396	31	365	43	4	93	62	66	21	39	281	84	309	118	95	90	97	71	7,046	10,890	8·16	
Bombay, Baroda and Central India.	1931-32	501	490	69	421	21	Nil	98	61	82	19	39	299	109	347	117	76	95	93	57	7,190	12,674	6·49	B.,B. & C.I.
	1932-33	491	482	66	416	21	Nil	100	61	70	17	41	289	107	347	117	82	94	93	56	6,359	11,916	6·33	

† Excluding Electric Multiple Unit Suburban Trains.

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

‡ Revised figures.

22.—*Statement of Engine Usage of Class I Railways for the years 1931-32 and 1932-33*—concld.

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in			Use daily on—			Spare.	Maximum number in use on any one day.	Engine miles per day.					Net ton miles.		Hours worked per day per engine available for use.	Railway.
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.	Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
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
3′ 3⅜″ Gauge—*concld.*																								3′ 3⅜″ Gauge—concld.
Burma	*1931-32*	*429*	*420*	*51*	*370*	*59*	*29*	*22*	*99*	*52*	*12*	*44*	*229*	*110*	*274*	*152*	*105*	*100*	*106*	*57*	*6,646*	*13,462*	*6·69*	Burma.
	1932-33	406	407	46	362	72	38	20	94	45	10	42	211	92	236	159	112	102	107	55	6,180	12,992	6·14	
Eastern Bengal	*1931-32*	*228*	*226*	*21*	*198*	*68*	*38*	*40*	*20*	*29*	*10*	*24*	*123*	*19*	*143*	*130*	*91*	*86*	*100*	*54*	*4,754*	*9,932*	*6·76*	E. B.
	1932-33	226	225	14	206	95	65	39	17	25	6	25	112	11	126	128	101	109	103	52	4,970	10,931	5·94	
Jodhpur	*1931-32*	*105*	*108*	*17*	*91*	*Nil*	*Nil*	*9*	*26*	*6*	*3*	*7*	*51*	*39*	*65*	*127*	*108*	*114*	*109*	*53*	*5,011*	*11,752*	*7·36*	Jodhpur.
	1932-33	105	108	9	99	Nil	Nil	8	28	8	4	7	55	44	67	124	100	101	103	52	4,634	10,182	6·73	
Madras and Southern Mahratta.	*1931-32*	*344*	*356*	*56*	*300*	*Nil*	*Nil*	*55*	*56*	*82*	*8*	*32*	*233*	*67*	*256*	*140*	*93*	*91*	*100*	*66*	*5,404*	*8,615*	*7·93*	M. & S. M.
	1932-33	344	365	56	309	26	6	64	49	78	9	32	232	69	256	137	96	88	100	64	4,947	8,186	7·26	
Nizam's State	*1931-32*	*88*	*87*	*22*	*65*	*Nil*	*Nil*	*23*	*3*	*11*	*3*	*6*	*46*	*19*	*58*	*139*	*112*	*104*	*114*	*61*	*7,602*	*14,135*	**7·43*	N. S.
	1932-33	87	82	18	64	Nil	Nil	20	6	8	3	7	44	20	54	123	131	113	108	58	7,206	13,359	6·89	
Rohilkund and Kumaon	*1931-32*	*75*	*81*	*9*	*72*	*Nil*	*Nil*	*14*	*26*	*6*	*7*	*3*	*56*	*9*	*Nil*	*131*	*88*	*98*	*101*	*70*	*5,971*	*8,715*	*8·23*	R. & K.
	1932-33	75	80	8	72	Nil	Nil	14	23	4	3	8	52	20	Nil	125	103	107	104	68	5,609	9,650	7·82	
South Indian	*1931-32*	*418*	*422*	*84*	*338*	*20*	*4*	*134*	*35*	*52*	*32*	*19*	*272*	*53*	*302*	*117*	*85*	*90*	*100*	*65*	*4,271*	*9,040*	*8·45*	S. I.
	1932-33	418	417	87	330	26	4	135	37	49	20	17	258	56	302	119	86	87	102	63	4,338	8,624	8·17	
Total 3′ 3⅜″ Gauge	*1931-32*	*2,742*	*2,778*	*400*	*2,372*	*221*	*106*	*482*	*484*	*403*	*127*	*231*	*1,727*	*524*	*1,895*	*124*	*94*	*92*	*99*	*62*	*5,951*	*10,658*		Total 3′ 3⅜″ Gauge.
	1932-33	2,710	2,764	378	2,382	283	117	493	471	365	100	239	1,668	528	1,838	124	96	93	99	60	5,644	10,332		
2′ 6″ and 2′ 0″ Gauges.																								2′ 6″ & 2′ 0″ Gauges.
Bengal Nagpur	*1931-32*	*138*	*115*	*23*	*92*	*Nil*	*Nil*	*15*	*24*	*15*	*2*	*11*	*67*	*25*	*76*	*106*	*86*	*77*	*88*	*52*	*1,893*	*3,426*	*7·64*	B. N.
	1932-33	121	115	25	90	Nil	Nil	16	21	15	2	10	64	26	72	91	98	75	88	50	1,877	3,586	7·42	
Bombay, Baroda and Central India.	*1931-32*	*26*	*25*	*6*	*19*	*Nil*	*Nil*	*4*	*10*	*1*	*Nil*	*Nil*	*15*	*4*	*17*	*112*	*69*	*25*	*81*	*49*	*1,424*	*1,424*	*8·19*	B., B. & C. I.
	1932-33	27	25	6	19	Nil	Nil	4	11	1	Nil	Nil	16	3	20	103	67	27	76	49	1,451	1,451	8·52	
Eastern Bengal	*1931-32*	*9*	*9*	*Nil*	*8*	*2*	*1*	*3*	*2*	*Nil*	*Nil*	*Nil*	*5*	*2*	*8*	*60*	*46*	*Nil*	*55*	*34*	*244*	*522*	*6·42*	E. B.
	1932-33	9	9	1	8	1	Nil	3	2	Nil	Nil	Nil	5	2	8	51	55	Nil	53	34	221	421	6·70	
Great Indian Peninsula	*1931-32*	*22*	*22*	*4*	*18*	*1*	*Nil*	*Nil*	*12*	*1*	*1*	*1*	*15*	*2*	*19*	*Nil*	*107*	*15*	*102*	*66*	*1,675*	*2,874*	*8·11*	G. I. P.
	1932-33	22	22	6	16	1	Nil	Nil	12	Nil	Nil	1	13	3	17	Nil	106	Nil	108	64	1,363	2,337	8·49	
North Western	*1931-32*	*100*	*106*	*19*	*87*	*11*	*3*	*9*	*14*	*24*	*1*	*7*	*55*	*26*	*69*	*84*	*100*	*71*	*80*	*41*	*845*	*1,689*	*6·32*	N. W.
	1932-33	100	103	15	88	14	6	8	16	20	2	6	52	26	65	84	103	56	77	39	836	1,726	5·55	
South Indian	*1931-32*	*11*	*11*	*3*	*8*	*1*	*Nil*	*Nil*	*7*	*Nil*	*Nil*	*Nil*	*7*	*1*	*9*	*Nil*	*75*	*Nil*	*75*	*47*	*1,487*	*2,419*	*8·09*	S. I.
	1932-33	11	11	2	9	2	Nil	Nil	7	Nil	Nil	Nil	7	2	8	Nil	74	Nil	73	43	1,386	2,421	6·64	
Total 2′ 6″ and 2′ 0″ Gauges	*1931-32*	*306*	*288*	*55*	*232*	*15*	*4*	*31*	*69*	*41*	*4*	*19*	*164*	*60*	*198*	*96*	*87*	*72*	*84*	*48*	*1,332*	*2,517*		Total 2′ 6″ and 2′ 0″ Gauges.
	1932-33	290	285	55	230	18	6	31	69	36	4	17	157	62	190	87	92	63	83	46	1,389	2,716		

* Revised figure.

23.—*Statement of Loads of Trains of* ***Class I Railways*** *for the years 1931-32 and 1932-33.*

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
			Tons.							Tons.	Tons.	Tons.
5′ 6″ Gauge.												
Bengal Nagpur	*1931-32*	*15*	*393*	*30*	*43*	*69·0*	*23*	*40*	*56·6*	*391*	*888*	*776*
	1932-33	15	410	29	42	68·8	24	42	57·4	370	867	755
Bombay, Baroda and Central India.	*1931-32*	*18*	*382*	*35*	*50*	*71·0*	*25*	*41*	*59·0*	*340*	*856*	*754*
	1932-33	18	387	35	50	70·0	25	44	56·8	336	856	766
Eastern Bengal	*1931-32*	*17*	*371*	*40*	*54*	*74·0*	*28*	*44*	*63·0*	*373*	*936*	*845*
	1932-33	17	382	36	51	70·0	25	40	62·0	340	876	786
East Indian	*1931-32*	*18*	*410*	*34*	*54*	*63·6*	*23*	*34*	*68·1*	*479*	*1,063*	*952*
	1932-33	18	410	35	55	63·3	23	34	68·1	475	1,063	950
Great Indian Peninsula — Steam	*1931-32*	*15*	*390*	*36*	*49*	*75·2*	*20*	*29*	*66·4*	*329*	*824*	*720*
	1932-33	16	391	35	48	72·7	23	35	66·5	355	872	765
Great Indian Peninsula — ** Electric	*1931-32*	*17*	*458*	*44*	*52*	*83·6*	*Nil*	*Nil*	*Nil*	*454*	*1,097*	*962*
	1932-33	17	447	44	52	83·6	Nil	Nil	Nil	465	1,117	978
Madras and Southern Mahratta.	*1931-32*	*14*	*378*	*37*	*50*	*74·1*	*29*	*39*	*74·7*	*334*	*893*	*768*
	1932-33	13	375	38	52	72·8	30	38	77·4	324	893	770
Nizam's State	*1931-32*	*13*	*358*	*28*	*38*	*73·4*	*10*	*17*	*59·0*	*315*	*745*	*632*
	1932-33	13	381	27	39	70·6	10	20	51·7	313	742	626
North Western	*1931-32*	*18*	*413*	*38*	*51*	*73·4*	*24*	*32*	*74·8*	*348*	*857*	*751*
	1932-33	17	406	38	52	72·9	25	33	76·4	315	807	700
South Indian	*1931-32*	*12*	*311*	*26*	*33*	*78·3*	*26*	*33*	*77·6*	*220*	*616*	*517*
	1932-33	12	312	29	35	80·5	25	32	79·4	228	644	541
Average for 5′ 6″ gauge — Steam	*1931-32*	*17*	*396*	*36*	*51*	*69·7*	*23*	*35*	*65·2*	*389*	*923*	*809*
	1932-33	17	396	35	51	68·9	24	37	65·5	380	917	803
Average for 5′ 6″ gauge — ** Electric	*1931-32*	*17*	*458*	*44*	*52*	*83·6*	*Nil*	*Nil*	*Nil*	*454*	*1,097*	*962*
	1932-33	17	447	44	52	83·6	Nil	Nil	Nil	465	1,117	978
3′ 3⅜″ Gauge.												
Assam Bengal	*1931-32*	*24*	*297*	*20*	*31*	*64·5*	*12*	*16*	*75·0*	*127*	*339*	*284*
	1932-33	27	294	19	30	63·3	12	17	70·6	119	325	277
Bengal and North Western.	*1931-32*	*17*	*216*	*35*	*46*	*76·0*	*27*	*35*	*77·1*	*179*	*396*	*345*
	1932-33	17	212	33	43	76·7	24	32	75·0	181	393	342
Bombay, Baroda and Central India.	*1931-32*	*19*	*232*	*32*	*46*	*70·0*	*27*	*38*	*70·0*	*194*	*432*	*378*
	1932-33	18	236	33	48	68·8	28	40	70·0	188	429	374

** Excluding Electric multiple unit suburban trains.

23.—*Statement of Loads of Trains of* ***Class I Railways*** *for the years 1931-32 and 1932-33*—concld.

Railway.	Year.	AVERAGE LOAD PER TRAIN. (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
			Tons.							Tons.	Tons.	Tons.
3′ 3⅜″ Gauge—concld.												
Burma	*1931-32*	*22*	*243*	*39*	*51*	*75·1*	*13*	*18*	*70·5*	*200*	*441*	*368*
	1932-33	22	252	39	51	76·1	12	17	69·3	186	424	350
Eastern Bengal	*1931-32*	*22*	*269*	*34*	*51*	*67·0*	*21*	*32*	*66·0*	*181*	*471*	*418*
	1932-33	22	275	35	50	71·0	21	32	67·0	165	461	405
Jodhpur	*1931-32*	*19*	*271*	*38*	*54*	*71·0*	*11*	*21*	*51·0*	*141*	*350*	*291*
	1932-33	21	282	33	55	60·0	12	23	50·0	134	355	295
Madras and Southern Mahratta.	*1931-32*	*15*	*230*	*25*	*33*	*75·4*	*15*	*21*	*70·8*	*130*	*356*	*287*
	1932-33	15	221	25	33	75·3	16	22	72·1	125	353	284
Nizam's State	*1931-32*	*12*	*190*	*31*	*42*	*74·6*	*Nil*	*Nil*	*Nil*	*222*	*523*	*445*
	1932-33	11	201	29	38	74·6	2	29	7·88	189	461	384
Rohilkund and Kumaon	*1931-32*	*13*	*193*	*24*	*36*	*67·0*	*16*	*29*	*55·0*	*131*	*299*	*248*
	1932-33	13	196	23	35	65·7	19	31	61·3	138	299	2[illegible]7
South Indian	*1931-32*	*16*	*198*	*32*	*44*	*72·8*	*22*	*29*	*74·8*	*149*	*402*	*339*
	1932-33	15	193	31	42	73·8	22	30	75·0	145	393	332
Average for 3′ 3⅜″ gauge.	*1931-32*	*17*	*228*	*32*	*43*	*72·6*	*21*	*30*	*71·9*	*166*	*400*	*338*
	1932-33	16	229	32	44	73·0	21	30	71·5	160	393	332
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1931-32*									*60*	*202*	*150*
	1932-33									63	208	156
Bombay, Baroda and Central India.	*1931-32*									*39*	*118*	*91*
	1932-33									31	106	80
Eastern Bengal	*1931-32*									*12*	*58*	*45*
	1932-33									8	53	39
Great Indian Peninsula	*1931-32*									*33*	*134*	*86*
	1932-33									29	124	75
North Western	*1931-32*									*32*	*146*	*90*
	1932-33									33	141	89
South Indian	*1931-32*									*34*	*126*	*85*
	1932-33									35	127	87
Average for 2′ 6″ and 2′ 0″ gauges.	*1931-32*									*44*	*164*	*112*
	1932-33									44	163	112

24.—Statement* of vehicles and wagons and their usage on Class I Railways for the years 1931-32 and 1932-33.

Railway.	Year	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers.)	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5′ 6″ Gauge.																		
Bengal Nagpur	1931-32	849	327	827	1,553	227	309	111	22,831	22,900	24,525	22,730	20·1	17·1	12·7	14·7	28·1	269
	1932-33	843	331	847	1,598	250	336	107	22,904	23,257	24,896	23,271	20·8	16·5	13·3	14·0	25·0	228
Bombay, Baroda and Central India.	1931-32	625	326	555	1,055	221	252	119	10,417	9,974	10,232	10,081	18·9	13·4	10·3	11·0	27·8	216
	1932-33	628	321	557	1,068	217	248	119	10,426	9,752	0,011	9,911	18·8	13·5	10·4	10·9	27·9	213
Eastern Bengal	1931-32	810	370	755	1,443	246	263	115	8,388	8,137	8,290	7,507	19·7	14·2	8·01	9·93	20·4	149
	1932-33	806	368	762	1,464	249	266	105	8,392	8,110	8,264	7,375	20·0	14·8	8·13	10·2	19·9	142
East Indian	1931-32	2,734	1,094	2,686	4,827	681	853	128	50,172	48,291	48,774	47,823	19·9	13·7	8·80	14·9	32·3	312
	1932-33	2,731	1,004	2,593	4,784	674	849	132	50,002	47,257	47,695	45,993	20·3	13·6	8·47	14·7	32·9	312
Great Indian Peninsula.	1931-32	1,404	964	1,365	2,686	665	803	142	17,601	17,770	19,056	16,443	20·3	15·3	11·0	10·8	43·8	354
	1932-33	1,335	875	1,322	2,628	620	751	144	17,415	18,086	19,379	17,534	20·0	15·2	11·6	11·5	41·0	343
Madras and Southern Mahratta.	1931-32	662	283	715	1,166	212	225	109	5,745	5,747	5,828	5,753	19·8	12·7	7·54	10·2	39·1	298
	1932-33	658	321	728	1,194	217	231	106	5,760	5,833	5,922	6,235	20·4	12·2	7·27	9·74	33·3	244
Nizam's State	1931-32	126	51	119	189	33	34	165	2,164	2,164	2,164	2,323	18·9	15·0	6·26	12·8	32·1	299
	1932-33	125	52	115	191	33	34	157	2,123	2,123	2,123	2,258	19·3	15·6	6·24	13·5	30·8	288
North Western	1931-32	2,643	1,427	2,472	4,717	928	997	115	29,964	28,933	29,904	28,903	19·0	14·6	8·13	10·8	28·3	230
	1932-33	2,640	1,412	2,451	4,688	931	1,002	111	29,830	28,738	29,705	28,663	19·9	13·8	7·83	9·95	28·0	209
South Indian	1931-32	298	99	277	562	73	89	122	1,882	1,865	1,877	1,737	20·9	14·2	8·93	9·24	35·3	259
	1932-33	309	125	287	583	85	93	117	2,030	1,975	1,987	1,868	15·4	14·3	8·85	8·86	30·6	221
Total 5′ 0″ Gauge and average.	1931-32	10,151	4,941	9,771	18,198	3,286	3,825	123	149,164	145,781	150,650	143,300				12·6	31·5	277
	1932-33	10,075	4,809	9,663	18,198	3,276	3,810	121	148,882	145,131	149,982	143,108				12·3	30·5	261
3′ 3⅜″ Gauge.																		
Assam Bengal	1931-32	623	226	584	1,116	108	118	88	5,295	5,229	5,676	5,753	10·3	8·07	6·08	6·65	22·6	109
	1932-33	623	229	605	1,158	107	119	85	5,295	5,266	5,735	5,546	10·3	7·70	6·13	6·41	21·3	98
Bengal and North Western.	1931-32	1,331	249	1,287	1,811	54	55	142	9,977	11,124	11,315	11,293	10·0	9·33	6·83	6·86	22·4	120
	1932-33	1,332	249	1,307	1,851	54	55	122	9,977	11,196	11,382	11,388	10·0	8·72	6·56	7·21	22·0	122
Bombay, Baroda & Central India.	1931-32	1,509	306	1,392	2,511	140	182	89	9,585	9,530	11,089	11,064	9·75	9·23	6·31	7·17	31·8	158
	1932-33	1,492	304	1,371	2,488	140	182	90	9,102	9,323	10,884	10,867	9·54	9·25	6·09	6·89	28·0	144
Burma	1931-32	1,147	403	911	1,733	205	241	106	10,353	10,351	11,283	9,570	12·7	11·8	6·46	8·02	26·7	164
	1932-33	1,064	406	868	1,655	192	223	107	9,904	9,926	10,851	9,148	12·9	11·7	5·95	7·66	25·5	153

*Does not include electric multiple unit suburban service stock.

24.–Statement§ of vehicles and wagons and their usage on Class I Railways for the years 1931-32 and 1932-33 —concld.

Railway.	Year.	COACHING STOCK. Average authorised st (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17.	18	19
3′ 3⅜″ Gauge—concld.																		
Eastern Bengal	1931-32	795	342	808	1,417	228	238	78	5,335	5,419	7,168	6,483	8·87	7·82	6·81	6·06	20·2	83
	1932-33	782	329	808	1,439	222	232	73	5,336	5,364	7,116	6,631	8·96	8·14	6·84	5·27	21·6	81
Jodhpur	1931-32	230	88	232	392	26	33	113	2,429	2,429	2,658	2,468	10·8	8·91	2·78	5·76	26·3	119
	1932-33	231	89	234	396	26	33	111	2,389	2,389	2,591	2,792	10·6	8·88	2·58	5·57	25·3	100
Madras and Southern Mahratta.	1931-32	919	177	867	1,403	173	183	96	7,229	8,387	8,823	8,717	9·07	7·38	4·78	6·46	29·5	144
	1932-33	909	226	884	1,437	173	183	94	7,260	8,162	8,573	8,474	10·1	7·32	4·81	6·26	27·6	132
Nizam's State.	1931-32	159	41	152	227	16	16	148	1,326	1,326	1,332	1,299	10·5	9·45	5·08	7·76	33·2	193
	1932-33	159	41	154	231	16	16	126	1,346	1,326	1,332	1,301	10·2	9·19	5·32	7·78	30·0	174
Rohilkund & Kumaon.	1931-32	251	75	231	346	29	29	106	2,475	2,636	2,676	2,465	12·0	10·5	5·62	8·91	15·9	90
	1932-33	251	75	231	346	29	29	102	2,475	2,550	2,590	2,442	11·5	10·4	6·86	9·19	14·7	94
South Indian	1931-32	1,284	214	1,256	2,488	130	199	99	5,399	5,495	7,863	7,701	9·96	7·90	4·99	5·69	22·0	93
	1932-33	1,286	210	1,234	2,443	126	213	97	5,392	5,400	7,681	7,559	10 2	8·01	5·11	5·62	21·1	90
Total 3′3⅜″ Gauge and Average.	1931-32	3,248	2,121	7,720	13,444	1,109	1,294	102	59,403	61,926	69,883	66,813				6·84	25·4	128
	1932-33	8,129	2,158	7,696	13,444	1,095	1,285	97	58,476	60,902	68,735	66,148				6·67	24·0	120
2′ 6″ & 2′ 0″ Gauges																		
Bengal Nagpur	1931-32	394	48	373	735	26	50	69	1,953	1,952	3,864	3,837				3·67	10·2	26
	1932-33	395	47	377	742	25	49	67	1,952	1,952	3,864	3,823				3·65	10·5	27
Bombay, Baroda and Central India.	1931-32	67	1	66	132	1	2	*	289	281	455	453				3·97	9·61	24
	1932-33	71	1	66	132	1	2	*	307	297	489	488				3·39	9·30	20
Eastern Bengal	1931-32	71	3	56	56	Nil	Nil	50	34	25	25	8				1·76	14·1	19
	1932-33	69	3	54	54	Nil	Nil	50	25	25	25	6				1·18	18·1	19
Great Indian Peninsula.	1931-32	48	3	48	91	2	2	110	201	192	379	379				3·17	20·4	44
	1932-33	48	3	48	91	2	2	95	201	195	385	385				3·05	19·6	43
North Western	1931-32	337	83	316	575	62	103	33	821	832	1,441	1,412				3·50	17·7	41
	1932-33	335	83	313	583	66	108	32	815	802	1,401	1,350				3·54	16·5	40
South Indian	1931-32	34	1	34	68	Nil	Nil	87	78	78	156	156				2·43	14·6	30
	1932-33	34	1	34	68	Nil	Nil	79	78	78	156	156				2·65	12·5	27
Total 2′ 6″ & 2′ 0″ Gauges and Average.	1931-32	951	139	893	1,657	91	157	57	3,376	3,360	6,320	6,245				3·54	12·6	31
	1932-33	952	138	892	1,670	94	161	54	3,378	3,349	6,320	6,208				3·51	12·4	30

*Information not available

§ Does not include electric multiple unit suburban service stock.

25.—*Statement of Density of Traffic on* **Class I Railways** *for the years 1931-32 and 1932-33.*

Railway.	Year.	Passenger miles per annum (Including Departmental.)		Net ton miles per annum (Including Departmental.)		Gross ton miles per annum (Including Departmental & weight of engine.)		Train miles per running track mile per day (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1931-32*	*323,663*	*354,236*	*827,603*	*911,399*	*2,696,650*	*2,970,758*	*11·4*
	1932-33	297,155	327,672	708,005	778,875	2,483,980	2,733,590	10·6
Bombay, Baroda and Central India.	*1931-32*	*700,714*	*855,228*	*489,266*	*597,154*	*2,164,551*	*2,641,855*	*10·5*
	1932-33	699,228	853,415	474,770	579,461	2,140,254	2,612,201	10·4
Eastern Bengal	*1931-32*	*605,192*	*747,475*	*395,747*	*490,115*	*2,582,567*	*3,198,392*	*14·5*
	1932-33	566,896	701,866	363,441	451,192	2,422,117	3,006,927	13·5
East Indian	*1931-32*	*638,878*	*792,730*	*1,030,036*	*1,276,546*	*3,570,708*	*4,419,526*	*14·3*
	1932-33	613,870	765,458	966,915	1,199,867	3,448,522	4,273,529	14·0
Great Indian Peninsula.	*1931-32*	*401,232*	*501,840*	*494,544*	*618,549*	*2,470,985*	*3,090,575*	*13·6*
	1932-33	397,675	497,381	509,302	636,997	2,451,170	3,065,738	13·3
Madras and Southern Mahratta.	*1931-32*	*623,227*	*655,174*	*521,275*	*547,996*	*2,698,534*	*2,836,861*	*13·8*
	1932-33	587,125	617,247	460,465	484,068	2,625,426	2,760,005	13·9
Nizam's State.	*1931-32*	*292,461*	*292,461*	*445,008*	*445,008*	*1,763,210*	*1,763,210*	*9·17*
	1932-33	234,036	234,036	348,817	348,817	1,400,791	1,400,791	7·17
North-Western	*1931-32*	*404,051*	*462,341*	*363,553*	*416,001*	*1,730,836*	*1,980,533*	*8·14*
	1932-33	378,069	431,347	317,953	362,759	1,610,235	1,837,154	8·10
South Indian	*1931-32*	*509,530*	*509,530*	*287,399*	*287,399*	*1,948,815*	*1,948,815*	*14·3*
	1932-33	497,127	497,127	268,316	268,316	1,910,629	1,910,629	14·2
Total 5′ 6″ gauge	*1931-32*	*480,782*	*557,523*	*596,988*	*692,278*	*2,459,805*	*2,852,434*	*11·4*
	1932-33	463,233	543,553	560,060	657,169	2,382,194	2,795,243	11·2
3′ 3⅜″ Gauge.								
Assam Bengal	*1931-32*	*223,059*	*223,059*	*183,207*	*183,207*	*839,653*	*839,653*	*7·35*
	1932-33	208,374	208,374	159,710	159,710	785,739	785,739	7·03
Bengal and North Western.	*1931-32*	*464,118*	*466,244*	*225,184*	*226,216*	*525,046*	*527,452*	*9·94*
	1932-33	454,657	456,741	230,531	231,587	530,504	532,936	10·0
Bombay, Baroda and Central India.	*1931-32*	*414,194*	*414,682*	*263,780*	*264,092*	*1,075,018*	*1,076,285*	*9·39*
	1932-33	438,620	439,119	236,612	236,881	1,043,840	1,045,028	9·13
Burma	*1931-32*	*230,160*	*253,302*	*264,273*	*290,844*	*1,014,729*	*1,116,757*	*8·58*
	1932-33	219,706	241,796	235,427	259,099	972,373	1,070,142	8·16

25.—*Statement of Density of Traffic on* **Class I Railways** *for the years 1931-32 and 1932-33*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1931-32*	*355,774*	*358,328*	*221,297*	*222,886*	*1,177,056*	*1,185,505*	*9·51*
	1932-33	340,737	341,990	199,517	200,254	1,125,007	1,129,164	8·94
Jodhpur	*1931-32*	*152,494*	*152,494*	*114,882*	*114,882*	*516,937*	*516,937*	*4·55*
	1932-33	162,894	162,894	104,777	104,777	517,101	517,101	4·47
Madras and Southern Mahratta.	*1931-32*	*239,701*	*239,701*	*222,930*	*222,930*	*997,362*	*997,362*	*9·36*
	1932-33	227,092	227,092	198,477	198,477	965,616	965,616	9·46
Nizam's State.	*1931-32*	*276,708*	*284,181*	*138,981*	*142,735*	*673,633*	*692,100*	*6·60*
	1932-33	261,355	268,414	124,930	128,304	620,255	637,007	5·92
Rohilkund and Kumaon.	*1931-32*	*273,890*	*274,447*	*141,717*	*142,005*	*714,976*	*716,429*	*8·49*
	1932-33	283,495	284,071	153,859	154,172	685,218	686,611	8·14
South Indian	*1931-32*	*581,086*	*592,786*	*157,090*	*160,055*	*1,137,460*	*1,160,362*	*14·4*
	1932-33	569,472	580,649	141,211	143,982	1,088,199	1,109,556	14·1
Total 3′ 3⅜″ Gauge	*1931-32*	*342,719*	*348,217*	*212,719*	*216,132*	*977,973*	*993,663*	*9·17*
	1932-33	338,430	344,707	195,316	198,939	940,567	958,013	8·88
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1931-32*	*89,968*	*89,968*	*41,494*	*41,494*	*329,825*	*329,825*	*5·02*
	1932-33	84,510	84,510	43,636	43,636	327,408	327,408	4·83
Bombay, Baroda and Central India.	*1931-32*	*119,936*	*119,936*	*19,822*	*19,822*	*175,089*	*175,089*	*4·98*
	1932-33	129,279	129,279	17,472	17,472	164,280	164,280	4·96
Eastern Bengal	*1931-32*	*173,734*	*173,734*	*1,748*	*1,748*	*153,750*	*153,750*	*8·15*
	1932-33	152,192	152,192	3,636	3,636	152,226	152,226	8·04
Great Indian Peninsula	*1931-32*	*60,334*	*60,334*	*24,472*	*24,472*	*226,376*	*226,376*	*5·72*
	1932-33	60,883	60,883	28,512	28,512	237,949	237,949	5·32
North Western	*1931-32*	*58,208*	*58,208*	*31,874*	*31,874*	*261,918*	*261,918*	*5·32*
	1932-33	51,708	51,708	30,339	30,339	244,162	244,162	4·74
South Indian	*1931-32*	*87,719*	*87,719*	*17,094*	*17,094*	*198,106*	*198,106*	*4·93*
	1932 33	71,696	71,696	15,483	15,483	181,869	181,869	4·54
Total 2′ 6″ and 2′ 0″ Gauges.	*1931-32*	*89,930*	*89,930*	*36,177*	*36,177*	*302,158*	*302,158*	*5·61*
	1932-33	76,195	76,195	32,896	32,896	263,656	263,656	4·87
Total Class I Railways	*1931-32*	*411,856*	*450,910*	*430,063*	*470,844*	*1,816,337*	*1,988,574*	*10·3*
	1932-33	397,417	438,071	399,470	440,334	1,745,634	1,924,206	10·0

26 (a).—*Statement of Repairs of Rolling Stock of Class I Railways for the years 1931-32 and 1932-33.*

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	Engines. In Mechanical Workshops. Percentage of column 3 to average total No. on line.	Engines. In sheds and transportation Workshops. Number.	Engines. In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Coaching Stock. Other Coaching Vehicles.	Coaching Stock. Percentage of column 7 to average total No. on line.	Coaching Stock. 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	*1931-32*	*58*	*8·07*	*127*	*17·5*	*104*	*31*	*12·6*	*13·7*
	1932-33	45	6·19	125	17·2	111	30	13·1	12·0
Bombay, Baroda and Central India	*1931-32*	*19*	*5·00*	*70*	*18·1*	*68*	*21*	*12·2*	*9·55*
	1932-33	19	4·81	66	17·5	70	18	12·6	8·06
Eastern Bengal	*1931-32*	*13*	*4·02*	*26*	*8·12*	*53*	*13*	*7·02*	*5·08*
	1932-33	16	5·13	30	9·27	68	20	8·87	8·11
East Indian	*1931-32*	*69*	*4·24*	*180*	*11·1*	*170*	*42*	*6·33*	*6·17*
	1932-33	63	3·87	190	11·7	182	40	7·02	5·93
Great Indian Peninsula — Steam	*1931-32*	*25*	*2·55*	*136*	*13·9*	*65*	*23*	*4·76*	*3·46*
	1932-33	27	2·84	132	14·2	76	29	5·74	4·67
Great Indian Peninsula — Electric*	*1931-32*	*1*	*1·54*	*5*	*7·69*				
	1932-33	Nil	Nil	6	9·23				
Madras and Southern Mahratta	*1931-32*	*28*	*9·32*	*50*	*16·3*	*41*	*9*	*5·81*	*4·20*
	1932-33	27	8·87	44	14·6	51	11	7·05	5·21
Nizam's State	*1931-32*	*7*	*8·43*	*11*	*13·3*	*9*	*2*	*7·56*	*†5·88*
	1932-33	7	8·33	16	19·0	11	2	9·57	6·06
North Western	*1931-32*	*64*	*5·02*	*144*	*11·3*	*255*	*108*	*10·3*	*11·6*
	1932-33	45	3·53	142	11·1	264	85	10·8	9·13
South Indian	*1931-32*	*14*	*8·94*	*20*	*13·2*	*31*	*6*	*11·2*	*8·22*
	1932-33	9	6·28	22	14·3	29	7	10·1	8·24
Total 5′ 6″ gauge — Steam	*1931-32*	*297*	*5·06*	*764*	*13·0*	*796*	*255*	*8·15*	*7·76*
	1932-33	258	4·45	767	13·2	862	242	8·92	7·39
Total 5′ 6″ gauge — Electric*	*1931-32*	*1*	*1·54*	*5*	*7·69*				
	1932-33	Nil	Nil	6	9·23				
3′ 3⅜″ Gauge.									
Assam-Bengal	*1931-32*	*10*	*5·00*	*29*	*14·5*	*57*	*16*	*9·76*	*7·41*
	1932-33	11	5·47	32	15·9	70	19	11·6	6·54
Bengal and North-Western	*1931-32*	*13*	*3·45*	*19*	*5·05*	*96*	*3*	*7·46*	*5·56*
	1932-33	14	3·62	17	4·39	106	2	8·11	3·70
Bombay, Baroda and Central India	*1931-32*	*19*	*3·81*	*50*	*10·2*	*80*	*7*	*5·75*	*5·00*
	1932-33	20	4·17	46	9·49	94	11	6·86	7·86
Burma	*1931-32*	*17*	*3·99*	*34*	*8·04*	*31*	*1*	*3·35*	*0·45*
	1932-33	16	3·81	30	7·43	35	2	3·99	1·20

* Excluding Electric multiple unit suburban trains. †Revised figures.

Coaching Stock. Average number under or awaiting repairs daily (in units). In Sick lines and transportation workshops. Passenger carriages.	Coaching Stock. Other Coaching Vehicles.	Coaching Stock. Percentage of column 11 to average total No. on line.	Coaching Stock. Percentage of column 12 to average total No. on line.	Goods Stock. Average number of unserviceable Wagons daily (in terms of 4-wheelers). In Mechanical Workshops. Number.	Goods Stock. In Mechanical Workshops. Percentage of column 15 to average total No. on line daily.	Goods Stock. In Sick lines and transportation Workshops. Number.	Goods Stock. In Sick lines and transportation Workshops. Percentage of column 17 to average total No. on line daily.	Hot Boxes Average Number (Monthly). Coaching. Number.	Hot Boxes. Coaching. Per 10,000,000 Vehicle miles.	Hot Boxes. Goods. Number.	Hot Boxes. Goods. Per 1,000,000 Wagon miles.	Railway.
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
12	*3*	*1·39*	*1·53*	*590*	*2·60*	*2,224*	*9·79*	*20*	*29·6*	*485*	*23·5*	Bengal-Nagpur.
30	12	3·59	2·95	354	1·52	4,419	19·0	8	11·8	383	20·2	
3	*1*	*0·50*	*0·15*	*257*	*2·55*	*104*	*1·03*	*1*	*1·01*	*88*	*9·47*	Bombay, Baroda and Central India.
2	1	0·39	0·15	276	2·79	121	1·22	3	3·79	93	10·7	
3	*1*	*0·38*	*0·34*	*55*	*0·73*	*431*	*5·74*	*1*	*1·55*	*59*	*10·8*	Eastern Bengal.
3	1	0·38	0·26	70	0·95	587	7·96	3	4·73	37	7·11	
64	*10*	*2·38*	*1·47*	*352*	*0·74*	*3,817*	*7·98*	*20*	*8·51*	*762*	*15·2*	East Indian.
39	9	1·50	1·34	385	0·84	6,283	13·7	31	12·9	576	11·7	
20	*2*	*1·47*	*0·32*	*163*	*0·99*	*849*	*5·16*	*8*	*4·83*	*298*	*12·7*	Great Indian Peninsula — Steam.
10	4	0·78	0·71	169	0·96	1,693	9·66	10	6·12	273	11·8	
6	*1*	*0·87*	*0·37*	*73*	*1·27*	*182*	*3·15*	*4*	*7·37*	*76*	*10·5*	Madras and Southern Mahratta.
6	1	0·81	0·32	91	1·46	412	6·61	6	12·8	49	7·17	
1	*Nil*	*0 84*	*Nil*	*85*	*3·66*	*13*	*0·56*	*2*	*18·4*	*28*	*11·5*	Nizam's State.
1	Nil	0·87	Nil	86	3·81	9	0·40	2	16·4	17	7·22	
97	*25*	*3·93*	*2·67*	*337*	*1·17*	*1,641*	*5·68*	*23*	*10·9*	*416*	*15·5*	North Western.
120	36	4·91	3·82	320	1·12	3,110	10·9	37	17·8	377	14·5	
8	*1*	*2·93*	*1·79*	*57*	*3·28*	*20*	*1·15*	*4*	*14·9*	*15*	*7·21*	South Indian.
10	1	3·34	0·99	68	3·64	20	1·07	1	5·69	14	6·61	
214	*44*	*2·19*	*1·34*	*1,969*	*1·37*	*9,281*	*6·48*	*83*		*2,227*		Total 5′ 6″ Gauge. Steam.
221	65	2·29	1·98	1,819	1·27	16,654	11·6	101		1,819		
												3′ 3⅜″ Gauge.
2	*1*	*0·39*	*0·69*	*216*	*3·75*	*71*	*1·23*	*14*	*38·0*	*43*	*10·0*	Assam-Bengal.
2	1	0·28	0·58	240	4·33	61	1·10	13	36·0	33	8·00	
4	*Nil*	*0·31*	*Nil*	*200*	*1·77*	*102*	*0·90*	*5*	*5·17*	*25*	*2·94*	Bengal and North-Western.
3	Nil	0·23	Nil	109	0·96	106	0·93	4	5·36	20	2·34	
13	*1*	*0·90*	*0·60*	*97*	*0·87*	*69*	*0·63*	*17*	*21·0*	*171*	*15·4*	Bombay, Baroda and Central India.
11	1	0·82	0·44	150	1·38	64	0·59	11	13·4	96	9·33	
20	*3*	*2·16*	*1·64*	*46*	*0·48*	*162*	*1·69*	*1*	*1·16*	*34*	*3·85*	Burma.
20	4	2·34	2·06	38	0·42	153	1·68	1	1·99	34	4·07	

26 (a).—*Statement of Repairs of Rolling Stock of* **Class I Railways** *for the years 1931-32 and 1932-33*—concld.

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average otal No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Sick lines and transportation Workshops. Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Goods Stock. Average number of unserviceable wagons daily (in terms of 4-wheelers). In Mechanical Workshops. Number.	Percentage of column 15 to average total No. on line daily.	In Sick lines and transportation Workshops. Number.	Percentage of column 17 to average total No. on line daily.	Hot Boxes. Average number (Monthly). Coaching. Number.	Per 10,000,000 vehicle miles.	Goods. Number.	Per 1,000,000 wagon miles.	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
3′ 3⅜″ Gauge—*concld.*																						3′ 3⅜″ Gauge—*concld.*
Eastern Bengal	*1931-32*	*7*	*2·92*	*14*	*6·04*	*69*	*12*	*8·50*	*5·12*	*12*	*2*	*1·48*	*0·83*	*53*	*0·81*	*120*	*1·85*	*2*	*4·04*	*6*	*1·16*	Eastern Bengal.
	1932-33	6	2·89	8	3·41	59	12	7·24	5·37	11	1	1·30	0·65	56	0·84	337	5·08	2	4·73	8	1·59	
Jodhpur	*1931-32*	*10*	*9·26*	*7*	*6·48*	*18*	*2*	*7·79*	*7·69*	*1*	*Nil*	*0·53*	(a) *0·54*	*44*	*1·78*	*11*	*0·45*	*2*	*12·0*	*9*	*4·00*	Jodhpur.
	1932-33	4	3·70	5	4·63	26	3	11·1	11·5	1	..	0·63	0·50	51	1·83	10	0·36	2	15·8	6	2·58	
Madras and Southern Mahratta	*1931-32*	*22*	*6·19*	*34*	*9·50*	*63*	*11*	*7·29*	*6·42*	*6*	*1*	*0·64*	*0·60*	*39*	*0·45*	*109*	*1·25*	*6*	*11·8*	*91*	*10·7*	Madras and Southern Mahratta.
	1932-33	24	6·45	32	8·82	62	10	7·06	5·68	5	1	0·59	0·32	66	0·77	91	1·08	7	13·4	76	9·53	
Nizam's State	*1931-32*	*8*	*9·20*	*14*	*16·1*	*16*	*1*	*10·5*	*6·25*	*1*	*Nil*	*0·66*	*Nil*	*62*	*4·77*	*3*	*0·23*	*1*	*8·61*	*2*	*1·35*	Nizam's State.
	1932-33	5	6·10	13	15·9	16	1	10·4	6·25	1	1	0·65	0·25	54	4·15	1	0·08	1	9·59	3	2·15	
Rohilkund and Kumaon	*1931-32*	*4*	*4·60*	*5*	*6·08*	*14*	*2*	*5·88*	*7·79*	*Nil*	*Nil*	*Nil*	*Nil*	*24*	*0·97*	*16*	*0·65*	*30*	*18·3*	*66*	*3·94*	Rohilkund and Kumaon.
	1932-33	3	3·70	5	6·15	11	3	4·93	10·9	Nil	Nil	Nil	Nil	32	1·31	15	0·61	21	13·4	58	3·74	
South Indian — Steam	*1931-32*	*25*	*6·08*	*58*	*14·0*	*96*	*7*	*7·64*	*5·38*	*42*	*3*	*3·33*	*2·32*	*143*	*1·86*	*169*	*2·19*	*16*	*19·4*	*14*	*2·08*	South Indian. Steam
	1932-33	22	5·23	66	15·9	88	10	7·13	7·35	26	4	2·08	2·77	159	2·10	148	1·96	6	7·34	14	2·43	
South Indian — Electric*	*1931-32*	..	(a)*2·75*	*Nil*	*Nil*																	* Electric
	1932-33	*Nil*	*Nil*	*Nil*	*Nil*																	
Total 3′ 3⅜″ Gauge — Steam	*1931-32*	*135*	*4·86*	*264*	*9·50*	*540*	*62*	*6·99*	*5·59*	*101*	*11*	*1·31*	*0·99*	*924*	*1·38*	*832*	*1·25*	*94*		*461*		Total 3′ 3⅜″ Gauge. Steam
	1932-33	125	4·52	254	9.19	567	73	7·37	6·67	80	13	1·04	1·19	955	1·44	986	1·49	68		348		
Total 3′ 3⅜″ Gauge — Electric*	*1931-32*	..	(a)*2·75*	*Nil*	*Nil*																	* Electric
	1932-33	*Nil*	*Nil*	*Nil*	*Nil*																	
2′ 6″ and 2′ 0″ Gauges.																						2′ 6″ and 2′ 0″ Gauges.
Bengal-Nagpur	*1931-32*	*7*	*6·47*	*16*	*13·5*	*18*	*2*	*4·86*	*8·54*	*12*	*Nil*	*3·32*	(a) *0·42*	*22*	*0·58*	*122*	*3·15*	*1*	*4·38*	*6*	*4·35*	Bengal-Nagpur.
	1932-33	8	7·37	17	14·6	20	2	5·42	7·45	13	..	3·37	1·52	27	0·71	135	3·52	3	19·8	3	2·02	
Bombay, Baroda and Central India	*1931-32*	*2*	*8·33*	*2*	*8·33*	*1*	*Nil*	*1·39*	*Nil*	*3*	*Nil*	*5·20*	*Nil*	*1*	*0·24*	*11*	*2·41*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
	1932-33	3	11·0	3	10·0	1	Nil	0·51	Ni	4	1	5·68	33·3	1	0·20	15	3·11	Nil	Nil	Nil	Nil	
Eastern Bengal	*1931-32*	..	(a)*4·09*	..	(a) *2·33*	*2*	*Nil*	*3·70*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	(a) *5·41*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
	1932-33	..	(a)1·34	1	11·8	4	Nil	7·14	Nil	Nil	Nil	Nil	Nil	..	1·56	Nil	Nil	Nil	Nil	Nil	Nil	
Great Indian Peninsula	*1931-32*	*1*	†*4·55*	*3*	†*13·6*	*Nil*	*Nil*	*Nil*	*Nil*	*2*	*Nil*	†*3·98*	*Nil*	*Nil*	*Nil*	*8*	†*2·11*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
	1932-33	2	9·09	4	18·2	Nil	Nil	Nil	Nil	2	Nil	3·83	Nil	Nil	Nil	8	2·08	Nil	Nil	Nil	Nil	
North Western	*1931-32*	*6*	*5·66*	*13*	*12·3*	*9*	*2*	*2·85*	*3·23*	*9*	*2*	*2·71*	*3·40*	*20*	*1·42*	*31*	*2·20*	*2*	*22·7*	*2*	*2·39*	North Western.
	1932-33	3	2·77	12	11·7	7	2	2·24	3·03	9	2	2·89	3·35	15	1·11	37	2·74	2	27·7	5	5·92	
South Indian	*1931-32*	*1*	*9·82*	*2*	*15·5*	*Nil*	*Nil*	*Nil*	*Nil*	*2*	*Nil*	*5·97*	*Nil*	*Nil*	*Nil*	*4*	*2·56*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
	1932-33	1	4·55	1	13·2	Nil	Nil	Nil	Nil	2	Nil	5·94	Nil	Nil	Nil	2	1·28	Nil	Nil	Nil	Nil	
Total 2′ 6″ and 2′ 0″ Gauges	*1931-32*	*17*	*5·90*	*36*	*12·5*	*30*	*4*	*3·36*	*4·40*	*28*	*2*	*3·14*	*2·20*	*43*	*0·69*	*176*	*2·82*	*3*		*8*		Total 2′ 6″ and 2′ 0″ Gauges.
	1932-33	17	5·96	38	13·3	32	4	3·59	4·26	30	3	3·36	3·19	43	0·69	197	3·17	5		8		
Total Class I Railways — Steam	*1931-32*	*449*	*5·03*	*1,064*	*11·9*	*1,366*	*321*	*7·43*	*7·15*	*343*	*57*	*1·87*	*1·27*	*2,936*	*1·36*	*10,289*	*4·76*	*180*		*2,696*		Total Class I Railways. Steam
	1932-33	400	4·52	1,059	12·0	1,461	319	8·01	7·14	331	81	1·81	1·81	2,817	1·31	17,837	8·28	174		2,175		
Total Class I Railways — Electric*	*1931-32*	*1*	*1·54*	*5*	*7·69*																	* Electric
	1932-33	Nil	Nil	6	9·23																	

* Excluding electric multiple unit suburban trains.

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

26 (b).—*Statement of cost of Repairs and Maintenance of Rolling Stock of Class I Railways for the year 1932-33.*

Railway.	Cost per equated engine mile.*			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.	Mechanical workshops.	Transportation workshops.	Total.	
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.	As.	As.	As.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5′ 6″ GAUGE.
Bengal Nagpur	1·86	1·21	3·07	601·3	198·6	799·9	64·7	47·5	112·2	Bengal Nagpur.
Bombay, Baroda & Central India	2·11	1·48	3·59	807·1	140·0	947·1	61·3	42·0	103·3	Bombay, Baroda & Central India.
Eastern Bengal	1·80	0·88	2·68	334·5	68·1	402·6	59·5	12·4	71·9	Eastern Bengal.
East Indian	1·81	1·23	3·04	475·4	87·3	562·7	49·8	41·3	91·1	East Indian.
Great Indian Peninsula	1·73	1·30	3·03	707·1	131·2	838·3	50·1	45·4	95·5	Great Indian Peninsula.
Madras and Southern Mahratta	2·13	1·42	3·55	388·7	81·9	470·6	66·7	29·3	96·0	Madras and Southern Mahratta.
Nizam's State	1·96	1·27	3·23	733·8	45·5	779·3	92·1	37·3	129·4	Nizam's State.
North Western	1·54	1·64	3·18	382·0	78·2	460·2	55·0	37·3	92·3	North-Western.
South Indian	1·42	1·08	2·50	211·3	47·5	258·8	29·9	7·84	37·7	South Indian.
Averages			3·10			597·1			95·2	Averages.
3′ 3⅜″ GAUGE.										3′ 3⅜″ GAUGE.
Assam Bengal	1·34	1·85	3·19	242·8	31·0	273·8	37·8	11·4	49·2	Assam Bengal.
Bengal and North Western	1·32	1·45	2·77	182·8	52·6	235·4	20·0	13·0	33·0	Bengal and North Western.
Bombay, Baroda & Central India	2·86	2·11	4·97	381·7	72·0	453·7	49·0	19·9	68·9	Bombay, Baroda & Central India.
Burma	1·53	1·38	2·91	165·5	37·1	202·6	39·5	11·8	51·3	Burma.
Eastern Bengal	1·91	1·22	3·13	272·2	66·0	338·2	30·7	13·1	43·8	Eastern Bengal.
Jodhpur	2·15	2·11	4·26	360·1	37·4	397·5	47·1	11·1	58·2	Jodhpur.
Madras and Southern Mahratta	1·75	1·33	3·08	315·7	34·4	350·1	29·0	11·2	40·2	Madras and Southern Mahratta.
Nizam's State	3·30	1·83	5·13	610·9	26·3	637·2	54·8	17·9	72·7	Nizam's State.
Rohilkund and Kumaon	1·63	1·38	3·01	208·9	32·0	240·9	15·2	5·48	20·7	Rohilkund and Kumaon.
South Indian	1·79	1·64	3·43	160·7	33·5	194·2	14·4	4·97	19·4	South Indian.
Averages			3·48			299·6			44·5	Averages.

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

27 (a).—*Statement of coal consumed on* **Class I Railways** *during the years 1931-32 and 1932-33.*

Railway.	Year.	Fuel consumed by locomotives (Tons). Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Fuel consumed for pumping engines, Foreign coal.	Indian coal.	All other purposes such as for workshops, steamers, etc. (Tons.) Wood.	Oil fuel.	* Total (in terms of coal).	Total fuel consumed. (Tons.) Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Railway.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
5′ 6″ Gauge.																	5′ 6″ Gauge.
Bengal Nagpur	*1931-32*	*Nil*	*641,892*	*Nil*	*Nil*	*644,892*	*Nil*	*107,635*	*Nil*	*Nil*	*107,635*	*Nil*	*752,527*	*Nil*	*Nil*	*752,527*	Bengal Nagpur.
	1932-33	Nil	608,108	Nil	Nil	608,108	Nil	100,224	Nil	Nil	100,224	Nil	708,332	Nil	Nil	708,332	
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*251,856*	*4,269*	*Nil*	*253,564*	*Nil*	*21,749*	*1,620*	*Nil*	*22,397*	*Nil*	*273,605*	*5,889*	*Nil*	*275,961*	Bombay, Baroda and Central India.
	1932-33	Nil	251,784	3,637	Nil	253,239	Nil	21,458	1,420	Nil	22,026	Nil	273,242	5,057	Nil	275,265	
Eastern Bengal	*1931-32*	*Nil*	*217,264*	*Nil*	*Nil*	*217,264*	*Nil*	*29,592*	*Nil*	*Nil*	*29,592*	*Nil*	*246,856*	*Nil*	*Nil*	*246,856*	Eastern Bengal.
	1932-33	Nil	208,729	Nil	Nil	208,729	Nil	37,540	Nil	Nil	37,540	Nil	246,269	Nil	Nil	246,269	
East Indian	*1931-32*	*Nil*	*1,211,431*	*255*	*Nil*	*1,211,533*	*Nil*	*185,972*	*783*	*391*	*186,998*	*Nil*	*1,397,403*	*1,038*	*391*	*1,398,531*	East Indian.
	1932-33	Nil	1,199,646	265	Nil	1,199,752	Nil	180,489	833	554	181,829	Nil	1,380,135	1,098	554	1,381,581	
Great Indian Peninsula	*1931-32*	*Nil*	*684,968*	*3*	*18,614*	*718,813*	*Nil*	*104,636*	*Nil*	*3,096*	*110,265*	*Nil*	*789,604*	*3*	*21,710*	*829,078*	Great Indian Peninsula.
	1932-33	Ni	676,712	143	13,704	701,685	Nil	103,982	Nil	1,537	106,777	Nil	780,694	143	15,241	808,462	
Madras and Southern Mahratta	*1931-32*	*Nil*	*238,559*	*Nil*	*22*	*238,599*	*Nil*	*11,333*	*Nil*	*635*	*12,488*	*Nil*	*249,892*	*Nil*	*657*	*251,087*	Madras and Southern Mahratta.
	1932-33	Nil	242,516	Nil	17	242,547	Nil	10,193	Nil	632	11,343	Nil	252,709	Nil	649	253,890	
Nizam's State	*1931-32*	*Nil*	*85,868*	*230*	*Nil*	*85,960*	*Nil*	*†6,836*	*12*	*Nil*	*†6,841*	*Nil*	*†92,704*	*242*	*Nil*	*†92,801*	Nizam's State.
	1932-33	Nil	81,947	223	Nil	82,036	Nil	7,969	14	Nil	7,975	Nil	89,916	237	Nil	90,011	
North Western	*1931-32*	*Nil*	*808,595*	*Nil*	*45,858*	*891,973*	*Nil*	*131,859*	*2,907*	*5,932*	*143,810*	*Nil*	*940,454*	*2,907*	*51,790*	*1,035,783*	North Western.
	1932-33	Nil	786,813	Nil	38,388	856,609	51	119,135	546	5,623	129,642	51	905,948	546	44,011	986,251	
South Indian	*1931-32*	*Nil*	*98,170*	*52*	*18*	*98,223*	*Nil*	*1,746*	*Nil*	*28*	*1,797*	*Nil*	*99,916*	*52*	*46*	*100,020*	South Indian.
	1932-33	Nil	94,152	105	7	94,206	Nil	1,581	19	29	1,642	Nil	95,733	124	36	95,848	
Total 5′ 6″ Gauge	*1931-32*	*Nil*	*4,241,603*	*4,809*	*64,512*	*4,360,821*	*Nil*	*†601,358*	*5,322*	*10,082*	*†621,823*	*Nil*	*†4,842,961*	*10,131*	*74,594*	*†4,982,644*	Total 5′ 6″ Gauge.
	1932-33	Nil	4,150,407	4,373	52,116	4,246,911	51	582,571	2,832	8,375	598,998	51	4,732,978	7,205	60,491	4,845,909	
3′ 3⅜″ Gauge.																	3′ 3⅜″ Gauge.
Assam Bengal	*1931-32*	*Nil*	*100,945*	*Nil*	*Nil*	*100,945*	*Nil*	*15,855*	*Nil*	*Nil*	*15,855*	*Nil*	*116,800*	*Nil*	*Nil*	*116,800*	Assam Bengal.
	1932-33	Nil	92,188	Nil	Nil	92,188	Nil	13,945	Nil	Nil	13,945	Nil	106,133	Nil	Nil	106,133	
Bengal and North Western	*1931-32*	*Nil*	*184,709*	*Nil*	*Nil*	*184,709*	*Nil*	*50,196*	*Nil*	*Nil*	*50,196*	*Nil*	*234,905*	*Nil*	*Nil*	*234,905*	Bengal and North Western.
	1932-33	Nil	179,771	Nil	Nil	179,771	Nil	50,659	Nil	Nil	50,659	Nil	230,430	Nil	Nil	230,430	
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*213,903*	*3,526*	*Nil*	*215,313*	*Nil*	*19,153*	*109*	*Nil*	*19,197*	*Nil*	*233,056*	*3,635*	*Nil*	*234,510*	Bombay, Baroda and Central India.
	1932-33	Nil	211,317	3,260	Nil	212,621	Nil	17,496	113	Nil	17,541	Nil	228,813	3,373	Nil	230,162	
Burma	*1391-32*	*Nil*	*178,120*	*13,444*	*Nil*	*183,497*	*Nil*	*10,353*	*11,534*	*Nil*	*14,967*	*Nil*	*188,473*	*24,978*	*Nil*	*198,464*	Burma.
	1932-33	Nil	164,939	10,725	Nil	169,229	Nil	9,140	11,508	Nil	13,743	Nil	174,079	22,233	Nil	182,972	

* 2½ tons of wood = 0·55 ton of oil fuel = 1 ton of coal.
† Revised figures. 1 ton of coal.

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27 (a).—*Statement of coal consumed on* ***Class I Railways*** *during the years 1931-32 and 1932-33*—contd.

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.		All other purposes such as for workshops, steamers, etc. (Tons).			Total fuel consumed (Tons).					Railway.
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
3′ 3⅜″ Gauge—*concld.*																	3′ 3⅜″ Gauge—*concld.*
Eastern Bengal	*1931-32*	*Nil*	*104,619*	*Nil*	*Nil*	*104,619*	*Nil*	*17,830*	*Nil*	*Nil*	*17,830*	*Nil*	*122,449*	*Nil*	*Nil*	*122,449*	Eastern Bengal.
	1932-33	Nil	101,815	Nil	Nil	101,815	Nil	20,870	Nil	Nil	20,870	Nil	122,685	Nil	Nil	122,685	
Jodhpur	*1931-32*	*Nil*	*40,228*	*193*	*Nil*	*40,305*	*Nil*	*4,506*	*Nil*	*Nil*	*4,506*	*Nil*	*44,734*	*193*	*Nil*	*44,811*	Jodhpur.
	1932-33	Nil	37,810	200	Nil	37,890	Nil	3,607	Ni	N	3,607	Nil	41,417	200	Nil	41,497	
Madras and Southern Mahratta	*1931-32*	*Nil*	*187,598*	*Nil*	*16*	*187,625*	*Nil*	*14,646*	*Nil*	*563*	*15,668*	*Nil*	*202,244*	*Nil*	*579*	*203,293*	Madras and Southern Mah
	1932-33	Nil	179,721	Nil	11	179,741	Nil	12,015	Nil	624	13,150	Nil	191,736	Nil	635	192,891	
Nizam's State	*1931-32*	*Nil*	*55,504*	*145*	*Nil*	*55,562*	*Nil*	*3,085*	*23*	*Nil*	*3,094*	*Nil*	*58,589*	*168*	*Nil*	*58,656*	Nizam's State.
	1932-33	Nil	51,073	136	Nil	51,127	Nil	2,834	17	Nil	2,841	Nil	53,907	153	Nil	53,968	
Rohilkund and Kumaon	*1931-32*	*Nil*	*37,931*	*Nil*	*Nil*	*37,931*	*Nil*	*5,785*	*Nil*	*Nil*	*5,785*	*Nil*	*43,716*	*Nil*	*Nil*	*43,716*	Rohilkund and Kumaon.
	1932-33	Nil	34,238	Nil	Nil	34,238	Nil	6,116	Nil	Nil	6,116	Nil	40,354	Nil	Nil	40,354	
South Indian	*1931-32*	*Nil*	*167,181*	*441*	*5*	*167,366*	*Nil*	*19,649*	*Nil*	*609*	*20,756*	*Nil*	*186,830*	*441*	*614*	*188,122*	South Indian.
	1932-33	Nil	159,624	312	4	159,756	Nil	20,236	84	683	21,512	Nil	179,860	396	687	181,268	
Total 3′ 3⅜″ Gauge	*1931-32*	*Nil*	*1,270,738*	*17,749*	*21*	*1,277,872*	*Nil*	*161,058*	*11,666*	*1,172*	*167,854*	*Nil*	*1,431,796*	*29,415*	*1,193*	*1,445,726*	Total 3′ 3⅜″ Gauge.
	1932-33	Nil	1,212,496	14,633	15	1,218,376	Nil	156,918	11,722	1,307	163,984	Nil	1,369,414	26,355	1,322	1,382,360	
2′ 6″ and 2′ 0″ Gauges.																	2′ 6″ and 2′ 0″ Gauges.
Bengal Nagpur	*1931-32*	*Nil*	*55,567*	*Nil*	*Nil*	*55,567*	*Nil*	*8,327*	*Nil*	*Nil*	*8,327*	*Nil*	*63,894*	*Nil*	*Nil*	*63,894*	Bengal Nagpur.
	1932-33	Nil	54,531	Nil	Nil	54,531	Nil	8,458	Nil	Nil	8,458	Nil	62,989	Nil	Nil	62,989	
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*6,757*	*170*	*Nil*	*6,824*	*Nil*	*204*	*Nil*	*Nil*	*204*	*Nil*	*6,961*	*170*	*Nil*	*7,028*	Bombay, Baroda and Ce India.
	1932-33	Nil	7,042	181	Nil	7,114	Nil	111	Nil	Nil	111	Nil	7,153	181	Nil	7,225	
Eastern Bengal	*1931-32*	*Nil*	*1,310*	*Nil*	*Nil*	*1,310*	*Nil*	*3*	*Nil*	*Nil*	*3*	*Nil*	*1,313*	*Nil*	*Nil*	*1,313*	Eastern Bengal.
	1932-33	Nil	1,339	Nil	Nil	1,339	Nil	130	Nil	Nil	130	Nil	1,469	Nil	Nil	1,469	
Great Indian Peninsula	*1931-32*	*Nil*	*11,915*	*Nil*	*Nil*	*11,915*	*Nil*	*1,181*	*Nil*	*31*	*1,237*	*Nil*	*13,096*	*Nil*	*31*	*13,152*	Great Indian Peninsula.
	1932-33	Nil	12,682	Nil	Nil	12,682	Nil	1,001	Nil	33	1,061	Nil	13,683	Nil	33	13,743	
North-Western	*1931-32*	*Nil*	*42,563*	*Nil*	*Nil*	*42,563*	*Nil*	*5,229*	*15*	*Nil*	*5,235*	*Nil*	*47,792*	*15*	*Nil*	*47,798*	North Western.
	1932-33	Nil	37,353	Nil	Nil	37,353	Nil	5,188	19	Nil	5,196	Nil	42,541	19	Nil	42,549	
South Indian	*1931-32*	*Nil*	*2,524*	*2*	*1*	*2,526*	*Nil*	*6*	*Nil*	*Nil*	*6*	*Nil*	*2,530*	*2*	*1*	*2,532*	South Indian.
	1932-33	Nil	2,284	9	Nil	2,288	Nil	5	Nil	Nil	5	Nil	2,289	9	Nil	2,293	
Total 2′ 6″ & 2′ 0″ Gauges	*1931-32*	*Nil*	*120,636*	*172*	*1*	*120,705*	*Nil*	*14,950*	*15*	*31*	*15,012*	*Nil*	*135,586*	*187*	*32*	*135,717*	Total. 2′ 6″ & 2′ 0″ Gauge
	1932-33	Nil	115,231	190	Nil	115,307	Nil	14,893	19	33	14,961	Nil	130,124	209	33	130,268	
Total Class I Railways	*1931-32*	*Nil*	*5,632,977*	*22,730*	*64,534*	*5,759,398*	*Nil*	*†777,366*	*17,003*	*11,285*	*†804,689*	*Nil*	*†6,410,343*	*39,733*	*75,819*	*†6,564,087*	Total Class I Railways
	1932-33	Nil	5,478,134	19,196	52,131	5,580,594	51	7[illegible],392	14,573	9,715	777,943	51	6,232,516	33,769	61,846	6,358,537	

* 2½ tons of wood = 1 ton of coal.
0·55 ton of oil fuel = 1 ton of coal.
† Revised figures.

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27 (a).—*Statement of Coal consumed on* ***Class I Railways*** *during the years 1931-32 and 1932-33* —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5′ 6″ Gauge.									
Bengal-Nagpur	*1931-32*	*Nil*	*3·36*	*Nil*	*Nil*	*Nil*	*5·84*	*Nil*	*Nil*
	1932-33	Nil	3·44	Nil	Nil	Nil	5·94	Nil	Nil
Bombay, Baroda and Central India	*1931-32*	*Nil*	*5·15*	*4·99*	*Nil*	*Nil*	*16·3*	*6·28*	*Nil*
	1932-33	Nil	5·04	4·02	Nil	Nil	17·1	6·27	Nil
Eastern Bengal	*1931-32*	*Nil*	*3·87*	*Nil*	*Nil*	*Nil*	*8·39*	*Nil*	*Nil*
	1932-33	Nil	3·65	Nil	Nil	Nil	8·20	Nil	Nil
East Indian	*1931-32*	*Nil*	*3·70*	*16·6*	*100·4*	*Nil*	*7·01*	*17·6*	*101·6*
	1932-33	Nil	3·68	16·0	94·9	Nil	7·10	16·4	96·6
Great Indian Peninsula	*1931-32*	*Nil*	*4·27*	*4·25*	*39·8*	*Nil*	*12·4*	*4·25*	*39·8*
	1932-33	Nil	4·57	5·00	41·4	Nil	11·9	6·71	42·7
Madras and Southern Mahratta	*1931-32*	*Nil*	*5·27*	*Nil*	*†54·8*	*Nil*	*15·3*	*Nil*	*†56·5*
	1932-33	Nil	5·30	Nil	51·8	Nil	15·3	Nil	53·5
Nizam's State	*1931-32*	*Nil*	*5·79*	*6·00*	*Nil*	*Nil*	*7·09*	*6·81*	*Nil*
	1932-33	Nil	5·66	6·00	Nil	Nil	7·16	6·63	Nil
North Western	*1931-32*	*Nil*	*4·69*	*Nil*	*34·0*	*Nil*	*16·6*	*Nil*	*41·0*
	1932-33	45·2	4·31	7·10	34·0	*45·2	16·7	*7·10	40·9
South Indian	*1931-32*	*Nil*	*4·79*	*10·7*	*†119·1*	*Nil*	*18·3*	*10·7*	*†119·1*
	1932-33	Nil	4·44	6·01	73·2	Nil	18·9	6·01	73·2
3′ 3⅜″ Gauge.									
Assam Bengal	*1931-32*	*Nil*	*9·29*	*Nil*	*Nil*	*Nil*	*13·5*	*Nil*	*Nil*
	1932-33	Nil	8·90	Nil	Nil	Nil	13·3	Nil	Nil
Bengal and North Western	*1931-32*	*Nil*	*4·36*	*Nil*	*Nil*	*Nil*	*10·4*	*Nil*	*Nil*
	1932-33	Nil	4·16	Nil	Nil	Nil	10·8	Nil	Nil
Bombay, Baroda and Central India	*1931-32*	*Nil*	*5·03*	*4·40*	*Nil*	*Nil*	*15·0*	*4·94*	*Nil*
	1932-33	Nil	4·64	4·40	Nil	Nil	15·9	4·94	Nil
Burma	*1931-32*	*Nil*	*4·84*	*4·02*	*Nil*	*Nil*	*18·1*	*6·89*	*Nil*
	1932-33	Nil	4·03	3·54	Nil	Nil	17·8	5·24	Nil

* Freight not available.
†Revised figures, average rates for oil fuel, furnace oil and Kerosene oil.

27 (a).—*Statement of Coal consumed on* ***Class I Railways*** *during the years 1931-32 and 1932-33* —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3′ 3⅜″ Gauge—*concld.*									
Eastern Bengal	*1931-32*	*Nil*	*3·87*	*Nil*	*Nil*	*Nil*	*9·63*	*Nil*	*Nil*
	1932-33	Nil	3·65	Nil	Nil	Nil	9·54	Nil	Nil
Jodhpur	*1931-32*	*Nil*	*4·06*	*5·00*	*Nil*	*Nil*	*15·3*	*5·00*	*Nil*
	1932-33	Nil	3·73	5·00	Nil	Nil	16·1	5·00	Nil
Madras and Southern Mahratta	*1931-32*	*Nil*	*6·15*	*Nil*	*(a)55·2*	*Nil*	*15·1*	*Nil*	*(a) 57·1*
	1932-33	Nil	6·14	Nil	51·9	Nil	14·6	Nil	53·8
Nizam's State	*1931-32*	*Nil*	*5·79*	*6·00*	*Nil*	*Nil*	*9·69*	*6·81*	*Nil*
	1932-33	Nil	5·66	6·00	Nil	Nil	9·45	6·63	Nil
Rohilkund and Kumaon	*1931-32*	*Nil*	*4·44*	*Nil*	*Nil*	*Nil*	*12·1*	*Nil*	*Nil*
	1932-33	Nil	4·22	Nil	Nil	Nil	13·0	Nil	Nil
South Indian	*1931-32*	*Nil*	*4·79*	*10·7*	*(a)58·5*	*Nil*	*18·2*	*10·7*	*(a) 58·5*
	1932-33	Nil	4·44	6·01	52·6	Nil	18·8	6·01	52·6
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1931-32*	*Nil*	*5·59*	*Nil*	*Nil*	*Nil*	*7·67*	*Nil*	*Nil*
	1932-33	Nil	4·99	Nil	Nil	Nil	6·95	Nil	Nil
Bombay, Baroda and Central India	*1931-32*	*Nil*	*5·15*	*4·29*	*Nil*	*Nil*	*16·6*	*4·40*	*Nil*
	1932-33	Nil	5·04	4·02	Nil	Nil	17·8	4·02	Nil
Eastern Bengal	*1931-32*	*Nil*	*3·87*	*Nil*	*Nil*	*Nil*	*5·59*	*Nil*	*Nil*
	1932-33	Nil	3·65	Nil	Nil	Nil	6·80	Nil	Nil
Great Indian Peninsula	*1931-32*	*Nil*	*3·68*	*Nil*	*40·2*	*Nil*	*13·7*	*Nil*	*40·2*
	1932-33	Nil	4·47	Nil	41·6	Nil	9·72	Nil	45·8
North Western	*1931-32*	*Nil*	*4·69*	*Nil*	*Nil*	*Nil*	*16·6*	*Nil*	*Nil*
	1932-33	Nil	4·31	7·10	Nil	Nil	19·9	*7·10	Nil
South Indian	*1931-32*	*Nil*	*4·79*	*10·8*	*(b)222·6*	*Nil*	*17·5*	*10·8*	*(b)222·6*
	1932-33	Nil	4·44	6·01	Nil	Nil	18·1	6·01	Nil

* Freight not available.
(*a*) Revised figures, average rates for oil fuel, furnace oil and Kerosene oil.
(*b*) This rate represents the rate of Kerosene oil.

27 (b).—*Statement of Coal‡ Consumption on* **Class I Railways** *for the years 1931-32 and 1932-33.*

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	† Total tons used on all Locomotive services.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 11+12+13.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ Gauge.													
Bengal-Nagpur	*1931-32*	*200,441*	*208·4*	*352,026*	*157·0*	*67,693*	*53·5*	*24,623*	*644,892*	*29,466*	*31,233*	*46,936*	*107,635*
	1932-33	200,669	200·9	306,764	154·9	76,265	55·8	21,478	608,108	29,972	31,478	38,774	100,224
Bombay, Baroda and Central India.	*1931-32*	*129,645*	*175·6*	*85,569*	*108·5*	*31,216*	*67·3*	*7,134*	*253,564*	*7,575*	*3,165*	*11,657*	*22,397*
	1932-33	130,477	172·5	83,854	113·0	32,258	70·5	6,650	252,239	7,633	4,673	9,720	22,026
Eastern Bengal	*1931-32*	*132,762*	*172·4*	*49,602*	*110·3*	*27,540*	*45·4*	*6,929*	*217,264*	*4,664*	*12,472*	*12,456*	*29,592*
	1932-33	123,267	170·2	49,726	116·0	25,696	45·6	4,531	208,729	4,375	12,392	20,773	37,540
East Indian	*1931-32*	*454,242*	*153·5*	*553,594*	*102·4*	*164,174*	*64·1*	*35,735*	*1,211,533*	*53,600*	*63,073*	*70,325*	*186,998*
	1932-33	461,893	152·9	531,896	101·8	154,947	62·0	46,737	1,199,752	54,013	59,554	68,262	181,829
Great Indian Peninsula	*1931-32*	*294,595*	*160·0*	*320,130*	*156·3*	*73,318*	*79·4*	*27,024*	*718,813*	*31,084*	*56,115*	*23,066*	*110,265*
	1932-33	288,918	159·9	318,809	154·1	68,596	72·9	20,998	701,685	27,883	55,959	22,935	106,777
Madras and Southern Maharatta.	*1931-32*	*122,453*	*168·1*	*89,398*	*127·0*	*17,380*	*50·6*	*6,284*	*238,599*	*3,001*	*1,154*	*8,333*	*12,488*
	1932-33	130,543	174·8	82,727	128·1	19,319	64·1	6,629	242,547	3,010	1,150	7,183	11,343
Nizam's State	*1931-32*	*38,373*	*186·2*	*37,062*	*159·8*	*6,702*	*73·0*	*3,823*	*85,960*	*2,420*	*Nil*	**4,421*	**6,841*
	1932-33	36,437	181·8	34,787	162·2	6,743	71·6	4,069	82,036	2,881	*Nil*	5,094	7,975
North Western	*1931-32*	*428,249*	*152.6*	*302,215*	*123·8*	*118,003*	*77·3*	*33,070*	*891,973*	*29,608*	*17,599*	*96,603*	*143,810*
	1932-33	430,651	156·4	268,955	122·3	115,176	76·2	30,770	856,609	27,795	16,224	85,623	129,642
South Indian	*1931-32*	*62,293*	*165·3*	*25,013*	*133·7*	*6,024*	*50·4*	*4,893*	*98,223*	*1,292*	*173*	*332*	*1,797*
	1932-33	62,569	165·9	21,155	123·5	5,551	50·5	4,931	94,206	1,288	53	301	1,642
Total 5′ 6″ Gauge	*1931-32*	*1,863,053*	*163·5*	*1,814,609*	*125·3*	*512,050*	*64·6*	*149,515*	*4,360,821*	*162,710*	*184,984*	**274,129*	**621,823*
	1932-33	1,865,424	163·7	1,698,673	124·4	504,551	60·5	146,793	4,246,911	158,850	181,483	258,665	598,998
3′ 3⅜″ Gauge.													
Assam Bengal	*1931-32*	*66,572*	*176·6*	*14,608*	*162·3*	*13,645*	*48·1*	*5,322*	*100,945*	*2,942*	*6,290*	*6,623*	*15,855*
	1932-33	66,093	173·0	9,093	162·1	11,288	43·1	4,713	92,188	2,652	5,894	5,399	13,945
Bengal and North-Western	*1931-32*	*111,300*	*189·7*	*48,719*	*139·6*	*11,745*	*21·9*	*9,585*	*184,709*	*9,739*	*4,204*	*36,253*	*50,196*
	1932-33	105,601	185·3	50,538	136·4	12,188	21·9	8,588	179,771	9,522	4,359	36,778	50,659
Bombay, Baroda and Central India.	*1931-32*	*119,166*	*197·6*	*70,133*	*134·8*	*18,525*	*40·4*	*6,933*	*215,313*	*9,157*	*3,837*	*6,203*	*19,197*
	1932-33	122,641	188·0	62,793	142·7	20,363	43·1	6,179	212,621	7,323	3,877	6,341	17,541
Burma	*1931-32*	*97,741*	*181·7*	*56,895*	*139·6*	*20,316*	*34·0*	*8,545*	*183,497*	*8,043*	*Nil*	*6,924*	*14,967*
	1932-33	94,357	171·4	50,950	141·3	17,554	33·0	6,368	169,229	6,687	Nil	7,056	13,743

* Revised figure.

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

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

27 (b).—*Statement of Coal‡ Consumption on* **Class I Railways** *for the years 1931-32 and 1932-33* —concld.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	† Total tons used on all Locomotive services.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total. (columns 11+12+13)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3′ 3⅜″ Gauge—concld.													
Eastern Bengal	*1931-32*	*55,988*	*190·3*	*26,487*	*136·0*	*12,248*	*43·3*	*7,056*	*104,619*	*3,351*	*Nil*	*14,479*	*17,830*
	1932-33	53,263	184·8	29,264	142·7	11,704	44·1	2,705	101,815	3,448	Nil	17,422	20,870
Jodhpur	*1931-32*	*28,272*	*168·4*	*7,501*	*157·3*	*2,760*	*23·8*	*1,696*	*40,305*	*1,493*	*Nil*	*3,013*	*4,506*
	1932-33	25,456	149·3	7,842	144·8	2,769	24·1	1,745	37,890	1,927	Nil	1,680	3,607
Madras and Southern Mahratta.	*1931-32*	*91,415*	*182·3*	*75,749*	*182·8*	*14,616*	*37·0*	*4,056*	*187,625*	*4,353*	*1,022*	*10,293*	*15,668*
	1932-33	92,445	187·8	68,772	178·3	12,549	36·3	4,471	179,741	3,971	1,135	8,044	13,150
Nizam's State	*1931-32*	*31,479*	*306·3*	*17,004*	*188·6*	*3,682*	*75·3*	*3,244*	*55,562*	*2,348*	*Nil*	*746*	*3,094*
	1932-33	29,314	286·6	14,544	197·6	4,353	80·5	2,916	51,127	1,849	Nil	992	2,841
Rohilkund and Kumaon	*1931-32*	*27,482*	*220·9*	*5,070*	*157·8*	*2,923*	*37·6*	*2,456*	*37,931*	*2,058*	*1,465*	*2,262*	*5,785*
	1932-33	26,215	199·7	3,447	155·5	2,947	27·0	1,629	34,238	2,184	1,652	2,280	6,116
South Indian	*1931-32*	*114,699*	*190·2*	*35,176*	*123·4*	*7,923*	*34·1*	*9,568*	*167,366*	*3,294*	*14,323*	*3,139*	*20,756*
	1932-33	115,090	188·4	30,604	122·0	7,202	35·4	6,860	159,756	3,905	13,969	3,638	21,512
Total 3′ 3⅜″ Gauge	*1931-32*	*744,114*	*192·3*	*357,342*	*148·5*	*108,383*	*35·9*	*58,461*	*1,277,872*	*46,778*	*31,141*	*89,935*	*167,854*
	1932-33	730,475	186·1	327,847	148·7	102,917	35·4	46,174	1,218,376	43,468	30,886	89,630	163,984
2′ 6″ and 2′ 0″ Gauges.													
Bengal-Nagpur	*1931-32*	*37,066*	*370·6*	*16,824*	*356·4*	*Nil*	Not published.	*1,438*	*55,567*	*5,459*	*333*	*2,535*	*8,327*
	1932-33	33,879	373·5	13,157	344·1	5,596		1,403	54,531	5,705	341	2,412	8,458
Bombay, Baroda and Central India.	*1931-32*	*6,487*	*382·5*	*177*	*441·1*	*Nil*		*Nil*	*6,524*	*92*	*Nil*	*112*	*204*
	1932-33	6,678	431·6	153	447·3	Nil		Nil	7,114	3	Nil	108	111
Eastern Bengal	*1931-32*	*1,271*	*507·1*	*Nil*	*568·3*	*Nil*		*39*	*1,310*	*Nil*	*Nil*	*3*	*3*
	1932-33	1,298	528·8	Nil	623·3	Nil		5	1,339	Nil	Nil	130	130
Great Indian Peninsula	*1931-32*	*10,668*	*490·5*	*66*	*427·3*	*644*		*537*	*11,915*	*1,160*	*Nil*	*77*	*1,237*
	1932-33	11,696	468·9	2	471·4	611		373	12,682	1,003	Nil	58	1,061
North-Western	*1931-32*	*21,080*	*458·7*	*15,994*	*488·5*	*4,086*		*816*	*42,563*	*1,761*	*Nil*	*3,474*	*5,235*
	1932-33	17,006	378·6	14,874	514.7	3,581		1,383	37,353	1,776	Nil	3,420	5,196
South Indian	*1931-32*	*2,522*	*285·6*	*Nil*	*234·8*	*Nil*		*4*	*2,526*	*Nil*	*Nil*	*6*	*6*
	1932-33	2,286	279.9.	Nil	228·4	Nil		2	2,288	Nil	Nil	5	5
Total 2′ 6″ & 2′ 0″ Gauges	*1931-32*	*79,094*	*402·1*	*33,061*	*412·7*	*4,730*		*2,834*	*120,705*	*8,472*	*333*	*6,207*	*15,012*
	1932-33	2,843	386·9	28,186	415·8	9,788		3,166	115,307	8,487	341	6,133	14,961
Total Class I Railways	*1931-32*	*2,686,261*	*172·2*	*2,205,012*	*131·3*	*625,163*		*210,810*	*5,759,398*	*217,960*	*216,458*	**370,271*	**804,689*
	1932-33	2,668,742	170·9	2,054,706	130·6	617,256		196,133	5,580,594	210,805	212,710	354,428	777,943

* Revised figures.

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

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

28.— *Statement of Efficiency of Class I Railways for the years 1931-32 and 1932-33.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles.	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		Per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1931-32*	*440*	*173*	*1,645*	*3,875*	*9,193*
	1932-33	413	176	1,590	3,908	9,109
Bombay, Baroda and Central India	*1931-32*	*653*	*234*	*1,813*	*4,692*	*9,108*
	1932-33	632	236	1,793	4,725	9,619
Eastern Bengal	*1931-32*	*297*	*144*	*1,051*	*2,962*	*7,823*
	1932-33	322	153	1,086	3,079	7,797
East Indian	*1931-32*	*735*	*229*	*2,190*	*5,008*	*10,536*
	1932-33	741	237	2,229	5,176	10,959
Great Indian Peninsula	*1931-32*	*688*	*221*	*1,773*	*4,555*	*9,150*
	1932-33	656	232	1,927	4,841	10,152
Madras and Southern Mahratta	*1931-32*	*576*	*211*	*1,600*	*4,359*	*8,836*
	1932-33	603	214	1,534	4,335	8,773
Nizam's State	*1931-32*	*587*	*167*	*1,552*	*3,891*	*7,173*
	1932-33	661	173	1,609	4,047	7,370
North Western	*1931-32*	*721*	*228*	*1,818*	*4,716*	*8,607*
	1932-33	708	228	1,676	4,507	8,324
South Indian	*1931-32*	*346*	*115*	*835*	*2,482*	*6,125*
	1932-33	345	118	844	2,561	6,576
Average for 5′ 6″ gauge	*1931-32*	*616*	*210*	*1,823*	*4,472*	*9,324*
	1932-33	609	216	1,827	4,556	9,588
3′ 3⅜″ Gauge.						
Assam Bengal	*1931-32*	*377*	*146*	*636*	*1,804*	*3,221*
	1932-33	382	136	623	1,817	3,231
Bengal and North Western	*1931-32*	*367*	*148*	*775*	*1,809*	*3,581*
	1932-33	332	143	781	1,796	3,685
Bombay, Baroda and Central India	*1931-32*	*729*	*221*	*1,102*	*2,533*	*4,469*
	1932-33	670	217	1,045	2,458	4,516
Burma	*1931-32*	*638*	*178*	*1,075*	*2,568*	*4,403*
	1932-33	648	188	1,094	2,722	4,509
Eastern Bengal	*1931-32*	*468*	*180*	*730*	*2,221*	*4,535*
	1932-33	565	221	820	2,440	4,487
Jodhpur	*1931-32*	*559*	*177*	*764*	*1,979*	*3,731*
	1932-33	628	187	709	1,963	3,797
Madras and Southern Mahratta	*1931-32*	*600*	*161*	*777*	*2,163*	*3,128*
	1932-33	631	165	767	2,214	3,133
Nizam's State	*1931-32*	*706*	*172*	*997*	*2,556*	*4,368*
	1932-33	707	170	980	2,599	4,231
Rohilkund and Kumaon	*1931-32*	*383*	*118*	*662*	*1,679*	*2,820*
	1932-33	314	111	704	1,672	3,016
South Indian	*1931-32*	*506*	*139*	*578*	*1,705*	*3,667*
	1932-33	560	156	651	1,889	3,710
Average for 3′ 3⅜″ gauge	*1931-32*	*523*	*166*	*830*	*2,120*	*3,790*
	1932-33	519	172	836	2,167	3,839
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1931-32*	*284*	*112*	*286*	*1,008*	*1,546*
	1932-33	275	115	295	1,056	1,627
Bombay, Baroda and Central India	*1931-32*	*295*	*31*	*71*	*576*	*933*
	1932-33	264	31	56	512	817
Eastern Bengal	*1931-32*	*863*	*39*	*37*	*233*	*388*
	1932-33	957	34	24	254	363
Great Indian Peninsula	*1931-32*	*483*	*109*	*236*	*1,092*	*1,155*
	1932-33	461	107	231	1,092	1,018
North Western	*1931-32*	*438*	*73*	*162*	*781*	*785*
	1932-33	438	79	183	842	809
South Indian	*1931-32*	*661*	*113*	*229*	*840*	*1,109*
	1932-33	576	113	229	866	1,128

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1932-33 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by* ***Class 1 Railways*** *and the earnings therefrom for the year 1932-33.* (*In hundreds.*)

Railway.	I.—Fuel. Coal and Coke and patent fuel. (1) For the public. Originating on Home line whether local or Foreign.	(1) Total.	(1) Earnings.	(2) For foreign railways and Home line constructions. Originating on Home line whether local or Foreign.	(2) Total.	(2) Earnings.	(3) Total. Originating on Home line whether local or Foreign.	(3) Total	(3) Earnings.	(4) Oil fuel. Originating on Home line whether local or Foreign.	(4) Total.	(4) Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	4,191,5	4,702,6	1,03,73,4	944,3	995,1	27,78,7	5,135,8	5,697,7	1,31,52,1	8	1,2	16,4
Bombay, Baroda and Central India.	7	310,6	17,21,7	..	6,0	1,99,4	7	316,6	19,21,1	24,0	24,0	4,89,4
Eastern Bengal	3,5	1,109,1	26,08,0	1,1	60,4	2,87,8	4,6	1,169,5	28,95,8	17,1	17,1	82,7
East Indian	6,931,6	7,581,2	3,22,69,9	2,028,3	2,566,3	1,64,78,0	8,959,9	10,147,5	4,87,47,9	8	13,7	2,45,9
Great Indian Peninsula	719,2	1,271,0	48,40,8	1	186,0	9,31,3	719,3	1,457,0	57,72,1	31,9	34,6	6,01,7
Madras and Southern Mahratta.	43,8	209,0	10,71,6	*Nil*	110,0	9,48,0	43,8	319,0	20,19,6	10,2	10,6	2,26,7
Nizam's State	366,3	371,3	17,23,9	225,4	225,4	7,43,9	591,7	596,7	24,67,8	1	6	19,5
North Western	72,9	882,8	25,33,5	2,0	2,0	9	74,9	884,8	25,34,4	33,8	35,0	7,14,9
South Indian	..	19,3	2,03,3	..	..	..	..	19,3	2,03,3	1,3	2,5	1,44,1
Total	12,329,5	16,456,9		3,201,2	4,151,2		15,530,7	20,608,1		120,0	139,3	
3′ 3⅜″ GAUGE.												
Assam Bengal	28,6	114,0	3,37,5	4,9	9,7	25,6	33,5	123,7	3,63,1	3,9	6,0	31,2
Bengal and North Western.	5,2	314,3	10,25,5	2	2	1	5,4	314,5	10,25,6	..	..	..
Bombay, Baroda and Central India.	7	120,9	*	..	63,6	*	7	184,5	*	1	6,7	*
Burma	45,5	45,5	5,09,2	6	6	2,3	46,1	46,1	5,11,5	15,7	15,7	2,59,6
Eastern Bengal	4	231,0	*	1,3	39,4	*	1,7	270,4	*	1	2,6	*
Jodhpur	5	8,8	15,1	..	..	..	5	8,8	15,1	..	2,0	33,9
Madras and Southern Mahratta.	9,1	30,2	*	14,2	45,4	*	23,3	75,6	*	1,7	6,4	*
Nizam's State	2	61,2	*	*Nil*	*Nil*	*Nil*	2	61,2	*	1	1,2	*
Rohilkund and Kumaon	2	20,0	17,6	*Nil*	*Nil*	*Nil*	2	20,0	17,6	*Nil*	*Nil*	*Nil*
South Indian	55,3	62,0	*	..	..	*	55,3	62,0	*	8,5	8,7	*
Total	145,7	1,007,9		21,2	158,9		166,9	1,166,8		30,1	49,3	
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal Nagpur	48,3	67,9	*	5	6	*	48,8	68,5	*	..	3	*
Bombay, Baroda and Central India.	..	4,2	*	..	..	*	..	4,2	*	..	2	*
Eastern Bengal	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	9,9	*	..	..	*	..	9,9	*	4	4	*
North Western	33,2	45,0	*	*Nil*	*Nil*	*Nil*	33,2	45,0	*	2	8	*
South Indian	..	..	*	..	..	*	..	..	*	..	..	*
Total	81,5	127,0		5	6		82,0	127,6		6	1,7	
Total, 1932-33	12,556,7	17,591,8	5,92,51,0	3,222,9	4,310,7	2,23,96,0	15,779,6	21,902,5	8,16,47,0	150,7	190,3	28,66,0
Total, 1931-32	13,515,7	18,791,2	5,97,83,9	3,252,4	4,236,9	2,14,69,9	16,768,1	23,028,1	8,12,53,8	145,3	178,8	25,61,8
Increase	..	..	..	..	73,8	9,26,1	..	..	3,93,2	5,4	11,5	3,04,2
Decrease	959,0	1,199,4	5,32,9	29,5	..	..	988,5	1,125,6	..	..	..	..

Railway.	Fuel—*contd.* (5) Firewood and other fuel. Originating on Home line whether local or Foreign.	(5) Total.	(5) Earnings.	II.—Heavy Merchandise. (1) Rice in the husk. Originating on Home line whether local or Foreign.	(1) Total.	(1) Earnings.	(2) Rice not in the husk. Originating on Home line whether local or Foreign.	(2) Total.	(2) Earnings.
1	14	15	16	17	18	19	20	21	22
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur.	150,4	157,8	4,56,8	50,5	53,7	3,54,5	466,2	491,6	48,48,2
Bombay, Baroda and Central India.	98,1	138,5	5,14,1	8,2	9,4	54,4	60,2	73,5	14,18,5
Eastern Bengal.	7,2	37,5	44,7	50,0	76,3	5,10,1	87,2	100,1	9,32,1
East Indian.	64,9	80,7	1,90,1	77,0	83,3	3,32,9	344,2	474,9	44,91,5
Great Indian Peninsula.	117,3	134,5	2,87,5	4,8	7,4	61,1	86,0	252,1	21,66,2
Madras and Southern Mahratta.	82,5	99,8	6,48,1	25,0	29,0	2,60,1	158,6	208,1	39,04,1
Nizam's State.	49,8	49,8	1,73,9	2,3	2,3	15,9	44,2	56,8	7,38,3
North Western.	389,1	391,6	11,04,1	24,7	25,5	1,15,9	202,8	236,9	25,74,3
South Indian.	34,3	36,9	3,70,1	6,6	75,9	11,49,6	25,7	98,2	17,52,6
Total.	993,6	1,127,1		249,1	362,8		1,475,1	1,992,2	
3′ 3⅜″ GAUGE.									
Assam Bengal.	7	7	2,3	37,4	39,3	2,62,8	33,9	54,7	4,56,9
Bengal and North Western.	65,0	65,6	1,33,5	29,4	66,0	3,97,5	152,6	312,2	17,48,9
Bombay, Baroda and Central India.	49,5	59,8	*	1	1,1	*	1,5	78,9	*
Burma.	67,3	67,3	2,17,8	279,3	279,3	12,45,7	625,5	625,5	45,23,3
Eastern Bengal.	7	8	*	67,0	71,2	*	88,7	133,1	*
Jodhpur.	5,3	6,0	19,4	4	4	2,1	3,4	12,4	1,31,7
Madras and Southern Mahratta.	88,7	89,5	*	25,6	34,9	*	110,3	175,2	*
Nizam's State.	11,1	11,1	*	7	7	*	21,7	31,5	*
Rohilkund and Kumaon.	178,9	178,9	3,57,4	9,1	9,1	51,4	4,8	7,8	32,2
South Indian.	57,1	57,9	*	147,5	148,0	*	175,5	185,0	*
Total.	524,3	537,6		596,5	650,0		1,217,9	1,616,3	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur.	34,0	34,1	*	5,5	5,7	*	39,4	49,7	*
Bombay, Baroda and Central India.	21,1	21,5	*	5	5	*	9	7,8	*
Eastern Bengal.	..	..	*	..	..	*	..	..	*
Great Indian Peninsula.	..	..	*	..	..	*	4	11,0	*
North Western.	1,0	7,7	*	3	3	*	25,2	28,6	*
South Indian.	2,3	2,3	*	3	4	*	2	1,5	*
Total.	58,4	65,6		6,6	6,9		66,1	98,6	
Total, 1932-33.	1,576,3	1,730,3	45,19,8	852,2	1,019,7	48,14,0	2,759,1	3,707,1	2,97,18,8
Total, 1931-32.	1,509,2	1,659,4	45,05,2	1,161,8	1,317,7	61,55,7	3,050,0	3,994,6	3,08,95,2
Increase.	67,1	70,9	14,6	..	..	..	..	..	..
Decrease.	..	..	..	309,6	298,0	13,41,7	290,9	287,5	11,76,4

*Shown under 5′ 6″ gauge.

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

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1932-33 (In hundreds)*—contd.

II.—Heavy merchandise—*contd.*

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.			(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
5′ 6″ GAUGE.																			5′ 6″ GAUGE.
Bengal Nagpur	67,5	93,0	11,95,5	41,4	58,4	8,79,6	4	4	6,4	1,5	5,4	60,8	40,9	45,7	1,23,4	90,3	127,9	15,08,6	Bengal Nagpur.
Bombay, Baroda and Central India	49,8	84,5	16,06,9	39,7	75,0	17,14,0	20,8	53,4	10,83,3	17,9	36,2	8,43,6	235,1	255,9	15,74,3	192,5	215,7	45,45,4	Bombay, Baroda and Central India.
Eastern Bengal	19,2	29,6	4,49,8	..	..	..	..	..	..	12,1	19,8	2,15,7	1,7	34,2	85,7	78,5	84,7	8,85,0	Eastern Bengal.
East Indian	312,3	405,4	35,45,9	164,2	279,7	28,89,5	22,1	36,7	1,75,3	66,4	100,6	6,99,8	372,5	448,1	10,30,1	153,7	248,0	19,53,6	East Indian.
Great Indian Peninsula	262,5	363,2	39,85,7	185,3	227,2	27,41,0	154,5	191,6	20,43,7	43,0	53,6	8,19,0	180,3	282,7	11,87,5	117,4	268,9	32,67,3	Great Indian Peninsula.
Madras and Southern Mahratta	29,0	95,9	15,39,8	6,2	14,7	5,34,7	6,5	18,3	5,14,8	15,4	41,1	7,21,3	28,4	30,1	3,97,4	50,4	58,7	10,78,7	Madras and Southern Mahratta.
Nizam's State	37,3	87,9	8,39,7	1,5	20,3	3,17,3	8,3	22,2	1,83,6	5	2,2	25,9	81,8	81,9	3,31,8	1,2	39,8	5,50,7	Nizam's State.
North Western	334,6	421,9	42,23,7	724,3	745,2	80,18,0	57,7	73,8	5,69,8	80,6	108,3	9,31,3	496,9	514,3	10,35,4	171,5	189,8	17,73,6	North Western.
South Indian	36,7	66,5	12,18,8	2,2	5,2	93,8	5,3	10,3	82,0	4,9	9,9	1,98,8	4	2,6	3,33,5	8,7	47,6	10,23,8	South Indian.
Total	1,148,9	1,647,9		1,164,8	1,425,7		275,6	406,7		242,3	377,1		1,438,0	1,695,5		864,2	1,281,1		Total.
3′ 3⅜″ GAUGE.																			3′ 3⅜″ GAUGE.
Assam Bengal	7,3	21,0	1,76,5	1,8	5,2	40,6	..	..	1	8	8	4,0	81,1	81,2	2,74,6	33,1	37,1	2,63,5	Assam Bengal.
Bengal and North Western	78,9	92,3	5,60,3	100,8	107,8	7,25,6	‡	‡	‡	123,2	138,0	7,55,2	8,9	13,3	51,0	3,5	148,8	9,91,0	Bengal and North Western.
Bombay, Baroda and Central India	69,8	94,7	*	74,6	108,2	*	48,3	72,0	*	45,9	62,1	*	167,5	249,1	*	239,3	306,5	*	Bombay, Baroda and Central India.
Burma	62,0	62,0	7,44,7	12,9	12,9	1,52,2	9	9	10,8	5,6	5,6	47,9	237,9	237,9	3,67,5	34,7	34,7	4,53,7	Burma.
Eastern Bengal	18,9	56,3	*	..	..	*	..	..	*	8,9	23,2	*	1,4	5,5	*	4,4	63,4	*	Eastern Bengal.
Jodhpur	1,8	36,6	3,30,7	23,7	38,6	2,03,6	2,2	22,9	1,56,0	3,4	20,5	1,77,4	108,7	114,9	3,23,1	26,3	26,8	1,20,3	Jodhpur.
Madras and Southern Mahratta	24,0	88,1	*	19,8	36,7	*	30,1	46,4	*	29,4	40,3	*	40,0	48,1	*	10,0	75,4	*	Madras and Southern Mahratta.
Nizam's State	14,6	49,5	*	7,6	17,3	*	5,2	6,6	*	3	1,3	*	2	10,6	*	2	23,2	*	Nizam's State.
Rohilkund and Kumaon	13,3	14,8	54,5	19,2	21,4	84,4	9,9	10,6	26,9	14,9	16,1	70,8	3,6	5,0	12,4	5	28,7	1,72,6	Rohilkund and Kumaon.
South Indian	115,2	122,7	*	6,2	7,1	*	3,3	3,5	*	16,1	18,2	*	141,4	142,4	*	124,7	125,2	*	South Indian.
Total	405,8	638,0		266,6	355,2		99,9	162,9		248,5	326,1		790,7	908,0		476,7	869,8		Total.
2′ 6″ AND 2′ 0″ GAUGES.																			2′ 6″ AND 2′ 0″ GAUGES
Bengal Nagpur	13,4	18,8	*	24,8	27,3	*	6	7	*	2,9	3,3	*	3,1	4,1	*	2,3	23,0	*	Bengal Nagpur.
Bombay, Baroda and Central India	2,1	3,3	*	1,0	2,9	*	5	2,5	*	9	1,8	*	3	4,0	*	..	2,5	*	Bombay, Baroda and Central India.
Eastern Bengal	..	..	*	..	..	*	..	..	*	..	..	*	..	..	*	..	..	*	Eastern Bengal.
Great Indian Peninsula	1,1	3,6	*	1	6,1	*	1,5	5,7	*	1	1,2	*	1	1,5	*	1	3,3	*	Great Indian Peninsula.
North Western	31,4	36,1	*	6,9	19,2	*	5,1	6,0	*	2,6	4,1	*	2,9	3,2	*	5	2,8	*	North Western.
South Indian	5,3	6,6	*	..	1	*	2,0	2,0	*	1,2	1,3	*	..	..	*	..	3,3	*	South Indian.
Total	53,3	68,4		32,8	55,6		9,7	16,9		7,7	11,7		6,4	12,8		2,9	34,9		Total.
Total, 1932-33	1,608,0	2,354,3	2,04,72,5	1,464,2	1,836,5	1,83,94,3	385,2	586,5	48,52,7	498,5	714,9	55,71,5	2,235,1	2,616,3	71,27,7	1,343,8	2,185,8	1,85,87,8	Total, 1932-33.
Total, 1931-32	1,763,5	2,631,3	2,44,27,0	1,731,6	2,262,8	2,16,06,8	407,3	597,7	53,36,6	486,0	760,4	60,45,6	2,285,7	2,642,4	70,39,7	1,426,8	2,326,3	1,92,85,3	Total, 1931-32.
Increase	..	..	..	..	..	..	..	..	..	12,5	..	..	..	..	88,0	..	..	..	Increase.
Decrease	155,5	277,0	39,54,5	267,4	426,3	32,12,5	22,1	11,2	4,83,9	..	45,5	4,74,1	50,6	26,1	..	83,0	1,40,5	6,97,5	Decrease.

* 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.

‡ Not recorded.

29.—*Statement of Principal Commodities carried by* **Class I** *Railways and the earnings therefrom for the year 1932-33 (In hundreds)*—contd.

II.—Heavy merchandise—*contd.*

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	14,6	25,2	3,52,7	72,2	80,5	5,15,8	1,516,2	1,546,1	27,38,3
Bombay, Baroda and Central India	21,6	48,0	16,43,4	80,9	179,7	10,83,8	9,5	15,1	1,05,8
Eastern Bengal	10,7	14,8	2,89,6	19,0	26,1	1,88,2	..	..	..
East Indian	87,4	160,8	15,61,2	130,3	219,0	10,18,6	..	4,1	28,1
Great Indian Peninsula	77,0	116,4	18,61,6	104,1	145,3	7,56,3	4,1	17,4	1,41,3
Madras and Southern Mahratta	18,7	22,6	4,61,6	17,9	55,7	7,90,8	*Nil*	6,6	5,07,0
Nizam's State	4	6,9	1,36,7	24,5	27,6	3,13,1	*Nil*	*Nil*	*Nil*
North Western	117,6	176,6	38,75,2	190,6	250,9	9,02,2	1	1,0	14,8
South Indian	2,7	11,5	3,07,5	47,2	52,3	7,51,7	..	..	1,7
Total	350,7	582,8		686,7	1,037,1		1,529,9	1,590,3	
3′ 3⅜″ GAUGE.									
Assam Bengal	2,4	6,7	55,4	11,2	12,5	66,0	..	..	..
Bengal and North-Western	182,6	183,8	19,08,3	62,4	67,8	3,74,7	†	†	†
Bombay, Baroda and Central India	7,4	106,5	*	4,3	94,8	*	6	8	*
Burma	5,4	5,4	83,6	141,1	141,1	7,13,9	99,7	99,7	9,31,1
Eastern Bengal	1,4	21,0	*	14,9	18,5	*	..	..	*
Jodhpur	3	10,1	85,1	1,0	5,2	31,1	..	..	*
Madras and Southern Mahratta	3,1	24,3	*	38,4	61,7	*	108,2	114,6	*
Nizam's State	2	6,0	*	3,5	10,4	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	61,2	65,1	3,25,3	93,1	93,4	3,73,2	..	..	*
South Indian	27,1	27,8	*	44,5	53,3	*	1	1	*
Total	291,1	456,7		414,4	558,7		208,6	215,2	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	1,0	6,1	*	26,8	27,5	*	27,5	27,5	*
Bombay, Baroda and Central India	5	1,9	*	43,6	46,6	*	6,9	7,0	*
Eastern Bengal	..	1	*	..	..	*	..	..	*
Great Indian Peninsula	1	2,4	*	1,5	2,8	*	..	..	*
North Western	1	7,7	*	2,4	3,5	*	8	8	*
South Indian	..	..	*	..	1	*	2	6	*
Total	1,7	18,2		74,3	80,5		35,4	35,9	
Total, 1932-33	643,5	1,057,7	1,29,47,2	1,175,4	1,676,3	78.79,4	1,773,9	1,841,4	44,68,1
Total, 1931-32	670,4	1,080,0	1,50,61,8	1,105,8	1,501,6	70,17,1	2,089,1	2,218,0	58,07,4
Increase	..	..	..	69,6	174,7	8,62,3	..	..	..
Decrease	26,9	22,3	21,14,6	..	..	..	315,2	376,6	13,39,3

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
89,8	108,5	11,45,9	7	9,2	3,33,6	4,8	4,9	1,83,8	Bengal Nagpur.
83,4	166,3	25,93,5	103,0	183,1	55,67,5	7,8	7,8	3,22,8	Bombay, Baroda and Central India.
6,7	18,3	2,46,0	..	4	2,9	19,9	23,1	3,18,7	Eastern Bengal.
216,5	401,6	43,33,0	6,6	35,7	6,67,9	4	8,9	4,40,6	East Indian.
310,4	539,1	70,41,7	152,5	258,4	94,63,6	22,2	22,3	6,97,7	Great Indian Peninsula.
102,3	225,1	52,59,1	19,5	33,9	14,09,2	20,1	20,1	7,58,7	Madras and Southern Mahratta.
72,1	100,1	14,45,1	1,9	9,9	7,66,1	*Nil*	4,3	1,12,5	Nizam's State.
267,9	309,6	30,54,8	169,1	186,4	75,08,1	27,9	27,9	15,75,8	North Western.
27,4	73,0	19,23,5	12,5	13,8	3,59,2	6,1	8,0	5,56,9	South Indian.
1,176,5	1,941,6		465,8	730,8		109,2	127,3		Total.
									3′ 3⅜″ GAUGE.
8,3	10,2	71,8	6	6	4,1	39,0	39,4	6,71,3	Assam Bengal.
155,4	160,8	9,96,5	†	†	†	1,0	10,9	2,99,5	Bengal and North Western.
97,8	189,2	*	62,0	99,1	*	3	2,6	*	Bombay, Baroda and Central India.
25,9	25,9	2,30,2	3,7	3,7	70,1	3,5	3,5	2,23,8	Burma.
27,6	37,0	*	..	..	*	..	10,5	*	Eastern Bengal.
23,4	36,1	3,12,2	15,3	18,9	2,06,9	..	2,1	90,2	Jodhpur.
210,6	255,8	*	46,2	55,3	*	7,0	7,0	*	Madras and Southern Mahratta
107,6	108,5	*	35,5	36,2	*	1	1	*	Nizam's State.
26,5	26,8	1,37,1	2	9	4,4	*Nil*	2,0	32,7	Rohilkund and Kumaon.
131,0	171,5	*	17,7	24,6	*	18,2	18,3	*	South Indian.
814,1	1,021,8		181,2	239,3		69,1	96,4		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
17,1	19,0	*	2	4	*	..	7	*	Bengal Nagpur.
12,9	14,9	*	18,2	18,8	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
16,6	16,9	*	34,4	34,5	*	..	..	*	Great Indian Peninsula.
1,6	2,1	*	*Nil*	*Nil*	*Nil*	*Nil*	7	*	North Western.
4,4	5,0	*	..	..	*	..	..	*	South Indian.
52,6	57,9		52,8	53,7		..	1,4		Total.
2,043,2	3,021,3	2,87,90,4	699,8	1,023,8	2,63,63,6	178,3	225,1	62,85,0	Total, 1932-33.
2,371,5	3,503,1	3,52,12,8	590,3	855,7	2,29,41,7	184,2	229,2	66,96,5	Total, 1931-32.
..	..	..	109,5	168,1	34,21,9	..	..	..	Increase.
328,3	481,8	64,22,4	..	..	..	5,9	4,1	4,11,5	Decrease.

* Shown under 5′ 6″ gauge.

† Not recorded.

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

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1932-33.* (*In hundreds*)—contd.

Railway.	II. Heavy Merchandise—*concld.* (15) Kerosine oil (in bulk). Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	(16) Molasses (in bulk). Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	(17) Total heavy merchandise. (Items 1 to 16). Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	III. Light Merchandise. (1) Cotton, raw unpressed. Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	(2) Cotton, manufactured. Originating on Home line whether local or Foreign	‡ Total.	Earnings.	(3) Fodder. Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Railway.
64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
Bengal Nagpur	23,9	26,7	5,60,9	1	1	2,6	2,481,0	2,677,3	1,48,10,6	4	5	8,1	17,0	58,1	13,78,4	51,9	62,6	2,79,6	Bengal Nagpur.
Bombay, Baroda and Central India	9,3	9,3	2,37,8	..	..	21,3	939,7	1,412,9	2,44,16,3	5,8	7,9	1,98,8	102,0	112,2	71,04,4	131,6	145,4	10,16,4	Bombay, Baroda and Central India.
Eastern Bengal	88,2	88,2	4,20,0	..	1,0	5,5	393,2	516,6	45,49,3	8	2,2	24,9	20,9	22,2	5,69,8	25,7	40,3	1,40,2	Eastern Bengal.
East Indian	1	41,5	10,33,5	11,0	11,1	1,32,6	1,964,7	2,959,4	2,43,34,1	6,8	7,7	99,6	72,6	100,5	24,70,1	158,3	191,7	8,53,8	East Indian.
Great Indian Peninsula	33,6	35,5	7,82,9	1,9	1,9	13,3	1,739,6	2,783,0	3,70,29,9	5,3	6,1	60,9	116,4	167,0	45,15,7	108,5	146,8	9,64,7	Great Indian Peninsula.
Madras and Southern Mahratta	30,5	30,5	6,28,8	*Nil*	*Nil*	*Nil*	528,5	890,4	1,87,66,1	1,6	2,7	1,78,3	25,0	59,5	15,93,3	15,6	49,7	4,24,7	Madras and Southern Mahratta.
Nizam's State	1	3,9	57,2	*Nil*	2,6	33,9	276,1	468,7	58,67,8	5	5	11,4	1,9	17,5	4,23,7	5,6	7,7	70,0	Nizam's State.
North Western	19,6	21,4	5,74,1	1,0	1,0	13,9	2,886,9	3,290,5	3,67,60,9	28,6	29,5	2,35,7	64,5	111,5	33,53,9	129,3	183,7	7,76,0	North Western.
South Indian	10,3	13,4	6,75,0	2	2	2,5	196,9	488,4	1,04,30,9	8,6	9,6	2,18,5	22,1	32,1	10,29,1	6,3	12,1	1,94,2	South Indian.
Total	215,6	270,4		14,2	17,9		11,406,6	15,487,2		58,4	66,7		442,4	680,6		632,8	840,0		Total.
3′ 3⅜″ GAUGE.																			3′ 3⅜″ GAUGE.
Assam Bengal	16,7	18,7	2,51,0	1,4	1,4	13,6	275,0	328,8	26,12,2	2,8	2,8	33,8	1,2	6,7	89,0	6,8	7,7	26,1	Assam Bengal.
Bengal and North Western	13,4	42,7	5,11,8	22,9	24,1	1,75,0	935,0	1,368,5	94,95,3	†	†	†	21,9	48,4	9,74,6	39,4	40,2	2,19,5	Bengal and North Western.
Bombay, Baroda and Central India	1	1,9	*	1	1,9	*	819,6	1,469,4	*	10,9	12,9	*	70,8	111,9	*	16,9	22,6	*	Bombay, Baroda and Central India.
Burma	9	9	10,5	..	..	..	1,539,0	1,539,0	98,09,0	25,3	25,3	1,12,1	16,8	16,8	4,67,7	73,8	73,8	4,12,4	Burma.
Eastern Bengal	1	11,9	*	..	..	*	233,3	451,6	*	4	6	*	9	14,7	*	7,6	13,3	*	Eastern Bengal.
Jodhpur	..	6	13,5	..	..	..	209,9	346,1	21,83,9	18,9	19,0	1,47,6	1,0	11,1	1,70,0	7,1	8,2	43,0	Jodhpur.
Madras and Southern Mahratta	15,2	15,8	*	*Nil*	*Nil*	*Nil*	717,9	1,079,6	*	12,4	13,7	*	18,9	38,1	*	42,9	49,9	*	Madras and Southern Mahratta.
Nizam's State	*Nil*	1,2	*	*Nil*	5	*	197,4	303,6	*	8	8	*	3,4	8,2	*	2,6	2,7	*	Nizam's State.
Rohilkund and Kumaon	*Nil*	*Nil*	4	*Nil*	*Nil*	*Nil*	256,3	301,7	13,78,3	6	7	4,0	2,4	11,2	90,5	5,4	5,8	24,2	Rohilkund and Kumaon.
South Indian	47,6	47,6	*	..	..	*	1,016,1	1,095,3	*	10,7	12,1	*	35,0	43,4	*	20,8	23,8	*	South Indian.
Total	94,0	141,3		24,4	27,9		6,199,5	8,283,6		82,8	87,9		172,3	310,5		223,3	248,0		Total.
2′ 6″ AND 2′ 0″ GAUGES.																			2′ 6″ AND 2′ 0″ GAUGES.
Bengal Nagpur	..	3,5	*	..	1	*	164,6	217,4	*	1	1	*	2,5	6,9	*	4,1	5,2	*	Bengal Nagpur.
Bombay, Baroda and Central India	..	..	*	..	..	*	88,3	114,5	*	1,8	4,3	*	3	1,1	*	1,7	1,9	*	Bombay, Baroda and Central India.
Eastern Bengal	..	..	*	..	..	*	..	1	*	..	..	*	..	1	*	..	..	*	Eastern Bengal.
Great Indian Peninsula	..	..	*	..	..	*	56,0	89,0	*	2	2	*	5	2,6	*	5	1,3	*	Great Indian Peninsula.
North Western	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	79,8	115,1	*	*Nil*	1	*	1	3,7	*	1,7	3,5	*	North Western.
South Indian	..	..	*	..	..	*	13,6	20,9	*	..	..	*	1	4	*	9	9	*	South Indian.
Total	..	3,5		..	1		402,3	557,0		2,1	4,7		3,5	14,8		8,9	12,8		Total.
Total, 1932-33	309,6	415,2	57,57,4	38,6	45,9	4,14,2	18,008,4	24,327,8	20,24,44,6	143,3	159,3	13,33,7	618,2	1,005,9	2,42,30,2	865,0	1,100,8	54,44,8	Total, 1932-33.
Total, 1931-32	300,0	406,5	52,19,2	26,1	28,0	1,99,2	19,650,1	26,355,3	21,89,47,7	101,4	121,0	12,03,4	600,9	957,2	2,34,10,6	805,6	1,036,8	50,42,2	Total, 1931-32.
Increase	9,6	8,7	5,38,2	12,5	17,9	2,15,0	..	..	..	38,9	38,3	1,30,3	17,3	48,7	8,19,6	59,4	64,0	4,02,6	Increase.
Decrease	..	..	..	..	..	..	1,641,7	2,027,5	1,65,03,1	..	..	..	..	..	..	..	..	..	Decrease.

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

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

29.—*Statement of Principal Commodities carried by* **Class I** *Railways and the earnings therefrom for the year 1932-33.* (*In hundreds*)—contd.

III. Light Merchandise—*contd.*

Railway	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.			(7) Iron and Steel, wrought.			(8) Kerosine oil in tins.			Railway.
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
5′ 6″ GAUGE.																5′ 6″ GAUGE.
Bengal Nagpur	17,4	45,3	6,90,4	3,5	26,2	3,57,9	10,1	32,9	3,47,2	434,5	450,4	23,77,9	16,9	19,5	3,24,8	Bengal-Nagpur.
Bombay, Baroda and Central India	27,5	37,2	7,29,3	4,7	54,9	26,64,6	..	..	..	77,9	96,3	23,87,3	51,9	52,2	11,18,7	Bombay, Baroda and Central India.
Eastern Bengal	13,7	41,8	5,39,4	7,2	13,4	3,70,3	279,6	668,0	98,81,0	23,6	67,7	5,14,7	67,5	69,4	7,26,8	Eastern Bengal.
East Indian	151,0	200,2	16,84,5	202,3	221,1	18,35,9	16,6	49,9	3,46,8	176,3	323,2	41,03,3	9,5	59,9	11,23,6	East Indian.
Great Indian Peninsula	78,5	101,4	9,85,5	32,1	157,5	18,82,0	..	..	..	104,6	209,4	29,04,4	55,2	56,5	11,48,9	Great Indian Peninsula.
Madras and Southern Mahratta	60,1	98,3	11,91,1	33,8	47,3	10,91,8	..	..	..	48,7	98,6	15,11,0	23,9	24,4	5,96,8	Madras and Southern Mahratta.
Nizam's State	2,0	8,1	1,30,7	6	6,4	1,51,8	..	1	7	2,6	26,3	3,85,6	1,6	4,3	92,8	Nizam's State.
North Western	105,0	120,4	14,19,3	208,7	287,8	26,93,6	1	4	5,2	126,0	179,4	35,64,4	39,5	41,4	9,30,3	North Western.
South Indian	54,1	58,0	10,35,8	7,7	9,5	3,40,0	..	..	1,2	3,9	17,8	6,21,6	3,2	16,9	3,75,8	South Indian.
Total	509,3	710,7		500,6	824,1		306,4	751,3		998,1	1,469,1		269,2	344,5		Total.
3′ 3⅜″ GAUGE.																3′ 3⅜″ GAUGE.
Assam Bengal	16,1	22,1	1,74,4	3,8	11,3	70,6	100,1	104,7	6,23,7	14,9	19,5	2,53,6	72,5	78,6	10,64,4	Assam Bengal.
Bengal and North Western	1,032,1	1,039,0	14,71,3	117,4	141,2	10,77,7	†	†	†	22,3	68,8	7,58,0	1,3	4,6	47,8	Bengal and North Western.
Bombay, Baroda and Central India	26,7	39,0	*	4,5	169,9	*	..	..	*	13,8	74,6	*	2,1	21,7	*	Bombay, Baroda and Central India.
Burma	132,6	132,6	12,75,6	21,5	21,5	2,92,1	*Nil*	*Nil*	*Nil*	22,4	22,4	2,93,5	26,5	26,5	3,36,8	Burma.
Eastern Bengal	6,6	51,1	*	2,2	42,7	*	404,6	431,2	*	4,4	17,9	*	7,7	42,9	*	Eastern Bengal.
Jodhpur	1,7	5,1	36,1	4	14,1	1,21,6	..	1	4	1,6	12,7	2,16,7	1	5,4	1,13,6	Jodhpur.
Madras and Southern Mahratta	31,6	40,0	*	73,6	81,6	*	..	..	*	14,3	56,1	*	23,2	30,3	*	Madras and Southern Mahratta.
Nizam's State	2,4	4,4	*	6	8,9	*	*Nil*	*Nil*	*Nil*	2,5	11,2	*	2	3,9	*	Nizam's State.
Rohilkund and Kumaon	95,4	95,7	1,44,5	88,7	88,9	5,33,8	†	†	†	3,4	12,7	70,9	2,0	4,3	21,4	Rohilkund and Kumaon.
South Indian	67,7	88,9	*	24,7	29,5	*	1	1	*	43,4	51,0	*	30,9	31,0	*	South Indian.
Total	1,412,9	1,517,9		337,4	609,6		504,8	536,1		143,0	346,9		166,5	249,2		Total.
2′ 6″ AND 2′ 0″ GAUGES.																2′ 6″ AND 2′ 0″ GAUGES.
Bengal Nagpur	1,8	3,4	*	6	4,0	*	..	..	*	1,9	8,3	*	1,0	4,1	*	Bengal-Nagpur.
Bombay, Baroda and Central India	4	1,5	*	2	2,5	*	..	..	*	6	3,5	*	2	2,5	*	Bombay, Baroda and Central India.
Eastern Bengal	..	..	*	...	..	*	..	..	*	..	1	*	..	..	*	Eastern Bengal.
Great Indian Peninsula	1	5	*	10,2	13,3	*	..	..	*	1,2	3,0	*	1,8	4,5	*	Great Indian Peninsula.
North Western	12,7	14,5	*	6	4,9	*	*Nil*	*Nil*	*Nil*	9	4,5	*	1	2,0	*	North Western.
South Indian	6	1,5	*	6	6	*	..	..	*	1	6	*	1	1,0	*	South Indian.
Total	15,6	21,4		12,2	25,3		..	..		4,7	20,0		3,2	14,1		Total.
Total, 1932-33	1,937,8	2,250,0	1,15,07,9	850,2	1,459,0	1,34,83,7	811,2	1,287,4	1,12,06,2	1,145,8	1,836,0	1,99,62,9	438,9	607,8	80,22,5	Total, 1932-33.
Total, 1931-32	1,466,7	1,809,9	1,11,05,0	834,6	1,393,0	1,24,67,5	704,2	1,101,1	98,92,7	1,097,2	1,704,3	1,81,38,6	622,1	882,8	1,09,70,5	Total, 1931-32.
Increase	471,1	440,1	4,02,9	15,6	66,0	10,16,2	107,0	186,3	13,13,5	48,6	131,7	18,24,3	..	..	..	Increase.
Decrease	..	..	..	..	..	..	..	..	..	..	..	..	183,2	275,0	29,48,0	Decrease.

* 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.
† Not recorded.

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1932-33.* (*In hundreds*)—contd.

III.—Light Merchandise—*concld.*

Railway.	(9) Petrol in tins. Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	(10) Tobacco. Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	(11) Provisions. Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	(12) Manures (all kinds). Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	(13) Total light merchandise. (Items 1 to 12.) Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Railway.
101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
Bengal-Nagpur	3,0	3,0	49,4	10,6	31,5	6,74,8	60,7	107,2	18,72,4	9,3	11,5	58,0	635,3	848,7	84,18,9	Bengal-Nagpur.
Bombay, Baroda and Central India	6,0	6,0	2,16,4	34,7	36,7	9,33,8	79,3	110,8	26,15,1	..	..	..	521,4	659,6	1,89,84,8	Bombay, Baroda and Central India.
Eastern Bengal	2,2	12,6	2,68,9	11,1	26,2	6,75,8	27,5	88,4	25,06,4	3,4	4,1	31,0	483,2	1,056,3	1,62,49,2	Eastern Bengal.
East Indian	3,8	8,3	2,07,5	24,8	49,7	9,78,9	77,6	134,3	30,68,1	11,1	16,3	1,25,6	910,7	1,362,8	1,68,97,7	East Indian.
Great Indian Peninsula	7,5	7,9	1,63,6	9,1	34,9	7,73,5	113,0	194,7	33,86,0	28,8	49,4	2,14,3	659,0	1,131,6	1,69,99,5	Great Indian Peninsula.
Madras and Southern Mahratta	3,4	3,5	1,35,2	26,0	46,1	9,86,0	65,3	135,8	28,46,6	19,8	23,2	96,0	323,2	589,1	1,06,50,8	Madras and Southern Mahratta
Nizam's State	6	1,2	37,8	9	4,8	1,39,5	7,9	26,3	4,95,9	16,2	21,4	1,49,2	40,4	124,6	20,89,1	Nizam's State.
North Western	9,7	9,8	2,09,3	23,6	31,3	6,74,3	73,3	96,3	25,56,1	5,3	5,6	19,5	813,6	1,097,1	1,64,37,6	North Western.
South Indian	1,9	3,3	1,27,5	16,9	19,2	4,66,6	81,9	115,5	28,01,1	8,2	18,1	2,30,6	214,8	312,1	74,42,0	South Indian.
Total	38,1	55,6		157,7	280,4		586,5	1,009,3		102,1	149,6		4,601,6	7,181,9		Total.
3′ 3⅜″ GAUGE.																3′ 3⅜″ GAUGE.
Assam Bengal	2,4	2,5	34,2	2,0	7,9	1,08,4	98,4	125,7	23,02,5	5,4	8,1	1,01,6	326,4	397,6	48,82,3	Assam Bengal.
Bengal and North Western	5	5	5,4	40,0	42,5	5,90,2	70,5	86,2	10,27,1	4,4	5,4	32,3	1,349,8	1,476,8	62,03,9	Bengal and North Western.
Bombay, Baroda and Central India	4,3	5,5	*	8,4	21,9	*	27,4	68,2	*	..	..	*	185,8	548,2	*	Bombay, Baroda and Central India.
Burma	6,7	6,7	1,79,8	12,4	12,4	1,71,5	90,2	90,2	19,26,7	2,6	2,6	9,4	430,8	430,8	54,77,6	Burma.
Eastern Bengal	6	11,8	*	18,8	33,1	*	32,1	106,8	*	4	3,3	*	486,3	769,4	*	Eastern Bengal.
Jodhpur	1	8	27,4	4	3,6	63,8	3,8	14,0	1,76,5	6	6	7	35,7	94,7	11,17,4	Jodhpur.
Madras and Southern Mahratta	3,2	5,0	*	22,6	26,5	*	71,9	113,2	*	2,4	5,4	*	317,0	459,8	*	Madras and Southern Mahratta.
Nizam's State	1	1,0	*	1,6	3,1	*	6,0	13,6	*	8,1	8,2	*	28,3	66,0	*	Nizam's State.
Rohilkund and Kumaon	5	6	4,7	1,9	3,0	32,4	4,3	7,2	56,3	3	3	1,2	204,9	230,4	9,83,9	Rohilkund and Kumaon.
South Indian	5,6	6,1	*	10,2	18,5	*	108,2	152,6	*	24,2	38,4	*	381,5	495,4	*	South Indian.
Total	24,0	40,5		118,3	172,5		512,8	777,7		48,4	72,3		3,746,5	4,969,1		Total.
2′ 6″ AND 2′ 0″ GAUGES.																2′ 6″ AND 2′ 0″ GAUGES.
Bengal-Nagpur	4	5	*	1,6	5,1	*	7,3	13,6	*	..	2	*	21,3	51,4	*	Bengal-Nagpur.
Bombay, Baroda and Central India	..	2	*	1	3	*	3,8	5,8	*	..	...	*	9,1	23,6	*	Bombay, Baroda and Central India.
Eastern Bengal	..	..	*	..	2	*	1,6	1,6	*	..	..	*	1,6	2,0	*	Eastern Bengal.
Great Indian Peninsula	..	2	*	..	6	*	4	4,1	*	..	4,6	*	14,9	34,9	*	Great Indian Peninsula.
North Western	5	1,0	*	1	1,0	*	4,1	6,8	*	*Nil*	*Nil*	*Nil*	20,8	42,0	*	North Western.
South Indian	..	1	*	..	1,0	*	8,2	9,6	*	4	5	*	11,0	16,2	*	South Indian.
Total	9	2,0		1,8	8,2		25,4	41,5		4	5,3		78,7	170,1		Total.
Total, 1932-33	63,0	98,1	16,67,1	277,8	461,1	72,69,5	1,124,7	1,828,5	2,76,36,8	150,9	227,2	10,69,4	8,426,8	12,321,1	13,28,34,7	Total, 1932-33
Total, 1931-32	85,6	152,9	26,28,2	269,9	442,1	67,83,4	1,130,8	1,865,1	2,82,77,3	114,8	185,2	9,16,3	7,836,8	11,651,4	13,08,17,5	Total, 1931-32.
Increase	..	..	..	7,9	19,0	4,86,1	..	..	..	36,1	42,0	1,53,1	590,0	669,7	20,17,2	Increase.
Decrease	22,6	54,8	9,61,1	..	..	..	6,1	36,6	6,40,5	..	..	..	..	..	..	Decrease.

* Shown under ″ gauge.

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

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1932-33.* (*In hundreds*)—contd.

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.			VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	**5′ 6″ Gauge.**
Bengal-Nagpur	989,0	1,135,8	78,51,8	4,105,3	4,661,8	3,10,81,3	7	3,4	47,7	6,6	7,4	93,4	175,2	184,0	[illegible],09,5	698,6	698,4	17,24,7	Bengal-Nagpur.
Bombay, Baroda and Central India.	555,5	685,9	1,23,58,5	2,016,6	2,758,4	5,57,59,6	1,3	2,3	81,5	31,0	45,5	20,88,2	172,5	183,3	1,95,4	15,8	173,4	10,08,5	Bombay, Baroda and Central India.
Eastern Bengal	255,2	386,4	21,65,0	1,131,6	1,959,3	2,29,63,5	4,7	6,7	23,0	6	7	40,4	193,3	198,0	4,75,1	3,8	241,7	6,71,7	Eastern Bengal.
East Indian	1,139,4	1,580,5	1,40,72,1	4,014,8	5,902,7	5,53,03,9	46,2	78,9	6,13,8	19,9	32,6	13,24,1	766,0	778,2	10,28,7	1,372,4	1,372,4	47,14,7	East Indian.
Great Indian Peninsula	1,333,5	1,572,3	1,29,79,0	3,732,1	5,486,9	6,70,08,4	39,9	65,4	6,49,2	16,2	17,7	3,48,3	565,0	576,0	6,06,3	275,8	704,6	27,85,5	Great Indian Peninsula.
Madras and Southern Mahratta	255,2	534,3	80,52,5	1,106,9	2,013,8	3,74,69,4	1,0	4,2	55,0	7,3	7,6	2,70,6	61,5	95,2	3,14,9	79,5	370,1	13,19,3	Madras and Southern Mahratta.
Nizam's State	42,4	108,1	15,28,2	358,9	701,4	94,85,1	1,2	11,2	74,8	*Nil*	3	24,0	66,6	77,0	1,37,6	145,3	145,3	3,51,1	Nizam's State.
North Western	989,3	1,244,6	1,80,69,2	4,689,8	5,632,2	7,12,67,7	211,3	245,4	13,77,0	29,9	30,3	4,44,2	1,717,0	1,721,1	10,10,2	53,8	945,3	40,96,7	North Western.
South Indian	154,2	308,1	51,62,6	565,9	1,108,6	2,30,35,5	1	1,2	22,4	1,4	2,0	73,2	105,3	111,6	98,8	28,4	97,4	3,25,7	South Indian.
Total	5,713,7	7,556,0		21,721,9	30,225,1		306,4	418,7		112,9	144,1		3,822,4	3,924,4		2,673,4	4,748,6		Total.
3′ 3⅜″ Gauge.																			**3′ 3⅜″ Gauge.**
Assam Bengal	59,9	86,9	8,05,8	661,3	813,3	83,00,3	5	1,4	4,7	1,2	1,3	23,8	266,7	270,0	1,96,4	51,6	76,9	1,11,0	Assam Bengal.
Bengal and North Western	191,2	313,5	22,40,4	2,476,0	3,158,8	1,79,39,6	2,8	2,9	12,0	5,4	7,0	1,06,5	38.4	39,3	45,7	37,6	239,7	4,91,5	Bengal and North Western.
Bombay, Baroda and Central India.	180,2	428,9	*	1,185,6	2,446,5	*	1,9	7,5	*	23,6	26,9	*	72,1	84,5	*	9,1	211,4	*	Bombay, Baroda and Central India.
Burma	372,3	372,3	39,71,2	2,342,1	2,342,1	1,92,57,8	6,1	6,1	40,6	10,4	10,4	3,57,8	60,1	60,1	84,3	213,9	213,9	5,04,4	Burma.
Eastern Bengal	35,7	107,2	*	755,3	1,328,2	*	..	1,4	*	3	2,1	*	60,4	64,8	*	7,2	97,1	*	Eastern Bengal.
Jodhpur	40,6	74,6	7,01,3	286,2	515,4	40,02,6	..	6	10,7	1,2	1,4	20,0	68,2	78,6	90,1	2,1	42,3	1,00,0	Jodhpur.
Madras and Southern Mahratta	185,6	299,0	*	1,220,5	1,838,4	*	6	2,8	*	4,9	5,2	*	12,6	29,8	*	145,7	149,3	*	Madras and Southern Mahratta.
Nizam's State	28,3	50,0	*	254,0	419,6	*	2,5	3,7	*	7	7	*	24,5	26,1	*	3	36,0	*	Nizam's State.
Rohilkund and Kumaon	61,6	91,5	3,85,8	522,8	623,6	27,48,0	11,9	12,6	44,0	7	9	8,7	103,1	104,1	2,65,3	44,8	44,8	14,4	Rohilkund and Kumaon.
South Indian	237,6	313,0	*	1,635,2	1,903,7	*	2	9	*	1,6	1,9	*	272,0	273,9	*	176,4	176,4	*	South Indian.
Total	1,393,0	2,136,9		11,339,0	15,389,6		26,5	39,9		50,0	57,8		978,1	1,031,2		688,7	1,287,8		Total.
2′ 6″ and 2′ 0″ Gauges.																			**2′ 6″ and 2′ 0″ Gauges.**
Bengal-Nagpur	70,2	86,8	*	256,1	355,6	*	2	5	*	1	1	*	6,1	6,1	*	46,2	46,2	*	Bengal-Nagpur.
Bombay, Baroda and Central India.	14,3	22,0	*	111,7	160,1	*	..	..	*	1	1	*	12.2	13,3	*	2	5	*	Bombay, Baroda and Central India.
Eastern Bengal	1	1	*	1,7	2,2	*	..	..	*	..	..	*	..	..	*	..	..	*	Eastern Bengal.
Great Indian Peninsula	3,5	10,6	*	74,4	134,5	*	..	..	*	..	..	*	9,3	9 3	*	..	..	*	Great Indian Peninsula.
North Western	46,0	94,0	*	146,6	251,1	*	11,4	25,8	*	3	4	*	10,7	12,4	*	18,2	18,3	*	North Western.
South Indian	5,8	7,9	*	30,4	45,0	*	..	..	*	..	..	*	..	..	*	2	2	*	South Indian.
Total	139,9	221,4		620,9	948,5		11,6	26,3		5	6		38,3	41,1		64,8	65,2		Total.
Total, 1932-33	7,246,6	9,914,3	9,03,43,4	33,681,8	46,563,2	42,56,22,7	344,5	484,9	30,56,4	163,4	202,5	52,23,2	4,838,8	4,996,7	51,58,3	3,426,9	6,101,6	1,82,19,2	Total, 1932-33.
Total, 1931-32	7,501,3	10,305,4	9,23,92,3	34,988,2	48,312,0	44,21,57,5	266,6	400,3	27,23,8	164,5	200,3	51,82,3	5,802,2	6,081,1	72,46,9	3,619,5	6,320,5	1,69,96,1	Total, 1931-32.
Increase	..	..	..	..	..	..	77,9	84,6	3,32,6	..	2,2	40,9	..	..	..	..	..	12,23,1	Increase.
Decrease	254,7	391,1	20,48,9	1,306,4	1,748,8	1,65,34,8	..	..	..	1,1	..	..	963,4	1,084,4	20,88,6	192,6	218,9	..	Decrease.

* Shown und

‡ In these totals consignments passing over two or mo

5′ 6″ gauge

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

29.—*Statement of Principal Commodities carried by* ***Class I Railways*** *and the earnings therefrom for the year 1932-33. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	608,5	610,0	3,62,1	1,307,1	1,308,4	20,86,8	10,881,9	12,021,7	4,75,44,
Bombay, Baroda and Central India.	309,9	314,4	5,09,1	325,7	487,8	15,17,6	2,669,9	3,956,4	6,25,66,
Eastern Bengal	160,9	185,1	5,10,5	164,7	426,8	11,82,2	1,523,8	3,815,6	2,77,07,
East Indian	729,9	813,4	9,79,9	2,102,3	2,185,8	56,94,6	15,974,8	19,220,1	11,31,49,
Great Indian Peninsula	1,023,2	1,023,2	4,78,7	1,299,0	1,727,8	32,64,2	6,520,7	9,499,9	7,85,37,
Madras and Southern Mahratta	225,2	227,2	2,75,5	304,7	597,3	15,94,8	1,617,9	3,147,5	4,25,99,
Nizam's State	38,2	38,6	61,1	183,5	183,9	4,12,2	1,251,8	1,620,9	1,27,94,
North Western	1,355,0	1,377,7	11,17,4	1,408,8	2,323,0	52,14,1	8,554,6	11,263,4	8,36,66,
South Indian	365,8	373,6	2,41,7	394,2	471,0	5,67,4	1,102,5	1,753,1	2,45,14,
Total	4,816,6	4,963,2		7,490,0	9,711,8		50,097,9	66,298,6	
3′ 3⅜″ GAUGE.									
Assam Bengal	96,6	97,9	1,21,1	148,2	174,8	2,32,1	1,116,0	1,391,2	91,53,
Bengal and North Western	145,9	159,4	1,96,0	183,5	399,1	6,87,5	2,776,5	3,987,2	1,99,50,
Bombay, Baroda and Central India.	147,5	159,0	*	156,6	370,4	*	1,490,1	3,186,8	*
Burma	686,8	686,8	4,58,2	900,7	900,7	9,62,6	3,448,5	3,448,5	2,16,92,0
Eastern Bengal	112,8	122,7	*	120,0	219,8	*	938,5	1,890,1	*
Jodhpur	183,5	185,2	59,2	185,6	227,5	1,59,2	547,0	840,3	43,51,0
Madras and Southern Mahratta	136,0	139,6	*	281,7	288,9	*	1,634,0	2,336,6	*
Nizam's State	45,1	45,9	*	45,4	81,9	*	338,5	605,5	*
Rohilkund and Kumaon	66,0	66,0	38,3	110,8	110,8	52,7	928,4	1,050,9	34,93,7
South Indian	599,4	611,3	*	775,8	787,7	*	2,805,7	3,096,7	*
Total	2,219,6	2,273,8		2,908,3	3,561,6		16,023,2	21,833,8	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	93,4	95,7	*	139,6	141,9	*	484,9	607,1	*
Bombay, Baroda and Central India.	11,9	12,6	*	12,1	13,1	*	157,2	212,5	*
Eastern Bengal	1,7	1,8	*	1,7	1,8	*	3,4	4,0	*
Great Indian Peninsula	..	..	*	..	..	*	84,1	154,1	*
North Western	56,3	62,8	*	74,5	81,1	*	277,9	424,3	*
Sougth Indian	1,0	1,1	*	1,2	1,3	*	33,9	48,6	*
Total	164,3	174,0		229,1	239,2		1,041,4	1,450,6	
Total, 1932-33	7,200,5	7,411,0	54,08,8	10,627,4	13,512,6	2,36,28,0	67,162,5	89,583,0	55,17,21,4
Total, 1931-32	7,800,2	8,067,3	60,86,9	11,419,7	14,387,8	2,30,83,0	71,063,8	94,247,8	56,87,14,3
Increase	..	..	..	..	..	545,0	..	..	..
Decrease	599,7	656,3	6,78,1	792,3	875,2	..	3,901,3	4,664,8	1,69,92,9

* Shown under 5′ 6″ gauge.

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

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1932-33.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33.*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE A.—MAINTENANCE OF STRUCTURAL WORKS.

Railway.	*A I (1).—Administrative and Executive officers.			*A. I (2).—Subordinate supervising staff.			*A. I (3).—Office Staff.			A.I.—Administration—Total.			A.II-1(a)—Track—Ordinary repairs and maintenance.			†A. II-1 (b) and A. II 3.—Bridges, tunnels and conservancy of rivers. *A. II-1(c).—Bridges—ordinary repairs and maintenance.			*A. II-1 (d).—Service buildings, ordinary repairs and maintenance.			Railway.
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. *Per 100 lineal feet of opening per track.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
Bengal-Nagpur	8,75,447	332·5	1·86	6,16,897	234·3	1·31	5,81,243	220·8	1·24	20,37,789	*773·9	4·33	26,97,053	*1,024·4	5·74	*4,14,722	*241·9	0·88	3,40,882	‡	0·73	B. N.
Bombay, Baroda and Central India	3,44,639	196·3	0·97	3,53,731	201·4	0·99	3,94,983	224·9	1·11	10,97,580	*625·0	3·07	17,54,038	*998·9	4·91	*1,01,135	‡	0·28	1,70,308	130·5	0·48	B. B. & C. I.
Eastern Bengal	2,49,659	182·3	0·89	2,98,358	217·8	1·06	3,01,189	219·9	1·07	10,01,666	*731·2	3·56	13,32,876	*973·0	4·74	*1,85,018	*310·3	0·66	2,08,108	4·52	0·74	E. B.
East Indian	9,11,941	149·6	0·80	10,36,840	170·0	0·90	8,93,554	146·5	0·78	‖33,61,205	*551·2	2·93	45,31,250	*743·1	3·95	*¶2,79,509	*64·1	0·25	**8,83,533	5·32	0·77	E. I.
Great Indian Peninsula	10,47,902	214·6	1·11	8,06,774	165·0	0·86	8,11,886	166·0	0·86	27,06,574	*554·0	2·87	38,88,953	*796·0	4·13	*1,80,808	*78·0	0·19	3,44,400	3·08	0·37	G. I. P.
Madras and Southern Mahratta	3,20,647	213·8	1·47	2,07,725	138·5	0 95	2,15,820	143·9	0·99	8,35,570	*557·1	3·83	12,51,983	*834·8	5·73	*78,578	*6,911·0	0·36	90,398	91·3	0·41	M. & S. M.
Nizam's State	1,03,794	193·4	1·61	77,563	144·5	1·21	70,715	131·8	1·10	2,81,339	*524·3	4·39	4,21,258	*785·0	6·57	*8,781	*27·9	0·14	18,950	‡	0·29	N. S.
North Western	11,32,920	141·2	0·99	13,30,083	165·8	1·17	8,61,905	107·4	0·76	37,86,915	*472·1	3·32	65,01,765	*810·5	5·69	*2,75,672	*46·2	0·24	8,97,239	5·41	0·79	N. W.
South Indian	1,14,692	157·8	1·16	98,132	135·0	1·00	92,113	126·7	0·94	3,71,154	*510·5	3·77	3,80,078	*522·8	3·86	*¶‖22,810	*52·4	0·23	22,750	2·09	0·23	S. I.
3′ 3⅜″ Gauge.																						3′ 3⅜″ Gauge.
Assam-Bengal	2,78,911	321·8	2·30	1,39,569	161·0	1·15	1,47,237	169·9	1·21	5,51,418	*636·3	4·55	11,79,196	*1,360·6	9·73	*84,868	*105·5	0·70	83,665	‡	0·69	A. B.
Bengal and North Western	‡	‡	‡	‡	‡	‡	‡	‡	‡	6,26,623	(e) †238·1	4·25	18,04,297	(f) †685·5	12·2	†1,32,559	(i) †50·4	0·89	‡	‡	‡	B. & N. W.
Bombay, Baroda and Central India	3,41,775	195·8	1·23	3,23,289	185·3	1·17	3,15,743	180·9	1·14	9,64,277	*552·6	3·48	15,57,161	*892·2	5·62	*58,578	*53·4	0·21	1,26,212	3·42	0·46	B. B. & C. I.
Burma	4,05,718	218·9	1·49	3,88,404	209·5	1·42	3,01,887	162·8	1·11	11,78,031	*635·5	4·32	20,40,462	*1,100·7	7·48	*1,20,933	*97·4	0·44	1,24,381	4·27	0·46	Burma.
Eastern Bengal	1,28,577	150·7	0·89	1,22,302	143·3	0·85	1,45,085	170·0	1·00	4,94,062	*578·9	3·42	8,50,083	*996·1	5·88	*45,950	*86·3	0·32	57,987	2·96	0·40	E. B.
Jodhpur	88,409	137·1	1·69	40,891	63·4	0·78	41,258	64·0	0·79	1,76,407	*273·5	3·37	4,21,064	*652·8	8·05	*12,028	*62·9	0·23	19,132	2·59	0·37	Jodhpur.
Madras and Southern Mahratta	2,91,717	177·8	1·45	2,36,458	144·1	1·17	1,64,085	100·0	0·81	7,77,322	*473·8	3·85	16,22,918	*989·2	8·05	*91,385	*7,322·5	0·45	57,689	99·3	0·29	M. & S. M.
Nizam's State	96,283	218·2	1·90	63,299	143·4	1·25	57,816	131·0	1·14	2,40,550	*545·1	4·75	3,97,443	*900·6	7·85	*23,337	*75·3	0·46	14,970	‡	0·30	N. S.
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	‡	‡	‡	1,15,488	(g) †169·6	3·82	2,48,408	(h) †364·8	8·24	†49,215	(j)†72·3	1·63	‡	‡	‡	R. & K.
South Indian	3,87,516	219·3	1·79	3,08,647	174·7	1·43	2,91,397	164·9	1·35	11,67,287	*660·6	5·40	11,02,191	*623·7	5·10	*¶71,332	*52·6	0·33	99,461	2·14	0·46	S. I.
2′ 6″ and 2′ 0″ Gauges.																						2′ 6″ & 2′ 0″ Gauges.
Bengal-Nagpur	77,805	124·3	2·04	1,04,754	167·4	2·75	54,196	86·6	1·42	2,31,304	*369·6	6·07	5,34,786	*854·5	14·0	¶35,202	*76·4	0·92	24,892	‡	0·65	B. N.
Bombay, Baroda and Central India	18,308	127·9	2·07	10,429	72·9	1·18	7,410	51·8	0·84	35,649	*249·1	4·04	1,17,285	*819·4	13·3	*4,128	‡	0·47	2,117	‡	0·24	B. B. & C. I.
Eastern Bengal	1,287	48·6	0·96	1,251	47·2	0·93	517	19·5	0·38	3,922	*148·0	2·92	14,667	*553·5	10·9	*78	*17·2	0·06	1,910	10·6	1·42	E. B.
Great Indian Peninsula	..	..	..	(a) 632	(a) 23·0	(a) 0·55	(a) 81	(a) 3·00	(a) 0·69	14,448	*86·6	2·61	(a)77,822	(a)*2,779·0	(a) 67·2	(a) *357	(a) *13·0	(a)0·31	(a) 388	(a) 2·08	(a)0·33	G. I. P.
North Western	1,08,843	189·0	1·79	1,24,199	215·6	2·05	83,533	145·0	1·38	3,56,166	*618·3	5·87	5,65,496	*981·8	9·31	*27,033	*51·7	0·45	46,861	8·79	0·77	N. W.
South Indian	20,704	337·9	4·98	10,370	169·2	2·50	13,525	220·7	3·25	48,582	*792·8	11·7	40,786	*665·6	9·82	*¶819	*30·6	0·20	1,596	6·40	0·38	S. I.

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
(a) Figures for Darwha Pusad Railway only.

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

	Per mile of line maintained. Rs.	Per train mile. As.
(e)	296·8	1·24
(f)	854·5	3·57
(g)	202·3	1·13
(h)	435·2	2·43
(i)	62·8	0·26
(j)	86·2	0·48

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*contd.*

Railway.	*A. II 1 (f).—Residential buildings—Ordinary repairs and maintenance.			*A II 1 (g).—Signals and Interlocking—Ordinary repairs and maintenance.			*A II 1 (b), (e), (h), (i), (j) and (k).—Other items—Ordinary repairs and maintenance.		*A. III—All items, total ordinary repairs and maintenance—excluding credits.			*A.II 2—Special repairs and maintenance (excluding credits).		A. II—Total repairs and maintenance (excluding credits).			A IV.—Total Replacement and Renewal. Appropriation to Depreciation Reserve Fund.			Railway.
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per lever.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.		Rs.	Rs.		Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
Bengal Nagpur	6,54,823	‡	1·39	6,15,764	116·5	1·31	3,66,012	0·78	50,89,256	1,933·1	10·8	..	..	50,89,256	*1,933·1	10·8	15,91,747	*604·6	3·39	B. N.
Bombay, Baroda and Central India	1,58,069	121·1	0·44	2,95,870	33·2	0·83	97,160	0·27	25,99,047	1,480·0	7·28	90,798	0·25	28,33,395	*1,613·5	7·94	17,43,305	*992·8	4·88	B. B. & C. I.
Eastern Bengal	2,73,593	5·50	0·97	4,90,210	95·7	1·74	2,91,863	1·04	27,49,196	2,006·9	9·78	42,727	0·15	30,89,902	*2,255·6	11·0	33,61,102	*2,453·5	12·0	E. B.
East Indian	7,48,412	3·13	0·65	4,38,793	23·3	0·38	(b) 4,40,995	0·39	88,44,850	1,450·6	7·72	‡	‡	88,44,850	*1,450·6	7·72	1,21,89,102	*1,999·0	10·6	E. I.
Great Indian Peninsula	5,51,943	5·14	0·59	4,98,556	39·0	0·53	21,96,346	2·33	76,61,006	1,569·0	8·14	14,74,742	1·57	91,35,748	*1,870·5	9·71	98,02,052	*2,006·9	10·4	G. I. P.
Madras and Southern Mahratta	1,10,260	111·4	0·51	1,45,994	21·9	0·67	1,93,796	0·89	18,71,009	1,247·6	8·57	6,756	0·03	20,03,211	*1,335·7	9·17	9,98,377	*665·7	4·57	M. & S. M.
Nizam's State	39,524	‡	0·62	15,914	14·5	0·25	96,415	1·50	6,00,842	1,119·7	9·37	27,271	0·42	6,28,113	*1,170·5	9·79	5,46,818	*1,019·0	8·52	N. S.
North Western	7,13,915	3·00	0·63	6,42,556	39·1	0·56	4,29,664	0·38	94,60,811	1,179·4	8·29	5,80,288	0·51	1,13,56,921	*1,415·7	9·95	1,88,73,897	*2,352·8	16·5	N. W.
South Indian	18,552	1·53	0·19	65,190	33·9	0·66	92,119	0·96	6,03,499	830·1	6·13	1,22,467	1·24	7,25,966	*998·6	7·37	11,28,647	*1,552·5	11·5	S. I.
3′ 3⅜″ Gauge.																				3′ 3⅜″ Gauge.
Assam-Bengal	2,39,870	‡	1·98	39,623	67·6	0·33	1,16,501	0·96	17,43,723	2,012·0	14·4	11,252	0·09	18,67,007	*2,154·3	15·4	9,21,620	*1,063·4	7·60	A. B.
Bengal and North Western	1,09,629	‡	0·74	‡	‡	‡	5,86,023	3·98	§19,727	§ (m)	§ 0·13	‡	‡	26,52,235	(e) †1,007·6	18·0	**	**	**	B. & N. W.
Bombay, Baroda and Central India	1,66,458	2·40	0·60	1,55,512	27·0	0·56	87,308	0·31	21,51,229	1,232·7	7·76	2,91,474	1·05	24,42,703	*1,399·7	8·81	14,77,315	*846·5	5·33	B. B. & C. I.
Burma	2,33,200	5·08	0·85	1,54,659	57·9	0·57	1,82,385	0·66	28,56,020	1,540·5	10·5	1,82,017	0·67	35,79,379	*1,930·9	13·1	31,18,500	*1,682·2	11·4	Burma.
Eastern Bengal	1,18,744	5·65	0·82	8,880	5·46	0·06	1,42,985	0·99	12,03,329	1,410·0	8·33	1,23,862	0·86	13,74,859	*1,611·0	9·51	19,71,844	*2,310·6	13·6	E. B.
Jodhpur	34,454	3·46	0·66	8,959	5·74	0·17	23,051	0·44	5,14,015	796·9	9·82	31,580	0·60	5,85,369	*907·5	11·2	4,30,910	*668·1	8·23	Jodhpur.
Madras and Southern Mahratta	69,225	119·1	0·34	1,02,745	26·7	0·51	1,39,678	0·69	20,83,640	1,270·1	10·3	1,50,367	0·75	24,67,254	*1,503·9	12·2	22,28,000	*1,358·1	11·0	M. & S. M.
Nizam's State	41,223	‡	0·82	9,236	11·3	0·18	80,560	1·59	5,66,769	1,284·3	11·2	—46,709	—0·92	5,20,059	*1,178·4	10·3	3,18,536	*721·8	6·29	N. S.
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	(c)72,869	2·42	§8,230	§(n)	§0·27	‡	‡	4,41,825	(g) †648·8	14·7	2,66,770	(h)†391·7	8·85	R. & K.
South Indian	1,18,586	2·40	0·55	1,65,088	32·7	0·76	2,70,212	1·25	18,26,870	1,033·9	8·45	2,01,839	0·93	20,28,709	*1,148·1	9·38	13,93,431	*788·6	6·44	S. I.
2′ 6″ and 2′ 0″ Gauges.																				2′ 6″ and 2′ 0″ Gauges.
Bengal-Nagpur	28,079	‡	0·74	20,155	1,832·3	0·53	60,548	1·59	7,03,662	1,124·3	18·5	..	..	7,03,662	*1,124·3	18·5	2,56,328	*409·6	6·73	B. N.
Bombay, Baroda and Central India	2,068	‡	0·23	..	..	..	1,042	0·12	1,26,542	884·0	14·4	5,228	0·59	1,35,359	*940·7	15·3	41,431	*289·4	4·69	B. B. & C. I.
Eastern Bengal	1,829	3·83	1·36	159	..	0·12	1,556	1·16	26,199	762·2	15·0	1,071	0·79	20,896	*788·5	15·5	24,310	*917·4	18·1	E. B.
Great Indian Peninsula	(a)519	(a)1·27	(a)0·45	..	..	..	..	..	1,81,763	1,088·9	32·8	..	..	(a) 80,578	(a) *2,878·0	(a) 69·5	..	..	..	G. I. P.
North Western	41,200	3·19	0·68	20,730	40·6	0·34	21,393	0·35	7,22,713	1,254·7	11·9	84,932	1·40	8,54,499	*1,483·5	14·1	10,86,883	*1,887·0	17·9	N. W.
South Indian	1,298	3·28	0·31	3,089	123·6	0·74	5,478	1·32	53,066	866·0	12·8	..	..	53,066	*866·0	12·8	19,303	*315·0	4·65	S. I.

(a) Figures for Darwha Pusad Railway only.
(b) Represents expenditure on Station Machinery, shore connections at ferries and miscellaneous.
(c) Represents other structural works —A.-III (c) to (g) according to the form prior to 1931-32.

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

	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
	Rs.	Rs.	As.
(m)	9·35	7·49	0·04
(n)	14·4	12·1	0·08
(e)	1,256·1	..	5·25
(g)	774·1	..	4·33
(h)	467·4	..	2·61

ded in the respective heads.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER.															
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—(TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(*a*)		RUNNING REPAIRS—[B. II.-1 (*a*)].			LOCOMOTIVES—(*b*) WORKSHOP REPAIRS [B.-II.-1 (*b*)]					
	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	R*s.	As.		Rs.	As.*	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ GAUGE.
Bengal-Nagpur	87,18,592	*3,311·6	18·6	13,41,821	1·44	0·19	1·99	2·86	16,44,855	1·77	0·24	2·44	3·50	25,21,466	2·71	0·37	3·75	5·36	B. N.
Bombay, Baroda and Central India.	56,74,280	*3,231·3	15·9	6,22,586	1·31	0·18	1·60	1·74	9,05,268	1·90	0·26	2·33	2·54	12,86,121	2·69	0·37	3·31	3·60	B. B. & C. I.
Eastern Bengal	74,52,670	*5,440·3	26·5	6,57,504	1·44	0·24	1·93	2·34	4,96,196	1·12	0·19	1·46	1·77	9,56,557	2·24	0·36	2·81	3·40	E. B.
East Indian	2,43,95,157	*4,000·9	21·3	29,38,861	1·28	0·16	1·67	2·56	32,99,799	1·44	0·18	1·88	2·87	47,79,086	2·08	0·25	2·72	4·17	E. I.
Great Indian Peninsula	(*b*) 2,16,44,374	*4,431·5	23·0	17,45,250	1·48	0·20	1·76	1·85	19,75,618	1·67	0·23	2·00	2·10	27,22,027	2·30	0·31	2·75	2·89	G. I. P.
Madras and Southern Mahratta	38,37,158	*2,558·5	17·6	5,95,776	1·30	0·19	1·55	2·73	7,98,052	1·75	0·25	2·08	3·66	12,34,762	2·71	0·38	3·21	5·65	M. & S. M.
Nizam's State	14,56,270	*2,713·7	22·7	1,54,466	1·12	0·16	1·37	2·41	1,97,273	1·44	0·20	1·75	3·08	3,04,795	2·08	0·32	2·71	4·75	N. S.
North Western	3,40,17,733	*4,240·6	29·8	20,06,718	1·21	0·17	1·52	1·76	34,64,422	2·10	0·30	2·63	3·04	31,35,585	1·90	0·27	2·38	2·75	N. W.
South Indian	22,25,767	*3,061·6	22·6	2,37,562	0·96	0·21	1·15	2·41	2,83,081	1·12	0·25	1·37	2·88	3,75,200	1·60	0·33	1·82	3·81	S. I.
3′ 3⅜″ GAUGE.																			3′ 3⅜″ GAUGE.
Assam-Bengal	33,40,045	*3,853·9	27·6	2,94,014	1·10	0·28	1·38	2·43	3,46,320	1·29	0·33	1·63	2·86	2,50,878	0·94	0·24	1·18	2·07	A. B.
Bengal and North Western	32,78,858	(*f*) †1,245·7	22·2	3,21,800	0·48	0·14	0·64	2·18	**	**	**	**	**	†10,86,279	†1·76	†0·47	†2·15	†7·37	B. & N. W.
Bombay, Baroda and Central India.	48,84,295	*2,798·8	17·6	9,19,123	1·49	0·36	1·79	3·32	9,54,520	1·55	0·37	1·86	3·44	12,97,203	2·10	0·50	2·53	4·68	B. B. & C. I.
Burma	78,75,910	*4,248·6	28·8	7,75,622	1·51	0·35	1·84	2·84	6,11,516	1·19	0·28	1·45	2·24	6,81,693	1·32	0·31	1·62	2·49	Burma.
Eastern Bengal	38,40,765	*4,500·5	26·6	2,69,525	0·96	0·23	1·28	1·87	2,63,489	1·12	0·23	1·25	1·82	3,93,088	1·44	0·34	1·86	2·72	E. B.
Jodhpur	11,92,686	*1,849·1	22·8	1,18,128	0·92	0·23	1·19	2·26	1,74,698	1·35	0·34	1·75	3·34	1,78,487	1·39	0·35	1·79	3·41	Jodhpur.
Madras and Southern Mahratta	54,72,576	*3,335·8	27·1	4,73,231	0·90	0·24	1·05	2·34	5,62,647	1·07	0·28	1·25	2·79	7,67,166	1·46	0·38	1·71	3·81	M. & S. M.
Nizam's State	10,79,146	*2,445·3	21·3	1,30,611	1·12	0·31	1·43	2·58	1,53,374	1·44	0·37	1·67	3·03	2,76,494	2·56	0·66	3·02	5·46	N. S.
Rohilkund and Kumaon	8,22,701	(*i*) †1,208·0	27·3	87,856	0·70	0·22	0·86	2·92	**	**	**	**	**	‡1,55,382	‡1·24	‡0·40	‡1·52	‡5·15	R. & K.
South Indian	45,89,427	*2,597·2	21·2	5,81,625	0·96	0·30	1·10	2·69	6,66,080	1·12	0·34	1·26	3·08	7,27,538	1·28	0·38	1·38	3·37	S. I.
2′ 6″ AND 2′ 0″ GAUGES.																			2′ 6″ & 2′ 0″ GAUGES.
Bengal-Nagpur	11,91,294	*1,903·5	31·3	89,083	0·69	0·29	0·87	2·34	1,75,365	1·36	0·58	1·72	4·60	2,36,065	1·83	0·78	2·31	6·20	B. N.
Bombay, Baroda and Central India.	2,12,439	*1,479·2	24·1	11,992	0·45	0·32	0·47	1·35	48,352	1·80	1·31	1·91	5·48	92,300	3·43	2·50	3·64	10·4	B. B. & C. I.
Eastern Bengal	49,128	*1,853·9	36·5	653	0·16	0·12	0·10	0·49	3,123	0·48	0·56	0·46	2·32	5,718	0·80	1·02	0·84	4·25	E. B.
Great Indian Peninsula	(*a*)80,578	(*a*) *2,878·0	(*a*)69·5	875	0·03	0·02	0·03	0·16	**	**	**	**	**	§75,005	§2·33	§1·28	§2·53	§13·5	G. I. P.
North Western	22,97,548	*3,988·8	37·8	1,23,423	1·44	0·74	1·79	2·05	2,23,678	2·61	1·34	3·24	3·72	1,05,254	1·23	0·63	1·52	1·75	N. W.
South Indian	1,20,951	*1,973·7	29·1	11,385	1·12	0·64	1·11	2·74	17,060	1·60	0·95	1·67	4·11	12,618	1·12	0·71	1·23	3·03	S. I.

(*a*) Figures for Darwha Pusad Railway only.
(*b*) Does not include a credit of Rs. 12,00,389 on account of released material.
* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.

	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
(*f*)	1,552·8	..	(*f*) 6·49
(*i*)	1,441·4	..	(*i*) 8·06

** Included under workshop repairs.

† Includes running Repairs and Renewals.
‡ Includes running Repairs.
§ Includes figures for Rail motors and running Repairs.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—*contd.*

Railway.	Equipment (B. II. 3). Total amount.	Equipment. Per engine mile.	Equipment. Per 1,000 gross ton miles.	Equipment. Per train mile.	Equipment. Percentage of total working expenses under Abstracts A to G.	Total Ordinary Repairs and Maintenance—(B-II). Total amount.	Total. Per engine mile.	Total. Per 1,000 gross ton miles.	Total. Per train mile.	Total. Percentage of total working expenses under abstracts A to G.	Running Staff—(B.-III-1). Total amount.	Running Staff. Per engine mile.	Running Staff. Per 1,000 gross ton miles.	Running Staff. Per train mile.	Running Staff. Percentage of total working expenses under abstracts A to G.	Fuel—(B. III-2). Total amount.	Fuel. Per engine mile.	Fuel. Per 1,000 gross ton miles.	Fuel. Per train mile.	Fuel. Percentage of total working expenses under abstracts A to G.	Railway.
65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86
	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		
5′ 6″ Gauge.																					5′ 6″ Gauge.
Bengal-Nagpur	5,66,268	0·61	0·08	0·84	1·20	46,60,489	5·01	0·68	6·92	9·91	32,93,795	3·54	0·47	4·89	7·01	37,52,449	4·03	0·54	5·58	7·98	B. N.
Bombay, Baroda and Central India	1,55,586	0·33	0·04	0·40	0·43	22,20,542	4·65	0·63	5·71	6·22	22,63,686	4·75	0·64	5·82	6·34	43,67,261	9·15	1·24	11·2	12·2	B. B. & C. I.
Eastern Bengal	2,02,338	0·48	0·07	0·52	0·71	16,44,599	3·84	0·61	4·83	5·85	12,36,490	2·88	0·46	3·62	4·40	20,38,918	4·64	0·76	5·98	7·25	E. B.
East Indian	6,50,844	0·32	0·03	0·37	0·57	86,51,243	3·84	0·45	4·92	7·55	67,25,705	2·88	0·35	3·82	5·87	88,11,298	3·84	0·47	5·01	7·69	E. I.
Great Indian Peninsula	3,90,476	0·33	0·04	0·40	0·42	51,86,647	4·38	0·59	5·24	5·51	54,31,137	4·58	0·62	5·49	5·77	90,85,904	7·67	1·03	9·18	9·66	G. I. P.
Madras and Southern Mahratta	3,82,432	0·84	0·12	0·99	1·75	23,42,842	5·14	0·73	6·09	10·7	14,89,742	3·27	0·46	3·87	6·82	37,26,627	8·17	1·16	9·70	17·1	M. & S. M.
Nizam's State	6,959	0·00	0·01	0·06	0·11	5,09,104	3·52	0·53	4·52	7·94	3,45,063	2·40	0·36	3·07	5·38	5,64,309	4·00	0·58	5·02	8·79	N. S.
North Western	6,61,319	0·40	0·06	0·50	0·58	72,61,399	4·40	0·63	5·50	6·36	59,16,282	3·58	0·51	4·48	5·18	1,53,91,798	9·31	1·34	11·7	13·5	N. W.
South Indian	7,212	0·00	0·01	0·04	0·07	6,65,522	2·72	0·59	3·23	6·76	6,39,455	2·56	0·56	3·09	6·50	21,82,645	8·80	1·93	10·6	22·2	S. I.
3′ 3⅜″ Gauge.																					3′ 3⅜″ Gauge.
Assam-Bengal	1,07,395	0·40	0·10	0·50	0·89	6,77,147	2·53	0·65	3·18	5·59	4,28,567	1·60	0·41	2·01	3·54	13,01,731	4·87	1·24	6·11	10·7	A. B.
Bengal and North-Western	44,689	0·00	0·01	0·09	0·30	*11,30,968	*1·76	*0·48	*2·24	*7·67	5,72,260	0·80	0·25	1·13	3·83	14,91,384	2·40	0·65	2·95	10·1	B. & N. W.
Bombay, Baroda and Central India	2,85,034	0·46	0·11	0·56	1·03	24,74,868	4·01	0·96	4·83	8·93	21,76,260	3·53	0·85	4·24	7·85	35,83,200	5·81	1·39	6·98	12·9	B. B. & C. I.
Burma	76,048	0·15	0·03	0·18	0·28	13,29,098	2·58	0·60	3·15	4·87	15,88,232	3·09	0·71	3·77	5·81	31,71,900	6·16	1·45	7·52	11·6	Burma.
Eastern Bengal	95,900	0·32	0·08	0·45	0·66	7,46,009	2·88	0·64	3·53	5·16	5,73,081	2·24	0·49	2·72	3·97	11,73,250	4·64	1·01	5·56	8·12	E. B.
Jodhpur	11,022	0·08	0·02	0·11	0·21	3,67,060	2·84	0·72	3·68	7·01	1,95,669	1·52	0·39	1·97	3·74	6,03,050	4·68	1·20	6·06	11·5	Jodhpur.
Madras and Southern Mahratta	1,78,194	0·34	0·09	0·40	0·88	14,53,429	2·76	0·72	3·24	7·21	14,24,192	2·70	0·71	3·17	7·06	24,82,163	4·71	1·24	5·53	12·3	M. & S. M.
Nizam's State	4,540	0·00	0·01	0·05	0·09	4,34,548	4·00	1·04	4·74	8·58	2,69,988	2·40	0·64	2·95	5·32	4,99,651	4·64	1·19	5·45	9·87	N. S.
Rohilkund and Kumaon	13,638	0·11	0·03	0·13	0·45	1,69,020	1·35	0·43	1·65	5·60	1,15,937	0·93	0·30	1·14	3·84	4,58,997	3·66	1·17	4·50	15·2	R. & K.
South Indian	1,46,418	0·16	0·08	0·28	0·68	15,43,124	2·56	0·80	2·92	7·14	18,41,885	3·04	0·95	3·49	8·52	26,99,476	4·48	1·40	5·11	12·5	S. I.
2′ 6″ and 2′ 0″ Gauges.																					2′ 6″ & 2′ 0″ Gauges.
Bengal-Nagpur	12,788	0·10	0·04	0·13	0·34	4,17,053	3·23	1·37	4·09	11·0	2,66,671	2·06	0·88	2·61	7·00	3,87,267	2·99	1·28	3·80	10·2	B. N.
Bombay, Baroda and Central India	100	0·00	0·00	0·00	0·01	1,46,652	5·45	3·98	5·78	16·6	52,379	1·95	1·42	2·06	5·93	1,00,238	3·72	2·72	3·95	11·4	B. B. & C. I.
Eastern Bengal	241	0·00	0·04	0·04	0·18	8,997	1·28	1·60	1·33	6·68	17,597	2·40	3·13	2·58	13·1	8,797	1·28	1·57	1·30	6·53	E. B.
Great Indian Peninsula	307	0·01	0·01	0·01	0·05	73,917	2·30	1·27	2·49	13·3	59,896	1·87	1·03	2·02	10·8	58,215	1·81	1·00	1·96	10·5	G. I. P.
North-Western	35,680	0·42	0·21	0·52	0·59	3,93,915	4·59	2·36	5·70	6·55	3,46,753	4·04	2·08	5·01	5·77	7,93,377	9·24	4·75	11·5	13·2	N. W.
South Indian	193	0·00	0·01	0·02	0·05	29,871	2·72	1·67	2·92	7·19	36,391	3·36	2·02	3·56	8·75	80,697	7·36	4·49	7·90	19·4	S. I.

* Includes Replacements and Renewals.

30.—*Analysis of operating expenses of Class 1 Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—*concld.*

Railway.	Water, wages, oil, tallow and other stores—B. III (3) and (4).					Total operating expenses—			(B. III.)		Total Replacement and Renewal Appropriation to Depreciation Reserve Fund B. IV.					Total Maintenance and Supply of Locomotive power—(Total Abstract B).					Railway.
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ GAUGE.
Bengal-Nagpur	4,95,862	0·53	0·07	0·73	1·06	72,74,428	7·81	1·05	10·8	15·5	—11,246	—0·01	—0·00	—0·02	—0·03	1,32,65,492	14·3	1·92	19·7	28·2	B. N.
Bombay, Baroda and Central India	3,24,450	0·68	0·09	0·84	0·91	68,31,242	14·3	1·94	17·6	19·1	3,99,862	0·84	0·11	1·03	1·12	1,00,74,232	21·1	2·86	25·9	28·2	B. B. & C. I.
Eastern Bengal	2,09,687	0·48	0·08	0·62	0·75	33,53,492	7·68	1·25	9·84	11·9	10,61,355	2·40	0·40	3·11	3·77	66,88,680	15·2	2·49	19·6	23·8	E. B.
East Indian	12,92,701	0·64	0·07	0·73	1·13	1,77,40,400	7·84	0·94	10·1	15·5	37,83,381	1·60	0·20	2·15	3·30	3,31,13,885	14·6	1·75	18·8	28·9	E. I.
Great Indian Peninsula	10,81,898	0·91	0·12	1·09	1·15	1,52,97,108	12·9	1·74	15·5	16·3	29,19,629	2·45	0·33	2·95	3·10	2,51,48,634	21·2	2·86	25·4	26·7	G. I. P.
Madras and Southern Mahratta	3,14,902	0·69	0·10	0·82	1·44	53,14,147	11·7	1·66	13·8	24·4	3,06,206	0·67	0·10	0·80	1·40	85,58,971	18·8	2·68	22·2	39·2	M. & S. M.
Nizam's State	88,417	0·64	0·09	0·78	1·37	10,74,862	7·68	1·11	9·55	16·8	1,45,436	0·96	0·15	1·29	2·27	18,83,868	13·3	1·95	16·7	29·4	N. S.
North Western	14,44,428	0·87	0·13	1·09	1·27	2,13,10,995	12·9	1·85	16·2	18·7	32,74,999	1·98	0·29	2·48	2·87	3,38,54,111	20·5	2·94	25·7	29·7	N. W.
South Indian	1,55,955	0·64	0·14	0·75	1·58	30,39,901	12·3	2·69	14·7	30·9	2,49,395	0·96	0·22	1·21	2·53	41,98,873	17·0	3·72	20·4	42·7	S. I.
3′ 3⅜″ GAUGE.																					3′ 3⅜″ GAUGE.
Assam Bengal	1,27,920	0·47	0·12	0·60	1·05	18,37,549	6·87	1·75	8·62	15·2	1,52,250	0·57	0·15	0·71	1·26	29,60,960	11·1	2·83	13·9	24·4	A. B.
Bengal and North Western	2,52,089	0·48	0·11	0·50	1·70	27,71,297	4·48	1·21	5·49	18·7	†	†	†	†	†	42,26,072	6·72	1·83	8·37	28·6	B. & N. W.
Bombay, Baroda and Central India	3,09,191	0·50	0·12	0·61	1·11	59,19,930	9·60	2·30	11·5	21·4	2,10,751	0·34	0·08	0·41	0·76	95,24,672	15·4	3·70	18·5	34·4	B. B. & C. I.
Burma	3,51,287	0·68	0·15	0·83	1·29	50,29,630	9·77	2·28	11·9	18·4	8,10,860	1·58	0·37	1·92	2·98	79,45,210	15·4	3·60	18·8	29·1	Burma.
Eastern Bengal	92,644	0·32	0·08	0·44	0·64	18,09,374	7·04	1·56	8·57	12·5	5,33,696	2·08	0·46	2·53	3·69	33,51,205	13·0	2·88	15·9	23·2	E. B.
Jodhpur	1,31,419	1·03	0·27	1·33	2·51	9,39,335	7·30	1·87	9·44	18·0	17,502	0·14	0·04	0·18	0·33	14,42,025	11·2	2·86	14·5	27·6	Jodhpur.
Madras and Southern Mahratta	3,08,614	0·59	0·15	0·69	1·53	40,68,959	7·72	2·03	9·07	20·2	9,10,064	1·73	0·45	2·03	4·51	69,05,683	13·1	3·44	15·4	34·2	M. & S. M.
Nizam's State	80,516	0·64	0·19	0·88	1·59	8,69,926	7·84	2·07	9·50	17·2	80,555	0·80	0·19	0·88	1·59	15,15,640	13·8	3·61	16·6	29·9	N. S.
Rohilkund and Kumaon	67,450	0·53	0·17	0·66	2·24	6,60,528	5·27	1·69	6·47	21·9	—522	—0·00	—0·00	—0·01	—0·02	9,15,600	7·31	2·34	8·97	30·4	R. & K.
South Indian	2,81,708	0·48	0·15	0·53	1·31	48,47,186	8·16	2·50	9·17	22·4	1,76,956	0·32	0·09	0·34	0·81	71,77,128	12·0	3·71	13·6	33·2	S. I.
2′ 6″ AND 2′ 0″ GAUGES.																					2′ 6″ & 2′ 0″ GAUGES.
Bengal-Nagpur	86,627	0·67	0·29	0·85	2·27	7,26,996	5·62	2·40	7·13	19·1	—3,333	—0·03	—0·01	—0·03	—0·09	12,29,799	9·51	4·05	12·1	32·3	B. N.
Bombay, Baroda and Central India	16,358	0·61	0·44	0·64	1·85	1,73,637	6·43	4·71	6·84	19·7	50,006	1·85	1·36	1·97	5·66	3,82,287	14·2	10·4	15·1	43·3	B. B. & C. I.
Eastern Bengal	2,805	0·48	0·50	0·42	2·08	28,443	4·00	5·06	4·19	21·1	4,443	0·64	0·79	0·65	3·30	42,536	6·08	7·57	6·27	31·6	E. B.
Great Indian Peninsula	*23,205	*0·72	*0·40	*0 78	*4·19	1,39,027	4·33	2·39	4·69	25·1	..	..	..	..	..	2,13,819	6·66	3·68	7·21	38·6	G. I. P.
North Western	81,350	0·95	0·49	1·18	1·35	12,42,413	14·5	7·44	18·0	20·7	1,55,491	1·81	0·93	2·25	2·59	19,15,242	21·1	11·4	25·8	31·6	N. W.
South Indian	7,636	0·80	0·43	0·74	1·84	1,25,121	11·5	6·97	12·3	30·1	—1,223	—0·16	—0·07	—0·12	—0·29	1,65,207	15·2	9·21	16·2	39·8	S. I.

* Includes expenditure on Rail Motors.

† Included in the respective heads.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK.

Railway.	General Administration—C. I.				Coaching Vehicles—(a).		Running repairs—[C. II-1 (a)].		Coaching vehicles—(b) workshop repairs—[C. II-1 (b)].				Goods vehicles—(a) running repairs—[C. II-3 (a)].				Railway.
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE
Bengal-Nagpur	4,46,694	1·49	0·66	0·95	4,00,753	5·09	0·60	0·85	12,16,714	15·5	1·81	2·59	10,52,059	4·75	1·56	2·24	B. N.
Bombay, Baroda and Central India	2,98,333	1·76	0·77	0·84	3,08,858	4·68	0·79	0·87	13,90,276	21·0	3·58	3·89	5,44,268	5·26	1·40	1·53	B. B. & C. I
Eastern Bengal	3,43,470	2·60	1·01	1·22	1,27,220	1·77	0·37	0·46	6,07,360	8·46	1·78	2·16	1,72,054	2·84	0·51	0·61	E. B.
East Indian	11,54,058	1·33	0·66	1·01	5,39,964	1·90	0·31	0·47	29,66,577	10·4	1·69	2·59	16,61,901	2·86	0·94	1·45	E. I.
Great Indian Peninsula	7,69,920	1·70	0·68	0·82	4,89,457	2·69	0·43	0·52	25,61,541	14·1	2·28	2·73	12,06,760	4·45	1·07	1·28	G. I. P.
Madras and Southern Mahratta	2,57,363	1·89	0·67	1·18	1,26,075	2·23	0·33	0·58	6,18,417	10·9	1·61	2·83	1,88,806	2·37	0·49	0·87	M. & S. M.
Nizam's State	68,859	1·73	0·61	1·08	11,108	0·85	0·10	0·18	1,79,033	13·6	1·59	2·79	86,002	3·23	0·77	1·34	N. S.
North Western	9,69,315	1·78	0·73	0·85	5,03,670	2·12	0·38	0·44	23,27,078	9·79	1·76	2·04	12,04,616	3·93	0·91	1·05	N. W.
South Indian	72,614	1·37	0·35	0·74	33,725	1·15	0·17	0·34	1,50,037	5·11	0·73	1·53	17,185	0·73	0·08	0·17	S. I.
3′ 3⅜″ GAUGE.																	3′ 3⅜″ GAUGE
Assam-Bengal	1,15,433	1·28	0·54	0·95	43,378	1·01	0·21	0·35	3,39,149	7·90	1·59	2·80	72,907	1·55	0·34	0·60	A. B.
Bengal and North Western	1,20,094	0·64	0·24	0·81	**	**	**	**	*4,98,203	*2·67	*0·99	*3·38	**	**	**	**	B. & N. W.
Bombay, Baroda and Central India	4,70,904	2·20	0·92	1·70	1,99,499	2·14	0·39	0·72	10,58,182	11·3	2·06	3·82	2,29,776	1·89	0·45	0·83	B. B. & C.
Burma	2,98,754	1·75	0·71	1·09	90,725	1·21	0·22	0·33	4,00,486	5·33	0·94	1·47	1,36,300	1·42	0·32	0·50	Burma.
Eastern Bengal	1,52,192	1·49	0·72	1·05	1,20,779	2·64	0·57	0·84	4,88,905	10·7	2·32	3·38	96,697	1·71	0·46	0·67	E. B.
Jodhpur	97,375	2·10	0·98	1·86	18,732	1·05	0·19	0·36	1,80,414	10·2	1·81	3·45	31,543	1·09	0·32	0·60	Jodhpur.
Madras and Southern Mahratta	1,43,479	0·98	0·32	0·71	58,1[illegible]	1·04	0·13	0·29	5,52,049	9·85	1·23	2·74	1,01,905	1·12	0·23	0·50	M. & S. M.
Nizam's State	54,078	2·01	0·59	1·07	7,256	0·61	0·08	0·14	1,68,623	14·3	1·84	3·33	27,777	1·84	0·30	0·55	N. S.
Rohilkund and Kumaon	32,672	1·11	0·32	1·08	**	**	**	**	†1,06,242	†7·49	†1·04	†3·53	**	**	**	**	R. & K.
South Indian	2,00,520	1·23	0·38	0·93	92,063	0·97	0·17	0·43	4,41,942	4·65	0·83	2·05	46,463	0·68	0·09	0·22	S. I.
2′ 6″ AND 2′ 0″ GAUGES.																	2′ 6″ & 2′ 0″ GAUGES
Bengal-Nagpur	30,060	0·84	0·30	0·79	41,531	2·07	0·41	1·09	1,52,604	7·61	1·50	4·00	37,309	2·35	0·36	0·98	B. N.
Bombay, Baroda and Central India	3,503	0·69	0·14	0·40	11,630	3·60	0·46	1·32	5,168	1·60	0·20	0·59	42,646	23·4	1·68	4·83	B. B. & C.
Eastern Bengal	636	0·58	0·09	0·47	1,834	1·85	0·27	1·36	3,375	3·41	0·50	2·50	222	1·92	0·03	0·17	E. B.
Great Indian Peninsula	..	..	..	..	**	**	**	**	§21,605	§3·43	§0·73	§3·90	‡	‡	‡	‡	G. I. P.
North Western	35,139	2·06	0·47	0·58	17,568	2·15	0·24	0·29	1,04,948	12·9	1·42	1·73	51,291	5·78	0·69	0·84	N. W
South Indian	3,604	1·34	0·35	0·87	4,132	2·10	0·40	1·00	402	0·21	0·04	0·09	1,211	1·69	0·12	0·29	S. I.

** Included in Workshop Repairs.

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

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK—*contd.*

Railway.	Goods vehicles—(b) workshop repairs—[C. II.-3 (b)].				Equipment—(C. II-5).			Total Ordinary Repairs and Maintenance—(C. II).				Operating Expenses—(C. III).				Railway.
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144
5′6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		**5′6″ Gauge.**
Bengal-Nagpur	16,57,966	7·49	2·46	3·53	1,53,998	0·51	0·23	0·33	45,83,028	15·3	6·81	9·75	6,52,793	2·18	0·97	1·39	B. N.
Bombay, Baroda and Central India	6,63,099	6·41	1·71	1·86	1,15,152	0·68	0·30	0·32	28,04,352	16·6	7·21	7·86	4,41,362	2·60	1·14	1·24	B. B. & C. I.
Eastern Bengal	5,04,114	8·32	1·48	1·79	85,958	0·65	0·25	0·30	14,31,150	10·8	4·20	5·09	3,19,436	2·41	0·94	1·14	E. B.
East Indian	25,68,842	4·43	1·46	2·24	4,56,167	0·53	0·26	0·40	86,23,850	9·97	4·90	7·52	16,41,385	1·90	0·93	1·43	E. I.
Great Indian Peninsula	11,22,169	4·14	1·00	1·19	2,61,921	0·58	0·23	0·28	58,04,035	12·8	5·16	6·17	14,86,911	3·28	1·32	1·58	G. I. P.
Madras and Southern Mahratta	4,43,189	5·57	1·15	2·03	69,128	0·51	0·18	0·31	13,95,601	10·3	3·63	6·39	1,92,262	1·41	0·50	0·88	M. & S. M.
Nizam's State	2,12,515	7·97	1·89	3·31	3,736	0·10	0·03	0·06	4,93,793	12·4	4·39	7·70	36,779	0·92	0·32	0·57	N. S.
North Western	18,91,789	6·17	1·43	1·66	3,77,001	0·69	0·29	0·33	61,30,060	11·3	4·65	5·37	23,01,488	4·23	1·74	2·02	N. W.
South Indian	65,544	2·79	0·32	0·67	2,158	0·04	0·01	0·02	2,69,473	5·10	1·31	2·74	1,15,216	2·18	0·56	1·17	S. I.
3′3⅜″ Gauge.																	**3′3⅜″ Gauge.**
Assam-Bengal	2,40,984	5·12	1·13	1·99	9,668	0·11	0·05	0·08	6,80,027	7·55	3·19	5·61	1,10,307	1·23	0·52	0·91	A. B.
Bengal and North Western	*7,71,275	*4·14	*1·53	*5·23	21,771	0·12	0·04	0·15	12,92,029	6·93	2·56	8·77	1,39,494	0·75	0·27	0·94	B. & N. W.
Bombay, Baroda and Central India	5,73,652	4·74	1·12	2·07	1,27,210	0·59	0·25	0·46	21,97,305	10·3	4·28	7·93	3,32,496	1·55	0·65	1·20	B. B. & C. I
Burma	4,54,255	4·73	1·08	1·67	69,633	0·41	0·17	0·26	11,53,118	6·74	2·74	4·23	2,05,506	1·20	0·49	0·75	Burma.
Eastern Bengal	2,24,330	3·96	1·06	1·55	18,871	0·19	0·09	0·13	9,48,055	9·26	4·49	6·56	1,47,703	1·44	0·70	1·02	E. B.
Jodhpur	1,34,072	4·67	1·35	2·56	9,651	0·20	0·09	0·19	3,79,268	8·17	3·81	7·25	39,189	0·84	0·39	0·75	Jodhpur.
Madras and Southern Mahratta	2,72,031	3·00	0·60	1·35	27,054	0·18	0·06	0·13	10,00,185	6·82	2·23	4·96	1,37,623	0·94	0·31	0·68	M. & S. M.
Nizam's State	84,964	5·62	0·93	1·68	2,851	0·11	0·03	0·06	2,92,992	10·9	3·20	5·79	48,605	1·80	0·53	0·96	N. S.
Rohilkund and Kumaon	‡55,248	‡3·62	‡0·54	‡1·83	5,183	0·18	0·05	0·17	1,66,673	5·65	1·63	5·53	39,852	1·35	0·39	1·32	R. & K.
South Indian	1,34,910	1·97	0·25	0·62	48,984	0·30	0·10	0·22	7,69,809	4·71	1·45	3·56	3,68,647	2·26	0·69	1·70	S. I.
2′6″ and 2′0″ Gauges.																	**2′6″ & 2′0″ Gauges.**
Bengal-Nagpur	70,041	4·40	0·69	1·84	1,474	0·04	0·01	0·04	3,02,322	8·41	2·96	7·93	74,213	2·06	0·73	1·95	B. N.
Bombay, Baroda and Central India	3,295	1·81	0·13	0·37	21	0·00	0·00	0·00	61,562	12·2	2·42	6·97	13,895	2·75	0·55	1·57	B. B. & C.
Eastern Bengal	101	0·87	0·01	0·08	2	0·00	0·00	0·00	6,304	5·70	0·93	4·69	2,802	2·53	0·41	2·08	E. B.
Great Indian Peninsula	§	§	§	§	42	0·01	0·00	0·01	21,266	3·38	0·72	3·84	18,984	3·02	0·64	3·43	G. I. P.
North Western	64,066	7·22	0·86	1·06	12,629	0·74	0·17	0·21	2,65,467	15·6	3·58	4·37	1,18,284	6·95	1·60	1·95	N. W.
South Indian	162	0·23	0·02	0·04	64	0·02	0·01	0·02	5,971	2·23	0·59	1·44	8,992	3·35	0·88	2·16	S. I.

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

30.—*Analysis of operating expenses of lass I Railways for the years 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE C.—MAINTENANCE OF CARRIAGE ND WAGON STOCK—*concld.*

Railway.	Total Replacement and Renewal / Appropriation to Depreciation Reserve Fund C-IV.				Total Maintenance of Carriage and Wagon Stock.—(Total Abstract C.)				Railway.
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
145	146	147	148	149	150	151	152	153	154
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
Bengal-Nagpur	3,08,754	1·03	0·46	0·66	59,91,269	20·0	8·90	12·8	B. N.
Bombay, Baroda and Central India	9,60,150	5·66	2·47	2·69	45,04,197	26·6	11·6	12·6	B. B. & C. I.
Eastern Bengal	17,06,985	12·9	5·01	6·07	37,91,311	28·6	11·1	13·5	E. B.
East Indian	73,29,529	8·47	4·17	6·39	1,87,48,822	21·7	10·7	16·4	E. I.
Great Indian Peninsula	48,14,618	10·6	4·28	5·11	1,28,75,484	28·4	11·4	13·7	G. I. P.
Madras and Southern Mahratta	5,04,119	3·70	1·31	2·31	23,49,345	17·3	6·11	10·8	M. & S. M.
Nizam's State	2,31,562	5·82	2·06	3·61	8,30,993	20·9	7·38	13·0	N. S.
North Western	56,09,875	10·3	4·25	4·91	1,50,10,738	27·6	11·4	13·2	N. W.
South Indian	2,51,706	4·76	1·22	2·55	7,09,009	13·4	3·44	7·20	S. I.
3′ 3⅜″ GAUGE.									3′ 3⅜″ GAUGE.
Assam-Bengal	74,482	0·83	0·35	0·62	9,80,249	10·9	4·60	8·09	A. B.
Bengal and North-Western	*	*	*	*	15,51,617	8·31	3·07	10·5	B. & N. W.
Bombay, Baroda and Central India	3,63,563	1·70	0·71	1·31	33,64,268	15·7	6·56	12·1	B. B. & C. I.
Burma	13,37,850	7·82	3·17	4·90	29,95,228	17·5	7·11	11·0	Burma.
Eastern Bengal	9,02,875	8·82	4·28	6·25	21,48,791	21·0	10·2	14·9	E. B.
Jodhpur	92,665	1·99	0·93	1·77	6,08,497	13·0	6·11	11·6	Jodhpur.
Madras and Southern Mahratta	5,51,067	3·75	1·22	2·74	18,32,354	12·5	4·08	9·09	M. & S. M.
Nizam's State	1,25,862	4·67	1·37	2·48	5,21,537	19·4	5·69	10·3	N. S.
Rohilkund and Kumaon	13,169	0·86	0·13	0·44	2,52,366	8·56	2·47	8·37	R. & K.
South Indian	3,75,769	2·30	0·71	1·74	17,14,745	10·5	3·23	7·93	S. I.
2′ 6″ AND 2′ 0″ GAUGES.									2′ 6″ & 2′ 0″ GAUGES.
Bengal-Nagpur	16,319	0·45	0·16	0·43	4,22,914	11·8	4·15	11·1	B. N.
Bombay, Baroda and Central India	322	0·06	0·01	0·04	79,282	15·7	3·12	8·98	B. B. & C. I.
Eastern Bengal	11,740	10·6	1·73	8·72	21,482	19·4	3·16	16·0	E. B.
Great Indian Peninsula	..	..	..	..	40,250	6·40	1·36	7·27	G. I. P.
North Western	1,95,445	11·5	2·63	3·22	6,14,335	36·1	8·28	10·1	N. W.
South Indian	2,759	1·03	0·27	0·66	21,326	7·95	2·09	5·13	S. I.

* Included in the respective heads.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE C(*a*)—MAINTENANCE OF ELECTRIC SERVICE.

Railway.	General Administration—C(*a*) I.				Sub-station, overhead equipment and transmission lines—ordinary repairs and maintenance [C (*a*) II 1 and 2].				Multiple unit stock [C(*a*) II 3(*a*)*i*+4(*a*)*i*]		—Running Repairs.		Multiple unit stock—Workshop repairs—[C(*a*) II 3 (*b*) I +4 (*b*) I].				Electric Locomotives—Running Repairs—[C (*a*) II 3(*a*) *ii*+4 (*a*) *ii*].				Railway.
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
Bombay, Baroda and Central India	2,84,094	1·54	0·56	0·80	91,461	6·13	0·80	0·25	87,234	5·85	0·77	0·25	..	..	..	..	5,736	0·39	0·05	0·02	B. B. & C. I.
Great Indian Peninsula	4,07,826	6·04	1·24	0·43	4,57,415	6·76	1·39	0·49	1,18,511	9·62	0·62	0·13	4,25,554	34·6	2·21	0·45	2,52,013	4·57	1·86	0·27	G. I. P.
3′ 3⅜″ Gauge.																					3′ 3⅜″ Gauge.
South Indian	75,987	11·7	1·07	0·35	27,014	4·15	0·37	0·12	33,990	5·22	0·48	0·16	..	..	..	..	18,370	2·82	0·26	0·09	S. I.

TABLE C(*a*)—MAINTENANCE OF ELECTRIC SERVICE—*contd.*

Railway.	Electric Locomotives—Workshop Repairs—[C(*a*) II 3 (*b*) *ii*+4(*b*) *ii*].				Equipment (other than power station) and other items. [C(*a*) II 5—9].				Total—Ordinary Repairs and Maintenance. [C(*a*) II].		Running Staff—Operating Expenses. [C(*a*)III 1].				Electric Current (for traction purposes only). [C(*a*) III 2].				Railway.
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
Bombay, Baroda and Central India.	..	..	..	..	8,03,828	5·41	2·13	2·25	9,57,575	5·19	1·90	2·68	4,41,181	29·6	3·85	1·24	9,83,500	65·9	8·60	2·75	B. B. & C. I.
Great Indian Peninsula	61,409	1·11	0·45	0·07	90,415	1·33	0·28	0·09	13,50,123	20·0	4·11	1·44	18,17,283	56·8	11·9	1·93	31,80,961	47·1	9·69	3·38	G. I. P.
3′ 3⅜″ Gauge.																					3′ 3⅜″ Gauge.
South Indian	..	..	..	..	397	0·06	0·01	0·00	79,771	12·3	1·12	0·37	43,207	6·64	0·61	0·20	2,91,577	44·8	4·10	1·35	S. I.

TABLE C(*a*)—MAINTENANCE OF ELECTRIC SERVICE—*concld.*

Railway.	Oil, Waste and other Stores. [C(*a*) III 4].				Total Operating Expenses. (C (*a*) III].				Total—Replacement and Renewal Appropriation to Depreciation Reserve Fund [C (*a*)—IV].				Total Maintenance of Electric Service (Total Abstract C(*a*)].				Railway.
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
Bombay, Baroda and Central India.	19,935	1·34	0·18	0·06	18,09,034	9·81	3·60	5·07	57,597	0·31	0·11	0·16	31,08,300	16·9	6·17	8·71	B. B. & C. I.
Great Indian Peninsula	1,04,713	4·03	0·68	0·11	50,02,809	74·1	15·2	5·32	20,73,882	30·7	6·32	2·20	88,34,640	130·8	26·9	9·39	G. I. P.
3′ 3⅜″ Gauge.																	3′ 3⅜″ Gauge.
South Indian	11,321	1·74	0·16	0·05	3,62,585	55·7	5·10	1·68	376	0·06	0·01	0·00	5,18,719	79·7	7·30	2·40	S. I.

NOTE.—The figures shown against the B. B. and C. I. and S. I. Railways are only approximates as the original figures furnished by these Railways have been recast on the lines of the G. I. P. Railway Statement.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT.

Railway.	General Administration—(E. I.) Total amount.	General Administration—(E. I.) Per train mile.	General Administration—(E. I.) Percentage of total working expenses under abstracts A to G.	Station Staff—E. III. 1 (b). Total amount.	Station Staff—E. III. 1 (b). Per train mile.	Station Staff—E. III. 1 (b). Percentage of total working expenses under abstracts A to G.	Train Staff including their mileage and overtime—E. III. 1 (c & d). Total amount.	Train Staff including their mileage and overtime—E. III. 1 (c & d). Per train mile.	Train Staff including their mileage and overtime—E. III. 1 (c & d). Percentage of total working expenses under abstracts A to G.	Railway.
217	218	219	220	221	222	223	224	225	226	227
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ GAUGE.
Bengal-Nagpur	12,48,119	1·85	2·66	45,73,637	6·79	9·73	13,15,376	1·95	2·80	B. N.
Bombay, Baroda and Central India	7,31,772	1·88	2·05	41,71,541	10·7	11·7	6,66,312	1·71	1·87	B. B. & C. I.
Eastern Bengal	5,97,370	1·75	2·12	32,94,329	9·67	11·7	6,27,866	1·84	2·23	E. B.
East Indian	23,79,339	1·35	2·08	1,10,85,444	6·30	9·67	30,46,833	1·73	2·65	E. I.
Great Indian Peninsula	17,63,042	1·34	1·87	65,90,745	5·00	7·01	18,00,600	1·36	1·92	G. I. P.
Madras and Southern Mahratta	3,39,183	0·88	1·55	20,23,465	5·26	9·28	4,39,890	1·15	2·01	M. & S. M.
Nizam's State	1,67,786	1·49	2·61	4,04,663	3·60	6·31	1,15,190	1·02	1·80	N. S.
North Western	18,93,840	1·44	1·66	1,20,75,422	9·15	10·6	22,00,493	1·66	1·92	N. W.
South Indian	1,56,972	0·76	1·59	6,16,640	2·99	6·26	1,97,647	0·95	2·01	S. I.
3′ 3⅜″ GAUGE.										3′ 3⅜″ GAUGE.
Assam-Bengal	3,28,530	1·54	2·71	11,39,676	5·35	9·40	2,24,855	1·05	1·85	A. B.
Bengal and North Western	4,88,169	0·97	3·31	14,44,344	2·86	9·79	3,82,627	0·76	2·59	B. & N. W.
Bombay, Baroda and Central India	5,29,562	1·03	1·91	23,90,028	4·66	8·62	6,67,899	1·30	2·41	B. B. & C. I.
Burma	5,98,469	1·42	2·19	23,92,220	5·68	8·77	5,04,014	1·19	1·84	Burma.
Eastern Bengal	4,86,821	2·31	3·37	13,45,897	6·37	9·32	3,04,078	1·44	2·10	E. B.
Jodhpur	1,27,412	1·28	2·43	3,05,963	3·07	5·85	93,370	0·94	1·79	Jodhpur.
Madras and Southern Mahratta	3,13,333	0·70	1·55	16,96,380	3·78	8·41	4,45,000	0·99	2·21	M. & S. M.
Nizam's State	1,33,644	1·46	2·64	4,06,158	4·44	8·03	91,790	1·00	1·81	N. S.
Rohilkund and Kumaon	95,884	0·94	3·18	2,72,823	2·67	9·04	56,503	0·55	1·87	R. & K.
South Indian	4,51,872	0·75	2·09	18,52,973	3·08	8·57	5,00,149	0·84	2·32	S. I.
2′ 6″ and 2′ 0″ GAUGES.										2′ 6″ & 2′ 0″ GAUGES.
Bengal-Nagpur	72,501	0·71	1·91	3,05,782	3·00	8·03	1,03,677	1·02	2·72	B. N.
Bombay, Baroda and Central India	9,153	0·36	1·04	55,093	2·17	6·24	10,085	0·40	1·14	B. B. & C. I.
Eastern Bengal	977	0·14	0·73	14,947	2·20	11·1	198	0·03	0·15	E. B.
Great Indian Peninsula	460	0·01	0·08	*70,263	*2·37	*12·7	†	†	†	G. I. P.
North Western	1,07,041	1·44	1·76	4,18,110	5·64	6·89	1,03,965	1·40	1·71	N. W.
South Indian	11,210	1·10	2·70	24,602	2·41	5·92	8,993	0·88	2·17	S. I.

* Includes train and other staff.

* Includes train and other staff.
† Included under Station Staff.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*contd.*

Railway.	Other Staff.—E. III. 1 (a & e).			Fires, Lights, General Stores, Water for Stations, Sheds and trains and also water for transit—(E. III. 2 & 3.)			Clothing—(E.-III-4.)			Stationery forms and tickets—(E.-III-5.)			Compensation for goods, etc., lost or damaged—(E.-III-10.)			Railway.
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
Bengal-Nagpur	3,93,666	0·59	0·84	6,41,986	0·95	1·37	1,42,545	0·21	0·30	1,83,290	0·27	0·39	14,255	0·02	0·03	B. N.
Bombay, Baroda and Central India	3,99,947	1·03	1·11	2,26,607	0·58	0·63	73,890	0·19	0·21	1,69,330	0·44	0·47	17,353	0·05	0·05	B. B. & C. I.
Eastern Bengal	3,69,594	1·09	1·32	3,53,140	1·03	1·26	23,941	0·07	0·09	1,44,007	0·42	0·51	25,815	0·08	0·09	E. B.
East Indian	11,13,287	0·63	0·97	16,59,575	0·95	1·45	7,09,612	0·40	0·62	3,04,275	0·17	0·27	72,983	0·05	0·07	E. I.
Great Indian Peninsula	9,19,175	0·70	0·97	11,80,866	0·89	1·25	74,284	0·06	0·08	2,86,429	0·22	0·30	63,868	0·05	0·07	G. I. P.
Madras and Southern Mahratta	1,30,423	0·34	0·59	3,82,726	0·99	1·75	28,008	0·07	0·13	1,13,370	0·30	0·52	14,409	0·04	0·07	M. & S. M.
Nizam's State	40,512	0·36	0·63	59,017	0·53	0·92	10,669	0·09	0·17	41,078	0·36	0·64	5,578	0·05	0·09	N. S.
North Western	4,58,745	0·35	0·40	22,09,078	1·68	1·94	2,66,607	0·20	0·23	5,04,277	0·38	0·44	55,540	0·04	0·05	N. W.
South Indian	93,381	0·46	0·95	1,39,760	0·68	1·42	9,279	0·04	0·10	98,302	0·48	1·00	3,689	0·02	0·04	S. I.
3′ 3⅜″ Gauge.																3′ 3⅜″ Gauge.
Assam-Bengal	1,41,881	0·67	1·17	1,87,271	0·88	1·55	15,957	0·07	0·13	62,054	0·29	0·51	5,600	0·03	0·05	A. B.
Bengal and North-Western	..	..	..	3,34,011	0·66	2·26	41,902	0·08	0·28	98,151	0·19	0·67	25,866	0·05	0·18	B. & N. W.
Bombay, Baroda and Central India	3,68,068	0·72	1·33	1,44,728	0·28	0·52	60,880	0·12	0·22	93,343	0·18	0·34	13,635	0·03	0·05	B. B. & C.
Burma	2,49,476	0·60	0·92	3,45,934	0·82	1·27	31,667	0·08	0·12	1,24,387	0·29	0·46	9,226	0·02	0·03	Burma.
Eastern Bengal	1,90,871	0·90	1·32	72,961	0·35	0·51	52,842	0·25	0·37	80,044	0·38	0·55	17,394	0·08	0·12	E. B.
Jodhpur	30,133	0·30	0·57	1,08,540	1·09	2·07	13,505	0·13	0·26	14,251	0·14	0·27	—678	—0·00	—0·01	Jodhpur
Madras and Southern Mahratta	1,27,807	0·29	0·63	3,10,259	0·69	1·54	31,416	0·07	0·16	1,26,709	0·28	0·63	8,232	0·02	0·04	M. & S. M
Nizam's State	35,695	0·39	0·73	70,855	0·77	1·40	10,831	0·12	0·21	36,943	0·40	0·73	4,321	0·04	0·07	N. S.
Rohilkund and Kumaon	16,168	0·16	0·53	79,290	0·78	2·63	4,320	0·04	0·14	27,934	0·28	0·93	1,220	0·01	0·04	R. & K.
South Indian	2,48,118	0·42	1·14	5,29,976	0·88	2·45	25,974	0·04	0·12	2,12,142	0·35	0·98	3,631	0·01	0·02	S. I.
2′ 6″ and 2′ 0″ Gauges.																2′ 6″ & 2′ 0″ Gauges.
Bengal-Nagpur	13,381	0·13	0·35	22,508	0·22	0·59	10,657	0·11	0·28	4,409	0·04	0·11	..	..	..	B. N.
Bombay, Baroda and Central India	2,045	0·08	0·23	2,593	0·10	0·29	967	0·04	0·11	8,815	0·35	1·00	254	0·01	0·03	B. B. & C.
Eastern Bengal	385	0·06	0·28	..	..	..	64	0·01	0·05	188	0·03	0·14	2	0·00	0·00	E. B.
Great Indian Peninsula	†	†	†	4,982	0·17	0·90	212	0·01	0·04	9	0·00	0·00	..	..	..	G. I. P.
North Western	31,651	0·43	0·52	1,02,481	1·38	1·69	14,774	0·20	0·24	28,681	0·39	0·47	3,577	0·05	0·06	N. W.
South Indian	7,038	0·69	1·70	1,986	0·19	0·47	284	0·03	0·07	4,089	0·40	0·98	..	..	..	S. I.

† Included under station staff.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*

Railway.	Total Operating Expenses—(E.III).			Total expenses of Traffic Department (Total Abstract E.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
245	246	247	248	249	250	251
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	79,30,163	11·8	16·9	92,15,619	13·7	19·6
Bombay, Baroda and Central India	59,41,631	15·3	16·6	67,41,099	17·3	18·8
Eastern Bengal	46,68,255	13·7	16·6	53,49,891	15·7	19·0
East Indian	1,84,49,426	10·5	16·1	2,10,76,122	12·0	18·4
Great Indian Peninsula	1,13,94,185	8·64	12·1	1,32,92,309	10·1	14·1
Madras and Southern Mahratta	29,09,562	7·57	13·3	32,76,236	8·52	15·0
Nizam's State	8,77,969	7·80	13·7	10,46,882	9·30	16·3
North Western	1,51,76,818	11·5	13·3	1,72,34,055	13·1	15·1
South Indian	12,33,609	5·98	12·5	13,97,188	6·77	14·2
3′ 3⅜″ Gauge.						
Assam-Bengal	20,31,795	9·53	16·8	23,76,588	11·1	19·6
Bengal and North-Western	24,93,398	4·93	16·9	29,81,567	5·90	20·2
Bombay, Baroda and Central India	36,79,155	7·17	13·3	42,46,666	8·27	15·3
Burma	37,05,148	8·79	13·6	43,49,988	10·3	15·9
Eastern Bengal	21,43,752	10·2	14·8	26,73,252	12·7	18·5
Jodhpur	7,07,786	7·11	13·5	8,53,907	8·58	16·3
Madras and Southern Mahratta	27,30,597	6·08	13.6	30,57,447	6·81	15·2
Nizam's State	7,27,033	7·94	14·4	8,62,383	9·42	17·0
Rohilkund and Kumaon	3,56,866	3·50	11·8	4,61,192	4·52	15·3
South Indian	34,39,213	5·72	15·9	39,09,560	6·50	18·1
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	4,61,372	4·52	12·1	5,35,509	5·25	14·1
Bombay, Baroda and Central India	1,14,947	4·53	13·0	1,25,758	4·96	14·2
Eastern Bengal	14,772	2·18	11·0	15,881	2·34	11·8
Great Indian Peninsula	87,482	2·95	15·8	88,149	2·97	15·9
North Western	6,38,050	8·60	10·5	7,52,180	10·1	12·4
South Indian	47,278	4·63	11·4	58,939	5·77	14·2

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

General Administration, Home expenditure—(F. I. 1 to 4.)			Agent's office—[F. I. 5 (a).]			Accounts and Audit Department—[F. I. 5 (b).]			Stores Department—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
252	253	254	255	256	257	258	259	260	261	262	263	264
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge
3,01,611	0·45	0·64	3,60,682	0·54	0·77	9,12,580	1·36	1·94	4,99,035	0·74	1·06	B. N.
1,87,234	0·48	0·52	2,82,385	0·73	0·79	6,74,103	1·73	1·89	3,92,863	1·01	1·10	B. B. & C. I
..	..	..	3,64,688	1·07	1·30	6,53,241	1·92	2·32	3,52,483	1·04	1·25	E. B.
..	..	..	4,82,319	0·28	0·43	22,62,868	1·29	1·96	10,89,468	0·62	0·94	E. I.
..	..	..	4,49,199	0·34	0·48	14,63,919	1·11	1·56	8,01,800	0·61	0·85	G. I. P.
1,79,019	0·46	0·82	1,67,508	0·43	0·76	3,98,702	1·04	1·83	1,92,403	0·50	0·88	M. & S. M.
80,538	0·72	1·26	96,988	0·86	1·51	1,74,710	1·55	2·7	82,265	0·73	1·28	N. S.
1,14,643	0·08	0·10	5,83,895	0·44	0·51	21,92,273	1·66	1·92	11,53,203	0·88	1·01	N. W.
87,058	0·42	0·88	76,466	0·37	0·78	2,19,174	1·06	2·23	1,15,601	0·56	1·17	S. I.
												3′ 3⅜″ Gau
1,77,313	0·83	1·46	1,46,226	0·69	1·21	2,81,389	1·32	2·32	94,306	0·44	0·78	A. B.
2,32,900	0·46	1·58	95,292	0·19	0·64	4,38,951	0·87	2·98	61,344	0·12	0·42	B. & N. W
2,65,750	0·52	0·96	2,22,650	0·43	0·80	5,31,225	1·04	1·92	2,87,655	0·56	1·04	B. B. & C.
..	..	..	3,35,172	0·80	1·23	4,53,715	1·08	1·66	1,80,319	0·42	0·66	Burma.
..	..	..	1,88,056	0·89	1·30	3,36,853	1·59	2·33	69,652	0·33	0·48	E. B.
45,752	0·46	0·88	72,709	0·73	1·39	1,73,441	1·74	3·31	72,155	0·72	1·38	Jodhpur.
2,19,121	0·48	1·08	1,34,955	0·30	0·67	3,00,219	0·67	1·49	1,22,162	0·27	0·60	M. & S. M
64,300	0·70	1·28	77,457	0·85	1·53	1,39,377	1·52	2·75	65,356	0·71	1·29	N. S.
68,533	0·67	2·28	47,470	0·46	1·57	1,27,530	1·25	4·23	18,905	0·18	0·63	R. & K.
2,26,638	0·37	1·05	1,79,845	0·30	0·83	5,25,734	0·87	2·43	3,01,058	0·50	1·39	S. I.
												2′ 6″ & 2 Gauges
99,680	0·98	2·62	18,130	0·18	0·48	46,397	0·45	1·22	24,596	0·24	0·64	B. N.
5,783	0·23	0·65	9,909	0·39	1·12	24,177	0·95	2·74	2,288	0·09	0·26	B. B. &
..	..	..	813	0·12	0·61	1,455	0·21	1·08	260	0·04	0·19	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
1,745	0·02	0·03	8,530	0·11	0·14	33,769	0·45	0·56	16,849	0·23	0·28	N. W.
8,534	0·83	2·05	1,236	0·12	0·30	5,053	0·49	1·22	2,615	0·26	0·63	S. I.

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund/Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT—*concld.*

Railway.	Medical Department—[F. I. 5 (e).]			Telegraph—[F. I. 5 (f)].			Police—[F. I. 5 (g).]			Total General Administration—F. I.			Total Ordinary Repairs and Maintenance—(F. II.)			Replacement and Renewal Total Appropriation to Depreciation Reserve Fund. F. IV			Total expenses of General Department (Total Abstract F.)			Railway.
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ GAUGE.
Bengal-Nagpur	3,98,772	0·59	0·85	3,37,915	0·50	0·72	4,58,895	0·68	0·97	35,59,957	5·29	7·57	5,53,979	0·82	1·18	..	..	..	41,13,936	6·11	8·75	B. N.
Bombay, Baroda and Central India	2,35,214	0·60	0·66	3,12,603	0·80	0·87	4,37,827	1·13	1·23	26,40,974	6·79	7·39	1,706	0·01	0·01	..	..	..	26,42,680	6·80	7·40	B. B. & C. I.
Eastern Bengal	3,17,718	0·93	1·13	1,88,208	0·55	0·67	2,96,450	0·87	1·06	20,73,796	6·09	7·38	2,84,655	0·83	1·01	..	..	..	23,55,752	6·91	8·38	E. B.
East Indian	6,99,236	0·40	0·61	5,53,263	0·32	0·48	8,11,363	0·45	0·71	60,64,482	3·45	5·29	14,97,696	0·85	1·31	2,20,630	0·12	0·19	77,82,808	4·42	6·79	E. I.
Great Indian Peninsula	5,97,459	0·45	0·63	10,80,138	0·82	1·15	4,28,601	0·32	0·46	50,32,087	3·81	5·35	9,61,158	0·73	1·02	1,83,958	0·14	0·20	61,77,203	4·68	6·57	G. I. P.
Madras and Southern Mahratta	2,35,700	0·62	1·08	1,92,075	0·50	0·88	2,89,066	0·75	1·33	17,70,728	4·61	8·11	2,22,546	0·58	1·02	5,245	0·01	0·02	19,98,519	5·20	9·15	M. & S. M.
Nizam's State	87,263	0·77	1·36	72,575	0·64	1·13	1,04,321	0·93	1·63	7,13,845	6·34	11·1	40,311	0·36	0·63	..	..	..	7,54,156	6·70	11·8	N. S.
North Western	5,54,193	0·42	0·49	8,33,244	0·63	0·73	10,38,516	0·79	0·91	72,86,093	5·52	6·38	7,86,042	0·59	0·69	..	..	..	80,72,135	6·11	7·07	N. W.
South Indian	74,661	0·36	0·76	53,511	0·26	0·54	86,235	0·42	0·88	7,43,994	3·60	7·56	85,498	0·42	0·87	348	0·00	0·00	8,29,840	4·02	8·43	S. I.
3′ 3⅜″ GAUGE.																						3′ 3⅜″ GAUGE.
Assam-Bengal	1,78,285	0·84	1·47	89,615	0·42	0·74	1,24,576	0·58	1·03	10,63,184	4·99	8·77	76,978	0·36	0·64	3,688	0·02	0·03	11,43,850	5·37	9·44	A. B.
Bengal and North-Western	1,17,336	0·23	0·80	1,75,510	0·35	1·19	1,15,113	0·23	0·78	13,12,846	2·61	8·90	2,41,654	0·47	1·63	..	..	..	16,11,695	3·19	10·9	B. & N. W.
Bombay, Baroda and Central India	2,56,226	0·50	0·92	3,09,035	0·60	1·12	4,19,199	0·82	1·51	23,91,246	4·66	8·62	4,919	0·01	0·02	..	..	..	23,96,165	4·67	8·64	B. B. & C. I.
Burma	3,02,077	0·72	1·11	2,57,559	0·61	0·94	81,482	0·19	0·30	15,74,128	3·73	5·77	2,27,131	0·54	0·83	..	..	..	18,01,259	4·27	6·60	Burma.
Eastern Benga	62,597	0·30	0·43	62,690	0·30	0·44	39,636	0·19	0·28	7,90,893	3·75	5·47	1,06,465	0·50	0·74	..	..	..	8,97,358	4·25	6·21	E. B.
Jodhpur	27,689	0·28	0·53	51,279	0·52	0·98	23,807	0·24	0·46	4,82,419	4·85	9·22	91,435	0·92	1·74	..	..	..	5,73,854	5·77	11·0	Jodhpur.
Madras and Southern Mahratta	1,62,352	0·37	0·81	1,68,827	0·37	0·84	2,09,700	0·47	1·04	13,84,454	3·08	6·87	2,88,474	0·64	1·43	4,888	0·01	0·02	16,77,816	3·74	8·32	M. & S. M.
Nizam's State	74,414	0·81	1·47	58,097	0·64	1·15	1,21,223	1·32	2 39	6,12,582	6·69	12·1	1,25,532	1·37	2·48	..	..	..	7,38,114	8·06	14·6	N S.
Rohilkund and Kumaon	27,385	0·27	0·91	30,253	0·30	1·00	36,612	0·36	1·21	3,72,852	3·65	12·4	34,742	0·34	1·15	..	..	..	4,07,591	3·99	13·5	R. & K.
South Indian	1,71,297	0·29	0·79	1,29,662	0·22	0·60	2,54,955	0·43	1·18	18,97,125	3·16	8·77	2,29,679	0·38	1·07	55,135	0·09	0·25	21,81,939	3·63	10·1	S. I.
2′ 6″ AND 2′ 0″ GAUGES.																						2′ 6″ & 2′ 0″ GAUGES.
Bengal Nagpur	44,783	0·44	1·17	14,831	0·14	0·39	25,054	0·25	0·66	2,73,471	2·68	7·18	49,669	0·49	1·31	..	..	..	3,23,140	3·17	8·49	B. N.
Bombay, Baroda and Central India	765	0·03	0·09	2,808	0·11	0·32	14,220	0·56	1·61	62,150	2·45	7·04	..	..	..	..	..	..	62,150	2·45	7·04	B. B. & C. I.
Eastern Bengal	56	0·01	0·04	..	..	..	..	..	..	2,756	0·41	2·05	1,218	0·18	0·90	..	..	..	3,974	0·59	2·95	E. B.
Great Indian Peninsula	..	..	..	433	0·01	0·08	1,256	0·04	0·22	1,689	0·05	0·30	4,430	0·15	0·80	..	..	..	6,199	0·20	1·10	G. I. P.
North Western	30,086	0·41	0·49	20,710	0·28	0·34	59,254	0·80	0·98	1 84,544	2·49	3·04	85,057	1·15	1·40	..	..	..	2,69,601	3·64	4·44	N. W.
South Indian	3,152	0·31	0·76	1,721	0·17	0·41	9,944	0·97	2·39	34,830	3·41	8·38	5,556	0·55	1·34	6	0·00	0·00	40,401	3·96	9·72	S. I.

30.—*Analysis of operating expenses of* ***Class I Railways*** *for the year 1932-33*—contd.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to $\frac{\text{Depreciation Reserve Fund}}{\text{Replacement and Renewal Works}}$ which in previous years were taken as reduction of expenditure and are now shown as earnings.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.).		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
288	289	290	291	292	293	294
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	25,42,836	3·78	5·41	50,63,270	7·52	10·8
Bombay, Baroda and Central India	16,17,513	4·16	4·53	29,56,130	7·60	8·28
Eastern Bengal	12,28,512	3·61	4·37	23,84,182	7·00	8·48
East Indian	43,44,766	2·47	3·79	92,19,802	5·24	8·04
Great Indian Peninsula	33,80,231	2·56	3·59	61,15,872	4·64	6·50
Madras and Southern Mahratta	8,92,905	2·32	4·09	17,82,111	4·64	8·16
Nizam's State	2,80,252	2·49	4·36	4,41,968	3·92	6·88
North Western	31,98,049	2·42	2·80	65,44,565	4·96	5·73
South Indian	2,12,612	1·03	2·16	5,49,695	2·66	5·58
3′ 3⅜″ GAUGE.						
Assam-Bengal	4,53,086	2·13	3·74	8,16,319	3·83	6·73
Bengal and North Western	6,49,600	1·29	4·41	7,03,128	1·39	4·77
Bombay, Baroda and Central India	11,92,386	2·32	4·30	22,52,480	4·39	8·13
Burma	11,55,077	2·74	4·23	19,54,901	4·64	7·16
Eastern Bengal	4,27,356	2·02	2·96	9,73,559	4·61	6·74
Jodhpur	1,35,989	1·37	2·60	5,62,821	5·66	10·8
Madras and Southern Mahratta	5,26,296	1·17	2·61	11,72,051	2·61	5·81
Nizam's State	2,23,027	2·43	4·40	3,45,261	3·76	6·82
Rohilkund and Kumaon	70,343	0·69	2·33	1,53,063	1·50	5·08
South Indian	6,64,984	1·11	3·08	14,08,089	2·34	6·51
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	32,156	0·3[illegible]	0·84	1,06,659	1·05	2·80
Bombay, Baroda and Central India	3,971	0·16	0·45	14,299	0·56	1·61
Eastern Bengal	577	0·09	0·43	1,604	0·24	1·19
Great Indian Peninsula	9,184	0·31	1·66	19,217	0·31	1·67
North Western	92,950	1·26	1·53	2,02,171	2·73	3·33
South Indian	2,744	0·27	0·66	9,640	0·94	2·32

30.—*Analysis of operating expenses of* ***Class I Railways*** *for the year 1932-33*—concld.

TABLES A TO G.

Summary.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to $\frac{\text{Depreciation Reserve Fund}}{\text{Replacement and Renewal Works}}$ which in previous years were taken as reduction of expenditure and are now shown as earnings.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
295	296	297	298	299	300	301	302	303	304
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,12,50,395	23·9	1,50,87,939	32·1	1,87,68,873	39·9	18,94,382	4·03	4,70,01,589*
Bombay, Baroda and Central India	72,92,852	20·4	88,85,266	24·9	1,63,61,886	45·9	31,60,914	8·84	3,57,00,918
Eastern Bengal	59,02,018	21·1	64,39,644	22·9	94,97,103	33·9	61,83,721	22·1	2,80,22,486
East Indian	2,02,54,881	17·7	2,80,35,044	24·5	4,28,08,356	37·3	2,35,38,172	20·5	11,46,36,453
Great Indian Peninsula	1,58,04,930	16·8	2,25,72,793	24·0	3,59,16,654	38·2	1,97,94,139	21·0	9,40,88,516
Madras and Southern Mahratta	46,91,525	21·5	59,91,725	27·4	93,40,777	42·8	18,13,913	8·30	2,18,37,940†
Nizam's State	16,66,547	26·0	16,45,336	25·7	21,51,349	33·5	9,50,905	14·8	64,14,137
North Western	1,88,80,216	16·5	2,54,08,792	22·3	4,21,35,817	36·9	2,77,58,771	24·3	11,41,83,596
South Indian	17,55,671	17·8	16,05,370	16·3	47,25,809	48·0	17,57,748	17·9	98,44,598
3′ 3⅜″ GAUGE.									
Assam Bengal	29,48,517	24·3	34,20,333	28·2	45,74,280	37·7	11,78,381	9·72	1,21,21,511
Bengal and North Western	33,06,809	22·4	49,17,264	33·3	58,81,171	39·9	6,48,171	4·39	1,47,53,415
Bombay, Baroda and Central India	65,53,936	23·6	79,80,090	28·8	1,11,23,469	40·2	20,53,289	7·40	2,77,10,784
Burma	56,13,412	20·6	64,03,966	23·5	99,28,975	36·4	53,43,590	19·6	2,72,89,943
Eastern Bengal	26,61,365	18·5	32,61,212	22·6	49,41,538	34·3	35,43,872	24·6	1,44,07,987
Jodhpur	11,37,730	21·7	14,41,841	27·6	21,13,142	40·4	5,41,077	10·3	52,33,790
Madras and Southern Mahratta	36,18,116	17·9	52,22,865	25·9	76,30,733	37·9	36,94,014	18·3	2,01,65,728†
Nizam's State	13,94,492	27·6	14,21,402	28·1	17,67,775	34·9	4,78,412	9·45	50,62,081
Rohilkund and Kumaon	7,75,095	25·7	8,18,035	27·2	11,39,966	37·8	2,79,417	9·27	30,12,513
South Indian	49,60,397	22·9	44,22,180	20·5	99,84,102	46·2	22,57,132	10·4	2,16,23,811
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	7,28,575	19·1	14,74,342	38·7	13,37,084	35·1	2,69,314	7·07	38,09,315*
Bombay, Baroda and Central India	1,26,418	14·3	3,51,935	39·9	3,12,918	35·4	91,759	10·4	8,83,060
Eastern Bengal	9,521	7·07	37,466	27·8	47,044	35·0	40,574	30·1	1,34,605
Great Indian Peninsula	26,656	4·81	2,81,583	50·9	2,45,526	44·3	..	..	5,53,765
North Western	8,71,623	14·4	16,06,833	26·5	21,14,248	34·8	14,78,519	24·3	60,71,223
South Indian	1,11,738	26·9	94,512	22·8	1,88,287	45·3	20,898	5·03	4,15,435

* Includes 11·99 (in thousands) representing the value of materials released from renewal and replacement works.
† Excludes 4·93 (in thousands) representing working expenses of the W. I. P. Harbour.

31.—*Statement of Oil Consumption on* **Class I Railways** *during the years 1931-32 and 1932-33.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental.)				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal Nagpur	*1931-32*	*367,384*	*483,323*	*6·56*	*7·31*	*590,243*	*1·79*
	1932-33	348,040	399,530	6·27	6·82	516,223	1·67
Bombay, Baroda and Central India	*1931-32*	*375,027*	*136,132*	*8·10*	*7·07*	*307,966*	*1·75*
	1932-33	351,183	134,142	7·67	7·25	307,478	1·77
Eastern Bengal	*1931-32*	*414,599*	*83,728*	*8·72*	*7·28*	*233,335*	*1·63*
	1932-33	379,803	90,402	8·71	7·76	200,415	1·50
East Indian	*1931-32*	*1,464,705*	*1,078,479*	*8·67*	*8·79*	*1,459,892*	*1·62*
	1932-33	1,484,298	1,011,157	8·60	8·54	1,340,157	1·48
Great Indian Peninsula	*1931-32*	*971,973*	*718,617*	*7·98*	*10·3*	*654,990*	*1·39*
	1932-33	950,835	708,445	7·95	10·5	617,757	1·33
Madras and Southern Mahratta	*1931-32*	*425,551*	*209,285*	*9·63*	*10·7*	*274,548*	*1·88*
	1932-33	429,126	184,209	9·38	10·4	262,197	1·87
Nizam's State	*1931-32*	*102,293*	*67,819*	*8·05*	*8·68*	*63,258*	*1·46*
	1932-33	97,726	57,328	8·17	8·27	53,162	1·30
North Western	*1931-32*	*1,337,830*	*781,799*	*8·47*	*11·2*	*1,131,211*	*1·95*
	1932-33	1,350,172	744,573	8·47	11·5	1,189,638	2·15
South Indian	*1931-32*	*247,106*	*69,418*	*9·29*	*9·24*	*56,036*	*1·00*
	1932-33	255,750	58,945	9·37	9·18	58,381	1·07
Total	*1931-32*	*5,706,468*	*3,628,600*	*8·37*	*9·21*	*4,771,479*	*1·67*
	1932-33	5,646,933	3,388,731	8·28	9·16	4,545,408	1·64
3′ 3⅜″ GAUGE.							
Assam Bengal	*1931-32*	*174,614*	*38,143*	*5·78*	*6·14*	*146,172*	*1·52*
	1932-33	176,105	25,687	5·73	6·44	146,363	1·62
Bengal and North Western	*1931-32*	*309,282*	*102,320*	*4·98*	*5·23*	*217,132*	*1·03*
	1932-33	290,374	107,298	4·73	4·98	233,313	1·19
Bombay, Baroda and Central India	*1931-32*	*341,083*	*156,946*	*5·77*	*5·53*	*366,439*	*1·60*
	1932-33	342,046	136,125	5·52	5·69	353,324	1·61
Burma	*1931-32*	*323,675*	*189,802*	*6·42*	*10·1*	*185,162*	*1·02*
	1932-33	327,027	168,869	6·60	10·1	174,297	1·00
Eastern Bengal	*1931-32*	*167,322*	*51,190*	*6·55*	*5·69*	*134,339*	*1·23*
	1932-33	165,909	52,510	6·86	5·37	114,436	1·10
Jodhpur	*1931-32*	*86,561*	*12,286*	*5·88*	*5·00*	*49,980*	*1·11*
	1932-33	83,501	15,116	5·96	5·36	45,785	0·96
Madras and Southern Mahratta	*1931-32*	*326,609*	*214,470*	*6·86*	*7·87*	*175,788*	*1·08*
	1932-33	332,614	197,516	6·72	7·90	158,415	1·02
Nizam's State	*1931-32*	*89,737*	*35,681*	*7·06*	*8·74*	*32,678*	*1·03*
	1932-33	86,137	32,663	7·27	9·28	23,881	0·84
Rohilkund and Kumaon	*1931-32*	*63,412*	*10,317*	*3·97*	*4·80*	*54,224*	*1·64*
	1932-33	67,153	5,101	4·48	3·27	49,568	1·59
South Indian	*1931-32*	*388,000*	*95,246*	*5·72*	*5·60*	*259,778*	*1·47*
	1932-33	399,987	86,939	5·68	5·52	269,048	1·61
Total	*1931-32*	*2,270,295*	*906,401*	*5·88*	*6·71*	*1,621,692*	*1·27*
	1932-33	2,270,853	827,824	5·84	6·64	1,568,430	1·29

31.—*Statement of Oil Consumption on* **Class I Railways** *during the years 1931-32 and 1932-33.*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ AND 2′ 0″ GAUGES.			
Bengal Nagpur	*1931-32*	*90,296*	*4·17*
	1932-33	84,344	4·08
Bombay, Baroda and Central India	*1931-32*	*25,369*	*5·70*
	1932-33	26,561	5·99
Eastern Bengal	*1931-32*	*7,220*	*6·39*
	1932-33	6,879	6·17
Great Indian Peninsula	*1931-32*	*44,715*	*9·18*
	1932-33	49,250	9·59
North Western	*1931-32*	*144,019*	*8·98*
	1932-33	124,844	8·58
South Indian	*1931-32*	*8,769*	*4·64*
	1932-33	8,061	4·62
Total	*1931-32*	*320,388*	*7·18*
	1932-33	299,939	6·33

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 1931-32 and 1932-33.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Borivli through lines, (3) Grant Road to Borivli Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch); (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan (local and through); (4) Kalyan to Poona and Igatpuri.	Madras Beach to Tambaram
2. Date of first opening for public service ..		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3·01. Route mileage	*1932* ..	*21·25*	*181·70*	*18·14*
	1933 ..	21·25	181·70	18·14
3·02. Track mileage (excluding sidings) ..	*1932* ..	*62·54*	*425·90*	*36·28*
	1933 ..	60·54	425·90	36·28
4. Mileage open for electric service on 31st March.	*1932* ..	*21·25*	*181·70*	*18·14*
	1933 ..	21·25	181·70	18·14
5. No. of sub-power stations on 31st March ..	*1932* ..	*3*	*15*	*3*
	1933 ..	3	15	3
6. No. of electric railway stations on 31st March	*1932* ..	*21*	*60*	*14*
	1933 ..	21	60	14
7. Mileage of transmission cable on 31st March ..	*1932* ..	*†58*	*376·12*	*‡65·06*
	1933 ..	†58	376·12	‡65·06
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1931-32* ..	*40*	*53*	*17*
	1932-33 ..	40	53	17
8·02. Trailer coaches	*1931-32* ..	*120*	*153*	*34*
	1932-33 ..	120	153	34
9. Average number on line (in units)—				
9·01. Motor coaches	*1931-32* ..	*40*	*53*	*17*
	1932-33 ..	40	53	17
9·02. Trailer coaches	*1931-32* ..	*120*	*153*	*34*
	1932-33 ..	120	153	34
9·03. Train units*	*1931-32* ..	*40*	*51*	*17*
	1932-33 ..	40	51	17
10. Average number under or awaiting repairs (in units)—				
10·.01 Motor coaches	*1931-32* ..	*2*	*8*	*Nil*
	1932-33 ..	2	8	Nil
10·02. Percentage of item 9·01	*1931-32* ..	*4·58*	*15·1*	*0·29*
	1932-33 ..	3·96	15·1	0·35
10·03. Trailer coaches	*1931-32* ..	*6*	*20*	*Nil*
	1932-33 ..	5	19	Nil
10·04. Percentage of item 9·02	*1931-32* ..	*4·58*	*13·1*	*0·29*
	1932-33 ..	3·96	12·4	0·35

* A "train unit" is a motor coach and three trailers.
† Overhead 26·50 miles and underground 31·50 miles.
‡ Overhead 43·16 miles and underground 21·90 miles.

32.—*Statement of Electric Multiple Units Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1931-32 and 1932-33*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1931-32* ..	*38*	*45*	*17*
	1932-33 ..	38	45	17
11·02. Trailer coaches	*1931-32* ..	*115*	*133*	*34*
	1932-33 ..	115	134	34
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1931-32* ..	*35*	*38*	*12*
	1932-33 ..	34	38	14
12·02. Trailer coaches	*1931-32* ..	*104*	*114*	*25*
	1932-33 ..	103	114	28
12·03. Train units*	*1931-32* ..	*35*	*38*	*12*
	1932-33 ..	34	38	14
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1931-32* ..	*4*	*7*	*5*
	1932-33 ..	4	7	3
13·02. Trailer coaches	*1931-32* ..	*11*	*19*	*9*
	1932-33 ..	12	20	6
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1931-32* ..	*234,265*	*947,048*	*22,938*
	1932-33 ..	173,582	814,745	72,797
14·02. Total two unit traffic trains	*1931-32* ..	*859,920*	*1,059,296*	*332,745*
	1932-33 ..	826,370	1,129,966	500,746
14·02(a). Total three unit traffic trains ..	*1931-32* ..	*Nil.*	*Nil.*	*5,712*
	1932-33 ..	Nil.	Nil.	3,528
14·03. Total traffic trains	*1931-32* ..	*1,954,105*	*3,065,640*	*705,564*
	1932-33 ..	1,826,322	3,074,677	1,084,873
14·04. Other trains	*1931-32* ..	*40,161*	*4,743*	*4,579*
	1932-33 ..	38,006	3,950	64
15. Hours—				
15·01. Traffic trains	*1931-32* ..	*98,264*	*137,133*	*37,486*
	1932-33 ..	97,445	137,085	50,528
15·02. Other	*1931-32* ..	*3,032*	*27,688*	*274*
	1932-33 ..	2,846	26,916	2
15·03. Total	*1931-32* ..	*101,296*	*164,821*	*37,760*
	1932-33 ..	100,291	164,001	50,530
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1931-32* ..	*7,816,420*	*12,262,560*	*2,117,358*
	1932-33 ..	7,305,288	12,298,708	3,254,619
16·02. Other trains	*1931-32* ..	*160,644*	*18,972*	*12,192*
	1932-33 ..	152,024	15,800	192

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

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 1931-32 and 1932-33*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1931-32* ..	*157*	*221*	*174*
	1932-33 ..	148	222	212
17·02. Train unit miles per day per train unit on line.	*1931-32* ..	*136*	*165*	*127*
	1932-33 ..	128	165	175
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1931-32* ..	*8·00*	*11·9*	*9·26*
	1932-33 ..	7·98	11·8	9·89
18·02. Train unit hours per day per train unit on line.	*1931-32* ..	*6·92*	*(a) 8·83*	*6·80*
	1932-33 ..	6·87	8·81	8·14
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1931-32* ..	*136*	*165*	*128*
	1932-33 ..	128	165	175
19·02. Trailer coach miles per day per trailer coach unit on line.	*1931-32* ..	*136*	*165*	*128*
	1932-33 ..	128	165	175
20. Motor coach failures—				
20·01. Number	*1931-32* ..	*1*	*82*	*13*
	1932-33 ..	1	39	21
20·02. Motor coach miles per motor coach failure (in units).	*1931-32* ..	*284,895*	*37,444*	*54,608*
	1932-33 ..	207,148	78,939	51,064
21. Power supply failures—				
21·01. Failures originating at source of supply	*1931-32* ..	*Nil*	*Nil*	*19*
	1932-33 ..	Nil	Nil	9
21·02. Failures originating at sub-station	*1931-32* ..	*Nil*	*Nil*	*42*
	1932-33 ..	Nil	2	29
21·03. Failures on account of overhead track equipment.	*1931-32* ..	*Nil*	*11*	*97*
	1932-33 ..	Nil	9	1
22. Number of passengers carried—				
22·01. First Class	*1931-32* ..	*38,554*	*19,514*	*4,636*
	1932-33 ..	27,131	14,806	6,790
22·02. Second Class	*1931-32* ..	*1,694,412*	*792,367*	*75,679*
	1932-33 ..	1,561,580	680,901	111,020
22·03. Third Class	*1931-32* ..	*30,682,890*	*27,853,104*	*3,239,163*
	1932-33 ..	31,958,837	30,017,056	5,453,253
22·04. Total	*1931-32* ..	*32,415,856*	*28,664,935*	*3,319,478*
	1932-33 ...	33,547,548	30,712,763	5,571,063

(*a*) The figure 8·88 in the report for 1931-32 is a misprint.

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 1931-32 and 1932-33*—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1931-32* ..	*320,910*	*164,741*	*52,594*
	1932-33 ..	195,633	178,444	67,499
23·02. Second Class	*1931-32* ..	*12,084,261*	*5,715,877*	*655,830*
	1932-33 ..	10,275,378	4,749,270	940,246
23·03. Third Class	*1931-32* ..	*220,317,976*	*200,455,974*	*27,431,680*
	1932-33 ..	223,336,401	207,770,494	42,243,989
23·04. Total	*1931-32* ..	*232,723,147*	*206,336,592*	*28,140,104*
	1932-33 ..	233,807,412	212,698,208	43,251,734
24. Earnings from passengers carried—				
24·01. First Class	*1931-32* ..	*15,315*	*10,139*	*4,294*
	1932-33 ..	10,390	8,582	5,803
24·02. Second Class	*1931-32* ..	*2,76,943*	*1,35,348*	*18,556*
	1932-33 ..	2,44,148	1,17,136	26,747
24·03. Third Class	*1931-32* ..	*26,19,679*	*24,22,518*	*403,869*
	1932-33 .	26,55,719	25,22,382	637,787
24·04. Total	*1931-32* ..	*29,11,937*	*25,68,005*	*426,719*
	1932-33 ..	29,10,257	26,48,100	670,337
25. Earnings from, and cost of, electric train working—				
25·01. Earnings per passenger mile. Pies	*1931-32* ..	*2·40*	*2·39*	*2·91*
	1932-33 ..	2·39	2·39	2·98
25·02. Cost per passenger mile. Pies	*1931-32* ..	*1·95*	*3·35*	*2·02*
	1932-33 ..	1·66	3·08	2·01
25·03. Earnings per train mile. Rs.	*1931-32* ..	*1·49*	*0·84*	*0·60*
	1932-33 ..	1·65	0·86	0·62
25·04. Cost per train mile. Rs.	*1931-32* ..	*1·18*	*1·17*	*0·42*
	1932-33 ..	1·11	1·11	0·41
26. Gross ton miles (including Departmental)	*1931-32* ..	*418,524,404*	*555,181,776*	*52,926,815*
	1932-33 ..	392,348,295	554,920,784	80,735,795
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1931-32* ..	*28,986,194*	*37,713,378*	*4,336,230*
	1932-33 ..	24,285,200	37,645,787	7,427,229
27·02. Kilo-watt hours per train unit mile	*1931-32* ..	*14·5*	*12·6*	*6·11*
	1932-33 ..	13·0	12·6	6·53
27·03. Kilo-watt hours per 1,000 gross ton miles	*1931-32* ..	*69·3*	*70·0*	*81·9*
	1932-33 ..	61·8	70·0	77 3
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1931-32*	*49,865*	*165,967*	*9,939*
	1932-33 ..	48,079	147,111	16,055
28·02. Pints per 1,000 vehicle miles	*1931-32* ..	*6·25*	*13·5*	*4·67*
	1932-33 ..	6·45	11·9	4·93

33.—*Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1931-32 and 1932-33.*

(*i*) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures. Number.	Steam coach failures. Steam coach miles per steam coach failure.	Lbs. of coal consumed per steam coach mile.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1931-32*	*2*	*2*	*10*	*14·3*	*Nil*	*Nil*	*23·3*
	1932-33	2	2	7	10·1	Nil	Nil	37·8
Eastern Bengal	*1931-32*	*1*	*1*	*..*	*0·13*	*Nil*	*Nil*	*11·9*
	1932-33	1	1	Nil	Nil	Nil	Nil	Nil
East Indian	*1931-32*	*3*	*3*	*41*	*37·6*	*3*	*13,752*	*15·8*
	1932-33	3	3	35	32·3	3	11,778	11·4
Great Indian Peninsula	*1931-32*	*4*	*3*	*45*	*41·0*	*Nil*	*Nil*	*23·0*
	1932-33	4	1	18	49·0	Nil	Nil	29·3
North-Western	*1931-32*	*4*	*5*	*89*	*47·1*	*11*	*8,091*	*17·0*
	1932-33	4	7	148	58·1	5	29,666	18·6
Total	*1931-32*	*14*	*14*	*185*	*36·2*	*14*	*13,214*	*18·5*
	1932-33	14	14	208	40·9	8	26,119	19·0
3′ 3⅜″ GAUGE.								
Bombay, Baroda & Central India.	*1931-32*	*3*	*3*	*76*	*70·0*	*Nil*	*Nil*	*16·4*
	1932-33	3	3	90	82·0	Nil	Nil	16·1
Eastern Bengal	*1931-32*	*2*	*2*	*..*	*12·6*	*1*	*9,195*	*25·5*
	1932-33	2	2	7	10·1	Nil	Nil	26·3
Nizam's State	*1931-32*	*2*	*2*	*28*	*39·0*	*2*	*14,210*	*12·1*
	1932-33	2	2	..	Nil	Nil	Nil	Nil
Total	*1931-32*	*7*	*7*	**104*	*44·5*	*3*	*37,983*	*16·1*
	1932-33	7	7	97	38·1	Nil	Nil	16·8
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	*1931-32*	*3*	*3*	*26*	*23·4*	*1*	*25,712*	*20·7*
	1932-33	3	3	35	31·5	4	8,629	20·2
North Western	*1931-32*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1932-33	3	2	56	63·9	1	56,464	13·8
Total	*1931-32*	*3*	*3*	*26*	*23·4*	*1*	*25,712*	*20·7*
	1932-33	6	5	91	49·9	5	18,196	16·2

(*ii*) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures. Number.	Rail motor failures. Rail motor miles per rail motor failure.	Gallons of fuel consumed per 100 rail motor miles.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
North-Western	*1931-32*	*2*	*2*	*2*	*2·08*	*Nil*	*Nil*	*10·8*
	1932-33	2	2	5	7·51	1	5,479	9·42
3′ 3⅜″ GAUGE.								
South Indian	*1931-32*	*4*	*4*	*35*	*23·7*	*2*	*17,385*	*14·6*
	1932-33	3	3	25	23·3	1	25,477	14·8
2′ 6″ GAUGE.								
North-Western	*1931-32*	*10*	*10*	*98*	*26·9*	*4*	*24,609*	*18·2*
	1932-33	9	10	80	22·3	3	26,791	16·3

*Revised figures.

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1933.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	Coaching Vehicles (excluding vehicles used exclusively on railway service)‡. Passenger carriages. Number.	Seats by classes. 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total.	Goods Wagons‡ (excluding wagons used exclusively on railway service). Covered and open wagons.	Special wagons.	Total.	Railway service vehicles‡. Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3′ 3⅜″ Gauge.																
Bengal Dooars	19	..	..	..	59	125	93	374	2,608	7	66	435	15	450	5	10
Bhavnagar State	31	1	..	..	125	168	384	..	5,333	44	169	735	9	744	10	14
Bikaner State	55	..	..	..	135	207	255	378	6,346	39	174	1,209	..	1,209	10	57
Dibru-Sadiya	32	..	..	..	46	167	128	131	2,485	20	66	1,481	119	1,600	8	4
Gondal	23	..	..	..	90	148	348	..	2,929	23	113	420	..	420	4	31
Jamnagar and Dwarka	21	2	..	..	57	89	178	..	1,913	18	75	621	4	625	4	4
Junagad State	19	..	..	..	78	130	353	..	2,334	9	87	294	12	306	5	16
Morvi	20	1	..	..	94	152	288	..	2,789	25	119	252	..	252	..	2
Mysore	34	1	..	..	131	121	262	243	4,924	24	155	534	..	534	24	32
Total	254	5	..	..	815	1,307	2,289	1,126	31,661	209	1,024	5,981	159	6,140	70	170
2′ 6″ Gauge.																
Barsi Light	35	1	2	..	119	104	278	..	4,971	†1	120	275	3	278	1	14
Gaekwar's Baroda State	40	2	(*b*)5	..	308	98	180	..	6,433	11	319	1,257	26	1,283	13	21
Mysore	7	..	..	..	27	30	54	..	1,186	..	27	77	..	77	2	10
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	225	4	229	4	1
Total	92	3	7	..	503	244	548	84	13,867	13	516	1,834	33	1,867	20	46
2′ 0″ Gauge.																
Darjeeling-Himalayan	35	2	..	..	110	234	266	..	2,221	26	136	531	..	531	..	..
Howrah-Amta Light	19	..	..	..	129	88	..	324	2,705	13	142	82	..	82	2	1
Mysore	6	..	..	..	5	..	16	..	108	..	5	44	..	44	..	2
Total	60	2	..	..	244	322	282	324	5,034	39	283	657	..	657	2	3
CLASS III RAILWAYS.																
3′ 3⅜″ Gauge.																
Porbandar State	6	..	..	..	18	12	59	..	559	8	26	333	3	336	2	10
Udaipur-Chitorgarh	12	..	..	..	45	40	84	80	1,840	11	56	81	..	81	2	..
Total	18	..	..	..	63	52	143	80	2,399	19	82	414	3	417	4	10
2′ 6″ Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	32	32	..	86	730	4	36	73	..	73	2	1
Bankura-Damodar River.	(*a*) 9	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	1
Baraset-Basirhat Light	9	..	..	..	44	71	..	134	1,268	4	48	64	..	64	2	1
Carried over	29	..	..	..	122	142	39	396	3,078	18	140	231	..	231	4	3

* Brake vans.
† Inspection saloon.
‡ In units.

(*a*) Includes 3 Satpura type Locomotives not in use.
(*b*) Includes 4 Internal Combustion Coaches.

34.—*Statement of Equipment showing the actual stock running on* **Class II and III Railways** *on 31st March 1933*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	Coaching Vehicles (excluding vehicles used exclusively on railway service). ‡ — Passenger carriages. — Number.	Seats by classes. — 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total.	Goods Wagons‡ (excluding wagons used exclusively on railway service). — Covered and open wagons.	Special wagons.	Total.	Railway service vehicles ‡ — Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward	29	..	..	..	122	142	39	396	3,078	18	140	231	..	231	4	3
CLASS III RAILWAYS—*concld.*																
2′ 6″ Gauge.																
Bengal Provincial	8	..	..	..	28	20	20	82	614	2	30	62	..	62	1	2
Bukhtiarpur-Behar Light.	5	..	..	..	22	34	28	103	426	3	25	68	..	68	2	1
Burdwan-Katwa	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	1
Cutch State	5	1	..	..	16	..	90	..	424	..	16	39	..	39	..	§2
Dehri-Rohtas Light.	6	3	..	..	8	20	..	12	170	3	11	129	..	129	2	3
Dholpur-State	6	..	..	..	9	22	..	..	404	..	9	117	3	120	..	1
Futwah-Islampur	3	..	..	..	8	12	..	39	352	..	8	28	..	28	1	.
††Jessore-Jhenidah.	7	1	..	..	19	18	22	88	408	2	21	39	1	40	..	..
Kalighat-Falta	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tezpore-Balipara Light.	4	..	..	..	19	32	..	60	668	4	23	91	..	91	..	..
Total	89	5	..	..	311	348	251	988	8,136	44	355	885	4	889	10	13
2′ 0″ Gauge.																
Gwalior Light	26	..	..	..	61	44	122	..	1,727	20	81	355	..	355	7	8
Howrah-Sheakhala Light.	4	..	..	..	29	28	..	56	608	1	30	12	..	12	..	2
Jagadhri Light	4	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial)	6	1	..	..	19	22	22	90	403	5	24	75	1	76	..	3
Kulasekarapatnam Light.	†4	6	..	..	24	..	..	..	738	..	24	45	..	45	..	2
Matheran Light	4	3	..	..	29	60	64	..	128	2	31	23	*2	25	2	(*a*) 2
Trivellore Light	1	3	..	..	14	..	..	..	94	..	14	3	1	4	..	1
Total	49	13	..	..	180	160	208	160	3,782	29	209	520	4	524	9	18

* Brake vans. ‡ In units

† Motor Locomotives. § Inspection motor trollies.

(*a*) Includes one motor trolly.

†† The figures are of 1931-32; the figures for 1932-33 are not available, the Railway having been closed from 1st April 1933.

35.—*Statement of Net Additions to and reductions from Equipment of* **Class II and III Railways** *during the year 1932-33.*

Railway.	Locomotives.	Rail-Motor cars.	Steam coaches.	Electric Motor Coaches.	Coaching vehicles (excluding vehicles used exclusively on railway service). † — Passenger carriages. — No.	Seats by Classes. — 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total.	Goods wagons (excluding wagons used exclusively on railway service). † — Covered and open wagons.	Special wagons.	Total.	Railway Service Vehicles. † — Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3′ 3⅜″ Gauge.																
Bengal Dooars	..	..	..	..	1	3	3	25	—35	—1	..	—15	15	..	..	..
Bhavnagar State	..	..	..	..	..	3	15	..	268	5	5	12	..	12	..	2
Bikaner State	..	..	..	..	5	12	6	17	221	..	5	..	..	..	..	1
Dibru Sadiya	..	..	..	..	..	..	..	24	—36	..	..	—2	..	—2	..	..
Gondal	..	..	..	..	1	6	9	..	44	..	1	—1	..	—1	..	..
Jamnagar and Dwarka	—2	1	..	..	2	..	..	..	36	..	2	..	—1	—1	..	..
Junagad State	—1	..	..	..	—34	8	—16	..	—1	1	—33	—1	..	—1	—2	..
Morvi	—1	..	..	..	2	6	8	..	111	..	2	..	..	..	..	..
Mysore	2	1	..	..	—12	—18	..	—52	—317	—2	—14	22	..	22	4	2
Total	—2	2	..	..	—35	20	25	14	291	3	—32	15	14	29	2	5
2′ 6″ Gauge.																
Gaekwar's Baroda State	..	..	4	..	2	—4	6	—54	18	4	6	—11	..	—11	..	..
Mysore	—6	..	..	..	..	..	..	..	..	..	..	—5	..	—5	..	4
Total	—6	..	4	..	2	—4	6	—54	18	4	6	—16	..	—16	..	4
2′ 0″ Gauge.																
Darjeeling Himalayan	..	..	..	..	..	..	..	..	..	..	..	—14	..	—14	..	.
Howrah-Amta Light	..	..	..	..	..	..	..	..	19	—1	—1	..	..	..	..	..
Mysore	..	..	..	..	—2	..	..	..	—72	..	—2	—3	..	—3	..	1
Total	..	..	..	..	—2	..	..	..	—53	—1	—3	—17	..	—17	..	1
CLASS III RAILWAYS.																
3′ 3⅜″ Gauge.																
Porbandar	..	..	..	..	..	..	2	..	—4	..	..	—2	..	—2	..	..
Udaipur-Chitorgarh	..	..	..	..	2	..	..	..	180	..	2	10	..	10	..	..
Total	..	..	..	..	2	..	2	..	176	..	2	8	..	8	..	..
2′ 6″ Gauge.																
Arrah-Sasaram Light	..	..	..	..	—1	..	..	..	—28	..	—1	..	..	..	..	
Baraset Basirhat Light	..	..	..	..	—1	..	..	..	35	..	—1	—1	..	—1	..	..
Bukhtiarpur-Bihar Light	..	..	..	..	..	..	..	—12	..	..	..	..	..	..	..	..
Dehri Rohtas	..	1	..	—1	2	..	..	..	12	3	5	..	—6	—6	1	
Tezpore-Balipara	—1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..
Total	—1	1	..	—1	..	..	..	—12	19	4	4	—1	—6	—7	1	
2′ 0″ Gauge.																
Gwalior Light	8	..	..	..	15	18	48	..	459	3	18	24	..	24	1	..
Howrah Sheakhala	..	..	..	..	—1	..	..	..	11	..	—1	..	..	..	..	..
Jorhat (Provincial)	..	..	..	..	—1	—6	..	—17	15	..	—1	11	—10	1	..	..
Kulasekarapatnam Light	..	—1	..	..	..	..	..	..	—30	..	..	..	..	..	..	..
Matheran Light	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trivellore Light	..	1	..	..	..	..	..	..	..	..	..	—1	..	—1	..	
Total	9	..	..	..	13	12	48	—17	455	3	16	34	—10	24	1	

†In units.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1931-32 and 1932-33.*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds). 1st.	2nd.	Inter.	3rd.	Total.	* Other traffic.	Passengers carried (in hundreds). * 1st.	* 2nd.	* Inter.	* 3rd.	* Total (= Col. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1931-32*	*1*	*3,5*	..	*989,4*	*993,0*	*144,4*	*1*	*4,4*	..	*1,132,9*	*1,137,4*
		1932-33	1	3,4	..	1,009,1	1,012,6	141,2	2	4,2	..	1,149,4	1,153,8
Bengal Dooars	3′ 3⅜″	*1931-32*	*1,1*	*2,5*	*20,4*	*1,126,5*	*1,150,5*	*41,3*	*1,3*	*2,8*	*21,7*	*1,166,0*	*1,191,8*
		1932-33	1,0	2,1	17,8	1,085,9	1,106,8	42,1	1,2	2,4	18,8	1,126,5	1,148,9
Bhavnagar State	3′ 3⅜″	*1931-32*	*1,2*	*21,8*	..	*2,396,4*	*2,419,4*	*323,8*	*1,8*	*27,2*	..	*2,719,2*	*2,748,2*
		1932-33	1,0	21,4	..	2,523,3	2,545,7	343,0	1,6	28,9	..	2,858,2	2,888,7
Bikaner State	3′ 3⅜″	*1931-32*	*8*	*5,3*	*15,4*	*1,754,1*	*1,775,6*	*161,5*	*1,3*	*7,1*	*17,3*	*1,911,4*	*1,937,1*
		1932-33	7	4,2	12,9	1,808,1	1,825,9	170,0	1,0	5,8	15,0	1,974,1	1,995,9
Darjeeling Himalayan	2′ 0″	*1931-32*	*8*	*10,4*	..	*644,2*	*655,4*	*14,1*	*1,7*	*14,7*	..	*653,1*	*669,5*
		1932-33	7	10,3	..	512,4	523,4	11,9	1,4	13,4	..	520,5	535,3
Dibru Sadiya	3′ 3⅜″	*1931-32*	*4,7*	*5,4*	*25,0*	*1,633,9*	*1,719,0*	*79,0*	*5,3*	*6,0*	*27,3*	*1,759,4*	*1,798,0*
		1932-33	4,1	5,4	24,3	1,533,4	1,567,2	69,8	4,7	5,9	26,5	1,599,9	1,637,0
Gaekwar's Baroda State	2′ 6″	*1931-32*	*8*	*10,8*	*7,0*	*3,017,2*	*3,035,8*	*271,5*	*1,2*	*12,6*	*7,1*	*3,286,4*	*3,307,3*
		1932-33	4	11,2	8,4	2,984,7	3,004,7	202,9	5	11,9	8,4	3,186,8	3,207,6
Gondal	3′ 3⅜″	*1931-32*	*6*	*14,8*	..	*1,631,0*	*1,646,4*	*776,6*	*1,8*	*30,2*	..	*2,391,0*	*2,423,0*
		1932-33	5	15,7	..	1,661,8	1,678,0	808,2	1,4	30,5	..	2,454,3	2,486,2
Howrah-Amta Light	2′ 0″	*1931-32*	*5,8*	..	*72,6*	*2,250,8*	*2,329,2*	*2*	*5,8*	..	*72,6*	*2,251,0*	*2,329,4*
		1932-33	5,4	..	64,8	2,426,2	2,496,4	2	5,4	..	64,8	2,426,4	2,496,6
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*9*	*8,0*	..	*597,3*	*606,2*	*84,3*	*1,3*	*10,8*	..	*678,4*	*690,5*
		1932-33	8	7,6	..	611,9	620,3	92,0	1,2	10,4	..	700,7	712,3
Junagad State	3′ 3⅜″	*1931-32*	*9*	*18,3*	..	*1,473,7*	*1,492,9*	*223,6*	*1,3*	*23,1*	..	*1,692,1*	*1,716,5*
		1932-33	7	19,1	..	1,546,7	1,566,5	232,8	1,1	24,3	..	1,773,9	1,799,3
Morvi	3′ 3⅜″	*1931-32*	*1,1*	*9,9*	..	*611,9*	*622,9*	*320,4*	*2,4*	*22,0*	..	*918,9*	*943,3*
		1932-33	9	10,1	..	603,4	614,4	338,5	2,3	22,2	..	928,4	952,9
Mysore	3′ 3⅜″	*1931-32*	*2,1*	*22,2*	*45,2*	*2,592,3*	*2,661,8*	*97,8*	*2,5*	*23,8*	*46,7*	*2,686,6*	*2,759,6*
		1932-33	1,4	19,4	43,3	2,966,0	3,030,1	99,5	1,6	20,9	44,8	3,062,3	3,129,6
	2′ 6″	*1931-32*	..	*1,1*	..	*504,8*	*505,9*	*12,4*	..	*1,2*	..	*517,1*	*518,3*
		1932-33	..	1,5	..	590,8	592,3	15,6	..	1,6	..	606,3	607,9
	2′ 0″	*1931-32*	..	*1*	..	*44,8*	*44,9*	*2*	..	*1*	..	*45,0*	*45,1*
		1932-33	..	2	..	43,4	43,6	1	..	2	..	43,5	43,7
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1931-32*	..	*1,2*	*8,8*	*850,9*	*860,9*	*9,4*	*1*	*1,2*	*9,0*	*860,0*	*870,3*
		1932-33	1	1,3	9,6	927,3	938,3	10,3	1	1,3	9,8	937,4	948,6
Total Class II Railways		*1931-32*	*20,9*	*135,3*	*194,4*	*22,169,2*	*22,519,8*	*2,565,5*	*27,9*	*187,2*	*201,7*	*24,668,5*	*25,085,3*
		1932-33	17,8	132,9	181,1	22,834,4	23,166,2	2,578,1	23,7	183,9	188,1	25,348,6	25,744,3
Class III Railways.													
Ahmadpur-Katwa	2′ 6″	*1931-32*	..	*6*	*3,9*	*215,5*	*220,0*	*6,1*	..	*6*	*4,2*	*221,3*	*226,1*
		1932-33	..	5	3,8	218,6	222,9	6,2	..	5	4,3	224,3	229,1
Arrah-Sasaram Light	2′ 6″	*1931-32*	*8*	..	*6,0*	*533,9*	*540,7*	*2,7*	*8*	..	*6,1*	*536,5*	*543,4*
		1932-33	6	..	5,0	446,1	451,7	2,8	6	..	5,1	448,8	454,5
Bankura-Damodar River	2′ 6″	*1931-32*	..	*5*	*1,7*	*181,6*	*183,8*	*1,2*	..	*5*	*1,8*	*182,7*	*185,0*
		1932-33	..	4	1,4	169,3	171,1	1,1	..	4	1,5	170,3	172,2
Baraset-Basirhat Light	2′ 6″	*1931-32*	*4,7*	..	*48,3*	*1,415,5*	*1,468,5*	*1,8*	*4,7*	..	*48,4*	*1,417,2*	*1,470,3*
		1932-33	3,8	..	43,4	1,203,8	1,251,0	1,0	3,8	..	43,5	1,204,7	1,252,0
Bengal Provincial	2′ 6″	*1931-32*	*1*	*1,1*	*7,3*	*420,4*	*428,9*	*76,0*	*2*	*1,5*	*10,4*	*492,8*	*504,9*
		1932-33	1	9	5,9	406,1	413,0	69,1	2	1,4	9,2	471,3	482,1

Railway.	Passenger miles (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average number of miles a passenger was carried. * 1st.	* 2nd.	* Inter.	* 3rd.	* Total.	Earnings from passengers carried (excluding refunds and remissions) (in thousands). 1st.	2nd.	Inter.	3rd.	Total.
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
											Rs.	Rs.	Rs.	Rs.	Rs.
Barsi Light	*7*	*224*	..	*38,593*	*38,824*	*52·1*	*50·5*	..	*34·1*	*34·1*	*1*	*12*	..	*3,04*	*3,17*
	9	218	..	40,561	40,788	51·0	51·7	..	35·3	35·4	1	12	..	8,47	8,60
Bengal Dooars	*38*	*75*	*376*	*21,525*	*22,014*	*28·8*	*27·3*	*17·4*	*18·5*	*18·5*	*5*	*5*	*10*	*3,51*	*3,71*
	32	62	311	20,446	20,851	27·2	25·8	16·5	18·2	18·1	4	4	9	3,33	3,50
Bhavnagar State	*128*	*1,236*	..	*75,024*	*76,388*	*71·1*	*45·4*	..	*27·6*	*27·8*	*12*	*62*	..	*13,58*	*14,32*
	98	1,319	..	77,756	79,173	61·3	45·6	..	27·2	27·4	9	62	..	13,94	14,65
Bikaner State	*102*	*470*	*981*	*72,665*	*74,218*	*76·0*	*66·2*	*56·8*	*38·0*	*38·3*	*13*	*29*	*27*	*15,14*	*15,83*
	90	393	897	75,230	76,610	88.8	68·2	59.8	38·1	38·3	11	25	26	15,67	16,29
Darjeeling Himalayan	*78*	*551*	..	*9,868*	*10,497*	*46·2*	*37·5*	..	*15·1*	*15·7*	*19*	*55*	..	*2,86*	*3,60*
	58	494	..	8,128	8,680	42·7	36·8	..	15·6	16·2	14	48	..	2,54	3,16
Dibru Sadiya	*94*	*142*	*573*	*24,104*	*24,913*	*17·7*	*23·7*	*21·0*	*13·7*	*13·9*	*11*	*9*	*19*	*5,03*	*5,42*
	92	140	538	22,017	22,787	19·6	23·7	20·3	13·8	14·0	11	8	17	4,59	4,95
Gaekwar's Baroda State	*39*	*256*	*99*	*43,774*	*44,168*	*32·5*	*20·3*	*13·9*	*13·3*	*13·4*	*5*	*16*	*3*	*10,43*	*10,67*
	17	233	129	42,674	43,053	36·1	19·5	15·3	13·4	13·4	2	14	4	10,99	11,19
Gondal	*85*	*1,127*	..	*56,178*	*57,390*	*47·2*	*37·3*	..	*21·4*	*23·7*	*8*	*52*	..	*10,22*	*10,82*
	63	1,098	..	56,935	58,096	47·1	36·0	..	23·2	23·4	6	51	..	10,36	10,93
Howrah-Amta Light	*94*	..	*706*	*35,585*	*36,385*	*16·0*	..	*10·0*	*16·0*	*16·0*	*5*	..	*19*	*7,66*	*7,90*
	96	..	630	33,716	34,442	17·0	..	9·00	13·0	13·0	5	..	17	7,28	7,50
Jamnagar and Dwarka	*71*	*589*	..	*23,469*	*24,129*	*55·7*	*54·3*	..	*34·6*	*34·9*	*7*	*32*	..	*5,47*	*5,86*
	71	548	..	25,384	26,003	62·3	52·5	..	36·2	36·5	7	30	..	5,81	6,18
Junagad State	*45*	*613*	..	*33,512*	*34,170*	*35·7*	*26·5*	..	*19·8*	*19·9*	*4*	*28*	..	*6,07*	*6,39*
	37	647	..	35,552	36,236	34·6	26·6	..	20·0	20·1	3	29	..	6,43	6,75
Morvi	*155*	*1,312*	..	*37,649*	*39,116*	*63·3*	*59·6*	..	*41·0*	*41·5*	*16*	*67*	..	*6,98*	*7,81*
	156	1,363	..	38,862	40,381	65·9	61·5	..	41·9	42·4	15	67	..	7,21	8,03
Mysore	*190*	*1,343*	*2,113*	*69,639*	*73,285*	*76·0*	*56·4*	*45·2*	*25·9*	*26·6*	*15*	*54*	*60*	*12,77*	*14,06*
	130	1,125	2,187	74,885	78,327	81·3	53·8	48·8	24·5	25·0	14	47	61	13,73	14,95
	1	*27*	..	*8,718*	*8,746*	..	*22·5*	..	*16·9*	*16·9*	..	*1*	..	*1,45*	*1,46*
	..	36	..	10,377	10,413	..	22·5	..	17·1	17·1	..	2	..	1,71	1,73
	..	*2*	..	*643*	*645*	..	*20·0*	..	*14·3*	*14·3*	..	..	..	*11*	*11*
	..	2	..	721	723	..	10·0	..	16·6	16·5	..	..	..	13	13
Shahdara (Delhi)-Saharanpur Light.	*1*	*32*	*211*	*17,506*	*17,750*	*25·0*	*26·0*	*23·0*	*20·0*	*20·0*	..	*2*	*8*	*4,10*	*4,20*
	2	49	233	21,663	21,947	42·0	37·0	23·0	23·0	23·0	..	2	9	4,52	4,63
Total Class II Rys.	*1,128*	*7,999*	*5,059*	*568,452*	*582,638*	*40·4*	*42·7*	*25·1*	*23·1*	*23·2*	*1,21*	*4,24*	*1,46*	*1,13,42*	*1,20,33*
	951	7,727	4,925	584,907	598,510	40·1	42·0	26·2	23·1	23·2	1,02	4,01	1,43	1,16,71	1,23,17
Class III Rys.															
Ahmadpur-Katwa	..	*10*	*60*	*2,562*	*2,632*	..	*16·7*	*14·3*	*11·6*	*11·6*	..	*1*	*2*	*80*	*83*
	..	8	60	2,552	2,620	..	16·0	14·0	11·4	11·4	..	1	2	80	83
Arrah-Sasaram Light	*21*	..	*188*	*10,582*	*10,791*	*26·0*	..	*31·0*	*20·0*	*20·0*	*2*	..	*7*	*2,48*	*2,57*
	23	..	156	9,212	9,391	36·0	..	30·0	20·0	20·0	2	..	6	2,16	2,24
Bankura-Damodar River	..	*10*	*43*	*2,893*	*2,946*	..	*20·0*	*23·9*	*15·8*	*15·9*	..	*1*	*2*	*90*	*93*
	..	9	31	2,719	2,759	..	22·5	20·7	16·0	16·0	..	1	1	85	87
Baraset-Basirhat Light	*151*	..	*1,082*	*29,282*	*30,515*	*32·0*	..	*22·0*	*21·0*	*21·0*	*5*	..	*19*	*3,69*	*3,93*
	97	..	619	16,395	17,111	25·0	..	14·0	13·0	13·0	4	..	17	3,07	3.28
Bengal Provincial	*1*	*8*	*73*	*3,258*	*3,340*	*5·21*	*5·10*	*7·04*	*6·61*	*6·61*	..	..	*2*	*80*	*82*
	1	8	64	3,181	3,254	3·51	5·71	6·98	6·74	7·33	..	1	2	76	79

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

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of* ***Class II and III Railways*** *for the years 1931-32 and 1932-33*—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile. 1st.	2nd.	Inter.	3rd.	Total.	Tons of goods carried (in thousands). Originating on home line (whether local or foreign).	* Other traffic.	* Total.	Net ton miles (in thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands). (Excluding refunds and remissions.)	* Average rate charged for carrying a ton of goods one mile. (In pies.)
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Class II Railways.													Rs.	
Barsi Light	6″	*1931-32*	*16·0*	*10·0*	..	*4·00*	*4·04*	*146*	*54*	*200*	*10,320*	*51·5*	*10,79*	*20·2*
		1932-33	16·0	10·0	..	4·00	3·98	114	55	169	9,647	57·2	9,39	18·7
Bengal Dooars	3′ 3⅜″	*1931-32*	*24·8*	*12·2*	*5·46*	*3·00*	*3·11*	*128*	*92*	*220*	*15,078*	*68·6*	*14,21*	*18·1*
		1932-33	24·8	12·3	5·41	3·13	3·23	119	86	205	14,775	72·0	14,98	19·5
Bhavnagar State	3′ 3⅜″	*1931-32*	*18·0*	*9·63*	..	*3·43*	*3·60*	*260*	*131*	*391*	*23,279*	*59·5*	*12,93*	*10·7*
		1932-33	17·6	9·03	..	3·44	3·55	316	133	449	26,462	58·9	14,69	10·7
Bikaner State	3′ 3⅜″	*1931-32*	*24·0*	*12·0*	*5·40*	*4·00*	*4·10*	*272*	*160*	*432*	*50,655*	*117·2*	*23,34*	*8·80*
		1932-33	24·0	12·0	5·51	4·00	4·08	222	141	363	41,365	113·8	17,22	8·00
Darjeeling Himalayan	2′ 0″	*1931-32*	*46·8*	*19·3*	..	*5·56*	*6·59*	*100*	*44*	*144*	*4,767*	*33·0*	*12,84*	*51·7*
		1932-33	44·4	18·7	..	6·01	6·99	92	37	129	4,075	31·5	11,13	52.4
Dibru Sadiya	3′ 3⅜″	*1931-32*	*22·5*	*12·2*	*6·37*	*4·01*	*4·18*	*543*	*63*	*606*	*16,640*	*27·5*	*17,75*	*20·5*
		1932-33	22·9	11·0	6·07	4·00	4·17	484	58	542	13,938	25·7	15,73	21·7
Gaekwar's Baroda State	2′ 6″	*1931-32*	*24·6*	*12·0*	*5·82*	*4·57*	*4·66*	*235*	*143*	*378*	*10,500*	*27·8*	*9,38*	*17·2*
		1932-33	23·9	11·3	7·00	4·94	4·99	270	100	370	11,876	32·1	10,97	17·7
Gondal	3′ 3⅜″	*1931-32*	*18·1*	*8·86*	..	*3·83*	*3·62*	*183*	*294*	*477*	*19,730*	*41·4*	*10,86*	*10·6*
		1932-33	17·9	8·93	..	3·50	3·61	181	278	459	17,113	37·3	10,53	11·8
Howrah-Amta Light	2′ 0″	*1931-32*	*9·00*	..	*6·00*	*4·00*	*4·17*	*45*	*14*	*59*	*1,293*	*21·9*	*1,57*	*23·3*
		1932-33	9·00	..	5·00	4·00	4·00	43	13	56	1,257	22·4	1,56	23·0
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*19·3*	*10·4*	..	*4·47*	*4·67*	*255*	*52*	*307*	*15,538*	*50·6*	*6,29*	*7·77*
		1932-33	19·7	10·3	..	4·39	4·56	279	45	324	14,485	44·7	6,20	8·23
Junagad State	3′ 3⅜″	*1931-32*	*17·8*	*8·73*	..	*3·48*	*3·59*	*190*	*39*	*229*	*8,516*	*37·2*	*5,90*	*13·3*
		1932-33	17·6	8·55	...	3·47	3·58	176	34	210	8,001	38·2	5,37	12·9
Morvi	3′ 3⅜″	*1931-32*	*19·9*	*9·82*	..	*3·56*	*3·83*	*75*	*172*	*247*	*14,455*	*58·5*	*8,19*	*10·9*
		1932-33	18·7	9·36	..	3·56	3·82	87	144	231	13,133	56·8	6,82	9·97
Mysore	3′ 3⅜″	*1931-32*	*15·2*	*7·72*	*5·45*	*3·52*	*3·68*	*238*	*89*	*327*	*19,441*	*59·5*	*11,81*	*11·7*
		1932-33	20·7	8·02	5·36	3·52	3·66	219	90	309	18,406	59·6	10,90	11·4
	2′ 6″	*1931-32*	..	*7·11*	..	*3·19*	*3·21*	*28*	*7*	*35*	*1,525*	*43·6*	*1,25*	*15·7*
		1932-33	..	10·7	..	3·16	3·19	28	8	36	1,539	42·8	1,22	15·2
	2′ 0″	*1931-32*	..	..	..	*3·28*	*3·27*	*5*	..	*5*	*158*	*31·6*	*28*	*34·0*
		1932-33	..	..	..	3·46	3·45	7	1	8	222	27·8	36	31·1
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1931-32*	*20·0*	*12·0*	*7·50*	*4·50*	*11·0*	*58*	*28*	*86*	*4,050*	*47·9*	*4,04*	*19·2*
		1932-33	8·00	9·00	8·00	4·00	4·00	65	29	94	4,198	44·7	4,14	18·9
Total Class II Railways	..	*1931-32*	*20·6*	*10·2*	*5·54*	*3·86*	*3·96*	*2,761*	*1,382*	*4,143*	*215,945*	*52·1*	*1,51,43*	*13·5*
		1932-33	20·6	9·96	5·57	3·83	3·95	2,702	1,252	3,954	200,492	50·7	1,41,21	13·5
Class III Railways.														
Ahmedpur Katwa	2′ 6″	*1931-32*	..	*19·2*	*6·40*	*6·00*	*6·05*	*11*	*4*	*15*	*298*	*19·9*	*22*	*14·2*
		1932-33	..	24·0	6·40	6·02	6·08	15	4	19	383	20·1	28	14·0
Arrah-Sasaram Light	2′ 6″	*1931-32*	*20·0*	..	*7·50*	*4·50*	*11·0*	*50*	*7*	*57*	*1,827*	*32·1*	*1,16*	*12·2*
		1932-33	14·0	..	7·00	5·00	5·00	52	8	60	2,214	36 9	1,14	9·89
Bankura-Damoodar River	2′ 6″	*1931-32*	..	*19·2*	*8·90*	*6·00*	*6·00*	*16*	*8*	*24*	*1,010*	*42·1*	*51*	*9·70*
		1932-33	..	21·3	6·19	6·01	6·06	21	6	27	1,149	42·6	58	9·69
Baraset-Basirhat Light	2′ 6″	*1931-32*	*9·00*	..	*6·00*	*4·00*	*6·00*	*35*	*6*	*41*	*1,139*	*27·8*	*1,12*	*18·9*
		1932-33	8·00	..	5·00	4·00	4·00	22	4	26	767	29·5	76	19·0
Bengal Provincial	2′ 6″	*1931-32*	*22·6*	*10·9*	*5·50*	*4·69*	*4·73*	*10*	*6*	*16*	*223*	*13·6*	*25*	*21·7*
		1932-33	29·6	11·2	5·56	4·61	4·61	11	5	16	205	12·5	24	22·1

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

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of* ***Class II and III Railways*** *for the years 1931-32 and 1932-33*—contd.

Railway	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds). 1st.	2nd.	Inter.	3rd.	Total.	‡ Other traffic.	Passengers carried (in hundreds). ‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 + 9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1931-32*	*2*	*2,1*	*12,8*	*558,1*	*573,2*	*86,1*	*2*	*2,6*	*17,4*	*639,1*	*659,3*
		1932-33	1	1,4	10,4	392,7	404,6	63,7	2	1,8	14,0	452,3	468,3
Burdwan-Katwa	2′ 6″	*1931-32*	..	*4*	*5,1*	*289,7*	*295,2*	*9,8*	..	*4*	*5,5*	*299,1*	*305,0*
		1932-33	..	3	4,5	279,2	284,0	11,2	..	3	4,8	290,1	295,2
Cutch State	2′ 6″	*1931-32*	..	*1,8*	..	*121,6*	*123,4*	..	..	*1,8*	..	*121,6*	*123,4*
		1932-33	..	2,5	..	145,9	148,4	..	..	2,5	..	145,9	148,4
Dehri Rohtas Light	2′ 6″	*1931-32*	*1*	..	*2*	*100,0*	*100,3*	..	*1*	..	*2*	*100,0*	*100,3*
		1932-33	1	..	3	86,9	87,3	..	1	..	3	86,9	87,3
Dholpur State	2′ 6″	*1931-32*	..	*2*	..	*107,7*	*107,9*	..	..	*2*	..	*107,7*	*107,9*
		1932-33	..	2	..	136,4	136,6	..	..	2	..	136,4	136,6
Futwah-Islampur	2′ 6″	*1931-32*	*2*	..	*6,0*	*284,5*	*290,7*	*12,3*	*2*	..	*7,1*	*295,7*	*303,0*
		1932-33	2	..	5,7	254,6	260,5	12,9	2	..	6,5	266,7	273,4
Gwalior Light	2′ 6″	*1931-32*	*1*	*2,3*	..	*389,5*	*391,9*	*1,1*	*1*	*2,3*	..	*390,6*	*393,0*
		1932-33	..	2,3	..	501,5	503,8	2,0	..	2,3	..	503,5	505,8
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*7*	..	*20,3*	*792,4*	*813,4*	..	*7*	..	*20,3*	*792,4*	*813,4*
		1932-33	6	..	15,8	731,0	747,4	1	6	..	15,8	731,1	747,5
Jagadhri Light	2′ 0″	*1931-32*	..	..	*2*	*55,0*	*55,2*	..	..	..	*2*	*55,0*	*55,2*
		1932-33	1	..	2	67,0	67,3	..	1	..	2	67,0	67,3
Jessore-Jhenidah	2′ 6″	*1931-32*	..	..	*2*	*172,3*	*172,5*	..	..	..	*2*	*172,3*	*172,5*
		1932-33	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1931-32*	†	†	†	†	†	†	†	†	†	†	†
		1932-33	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1931-32*	..	*3*	*8,2*	*715,4*	*723,9*	*2*	..	*3*	*8,2*	*715,6*	*724,1*
		1932-33	..	..	7,5	601,0	608,5	2	..	..	7,5	601,2	608,7
Kulasekarapatnam Light	2′ 0″	*1931-32*	..	..	..	*229,5*	*329,5*	..	..	..	..	*229,5*	*229,5*
		1932-33	..	..	..	208,1	208,1	..	..	..	..	208,1	208,1
Matheran Light	2′ 0″	*1931-32*	*1,2*	*3,5*	..	*7.3*	*12,0*	*8,2*	*1,6*	*6,8*	..	*11.8*	*20,2*
		1932-33	4	2,7	..	4.6	7,7	19,4	1,7	10,3	..	15,1	27,1
Porbandar State	3′ 3⅜″	*1931-32*	2	2,5	..	*255,5*	*258,2*	*65,4*	*3*	*4,0*	..	*319,3*	*323,6*
		1932-33	1	1,9	..	227,6	229,6	63,9	2	3,3	..	290,0	293.5
Tezpur-Balipara	2′ 6″	*1931-32*	2	..	*2,0*	*287,6*	*289,8*	..	*2*	..	*2,0*	*287,6*	*289,8*
		1932-33	3	..	1,7	284,4	286,4	..	3	..	1,7	284,4	286,4
Trivellore Light	2′ 0″	*1931-32*	..	..	..	*46,2*	*46,2*	..	..	..	..	*46,2*	*46,2*
		1932-33	..	..	..	44,9	44,9	..	..	..	..	44,9	44,9
Udaipur-Chittorgarh	3′ 3⅜″	*1931-32*	*7*	*2,5*	*2,4*	*472,8*	*478,4*	*65,8*	*1,3*	*4,0*	*2,4*	*536,5*	*544,2*
		1932-33	5	2,7	2,3	499,1	504,6	62,1	1,2	4,4	2,3	558,8	566,7
Total Class III Railways	..	*1931-32*	*9,2*	*17,8*	*124,6*	*7,652,0*	*7,803,6*	*336,7*	*10,4*	*25,0*	*134,4*	*7,970,5*	*8,140,3*
		1932-33	6,9	15,8	107,9	6,908,8	7,039,4	315,7	9,2	27,4	116,7	7,201,8	7,355,1

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.
† Not available.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1931-32 and 1932-33—concld.

Railway.	Gauge.	Year.	Passenger miles (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average number of miles a passenger was carried. * 1st.	* 2nd.	* Inter.	* 3rd	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—concld.												
Bakhtiarpur-Bihar Light	2′ 6″	1931-32	4	45	324	11,045	11,418	20·0	17·0	19·0	17·0	17·0
		1932-33	4	46	344	8,105	8,499	28·0	25·0	24·0	17·0	17·0
Burdwan-Katwa	2′ 6″	1931-32	..	9	108	3,789	3,906	..	22·5	19·6	12·7	12·8
		1932-33	..	8	95	3,714	3,817	..	26·7	19·6	12·9	12·9
Cutch-State	2′ 6″	1931-32	..	69	..	3,387	3,456	..	38·3	..	27·9	28·0
		1932-33	..	99	..	4,340	4,439	..	39·6	..	29·7	29·9
Dehri Rohtas Light	2′ 6″	1931-32	2	..	5	969	976	20·0	..	18·0	9·00	9·00
		1932-33	1	..	5	1,141	1,147	18·0	..	18·0	13·0	13·0
Dholpur State	2′ 6″	1931-32	..	5	..	2,112	2,117	..	29·3	..	19·6	19·6
		1932-33	..	5	..	2,943	2,948	..	28·1	..	21·6	21·6
Futwah-Islampur	2′ 6″	1931-32	4	..	93	4,513	4,610	16·0	..	13·0	15·0	15·0
		1932-33	3	..	94	3,642	3,739	16·0	..	14·0	13·0	13·0
Gwalior Light	2′ 6″	1931-32	5	107	..	10,814	10,926	73·0	46·0	..	28·0	28·0
		1932-33	2	94	..	13,322	13,418	65·0	35·0	..	25·0	25·0
Howrah-Sheakhala Light	2′ 0″	1931-32	10	..	119	6,519	6,648	15·0	..	6·00	8·00	8·00
		1932-33	9	..	94	5,955	6,058	14·0	..	5·00	8·00	8·00
Jagadhri Light	2′ 0″	1931-32	..	..	1	182	183	3·31	..	3·31	3·31	3·31
		1932-33	..	..	1	222	223	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah	2′ 6″	1931-32	..	1	5	1,826	1,832	28·0	23·0	22·0	10·0	11·0
		1932-33	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	1931-32	†	†	†	†	†	†	†	†	†	†
		1932-33	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	1931-32	..	5	30	6,186	6,221	..	16·7	3·70	8·60	8·60
		1932-33	..	..	30	4,913	4,943	..	..	3·75	8·17	8·12
Kulasekarapatnam Light	2′ 0″	1931-32	..	..	..	2,224	2,224	..	..	..	9·69	9·69
		1932-33	..	..	..	2,114	2,114	..	..	..	10·2	10·2
Matheran Light	2′ 0″	1931-32	2	3	..	4	9	1·25	0·44	0·31	0·34	0·45
		1932-33	2	3	..	5	10	1·18	0·29	..	0·33	0·37
Porbandar State	3′ 3⅜″	1931-32	10	125	..	6,370	6,505	32·8	30·9	..	20·0	20·1
		1932-33	7	100	..	6,297	6,404	31·2	30·3	..	21·7	21·8
Tezpore-Balipara	2′ 6″	1931-32	4	..	26	2,634	2,664	21·0	..	13·0	9·17	9·19
		1932-33	4	..	23	2,569	2,596	13·3	..	13·5	9·03	9·06
Trivellore Light	2′ 0″	1931-32	..	..	..	110	110	..	..	..	2·37	2·37
		1932-33	..	..	..	106	106	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3⅜″	1931-32	71	244	107	19,755	20,177	54·6	60·8	44·4	36·8	37·1
		1932-33	79	261	109	21,127	21,576	64·9	59·4	48·5	37·8	38·1
Total Class III Railways	..	1931-32	285	641	2,264	131,016	134,206	27·4	25·6	16·8	16·4	16·5
		1932-33	232	641	1,725	114,574	117,172	25·2	23·4	14·8	15·9	15·9

Railway.	Earnings from passengers carried (excluding refunds and remissions) (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average rate (in pies) charged per passenger per mile. 1st.	2nd.	Inter.	3rd.	Total.	Tons of goods carried (in thousands). Originating on home line (whether local or foreign).	* Other traffic.	* Total.	Net ton miles (in thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried excluding refunds & remissions (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
15	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
	Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		**Class III** *concld.*
Bakhtiarpur-Bihar Light	..	3	13	2,30	2,46	20·6	12·0	7·50	4·00	4·13	45	23	68	1,298	19·2	1,33	19·6	Bakhtiarpur-Bihar Light.
	..	2	9	1,48	1,59	13·0	9·00	6·00	4·00	4·00	38	26	64	1,170	18·3	1,10	18·1	
Burdwan-Katwa	..	1	5	1,18	1,24	..	21·3	8·90	6·00	6·10	20	10	30	662	22·1	43	12·5	Burdwan-Katwa.
	..	1	4	1,16	1,21	..	24·0	8·08	6·00	6·09	21	7	28	627	22·4	40	12·2	
Cutch-State	..	3	..	74	77	..	8·08	..	4·20	4·27	27	..	27	515	18·9	41	15·1	Cutch-State.
	..	4	..	92	96	..	8·07	..	4·06	4·15	36	..	36	702	19·5	50	13·7	
Dehri Rohtas Light	..	..	..	25	25	20·0	..	7·00	3·75	5·04	83	7	90	†	†	1,45	†	Dehri Rohtas Light.
	..	..	..	23	23	20·0	..	7·00	3·75	3·85	70	7	77	†	†	1,25	†	
Dholpur State	..	..	..	44	44	..	15·0	..	4·00	4·02	59	3	62	2,264	36·7	1,01	8·53	Dholpur-State.
	..	..	..	62	62	..	15·0	..	4·00	4·02	60	2	62	2,368	38·5	1,01	8·17	
Futwah-Islampur	..	..	4	94	98	20·0	..	7·50	4·00	4·08	11	8	19	323	17·0	29	17·2	Futwah-Islampur
	..	..	4	85	89	21·0	..	8.00	4·00	5·00	6	7	13	230	17·7	22	18·4	
Gwalior Light	1	7	..	2,81	2,89	30·0	12·0	..	5·00	5·00	121	29	150	5,888	39·0	3,65	12·0	Gwalior Light.
	..	5	..	3,36	3,41	27·0	12·0	..	5·00	5·00	151	22	173	6,726	38·9	4,15	11·9	
Howrah-Sheakhala Light	..	..	3	1,23	1,26	9·00	..	6·00	4·00	6·00	11	3	14	209	14·8	29	26·6	Howrah-Sheakhala Light.
	..	..	2	1,15	1,17	9·00	..	5·00	4·00	4·00	11	3	14	189	13·5	30	30·5	
Jagadhri Light	..	..	..	4	4	21·8	..	7·25	3·62	3·66	5	..	5	15	3·31	5	66·0	Jagadhri Light.
	..	..	..	4	4	21·5	..	7·28	3·56	3·59	5	..	5	17	3·31	7	73·5	
Jessore-Jhenidah	..	..	..	29	29	16·0	8·00	6·00	3·00	3·50	4	4	8	164	21·0	29	20·0	Jessore-Jhenidah
	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
Jorhat (Provincial)	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
Kalighat-Falta	..	1	1	1.49	1,51	..	38·4	6·40	4·60	4·70	55	12	67	1,312	19·6	82	12·0	Kalighat-Falta.
	..	..	1	1,19	1,20	..	..	6·40	4·65	4·70	41	7	48	948	19·7	57	11·5	
Kulasekarapatnam Light	..	..	..	69	69	..	..	..	6·00	6·00	17	..	17	182	10·5	44	46·6	Kulasekarapatnam Light.
	..	..	..	66	66	..	..	..	5·99	5·99	17	..	17	181	10·9	43	45·9	
Matheran Light	10	33	..	32	75	5·00	11·0	..	8·00	8·00	1	2	3	2	1·00	16	8·00	Matheran Light.
	6	26	..	21	53	6·00	9·00	..	4·00	5·00	..	1	1	3	2·85	11	8·00	
Porbandar State	1	6	..	1,15	1,22	18·0	8·96	..	3·48	3·61	127	12	139	3,523	25·3	1,73	9·44	Porbandar State.
	1	5	..	1,13	1,19	17·9	8·96	..	3·46	3·56	109	9	118	2,879	24·3	1,59	10·6	
Tezpore-Balipara	..	..	1	62	63	20·0	..	7·00	4·50	4·55	17	..	17	859	50·0	94	21·0	Tezpore-Balipara
	..	..	1	60	61	20·3	..	7·09	4·50	4·55	13	..	13	671	51·6	76	21·8	
Trivellore Light	..	..	..	3	3	..	..	..	6·00	6·00	..	..	..	..	..	..	..	Trivellore Light.
	..	..	..	3	3	..	..	..	6·00	6·00	..	..	..	..	..	..	..	
Udaipur-Chitorgarh	9	15	2	3,07	3,33	23·8	11·7	4·64	2·98	3·17	25	32	57	2,560	44·9	1,88	14·1	Udaipur-Chitorgarh
	10	16	2	3,29	3,57	23·5	11·7	4·45	2·99	3·18	37	27	64	2,605	40·7	1,82	13·4	
Total Class III Railways	28	71	61	26,26	27,86	20·4	21·5	5·17	3·85	3·99	750	176	926	24,278	26·2	13,43	14·6	Total Class III R.
	23	62	51	24,56	25,92	19·0	18·6	5·68	4·12	4·25	736	145	881	24,034	27·3	17,28	13·8	

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

† Not available.

37.—*Statistics of engine miles and Coal consumption of Class II and III Railways for the years 1931-32 and 1932-33.*

Railway.	Gauge.	Year.	Train miles (in thousands). † Passenger.	† Mixed.	† Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). † Shunting.	* Miscellaneous.	§ Total.	Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	†† Steam Coach miles.	Tons of coal consumed on Locomotives. Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	1931-32	294	219	26	539	75	16	91	630	2	97	Nil	12,588	Nil	Nil	12,588
		1932-33	202	205	12	419	75	13	88	507	Nil	99	,,	12,113	,,	,,	12,113
Bengal Doars.	3′ 3⅜″	1931-32	1	285	37	339	16	13	29	368	,,	Nil	,,	6,012	,,	,,	6,012
		1932-33	1	290	19	326	26	13	39	365	,,	,,	,,	6,798	,,	,,	6,798
Bhavnagar State.	3′ 3⅜″	1931-32	289	266	87	646	158	16	174	820	5	10	308	17,872	37	,,	18,195
		1932-33	290	266	93	661	164	7	171	832	5	8	Nil	17,835	35	,,	17,869
Bikaner State.	3′ 3⅜″	1931-32	8	878	100	1,000	89	24	113	1,113	Nil	Nil	,,	22,891	106	,,	22,933
		1932-33	21	869	59	968	80	18	98	1,066	,,	,,	,,	20,598	20	,,	20,618
Darjeeling-Himalayan.	2′ 0″	1931-32	37	264	252	553	44	20	64	617	,,	,,	,,	13,134	,,	,,	13,134
		1932-33	37	253	227	517	40	21	61	578	,,	,,	,,	11,953	,,	,,	11,953
Dibru-Sadiya	3′ 3⅜″	1931-32	Nil	244	85	329	163	3	166	495	,,	,,	,,	10,831	,,	,,	10,831
		1932-33	,,	269	82	351	156	3	159	510	,,	,,	,,	11,678	,,	,,	11,678
Gaekwar's Baroda State.	2′ 6″	1931-32	32	475	14	‡531	108	7	115	‡646	13	10	,,	8,804	69	5	8,840
		1932-33	52	485	16	‡562	117	2	119	‡681	17	††26	,,	8,612	68	15	8,666
Gondal	3′ 3⅜″	1931-32	104	275	60	469	141	19	160	629	Nil	Nil	,,	14,191	52	Nil	14,212
		1932-33	138	260	39	454	132	15	147	601	,,	,,	,,	13,095	43	,,	13,112
Howrah-Amta Light.	2′ 0″	1931-32	146	118	10	273	8	1	9	282	,,	,,	,,	3,904	Nil	,,	3,904
		1932-33	154	104	9	267	5	2	7	274	,,	,,	,,	3,389	,,	,,	3,389
Jamnagar and Dwarka.	3′ 3⅜″	1931-32	78	141	50	278	88	1	89	367	19	,,	,,	9,276	151	,,	9,336
		1932-33	76	124	34	237	72	Nil	72	309	37	,,	,,	9,102	132	,,	9,155
Junagad State.	3′ 3⅜″	1931-32	68	183	12	264	56	2	58	322	Nil	,,	,,	7,552	57	,,	7,575
		1932-33	74	188	8	274	31	1	32	306	,,	,,	,,	6,727	50	,,	6,747
Morvi	3′ 3⅜″	1931-32	139	145	18	313	54	Nil	54	367	,,	,,	,,	9,714	105	,,	9,756
		1932-33	128	145	11	312	52	,,	52	364	,,	,,	,,	8,647	105	,,	8,689
Mysore	3′ 3⅜″	1931-32	321	308	123	783	177	,,	177	960	,,	,,	,,	19,934	16	,,	19,940
		1932-33	**472	352	79	918	148	,,	148	1,066	,,	,,	,,	22,084	6	,,	22,085
	2′ 6″	1931-32	17	132	1	150	11	,,	11	161	,,	,,	,,	2,798	Nil	,,	2,798
		1932-33	29	166	1	196	22	,,	22	218	,,	,,	,,	3,267	,,	,,	3,267
	2′ 0″	1931-32	Nil	20	8	28	4	,,	4	32	,,	,,	,,	511	,,	,,	511
		1932-33	,,	20	10	30	10	,,	10	40	,,	,,	,,	601	,,	,,	601
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	1931-32	,,	125	4	131	10	,,	10	141	,,	,,	,,	2,273	10	,,	2,277
		1932-33	,,	133	6	139	9	1	10	149	,,	,,	,,	2,307	6	,,	2,310
Total Class II Railways.	..	1931-32	1,534	4,078	887	6,626	1,202	122	1,324	7,950	39	117	308	162,285	603	5	162,842
		1932-33	1,674	4,129	705	6,631	1,139	96	1,235	7,866	59	133	Nil	158,806	465	15	159,050
Class III.																	
Ahmadpur-Katwa.	2′ 6″	1931-32	Nil	73	Nil	77	28	14	42	119	Nil	Nil	Nil	839	Nil	Nil	839
		1932-33	,,	73	,,	76	16	28	44	120	,,	,,	,,	1,002	,,	,,	1,002
Arrah-Sasaram Light.	2′ 6″	1931-32	29	88	2	119	9	Nil	9	128	,,	,,	,,	1,500	,,	,,	1,500
		1932-33	18	90	5	113	10	,,	10	123	,,	,,	,,	1,367	,,	,,	1,367
Bankura Damoodar River.	2′ 6″	1931-32	5	108	2	117	22	36	58	175	,,	,,	,,	1,357	,,	,,	1,357
		1932-33	Nil	110	Nil	111	10	34	44	155	,,	,,	,,	1,261	,,	,,	1,261

Railway.	(b) Total of Coal consumed for other than Locomotive purposes (Departmental). Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Total number of tons of coal consumed. Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Average cost at pit's mouth or at station of supply (in rupees). Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees). Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Railway.
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
										Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.	
Class II.																		
Barsi Light.	Nil	207	Nil	207	Nil	12,795	Nil	Nil	12,795	Nil	6·20	Nil	Nil	Nil	12·1	Nil	Nil	Barsi Light.
	,,	192	,,	192	,,	12,305	,,	,,	12,305	,,	6·08	,,	,,	,,	12·9	,,	,,	
Bengal Doars.	,,	94	,,	94	,,	6,106	,,	,,	6,106	,,	4·50	,,	,,	,,	11·5	,,	,,	Bengal Doars.
	,,	689	,,	689	,,	7,487	,,	,,	7,487	,,	4·00	,,	,,	,,	12·0	,,	,,	
Bhavnagar State.	,,	1,324	,,	1,324	308	19,196	37	,,	19,519	10·0	9·64	16·3	,,	18·0	19·5	16·3	,,	Bhavnagar State.
	,,	1,377	,,	1,377	Nil	19,212	35	,,	19,246	Nil	10·0	12·0	,,	Nil	19·2	12·0	,,	
Bikaner State.	,,	5,073	,,	5,073	,,	27,964	106	,,	28,006	,,	4·73	10·0	,,	,,	15·6	10·0	,,	Bikaner State.
	,,	2,141	,,	2,141	,,	22,739	20	,,	22,759	,,	4·52	10·0	,,	,,	15·1	10·0	,,	
Darjeeling-Himalayan	,,	2,080	,,	2,080	,,	15,214	Nil	,,	15,214	,,	5·06	Nil	,,	,,	11·5	Nil	,,	Darjeeling-Himalayan
	,,	2,220	,,	2,220	,,	14,173	,,	,,	14,173	,,	4·16	,,	,,	,,	11·5	,,	,,	
Dibru-Sadiya.	,,	3,818	,,	3,818	,,	14,649	,,	,,	14,649	,,	8·75	,,	,,	,,	13·0	,,	,,	Dibru-Sadiya.
	,,	3,636	,,	3,636	,,	15,314	,,	,,	15,314	,,	9·18	,,	,,	,,	13·0	,,	,,	
Gaekwar's Baroda Seate.	,,	926	19	934	,,	9,730	88	5	9,774	,,	4·90	6·50	455·0	,,	16·9	8·30	455·0	Gaekwar's Baroda Seate.
	,,	500	8	503	,,	9,112	76	15	9,169	,,	4·80	6·50	69·4	,,	18·2	10·1	76·0	
Gondal.	,,	342	8	345	,,	14,533	60	Nil	14,557	,,	22·4	16·2			22·6	16·2	Nil.	Gondal.
	,,	500	8	503	,,	13,595	51	,,	13,615	,,	22·4	16·2	Nil	,,	22·6	16·2	,,	
Howrah-Amta Light.	,,	1,237	Nil	1,237	,,	5,141	Nil	,,	5,141	,,	4·00	Nil	,,	,,	8·86	Nil	,,	Howrah-Amta Light.
	,,	1,240	,,	1,240	,,	4,629	,,	,,	4,629	,,	3·75	,,	,,	,,	8·98	,,	,,	
Jamnagar and Dwarka.	,,	122	,,	122	,,	9,398	151	,,	9,458	,,	4·33	15·1	,,	,,	20·1	15·0	,,	Jamnagar and Dwarka.
	,,	102	,,	102	,,	9,204	132	,,	9,257	,,	3·55	15·2	,,	,,	19·1	15·2	,,	
Junagad State.	,,	543	32	556	,,	8,095	89	,,	8,131	,,	16·6	10·0	,,	,,	17·7	10·0	,,	Junagad State.
	,,	449	11	453	,,	7,176	61	,,	7,200	,,	14·8	10·0	,,	,,	15·9	10·0	,,	
Morvi.	,,	186	3	189	,,	9,900	113	,,	9,945	,,	5·08	4·15	,,	,,	18·2	4·15	,,	Morvi.
	,,	183	8	186	,,	8,830	113	,,	8,875	,,	5·04	4·80	,,	,,	15·6	4·80	,,	
Mysore.	,,	2,085	9	2,089	,,	22,019	25	,,	22,029	,,	5·00	7·19	,,	,,	15·5	7·19	,,	Mysore.
	,,	1,705	Nil	1,705	,,	23,789	6	,,	23,790	,,	5·00	7·19	,,	,,	15·7	7·19	,,	
	,,	12	,,	12	,,	2,810	Nil	,,	2,810	,,	5·00	Nil	,,	,,	16·2	Nil	,,	
	,,	2	,,	2	,,	3,269	,,	,,	3,269	,,	5·00	,,	,,	,,	16·2	,,	,,	
	,,	20	,,	20	,,	531	,,	,,	531	,,	5·00	,,	,,	,,	16·4	,,	,,	
	,,	6	,,	6	,,	607	,,	,,	607	,,	5·00	,,	,,	,,	16·4	,,	,,	
Shahdara (Delhi)-Saharanpur Light.	,,	385	1	385	,,	2,658	11	,,	2,662	,,	5·00	13·5	,,	,,	13·8	13·5	,,	Shahdara (Delhi)-Saharanpur Light.
	,,	333	5	335	,,	2,641	11	,,	2,645	,,	3·50	13·5	,,	,,	13·3	13·5	,,	
Total Class II Railways.	Nil	18,454	77	18,485	308	180,739	680	5	181,327									Total Class II Railways.
	,,	15,275	40	15,290	Nil	174,082	505	15	174,340									
Class III.																		
Ahmadpur-Katwa.	Nil	90	Nil	90	Nil	929	Nil	Nil	929	Nil	4·75	Nil	Nil	Nil	8·65	Nil	Nil	Ahmadpur-Katwa.
	,,	96	,,	96	,,	1,098	,,	,,	1,098	,,	2·70	,,	,,	,,	6·35	,,	,,	
Arrah-Sasaram Light.	,,	447	,,	447	,,	1,947	,,	,,	1,947	,,	2·75	,,	,,	,,	8·17	,,	,,	Arrah-Sasaram Light.
	,,	317	,,	317	,,	1,684	,,	,,	1,684	,,	2·75	,,	,,	,,	8·78	,,	,,	
Bankura Damoodar River.	,,	456	,,	456	,,	1,813	,,	,,	1,813	,,	4·75	,,	,,	,,	6·95	,,	,,	Bankura Damoodar River.
	,,	394	,,	394	,,	1,655	,,	,,	1,655	,,	2·64	,,	,,	,,	5·38	,,	,,	

* Includes light, assisting required, assisting not required, siding and departmental.
† Excluding departmental.
‡ Includes rail motor car miles and steam coach miles.
§ Including Departmental.
** Includes 25 Internal Combustion miles.
†† Includes 22 Rail Motor Car miles.

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.
(b) Figures relating to Oil Fuel in respect to total of coal consumed for other than locomotive purposes are 'Nil'.

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

Railway.	Gauge.	Year.	Train miles (in thousands). § Passenger.	Mixed.	§ Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). § Shunting.	* Miscellaneous.	** Total.	Total engine miles (in thousands). Cols. 7 + 10.	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Baraset-Basirhat Light.	2′ 6″	*1931-32*	*203*	*14*	*7*	*224*	*6*	*Nil*	*6*	*230*	*Nil*	*Nil*	*Nil*
		1932-33	201	13	9	222	8	,,	8	230	,,	,,	,,
Bengal Provincial.	2′ 6″	*1931-32*	*1*	*96*	*Nil*	*97*	*8*	*2*	*10*	*107*	,,	,,	,,
		1932-33	1	92	,,	93	8	2	10	103	,,	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	*4*	*66*	*3*	*73*	*12*	*1*	*13*	*86*	,,	,,	,,
		1932-33	Nil	69	1	70	11	*Nil*	11	81	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1931-32*	*36*	*97*	*1*	*136*	*23*	*35*	*58*	*194*	,,	,,	,,
		1932-33	36	97	*Nil*	134	27	36	63	197	,,	,,	,,
Cutch State	2′ 6′	*1931-32*	*1*	*54*	,,	*57*	*9*	*12*	*21*	*78*	,,	,,	,,
		1932-33	3	56	2	62	9	16	25	87	81	,,	,,
Dehri-Rohtas Light.	2′ 6″	*1931-32*	*Nil*	*48*	*Nil*	*48*	*9*	*Nil*	*9*	*57*	*Nil*	,,	,,
		1932-33	,,	44	,,	44	9	,,	9	53	,,	,,	,,
Dholpur-State.	2′ 6″	*1931-32*	,,	*59*	,,	*59*	*13*	*2*	*15*	*74*	*2*	,,	,,
		1932-33	2	59	,,	61	14	1	15	76	2	,,	,,
Futwah-Islampur.	2′ 6″	*1931-32*	*12*	*41*	,,	*53*	*3*	*Nil*	*3*	*56*	*Nil*	,,	,,
		1932-33	11	39	,,	50	2	,,	2	52	,,	,,	,,
Gwalior Light.	2′ 6″	*1931-32*	*5*	*204*	*39*	*248*	*44*	*6*	*50*	*298*	,,	,,	,,
		1932-33	5	240	40	289	44	12	56	345	,,	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1931-32*	*18*	*54*	*1*	*73*	*2*	*Nil*	*2*	*75*	,,	,,	,,
		1932-33	18	51	1	70	2	,,	2	72	,,	,,	,,
Jagadhri Light.	2′ 0″	*1931-32*	*Nil*	*7*	*Nil*	*7*	*1*	,,	*1*	*8*	,,	,,	,,
		1932-33	,,	10	,,	10	1	,,	1	11	,,	,,	,,
Jessore-Jhenidah.	2′ 6″	*1931-32*	,,	*64*	,,	*65*	*4*	*1*	*5*	*70*	*2*	,,	,,
		1932-33	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial).	2′ 0″	*1931-32*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1932-33	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta.	2′ 6″	*1931-32*	*61*	*80*	*2*	*143*	*45*	*95*	*140*	*283*	*Nil*	*Nil*	*Nil*
		1932-33	59	80	*Nil*	141	7	114	121	262	,,	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1931-32*	*Nil*	*1*	*6*	*7*	*Nil*	*Nil*	*Nil*	*7*	*53*	,,	,,
		1932-33	,,	1	6	7	,,	,,	,,	7	58	,,	,,
Matheran Steam Tramway.	2′ 0″	*1931-32*	*9*	*Nil*	*3*	*12*	,,	,,	,,	*12*	*8*	,,	,,
		1932-33	10	1	2	13	,,	1	1	14	10	,,	,,
Porbandar State.	3′ 3⅜″	*1931-32*	*9*	*47*	*16*	*72*	*17*	*Nil*	*17*	*89*	*Nil*	,,	,,
		1932-33	Nil	51	13	65	14	,,	14	79	,,	,,	,,
Tezpore-Balipara Light.	2′ 6″	*1931-32*	,,	*Nil*	*Nil*	*32*	*Nil*	,,	*Nil*	*32*	,,	,,	,,
		1932-33	,,	,,	,,	31	,,	,,	,,	31	,,	,,	,,
Trivellore Light.	2′ 0″	*1931-32*	*4*	,,	,,	*4*	,,	,,	,,	*4*	,,	,,	,,
		1932-33	4	,,	,,	4	,,	,,	,,	4	,,	,,	,,
Udaipur-Chittorgarh	3′ 3⅜″	*1931-32*	*103*	*31*	*34*	*168*	*15*	*8*	*23*	*191*	,,	,,	,,
		1932-33	103	52	30	188	12	7	19	207	,,	,,	,,
Total Class III Railways.	..	*1931-32*	*500*	*1,232*	*116*	*1,891*	*270*	*212*	*482*	*2,373*	*65*	*Nil*	*Nil*
		1932-33	471	1,228	109	1,854	204	251	455	2,309	151	,,	,,

Railway.	Tons of coal consumed on locomotives. Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Tons of coal consumed for other than locomotive purposes (Departmental). Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Total number of tons of coal consumed. Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Class III—*cont*															
Baraset-Basirhat Light	*Nil*	*2,684*	*Nil*	*Nil*	*2,684*	*Nil*	*797*	*Nil*	*Nil*	*797*	*Nil*	*3,481*	*Nil*	*Nil*	*3,481*
	,,	2,805	,,	,,	2,805	,,	902	,,	,,	902	,,	3,707	,,	,,	3,707
Bengal Provincial.	,,	*1,592*	,,	,,	*1,592*	,,	*Nil*	,,	,,	*Nil*	,,	*1,592*	,,	,,	*1,592*
	,,	1,560	,,	,,	1,560	,,	120	,,	,,	120	,,	1,680	,,	,,	1,680
Bukhtiarpur-Bihar Light.	,,	*1,089*	,,	,,	*1,089*	,,	*321*	,,	,,	*321*	,,	*1,410*	,,	,,	*1,410*
	,,	961	,,	,,	961	,,	378	,,	,,	378	,,	1,339	,,	,,	1,339
Burdwan-Katwa.	,,	*1,422*	,,	,,	*1,422*	,,	*345*	,,	,,	*345*	,,	*1,767*	,,	,,	*1,767*
	,,	1,531	,,	,,	1,531	,,	336	,,	,,	336	,,	1,867	,,	,,	1,867
Cutch State.	,,	*889*	*14*	,,	*895*	,,	*20*	,,	,,	*20*	,,	*909*	*14*	,,	*915*
	,,	1,059	13	,,	1,064	,,	38	,,	,,	38	,,	1,097	13	,,	1,102
Dehri-Rohtas Light.	,,	*1,395*	*Nil*	,,	*1,395*	,,	*152*	,,	,,	*152*	,,	*1,547*	*Nil*	,,	*1,547*
	,,	1,221	,,	,,	1,221	,,	135	,,	,,	135	,,	1,356	,,	,,	1,356
Dholpur-Sta	,,	*1,235*	*5*	,,	*1,237*	,,	*Nil*	,,	,,	*Nil*	,,	*1,235*	*5*	,,	*1,237*
	,,	1,180	6	,,	1,183	,,	,,	,,	,,	,,	,,	1,180	6	,,	1,183
Futwah-Islampur.	,,	*565*	*Nil*	,,	*565*	,,	*142*	,,	,,	*142*	,,	*707*	*Nil*	,,	*707*
	,,	557	,,	,,	557	,,	89	,,	,,	89	,,	646	,,	,,	646
Gwalior Lig	,,	*4,729*	*1*	,,	*4,729*	,,	*160*	*5*	,,	*162*	,,	*4,889*	*6*	,,	*4,891*
	,,	5,549	3	,,	5,549	,,	109	2	,,	109	,,	5,658	5	,,	5,658
Howrah-Sheakhala Light.	,,	*1,003*	*Nil*	,,	*1,003*	,,	*318*	*Nil*	,,	*318*	,,	*1,321*	*Nil*	,,	*1,321*
	,,	847	,,	,,	847	,,	310	,,	,,	310	,,	1,157	,,	,,	1,157
Jagadhri Light.	,,	*116*	*1*	,,	*116*	,,	*18*	,,	,,	*18*	,,	*134*	*1*	,,	*134*
	,,	103	1	,,	103	,,	15	,,	,,	15	,,	118	1	,,	118
Jessore-Jhenidah.	,,	*1,477*	*Nil*	*1*	*1,479*	,,	*Nil*	,,	*8*	*15*	,,	*1,477*	*Nil*	*9*	*1,494*
	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial	*Nil*	*1,035*	*Nil*	*Nil*	*1,035*	*Nil*	*73*	*Nil*	*Nil*	*73*	*Nil*	*1,108*	*Nil*	*Nil*	*1,108*
	,,	937	,,	,,	937	,,	309	,,	,,	309	,,	1,246	,,	,,	1,246
Kalighat-F	,,	*1,782*	,,	,,	*1,782*	,,	*347*	,,	,,	*347*	,,	*2,129*	,,	,,	*2,129*
	,,	1,955	,,	,,	1,955	,,	287	,,	,,	287	,,	2,242	,,	,,	2,242
Kulasekarapatnam Lig	,,	*Nil*	,,	*50*	*91*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*50*	*91*
	,,	,,	,,	56	102	,,	,,	,,	,,	,,	,,	,,	,,	56	102
Matheran Steam Tramway.	,,	*350*	,,	*Nil*	*350*	,,	,,	,,	,,	,,	,,	*350*	,,	*Nil*	*350*
	,,	436	,,	,,	436	,,	,,	,,	,,	,,	,,	436	,,	,,	436
Porbandar State.	,,	*2,045*	*5*	,,	*2,047*	,,	*73*	,,	,,	*73*	,,	*2,118*	*5*	,,	*2,120*
	,,	1,743	5	,,	1,745	,,	41	,,	,,	41	,,	1,784	5	,,	1,786
Tezpore-Balipara L	,,	*667*	*Nil*	,,	*667*	,,	*133*	,,	,,	*133*	,,	*800*	*Nil*	,,	*800*
	,,	621	,,	,,	621	,,	127	,,	,,	127	,,	748	,,	,,	748
Trivellorel	,,	*64*	*6*	,,	*66*	,,	*Nil*	,,	,,	*Nil*	,,	*64*	*6*	,,	*66*
	,,	46	10	,,	50	,,	,,	,,	,,	,,	,,	46	10	,,	50
Udaipur-Chittorgar	,,	*3,866*	*5*	,,	*3,868*	,,	*1,643*	,,	,,	*1,643*	,,	*5,509*	*5*	,,	*5,511*
	,,	3,926	37	,,	3,940	,,	2,007	,,		2,007	,,	5,933	37	,,	5,947
Total Class III Railw.	*Nil*	*31,701*	*37*	*51*	*31,808*	*Nil*	*5,535*	*5*	*8*	*5,552*	*Nil*	*37,236*	*42*	*59*	*37,360*
	,,	30,667	75	56	30,797	,,	6,010	2	Nil	6,010	,,	36,677	77	56	36,807

* Includes light, assisting required, assisting not required, siding and departmental.
‡ Information not available.
§ Excluding departmental.
** Including Departmental.
(a) 2½ Tons of Wood=1 Ton of Coal and 0·55 Ton of Oil fuel=1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of ***Class II and III Railways*** *for the years 1931-32 and 1932-33*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baraset-Basirhat Light	2′ 6″	*1931-32*	*Nil*	*4·00*	*Nil*	*Nil*	*Nil*	*10·0*	*Nil*	*Nil*
		1932-33	,,	3·75	,,	,,	,,	10·2	,,	,,
Bengal Provincial	2′ 6″	*1931-32*	,,	*2·38*	,,	,,	,,	*6·25*	,,	,,
		1932-33	,,	2·88	,,	,,	,,	6·25	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	,,	*2·75*	,,	,,	,,	*7·98*	,,	,,
		1932-33	,,	2·75	,,	,,	,,	8·66	,,	,,
Burdwan-Katwa	2′ 6″	*1931-32*	,,	*4·75*	,,	,,	,,	*8·65*	,,	,,
		1932-33	,,	2·70	,,	,,	,,	6·35	,,	,,
Cutch State	2′ 6″	*1931-32*	,,	*	*6·00*	,,	,,	*26·0*	*6·00*	,,
		1932-33	,,	23·0	7·00	,,	,,	23·0	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1931-32*	,,	*4·13*	*Nil*	,,	,,	*9·13*	*Nil*	,,
		1932-33	,,	3·67	,,	,,	,,	8·66	,,	,,
Dholpur-State	2′ 6″	*1931-32*	,,	*5·25*	*8·75*	,,	,,	*14·7*	*9·40*	,,
		1932-33	,,	4·50	8·40	,,	,,	15·1	9·16	,,
Futwah-Islampur	2′ 6″	*1931-32*	,,	*2·75*	*Nil*	,,	,,	*7·86*	*Nil*	,,
		1932-33	,,	2·75	,,	,,	,,	8·50	,,	,,
Gwalior-Light	2′ 6″	*1931-32*	,,	*5·00*	*10·0*	,,	,,	*13·4*	*10·0*	,,
		1932-33	,,	5·00	Nil	,,	,,	14·2	10·0	,,
Howrah-Sheakhala Light	2′ 0″	*1931-32*	,,	*4·00*	,,	,,	,,	*8·86*	*Nil*	,,
		1932-33	,,	3·75	,,	,,	,,	8·98	,,	,,
Jagadhri Light	2′ 0″	*1931-32*	,,	*5·75*	*15·0*	,,	,,	*14·5*	*15·0*	,,
		1932-33	,,	*Nil*	15·5	,,	,,	13·0	15·5	,,
Jessore-Jhenidah	2′ 6″	*1931-32*	,,	*3·50*	*Nil*	*243·1*	,,	*8·00*	*Nil*	*243·1*
		1932-33	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1931-32*	*Nil*	*13·0*	*Nil*	*Nil*	*Nil*	*15·7*	*Nil*	*Nil*
		1932-33	,,	12·5	,,	,,	,,	14·8	,,	,,
Kalighat-Falta	2′ 6″	*1931-32*	,,	*4·75*	,,	,,	,,	*10·9*	,,	,,
		1932-33	,,	2·75	,,	,,	,,	8·84	,,	,,
Kulasekarapatnam Light	2′ 0″	*1931-32*	,,	*Nil*	,,	*379·0*	,,	*Nil*	,,	*384·0*
		1932-33	,,	,,	,,	267·0	,,	,,	,,	269·0
Matheran Steam Tramway	2′ 0″	*1931-32*	,,	*4·00*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1932-33	,,	3·75	,,	,,	,,	15·0	,,	,,
Porbandar State	3′ 3⅜″	*1931-32*	,,	*21·0*	*20·0*	,,	,,	*22·0*	*20·0*	,,
		1932-33	,,	16·0	20·0	,,	,,	17·0	20·0	,,
Tezpore-Balipara Light	2′ 6″	*1931-32*	,,	*	*Nil*	,,	,,	*23·6*	*Nil*	,,
		1932-33	,,	19·0	,,	,,	,,	16·4	,,	,,
Trivellore Light	2′ 0″	*1931-32*	,,	*3·38*	*20·0*	,,	,,	*18·5*	*21·0*	,,
		1932-33	,,	2·38	13·5	,,	,,	17·5	14·5	,,
Udaipur-Chittorgarh	3′ 3⅜″	*1931-32*	,,	*4·50*	*	,,	,,	*17·0*	*	,,
		1932-33	,,	4·13	13·5	,,	,,	16·5	*	,,

* Information not available.

† Line closed from 1st April 1933. Figures not available.

APPENDICES.

APPENDIX A.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the Nizam's State Railways) during the year 1932-33. (In thousands of rupees.)

NOTE.—Columns headed *A* indicate Value of stores imported direct.
" " *B* indicate Value of imported stores purchased in India.
" " *C* indicate Value of stores of Indian manufacture or of indigenous origin.

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*			Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased.
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10	A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	23
1. Bridge work	..	..	1	..	..	..	..	6	83	2	2	19	17	79	..	..	..	1	..	37	5	1. Bridge work.
2. Engineers' plant, excluding petty tools	..	12	2	..	2	1	2,69	4,10	63	3	3	1	2	4	..	..	11	1	..	1,47	3	2. Engineers' plant excluding petty tools.
3. Workshop machinery and heavy tools	23	5	..	..	4	..	12	2,70	5	4,16	41	1	1,50	55	3	..	1,31	..	1	7,29	16	3. Workshop machinery and heavy tools.
4. Permanent-way :—																						4. Permanent-way :—
(a) Rails	..	..	1,25	..	..	..	..	16	56	23	..	69	..	..	3,77	..	..	1,82	..	..	19,08	(a) Rails.
(b) Steel sleepers	..	..	..	..	..	..	..	..	11,70	..	..	..	..	..	..	..	..	..	..	..	..	(b) Steel sleepers.
(c) Cast iron sleepers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(c) Cast iron sleepers.
(d) Wooden sleepers	..	..	3,92	..	..	7,62	..	..	4,46	..	2	21,97	..	..	10,55	..	..	10,34	..	..	14,47	(d) Wooden sleepers.
(e) Chairs and fastenings	1	2	11	64	4	45	..	58	1,79	37	56	1,04	..	2,00	33	..	24	63	..	2,19	1,78	(e) Chairs and fastenings.
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
5. Rolling-stock :—																						5. Rolling-stock :—
(a) Locomotives and spare parts	1,12	23	11	32	10	1	1,97	90	70	11,09	6	..	48	76	6	32	4,03	46	..	7,78	1,85	(a) Locomotives and spare parts.
(b) Rail motors and spare parts	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	6	..	(b) Rail motors and spare parts.
(c) Steam coaches and spare parts	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
(d) Electric motor coaches and spare parts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(d) Electric motor coaches and spare parts.
(e) Internal combustion coaches and spare parts	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(e) Internal combustion coaches and spare parts.
(f) Coaching stock	..	1	..	..	1	..	18	10	4	..	..	..	..	..	..	..	23	36	..	..	..	(f) Coaching stock.
(g) Goods stock	..	22	..	83	4,00	..	..	1	13	..	..	3,31	..	..	..	..	6	4	..	..	8,47	(g) Goods stock.
(h) Spare parts—coaching and goods stock	39	15	9	43	15	3	1,39	1,91	1,37	1,99	94	36	46	54	14	..	1,84	46	..	4,66	1,67	(h) Spare parts—coaching and goods stock.
(i) Motor cars	..	..	..	..	..	..	..	7	..	..	5	..	..	..	..	..	..	..	..	41	..	(i) Motor cars.
6. Building and station materials and fencing	1	28	14	..	11	36	..	1,47	1,04	73	36	13	1	22	21	..	50	15	..	2,73	1,03	6. Building and station materials and fencing.
7. Tools and Stores :—																						7. Tools and Stores :—
(a) Tools and cutlery	1	17	3	5	28	11	..	1,58	7	23	90	24	6	3	6	..	56	13	..	2,14	26	(a) Tools and cutlery.
(b) Steel (excluding permanent-way materials)	8	35	28	..	1,13	5	22	2,28	1,92	34	93	50	46	18	..	..	10	1	..	2,86	4,92	(b) Steel (excluding permanent-way materials).
(c) Iron (excluding permanent-way materials)	..	1	6	6	16	1	..	56	43	..	14	14	31	9	7	..	1,26	1,26	..	7	9,89	(c) Iron (excluding permanent-way materials).
(d) Other metals	1	62	2	14	40	23	6	3,80	80	28	72	7	..	40	5	..	72	40	..	7,20	2,92	(d) Other metals.
(e) Timber	..	..	93	..	..	71	..	4	1,67	..	..	3,73	..	..	6	..	2	80	..	..	2,42	(e) Timber.
(f) Oils	..	38	1,04	..	2,03	36	..	3,67	2,87	..	4,84	2,52	..	6	3,00	..	3,51	35	..	2,32	12,13	(f) Oils.
(g) Portland cement	..	..	40	..	..	16	..	10	1,33	..	3	71	..	43	..	..	4	44	..	1	2,31	(g) Portland cement.
(h) All other stores	19	81	1,13	13	1,57	3,47	36	7,23	4,84	85	7,41	4,15	45	1,62	10	..	3,58	5,01	..	9,83	17,49	(h) All other stores.
8. Electrical plant and materials	27	1,33	..	40	1,37	1	1,48	6,85	10	2,97	2,84	7	2	1,27	31	..	4,08	13	..	6,92	5	8. Electrical plant and materials.
9. Other materials purchased in India—																						9. Other materials purchased in India :—
(a) Coal and coke	..	..	6,35	..	..	9,25	..	..	29,66	..	1	23,72	..	..	26,96	..	..	14,05	..	..	23,95	(a) Coal and coke.
(b) Stone	..	..	..	..	..	1,22	..	..	21	..	..	7	..	..	23	..	..	..	..	..	10	(b) Stone.
(c) Bricks	..	..	..	..	..	..	..	..	6	..	..	8	..	..	23	..	..	6	..	..	1,33	(c) Bricks.
(d) Indian lime	..	..	..	..	..	..	..	..	14	..	..	22	..	..	1	..	..	22	..	..	38	(d) Indian lime.
(e) Ballast	..	..	..	..	..	39	..	..	3,43	..	..	5,44	..	..	4,08	..	..	2,20	..	..	5,68	(e) Ballast.
(f) Others	..	..	..	..	2	87	..	80	1,14	..	..	2,22	..	..	11	..	..	23	..	..	52	(f) Others.
Total	2,32	4,76	15,89	3,00	11,44	25,32	8,47	38,97	71,97	23,29	20,32	71,59	3,94	8,98	50,36	32	22,19	39,58	1	58,31	1,32,94	Total.

* Includes figures of Vizagapatam Harbour construction.

† Includes figures for Central Indian Coalfields Railway.

APPENDIX A—*concld.*

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the Nizam's State Railways) during the year 1932-33. (*In thousands of rupees.*)

NOTE.—Columns headed *A* indicate Value of stores imported direct.
" " *B* indicate Value of imported stores purchased in India.
" " *C* indicate Value of stores of Indian manufacture or of indigenous origin.

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.			Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
24	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
1. Bridge work	..	..	..	..	10	..	..	4,98	5,08	..	..	..	..	26	3	19	6,58	6,20	1. Bridge work.
2. Engineers' plant, excluding petty tools	..	1,10	5	29	40	..	..	1,89	55	..	1	..	3	92	4	3,06	10,21	1,35	2. Engineers' plant excluding petty tools.
3. Workshop machinery and heavy tools	27	1,81	1	2	1,16	1	11	2,34	7	..	2	..	22	24	..	6,64	17,92	34	3. Workshop machinery and heavy tools.
4. Permanent-way :—																			4. Permanent-way :—
(a) Rails	..	3	4	..	...	5,77	..	4,05	4,53	..	..	..	..	..	62	23	4,24	38,13	(a) Rails.
(b) Steel sleepers	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	11,70	(b) Steel sleepers.
(c) Cast iron sleepers	..	..	2	..	..	..	..	..	..	..	..	..	..	3	..	..	3	2	(c) Cast iron sleepers.
(d) Wooden sleepers	..	..	3,54	..	..	8,07	..	..	31,00	..	..	2,67	..	..	8,36	..	2	1,26,97	(d) Wooden sleepers.
(e) Chairs and fastenings	..	1,43	30	64	9	64	..	7	6,83	38	12	..	59	21	1,49	2,63	7,55	15,39	(e) Chairs and fastenings.
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
5. Rolling-stock :—																			5. Rolling-stock :—
(a) Locomotives and spare parts	..	2,36	9	15,97	36	7	5	11,09	28	19	8	..	4,59	18	..	36,10	27,93	3,63	(a) Locomotives and spare parts.
(b) Rail motors and spare parts	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	8	1	(b) Rail motors and spare parts.
(c) Steam coaches and spare parts	..	..	..	..	..	..	..	12	..	..	..	..	..	..	..	..	17	..	(c) Steam coaches and spare parts.
(d) Electric motor coaches and spare parts	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	(d) Electric motor coaches and spare parts.
(e) Internal combustion coaches & spare parts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	(e) Internal combustion coaches and spare parts.
(f) Coaching stock	..	..	..	..	..	1,11	..	48	..	3	4	..	..	..	..	21	87	1,51	(f) Coaching stock.
(g) Goods stock	..	..	..	..	..	6,97	..	92	..	7	..	..	..	..	..	90	5,21	18,92	(g) Goods stock.
(h) Spare parts—coaching and goods stock	10	6,58	6	2,40	39	16	—1	3,62	19	3	..	..	87	67	2	8,05	21,45	4,55	(h) Spare parts—coaching and goods stock.
(i) Motor cars	..	12	..	..	..	..	2,03	34	..	..	..	..	..	..	..	2,03	99	..	(i) Motor cars.
6. Building and station materials and fencing	..	1,24	1,28	7	34	28	..	1,25	42	..	20	..	15	1,44	1,61	97	10,14	6,65	6. Building and station materials and fencing.
7. Tools and stores :—																			7. Tools and stores :—
(a) Tools and cutlery	1	91	7	61	34	8	..	1,76	25	1	11	2	28	47	13	1,26	9,25	1,45	(a) Tools and cutlery.
(b) Steel (excluding permanent-way materials)	..	2,29	78	50	31	30	..	3,32	1,55	..	4	..	1,23	69	12	2,83	14,48	10,43	(b) Steel (excluding permanent-way materials).
(c) Iron (excluding permanent-way materials)	..	33	73	2	15	39	..	33	89	..	28	..	16	4	32	55	3,42	14,19	(c) Iron (excluding permanent-way materials).
(d) Other metals	..	4,32	81	21	1,07	3	..	1,72	58	..	20	..	94	24	18	1,64	21,41	6,09	(d) Other metals.
(e) Timber	..	..	1,20	..	..	14	..	..	1,70	..	..	5	..	..	70	..	6	14,11	(e) Timber.
(f) Oils	..	7,36	2,03	..	5,17	15	..	6,51	5,26	..	..	49	..	2,21	3,35	..	38,06	33,55	(f) Oils.
(g) Portland cement	..	..	32	1	3	49	..	..	50	..	..	2	..	..	2,04	1	64	8,72	(g) Portland cement.
(h) All other stores	..	8,12	6,34	2,48	2,52	3,04	1	8,63	11,39	9	46	35	1,95	3,20	2,23	6,51	54,98	59,54	(h) All other stores.
8. Electrical plant and materials	1,70	8,66	2	4,13	3,38	2	..	8,67	11	..	30	..	2,76	2,22	25	13,73	47,89	1,07	8. Electrical plant and materials.
9. Other materials purchased in India :—																			9. Other materials purchased in India :—
(a) Coal and coke	..	..	34,87	..	..	28,56	..	..	40,84	..	..	1,84	..	..	11,94	..	1	2,51,99	(a) Coal and coke.
(b) Stone	..	..	9	..	..	2	..	..	9	..	..	..	..	..	..	..	..	2,03	(b) Stone.
(c) Bricks	..	1	13	..	..	1	..	..	6	..	..	..	..	..	61	..	1	2,57	(c) Bricks.
(d) Indian lime	..	..	15	..	..	15	..	..	8	..	..	..	..	..	2	..	..	1,37	(d) Indian lime.
(e) Ballast	..	..	4,16	..	..	3,42	..	..	2,26	..	..	..	..	..	1,60	..	..	32,66	(e) Ballast.
(f) Others	..	6,74	38	..	94	1,87	..	21,26	29	..	..	..	..	..	21	..	29,76	7,84	(f) Others.
Total	2,08	53,44	57,48	27,35	16,75	61,75	2,19	83,36	1,14,80	80	1,86	5,44	13,77	13,02	35,87	87,54	3,33,40	6,82,99	Total.

APPENDIX B.

Details of working of Company or State collieries for the years 1930-31 to 1932-33.

Colliery.	Owned by	Province.	Date from which each colliery commenced to work	Year.	Capital outlay.	OUTPUT. Large coal.	Small coal.	Slack coal.	Total.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
					Rs.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.		Tons.			
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	*1930-31*	*33,79,206*	*746,954*	*Nil.*	*105,519*	*852,473*	*852,473*	*23,53,630*	*2·76*	*5,184*	*164*	*1*	*11*	Bokaro.
				1931-32	*(a)29,95,846(c)*	*531,605*	*Nil.*	*109,519*	*641,124*	*641,124*	*(c) 17,47,122*	*(c)2·73*	*5,594*	*115*	*Nil.*	*5*	
				1932-33	(a)29,79,193	400,288	*Nil.*	85,313	485,594	485,594	‡	‡	3,115	156	1	4	
Swang	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	*1930-31*	*13,75,376*	*77,734*	*8,395*	*15,342*	*101,471*	*101,361*	†	†	*691*	*147*	*Nil.*	*2*	Swang.
				1931-32	*(c)17,53,087*	*50,012*	*4,265*	*6,944*	*61,221*	*60,721*	†	†	*684*	*90*	*1*	*Nil*	
				1932-33	17,65,047	63,944	4,893	6,394	75,231	75,531	**16,29,649	2·91	1,015	74	1	*Nil*	
Kurharbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	*1930-31*	*62,25,946*	*401,673*	*99,060*	*144,465*	*645,198*	*637,139*	*27,09,154*	*4·20*	*5,563*	*116*	*6*	*25*	Kurharbaree and Serampore.
				1931-32	*(a)62,15,526*	*464,977*	*40,215*	*142,031*	*647,223*	*615,189*	*(c) 28,76,780*	*(c) 4·44*	*4,929*	*131*	*5*	*37*	
				1932-33	(a)61,50,484	382,999	38,795	148,140	569,934	550,326	26,17,904	4·59	4,776	119	4	26	
Bhurkunda	State	Bihar and Orissa.	1st June 1927.	*1930-31*	*52,09,795*	*111,208*	*Nil.*	*8,174*	*119,382*	*119,382*	†	†	*650*	*184*	*Nil.*	*Nil.*	Bhurkunda.
				1931-32	*53,69,741*	*(c) 154,481*	*Nil.*	*(c) 6,971*	*(c) 161,452*	*(c) 161,452*	†	†	*723*	*222*	*Nil.*	*Nil.*	
				1932-33	53,71,478	111,521	*Nil.*	36,614	148,135	148,135	†	†	588	252	1	*Nil.*	
Kargali	State	Bihar and Orissa.	18th July 1917.	*19 ·31*	*45,48,611*	*739,804*	*38,839*	*38,939*	*817,582*	*817,582*	*26,92,102*	*3·29*	*7,122*	*115*	*1*	*10*	Kargali.
				1931-32	*(c)58,79,591*	*(c)583,666*	*31,771*	*(c)20,992*	*(c) 636,429*	*(c) 636,429*	*23,99,258*	*3·77*	*5,567*	*114*	*Nil.*	*15*	
				1932-33	58,89,062	361,629	18,361	34,726	414,716	414,716	16,40,293	3·95	5,174	80	*Nil.*	7	
Argada	B. N. Railway.	Bihar and Orissa.	1st April 1926.	*1930-31*	*30,45,207*	*265,407*	*Nil.*	*29,898*	*295,305*	*296,568*	*8,80,895*	*2·98*	*1,121*	*263*	*Nil.*	*3*	Argada.
				1931-32	*30,08,243*	*214,315*	*Nil.*	*19,701*	*234,016*	*233,342*	*6,62,450*	*2·83*	*887*	*264*	*1*	*2*	
				1932-33	(a)29,72,738	173,376	*Nil.*	20,492	194,228	195,078	5,31,099	2·73	755	257	2	1	
Talcher†	B. N. Railway.	Bihar and Orissa.	1st Sept. 1932.	*1930-31*	*12,51,601*	†	†	†	†	†	†	†	†	†	†	†	Talcher†.
				1931-32	*14,55,494*	†	†	†	†	†	†	†	†	†	†	†	
				1932-33	16,63,138	12,469	*Nil*	6,902	19,371	18,521	79,711	4·11	513	38	1	†	
	M. & S. M. Railway.	Bihar and Orissa.	Sept. 1930	*1930-31*	*32,09,301*	†	†	†	†	†	†	†	†	†	†	†	
				1931-32	*36,08,602*	*29,034*	*Nil.*	*3,714*	*32,748*	*25,481*	§	§	*533*	*62*	*1*	*2*	
				1932-33	38,00,353	84,065	*Nil.*	5,496	89,561	89,494	4,17,849	4·67	169	530	1	43	
Jarangdih	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	1st April 1927.	*1930-31*	*64,34,036*	*94,324*	*Nil.*	*1,077*	*95,401*	*94,973*	*5,36,381*	*5·62*	*1,070*	*89*	*5*	*9*	Jarangdih.
				1931-32	*(c)66,37,833*	*(c)108,310*	*106*	*2,708*	*111,124*	*108,615*	*(c)6,85,352*	*(c) 6·16*	*1,242*	*90*	*2*	*13*	
				1932-33	68,96,448	113,256	7,479	16,509	137,244	128,023	6,73,779	4·91	1,268	108	3	15	
Raligara†	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	..	*1930-31*	*19,87,155*	†	†	†	†	†	†	†	†	†	†	†	Raligara.†
				1931-32	*(c)20,27,879*	†	†	†	†	†	†	†	†	†	†	†	
				1932-33	20,70,413	†	†	†	†	†	†	†	†	†	†	†	
Kurasia†	B. B. & C. I. Railway.	Central Provinces.	7th May 1932.	*1930-31*	†	†	†	†	†	†	†	†	†	†	†	†	Kurasia.†
				1931-32	*3,41,617*	†	†	†	†	†	†	†	†	†	†	†	
				1932-33	5,38,252	12,793	*Nil.*	1,411	14,204	13,791	†	†	960	15	*Nil.*	*Nil.*	
Kedla†	E. I. and B. N. Railways.	Bihar and Orissa.	..	*1930-31*	*7,85,854*	†	†	†	†	†	†	†	†	†	†	†	Kedla.†
				1931-32	*(b)7,11,907*	†	†	†	†	†	†	†	†	†	†	†	
				1932-33	7,23,136	†	†	†	†	†	†	†	†	†	†	†	

(*a*) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.
(*b*) The decrease is due to certain adjustments having been effected during the year.
(*c*) Revised figures.

§Figures not furnished.

†Development in progress. No working account yet opened.

‡ Included under "Swang" separate figures not being available.

**See remarks against ‡.

APPENDIX C.

*Statement of the Number of Servants of all races employed on each Railway system (**open lines only**) and in the Railway Board and other Railway Offices at the close of the years 1931-32 and 1932-33.*

Number of servants employed.

Railways.	Europeans.		Indians. Hindus.		Indians. Muslims.		Indians. Anglo-Indians and Domiciled Europeans.		Indians. Sikhs.		Indians. Indian Christians.		Indians. Other classes.		Indians. Total.		Grand Total.		Railways.
	1931-32.	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CLASS I.																			CLASS I.
Assam Bengal	*57*	58	*10,453*	9,795	*5,111*	5,147	*248*	258	†	106	†	78	*289*	153	*16,101*	15,537	*16,158*	15,595	Assam-Bengal.
Bengal and North Western	*75*	81	*22,907*	22,600	*3,321*	3,284	*150*	162	*13*	9	*204*	213	**2*	2	*26,597*	26,270	*26,672*	26,351	B. & N. W.
Bengal-Nagpur	*527*	476	**58,909*	54,752	*6,459*	6,186	*1,460*	1,406	*825*	711	*838*	862	**120*	83	**68,611*	64,000	**69,138*	64,476	Bengal-Nagpur.
Bombay, Baroda and Central India ..	*317*	323	*51,209*	51,032	*11,625*	11,499	*1,056*	1,006	*145*	158	*1,538*	1,506	**1,174*	1,247	*66,747*	66,448	*67,064*	66,771	B. B. & C. I.
Burma	*124*	112	*15,527*	15,067	*2,991*	2,624	**680*	644	*667*	632	*444*	391	**4,882*	5,420	**25,191*	24,778	**25,315*	24,890	Burma.
Eastern Bengal	**245*	231	**35,128*	32,883	*12,583*	11,802	*594*	574	*150*	129	*244*	185	**10*	29	*48,709*	45,602	**48,954*	45,833	Eastern Bengal.
East Indian	*1,064*	1,051	*96,823*	94,497	*27,055*	24,737	*2,384*	2,260	*333*	355	*595*	712	**126*	321	*127,316*	122,882	*128,380*	123,933	East Indian.
Great Indian Peninsula	*655*	639	**71,719*	68,968	*10,745*	10,657	*1,725*	1,607	*221*	287	*3,060*	3,098	**1,305*	1,233	*88,775*	85,850	*89,430*	86,489	G. I. P.
Jodhpur	*25*	24	*4,907*	5,002	*1,583*	1,596	*21*	17	*4*	3	*65*	62	**7*	19	*6,587*	6,699	*6,612*	6,723	Jodhpur.
Madras and Southern Mahratta ..	**226*	218	**41,531*	39,589	**6,027*	5,593	**2,023*	1,995	*14*	16	*2,119*	2,828	**1,038*	634	**52,752*	50,655	**52,978*	50,873	M. & S. M.
Nizam's State	*79*	85	*12,544*	12,243	*2,385*	2,547	*416*	414	*8*	9	*645*	738	**54*	60	*16,052*	16,011	*16,131*	16,096	Nizam's State.
North Western	**852*	728	**37,662*	37,608	**59,459*	59,153	**1,116*	1,072	*6,327*	6,057	*821*	1,058	**2,201*	2,114	**107,586*	107,062	**108,438*	107,790	North Western.
Rohilkund and Kumaon	*23*	23	**3,694*	3,545	*2,006*	1,780	*25*	27	*1*	*Nil*	*17*	6	**3*	1	*5,746*	5,359	*5,769*	5,382	R. and K.
South Indian	**139*	139	**29,997*	29,127	**2,195*	2,045	**1,491*	1,407	*Nil*	4	*3,652*	3,597	**535*	260	**37,870*	36,440	**38,009*	36,579	South Indian.
Total ..	**4,408*	4,188	**493,010*	476,708	**153,545*	148,650	**13,389*	12,849	*8,708*	8,476	*14,242*	15,334	**11,746*	11,576	**694,640*	673,593	**699,048*	677,781	Total.
CLASS II.																			CLASS II.
Barsi Light	*10*	11	*1,272*	1,287	*207*	180	*14*	20	*Nil*	*Nil*	*62*	48	**1*	1	*1,556*	1,536	*1,566*	1,547	Barsi Light.
Bengal-Dooars	*5*	4	*1,111*	1,296	*160*	223	*6*	6	*Nil*	*Nil*	*Nil*	5	*147*	3	*1,424*	1,533	*1,429*	1,537	Bengal-Dooars.
Bhavnagar State	*3*	2	*2,868*	2,804	*261*	269	*Nil*	7	*Nil*	*Nil*	*Nil*	27	*75*	38	*3,204*	3,145	*3,207*	3,147	Bhavnagar State.
Bikaner State	*6*	6	*3,349*	3,323	*843*	725	*4*	2	*Nil*	4	*1*	9	**12*	*Nil*	*4,209*	4,063	*4,215*	4,069	Bikaner State.
Darjeeling-Himalayan	*11*	9	*1,601*	1,635	*62*	56	*21*	26	*1*	3	*10*	10	**12*	9	*1,707*	1,739	*1,718*	1,748	D. H.
Dibru-Sadiya	*11*	11	*1,765*	1,658	*263*	235	*1*	3	*18*	20	*15*	12	*Nil*	*Nil*	*2,062*	1,928	*2,073*	1,939	Dibru-Sadiya.
Gaekwar's Baroda State	*Nil*	*Nil*	*2,059*	2,115	*154*	148	*4*	8	†	22	†	25	*49*	9	*2,266*	2,327	*2,266*	2,327	G. Baroda State.
Gondal	*Nil*	*Nil*	*1,379*	1,338	*77*	69	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	14	*18*	5	*1,474*	1,426	*1,474*	1,426	Gondal.
Howrah-Amta Light	*2*	2	*907*	814	*152*	182	*10*	15	*Nil*	*Nil*	*Nil*	*Nil*	*9*	*Nil*	*1,078*	1,011	*1,080*	1,013	H.-A. Light.
Jamnagar and Dwarka	*1*	1	*1,159*	1,116	*230*	249	*1*	1	*Nil*	*Nil*	*11*	10	**3*	2	*1,404*	1,378	*1,405*	1,379	J. & Dwarka.
Junagad State	*2*	2	*914*	974	*198*	197	*5*	5	*Nil*	*Nil*	7	4	**1*	2	*1,125*	1,182	*1,127*	1,184	Junagad State.
Morvi	*Nil*	*Nil*	*670*	717	*69*	66	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*1*	1	*740*	784	*740*	784	Morvi.
Mysore	*3*	2	*1,015*	1,001	*141*	138	*31*	35	*Nil*	*Nil*	*Nil*	*Nil*	*88*	116	*1,275*	1,290	*1,278*	1,292	Mysore.
Shahdara (Delhi) Saharanpur ..	*5*	3	*373*	365	*191*	203	*1*	1	*Nil*	3	*Nil*	3	*4*	*Nil*	*569*	575	*574*	578	S. (Delhi) S'pur.
Total ..	*59*	53	**20,442*	20,443	*3,008*	2,940	**98*	129	*19*	52	*106*	167	**420*	186	**24,093*	23,917	**24,152*	23,970	Total.
Class III, Total ..	**18*	17	**4,791*	4,800	**854*	828	**14*	12	*Nil*	2	*34*	43	**29*	18	**5,722*	5,703	**5,740*	5,720	Class III Total.
Railway Board and other Railway Offices	**47*	39	**2,332*	2,131	*469*	457	*69*	58	*40*	61	*16*	30	**66*	24	**2,992*	2,761	**3,039*	2,800	R. B. & other Rly. Offices.
Grand Total ..	**4,532*	4,297	**520,575*	504,082	**157,876*	152,875	**13,570*	13,048	*8,767*	8,591	*14,398*	15,574	**12,261*	11,804	**727,447*	705,974	**731,979*	710,271	Grand Total.

*Revised figures.

† Figures for Sikhs and Indian Christians for 1931-32 are not available separately.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred duri 1932-33 and the preceding four years.

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

Class of accidents. 1	1928-29. 2	1929-30. 3	1930-31 4	1931-32. 5	1932-33. 6	References. 7
						Appendix D (*iii*) Col.
I.—*Accidents to trains*—						
Collisions—						
Passenger trains . . .	63	88	80	65	44	Items 1 to 3
Other trains and light engines	329	371	275	200	161	„ 4 to 6
Derailments—						
Passenger trains . . .	412	511	369	294	216	„ 7(*a*) & 7 (*b*)
Other trains . . .	4,637	4,095	4,176	3,291	2,968	„ 8(*a*) & 8 (*b*)
II.—*Failure of engines and rolling-stock*—						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes . .	163	146	147	83	85	Item 9(*a*) (1)
(2) machinery, springs, etc. .	641	637	565	494	458	„ 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 . .	377	570	270	287	201	„ 9 (*b*) (1)
(2) other causes . . .	2,228	2,535	2,213	1,538	1,216	„ 9 (*b*) (2)
Failure of tyres and wheels . .	33	14	27	17	11	„ 9 (*c*) & 9 (*d*)
ditto axles	89	94	90	86	54	„ 9 (*e*)
ditto brake apparatus . .	26	19	23	14	5	„ 9 (*f*)
ditto couplings and draft gear	3,150	3,091	3,100	3,575	2,017	„ 9 (*g*)
ditto other rolling stock† .	..	..	..	..	4	„ 9 (*h*)
III.—*Failure of permanent-way*—						
Broken rails	308	336	415	306	350	„ 10 (*a*)
Failure of tunnels, bridges, viaducts, culverts, etc.	9	4	9	7	3	„ 10 (*b*)
Flooding of portions of permanent-way.	126	171	238	136	124	„ 10 (*c*)
Slips in cuttings or embankments	52	108	87	69	59	„ 10 (*d*)
IV.—*Fires*—						
Fire in trains	158	167	125	107	133	„ 11 (*a*)
Fire at stations or involving injury to bridges or viaducts.	79	99	48	59	62	„ 11 (*b*)
V.—*Other accidents*—						
Trains running over cattle on the line	9,707	9,285	8,861	8,790	9,237	„ 12 (*b*)
Trains running over obstructions on the line (other than those at level crossings).	219	217	222	168	236	„ 12 (*c*)
		125	104	107	109	„ 12 (*d*)
Trains running over obstructions or vehicles at level crossings.	120	58	145	32	47	„ 12 (*e*)
Train-wrecking. . . .				122	131	12 (*f*)
Attempted train-wrecking . .						
Miscellaneous	542	785	712	472	356	„ 12 (*g*) + 12 (*a*).
TOTAL .	23,468	23,526	22,301	20,319	18,287	Total.

*NUMBER OF PERSONS KILLED OR INJURED.	1928-29. Killed.	1928-29. Injured.	1929-30. Killed.	1929-30. Injured.	1930-31 Killed.	1930-31 Injured.	1931-32. Killed.	1931-32. Injured.	1932-33. Killed.	1932-33. Injured.	References.
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	390	1,131	349	1,040	325	881	245	808	215	761	Total (*a*) Col. 29
Railway servants. . .	341	1,492	343	1,708	282	1,827	201	1,819	184	1,789	„ (*b*) Col. 54
Other persons . . .	2,448	775	2,481	774	2,397	735	2,322	736	2,225	698	„ (*c*) Col. 54
TOTAL .	3,179	3,398	3,173	3,522	3,004	3,443	2,768	3,363	2,624	3,248	„ (*d*) Col. 54
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers	24	207	6	69	12	140	8	93	6	61	Cols. 313 and 315—(Tot
Railway servants . .	21	192	33	174	25	132	16	157	8	79	„ 317 & 319— „
Other persons . . .	55	94	67	171	71	96	32	62	41	103	„ 321 & 323— „
TOTAL .	100	493	106	414	108	368	56	312	55	243	„ 325 & 327—(Tot
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers	4	30	3	17	..	16	2	11	10	21	Cols. 355 & 356—(Tot
Railway servants. . .	49	3,180	62	4,014	44	4,659	43	5,467	24	5,922	„ 357 & 358— „
Other persons . . .	26	86	21	87	24	61	19	47	44	75	„ 359 & 360— „
TOTAL .	79	3,296	86	4,118	68	4,736	64	5,525	78	6,018	„ 361 & 362—(Tot
TOTAL PASSENGERS . .	418	1,368	353	1,126	337	1,037	255	912	231	843	A+B+C above.
TOTAL RAILWAY SERVANTS .	411	4,864	438	5,896	351	6,618	260	7,443	216	7,790	A+B+C above.
TOTAL OTHER PERSONS .	2,529	955	2,569	1,032	2,492	892	2,373	845	2,310	876	A+B+C above.
GRAND TOTAL . .	3,358	7,187	3,365	8,054	3,180	8,547	2,888	9,200	2,757	9,509	A+B+C above.

		Railway Servants.	Other Persons.	Total.	Appendix D(*ii*).
*Number of persons killed or injured in Railway Workshops, etc., in 1932-33 not included in the above summary.	Killed ..	4	7	11	Totals (*b*), (*c*) & (*d*) (*Col.* 4
	Injured ..	8,569	7	8,576	

† New item, introduced from 1932-33.

APPENDIX D (*ii*).

Number of persons killed or injured during the year 1932-33 by the movement of trains and railway vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic, distinguishing between passengers, railway servants and other persons, and classifying, as far as practicable, the nature and causes of the accidents occasioning death or injury.

Class of accident.	Nature of Injury.	Class I Railways. Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Jodhpur.	Total Class I Railways. 1932-33.	*1931-32.*	Total Class II Railways. 1932-33.	*1931-32.*	Total Class III Railways. 1932-33.	*1931-32.*	Total all Railways. 1932-33. (Cols. 23, 25 and 27.)	*1931-32.* (Cols. 24, 26 and 28.)	Serial No. of Class of Accidents (see Col. 7).
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
(a) PASSENGERS.																								
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.																								
1. Falling between trains and platforms	Killed	..	..	1	..	1	3	14	1	..	..	1	6	..	..	27	*21*	..	..	1	..	28	*21*	1
	Injured	..	..	3	4	5	2	16	5	..	..	1	13	..	..	49	*50*	..	..	..	..	49	*50*	
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	..	..	1	1	..	6	4	..	..	..	4	2	3	21	*38*	..	..	..	..	21	*38*	2
	Injured	..	2	12	3	15	5	9	39	..	..	1	8	..	1	95	*130*	5	*5*	..	*1*	100	*136*	
3. Crossing the line at stations	Killed	..	..	..	4	..	1	2	1	..	..	..	2	..	..	10	*12*	..	..	..	..	10	*12*	3
	Injured	..	..	..	1	..	2	2	2	..	..	..	2	..	..	9	*11*	1	*1*	..	..	10	*12*	
4. Closing of carriage doors	Killed	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	*1*	..	..	1	*1*	4
	Injured	..	..	1	2	1	..	1	3	..	..	..	1	..	..	9	*4*	..	*10*	1	..	10	*14*	
5. Falling or jumping out of carriages during the running of trains.	Killed	..	2	6	17	2	4	28	12	..	5	..	48	..	14	138	*162*	..	..	1	*1*	139	*163*	5
	Injured	19	99	31	48	16	32	33	73	..	31	1	79	5	35	502	*504*	19	*18*	6	*13*	527	*535*	
6. Other accidents	Killed	1	1	..	4	1	..	2	1	..	..	..	2	..	2	14	*10*	..	..	2	..	16	*10*	6
	Injured	1	7	1	4	..	7	7	27	..	1	..	6	..	1	62	*58*	3	..	..	*3*	65	*61*	
TOTAL (*a*)	Killed	1	3	7	26	5	8	33	19	..	5	1	62	2	19	211	*243*	..	*1*	4	*1*	215	*245*	Total (*a*).
	Injured	20	108	48	62	37	48	68	149	..	32	3	109	5	37	726	*757*	28	*34*	7	*17*	761	*808*	
(b) RAILWAY SERVANTS.																								
(*i*) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.																								
1. Coupling or uncoupling vehicles	Killed	..	..	1	..	..	3	4	1	..	..	..	5	1	..	15	*3*	..	..	..	..	15	*3*	1
	Injured	1	1	..	60	15	6	111	144	..	29	4	64	4	16	455	*467*	3	*7*	2	*10*	460	*484*	
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	*2*	..	*1*	..	..	1	*3*	2
	Injured	4	..	1	..	..	1	..	3	..	..	..	4	..	..	13	*8*	..	..	..	*1*	13	*9*	
3. Passing over or standing upon buffers during shunting	Killed	..	..	..	..	2	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	3	..	3
	Injured	1	..	..	..	2	..	1	1	..	..	..	2	..	..	7	*8*	3	..	..	..	10	*8*	
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	..	1	..	..	..	..	..	1	..	..	..	..	..	..	2	*6*	..	*1*	..	..	2	*7*	4
	Injured	..	1	1	23	4	2	13	12	..	4	..	15	..	2	77	*68*	1	*1*	..	..	78	*69*	
5. Braking, spragging or choking wheels	Killed	..	..	...	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
	Injured	..	...	3	10	2	..	17	35	..	7	2	7	..	3	86	*81*	..	*2*	..	*1*	86	*84*	
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	6
	Injured	1	..	...	1	..	1	1	1	..	1	..	1	..	..	7	*8*	1	..	..	..	8	*8*	
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	7
	Injured	..	..	..	..	1	4	1	..	..	..	..	2	..	..	8	*3*	..	..	..	..	8	*3*	
8. Other accidents during shunting operations not included in the preceding.	Killed	..	..	2	2	1	..	2	1	..	1	1	1	..	1	12	*15*	..	..	..	..	12	*15*	8
	Injured	1	4	4	29	2	5	24	45	..	10	4	10	..	4	142	*151*	1	*1*	..	*1*	143	*153*	
TOTAL (*i*)	Killed	..	1	4	2	4	3	6	3	..	1	1	6	1	2	34	*27*	..	*2*	..	..	34	*29*	Total (*i*).
	Injured	8	6	9	123	26	19	168	241	..	51	10	105	4	25	795	*794*	9	*11*	2	*13*	806	*818*	

Number of persons killed or injured during the year 1932-33 by the movement of trains and railway vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing between passengers, railway servants and other persons, and classifying, as are as practicable, the nature and causes of the accidents occasioning death or injury.

Class of accident.	Nature of Injury.	Class I Railways: Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(b) RAILWAY SERVANTS—*concld.*									
(ii) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	2	..	1
	Injured	..	..	2	1	1	2	15	21
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	4	2	..	6	5	7
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	..	..	..	1	1	1
	Injured	1	2	1	3	1	1	19	31
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	..	1	..	27	3	25	113	177
13. Working on the permanent-way, sidings, etc.	Killed	..	..	..	1	1	..	4	6
	Injured	1	..	..	1	1	1	2	2
14. Attending to gates at level-crossings	Killed	..	..	..	1	..	1	2	..
	Injured	..	..	..	2	1	..	..	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	4	6	..	6	18	8
	Injured	..	..	8	6	4	5	15	9
16. Being caught between vehicles	Killed	..	..	..	..	..	..	1	..
	Injured	..	..	..	..	1	..	1	1
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	..	1	..
	Injured	..	1	..	4	..	..	6	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	2	3	1	9	1
	Injured	..	..	..	5	2	..	6	..
19. Miscellaneous	Killed	..	..	5	1	..	1	7	2
	Injured	1	3	5	29	6	20	30	85
TOTAL (ii).	Killed	..	..	9	12	4	12	43	19
	Injured	3	7	20	80	20	60	212	334
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	..	1	13	14	8	15	49	22
	Injured	11	13	29	203	46	79	380	575
(c) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	2	3	..	1	..	2	7	11
	Injured	8	1	..	1	4	1	2	2
2. Trespassing on the line	Killed	44	171	136	123	60	149	385	169
	Injured	41	83	62	44	32	44	97	33
3. Suicides	Killed	3	2	51	12	5	10	137	48
	Injured	1	1	3	1	1	..	7	..
4. Miscellaneous	Killed	..	1	3	..	1	3	3	3
	Injured	..	18	3	..	4	7	7	5
TOTAL OTHER PERSONS (c)	Killed	49	177	190	136	66	164	532	231
	Injured	50	103	68	46	41	52	113	39
(d) GRAND TOTAL=(a) + (b) + (c)	Killed	50	181	210	176	79	187	634	272
	Injured	81	224	145	311	124	179	561	763

Class of accident.	Nature of Injury.	Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways. 1932-33.	Total Class I Railways. *1931-32.*	Total Class II Railways. 1932-33.	Total Class II Railways. *1931-32.*	Total Class III Railways. 1932-33.	Total Class III Railways. *1931-32*	Total all Railways. 1932-33. (Cols. 48, 50 & 52.)	Total all Railways. *1931-32.* (Cols. 49, 51 & 53.)	Serial No. of Class of accidents (see Col. 32).
32	33	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
(b) RAILWAY SERVANTS—*concld.*																
(ii) OTHER ACCIDENTS.																
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	..	3	*4*	1	..	..	*1*	4	*5*	9
	Injured	..	..	4	10	..	3	59	*67*	7	*5*	1	..	67	*72*	
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..	*3*	..	..	..	..	..	*3*	10
	Injured	..	2	1	2	..	..	29	*22*	1	..	..	..	30	*22*	
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	2	..	..	6	*11*	..	..	..	*1*	6	*12*	11
	Injured	..	3	3	21	1	1	88	*105*	1	*5*	..	..	89	*110*	
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	1	..	..	1	..	..	..	..	..	1	..	12
	Injured	..	..	..	40	..	..	386	*315*	1	*2*	..	..	387	*317*	
13. Working on the permanent-way, sidings, etc.	Killed	..	..	..	..	..	1	13	*25*	..	..	..	..	13	*25*	13
	Injured	..	1	..	3	..	..	12	*28*	..	..	..	*1*	12	*29*	
14. Attending to gates at level-crossings	Killed	..	..	..	..	..	1	5	*6*	..	..	..	..	5	*6*	14
	Injured	..	..	..	1	..	..	5	*4*	..	*1*	..	*1*	5	*6*	
15. Walking, crossing, or standing on the line on duty.	Killed	1	2	1	19	..	3	68	*56*	1	..	..	..	69	*56*	15
	Injured	..	5	5	7	1	1	66	*59*	..	..	..	..	66	*59*	
16. Being caught between vehicles	Killed	..	..	1	3	..	..	5	*6*	..	..	..	..	5	*6*	16
	Injured	..	..	..	..	1	..	4	*17*	..	..	..	..	4	*17*	
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	..	1	3	*5*	..	..	..	..	3	*5*	17
	Injured	..	..	..	2	..	..	13	*6*	..	..	..	*1*	13	*7*	
18. Walking, etc., on the line on the way home or to work.	Killed	..	1	2	5	..	..	24	*35*	..	..	..	..	24	*35*	18
	Injured	..	..	..	1	..	..	14	*16*	1	*1*	..	..	15	*17*	
19. Miscellaneous	Killed	..	2	..	2	..	..	20	*16*	..	*2*	..	*1*	20	*19*	19
	Injured	..	58	3	33	1	12	286	*332*	5	*9*	4	*4*	295	*345*	
TOTAL (ii).	Killed	1	6	4	32	..	6	148	*167*	2	*2*	..	*3*	150	*172*	Total (ii).
	Injured		69	16	120	4	17	962	*971*	16	*23*	5	*7*	983	*1,001*	
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	1	7	5	38	1	8	182	*194*	2	*4*	..	*3*	184	*201*	Total (b).
	Injured	..	120	26	225	8	42	1,757	*1,765*	25	*34*	7	*20*	1,789	*1,819*	
(c) OTHER PERSONS.																
1. Passing over the railway at level crossings	Killed	..	2	..	6	..	1	35	*19*	8	*2*	..	..	43	*21*	1
	Injured	..	1	1	3	..	..	23	*8*	2	*3*	..	..	25	*11*	
2. Trespassing on the line	Killed	7	99	17	195	24	135	1,714	*1,824*	21	*27*	9	*12*	1,744	*1,863*	2
	Injured	3	28	3	36	7	21	534	*612*	20	*18*	14	*13*	568	*643*	
3. Suicides	Killed	1	38	4	43	1	36	391	*386*	6	*4*	4	*4*	401	*394*	3
	Injured	..	7	..	1	1	1	24	*16*	..	..	..	*1*	24	*17*	
4. Miscellaneous	Killed	..	1	1	6	..	6	28	*40*	7	*3*	2	*1*	37	*44*	4
	Injured	..	3	1	17	1	3	69	*57*	3	*3*	9	*5*	81	*65*	
TOTAL OTHER PERSONS (c)	Killed	8	140	22	250	25	178	2,168	*2,269*	42	*36*	15	*17*	2,225	*2,322*	Total (c).
	Injured	3	39	5	57	9	25	650	*693*	25	*24*	23	*19*	698	*736*	
(d) GRAND TOTAL=(a) + (b) + (c)	Killed	9	152	28	350	28	205	2,561	*2,706*	44	*41*	19	*21*	2,624	*2,768*	Grand Total (d).
	Injured	3	191	34	391	22	104	3,133	*3,215*	78	*92*	37	*56*	3,248	*3,363*	

APPENDIX D (*iii*).

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons killed or injured in each class of accident.

CLASS I RAILWAYS.

Class of accident.	Assam Bengal.											Bengal and North-Western.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	Passengers.		Railway servants.		Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 57).
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	4
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	1	..	..	..	1	6
7. Derailments of passenger trains—																							
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
(*b*) other causes	..	8	8	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	7 (*b*)
8. Other derailments—																							
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	8 (*a*)
(*b*) other causes	..	24	24	..	..	..	..	..	..	..	..	..	25	25	..	..	..	1	..	..	..	1	8 (*b*)
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	..	..	..	..	..	..	..	..	9 (*a*) 1
(2) machinery, spr ngs, etc.	..	..	..	..	..	..	..	..	..	..	..	..	21	21	..	..	..	..	..	..	..	..	9 (*a*) 2
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—																							
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
(2) other causes	..	..	..	..	..	..	..	..	..	..	..	..	38	38	..	..	..	..	..	..	..	..	9 (*b*) 2
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	9 (*e*)
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
(*g*) Ditto couplings and draft gear	..	38	38	..	..	..	..	..	..	..	..	..	40	40	..	..	..	..	..	1	..	1	9 (*g*)
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
10. Failure of permanent-way—																							
(*a*) Broken rails	..	25	25	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	10 (*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
(*c*) The flooding of portions of permanent-way	..	4	4	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	10 (*c*)
(*d*) Slips in cuttings or embankments	..	11	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
11. Fires—																							
(*a*) Fire in trains	..	4	4	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	11 (*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	9	9	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	11 (*b*)
12. Other accidents—																							
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	12 (*a*)
(*b*) Trains running over cattle on the line	..	95	95	..	..	..	..	..	..	..	..	..	131	131	..	..	..	..	..	..	..	..	12 (*b*)
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	1	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	12 (*c*)
(*d*) Trains running over obstructions or vehicles at level crossings.	1	3	4	..	..	..	..	2	8	2	8	..	6	6	..	2	..	..	..	..	..	2	12 (*d*)
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	12 (*e*)
(*f*) Attempted train-wrecking	4	12	16	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	12 (*f*)
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..	..	9	9	..	3	..	..	..	..	..	3	12 (*g*)
Total	5	238	243	..	1	..	..	2	8	2	9	..	303	303	..	5	..	2	..	1	..	8	Total.

APPENDIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, permanent-way, etc., during the year 1932-33 on all railways, open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

CLASS I RAILWAYS—*contd.*

Class of accident.	Bengal-Nagpur.											Bombay, Baroda and Central India.												
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81.)
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	24	24	..	..	..	..	..	..	..	..	..	2	2	..	..	..	1	..	..	..	1	4
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.	..	3	3	..	..	3	1	..	..	3	1	1	..	1	..	..	..	..	..	..	..	..	5
6. Collisions between light engines	..	2	2	..	..	..	2	..	..	..	2	..	1	1	..	..	..	..	..	..	..	..	6
7. Derailments of passenger trains—																							
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
(*b*) other causes	..	4	4	..	20	..	..	..	..	..	20	1	12	13	..	..	..	..	..	..	..	..	7 (*b*)
8. Other derailments—																							
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	3	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
(*b*) other causes	1	49	50	..	..	..	1	..	..	..	1	4	579	583	..	..	..	1	..	..	..	1	8 (*b*)
9. Failure of engines and rolling stock—																							
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—																							
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 1
(2) machinery, springs, etc.	..	3	3	..	..	..	..	..	..	..	..	..	43	43	..	..	..	..	..	..	..	..	9 (*a*) 2
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—																							
(1) boilers and tubes	..	34	34	..	..	..	..	..	..	..	..	..	33	33	..	..	..	..	..	..	..	..	9 (*b*) 1
(2) other causes	..	68	68	..	..	..	..	..	..	..	..	..	109	109	..	..	..	..	..	..	..	..	9 (*b*) 2
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
(*d*) Ditto wheels	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
(*g*) Ditto couplings and draft gear	..	118	118	..	..	..	..	..	..	..	..	..	176	176	..	..	..	..	..	..	..	..	9 (*g*)
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
10. Failure of permanent-way—																							
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	67	67	..	..	..	..	..	..	..	..	10 (*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	10 (*b*)
(*c*) The flooding of portions of permanent-way	..	2	2	..	..	..	..	..	..	..	..	7	5	12	..	..	..	..	..	..	..	..	10 (*c*)
(*d*) Slips in cuttings or embankments	..	8	8	..	..	..	..	..	..	..	..	2	1	3	..	..	..	..	..	..	..	..	10 (*d*)
11. Fires—																							
(*a*) Fire in trains	..	19	19	..	..	..	..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	11 (*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..	2	10	12	..	..	..	..	..	..	..	..	11 (*b*)
12. Other accidents—																							
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	12 (*a*)
(*b*) Trains running over cattle on the line	..	244	244	..	..	..	..	..	..	..	..	..	698	698	..	..	..	..	..	..	..	..	12 (*b*)
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	8	8	..	..	..	..	..	..	..	..	17	6	23	..	..	1	..	..	1	1	1	12 (*c*)
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..	2	5	7	..	..	..	..	..	3	..	3	12 (*d*)
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	6	..	6	..	..	..	..	..	..	..	..	12 (*e*)
(*f*) Attempted train wrecking	..	15	15	..	..	..	..	..	..	..	..	7	..	7	..	..	..	..	..	..	..	..	12 (*f*)
(*g*) Miscellaneous	..	21	21	..	..	..	13	..	2	..	15	1	11	12	..	..	..	..	..	..	..	..	12 (*g*)
Total	1	628	629	..	20	3	20	..	2	3	42	50	1,776	1,826	..	..	1	2	..	4	1	6	Total.

DIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

CLASS I — RAILWAYS—*contd.*

Class of accident.	Burma.											Eastern Bengal.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	Passengers.		Railway servants.		Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 105.)
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured. (Cols. 110, 112 and 114.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120, 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	4	..	..	..	..	..	4	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	..	..	1	..	..	..	1	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	3	3	..	..	..	..	..	..	..	..	1	8	9	..	..	..	1	..	..	..	1	4
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.	..	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	5
6. Collisions between light engines	..	1	1	..	..	..	4	..	..	..	4	–	2	2	..	..	..	..	..	..	..	..	6
7. Derailments of passenger trains—																							
(*a*) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..	3	..	3	..	..	..	..	..	..	..	..	7 (*a*)
(*b*) other causes	7	..	7	..	..	..	..	..	..	..	..	5	..	5	..	..	..	..	..	..	..	..	7 (*b*)
8. Other derailments—																							
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..	1	10	11	..	..	..	1	..	..	..	1	8 (*a*)
(*b*) other causes	1	21	22	1	2	..	..	..	..	1	2	..	10	10	..	..	..	..	..	..	..	..	8 (*b*)
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	..	10	10	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 1
(2) machinery, springs, etc.	..	15	15	..	..	..	..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	9 (*a*) 2
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—																							
(1) boilers and tubes.	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
(2) other causes	..	62	62	..	..	..	..	..	..	..	..	..	25	25	..	..	..	..	..	..	..	..	9 (*b*) 2
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9 (*d*)
(*e*) Ditto axles	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
(*f*) Ditto brake apparatus	1	2	3	..	..	..	..	..	..	..	..	..	81	81	..	..	..	..	..	..	..	..	9 (*f*)
(*g*) Ditto couplings and draft gear.	..	72	72	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*g*)
(*h*) Ditto other Rolling Stock	..	4	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
10. Failure of permanent-way—																							
(*a*) Broken rails	..	7	7	..	..	..	..	..	..	..	..	..	7	7	..	..	..	..	..	..	..	..	10 (*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
(*c*) The flooding of portions of permanent-way	6	6	12	..	..	..	..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	10 (*c*)
(*d*) Slips in cuttings or embankments	2	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
11. Fires—																							
(*a*) Fire in trains	..	3	3	..	..	..	..	..	..	..	..	1	3	4	..	..	..	..	..	..	..	..	11 (*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..		2	..	..	..	..	..	..	..	..	1	9	10	..	..	..	..	..	..	..	..	11 (*b*)
12. Other accidents—																							
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
(*b*) Trains running over cattle on the line	5	304	309	..	..	..	..	..	..	..	..	–	168	168	..	..	..	..	..	..	..	..	12 (*b*)
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	11	11	..	..	..	..	..	..	..	..	6	3	9	..	..	..	..	..	..	..	..	12 (*c*)
(*d*) Trains running over obstructions or vehicles at level crossings.	1	4	5	..	..	..	..	1	2	1	2	5	1	6	..	..	..	..	3	4	3	4	12 (*d*)
(*e*) Train-wrecking	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
(*f*) Attempted train-wrecking	2	9	11	..	..	..	..	..	..	..	..	11	..	11	..	..	..	..	..	..	..	..	12 (*f*)
(*g*) Miscellaneous	..	5	5	..	..	..	1	..	..	..	1	..	9	9	..	..	..	..	..	..	..	..	12 (*g*)
Total	27	547	574	1	2	..	5	1	2	2	9	39	348	387	..	4	..	3	3	4	3	11	Total.

APPENDIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

CLASS I RAILWAYS—contd.

Class of accident.	East Indian.											Great Indian Peninsula.												Serial No. of Class of Accidents. (See column No. 129.)
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	Passengers.		Railway servants.		Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	Passengers.		Railway servants.		Other persons.		Total.		
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	7	7	..	..	..	..	..	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	16	16	..	..	..	3	..	..	..	3	1	15	16	..	..	1	1	..	..	1	1	4
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	4	5	..	..	1	7	..	..	1	7	..	28	28	..	..	..	..	..	..	..	..	5
6. Collisions between light engines	..	9	9	..	..	..	2	..	..	..	2	..	13	13	..	..	..	..	..	..	..	..	6
7. Derailments of passenger trains—																							
(*a*) Due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
(*b*) Other causes	..	7	7	..	..	..	..	..	..	..	..	..	30	30	..	..	..	3	..	..	..	3	7 (*b*)
8. Other derailments—																							
(*a*) due to trains running in the wrong direction through points.	..	22	22	..	..	..	1	..	..	..	1	..	6	6	..	..	..	..	..	..	..	..	8 (*a*)
(*b*) other causes	1	458	459	..	..	..	1	..	..	..	1	2	519	521	..	..	..	1	..	..	..	1	8 (*b*)
9. Failure of engines and rolling-stock—																							
(*a*) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—																							
(1) boilers and tubes.	..	3	3	..	..	..	..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	9 (*a*) 1
(2) machinery, springs, etc.	..	85	85	..	..	..	..	..	..	..	..	..	39	39	..	..	..	..	..	..	..	..	9 (*a*) 2
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—																							
(1) boilers and tubes.	..	12	12	..	..	..	..	..	..	..	..	..	13	13	..	..	..	..	..	..	..	..	9 (*b*) 1
(2) other causes	..	272	272	..	..	..	..	..	..	..	..	..	204	204	..	..	..	..	..	..	..	..	9 (*b*) 2
(*c*) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
(*e*) Ditto axles	..	10	10	..	..	..	1	..	..	..	1	1	7	8	..	..	..	..	..	..	..	..	9 (*e*)
(*f*) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
(*g*) Ditto couplings and draft gear	..	646	646	..	..	..	..	..	..	..	..	1	377	378	..	..	..	..	..	1	..	1	9 (*g*)
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
10. Failure of permanent-way—																							
(*a*) Broken rails	...	58	58	..	..	..	..	..	..	..	..	..	31	31	..	..	..	..	..	..	..	..	10 (*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
(*c*) The flooding of portions of permanent-way	..	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
(*d*) Slips in cuttings or embankments	..	1	1	..	..	..	..	..	..	..	..	..	5	5	..	..	..	1	..	..	..	1	10 (*d*)
11. Fires—																							
(*a*) Fire in trains	..	18	18	..	1	..	..	..	..	..	1	..	56	56	..	..	..	..	..	..	..	..	11 (*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	9	9	..	..	..	2	..	..	..	2	1	4	5	..	..	..	1	..	1	..	1	11 (*b*)
12. Other accidents—																							
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	8	8	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	12 (*a*)
(*b*) Trains running over cattle on the line	..	1,442	1,442	..	..	..	..	..	..	..	..	..	1,236	1,236	..	..	..	..	..	..	..	..	12 (*b*)
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	9	9	..	..	..	..	..	..	..	..	..	11	11	..	..	..	1	..	..	..	1	12 (*c*)
(*d*) Trains running over obstructions or vehicles at level crossings.	4	25	29	..	..	..	1	8	10	8	11	1	9	10	..	..	..	..	1	3	1	3	12 (*d*)
(*e*) Train wrecking	..	1	1	..	..	..	..	..	..	..	..	..	8	8	..	..	..	..	..	..	..	..	12 (*e*)
(*f*) Attempted train wrecking	6	10	16	..	..	..	..	..	..	..	..	..	8	8	..	..	..	..	..	..	..	..	12 (*f*)
(*g*) Miscellaneous	1	101	102	..	..	2	5	1	4	3	9	..	39	39	..	..	..	..	..	..	..	..	12 (*g*)
Total	13	3,235	3,248	..	1	3	23	9	14	12	38	7	2,678	2,685	..	..	1	8	3	3	4	11	Total.

APPENDIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

CLASS I RAILWAYS—*contd.*

Class of accidents.	Jodhpur.											Madras and Southern Mahratta.												Serial No. of Class of Accidents. (See column No. 153.)
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	Passengers.		Railway servants.		Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 & 166).	Passengers.		Railway servants.		Other persons.		Total.		
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	5	..	5	..	12	..	..	..	..	..	12	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	4
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
7. Derailments of passenger trains—																							
(*a*) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	7 (*a*)
(*b*) Other causes	2	..	2	..	..	..	..	..	..	..	..	3	..	3	..	..	..	2	..	..	..	2	7 (*b*)
8. Other derailments—																							
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	8 (*a*)
(*b*) other causes	..	3	3	..	..	..	..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	8 (*b*)
9. Failure of engines and rolling-stock—																							
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—																							
(1) boilers and tubes	...	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 1
(2) machinery, springs, etc.	..	8	8	..	..	..	..	..	..	..	..	..	22	22	..	..	..	..	..	..	..	..	9 (*a*) 2
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—																							
(1) boilers and tubes.	..	2	2	..	..	..	..	..	..	..	..	..	27	27	..	..	..	..	..	..	..	..	9 (*b*) 1
(2) other causes	..	1	1	..	..	..	..	..	..	..	..	..	77	77	..	..	..	..	..	..	..	..	9 (*b*) 2
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
(*d*) Ditto wheels	..	...	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
(*g*) Ditto couplings and draft gear	..	9	9	..	..	..	..	..	..	..	..	..	22	22	..	..	..	..	..	..	..	..	9 (*g*)
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
10. Failure of permanent-way—																							
(*a*) Broken rails	..	..	..	..	..	..	..	...	..	..	..	..	18	18	..	...	..	..	..	..	..	..	10 (*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	...	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
(*c*) The flooding of portions of permanent-way	4	..	4	..	..	..	..	..	..	..	..	1	13	14	...	..	...	..	..	..	..	..	10 (*c*)
(*d*) Slips in cuttings or embankments	..	...	..	..	..	..	..	...	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
11. Fires—																							
(*a*) Fire in trains	2	..	2	1	1	..	..	..	..	1	1	..	11	11	..	2	..	..	..	..	..	2	11 (*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..	1	...	1	..	..	..	..	1	..	1	..	11 (*b*)
12. Other accidents—																							
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	...	..	..	...	..	7	7	..	..	..	..	..	..	..	..	12 (*a*)
(*b*) Trains running over cattle on the line	..	123	123	..	..	..	..	...	..	..	..	4	836	840	..	..	..	..	..	..	..	..	12 (*b*)
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	...	..	..	...	..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	...	..	..	...	7	2	9	..	..	..	..	..	3	..	3	12 (*d*)
(*e*) Train-wrecking	...	..	..	..	..	..	..	..	..	..	..	1	1	2	..	..	..	2	..	..	..	2	12 (*e*)
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..	24	..	24	..	..	..	..	..	..	..	..	12 (*f*)
(*g*) Miscellaneous	..	...	..	..	..	..	..	...	..	...	...	..	13	13	..	..	..	..	..	1	..	1	12 (*g*)
Total	9	155	164	1	1	..	..	...	..	1	1	47	1,068	1,115	..	14	..	4	1	4	1	22	Total

APPENDIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

CLASS I

RAILWAYS—*contd.*

Class of accident.	Nizam's State.											North Western.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	Passengers.		Railway servants.		Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 177.)
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured (Cols. 182, 184 & 186.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
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	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	4
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	5	5	..	..	..	..	..	2	..	2	5
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	4	4	..	..	..	2	..	..	..	2	6
7. Derailments of passenger trains—																							
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	3	3	6	..	1	..	..	..	..	..	1	7 (*a*)
(*b*) other causes	3	..	3	..	..	..	..	..	..	..	..	21	..	21	..	..	..	..	..	..	..	..	7 (*b*)
8. Other derailments—																							
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..	338	338	..	..	..	..	..	..	..	..	8 (*a*)
(*b*) other causes	..	17	17	..	..	..	..	..	..	..	..	..	691	691	..	..	..	1	..	..	..	1	8 (*b*)
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	..	..	..	..	..	..	..	..	9 (*a*) 1
(2) machinery, springs, etc.	..	1	1	..	..	..	..	..	..	..	..	..	61	61	..	..	..	..	..	..	..	..	9 (*a*) 2
(*b*) failures of engines due to faulty material workmanship or operation arising from the working of the running staff—																							
(1) boilers and tubes.	..	2	2	..	..	..	..	..	..	..	..	..	56	56	..	..	..	..	..	..	..	..	9 (*b*) 1
(2) other causes	..	104	104	..	..	..	..	..	..	..	..	..	*112	*112	..	..	..	..	..	..	..	..	9 (*b*) 2
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	9 (*c*)
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..	..	10	10	..	..	..	..	..	..	..	..	9 (*e*)
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
(*g*) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..	..	284	284	..	..	..	..	..	..	..	..	9 (*g*)
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
10. Failure of permanent-way—																							
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	119	119	..	..	..	..	..	..	..	..	10 (*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
(*c*) The flooding of portions of permanent-way	..	2	2	..	..	..	..	..	..	..	..	10	50	60	..	..	..	..	..	..	..	..	10 (*c*)
(*d*) Slips in cuttings or embankment	..	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	10 (*d*)
11. Fires—																							
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	11 (*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..	..	7	7	..	..	..	..	..	..	..	..	11 (*b*)
12. Other accidents—																							
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	12 (*a*)
(*b*) Trains running over cattle on the line	..	334	334	..	..	..	..	..	..	..	..	..	750	750	..	..	..	..	..	..	..	..	12 (*b*)
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	5	5	..	..	..	..	..	..	..	..	..	27	27	..	..	..	..	..	..	..	..	12 (*c*)
(*d*) Trains running over obstructions or vehicles at level-crossings.	..	6	6	..	..	..	..	..	..	..	..	3	4	7	..	..	..	..	5	6	5	6	12 (*d*)
(*e*) Train wrecking.	..	23	23	..	..	..	..	..	..	..	..	1	3	4	..	..	..	..	..	..	..	..	12 (*e*)
(*f*) Attempted train wrecking	..	4	4	..	..	..	..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	12 (*f*)
(*g*) Miscellaneous	..	4	4	..	..	..	..	..	..	..	..	..	34	34	..	..	..	..	..	..	..	..	12 (*g*)
Total	4	503	507	..	..	..	..	..	..	..	..	40	2,578	2,618	..	1	..	3	5	8	5	12	Total.

* Includes 3 failures with rail motors and six with steam coaches.

APPENDIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between different classes of accidents and the number of passengers, railway servants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

CLASS I

Class of accident.	Rohilkund and Kumaon.											South Indian.												
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 201.)
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 & 209.)	Injured. (Cols. 206, 208 & 210.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed. (Cols. 216, 218 & 220.)	Injured. (Cols. 217, 219 and 221.)	
201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.	..	4
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.	..	5
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
7. Derailments of passenger trains—																							
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	7 (*a*)
(*b*) Other causes	..	..	..	..	..	..	..	..	..	..	..	7	..	7	..	..	..	..	..	..	..	..	7 (*b*)
8. Other derailments—																							
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	2	..	..	..	2	8 (*a*)
(*b*) Other causes	..	11	11	..	..	..	..	..	..	..	..	1	5	6	..	..	..	1	..	13	..	14	8 (*b*)
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	..	..	..	..	..	..	..	..	..	24	24	..	..	..	..	..	..	..	..	9 (*a*) 1
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..	..	103	103	..	..	..	..	..	..	..	..	9 (*a*) 2
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—																							
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	9 (*b*) 1
(2) other causes	..	17	17	..	..	..	..	..	..	..	..	..	46	46	..	..	..	..	..	..	..	..	9 (*b*) 2
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	9 (*e*)
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
(*g*) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..	107	..	107	..	..	..	..	..	..	..	..	9 (*g*)
(*h*) Ditto other rolling stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
10. Failure of permanent-way—																							
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..	4	..	4	..	..	..	..	..	..	..	..	10 (*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
(*c*) The flooding of portions of permanent-way	..	2	2	..	..	..	..	..	..	..	..	3	..	3	..	..	..	..	..	..	..	..	10 (*c*)
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
11. Fires—																							
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	.	..	..	11 (*b*)
12. Other accidents—																							
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..	18	..	18	..	..	..	..	..	..	..	..	12 (*a*)
(*b*) Trains running over cattle on the line	..	87	87	..	..	..	..	..	..	..	..	..	2,225	2,225	..	..	..	..	..	..	..	..	12 (*b*)
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	2	2	..	..	..	..	..	..	..	..	26	..	26	..	..	..	..	..	..	..	..	12 (*c*)
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..	12	..	12	..	..	..	..	1	5	1	5	12 (*d*)
(*e*) Train wrecking	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
(*g*) Miscellaneous	..	21	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
Total	..	143	143	..	..	..	..	..	..	..	..	181	2,412	2,593	..	..	..	3	1	18	1	21	Total.

APPENDIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

Class of accident.	Total Class I Railways									Railways—*concld.* Total.		Class II Railways. Barsi Light.			Bengal Dooars.			Bhavnagar State.			Bikaner State.			Serial No. of class of accidents. (See column No. 225.)
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 & 227.)	*Passengers.* Killed.	*Passengers.* Injured.	*Railway servants.* Killed.	*Railway servants.* Injured.	*Other persons.* Killed.	*Other persons.* Injured.	Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 237 and 238.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 240 and 241.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 243 and 244.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 246 and 247.)	
225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
1. Collisions between passenger trains or parts of passenger trains.	1	3	4	..	5	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	7	10	17	..	12	..	1	..	..	..	13	..	..	..	..	..	..	..	..	..	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	2	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	79	81	..	..	1	6	..	..	1	6	..	..	..	..	..	..	..	..	..	..	..	..	4
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	43	45	..	..	4	8	..	2	4	10	..	..	..	..	..	..	..	..	..	..	..	..	5
6. Collisions between light engines	..	34	34	..	..	..	11	..	..	..	11	..	..	..	..	..	..	..	..	..	..	..	..	6
7. Derailments of passenger trains—																								
(*a*) Due to trains running in the wrong direction through points.	10	6	16	..	1	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	1	..	1	7 (*a*)
(*b*) Other causes	49	62	111	..	20	..	5	..	..	..	25	..	2	2	..	..	..	..	..	..	3	..	3	7 (*b*)
8. Other derailments—																								
(*a*) Due to trains running in the wrong direction through points.	1	387	388	..	..	..	7	..	..	..	7	..	..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
(*b*) Other causes	10	2,417	2,427	1	2	..	7	..	13	1	22	..	12	12	..	..	..	..	..	..	..	..	..	8 (*b*)
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	..	55	55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19	19	..	..	..	9 (*a*) 1
(2) machinery, springs, etc.	..	407	407	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	11	..	1	1	9 (*a*) 2
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—																								
(1) boilers and tubes	..	184	184	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2	2	9 (*b*) 1
(2) other causes	..	1,135	1,135	..	..	..	..	..	..	..	..	..	15	15	..	1	1	..	1	1	..	2	2	9 (*b*) 2
(*c*) The failure of tyres	1	6	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
(*d*) Ditto wheels	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
(*e*) Ditto axles	3	39	42	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
(*f*) Ditto brake apparatus	1	3	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
(*g*) Ditto couplings and draft gear	108	1,863	1,971	..	..	..	..	1	1	1	1	..	3	3	..	1	1	..	..	..	..	1	1	9 (*g*)
(*h*) Ditto other rolling stock	..	4	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
10. Failure of permanent way—																								
(*a*) Broken rails	4	335	339	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	..	8	8	10 (*a*)
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	..	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
(*c*) The flooding of portions of permanent-way.	33	89	122	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
(*d*) Slips in cuttings or embankments	4	31	35	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
11. Fires—																								
(*a*) Fire in trains	3	128	131	1	4	..	..	..	..	1	4	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	5	56	61	..	..	..	3	2	..	2	3	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
12. Other accidents—																								
(*a*) Passenger trains running in the wrong direction through points but not derailed.	18	38	56	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
(*b*) Trains running over cattle on the line	9	8,673	8,682	..	..	..	..	..	..	..	..	..	46	46	..	7	7	..	62	62	..	183	183	12 (*b*)
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	49	88	137	..	..	1	1	..	1	1	2	..	3	3	..	4	4	..	5	5	..	..	..	12 (*c*)
(*d*) Trains running over obstructions or vehicles at level-crossings.	36	65	101	..	2	..	1	21	44	21	47	..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
(*e*) Train-wrecking	9	38	47	..	..	..	2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
(*f*) Attempted train-wrecking	55	60	115	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	1	1	1	..	1	12 (*f*)
(*g*) Miscellaneous	2	267	269	..	3	2	19	1	7	3	29	..	5	5	..	..	..	..	1	1	..	7	7	12 (*g*)
Total	423	16,612	17,035	2	49	8	73	25	68	35	190	..	88	88	..	15	15	1	101	102	5	204	209	Total.

APPENDIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

CLASS II RAILWAYS—*contd.*

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gondal.		Howrah Amta Light.			Jamnagar and Dwarka.			Junagad State.			Morvi.			Serial No. of class of accidents (See column No. 250.)
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols 251 and 252.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 254 and 255.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. Cols. 257 and 258.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 269 and 270.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 272 and 273.)	
250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	2	2	..	..	..	7	..	7	..	..	..	..	..	..	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	4
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
7. Derailments of passenger trains—																									
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	7	..	7	..	..	..	3	..	3	..	..	..	..	..	..	..	..	..	7(*a*)
(*b*) Other causes	23	..	23	..	1	1	1	..	1	..	..	..	15	..	15	..	..	..	..	..	..	..	..	..	7(*b*)
8. Other derailments—																									
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	1	1	..	5	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8(*a*)
(*b*) Other causes	1	18	19	..	..	..	..	19	19	20	..	20	..	..	..	..	9	9	..	3	3	..	1	1	8(*b*)
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	..	2	..	..	..	..	..	..	..	..	..	..	4	4	9(*a*) (1)
(2) machinery, springs, etc.	..	..	..	..	..	..	1	25	26	2	..	2	..	4	4	..	..	..	..	..	..	..	3	3	9(*a*) (2)
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—																									
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4	..	4	4	..	..	..	9(*b*) (1)
(2) other causes	..	14	14	..	20	20	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	2	2	9(*b*) (2)
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*c*)
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*d*)
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*e*)
(*f*) Ditto brake apparatus	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*f*)
(*g*) Ditto couplings and draft gear.	..	..	..	..	2	2	..	..	..	..	..	..	6	..	6	..	..	..	..	5	5	..	..	..	9(*g*)
(*h*) Ditto other Rolling Stock.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*h*)
10. Failure of permanent way—																									
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*b*)
(*c*) The flooding of portions of permanent-way.	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*c*)
(*d*) Slips in cuttings or embankments	2	21	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	10(*d*)
11. Fires—																									
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	11(*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11(*b*)
12. Other accidents—																									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	1	..	1	1	..	1	..	..	..	..	..	..	..	1	1	12(*a*)
(*b*) Trains running over cattle on the line.	..	6	6	..	41	..	..	19	19	8	..	8	..	3	3	..	19	19	..	8	8	..	9	9	12(*b*)
(*c*) Trains running over obstructions on the line (other than those at level crossings).	2	4	6	..	..	..	2	10	12	..	..	..	..	5	5	..	..	..	..	2	2	..	..	..	12(*c*)
(*d*) Trains running over obstructions or vehicles at level crossings.	..	5	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(*d*)
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(*e*)
(*f*) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4	12(*f*)
(*g*) Miscellaneous		4	4	..	..	..	..	5	5	..	..	..	2	..	2	..	1	1	..	..	..	..	..	..	1
Total	29	80	109	..	65	65	14	86	100	33	..	33	35	12	47	..	33	33	..	23	23	..	26	26	

APPENDIX D (*iii*)—*contd.*

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

Class of accident.	CLASS II RAILWAYS. Mysore Railways. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Mysore Railways. Other accidents.	Mysore Railways. Total. (Cols. 277 and 278.)	Shahdara (Delhi). Saharanpur Light. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Shahdara (Delhi). Saharanpur Light. Other accidents.	Shahdara (Delhi). Saharanpur Light. Total. (Cols. 280 and 281.)	Total Class II. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Total Class II. Other accidents.	Total Class II. Total. (Cols. 283 and 284.)	Total Class II. Passengers. Killed.	Total Class II. Passengers. Injured.	Total Class II. Railway servants. Killed.	Railway servants. Injured.	Other persons. Killed.	Other persons. Injured.	Total. Killed. (Cols. 286, 288 and 290.)	Total. Injured. (Cols. 287, 289 and 291.)	Total Class III Railways. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Total Class III Railways. Other accidents.	Total Class III Railways. Total. (Cols. 294 and 295.)	Total Class III Railways. Passengers. Killed.	Total Class III Railways. Passengers. Injured.	Total Class III Railways. Railway servants. Killed.	Total Class III Railways. Railway servants. Injured.	Total Class III Railways. Other persons. Killed.	Total Class III Railways. Other persons. Injured.	Total Class III Railways. Total. Killed. (Cols. 297, 299 and 301.)	Total Class III Railways. Total. Injured. (Cols. 298, 300 and 302.)	Serial No. of class of accident (See col. No. 27
276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	7	3	10	..	3	..	..	1	..	1	3	7	1	8	..	..	..	1	..	..	..	1	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
7. Derailments of passenger trains—																													
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	11	1	12	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	7(*a*)
(*b*) Other causes	1	1	2	..	..	..	43	4	47	4	9	..	2	..	..	4	11	17	12	29	..	..	..	..	..	..	..	..	7(*b*)
8. Other Derailments—																													
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	8(*a*)
(*b*) Other causes	..	2	2	..	..	..	21	64	85	..	..	..	1	..	..	..	1	3	57	60	..	..	..	1	..	..	..	1	8(*b*)
9. Failure of engines and rolling-stock—																													
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—																													
(1) boilers and tubes	..	..	..	..	..	..	3	23	26	..	..	..	..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	9(*a*) (
(2) machinery, springs, etc.	..	..	..	..	1	1	3	45	48	..	..	..	..	..	..	..	..	2	1	3	..	..	..	..	..	..	..	..	9(*a*) (
(*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	..	..	..	..	17	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*b*) (
(2) other causes	..	20	20	..	..	..	..	76	76	..	..	..	..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9(*b*) (
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*c*)
(*d*) Ditto wheels	..	2	2	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*d*)
(*e*) Ditto axles	..	1	1	..	4	4	..	6	6	..	..	..	..	..	..	..	..	1	5	6	..	..	..	..	..	..	..	..	9(*e*)
(*f*) Ditto brake apparatus	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*f*)
(*g*) Ditto couplings and draft gear.	..	8	8	..	1	1	6	21	27	..	..	..	..	..	..	..	..	4	15	19	..	..	..	..	..	..	..	..	9(*g*)
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*h*)
10. Failure of permanent way—																													
(*a*) Broken rails	..	..	..	..	..	..	1	9	10	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	10(*a*)
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*b*)
(*c*) The flooding of portions of permanent-way.	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*c*)
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	2	22	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*d*)
11. Fires—																													
(*a*) Fire in trains	..	..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11(*a*)
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11(*b*)
12. Other accidents—																													
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	2	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(*a*)
(*b*) Trains running over cattle on the line.	..	92	92	..	1	1	8	496	504	..	..	..	..	14	32	14	32	5	46	51	..	..	..	..	..	..	..	..	12(*b*)
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	4	34	38	..	..	..	1	..	1	..	2	1	60	61	..	..	..	..	..	..	..	..	12(*c*)
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	12(*d*)
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(*e*)
(*f*) Attempted train wrecking	..	..	..	..	1	1	1	8	9	..	..	..	..	..	..	..	..	4	3	7	..	..	..	..	..	..	..	..	12(*f*)
(*g*) Miscellaneous	..	2	2	..	1	1	2	26	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	2	12(*g*)
Total	1	132	132	..	9	9	118	873	991	4	12	..	4	15	33	19	49	46	215	261	..	..	..	2	1	2	1		Total

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-stock; permanent-way, etc., during the years 1931-32 and. 1932-33 on all railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway servants and other persons, killed or injured in each class of accident.

Class of accident.	Total all Railways.																							
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.				Railway servants.				Other persons.				Grand Total.				Serial No. of Class of Accident (see column No. 306)
					(Cols. 307 and 309.)	(Cols. 308 and 310.)	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed. (Cols. 313, 317 and 321.)	Killed. (Cols. 314, 318 and 322.)	Injured. (Cols. 315, 319 and 323.)	Injured. (Cols. 316, 320 and 324.)	
306	1932-33. 307	1931-32. 308	1932-33. 309	1931-32. 310	1932-33. 311	1931-32. 312	1932-33. 313	1931-32. 314	1932-33. 315	1931-32. 316	1932-33. 317	1931-32. 318	1932-33. 319	1931-32. 320	1932-33. 321	1931-32. 322	1932-33. 323	1931-32. 324	1932-33. 325	1931-32. 326	1932-33. 327	1931-32. 328	329
1. Collisions between passenger trains or parts of passenger trains.	1	3	3	3	4	6	..	..	5	..	..	..	..	3	..	..	..	..	..	..	5	3	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	21	29	14	21	35	50	..	..	15	4	..	..	2	18	1	..	..	1	1	..	17	23	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	4	2	5	5	9	..	..	..	2	..	..	..	2	..	..	..	..	..	..	..	4	3
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	4	80	108	82	112	..	..	..	..	1	3	6	15	..	1	..	2	1	4	6	17	4
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	..	43	53	45	53	..	..	..	..	4	..	8	..	..	..	2	..	4	..	10	..	5
6. Collisions between light engines	..	1	34	34	34	35	..	..	..	..	..	1	11	12	..	..	..	..	..	1	11	12	6
7. Derailments of passenger trains—																							
(a) Due to trains running in the wrong direction through points.	22	21	7	18	29	39	..	..	1	4	..	..	..	10	..	..	..	..	..	..	1	14	7 (a)
(b) Other causes	109	181	78	74	187	255	4	5	29	46	..	..	7	13	..	..	..	..	4	5	36	59	7 (b)
8. Other derailments—																							
(a) Due to trains running in the wrong direction through points.	1	1	395	496	396	497	..	..	..	..	..	..	7	2	..	..	..	..	..	..	7	2	8 (a)
(b) Other causes	34	23	2,538	2,771	2,572	2,794	1	..	2	..	..	1	9	21	..	1	13	..	1	2	24	21	8 (b)
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	3	2	82	81	85	83	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1
(2) machinery, springs, etc.	5	3	453	491	458	494	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—																							
(1) boilers and tubes	..	..	201	287	201	287	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(1
(2) ther causes	..	..	1,216	1,538	1,216	1,538	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2
(c) The failure of tyres	1	1	6	8	7	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
(d) Ditto wheels	..	..	4	8	4	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
(e) Ditto axles	4	9	50	77	54	86	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	9 (e)
(f) Ditto brake apparatus	2	..	3	14	5	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
(g) Ditto couplings and draft gear	118	175	1,899	3,400	2,017	3,575	..	..	..	1	..	..	..	..	1	..	1	..	1	..	1	1	9 (g)
(h) Ditto Other Rolling Stock	..	..	4	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (h)
10. Failure of Permanent way—																							
(a) Broken rails	6	6	344	300	350	306	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	2	3	5	3	7	..	..	..	..	..	6	..	1	..	..	..	..	..	6	..	1	10 (b)
(c) The flooding of portions of permanent-way.	33	46	91	90	124	136	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (c)
(d) Slips in cuttings or embankments	6	7	53	62	59	69	..	3	..	6	..	2	1	6	..	..	..	..	..	5	1	12	10 (d)
11. Fires—																							
(a) Fire in trains	4	5	129	102	133	107	1	..	4	..	..	..	..	..	..	..	..	..	1	..	4	..	11 (a)
(b) Fire at stations, or involving injury to bridges or viaducts.	5	6	57	53	62	59	..	..	..	..	..	..	3	1	2	1	..	5	2	1	3	6	11 (b)
12. Other accidents—																							
(a) Passenger trains running in the wrong direction through points but not derailed.	20	13	39	55	59	68	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	2	12 (a)
(b) Trains running over cattle on the line	22	35	9,215	8,755	9,237	8,790	..	..	..	3	..	1	..	2	14	12	32	12	14	13	32	17	12 (b)
(c) Trains running over obstructions on the line (other than those at level crossings).	54	34	182	134	236	168	..	..	..	1	1	1	2	3	..	1	2	1	1	2	4	5	12 (c)
(d) Trains running over obstructions or vehicles at level crossings.	36	33	73	74	109	107	..	..	2	..	..	..	1	4	21	12	44	33	21	12	47	37	12 (d)
(e) Train-wrecking	9	28	38	4	47	32	..	..	..	20	..	..	2	20	..	..	..	..	..	..	2	40	12 (e)
(f) Attempted train-wrecking	60	57	71	65	131	122	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (f)
(g) Miscellaneous	4	14	293	390	297	404	..	..	3	6	2	1	19	22	2	4	9	8	4	5	31	36	12 (g)
Total	587	743	17,700	19,576	18,287	20,319	6	8	61	93	8	16	79	157	41	32	103	62	55	56	243	312	Total.

APPENDIX D (*iv*).

Number of persons killed or injured during the year 1932-33 on all railways open for traffic, distinguishing between the number of passengers, railway servants and other persons killed or injured by accidents ***in which movement of vehicles used exclusively upon railways was not concerned.***

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.								CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 331, 333 and 335.)	Injured. (Cols. 332, 334 and 336.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols. 339, 341 and 343.)	Injured (Cols. 340, 342 and 344.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 347, 349 and 351.)	Injured. (Cols. 348, 350 and 352.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 355, 357 and 359.)	Injured. (Cols. 356, 358 and 360.)	
330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363
1. Ascending or descending steps at stations.	..	2	..	4	1	1	1	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	4	1	1	1	7	1. Ascending or descending steps at stations.
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	15	1	..	1	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15	1	..	1	15	2. Being struck by barrows, by falling over packages, etc., on platform.
3. Falling off platforms	..	1	..	17	..	2	..	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	17	..	2	..	20	3. Falling off platforms.
4. Loading, unloading or sheeting wagons.	1	1	3	614	6	10	10	625	..	..	..	1	..	2	..	3	..	..	..	..	..	..	..	..	1	1	3	615	6	12	10	628	4. Loading, unloading or sheeting wagons.
5. Moving or carrying goods at stations, etc.	..	1	1	180	1	3	2	184	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	180	1	3	2	184	5. Moving or carrying goods at stations, etc.
6. Working at cranes or capstans.	..	..	..	55	..	..	..	55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	55	..	..	..	55	6. Working at cranes or capstans.
7. Falling of wagon doors, lamps, bales of goods, etc.	..	..	..	218	..	6	..	224	..	..	..	2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	220	..	6	..	226	7. Falling off wagon doors, lamps, bales of goods, etc.
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	..	215	..	..	..	215	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	216	..	..	..	216	8. Falling off, or getting on or off, stationary engines or vehicles.
9. Falling off platforms, ladders, scaffolds, etc.	..	..	5	163	3	9	8	172	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	163	3	9	8	172	9. Falling off platforms, ladders, scaffolds, etc.
10. Stumbling whilst walking on the line or platforms.	1	8	1	123	10	12	12	143	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	1	8	1	124	10	12	12	144	10. Stumbling whilst walking on the line or platforms.
11. Attending to stationary engines in sheds.	..	..	..	1,680	..	..	..	1,680	..	..	..	2	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	1,682	..	..	..	1,682	11. Attending to stationary engines in sheds.
12. Being trampled on or kicked by horses.	..	..	..	24	1	1	1	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24	1	1	1	25	12. Being trampled on or kicked by horses.
13. Working on the line or in sidings.	..	..	2	769	1	1	3	770	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	769	1	1	3	770	13. Working on the line or in sidings.
14. Miscellaneous . . .	8	8	11	1,837	20	27	39	1,872	..	..	..	1	..	1	..	2	..	..	1	..	..	..	1	..	8	8	12	1,838	20	28	40	1,874	14. Miscellaneous.
Total	10	21	23	5,914	44	72	77	6,007	..	..	..	8	..	3	..	11	..	..	1	..	..	..	1	..	10	21	24	5,922	44	75	78	6,018	Total.

APPENDIX D (v).

Accidents to railway servants on ***Class I Railways****, classified in respect of primary causes, during the year 1932-33 caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii).*

[The figures in this statement represent the number of railway servants killed and injured included in Appendix D (ii).]

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.				Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed. (Cols. 365, 369, 373, 377 and 381.)	Injured. (Cols. 367, 371, 375, 379 and 383.)	
364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387
Assam-Bengal	..	..	8	72·7	..	..	2	18·2	..	..	1	9·10	..	..	..	..	..	..	..	..	..	11	Assam-Bengal.
Bengal and North-Western	..	..	5	38·0	..	..	7	54·0	..	..	1	8·00	1	100·0	..	..	..	..	..	..	1	13	Bengal and North-Western.
Bengal-Nagpur	5	38·4	5	17·2	5	38·5	22	75·9	3	23·1	2	6·90	..	..	..	..	..	..	..	..	13	29	Bengal-Nagpur.
Bombay, Baroda and Central India.	5	35·7	184	90·6	6	42·9	13	6·40	3	21·4	4	1·97	..	..	2	0·99	..	..	..	..	14	203	Bombay, Baroda and Central India.
Burma	3	37·5	35	76·1	5	62·5	10	21·7	..	..	1	2·17	..	..	..	..	..	..	..	..	8	46	Burma.
Eastern Bengal	7	46·7	30	38·0	8	53·3	48	60·8	..	..	..	..	..	..	..	..	..	..	1	1·27	15	79	Eastern Bengal.
East Indian	38	77·6	366	96·3	10	20·4	12	3·16	1	2·04	2	0·53	..	..	..	..	..	..	..	..	49	380	East Indian.
Great Indian Peninsula	17	77·3	533	92·7	5	22·7	41	7·13	..	..	1	0·17	..	..	..	..	..	..	..	..	22	575	Great Indian Peninsula.
Jodhpur	1	100·0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	Jodhpur.
Madras and Southern Mahratta	3	42·9	115	95·8	4	57·1	5	4·20	..	..	..	..	..	..	..	..	..	..	..	..	7	120	Madras and Southern Mahratta.
Nizam's State	2	40·0	14	53·8	3	60·0	12	46·2	..	..	..	..	..	..	..	..	..	..	..	..	5	26	Nizam's State.
North Western	36	94·7	224	99·6	..	..	..	..	2	5·26	1	0·44	..	..	..	..	..	..	..	..	38	225	North Western.
Rohilkund and Kumaon	1	100·0	5	62·5	..	..	3	37·5	..	..	..	..	..	..	..	..	..	..	..	..	1	8	Rohilkund and Kumaon.
South Indian	3	37·5	34	81·0	5	62·5	8	19·0	..	..	..	..	..	..	..	..	..	..	..	..	8	42	South Indian.
Total	121	66·3	1,558	88·5	51	28·1	183	10·6	9	5·06	13	0·76	1	0·56	2	0·12	..	..	1	0·06	182	1,757	Total.

APPENDIX D (*vi*).

Number of accidents occurred during the year 1932-33 in Railway Workshops and certain other places and the number of Railway servants and other persons killed or injured.

Number of accidents and number of persons killed or injured.	Particulars.	Class I Railways. Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 404, 405 and 406).	No. of accidents and No. of persons killed and injured.
388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408
(*a*) Total number of accidents..	..	1	32	39	2,262	63	327	1,103	1,665	..	941	894	982	10	236	8,555	89	..	8,644	(*a*) Total number of accidents.
(*b*) *Affecting Railway Servants.*																				(*b*) *Affecting Railway Servants.*
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	2	..	..	2	Killed } 1
	Injured ..	..	..	30	2,262	31	326	1,083	1,665	..	895	894	982	10	234	8,412	89	..	8,501	Injured } 1
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	Killed } 2
	Injured ..	..	..	1	..	..	..	..	..	..	46	..	..	..	1	48	..	..	48	Injured } 2
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Killed } 3
	Injured ..	..	..	..	..	..	..	9	..	..	..	..	..	..	..	9	..	..	9	Injured } 3
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	Killed } 4
	Injured ..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	3	..	..	3	Injured } 4
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Killed } 5
	Injured ..	..	..	5	..	..	1	2	..	..	..	..	..	..	..	8	..	..	8	Injured } 5
Total (*b*) ..	Killed ..	..	..	1	..	..	..	1	..	..	..	..	..	..	2	4	..	..	4	Killed } Total (*b*).
	Injured ..	..	..	36	2,262	31	327	1,097	1,665	..	941	894	982	10	235	8,480	89	..	8,569	Injured } Total (*b*).
(*c*) *Affecting other persons.*																				(*c*) *Affecting other persons.*
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Killed } 1
	Injured ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Injured } 1
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	1	Killed } 2
	Injured ..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	2	..	..	2	Injured } 2
3. Lines under construction ..	Killed ..	..	..	..	..	2	..	3	..	..	..	..	..	..	..	5	..	..	5	Killed } 3
	Injured ..	..	..	..	..	3	..	1	..	..	..	..	..	..	..	4	..	..	4	Injured } 3
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Killed } 4
	Injured ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Injured } 4
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	Killed } 5
	Injured ..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	Injured } 5
Total (*c*) ..	Killed ..	..	1	..	..	2	..	4	..	..	..	..	..	..	..	7	..	..	7	Killed } Total (*c*).
	Injured ..	..	1	2	..	3	..	1	..	..	..	..	..	..	..	7	..	..	7	Injured } Total (*c*).
(*d*) GRAND TOTAL = (*b* + *c*) ..	Killed ..	..	1	1	..	2	..	5	..	..	..	..	..	..	2	11	..	..	11	Killed } GRAND TOTAL (*d*).
	Injured ..	..	1	38	2,262	34	327	1,098	1,665	..	941	894	982	10	235	8,487	89	..	8,576	Injured } GRAND TOTAL (*d*).

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

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
ssam Bengal	3′ 3⅜″	204	97·1	829	95·5	3·02	5,852	86·4	3·38
Bengal and North-Western	3′ 3⅜″	394	62·9	1,561	66·4	13·7	11,920	*Nil*	0·86
Bengal Nagpur	5′ 6″	736	98·8	1,165	98·5	1·55	23,866	70·0	30·0
	2′ 6″	115	93·0	432	90·7	*Nil*	2,046	89·3	0·10
Bombay, Baroda and Central India.	5′ 6″	374	100·0	957	100·0	*Nil*	10,441	85·6	9·15
	3′ 3⅜″	461	99·8	1,580	99·9	0·06	9,776	24·7	11·1
	2′ 6″	25	*Nil*	67	*Nil*	*Nil*	329	*Nil*	*Nil*
Burma	3′ 3⅜″	406	96·6	1,444	83·0	2·77	10,536	37·8	1·59
Eastern Bengal	5′ 6″	319	100·0	1,141	99·6	0·44	8,259	50·1	48·8
	3′ 3⅜″	225	100·0	1,128	89·1	10·9	5,470	28·5	1·61
	2′ 6″	10	*Nil*	59	*Nil*	*Nil*	28	*Nil*	*Nil*
East Indian	5′ 6″	1,627	99·1	3,475	97·8	1·53	49,558	78·3	20·0
Great Indian Peninsula	5′ 6″	905	99·5	2,406	100·0	*Nil*	19,995	86·9	12·7
	2′ 6″	22	*Nil*	51	*Nil*	*Nil*	235	*Nil*	*Nil*
odhpur	3′ 3⅜″	107	66·3	319	76·8	3·45	2,598	0·35	0·04
Madras and Southern Mahratta.	5′ 6″	305	98·7	1,020	96·7	3·23	6,359	77·6	21·5
	3′ 3⅜″	371	70·3	1,134	82·5	6·87	8,420	3·29	39·1
Nizam's State	5′ 6″	87	100·0	181	98·9	1·10	2,254	58·7	38·8
	3′ 3⅜″	82	90·2	203	100·0	*Nil*	1,512	33·9	1·12
orth Western	5′ 6″	1,280	98·8	3,891	98·9	1·05	29,973	81·4	15·1
	2′ 6″	101	*Nil*	397	88·9	*Nil*	913	82·3	1·86
Rohilkund and Kumaon	3′ 3⅜″	80	70·0	234	50·4	28·2	2,673	0·67	0·22
South Indian	5′ 6″	155	100·0	435	97·2	2·53	2,233	77·3	21·0
	3′ 3⅜″	413	99·0	1,429	90·6	5·53	7,026	3·87	3·96
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		8,815	93·6	25,573	92·4	3·12	222,350	61·2	16·6
CLASS II RAILWAYS.									
arsi Light	2′ 6″	37	84·0	120	100·0	*Nil*	286	43·7	56·3
engal Dooars	3′ 3⅜″	19	47·4	70	20·0	32·9	450	0·22	*Nil*
havnagar State	3′ 3⅜″	31	77·3	179	76·5	21·2	755	0·13	1·72
ikaner State	3′ 3⅜″	55	45·4	187	28·9	18·7	1,258	6·36	*Nil*
arjeeling Himalayan	2′ 0″	35	2·86	132	*Nil*	*Nil*	535	*Nil*	*Nil*
ibru Sadiya	3′ 3⅜″	28	92·8	66	83·3	16·6	1,600	22·1	55·5
aekwar's Baroda State	2′ 6″	41	*Nil*	171	*Nil*	*Nil*	874	*Nil*	*Nil*
ondal	3′ 3⅜″	23	100·0	117	72·6	24·8	449	*Nil*	1·34
owrah-Amta	2′ 0″	19	*Nil*	142	16·9	*Nil*	82	100·0	*Nil*
mnagar and Dwarka	3′ 3⅜″	20	60·0	79	67·1	91·1	625	94·4	7·52
nagad State	3′ 3⅜″	19	89·5	92	68·5	20·7	319	6·27	31·0
orvi	3′ 3⅜″	20	90·0	119	84·0	16·0	252	0·79	1·19
ysore	3′ 3⅜″	35	97·1	179	91·6	6·15	554	61·9	2·12
	2′ 6″	7	85·7	29	10·3	*Nil*	84	3·52	97·6
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	44	*Nil*	*Nil*
ahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	50	*Nil*	*Nil*	229	*Nil*	*Nil*
Total	..	405	55·8	1,737	50·2	14·8	8,396	19·0	15·6
GRAND TOTAL (CLASS I & II RLYS.).	..	9,220	91·9	27,310	89·7	3·87	230,746	59·6	16·6

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RJ