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BOOKS.

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- (2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9s. 9d.
- (4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20 or 31s. 6d. (Corrected up to 1st July 1937).

TECHNICAL PAPERS.

(5) Over 300 papers have been published by the Railway Board's office. The papers comprise:—

- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

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

Technical Paper.	Name.	Author.
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" 153. River training and control on the guide bank system		F. J. E. SPRING.
" 215. The Hardinge Bridge over the Lower Ganges at Sara		SIR ROBERT GALES.
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" 251. A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)		
Description of the Planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Railway Loco. shops at Farel		F. G. S. MARTIN.
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" 259. The estimation of Passenger earnings on new projects		A. LINES.
" 261. Tube wells on the N. W. Railway, 1926-27		J. WARDON.
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" 266. Principles of the Absolute Block System, 1929		L. H. KIRKNESS.
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" 273. A Schedule system for the Control of Operations in Workshops, 1929		H. H. SAUNDERS.
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" 276. Investigation into the Strength of Rail Joints		H. HOWE and L. H. SWAIN.
" 277. Description of the Cost Accounting Scheme introduced in the locomotive workshops at Moghalpura		A. E. HOWELL.
" 278. Notes on Tube Railway Construction		H. G. SALMOND.
" 279. Report on Track Practice on American and Canadian Railways		A. F. HARVEY.
" 280. The installation of a Production System in the locomotive workshops at Moghalpura		A. E. HOWELL.
" 281. The Belt System of Repairs introduced in the Locomotive Workshops at Kanchrapara		R. DE VERE IRWIN and J. R. POTTER.
" 282. Note on "Fridera"—A composition for reconditioning abraded spike holes in Railway Sleepers		

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INTRODUCTORY NOTE.

I. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i.e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, improved operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

II. For the information of foreign readers, who are not conversant with the value of Indian currency and the units thereof, the following details are given:—

- (a) One *lakh* equals one hundred thousand.
- (b) One *crore* equals one hundred lakhs.
- (c) One *anna* equals $\frac{1}{16}$ th of a rupee.
- (d) One *pie* equals $\frac{1}{2}$ th of an anna.

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

III. For statistical purposes, Indian railway systems have been classified as follows:—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

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

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

(A detailed list of the railways in each class will be found in Appendix A of this volume.)

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The main statistics compared for three years. They relate to all railways, *i.e.*, Classes I, II and III.

Items.	1935-36.*	1936-37.*	1937-38.
Gross earnings (crores) Rs. .	100·23	104·37	107·57
Total Working expenses (crores) Rs. .	68·11	67·28	69·63
Operating ratio Per cent .	67·95	64·46	64·73
Number of passengers originating (millions) .	483·13	489·61	521·28
Earnings from carriage of passengers (crores) Rs. .	29·64	29·37	31·08
Average earnings per passenger mile Pies .	3·22	3·17	3·17
Freight tons originating (millions) .	82·95	82·41	87·29
Earnings from carriage of goods (crores) Rs. .	62·19	67·33	68·66
Average earnings per freight ton mile Pies .	6·00	6·22	5·78
Total train miles (millions) .	176·14	181·73	192·20
Gross earnings per train mile Rs. .	5·67	5·72	5·57
Working expenses per train mile Rs. .	3·85	3·68	3·60
Net earnings per train mile Rs. .	1·82	2·04	1·97
Net earnings per mean mile worked Rs. .	7,700	8,911	9,055

* Excluding for purposes of comparison the Burma Railways which passed from the control of the Indian Government on 1st April 1937.

The following is a brief synopsis of some of the major items of interest in this report, together with a reference, in each case, to the page in the report on which the details are given :—

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CHAPTER I.

GENERAL REVIEW.

1. Monsoon conditions and agricultural results.—Though India is becoming increasingly industrial—witness the growth in production of pig iron, iron and steel from 1,502,000 tons in 1924-25 to 3,209,000 tons in 1936-37 and of cotton piecegoods (excluding fents) from 1,970 million yards in 1924-25 to 3,572 million yards in 1936-37—it still remains primarily an agricultural country and the well-being of the community is therefore largely dependent upon the rainfall. The principal rains occur during the south-west monsoon which usually extends from early in June to September. During 1937, there were spells of heavy rain causing floods in parts of northern India, but as a result of a prolonged break in August there was drought in north-west India and the Deccan. Averaged over the plains of India, however, the total rainfall during the monsoon period was in defect of the normal by 1 per cent. During the retreating period, the rainfall was scanty in Orissa, United Provinces west and Gujarat but generally in excess elsewhere. Taking the year as a whole, the rainfall was within 20 per cent. of the normal except in Sind, Berar, Gujarat and Central Provinces west, where it was somewhat in excess.

From the agricultural point of view, the season was not entirely favourable. Compared with the previous year, the outturn of rice declined by 5 per cent., though it was 3 per cent. more than the average of the preceding five years. Sugarcane declined by 19 per cent. due to a reduction in acreage. The jute crop decreased by 11 per cent. due to unfavourable rainfall in the early stage of its growth. The cotton output was 9 per cent. less. On the other hand, the principal oilseeds, groundnuts and sesamum, increased by 21 and 7 per cent. respectively as a result of extended cultivation; and the outturn of the winter oilseeds, linseed and rape mustard improved by 9 and 7 per cent. respectively. The wheat crop of 1936-37 (the commercial crop of the year under review) was also a good one and showed an increase of 4 per cent.

2. Receipts.—The gross traffic receipts of State-owned Railways for the year amounted to Rs. 95·01 as against Rs. 91·79 crores in 1936-37 or an increase of Rs. 3·22 crores. After meeting all charges, including depreciation and interest on capital at charge, the net result of the year's working was a gain of Rs. 276 lakhs. This surplus was placed to the credit of the general revenues of the Central Government in part payment of the annual contribution due under the convention separating railway finance from the general finances.

On all Railways, passenger and goods traffic showed an appreciable improvement. The earnings from passengers carried increased from Rs. 29·37 crores in 1936-37 to Rs. 31·08 crores in 1937-38. The number of passengers carried was 521·3 millions in 1937-38 as compared with 489·6 in the preceding year or an increase of about 32 millions. Likewise passenger miles increased from 17,785 millions in 1936-37 to 18,847 millions in 1937-38.

The total tonnage carried increased from 82·4 millions in the previous year to 87·3 millions in 1937-38, and the earnings from Rs. 67·33 crores to Rs. 68·66 crores. The net ton miles increased from 20,789 to 22,777 millions. The average rate earned per ton per mile for all commodities showed a slight decrease, being 6·21 pies as against 5·78 in 1937-38.

3. Mileage.—35 new miles of line, entirely located within Indian States and constructed at their cost, were opened during the year. The Jessore-Jhenidah Railway comprising 37 miles was closed for traffic on 1st May 1936, but owing chiefly to diversions and linking of ghat shifts on the Bengal and North-Western Railway and to re-alignments on other railways there was a net increase in the total mileage of 45 miles: the total route mileage at the end of the year was 41,076.

(NOTE.—For purposes of comparison all figures given for 1936-37 exclude the Burma Railways as they passed from Indian control on and from 1st April 1937.)

to all Departments of the Government of India, Provincial Governments, Class I Railways and all important Chambers of Commerce and associations in India.

The many recommendations made by the Committee were carefully considered by the Railway Board and early action taken to implement such of them as could be accepted without further examination. Where special investigation was considered necessary, this was arranged for. Individual railway administrations were also advised that, in addition to the specific orders of the Board on particular recommendations, they should adopt the recommendations of the report to the extent that it was possible for them to do so consistent with the safe, efficient and economical administration of their systems and that they should report to the Board, at intervals of six months, the decisions arrived at and the steps taken.

A statement showing the action taken by the Railway Department (Railway Board) on the proposals in Chapters III to XI of the report was published in February 1938 and copies supplied to the members of the Central Legislature.

CHAPTER II.

FINANCIAL RESULTS.

A.—Trade Review.

16. It is obvious that the prosperity of the Railways must, to some extent, depend on the fluctuations of India's trade with other countries. The position in this respect may be appreciated from the following tables showing the exports and imports of principal commodities.

16.1. Exports.—During the year 1937-38, the total value of exports including re-exports amounted to Rs. 189 crores, as compared with Rs. 192 crores in the preceding year, a decrease of Rs. 3 crores or 1.6 per cent. The following table shows the fluctuation in important commodities :—

NOTE.—As a result of the separation of Burma, the trade statistics for 1937-38 given in this table include the trade of British India with Burma and exclude the direct trade of Burma with foreign countries. Figures for the preceding two years have been adjusted as far as available data permit, so as to represent British India excluding Burma.

Commodity.		QUANTITY (IN THOUSANDS).					VALUE.				
		1935-36.	1936-37.	1937-38.	1937-38 compared with 1935-36.	1937-38 compared with 1936-37.	1935-36 (crores).	1936-37 (crores).	1937-38 (crores).	1937-38 compared with 1935-36 (lakhs).	1937-38 compared with 1936-37 (lakhs).
Raw Jute	Bales	4,319	4,595	4,185	—134	—410	Rs. 13.71	Rs. 14.77	Rs. 14.72	Rs. +1.01	Rs. —5
Metals and ores	Tons	1,400	1,450	1,959	+550	+509	3.35	3.68	6.13	+2.78	+2.45
Pig iron	"	538	574	629	+91	+55	1.24	1.29	2.60	+1.36	+1.31
Pig lead	Cwts.	729	677	1,056	+327	+379	1.32	1.31	2.21	+89	+90
Manganese ore	Tons	..	..	..	..	..	..	..	..	..	..
Wolfram ore	"	..	..	..	..						

16.2. Imports.—The total value of the imports of foreign merchandise into British India (excluding Burma) during 1937-38 amounted to Rs. 174 crores, as compared with Rs. 142 crores in the preceding year, an increase of Rs. 32 crores or 22·5 per cent. The following table shows the fluctuation in important commodities:—

NOTE.—As a result of the separation of Burma, the trade statistics for 1937-38 given in this table include the trade of British India with Burma and exclude the direct trade of Burma with foreign countries. Figures for the preceding two years have been adjusted as far as available data permit, so as to represent British India excluding Burma.

Commodity.		QUANTITY (IN THOUSANDS).					VALUE.				
		1935-36.	1936-37.	1937-38.	1937-38 compared with 1935-36.	1937-38 compared with 1936-37.	1935-36. (crores)	1936-37. (crores)	1937-38. (crores)	1937-38 compared with 1935-36. (lakhs)	1937-38 compared with 1936-37. (lakhs)
							Rs.	Rs.	Rs.	Rs.	Rs.
Raw cotton	Tons	77	66	134	+57	+68	0·79	5·88	12·13	+5·34	+6·25
Machinery and millwork	..	..	..	..	..	..	12·63	12·76	17·15	+4·52	+4·39
Jute machinery	..	..	..	..	..	..	1·15	0·74	1·06	—0	+32
Electrical machinery	..	..	..	..	..	..	1·92	2·46	2·69	+77	+23
Rollers	..	..	..	..	..	..	0·67	0·80	1·17	+50	+37
Metals and ores	Tons	504	400	438	—66	+38	11·46	9·21	13·39	+1·93	+4·18
Iron and steel	..	415	332	369	—46	+37	9·55	5·36	8·21	+1·66	+2·85
Metals other than iron and steel and manufactures thereof.	..	89	67	69	—20	+2	4·91	3·83	5·18	+25	+1·33
Coal tar dyes	Lbs.	20,139	16,905	20,888	+749	+3,983	3·00	2·61	3·43	+43	+82
Electrical instruments	..	..	..	..	..	..	2·90	2·83	3·47	+57	+64
Paper and pasteboard	Cwts.	2,561	2,989	3,633	+672	+604	2·74	2·60			

(Figures in thousands of rupees.)

Railways.	Year.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Per-centage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.				Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.	11	12		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	13	14
<i>State Lines managed by State.</i>															
North Western	1935-36	1,46,92,92	..	1,46,92,92	16,35,12	11,99,28	29,82	4,06,02	2.8	..	5,91,27	..	..	..	1,85,25
	1936-37	1,46,84,36	..	1,46,84,36	17,54,10	11,89,01	28,15	5,36,04	3.7	..	5,79,92	..	..	..	42,88
	1937-38	1,47,20,09	..	1,47,20,09	17,52,72	12,25,48	28,71	4,98,53	3.4	..	5,76,43	..	..	..	77,90
Eastern Bengal	1935-36	51,59,89	..	51,59,89	5,43,89	4,56,56	8,45	78,88	1.5	..	1,96,92	..	..	..	1,18,04
	1936-37	51,48,09	..	51,48,09	5,87,46	4,63,40	8,57	1,15,49	2.2	..	1,94,21	..	..	..	78,72
	1937-38	51,48,69	..	51,48,69	5,95,93	4,73,29	7,32	1,15,32	2.2	..	1,92,96	..	..	..	77,64
East Indian	1935-36	1,47,26,41	1,12,14	1,46,14,27											

(Figures in thousands of rupees.)

Railways.	Year.	Capital at charge.	Deduct amount of capital contributed by Companies, Indian States, and District Boards.	Not Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Not Receipts.	Per-centage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.			Gain.	Loss.
										Payment on account of share of Profits.	Interest, Annuity and Sinking Fund charges.			
	2	3	4	5	6	7	8	9	10	11	12		13	14
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1935-36 1936-37 1937-38	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	8,90* 18,80* 20,67*
Total (Central)	1935-36 1936-37 1937-38	7,54,10,71 7,54,18,73 7,53,66,85	38,98,31 37,39,27 34,40,77	7,15,12,40 7,16,79,46 7,19,26,08	93,91,29 97,86,98 1,01,25,89	63,98,19 63,39,52 65,51,94	2,84,67 3,01,74 2,92,80	27,10,43 31,45,72 32,75,15	3-6 4-2 4-3	50,95 42,43 52,55	29,92,28 29,39,41 29,26,28		1,45,08 2,75,65	3,41,70
Provincial Railways	1935-36 1936-37 1937-38	14,61 14,61 (c) 14,61	.. ..	14,61 14,61 (c) 14,61	(a) 1,23 (a) 1,41 (a) 1,98	.. ..	.. ..	1,23 1,41 1,98	.. ..	.. ..	51 50 5		72 91 1,93	.. ..
North Western (Commercial)	1935-36 1936-37 1937-38	1,12,92,24 1,13,04,69 1,13,26,80	.. ..	1,12,92,24 1,13,04,69 1,13,26,80	15,00,43 16,16,79 16,07,85	9,92,46 9,80,06 10,28,27	29,82 28,15 28,71	4,78,15 5,99,58 5,50,87	4-2 5-3 4-9	.. ..	4,53,75 4,46,13 4,43,82		24,40 1,53,45 1,07,05	.. ..
Non-Commercial (Strategic) (North Western and Aden Railways).	1935-36 1936-37 1937-38	34,00,68 33,79,67 33,93,29</												

