

P W (1926) Department

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G.O. No. 26 - Ry

DATED 23. 3. 26

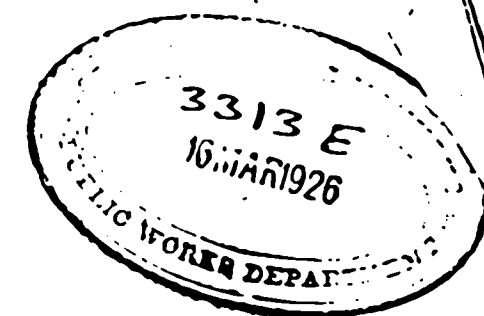
[Despatch Abstract.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.



No. 548-St.

GOVERNMENT OF INDIA.
RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

To

THE AGENTS, 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; NORTH WESTERN; ROHILKUND AND KUMAON AND SOUTH INDIAN RAILWAYS.

THE AGENT AND CHIEF ENGINEER, HIS EXALTED HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAY (THROUGH THE HON'BLE THE RESIDENT AT HYDERABAD).

THE MANAGER, JODHPUR RAILWAY.

Delhi. the 23rd February 1926.

SUBJECT:—Revision of Statistics.

Dear Sir,

In continuation of Railway Board's letter No. 548-St., dated 27th February 1925, I am directed to forward instructions for the compilation of the monthly statements and to state that these instructions are to come into force from the 1st April 1926.

Yours faithfully,

F. H. BUDDEN,

Major, R.E.

for Secretary, Railway Board.

Order 26 Rys 9 23-3-26.

Received

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for 23-3-26
for 23-3-26

No. 548-St., dated 23rd February 1926.

copy, together with copy of revised instructions referred to, forwarded to —

The Agents, Baroda and Mysore Railways,
 The Agent and General-Manager, Assam Railways and Trading Company " Limited " (Dibru-Sadiya Railway),
 The Agent and Chief Engineer, Barsi Light Railway,
 The Manager, Bikaner State Railway,
 The General Manager, Darjeeling-Himalayan Railway,
 The Manager, Jorhat (Provincial) Railway (through the Secretary to the Government of Assam, Public Works Department),
 The Managers, Dholpur-Bari, Gondal and Udaipur-Chitorgarh Railways,
 The Managers and Engineers-in-Chief, Bengal Doours, Bhavnagar State, Cutch State, Jamnagar and Dwarka and Junagad State Railways,
 The Manager & Engineer, Bengal Provincial Railway,
 The Manager & Resident Engineer, Morvi Railway,
 The Managing Agent, Jagadhri Light Railway,
 Messrs. Adamjee Peerbhoy & Sons, Agents, Matheran Light Railway.
 Messrs. Kilburn & Co., Local Agents, Tezpur-Balipara Railway, and promoters Singri-Orang Light Railway.
 Messrs. Martin & Co., Managing Agents, Arakan Arrah-Sasaram Baraset-Basirhat, Bukhtiarpur-Bihar, Chaparmukh-Silghat, Futwah-Islampur, Howrah-Amta, Howrah-Sheakhala, and Shahdara (Delhi) Saharanpur Light Railways.
 Messrs. McLeod & Co., Managing Agents, Ahmadpur-Katwa, Bankura-Damoodar River, Burdwan-Katwa, Jessore-Jhenidah and Kalighat Falta Railways,
 Messrs. Octavius, Steel & Co., Managing Agents, Dehri-Rohtas Light Railway,
 Messrs. Parry & Co., Managing Agents, Kulasekarapatnam Light Railway,
 Messrs. Forbes, Forbes, Campbell & Co., Managing Agents, Larkhana-Jacobabad (Sind) Light Railway.
 The Officer-in-Charge, Aden Railway,

for information, with reference to Railway Board's endorsement No. 548-St., dated 27th February 1925, with the remark that Class II and III Railways are required to submit statement 8 only as hitherto.

The revised instructions for this statement come into force from the 1st April 1926.

By order,

F. H. BUDDEN,

Major, R. E.,

for Secretary, Railway Board.

No. 548-St., dated 23rd February 1926.

Copy, with copy of enclosures, forwarded to—

The Secretaries to the Governments of Madras and Bombay, Public Works Department,
 The Secretary to the Government of Bengal, Railway Department,
 The Secretary to the Government of the United Provinces of Agra and Oudh, Public Works Department,
 The Secretary to the Government of the Punjab, Public Works Department (Buildings and Roads Branch),
 The Revenue Secretary to the Government of Burma, Commerce and Industry Department,
 The Secretary to the Government of Bihar and Orissa, Public Works Department,
 The Secretaries to the Governments of Assam and the Central Provinces, Public Works Department,
 The Hon'ble the Resident at Hyderabad,
 The Hon'ble the Resident in Mysore and Chief Commissioner of Coorg,
 The Hon'ble the Agent to the Governor-General in Rajputana,
 The Hon'ble the Agent to the Governor-General in Central India,
 The Hon'ble the Agent to the Governor-General and Chief Commissioner in Baluchistan,
 The Resident at Baroda,
 The Member for Trade, Customs and Excise, Gwalior Government,
 The Joint Representative, Madras and Southern Mahratta and West of India Portuguese Railways,
 Messrs. Gillanders, Arbuthnot & Co., Managing Agents, Darjeeling-Himalayan, Hardwar-Dehra, Hoshirpur Doab Branch, Mymensingh-Bhairab Bazar and Sara-Sirajganj Railways,
 Messrs. Shapoorji, Godbole & Co., Agents, Dhond-Baramati and Pachora-Jamner Railways,
 Messrs. Ambalal, Himatlal & Co., Managing Agents, Khulna-Bagerhat Railway,
 The Secretary, Indian Railway Conference Association.

for information, with reference to this office endorsement No. 548-St., dated 27th February 1925.

By order,

[Signature]

Major, R. E.

for Secretary, Railway Board.

No. 548-St., dated 23rd February 1926.

Copy, with copy of enclosures, forwarded to the Accountant General, Railways, for information, with reference to this office endorsement No. 548-St., dated 27th February 1925.

By order,

F. H. BUDDEN,

Major, R. E.,

for Secretary, Railway Board.

No. 548-St., dated 23rd February 1926.

Copy, with copy of enclosures, forwarded to the Chief Accounts Officer, East Indian Railway, for information with reference to this office endorsement No. 548-St., dated 27th February 1925, to the Chief Auditor, East Indian Railway.

B. D. PURI,

for Financial Commissioner, Railways.

No. 548-St., dated 23rd February 1926.

Copy, with copy of enclosures, forwarded to—

The Chief Auditors, Eastern Bengal, Great Indian Peninsula and North Western Railways,

The Government Examiners of Accounts, Assam-Bengal; Bengal and North-Western; Bengal-Nagpur; Bombay, Baroda and Central India; Burma; Madras and Southern Mahratta; Rohilkund and Kumaon and South Indian Railways,

The Auditor of Accounts, Jodhpur Railway,
for information and guidance, with reference to this office endorsement No. 548-St., dated 27th February 1925.

P. D. CHANDWANI,

for A. G., Railways.

General Instructions for the preparation of monthly statistics.

1. One statement is to be furnished for all lines of the same gauge in each system as detailed in the instructions for each statement; worked lines are not to be treated as separate railways.

2. Figures for the full calendar month are to be included in the statements. Columns A and D are to show the figures for the current year and columns B and E for the previous year.

3. All results are to be worked out correct to one place of decimals except results which are less than ten which should be worked out correct to two places of decimals.

4. The results of working foreign lines in exercise of running powers, or under other arrangements, are to be included in the statements of the working line, provided that the expenses incurred in working the same are included in its abstracts of revenue expenditure.

5. Cumulative figures are to be given in all cases except where it is expressly stated in the detailed instructions that cumulative figures are not required. Cumulative averages are to be worked out from the cumulative figures of fundamental units and not by adding the averages for two or more months and dividing by the number of months.

6. A train is an engine, tender and brake van with one or more vehicles attached.

7. A light engine is an engine and tender with not more than two brake vans attached.

When two engines, coupled together, are running light under their own steam, double light engine mileage is to be taken.

When, however, one of the engines is dead, single light engine mileage is only to be taken.

8. Passenger train mileage is to include the mileage of—

- (a) working trains scheduled to convey passengers or traffic booked at coaching rates,
- (b) empty trains running to provide necessary stock for passenger traffic,
- (c) steam coaches.

9. Goods train mileage is to include the mileage of—

- (a) working trains conveying traffic booked at goods rates,
- (b) empty goods trains.

10. Mixed train mileage is to include the mileage of working trains scheduled to convey passengers and traffic booked at coaching rates and also traffic booked at goods rates.

11. Whenever any empty coaching vehicles, not carrying or intended to carry traffic at the time, are hauled by a goods train, such trains are to be reckoned as purely goods trains. Similarly passenger trains hauling empty goods vehicles are to be treated as passenger trains.

12. Departmental train mileage is to include the mileage of trains run for the Revenue or Capital works of an open line and of workmen's and inspection trains. The mileage of trains referred to in this paragraph is only to be shown separately when entire trains are run for the department. When departmental vehicles are run with ordinary trains no deduction is to be made from the public traffic train mileage on their account.

13. Empty stock specials.—The train mileage of empty stock specials proceeding to or returning from shops is to be included under departmental train mileage.

14. Maintenance or ballast train mileage for the Engineering Department for works charged to Capital or Revenue is to be calculated not on the mileage run, but at a uniform rate of eight miles an hour calculated from the time the engine is taken charge of each day by the Traffic Department for working the train until it is released from duty. The mileage of ballast trains working in station yards is, however, to be calculated at five miles an hour and is to be shown under departmental train miles. The minimum daily mileage of these trains is to be reckoned as for five hours.

The ton miles of ballast trains are to be calculated on the actual mileage run and not on a uniform rate of eight miles an hour, but no vehicle miles or ton miles are to be calculated for the time ballast trains are working in station yards. When ballast trains are working between two stations the distance between those two stations is to be taken for calculating the ton mileage whether the ballast trains travelled to the further station or returned to the starting station.

15. Shunting mileage of regular shunting engines is to be reckoned at five miles an hour for the time engines used for shunting remain in steam for traffic purposes.

The mileage for fractions of an hour for regular shunting engines is to be calculated according to the following table:—

Minutes.	Miles.	Minutes.	Miles.
1 to 5	Nil.	30 to 41	3
6 to 17	1	42 to 53	4
18 to 29	2	54 to 60	5

If a shunting engine is required for less than three hours and a memo. for three hours would have been necessary if the shunting engine had been cancelled, then a memo. for three hours is to be issued even if shunting has been carried out for less than three hours.

If a regular shunting engine works short trips with a departmental train, such as a workmen's train or a shuttle service, beyond what are considered the limits of the Traffic Yard, credit is to be taken for the actual distance run (calculated to the nearest mile) and the engine treated as an ordinary train engine for the time so occupied.

These rules also apply to shunting engines working in Departmental yards.

NOTE.—As a general rule shunting miles should not be worked out for individual engines but from the total of the shunting hours during the period concerned.

16. Shunting mileage of train engines.—When shunting is performed by a train engine during the run, the first fifteen minutes the engine is so employed is not to be reckoned, but for work extending beyond fifteen minutes, and not exceeding thirty minutes, a certificate is to be granted by the Station Master for fifteen minutes' shunting, and every or any portion of fifteen minutes in excess of thirty minutes is to be similarly treated. If the shunting has to be stopped owing to the reception of another train in the yard, etc., the broken period between the two periods of shunting is to be included in the shunting order. The booked time of a train at a station is not to be taken into account when issuing shunting orders. Even if the shunting is completed within the booked time of a train at a station, a shunting order is to be issued if the time spent on shunting exceeds fifteen minutes. Time thus employed in shunting is to be converted into miles as for regular shunting engines vide instruction 15 above.

If train engines are detained in the traffic yard after the arrival of the train and detention memos. issued, such memos. are not to be treated as shunting certificates but the time is to be included under "other engine hours".

Shunting done at Joint Stations is to be allocated to the railways using the joint station on the basis of the vehicles dealt with for each railway for calculating item 7 of St. 1, items 10 to 13 of St. 2, and items 6 to 8 of St. 3.

17. If any engine is lighted up by order of the Traffic Department, but not used, a minimum allowance of three hours is to be made to the Locomotive Department and included under 'other hours'.

18. No record is to be kept of the time occupied in lighting fires, or for engines employed in marshalling engines except whole-time shunting engines employed in locomotive yards, or for other purposes within the limits of the locomotive yards.

19. Rail motor and motor coach engine miles (with or without trailers) are to be given separately as a total.

20. Trailers attached to ordinary or inspection trains are to be treated as ordinary vehicles.

21. Engine with break-down train.—No mileage is to be charged for this work beyond the mileage to and from the place of accident and the mileage thus charged is to be treated as departmental locomotive.

22. Rounding off of miles.—Miles are to be rounded off to the nearest mile at the conclusion of each trip; a trip for this purpose being the throughout journey of an engine in one direction with one class of traffic.

23. Engine hours.—Engine hours are to be calculated from the time the engine leaves the shed at the commencement of a turn of duty until it returns to the same or another shed on completion of that turn of duty.

When engines are stabled with banked fires for short periods between trips the time is to be included under "other Engine hours" if during these periods the engine crew are being paid.

Train engine hours are to count from the time the train is booked to leave a starting station until it reaches a terminal station.

The engine hours of train engines before attaching at a starting station or after detaching at a terminal station are to be included under "other" engine hours unless they are employed in shunting.

When an engine is occupied on more than one class of duty in one turn of duty, the time at which the engine ceases duty with one service is to be the commencing time for changing to the succeeding service.

24. The service for which a light or assisting required engine is sent to work or has worked, is to determine the allocation and the engine hours are to follow the mileage.

As a general principle the allocation of engine hours is to follow the engine miles.

25. The adjustment of abnormal proportions on account of operations of prior months is not to be included as a general rule in the figures for the month covered by a report, but the figures are, however, to be included in the cumulative figures for the period ending with that month; the amount of adjustments, so included, is to be stated, with suitable explanatory detail, in a footnote on the face of the report or in an attached memorandum.

26. When any items are not appropriate or when there has been no work done during the month, the word "Nil" is to be entered against such items.

RAILWAY BOARD.

(Full name of reporting railway.)

PASSENGER TRAIN PERFORMANCE
(including a proportion of mixed train performance)

For month of 192 , compared with 192 .

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		1. Train miles -- 1-01 Passenger 1-02 Mixed -- Main Lines 1-03 Do. -- Branch Lines 1-04 Total (Passenger and proportion of mixed). 1-05 Rail motor cars 1-06 Departmental 2. Vehicle miles-- 2-01 Passenger trains 2-02 Mixed trains. (Passenger proportion) 2-03 Departmental 2-04 Brake vans		

STATEMENT I.—PASSENGER TRAIN PERFORMANCE.

Instructions.

Separate statements are required for broad and metre gauges.

1. Train miles.—

Item 1-01 is to include total passenger train miles run on both main and branch lines. No deduction is to be made on account of the mileage of departmental vehicles run on passenger trains.

Item 1-02 is to show the total mixed train mileage, i.e., both the passenger and goods proportions, run on those sections of the railway which have been classified as main lines for statistical purposes. No deduction is to be made on account of the mileage of any departmental vehicles run on mixed trains.

Item 1-03. As for item 1-02 but for branch lines.

Mixed train miles are to be divided between passenger and goods in proportion to the coaching (excluding brake vans) and goods vehicle miles run on mixed trains.

Item 1-04 = item 1-01 plus the passenger proportion of item 1-02 and 1-03.

Item 1-05 is to include the total mileage of rail motor cars run on main and branch lines, whether on traffic or departmental account.

Item 1-06 is to include the total mileage of inspection trains, workmen's trains, etc., on both main and branch lines, run for the revenue or capital works of an open line. Only trains run wholly for departmental purposes are to be included in this item.

2. Vehicle miles.—

Items 2-01 to 2-04. Total figures for both main and branch lines are to be shown in terms of 4-wheelers and for this purpose—

a bogie = 2 four-wheelers,

a six wheeler = 1 four-wheeler.

The vehicle mileage of foreign vehicles running on the home line is to be included and that of home line vehicle running on foreign lines is to be excluded.

Item 2-01 is to include the mileage of the following vehicles when run on passenger trains:—

(a) Coaching vehicles.

(b) Empty brake vans.

N.B.—Brake-vans worked as brakes are to be excluded.

(c) Goods vehicles used for carrying passengers, live-stock at coaching rates, luggage and parcels.

(d) Parcel vans, luggage vans, etc.

(e) Departmental vehicles, such as inspection carriages.

(f) Empty goods vehicles. See General Instruction 13.

Item 2-02 is to include the mileage of vehicles under item 2-01 (a) to (e), when run on mixed trains.

Item 2-03 is only to include the vehicle miles of vehicles run on departmental trains included under item 1-06.

Item 2-04 is to include the mileage of brake vans worked as brake vans on passenger, mixed and departmental trains and with light engines run on passenger, mixed or departmental service as well as the mileage of the extra brake van, if any, put on the train for the use of the second guard required on the train for traffic duties. The mileage of composite carriages of which a part is utilised as a brake van is to be wholly included either under items 2-01, 2-02 or 2-03 and not under item 2-04. Brake-vans are to include luggage and brakes but not brake-vans with mail accommodation.

St. 1.—*contd*

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 . .	192 . .		192 . .	192 . .
A	B	C	D	E
		3. Shunting miles—		
		3-01 Shunting engines		
		3-02 Train engines		
		3-03 Total		
		4. Engine miles (other than train and shunting miles)—		
		4-01 Assisting required		
		4-02 Assisting not required		
		4-03 Light		
		4-04 Departmental		

STATEMENT I.—INSTRUCTIONS—*contd.*

3. Shunting miles.—

Items 3-01 to 3-03. Total figures for both main and branch lines are to be shown.

Item 3-01 is to include—

- (a) The mileage of any shunting engines engaged on shunting coaching vehicles.
- (b) The passenger proportion of the mileage of shunting engines engaged on shunting both coaching and goods vehicles.

NOTE.—The shunting mileage performed by a train engine while shunting before the locked departure of a train or after reaching an engine changing station is to be included under this item.

The mileage of shunting engines working both passenger and goods vehicles is to be divided between passenger and goods in proportion to the number of coaching and goods vehicles shunted. A percentage is to be fixed for each yard after an examination of the work done. This percentage is to be rechecked if any change occurs in the type of traffic passing through that yard.

Item 3-02 is to include only the shunting miles of train engines shunting during the run.

NOTE.—The shunting mileage of train engines shunting both coaching and goods vehicles is to be apportioned as for shunting engines.

Item 3-03—items 3-01+3-02.

4. Engine miles (other than train and shunting miles).—

Items 4-01 to 4-04. Total figures for both main and branch lines are to be shown.

Item 4-01 is to include the mileage of engines attached for banking purposes.

The assisting required mileage of mixed trains is to be divided in the same proportion as mixed train miles.

Item 4-02 is to include the mileage of all engines running under their own steam which have been attached to trains to prevent them running light and which are not required for banking purposes. The assisting not required miles of mixed trains are to be divided in the same proportion as mixed train miles.

NOTE 1.—A double engine train, i.e., a train running with two engines each under its own steam, is to count as so many train miles and an equal number of assisting required or assisting not required engine miles.

2. Engine miles of engines not running under their own steam are not to be included in "Assisting not required" engine miles. Such engines are to be counted as equivalent to so many loaded vehicles or wagons based on the dead weight of the engine hauled and are to be included under item 5 of St. 2.

Item 4-03 is to include light engine miles run on account of passenger and mixed services but is to exclude those run on departmental account.

The mileage of pilot engines run for the protection of passenger and mixed trains is to be included under light engine mileage.

Light mileage run on account of mixed service is to be divided in the same proportion as mixed train miles. Engine miles of engines running light to marshalling yards or stations for shunting are to be shown under light engine miles and not under shunting engine miles when the distance is one mile or more.

NOTE.—The engine miles of engines running light between shed and station, before or after working a train, etc., are to be shown under light engine miles when the distance between shed and station is one mile or more.

Item 4-04 is to include the mileage of the following—

- (a) Engines run light on departmental account,
- (b) Shunting engines working in any departmental (other than traffic) yards,

but is to exclude the mileage of engines running departmental trains which have already been included under train miles—item 1-06.

St. 1.—*contd.*

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		5. Engine hours—		
		5-01 Passenger train		
		5-02 Mixed train.— Main lines		
		5-03 Do. Branch lines		
		5-04 Shunting (excluding shunting hours during the run by train engines included in item 5-01 and in passenger proportions of items 5-02 and 5-03)		
		5-05 Other		

STATEMENT I.—INSTRUCTIONS—*contd.*

5. Engine hours.—

Item 5-01 is to show the train hours of engines working passenger trains under item 1-01 counting from the time the train is booked to leave a starting station until it reaches its terminal station. An engine changing station is not necessarily a terminal station. Junction stations at which trains are handed over to foreign railways are, however, to be considered terminal stations. The shunting hours of train engines shunting during the run, that is, the total of the shunting orders issued during the run will also be shown against item 5-04 as a distinct item to indicate the total shunting done on a railway but will not be included in item 5-04. The shunting hours of train engines shunting before the booked departure of a train and after reaching an engine changing station are to be included under item 5-04.

When a train leaves its starting station after its booked time the duration of the late start is to be included under "Passenger train engine hours" except when trains are handed over late at junctions by foreign railways. The passenger train engine hours of such trains count from the time the train starts unless any train is delayed beyond the booked time allowed at that junction when the extra delay is included under passenger train engine hours.

If train engine hours are compiled from guards reports, halts of less than half an hour at engine changing stations during which an engine may not have been attached for the whole period of the halt, need not be taken into consideration in compiling train engine hours.

Item 5-02. As for item 5-01, except that it applies to mixed trains included under item 1-02.

Item 5-03. As for item 5-01, except that it applies to mixed trains included under item 1-03.

Item 5-04 is to include the engine hours of shunting engines under item 3-01 and the engine hours of train engines shunting before the booked departure of a train and after reaching an engine changing station which have been excluded from items 5-01 to 5-03, but is to exclude the shunting hours of train engines shunting during the run which will, however, be shown as a distinct item to indicate the total shunting done on a railway.

The division between passenger and mixed services is to be on the basis of the number of vehicles shunted.

For example in a yard where 1,000 shunting hours are used to shunt 10,000 vehicles as under—

3,000 passenger vehicles for passenger trains.	1,000 passenger vehicles for mixed trains.
2,000 goods vehicles for mixed trains.	1,000 goods vehicles for goods trains.

The total shunting hours will be divided as follows:—

Passenger		300 shunting hours.
Mixed	{ passenger proportion	100 Ditto.
	{ goods proportion	200 Ditto.
Goods		400 Ditto.
	Total	1,000 Ditto.

Item 5-05. Other engine hours are to include —

- (a) Total engine hours of assisting required, assisting not required, and light engines, when performing the mileage under items 4-01, 4-02 and 4-03.
- (b) Engine hours of engines before or after working passenger and mixed (passenger proportion only) trains, except when shunting.
- (c) Engine hours of engines before or after working as assisting required, or assisting not required with passenger and mixed (passenger proportion only), trains, or running light.
- (d) Engine hours of pilot engines running for the protection of passenger and mixed (passenger proportion) trains and before or after doing this service.
- (e) Engine hours between trips of train engines stabled with fires not drawn at stations where there are no engine sheds.

St. 1—contd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192	192		192	192
A	B	C	D	E
		5. Engine hours—(concl.)		
		5-06 Departmental.		
		5-07 Total—(Passenger and proportion of mixed.)		
		6. Average speed—		
		6-01 Passenger train miles per train hour		
		6-02 Passenger train miles per engine hour		
		6-03 Mixed train miles per train hour		
		6-04 Mixed train miles per engine hour		
		7. Shunting miles per 100 train miles		
		8. Light engine miles per 100 train miles		
		9. Coal consumed.		
		9-01 Total net tons (Passenger and Mixed)		
		9-02 lbs. per engine mile (Passenger and Mixed).		
		10. Lubricating oil used on engines—		
		10-01 Total pints—(Passenger and Mixed).		
		10-02 Pints per 100 engine miles—(Passenger and Mixed).		

To be posted on or before the 20th of the month following.

STATEMENT I.—INSTRUCTIONS—concl.

See also General Instruction No. 16 on page 6.

NOTE.—The engine hours of train engines shunting before the booked departure of a train and after reaching an engine changing station are to be included under item 5-04.

Item 5-06 is to include the engine hours due to departmental train and engine miles included under items 1-06 and 4-04.

Item 5-07 = items 5-01 + 5-04 + 5-05 + 5-06 + passenger proportions of items 5-02 and 5-03.

6. Average speed.—

$$\text{Item 6-01} = \frac{\text{Item 1-01}}{\text{Passenger train hours.}}$$

The passenger train hours are to count from the time the train is booked to leave its starting station until it reaches its terminal station and are to include the time spent at junction and engine-changing stations when the train is halted and is waiting for a new engine to be attached.

The passenger train hours are accordingly item 5-01 plus the time spent at junction and engine-changing stations when the train is halted and is waiting for a new engine to be attached.

A train which halts at a station for a longer period than 2½ hours is to be counted for statistical purposes as terminating at that station. On leaving that station it is to be considered a different train.

$$\text{Item 6-02} = \frac{\text{Item 1-01.}}{\text{Items 5-01 + (5-04 + 5-05 excluding passenger proportion of mixed) + 5-06.}}$$

$$\text{Item 6-03} = \frac{\text{Items 1-02 + 1-03}}{\text{Mixed train hours.}}$$

Mixed train hours are to be calculated similarly to passenger train hours, i.e., items 5-02 + 5-03 plus the time at junction and engine-changing stations, etc.

$$\text{Item 6-04} = \frac{\text{Items 1-02 + 1-03}}{\text{Items 5-02 + 5-03 + (passenger proportion of mixed included in items 5-04 + 5-05 of St. 1.) + (goods proportion of mixed included in items 4-06 + 4-07 of St. 2).}}$$

$$7. \text{ Item 7} = \frac{\text{Item 3-03} \times 100}{\text{Item 1-04.}} \quad (\text{See General instruction No. 16, page 6.})$$

$$8. \text{ Item 8} = \frac{\text{Item 4-03} \times 100}{\text{Item 1-04.}}$$

9. Coal consumed.—

Item 9-01 is to include coal burnt on both main and branch lines by engines working—

- (a) Passenger trains,
- (b) Mixed trains (passenger and goods proportions),
- (c) Assisting required engines (passenger and Mixed Services),
- (d) Assisting not required engines (passenger and Mixed Services),
- (e) Light engines (passenger and Mixed Services),

but is to exclude coal burnt by shunting engines and by engines run on departmental account or by trial engines. Coal for lighting up passenger and mixed engines is to be included in this item.

$$\text{Item 9-02} = \frac{\text{Item 9-01} \times 2240.}{\text{Items 1-01 + 1-02 + 1-03 + 3-02 + 4-01 + 4-02 + 4-03 + train engine shunting mileage included in item 3-01 of St. 1 + (proportion due to mixed in items 3-01 + 3-02 + 3-03 of St. 2) + proportion of mixed train engine shunting mileage included in item 2-01 and 2-02 of St. 2.}}$$

NOTE.—All fuel used other than coal is to be converted in terms of coal as follows:—

2½ tons of wood = 1 ton of coal.
0.55 ton oil fuel = 1 ton of coal.

10. Lubricating oil used on engines.—

Item 10-01 is to include all lubricating oil used by engines while making the engine miles detailed in item 9-02.

$$\text{Item 10-02} = \frac{\text{Item 10-01} \times 100}{\text{Engine miles as for item 9-02.}}$$

When lubricating grease is used instead of oil 1 lb. of grease may be taken as approximately equivalent to 1 pint of oil unless a more accurate equivalent has been ascertained when that should be used.

RAILWAY BOARD.

(Full name of reporting railway.)

GOODS TRAIN PERFORMANCE

(including a proportion of mixed train performance)

For the month of 192 , compared with 192 .

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		1. Train miles—		
		1·01 Main lines—Goods. N. B.		
		1·02 Do. do. S. B.		
		1·03 Do. Proportion mixed. N.B. and S. B.		
		1·04 Do. Total N. B. and S. B.		
		1·05 Branch lines—Goods. N. B. and S. B.		
		1·06 Do. Proportion mixed. N.B. and S. B.		
		1·07 Do. Total N. B. and S. B.		
		1·08 Total (Goods and proportion of mixed) N. B. and S. B.		
		1·09 Departmental.		
		2. Shunting miles—		
		2·01 Shunting engines		
		2·02 Train engines		
		2·03 Total		

STATEMENT 2.—GOODS TRAIN PERFORMANCE.

Instructions.

Separate statements are required for broad and metre gauges.

1. Train miles.—

Items 1·01 to 1·04. Total figures are to be shown for those sections of the railway which have been classified as main lines for statistical purposes.

Items 1·05 to 1·07. Total figures are to be shown for those sections of the railway which have been classified as branch lines for statistical purposes and for north bound and south bound traffic.

Items 1·01 and 1·02. Separate figures are to be supplied for north bound and south bound goods train miles on main lines. All traffic running in a northerly direction is to be reckoned as north bound (N. B.) and in a southerly direction as south bound (S. B.). On branch lines all traffic to the main line is to be counted as south bound and away from the main line as north bound. A branch line meeting main lines at both ends is to be considered as a branch of the main line with which it exchanges the larger volume of traffic.

Item 1·03. Mixed train miles are to be divided between passenger and goods trains in proportion to the coaching (excluding brake-vans) and goods vehicles miles run on mixed trains included under item 1·02 of St. 1.

Item 1·04 = items 1·01 + 1·02 + 1·03.

Item 1·05. Combined figures are to be supplied for north bound and south bound goods train miles on branch lines.

Item 1·06. Mixed train miles on branch lines are to be divided as for item 1·03 above.

Item 1·07 = items 1·05 + 1·06.

Item 1·08 = items 1·04 + 1·07.

Item 1·09 is to include the total mileage of maintenance trains, store trains, etc., on both main and branch lines, run for the revenue or capital works of an open line. Only trains run wholly for departmental purposes are to be included in this item.

NOTE.—No deduction is to be made on account of the mileage of departmental vehicles run on goods and mixed trains.

2. Shunting miles.—

Items 2·01 to 2·03. Total figures for both main and branch lines are to be shown.

Item 2·01 is to include—

- (a) the mileage of any shunting engines engaged in shunting goods vehicles.
- (b) the goods proportion of the mileage of shunting engines engaged on shunting both coaching and goods vehicles.

NOTE.—The shunting mileage performed by a train engine while shunting before the booked departure of a train or after reaching an engine changing station is to be included under this item.

The mileage of shunting engines working both passenger and goods vehicles is to be divided between passenger and goods in proportion to the number of coaching and goods vehicles shunted. A percentage is to be fixed for each yard after an examination of the work done. This percentage is to be rechecked if any change occurs in the type of traffic passing through that yard.

Item 2·02 is to include only the shunting miles of train engines shunting during the run.

NOTE.—The shunting mileage of train engines shunting coaching and goods vehicles is to be apportioned as for shunting engines.

Item 2·03 = items 2·01 + 2·02.

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St. 2—*contd.*

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		3. Engine miles (other than train and shunting miles)—		
		3-01 Assisting required		
		3-02 Assisting not required		
		3-03 Light		
		3-04 Siding		
		3-05 Departmental - Locomotive		
		3-06 Do. Engineering		
		3-07 Do. Miscellaneous		
		3-08 Total—Departmental		
		4. Engine hours—		
		4-01 Main lines—Goods train. N. B.		
		4-02 Do. do. S. B.		
		4-03 Do. Proportion mixed train N. B. and S. B.		
		4-04 Branch lines—Goods train. N. B. and S. B.		

STATEMENT 2.—INSTRUCTIONS—*contd.*

3. Engine miles (other than train and shunting miles).—

Items 3-01 to 3-08. Total figures for both main and branch lines are to be shown.

Item 3-01 is to include the mileage of engines attached for banking purposes. The assisting required mileage of mixed trains is to be divided in the same proportion as mixed train miles.

Item 3-02 is to include the mileage of all engines running under their own steam which have been attached to trains to prevent them running light and which are not required for banking purposes. The assisting not required miles of mixed trains are to be divided in the same proportion as mixed train miles.

NOTE.—1. A double engine train, i.e., a train running with two engines each under its own steam is to count as so many train miles and an equal number of assisting required or assisting not required engine miles.

2. Engine miles of engines not running under their own steam are not to be included in "Assisting not required" engine miles. Such engines are to be counted as so many loaded vehicles or wagons based on the dead weight of the engine hauled.

Item 3-03 is to include light engine miles run on account of goods and proportion of mixed services but is to exclude those run on departmental account. Light mileage-run on account of mixed service is to be divided in the same proportion as mixed train miles. Engine miles of engines running light to marshalling yards or stations for shunting are to be shown under light engine miles and not under shunting engine miles when the distance is one mile or more.

NOTE.—The engine miles of engines running light between shed and station before or after working a train, etc., are to be shown under light miles when the distance between shed and station is one mile or more.

Item 3-04 is to include the mileage of all engines run on coal or assisted sidings which are over half a mile in length. Siding engines with their loads are to be treated as trains while travelling on the main line and the necessary vehicle miles, ton miles, etc., calculated. When travelling actually on the siding, the siding engine miles are to be worked out on an average rate of seven miles per siding engine hour, but no vehicle miles, ton miles, etc., are to be calculated. If the distance over the main line is small, it is to be ignored. All miles run by engines on coal or assisted sidings under half a mile in length are to be treated as shunting, and not siding engine miles.

Items 3-05 to 3-07 are to include under the heads Locomotive, Engineering and Miscellaneous the mileage of the following:

- (a) Light engines run on departmental account,
- (b) Shunting engines working in departmental yards,
- (c) Trial engines,

but are to exclude the mileage of departmental trains which have already been included under train miles, item 1-09.

Item 3-08 = items 3-05 + 3-06 + 3-07.

4. Engine hours.—

Item 4-01 is to show the train hours of engines working goods trains under item 1-01 counting from the time the train is booked to leave a starting station until it reaches a terminal or engine changing station. The booked time of departure is not necessarily the time table time. The shunting hours of train engines shunting during the run, i.e., the total of the shunting orders issued during the run will also be shown against item 4-06 as a distinct item to indicate the total shunting done on a railway but will not be included in item 4-06. The shunting hours of train engines before the booked departure of a train and after reaching an engine changing station are to be included under item 4-06.

When a train leaves its starting station after its booked time the duration of the late start is to be included under "goods train engine hours".

Item 4-02. As for item 4-01, except that it applies to goods trains included under item 1-02.

Item 4-03. As for item 4-01, except that it applies to mixed trains (goods proportion) included under item 1-03.

Item 4-04. As for item 4-01, except that it applies to goods trains included under item 1-05.

St. 2—contd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		4. Engine hours—contd. 4·05 Branch lines—Proportion mixed train N. B. and S. B. 4·06 Shunting excluding shunting hours during the run by train engines included in items 4·01 to 4·05. 4·07 Other 4·08 Siding 4·09 Departmental 4·10 Total. (Goods and proportion of mixed). 5. Wagon miles — 5·01 Main lines—Loaded. N. B. .		

STATEMENT 2.—INSTRUCTIONS—contd.

Item 4·05. As for item 4·01, except that it applies to mixed trains (goods proportion) included under item 1·06.

Item 4·06 is to include the engine hours of shunting engines under item 2·01 and the engine hours of train engines shunting before the booked departure of a train and after reaching an engine changing station which have been excluded from items 4·01 to 4·05 but is to exclude the shunting hours of train engines shunting during the run which will, however, be shown as a distinct item to indicate the total shunting done on a railway.

Item 4·07 "Other" engine hours are to include—

- Total engine hours of assisting required, assisting not required and light engines, when performing the mileage shown under items 3·01, 3·02 and 3·03.
- Engine hours of engines before or after working goods and mixed (goods proportion only) trains, except when shunting.
- Engine hours of engines before or after working as assisting required, or assisting not required with goods and mixed (goods proportion only) trains or running light.
- Engine hours between trips of train engines stabled with fires not drawn at stations where there are no engine sheds.

See also General Instruction No. 16 on page 6.

NOTE.—The engine hours of train engines shunting before the booked departure of a train and after reaching an engine changing station are to be included under item 4·06.

Item 4·08 is to show the engine hours of engines shown under item 3·04.

Item 4·09 is to show engine hours due to departmental train and engine miles included under items 1·09 and 3·08.

Item 4·10 is the total of items 4·01 to 4·09, both inclusive.

5. Wagon miles.—Wagon miles under items 5·01 to 5·03, 5·05 to 5·07, 5·09 to 5·11, 5·13 to 5·15 and 5·16 are to show equivalent wagon miles in terms of four-wheelers and for this purpose—

- a bogie=2 four-wheelers,
- a six-wheeler=1 four wheeler.

The term wagon is intended to include both covered and open goods wagons.

Wagon miles under the above quoted items are to exclude the mileage of—

- Wagons moved by shunting engines in the performance of shunting duties.
- Wagons moved by train engines when shunting during the run before the booked departure of a train or after reaching an engine changing station.
- Wagons moved by engines of which the engine mileage is shown as siding engine miles under item 3·04.
- Brake-vans worked as brake-vans.

The wagon miles of foreign wagons running on the home line are to be included and that of home line wagons running on foreign lines are to be excluded.

Items 5·01 to 5·03 and 5·05 to 5·07. Figures are to be shown for those portions of the railway which have been classified as main lines for statistical purposes, items 5·01 to 5·03 for north bound traffic and items 5·05 to 5·07 for south bound traffic. (For definition of north and south bound traffic, see items 1·01 and 1·02 on page 17).

Item 5·01 is to include the mileage of the following when run on goods trains only—

- Loaded goods wagons, including loaded departmental vehicles.
- Goods wagons used as checks for long loads.

St. 2—*contd.*

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		5. Wagon miles—<i>contd.</i> 5-02 Main lines—Empty. N. B. . . . 5-03 Do. Total N. B. . . . 5-04 Percentage loaded of total. N. B. . . 5-05 Main lines—Loaded. S. B. . . . 5-06 Do. Empty. S. B. . . . 5-07 Do. Total. S. B. . . . 5-08 Percentage loaded of total. S. B. . . 5-09 Branch lines—Loaded. N.B. & S.B. 5-10 Do. Empty. N. B. & S. B. 5-11 Do. Total. N.B. & S. B. 5-12 Percentage loaded of total. N. B. & S. B. 5-13 Mixed train—Loaded. N.B. & S.B. 5-14 Do. Empty. N.B. & S.B. 5-15 Do. Total. N. B. & S. B. 5-16 Departmental. 5-17 Brake vans. 6. Average speed (Goods trains)— 6-01 Main lines—Train miles per train engine hour N. B. 6-02 Do. Train miles per train engine hour S. B. 6-03 Branch lines—train miles per train engine hour N. B. & S. B. 6-04 Total—Train miles per train engine hour. N. B. & S. B. 6-05 Total—Train miles per engine hour N. B. & S. B. 7. Average train load (Wagons per train) — 7-01 Main lines—Loaded. N. B. . . . 7-02 Do. Empty. N. B. . . . 7-03 Do. Total. N. B. . . . 7-04 Do. Loaded. S. B. . . .		

STATEMENT 2.—INSTRUCTIONS—*contd.*

Item 5-02 is to include the mileage of the following when run on goods trains only—

- (a) Empty goods wagons.
- (b) Empty brake-vans.
- (c) Empty departmental vehicles such as oil tanks, gas-holders and water trucks.
- (d) Coaching vehicles.
- (e) Departmental vehicles such as inspection carriages.

Item 5-03 = items 5-01 + 5-02.

Item 5-04 = $\frac{\text{item 5-01} \times 100}{\text{item 5-03}}$

Item 5-05. See instructions under item 5-01.

Item 5-06. See instructions under item 5-02.

Item 5-07 = items 5-05 + 5-06.

Item 5-08 = $\frac{\text{item 5-05} \times 100}{\text{item 5-07}}$

Items 5-09 to 5-11. Figures are to be shown for those sections of the railway which have been classified as branch lines for statistical purposes.

Item 5-09. See instructions under item 5-01 but figures for north bound and south bound are to be combined.

Item 5-10. See instructions under item 5-02 but figures for north bound and south bound are to be combined.

Item 5-11 = item 5-09 + item 5-10.

Item 5-12 = $\frac{\text{item 5-09} \times 100}{\text{item 5-11}}$

Items 5-13 to 5-15 are to show the mileage of loaded and empty goods wagons run on mixed trains.

Item 5-16 is to include only the wagon miles of wagons run on departmental trains shown under item 1-09.

Departmental wagon miles of maintenance or ballast trains are to be calculated from the departmental train mileage worked out in accordance with general instruction No. 14 (page 6).

Item 5-17 is to include the mileage of all brake vans worked as brakes on goods and departmental trains, and with light engines run on goods and departmental services.

6. Average speed.—

Item 6-01 = $\frac{\text{item 1-01.}}{\text{item 4-01.}}$

Item 6-02 = $\frac{\text{item 1-02.}}{\text{item 4-02.}}$

Item 6-03 = $\frac{\text{item 1-05.}}{\text{item 4-04.}}$

Item 6-04 = $\frac{\text{items 1-01} + 1-02 + 1-05.}{\text{items 4-01} + 4-02 + 4-04.}$

Item 6-05 = $\frac{\text{items 1-01} + 1-02 + 1-05.}{\text{items 4-01} + 4-02 + 4-04 + (4-06 + 4-07 \text{ excluding goods proportion of mixed} + 4-08 + 4-09).}$

7. Average train load.—

Item 7-01 = $\frac{\text{item 5-01.}}{\text{item 1-01.}}$

Item 7-02 = $\frac{\text{item 5-02.}}{\text{item 1-01.}}$

Item 7-03 = items 7-01 + 7-02.

Item 7-04 = $\frac{\text{item 5-05.}}{\text{item 1-02.}}$

St. 2—*contd.*

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1st.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		7. Average train load (Wagons per train) — <i>contd.</i>		
		7-05 Main line — Empty. S. B. . . .		
		7-06 Do. Total. S. B. . . .		
		7-07 Branch lines—Loaded. N. B. & S. B.		
		7-08 Do. Empty. N. B. & S. B.		
		7-09 Do. Total. N. B. & S. B.		
		8. Average starting wagon load—		
		8-01 Coal and coke (including revenue coal and coke).		
		8-02 Heavy merchandise		
		8-03 Light merchandise		
		9. Wagon miles per wagon day		
		10. Wagon miles per shunting hour		
		11. Wagon miles per engine hour		
		12. Shunting engine miles per 100 train miles		

STATEMENT 2.—INSTRUCTIONS—*contd.*

$$\text{Item 7-05} = \frac{\text{item 5-06.}}{\text{item 1-02.}}$$

$$\text{Item 7-06} = 7-04 + 7-05.$$

$$\text{Item 7-07} = \frac{\text{item 5-09.}}{\text{item 1-05.}}$$

$$\text{Item 7-08} = \frac{5-10.}{\text{item 1-05.}}$$

$$\text{Item 7-09} = \text{items 7-07} + 7-08.$$

8. Average starting wagon load.—

Items 8-01 to 8-03 are to show the average starting wagon load obtained at all stations and at transshipment points where there is a break of gauge for all wagon loads except for T. R. and C. R. Vans and departmental vehicles and vehicles containing materials and stores carried on revenue account other than coal and coke and are to be calculated on the basis of figures obtained from individual stations showing the tonnage loaded and the number of wagons into which the tonnage is loaded.

Heavy merchandise is to include (1) all sorts of grain and pulses, (2) marble and stone, (3) oilseeds, (4) sugar refined and unrefined, (5) gur, jagree, molasses, etc., (6) salt, (7) metallic ores, (8) cotton raw pressed, (9) wood unwrought, (10) oil tanks for the public, (11) sand and (12) all articles of which the weight cannot be ascertained and which are charged for at the full carrying capacity of a wagon.

Light merchandise is to include all traffic excluding live stock and that included under heavy merchandise, coal and coke and oil fuel carried in bulk tank wagons.

9. Wagon miles per wagon day.—Wagon miles = Items 5-03 + 5-07 + 5-11 + 5-15 less wagon miles of vehicles included under item 5-02 (b) to (e) page 23.

Wagon days include the wagon days of the following wagons on the home line, whether home or foreign line wagons:—

- (a) Wagons in running order,
- (b) Wagons under or awaiting repair,
- (c) Wagons stabled,

but exclude the wagon days of the following:—

- (1) Brake-vans.
- (2) The average number of wagons in departmental use including those of which the wagon miles are included under item 5-16. If serviceable wagons are on loan to other departments for housing staff, warehousing materials, etc., such wagons are also to be excluded.
- (3) The average number of goods wagons used for coaching traffic.

Wagon miles and days are to show equivalent wagon miles and days in terms of four-wheelers.—(See instructions under item 5—Wagon miles).

10. Wagon miles per shunting hour.—(See General instruction No. 16, page 6.)

$$\text{Item 9} = \frac{(\text{item 5-03} + 5-07 + 5-11 + 5-15) \times 5.}{\text{item 2-03.}}$$

11. Wagon miles per engine hour.—(See General instruction No. 16, page 6.)

$$\text{Item 10} = \frac{\text{Wagon miles as for item 10.}}{\text{item 4-10.}}$$

12. Shunting engine miles per 100 train miles.—(See General instruction No. 16, page 6.)

$$\text{Item 11} = \frac{\text{item 2-03} \times 100.}{\text{item 1-08.}}$$

St. 2—concl'd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		13. Wagon journeys per shunting hour .		
		14. Light engine miles per 100 train miles .		
		15. Coal consumed—		
		15-01 Net tons—Goods train .		
		15-02 Do. Shunting including siding.		
		15-03 Net tons—Departmental .		
		15-04 Do. All services .		
		15-05 lbs. per engine mile (Goods trains).		
		15-06 lbs. per engine mile (shunting including siding).		
		16. Lubricating oil used on engines—		
		16-01 Total pints (Goods trains).		
		16-02 Pints per 100 engine miles (Goods trains).		

To be posted on or before the 20th of the month following.

STATEMENT 2.—INSTRUCTIONS—concl'd.

13. Wagon journeys per shunting hour.—(See General instruction No. 16, page 6.)

$$\text{Item 13} = \frac{\text{item 10.}}{\text{average distance a wagon travels.}}$$

The average distance a loaded wagon travels is to be taken to be the same as the average distance a ton is carried ($\frac{\text{net ton miles}}{\text{net tons}}$).

The average distance an empty wagon travels is to be obtained by multiplying the average distance a loaded wagon travels by the percentage of empty to loaded mileage.

The average distances a loaded and an empty wagon travel are to be added together and divided by 2 to obtain *the average distance a wagon travels*.

The figures of net ton miles and net tons for the previous available month are to be taken for calculating the average distance a loaded wagon travels.

14. Light engine miles per 100 train miles.—

$$\text{Item 14} = \frac{\text{item 3-03} \times 100.}{\text{item 1-08.}}$$

15. Coal consumed.—Item 15-01 is to show the coal burnt by engines making the mileage shown under items 1-01, 1-02 and 1-05 and items 3-01, 3-02 and 3-03 excluding goods proportion of mixed trains and is to include coal used in lighting up engines used on goods service only.

Item 15-02 is to show the coal burnt by engines making the mileage shown under items 2-01 and 3-04 of St. 2 and 3-01 of St. 1 less the mileage of train engines shunting before the booked departure or after reaching an engine changing station.

Item 15-03 is to show the coal burnt by engines making the mileage shown under items 1-09 and 3-08 of St. 2 and items 1-06 and 4-04 of St. 1.

Item 15-04 is to include all coal consumed under items 15-01 to 15-03, as well as any coal consumed in locomotives on miscellaneous services not previously included in either St. 1 or St. 2.

Coal for lighting up engines is to be included under the service on which the engine was used.

Item 9-01 of St. 1 *plus* item 15-04 of St. 2 should show the total coal consumed on all locomotives during the month.

NOTE.—All fuel used other than coal is to be converted in terms of coal as follows:—

2½ tons of wood = 1 ton of coal.
0-55 ton oil fuel = 1 ton of coal.

$$\text{Item 15-05} = \frac{\text{item 15-01} \times 2240.}{\text{items 1-01} + 1-02 + 1-05 + \text{items (2-02} + 3-01 + 3-02 + 3-03 \text{ excluding goods proportion of mixed) + shunting miles of goods train engines included under item 2-01.}}$$

$$\text{Item 15-06} = \frac{\text{item 15-02} \times 2240.}{(\text{items 2-01} + 3-04 \text{ of St. 2}) + \text{item 3-01 of St. 1.}}$$

As the coal consumed by train engines used as shunting engines of which the mileage has been included under item 3-01 of St. 1 and item 2-01 of St. 2, has been included with the coal consumed by passenger, mixed and goods train engines, the shunting mileage of train engines included under item 3-01 of St. 1 and item 2-01 of St. 2 is to be excluded from item 15-06.

16. Lubricating oil used on engines.—

Item 16-01 is to show all lubricating oil used on engines making the engine miles detailed under item 15-05.

$$\text{Item 16-02} = \frac{\text{item 16-01} \times 100.}{\text{Engine miles as for item 15-05.}}$$

NOTE.—When lubricating grease is used instead of oil, 1 lb. of grease may be taken as approximately equivalent to 1 pint of oil unless a more accurate equivalent has been ascertained when that should be used.

RAILWAY BOARD.

(Full name of reporting railway).

PASSENGER AND GOODS TRAIN PERFORMANCE.

(Figures based on ton miles.)

For the month of.....192 , compared with.....192 .

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		1. Ton miles— Goods including proportion of mixed— 1·01 Net or freight. 1·02 Gross (including weight of engine). 1·03 Gross (excluding weight of engine). 1·04 Total gross (including departmental) Passenger including proportion of mixed— 1·05 Total gross (including departmental.)		
		2. Average wagon load during the run.		
		3. Average train load— 3·01 Net or freight load 3·02 Gross load (including weight of engine.) 3·03 Gross load (excluding weight of engine.)		
		4. Net ton miles per wagon day		
		5. Net ton miles per (goods) locomotive day.		

STATEMENT 3.—PASSENGER & GOODS TRAIN PERFORMANCE.

Instructions.

Separate statements are required for broad and metre gauges.

1. Ton miles.—

Item 1·01. "Net ton miles" are the net or freight ton miles of freight carried in goods and mixed trains (item 1·08 of St. 2) included under item 14·05 of St. 6—Part I, i.e., net ton miles of item 14·05 of St. 6—Part I, less net ton miles of trains included in item 1·09 of St. 2.

Item 1·02. "Gross ton miles (including weight of engine)" are to include—

- Net ton miles as defined above.
- Tare ton miles of vehicles running on trains included under item 1·08 of St. 2 including weight of brake-vans.
- Tare ton miles of engines and tenders of trains included under item 1·08 of St. 2.
- Tare ton miles of engines and tenders making the miles shown under items 3·01 to 3·03 of St. 2.
- Tare ton miles of brake-vans, attached to light engines.

Item 1·03. "Gross ton miles (excluding weight of engine)" equals the total of (a) (b) and (c) under item 1·02 above.

Item 1·04 is to include gross ton miles of item 1·02 and of departmental trains (item 1·09 of St. 2) and of engines running light on departmental account and of trial engines.

Tare ton miles of shunting engines are not to be included.

Item 1·05 is to include gross ton miles of coaching traffic as defined in item 10 of St. 3 and of departmental trains (item 1·06 of St. 1).

2. Average wagon load during the run.—

Item 2 = $\frac{\text{item 1·01}}{\text{wagon miles under items 5·01, 5·05, 5·09 and 5·13 of St. 2}}$

3. Average train load.—

Item 3·01 = $\frac{\text{item 1·01}}{\text{item 1·08 of St. 2}}$
 item 1·02 less the gross ton miles attributable to light engines shown under item 3·03 of St. 2
 Item 3·02 = $\frac{\text{item 1·03}}{\text{item 1·08 of St. 2}}$

Item 3·03 = $\frac{\text{item 1·03}}{\text{item 1·08 of St. 2}}$

4. Net ton miles per wagon day.—

Item 4 = $\frac{\text{item 1·01}}{\text{wagon days as in item 9 of St. 2}}$

5. Net ton miles per (goods) locomotive day.—

Item 5 = $\frac{\text{item 1·01}}{\text{locomotive days}}$

Locomotive days are to include the days of all locomotives employed in connection with the working of goods services and the goods proportion of mixed services. The total of the following multiplied by the number of days in the month will give the total goods locomotive days:—

- Item 6·03 of St. 4.
- Goods proportion of mixed engines included in item 6·02 of St. 4.
- Goods proportion of items 5, 6·04, 6·05 and 6·07 of St. 4.
- Goods proportion of items 3·01 and 3·03 of St. 4, that is, the total of (1) to (3) above divided by average number available for use (item 4 of St. 4) and multiplied by the number shown under items 3·01 and 3·03 of St. 4.

Engines shown under items 5 and 6·07 of St. 4 are to be allocated to items 6·01 to 6·05 in proportion to the number of engines shown against each item unless the engines shown under items 5 and 6·07 can be definitely allocated to any one service. Engines shown under item 6·05 are to be divided between passenger and goods in proportion to the passenger and goods shunting engine miles.

St. 3—concl'd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		6. Net ton miles per shunting engine hour.		
		7. Net ton miles per engine hour.		
		8. Gross ton miles per engine hour.		
		9. Gross ton miles per train engine hour.		
		10. Lbs. of coal consumed per 1,000 gross ton miles (passenger including proportion of mixed).		
		11. Lbs. of coal consumed per 1,000 gross ton miles (goods including proportion of mixed).		
		12. Density—		
		12-01 Passenger miles per running track mile per day.		
		12-02 Net ton miles per running track mile per day.		

To be posted not later than 55 days after the month to which the figures refer.

STATEMENT 3—INSTRUCTIONS—concl'd.

6. Net ton miles per shunting engine hour. (See General instruction No. 16, page 6.)—

$$\text{Item 6} = \frac{\text{item 1-01} \times 5}{\text{item 2-03 of St. 2}}$$

7. Net ton miles per engine hour. (See General instruction No. 16, page 6.)—

$$\text{Item 7} = \frac{\text{item 1-01}}{\text{item 4-10 of St. 2}}$$

8. Gross ton miles per engine hour. (See General instruction No. 16, page 6.)—

$$\text{Item 8} = \frac{\text{item 1-04}}{\text{item 4-10 of St. 2}}$$

9. Gross ton miles per train engine hour.—

$$\text{Item 9} = \frac{\text{item 1-03 of St. 3}}{\text{items 4-01} + 4-02 + 4-03 + 4-04 + 4-05 \text{ of St. 2}}$$

10. Lbs. of coal consumed per 1,000 gross ton miles (passenger including a proportion of mixed).

"Coal consumed" is to include all coal burnt by engines during the hours shown under items 5-01 to 5-03 inclusive (excluding proportion of mixed trains due to goods) and 5-05 of St. 1.

"Gross ton miles" are to include—

(a) Ton miles of coaching traffic.

(b) Tare ton miles of vehicles running on the trains included under item 1-04 of St. 1 including weight of brake-vans.

(c) Tare ton miles of engines and tenders of trains included under item 1-04 of St. 1.

(d) Tare ton miles of engines and tenders shown under items 4-01 to 4-03 of St. 1.

(e) Tare ton miles of brake-vans attached to light engines.

Ton miles of passenger and other coaching traffic namely parcels, horses, carriages, etc., may be worked out on an average basis. This figure is to be based on the average number of passengers and average weight of other coaching traffic in a train.

The weights of coaching traffic are to be taken as follows:—

	Tons.
1st class passenger with free luggage	0-10
2nd class passenger with free luggage	0-08
Inter and III class passengers with free luggage	0-06
A carriage (average for 2 and 4 wheeler)	0-34
A horse	0-44
A dog	0-01

each.

11. Lbs. of coal consumed per 1,000 gross ton miles (goods including a proportion of mixed).

"Coal consumed" is to include all coal burnt by engines during the hours shown under items 4-01 to 4-05 and 4-07 of St. 2.

"Gross ton miles" = item 1-02.

12. Density.—

$$\text{Item 12-01} = \frac{\text{item 5-05 of St. 6—Part I}}{\text{item 2 of St. 6 Part I} \times \text{No. of days in the month}}$$

$$\text{Item 12-02} = \frac{\text{item 14-05 of St. 6—Part I}}{\text{item 2 of St. 6 Part I} \times \text{No. of days in the month}}$$

N. B.—In the case of a railway having running powers over, or working entirely a section of foreign line, the mileage of that section is to be added to item 2 of St. 6—Part I, for purposes of item 12-01, or items 12-01 and 12-02, according as the running powers are for passenger traffic or both passenger and goods traffic.

RAILWAY BOARD.

(Full name of reporting railway.)

ROLLING STOCK PERFORMANCE.

For the month of 192 , compared with 192 .

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		Engines		
		1. Average authorised stock (excluding engines ordered but not yet handed over to traffic).		
		2. Average total number on the line		
		3. Average number under or awaiting repair— in mechanical workshops— 3·01 Number 3·02 Percentage of item 2 In sheds and transportation workshops— 3·03 Number 3·04 Percentage of item 2		
		4. Average number available for use		

STATEMENT 4.—ROLLING STOCK PERFORMANCE.

Instructions.

Separate statements are required for broad, metre and narrow gauges.

Joint rolling stock belonging in part to one railway and in part to another is to be included in the statement of the railway which maintains it.

Engines.—

Item 1.—Average authorised stock is to include the average number of—

- authorised engines in stock.
 - authorised engines sold but not yet replaced or removed from the authorised list for want of sanction from the Railway Board,
 - authorised engines broken up but not yet replaced.
- but is to exclude—
- engines replaced but not yet broken up,
 - engines ordered but not yet handed over to traffic.

NOTE.—The following example explains the term "average" as used in this and other items of the statement.

Railway A has 1,000 units in the form of either engines, coaching vehicles or goods wagons on the 1st April and adds to its authorised stock 12 units on the 11th of April and 8 units on the 16th of April. The average authorised stock for the month is—

$$1,000 + \frac{12}{30} \times 12 + \frac{8}{30} \times 8.$$

$$= 1,000 + 8 + 4.$$

$$= 1,012 \text{ units.}$$

Cumulative figures are not required.

Item 2.—Average total number on the line is to include—

- average authorised stock,
 - average number of replaced engines which are still running,
 - average number of engines on loan or hire from foreign lines,
- but is to exclude—
- average number of engines on loan or hire to foreign lines, other Government departments and home line construction, when not working on the open line.
 - average number of authorised engines broken up but not yet replaced.
- For "average" see note under item 1.

3. Average number under or awaiting repair.—

Items 3·01 and 3·03. An engine is to be considered as under or awaiting repair for one day for every 24 hours or portion thereof after the first 24 hours during which the engine is unfit to run. The question of how long the repairs will take is not to be taken into consideration. The 24 hours free time is to be reckoned from the time the engine returns to shed.

For example, an engine on returning to shed at 10 A.M., on Monday is booked for repairs which are completed by 10 A.M., on Tuesday. This engine is not to be counted as under repair; if the repairs, however, are completed any time after 10 A.M., on Tuesday even if only an hour after, and before 10 A.M., on Wednesday, it is to be counted as under repair for one day, and so on.

For "average" see note under item 1.

An engine awaiting repair is to be shown against transportation workshops from the time it returns to shed (after allowing the necessary free time) until it has been handed over to mechanical workshops and the time taken by the engine in getting from the shed to shops is to be shown against transportation workshops. While standing within mechanical workshops limits and waiting to go into shops, the engine is to be shown against 'mechanical workshops'. Two free periods of 24 hours will not be allowed.

$$\text{Item 3·02} = \frac{\text{item 3·01} \times 100.}{\text{item 2}}$$

$$\text{Item 3·04} = \frac{\text{item 3·03} \times 100.}{\text{item 2}}$$

4. Average number available for use.—

Item 4=Item 2 minus (items 3·01 + 3·03), i.e., item 4=total of items 5, 8·06 and 6·07.

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St. 4—contd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		<i>Engines—contd.</i>		
		5. Average number in good repair stored .		
		6. Average number in use daily on—		
		6·01 Passenger trains		
		6·02 Mixed trains		
		6·03 Goods trains		
		6·04 Departmental service		
		6·05 Shunting including siding		
		6·06 Total		
		6·07 Spare		
		7. Maximum number in use on any one day .		
		8. Engines undergoing repairs not available for traffic.		
		8·01 Number received during the month from shops after undergoing heavy repairs.		
		8·02 Number received during the month from shops after undergoing light repairs.		
		8·03 Average number of days engines received during the month after undergoing heavy repairs were not available for traffic.		
		8·04 Average number of days engines received during the month after undergoing light repairs, were not available for traffic.		

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STATEMENT 4.—INSTRUCTIONS—contd.

5. Average number in good repair stored.—

Item 5 is to show the average number of engines stored in good repair, that is, the number of engines which although in good repair are not immediately available for use owing to their parts having been greased or leaded.

Item 5 is not to include engines which are merely spare from day to day and are readily available. These are to be included under item 6·07.

6. Average number in use daily.—

The average is to be arrived at by the method explained in the note under item 1.

Item 6·01 is to include engines used on mail and ordinary passenger service.

Item 6·02 is to include engines used on ordinary mixed service.

Assisting required, assisting not required, light and pilot engines are to be shown under the service for which they are working, i.e., an assisting required engine on a passenger train is to be shown under item 6·01—Passenger trains.

Item 6·03 is to include engines used on goods service only.

Special trains run are to be included under items 6·01 to 6·03 depending on whether the special train run is a passenger, mixed or goods train.

Item 6·04 is to include—

(a) engines used on ballast trains.

(b) engines running light on departmental account.

(c) engines working departmental specials, e.g., inspection trains, workmen's trains, store trains, etc.

(d) shunting engines used wholly on departmental account.

Item 6·05 is to include—

(a) engines used on shunting (excluding train engines shunting before, during or after the run).

(b) engines used on sidings.

Item 6·06 is the total of items 6·01 to 6·05 ; both inclusive.

Item 6·07 is to include only spare engines which are readily available.

An engine is only to be considered as spare if not actually working during the 24 hours of any one day from midnight to midnight.

NOTE.—If an engine is used on two or more services during the day from midnight to midnight it is to be allocated against the service on which it has worked the greater period and excluded from the other services.

7. Maximum number in use on any one day.—

Item 7 is to show the maximum number of engines of all classes enumerated under item 6 in use on any one day in the month.

Cumulative figures are not required.

8. ^{Engines}Number undergoing heavy repairs not available for traffic.

Items 8·01 and 8·02 are to show the number of engines received back from shops during the month after undergoing heavy and light repairs respectively.

For definition of heavy and light repair see Railway Board's letter No. 1100-St., dated the 15th December 1925.

Items 8·03 and 8·04 are to show the number of engines received back from shops after undergoing heavy and light repairs respectively were not available for traffic. An engine is to be considered as not available for traffic from the last day on which it worked and was marked for shops until it is received back at its home shed. The time taken in going to the shops from its home shed and in returning from shops is to be included.

St. 4—*contd.*

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		<i>Engines—concl.</i>		
		9. Engine miles per passenger engine per day.		
		10. Engine miles per mixed engine per day .		
		11. Engine miles per goods engine per day .		
		12. Engine miles per day per engine in use (item 6).		
		13. Engine miles per day per engine on the line (item 2).		
		14. Engine failures—		
		14-01 Number		
		14-02 Engine miles per engine failure		
		<i>Coaching stock—</i>		
		15. Average authorised stock (excluding coaching stock ordered but not yet handed over to traffic):—		
		15-01 Passenger carriages		

STATEMENT 4.—INSTRUCTIONS—*contd.*

9. Engine miles per passenger engine per day.—

(item 1-01 of St. 1 + passenger proportions only of items 4-01 + 4-02 + 4-03 of St. 1).

Item 9 = $\frac{\text{item 6-01} \times \text{No. of days in the month.}}{\text{item 6-01} \times \text{No. of days in the month.}}$

Instructions for Narrow gauge lines will be found after the end of instructions for item 25.

10. Engine miles per mixed engine per day.—

(items 1-02 + 1-03 of St. 1 + mixed proportions of items 4-01 + 4-02 + 4-03 of St. 1 and of 3-01 + 3-02 + 3-03 of St. 2.)

Item 10 = $\frac{\text{item 6-02} \times \text{No. of days in the month.}}{\text{item 6-02} \times \text{No. of days in the month.}}$

Instructions for Narrow gauge lines will be found after the end of instructions for item 25.

11. Engine miles per goods engine per day.—

items 1-01 + 1-02 + 1-05 of St. 2 + (goods proportions only of items 3-01 + 3-02 + 3-03 of St. 2.)

Item 11 = $\frac{\text{item 6-03} \times \text{No. of days in the month.}}{\text{item 6-03} \times \text{No. of days in the month.}}$

Instructions for Narrow gauge lines will be found after the end of instructions for item 25.

12. Engine miles per day per engine in use.—

Items 1-04 + 1-06 + 3-03 + 4-01 + 4-02 + 4-03 + 4-04 of St. 1 + items 1-08 + 1-09 + 2-03 + 3-01 + 3-02 + 3-03 + 3-04 + 3-08 of St. 2.

Item 12 = $\frac{\text{item 6-06} \times \text{No. of days in the month.}}{\text{item 6-06} \times \text{No. of days in the month.}}$

Instructions for Narrow gauge lines will be found after the end of instructions for item 25.

13. Engine miles per day per engine on the line.—

Engine miles as for item 12.

Item 13 = $\frac{\text{item 2} \times \text{No. of days in the month.}}{\text{item 2} \times \text{No. of days in the month.}}$

Instructions for Narrow gauge lines will be found after the end of instructions for item 25.

14. Engine failures.—

Item 14-01. An engine is considered to have failed when it is unable to work its booked train from start to destination or causes a delay of one hour or more *en route* through some mechanical defect or mismanagement of the engine crew. Engine failures of shunting engines are to be excluded.

(Engine miles as for item 12 excluding miles of shunting engines)

Item 14-02 = $\frac{\text{item 3-01 of St. 1} + \text{item 2-01 of St. 2.}}{\text{item 14-01.}}$

Instructions for Narrow gauge lines will be found after the end of instructions for item 25.

Coaching Stock.

15. Average authorised stock.—

Item 15-01 is to include the average number of—

(a) authorised number of all classes of passenger carriages in stock,

(b) passenger carriages broken up but not yet replaced,

but is to exclude the average number of—

(1) passenger carriages replaced but not yet broken up,

(2) passenger carriages ordered but not yet handed over to traffic.

Composite carriages of which the whole or any part is allotted for the conveyance of passengers are to be shown as passenger carriages under this item.

St. 4—*contd.*

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		Coaching stock— <i>concl.</i>		
		15·02 Other coaching vehicles.		
		16. Average number on the line—		
		16·01 Passenger carriages		
		16·02 Other coaching vehicles		
		17. Average number under or awaiting repairs—		
		In mechanical workshops—		
		17·01 Passenger carriages		
		17·02 Percentage of item 16·01		
		17·03 Other coaching vehicles		

STATEMENT 4.—INSTRUCTIONS—*contd.*

Item 15·02 is to include the average number of—

- (a) saloons and reserved carriages allotted for officers,
- (b) all other coaching stock including brake-vans exclusively used on passenger and mixed train services,
- (c) similar stock broken up but not yet replaced,

but is to exclude the average number of—

- (1) similar stock replaced but not yet broken up,
- (2) similar coaching stock ordered but not yet handed over to traffic.

For "average" see note under item 1.

NOTE.—Military, tourist, restaurant and ambulance cars and prison vans are to be taken as passenger vehicles and construction and kitchen cars, and bogie luggage and brake-vans are to be taken as "Other coaching vehicles."

Cumulative figures are not required.

16. Average number on the line.—

Item 16·01 is to include the average number of—

- (a) authorised passenger carriages of all classes on the line,
- (b) replaced passenger carriages which are still running,
- (c) passenger carriages on loan or hire from foreign lines,

but is to exclude the average number of—

- (1) all classes of passenger carriages on loan or hire to foreign lines except those forming part of through trains to foreign lines,
- (2) vehicles on the line temporarily such as those forming part of through trains from foreign railways.

Item 16·02 is to include the average number of—

- (a) saloons and reserved carriages allotted for officers,
- (b) all other coaching stock including brake-vans exclusively used on passenger and mixed train services,

but is to exclude the average number of—

- (1) other coaching vehicles on loan or hire to foreign lines except those forming part of through trains to foreign lines.
- (2) other coaching vehicles on the line temporarily such as those forming part of through trains from foreign railways.

For "average" see note under item 1.

See also note under item 15.

17. Average number under or awaiting repair.—

A vehicle is to be considered as under or awaiting repair for one day for every 24 hours or portion thereof after the first 24 hours during which the vehicle is unfit to run. The question of how long the repairs will take is not to be taken into consideration. The 24 hours free time reckons from the time the vehicle is marked unfit to run and not from the time it is received into shops.

A coaching vehicle is to be shown against transportation workshops from the time it has been marked sick until it has been handed over to the mechanical workshops. While standing within mechanical shop limits and waiting to go into shops the vehicle is to be shown against 'mechanical workshops'. Two free periods of 24 hours will not be allowed."

See also the example given under item 3 and note under item 15.

Item 17·01. See instructions under item 16·01.

$$\text{Item 17·02} = \frac{\text{Item 17·01} \times 100}{\text{Item 16·01.}}$$

Item 17·03. See instruction under item 16·02.

St. 4—contd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		17·04 Percentage of item 16·02 . . .		
		In sick lines and transportation workshops—		
		17·05 Passenger carriages . . .		
		17·06 Percentage of item 16·01 . . .		
		17·07 Other coaching vehicles . . .		
		17·08 Percentage of item 16·02 . . .		
		18. Number overdue repairs at the end of the month—		
		18·01 Passenger carriages . . .		
		18·02 Percentage of item 15·01 . . .		
		18·03 Other coaching vehicles . . .		
		18·04 Percentage of item 15·02 . . .		
		Goods stock—		
		19. Average authorised stock (excluding wagons ordered but not yet handed over to traffic).		
		20. Average number of wagons owned—		
		20·01 In units . . .		
		20·02 In terms of four-wheelers . . .		

STATEMENT 4.—INSTRUCTIONS—contd.

$$\text{Item 17·04} = \frac{\text{Item 17·03} \times 100.}{\text{Item 16·02.}}$$

Item 17·05. See instructions under item 16·01.

$$\text{Item 17·06} = \frac{\text{Item 17·05} \times 100.}{16·01.}$$

Item 17·07. See instructions under item 16·02.

$$\text{Item 17·08} = \frac{\text{Item 17·07} \times 100.}{\text{Item 16·02.}}$$

18. Number overdue repairs at the end of the month.—

The number of vehicles for the repairs of which the railway is responsible is only to be included. The repairs referred to are not to include minor or running repairs.

Item 18·01 — See instructions under item 16·01.

$$\text{Item 18·02} = \frac{\text{Item 18·01} \times 100.}{\text{item 15·01.}}$$

Item 18·03 — See instructions under item 16·02.

$$\text{Item 18·04} = \frac{\text{item 18·03} \times 100.}{\text{item 15·02.}}$$

See also note under item 15.

Cumulative figures are not required.

This item is not to be calculated for Narrow gauge lines.

Goods Stock.

19. Average authorised stock.—

Item 19 is to include the average number of —

(a) authorised wagons in stock,

(b) wagons broken up but not yet replaced,

but is to exclude the average number of—

(1) wagons ordered but not yet handed over to traffic,

(2) replaced wagons which are still running,

(3) wagons enumerated under item 21 below.

A note is to be made of the average authorised stock of wagons owned of the types enumerated under item 21 below.

For "average" see note under item 1.

Cumulative figures are not required.

20. Average number of wagons owned.—

Item 20 is to include the average number of—

(a) authorised wagons in stock,

(b) replaced wagons which are still running,

(c) wagons on loan or hire to foreign lines,

but is to exclude the types of wagons enumerated under item 21 below.

NOTE.—A note is to be added to this item showing the average number of wagons on loan or hire to foreign lines.

Item 20·01 is to show the actual number of wagons as above.

Item 20·02 is to show item 20·01 stated in terms of four-wheelers and for this purpose—

a bogie = two four-wheelers,

a six wheeler = one four-wheeler.

For "average" see note under item 1.

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St. 4—contd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1st.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		<i>Goods stock—concl.</i>		
		21. Average number of wagons on the line daily (pooled and non-pooled) in terms of four-wheelers.		
		22. Average number of unserviceable wagons on the line daily—		
		In mechanical workshops—		
		22-01 Number		
		22-02 Percentage of item 21		
		In sick lines and transportation workshops—		
		22-03 Number		
		22-04 Percentage of item 21		
		23. Number overdue repairs at the end of the month—		
		23-01 Number		
		23-02 Percentage of item 19		

To be posted on or before the 20th of the month following.

STATEMENT 4.—INSTRUCTIONS—concl.

21. Average number of wagons on the line daily, pooled and non-pooled (in terms of four-wheelers) :—

The actual number is to be converted in terms of four wheelers as laid down in item 20.

Figures for the average number of broad gauge wagons on the line are to be worked out from the figures which are at present supplied by the Director of Wagon Interchange.

The following are to be excluded in arriving at the average number of wagons on the line daily, for this item :—

Accident and relief vans.	Fitters' vans.
Armoured train vehicles.	Gas holders.
Ash vans.	Inspectors' vans.
Brake-vans (other than those exclusively used on passenger and mixed train services).	Pilot trucks.
Cranes.	Store vans (supplying stores to stations).
Support wagons for cranes.	Shop service wagons.
Disinfecting vans.	Supply Departmental wagons.
Dock wagons.	Tool vans.
Dummy trucks.	Water tanks (supplying water to staff).
Engineering Ballast trucks.	Weighbridge test wagons.
	Wheel vans.

22. Average number of unserviceable wagons on the line daily.—

Item 22-01 and item 22-03. The number of unserviceable wagons on the line is to be obtained by actual count four times a month on the 8th, 15th, 22nd and the last day of the month and to be reckoned in terms of four-wheelers as laid down in item 20. If any of those days falls on a holiday the count is to be made on the day following.

The average number of unserviceable wagons is to be obtained by totalling the number of wagons found unserviceable on the 8th, 15th, 22nd and the last day of the month and by dividing it by 4.

The number of wagons unserviceable is to include all foreign line wagons under or awaiting repairs. The question of how long the repairs will take is not to be taken into consideration. A goods wagon is to be shown against transportation workshops from the time it has been marked sick until it has been handed over to the mechanical workshops. While standing within mechanical shop limits and waiting to go into shops the wagon is to be shown against "Mechanical workshops." No free period is to be allowed for goods vehicles.

Wagons unserviceable of the classes enumerated in the instructions for compiling item 21 are to be excluded.

$$\text{Item 22-02} = \frac{\text{item 22-01} \times 100}{\text{Item 21.}}$$

$$\text{Item 22-04} = \frac{\text{Item 22-03} \times 100}{\text{Item 21.}}$$

23. Number overdue repairs at the end of the month.—

Item 23-01. No account is to be taken of foreign line wagons overdue repairs. The wagons overdue repairs of the classes enumerated in the instructions for compiling item 21 are to be excluded.

$$\text{Item 23-02} = \frac{\text{item 23-01} \times 100}{\text{item 19.}}$$

Cumulative figures are not required.

This item is not to be calculated for Narrow gauge lines.

RAILWAY BOARD.

(Full name of reporting railway.)

REVENUE AND EXPENDITURE

(Advance figures.)

For the month of.....192..

1. Route miles.

2. Track miles (excluding sidings).

3. Coaching earnings.

4. Goods earnings.

5. Other earnings.

6. Total earnings.

7. Total working expenses.

8. Percentage of working expenses to gross earnings.

To be posted on or before the 25th of the month following.

STATEMENT 5—REVENUE AND EXPENDITURE.

(ADVANCE FIGURES).

Instructions.

Figures are required for the system as a whole.

Although the figures for this statement are required in advance they are to be as accurate as possible.

Item 1.—Route miles.—

Route miles are to show the mileage owned by a railway including its worked lines treated as a single line. Miles of double, treble, etc., tracks, crossings at stations and sidings are to be excluded.

Item 2.—Track miles (excluding sidings).—

Track miles are to include route miles and the extra mileage due to double treble, etc., track, but are to exclude track in sidings and crossings at stations.

Items 3 to 6 are self-explanatory.

Item 7.—Total working expenses. This is to exclude expenditure on Replacement and Renewal or contribution to the depreciation fund.

Item 8.—Percentage of working expenses to gross earnings.

$$\text{Item 8} = \frac{\text{item 7}}{\text{item 6}} \times 100.$$

RAILWAY BOARD.

(Full name of reporting railway.)

REVENUE AND EXPENDITURE- PART I.

For month of 192 , compared with 192 .

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		1. Route miles		
		2. Running track miles (excluding sidings)		
		Revenue—		
		3. No. of passengers originating—		
		3-01 First class		
		3-02 Second class		
		3-03 Intermediate class		
		3-04 Third class		
		3-05 Total		
		4. No. of passengers carried—		
		4-01 First class		
		4-02 Second class		
		4-03 Intermediate class		
		4-04 Third class		
		4-05 Total		
		5. Passenger miles—		
		5-01 First class		
		5-02 Second class		
		5-03 Intermediate class		
		5-04 Third class		
		5-05 Total		
		6. Earnings from passengers carried—		
		6-01 First class		
		6-02 Second class		
		6-03 Intermediate class		
		6-04 Third class		
		6-05 Total		
		7. Total parcel earnings		
		8. Total miscellaneous coaching earnings		
		9. Total coaching earnings		
		10. No. of tons originating		
		11. No. of tons terminating		
		12. No. of tons of cross traffic		

STATEMENT 6—PART I.—REVENUE AND EXPENDITURE.

Instructions.

The figures for this statement are to be audited figures.

Separate statements are required for broad, metre and narrow gauges.

1. Route miles.—

Route miles are to show the mileage owned by a railway including its worked lines treated as a single line. Miles of double, treble, etc., tracks, crossings at stations and sidings are to be excluded.

2. Running track miles (excluding sidings)—

Track miles are to include route miles and the extra mileage due to double, treble, etc., track but are to exclude track in sidings and crossings at stations.

3. Number of passengers originating.—

A passenger is considered as originating on the line on which he starts his journey.

A passenger taking a local return ticket is to be treated as having originated twice.

A passenger taking a return ticket to a foreign line station is to be treated as having originated once.

Numbers are to be shown under first, second, intermediate, third and total separately.

Season tickets are to be reckoned at the rate of 50 single journey tickets for each monthly season ticket issued.

4. Number of passengers carried.—

Numbers are to be shown under first, second, intermediate, third and total separately.

The number of passengers carried is to include :—

- (1) number of passengers originating on each gauge of the home line,
- (2) number of inward passengers received from foreign lines or from a different gauge of the home line,
- (3) cross traffic received from foreign lines or from a different gauge of the home line, that is, the traffic which neither originates nor terminates on the gauge for which the return is being compiled but which merely crosses it.

NOTE:— The number of passengers carried must be either equal to or greater than the number of passengers originating.

5. Passenger miles.—

When railways do not prepare passenger density figures passenger miles are to be computed for each class by dividing the total earnings for each class as shown under item 6, by the average rate per passenger per mile of each class after allowing for any telescopic variations in force.

When calculating passenger miles of season ticket holders the number of journeys per month is to be taken as 50.

9. Total coaching earnings.—

Item 9=items 6-05+7+8.

No. of tons originating—

Item 10 is to include tons of all traffic originating on each gauge whether it terminates on the gauge itself or on some other gauge of the home line or on foreign lines.

Weight of live stock is to be taken as follows :—

	Tons.
A head of cattle, or a pony, or a horse	0-25
A head of sheep, goat, etc.	0-025
An elephant	2-50

11. Number of tons terminating.—

Item 11 is to include tons of all traffic terminating on the line whether it originated on the line itself or on foreign lines.

12. Number of tons of cross traffic.—

Item 12 is to include tons of all traffic originating on one foreign line and terminating on the same or another foreign line after crossing the home line. Traffic originating on a different gauge of the home line to that for which the return is being prepared is to be treated as traffic from a foreign line.

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St. 6—Part I—concl'd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		Revenue—concl'd.		
		13. No. of tons carried		
		13-01 General Merchandise, etc.		
		13-02 Fuel for the public and foreign railways.		
		13-03 Fuel on revenue account		
		13-04 Other revenue stores		
		13-05 Total		
		14. Net ton miles—		
		14-01 General merchandise, etc.		
		14-02 Fuel for the public and foreign railways.		
		14-03 Fuel on revenue account		
		14-04 Other revenue stores		
		14-05 Total		
		15. Earnings from goods carried—		
		15-01 General merchandise, etc.		
		15-02 Fuel for the public and foreign railways.		
		15-03 Fuel on revenue account		
		15-04 Other revenue stores		
		15-05 Total		
		16. Total other goods earnings		
		17. Total goods earnings		
		18. Total Miscellaneous earnings		
		19. Total gross earnings		

To be posted not later than 55 days after the month to which the figures refer.

STATEMENT 6.—PART I.—INSTRUCTIONS—(concl'd.)

13. Number of tons carried.—

See definitions for number of passengers carried, item 4.

Item 13-01 is to include general merchandise, military stores, live-stock and railway materials for foreign railways and home line construction.

Item 13-02 is to include coal, coke, patent and oil fuel for the public, foreign railways and construction projects.

Item 13-03 is to include coal, coke, patent and oil fuel for home line departments.

Item 13-04 is to include general stores and materials for home line departments and ballast carried for the Engineering Department.

14. Net ton miles.—

Items 14-01 to 14-05 are to show the net or freight ton miles of the commodities included in items 13-01 to 13-05 respectively.

17. Total goods earnings.—

Item 17 = items 15-05 + 16.

18. Total miscellaneous earnings.—

This is to include all earnings not shown under items 9 and 17.

19. Total gross earnings.—

Item 19 = items 9 + 17 + 18.

RAILWAY BOARD.

ST. 6—Pt. II.

(Full name of reporting railway.)

REVENUE AND EXPENDITURE—PART II.

For month of _____ 192 , compared with _____ 192 .

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		Revenue — 1. Increase -- or decrease + in suspense. 2. Gross receipts. Expenditure— 3. Maintenance of structural works. 4. Percentage of gross earnings. 5. Maintenance and Supply of Loco. Power. 6. Percentage of gross earnings. 7. Maintenance of Carriage and Wagon Stock. 8. Percentage of gross earnings. 9. Traffic Department. 10. Percentage of gross earnings. 11. General Department. 12. Percentage of gross earnings. 13. Maintenance and Working of Ferry steamers and Harbours. 14. Percentage of gross earnings. 15. Miscellaneous expenses. 16. Percentage of gross earnings. 17. Total working expenses. 18. Total gross earnings. 19. Percentage of working expenses to gross earnings.		

To be posted not later than 55 days after the month to which the figures refer.

STATEMENT 6—REVENUE & EXPENDITURE—PART II.

Instructions.

Figures are required for the system as a whole .

Expenditure.

Expenditure on account of Replacement and Renewal or contribution to Depreciation Fund is to be excluded from items 3 to 17 both inclusive and from item 19.

19. Percentage of working expenses to gross earnings.

$$\text{Item 19} = \frac{\text{item 17}}{\text{item 18}} \times 100.$$

NY201

RAILWAY BOARD.

St. 7.

(Full name of reporting railway.)

COMMODITY STATISTICS.

For month of _____ 192 .

FIGURES FOR THE MONTH.				Name of Commodity.	CUMULATIVE FIGURES FROM APRIL 1927.			
QUANTITY.					QUANTITY.			
Originating on home line whether local or foreign.	Other traffic.	Total.	Earnings.		Originating on home line whether local or foreign.	Other traffic.	Total.	Earnings.
				1. <i>Fuel</i> — 1-01 Coal and coke and patent fuel. 1-02 Oil fuel. 1-03 Fire wood and other fuel. 2. <i>Heavy merchandise</i> — 2-01 Rice in the husk. 2-02 Rice not in the husk. 2-03 Gram and pulse. 2-04 Wheat. 2-05 Jowar and bajra. 2-06 Other grains. 2-07 Marble and stone. 2-08 Salt. 2-09 Gur, jagree, molasses, etc. 2-10 Sugar, refined and unrefined 2-11 Wood, unwrought. 2-12 Metallic ores. 2-13 Oil seeds. 2-14 Cotton, raw, pressed. 2-15 Total heavy merchandise. 3. <i>Light merchandise</i> — 3-01 Cotton, raw, unpressed. 3-02 Cotton, manufactured. 3-03 Fodder. 3-04 Fruits and vegetables, fresh 3-05 Jute, raw. 3-06 Iron, and steel, wrought. 3-07 Kerosene oil. 3-08 Tobacco. 3-09 Provisions. 3-10 Military stores. 3-11 Railway materials. 3-12 Total light merchandise. 4 Other commodities. 5. <i>Total (excluding live stock).</i> 6. <i>Live stock.</i> 7. <i>Materials and stores on revenue account.</i>				

To be posted not later than 55 days after the month to which the figures refer.

STATEMENT 7.—COMMODITY STATISTICS.

Instructions.

Separate statements of tonnage by commodities are required for broad, metre and narrow gauges; the earnings are to be given for the entire system.

Any railway which has not earned during any of the three preceding years the amounts shown against each of the following commodities will not be required to compile separate statistics for that commodity till such time as the earnings from that commodity amount to or exceed the specified minimum and will include the tonnage and earnings under 'other commodities'—

Name of Commodity.	Amount earned on the system.	Name of Commodity.	Amount earned on the system.
	Rs.		Rs.
Fuel	7,80,000	Cotton, raw, pressed	2,82,000
Rice in the husk	64,000	Cotton, raw, unpressed	
Rice not in the husk	2,85,000	Cotton, manufactured	1,53,000
Gram and pulse	2,12,000	Fodder	89,000
Wheat	1,92,000	Fruits and vegetables, fresh	85,000
Jowar and bajra	77,000	Jute, raw	1,03,000
Other grains	4,05,000	Iron and steel, wrought	79,000
Marble and stone	63,000	Kerosene oil	1,14,000
Salt	1,55,000	Tobacco	44,000
Gur, jagree, molasses, etc	92,000	Provisions	93,000
Sugar, refined and unrefined	99,000	Military Stores	No minimum.
Wood, unwrought	96,000	Railway materials	23,000
Metallic ores	62,000	Other commodities	
Oil seeds	2,04,000	Live stock	No minimum.
		Materials and Stores on revenue account.	

Should, however, any railway decide to compile, for its own use, figures for any of the above commodities, even though the earnings therefrom fall below the amounts specified, such figures are to be included under the appropriate item irrespective of the minimum specified.

All articles are to be classified under the selected heads, as detailed in the 'Classified List of Articles' included under the Selected Commodities for which statistics are compiled on Railways in India. Cotton raw is to be subdivided into pressed and unpressed according to the method of consigning. Any article not included in this list and the classification of which is doubtful, is to be included under item 4 'Other Commodities'. The following special instructions should be carefully observed.

Item 1.—*Fuel* is to include coal and coke and patent fuel and oil fuel for the public and foreign railways and construction projects but is to exclude coal and coke and patent fuel and oil fuel carried for the home line on revenue account.

Item 3-11.—*Railway Materials* is to include railway materials carried for foreign railways, home line construction and open line capital works but is to exclude railway materials carried for the home line on revenue account.

"*Fuel on Revenue Account*" and "*Other revenue stores*" are to be shown under item 6 and to agree with totals of items 13-03 and 13-04 and of items 15-03 and 15-04 respectively of St. 6—Part I.

Item 5.—Items 1-01+1-02+2-15+3-12+4.

When a consignment consists of articles such as 'Gram' and 'Wheat' mixed together coming under two or more different but connected heads, the articles should be shown under 'Other grains.'

When however articles fall under heads which are not connected in any way, such as fruits, and dried fruits, which fall under the heads 'Fruits and vegetables, fresh' and 'Provisions,' respectively, the articles should be shown under item 4 'Other Commodities', unless the quantity of each article separately is known approximately, when the articles should be included under their appropriate heads.

RAILWAY BOARD.

St. 8.

(Full name of reporting railway.)

MONTHLY STATEMENT OF STATISTICS.

(for all except Class I Railways.)

For month of 192 , compared with 192 .

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		1. Number of passengers originating—		
		1-01 First class		
		1-02 Second class		
		1-03 Intermediate class		
		1-04 Third class		
		1-05 Total		
		2. Number of passengers carried—		
		2-01 First class		
		2-02 Second class		
		2-03 Intermediate class		
		2-04 Third class		
		2-05 Total		
		3. Passenger miles—		
		3-01 First class		
		3-02 Second class		
		3-03 Intermediate class		
		3-04 Third class		
		3-05 Total		
		4. Earnings from passengers carried—		
		4-01 First class		
		4-02 Second class		
		4-03 Intermediate class		
		4-04 Third class		
		4-05 Total		
		5. Other coaching earnings		
		6. Total coaching earnings		
		7. Number of tons originating		
		8. Number of tons carried		
		9. Net ton miles		
		10. Earnings from tons carried		
		11. Other goods earnings		
		12. Total goods earnings		
		13. Total gross earnings		
		14. Total working expenses		
		15. Total net earnings		
		16. Percentage of working expenses to gross earnings		
		17. Train miles—		
		17-01 Passenger		
		17-02 Mixed		
		17-03 Goods		
		17-04 Total (including departmental)		
		18. Engine miles— (other than train miles)		
		18-01 Shunting		
		18-02 Total (including shunting)		
		19. No. of tons of coal consumed		

To be posted not later than 55 days after the month to which the figures refer.

STATEMENT 8.—MONTHLY STATEMENT OF STATISTICS.

Instructions.

This statement will be required from Class II and Class III Railways only, for the system as a whole.

1. Number of passengers originating.—

For definition see item 3 on page 49, but the figures here are to be calculated for the entire system.

2. Number of passengers carried.—

For definitions see item 4 on page 49, but the figures here are to be calculated for the entire system.

3. Passenger miles.—

In the case of railways which do not prepare passenger density figures, passenger miles are to be computed for the whole line by dividing the total earnings for each class of passengers carried by the average rate per passenger per mile of each class, after allowing for any telescopic variations in force.

For the purpose of calculating passenger miles of season ticket holders the number of journeys per month is to be taken as 50.

17. Train miles.—

Items 17-01, 17-02 and 17-03. See General Instructions 8, 9 and 10. No deduction is to be made on account of the mileage of departmental vehicles run on passenger, mixed or goods trains.

Item 17-04 is the total of items 17-01, 17-02 and 17-03 plus the mileage of departmental trains as inspection trains, workmen's trains, maintenance and store trains, etc., run for the revenue or capital works of an open line. Only trains run wholly for departmental purposes are to be treated as departmental trains.

18. Engine miles.—(other than train miles).

Item 18-01 is to include the mileage of all engines shunting coaching or goods vehicles as well as the mileage of train engines shunting before the booked departure of a train or after reaching an engine changing station or during the run.

Item 18-02 is to include the mileage shown under item 18-01 plus the mileage of all assisting required, assisting not required, light, siding and departmental engines.

19. Number of tons of coal consumed.—

All fuel consumed, other than coal is to be converted in terms of coal as follows:—

2½ tons of wood = 1 ton of coal.

0.55 tons of fuel = 1 ton of coal.

The remaining items are self explanatory, but attention is directed to the General Instructions issued with these statements, and in so far as they apply to this particular statement, they are to be carefully observed.

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RAILWAY BOARD.

ST. 9—PART I.

(Full name of reporting railway).

TRAIN PERFORMANCE—PART I.

(2' 6" and 2' 0" lines of Class I Railways.)

For month of ———— 192 , compared with ———— 192 .

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		1. Train miles—		
		1-01 Passenger		
		1-02 Mixed		
		1-03 Goods		
		1-04 Total Passenger and proportion mixed		
		1-05 Total Goods and proportion mixed .		
		1-06 Rail motor cars		
		1-07 Departmental		
		2. Vehicle miles—		
		2-01 Coaching—Passenger trains .		
		2-02 Mixed trains		

To be posted on or before the 20th of the month following.

STATEMENT 9.—TRAIN PERFORMANCE—PART I.

Instructions.

The results of working of narrow gauge lines of Class I Railways only are to be shown in this statement.

1. Train miles.—

Item 1-01. No deduction is to be made on account of the mileage of departmental vehicles run on passenger trains.

Item 1-02 is to show the total mixed train mileage, i.e., both the passenger and goods proportions. No deduction is to be made on account of the mileage of departmental vehicles run on mixed trains.

Item 1-03. No deduction is to be made on account of the mileage of departmental vehicles run on goods trains.

Item 1-04 is to include the total under item 1-01 and the passenger, proportion of item 1-02.

Item 1-05 is to include the total under item 1-03 and the goods proportion of item 1-02.

Item 1-06 is to show the mileage of any rail motor cars in use on narrow gauge lines, whether on traffic or departmental account.

Item 1-07 is to include the total mileage of inspection trains, workmen's trains, etc., maintenance trains and store trains run for the revenue or capital works of an open line.

Only the mileage of trains run wholly for departmental purposes are to be included in this item.

2. Vehicle miles.—

Items 2-01 to 2-02 to show equivalent vehicle miles in terms of four wheelers and for this purpose—

A bogie = two four-wheelers.

A six wheeler = one four-wheeler.

Item 2-01 is to include the mileage of the following vehicles when run on passenger trains—

(a) Coaching vehicles.

(b) Empty brake vans.

N. B.—Brake vans worked as brakes are to be excluded.

(c) Goods wagons used for carrying passengers, live stock at coaching rates, luggage and parcels.

(d) Parcels vans, luggage vans, etc.

(e) Departmental vehicles such as inspection carriages.

Item 2-02 is to include the mileage of the vehicles enumerated under item 2-01 when run on mixed trains.

St. 9—Part I—*contd.*

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		2. <i>Vehicle miles—concl.</i>		
		Goods trains only—		
		2-03 Loaded		
		2-04 Empty		
		2-05 Total		
		2-06 Percentage loaded of total		
		Mixed trains only—		
		2-07 Loaded		
		2-08 Empty		
		2-09 Total		
		2-10 Departmental		
		2-11 Brake vans		
		3. <i>Shunting miles—</i>		
		3-01 Shunting engines		
		3-02 Train engines		
		3-03 Total		
		4. <i>Engine miles—(other than train and shunting)—</i>		
		4-01 Other		

To be posted on or before the 20th of the month following.

STATEMENT 9.—PART I.—INSTRUCTIONS—*contd.*

Wagon miles under items 2-03 to 2-09, are to exclude the mileage—

- (a) wagons moved by shunting engines in the performance of shunting duties.
- (b) wagons moved by train engines when shunting during the run or before or after reaching an engine changing station.
- (c) wagons moved by engines of which the siding engine mileage is shown under item 4-01.
- (d) brake vans worked as brakes.

The term wagon is intended to include both covered and open goods wagons.

Item 2-03 is to include the mileage of the following when run on goods trains only :—

- (a) loaded wagons, including Loaded Departmental vehicles.
- (b) wagons used as checks for long loads.

Item 2-04 is to include the mileage of the following when run on goods trains only :—

- (a) empty goods wagons.
- (b) empty brake vans.
- (c) empty departmental vehicles such as oil tanks, gasholders, and water trucks.
- (d) loaded and empty departmental vehicles such as inspection carriages.
- (e) coaching vehicles.

Item 2-05 = items 2-03 + 2-04.

Item 2-06 = item $\frac{2-03 \times 100}{2-05}$.

Items 2-07 to 2-09 are to show the mileage of wagons run on mixed trains.

Item 2-10 is to include the mileage of coaching and goods vehicles run on departmental trains shown under item 1-07.

Item 2-11 is to include the mileage of brake vans worked as brake vans on passenger, mixed, goods and departmental trains and with light engines. The mileage of composite carriages of which a part is utilised as a brake van is to be wholly included under items 2-01, 2-02 or 2-10.

3. *Shunting miles.*Item 3-01 is to include the mileage of shunting engines engaged on shunting coaching $\frac{2-01}{or}$ goods vehicles, but is to exclude the mileage of shunting engines working in departmental yards.

N. B.—The shunting mileage performed by a train engine while shunting before the booked departure of a train or after reaching an engine changing station is to be included under this item.

Item 3-02 is to include the shunting mileage of passenger, mixed and goods train engines shunting during the run and is to exclude mileage of train engines shunting before the booked departure of a train or after reaching an engine changing station.

Item 3-03 = item 3-01 + 3-02.

4. *Engine miles.*—(Other than train and shunting).

Item 4-01 is to include the mileage of the following :—

- (a) Assisting required engines (passenger, mixed and goods).
- (b) Assisting not required engines (passenger, mixed and goods).
- (c) Light engines, excluding those run on departmental account.
- (d) Siding engines.

N. B.—A double engine train is to count as so many train miles and an equal number of assisting required or assisting not required engine miles.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		4. Engine miles-- <i>contd.</i>		
		4-02 Departmental		
		5. Engine Hours--		
		5-01 Passenger		
		5-02 Mixed		
		5-03 Goods		
		5-04 Shunting		
		(excluding shunting hours during the run by train engines included in items 5-01 to 5-03).		
		5-05 Other		
		5-06 Departmental		

To be posted on or before 20th of the month following.

STATEMENT 9.—PART I.—INSTRUCTIONS.—(*contd.*)

Item 4-02 is to include the mileage of the following:—

- (a) Light engines run on departmental account,
- (b) Shunting engines working in any departmental (other than traffic) yards,
- (c) Trial engines.

but is to exclude the mileage of engines running departmental trains which have already been included under item 1-07.

5. Engine hours.—

Item 5-01 is to show the train hours of engines working passenger trains under item 1-01 counting from the time the train is booked to leave a starting station until it reaches its terminal station. An engine changing station is not necessarily a terminal station. Junction stations at which trains are handed over to Foreign Railways are, however, to be considered terminal stations. The shunting hours of train engines shunting during the run, that is, the total of the shunting orders issued during the run will also be shown against item 5-04 as a distinct item to indicate the total shunting done on a Railway, but will not be included in item 5-04. The shunting hours of train engines shunting before the booked departure of a train and after reaching an engine changing station are to be included under item 5-04.

When a train leaves its starting station after its booked time the duration of the late start is to be included under "Passenger train engine hours" except when trains are handed over late at junctions by foreign railways. The passenger train engine hours of such trains count from the time the train starts unless any train is delayed beyond the booked time allowed at that junction when the extra delay is included under passenger train engine hours.

If train engine hours are compiled from guards' reports, halts of less than half an hour at engine changing stations during which an engine may not have been attached for the whole period of the halt, need not be taken into consideration in compiling train engine hours.

Item 5-02. As for item 5-01 except that it applies to mixed trains included under item 1-02.

Item 5-03 is to show the train hours of engines working goods trains under item 1-03 counting from the time the train is booked to leave a starting station until it reaches a terminal or engine changing station. The booked time of departure is not necessarily the time table time. The shunting hours of train engines shunting during the run i. e., the total of the shunting orders issued during the run will also be shown against item 5-04 as a distinct item to indicate the total shunting done on a railway but will not be included in item 5-04. The shunting hours of train engines before the booked departure of a train and after reaching an engine changing station are to be included under item 5-04.

When a train leaves its starting station after its booked time the duration of the late start is to be included under "goods train engine hours."

Item 5-04 is to show the engine hours of shunting engines included under item 3-01.

NOTE.—The engine hours of train engines shunting before the booked departure of a train and after reaching an engine changing station are to be included under item 5-04.

Item 5-05 "other engine hours" are to include—

- (a) Total engine hours of assisting required, assisting not required, light and siding engines when performing the mileage shown under item 4-01.
- (b) Engine hours of engines before or after working Passenger, Goods and mixed trains, except when shunting.
- (c) Engine hours of engines before or after working as assisting required or assisting not required with passenger, Goods and mixed trains or running light.
- (d) Engine hours of pilot engines running for the protection of passenger and mixed trains and before or after doing this service.
- (e) Engine hours between trips of train engines stabled with fires not drawn at stations where there are no engine sheds.

See also General Instruction No. 16 on page 6.

Item 5-06 is to show the engine hours due to departmental train and engine miles included under items 1-07 and 4-02.

St. 9—Part I—concl'd.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		6. Average speed —		
		6-01 Passenger trains — Train miles per train hour.		
		6-02 Mixed trains — Train miles per train hour.		
		6-03 Goods trains — Train miles per train engine hour.		
		7. Wagon miles per wagon day —		
		8. Other engine miles per 100 train miles —		
		9. Coal consumed —		
		9-01 Net tons — Passenger and Mixed		
		9-02 Net tons — Goods		
		9-03 Net tons — All services (including departmental).		
		9-04 Lbs. per engine mile (Passenger and Mixed.)		
		9-05 Lbs. per engine mile (Goods)		
		10. Lubricating oil used on engines —		
		10-01 Total pints (all engines).		
		10-02 Pints per 100 engine miles		

To be posted on or before the 20th of the month following.

STATEMENT 9.—PART I.—INSTRUCTIONS—(concl'd.)

6. Average speed.—

$$\text{Item 6-01} = \frac{\text{item 1-01}}{\text{Passenger train hours.}}$$

See instructions for item 6-01 of St. 1, page 15.

$$\text{Item 6-02} = \frac{\text{item 1-02}}{\text{Mixed train hours.}}$$

See instructions for item 6-03 of St. 1, page 15.

$$\text{Item 6-03} = \frac{\text{item 1-03}}{\text{item 5-03.}}$$

7. Wagon miles per wagon day.—

Wagon miles = item 2-05 + 2-09 less wagon miles of vehicles included under item 2-04 (b) to (e) on page 61.

Wagon days include the wagon days of the following wagons on the home line, whether home or foreign line wagons—

- (a) wagons in running order,
- (b) wagons under or awaiting repair,
- (c) wagons stabled,

but exclude the wagon days of the following:—

- (1) brake-vans.
- (2) average number of wagons in departmental use including those of which the wagon miles are included under item 2-10. If serviceable wagons are on loan to other Departments for housing staff, ware-housing materials (etc., such wagons are also to be excluded.
- (3) average number of goods wagons used for coaching traffic.

Wagon miles and wagon days are to show equivalent wagon miles and days in terms of four-wheelers. See also instructions under item 2.

8. Other engine miles per 100 train miles.—

$$\text{Item 8} = \frac{\text{item 4-01} \times 100}{\text{item 1-04} + \text{item 1-05.}}$$

9. Coal consumed.

Item 9-01 is to show the coal consumed by engines making the mileage shown under items 1-01 and 1-02.

Coal for lighting up passenger and mixed engines is to be included in this item.

Item 9-02 is to show the coal consumed by engines making the mileage shown under item 1-03 and is to include coal used in lighting up engines and on goods service only.

No deduction is to be made in items 9-01 and 9-02 on account of the small quantity of fuel consumed by train engines shunting during the run.

Item 9-03 is to show the coal consumed by engines making the mileage shown under items 1-01, 1-02, 1-03, 1-07, 3-03, 4-01, and 4-02 as well as any other coal used on locomotives not previously mentioned.

NOTE.—All fuel other than coal is to be converted in terms of coal as follows:—

2½ tons wood = 1 ton of coal.

0-55 ton oil fuel = 1 ton of coal.

$$\text{Item 9-04} = \frac{\text{item 9-01} \times 2240}{\text{item 1-01} + \text{item 1-02} + \text{passenger and total mixed train engine shunting mileage included in items 3-01 and 3-02.}}$$

$$\text{Item 9-05} = \frac{\text{item 9-02} \times 2240}{\text{item 1-03} + \text{goods train engine shunting mileage included in items 3-01 and 3-02.}}$$

10. Lubricating oil used on engines.—

Item 10-01 is to show the lubricating oil used by all engines making the miles shown under items 1-01, 1-02, 1-03, 1-07, 3-03, 4-01 and 4-02.

$$\text{Item 10-02} = \frac{\text{item 10-01} \times 100}{\text{items 1-01} + \text{1-02} + \text{1-03} + \text{1-07} + \text{3-03} + \text{4-01} + \text{4-02.}}$$

RAILWAY BOARD.

St. 9—PART II.

(Full name of reporting railway.)

TRAIN PERFORMANCE—PART II.

(2' 6" and 2' 0" lines of Class I Railways.)

For month of —192—, compared with —192—.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		1. Ton miles—		
		Goods including proportion of mixed—		
		1-01 Net or freight		
		1-02 Gross (including weight of engine)		
		1-03 Gross (excluding weight of engine)		
		1-04 Total gross (including departmental)		
		Passenger including proportion of mixed—		
		1-05 Total gross (including Departmental)		
		2. Average wagon load—		
		Total traffic		
		3. Average train load—		
		3-01 Net or freight load		
		3-02 Gross load (including weight of engine).		
		3-03 Gross load (excluding weight of engine).		
		4. Net ton miles per wagon day.		

To be posted not later than 55 days after the month to which the figures refer.

STATEMENT 9.—TRAIN PERFORMANCE—PART II.

Instructions.

The results of working of narrow gauge lines of Class I Railways only are to be shown in this statement:

1. Ton miles.—Item 1-01. "Net ton miles" are the net or freight ton miles of freight carried in goods and mixed trains (item 1-05 of St. 9—Part I). i.e., net ton miles as for item 1-05 of St. 6 less net ton miles of departmental trains included in item 1-07 of St. 9—Pt. I.

Item 1-02 "Gross ton miles (including weight of engine)" are to include—

- (a) net ton miles as defined above.
- (b) tare ton miles of vehicles running on trains included under item 1-05 of St. 9—Part I, including weight of brake vans.
- (c) tare ton miles of engines and tenders of trains included under item 1-05 of St. 9—Part I.
- (d) tare ton miles of engines and tenders making the goods proportion of the assisting required, assisting not required and light mileage included under item 4-01 of St. 9—Part I.
- (e) tare ton miles of brake vans attached to light engines.

See General Instruction No. 7 on page 5.

Item 1-03. "Gross ton miles (excluding weight of engine)" equals the total of (a) and (b) under item 1-02 above.

The weight of live stock is to be taken as follows:—

	Tons.
A head of cattle or a pony or a horse	= 0-25
A head of sheep, goat, etc.	= 0-025
An elephant	= 2-50

Item 1-04 as for item 1-04 of St. 3.

Item 1-05 as for item 1-05 of St. 3.

2. Average Wagon load.—

$$\text{Item 2} = \frac{\text{item 1-01}}{\text{item 2-03} + 2-07 \text{ of St. 9—Part I.}}$$

3. Average train load.—

$$\text{Item 3-01} = \frac{\text{item 1-01}}{\text{item 1-05 of St. 9—Part I.}}$$

$$\text{Item 3-02} = \frac{\text{item 1-02 less the gross ton miles of light engines attributable to goods service included under item 4-01 of St. 9, Pt.—I.}}{\text{item 1-05 of St. 9, Pt. I.}}$$

$$\text{Item 3-03} = \frac{\text{Item 1-03}}{\text{Item 1-05 of St. 9—Part I.}}$$

4. Net ton miles per wagon day.—

$$\frac{\text{item 1-01.}}{\text{"Wagon days" as in item 7 of St. 9—Part I.}}$$

St. 9—Part II—concl.

FIGURES FOR THE MONTH.		Item.	CUMULATIVE FIGURES FROM APRIL 1ST.	
192 .	192 .		192 .	192 .
A	B	C	D	E
		5. Lbs. of coal consumed per 1,000 gross ton miles—(passenger including proportion of mixed).		
		6. Lbs. of coal consumed per 1,000 gross ton miles—(goods including proportion of mixed).		
		7. Density— 7-01 Passenger miles per running track mile per day. 7-02 Net ton miles per running track mile per day.		

To be posted not later than 55 days after the month to which the figures refer.

STATEMENT 9.—PART II.—INSTRUCTIONS—(concl.).

5. Lbs. of coal consumed per 1,000 gross ton miles (passenger including proportion of mixed).

"Coal consumed" is to include all coal burnt by engines during the hours shown under items 5-01, 5-02 (excluding goods proportion of mixed trains) and 5-05 (excluding proportion of goods, goods proportion of mixed and siding) of St. 9—Part I.

"Gross ton miles" are to include—

- (a) ton miles of coaching traffic.
- (b) tare ton miles of the vehicles running on the trains included under item 1-04 of St. 9—Part I.
- (c) tare ton miles of engines and tenders of trains included under item 1-04 of St. 9—Part I.
- (d) tare ton miles of assisting required, assisting not required and light engines and tenders shown under item 4-01 of St. 9—Part I, excluding the proportion due to goods and goods proportion of mixed.
- (e) tare ton miles of brake vans attached to light engines.

Ton miles of passenger and other coaching traffic, namely parcels, horses, carriages, etc., may be worked out on an average basis. This figure is to be based on the average number of passengers and the average weight of other coaching traffic in a train.

The weights of coaching traffic are to be taken as follows:—

	Tons.
1st class passenger with free luggage	0-10
2nd class passenger with free luggage	0-08
Inter and 3rd class passenger with free luggage	0-06
A carriage (average for 2 and 4 wheeler)	0-34
A horse	0-44
A dog	0-01

each.

6. Lbs. of coal consumed per 1,000 gross ton miles (goods including proportion of mixed).

"Coal consumed" is to include all coal burnt by engines during the hours shown under items 5-02 (excluding passenger proportion of mixed) 5-03 and 5-05 (excluding proportion of passenger and passenger proportion of mixed) of St. 9—Part I.

"Gross ton miles" as for item 1-02.

7. Density.—

Item 7-01 = $\frac{\text{item 5-05 of St. 6—Part I.}}{\text{item 2 of St. 6—Part I} \times \text{No. of days in the month.}}$

Item 7-02 = $\frac{\text{item 14-05 of St. 6—Part I.}}{\text{item 2 of St. 6—Part I} \times \text{No. of days in the month.}}$

When given for copying—
 When copied—
 When examined—
 When signed—

192

READ AGAIN G.O. No. , DATED
 192

CURRENT No.

ENCLOSURE TO G. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT

STATEMENT WITH DETAIL

PAPERS NOT FILLED UP, SENDS (STAMP FOR DISPATCH
 IN ORIGINAL)

N.B.—

- A = Copy in full.
- B = Not to be copied.
- F = Copy abstract only.
- Q = Copy heading only.