APPENDIX—II

SCHEDULE OF ITEMS FOR INCLUSION IN THE DOMESTIC STATISTICS OF THE RAILWAYS

PART I—**Traffic (Operating)**—Separately, as far as possible, for each type of traction—steam, diesel hydraulic, diesel electric and electric as also combined results for all tractions.

(*Data to be given by division to the extent available.*)

1. **Train kilometers**—

   (*a*) Passenger (excluding departmental).
   (*b*) Mixed (excluding departmental).
   (*c*) Goods (excluding departmental):

      (*i*) Through goods trains.
      (*ii*) Van and shunting goods trains.
      (*iii*) Total goods trains.

   (*d*) Passenger and proportion of mixed (excluding departmental).
   (*e*) Goods and proportion of mixed (excluding departmental).
   (*f*) Departmental :

      (*i*) Passenger and total mixed.
      (*ii*) Goods.

   (*g*) Total train kilometres (including departmental).

2. **Engine kilometres**—

   (*a*) Passenger including light, assisting required and assisting not required.
   (*b*) Mixed including light, assisting required and assisting not required.
   (*c*) Goods including light, assisting required and assisting not required
   (*d*) Regular shunting and siding (passenger, mixed and goods).
   (*e*) Train engine shunting (during run and at terminals).
   (*f*) Departmental (all departmental services including departmental shunting).
   (*g*) Total engine kilometres (all services).

3. **Engine hours**—

   (*a*) *Train hours*—Passenger and proportion of mixed.
   (*b*) *Total other engine hours*—Passenger and proportion of mixed i. e., assisting required, assisting not required, light and others.
   (*c*) *Train hours*—Goods and proportion of mixed:

      (*i*) Through goods trains
      (*ii*) Van and shunting goods trains.
      (*iii*) Total.

   (*d*) *Total other engine hours*—Goods and proportion of mixed i. e., assisting required, assisting not required, light and others. In the case of diesel electric and electric locomotives, the break-up of this item should be given as under:

      (*i*) Assisting required.
      (*ii*) Assisting not required.
      (*iii*) Light running.
      (*iv*) Residual other engine hours.
      (*v*) Total other engine hours.

4. **Coaching vehicle kilometres (excluding departmental and brake vans)**—

   (*a*) Passenger vehicle kilometers(including proportion of mixed).
   (*b*) Total coaching vehicle kilometres (including proportion of mixed).

5. **Vehicle Usage**—Vehicle kilometres per vehicle day—

   (*a*) Passenger vehicles
   (*b*) Other coaching vehicles

6 **Electrical multiple unit statistics—**

(*a*) *Train kilometres*—traffic trains—as the trains are run.
(*b*) *Train kilometres*.—other trains—as the trains are run
(*c*) *Train kilometres*—total—as the trains are run.

(*d*) *Train kilometres*—traffic trains—in terms of single unit trains.
(*e*) *Train kilometres*—other trains—in terms of single unit trains.
(*f*) *Train kilometres*—total—in terms of single unit trains.

(*g*) Train kilometres per day per single unit on line.

7. **Diesel rail car statistics—**

(*a*) *Train kilometres*—traffic trains as the trains are run.
(*b*) *Train kilometres*—other trains as the trains are run.
(*c*) *Train kilometres*—total—as the trains are run.

(*d*) *Train kilometres*—traffic trains—in terms of single unit trains.
(*e*) *Train kilometres*—other trains—in terms of single unit trains.
(*f*) *Train kilometres*—total —in terms of single unit trains.

(*g*) Train kilometres per day per single unit on line.

8. **Average speed of Passenger trains.**—train kilometres per train engine hour–

(*a*) Mail and express trains.
(*b*) Other passenger trains
(*c*) Total passenger trains.

9. **Punctuality of passenger trains—**

(*a*) Percentage of trains not losing time :

(*i*) Mail and express trains.
(*ii*) Suburban trains.
(*iii*) Mixed trains.
(*iv*) Other passenger trains.

(*b*) Percentage of trains arriving right time :

(*i*) Mail and express trains.
(*ii*) Other passenger trains.

10. **Running of goods trains—**

(*a*) Number of goods trains run.
(*b*) Late starts of goods trains—hours.

11. **Average speed of goods trains.**—train kilometres per train engine hour–

(*a*) Through goods trains.
(*b*) Shunting/van goods trains.
(*c*) All goods trains.

12. **Train loads—**

(*a*) *Average number of wagons per train* :

(*i*) Main line — Loaded
Main line — Total

(*ii*) Branch line— Loaded
Branch line— Total

(*b*) Net load per train—(in tonnes).
(*c*) Average gross load per train (excluding weight of engines) (in tonnes).

13. **Wagon kilometres—total (excluding departmental and brake vans)— separately for up and down direction.**

14. **Wagon kilometre per wagon day on line.**

15. **Wagon loads—**

(*a*) Average load during the run.
(*b*) Average starting wagon load—all commodities.

16. **Wagon Usage.**

(*a*) Average daily wagon loadings.
(*b*) Average number of wagons loaded daily

(*I*) *Revenue Earning traffic—*

A. Loading at originating points:

(*i*) Coal.

(*ii*) A few important commodities—not more than 8-10.

(*iii*) Other merchandise—not included in (*i*) and (*ii*):

(*a*) Full wagon loads.

(*b*) Smalls.

(*iv*) Total number of wagons loaded--revenue earning traffic.

B. Number of wagons transhipped on to the gauge from another gauge.
C. Number of wagons repacked.

(*II*) *Non-Revenue traffic—*

A. Loading at originating points:

(*i*) Coal--Non-revenue.
(*ii*) Other stores and materials--Non-revenue.

B. Number of wagons transhipped on to the gauge from another gauge
C. Average turn round of a wagon.

D. Average lead of a loaded wagon.
E. Average daily number of empties stabled as surplus.

17. **Net tonne kilometres-based on train documents**—Goods including proportion of mixed.

18. **Net tonne kilometres per wagon day on line.**

19. **Gross tonne kilometre--based on train documents**—Goods including proportion of mixed alongwith engines run assisting required, assisting not required or light.

20. **Gross tonne kilometres—based on train documents**—Passenger including proportion of mixed, alongwith engines run assisting required, assisting not required or light.

21. **Shunting—**

(*a*) *Shunting kilometres per* 100 *train kilometres*:

(*i*) Passenger and proportion of mixed.
(*ii*) Goods and proportion of mixed.

22. **Shunting done at principal stations (Zonal railways should give figures for not more than six important stations.)—**

(*a*) Number of vehicles dealt with.
(*b*) Shunting hours by train engines.
(*c*) Shunting hours by shunting engines.
(*d*) Total shunting hours by train engines and shunting engines.
(*e*) Daily average of shunting hours by train engines and shunting engines.
(*f*) Average number of vehicles dealt with per shunting engine hour.

23. **Light running.**—Light and assisting not required engine kms. per 100 train kilometres--Goods and proportion of mixed.

24. Efficiency—

(*a*) *Percentage of train engine hours to total engine hours*:

(*i*) Coaching.
(*ii*) Goods.

(*b*) Percentage of loaded wagon kilometres to total wagon kilometres separately for up and down directions.
(*c*) Net tonne kilometres per engine hour including departmental (traction wise and for combined traction).
(*d*) Net tonne kilometres per goods locomotive day on line.
(*e*) Net tonne kilometres per goods locomotive day in use.
(*f*) Gross tonne kilometres (including departmental and weight of engine, assisting required and assisting not required) per engine hour (traction wise and for combined traction).

25. Marshalling yard statistics—

(*a*) Number of wagons dealt with.
(*b*) Number of wagons dealt with per shunting engine hour.
(*c*) Average detention—'Through loaded' wagons.
(*d*) Average detention—'All' wagons.

26. Break-of-gauge transhipment points.—Number of wagons transhipped, number of other gauge wagons utilised and overall detention (in hours) per wagon from arrival to despatch.

27. Goods terminal stations statistics. Number of loaded wagons received, number of wagons loaded and overall detention (in hours) per wagon from arrival to despatch.

28. Some salient data separately for B. G., M. G. and Total including N. G.

(*Annual data available for the latest year with comparative figures for the previous year*)

(*a*) *Route kilometres*:

(*i*) Electrified.
(*ii*) Total.

(*b*) *Running track kilometres*:

(*i*) Electrified.
(*ii*) Total.

(*c*) Total track kilometres.
(*d*) Number of stations.
(*e*) Number of employees.
(*f*) *Number of locomotives on line*:

(*i*) Steam
(*ii*) Diesel electric
(*iii*) Diesel hydraulic and mechanical
(*iv*) Electric

(*g*) *Average number of wagons owned*:

(*i*) In units.
(*ii*) In terms of 4-wheelers.

(*h*) Average number of wagons on line (in terms of 4-wheelers).

(*i*) *Passenger carrying vehicles*:

(*i*) Average number of passenger carriages on line (excluding EMU coaches and diesel rail cars).
(*ii*) EMU coaches
(*iii*) Diesel rail cars

(*j*) *Train kilometres*:

(*i*) Passenger and proportion of mixed.
(*ii*) Goods and proportion of mixed.

(*k*) *Coaching vehicle kilometres*:

(*i*) Passenger vehicles.
(*ii*) Other coaching vehicles.

(*l*) *Wagon kilometres* :

(*i*) Loaded.
(*ii*) Empty.

(*m*) *Tonnes originating* :

(*i*) Revenue.
(*ii*) Non-revenue
(*iii*) Total.

(*n*) *Tonnes carried*:

(*i*) Revenue.
(*ii*) Non-revenue.
(*iii*) Total.

(*o*) *Net tonne kilometres*:

(*i*) Revenue.
(*ii*) Non-revenue.
(*iii*) Total.

(*p*) *Passengers originating*:

(*i*) Non-suburban.
(*ii*) Suburban.
(*iii*) Total.

(*q*) *Passenger kilometres*:

(*i*) Non-suburban.
(*ii*) Suburban.
(*iii*) Total.

(*r*) *Financial Results* :

(*i*) Capital-at-charge.
(*ii*) *Earnings*:

(*a*) Passenger.
(*b*) Other coaching.
(*c*) Goods.
(*d*) Sundry.
(*e*) Gross earnings.

(*iii*) Total working expenses.
(*iv*) Operating ratio.

PART II—**Mechanical/Electrical (Operating) including Fuel and Lubricants.**

A. Mechanical/Electrical (Operating).
(Data to be given by division to the extent possible.)

1. Stock on line—

(*a*) *Average number of engines on line--total and effective* :

(*i*) Steam.
(*ii*) Diesel hydraulic and mechanical.
(*iii*) Diesel electric.
(*iv*) Electric.
(*v*) Total all types of engines.

(*b*) *Average number of coaching and goods stock on line--total and effective* :

(*i*) Passenger carriages.
(*ii*) Other coaching vehicles.
(*iii*) Total coaching vehicles.
(*iv*) Electric motor coaches-EMU services.
(*v*) Trailer coaches.
(*vi*) Diesel rail cars.

(*vii*) Goods wagons.

2. Engine Performance (separately for different types of motive power and combined for all type).

(*a*) Average number of engines in use on passenger, mixed, goods, shunting, departmental and all services.
(*b*) Engine kilometres per day per engine in use on passenger, mixed, goods and all services.
(*c*) Engine kilometres per day per engine on line (all services).
(*d*) Average number of engines spare daily.
(*e*) Average number of engines in good repair stored.

3. Hours worked per day per engine in use (on allotment or ownership basis) for BG and MG only—traction-wise separately for passenger and goods trains [Particulars in respect of (*b*) and (*c*) are to be given only for diesel electric and electric locomotives.]—

(*a*) *Total number of hours spent in traffic use*:

(*i*) In train engine.
(*ii*) In assisting required.
(*iii*) In assistig not required.
(*iv*) Light running.
(*v*) Shunting by train engines.
(*vi*) Other hours including terminal detentions, waiting for traffic, etc.
(*vii*) Total hours in traffic use.

(*b*) *Time spent inside Transportation shops available for traffic use*:

(*i*) Statistically spare.
(*ii*) Good repair stored.
(*iii*) Idling inside sheds.
(*iv*) Total.

(*c*) *Time spent inside Transportation or Mechanical shops—not available for traffic use* :

(*i*) Under or awaiting repairs in transportation and mechanical shops.
(*ii*) Minor servicing, fueling etc.
(*iii*) Total.

4. EMU statistics—

(*a*) Train unit hours per day per train on line.
(*b*) Motor coach kilometres per day per motor coach unit on line.
(*c*) Trailer coach kilometres per day per trailer coach unit on line.

5. Engine failures (separately for different types of motive power and combined results for all types)—

(*a*) Number of failures on passenger, mixed, goods, and total (B. G. and M. G.)
(*b*) Engine kilometres per engine failure on passenger, mixed goods and total.
(*c*) Classification of engine failures.
(*d*) Lead plug failures.

6. Motor coach failures—

(*a*) Number of motor coach failures.
(*b*) Kilometres per motor coach failure.

7. Traction power supply failures—

(*a*) Number of failures.
(*b*) Total duration.

8. Repairs to rolling stock-average number and percentage under or awaiting repairs to total on line—

(*a*) *Locomotives.*—Separately for different types of motive power and combined for all types :

(*i*) In mechanical workshops.
(*ii*) In sheds and transportation workshops.
(*iii*) Stables in sheds, awaiting workshop repairs.
(*iv*) Total.
(*v*) Number held up for repairs material [already included in (*i*) and (*ii*)].

(*b*) *Passenger carriages* :

(*i*) In mechanical workshops.
(*ii*) In sick lines and transportation workshops.
(*iii*) Stabled awaiting workshop repairs.
(*iv*) In transit.
(*v*) Total.

(*c*) *Other coaching vehicles* .

(*i*) In mechanical workshops.
(*ii*) In sick lines and transportation workshops.
(*iii*) Stabled awaiting workshop repairs.
(*iv*) In transit.
(*v*) Total.

(*d*) *Total coaching vehicles* :

(*i*) In mechanical workshops.
(*ii*) In sick lines and transportation workshops.
(*iii*) Stabled awaiting workshop repairs.
(*iv*) In transit.
(*v*) Total.

(*e*) *Wagons* :

(*i*) In mechanical workshops.
(*ii*) In sick lines and transportation workshops.
(*iii*) Stabled awaiting workshop repairs.
(*iv*) Total.

(*f*) *EMU Stock* :

(*i*) Motor coaches.
(*ii*) Trailer coaches.
(*iii*) Total.

(*g*) *Diesel rail cars* :

(*i*) Motor coaches.
(*ii*) Trailer coaches.
(*iii*) Total.

9. **Hot Boxes—**

(*a*) *Hot boxes–locomotives.*—(Separately for different types of motive power and combined for all).

(*b*) *Hot boxes–coaching stock* :

(*i*) Number of coaching hot boxes and number per ten million vehicle kilometres.

(*ii*) Analysis of coaching hot boxes by responsibility.

(1) Transportation department.

(2) Mechanical department.

(3) Other railways.

(*c*) *Hot boxes-goods stock* :

(*i*) Number of goods hot boxes and number per million wagon kilometres.

(*ii*) Analysis of goods hot boxes by responsibility.

(1) Transportation department.

(2) Mechanical department.

(3) Other railways.

B. *Fuel consumption statistics by divisions/district/sheds and by services separately for different kind of Fuel viz., coal, diesel fuel, petrol, etc.,*

1. Quantity of fuel/power consumed by locomotives on—

(*a*) *Passenger services* :

(*i*) Mail and express service.
(*ii*) Suburban passenger service.
(*iii*) Other passenger services.
(*iv*) Total passenger services.

(*b*) *Goods services* :

(*i*) Express and through goods services.
(*ii*) Other goods services.
(*iii*) Total goods services.

(*c*) *Mixed services* :

(*i*) Passenger proportion.
(*ii*) Goods proportion.

(*d*) *Shunting services (including siding)* :

(*i*) Regular shunting engines.
(*ii*) Train engines doing shunting en-route or before and after train working.

(*e*) *Departmental service.*

(*f*) *Miscellaneous services.*

(*g*) *Rail cars–internal combustion engine propelled.*

(*h*) *Total all locomotive services.*

2. Fuel/power consumed per engine kilometre—

(*a*) Shunting, including siding.
(*b*) Departmental.

3. Fuel/power consumed per 1,000 gross tonne kilometres (gauge-wise)—

(*a*) *Passenger services* :

(*i*) Mail and express service.
(*ii*) Suburban passenger service.
(*iii*) Other passenger services.
(*iv*) Total passenger services.

(*b*) *Goods services* :

(*i*) Express and through goods services.
(*ii*) Other goods services.
(*iii*) Total goods services.

(*c*) *Mixed services.*

(*d*) *Passenger and proportion of mixed.*

(*e*) *Goods and proportion of mixed.*

4. Quantity of fuel consumed for other than locomotive purposes—

(*a*) Water pumping stations.
(*b*) Electric generating stations :

(*c*) (*i*) *Mechanical Workshops*

(1) Foundry works.
(2) Smithy and repair shops.
(3) Other shops.

(*ii*) *Bridge, engineering* and *signal etc., shops*—

(1) Repair and construction shops.

(2) Other shops.

(*d*) Miscellaneous purposes.

(*e*) Total.

C. Lubricating Oils–Consumption statistics by districts/divisions/sheds/services

1. **Lubricating oils-Litres per 100 engine kilometres—**

(*a*) *Passenger and mixed services*:

(*i*) Steam.

(*ii*) Diesel hydraulic.

(*iii*) Diesel electric.

(*iv*) Electric.

(*b*) **Goods services:**

(*i*) Steam.

(*ii*) Diesel hydraulic.

(*iii*) Diesel electric.

(*iv*) Electric.

2. **Lubricating oils**—Litres per 1,000 vehicle kilometres (in terms of four wheelers.)—
Passenger and goods including departmental but excluding E.M.U.

3. **Lubricating oils.**—Litres per 1,000 motor coach kilometres.—
E.M.U. services including departmental.