खण्ड II
SECTION—II

सन्निकट सकल अर्जन संचालित यातायात का विवरण
एवं
पण्य लदान का विवरण आदि
Statement of Approximate Gross Earnings and Traffic hanled
&
Statemens of Commodity loadings etc.

II—PASSENGERS ORIGINATING (*In thousands*)

Proportionate actuals for previous year	For the period — Approximate — Previous year			For the period — Approximate — Current year			Sub-item number and particulars	Cumulative figures from 1st April to end of period — Previous year (Actuals)			†Current year (Approximate actuals)			*Adjustments during the current period in cumulative figures shown in column Nos. 2, 13, & 14.		
Total	Suburban	Non-Suburban	Total	Suburban	Non Suburban	Total		Suburban	Non Suburban	Total	Suburban	Non-Suburban	Total	Suburban	Non-Suburban	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
							2.01 Air-conditioned (number in units also shown in the brackets)									
							2.02 A. C. two tier sleeper.									
							2.03 First class—									
							(*i*) Season ticket holders									
							(*ii*) Ordinary									
							(*iii*) Total (*i*) & (*ii*)									
							2.04 A. C. chair car									
							2.05 Second class—									
							(*i*) Season ticket holders									
							(*ii*) Ordinary									
							(*iii*) Total (*i*) & (*ii*)									
							2.06 Total—									
							(*i*) Season ticket holders									
							(*ii*) Ordinary									
							(*iii*) Total (*i*) & (*ii*)									

Includes adjustments detailed in column 16 of (I) & column 17 of (II) due to difference between the estimated & actual figures of station returns received late or as a result of test check etc.

†Approximate actuals—actuals upto the month available and approximates for rest of the periods.

NOTE.—To be posted so as to reach Railway Board's office on or before the 9th day after the close of the period to which the figures relate.

SECTION II

PEROIDICAL (TRI-MONTHLY) STATISTICS

Telegraphic Report of Approximate Gross Earnings on Originating Basis

Since this return is transmitted by wire, no specific form is laid down but the complete information required should be contained in the telegram which should be despatched not later than the fifth day after the close of the period to which it relates.

SAMPLE

STR/1/3.
(Reference)

(*a*) Period ending 20th May, 1981 (.) All figures of earnings in thousands of Rupees (.)

(*b*) Total originating earnings 28752(.) Passenger 12405(.) Other Coaching 300(.) Total Coaching 12705( ) Goods 15847(.) Sundry Other earnings 200(.)

(*c*) Variations compared with corresponding period of previous year(.) Total earnings *plus* 1380(.) Passenger *plus* 390(.) Other Coaching *plus* 50(.) Total Coaching *plus* 440(.) Goods *plus* 920(.) Sundry *plus* 20(.)

TELEGRAPHIC REPORT OF APPROXIMATE GROSS EARNINGS ON ORIGINATING BASIS

Instructions

Detailed instructions for computing approximate periodical gross earnings on originating basis may be referred to in the Statement of approximate gross earnings and traffic handled, which follows this report.

2. The information that must be contained in this telegram is as follows :—

(*a*) The period to which the telegram relates. [See paragraph 10 (b) of introduction for definition of 'Period'].

(*b*) **Total originating earnings**—will represent earnings on traffic originating from each Government Railway (including its worked lines) for the entire distance over which the traffic is carried on the Indian Government Railway System i. e., total fare/freight both 'paid' and 'to pay' without apportionment of the earnings derived from through traffic. Earnings for the period will be reported under the following heads :—

Total Gross earnings

Passenger earnings

Other Coaching earnings

Total Coaching earnings

Goods earnings

Sundry Other earnings

(*c*) **Difference** between the Approximate gross earnings for the period and the corresponding period of the previous year under the same heads as noted under (*b*) above viz., Total Gross, Passenger, Other Coaching, Total Coaching, Goods and Sundry Other earnings.

3. All figures of earnings must be in thousands of rupees. A post copy of the telegram should also be sent in confirmation of the figures advised.

STATEMENT OF APPROXIMATE GROSS EARNINGS AND TRAFFIC HANDLED

Instructions

1. General

1.1. The statement is divided into two parts—Part I dealing with earnings and Part II with passengers originating.

1.2. All Government Railways shall furnish the information required in both the parts in respect of the whole system including their worked lines. The return shall be prepared for each tri-monthly period, viz, 1st to 10th, 11th to 20th, and 21st to last day of each month.

1.3. **Earnings on originating basis.**—As the actual figures of earnings on originating basis are not recorded in accounts of individual railways, the figures of originating earnings for the current period shall be approximates on originating basis for the current period and corresponding period of the previous year as also the cumulative figures to end of current period and corresponding period of the previous year. The adjustments in the cumulative figures of the current year should also be indicated in the columns provided for the purpose in the statement.

2. Gross earnings

2.1. **Gross earnings**—should correspond to the earnings of all Governme nt Railways accounted for under abstracts X, Y and Z. The figures of approximate gross earnings are to be computed on originating basis. The originating earnings for each railway will represent the earnings accrued on traffic originating from each Government Railway (including its worked lines) for the entire distance over which the traffic is carried on the Indian Government Railway System i. e., total fare/freight both 'paid' and 'to pay' as well as the Accounts office figures of earnings relating to items which do not pass through the station balance sheets.

2.2. The share of earnings due to the Non-Government Railways on traffic booked to them may be ignored. No credit need be taken for traffic received from them for the purpose of this statement. In respect of traffic booked through to foreign countries viz., Pakistan, Sri Lanka & Bangladesh, the originating railway will account for earnings, for the entire distance traversed in India. Earnings in respect of traffic received from railways in foreign countries will be accounted for by the zonal railway on which the traffic is first received from a foreign railway.

2.3. The figures of approximate earnings are to be compiled in the headquarters office from (*a*) the 'statement of periodical approximate gross earnings and traffic handled' submitted by the stations (as per form and instructions given as annexure to this statement) and (*b*) figures of earnings to be supplemented by the Accounts office in respect of miscellaneous transactions, which are not included in the statement received from stations e. g., items directly passing through the Accounts office balance sheet, refunds and under ano over charges detected during check in accounts, etc.

The statement referred to under (*a*) will be submitted on a tri-monthly basis only by stations contributing 90 per cent of the Railways Gross earnings. A selection of such stations may be made on the basis of A. B. C. analysis. The other stations will be submitting only a monthly return. The earnings and traffic for these stations will be estimated collectively on the basis of the average daily performance in the preceding month for the first two ten-day periods of the month. The difference between the data reported in the last period of the month by these stations and the estimated figures for earlier two periods will be the earnings and the number of passengers booked for the last period of the month.

2.4. A close watch should be kept on careful preparation and prompt submission of the periodical returns by the stations. In respect of returns which have not been received in time for reporting figures to the Board, best possible estimates should be made and included. After the receipt of such returns, subsequently, necessary adjustments should be made, on account of the difference between the estimated and actual figures, in the cumulative total, while furnishing the information for subsequent periods.

2.5. The railways shall submit reasons for variations in earnings to the Board with the statement of gross earnings and traffic handled at the end of each month and not for the statements for the first two 10-day period reports. For the purpose the railways should get the reasons for variations in Part VI of the statement of approximate gross earnings and traffic handled from their lower formations so that they are posted with the trend of loading and earnings at the stations. No reasons need be given in the telegraphic advices sent to the Board at the end of each 10-day period.

..... RAILWAY

EXPRESS LETTER

STATEMENT OF APPROXIMATE GROSS EARNINGS AND TRAFFIC HANDLED

Period ending ....

1—EARNINGS (*Rupees in thousand*)

For the period Approximates on originating basis						Sub-item number and particulars.	Cumulative figures from 1st April to end of period Approximates on originating basis						*Amount of adjustments during the current period made in cumulative figures shown in cols. 11,12 & 13.		
Previous year			Current year				Previous year			Current year					
Suburban	Non-Suburban	Total	Suburban	Non-Suburban	Total		Suburban	Non Suburban	Total	Suburban	Non Suburban	Total	Suburban	Non Suburban	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
						1.01 Passenger Earnings—									
						(*a*) Air-conditioned class									
						(*b*) A. C. two tier sleeper									
						(*c*) First class—									
						(*i*) Season ticket holders (*ii*) Ordinary. (*iii*) Total (i) & (ii)									
						(*d*) A. C. chair car.									
						(*e*) Second Class—									
						(*i*) Season ticket holders. (*ii*) Ordinary. (*iii*) Total (i) and (ii).									
						(*f*) Total—									
						(*i*) Season ticket holders. (*ii*) Ordinary. (*iii*) Total (i) and (ii)									
						1.02 Other coaching earnings.									
						1.03 Total coaching earnings.									
						1.04 Goods earnings.									
						1.05 Sundry other earnings.									
						1.06 Total gross earnings.									

Statement of Approximate Gross Earnings and Traffic Handled—Instructions—(Concld.)

2.6. In the case of goods traffic, the earnings figures as become available in statistical statement 7-A should be utilized to build up the cumulative data after making due allowance for non-mechanized revenue earning traffic. Figures of demurrage, wharfage and storage charges realised, under charges detected and miscellaneous goods earnings should also be taken into account.

2.7. All Accounts, Statistical and Commercial Inspectors should frequently make on the spot checks of the accuracy of the latest returns prepared by the stations. In addition, a test check should be carried out at the headquarters every month with reference to 40 to 50 big stations which would normally account for the bulk of the earnings, with the relevant documents submitted by such stations to the Accounts office viz., monthly Passenger classification returns, H. C. D. returns and the monthly computer reports called the 'paid' statements. Necessary adjustments on account of the difference detected should be carried out in the cumulative figures in the periodical returns for the latest period under report to the Railway Board.

2.8. Test check reports should be furnished to the Board at the end of each quarter for the last month of the quarter within 55 days after the end of each quarter i. e., for the month of June by 25th August, for September by 25th November, and so on.

2.9. The data in respect of items directly passing through the Accounts office balance sheet (like 'weight only' traffic, transport of post office mails, other miscellaneous traffic receipts etc., for which realisation of charges is made by the Accounts office) should be assessed on as accurate a basis as possible and the total amount, including the value of all vouchers on hand and probable adjustments relating to a particular period, should be included in the approximate returns of the period concerned. Similarly a reasonably accurate estimate of the amount of sundry other earnings for the whole month should be included in the approximate returns of the last period of the month. The difference between these estimated figures and the actuals, when subsequently available for each month, should be adjusted under each head in the cumulative figures in the approximate earnings statements for the subsequent period.

3. Number of passengers booked

3.1. The figures of number of passengers booked for the current period shall be the approximate figure of number of passengers originating.

3.2. The number of passengers booked should correspond to the figures of passengers originating as defined against item 1 of Statement 6-A. Figures need not be given for each gauge separately.

3.3. Passenger earnings as well as number of passengers booked should be shown separately under 'season ticket holders' and 'ordinary' under first class and second class sub-divided into 'suburban' and 'non-suburban'.

3.4. In respect of the corresponding period of last year, comparative figures of approximates as well as the proportionate actuals should be given, the proportionate actuals being arrived at by dividing the actual figures for the corresponding month of the previous year (as per statement 6-A) in the proportion of number of days in the respective periods to the total number of days in the month.

3·5 Cumulative figures upto the current period shall be actuals upto the month for which these are available in statement 6-A *plus* the approximates for the subsequent periods. Accordingly as soon as the monthly actual figures of passengers originating become available in statement 6-A, the difference between the approximates and the actuals should be adjusted month by month directly in the cumulative figures of number of passengers booked, in the latest periodical return under report. The adjustments should also be indicated in the columns provided for the purpose in the statement.

3.6. The cumulative figures of passengers booked upto the corresponding period of the previous year should be actuals or proportionate actuals as the case may be. Proportionate actuals for the first and seconde period of a month should be arrived at in the proportion of number of days in the respective periods to th total number of days in the month concerned.

STATEMENT OF APPROXIMATE GROSS EARNINGS AND TRAFFIC HANDLED

Period ending———————

———————Station/O.A./CBO———————Division———————Railway

Station Stamp

Important.—Total earnings in respect of Traffic booked for through distance to be shown in respect of parcel and goods traffic. The earnings should be inclusive of both outward 'Paid' & outward 'To pay'.

I PASSENGER TRAFFIC*

Class	Number of passengers				Passengers earnings (Rs.)				Corresponding period of the previous year		Causes of variations in earnings
	Sub-urban	Non-Sub-urban	Detected-without tickets & excessed	Total	Sub-urban	Non-Sub-urban	Detected without tickets & excessed	Total	No. of Passengers	Earning (Rs.)	
1	2	3	4	5	6	7	8	9	10	11	12
1. Air-conditioned											
2.01 Air-conditioned two tier sleepers. ..											
2.02 First — Season tickets ..											
2.02 First — Other than season tickets ..											
2.02 First — Total ..											
3. Air-conditiond chair car ...											
4. Second — Mail and express											
4. Second —Ordinary—											
4. Second — (a) Season tickets ..											
4. Second — (b) Other than season tickets.											
4. Second — Total											
5. Total— (Items 1 to 4) Season tickets ...											
5. Total— (Items 1 to 4) Other than season tickets ..											
5. Total— (Items 1 to 4) Total ..											

*Should include both local outward and through traffic outward.

II OTHER COACHING TRAFFIC*

Item	Earnings in current period (Rs.)	Earnings in the corresponding period of the previous year (Rs.)	Causes of variations in earnings
1	2	3	4
1. Luggage including military baggage ..			
2. Carriages, horses and dogs and motor traffic ..			
3. Penalties levied for irregular travelling ..			
4. Parcels 'to- ay' traffic ...			
5. Parcels 'paid' traffic ..			
6. Special trains and reserved carriages other than military†			
7. Left luggage, demurrage, wharfage, storage collected on parcels ..			
8. Miscellaneous other coaching earnings ..			
9. Undercharges detected by the station at the time of delivery of parcels etc. ...			
10. Overcharges allowed by the station at the time of delivery of parcels etc. ..			
11. Total (items 1 to 9 *minus* item 10) ...			

*Should include both local outward and through traffic outward.

†The earnings from passengers in respect of special trains and reserved carriages for military traffic are to be included under passenger earnings.

Statement of Approximate Gross Earnings and Traffic Handled.—(Contd.)

III GOODS TRAFFIC*

Item	Earnings in current period (Rs.)	Earnings in the corresponding period of the previous year (Rs.)	Causes of variations in earnings
1	2	3	4
1. Revenue earning traffic ..			
2. Demurrage, wharfage and storage collected ..			
3. Other miscellaneous goods earnings ..			
4. Undercharges detected by the station at the time of delivery ..			
5. Overcharges allowed by the station at the time of delivery ..			
6. Total (items 1 to 4 *minus* item 5) ..			

IV SUNDRY OTHER EARNINGS

1	2	3	4
1. Telegraph earnings ..			
2. All other sundry earnings collected in booking office ..			
3. All other sundry earnings collected in goods office ..			
4. Total (items 1 to 3) ..			

V GROSS EARNINGS

Item	Earnings in current period (Rs.)	Earnings in the corresponding period at the previous year (Rs.)
Gross Earnings (items I to IV)		

*Should include both local outward and through outward traffic both 'paid' and 'to-pay'

VI EARNINGS BY IMPORTANT COMMODITIES

Commodity	Earnings in (Rs.)		Causes of variations
	Current period	Corresponding period of the previous year	
1. Rice ..			
2. Gram and pulses ..			
3. Wheat ..			
4. Jwar & bajra ..			
5. Other grains ..			
6. Oil seeds ...			
7. Cotton raw ...			
8. Marble, stone etc. ...			
9. Salt ..			
10. Fire wood ..			
11. Wood unwrought ..			
12. Sugar ..			
13. Cotton manufactures ..			
14. Vegetable oil solidified ..			
15. Groundnut oil ..			
16. Cement ..			
17. Iron and steel ..			
18. Paper ..			
19. Lime stone ..			
20. Public coal ..			
21. Other general goods ..			
22. Total ..			

Checked & Found Correct

Signature of compiler

Signature of Supervisory Staff who checked the return.

INSTRUCTIONS FOR FILLING UP THE STATEMENT OF APPROXIMATE GROSS EARNINGS AND TRAFFIC HANDLED BY THE STATION STAFF

1. This is one of the most important returns. It should be prepared carefully and legibly.

2. This return should be prepared for each tri-monthly period, viz., 1st to 10th, 11th to 20th and 21st to the end of each month. (See page. 335 regarding submission of return by stations constituting 90 per cent of Railway's gross earnings and of other stations.

3. This return shall be compiled, checked and despatched under a special cover superscribed "Return of approximate gross earnings and traffic handled" and addressed to the .....on the day following the close of each tri-monthly period, i. e., on the 11th and the 21st of the same month and the 1st of the following month for the three tri-monthly periods of a month respectively. The office copy shall be retained and preserved for check by inspecting officials.

4. (*a*) This statement shall take into account only the traffic originating from the station i. e., local outward and through outward traffic, both 'paid' and 'to pay.'. If the station happens to be a junction with Bangladesh/Pakistan/Srilanka Railways, the traffic coming from Bangladesh/Pakistan/Srilanka Railways and passing the station into Indian territory, shall be accounted by that station under originating traffic. For traffic booked to Bangladesh/Pakistan/Srilanka Railways, the station will include under 'through traffic outward', the entire traffic of the Indian Railways' share of earnings.

(*b*) For the preparation of this statement out-agencies should consider themselves as stations on the railway served by them and report in the statement the share of earnings due to Indian Railways i. e., excluding the cartage charges for the road portion.

5. For the purpose of reporting number of passengers in Form-I, each single journey child ticket shall be counted as one passenger, each return journey ticket as 2 passengers, each monthly season ticket as 50 passengers and each quarterly season ticket as 150 passengers. Circular tour tickets/round tour tickets should bs counted as single journey tickets.

I—Passenger traffic.

6. The passenger traffic will be further split up into suburban and non-suburban by railways having suburban traffic as defined in monthly statement 6-A.

7. The figures of passenger traffic shall include both ordinary and military traffic. The figures in respect of blank card or paper tickets issued shall also be included under the relevant classes. In the case where soldier tickets are issued for a party of military personnel, the number of passengers (and not the number of soldier tickets issued) shall be shown. The earnings from passengers in respect of special trains and reseved carriges for the military are also to be included. Surcharge for travel by sleeper coaches, the reservation charges and service charges for travel in super-fast trains should be treated as part of the passenger fare under the relevant classes.

8. In column 4 of the table under passenger traffic shall be included the number of passengers travelling without tickets and excessed. The number of passengers issued excess fare tickets or receipts or mema., whether for extension of journey or as difference in fares between one class and a higher class, shall not be included in this statement.

9. In column 8 of the table the amounts of all excess fares shall be included under passenger traffic whether collected from passengers travelling without ticket or for extension of journey or as differences in fares between one class and a higher class. The excess fares collected as difference of fares shall be shown against the higher class. The figures shall include not only the amounts collected by the ticket collectors at the station but also the amount collected by travelling ticket inspectors or examiners (whether headquartered at that station or some other station) who remit their collected amount at the station. The figures in this column shall not include the amount collected either as excess fare on unbooked luggage or as penalties levied on passengers for irregular travelling.

10. When a combined ticket is issued either for mail and ordinary under the same class or for two or more different classes the particulars of such combined ticket shall be shown against the class in which the traffic first originates.

II—Other coaching traffic—

11. Against the head—Luggage including military baggage (item 1)—shall also be included the amounts collected as excess fares on unbooked luggage, by the ticket collectors at the station as well as by travelling ticket examiners or inspectors who remit their cash at the station.

12. Under the head—Penalties levied for irregular travelling (item 3)—the amounts of penalties collected for irregular travelling and included in excess fare tickets, receipts or mema shall be shown.

13. Under the head—Parcels to pay traffic (item 4)—shall be excluded the 'paid on' charges on rebooked parcels.

Instructions for filling up Statement of Approximate Gross Earnings and Traffic handled by station staff.—(*Concld.*)

14. Under the head–"Left luggage, demurrage, wharfage, storage collected on parcels (item 7) shall be included the demurrage collected at the station on inward and rebooked parcels.

15. The head–"Miscellaneous other coaching earnings (item 8)–shall include all items of other coaching earnings not included under the heads (1) to (7), such as earnings from platform tickets, clerkage etc. (Amount of deposits which are refundable shall not be included).

16. The amount, of undercharges detected or refund of overcharges allowed by the station at the time of delivery of parcels items 9 & 10) should be included by the destination stations as the same cannot be included by the forwarding stations in their returns.

III-Goods traffic.

18. The goods traffic figures shall include also the particulars of consignments rebooked by the station. In such cases, only the further 'to pay' freight charges shall be included. 'Paid-on' charges shall not be included.

19. The head–Demurrage, wharfage and storage collected (item 2)–shall include not only the cash collected (and not the amount accrued) on outward consignments but also those of inward and rebooked consignments.

20. Other miscellaneous goods earnings (item 3) shall include all sundry goods earnings creditable to the head 630 in Abstract 'Y' (goods earnings), such as crane charges, shunting charges, siding charges, etc.

21. The amount of undercharges detected or refund of overcharges allowed by the station at the time of delivery of goods (items 4 & 5) should be included by the destination stations as the same cannot be included by the forwarding stations in their returns.

Amount of deposits like wagon registration fee shall not be included.

IV—Sundry other earnings.

22. All other sundry earnings (items 2 & 3) shall include all the sundry earnings creditable to Abstract 'Z' other than telegraph earnings such as rent on buildings and land, sale proceeds of unclaimed and damaged goods and grass, excess in cash, interest and maintenance charges on account of sidings, saloons, level crossings etc., from private bodies, sale of time tables, license fee retiring room charges etc. The amounts of deposits, which are refundable, shall not be included.

23. To enable the station staff to prepare figures for the "statement of approximate gross earnings and traffic handled" in accordance with the instructions, STEs and TTEs while remitting their cash for the day at a station should positively furnish the information in the following form to the booking clerk concerned along with the cash :—

(*a*) Date on which cash was collected.

(*b*) Amount collected from passengers travelling without tickets—

Air-conditioned class		Air-conditioned 2-tier sleeper		I Class	
No.	Amount	No.	Amount	No.	Amount
Air-conditioned chair car		**II Class mail/express**		**II Class ordinary**	
No.	Amount	No.	Amount	No.	Amount
		Total all classes			
		No.	Amount		

(*c*) Amount collected from passengers extending their journey and availing of higher class :—

Air-conditioned class. Air-conditioned 2-tier sleeper. I Class Air-conditioned chair car.

II Class mail/express. II Class ordinary. Total all classes.

(*d*) Amount of penalties collected for irregular travelling.

(*e*) Amount collected as excess fares on unbooked luggage.

(*f*) Total amount remitted=[Items b+c∓d+e]

The booking clerk must obtain the above details while accepting cash from the STEs and TTEs.

.....RAILWAY

STATEMENT OF COMMODITY LOADINGS

(Wagons, Tonnage and Starting Wagon Loads)

For the month of.....19

Aggregate from Ist April, 19....to end of the month of.....19

Item No.	Commodity	Originating loading										Transhipment at break-of-gauge						Total originating and transhipment loadings.			
		Previous year					Current year					Previous year			Current year			Previous year	Current year		
		No. of wagons going to destination on the same gauge.	No. of wagons going to a break-of-gauge transhipment point.	Total originating loading (Col. 2+Col. 3).	Tonnes loaded.	Average load (in tonnes) per wagon loaded (Col. 5÷Col. 4).	No. of wagons going to destinations on the same gauge.	No. of wagons going to a break-of-gauge transhipment point.	Total originating loadings (Col. 7+Col. 8)	Tonnes loaded.	Average load (in tonnes) per wagon loaded (Col. 10÷Col. 9)	No. of wagons loaded.	Tonnes loaded	Average load (in tonnes) per wagon loaded (Col. 13÷Col. 12)	No. of wagons loaded.	Tonnes loaded.	Average load (in tonnes) per wagon loaded (Col. 16÷Col. 15)	Total No. of wagons loaded (Col. 4+Col. 12).	Total No. of wagons loaded (Col. 9+Col. 15)	Variations.	Remarks.
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A.	REVENUE EARNING TRAFFIC																				
1.	Products of Agriculture																				
1.01	Grains and pulses ...																				
1.02	Oil-seeds ...																				
1.03	Cotton, raw :																				
	(*i*) Pressed ...																				
	(*ii*) Unpressed ...																				
	(*iii*) Total (*i*) and (*ii*) ...																				

Statement of Commodity Loading—(Contd.)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1.04 Jute raw ...																				
1.05 Sugarcane ...																				
1.06 Fodder ...																				
2. Products of Mines.																				
2.01 Coal & coke for the public including non-Government Railways—																				
(*a*) booked from coalfields :																				
(*i*) for steel plants ..																				
(*ii*) for coal washeries ..																				
(*iii*) for thermal power houses ...																				
(*iv*) for coke plants ...																				
(*v*) for other users ...																				
(*vi*) Total (i to v) ..																				
(*b*) booked from other points :																				
(*i*) for steel plants ...																				
(*ii*) for coal washeries ...																				
(*iii*) for thermal power houses ...																				
(*iv*) for coke plants ...																				
(*v*) for other users ...																				
(*vi*) Total (i to v) ..																				
(*c*) Total [(*a*)+(*b*)]:																				
(*i*) for steel plants [(*a*) (*i*)+(*b*)(*i*)] ...																				
(*ii*) for coal washeries [(*a*)(*ii*)+(*b*)(*ii*)] ...																				
(*iii*) for thermal power houses [(*a*)(*iii*)+(*b*)(*iii*)] ...																				
(*iv*) for coke plants [(*a*)(*iv*)+(*b*)(*iv*)] ...																				
(*v*) for other users [(*a*)(*v*)+(*b*)(*v*)] ...																				
(*vi*) Total [(*a*)(*vi*)+(*b*)(*vi*)] ...																				

Statement of Commodity Loadings.—(Contd.)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
2.02(*a*) Limestone and dolomite:																				
(*i*) booked for steel plants ..																				
(*ii*) booked for other users ..																				
(*iii*) Total [(*i*)+(*ii*)] ..																				
(*b*) Gypsum ...																				
(*c*) Marble and other stones, n.o.c. ..																				
2.03 Metallic ores—																				
(*a*) Manganese ore :																				
(*i*) booked for export ..																				
(*ii*) booked for steel plants ..																				
(*iii*) booked for other users ..																				
(*iv*) Total [(*i*) to (*iii*)] ..																				
(*b*) Iron ore :																				
(*i*) booked for export ..																				
(*ii*) booked for steel plants ..																				
(*iii*) booked for other users ..																				
(*iv*) Total [(*i*) to (*iii*)] ..																				
(*c*) Other ores ..																				
(*d*) Total [(*a*) to (*c*)] ..																				
3. Mineral Oils ..																				
4. Products of Forests																				
4.01 Wood unwrought—																				
(*a*) Bamboo ..																				
(*b*) Others ..																				
5. Manufactures																				
5.01 Sugar ..																				
5.02 Cotton manufactured ..																				
5.03 Jute manufactured ..																				
5.04 Cement ..																				

Statement of Commodity Loadings.—(Contd.)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
5.05 Iron and steel—																				
(*a*) Pig iron :																				
(*i*) booked from steel plants ..																				
(*ii*) booked from other points ..																				
(*iii*) Total (*i*)+(*ii*) ..																				
(*b*) Finished, semi-finished and crude steel :																				
(*i*) booked from steel plants ...																				
(*ii*) booked from other points ..																				
(*iii*) Total (*i*)+(*ii*) ..																				
(c) Other iron and steel :																				
(i) booked from steel plants ..																				
(ii) booked from other points ..																				
(iii) Total (i)+(ii) ..																				
(*d*) Total [(a) to (c)]: ..																				
(i) booked from steel plants [(a)i+(b)i+(c)i] ..																				
(ii) booked from other points [(a)ii+(b)ii+(c)ii] ..																				
(iii) Total [(a)iii+(b)iii+(c)iii] ...																				
5.06 Salt ..																				
5.07 Tea ..																				
6. Miscellaneous																				
6.01 Chemical manures ..																				
6.02 Live stock ..																				
6.03 Other miscellaneous full's—																				
(a) Heavy merchandise ..																				
(b) Light merchandise ..																				
(c) Total [(a) and (b)]																				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
●6.04 Miscellaneous smalls—																				
(a) Smalls sealed to destinations in through sealed vans (T. S. V.) :																				
(i) Heavy merchandise ..																				
(ii) Light merchandise ..																				
(b) Smalls sealed to repacking station and transhipment sheds in junction sealed vans (J. S. V.)																				
(c) Smalls cleared by road vans (S.R.V., C.R.V. & S.S.V.)																				
(d) Total [(a) to (c)]																				
Total A—Revenue Earning Traffic (Items 1 to 6)																				
B. NON-REVENUE TRAFFIC																				
7. Railway coal, diesel oil and materials																				
(a) Home line coal ..																				
(i) booked from coal fields ..																				
(ii) booked from other points ..																				
(iii) Total [(i)+(ii)] ..																				
(b) Coal for other Government Railways and manufacturing units like C.L.W., I.C.F. etc. :																				
(i) booked from coal fields ..																				
(ii) booked from other points ..																				
(iii) Total [(i)+(ii)] ..																				
(c) Total [(a)+(b)]: ..																				
(i) booked from coal fields [(a)i+(b)i] ..																				
(ii) booked from other points [(a)ii+(b)ii] ..																				
(iii) Total [(a) iii+(b) iii]																				
(d) Total diesel oil booked by companies etc. for railway purposes ..																				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(e) Other materials and stores for railways in full wagon loads. ..																				
(f) Smalls non-revenue traffic (J.S.V., S.R.V.C.R.V. & S.S.V.) ..																				
Total B—Non-Revenue Traffic ..																				
8. Total loadings–Revenue earning and Non-Revenue traffic (Items 1 to 7) ..																				
†9. Loaded receipts from other Railways—																				
(a) Indian Railways ..																				
(b) Sri Lanka, Bangladesh and Pakistan Railways. ..																				
(c) Total ..																				
†10. Number of wagons and vans into which goods are transhipped or repacked from wagons or vans of the same gauge. ..																				
†11. Public traffic at coaching rates ...																				
†12. Kit & other materials booked free ...																				

To be posted so as to reach Railway Board on or before 12th days after the close of the month to which the figures relate.

†Only number of wagons should be reported and in the case of items 9 and 10 the figures should be exhibited only in Cols. 18 and 19 (total originating and transhipment loadings).

●Particulars regarding other selected commodities peculiar to each Railway included under this item.

(i)

(ii)

(iii)

STATEMENT OF COMMODITY LOADINGS

(Wagons, Tonnage and Starting Wagon Loads)

Instructions

General Instructions—1. This statement is to show the number of wagons loaded and the weight loaded into them at stations, transhipment sheds and repacking points. In the case of items 9 to 12 of the proforma, however, only the number of wagons should be reported and further for items 9 and 10, the figures are to be furnished only in columns 18 and 19. Traffic received from out-agencies should be accounted for by the respective serving stations alongwith the local loading at the station. A register of wagons loaded or made up showing all the information required to be furnished under different main and sub-heads detailed in the statement should be maintained by all stations, transhipment sheds and repacking points. In this register figures should be posted daily and summarised monthly.

2. Weight charged for should be taken. When charges are based on the floor or the cubic area or at wagon kilometre or lumpsum wagon rate and in the case of military consignment in wagon load charged on kilometrage basis, the average weight per wagon determined in consultation with each Railway's Commercial department may be adopted depending upon the permissible load for each type of commodity, corresponding to the different floor areas or upon the nature of traffic.

3. Separate statements are to be forwarded for broad, metre and narrow gauges.

4. A monthly statement containing full month's figures in all the details and cumulative statement showing figures from 1st April to end of the month should be despatched so as to reach the Railway Board on or before the 12th day after the close of each month.

5. Running power traffic is to be accounted for by the railway which works the station. Loadings from interchange stations, whether wagons are booked to stations on the working or using railway, should be included in the loading figures of the working railway against the appropriate items (commodity heads). The number of wagons loaded for the using railway will be ultimately accounted for against item 9 of the using railway's statement as its inward loaded receipt, when the wagons will be made over to it.

6. On the Eastern and the South Eastern Railways the wagons loaded with coal are to include only wagons invoiced and despatched from each railway. For example, wagons loaded with coal at the South Eastern Railway collieries which are made over by the exchange links to the Eastern Railway for invoicing and despatch to stations on or via that railway are to be included in the figures furnished by the Eastern Railway and vice versa. A note is, however, to be made in the statement of the number of wagons actually loaded and handed over to the other railway for invoicing and despatch.

7. The wagons loaded on the Calcutta Port Commissioners' Railway forwarded via the Eastern and South Eastern Railways respectively are to be included in the monthly returns submitted by the Railway via which the wagons have been forwarded. Wagons loaded on the Madras Port Trust Railway should be included in the total loading of the Southern Railway. The wagons loaded on the Bombay Port Trust Railway, irrespective of whether they are for the Central or for the Western Railway, should be included in the total loadings of the Central Railway. As all wagons from and to the Bombay Port Trust Railway are interchanged between Central and Western Railways at Wadala Junction, loaded wagons made over to the Western Railway via Wadala should be taken as loaded receipts (item 9) for the Western Railway, as at any other interchange junction point.

8. Wagons are to be counted in terms of four-wheelers as per item 48 of the General Instructions.

9. Items 1 to 6 are to show only wagons loaded with freight on which revenue is earned from the public, Non-Government Railways and Government departments. Item 7 is to show wagons loaded with non-revenue traffic, e. g., coal, cock, patent fuel, diesel oil and railway materials and stores booked on R.M. C. notes for home line, other Government Railways, construction projects and open line works, manufacturing units, etc. Kit and other materials booked free in wagons in use by the Traffic and Transportation department is to be shown against item 12, but the departmental wagons loaded by the owning department and vehicles loaded or lent to the Engineering or other department for carriage of departmental stores or used on ballast trains, etc., are to be excluded. The following wagons should not be accounted as fresh loadings :—

(*i*) Infringement loads adjusted *en route*.

(*ii*) Seal cut and seal missing wagons checked *en route*.

(*iii*) Unconnected loads detained and sent on receipt of particulars.

(*iv*) Wagon loads in excess of the permissible load sent after. unloading the excess weight *en route*.

(*v*) Wagon loads diverted.

(*vi*) Wagon loads received for weighment and despatch.

Statement of Commodity Loadings—Instructions—(Contd.)

(*vii*) Road vans received for unloading the articles for the station and sent onwards with the remaining articles and after loading the articles, if any, at the station. (Such road vans should be deemed as those on running trains).

(*viii*) Wagons carrying articles from goods shed to transhipment shed for adjustment or delivery and vice versa or exchanged between different places as at a station.

10. In the case of originating traffic, the number of wagons loaded going to a destination on the same gauge and those going to a break-of-gauge transhipment point should be shown in the separate columns provided for the purpose under the main heading 'originating loadings'. Wagons into which goods are transhipped from wagons of a different gauge or from steamers, flats, barges, etc., are to be included under the column 'Transhipment at break-of-gauge points' Junction sealed vans loaded to transhipment sheds or repacking stations and Road vans attached to trains to convey 'smalls', to or from roadside stations, are to be accounted for only by the originating stations. Whenever both revenue-earning and non-revenue traffic are loaded in one road van the number of such van should be shown under 'revenue-earning' but the weight should be shown separately under 'revenue-earning' or 'non-revenue' heads as the case may be. See further instructions against item 6.03 (*a*) to (*c*).

11. For the purpose of the compilation of detailed data the coverage of the terms 'steel plants' ,'coal washeries', 'coal fields', etc., would be as follows :—

Coal fields—	will include coal booked from all stations and sidings serving the different coal fields.
Other points—	in the case of coal will include coal booked or rebooked from stations or sidings serving other than coal fields such as docks, riverine points, coal dumps, locosheds, etc.
Steel plants—	will include steel works of M/s Hindustan Steel Ltd., Bhilai Steel Plant, Rourkela Steel Plant , and Durgapur Steel Plant ; Tata Iron and Steel Co. Ltd., Tatanagar ; Indian Iron and Steel Co. Ltd., (Burnco, Kulti, SCOB sidings and Burnpore and BISCO sidings) ; Mysore Indian Iron and Steel Works Bhadrawati and such other steel works as may be authorised to be included by the Railway Board from time to time.
Coal washeries—	will include the coal washeries at Jamadoba, Karagali, Dugda, and such other washeries as may be commissioned from time to time.
Thermal power-houses.—	will include coal booked to all thermal power houses.
Finished, semi-finished & crude steel	Finished steel—will include heavy and light structurals, heavy rails and fish plates, tin plates, black and galvanized sheets, plates, bars and rods, wire and wire products, wheels, tyres and axles, steel castings, spring steel and tools steel, bolts, nuts, rivets, spikes, hoop and stripes and sleepers. Semi-finished steel—will include blooms, billets and slabs, tin bars, sheet bars, skelp bars, sleeper bars and hoe-bars. Crude steel ingots and metal for castings—will continstitute crude steel.

Items 1 to 6.02—are to show wagons containing articles included under the corresponding commodity heads in the Monthly statement 7—C-Commodity Statistics. Only wagon loads formed and despatched with one commodity should be shown against the respective item (Commodity head).

Item 6.03.—**Other miscellaneous fulls**—is to show wagons each containing only one commodity other than those included under items 1 to 6.02. Wagons containing 'heavy' and 'light' merchandise i.e., each wagon containing one such commodity other than the commodities enumerated in items 1 to 6.02 should be accounted for under item 6.03(*a*)—heavy merchandise and 6.03(*b*)—light merchandise respectively. For classification of commodities under 'heavy' and 'light' merchandise, see instructions for item 9 of Statement 2—Goods Train Performance.

Item 6.04.—**Miscellaneous smalls**—is to show wagons, containing consignments which are booked as 'smalls' irrespective of whether the contents are of one commodity or more than one commodity. Where the clubbing of consignments in 'smalls' is allowed under the tariff rule in force for the purpose of fulfilling the minimum weight condition prescribed for application of wagon load rates, wagon loads containing such clubbed consignments may be treated as 'fulls'.

Item 6.04.—(*a*) **Smalls sealed to destination**—will include through sealed vans containing smalls for the same destination and sealed to that station. Vans loaded with different commodities all of which fall under the head 'heavy merchandise' will be shown under that sub-division and those falling under head 'light merchandise' will figure under the sub-division 'light' but wagons containing both 'heavy' and 'light' merchandise should be included against the sub-division according to the type of commodities i.e., heavy or light, whose weight preponderates.

Statement of Commodity Loadings.—Instructions—(Contd.)

Item 6.04(*b*).—**Smalls sealed to repacking station and transhipment sheds**—will include junction sealed van containing smalls for more than one destination and sealed to a transhipment shed or re-packing station.

Item 6.04(*c*)—**Smalls cleared by road vans**—will include section road vans, combined road vans and sectic sealed vans containing road side smalls traffic. These vans and their starting loads, if any, should be accounted for by the stations where such vans are attached and not by intermediate stations. The tonnage loaded at the road-side stations in the course of working of the van or the shunting goods trains will also be included. The intermediate stations will, therefore, furnish the weight only if loaded into these road vans.

Item 7.—**Railway coal, diesel oil and materials**—is to include wagons on which no revenue is earned from the public, non-Government Railways and other Government departments as laid down in paragraph (9) of General Instructions for this statement.

Item 7(*a*) to (*c*)—will show wagons loaded with railway coal corresponding to items 9.01 to 9.06 of the monthly statement 7-C—Commodity Statistics.

Item 7 (*d*)—will indicate wagons loaded with diesel oil for Railway purposes corresponding to item 9.10 (i. e. 9.08+9.09) of the monthly statement 7-C–Commodity Statistics.

Item 7 (*e*)—corresponds to items 10.01 and 10.02 of the monthly statement 7-C—Commodity Statistics, and will include wagons loaded with general stores and materials for use of the home or other railways etc., for their Capital and Revenue works and booked on the authority of Railway Material Consignment Notes issued by an authorised official of the Railway only. Railway materials booked by a non-railway consignor to railway consignee or vice versa would be accounted as public traffic under A-Revenue earning traffic.

Item 7 (*f*)—will include junction and road vans containing Non-revenue traffic moving in smalls.

NOTE.—For explanation of the codes used in the form, Note 3 may be consulted.

Item 8.—**Total loadings**—Total of items 1 to 7.

Item 9.—**Loaded receipts from other railways**—is to show the total number of loaded wagons received from other railways of the same gauge at the interchange points. Loaded wagon received from Bangladesh, Pakistan and Sri Lanka Railways of the same gauge will be exhibited separately, against item 9 (*b*). See also General Instructions (5) for this statement.

Item 10.—**Wagons and vans into which goods are transhipped or repacked from wagons or vans of the same gauge**—is to show the number of wagons into which goods are transhipped or repacked from wagons of the same gauge. All wagons repacked at a station (i.e., the loaded wagons which arrived at a station and have been opened and repacked as also the additional empty wagons into which consignments may be repacked and sealed at a station) should be included against this item. But through wagons received at the repacking station and sent onwards to their destinations should not be included, if the articles in the wagons are simply sorted or adjusted. The number of wagon loads transhipped due to the original wagon being damaged is also to be included in this item.

Item 11—**Public traffic at coaching rates**—is to include goods wagons loaded with public traffic booked at coaching rates e.g., public parcels traffic, etc.

Item 12.—**Kit and other materials booked free**—is to show the number of wagons used for carrying house hold effects of railway employees or other railway materials booked free of charge.

NOTE 1.— The information under items 9, 10, 11 and 12 is primarily included in this statement inter alia for the calculation of the wagon turn-round.

2. As these figures summarised for all railways are given wide publicity, special care should be taken to ensure that they are as accurate as possible. The attention of inspection staff on Divisions or Districts should be drawn to the need for frequent test checks to keep the station staff alive to the importance of furnishing accurate figures.

Statement of Commodity Loadings-Instructions—(*Concld*).

NOTE 3.— List of standard terms for Road Vans, Pick Up Trains, S.Q.T. Trains, etc.

S.No.	*Description*	*Nomenclature*	*Code*
1.	Goods trains not attaching or detaching wagons between two engine changing stations.	.. Through Goods trains	TG
2.	Goods trains attaching and detaching wagons at intermediate stations.	.. Shunting Goods trains	SG
3.	Goods trains loading and unloading "smalls" at intermediate stations including repacking *en route*.	.. Van Goods trains	VG
4.	Goods train combining the functions of items 2 and 3 above	.. Shunting and Van Goods train.	SVG
5.	Wagon containing a full wagon-load consignment for one destination	Through Load Wagon	TLW
6.	Wagon containing more than one consignment for the same destination and sealed to that station.	.. Through Sealed Van	TSV
7.	Wagon containing smalls for more than one destination and sealed to a transhipment or repacking station.	.. Junction Sealed Van	JSV
8.	Wagon containing smalls for stations on a specified section and not sealed to any station.	.. Section Road Van	SRV
9.	Wagon containing smalls for more than one specified section and attached at certain intermediate station.	.. Combined Road Van	CRV
10.	Wagon containing smalls for a specified section and sealed to the commencing station of the section.	.. Section Sealed Van	SSV
11.	Document on which full particulars of smalls consignments are entered and signature of station staff obtained by the official in charge of the vans.	.. Van summary	
12.	Place at which consignments are transhipped from one gauge to another.	.. Tranship shed	
13.	Station at which consignments of smalls are "repacked" without involving break-of-gauge transhipment.	.. Repacking station	

NOTE.—The word *wagon* should be used where consignments other than 'smalls' are loaded in it and the word *van* used generally for wagons loaded with 'smalls'.