

MINISTRY OF TRANSPORT

TRAMWAYS AND LIGHT RAILWAYS (STREET AND ROAD) AND TRACKLESS TROLLEY UNDERTAKINGS

RETURNS OF

CAPITAL, GROSS RECEIPTS, WORKING EXPENDITURE, NET RECEIPTS AND APPROPRIATIONS, AND TRANSACTIONS IN RESERVE FUNDS;

LENGTH OF LINE, NUMBER OF CARS, TRAFFIC AND OPERATING RESULTS

LOCAL AUTHORITIES... YEAR 1930-31COMPANIES... YEAR 1930

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TRAMWAYS AND LIGHT RAILWAYS (STREET AND ROAD) AND TRACKLESS TROLLEY UNDERTAKINGS.

ANNUAL RETURN FOR 1930-31.

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PREFATORY MEMORANDUM.

TRAMWAYS AND LIGHT RAILWAYS.

This Return has been presented to Parliament in compliance with the following Order of the House of Commons, dated the 1st April, 1931 :---

"That there be laid before this House, a Return of Street and Road Tramways and Light Railways authorised by Act or Order, showing the amount of capital authorised, paid up and expended; the length of line authorised and the length open for traffic, and number of cars owned at the 31st day of December, 1930, in respect of companies, and the end of the financial year 1930-31 in respect of local authorities; the gross receipts, working expenditure, net receipts and appropriations, the transactions in reserve funds, and traffic and operating statistics for the year ended on the foregoing dates, respectively (in continuation of Return to an Order of the House, dated the 9th day of April, 1930); also similar particulars relating to Trackless Trolley Undertakings."

Parts I, II and III deal with financial accounts and Part IV with statistical information relating to tramways and light railways on public roads, and in each part Local Authorities' and Companies' undertakings are grouped in separate portions A and B. The totals from the several parts are brought forward to a summary table on pages 10-11; this summary shows the figures for all undertakings in Great Britain. A second summary table on pages 6-7 shows the principal results for 1913-14, and for the last four years, for the undertakings of Local Authorities and Companies respectively, and for Great Britain generally.

The data in Part IV (A and B) are confined to operating undertakings, but information as to non-working undertakings, lines leased or worked and undertakings not open for traffic is given in Supplementary Tables Nos. 1 and 2.

A list of Orders made under The Statutory Undertakings (Temporary Increase of Charges) Act, 1918 (8 and 9 Geo. V. c. 34), and the Tramways (Temporary Increase of Charges) Act, 1920 (10 and 11 Geo. V. c. 14), and in force during the period covered by the Return will be found in Part IX.

A list of Acts and Orders governing the various undertakings is included on page 45.

At the end of the Return will be found brief notes explaining the basis on which the Tables have been compiled.

During the period under review there were 204 Tramway undertakings in Great Britain, compared with 217 during the preceding period. An analysis of these figures is given below :---

30-31 1929-30	
175 191	
13 14	
16 12	
	-
154 160	
50 57	
204 217	
	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$

Thirteen undertakings have been deleted from the Returns for the reasons stated below :---

Local Authorities.

Burton-upon-Trent Corporatio	on	••	••	••	Powers terminated by Orders ^{††} dated 18th June, 1927, 28th January, 1928, and 2nd May, 1930.
Chester Corporation	••	••	••	••	Abandonment under Chester Corpora- tion Act, 1929. Motor Omnibuses substituted.
Colchester Corporation	••				Powers terminated by Orders dated 6th July, 1929, and 17th March, 1930, made under Section 16 of the Colchester Corporation Act, 1927.
Gourock Corporation	• •	••	••	••	Powers terminated by Order§ dated 4th June, 1929.
Greenock Corporation	••	••	••	••	f 4th June, 1929.

†† Orders made under Section 41 of Tramways Act, 1870.

§ Order made under the Greenock and Port Glasgow Tramway Company's Act, 1928.

Lancaster Corporation	••	••	••	••	Operation ceased 31st March, 1930 and Motor Omnibuses substituted.
Companies.					
Gravesend and Northfleet Elec- tric Tramways, Ltd.	•••	••	••	••	Powers terminated by Order ^{††} dated 30th July, 1929.
Greenock Motor Services Co	••	••	••	••	Powers terminated by Order§ dated 4th June, 1929.
Hastings and District Electric Tramways Co., Ltd.		••	••	••	Abandonment under Hastings Tram- way Co. (Trolley Vehicles) Act, 1929. Trackless Trolley Vehicles substi- tuted.
Jarrow and District Electric Traction Co., Ltd.	••	••	••	••	Powers terminated under Section 3 of Jarrow and South Shields Light Railways (Abandonment) Act, 1929.
Kidderminster and Stourport Electric Tramway Company.	••	••	••	•••	Abandonment under Section 46 of the Kidderminster and Stourport Electric Tramway Act, 1926.
Mexborough and Swinton Traction Co.	••	••	••	•••	Abandoned on substitution of Track- less Trolley Vehicles.
Wolverhampton District Elec- tric Tramway Company.	••	·• •	••	••	Purchased by Wolverhampton Corporation. Operation ceased 28th September, 1929.

Tramway operation ceased on the following fifteen undertakings on the respective dates shown :---

Local Authorities.	Date.	Remarks.
Ashton in Makerfield U.D.C.	30th November, 1930.	
Haslingden Corporation	30th April, 1930.	
Littleborough U.D.C	19th October, 1930	Consent to abandonment under section 5 (2) of the Rochdale Corpn. (General Powers) Act, 1930, given 28th Novem- ber, 1930.
Rochester Corporation	30th September, 1930	
Wednesbury Corporation	5th March, 1931.	
Wigan Corporation	28th March, 1931	Operation ceased 28th March, 1931 and Motor Omnibuses substituted.
Companies.		
Chatham and District Traction Company.	30th September, 1930	Abandonment under Section 6 of Chatham and District Traction Act, 1929. Order issued 3rd October, 1929.
Cheltenham and District Traction Company	31st December, 1930	Abandonment under Section 5 of the Cheltenham and District Traction Act, 1929.
Dudley Stourbridge and District Electric Traction Company Limited.	1st March, 1930.	ACI, 1929.
Leamington and Warwick Electrical Company Limited	16th August, 1930	Abandonment under Leamington and Warwick Traction Act, 1929.
Peterborough Electric Traction Company, Limited.	15th November, 1930.	
South Staffordshire Tramways (Lessee) Company, Limited.	1st March, 1930.	
Tyneside Tramways and Tramroads Company.	6th April, 1930	Abandonment under Section 5 of the Tyneside Tramways and Tramroads Act, 1929.
Yorkshire Traction Company Limited.	31st August, 1930	Abandonment under provisions of Barnsley and District Light Railways (Abandonment) Act, 1930.
Dundee Broughty Ferry and District Traction Company.	15th May, 1931.	(1990).

† Order made under Section 41 of Tramways Act, 1870.
 § Order made under the Greenock and Port Glasgow Tramway Company's Act, 1928.

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FINANCIAL ACCOUNTS.

It will be seen from the Summary Table on pages 10–11 that the total paid-up Capital of Local Authorities in Great Britain is \pounds 89,521,990, of which \pounds 52,662,005 has been redeemed, or set aside for redemption, leaving a Net Capital Liability of \pounds 36,859,985, compared with \pounds 37,494,073 in the previous year. The total paid-up Capital of Companies is \pounds 20,386,331, of which \pounds 1,399,416 has been redeemed, or set aside for redemption, leaving a Net Capital Liability of \pounds 18,986,915, compared with \pounds 18,531,971 in the previous year.

The total Capital Expenditure on Tramways by Local Authorities to the 31st of March, 1931, was \pounds 82,333,454, compared with \pounds 82,115,699 in the previous year, and by Companies to the 31st of December, 1930, was \pounds 16,942,956, compared with \pounds 17,460,297, making a total Capital Expenditure on Tramways of \pounds 99,276,410, compared with \pounds 99,575,996.

Increased fares sanctioned by Temporary Orders operated during the year in respect of 23 undertakings, compared with 25 undertakings in the previous year.

The Gross Receipts earned by Local Authorities were £21,909,562, compared with £23,217,975 in the previous year, and the Working Expenses £17,649,425, compared with £18,177,680, leaving the Net Receipts at £4,260,137, compared with £5,040,295. The Gross Receipts earned by Companies were £3,371,969, compared with £3,551,110, and the Working Expenses £2,817,704 compared with £2,978,788, leaving the Net Receipts at £554,265, compared with £572,322. The combined Gross Receipts were, therefore, £25,281,531, compared with £26,769,085, the combined Working Expenses £20,467,129, compared with £21,156,468, and the combined Net Receipts £4,814,402, compared with £5,612,617.

The ratio of Working Expenses to Gross Receipts was 80.56, compared with 78.29 in the previous year, for Local Authorities, and 83.56, compared with 83.88 in the previous year, for Companies. The combined figures give a ratio of 80.96 in 1930-31, compared with 79.03 in 1929-30.

Tramway undertakings operated by Local Authorities received in the year £192,933 from local rates, compared with £188,518 in the previous year, and contributed £261,259 in relief of rates, compared with £172,976 in the previous year.

The total Net Income from Tramways, after adjustment in respect of the duplication arising out of the inclusion of rents of leased lines in the accounts of both Lessees and Lessors, was $\pounds 5,582,947$, compared with $\pounds 6,421,315$ in the previous year. With the sums brought forward from the previous year and, in the case of Local Authorities, the sums transferred from other businesses, the total Net Income available for distribution was $\pounds 5,815,768$, compared with $\pounds 6,484,205$ in the previous year, and of this sum $\pounds 1,611,595$ was appropriated for interest charges and dividends, compared with $\pounds 1,773,573, \pounds 2,217,625$ for repayment of debt, compared with $\pounds 2,250,205$, and $\pounds 1,115,190$ for reserve and renewal funds, compared with $\pounds 1,462,752$. In the case of Companies having other businesses, $\pounds 203,198$ was available from Tramways for purposes of appropriation over various heads, compared with $\pounds 194,190$ in the previous year.

Of the 154 Tramway undertakings owned by Local Authorities, 144 were earning income in 1930–31. The working results, which include other businesses (such as motor omnibuses and trackless trolley services) forming part of the Tramway undertakings, have been grouped, for convenience, into the following six classes :---

- Class 1. Undertakings which showed a credit balance for the year after meeting all charges, including Capital Redemption and Reserves.
- Class 2. Undertakings which, after meeting all charges, including Capital Redemption, made Reserves in excess of the amount available from the year's working.
- Class 3. Undertakings which, after meeting Interest and Capital Redemption, were unable to meet Income Tax and other appropriation charges in full.
- Class 4. Undertakings which, after meeting Interest charges, were unable to meet Capital Redemption in full.
- Class 5. Undertakings which were unable to meet Interest charges in full.

Class 6. Undertakings which were unable to meet their working expenses.

The table appears on page 9.

STATISTICAL RETURNS.

The route miles authorised at the end of the period under review were 2,464, of which 2,163 miles were open for traffic, 1,702 miles being worked by Local Authorities and 462 miles by Companies. The track mileage operated amounted to 3,815 miles and the mileage of sidings and depot track to 150 miles. Running powers were exercised over 408 miles of route (Local Authorities 347 miles and Companies 61 miles).

The route mileage at each gauge by each mode of traction in Great Britain at the end of the period covered by the Return is shown below :---

Mode of Traction.		Wie	lth of Gau	ge.		To	tal.
mode of fraction.	3' 6"	4' 0"	4' 7 <u>¥</u> "	4' 8 <u>1</u> "	5' 10"	1930-31.	1929-30.
Electric Steam Cable	M. 384·34 <u>-</u> 1·11	M. 135 · 11 6 · 56	M. 206·27 	M. 1,421·15 8·55 —	M. 0·14 	$ \begin{array}{c c} M.\\ 2,147 \cdot 01\\ 8 \cdot 55\\ 7 \cdot 67 \end{array} $	M. 2,307.05 8.55 7.67
$\operatorname{Total} \left\{ \begin{matrix} 1930 - 31 \\ 1929 - 30 \end{matrix} \right.$	385·45 439·27	$141.67 \\ 151.35$	206 · 27 234 · 72	1,429·70 1,497·79	0·14 0·14	2,163.23	2,323.27

The number of passenger journeys during the year was 4,394,530,590, a decrease of 218,996,069 or 4.75 per cent. as compared with the preceding year. Car-miles run amounted to 383,378,799, a decrease of 10,898,731 or 2.76 per cent. Of the total car-miles 382,010,275, or 99.69 per cent. were Electric Car-miles.

Car-hours worked totalled 44,953,731, a decrease of 1,888,123, or 4.03 per cent. The number of car-miles run per car-hour was 8.53 in 1930-31 compared with 8.43 in 1929-30.

The quantity of electrical energy used was 845,846,112 B.T. Units, and the number of units used per car-mile averaged $2 \cdot 21$. The figures for the preceding year were 842,732,629 and $2 \cdot 14$ B.T. Units respectively.

The average fare paid per passenger journey in 1930-31 was 1.36d. In 1929-30 the figure was 1.37d. The table on page 8 analyses the receipts and expenditure per car-mile for the last four years and for 1913-14.

TRACKLESS TROLLEY UNDERTAKINGS.

The Returns in respect of the Local Authorities' and Companies' undertakings are grouped in separate portions (A and B) of Parts V, VI, VII, and VIII. The totals from the several portions are carried to the summary table on pages 10-11.

At the end of the period under review the undertakings of twenty-one Local Authorities and three Companies were open for traffic. Twenty-four other Local Authorities and three Companies have the necessary powers but their undertakings were not open for traffic during the period.

Three undertakings appear for the first time, viz., Derby Corporation, Leicester Corporation and London United Tramways Company.

The following summary sets out briefly the capital expenditure, the financial result of working and the principal operating statistics :---

						1930-31.		1929– 30.
	ss Receipts rking Expenses Receipts Operating ratio erest and Dividends emption of Debt				Local Authorities.	Companies.	Total. Great Britain	Total. Great Britai
Capital Expenditure	•••	••	••		£1,614,765	£657,209	£2,271,974	£1,967,298
Gross Receipts Working Expenses	••	•••	••	•••	£ 777,655 £ 575,431	£140,770 £116,066	£ 918,425 £ 691,497	£ 788,062 £ 581,268
Net Receipts	••		••	••	£ 202,224	£ 24,704	£ 226,928	£ 206,794
Operating ratio	••	••	••		74.00%	82.45%	75.29%	73.76%
Interest and Dividends Redemption of Debt	•••	•••	••	•••	£ 51,929 £ 102,268	£ 7,159	£ 59,088 £ 102,268	£ 44,425 £ 84,412
Route miles open for tra Passengers carried (nur		 of sing	 le jour	 rnevs	152.98	40 ·7 2	193·7 0	168∙7 6
paid for) Car-miles run	••	••	••	•••	129,039,306 12,881,340	23,965,248 3,184,115	153,004,554 16,065,455	127,461,837 13,671,161
Car-miles run per car-ho Electricity: Traction u Traction u	nits c			•••	8.80 21,712,353 1.69	$ \begin{array}{r} 10.07 \\ 5,265,435 \\ 1.65 \end{array} $	9.03 26,977,788 1.68	

The table on page 8 analyses the receipts and expenditure per car-mile for the last four years and for 1913-14.

R. H. HILL,

Assistant Secretary.

Ministry of Transport, Finance and Statistics Department,

24th December, 1931.

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SUMMARY TABLE OF FINANCIAL AND STATISTICAL INFORMATION OF TRAMWAYS AND LIGHT RAILWAYS IN GREAT BRITAIN.

		<u> </u>				<u></u> _								·			
	•• •		LOCAL	AUTHORITIES	•			<u> </u>	COMPANIES.	,		TOTAL-GREAT BRITAIN.					
	Unit.	1913-14.	1 9 27–28.	1928-29.	1929–3 0.	1930-31.	1913.	1927.	1928.	1929.	1930.	1913-14.	192 7-28 .	1928-29.	1929-30.	1 9 30–31.	
Capital Account : Capital Authorised	£		96,024,578	97,952,46 5	99,720,755	101,616,382		27,439,240	27,667,153	26,474,034	27,122,759		123,463,818	125,619,618	126,194,789	128,739,141	
Do. Paid up Do. Redeemed or provided for	£		82,836,987 44,666,908	85,283,665 47,284,648	87,510,096 50,016,023	89,521,990 52,662,005		21,087,691 1,296,215	20,908,646 1,274,357	19,883,462 1,351,491	20,386,331 1,399,416		103,924,678 45,963,123	106, 192,311 48,559,005	107,393,558 51,367,514	109,908,321 54,061,421	
Net Capital Liability	£		38,170,079	37,999,017	37,494,073	36,859,985		19,791,476		18,531,971			57,961,555	57,633,306	56,026,044	55,846,900	
Capital Expenditure :— On Tramways :— Open for Traffic (including Rolling Stock) Superseded and Displaced Works Other Expenditure	544		68,838,391 8,195,896 3,277,847	70,052,793 8,420,773 3,100,320	70,259,204 8,692,893 3,163,602	70 187,575 9,166,734 2,979,145		10,825,024 1,227,712 7,548,890	10,269,131 1,234,618 7,421,100	9,140,139 1,073,113 7,247,045	10,944,946 1,078,049 4,919,961		79,663,415 9,423,608 10,826,737	80,321,924 9,655,391 10,521,420	79,399,343 9,766,006 10,410,647	81,132,521 10,244,783 7,899,106	
TotalTramways On other businesses	£		80,312,134 4,006,017	81,573,886 5,420,964	82,115,699 6,948,999	82,333,454 8,503,710		19,601,626 .	18,924,849	17,460,297	16,942,956		99,913,760 4,006,017	100,498,735 5,420,964	99,575,996 6,948,999	99,276,410 8,503,710	
Total	£	54,298,188	84,318,151	86,994,850	89,064,698	90,837,164	22,371,533	19,601,626	18,924,849	17,460,297	16,942,956	76,669,721	103,919,777	105,919,699	106,524,995	107,780,120	
Tramways : Revenue Account : Income : TraffioPassengers Do. Parcels, Mails, &c Do. Through Running Miscellaneous		11,029,745 41,926 325,039	23,595,367 94,538 <i>47,934</i> 218,796	23,079,324 97,325 <i>99,243</i> 215,215	22,998,697 103,294 (c) 102,436 218,420	21,684,629 90,794 (c) 84,606 218,745	3,409,537 25,568 328,661	3,666,994 33,836 20,215 169,692	3,497,737 28,100 52,506 196,250	3,291,710 23,361 74,159 161,880	3,138,734 23,735 64,964 144,536	14,439,282 67,494 653,700	27,262,361 128,374 27,719 388,488	26,577,061 125,425 <i>46,737</i> 411,465	26,290,407 126,655 (c) 28,277 380,300	24,823,363 114,529 (c) 19,642 363,281	
Total	£	11,396,710	23,860,767	23,292,621	23,217,975	21,909,562	3,763,766	3,890,737	3,774,593	3,551,110	3,371,969	15,160,476	27,751,504	27,067,214	26,769,085	25,281,531	
Expenditure:		1,623,310 3,293,246 1,454,405 548,261 517,662	4,365,181 9,326,011 2,481,042 1,482,380 1,025,429 <i>16,821</i>		4,184,198 9,194,580 2,360,312 1,487,721 997,939 47,070	4,050,881 8,952,353 2,284,716 1,484,012 924,165 46,702	588,382 778,115 623,361 254,466 98,355	862,022 1,478,870 510,342 308,134 100,930 19,627	845,969 1,415,819 462,176 297,096 92,843 33,647	805,554 1,329,026 430,427 273,658 88,181 51,942	757,325 1,271,722 409,594 254,531 75,758 48,774	2,211,692 4,071,361 2,077,766 802,727 616,017	5,227,203 10,804,881 2,991,384 1,790,514 1,126,359 2,806	5,116,135 10,677,015 2,829,183 1,782,838 1,094,608 (d) 20,044	4,989,752 10,523,606 2,790,739 1,761,379 1,086,120 4,872	4,808,206 10,224,075 2,694,310 1,738,543 999,923 2,072	
Total	£	7,436,884	18,663,222	18,332,185	18,177,680	17,649,425	2,342,679	3,279,925	3,147,550	2,978,788	2,817,704	9,779,563	21,943,147	21,479,735	21,156,468	20,467,129	
Net Income : Balance from Revenue Account		3,959,826 62,600	5,197,545 218,724 552,754 6,909 285,480	4,960,436 218,877 298,872 76,562 319,442	5,040,295 264,524 188,518 98,214 347,201	4,260,137 (b) 220,862 192,933 126,951 3 22,510	1,421,087	610,812 13,628 	627,043 13,668 3,154 267,620	572,322 1,984 4,909 169,856	(b) 554,265 986 	5,380,913 62,600	5,808,357 232,352 552,754 13,758 541,519	5,587,479 232,545 298,872 79,716 587,062	5,612,617 266,508 188,518 103,123 517,057	192,933 127,304 448,308	
Tramways Net Income Transfers from other Businesses Balance brought forward	£.45.45	4,022,426	6,261,412 329,519 <i>231,689</i>	5,874, 189 294,866 114,834	5,938,752 351,138 <i>214,189</i>	5,123,393 424,019 <i>115,896</i>	1,421,087	887,328 40,243	911,485 75,008	749,071 74,059	681,402 75,302	5,443,513	7,148,740 329,519 <i>271,932</i>	6,785,674 294,866 <i>189,842</i>	6,687,823 351,138 288,248	5,804,795 424,019 <i>191,198</i>	
Total	£	4,022,426	6,359,242	6,054,221	6,075,701	5,431,516	1,421,087	847,085	836,477	675,012	606,100	5,443,513	7,206,327	6,890,698	6,750,713	6,037,616	
Appropriation : Interest and Dividends Provision for Repayment of Debt Rent of Leased Lines Income Tax, Sched. D (net) Reserve Depreciation and Renewal Funds Relief of Rates Transfers to Other Businesses Joint Undertaking-Amount available for Interest and Dividends, Debt Redemption, Reserves and Income Tax		1,169,855 1,339,910 (a) 118,636 244,722 694,217 578,019	1,668,428 2,196,002 84,262 251,561 1,568,616 420,011 89,284 196,326 —	1,644,817 2,153,849 85,875 312,573 1,397,298 289,118 198,644 188,158	1,591,272 2,214,805 102,798 312,140 1,380,129 172,976 226,626 189,023	1,441,357 2,180,703 (b) 86,593 307,546 1,057,583 261,259 225,819 190,169	781,202 22,633 316,011 82,378 278,206 —	286,254 44,409 165,940 22,758 155,621 28,754 217,802	243,852 46,591 162,781 31,068 113,015 	182,301 35,400 150,440 5,936 82,623 82,366 194,190	170,238 36,922 (b) 142,220 7,559 57,607 26,559 203,198	1,951,057 1,362,543 (a) 434,647 327,100 972,423 578,019	1,954,682 2,240,411 250,202 274,319 1,724,237 420,011 89,284 225,080 217,802	$1,888,669 \\ 2,200,440 \\ 248,656 \\ 343,641 \\ 1,510,313 \\ 289,118 \\ 198,644 \\ 258,330 \\ 225,321 \\$	1,773,573 2,250,205 253,238 318,076 1,462,752 172,976 226,626 271,389 194,190	1,611,595 2,217,625 (b) 228,813 315,105 1,115,190 261,259 225,819 216,728 203,198	
Total	£	4,145,359	6,474,490	6,270,332	6,189,769	5,751,029	1,480,430	921,538	892,800	733,256	644,303	5,625,789	7,396,028	7,163,132	6,923,025	6,395,332	
Balance carried forward to next year	£		115,24 8	216,111	114,068	319,513		74, 4 53	56,323	58 ,244	38,203	<u>.</u>	189,701	272,434	172,312	357,716	
Reserve, Renewal and Depreciation Funds :	£		949,884	786,485	802,565	665,846		160,726	118,195	63,448	50,078		1,110, 6 10	904,680	866,013	715,924	
Funds Cr. Balance of Funds at end of year	£		5,595,699	5,798,370	5,872,114	5,842,940											
Mileage of Lines:	Miles Miles Miles Miles Miles No.	2,039 1,591 <i>164</i> 9,398	2,146 1,844 3,249 111 <i>350</i> 11,919	2,108 1,812 3,212 117 <i>359</i> 12,009	2,072 1,765 3,154 120 <i>355</i> 11,847	2,010 1,702 3,059 122 347 11,504	909 939 27 3,120	607 664 1,052 35 7 <i>4</i> 2,422	549 608 978 33 77 2,181	502 558 899 31 73 2,021	454 462 756 28 61 1,763	2,948 2,530 <i>191</i> 12,518	2,753 2,508 4,301 146 <i>424</i> 14,341	2,657 2,420 4,190 150 <i>4</i> 36 14,190	2,574 2,323 4,053 151 <i>428</i> 13,868	2,464 2,163 3,815 150 <i>408</i> 13,267	
Do.TrailerNon-electricAggregate seating capacityAverage seating capacityper car	No. No. Seats Seats	- 77	50 738,305 61 · 68	50 744,322 61 · 72	50 734,460 61 • 73		5 308	12 133,551 54 · 87	4 121,963 55 · 82	4 113,509 56·05		385 385	62 871,856 60·53	54 866,285 60 • 82	54 847,969 60·91	54 818,281	
Passengers carried : Single journeys paid for Do. do. Average per mile of route open Car Miles run Car Hours worked Car Miles per Car Hour	No. No. Car Miles Car Hours No.	2,633,627,244 1,655,328 255,809,572	4,140,472,553 2,125,870 335,234,263 40,898,270 8 • 18	4,078,313,913 2,118,065 337,098,105 40,534,276 8+31	4,093,531,693 2,175,362 338,475,613 40,108,875 8+44	3,891,517,833 2,134,175 330,338,578 38,641,504 8+55	668,187,576 711,595 83,102,104	565,370,379 758,245 61,320,282 7,589,718 8 · 40	544,944,766 784.692 59,196,980 7,230,982 8·24	519,994,966 822,009 55,801,917 6,732,979 8 • 35	503,012,757 908,047 53,040,221 6,312,227 8-40	3,301,814,820 1,305,065 338,911,676	4,705,842,932 1,866,450 396,554,545 48,487,988 8 • 22	4,623,258,679 1,896,449 396,295,085 47,765,258 8 • 30	4,613,526,659 1,973,879 394,277,530 46,841,854 8+43	4,394,530,590 1,997,387 383,378,799 44,953,731 8•53	
Units per Car Mile	B.T. Units B.T. Units d. d. f. d. d. g.	488,808,438 1·91 1·01 10·39 6,963 6:98 65·25 7.00	681,593,763 2·04 1·37 16·94 12,771 13·37 78·22	705,104,350 2·11 1·36 16·48 12,677 13·09 78·70	734,585,634 2·19 1·35 16·37 12,938 12·94 78·29	736,815,471 2·23 1·34 15·76 12,613 12·82 80·56	16,851,186 1 · 54 1 · 22 9 · 92 3,686 6 · 77 62 · 24 6 · 25	1.83 1.56 14.46 5,554 12.74 84.30	112,387,837 1.87 1.54 14-29 5,712 12.57 83.39 2.01	108,146,995 1 • 90 1 • 52 14 • 25 6,057 12 • 52 83 • 88 3 • 69	109,030,641 2.06 1.49 14.60 6,719 12.75 83.56	605,659,624 1.83 1.05 10.28 5,752 6.93 64.51 7.00	794,175,338 2 • 01 1 • 39 16 • 55 10,853 13 • 27 79 • 07	817.492,187 2.07 1.38 16.15 10,894 13.01 79.36	842,732,629 2·14 1·37 16·07 11,290 12·88 79 ·03	845,846,112 2·21 1·36 15·60 11,326 12·82 80·96	
To Capital Expenditure	%	7·29 8·38	6·47 7·56	6·08 7·12	6·14 7·20	5·17 6·09	6·35 6·93	3·12 3·43	3·31 3·65	3·28 3·61	3·27 3·82	7·02 7·94	5.81 6.71	5.56 6.44	5.64 6.54	4·8 5 5·7 0	

Note.—Owing to change of basis, the figures for the post-war years are not strictly comparable with those for 1913-14.

(a) Includes other charges in addition to rents.
(b) For elimination of Rent paid by lessee to lessor undertakings see Summary on page 10.
(c) Includes £13,500 for 1929-30 and £10,277 for 1930-31 paid to a Railway Company, for which there is no contra receipt in this Return.
(d) Includes £3,066 received from a Railway Company, for which there is no contra payment in this Return.

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TRAMWAYS AND LIGHT RAILWAYS-GREAT BRITAIN.

COMPARATIVE TABLE of Receipts or Expenditure per Car Mile (in pence) for LOCAL AUTHORITIES' and COMPANIES' Undertakings.

				•	Receip	ts or E:	xpendit	ure per	Car Mil	e (in Pe	ence).				
	Local Authorities.						Co	mpanie	·s.		Total.				
	1913 14.	1927 28.	1928 29.	1929 30.	1930 -31.	1913.	1927.	1928.	1929.	19 30.	1913 -14.	1927 28.	1928 29.	1929 -30.	1930 -31.
Income : Traffic	10·39 0·30	16·94 0·15	16·48 0·15	16·37 0·16	15·76 0·16	9·92 0·95	14·46 0·66	14·29 0·78	14·25 0·68	14.60 0.66	10·28 0·46	16·55 0·24	16·15 0·25	16·07 0·23	15·60 0·23
Gross Receipts	10.69	17.09	16.63	16.53	15.92	10.87	15.12	15.07	14.93	15.26	10.74	16•79	16.40	16.30	15.83
Expenditure : General Repairs and Mainten- ance Power Expenses Traffic Expenses Rates and Taxes Compensation and Accident Insurance General Expenses	1.52 1.36 3.09 0.49 0.16 0.36	3.13 1.78 6.68 0.73 0.16 0.89	3.05 1.69 6.61 0.71 0.16 0.87	2.98 1.68 6.51 0.71 0.15 0.91	2.94 1.66 6.47 0.67 0.16 0.92	1.70 1.80 2.25 0.28 0.17 0.57	3.35 1.98 5.75 0.39 0.18 1.09	3.38 1.85 5.65 0.37 0.16 1.16	3·38 1·81 5·81 0·37 0·16 0·99	3.43 1.85 5.98 0.34 0.14 1.01	1.57 1.47 2.88 0.44 0.16 0.41	3.16 1.81 6.54 0.68 0.16 0.92	3·10 1·71 6·47 0·66 0·16 0·91	3.04 1.70 6.41 0.66 0.15 0.92	3.01 1.69 6.40 0.63 0.16 0.93
Gross Working Expenditure	6.98	13.37	13.09	12.94	12.82	6.77	12.74	12.57	12.52	12.75	6.93	13.27	13.01	12.88	12.82
Net Receipts	3.71	3.72	3.54	3.59	3.10	4.10	2.38	2.50	2.41	2.51	3.81	3.52	3.39	3.42	3.01

TRACKLESS TROLLEYS-GREAT BRITAIN.

COMPARATIVE TABLE of Receipts or Expenditure per Car Mile (in pence) for LOCAL AUTHORITIES' and COMPANIES' Undertakings.

		Receipts or Expenditure per Car Mile (in Pence).													
	Local Authorities.						Co	mpanie	s.		Total.				
	1913 -14.	1927 28.	1928 29.	1929 30.	1930 31.	1913.	1927.	1928.	1929.	1930.	1913 -14.	1927 -28.	1928 29.	1929 -30.	1930 -31.
Income :— Traffic Miscellaneous Receipts	8·17 0·34	14·35 0·06	14.50 0.08	14·86 0·09	14·55 0·10	=	8·04 0·11	10.10	9∙51 0·10	10·54 0.09	8·17 0·34	14·24 0·06	14·09 0·07	13·74 0·09	13·74 0·10
Gross Receipts	8.51	14.41	14.58	14.95	14.65		8.15	10.10	9.61	10.63	8.51	14.30	14.16	13.83	13.84
Expenditure : General Repairs and Mainten- ance Power Expenses Traffic Expenses Rates and Taxes Compensation and Accident Insurance General Expenses	2.34 1.03 2.74 0.14 0.15 0.45	2·19 1·66 5·67 0·53 0·24 0·72	2.30 1.55 5.53 0.43 0.20 0.72	2.17 1.56 5.51 0.37 0.20 0.71	2.22 1.63 5.65 0.36 0.18 0.80		2·39 1·23 5·95 0·18 0·15 1·07	1.85 1.57 4.97 0.02 0.06 0.74	2.12 1.56 4.35 0.16 0.16 0.67	2.08 1.61 4.19 0.13 0.16 0.59	2·34 1·03 2·74 0·14 0·15 0·45	2·20 1·65 5·67 0·53 0·24 0·72	2·26 1·55 5·48 0·39 0·19 0·72	2.16 1.56 5.27 0.32 0.20 0.69	2·19 1·63 5·35 0·32 0·18 0·75
Gross Working Expenditure	6.85	11.01	10.73	10.52	10.84		10.97	9.21	9.02	8.76	6.85	11.01	10.59	10.20	10.42
Net Receipts	1.66	3.40	3.85	4.43	3.81		2.82	0.89	0.59	1.87	1.66	3.29	3.57	3.63	3.42

TRAMWAYS AND LIGHT RAILWAYS OWNED BY LOCAL AUTHORITIES—WORKING RESULTS OF UNDERTAKINGS EARNING INCOME IN THE YEARS SHOWN.

(8636)

			Number				A	PPROPRIATIO	N.		
	Class.	Year.	of Under- takings.	Capital Expenditure.	Net Income.	Interest on Capital.	Redemption of Capital.	Income Tax and other Appropriations.	Reserves, &c.	Total.	Balance (Dr. or Cr.)
1.	. Undertakings which showed a credit balance for the year after meeting all charges, in- cluding Capital Redemption and Reserves.	1930–31 1929–30 1928–29 1927–28 1926–27 1925–26 1924–25	89 93 93 93 82 104 99		£ 4,442,990 4,581,121 3,426,961 4,824,902 3,347,429 4,154,343 4,254,322	$\begin{array}{c} \pounds \\ 1,079,581 \\ 1,118,458 \\ 814,404 \\ 1,087,345 \\ 903,667 \\ 1,008,380 \\ 952,134 \end{array}$	$\begin{array}{c} \pounds \\ 1,627,585 \\ 1,706,548 \\ 1,111,445 \\ 1,283,709 \\ 1,032,410 \\ 1,162,099 \\ 1,133,210 \end{array}$	£ 625,733 562,985 490,141 475,077 466,863 591,008 639,140	£ 889,772 790,440 686,365 1,451,318 645,287 992,695 1,110,130	£ 4,222,671 4,178,431 3,102,355 4,297,449 3,048,227 3,754,182 3,834,614	£ Cr. 220,319 Cr. 402,690 Cr. 324,606 Cr. 527,453 Cr. 299,202 Cr. 400,161 Cr. 419,708
2.	Undertakings which, after meeting all charges, including Capital Redemption, made Re- serves in excess of the amount available from the year's working.	$\begin{array}{r} 1930 - 31 \\ 1929 - 30 \\ 1928 - 29 \\ 1927 - 28 \\ 1926 - 27 \\ 1925 - 26 \\ 1924 - 25 \end{array}$	8 12 10 10 14 7 6	$\begin{array}{r} 5,276,092\\11,493,902\\14,690,425\\5,704,271\\10,466,823\\11,088,459\\10,968,102\end{array}$	$\begin{array}{r} 338,528\\ 1,057,604\\ 1,224,426\\ 373,620\\ 1,021,170\\ 954,997\\ 943,263\end{array}$	75,584 232,746 274,068 100,037 213,914 195,060 167,246	137,787 190,589 257,734 149,871 162,272 167,117 148,417	19,850 134,639 134,651 63,779 127,646 151,028 167,682	142,511 550,661 688,312 108,183 620,368 601,068 568,742	375,732 1,108,635 1,354,765 421,870 1,124,200 1,114,273 1,052,087	Dr. 37,204 Dr. 51,031 Dr. 130,339 Dr. 48,250 Dr. 103,030 Dr. 159,276 Dr. 108,824
3.	Undertakings which, after meeting Interest and Capital Redemption, were unable to meet Income Tax and other appropriation charges in full.	1930–31 1929–30 1928–29 1927–28 1926–27 1925–26 1924–25	10 15 16 14 19 15 15	4,134,421 4,176,780 23,041,973 1,511,465 4,682,254 2,745,278 2,059,629	$\begin{array}{r} 220,256\\ 260,471\\ 1,008,636\\ 84,487\\ 320,600\\ 178,452\\ 168,618\\ \end{array}$	65,002 94,662 390,218 25,338 98,972 71,074 59,863	106,212 118,754 575,925 40,681 181,022 78,093 71,284	86,608 102,573 112,992 24,227 73,915 54,697 73,813	12,792 29,534 13,559 3,581 2,000 8,927 2,000	270,614 345,523 1,092,694 93,827 355,909 212,791 206,960	Dr. 50,358 Dr. 85,052 Dr. 84,058 Dr. 9,340 Dr. 35,309 Dr. 34,339 Dr. 38,342
4.	. Undertakings which, after meeting Interest Charges, were unable to meet Capital Re- demption in full.	1930–31 1929–30 1928–29 1927–28 1926–27 1925–26 1924–25	27 19 19 25 17 18 20	7,545,335 4,166,154 4,347,378 22,353,527 4,524,770 2,313,041 2,216,060	322,152 172,091 186,431 752,451 195,642 115,025 86,516	156,159 85,794 98,816 400,454 120,890 64,958 58,711	256,141 145,910 142,231 658,633 148,707 79,191 62,349	65,204 20,199 38,028 48,866 27,245 9,134 10,350	12,007 4,493 3,780 5,300 4,744 2,007 1,500	489,511 256,396 282,855 1,113,253 301,586 155,290 132,910	Dr. 167,359 Dr. 84,305 Dr. 96,424 Dr. 360,802 Dr. 105,944 Dr. 40,265 Dr. 46,394
5.	. Undertakings which were unable to meet Interest Charges in full.	$\begin{array}{r} 1930-31\\ 1929-30\\ 1928-29\\ 1927-28\\ 1926-27\\ 1925-26\\ 1924-25\\ \end{array}$	6 8 10 5 13 6 8	$\begin{array}{r} 1,575,402\\ 1,609,412\\ 2,034,138\\ 936,311\\ 19,816,139\\ 18,296,511\\ 18,180,016\end{array}$	32,828 35,175 30,542 20,720 256,252 310,465 291,790	48,228 56,665 62,426 23,691 353,944 335,792 398,940	42,585 46,553 55,522 18,205 306,873 223,148 143,515	4,247 10,041 8,766 3,883 <i>Cr.</i> 12,084 <i>Cr.</i> 82,631 37,535	4,500 4,781 234 4,591 6,738 8,237	95,060 117,759 131,495 46,013 653,324 483,047 588,227	Dr. 62,232 Dr. 82,584 Dr. 100,953 Dr. 25,293 Dr. 397,072 Dr. 172,582 Dr. 296,437
6.	. Undertakings which were unable to meet their working expenses.	1930–31 1929–30 1928–29 1927–28 1926–27 1925–26 1924–25	4 3 5 7 11 9 8	559,514 189,546 407,372 1,290,941 1,901,172 2,089,176 1,830,140	Dr. 2,275 Dr. 5,090 Dr. 6,813 Dr. 18,003 Dr. 54,603 Dr. 66,495 Dr. 72,845	16,803 2,947 4,885 31,563 55,268 54,589 49,361	10,393 6,451 10,992 44,903 67,831 69,264 57,498	8,485 150 672 5,601 9,180 13,026 32,614	501 501 501 	36,182 10,049 17,050 82,067 132,579 138,339 139,773	Dr. 38,457 Dr. 15,139 Dr. 23,863 Dr. 100,070 Dr. 187,182 Dr. 204,834 Dr. 212,618
- c	Total{	1930–31 1929–30 1928–29 1927–28 1926–27 1925–26 1924–25	144 150 153 154 156 159 156	90,837,164 89,064,698 86,994,850 84,318,151 81,776,245 78,975,081 75,737,982	5,354,479 6,101,372 5,870,183 6,038,177 5,086,490 5,646,787 5,671,664	$1,441,357\\1,591,272\\1,644,817\\1,668,428\\1,746,655\\1,729,853\\1,686,255$	2,180,703 2,214,805 2,153,849 2,196,002 1,899,115 1,778,912 1,616,273	810,127 830,587 785,250 621,433 692,765 736,262 961,134	1,057,583 1,380,129 1,397,298 1,568,616 1,277,290 1,612,895 1,690,909	5,489,770 6,016,793 5,981,214 6,054,479 5,615,825 5,857,922 5,954,571	Dr. 135,291 Cr. 84,579 Dr. 11,031 Dr. 16,302 Dr. 529,335 Dr. 211,135 Dr. 282,907

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SUMMARY TABLE OF FINANCIAL AND STATISTICAL INFORMATION OF (a) TRAMWAYS AND LIGHT PART I.—

from				Capital A	Authorised.			Capital 1	Paid Up.		- Pr	al Redeeme	ut			
Brought forward fr page	Part.		By Loans, Debentures and Debenture Stock.	for	By Shares.	Total.	By Loans, Debentures and Debenture Stock.	By Loans for Renewals.	By Shares.	Total.	Capital Redeemed.	Funds for Redemp- tion of Capital.	Total.	Net Capital Liability.	Lines and Permanent Way.	
 	<u> </u>	TRAMWAYS, Etc.	£	£	£	£	£	£	£	£	£	£	£	£	\$	
14 16	IA IB	Local Authorities Companies	98,395,008 9,961,329		17,161,430	101,616,382 27,122,759	86,362,817 6,217,117	3,1 59,173			44,749,270 1,322,511	7,912,73 5 76,905	52,662,005 1,399,416	36,859,985 18,986,915	30,983,456 4,823,894	
		Total	108,356,337	3,221,374	17,161,430	128,739,141	92,579,934	3,159,173	14,169,214	109,908,321	46,071,781	7,989,640	54,061,421	55,846,900	35,807,350	
40 40	VA VB	TRACKLESS TROLLEYS. Local Authorities Companies	3,146,916 575,000			3,146,916 575,000	1,558,452 452,740	=		1,558,452 452,740		80,114	564,843	993,609 452,740		
		Total	3,721,916	-	<u> </u>	3,721,916	2,011,192		-	2,011,192	484,729	80,114	564,843	1,446,349	-	

Note.-Where Trackless Trolleys form part of the Tramway undertaking, the figures for Trackless Trolleys relating to Capital Receipts are included under the same headings

										PAR	ſ II.—		NUE AU		
8	1		1			INCOME.									
rd fron					From Traffic.			Advertis-		Mai	intenance and Renewals out	Repairs inclu of Revenue.	ding		
Brought forwa	Part.		Passengers.	Parcels and Mails.	Animals, Goods and Minerals.	Through Running.	Total.	ing on Cars and Mis- cellaneous.	Total Income.	Per- manent Way.	Electrical Equip- ment of Line.	Cars and Equip- ment of Cars.	Miscel- laneous.	Total.	
	<u> </u>	I		<u> </u>	<u> </u>	£	<u> </u>	£	£	£	<u> </u>	£	£	£	Ì
20 22	IIA IIB	TRAMWAYS, Etc. Local Authorities	21,684,629 3,138,734	88,2 9 2 12,9 7 7	2 512 10,758	~ 8 4 ,606 64,964	21,690,817 3,227,433	218,745 144,536	21,909,562 3,371,969	1,307,332 328,322	316,526 64,277	2,205,420 332,758	221,603 31,968	4,050,881 757,325	
		Total	24,823,363	101,259	13,270	19,642	24,918,250	363,281	25,281,531	1,635,654	380,803	2,538,178	253,571	4,808,206	1
41 41	VIA VIB		141 699	1,009 1,934		3,920 <i>4,027</i>	772,501 139,540	5,154 1,230	777,655 140,770		19,932 5,449	93,326 20,254	4,829 1,808	118,087 27,511	
		Total	909,205	2,943		107	912,041	6,384	918,425		25,381	113,580	6,637	145,598	

PART III.-NET REVENUE AND APPROPRIATION ACCOUNT AND

	i										NET	INCOME A	ND APPROPI	RIATION	ACCOUN	IT.									RESER	VE, RENF	EWAL AN	D DEPRF	CIATION	FUNDS.	/
a											<u>-</u>	ī				Арр	propriations	3.							Inc	come.		í	Exper	nditure.	
om pag				Tram	ways or T	Frackless Tro	olleys.														Joint Under- takings.		D -1								
Brought forward fr	Part.		Balance from Revenue Account Part II.	Rent of Leased Lines.	Aid from Rates.	Transfers from Reserve Funds.	Other Income.		Transfers from other Businesses.	brought	Total available for Appro- priation.	Interest and Dividend.	Repayment of Debt and Con- tributions to Redemp- tion Funds.	Rent of Leased Lin es .	Income Tax Schedule. D.	Reserve (including Deprecia- tion and Renewal Funds).	Relief of Rates.	1	Transfers to other Busi- nesses.	Other Pur- poses.	Amount available for Interest, Dividends, Debt Redemp- tion, Reserves, Income Tax, etc.	Total.	Balance carried forward to next year.	Balance brought forward from previous year.	Transfers from Revenue.	Other Income (Interest on In- vest- ments, etc.).	1 T-4-1	On Renewals.	Other Expen- diture.	Balance carried forward to next year.	Total.
	1		f.	$\frac{1}{1 + \epsilon}$	$\frac{1}{1-f}$	<u> </u>	<u>í í</u>	<u> </u>	<u> </u>	<u> </u>	<u>f</u>	<u>f</u>	6	£	£	£	£	£	£	£	£	£	£	E I	E	£	£	£	£	£	<u> </u>
26 28	IIIA IIIB	TRAMWAYS Etc. Local Authorities Companies	~ 4,260,137 554,265	220,862 986	192,933	~ 126,951 353	322,510 125,798	5,123,393 681,402	424,019	115,896 75,302	5,431,516 606,100	1,441,357 170,238	2,180,703 36,922	86,593 142,220	307,546 7,559	1,057,583 57,607	261,259 —	53,193 	225,819	136,976 26,559		5,751,029 644,303	319,513 38,203	5,809,615 —	1,170,673 —	311,088	7,291,376	665,846 50,078	782,590	5,842,940 3,342,504	7,291,376 —
		Elimination of Rent paid by Lessee to Lessor Undertakings(a)	- 1	221,848	1 1	1	1 '	221,848	1	1	221,848	1 '		221,848	!			I'		I!	-	221,848		! '		·]	L1	I	·		l
		Total	4,814,402		192,933	127,304	448,308	5,582,947	424,019	191,198	5,815,768	1,611,595	2,217,625	6,965	315,105	1,115,190	261,259	53,193	225,819	163,535	203,198	6,173,484	357,716	5,809,615	1,170,673	311,088	7,291,376	715,924	782,590	9,185,444	7,291,376
42 42		TRACKLESS TROLLEYS. Local Authorities	202,224 24,704	=	14,987		7,447	224,658 24,890		4,892 12,608	229,550 37,498	51,929 7,159	102,268		16,802	20,140 16,649		3,964	24,909 3,673	6,609 18,067		226,621 45,548	2,929 8,050	58,616 34,192	19,486 6,692	1,660		11,378 34,421		68,384 6,463	
		- Total	226,928	·	14,987		7,633	249,548		17,500	267,048	59,088	102,268		16,802	36,789		3,964	28,582	24,676	<u> </u>	272,169	5,121	92,808	26,178	1,660	120,646	45,799	<u> </u>	74,847	120,646
	<u></u>				<u></u>	<u>'</u> '		'				·	<u> </u>	<u> </u>	Trammer	u Undortabi	no ore doo	ale mith in	hath soos	under the	heading of 4	"Other D	unin anon ??	,							

Notes.—Figures in italics represent deductions. Profits or Losses on Trackless Trolleys transferred to the parent

(a) An adjustment has been made in respect of the rents paid for Tramways leased to operating Companies and Authorities. This is rendered necessary by the fact

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32 34

43 43

														•		PA	ART I	V.—	STATISTIC	CAL INFO	RMATION	•							
	<u></u>	 	Total				MIL	EAGE OF	LINES.					CAR	S IN	стоск.							Traction Electricity	Units of consumed.		Avera	age		
age			Route Miles of	s		open for F		fic.	Sidings and Depot Track, reduced	Grand Total reduced	Worked over under	Classif	ied by S	Seats per	Car.	l	Seating	Capacity	Passengers carried (Number of	Car Miles	Car Hours	Car Miles per			Fare	Traffic	Income	Working	Operating Ratio.
from p	Part		Line Authori (Exclus of expire power	ised — sive ed S		Double.	Total.	Total Equivalent Single Track Miles.	Track, reduced to Single Track Miles.	reduced to Single Track Miles.	Running Powers (Total Route Length).	Up to 40.	41 to 60.		81 and over.	Total Number.		Average per Car.	(Number of single journeys paid for).	run.	worked.	Car hour.	Number.	Per Car Mile.	paid per Passenger journey.	Per Car Mile.	Per Route Mile.	Expenditure per Car Mile.	Ratio.
_¦	<u> </u>	1	power		1		<u> </u>	<u> </u>		1 1	I	<u></u>			<u> </u>		1				1				<i>d.</i>	d.	£	d.	%
32	IVA IVb	TRAMWAYS, Etc. Local Authorities Companies	. 2,010 454	03 3	M. 46·24 67·17	M. 1,355•44 294 38	M. 1,701 · 68 461 · 55	M. 3,059·08 755·95	M. 122.00 27.80	M. 3.181 · 08 783 · 75	M. 347 · 35 61 · 29	206 105	5,443 1.089	5,840 556	65 17	11,554 1,767	717,637	62·11 56·96	3,891,517,833 503,012,757	330,338,578 53,040,221	38,641,504 6,312,227	8·55 8·40	736,815,471 109,030,641	2·23 2·06	1 · 34 1 · 49	15·76 14·60	12,613 6,719	12·82 12·75	80 · 56 83 · 56
		Total		1		1,649.82			·		408.64		11	6,396	i -		818,281		4,394,530,590	383,378,799	44,953,731	8.53	845,846,112	2.21	1.36	15.60	11,326	12.82	80-96
13	VIII	TRACKLESS TROLLEYS. Local Authorities Companies					152·98 40·72				8 · 52 0 · 80	273 80	117	38	-	428 98	17,755	41.48 39.45 _	127,813,526 23,965,248	12,881,340 3,184,115	1,463,361 316,247	8·80 10·07	21,712,353 5,265,435	1.69 1.65	1·43 1·42	14·39 10·54	5,050 3,427	10·72 8·76	74·00 82·45
10	A 1 1 1 4	Total	:	-			193.70				9.32	353	135	38		526	21,621	41.10	151,778,774	16,065,455	1,779,608	9.03	26,977,788	1.68	1.43	13.63	4,709	10.33	75.29

REVENUE ACCOUNT DADT II

		~~~~		EXPENI	DITURE.				•,,			
Repairs inclu of Revenue.	ding				Power.		G	eneral Expense	s.			Balance to Net
Cars and Forther Missel		Total.	Traffic Expenses.	Electrical Power Gen <b>era</b> ted by Under- taking.	Electrical Power purchased.	Other Tractive Power.	Rates and Taxes (excluding Income Tax Schedule D.)	Compen- sation and Accident and Employers' Liability Insurances.	Other General Expenses.	Through Running Working Expenses.	Total Working Expenses.	Revenue and Appro- priation Account, Part III.
£	£	£	£	£	£	£	£	£	£	£	£	£
2,205,420 332,758	221,603 31,968	4,050,881 757,325	8,952,353 1,271,722	579, <b>893</b> 79,294	1,692,682 325,144	12,141 5,156	924.165 75,758	217,025 30,650	1 <b>,266</b> ,987 223,881	<b>46</b> ,702 <b>48</b> ,774	17,649,425 2,817,704	<b>4,260,137</b> 554,2 <b>65</b>
2,538,178	253,571	4,808,206	10,224,075	659,187	2,017,826	17,297	999,923	247,675	1,490,868	2,072	20,467,129	4,814,402
93,326 20,254	4,829 1,808	118,087 27,511	299,726 55,549	14,369 12,653	72,240 8,689		19,230 1,777	9,547 2,130	42,232 7,757	=	575,431 118,066	202,224 24,704
113,580	6,637	145,598	355,275	27,022	80,929		21,007	11,677	49,989		691,497	226,928

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(8636)

# CAPITAL ACCOUNT.

#### Works open for Traffic and Rolling Stock. Street or Road Im-provements (including purchase of land). Power Stations Electrical Equip-ment of Line. Other Land and Buildings. Cars Equ and Substations (Land, Buildings, men Cai Plant, etc) £ £ £ £ 5,167,738 538,187 3,226,808 1,348,551 9,345,835 14,760 919,800 1,425, 5,288,697 1,543,762 6,832,459 5,705,925 4,575,359 10,265,635 16,185 450,626 85,279 14,953 87,476 147,816 18,980 28,007 18,879 785 140 925, 166,796 535,905 102,429 46,886

## RAILWAYS AND (b) TRACKLESS TROLLEY UNDERTAKINGS IN GREAT BRITAIN FOR THE YEAR 1980-31.

,		CAF	PITAL EX	PENDITUR	<b>хе.</b>						
	On Tramy										
rs and quip- ent of Cars.	Other Purposes.	Total.		Construc- tion or Purchase of Old Lines and Works now superseded.	seded	Pre- liminary Expenses including Legal and Parlia- mentary.	Discount and Expenses on Issue of Stock.	Expendi- ture not capable of Allo- cation.	Total Expendi- diture.	On other Busi- nesses.	Total.
£	£	1	3	£	L l	£	£	£	£	£	£
60,220 25,153		70,187,575 10,944,946	116,995 6,825	8,266,949 938,243	899,785 139,806	717,805 1,083,379	943,125 151,629	1,201,220 3,678,128	82,333,454 16,942,956	8,503,710	90,837,164 16,942,956
85,373	1,760,420	81,132,521	123,820	9,205,192	1,039,591	1,801,184	1,094,754	4,879,348	99,276,410	8,503,710	107,780,120
		1 7	1	1		Ţ					<del></del> _
85,516 40,344	96,632 158	1,523,550 351,116	11,440			22,097 20,509		69,118 274,144	1,614,765 657,209	=	1,614,76 657,20
25,860	96,790	1,874,666	11,440			42,606		343,262	2,271,974	( <del></del> )	2,271,97

in the Tramway figures above, and the Capital Expenditure on Trackless Trolleys is included in the Tramway figures under the heading of "Other Businesses"

## TRANSACTIONS IN RESERVE, RENEWAL AND DEPRECIATION FUNDS.

Tramway Undertaking are dealt with in both cases under the heading of "Other Businesses

that such rents are included in the Net Revenue of both the Lessees and the Lessors. The deduction made is the amount included twice in this statement.