



F12

MINISTRY OF TRANSPORT

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

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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

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

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

ANNUAL RETURN FOR 1930-31.

CONTENTS.

	PAGE			
PREFATORY MEMORANDUM .. .. .				2
	Tramways and Light Railways.		Trackless Trolleys.	
	Part.	Page.	Part.	Page.
<b>SUMMARY TABLES :—</b>				
1930-31 and three preceding years, also 1913-14 .. .. .	—	6	—	—
Receipts and Expenditure per Car Mile 1930-31 and three preceding years, also 1913-14 .. .. .	—	8	—	8
Local Authorities—Working results of Undertakings earning income—Year 1930-31 and five preceding years .. .. .	—	9	—	—
Abstract of Totals for year 1930-31 .. .. .	—	10	—	10
<b>CAPITAL ACCOUNT :—</b>				
Local Authorities .. .. .	IA	12	VA	40
Companies .. .. .	IB	16	VB	40
<b>REVENUE ACCOUNT :—</b>				
Local Authorities .. .. .	IIA	18	VIA	41
Companies .. .. .	IIB	22	VIB	41
<b>NET REVENUE AND APPROPRIATION ACCOUNT AND TRANSACTIONS IN RESERVE, RENEWAL AND DEPRECIATION FUNDS :—</b>				
Local Authorities .. .. .	IIIA	24	VIIA	42
Companies .. .. .	IIIB	28	VIIB	42
<b>STATISTICAL INFORMATION :—</b>				
Local Authorities—Working Undertakings .. .. .	IVA	30	VIII A	43
Companies—Working Undertakings .. .. .	IVB	34	VIII B	43
Supplementary Table No. 1—Details of Mileage also Name of Operating Undertaking of (a) Non-working Undertakings and (b) Working Undertakings portions of which are leased to and/or worked solely by other Undertakings; and (c) details of Undertakings not yet open for Traffic .. .. .	IV	36	—	—
Supplementary Table No. 2—Analysis of Mileage of Working Undertakings which operate also lines owned by other Undertakings .. .. .	IV	38	—	—
Supplementary Table No. 3—List of Trackless Trolley Undertakings not open for traffic .. .. .	—	—	VIII	43

	PAGE
PART IX.—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) .. .. .	44
LIST OF ACTS, ORDERS, &C., RELATING TO THE UNDERTAKINGS .. .. .	45
EXPLANATORY NOTES .. .. .	48

## 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 :—

Undertakings operated—	1930–31	1929–30
Open for traffic at end of period ..	175	191
Not open for traffic at end of period ..	13	14
Undertakings not operated during period..	16	12
Owned by Local Authorities ..	154	160
,, ,, Companies .. ..	50	57
Total number of undertakings	204	217

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

#### *Local Authorities.*

Burton-upon-Trent Corporation .. .. .	..	..	..	..	..	Powers terminated by Orders†† dated 18th June, 1927, 28th January, 1928, and 2nd May, 1930.
Chester Corporation .. .. .	..	..	..	..	..	Abandonment under Chester Corporation 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 .. .. .	..	..	..	..		

†† 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.
<i>Companies.</i>					
Gravesend and Northfleet Electric 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 Tramway Co. (Trolley Vehicles) Act, 1929. Trackless Trolley Vehicles substituted.
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 Trackless Trolley Vehicles.
Wolverhampton District Electric Tramway Company.	.. .. .	.. .. .	.. .. .	.. .. .	Purchased by Wolverhampton Corporation. Operation ceased 28th September, 1929.

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

<i>Local Authorities.</i>	<i>Date.</i>	<i>Remarks.</i>
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 November, 1930.
Rochester Corporation .. .. .	30th September, 1930.. .. .	Abandonment under Section 6 of Chatham and District Traction Act, 1929. Order issued 3rd October, 1929.
Wednesbury Corporation .. .. .	5th March, 1931.	
Wigan Corporation .. .. .	28th March, 1931 .. .. .	Operation ceased 28th March, 1931 and Motor Omnibuses substituted.
<i>Companies.</i>		
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.	
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.	

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

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

## 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 £89,521,990, of which £52,662,005 has been redeemed, or set aside for redemption, leaving a Net Capital Liability of £36,859,985, compared with £37,494,073 in the previous year. The total paid-up Capital of Companies is £20,386,331, of which £1,399,416 has been redeemed, or set aside for redemption, leaving a Net Capital Liability of £18,986,915, compared with £18,531,971 in the previous year.

The total Capital Expenditure on Tramways by Local Authorities to the 31st of March, 1931, was £82,333,454, compared with £82,115,699 in the previous year, and by Companies to the 31st of December, 1930, was £16,942,956, compared with £17,460,297, making a total Capital Expenditure on Tramways of £99,276,410, compared with £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 £5,582,947, compared with £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 £5,815,768, compared with £6,484,205 in the previous year, and of this sum £1,611,595 was appropriated for interest charges and dividends, compared with £1,773,573, £2,217,625 for repayment of debt, compared with £2,250,205, and £1,115,190 for reserve and renewal funds, compared with £1,462,752. In the case of Companies having other businesses, £203,198 was available from Tramways for purposes of appropriation over various heads, compared with £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.	Width of Gauge.					Total.		
	3' 6"	4' 0"	4' 7 $\frac{1}{4}$ "	4' 8 $\frac{1}{2}$ "	5' 10"	1930-31.	1929-30.	
Electric .. ..	M. 384·34	M. 135·11	M. 206·27	M. 1,421·15	M. 0·14	M. 2,147·01	M. 2,307·05	
Steam .. ..	—	—	—	8·55	—	8·55	8·55	
Cable .. ..	1·11	6·56	—	—	—	7·67	7·67	
Total {	1930-31	1929-30	1930-31	1929-30	1930-31	1929-30	1929-30	
	385·45	439·27	141·67	151·35	206·27	234·72	1,429·70	1,497·79
					0·14	0·14	—	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 2·21. The figures for the preceding year were 842,732,629 and 2·14 B.T. Units respectively.

The average fare paid per passenger journey in 1930-31 was 1·36*d.* In 1929-30 the figure was 1·37*d.*

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.
	Local Authorities.	Companies.	Total. Great Britain	Total. Great Britain
Capital Expenditure .. .. .	£1,614,765	£657,209	£2,271,974	£1,967,298
Gross Receipts .. .. .	£ 777,655	£140,770	£ 918,425	£ 788,062
Working Expenses .. .. .	£ 575,431	£116,066	£ 691,497	£ 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 .. .. .	£ 51,929	£ 7,159	£ 59,088	£ 44,425
Redemption of Debt .. .. .	£ 102,268	—	£ 102,268	£ 84,412
Route miles open for traffic .. .. .	152·98	40·72	193·70	168·76
Passengers carried (number of single journeys paid for) .. .. .	129,039,306	23,965,248	153,004,554	127,461,837
Car-miles run .. .. .	12,881,340	3,184,115	16,065,455	13,671,161
Car-miles run per car-hour .. .. .	8·80	10·07	9·03	8·86
Electricity: Traction units consumed .. .. .	21,712,353	5,265,435	26,977,788	21,854,443
Traction units per car-mile .. .. .	1·69	1·65	1·68	1·60

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.



## TRAMWAYS AND LIGHT RAILWAYS—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.					Companies.					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.
<b>Income :—</b>															
Traffic .. .. .	10.39	16.94	16.48	16.37	15.76	9.92	14.46	14.29	14.25	14.60	10.28	16.55	16.15	16.07	15.60
Miscellaneous Receipts ..	0.30	0.15	0.15	0.16	0.16	0.95	0.66	0.78	0.68	0.66	0.46	0.24	0.25	0.23	0.23
<b>Gross Receipts .. ..</b>	<b>10.69</b>	<b>17.09</b>	<b>16.63</b>	<b>16.53</b>	<b>15.92</b>	<b>10.87</b>	<b>15.12</b>	<b>15.07</b>	<b>14.93</b>	<b>15.26</b>	<b>10.74</b>	<b>16.79</b>	<b>16.40</b>	<b>16.30</b>	<b>15.83</b>
<b>Expenditure :—</b>															
General Repairs and Maintenance	1.52	3.13	3.05	2.98	2.94	1.70	3.35	3.38	3.38	3.43	1.57	3.16	3.10	3.04	3.01
Power Expenses .. ..	1.36	1.78	1.69	1.68	1.66	1.80	1.98	1.85	1.81	1.85	1.47	1.81	1.71	1.70	1.69
Traffic Expenses .. ..	3.09	6.68	6.61	6.51	6.47	2.25	5.75	5.65	5.81	5.98	2.88	6.54	6.47	6.41	6.40
Rates and Taxes .. ..	0.49	0.73	0.71	0.71	0.67	0.28	0.39	0.37	0.37	0.34	0.44	0.68	0.66	0.66	0.63
Compensation and Accident Insurance	0.16	0.16	0.16	0.15	0.16	0.17	0.18	0.16	0.16	0.14	0.16	0.16	0.16	0.15	0.16
General Expenses .. ..	0.36	0.89	0.87	0.91	0.92	0.57	1.09	1.16	0.99	1.01	0.41	0.92	0.91	0.92	0.93
<b>Gross Working Expenditure</b>	<b>6.98</b>	<b>13.37</b>	<b>13.09</b>	<b>12.94</b>	<b>12.82</b>	<b>6.77</b>	<b>12.74</b>	<b>12.57</b>	<b>12.52</b>	<b>12.75</b>	<b>6.93</b>	<b>13.27</b>	<b>13.01</b>	<b>12.88</b>	<b>12.82</b>
<b>Net Receipts .. ..</b>	<b>3.71</b>	<b>3.72</b>	<b>3.54</b>	<b>3.59</b>	<b>3.10</b>	<b>4.10</b>	<b>2.38</b>	<b>2.50</b>	<b>2.41</b>	<b>2.51</b>	<b>3.81</b>	<b>3.52</b>	<b>3.39</b>	<b>3.42</b>	<b>3.01</b>

## 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.					Companies.					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.
<b>Income :—</b>															
Traffic .. .. .	8.17	14.35	14.50	14.86	14.55	—	8.04	10.10	9.51	10.54	8.17	14.24	14.09	13.74	13.74
Miscellaneous Receipts ..	0.34	0.06	0.08	0.09	0.10	—	0.11	—	0.10	0.09	0.34	0.06	0.07	0.09	0.10
<b>Gross Receipts .. ..</b>	<b>8.51</b>	<b>14.41</b>	<b>14.58</b>	<b>14.95</b>	<b>14.65</b>	<b>—</b>	<b>8.15</b>	<b>10.10</b>	<b>9.61</b>	<b>10.63</b>	<b>8.51</b>	<b>14.30</b>	<b>14.16</b>	<b>13.83</b>	<b>13.84</b>
<b>Expenditure :—</b>															
General Repairs and Maintenance	2.34	2.19	2.30	2.17	2.22	—	2.39	1.85	2.12	2.08	2.34	2.20	2.26	2.16	2.19
Power Expenses .. ..	1.03	1.66	1.55	1.56	1.63	—	1.23	1.57	1.56	1.61	1.03	1.65	1.55	1.56	1.63
Traffic Expenses .. ..	2.74	5.67	5.53	5.51	5.65	—	5.95	4.97	4.35	4.19	2.74	5.67	5.48	5.27	5.35
Rates and Taxes .. ..	0.14	0.53	0.43	0.37	0.36	—	0.18	0.02	0.16	0.13	0.14	0.53	0.39	0.32	0.32
Compensation and Accident Insurance	0.15	0.24	0.20	0.20	0.18	—	0.15	0.06	0.16	0.16	0.15	0.24	0.19	0.20	0.18
General Expenses .. ..	0.45	0.72	0.72	0.71	0.80	—	1.07	0.74	0.67	0.59	0.45	0.72	0.72	0.69	0.75
<b>Gross Working Expenditure</b>	<b>6.85</b>	<b>11.01</b>	<b>10.73</b>	<b>10.52</b>	<b>10.84</b>	<b>—</b>	<b>10.97</b>	<b>9.21</b>	<b>9.02</b>	<b>8.76</b>	<b>6.85</b>	<b>11.01</b>	<b>10.59</b>	<b>10.20</b>	<b>10.42</b>
<b>Net Receipts .. ..</b>	<b>1.66</b>	<b>3.40</b>	<b>3.85</b>	<b>4.43</b>	<b>3.81</b>	<b>—</b>	<b>2.82</b>	<b>0.89</b>	<b>0.59</b>	<b>1.87</b>	<b>1.66</b>	<b>3.29</b>	<b>3.57</b>	<b>3.63</b>	<b>3.42</b>

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

Class.	Year.	Number of Undertakings.	Capital Expenditure.	Net Income.	APPROPRIATION.					Balance (Dr. or Cr.)
					Interest on Capital.	Redemption of Capital.	Income Tax and other Appropriations.	Reserves, &c.	Total.	
1. Undertakings which showed a credit balance for the year after meeting all charges, including Capital Redemption and Reserves.	1930-31	89	£ 71,746,400	£ 4,442,990	£ 1,079,581	£ 1,627,585	£ 625,733	£ 889,772	£ 4,222,671	Cr. 220,319
	1929-30	93	67,428,904	4,581,121	1,118,458	1,706,548	562,985	790,440	4,178,431	Cr. 402,690
	1928-29	93	42,473,564	3,426,961	814,404	1,111,445	490,141	686,365	3,102,355	Cr. 324,606
	1927-28	93	52,521,636	4,824,902	1,087,345	1,283,709	475,077	1,451,318	4,297,449	Cr. 527,453
	1926-27	82	40,385,087	3,347,429	903,667	1,032,410	466,863	645,287	3,048,227	Cr. 299,202
	1925-26	104	42,442,616	4,154,343	1,008,380	1,162,099	591,008	992,695	3,754,182	Cr. 400,161
	1924-25	99	40,484,035	4,254,322	952,134	1,133,210	639,140	1,110,130	3,834,614	Cr. 419,708
2. Undertakings which, after meeting all charges, including Capital Redemption, made Reserves in excess of the amount available from the year's working.	1930-31	8	5,276,092	338,528	75,584	137,787	19,850	142,511	375,732	Dr. 37,204
	1929-30	12	11,493,902	1,057,604	232,746	190,589	134,639	550,661	1,108,635	Dr. 51,031
	1928-29	10	14,690,425	1,224,426	274,068	257,734	134,651	688,312	1,354,765	Dr. 130,339
	1927-28	10	5,704,271	373,620	100,037	109,871	63,779	108,183	421,870	Dr. 48,250
	1926-27	14	10,466,823	1,021,170	213,914	162,272	127,646	620,368	1,124,200	Dr. 103,030
	1925-26	7	11,088,459	954,997	195,060	167,117	151,028	601,068	1,114,273	Dr. 159,276
	1924-25	6	10,968,102	943,263	167,246	148,417	167,682	568,742	1,052,087	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	10	4,134,421	220,256	65,002	106,212	86,608	12,792	270,614	Dr. 50,358
	1929-30	15	4,176,780	260,471	94,662	118,754	102,573	29,534	345,523	Dr. 85,052
	1928-29	16	23,041,973	1,008,636	390,218	575,925	112,992	13,559	1,092,694	Dr. 84,058
	1927-28	14	1,511,465	84,487	25,338	40,681	24,227	3,581	93,827	Dr. 9,340
	1926-27	19	4,682,254	320,600	98,972	181,022	73,915	2,000	355,909	Dr. 35,309
	1925-26	15	2,745,278	178,452	71,074	78,093	54,697	8,927	212,791	Dr. 34,339
	1924-25	15	2,059,629	168,618	59,863	71,284	73,813	2,000	206,960	Dr. 38,342
4. Undertakings which, after meeting Interest Charges, were unable to meet Capital Redemption in full.	1930-31	27	7,545,335	322,152	156,159	256,141	65,204	12,007	489,511	Dr. 167,359
	1929-30	19	4,166,154	172,091	85,794	145,910	20,199	4,493	256,396	Dr. 84,305
	1928-29	19	4,347,378	186,431	98,816	142,231	38,028	3,780	282,855	Dr. 96,424
	1927-28	25	22,353,527	752,451	400,454	658,633	48,866	5,300	1,113,253	Dr. 360,802
	1926-27	17	4,524,770	195,642	120,890	148,707	27,245	4,744	301,586	Dr. 105,944
	1925-26	18	2,313,041	115,025	64,958	79,191	9,134	2,007	155,290	Dr. 40,265
	1924-25	20	2,216,060	86,516	58,711	62,349	10,350	1,500	132,910	Dr. 46,394
5. Undertakings which were unable to meet Interest Charges in full.	1930-31	6	1,575,402	32,828	48,228	42,585	4,247	—	95,060	Dr. 62,232
	1929-30	8	1,609,412	35,175	56,665	46,553	10,041	4,500	117,759	Dr. 82,584
	1928-29	10	2,034,138	30,542	62,426	55,522	8,766	4,781	131,495	Dr. 100,953
	1927-28	5	936,311	20,720	23,691	18,205	3,883	234	46,013	Dr. 25,293
	1926-27	13	19,816,139	256,252	353,944	306,873	Cr. 12,084	4,591	653,324	Dr. 397,072
	1925-26	6	18,296,511	310,465	335,792	223,148	Cr. 82,631	6,738	483,047	Dr. 172,582
	1924-25	8	18,180,016	291,790	398,940	143,515	Cr. 37,535	8,237	588,227	Dr. 296,437
6. Undertakings which were unable to meet their working expenses.	1930-31	4	559,514	Dr. 2,275	16,803	10,393	8,485	501	36,182	Dr. 38,457
	1929-30	3	189,546	Dr. 5,090	2,947	6,451	150	501	10,049	Dr. 15,139
	1928-29	5	407,372	Dr. 6,813	4,885	10,992	672	501	17,050	Dr. 23,863
	1927-28	7	1,290,941	Dr. 18,003	31,563	44,903	5,601	—	82,067	Dr. 100,070
	1926-27	11	1,901,172	Dr. 54,603	55,268	67,831	9,180	300	132,579	Dr. 187,182
	1925-26	9	2,089,176	Dr. 66,495	54,589	69,264	13,026	1,460	138,339	Dr. 204,834
	1924-25	8	1,830,140	Dr. 72,845	49,361	57,498	32,614	300	139,773	Dr. 212,618
Total .. ..	1930-31	144	90,837,164	5,354,479	1,441,357	2,180,703	810,127	1,057,583	5,489,770	Dr. 135,291
	1929-30	150	89,064,698	6,101,372	1,591,272	2,214,805	830,587	1,380,129	6,016,793	Cr. 84,579
	1928-29	153	86,994,850	5,870,183	1,644,817	2,153,849	785,250	1,397,298	5,981,214	Dr. 111,031
	1927-28	154	84,318,151	6,038,177	1,668,428	2,196,002	621,433	1,568,616	6,054,479	Dr. 16,302
	1926-27	156	81,776,245	5,086,490	1,746,655	1,899,115	692,765	1,277,290	5,615,825	Dr. 529,335
	1925-26	159	78,975,081	5,646,787	1,729,853	1,778,912	736,262	1,612,895	5,857,922	Dr. 211,135
	1924-25	156	75,737,982	5,671,664	1,686,255	1,616,273	961,134	1,690,909	5,954,571	Dr. 282,907

SUMMARY TABLE OF FINANCIAL AND STATISTICAL INFORMATION OF (a) TRAMWAYS AND LIGHT RAILWAYS AND (b) TRACKLESS TROLLEY UNDERTAKINGS IN GREAT BRITAIN FOR THE YEAR 1930-31. PART I.—

Brought forward from page	Part.		Capital Authorised.				Capital Paid Up.				Capital Redeemed and Provided for out of Revenue.			Net Capital Liability.	Lines and Permanent Way.
			By Loans, Debentures and Debenture Stock.	By Loans for Renewals.	By Shares.	Total.	By Loans, Debentures and Debenture Stock.	By Loans for Renewals.	By Shares.	Total.	Capital Redeemed.	Funds for Redemption of Capital.	Total.		
14	IA	TRAMWAYS, Etc.													
16	IB	Local Authorities Companies	98,395,008	3,221,374	—	101,616,382	86,362,817	3,159,173	—	89,521,990	44,749,270	7,912,735	52,662,005	36,859,985	30,983,456
		Companies	9,961,329	—	17,161,430	27,122,759	6,217,117	—	14,169,214	20,386,331	1,322,511	76,905	1,399,416	18,986,915	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	VA	TRACKLESS TROLLEYS.													
40	VB	Local Authorities Companies	3,146,916	—	—	3,146,916	1,558,452	—	—	1,558,452	452,740	80,114	564,843	993,609	—
		Companies	575,000	—	—	575,000	452,740	—	—	452,740	—	—	—	452,740	—
		Total	3,721,916	—	—	3,721,916	2,011,192	—	—	2,011,192	452,740	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

RAILWAYS AND (b) TRACKLESS TROLLEY UNDERTAKINGS IN GREAT BRITAIN FOR THE YEAR 1930-31. CAPITAL ACCOUNT.

CAPITAL EXPENDITURE.																
On Tramways or Trackless Trolleys.																
Works open for Traffic and Rolling Stock.							Lines and Works in course of construction.	Construction or Purchase of Old Lines and Works now superseded.	Other Displaced and superseded Works.	Pre-inary Expenses including Legal and Parliamentary.	Discount and Expenses on Issue of Stock.	Expenditure not capable of Allocation.	Total Expenditure.	On other Businesses.	Total.	
Electrical Equipment of Line.	Power Stations and Sub-stations (Land, Buildings, Plant, etc.).	Street or Road Improvements (including purchase of land).	Other Land and Buildings.	Cars and Equipment of Cars.	Other Purposes.	Total.										
5,288,697	5,167,738	3,226,808	9,345,835	14,760,220	1,414,821	70,187,575	116,995	8,266,949	899,785	717,805	943,125	1,201,220	82,333,454	8,503,710	90,837,164	
1,543,762	538,187	1,348,551	18,980	140,344	345,599	10,944,946	6,825	938,243	139,806	1,083,379	151,629	3,678,128	16,942,956	—	16,942,956	
6,832,459	5,705,925	4,575,359	10,265,835	16,185,373	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	
450,626	14,953	28,007	147,816	785,516	96,632	1,523,550	—	—	—	22,097	—	69,118	1,614,765	—	1,614,765	
85,279	87,476	18,879	18,980	140,344	158	351,116	11,440	—	—	20,509	—	274,144	657,209	—	657,209	
585,905	102,429	46,886	166,796	925,860	96,790	1,874,666	11,440	—	—	42,606	—	343,262	2,271,974	—	2,271,974	

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

PART II.—

INCOME.											
Brought forward from page	Part.		From Traffic.					Advertising on Cars and Miscellaneous.	Total Income.	Maintenance and Renewals out	
			Passengers.	Parcels and Mails.	Animals, Goods and Minerals.	Through Running.	Total.			Permanent Way.	Electrical Equipment of Line.
20	IIA	TRAMWAYS, Etc.									
22	IIB	Local Authorities Companies	21,684,629	88,282	2,512	84,606	21,690,817	218,745	21,909,562	1,807,332	316,526
		Companies	3,138,734	12,977	10,758	64,964	3,227,433	144,536	3,371,969	328,322	64,277
		Total	24,823,363	101,259	13,270	149,570	24,918,250	363,281	25,281,531	1,635,654	380,803
41	VI A	TRACKLESS TROLLEYS.									
41	VI B	Local Authorities Companies	767,572	1,009	—	3,920	772,501	5,154	777,655	—	19,932
		Companies	141,633	1,934	—	4,027	139,540	1,230	140,770	—	5,449
		Total	909,205	2,943	—	7,947	912,041	6,384	918,425	—	25,381

REVENUE ACCOUNT.

EXPENDITURE.														Balance to Net Revenue and Appropriation Account, Part III.
Repairs including of Revenue.			Power.			General Expenses.				Through Running Working Expenses.	Total Working Expenses.			
Cars and Equipment of Cars.	Miscellaneous.	Total.	Traffic Expenses.	Electrical Power Generated by Undertaking.	Electrical Power purchased.	Other Tractive Power.	Rates and Taxes (excluding Income Tax Schedule D.)	Compensation and Accident and Employers' Liability Insurances.	Other General Expenses.					
2,205,420	221,608	4,050,881	8,952,353	579,893	1,892,682	12,141	924,165	217,025	1,266,987	46,702	17,649,425	4,260,137		
332,758	31,968	757,325	1,271,722	79,294	325,144	5,156	75,758	30,650	223,881	48,774	2,817,704	554,265		
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	4,829	118,087	299,726	14,369	72,240	—	19,230	9,547	42,232	—	575,431	202,224		
20,254	1,808	27,511	55,549	12,653	8,689	—	1,777	2,130	7,757	—	116,066	24,704		
113,580	6,637	145,598	355,275	27,022	80,929	—	21,007	11,677	49,989	—	691,497	226,928		

PART III.—NET REVENUE AND APPROPRIATION ACCOUNT AND

NET INCOME AND APPROPRIATION														
Brought forward from page	Part.		Income.											
			Tramways or Trackless Trolleys.						Transfers from other Businesses.	Balance brought forward.	Total available for Appropriation.	Interest and Dividend.	Repayment of Debt and Contributions to Redemption Funds.	Rent of Leased Lines.
			Balance from Revenue Account Part II.	Rent of Leased Lines.	Aid from Rates.	Transfers from Reserve Funds.	Other Income.	Total Net Income.						
28	IIIA	TRAMWAYS, Etc.												
28	IIIB	Local Authorities Companies	4,280,137	220,862	192,933	126,951	322,510	5,123,393	424,019	115,896	5,431,516	1,441,357	2,180,703	
		Companies	554,265	986	—	353	125,798	681,402	—	75,302	606,100	170,238	86,593	
		Elimination of Rent paid by Lessee to Lessor Undertakings(a)	—	221,848	—	—	—	221,848	—	—	221,848	—	221,848	
		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	
42	VIIA	TRACKLESS TROLLEYS.												
42	VII B	Local Authorities Companies	202,224	—	14,987	—	7,447	224,658	—	4,892	229,550	51,929	102,268	
		Companies	24,704	—	—	—	186	24,890	—	12,608	37,498	7,159	—	
		Total	226,928	—	14,987	—	7,633	249,548	—	17,500	267,048	59,088	102,268	

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

TRANSACTIONS IN RESERVE, RENEWAL AND DEPRECIATION FUNDS.

ACCOUNT.										RESERVE, RENEWAL AND DEPRECIATION FUNDS.							
Appropriations.							Income.			Expenditure.							
Income Tax Schedule D.	Reserve (including Depreciation and Renewal Funds).	Relief of Rates.	Capital Works charged to Revenue.	Transfers to other Businesses.	Other Purposes.	Joint Undertakings. Amount available for Interest, Dividends, Debt Redemption, Reserves, Income Tax, etc.	Total.	Balance carried forward to next year.	Balance brought forward from previous year.	Transfers from Revenue.	Other Income (Interest on Investments, etc.).	Total.	On Renewals.	Other Expenditure.	Balance carried forward to next year.	Total.	
307,546	1,057,583	261,259	53,193	225,819	136,976	—	5,751,029	319,513	5,809,615	1,170,673	311,088	7,291,376	665,846	782,590	5,842,940	7,291,376	
7,559	57,607	—	—	—	26,559	203,198	644,303	38,203	—	—	—	50,078	—	—	3,342,504	—	
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	
16,802	20,140	—	3,964	24,909	6,609	—	228,621	2,929	58,616	19,486	1,660	79,762	11,378	—	68,384	79,782	
—	16,649	—	—	3,673	18,067	—	45,548	8,050	34,192	6,692	—	40,884	34,421	—	6,463	40,884	
16,802	36,789	—	3,964	28,582	24,676	—	272,169	5,121	92,808	26,178	1,660	120,646	45,799	—	74,847	120,646	

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.

PART IV.—

Brought forward from page	Part.		MILEAGE OF LINES.							CARS IN STOCK.					Passengers carried (Number of single journeys paid for).	Car Miles run.	Car Hours worked.	Car Miles per hour.	Traction Units of Electricity consumed.		Average			Operating Ratio.				
			Open for Public Traffic.			Siding and Depot Track, reduced to Single Track Miles.	Grand Total reduced to Single Track Miles.	Worked over under Running Powers (Total Route Length).	Classified by Seats per Car.				Total.	Average per Car.					Number.	Per Car Mile.	Fare paid per Passenger journey.	Traffic Income			Working Expenditure per Car Mile.			
			Single.	Double.	Total.				Total Equivalent Single Track Miles.	Up to 40.	41 to 60.	61 to 80.										81 and over.	Total Number.			Per Car Mile.	Per Route Mile.	
			M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.					M.	M.	M.	M.	M.		M.	M.		
32	IVA	TRAMWAYS, Etc.																										
34	IVB	Local Authorities Companies	2,010.03	346.24	1,355.44	1,701.68	3,059.08	122.00	3,181.08	347.35	206	5,443	5,840	65	11,554	717,637	62.11	3,891,517,833	330,338,578	38,641,504	8.55	736,815,471	2.23	1.34	15.76	12,613	12.82	80.56
		Companies	454.37	167.17	294.34	461.55	755.95	27.80	783.75	61.29	105	1,089	556	17	1,767	100,644	56.96	503,012,757	53,040,221	6,312,227	8.40	109,030,641	2.06	1.49	14.60	6,719	12.75	83.56
		Total	2,464.40	513.41	1,649.82	2,163.23	3,815.03	149.80	3,964.83	408.64	311	6,532	6,396	82	13,321	818,281	61.43	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
43	VIIIA	TRACKLESS TROLLEYS.																										
43	VII B	Local Authorities Companies	—	—	—	152.98	—	—	—	8.52	273	117	38	—	428	17,755	41.48	127,813,526	12,881,340	1,463,361	8.80	21,712,353	1.69	1.43	14.39	5,050	10.72	74.00
		Companies	—	—	—	40.72	—	—	—	0.80	30	18	—	—	98	3,866	39.45	28,965,248	3,184,115	316,247	10.07	5,265,435	1.65	1.42	10.54	3,427	8.76	82.45
		Total	—	—	—	193.70	—	—	—	9.32	353	135	38	—	526	2												