



17/3/67

APPROPRIATION ACCOUNTS OF RAILWAYS IN INDIA

FOR 1959-60.

Issued by

THE RAILWAY BOARD.

PART II.—Detailed Appropriation Accounts.

	<i>Pages.</i>
(1) Glossary of technical terms	(i) & (ii)
(2) Grand Summary of Appropriation Accounts	1-7
(3) Appropriation Accounts	8-79
(4) Depreciation Reserve Fund Account	80-82
(5) Development Fund Account	83
(6) Statement showing the particulars of the investments in shares of private companies and State Corporations	84
(7) Statement of Estimated and Actual Credits or Recoveries	85
(8) Stores Account, Stock Adjustment Account, Profit and Loss Accounts of grain shops and Catering Department, and Statement of outstanding balances under suspense	86-93
(9) Annexure A. Statement of expenditure which was not sanctioned by competent authority up to 15th November, 1960	94-124
(10) Annexure B. —Statement of undercharges detected by Accounts or Audit and recovered	125
(11) Annexure C. —Statement showing remissions and abandonment of claims to revenue	126-135
(12) Annexure D. —Statement of expenditure on important open line works and new constructions	136-324
(13) Annexure E. —Statement showing revenue and capital expenditure relating to strategic lines	325
(14) Annexure G. —Balance Sheets, etc	326
(15) Annexure I. —Statement showing irregular reappropriations made by railways during 1959-60	327
(16) Annexure J. —Statement of important misclassifications and other mistakes detected	328-331



Corrigenda

Appropriation Accounts of Railways in India

For 1959-60.

Part II.—Detailed Appropriation Accounts

- Page 1, Grant 5, voted, col. 5 ; *read* '—2,17,79,100' for '00'.
- Page 3, Grant 13, voted, col. 4 ; *read* '8,74,471' for '—74,471'.
- Page 5, Total Capital expenditure met from Consolidated Fund, col. 5 ; *read* '42,54,23,038' for '42,53,23,038'.
- Pages 10, 17, 24, 26, 30, 39, 43, 48, 50, 53, 62, 68, 71, below total in the note regarding credits or recoveries, *read* 'accounts' for 'account'.
- Page 10, Items of losses ; *read* 'North Eastern Railway' for 'Northern Railway'.
- Page 11, Total, col. 5 ; *add* '+' before '150' and *read* '85' for '8' in the footnote.
- Page 14, col. 1, *add* 'Southern Railway' before item 2.
- Page 18, North Eastern Railway ; *read* '10,263' for '10,236' against loss due to floods and rains.
- Page 19, Last item, line 4 ; *read* '512' for '12'.
- Page 20, *read* 'South Eastern Railway' for 'Southern Railway' above items of losses and *read* 'April 1959' for 'August, 1959' in the last line.
- Page 21, 3rd item, last line, *read* '3,223' for '2,223'.
- Page 26, Heading ; *read* 'Grant No. 7' for 'Grant No. 8' and 'Operation Fuel' for 'Operation other than Staff and Fuel'.
- Page 36, Eastern Railway, voted, col. 4 ; 1st line; delete 'of' between 'to' and 'less'.
- Page 41, col. 1 ; insert 'Western Railway' before 1st item, and *read* '1950' for '1960' in line 28 under col. 2.

- Page 51, Eastern Railway, charged, col. 4; *read* 'provision for which was not made inadvertently' for 'contrary to expectations'.
- Page 54, Item of loss for Rs. 4,283; *insert* 'Western Railway' in col. 1.
- Page 58, Foot-note under 'Northern Railway'; *substitute* '†' for '*'.
- Page 60, South Eastern Railway, col. 4, line 11, *insert* 'and omission to make provision for certain credits in respect of sale of wagons (27,20)'.
- Page 66, North Eastern Railway, col. 4 line 2, *insert* '142' between 'funds' and 'and'; Southern Railway, col. 4, item (ii) line 4; *read* 'certain' for 'cert in' and '475' for '457'.
- Page 71, Southern Railway, col. 4; *delete* 'factor of 350'.
- Page 73, *add* 'L' after '15' in the heading.
- Page 78, against 1955-56, column 5, *add* minus before '2,08,010'
- Page 79, Note '0'; *read* '1st August, 1949' for '1st April, 1950'.
- Page 80, col. 5; *read* '958' for '858' and col. 9: *read* '1556' for '1566' and col. 10; *read* '80,28,30' for '80,57,63' and *against* total, col. 10; *read* '14,32,28,09' for '14,32,57,41'.
- Page 81, col 5, *against* 1959-60; *read* '68,35,77;—20,39,77; '37,30,23' for '68,35,78,'—20,39,78' and '37,30,24' respectively.
- Page 83, heading of column 6, *read* '(cols. 3 to 5)' for '(col. 3 & 4)'.
- Page 84, *insert* '(J)' in the last column against 'Eastern-4 Bihar State Transport Corporation'; Footnote (a), *read* '31-7-1958' for '31-3-1958'; Footnote (c), *read* '1-1-1957' for '1-10-1957' and Rs. 1,01,36,000 for Rs. 11,36,000 and *add* 'from 1958-59 onwards' in the end.
- Page 84, footnote (c), *read* '1-1-1957' for '1-10-1957'.
- Page 85, col. 1. line 2; *read* '3' for '2'.
- Page 85, Grant 2, col. 3; *read* '11, 49' for '11, 19' and col. 6, *read* '-105' for '-75'.

Page 86, column 7, total, *read* '1,91,68,42' for '1,91,68,92' and in note on Northern Railway, *read* '39, 30' for '33, 58'.

Page 87, Western Railway, col. 16; *read* '-11' for '01'.

Page 91, Foot-note; *substitute* '*' for '**'.

Pages 92-93, col. 3 (debit) *against* 'Miscellaneous Advances (capital)'; *read* 19,25,64,084' for '19,25,64,086', and col. 7 (debit) *against* 'Miscellaneous Advances (Revenue)', *read* '1,76,33,445, for '11,76,33,445.'

Page 93, Miscellaneous Advances (capital), line 2; *read* 1,71,80,088' for '1,71,08,088'; item 3(a)(i)—debit balances against Western Railway, *read* '4 lakhs' for '2 lakhs' and item 3(a)(ii), line 3, *delete* 'South Eastern (1 lakh) and Western (1 lakh)'.
 Page 93, item 2(a) (ii), *delete* 'South Eastern (1 lakh) and Western (1 lakh)'.

Page 93, item 2(a) (ii), *delete* 'South Eastern (1 lakh) and Western (1 lakh)'.

Page 94, column 7 *read* '10,47,13' for '10,7,13' and column 8 *read* '109' for '10'.

Page 110, third item, column 4, *read* '23 69,554' for '3,69,554'.

Page 118, column 4, last amount, *read* '39,78,772' for '39,78,712'.

Pages 131 and 132, *Delete* portion beginning with 'After prolonged correspondence' on page 131 and ending with 'recover the amount' line 7 on page 132; *read* 'Northern' for '4 North Eastern' under col. 1 on page 132.

Page 137, penultimate item, *delete* the remarks in column 8.

Page 166, second item, 'Estimated cost' *read* '2,24,22' for '24,22'.

Page 183, first item, column 5, *read* '34,71' for '43,71'.

Page 184, first item 'Date of sanction' *read* '19-7-1957' for '09-7-1958'.

Page 185, last item in cols. 3 to 7 *read* '1,00', '1,07', '1,06', '+6' and '-1' for existing figures.

Page 188, last item, column 8, *add* 'and customs duty' after the existing remarks.

Page 190, column 2, bottom, *read* '4,95' for '5,09'.

Page 191, second item, 'Expenditure to end of the year', *read* '1,7,78' for '1,78.78'.

Page 194, second item, column 4, *read* '10' for '20', column 6, *add* '—' before '10' and column 7, *delete* '—10'.

Page 215, first item, column 7, *read* '+4' for '+1,04'.

Page 233, penultimate item, column 8, *read* 'excess' for 'saving' and 'debit' for 'credit'.

Page 269, third item, column 2, *add* '300 out of' before '4500'.

Page 293, third item, 'Estimated cost' *read* '27,31' for '27,81'.

Page 299, third item, 'Estimated cost' *read* '27,30' for '28,88'.

Page 305, fourth item, column 7, *read* '—5 70' for '5,65'.

Page 312, *add* 'other items' above item 3 'Kandla Deesa Railway construction'.

Page 314, *substitute* heading 'others item' for 'Railway Board's bulk orders rolling stock'.

Page 328, Northern Railway, item 4; *delete* 'not' between 'Transfer Divisional' and 'transferred'.

GLOSSARY OF CERTAIN TECHNICAL TERMS USED IN THE APPROPRIATION ACCOUNTS.

Depreciation is the sum set aside from railway revenue to meet the cost of renewals and replacements of assets.

Worked Lines.—The term is employed to designate certain branch and other railways which, though not constructed from funds provided by Government, are operated as parts of the Government lines. The earnings and expenses of such worked lines are included in the earnings and expenses of the main lines which work them.

Operating Ratio is the ratio which the working expenses bear to the gross earnings. The working expenses of a worked line are determined with reference to its gross earnings on the basis of this ratio (operating ratio) of the main line, of which it (worked line) forms a part.

Reserve is the amount set aside from railway revenue after the payment of dividend to general revenues.

Suspense under Capital is an account head to which are booked temporarily, transactions relating to stores, workshop manufactures, recoverable advances and items which, for any reason, cannot at once be charged to a final head of account. The suspense account is cleared when, on the issue of stores or the completion of manufacture or final settlement of a transaction in any way, it becomes possible to allocate and transfer the charge to a final head of account.

Suspense under Revenue is an account head which is used to bring out the difference between the liabilities of a railway in respect of its staff during an accounting period and the amounts actually paid in liquidation of those liabilities. The suspense account is cleared as items are paid. Thus, the amount of the pay bill of the staff for the month of March is charged to final heads of account in March but as payment is not made till April, the charge to final heads in March is balanced by a *per contra* credit to suspense head "Demands Payable" in March, which credit is cleared when payment is made in April. This suspense account also includes items of expenditure chargeable to revenue but kept in suspense pending adjustment against final heads, and also advances awaiting recovery.

Surplus Profits.—This term is applied to the residue from gross earnings of a railway worked by a company after deducting the sum of working expenses, interest and other miscellaneous charges prescribed in the contract between the Government and the Railway company.

Stock Adjustment Account is a sub-head of account of the capital suspense head "Stores." It is used to adjust temporarily the fluctuations in the book value of stores due to revision of prices or to the adjustment of differences discovered in the course of verification of stock by actual count from the balances shown in the stores ledgers. The stock adjustment account is cleared by credit or debit, as the case may be, to final heads.

Throw-forward means expenditure expected to be incurred in a particular year but actually incurred in the subsequent year.

Letters 'O', 'S' and 'R' used in Column 1 of Appropriation Accounts:—

'O' stands for "Original Grant" or Original Appropriation".

'S' stands for "Supplementary" grant in case of voted expenditure and supplementary appropriation in case of charged expenditure.

'R' stands for residual modifications sanctioned by competent authorities other than the legislature (*i. e.* reappropriations, withdrawals or surrenders).

No explanation is given for variations between the original grant and the final appropriation under individual sub-heads. The note under a sub-head mainly explains divergencies between the final figure in column 2 and the actual expenditure in column 3, the difference between which appears in column 4.

If the variations are not more than 5 per cent. of the grant or appropriation or five lakhs or, in the case of grants 13, 14, 15, 16, 17 and 18, 10 per cent. or 10 lakhs, no explanation is furnished. As an exception to this general rule, important variations of a compensating nature within each sub-head of a grant are brought out and explained even though the net variation under the sub-head as a whole is small.

GRAND SUMMARY OF APPROPRIATION ACCOUNTS BY GRANTS AND APPROPRIATIONS.

(Figures in units of rupees).

Number and name of Grant or Appropriation	Final Grant or Appropriation	Actual Expenditure	Expenditure compared with	
			Original Grant or Appropriation Excess (+) Saving (-)	Final Grant or Appropriation Excess (+) Saving (-)
1	2	3	4	5
A.—Revenue expenditure met from Consolidated Fund.—				
1.—Revenue—				
Railway Board—				
Voted— ..	86,54,000	83,89,229	-2,64,771	-2,64,771
2.—Revenue—				
Miscellaneous Expenditure—				
Charged ..	3,00,000	3,00,000	..	....
Voted—				
O. 1,78,45,000	1,92,09,000	1,74,33,861	-4,11,139	-17,75,139
S. 13,64,000				
3.—Revenue—				
Payments to Worked Lines and others.				
Voted	19,77,000	21 27,130	+1,50,130	+1,50,130
4.—Revenue—				
Working Expenses—				
Administration—				
Charged— ..	....	76	+76	+76
Voted—				
O. 35,47,21,000	35,75,23,000	34,95,04,562	-52,16,438	-80,18,438
S. 28,02,000				
5.—Revenue—				
Working Expenses—				
Repairs and Maintenance				
Charged .. ..	....	8,188	+8,188	+8,188
Voted—				
O. 1,09,89,34,000	1,12,39,47,000	1,10,21,67,900	+32,33,900	00
S. 2,50,13,000				

GRAND SUMMARY OF APPROPRIATION ACCOUNTS BY GRANTS AND APPROPRIATIONS—*contd.*

(*Figures in units of rupees.*)

Number and name of Grant or Appropriation.	Final Grant or Appropriation	Actual Expenditure.	Expenditure compared with	
			Original Grant or Appropriation Excess (+) Saving (—)	Final Grant or Appropriation Excess (+) Saving (—)
1	2	3	4	5
A.—Revenue expenditure met from				
<i>Consolidated Fund.—</i>				
6.—Revenue—				
<i>Working Expenses</i>				
Operating Staff—				
Voted—				
O. 66,27,11,000	66,88,11,000	65,89,91,725	—37,19,275	—98,19,275
S. 61,00,000				
7.—Revenue—				
<i>Working Expenses—</i>				
Operation (Fuel)—				
Voted—				
O. 62,44,52,000	66,27,96,000	66,56,67,248	+4,12,15,248	+28,71,248
S. 3,83,44,000				
8.—Revenue—				
<i>Working Expenses—</i>				
Operation Other than Staff and Fuel—				
Charged—				
O. 66,94,000	77,51,000	64,29,994	—2,64,006	—13,21,006
S. 10,57,000				
Voted—				
O. 20,55,79,000	22,64,92,000	22,86,86,835	+2,31,07,835	+21,94,835
S. 2,09,13,000				
9.—Revenue—				
<i>Working Expenses—</i>				
Miscellaneous Expenses—				
Charged—				
O. 3,75,000	5,37,000	2,68,726	—1,06,274	—2,68,274
S. 1,62,000				
Voted— ..	26,01,12,000	24,58,76,594	—1,42,35,406	—1,42,35,406

GRAND SUMMARY OF APPROPRIATION ACCOUNTS BY GRANTS AND APPROPRIATIONS.—*contd.**(Figures in units of rupees).*

Number and name of Grant or Appropriation	Final Grant or Appropriation	Actual Expenditure	Expenditure compared with	
			Original Grant or Appropriation Excess (+) Saving (—)	Final Grant or Appropriation Excess (+) Saving (—)
1	2	3	4	5
<i>A.—Revenue expenditure met from Consolidated Fund—</i>				
<i>10.—Revenue—</i>				
<i>Working Expenses—</i>				
<i>Labour Welfare—</i>				
<i>Voted—</i>				
O. 9,24,35,000	9,35,24,000	8,58,72,782	—65,62,218	—76,51,218
S. 10,89,000				
<i>11.—Revenue—</i>				
<i>Working Expenses—</i>				
<i>Appropriation to Depreciation Reserve Fund.</i>				
Voted—	45,00,00,000	45,00,00,000	....	....
<i>12.—Revenue—</i>				
<i>Dividend payable to General Revenues—</i>				
<i>Voted—</i>				
O. 54,40,71,000	54,50,38,000	54,43,26,170	+2,55,170	—7,11,830
S. 9,67,000				
<i>13.—Open Line Works—</i>				
<i>Revenue—</i>				
<i>Labour Welfare—</i>				
Voted	1,31,83,000	1,23,08,529	—° 74,471	—8,74,471
<i>14.—Open Line Works—</i>				
<i>Revenue—</i>				
<i>Other than Labour Welfare</i>				
Voted—	13,70,53,000	10,59,43,149	—3,11,09,851	—3,11,09,851

GRAND SUMMARY OF APPROPRIATION ACCOUNTS BY GRANTS AND APPROPRIATIONS.—*contd.*

(*Figures in units of rupees.*)

Number and name of Grant or Appropriation.	Final Grant or Appropriation	Actual Expenditure.	Expenditure compared with	
			Original Grant or Appropriation Excess (+) Saving (—)	Final Grant or Appropriation Excess (+) Saving (—)
1	2	3	4	5
A.—Revenue expenditure met from Consolidated Fund.—				
20.—Appropriation to Development Fund—				
Voted—	21,18,74,000	20,12,49,201	—1,06,24,799	—1,06,24,799
<i>Total Revenue expenditure met from Consolidated Fund—</i>				
O. 4,69,09,70,000	} 4,78,87,81,000	4,68,55,51,899	—54,18,101	—10,32,29,101
S. 9,78,11,000				
Charged—				
O. 73,69,000	} 85,88,000	70,06,984	—3,62,016	—15,81,016
S. 12,19,000				
Voted—				
O. 4,68,36,01,000	} 4,78,01,93,000	4,67,85,44,915	—50,56,085	—10,16,48,085
S. 9,65,92,000				
B.—Capital expenditure met from Consolidated Fund.—				
15.—Construction of New Lines—				
Charged— .. ..	....	2,53,751	+2,53,751	+2,53,751
Voted—				
O. 44,99,99,000	} 45,17,99,000	27,28,10,301	—17,71,88,699	—17,89,88,699
S. 18,00,000				
16.—Open Line Works—				
Additions—				
Charged .. ..	....	16,666	+16,666	+16,666
Voted—	3,72,30,95,000	3,53,94,96,458	—18,33,98,542	—18,35,98,542

GRAND SUMMARY OF APPROPRIATION ACCOUNTS BY GRANTS AND APPROPRIATIONS.—*contd.*

(Figures in units of rupees)

Number and name of Grant or Appropriation	Final Grant or Appropriation	Actual Expenditure	Expenditure compared with	
			Original Grant or Appropriation Excess (+) Saving (—)	Final Grant or Appropriation Excess (+) Saving(—)
1	2	3	4	5
<i>B.—Capital Expenditure met from Consolidated Fund.—</i>				
<i>17.—Open Line Works.—</i>				
<i>Replacements.—</i>				
Voted—	25,38,81,000	19,07,74,786	—6,31,06,214	—6,31,06,214
<i>Total capital expenditure met from Consolidated Fund.—</i>				
O. 4,42,69,75,000	4,42,87,75,000	4,00,33,51,962	—42,36,23,038	—42,53,23,038
S. 18,00,000				
Charged— . . . .	. . . .	2,70,417	+2,70,417	+2,70,417
<i>Voted—</i>				
O. 4,42,69,75,000	4,42,87,75,000	4,00,30,81,545	—42,38,93,455	—42,56,93,455
S. 18,00,000				
<i>C.—Disbursements under S. Deposits and Advances:—</i>				
<i>(i) Depreciation Reserve Fund—</i>				
15.—Construction of New Lines—Voted ..	9,39,000	17,78,526	+8,39,526	+8,39,526
<i>17.—Open Line Works—</i>				
Replacements—Voted.	74,10,71,000	76,92,13,149	+2,81,42,149	+2,81,42,149
Total Expenditure met from Depreciation Reserve Fund—Voted.	74,20,10,000	77,09,91,675	+2,89,81,675	+2,89,81,675
<i>(ii) Development Fund—</i>				
<i>18.—Open Line Works—Development Fund</i>				
Voted—	31,49,00,000	24,90,39,268	—6,58,60,732	—6,58,60,732

GRANT No. 1.—RAILWAYS.

Revenue.

Railway Board (Voted)

(Figures in thousands of rupees)

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4
15.—D.—Miscellaneous Railway Expenditure—			
<i>Office of the Railway Board.</i>			
Pay of Officers—			
O.	24,61	24,00	23,96
R.	-61		
Pay of Establishment—			
O.	22,59	20,43	20,53
R.	-2,16		
Other Charges—			
O.	39,34	39,70	39,40
R.	36		
Surrenders or withdrawals within grant—			
R.	2,41	2,41	-2,41
Total	86,54	86,54	83,89
-2,65			

Details of actual expenditure under the head 'Other charges'—

	Rs.
(a) Contribution to Provident Fund, and Special Contribution ..	3,33
(b) Pensionary charges, death-cum-retirement gratuities ..	2,46
(c) Allowances	16,18
(d) Contingencies	16,53
(e) Contribution to the Health Service Scheme for Central Government employees	90
Total ..	39,40

GRANT No. 2—RAILWAYS.

Revenue.

Miscellaneous Expenditure.

(Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant 2	Actual Expenditure 3	Excess (+) Saving (-). 4	
15.—D. and E.—Miscellaneous Expenditure—				
Surveys—				
Voted—				
O.	33,20	27,27	27,51	+24
S.	3,00			
R.	-8,93			
Research, Design and Standardisation Organization.				
Voted—				
O.	48,37	46,72	44,42	-2,30
S.	1,32			
R.	-2,97			
Miscellaneous Establishments—				
Voted—				
O.	37,70	40,18	38,82	-1,36
S.	1,71			
R.	+77			
Miscellaneous Charges—				
Voted—				
O.	5,77	12,24	11,99	-25
S.	7,61			
R—	-1,14			
Cost of Statutory Audit—				
Charged—				
		3,00	3,00
Voted—				
O.	53,41	52,00	51,60	-40
R.	-1,41			

GRANT No. 2—RAILWAYS

Revenue.

*Miscellaneous Expenditure.—concl.**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant	Actual Expenditure	Excess (+) Saving (-).
1	2	3	4

15.—D and E—*Miscellaneous Railway**Expenditure—concl.*

Surrenders or withdrawals within grant—

R.	13,68	13,68	-13,68
----------	-------	-------	------	--------

Total—

Charged—

O.	3,00	3,00
----------	------	------	------	------

Voted—

O.	1,78,45	1,92,09	1,74,34	-17,75
S.	13,64			

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

<i>Items of losses.</i>	<i>No. of items.</i>	<i>Amount.</i>
		Rs.
Northern Railway	1	75

GRANT No. 3.—RAILWAYS.

Revenue.

*Payments to Worked Lines and Others.**(Figures in thousands of rupees.)*

Major head and sub-head	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4
XV.—A. & B.— <i>Indian Government Railways.</i> —			
<i>Working Expenses and 15.—C.—Subsidised Companies.</i> —			
Net earnings payable to worked lines—			
O.	12,90	9,67	11,17
R.	-3,23			+1,50
Column 4.—Due to increase in the earnings over worked lines.			
Subsidy and Rebate.—			
O.	6,87	10,10	10,10
R.	+3,23		
Total—			
O.	19,77	19,77	21,27
			1,50

The above Accounts do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page. 8 .

GRANT No. 4.—RAILWAYS.

Revenue.

*Working Expenses—Administration—(Voted).**(Figures in thousands of rupees).*

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (-). 4
-------------------------------	-------------------	--------------------------	--------------------------------

XV.—A. & B.—*Indian Government Railways—**Working Expenses—Administration—*

Central Railway—

O.	5,22,26	5,29,42	5,23,20	-6,22
S.	7,40			
R.	-24			

Column 4.—Due to minor variations resulting mainly from changes in personnel, fluctuations in leave salary and certain posts not filled as a measure of economy etc. (4,30)

Eastern Railway—

O.	5,64,93	5,68,19	5,66,45	-1,74
S.	8,09			
R.	-4,83			

Northern Railway—

O.	5,60,36	5,36,31	5,32,97	-3,34
R.	-24,05			

Column 4.—Minor variation [includes omission to surrender provision in respect of pay and allowances of certain staff (1,50).

North Eastern Railway—

O.	2,93,73	2,94,67	2,88,72	-5,95
S.	3,94			
R.	-3,00			

Column 4.—Due chiefly to certain posts not filled owing to non-availability of suitable men and as a measure of economy (2, 93).

Northeast Frontier Railway—

O.	1,76,57	1,80,95	1,79,82	-1,13
S.	5,38			
R.	-1,00			

GRANT No. 4.—RAILWAYS.

Revenue.

Working Expenses—Administration—(Voted).

(Figures in thousands of rupees)

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess Saving (—)
1	2	3	4
XV.—A. & B.—Indian Government Railways—			
<i>Working Expenses—Administration—Contd.</i>			
Southern Railway—			
O.	5,11,93	4,96,96	4,92,99
R.	—14,97		
South Eastern Railway—			
O.	4,35,96	4,42,73	4,41,59
R.	6,77		
Western Railway—			
O.	4,81,47	4,71,19	4,69,31
S.	3,21		
R.	—13,49		
Surrenders or withdrawals within grant—			
R.	54,81	54,81	....
Total—			
O.	35,47,21	35,75,23	34,95,05
S.	28,02		

The above accounts do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

<i>Items of Losses—</i>	No. of items.	Amount Rs.
North Eastern Railway		
Misappropriation of cash by the Pay Clerks. (cf: item of Rs. 10,049 at page 17 of the Appropriation Accounts of Railways in India for 1958-59, Part II-Detailed Appropriation Accounts).		

[As a result of surprise check of the accounts of Pay Clerks working under District Pay Clerk, Gorakhpur carried out in June, 1955, heavy shortages of cash were noticed. The Special Police Establishment conducted the investigations and three Pay Clerks responsible for the shortages were prosecuted and convicted. Out of the loss of Rs. 51,951, a sum of

GRANT No. 4.—RAILWAYS.

Revenue.

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

XV.—A. & B.—*Indian Government Railways*—

<i>Items of Losses</i> —	No. of items.	Amount Rs.
North Eastern Railway		
Rs. 11,244 could be recovered from the three Pay Clerks by forfeiting their service security and a sum of Rs. 10,049 was written off in the year 1958-59 and the balance <i>viz.</i> Rs. 30,658 which became irrecoverable, was written off during 1959-60.	1	30,658

Loss due to misappropriation of cash.

[As a result of check of cash on hand with a certain pay clerk on 29/30-7-1957, a shortage of Rs. 118 was detected. Also about the same time a number of complaints for non-payments had been received from certain payees although the vouchers were shown, in the pay clerk's cash book, as fully paid. Since cognizable offences of forgery, misappropriation etc. were suspected, enquiry was held and the pay clerk admitted as having misappropriated cash by forging signatures and thumb impressions of payees and the witnessing officials. The employee was dismissed from service with effect from 11-1-1958. The net loss <i>viz.</i> Rs. 7,441 after adjusting the amount of Rs. 4,042 payable to the employee was written off in November, 1959]	1	7,441
Items below Rs. 2,000 each	36	1,862
Total	38	39,961

GRANT No. 5.—RAILWAYS.

Revenue.

Working Expenses—Repairs and Maintenance.

(Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (-). 4
XV.—A. & B.—Indian Government Railways.—			
Working Expenses.—contd.			
Repairs & maintenance.			
Central Railway.			
Charged— .. .. .	....	2	+2
Column 4.—Due to certain decretal payments made towards the close of the year for which provision was not made.			
O.	18,26,07	18,93,04	18,70,24
S.	70,53		
R.	-3,56			-22,80
Column 4.—Due chiefly to shed and shop repairs to rolling stock towards the close of the year being less than anticipated mainly on account of various economy measures (19,89), less expenditure on maintenance of track and service buildings etc. due to slow progress of works and engagement of less additional staff (11,06) and on electrical services owing chiefly to less drawal of stores (7,82); partly counterbalanced by excess due to certain credits not adjusted during the year to contrary to expectations (5,51) adjustment of more debits on accounts of carriage of revenue stores (5,50), overcharges and undercharges on cost and manufacture and repairs than anticipated (3,11) and through stock adjustment account (2,06).			
Eastern Railway.			
O.	17,78,37	17,89,43	17,56,18
S.	34,49		
R.	-23,43			-33,25
Column 4.—Due chiefly to less expenditure on shed and shop repairs to rolling stock due partly to less adjustment of debits for materials and partly to periodical overhauls at a lower unit cost than anticipated (11,63), less repairs to service and residential buildings, bridges etc. towards the close of the year, (10,61) and adjustment of less debits for carriage of revenue stores contrary to expectations (4,62).			
Norther Railway—			
Charged— .. .. .	....	6	+6
Column 4.—Due to certain payments of decretal amount classified as voted in the first instance rectified towards the close of the year.			
Voted—			
O.	16,79,30	16,97,27	17,25,70
S.	53,25		
R.	-35,28			+28,43
Column 4.—Due mainly to more expenditure on shed and shop repairs to rolling stock chiefly owing to more adjustment of debits for materials etc. than anticipated [includes omission to make provision (10,55)] (24,76) adjustment of more debits on account of overcharges and undercharges on cost and manufacture and repairs (3,61) and increased expenditure on electrical services owing to adjustment of more debits in respect of supply of materials (1,80); partly counter balanced by saving due to adjustment of debits in respect of carriage of revenue stores being less than anticipated (6,13).			

GRANT No. 5.—RAILWAYS.

Revenue.

*Working Expenses Repairs and Maintenance—contd.**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

XV.—A. & B.—*Indian Government Railways.—**Working Expenses.—contd.**Repairs and Maintenance.—contd*

North Eastern Railway—

O.	6,90,94	7,25,67	7,09,54	-16,13
S.	42,73			
R.	-8,00			

Column 4—Due chiefly to expenditure on shed and shop repairs to rolling stock towards the close of the year being less than anticipated as a result of economy measures and also certain debits for periodical overhauls not received from another railway contrary to expectations (7,73).

Northeast Frontier Railway—

O.	6,39,75	6,48,97	6,31,17	-17,80
S.	29,23			
R.	-20,01			

Column 4—Due mainly to less expenditure on river training works, service and residential buildings etc. due to slow progress of works resulting from non-availability of building materials etc. [includes omission to surrender funds (4,73)] (7,62) and expenditure on shed and shop repairs to rolling stock towards the close of the year being less than anticipated due to certain debits for periodical overhauls not adjusted contrary to expectations etc. (4,98) and certain expenditure not adjusted during the year owing to delay in the verification of vouchers (1,16).

Southern Railways—

O.	14,64,38	14,59,14	14,32,72	-26,42
R.	-5,24			

Column 4—Due chiefly to less expenditure on maintenance of track, bridges etc. due partly to slow progress of works by contractors and partly to engagement of less staff as a measure of economy (20,42), adjustment of debits through stock adjustment account being less than anticipated (6,56), less expenditure on shed and shop repairs to rolling stock as a result of economy drive (3,42) and adjustment of less debits on account of carriage of revenue stores (1,53); partly counterbalanced by excesses due to increased expenditure on electrical services due to heavier replacement of parts relating to electrical multiple unit stock (3, 35) and on signal and telecommunication services due to adjustment of more debits for materials etc. (1,58).

GRANT No. 5.—RAILWAYS.

Revenue.

*Working Expenses—Repairs and Maintenance—contd.**(Figures in thousands of rupees).*

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess () Saving (—). 4
XV.—A. & B.—Indian Government Railways—			
<i>Working Expenses—contd.</i>			
<i>Repairs and Maintenance—contd.</i>			
South Eastern Railway—			
O.	12,83,64	12,81,40	12,60,89
S.	7,79		
R.	—10,03			—20,51
Column 4— Due chiefly to less expenditure on maintenance of track, service and residential buildings etc. due partly to economy measures and partly to less receipt of materials etc. (14,93) and less expenditure under tools and plant, contrary to expectations [includes omission to surrender provision (1,00)] (2,13)			
Western Railway—			
O.	16,26,89	16,27,69	16,35,24
S.	12,11		
R.	—11,31			+7,55
Column 4— Due mainly to shed and shop repairs to rolling stock towards the close of the year being more than anticipated (4,24) and omission to make adequate provision in respect of engine hire charges (1,58)			
Surrenders or withdrawals within grant—			
R.	1,16,86	1,16,86	....
Total—			
Charged—			
	....	....	8
Voted—			
O.	1,09,89,34	1,12,39,47	1,10,21,68
S.	2,50,13			—2,17,79

The above account do not take into accounts the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

GRANT No. 5.—RAILWAYS.

Revenue.

*Working Expenses—Repairs & Maintenance—contd.**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4
XV.—A. & B.—Indian Government Railways.—			
<i>Working Expenses.—contd.</i>			
<i>Repairs & Maintenance—contd.</i>			
<i>Items of losses—</i>		No. of items	Amount Rs.
Central Railway			
Loss due to accidents, floods etc.		64	17,31,996
Loss due to theft.			
[On 28/29-2-1952 a theft of 6,925 released creep anchors valued at Rs. 4,328 which were stocked in the open yard to facilitate their despatch to the main depot was reported from Hardva and Ghatara depots. The matter was reported to the police who could not trace the culprits and the loss was written off. As a preventive measure, all the small fittings, susceptible of thefts have been transferred to the head-quarters of a permanent way inspector where watchmen have been posted for vigilance]		1	4,328
Loss due to non-recovery from a firm.			
[In the year 1947 the ex-N.S. Railway supplied certain quantities of permanent way materials to a certain firm from whom all the dues were recovered except a sum of Rs. 5,643 which represented the cost of 65 rails. The claim for this amount was rejected by the firm on the grounds that the materials were not delivered to them. A search for the records to prove delivery of the materials was conducted in the offices of both the Permanent Way Inspector and the Station Master concerned but to no avail. As in the absence of proof of delivery, the claim could not be enforced, the amount viz. Rs. 5,643 was written off]		1	5,643
Eastern Railway			
Loss due to fire		1	2,295
Northern Railway			
Loss due to accidents, floods etc.		22	4,13,013
North Eastern Railway.			
Loss due to floods and rains		3	10,236
Northeast Frontier Railway			
Loss due to fire		1	15,990

GRANT No. 5.—RAILWAYS.

Revenue.

Working Expenses—Repairs and Maintenance.

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4
XV.—A. & B.— <i>Indian Government Railways.</i> —			
<i>Working Expenses.</i> —contd.			
<i>Repairs and Maintenance</i> —contd.			
<i>Items of losses—</i>		No. of items	Amount Rs.
Southern Railway			
Loss due to accidents, floods etc.	76	11,58,270
Loss in purchase of materials.			
[Payment for sand ballast was made at higher rates resulting in the loss amounting to Rs. 2,050 which was written off in March, 1960 under competent sanction]	1	2,050
South Eastern Railway.			
Loss due to accidents	3	10,158
Theft of Stores.			
(On 22-11-1953 at about 4 a.m. the lock of main stores depot of Sini Workshops was found broken. The matter was immediately reported to watch and ward. No clue could, however, be found and individual responsibility could not be fixed but it was suspected in the course of enquiry that the theft might have been committed by a watchman on duty with the connivance of some outside elements. Since no clue could be found and no responsibility could be fixed and the watchman having been dismissed from service, the amount of loss was written off in August 1959]	1	6,026
Theft of stores.			
[Twenty one numbers of horn cheeks handed over to the watch and ward staff on 22-1-1953 were found missing on 24-1-1953 morning. On further investigation it was revealed that although according to ledgers these should be 12 Nos. in stock, actually the gross balance was nil. The thefts were caused due to negligence of both stores and Watch and Ward department but individual responsibility could not be fixed and the staff concerned were, therefore, warned. As a preventive measure necessary security measures by construction of pucca compound wall have been taken and the procedure in force has been tightened up. The amount of loss viz. Rs. 2,189 was written off in August, 1959]	1	2,189

GRANT No. 5.—RAILWAYS.

Revenue.

Working Expenses—Repairs and Maintenance.

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (+).
1	2	3	4

XV.—A. & B.—*Indian Government Railways—**Working Expenses—conld.**Repairs and Maintenance—contd.*

Southern Railway

Loss of stores.

[Out of the two consignments of set screws received on 23-4-1951 and 26-4-1951 in the Khargpur store depot, shortage of materials valued at Rs. 3,372 was discovered in December, 1951. The enquiry committee set up for the purpose could not establish the modus operandi of pilferage in the absence of tally book which had been lost. The tally clerk also died on 4-4-1952. The committee had observed in the report received on 4-5-1955 that the late tally clerk under the procedure obtaining then was to be considered responsible for the loss. No recovery could, however, be effected as his dues had already been paid to his widow in 1953. The procedure in respect of accounting of stores has since been tightened up as recommended by the enquiry committee. The amount of loss viz. Rs. 3,372 was written off in August, 1959 under competent sanction] 1 3,372

Loss of stores.

[On 28-9-1955 theft of 176 brass bearings were found short in Khargpur Workshops. The matter was immediately reported to the security officer and the police who as a result of raid on a private house on the same day seized 95 complete bearings and a few broken ones. Since there was no evidence to prove in the court of law that the seized bearings were railway property, the state forfeited them as unclaimed property. Security arrangements have been strengthened as recommended by the enquiry committee. The loss involved viz. Rs. 7,301 was written off in August, 1959.] 1 7,301

GRANT No. 5.—RAILWAYS.

Revenue.

Working Expenses—Operating Staff—Voted.

(Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (—). 4
XV.—A. & B.—Indian Government Railways—			
<i>Working Expenses—contd.</i>			
<i>Repairs and Maintenance—contd.</i>			
Loss of stores.			
[On 10-10-1955 a shortage of dies was suspected in the General Stores, Khargpur. Accordingly special stock verification was conducted which revealed shortage of dies valued Rs. 2,102. The matter was not reported to the police as the shortage was attributed to pilferage in piece meal over a protracted period. The enquiry committee could not establish the modus operandi and fix individual responsibility. The increment of the ward keeper was, however, stopped for 2 years for negligence in duty. The amount of loss viz. Rs. 2,102 was written off in August, 1959.]			1 2,102
Western Railway.			
Loss due to fire			2 20,750
Loss due to theft.			
[On 27-12-1954 cable and copper wire valued at Rs. 2,200 was stolen by some outsiders from the store room at Bombay Central by cutting iron bars of the window. The matter was reported to the police who could not trace the culprit. No staff could be held responsible for the loss which was written off under competent sanction. As a preventive measure, the window through which the culprits entered was bricked up and proper lighting arrangements have been made.]			1 2,200
Loss due to theft.			
[On 30-7-1958 a theft of 605 feet cable from the cable shed by some outsider was reported. The matter was reported to the police whose enquiries proved of no avail. The Railway Protection Force sainik who was on duty was removed from service as he was found to have been negligent in his duty. As a preventive measure a store room for storing cables etc. is being provided and a gate pass system will be introduced. The amount of loss viz. Rs. 2,223 was written off.]			1 3,223
Loss due to overpayment			
[Certain casual labour was irregularly paid for the days of rest which resulted in overpayment to the extent of Rs. 7,646. No disciplinary action could be taken against any individual. The loss was written off.]			1 7,646

GRANT No. 5.—RAILWAYS.

Revenue.

*Working Expenses—Repairs and Maintenance—concl'd.**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

XV.—A. & B.—*Indian Government Railways—**Working Expenses—cont'd.**Repairs and Maintenance—concl'd.*

Loss due to overpayment.

[On the formation of ex-Saurashtra Railway from 1-4-1948, the revised scales of pay were introduced on 22-6-1948 with retrospective effect from 1-4-1948. In certain workshops, however, appointments on daily rates of pay contained to be made between the periods 1-4-1948 to 31-3-1950. Similarly in some other departments, appointments were made on a pay more than the minimum of ex-Saurashtra Railway scales even after 22-6-1948. The irregular payments could not be detected till only in 1952-53 when the checking of fixation of pay of this staff was taken in hand by the Accounts Department. As no individual could be held responsible for the overpayments, the loss involved *viz.* Rs. 21,643 was written off under competent sanction.]

.. .. .	.. .. .	.. .. .	1	21,643
Items below Rs. 2,000 each	.. .. .	.. .. .	43,113	17,04,260
Total	.. .. .	.. .. .	43,297	51,34,718

GRANT No. 6.—RAILWAYS.

Revenue.

Working Expenses—Operating staff—contd.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+). Saving (-).	
1	2	3	4	
XV.—A. & B.—Indian Government Railways—				
<i>Working Expenses—contd.</i>				
<i>Operating staff—</i>				
Central Railway.				
O.	10,73,79	} 10,77,07	10,67,47	
R.	3,28			-9,60
<i>Column 4.—Due mainly to engagement of less additional staff as a measure of economy (7,44) and payment of arrears to certain staff not made to the extent expected (2,26); partly counter-balanced by adjustment under this grant of certain expenditure relating to grant 10 (1,53).</i>				
Eastern Railway—				
O.	10,39,32	} 10,48,82	10,43,54	
S.	10,35			-5,28
R.	-85			
<i>Column 4.—Due chiefly to less expenditure towards the close of the year in respect of mileage and other allowances etc. (1,74) and contingent office expenses (84).</i>				
Northern Railway—				
O.	10,55,60	} 10,55,04	10,51,99	
S.	16,01			-3,05
R.	-16,57			
<i>Column 4.—Minor variation [Includes omission to surrender provision in respect of operating and station staff (1,00)]</i>				
North Eastern Railway—				
O.	4,68,45	} 4,64,50	4,57,84	
S.	10,89			-6,66
R.	-14,84			
<i>Column 4.—Due mainly to less payment of arrears of pay etc. (3,07) and engagement of less additional staff towards the close of the year as a measure of economy (2,51.)</i>				
Northeast Frontier Railway				
O.	3,41,25	} 3,32,00	3,25,14	
R.	-9,25			-6,86
<i>Column 4.—Due chiefly to engagement of less additional staff towards the close of the year than anticipated [includes omission to surrender provision (3,60)] (6,66).</i>				
Southern Railway—				
O.	10,21,56	} 10,15,35	10,03,65	
R.	-6,21			-11,70
<i>Column 4.—Due mainly to less payments in respect of arrears of pay on account of unexpected delay in distribution and upgrading of posts etc. [Includes certain bills not accounted for (2,04)] (8,99).</i>				

GRANT No. 8.—RAILWAYS.

Revenue.

*Working Expenses—Operation other than Staff & Fuel—Vot d.**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—).
1	2	3	4

XV.—A. & B.—Indian Government Railways.—

*Working Expenses.—contd.**Operation(Fuel)—Contd.*

Western Railway—

O.	9,92,15	} 10,50,95	} 10,62,74	} +11,79
S.	46,63			
R.	12,17			

Column 4.—Due mainly to adjustment of more debits towards the close of the year on account of increased consumption of coal and receipt of graded coal at higher rates (6,39) and on account of freight, handling etc. charges (5,27).

Total—				
O.	62,44,52	} 66,27,96	} 66,56,67*	} +28,71*
S.	3,83,44			

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

Items of Losses—

	No. of Items	Amount Rs.
Southern Railway.		
Loss due to accident	1	2,69,824
Items below Rs. 2,000 each.	10	1,97
Total	11	2,70,021

* Difference in totals is due to rounding off.

GRANT No. 8.—RAILWAYS.

Revenue.

Working Expenses—Operation other than Staff and Fuel.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4
XV.—A. & B.—Indian Government Railway.—			
<i>Working Expenses.—contd.</i>			
<i>Operation other than Staff and Fuel.—contd.</i>			
Central Railway.			
Charged—			
	1,50	1,46	—4
Voted—			
O.	3,36,21	3,91,07	4,00,53
S.	47,94		
R.	6,92		
			+9,46
<i>Column 4.—Due chiefly to adjustment of more debits than anticipated in respect of carriage of revenue stores towards the close of the year (9,59) and cost of clothing, consumable stores etc. (1,83) ; partly counterbalanced by saving due to adjustment of more credits through stock adjustment account towards the close of the year (2,01).</i>			
Eastern Railway—			
Charged—			
	4,44	3,90	—54
<i>Column 4.—Due to certain court cases not finalised, contrary to expectations.</i>			
Voted—			
O.	1,81,59	2,23,50	2,23,91
S.	44,35		
R.	—2,44		
			+41
Northern Railway—			
Charged—			
	3,00	2,00	—1,00
<i>Column 4.—Due to certain court cases not finalised, contrary to expectations.</i>			
Voted—			
O.	2,97,49	2,47,56	2,50,19
R.	—49,93		
			+2,63
<i>Column 4.—Net result of some variations more important of which were the excess due to adjustment of more debits for supply of stores received towards the close of the year [includes omission to make provision (1,53)] (11,99) and the savings due to debits for payment of compensation claims for goods lost or damaged not received from other railways to the extent expected (4,20), omission to adjust certain handling charges (2,45), and adjustment of more credits through stock adjustment account (2,02).</i>			
North Eastern Railway—			
Charged—			
O.	4,20	4,52	4,44
R.	32		
			—8
Voted—			
O.	2,06,06	2,20,42	2,13,62
R.	14,36		
			—6,80

GRANT No. 8—RAILWAYS.

Revenue.

Working Expenses—Operation other than Staff and Fuel.—contd.
(Figures in thousands of Rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—)
1	2	3	4
XV.—A. & B.—Indian Government Railways.—			
<i>Working Expenses.—contd.</i>			
<i>Operation other than Staff & Fuel.—</i>			
Total			
Charged—			
O.	66,94	77,51	64,30*
S.	10,57			—13,21*
Voted—			
O.	20,55,79	22,64,92	22,86,87*
S.	2,09,13			+21,95*

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

Items of losses—	No of items.	Amount Rs.
Central Railway.		
Loss due to fire	1	4,196
Loss due to theft.		

[On 14-9-1955 three bales containing artificial silk goods were tendered for despatch at Wadi Bunder. Due to heavy rush of traffic, the forwarding note remained unregistered till 16-9-1955. On 17-9-1955 the sender complained that the goods were missing and ultimately he filed a suit for recovery of the cost thereof. Since the goods had not been accepted, the loss was not reported to the police and on the advice of railway counsel the claim was met outside the court as the railway had no defence. No staff could be held responsible in the matter. Necessary arrangements are being made to ensure that goods which are not accepted for booking are not kept there.]

1 8,448

Loss due to fraud.

[A consignment of 3 cases of dyes booked ex. Nagpur to Khandwa was not taken delivery of by the consignee. It was revealed that the outer coverings of the consignment were somehow removed and the inner covering bearing Howrah marks exposed presumably by the consignors with a view to creating confusion in the matter of linking the consignment and thus to claim higher damages. The suit filed by the consignee was contested and was dismissed with costs by the trial court. The appeal preferred by the plaintiff was decided in his favour. On 8-5-1951 the case was reported to the Government Railway Police who intimated on 31-5-1951 that their investigations had proved of no avail.]

1 13,586

*Difference in totals is due to rounding off.

GRANT No. 8.—RAILWAYS.—Revenue.—Working Expenses—

Operation other than Staff and Fuel.—contd.

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+). Saving (-).
1	2	3	4
XV.—A. & B.—Indian Government Railways—			
Working Expenses—contd.			
Operation other than Staff and Fuel.—Contd.			
Items of loss—		No. of items.	Amount. Rs.
Loss due to fraud.			
[A consignment of cotton-piece goods was booked ex-Akola to Bezwada and its delivery was obtained by some unknown person on a bogus receipt. The government railway police, Bezwada to whom the matter was reported could not trace the culprit. The claim amounting to Rs. 7,809 was paid for non-delivery of goods. The question of staff responsibility is being pursued].		1	7,809
Loss due to risk purchases.			
[A certain firm had offered to manufacture stores from raw materials held in stock and had also agreed to effect delivery of 50% stores by 1-7-1955. The offer was accepted and order placed on the firm on 25-9-1954 by the Director, Supplies and Disposals against an indent placed by the Railway. As the stores were not received according to schedule, 15 days notice was served upon the firm indicating that if the first instalment was not received within the extended date, the order would be cancelled at their risk and cost. The samples submitted by the firm on 29-8-1955 were not acceptable. Accordingly, the order on this firm was formally cancelled on 12-6-1956 and fresh order was placed on another firm on 27-6-1956. Thereafter the firm was called upon to make payment of Rs. 5,670 incurred in the risk purchase. The Ministry of Law, however, observed that the recovery could not be enforced as the risk purchase was not arranged within the specified time limit and therefore, the amount of loss viz. Rs. 5,670 was written off].		1	5,670
Loss due to theft.			
[Eight lubricators and 40 items of tools valued at Rs. 7,786 were found stolen from the Parel Workshops during July, 1958. A temporary driver suspected to have committed the theft was removed from service. As a preventive measure a fencing wall has been replaced by a high wall. The amount of loss was written off.]		1	7,786

GRANT No. 8.—RAILWAYS.—Revenue.—Working Expenses—

Operation other than Staff and Fuel.—contd.

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+). Saving (-).
1	2	3	4

XV.—A. & B.—Indian Government Railways.—

*Working Expenses.—Contd.**Operation other than Staff and Fuel—contd.**Items of losses*

Loss due to leakage.

[A consignment of 3,900 gallons diesel oil booked ex-Trombay to Savda in a tank wagon was received at Bhusawal on 14-5-1957 but on 17-5-1957 it was found leaking through a two inch hole at its bottom. Before any action could be taken the entire contents had leaked out. No individual could be held responsible as the hole appeared to have been made by some unknown person. The Railway Protection Force has been instructed to be more alert in future. The compensation paid under competent sanction amounted to Rs. 4,212.]

No. of
items.

Amount.
Rs.

1 4,212

Loss due to theft.

[As a theft of high speed steel was suspected in the Parel Stores Depot, a special accounts stock verification was conducted and as a result thereof a shortage of about 6 cwts. metal bars was detected. The enquiry committee set up for the purpose held the staff working inside the ward responsible for the loss but the responsibility could not be fixed on any individual. The theft was reported to the police on 25-7-1959 who reported on 7-1-1960 that the case had been closed as undetected. The loss involved in this case was Rs. 3,492.]

1 3,492

Loss due to shortage.

[Heavy shortage of non-ferrous metal scrap in the Stores Depot, Mettuguda revealed at the time of stock verification on 16-12-1958 was attributed to theft as no transactions had taken place since the previous verification in November, 1957. Accordingly the matter was reported to the police on 17-12-1958 who reported on 21-10-1959 that there was no cognisable case. Also it was not possible to fix individual responsibility for the loss as proper security arrangements did not exist in as-much-as the godown in question was vulnerable. The ward keeper was warned for not exhibiting greater vigilance. The loss involved in this case was Rs. 4,461.]

1 4,461

GRANT No. 8.—RAILWAYS

Revenue.

*Working Expenses—Operation other than Staff and Fuel.—contd.**(Figures in thousands of rupees.)*

Major head and sub-head. 1	Final Grant 2	Actual Expenditure. 3	Excess (+) Saving (-) 4
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XV.—A. & B.—*Indian Government Railways.—**Working Expenses.—Contd.**Operation other than Staff and Fuel.—contd.*

<i>Item of losses.</i>	No. of Items,	Amount. Rs.
Eastern Railway.		
Loss due to fraud.		
[A consignment of 272 bags of rice booked sx-Kolaghat to Barupara loaded in a wagon arrived at chitpur yard from where it was despatched to Bandel Junction <i>via</i> Naihati and onwards to Barapura on 6-4-1957 but instead of being detached there, it was drawn to Burdwan where from it came back to Lilluah on 15-4-1957. From there the wagon was despatched under wrong entry ex.-Mollarpur to Serampur on 16-4-1957 where it was received the same day under changed card labels. Delivery was effected on 18-4-1957 against a fictitious consignment ex.-Mollarpur to Serampur. The police arrested the goods clerk of Serampur along with some other persons. As the loss was due to negligence and misconduct of the staff, the claim was settled for Rs. 13,098. Show cause notices for removal from service have been issued against 8 employees. The amount of loss <i>viz.</i> Rs. 13,098 was written off.]	1	13,098
Northern Railway.		
Loss due to fire	3	18,428
Loss due to fraud.		
[A delivery of certain consignment had been taken on a forged railway receipt by a party other than the consignee and this came to light when the bonafide consignee produced the original railway receipt. The consignee filed a suit which was compromised for Rs. 12,443. Legal action is being taken against the party who took delivery on the forged receipt.]	1	12,443
Loss due to fraud.		
[A certain consignment on arrival at destination was delivered under a clear receipt. Subsequently it transpired that the railway receipt was forged one. The bonafide consignee filed a suit which was decreed and satisfied. The loss involved was Rs. 33,622. Necessary steps are being taken to recover the amount from the party who took delivery on forged receipt.]	1	33,622

GRANT No. 8.—RAILWAYS.

Revenue.

*Working Expenses—Operation other than Staff and Fuel.—contd.**(Figuree in thousands of rupees.)*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+). Saving (-).
1	2	3	4

XV.—A. & B.—Indian Government Railways.—

Working Expenses.—contd.

No. of Amount

Operation other than Staff and Fuel.—contd.

Items. Rs.

Loss due to fraud.

[A delivery of a certain consignment had been taken on a forged railway receipt by an unknown person which fact came to notice when the bonafide consignee produced the original railway receipt. The matter was reported to the Government Police on 5-3-1958 but the culprit could not be traced. The consignee filed a suit which was decreed and satisfied. The loss involved was Rs. 22,491. The matter regarding staff responsibility has been taken up.]

1 22,491

Loss of consignment.

[A consignment of bidis was delivered short by 12 bags which were lost due to theft. A claim for Rs. 2,765 was paid to the consignee.]

1 2,765

Southern Railway.

Loss due to write off of cost of wagons.

[On coming to notice that four replaced and three non-replaced wagons had not been enumerated in the wagons census of 1948, 1950 and 1952, special efforts were made to trace the wagons through the Director of Wagon Interchange but these could not be found out. As there was no proof to show that the missing wagons had been condemned by any railway, these were treated as lost. The depreciated value in case of 3 wagons and scrap value in respect of 4 wagons, amounting to Rs. 12,617 was written off under competent sanction. No individual could be held responsible for the loss]

1 12,617

GRANT No. 8.—RAILWAYS.

Revenue.

Working Expenses—Operation other than Staff and Fuel—concl'd.
(Figures in thousands of rupees.)

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+). Saving (—).
1	2	3	4
15.-A & B.—Indian Government Railways—			
<i>Working Expenses. Operation other than Staff and Fuel.</i>			
South Eastern Railway.			
Loss due to theft.			
[A theft of green buttons used for coach upholstery was detected in trimming shop on 8-12-1955. It was reported to the security department as well as the police who could not trace out the culprit. The <i>modus operandi</i> of the theft could not be established and as such no individual could be held responsible for the loss. The watchman on duty was, however, found negligent of duty and was punished with the stoppage of privilege passes and P.T.Os for two years. Necessary preventive measures by way of replacement of broken frames of sky lights, missing bars etc. have been taken. The loss involved viz. Rs. 4,491 was written off in August, 1959 under competent sanction].			1 4,491
Loss due to theft.			
[On 12-4-1956 a check of contents of a wagon loaded with copper brass and metal borings in the Khargpur workshops revealed shortage of 3 tons of borings. The matter was reported to the police as well as the security department whose investigations resulted in the recovery of entire stolen material and arrest of the offenders. Four persons were convicted in a court of law and sentenced to six months' imprisonment but were acquitted by an appellate court. One of the acquitted persons filed petition for return of recovered materials which were returned as decided by the High Court of Calcutta since the ownership of the material could not be proved by the Railway. The loss involved viz. Rs. 4,000 was written off in February 1950 under competent sanction. Six members of railway security staff were found to be involved in the case and while four of them were removed from service, one subedar was reverted as havildar and one havildar was reverted as sainik.			1 4,000
Loss due to theft.			
[A theft was reported from the repair shops on 6-12-1951. The police and the watch and ward to whom the matter was reported immediately could not find any clue of the culprits. The departmental enquiry committee could not hold any individual responsible for the loss which was written off in March, 1960]			.. 1 3,554
Loss due to shortage of materials.			
[A number of large wooden cases containing components of 8 new wagons imported from abroad were received in Khargpur shops and on check thereof, a shortage of components valued at Rs. 2,516 was detected. The matter was reported to the Railway Security Force for investigation. It was considered after necessary enquiries that the materials had been removed enroute as these had come without any escort. The loss involved viz. Rs 2,516 was written off.]			.. .. 1 2,516
Items below Rs. 2000 each.			6,279 1,47,288
		Total	6,301 3,36,973

GRANT No. 9.—RAILWAYS.

Revenue.

Working Expenses—Miscellaneous Expenses.

(Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (—). 4
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XV.—A & B.—Indian Government Railways—

*Working Expenses.—contd.**Miscellaneous Expenses—**Central Railway—*

Charged—

O.	50	40	—40
S.	49			
R.	—59			

Column 4.—Due to compensation cases not finalised, contrary to expectations.

Voted—

O.	3,13,24	3,75,21	3,69,94	—5,27
R.	61,97			

Column 4.—Due chiefly to less expenditure incurred in respect of freight and other incidental and miscellaneous charges (5,06) and adjustment of less contribution to provident fund in respect of retrospective bonus due to advices of confirmation not received, contrary to expectations (1,96); partly counterbalanced by excess due to more payment of gratuities and special contribution to provident fund in respect of cases arising out of death etc. (3,47).

Eastern Railway—

Charged—

O.	1,18	1,44	1,33	—11
S.	25			
R.	1			

Column 4.—Due to certain compensation cases not finalised, contrary to expectations.

Voted—

O.	3,36,12	3,76,39	3,63,17	—13,22
R.	40,27			

Column 4.—Due mainly to of less expenditure in respect of freight and other incidental charges ue inferalia to pav ent of certain bills not made on account of certain technic l defe ts there in (5,24), payment of less gratuities due to certain cases not finalised, contrary to expectations (2,17) and adjustment of less contribution to provident fund due to more optees for pension than anticipated (1,04).

GRANT No. 9.—RAILWAYS.

Revenue.

*Working Expenses—Miscellaneous Expenses.—contd.**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

XV.—A. & B.—*Indian Government Railways—**Working Expenses—contd.**Miscellaneous Expenses.—contd.*

Northern Railway—

Charged—

O.	40	32	12	-20
R.	-8			

Column 4.—Due to certain compensation cases not finalised, contrary to expectations.

Voted—

O.	2,84,77	2,76,44	2,69,82	-6,62
R.	-8,33			

Column 4.—Due mainly to omission to surrender funds in respect of certain stores bills (3,60) and less adjustment of freight and other incidental charges on stores (3,15).

North Eastern Railway—

Charged—

S.	58	58	58
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Voted—

O.	1,16,74	1,24,18	1,25,50	+1,32
R.	7,44			

Northeast Frontier Railway—

Voted—

O.	1,07,76	1,11,12	1,11,80	+68
R.	3,36			

GRANT No. 9.—RAILWAYS.

Revenue.

*Working Expenses—Miscellaneous Expenses.—contd.**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+). Saving (—).
1	2	3	4

XV.—A & B.—*Indian Government Railways—**Working Expenses.—contd.**Miscellaneous Expenses.—contd.*

Southern Railway—

Charged—

O.	20	23	20	—3
S.	30			
R.	—27			

Voted—

O.	2,98,02	3,22,99	3,06,20	—16,79
R.	24,97			

Column 4.—Due chiefly to expenditure in respect of freight and other incidental charges on stores being less than expected (10,58), payment of less gratuities and special contributions to provident fund due to certain cases not finalized towards the close of the year, contrary to expectations (4,03) and less expenditure under catering due to decline in sale etc. (2,79).

South Eastern Railway—

Voted—

O.	2,11,61	2,20,51	2,22,31	+1,80
R.	8,90			

Western Railway—

Charged—

O.	1,47	47	45	—2
R.	—1,00			

GRANT No. 9.—RAILWAYS.

Revenue.

*Working Expenses—Miscellaneous Expenses.—contd.**(Figures in thousands of rupees)*

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (-). 4
XV. A & B.— <i>Indian Government Railways—</i>			
<i>Working Expenses—contd.</i>			
<i>Miscellaneous Expenses—concl'd.</i>			
Western Railway.— <i>concl'd.</i>			
Voted—			
O.	2,56,09 }	2,65,02	2,58,10
R.	8,93 }		
Column 4.—Due chiefly to less adjustment in respect of freight and other incidental charges (4,64), less debits received on account of pensionary charges (99) and less payment of compensation owing to less number of cases received and finalised towards the close of the year (92).			
Suspense—			
Voted—			
O.	6,76,77 }	4,57,67	4,31,93
R.	-2,19,10 }		
Column 4.—Due to saving under Demands Payable (63,59) and excess under 'Miscellaneous Advances' (37,85).			
The saving under 'Demands Payable' was chiefly due to adjustment of more liabilities to final heads [Includes non-payment of certain bills (3,14).]			
The increase under 'Miscellaneous Advances' was due to more debits awaiting adjustment to final heads for want of acceptance, full particulars, allocation etc. (27,02) and certain adjustments under this head instead of under the head Transfer Divisional (10,83).			
Surrenders or withdrawals within Appropriation—			
R.	1,93	1,93	.... -1,93
Surrenders or withdrawals within grant.			
R... .. .	71,59	71,59	.... -71,59
Total—			
Charged—			
O.	3,75 }	5,37	2,69*
S.	1,62 }		
Voted .. .. .	....	26,01,12	24,58,77 -1,42,35

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

* Difference in totals is due to rounding off.

GRANT No. 9.—RAILWAYS.

Revenue.

Working Expenses—Miscellaneous Expenses—contd.

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

XV.—A & B.—*Indian Government Railways—**Working Expenses—contd.**Miscellaneous Expenses—contd.**Items of losses —*

No. of Items.	Amount Rs.
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Central Railway	Major accident. [Accident to M224-P—Mankhurd— Bombay and B-12 Bandra—Bombay suburban locals near Wadala station on 2-6-1957]	1	3,555
Northern Railway	Write off of irrecoverable amount. [50,000 mds. of firewood was purchased from a certain firm in the year 1948. A sum of Rs. 13,193 was due to be recovered on account of risk purchase out of which a sum of Rs. 4,300 was forfeited from the security deposit and the balance of Rs. 8,893 being irrecoverable was therefore written off]	1	8,893
South Eastern Railway ..	[A shortage of stock of the grainshop at Bhojudih was detected during the surprise check conducted on 28-5-1957. The staff found respon- sible for the shortage was removed from service. The net amount of loss after adjustment of provident fund bonus and security deposits of staff was written off]	1	6,769

Fraudulent issue of food grain rations.

[Certain foodgrains were fraudulently issued in excess on ration cards. The matter was reported to the police who prosecuted the staff responsible for the fraud. The Patna High Court, however, acquitted them. Necessary departmental action was taken against the staff concerned and the irrecoverable amount <i>viz.</i> , Rs.4,003 was written off in March, 1960] ..	1	4,003
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GRANT No. 9.—RAILWAYS.

Revenue.

Working Expenses—Miscellaneous Expenses.—contd.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

V.—A & B.—Indian Government Railways—

Working Expenses—contd.

Miscellaneous Expenses.—concl'd.

[In July 1945 the railway administration extended to their staff the facility of obtaining charcoal at concessional rates under the home delivery. The supplies were to be made to employees by the contractors on production of cash mema issued by the grainshops. The contractors collected these cash mema and preferred their bills to the railway administration supported by the cash mema. These bills were to be completely checked, the cash mema in support of the bill being paired with the duplicates sent from the grainshop concerned. In the last week of December, 1946, a suspected case of fraudulent use of lost cash mema book came to light during the accounts inspection of a certain grainshop. As similar cases occurred at two other grainshops also the matter was reported to Police on 27-1-1947 who after enquiry closed the case in February, 1949 and recommended the departmental action be taken. The administration accordingly took departmental action in 1960. against the grainshop officer who was reverted to his substantive post and accounts clerk who was in charge of checking merchant's bills was removed from service. Three others were reverted to lower posts and three were cautioned and increment of one was stopped for a year. The loss was written off in July, 1953 but was adjusted in the profit and loss account of grainshops during 1959-1960.] ..

Items below Rs. 2,000 each	4,528	64,113	43,024
Total	4,533	1,30,357	

North Eastern Railway .. Ex-Gratia Payments

[Ex-gratia payment to the dependents of a certain driver on his death in accident on 29-4-1953 while he was working a train]

1 21,500

GRANT No. 10.—RAILWAYS.

Revenue.

*Working Expenses—Labour Welfare—(Voted).**(Figures in thousands of rupees).*

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (-). 4	
XV.—A & B.—Indian Government Railways—				
<i>Working Expenses—contd.</i>				
<i>Labour Welfare—</i>				
<i>Central Railway—</i>				
O.	1,56,53	1,51,70	1,46,15	-5,55
R.	-4,83			
<i>Column 4.—Due mainly to less expenditure under 'Education' on account of less supply of uniforms towards the close of the year and number of trainees actually sent for training being less than anticipated (2,20) and certain expenditure relating to this grant booked inadvertently under grant 6(1,53).</i>				
<i>Eastern Railway—</i>				
O.	1,16,01	1,14,81	1,12,30	-2,51
R.	-1,20			
<i>Northern Railway—</i>				
O.	1,36,90	1,30,66	1,29,26	-1,40
R.	-6,24			
<i>North Eastern Railway—</i>				
O.	71,94	64,33,	62,64	-1,69
R.	-7,61			
<i>Northeast Frontier Railway—</i>				
O.	81,59	66,69	67,52	+83
R.	-14,90			
<i>Southern Railway— ..</i>				
O.	1,13,53	1,14,98	1,10,46	-4,52
S.	6,40			
R.	-4,95			

GRANT No. 10.—RAILWAYS.

Revenue.

Working Expenses—Labour Welfare—(Voted).—contd.

(Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 4	Excess (+) Saving (—). 4
XV.—A & B.—Indian Government Railways—			
Working Expenses:—contd.			
Labour Welfare.—contd.			
South Eastern Railway—			
O.	1,20,30	1,24,10	1,17,94
R.	3,80			—6,16
<p>Column 4.—Due mainly to less expenditure on training owing to staff not released for refresher courses to the extent expected and unexpected delay in introduction of certain courses etc. (1,97) and payment of certain bills for educational assistance not made owing to delay in their receipt etc. (1,53).</p>			
Western Railway—			
O.	1,27,55	1,22,94	1,12,46
S.	4,49		
R.	—9,10			—10,48
<p>Column 4.—Due mainly to debits in respect of supply of medical stores, uniforms etc. not received to the extent expected (5,39), less engagement of sanitary staff towards the close of the year and less expenditure on training of staff owing to staff not released for refresher courses to the extent expected etc. (1,09).</p>			
Surrenders or withdrawals within grant—			
R.	45,03	45,03	—45,03
Total—			
O.	9,24,35	9,35,24	8,58,73
S.	10,89			—76,51

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

GRANT No. 10.—RAILWAYS.

Revenue.

*Working Expenses—Labour Welfare (Voted)—contd.**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—).
1	2	3	4

XV.—A. & B.—*Indian Government Railways.*—*Working Expenses.*—contd.*Labour Welfare.*—concl'd.

			No. of items.	Amount Rs.
Central Railway ..	Loss due to fire .. ..	.. ..	1	3,287
	Items below Rs. 2,000 each .. ..	.. ..	2,21	7,102
		Total ..	2,22	10,389

GRANT No. 11.—RAILWAYS.

Revenue.

*Working Expenses—Appropriation to Depreciation Reserve Fund.**(Figures in thousands of rupees).*

Major head and Sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (-). 4
XV.—A. & B.— <i>Indian Government Railways.</i> —			
<i>Working Expenses.</i> —concl'd.			
<i>Appropriation to Depreciation Reserve Fund.</i> —			
Central Railway—			
O. 8,13,17	8,13,32	8,13,32	....
R. 15			
Eastern Railway—			
O. 6,23,19	6,41,93	6,41,93	....
R. 18,74			
Northern Railway—			
O. 6,96,52	6,99,76	6,99,76	....
R. 3,24			
North Eastern Railway—			
O. 2,72,04	2,70,41	2,70,41	....
R. -1,63			
Northeast Frontier Railway—			
O. 2,15,15	2,15,49	2,15,49	....
R. 34			
Southern Railway—			
O. 6,01,14	6,00,99	6,00,99	....
R. -15			
South Eastern Railway—			
O. 6,29,76	6,18,98	6,18,98	....
R. -10,78			
Western Railway—			
O. 6,49,03	6,39,12	6,39,12	....
R. -9,91			
Total	45,00,00	45,00,00	....

GRANT No. 12.—RAILWAYS.

Revenue.

*Dividend payable to General Revenues—(Voted).**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—).
1	2	3	4

15-K.—*Dividend payable to General Revenues—*

O.	54,40,71	54,50,38	54,43,26	—7,12
S.	9,67			

Column 4.—Due chiefly to figures of actual capital-at-charge being less than adopted in the revised estimates.

GRANT No. 13.—RAILWAYS.

Revenue.

*Open Line Works—Labour Welfare.—(Voted).**(Figures in thousands of rupees).*

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (—). 4
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15-1.—Indian Government Railways—

Open Line Works—Revenue—

Central Railway—

O.	25,55	} 20,01	19,14	—87
R.	—5,54			

Eastern Railway—

O.	19,47	} 16,65	14,59	—2,06
R.	—2,82			

Column 4.—Due mainly to transfer of materials to other urgent works (1,25).

Northern Railway

O.	20,97	} 20,05	22,59	+254
R.	—92			

Column 4.—Due chiefly to omission to make provision for adjustment of certain debits (2,14).

North Eastern Railway—

O.	10,00	} 8,81	8,70	—11
R.	—1,19			

Northeast Frontier Railway—

O.	16,99	} 10,83	9,49	—1,34
R.	—6,16			

Column 4.—Due mainly to non receipt of certain materials (89).

Southern Railway—

O.	29,17	} 24,24	25,62	+1,38
R.	—4,93			

GRANT No. 13.—RAILWAYS.

Revenue.

*Open Line Works—Labour Welfare.—(Voted.)**(Figures in thousands of rupees.)*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+). Saving (—).
1	2	3	4
<i>15-1.—Indian Government Railways—</i>			
<i>Open Line Works—Revenue.—contd.</i>			
<i>South Eastern Railway—</i>			
O.	12,50	11,02	10,98
R.	—1,48			—4
<i>Western Railway—</i>			
O.	14,95	13,17	11,97
R.	—1,78			—1,20
<i>Probable Savings—</i>			
O.	—17,77	....	....
R.	17,77	....	....
<i>Surrenders or withdrawals within grant—</i>			
R.	7,05	7,05	....
Total	1,31,83	1,23,09*	—8,74*

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

Items of losses.

	No. of items.	Amount Rs.
Items below Rs. 2,000 each	8	164

* Difference in totals in due to rounding off.

GRANT No. 14.—RAILWAYS.

Revenue.

*Open Line Works—Revenue—Other than Labour Welfare.—(Voted).**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4
15-1.—Indian Government Railways—			
<i>Open Line Works—Revenue—contd.</i>			
Central Railway—			
O.	2,60,19	.. 2,27,74	1,92,33
R.	-32,45			-35,41
<i>Column 4.—Due mainly to less expenditure on certain works owing to slow progress by contractors as a result of delay in finalisation of agreements etc. (14,47), supply of electrical equipments, cables etc. not received to the extent expected (13,73) and receipt of less debits for machinery and plant etc. towards the close of the year (6,31).</i>			
Eastern Railway—			
O.	1,06,17	91,17	82,22
R.	-15,00			-8,95
Northern Railway—			
O.	3,19,98	1,90,37	1,90,54
R.	-1,29,61			+17
North Eastern Railway—			
O.	1,18,96	91,32	86,22
R.	-27,64			-5,10
Northeast Frontier Railway—			
O.	79,49	61,00	56,32
R.	-18,49			-4,68
<i>Column 4.—Minor variations [includes omission to surrender funds for non-receipts of motor vehicles (104.)]</i>			
Southern Railway.—			
O.	2,48,65	1,53,49	1,38,61
R.	-95,16			-14,88

Column 4.—Due chiefly to slow progress of works owing to delay in finalization of estimates and less receipt of materials towards the close of the year (8,87) and adjustment of less debits in respect of certain works, contrary to expectations (2,17).

GRANT No. 14.—RAILWAYS.

Revenue.

*Open Line Works—Revenue—Other than Labour Welfare.—concl'd.**(Figures in thousands of rupees).*

Major head and sub-head	Final Grant.	Actual Expenditure.	Excess (+) Saving (—).
1	2	3	4
15-1.—Indian Government Railways—			
<i>Open Line Works—Revenue.—concl'd.</i>			
<i>South Eastern Railway.</i>			
O.	1,66,45	1,30,44	1,23,17
R.	—36,01		
<i>Western Railway—</i>			
O.	2,34,29	2,07,89	1,90,03
R.	—26,40		
<p><i>Column 4.—Due chiefly to receipt of less debits for supply of materials etc. (15,11). [includes provision erroneously made in respect of debits for machines already received (4,04)]</i></p>			
<i>Probable Savings—</i>			
O.	—1,63,65		
R.	+1,63,65		
<i>Surrenders or withdrawals within grant—</i>			
R.	2,17,11	2,17,11	—2,17,11
Total	13,70,53	10,59,43*	—3,11,10*

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

<i>Items of losses.</i>	No. of items.	Amount Rs.
Items below Rs. 2,000 each	4	2,525

*Difference in totals is due to rounding off.

GRANT No 15.—RAILWAYS.

Construction of New Lines.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

67-A & B.—Construction of Indian Government Railways and S.—Deposits and Advances—

Depreciation Reserve Fund—

Central Railway—

O.	7,40	1,09	43	-66
S.	10,00			
R... .. .	-16,31			

Column 4.—Due to non-receipt of debits in respect of land from the civil authorities.

Eastern Railway—

Charged	7	+7
-----------------	----	---	----

Column 4.—Due to payment in respect of a court decree, contrary to expectations.

Voted—

O.	6,72,00	5,14,11	4,57,24	-56,87
R.	-1,57,89			

Column 4.—Due chiefly to omission to make provision for a certain write back adjustment carried during the year (34,49), slow progress of certain works owing to late receipt of deposits from the National Coal Development Corporation, (8,81), debits for land not received from civil authorities, contrary to expectations (14,30); and debits for supply of materials not received to the extent expected (5,63) partly counter-balanced by omission to make provision for debits for junction arrangements (7,63).

Northern Railway—

O.	3,62,29	1,82,51	1,95,26	+12,75
S.	2,00			
R.	-1,81,78			

Column 4.—Due chiefly to accelerated progress of certain works owing to receipt of more stores and permanent way materials etc. towards the close of the year (12,29).

GRANT No. 15.—RAILWAYS.

Construction of New Lines.—*ontd.*

(Figures in thousands of rupees).

Major head and sub head.	Final Grant.	Actual. Expenditure.	Excess (+) Saving (—).
1	2	3	4

67.-A & B.—Construction of Indian Government
Railways and S.—Deposits and Advances

Depreciation Reserve Fund—

Northeast Frontier Railway—

O.	2,70,00	} 4,37,82	4,41,16	+3,34
S.	6,00			
R.	1,61,82			

Column 4.—Minor variations [includes payment of certain bills having been made erroneously by debit to work instead of , Deposits Miscellaneous ' (9,89).]

Southern Railway—

Charged	2,47	+2,47
---------------	------	----	------	-------

Column 4.—Due to adjustment of debits received from civil authorities in respect of additional compensation on land acquisition cases decreed by the court provision for which could not be made,

Voted—

O.	4,60	} 3,09	2,66	—43
R.	—1,51			

Column 4.—Aggregate of minor variations.

South Eastern Railway—

O.	8,32,00	} 6,05,77	5,92,47	—13,30
R.	—2,26,23			

Column 4.—Due mainly to adjustment of more credits for surplus materials (6,75), payment of certain contractors' bills not made, contrary to expectations (3, 81) and non-receipt of debits for supply of certain materials [includes a debit relating to this grant adjusted erroneously under grant 17 (1,08)] (2,75).

Western Railway—

O.	17,00	} 15,83	16,19	+36
R.	—1,17			

Column 4.— Minor variations [includes a certain charged expenditure booked inadvertently as voted (12)].

GRANT No. 15.—RAILWAYS.

Construction of New Lines.—contd.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—).
1	2	3	4
<i>67.—A & B.—Construction of Indian Government Railways and S.—Deposits and Advances—</i>			
<i>Depreciation Reserve Fund—</i>			
<i>Railway Electrification—</i>			
O. 25,06,07	} 10,65,08	10,40,48	—24,60
R. —14,40,99			
<i>Column 4.—Due chiefly to non-surrender of funds in respect of debits for customs duty and port charges (23,41); partly offset by under estimation of the provision in respect of payments to contractors etc. (735).</i>			
<i>Ganga Bridge Project—</i>			
O. 40,18	} .....	.....	.....
R. —40,18			
<i>Probable Savings—</i>			
O. —2,02,16	} .....	.....	.....
R. 2,02,16			
<i>Surrenders or withdrawals within grant—</i>			
R. 17,02,08	17,02,08	.....	—17,02,08
<i>Total—</i>			
<i>Charged—</i>			
.....	.....	.....	2,54 +2,54
<i>Voted—</i>			
O. 45,09,38	} 45,27,38	27,45,89	—17,81,49
S. 18,00			

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

GRANT No. 15.—RAILWAYS.

Construction of New Lines—concl'd.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—)
1	2	3	4
<i>Items of losses—</i>			
Eastern Railway			
Writte off of overpayment.			
[Fixation of pay consequent upon upgrading of certain posts of clerks was done provisionally pending clarification. On receipt of clarification it was found that the previous instructions on the subject had not been correctly interpreted which resulted in over payment to the extent of Rs. 2,091. The recovery of this amount was waived under competent sanction.]			1 2,091
[74 rails valued at Rs. 4,542 booked to Barwadih on 13-4-1949 were lost in transit. The Depot Store-keeper was held responsible for non-compliance with the extant rules and procedure for receipt of stores. The amount viz. Rs. 4,542 being irrecoverable was written off under competent sanction.]			1 4,542
South Eastern Railway			
Loss due to rains and storms.			2 4,760
Shortage of sleepers.			
[6000 sleepers were despatched by a certain contractor for use on Indore-Dewas-Ujjain Railway line on 2-7-1956. The senior store-keeper (construction) accepted the delivery in full without counting the sleepers which were subsequently found short by 629. The matter was reported to the police who held that the sleepers in question had not been stolen from the Railway premises and at the same time the contractor could not be held responsible in the matter. Accordingly it was decided to take departmental action against the store keeper, who was a re-employed person, by way of stopping of his passes after retirement and withholding the amount of Rs. 1,624 payable to him. The net loss viz. R. 4,283 was written off in August, 1959, under competent sanction.].. .. .			1 4,283
Railway Electrification—			
Loss due to rains and storms			1 3,572

GRANT No. 15.—RAILWAYS
Construction of New Lines.—concl'd.

(Figures in thousands of rupees).

Major head and sub head 1	Final Grant 2	Actual Expenditure. 3	Excess (+) Saving (-). 4
<i>Items of losses—</i>			
Loss due to overpayment.			
[During the check of the salary bill for the month of August, 1954, it was noticed that certain categories of class IV staff were being paid at the Central Pay Commission scales instead of casual labour rates since September, 1953. This had resulted in overpayment to the extent of Rs. 31,271 owing to the staff having been appointed as temporary instead of casual labour. No recovery was made from the staff and the amount of overpayment viz. Rs. 31,271 was written off in March, 1960 under competent sanction].			
Items below Rs. 2,000 each	3,31 42,957
		Total	3,38 93,476

GRANT No. 16.—RAILWAYS.

Open Line Works—Additions.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

67.-A. & B.—Construction of Indian Railways—Capital

Central Railway—

Charged 14 +14

Column 4.—Due to payment made in respect of certain court decree, provision for which could not be made owing to receipt of late advice.

Voted—

O.	46,98,04	} 49,05,19	47,28,36	- 1,76,83
R.	2,07,15			

Column 4.—Savings were under (i) miscellaneous advances (75,95) [due to payments for imported stores and other miscellaneous debits not placed under this head to the extent expected (96,09); partly offset by booking of debits in respect of certain land under this head owing to non-receipt of relevant award against the provision made under works (17,00)].

(ii) stores suspense (75,38) [due mainly to less stores received through purchases (50,30) and manufactured in workshops (17,72) and debits for supply of stores received towards the close of the year having fallen short of expectations (35,53); partly offset by stores received from works towards the close of the year being more than expected (21,44)].

(iii) works (29,27) [due chiefly to booking of debits under Miscellaneous Advances in respect of a certain land owing to non-receipt of the relevant award (17,00), debits for supply of materials not received to the extent expected (9,95) and certain materials not received, contrary to expectations (2,45) [and

(iv) manufacture suspense (13,06) [due mainly to less materials drawn for manufacture purposes etc. (8,63) and certain vacancies remained unfilled towards the close of the year (3,71)].

Against these savings, excess was under 'rolling stock' (16,83) [due chiefly to certain adjustment in respect of cost of wheelsets etc. found necessary on the basis of their allotment to works etc. (21,21) and adjustment of large quantum of debits received towards the close of the year for supply of materials, freight etc. (3,34); partly offset by saving due to non-receipt of certain materials, contrary to expectations (5,13)].

GRANT No. 16.—RAILWAYS.

Open Line Works—Additions.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—)
1	2	3	4

67.-A. & B.—Construction of Indian Railways—Capital—

Eastern Railway—

O.	43,07,36	} 60,65,17	59,50,35	-1,14,82
R.	17,57,81			

Column 4.—Savings were chiefly under (i) rolling stock (76,28) [due mainly to debits in respect of certain rolling stock transferred against grant 17 as per allocation decided after the final grant (42,51), adjustment of debits on account of cost of materials, customs duty, freight, departmental charges etc. being less than expected (21,99) and credit adjustment in respect of cost of underframes, wheel sets etc. made towards the close of the year (11,16)].

(ii) Manufacture suspense (40,66) [due chiefly to less works undertaken owing to less supply of materials etc. [includes omission to surrender funds (22,90) (32,02) and decrease in cost of repairs to stock towards the close of the year (8,95)].

Against these savings, there was an excess under 'works' (2,78) [due to speedier progress of certain urgent works (5,04); partly offset by saving due to non-receipt of debits for cost of certain machines to the extent expected (2,26)].

Northern Railway—

Charged	3	+3
-----------------	-------	---	----

Column 4.—Due to certain payments of decretal amount classified as Voted in the first instance and rectified towards the close of the year.

Voted—

O.	39,80,33	} 43,87,68	46,32,29†	+2,44,61
R.	4,07,35			

GRANT No. 16.—RAILWAYS.

Open Line Works—Replacement.

(Figures in thousands of rupees)

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—).
1	3	3	4

67.-A. & B.—Construction of Indian Railways—Northern Railway.—contd.

Column 4.—excesses were as under.—

(i) Stores suspense (1,68,05) [due chiefly to adjustment of more debits for supply of stores and receipt of more returned stores from Workshops etc. as a result of economy drive to make use of reclaimed stock (1,90,56); partly offset by non-utilization of provision for transactions relating to 'Misc. Advances' which have been taken under separate subhead (14,74) and less receipt from the manufacturers on account of lowering of stocking limit of manufactured items (7,77);].

(ii) Miscellaneous advances due to under estimation of provision by taking 'net' instead of 'gross' figures (14,5,52) and debits kept under this head against provision made under "Stores Suspense" (14,74).

Against these excesses, savings were under (i) manufacture suspense (57,12 [due chiefly to receipt and adjustment of debits for cost of stores, labour etc. towards the close of the year being less than expected (49,56) and receipt of less materials contrary to expectations (6,44), provision for debits already adjusted, made through oversight (2,00);] (ii) rolling stock, due to shortfall in debits received for supply of stock, freight, customs duty etc. (19,73) and

(iii) Works (6,86) [due mainly to non-receipt of debits for machinery to the extent expected (4,25) and slow progress of certain works due to non-availability of materials towards the close of the year (2,62)].

* Excludes credits on account of 'Stores in transit' taken into account by the Railway in their Appropriation Account.]

North Eastern Railway—

O.	21,53,27	} 22,69,44	22,23,22	— 46,22
R.	1,16,17			

Column 4.—The saving, was under rolling stock (58,82) [due mainly to debits received for supply of stock towards the close of the year being less than expected (59,20)]

Against this saving, excess occurred under manufacture suspense (6,54), works (341), stores suspense (2,07) and miscellaneous advances (58) on account of minor variations (includes certain expenditure relating to works under this grant booked erroneously under 18 (84)

Northeast Frontier Railway—

O.	11,00,70	} 13,40,53	13,19,45	— 21,08
R.	2,39,83			

GRANT No. 16.—RAILWAYS.

Open Line Works—Additions.—*contd.*

(Figures in thousands of rupees)

Major head and sub-head.	Final Grant	Actual Expenditure	Excess (+) Saving (-)
1	2	3	4

67. A. & B.—Construction of Indian Railways—Capital.

Northeast Frontier Railway—*concl'd.*

Column 4.—Savings were chiefly under :—

- (i) Works (27,51)] due chiefly to debits for supply of materials received towards the close of the year being less than expected (20,41), non-receipt of debit for acquisition of certain land (2,16) booking of certain credits under this grant against the provision erroneously made under grant 17 (1,88) and non-accountal of vouchers (1,61)],
- (ii) manufacture suspense, due to debits for supply of sleepers nor received, contrary to expectations (8,60) and
- (iii) miscellaneous advances due to less items placed under this head, pending their final adjustment (1,43).

Against these savings, excess was under stores suspense (15,67) [due mainly arrear debits relating to previous years having been booked with financial adjustment instead of without financial adjustment (18,75) and certain debits not withdrawn by another railway contrary to expectations (5,53); partly offset by adjustment of less debits for supply of materials towards the close of the year (11,19)

Southern Railway—

O.	39,27,78	} 42,75,44	41,63,20	-1,12,24
R.	3,47,66			

Column 4—Savings were under :—

- (i) miscellaneous advances, due to adjustment of less debits under this suspense head in respect of permanent way materials, steel etc (98,56)
- (ii) stores suspense (17,76) [due mainly to omission to surrender funds (23, 92); partly offset by more debits for supply of materials received from other railways (3,75) and more stores returned from works (2,15)] and
- (iii) works (2,26) [owing chiefly to debit for certain land not received, contrary to expectations (1,87)

Against these savings, excess was under (i) manufacture suspense (3,34) [due mainly to more debits received for supply of materials, freight charges etc. (19,47) ; partly offset by less materials drawn towards the close of the year (9,08) and less expenditure in construction of coaches and furnishing of shells (6,51)] and

- (ii) rolling stock (2,99) [due chiefly to adjustment of debits in respect of certain stock relating to North Eastern Railway (52,39); partly offset by supply of stock towards the close of the year being less than expected (50,45) .]

GRANT No. 16.—RAILWAYS.

Open Line Works—Additions.—*contd.*

(Figures in thousands of rupees)

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure 3	Excess (+) Saving (—). 4
67.—A, & B.—Construction of India			
Railways—Capital.			
South Eastern Railway—			
O. 45,09,50	45,18,84	43,89,75	-1,29,09
R. 9,34			
Column 4—Savings were chiefly under :—			
(i) stores suspense due to supply of permanent way material and other miscellaneous stores not received to the extent expected (1,03,58) and			
(ii) works (28,16) [due chiefly to slow progress of works owing to non-receipt of materials to the extent expected (19,26) and debits in respect of certain works not received contrary to expectations (5,81) and non accountal of certain vouchers (70)].			
Against these savings, excess was mainly under rolling stock due to aggregate of minor variations [includes certain adjustment in respect of cost of underframes etc. found necessary on the basis of their allotment to works under this grant against provision made under grant 17 (1,281) (2,62)].			
Western Railway—			
O. 42,06,77	40,91,10	41,02,20	+11,10
R. -1,15,67			
Column 4—Excess was under 'stores suspense' (87,01) [due to heavier receipts of stores towards the close of the year (1,02,44); partly offset by shortfall in receipt of stores manufactured in railway workshops (8,12) and from works as surplus materials (7,31)]			
Against this excess, savings occurred under (i) miscellaneous advances (31,24) [due chiefly to less debits placed under this head in respect of imported materials etc. (2,531), less stores issued for fabrication (2,70) and certain materials loaned to other railways received back towards the close of the year, contrary to expectations (1,50)]			
(ii) rolling stock (21,59) [due mainly to debits received in respect of cost of stock, customs duty freight, etc. towards the close of the year being less than expected (34,53); partly offset by greater progress of works as a result of more materials collected towards the close of the year (16,60)].			
(iii) 'manufacture suspense' (15,93) [due chiefly to less materials drawn towards the close of the year (15,23) and manufacture of stores for stock towards the close of the year being less than anticipated (7,50); partly offset by omission to make provision of certain debits (6,80)] and			
(iv) works due to non-receipt of debits for supply of machines etc. to the extent expected (7,15).			
Chittaranjan Locomotive Works—			
O. 24,29,67	25,52,85	25,76,48 *	+23,63
R. 1,23,18			

GRANT No. 16.—RAILWAYS.

Open Line Works—Additions.—*contd.*

(Figures in thousands of rupees)

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+). Saving (-).
1	3	3	4

67.—A & B.—Construction of Indian Railways.—Capital.

Column 4—Excess was chiefly under:—

- (i) stores suspense (16,91) [due mainly to adjustment of more debits for supply of stores received towards the close of the year [includes omission to make provision (14,93)] (23,20); partly offset by saving due to non-receipt of certain materials contrary to expectations (6,27)].
- (ii) miscellaneous advances (10,72) [due chiefly to omission to make provision for materials issued for fabrication etc. (9,13)] and
- (iii) works (1,82) [due mainly to adjustment of more debits for cost of materials, incidental charges etc (1,68)]

Against these excesses, saving occurred under 'manufacture suspense' due to slow progress of works (5,82).

* Includes expenditure amounting to 13 booked erroneously as 'voted' instead of charged.

Integral Coach Factory—

O.	12,88,76	}	11,43,11	11,63,56	+20,45
R.	-1,45,65				

Column 4—Excess was chiefly under:—

- (i) manufacture suspense (17,81) [due mainly to receipt of larger volume of debits for underframes (12,85) and increased consumption of stores due to increased tempo in production towards the close of the year (7,11); partly offset by adjustment of certain credits not anticipated in the final grant (2,08)] and
- (ii) stores suspense, due to receipt of more debits for supply of stores towards the close of the year (7,32).

Against these excesses, saving was under works (4,72) [due chiefly to debits for supply of stores etc. not received to the extent expected (4,08)]

Loco Component Works—

O.	2,33,02	}	57,30	57,62	+32
R.	-1,75,72				

GRANT No. 16.—RAILWAYS.

Open Line Works—Additions.—*contd.*

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving(—).
1	2	3	4
67.—A & B.—Construction of Indian Railways.—Capital.			
Railway Board— ..			
O. 53,50,00	19,54	88,48	+68,94
R. —53,30,46			
Column 4—The excess was under miscellaneous advances due to adjustment of debits on account of wheel-sets etc.			
Probable Savings—			
O. —9,54,25	.....	.....	.....
R. 9,54,25	.....	.....	.....
Surrenders or withdrawals within the grant—			
R. 16,04,76	16,04,76	.....	—16,04,76
Total			
Charged .. .. .	.....	17	+17
Voted—	3,72,30,95	3,53,94,96	—18,35,99

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

Items of losses—

No. of items	Amount Rs.
--------------	------------

Central Railway—

Loss of Stores

On 26-7-1954 tin and copper ingots weighing approximately 500 lbs. were found missing from Loco Stores Depot, Lallaguda. As these were presumed to have been stolen, the matter was immediately reported to the police and a departmental enquiry committee was also set up for the purpose. The police arrested two watchmen and recovered a part of the stolen materials but in the absence of any railway markings on them, it could not be identified as having been stolen from the stores depot. Accordingly the watchmen were not prosecuted but as a result of departmental action, they were removed from service. This loss involved viz. Rs. 42,381 was written off in October, 1959]

1	42,381
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GRANT No. 16.—RAILWAYS.

Open Line Works—Additions.—*conclld.*

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—)
1	2	3	4
67.—A & B—Construction of Indian Railways— Capital—contd.			
Eastern Railway—			
Write-off of irrecoverable payment.			
<p>In November, 1948 a certain firm was entrusted with the supply of 1080 pivot hinges, top and bottom assembly, right-hand and another 1080 such hinges, top and bottom assembly, left hand. In terms of the agreement the materials before delivery were inspected by the Inspectorate of Ministry of Industries and Supplies and on the basis of their inspection certificate, the materials were received in the railway stores depot. The delivery of the material was completed in July 1949 and necessary Receipt Notes were issued for the full quantity. In April 1951 it was detected that the firm had supplied only 1080 top and 1080 bottom assembly for right-hand hinges only. The firm had been paid in full including Rs. 36,720 for 1080 left hand sets, which were not supplied. The case was under correspondence between the parties concerned and ultimately as legally advised the Railway Administration negotiated with the firm who refunded Rs. 17,000. The balance amount of Rs. 19,720 over-paid to the firm had been written off in November, 1959 with the sanction of the competent authority. The staff concerned including the Dist. Controller of Stores were censured after taking all aspects into consideration. Arrangements have been made to tighten up inspection by receiving depots</p>			1 19,720
North Eastern Railway—			
Loss due to risk purchase—			
<p>[On 1-5-1948 an indent was placed by the D. G. S. & D. for the supply of 2,110 tons of teak wood on a certain firm against the railway's requirement. The firm failed to supply the full quantity even by the extended date and the contract was cancelled for the outstanding materials at the risk and expense of the firm. The quantity undelivered viz. 1,534 tons was purchased from elsewhere. The additional expenditure viz. Rs. 44,760 incurred in purchase of the material could not be recovered from the firm due to the cancellation of the contract. The recovery was waived under competent sanction]</p>			1 44,760

GRANT No. 16.—RAILWAYS

Open Line Works—Additions.—Concl'd.

(Figures in thousands of rupees).

Major head and sub-head.	Finol Grant.	Actual Expenditure.	Excess (—) Saving (—)
1	2	3	4
67.—A. B. C.—Construction of Indian Railways— Capital—contd.			
Loss due to risk purchase			
[A certain firm was required to supply certain materials by 31-3-1957 but actually completed the supplies on 31-10-1960 resulting in payment of sales tax amounting to Rs. 3,945 which would not have otherwise been payable if the supplies had been effected within the stipulated date since the Central Sales Tax had come into force only from 1-7-1957. The recovery of extra expenditure incurred by way of sales tax was waived under competent sanction]			1 3,945
Southern Railway—			
Loss in purchase of stores—			
[Certain stores were purchased at higher rates due to early delivery offered by the tenderer. There was no defect in procedure nor any employee was held responsible for the loss which was written off under competent sanction]			1 2,400
South Eastern Railway—			
Loss due to floods			1 3,110
Chittaranjan Locomotive Works—			
Loss due to Overpayment.			
[Railway Board's instructions regarding fixation of pay of clerks in the revised prescribed scales issued in March, 1957 were not correctly interpreted resulting in overpayment amounting to Rs. 13,699 for the period 1-4-1956 to 30-11-1957 which was written off under competent sanction. No individual could be held responsible for the loss which occurred due to genuine misunderstanding of the orders on the subject]			1 13,699
Items below Rs. 2,000 each			381 65,017
Total ..			388 1,95,032

GRANT No. 17.—RAILWAYS.

Open Line Works—Replacements.

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4
67.—A & B.—Construction of Indian Government Railways and S.—Deposits and Advances—Depreciation Reserve Fund—			
Central Railway—			
O.	14,37,29	17,91,06	18,38,73 +47,67
R.	3,53,77		
<i>Column 4.</i> —Excess was under 'works' (86,40) [due mainly to receipt of more permanent way materials and stores at higher rates towards the close of the year (86,40), more expenditure chiefly on account of more scattered renewals of rails and sleepers etc. found necessary (18,72) and non-realisation of credits for left over materials due to delay in completion of certain works (8,18); partly offset by saving on account of non-receipt of debits for supply of certain materials (21,93) and certain expenditure relating to this grant booked erroneously under grant 18 (3,73)].			
Against this excess, saving was under 'rolling stock' (38,73) [due chiefly to certain adjustment in respect of cost of underframes and wheelsets etc. found necessary on the basis of their allotment to works etc. (23,28) and slow progress of works on account of non-receipt of materials to the extent expected (15,54).]			
Eastern Railway—			
O.	8,46,73	10,69,52	10,78,96 +9,44
R.	2,22,79		
<i>Column 4.</i> —Excess was under rolling stock (36,71) [due chiefly to certain expenditure booked under this grant, instead of grant 16, as per allocation decided after the final grant (42,10) partly off set by adjustment of less debits for supply of stock, customs duty, freight charges etc. towards the close of the year (7,01).]			
The above excess was partly counter balanced by saving under 'works' (27,28) [due mainly to supply of permanent way materials etc. not received to the extent expected [includes omission to surrender funds (1031) (22,74) and non-receipt of debits for supply of certain machinery (1,73)].			
Northern Railway—			
O.	7,81,11	10,80,04	10,87,23 +7,19
R.	2,98,93		

Column 4.—Aggregate of minor excesses of 5,13 under, rolling stock ' and 2,06 under, works' [includes (i) adjustment of certain expenditure under this grant for which provision was erroneously made under grant 18 (4,59) and (ii) omission to provide funds (1,69) and excludes certain expenditure relating to this grant booked erroneously under grant 18 (2,35) under, 'Works'].

GRANT No. 17.—RAILWAYS.

Open Line Works—Replacements.—*contd.*

(Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (—). 4
67—A & B.—Construction of Indian Government Railways and S.—Deposits and Advances—Depreciation Reserve Fund.— <i>contd.</i>			
North Eastern Railway—			
O.	6,59,69	7,31,97	7,13,07
R.	72,28			—18,90
Column 4.—Savings were under (i) works (13,32) [due chiefly to receipt of less debits for land supply of materials, etc. (7,27), omission to surrender funds and certain machines not received, contrary to expectations (1,19)] and			
(ii) rolling stock (5,58) [due mainly to slow progress by ship building contractors (6,10)].			
Northeast Frontier Railway—			
O.	3,03,90	2,89,86	2,92,45
R.	—14,04			+2,59
Column 4.—Excesses were under :—			
(i) Rolling Stock (51) [includes provision made erroneously in respect of credit for transfer of cost of certain boilers (2,52)] and			
(ii) Works (2,08) [includes omission to make provision for cost of certain materials (7,97), booking of certain credits under grant 16 against the provision erroneously made under grant 17 (1,88) and excludes certain credits of released materials having been erroneously taken under expenditure as replacement and renewals, instead of under 'Credits or Recoveries' (1,25)].			
Southern Railway—			
O.	18,36,31	17,08,05	16,28,55
R.	—1,28,26			—79,50

Column 4.—Savings were under :—

(i) rolling stock (49,84) [due chiefly to debits for certain materials not received, contrary to expectations (39,16) and slow progress of certain works owing to supply of certain materials not received to the extent expected (11,57), partly counterbalanced by excess due to certain re-adjustments chiefly in respect of cost of wheelsets etc. made towards the close of the year (8,99) and

(ii) works (29,66) [due mainly to slow progress of works owing to delay in supply of materials etc. (19,28), debits for materials etc. not received to the extent expected (20,80) and adjustments under certain works found necessary after the final allotment [includes omission to carry out cert in adjustment (4,57) and omission to surrender funds (202)] (15,13); partly counterbalanced by credits for surplus materials not realised contrary to expectations (16,53) and non accountal of cert in vouchers (3,43)]

GRANT No. 17.—RAILWAYS.

Open Line Works—Replacements.—*contd.*

(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (—)
1	2	3	4

67.—A. & B.—Construction of Indian Government Railways and S.—Deposits and Advances—Depreciation Reserve Fund—

South Eastern Railway—

O.	17,76,02	19,54,05	18,59,39	—94,66
R.	1,78,03			

Column 4—Savings were under:—

- (i) works (65,57) [due mainly to debits for supply of materials etc. adjusted towards the close of the year being less than expected [includes over-estimation (38,00)] (55,98), omission to make provision for credits for materials returned from works (8,54), certain contractors' bills not finalised, contrary to expectations (6,11) and non-accountal of certain vouchers (1,22); partly offset by excess due to supply of more permanent way materials etc. towards the close of the year (13,79)] and certain expenditure erroneously booked under this grant instead of grant 14 (41) and grant 15 (1,08)] and
- (ii) rolling stock (29,09) [due chiefly to non-receipt of debits for supply of stock, customs duty, freight etc. to the extent expected (16,27) and certain adjustment in respect of cost of under frames etc. found necessary on the basis of their allotment to works under grant 16 against provision made under this grant (12,80)].

Western Railway—

O.	7,84,84	11,233,3	10,99,92	—23,41
R.	3,38,49			

Column 4—Saving was under 'rolling stock' (43,91) [due chiefly to stock delivered towards the close of the year being less than expected (25,19), credit adjustment in respect of certain locomotives made after the final grant (12,28) and receipt of less debits for supply of stock towards the close of the year (3,25)].

The above saving was partly counterbalanced by excess under works due to adjustment of more debits mainly on account of greater progress of casual renewals etc. undertaken towards the close of the year as safety measures (20,50).

Chittaranjan Locomotive Works—

O.	1,74	1,86	1,59	—27
R.	12			

Column 4—Due mainly to an adjustment not made owing to the estimate of a work not having been finalised contrary to expectations (31)

GRANT No. 17.—RAILWAYS.

Open Line Works—Replacements.—*contd.*

(Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (—) 4
67 A & B—Construction of Indian Railways and S. Deposits and Advances—Depreciation Reserve Fund.			
Railway Board—			
O. 18,50,00	....	....	....
R. —18,50,00			
Probable Savings—			
O. —3,28,11	....	....	....
R. +3,28,11			
Surrenders or withdrawals within grant—			
R. 1,99,78	1,99,78	....	—1,99,78
Total	99,49,52	95,99,88*	—3,49,64*

The above account do not take into account the estimates and actuals in respect of credits or recoveries shown in the statement at page 85.

Items of losses.

Northeast Frontier Railway.

Loss due to fire 1 2,199

Loss of wooden sleepers due to funglus and insects .. 1 6,487

South Eastern Railway.

Loss due to fire 1 6,240

Loss due to shortage of stores.

[As a result of special check conducted in June 1958, shortage of stores valued at Rs. 4,251 was detected in the stores held by the Engineer-in-Chief, Bilaspur. The matter was immediately reported to the Government Railway Police and Railway Protection Force. Two temporary chowkidars and one sainik were suspected of theft; while the former were discharged from service, the latter had resigned and left service. To prevent recurrence of such losses only permanent watchmen are posted at stores godowns and locks are invariably sealed by responsible persons. The amount of loss viz. Rs. 4,251 was written off in January, 1960 under competent sanction] 1 4,251

* Difference in totals is due to rounding off

GRANT No. 17.—RAILWAYS.

Revenue.

Open Line Works.—Replacement.—Concl'd. (Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (—) 4
67 A & B—Construction of Indian Railways and S. Deposits and Advances—Depreciation Reserve Fund.			
<i>Items of losses.</i>		No. of items.	Amount. Rs.
Loss due to theft.			
[On the night of 2-3-1958, two typewriters and one clock were stolen from the office of the Engineer-in-Chief, Rourkela. The matter was reported immediately to the police who could not find any clue. As the chowkidar on duty was found negligent, he was discharged from service. The loss involved viz. Rs. 2,395 was written off in May, 1959]		1	2,395
Loss due to theft.			
[On 14-6-1956 some unknown men came in a truck near the north cabin of Burnpur yard and started loading certain permanent way materials stacked there. The cabinman on duty tried to intervene but was overpowered by the miscreants who disappeared from the place in a few minutes time taking away in the truck whatever materials they could load. The matter was immediately reported to the police and the Railway Protection Force at Adra. No individual could be held responsible for the loss which was written off in February 1960]		1	2,300
Western Railway.			
Loss due to fire	.. .. .	1	5,589
Items below Rs. 2,000 each	.. .. .	3,466	40,728
	Total	3,473	70,189

GRANT No. 18.—RAILWAYS.
Open Line Works—Development Fund. (All Voted).
(Figures in thousands of rupees).

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-)
1	2	3	4
<i>S.—Deposits and Advances—</i>			
<i>Railway Development Fund—</i>			
<i>Central Railway—</i>			
O.	7,68,90	5,79,99	5,97,96
R.	-1,88,91			+17,97
<p><i>Column 4.</i>—Due mainly to greater progress of works owing to receipt of more materials contrary to expectations [includes expenditure erroneously booked under this grant instead of grant 17 (3,73)] (8,67) and adjustment of more debits for supply of stores towards the close of the year (7,43).</p>			
<i>Eastern Railway—</i>			
O.	1,81,93	1,76,23	1,62,58
R.	-5,70			-13,65
<p><i>Column 4.</i>—Due chiefly to slow progress of certain works as a result of non-receipt of materials etc. (6,26), late receipt of debits for supply of materials (3,29) and non-finalisation of certain bills contrary to expectations (2,38).</p>			
<i>Northern Railway—</i>			
O.	3,78,32	2,07,16	1,90,03
R.	-1,71,16			-17,13
<p><i>Column 4.</i>—Due mainly to supply of certain materials not received towards the close of the year contrary to expectations (7,74), provision erroneously made under this grant instead of grant 17 under which the expenditure was correctly booked (5,65), certain bills of contractors not passed owing to some technical defects noticed therein (1,83) and adjustment of less debits for materials etc. towards the close of the year (1,03); partly counterbalanced by certain expenditure booked erroneously under this grant instead of grant 17 (2,35).</p>			
<i>N. E. Railway—</i>			
O.	2,45,16	2,39,21	2,51,71
R.	-5,95			+12,50
<p><i>Column 4.</i>—Due chiefly to improvement of works towards the close of the year (8,97), adjustment of debits received for supply of machinery etc. (3,71) and expenditure relating to certain works booked erroneously under this grant instead of grant 16 (84).</p>			
<i>Northeast Frontier Railway—</i>			
O.	2,59,74	2,02,44	1,93,07
R.	-57,30			-9,37
<p><i>Column 4.</i>—Due chiefly to non-receipt of materials to the extent anticipated (8,84), receipt of debits for stores etc. being less than anticipated (8,56) and omission to surrender funds in respect of a certain work (2,11); partly offset by accelerated progress of works includes omission to provide funds [(8,39) (14,26)].</p>			

GRANT No. 18.—RAILWAYS.

Open Line Works—Development Fund. (All voted).—Contd.

(Figures in thousands of rupees).

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (-) 4
<i>S.—Deposits and Advances—</i>			
<i>Railway Development Fund—</i>			
<i>Southern Railway—</i>			
O. 5,56,61	} 3,63,61	3,34,78	-28,83
R. -1,93,00			
<i>Column 4.—Due mainly to slow progress of works owing to non-receipt of certain materials etc. towards the close of the year (20,37) and debits for supply of materials not received to the extent expected (3,50) and non accountal of debits for materials (3,34); partly counterbalanced by excess due to certain adjustments in respect of return of surplus materials etc. not made in the years' accounts, contrary to expectations (5,45)</i>			
<i>South Eastern Railway—</i>			
O. 3,49,64	} 2,97,01	2,87,50	-9,51
R. -52,63			
<i>Column 4.—Due chiefly to non-accountal of certain debit vouchers (3,96) and omission to provide funds for debits of electrical materials (3,42); partly offset by non-accountal of certain credit vouchers (1,93).</i>			
<i>Western Railway—</i>			
O. 5,65,34	} 4,64,84	4,72,76	+7,92
R. -1,00,50			
<i>Probable Savings—</i>			
O. -1,56,64	} .....	.....	.....
R. 1,56,64			
<i>Surrenders or withdrawals within grant—</i>			
R. 6,18,51	6,18,51	.....	-6,18,51
Total	31,49,00	24,90,39	-6,58,61

The above account do not take into account the estimates and actuals in respect of credits & recoveries shown in the statement at page 85.

GRANT No. 18.—RAILWAYS.

Open Line Works—Development Fund. (Voted).—Concl'd.*(Figures in thousands of rupees)*

Major head and sub-head. 1	Final Grant. 2	Actual Expenditure. 3	Excess (+) Saving (-). 4
<i>S.—Deposits and Advances—</i>			
<i>Railway Development Fund.—concl'd.</i>			
<i>Items of losses.</i>			
Central Railway.			
Loss due to floods, storms etc.		1	2,17,256
Items below Rs. 2,000 each		94	7,392
	Total ..	95	2,24,648

GRANT No. 19.—RAILWAYS.

Miscellaneous Charges—Development Fund.

(Figures in thousands of rupees.)

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-)
1	2	3	4

15 Repayment of loans from General Revenue.

S. Deposits and Advances—

Railway Development Fund.

Interest on Loans—

O.	57,95	65,33	65,32	-1
S.	7,38			

GRANT No. 20.—RAILWAYS.

Revenue.

*Appropriation to Development Fund (Voted).**(Figures in thousands of rupees).*

Major head and sub-head.	Final Grant.	Actual Expenditure.	Excess (+) Saving (-).
1	2	3	4

15.—H.—*Appropriation to Railway Development Fund from Surplus—*

O.	21,18,74	14,75,20	20,12,49	+5,37,29
R.	-6,43,54			

Column 4.—Due chiefly to the actual surplus being more than the revised estimates as a result of shortfall of 2,40 lakhs in ordinary revenue working expenses due mainly to less expenditure on repairs and maintenance of railway installations, rolling stock, track etc., and of 2,19 lakhs under Open Line Works (Revenue) due to rephasing of some works during the year and progress of certain works towards the close of the year being less than expected, increase of 30 lakhs in gross traffic receipts, increase in Miscellaneous Railway Receipts of 27 lakhs due to adjustment of more credits under this head in respect of Government contribution and interest thereon in the State Railway Provident Fund accounts of employees opting for pension and reduction of 18 lakhs under Miscellaneous Railway Expenditure and of 7 lakhs under Dividend payable to General Revenues ; partly offset by reduction in surplus owing to a small increase of 2 lakhs each under ' Payments to worked lines ' and ' Subsidised Railways '.

Surrenders or withdrawals within grant—

R.	6,43,54	6,43,54	....	-6,43,54
Total		21,18,74	20,12,49	-1,06,25

The following statement brings out the net surplus which accrued to Government as compared with the budget and revised estimates for the year.

(Figures in thousands of rupees).

Particulars of receipts and charges.	Budget.	Revised Estimates.	Actuals.
1	2	3	4
1. Gross Receipts	4,22,03,00	4,22,03,00	4,22,33,53
<i>Deduct—</i>			
2. Working Expenses	3,28,71,05	3,36,92,44	3,34,52,58
3. Payment to worked lines	11,65	7,82	9,71
Total ..	3,28,82,70	3,37,00,26	3,34,62,29
4. Net Receipts	93,20,30	85,02,74	87,71,24
<i>Add—</i>			
5. Receipts from Subsidized Railways, Government share of surplus profits etc.	2,37	1,77	1,59
6. Miscellaneous Railway Receipts ..	9,91	97,58	1,24,76
Total Net Receipts ..	93,32,58	86,02,09	88,97,59
<i>Deduct—</i>			
7. Expenditure of Subsidized Railways (Land and Subsidy etc.)	6,49	7,77	9,49
8. Miscellaneous Railway Expenditure ..	2,66,64	2,68,39	2,50,79
9. Open Line Works (Revenue).. .. .	15,00,00	14,00,35	11,81,56
Total ..	17,73,13	16,76,51	14,41,84
10. Net Gain	75,59,45	69,25,58	74,55,75
11. Dividend payable to General Revenues	54,40,71	54,50,38	54,43,26
12. Appropriation to Railway Development Fund from Surplus	21,18,74	14,75,20	20,12,49

Note.—The figures shown against items 2, 3 and 7 to 9 in the above statement are net *i.e.*, inclusive of the amount of credits or recoveries excluded from the scope of demands for grants.

The following statement gives the position of the Railway Revenue Reserve Fund year by year since 1924-25, when the Railway Finances were separated from general finances.

(Figures in units of rupees).

Year.	Balance	Appropriation to Revenue Reserve Fund.	Appropriation to the Fund on account of Interest and Dividend.	Appropriation from Revenue Reserve Fund.	Balance
1	2	3	4	5	6
1924-25	....	6,38,07,197	....	38,28,797	5,99,78,400
1925-26	5,99,78,400	3,79,30,973	....	....	9,79,09,373
1926-27	9,79,09,373	1,48,52,988	....	....	11,27,62,361
1927-28	11,27,62,361	4,57,07,449	....	....	15,84,69,810
1928-29	15,84,69,810	2,57,74,170	....	....	18,42,43,980
1929-30	18,42,43,980	....	....	2,08,21,706	16,34,22,274
1930-31	16,34,22,274	....	....	10,92,35,160	5,41,87,114
1931-32	5,41,87,114	....	....	4,95,06,000	46,81,114
1932-33	46,81,114	....	....	....	46,81,114
1933-34	46,81,114	....	....	....	46,81,114
1934-35	46,81,114	....	....	....	46,81,114
1935-36	46,81,114	....	....	....	46,81,114
1936-37	46,81,114	....	....	....	46,81,114
1937-38	46,81,114	1,05,000	....	....	47,86,114
1938-39	47,86,114	....	....	....	47,86,114
1939-40	47,86,114	....	....	....	47,86,114
1940-41	47,86,114	(a) 6,31,32,958	....	90,12,515	5,89,06,557
1941-42	5,89,06,557	....	....	(b) 90,12,515	6,79,19,072
1942-43	6,79,19,072	(c) 8,85,89,616	....	6,30,06,506	9,35,02,182
1943-44	9,35,02,182	13,20,07,042	....	....	22,55,09,224
1944-45	22,55,09,224	17,88,47,209	....	2,95,44,936	37,48,11,497
1945-46	37,48,11,497	6,20,03,676	....	5,54,56,208	38,13,58,965
1946-47	38,13,58,965	(d) 13,48,449	....	15,24,71,707	23,02,35,707
1947-48— 1- 4-47 to 14- 8-47	23,02,35,707	....	....	13,59,73,580	9,42,62,127
1947-48— 15- 8-47 to 31- 3-48	9,42,62,127	....	....	(e)—2,58,53,295	6,84,08,832
1948-49	6,84,08,832	2,68,813(f)	....	4,47,502	6,82,30,143
1949-50	6,82,30,143	675(g)	....	(h) 8,716	6,82,39,534
1950-51	(i) 8,17,20,380	5,05,30,701	33,87,422	(g)—1,25,061	13,57,53,564
1951-52	(j) 14,42,22,371	18,34,06,795	77,97,070	(h)—18,16,807	33,72,43,043
1952-53	(k) 33,74,70,023	1,18,76,617	1,07,46,186	(h)4,03,048	36,04,95,874
1953-54	36,04,95,874	....	1,12,57,604	....	37,17,53,478
1954-55	37,17,53,478	....	1,18,54,137	....	38,36,07,615
1955-56	38,36,07,615	7,14,17,000	1,36,47,025	(h)2,08,010	46,88,79,650
1956-57	(l) 46,61,23,881	....	1,46,16,365	....	48,07,40,246
1957-58	48,07,40,246	....	(m) 1,61,08,535	....	(m) 49,68,48,781
1958-59	(m) 48,28,14,315	....	(n) 1,09,37,130	....	49,37,51,445
1959-60	(o) 49,70,40,818	....	1,90,08,333	....	(p) 51,60,49,151

(a) Includes Rs. 1,26,452 representing the profit realised on the cancellation of the investment made in the Hardwar-Dehra Railway shares.

(b) Represents write-back of adjustment effected in 1940-41 on account of the difference between the original cost of certain lines dismantled and the amount debited to the Depreciation Reserve Fund on that account.

(c) Includes Rs. 3,231 representing further profit realised on the cancellation of the investment made Hardwar-Dehra Railway shares on the final distribution of capital share-holders.

(d) Includes Rs. 1,15,833 representing the profit realised on the cancellation of the investment made in purchase of shares of the following railways :—

	Rs.
(1) Sialkot Narowal Railway	22,861
(2) Sara Serajgan Raijlway	3,97,952
(3) Ahmedabad Prantij Railway	—3,05,000
Total ..	1,15,833

(e) Includes Rs. 30,565 on account of withdrawal from reserve fund to meet arrears of depreciation in respect of rolling stock replaced after 1942-43.

(f) Represents profit realised on the cancellation of investment made in the Darjeeling Himalayan an Mymensingh-Bhairab Bazar Railways' share.

(g) Represents profit realised on the cancellation of investment made in pachora Jamaner Railway owing to its purchase by Government on 1st April, 1949.

(h) Represents write-back of the withdrawals previously made in excess for meeting arrears of depreciation in respect of rolling stock replaced after 1942-43.

(i) Includes Rs. 1,34,80,846 representing the reserve of Ex.-State Railways.

(j) Includes Rs. 84,58,807 representing the reserve of Ex.State Railways.

(k) Includes Rs. 2,26,980 on account of balance relating to Ex.-Scindia State Railway as on 1st April, 1950 taken over without financial adjustment.

(l) Excludes Rs. 6,99,023 on account of the difference between *ad hoc* and revised balances on 15th August, 1947 adopted in the current year without financial adjustment. Also excludes Rs. 20,56,745 representing 25 per cent share of the balance in respect of ex.-Scindia State Railway brought on 1st April, 1950 dropped in the current year without financial adjustment and difference of Re. one due to rounding off.

(m) Excludes Rs. 1,40,34,466 on account of revision of *ad hoc* balance as on 15-8-1947.

(n) Includes minus Rs. 54,99,962 on account of adjustment interest excess credited during previous years as a result of 15 per cent *ad hoc* reduction in repartition balances.

(o) Includes Rs. 32,89,373 on account of balance relating to Ex.-G. B. S. Railway as on 1st April, 1950 taken over without financial adjustments.

(p) Includes Rs. 32,99,042 representing loan to branch line companies and Rs. 14,56,500 representing investments in shares of branch line companies of the face value of Rs. 17,57,600.

Note.—As the accounts for the period ending 14th August, 1947 have not been closed for want of accounts of the late Bengal Assam and North Western Railways from the Pakistan authorities, the balances in the Fund on that date and also on 31st March of each year thereafter are provisional.

Depreciation Reserve Fund Account for 1959-60.

(Figures in thousands of rupees.)

Serial No.	Name of Railway.	Opening* Balance.	Contribution to the fund during the year.	Interest on the fund.	Expenditure from the fund during 1959-60.			*Balance on 1st March, 1960*.	Capital at charge as on 31st March 1960*
					Renewals and replacement expenditure.	Credits for released material.	Other expenditure.		
1	2	3	4	5	6	7	8	9	10
1.	Central ..	..(a) 31,31,19	8,13,32	1,47,19	14,84,62	2,19,72	..	(b) 28,26,79	2,35,78,24
2.	Eastern ..	..(a) 13,00,45	6,41,93	43,48	8,92,47	99,14	..	(b) 11,92,54	2,09,24,00
3.	Northern—								
	Commercial . . . .	..(a) 18,48,46	6,86,24	62,36	9,91,18	1,21,44	..	17,27,32	2,05,31,77
	Strategic ..	1,26,39	13,52	4,73	..	..	..	1,44,64	3,88,95
4.	North Eastern ..	..(a)—21,33,64	2,70,41	—81,23	7,01,02	1,21,35	..	—25,24,13	80,57,63
5.	Northeast Frontier	(a) 8,58,49	2,15,49	29,34	2,93,65	14,17	..	8,23,84	67,72,99
6.	Southern ..	(a) 5,33,71	6,00,99	8,58	11,77,35	48,63	..	15,66	1,81,33,89
7.	South Eastern ..	2,77,02	6,18,98	1,90	11,86,33	1,20,51	..	—1,67,92	1,94,85,14
8.	Western ..	(a)—6,47,94	6,39,12	—24,75	9,78,79	1,29,12	..	—8,83,04	1,89,47,32
9.	Chittaranjan Locomotive Works.	4,19,49	59,13	15,91	1,59	2	..	4,92,96	22,74,71
10.	Railway Electrification.	—6,78	..	—29	2,91	6	..	(b)—9,93	28,77,67
11.	Integral Coac F ctory.	(a)63,16	25,95	2,70	..	..	..	(b)91,82	10,22,55
12.	Loco Component Works.	..	..	..	..	..	..	..	1,25,89
13.	Railway Board	..	..	..	..	..	..	..	1,36,66
	Total ..	..(b)(c)57,70,01	45,85,08	2,10,92	77,09,91	(b) 8,74,14	..	(b) 37,30,23	14,32,57,41

* The figures in this column are provisional as the accounts for the period ending 14th August, 1947 have not been closed for want of the accounts of the late Bengal Assam and North Western Railways from the Pakistan authorities. Also, consequent on the financial intergration of the ex-State Railways with effect from 1st April, 1950, the balances of those railways taken over on that date are provisional and subject to alteration in subsequent years.

(a) Difference in opening balance is due to transfers without financial adjustments.

(b) Difference in total is due to rounding off.

(c) Includes 99,89 on account of revision of *ad hoc* balance as on 15-8-1957. etc., and the balance of certain ex State Railways etc.

The following table gives the position of the Depreciation Reserve Fund year by year since 1924-25.

(Figures in thousands of rupees.)

Year.	Opening balance.	Appropriation to the fund	Interest on the fund.	Expenditure on renewals and replacements debited to the fund.	Net accretion to the fund during the year.	Nominal closing balance.	Temporary loan from the Fund to meet deficit etc.	Actual closing balance.
1	2	3	4	5	6	7	8	9
1924-25	....	10,35,00	..	7,29,01	3,05,09	3,05,99	..	3,05,99
1925-26	3,05,99	10,66,88	..	7,98,40	2,68,48	5,74,47	..	5,74,47
1926-27	5,74,47	10,88,58	..	8,04,65	2,83,93	8,58,40	..	8,58,40
1927-28	8,58,40	11,37,55	..	10,95,12	42,43	9,00,83	..	9,00,83
1928-29	9,00,83	11,99,98	..	9,59,84	2,40,14	11,40,97	..	11,40,97
1929-30	11,40,97	12,59,42	..	11,76,18	83,24	12,24,21	..	12,24,21
1930-31	12,24,21	13,07,12	..	11,39,59	1,67,53	13,91,74	..	13,91,74
1931-32	13,91,74	13,46,94	..	8,27,13	5,19,81	19,11,55	4,25,00	14,86,55
1932-33	14,86,55	13,77,31	..	6,34,71	7,42,60	26,54,15	10,22,93	12,06,22
1933-34	12,06,22	13,56,48	..	8,07,54	5,48,94	32,03,09	7,96,33	9,58,83
1934-35	9,58,83	13,72,43	..	8,66,02	5,06,41	37,09,50	5,06,25	9,58,99
1935-36	9,58,99	13,25,88	..	9,16,46	4,09,42	41,18,92	3,99,40	9,69,01
1936-37	9,69,01	13,17,36	..	7,87,67	5,29,69	46,48,61	-1,20,59	16,19,29
1937-38	(a) 14,70,97	12,58,67	..	7,68,11	4,90,56 (a)	49,90,85	..	19,61,52*
1938-39	19,61,52	12,56,11	..	7,08,07	5,48,04	55,38,89	..	25,09,57
1939-40	25,09,57	12,58,54	..	6,52,79	6,05,75	61,44,65*	..	31,15,33
1940-41	31,15,33	12,64,14	..	7,18,74	5,45,40	66,90,05	..	36,60,72*
1941-42	36,60,72	12,67,99	..	5,35,27	7,32,72	74,22,77*	-7,91,08	51,84,52
1942-43	51,84,52	(b) 12,80,75	..	4,95,89	7,84,86 (b)	82,07,63*	-22,38,24	82,07,63
1943-44	82,07,63	16,87,32	..	6,64,62	10,22,70	92,30,32*	..	92,30,32
1944-45	(c) 93,38,37	17,01,17	..	8,18,30	8,82,87 (c)	1,02,21,24	..	1,02,21,24
1945-46	1,02,21,24	(d) 17,25,47	..	12,01,26	5,24,21	1,07,45,45	..	1,07,45,45
1946-47	1,07,45,45	13,20,87	..	12,37,19	83,68	1,08,29,13	..	1,08,29,13
1947-48			..				..
(1-4-47 to 14-8-47)	1,08,29,13	6,85,86	..	2,65,46	4,20,30	1,12,49,43	..	1,12,49,43
(15-8-47 to 31-3-48)			..				..
1948-49	(e) 92,20,62	6,80,54	..	3,26,78	3,53,76	95,74,38	..	95,74,38
1949-50	95,74,38	23,11,08	..	17,28,23	5,82,85	1,01,57,24*	..	1,01,57,24
	1,01,57,24	19,17,62	..	11,73,42	7,44,20	1,09,01,43*	..	1,09,01,43
1950-51	(f) 1,16,68,64	30,00,00 (g)	3,59,14	26,62,44	6,96,70	1,23,65,34	..	1,23,65,34
1951-52	(h) 1,24,10,17	30,21,26	3,57,88	35,87,08	-2,07,94	1,22,02,23	..	1,22,02,23
1952-53	(i) 1,22,82,85	30,33,22	4,09,33	40,89,33	-6,46,78	1,16,36,07	..	1,16,36,07
1953-54	(j) 1,16,83,70	30,36,30	3,61,25	38,02,13	-4,04,58	1,12,79,12	..	1,12,79,12
1954-55	1,12,79,12	30,36,92	3,35,15	45,82,49	-12,10,42	1,00,68,70	..	1,00,68,70
1955-56	1,00,68,70	45,41,37	3,26,46	45,89,37	2,78,46	1,03,47,16	..	1,03,47,16
1956-57	(k) 99,08,99	45,63,35	2,09,30	43,67,69	4,04,96	1,03,13,97*	..	1,03,13,97
1957-58	(l) 1,03,21,98	46,23,00	3,15,49	63,62,08	-14,23,59	88,89,38*	..	88,89,38
1958-59	(m) 89,02,27	45,87,30	2,52,57	80,72,03	-32,32,16	56,70,12*	..	56,70,12
1959-60	(n) 57,70,01	45,85,08	2,10,92	68,35,78	-20,39,78	37,30,24*	..	37,30,24

* Difference in total is due to rounding off.

- (a) Excludes 1,48,32 thousands being the balance for Burma Railways.
- (b) Includes 23,09 thousands transferred from the Bengal and North Western and Rohilkhand and Kumaon Railway's Renewal Suspense Account.
- (c) Includes 1,08,05 thousands on account of balance of revenue reserve fund for permanent way and rolling stock of the Bengal Nagpur, the Madras and Southern Maharatta and the South Indian Railways at the end of March, 1944.
- (d) Includes 20,57 thousands recovered from the late Bengal and North Western Railway Company on account of over-aged rolling stock.
- (e) Excludes—(i) 20,30,00 thousands representing the estimated share of the balance at the credit of the fund in respect of the Bengal Assam, the North Western and the Jodhpur Railways, transferred to Pakistan and dropped without financial adjustment.
- (ii) Minus 1,19 thousands representing the cost of an abandoned asset relating to the North Western Railway lying at the debit of 'Miscellaneous—Abandoned asset' dropped without financial adjustment.
- (f) Includes 7,67,21 thousands on account of ex-State Railways taken over from 1-4-1950.
- (g) Under the Revised Convention of 1949, interest is credited to the fund instead of being treated as 'Miscellaneous Railway Receipts' as hitherto.
- (h) Includes 44,83 thousands on account of increase in the balance of ex-Gaekwar Baroda State (42,01) Cutch State (2,43,) and Scindia State (39) Railways taken over during 1950-51.
- (i) Includes 6,58 thousands on account of increase in the balance of ex-Scindia State Railway and 74,04 thousands on account of balance of ex-Bhavnagar State Railway as on 1-4-1950.
- (j) Includes 47-63 thousands (difference between the revised balance and the balance already accounted for) of ex-Bikaner State Railway on financial integration with effect from 1-4-1950.
- (k) Difference in opening balance is due to revision of *ad hoc* balance as on 15-8-1947 (Rs. 2,76,44 thousands and dropping of balance of ex-Mysore State Railway (Rs. 1,61,73 thousands).
- (l) Difference in opening balance is due to revision of *ad hoc* balance as on 15-8-1947 (Rs. 99 thousands).
- (m) Difference in opening balance is due to revision of *ad hoc* balance as on 15-8-1947 (Rs. 12,89 thousands).
- (n) Difference in opening balance is due to revision of *ad hoc* balances as on 15-8-1947 etc. (Rs. 99,89 thousands).
- (Note.—The balances of the years 1933-34, 1937-38 to 1940-41 and 1942-43 shown in this statement differ from those exhibited in the Combined Finance and Revenue Accounts of the Central and States Governments in India (Account No. 25) as the latter excluded the investments indicated below :—
- (i) Rs. 9,00 thousands loaned to branch line companies in 1933-34 and Rs. 8 thousands in 1939-40 Rs. 9 thousands in 1940-41 and Rs. 31,21 thousands in 1937-38 invested in branch line shares these amounts were transferred to Railway Reserve Fund Investment Account in 1942-43, and
- (ii) Rs. 23 thousands in 1937-38 and Rs. 1,65 thousands in 1938-39 invested in stocks of South Bihar Railway which were cancelled in 1939-40.

2. The figures exhibited in this statement do not include the depreciation reserve fund transactions of the Vizagapatam Port.

3. As the accounts for the period ending 14th August, 1947 have not so far been closed for want of the accounts of the late Bengal Assam and North Western Railways, the transactions for the period 1st April to 14th August, 1947 and the closing balances on 14th August, 1947 and onwards are provisional.

Statement showing Development Fund Account year by year since 1946-47.

Year.	Opening balance	Contribution to the fund during the year.	Loan from general Revenues.	Interest on the fund.	Total cols. 3 & 4)	Expenditure from the fund during the year.	Interest paid on loans from General Revenues.	Closing balance
1	2	3	4	5	6	7	8	9
1946-47		(a)15,00,00	..	24,07	15,24,07	41,03	..	14,83,04
1947-48								
1-4-47 to 14-8-47 ..	14,83,04	..	..	17,71	17,71	33,56	..	14,67,19
15-8-47 to 31-3-48 ..	14,67,19	..	..	29,36	29,36	48,94	..	14,37,61
1948-49	14,37,61	83,62	..	43,62	1,27,24	2,32,58	..	13,32,27
1949-50	13,32,27	..	..	42,45	42,45(b)	-5,22	..	13,79,94
1950-51 .. ..(c)	14,26,78	10,00,00	..	52,44	10,52,44	5,34,78	..	19,44,44
1951-52 .. ..(d)	19,53,23	10,00,00	..	64,80	10,64,80	7,70,38	..	22,47,64*
1952-53	22,47,64	12,00,00	..	75,96	12,75,96	8,10,22	..	27,13,39*
1953-54	27,13,39	2,55,71	..	73,81	3,29,52	9,80,94	..	20,61,97
1954-55	20,61,97	9,10,14	..	59,90	9,70,04	12,78,29	..	17,53,73*
1955-56	17,53,73	7,07,92	..	48,78	7,56,69*	12,13,81	..	12,96,61
1956-57 .. ..(e)	12,94,85	20,21,65	..	42,65	20,64,30	19,84,57	..	13,74,58
1957-58	13,74,58	13,37,98	..	25,77	13,63,75	25,53,21	..	1,85,12
1958-59 .. ..(f)	7,25,56	8,92,86	10,97,63	(g)-79,59	19,10,90	27,86,78	18,93	-1,69,26*
1959-60 .. ..(h)	-67,33	20,12,49	14,84,69	15,51	35,12,69	24,88,83	65,32	8,91,21

* Difference in totals is due to rounding off.

(a) Made up of transfer from the Railway Revenue Reserve Fund (12,00,00) and appropriation from the surplus of the year (3,00,00).

(b) Represents Write-back to Open Line Works (Revenue of expenditure on account of staff amenities and unremunerative operating improvements costing not more than Rs. 3 lakhs on works in progress on 1st April, 1949 debited to Betterment Fund in 1948-49.

(c) Made up of the balance of 13,79,94 under 'Betterment Fund' which has been merged into Development Fund constituted with effect from 1-4-1950 under the revised Convention of 1949 and 46,84 on account of balance pertaining to ex-State Railways; the latter amount is provision and subject to subsequent alteration.

(d) Includes 8,79 pertaining to the ex-G. B. S. Railway transferred without financial adjustment.

(e) Excludes 1,76 on account of the difference between the *ad hoc* and the revised balances on 15-8-1947.

(f) Includes 7,60,25 on account of cost of certain lines initially charged to D. F. transferred without financial adjustment to Capital, and excludes 2,19,81 on account of revision of *ad hoc* balance as on 15-8-1947, and

(g) Includes minus 87,53 on account of interest excess credited during previous years as a result of review of repartition balances and ex-State Railways balances.

(h) Includes 1,02 on account of cost of certain works transferred without financial adjustment to capital.

Note.—As the accounts for the period ending 14th August, 1947 have not been closed for want of the accounts of the late Bengal Assam and the North Western Railway from the Pakistan authorities, the balances in the Fund on the 14th August, 1947, and onwards are provisional.



Statement showing particulars of investment in shares of Private-Companies and State Corporations for 1959-60.

Name of Railway.	Name of Company or Corporation.	Nature and type of shares purchased.	Purchase Price.	Amount invested.	Market value of shares on 31st March.	Amount of dividend declared and credited to the consolidated Fund/Public Account.
1	2	3				
Central	1. Central Provinces Transport Services Ltd. Nagpur	9,960 shares	At Rs. 100 each	Rs. 9,66,500†	Not available	Rs. 63,495 (a)
	2. Provincial Transport Co. Ltd., Nagpur	26,800 ordinary shares	At Rs. 25 each	8,46,800	Not available	Rs. 1,90,530 (b)
	3. Bombay State Road Transport Corporation	1,768 Preference Shares No shares are issued †	At Rs. 100 each	2,09,14,089	No shares are issued	Rs. 5,77,190 (c)
	4. Andhra State Road Transport Corporation	No shares are issued		45,00,000	No shares are issued	Rs. 12,329 (d)
Eastern	1. M/s. Mc Leod & Co. Ltd.	9,800 shares	At Rs. 100 each	7,18,900	Rs. 2,54,750*	Rs. 10,258 (k).
	2. M/s. Martin Burn Ltd.	7,776 shares	At Rs. 100 each	7,37,600	Rs. 2,71,660	Rs. 15,202 (c).
	3. Sara Sirajganj Railway Company, Ltd.	23,508 Shares	At Rs. 100 each	23,05,468	Not available.	..... (l).
	4. Bihar State Road Transport Corporation	No shares are issued		20,00,000		
Northern	1. The Kulu Valley Transport Co. (P) Ltd.	35 ordinary shares	14 shares at Rs. 4,000 each at 30 per cent premium. 21 shares at Rs. 4,000 at par	1,54,488§	Not quoted in the market	.....
	2. Pepsu Road Transport Corporation	No shares are issued		8,77,600	No shares are issued	Rs. 23,000 (e).
	3. Mandi Kulu Road Transport Corporation	No shares are issued		6,00,000	Do.	Rs. 26,025 (f).
Southern	1. Bombay State Road Transport Corporation	No shares are issued †		2,15,35,200	No shares are issued	Rs. 6,19,117 (c).
	2. Andhra Pradesh State Road Transport Corporation	Do.		45,00,000	Do.	Rs. 12,329 (c).
South Eastern	1. M/s. Orissa Road Transport Company Ltd.	6,000 'A' Class shares	At Rs. 100 each	6,00,000	Not quoted in the market	Rs. 36,000 (g).
	2. Bihar Road Transport Corporation	No shares are issued		10,00,000	No shares are issued	..... (j).
Western	1. Bombay State Road Transport Corporation	No shares are issued †		2,37,66,621	No shares are issued	Rs. 6,48,411 (c).
	2. Kutch State Road Transport Corporation	Do.		8,00,000	Do.	Rs. 16,716 (c)
	3. Saurashtra State Road Transport Corporation	Do.		33,00,300	Do.	Rs. 1,48,443 (h).
Chittaranjan Locomotive Works.	M/s. Tata Locomotive and Engineering Co. Ltd., Bombay.	2,00,000; 5 per cent cumulative preference shares.	At Rs. 100 each	2,00,00,000	As the entire issue of the cumulative preference shares has been subscribed by the Government no market value can be assigned to these shares.	Rs. 6,85,000 (i).

* Market value in respect of 3,850 shares of purchase price amounting to Rs. 3,85,000 is not available. These shares in Kalighat Falta Railway Company Ltd. taken over by the Government since 1-4-57 still remain unliquidated.

† One third of the Corporation's Capital from year to year has to be invested jointly by Central, Southern and Western Railways. Each Railway's share is assessed on the basis of Road Transport Division falling under its jurisdiction.

‡ The face value of these shares is Rs. 9,96,000.

§ Excludes Rs. 2,312 on account of revision of *ad hoc* figures of capital-at-charge.

(a) Represents dividend for the period 1-4-1954 to 31-8-1955. Further dividend upto 31-3-58 has been received during 1960-61.

(b) Represents dividend for the period 1-4-1954 to 31-3-1959. Interest amounting to Rs. 38,106 relating to the period 1-4-1959 to 31-3-1960 has been realised during 1960-61.

(c) Represents amount adjusted in 1959-60 on account of interest on the investments made upto 1958-59. In respect of Bombay State Road Transport Corporation excludes interest on capital (*viz.* Rs. 88,23,508) transferred to the Rajasthan and Mysore areas consequent on the reorganisation of States from 1-10-1957 and Rs. 11,36,000 on account of Canadian Aid Loans and Customs duty Loans.

(d) Represents dividend for the period 24-2-1959 to 31-3-1959. Interest for the year 1959-60 has also been received during 1960-61.

(e) Represents Interest at 4½% per annum from 1-4-1959 to 31-12-1959. Interest amounting to Rs. 10,205 relating to 1958-59 has since been realised.

(f) Represents Interest at 4½ percent per annum from 14-4-1959 to 31-3-1960. Interest from 2-4-1958 to 13-4-1959 not realised as cheque for Rs. 6 lakhs invested was encashed by the State Government only on 14-4-1959.

(g) Represents dividend for 1957-58 adjusted in 1959-60. The dividend for 1958-59 has also been received during 1960-61.

(h) Represents amount received during 1959-60 on the investment upto 1958-59 (Rs. 1,48,428) and adjustment of certain discrepancies in respect of investments made upto 1957-58 (Rs. 15).

(i) Dividend amounting to Rs. 6,85,000 less income-tax relating to 1958-59 declared in 1959-60.

(j) The investment has been made only late in 1959-60.

(k) Represents dividend for the period ending 31-3-1958.

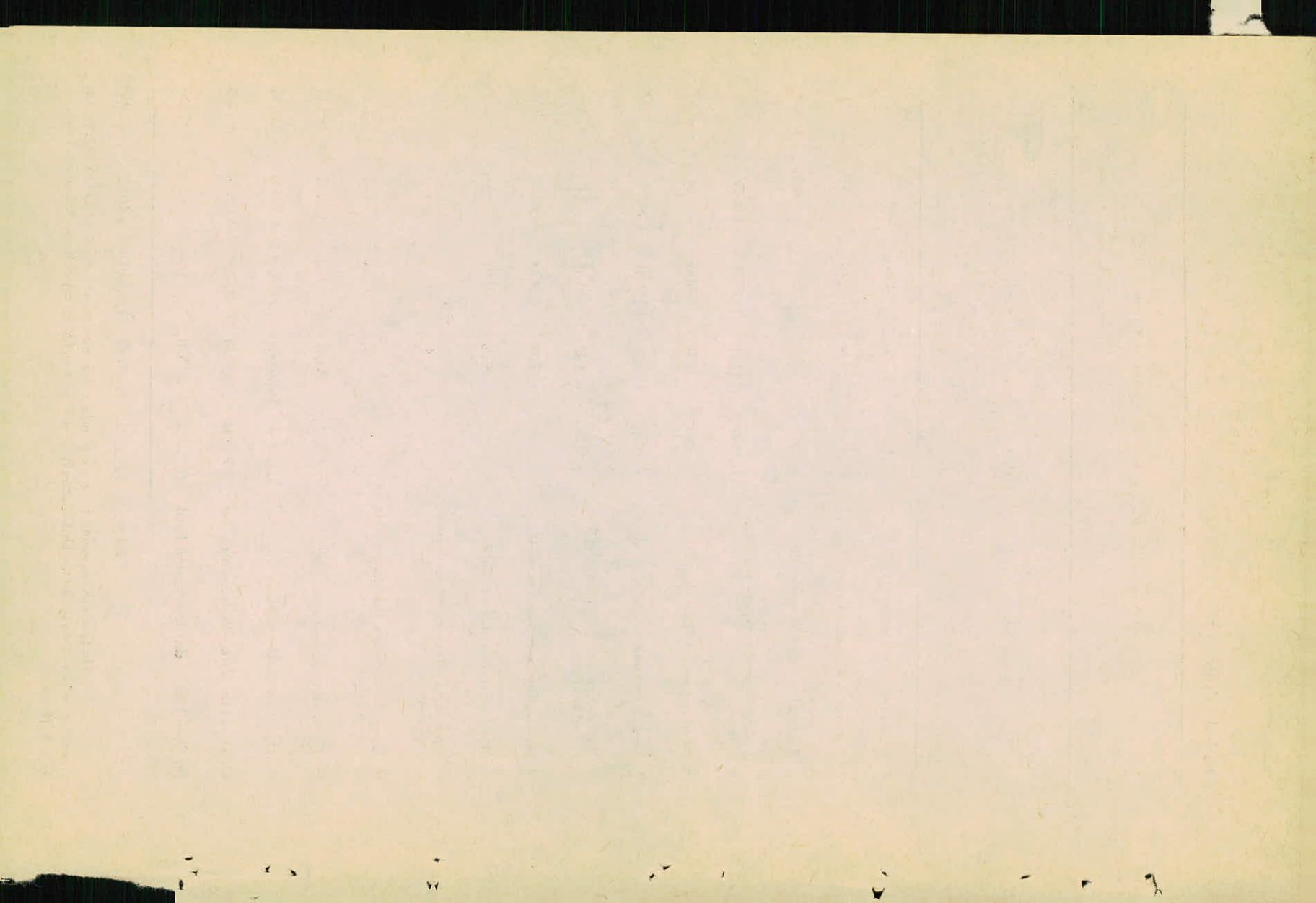
(l) Credits for the sum of Rs. 21,862 and Rs. 1,38,462 received from the liquidator to the Sara Sirajganj Railway Company Ltd., on account of final distribution of capital and first and final distribution of Revenue respectively received and adjusted in 1959-60.

Statement of estimated and actual credits or recoveries for the year 1959-60.

(Figures in thousands of rupees).

Grant No.	Budget Estimate.	Revised Estimate.	Actuals.	Actuals compared with	
				Budget Estimate More (+) Less (-).	Revised Estimate More (+) Less (-).
1	2	3	4	5	6
2. Miscellaneous Expenditure	1,35	11,19	10,44	+9,09	-75
2. Payments to Worked Lines and others ..	1,63	4,18	2,07	+44	-2,11
4. Working Expenses—Administration ..	5,55	8,83	8,62	+3,07	-21
5. Working Expenses—Repairs and Maintenance	17,13,77	17,11,21	16,07,50	-1,06,27	-1,03,71
6. Working Expenses—Operating Staff ..	8,26,65	8,47,41	7,98,61	-28,04	-48,80
7. Working Expenses—Operation (Fuel) ..	7,56,12	8,96,20	8,58,63	+10,2,51	-37,57
8. Working Expenses—Operation other than Staff and Fuel	5,70,06	6,36,48	5,61,65	-8,41	-74,83
9. Working Expenses—Misc. Expenses ..	7,93,88	6,35,09	6,24,53	-1,69,35	-10,56
10. Working Expenses—Labour Welfare ..	23,05	24,79	22,62	-43	-2,17
13. Open Line Works (Revenue—Labour) Welfare .. .. .	....	1	1	+1	....
14. Open Line Works (Revenue)—Other than Labour Welfare	2,36	3,10	95	-1,41	-2,15
15. Construction of New Lines @ ..	3,87	59,44	92,62	+88,75	+33,18
16. Open Line Works—Additions	3,20,84,54	33,1,69,42	3,24,68,89	+3,84,35	-7,00,53
17. Open Line Works—Replacements @ ..	7,50,44	8,39,13	8,77,20	+1,26,76	+38,07
18. Open Line Works—Development Fund. @ ..		5,41	1,56	+1,56	-3,85
Total ..	3,75,33,27	3,88,51,89	3,79,35,90	+4,02,63	-9,15,99

@ The figures shown against these grants include also recoveries amounting to 8,74,15 in respect of expenditure which is recouped from Depreciation Reserve Fund and 1,56 recouped from Development Fund.
App. A. II.—9.



STORES ACCOUNT FOR 1959-60.

(Figures in thousands of rupees).

Serial No.	Name of Railway.	Opening balance.				Receipts.							Issues.				Closing balance.			
		Ordinary Stores.	Stores for Special works.	Surplus Stores.	Total.	Imported stores.	Indigenous stores.	Receipts from manufacture into stores.	Materials returned from works.	Other debits.	Un-accounted for increases shortages in issue etc.	Total debits.	Issues during the year.	Depreciation shortages etc.	Other Credits.	Total Credits.	Ordinary Stores.	Stores for Special works.	Surplus Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1. Central	16,25,67	4,94,17	40,37	21,60,21	1,93,13	17,49,31	3,76,28	80,53	1,95,47	1,41,99	27,36,71	28,79,95	1,42,38	1,73,15	31,95,48	14,53,35	1,87,60	60,49	17,01,44
2. Eastern	11,73,01 ^(b)	1,63,67 ^(c)	1,83,79	15,30,47 ^{(b)(c)}	15,30	15,55,31	3,68,46	1,03,94	1,00	77,56	22,26,57	23,67,47	19,99	53,58	24,41,04	10,28,35	1,23,52	1,64,13	13,16,00
3. Northern	{ Commercial	14,10,23	7,18	81,27	14,98,68	2,32,33	15,04,68	2,66,54	2,47,41	2,75,12	41,81	25,67,89	24,24,80	1,12,32	1,59,34	26,96,46	12,67,41	25,71	76,98	13,70,10*
	{ Strategic	2,78	1	8	2,88*	46	2,46	53	42	-22	8	3,73	4,05	....	....	4,05	2,43	5	6	2,54*
4. North Eastern	8,15,28	64,43	36,57	9,16,28 ^(b)	74,99	8,99,68	31,72	47,49	34,10	68,04	11,56,02	11,09,95	83,80	9,30	12,03,05	7,84,61	56,48	28,16	8,69,25
5. Northeast Frontier	3,07,81	33,86	12,12	3,53,79	12,17	4,79,37	54,18	12,51	21,65	22,69	6,02,57	4,97,34	19,77	2,88	5,19,99	2,93,77	1,28,51	14,09	4,36,37
6. Southern	12,42,35	26,70	23,14	12,92,19	45,30	11,39,97	2,30,42	1,10,92	34,58	28,92	15,90,11	17,32,26	19,48	4,62	17,56,36	10,89,97	9,05	26,92	11,25,94
7. South Eastern	14,00,96 ^(b)	1,29,60	81,26	16,11,82 ^(b)	44,16	15,47,41	1,20,90	1,81,30	3,05,98	1,00,68	23,00,43	23,12,02	81,40	3,08,08	27,01,50	10,29,87	72,61	1,08,27	12,10,75
8. Western	8,46,36 ^(b)	3,11,10	52,31	12,09,77 ^(b)	2,80,36	16,92,69	2,21,34	1,52,12	66,36	85,35	24,98,22	26,30,58	57,96	3,31	26,91,85	7,63,98	1,80,47	71,69	10,16,14
9. Chittaranjan Locomotive Works	5,07,59	42	20,50	5,28,51	1,11,30	3,81,99	5,77,20	16,61	1,90,13	20,18	12,97,41	10,97,17	16,40	2,00,76	13,14,33	4,82,43	3,44	5,72	5,11,59*
10. Integral Coach Factory	2,86,92 [@]	8,08 [@]	2,95,00	22,77	2,73,02	24,13	12,35	15,39	4,00	3,51,66	3,62,61	3,47	26,20	3,92,28	2,47,38	6,73	27	2,54,38
11. Railway Electrification	87,63	....	87,63	....	86,50	....	1,16	1,14,03	15,24	2,16,93	1,15,18	....	1,24,02	2,39,20	....	65,36	....	65,36
12. Loco Component Works	11,89	....	11,89	....	19,51	....	....	....	....	19,51	12,83	....	....	12,83	....	18,57	....	18,57
Total		96,18,96	13,43,74	5,36,41	1,14,99,12 ^(b)	10,32,27	1,14,31,90	22,71,70	9,71,76	12,53,59	6,05,54	1,75,67,76	1,75,46,21	5,56,97	10,65,24	1,91,68,92	84,43,55	8,78,10	5,76,78	93,93,46*

* Difference in totals is due to rounding off.

@ Revised figure.

Note.—(1) As the accounts for the period 1st April, 1947 to 14th August, 1947 have not yet been closed for want of accounts of the Bengal Assam and North Western Railways, the balances shown in the accounts are provisional.

(a) Includes credits afforded by write off to revenue of the difference between the purchase price and the concessional sale price of the stock of foodgrains (44,86) [Eastern (28,73), Southeastern (13,57) and North Eastern (2,56) Railways].

(b) Includes amounts transferred without financial adjustment (-9) [Eastern (-59), South Eastern (-24) and Western (+74) Railways].

(c) Includes balance of 18,39 relating to Ganga Bridge Project.

Explanations of losses on account of depreciation, shortage etc. of the stores amounting to over 1 lakh or 1 per cent of the balance :—

Central Railway—Due to stock verification (81,38), miscellaneous (52,90) and revaluation of stores (8,10).

Eastern Railway—Due to Stock Verification (11,56), miscellaneous (5,45) and revaluation of stores (2,98).

Northern Railway—Due to miscellaneous (48,81), result of stock verification (33,58) & revaluation of stores (24,21).

North Eastern Railway—Due to miscellaneous (57,71), result of revaluation (15,22) and Stock Verification (10,87).

Northeast Frontier Railway—Due to coal lost in transit (11,68), stock verification (6,86), revaluation of stores (87) and miscellaneous (36).

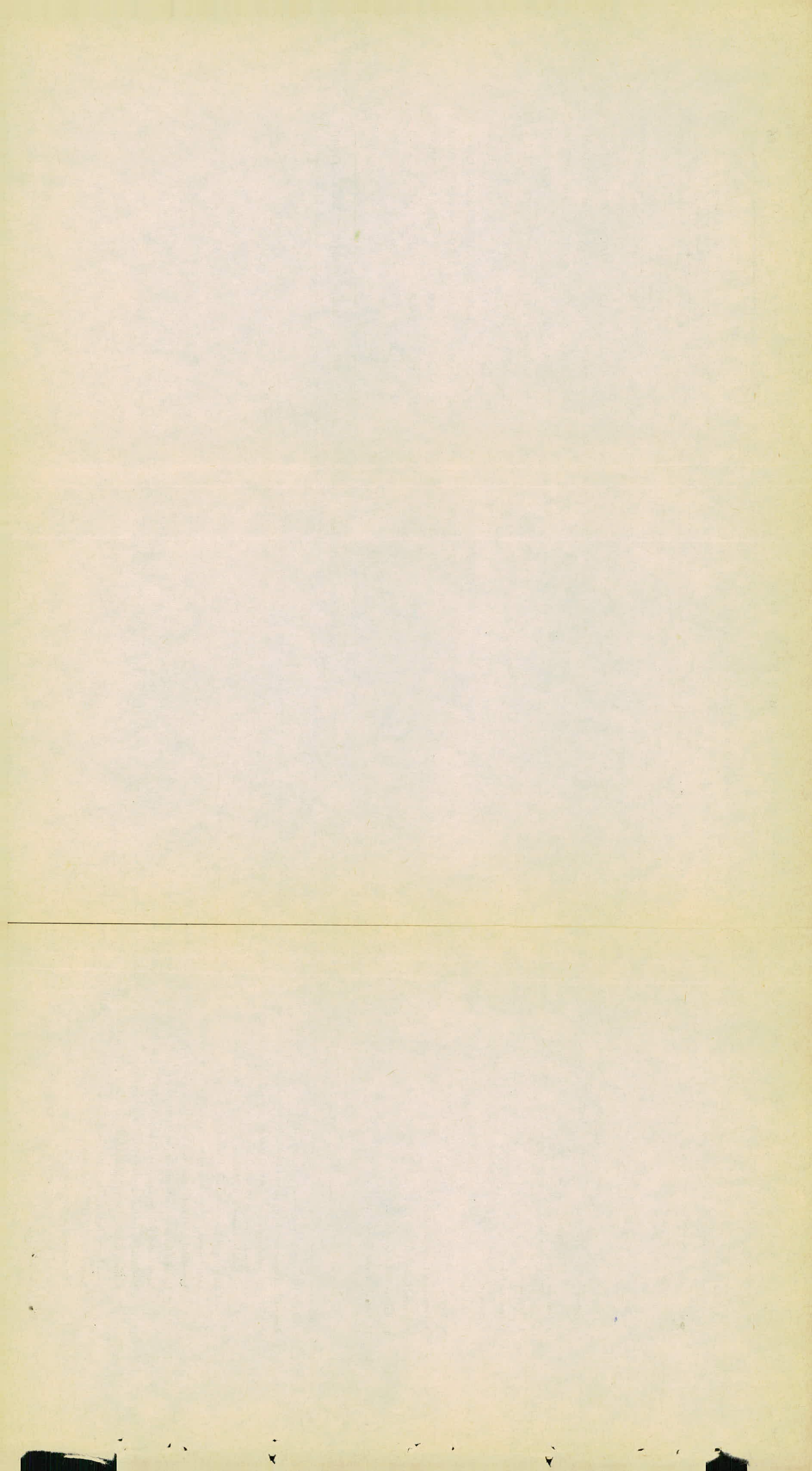
Southern Railway—Due to miscellaneous (8,23), revaluation of stores (6,25) and stock verification (5,00).

South Eastern Railway—Due to miscellaneous (42,21), stock verification (33,05) and revaluation of stores (6,14).

Western Railway—Due to stock verification (41,17), miscellaneous (12,11) and revaluation of stores (4,68).

Chittaranjan Locomotive Works—Due to miscellaneous (8,69), revaluation of stores (5,19) and stock verification (2,52).

Integral Coach Factory—Due to miscellaneous (2,46), stock verification (98) and revaluation of stores (3).



Statement showing results of Stock Verification and Revaluation of Stores during 1959-60.

(Figures in thousands of rupees).

Serial No.	Name of Railway.	Results of stock verification.							Result of revaluation.							Miscellaneous Items.					
		Opening balance.	Surplus (+).	Deficiency (-).	Net Surplus (+) or deficiency (-).	Amount adjusted during the year.	Closing balance (unadjusted amount at the end of the year).	Percentage of net surplus (+) or deficiency (-) during the year to total issues during the year.	Opening balance.	Surplus (+).	Deficiency (-).	Net surplus (+) or deficiency (-).	Amount adjusted during the year.	Closing balance.	Percentage of net surplus (+) or deficiency (-) during the year to total issues during the year.	Opening Balance.	Surplus (+).	Deficiency (-).	Net surplus (+) or deficiency (-).	Amount adjusted during the year.	Closing balance.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1. Central	-7,86	+75,08	-81,38	-6,30	-6,47	-7,69	-22	..	+24,57	-30,31	-5,74	-5,74	..	-2	..	+64,28	-52,90	+11,38	+3,47	+7,91
2. Eastern	+21,04	-10,90	+10,14	+10,14	..	+43	..	+15,78	-12,80	+2,98	+2,98	..	+13	+47,00(a)	+32,96	-17,75	+15,21	+15,15	+47,06
3. Northern	+47,71	-39,30	+8,41	+8,31	+10	+35	..	+30,27	-24,21	+6,06	+6,06(b)	..	+25	+69,11	+16,03	-48,81	-32,78	+14,33	+22,00
4. North Eastern	+49	+18,60	-10,87	+7,73	+9,13	-91	+69	-70,20	+15,27	-15,22	+5	-67,71	-2,44	+01	+23,54	+34,17	-53,17	-19,00	-4,11	+8,65
5. Northeast Frontier	+44,99	+21,75	-6,86	+14,89	+19,47	+40,41	+315	-6	+38	-87	-49	-56	+1	-1	+10,79	+56	-34	+22	+38	+10,63
6. Southern	-30	+5,53	-5,00	+53	-7	+30	+03	+42	+6,05	-6,25	-20	-6	+28	-01	-1,67	+23,00	-8,23	+14,77	+19,97	-6,87
7. South Eastern	+90	+31,31	-33,05	-174	-84	..	-08	..	+3,99	-6,14	-2,15	-2,15	..	-09	+8,16	+61,38	-31,12	+30,26	+32,97	+5,45
8. Western	-1,11	+34,82	-57,92	-23,10	-6,32	-17,89	-88	..	+5,16	-7,99	-2,83	-2,83	..	-01	+38,91	+42,78	-17,89	+24,89	+36,15	+27,65
9. Chittaranjan Locomotive Works	+4,96	+1,64	-2,65	-1,01	-83	+4,78	-09	-4,23	+1,69	-5,24	-3,55	-3,58	-4,20	-3	+14,42	+23,28	-21,49	+1,79	+62	+15,59
10. Integral Coach Factory	+82	-98	-16	-16	..	..	..	+9	-8	+1	+1	..	..	-35	+3,18	-2,46	+72	+73	-36
11. Railway Electrification	+2	+1,92	-2,65	-73	-71	..	..	..	..	..	..	..	..	..	+1,49	+15,83	..	+15,83	+1,38	+15,94
12. Loco Component Works	+1	-3	-2	-2	..	-25	..	+1	..	+1	+1	..	+1	..	+17	-17	..	..	..
Total	+42,09	+2,60,23	-2,51,59	+8,64	+31,63	+19,10	+05	-74,07	+1,03,26	-1,09,11	-5,85	-73,57	-6,35	-03	+2,11,40	+3,17,62	-2,54,33	+63,29	+1,21,04	+1,53,65

(a) Includes balance of 19 relating to Ganga Bridge Project.

(b) Includes 3,78 erroneously credited to this account instead of works concerned.

Notes.—(1) The net result of the stock verification of the stores and miscellaneous items on different railways was a surplus of 66,08 made up of surplus of 6,81,11 and a deficiency of 6,15,03.

(2) The work of stock verification was conducted by the staff of stores and other departments and partly by stock verification staff working under the accounts department.

(3) The work of revaluation of stores was done by Accounts Staff by comparing the priced ledger rates with the price lists approved by the General Managers.

(4) For purposes of working out the percentage of net surplus (+) or deficiency (-) during the year to total issues during the year, issues of stock of grains etc. from Railway grainshops are deducted from the total issues shown in column 14 of the statement of Stores Accounts.

(5) As the accounts for the period 1st April, 1947 to 14th August, 1947 have not been closed for want of accounts of the old Bengal Assam and North Western Railways, the balances shown in the statement are provisional.

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GRAIN

Profit and Loss Account

<i>Dr.</i>	Rs.
1. To opening stock	16,87,087 (A)
2. To purchases during the year	89,15,295
3. To freight, handling, cartage and other clearing charges such as town duty, customs duty octroi, excise duty etc.	1,01,533
4. To commission and brokerage .. .. .	.....
5. To salaries (including leave salary), wages of staff and travelling and other allowances ..	7,02,878
6. To contribution to provident fund.. .. .	34,874
7. To cost of temporary buildings constructed for grainshops	-4,957
8. To rent of accommodation hired, if any	37,145
9. To printing and stationery and other contingencies (such as telephones, electricity, postage, cost of containers, etc.), and other miscellaneous charges	1,86,058
Total	1,16,59,913

(A) Revised. Figures Includes the amount of stores in transit (Grainshops) of prepartition period and will be cleared on closing of prepartition accounts.

Note.—As the accounts for period ending 14th August, 1947 have not been closed for want of the accounts of the late Bengal Assam and the North Western Railways from the Pakistan Authorities, the figures shown against opening and closing stock are provisional.

During the year under report grainshops existed only on the Eastern, North Eastern, Northeast Frontier and South Eastern Railways.

The loss indicated above includes loss amounting to Rs. 75,130 comprising accounting adjustments in respect of old transactions relating to Central, Northern, Southern and Western Railways where grainshops did not actually exist during the year under report.

SHOPS.*for the year 1959-60.**(Figures in units of rupees.)*

	Cr.
	Rs.
1. By sales (both to railway staff and outsiders)	26,47,292
2. By credits realised from outsiders for loss and other miscellaneous receipts (such as sale of gunny bags, and other empties etc.	3,03,217
3. By closing stock	17,13,042
4. By net loss	69,91,362 (B)
Total	<u>1,16,59,913</u>

Rs.

(B) Includes (i) value of stock written off	33,932
(ii) Lump sum payment made to staff on their opting out of the modified grainshops scheme	86
(iii) Loss incurred on account of fraud in gainshop department in Bombay district during 1946 originally debited to Traffic Account but written back to Grainshop Final head in 1959-60	74,132

RAILWAY

Profit and Loss Account

Dr.

	Rs.
1. To opening stock	28,52,375
2. To purchase during the year	
(i) of raw materials/ingredients for conversion into foodstuffs or edibles	1,49,43,660
(ii) of other items of a durable nature such as furniture, crockery, utensils, tiffin carriers.	4,50,080
(iii) of other items of a consumable nature such as crockery, glassware, linen etc. ..	2,08,170
3. To freight, handling, cartage, and other clearing charges such as town duty, customs-duty, octroi, excise etc.	1,32,808
4. To commission and brokerage charges	10,81,979
5. To salaries (including leave salary and allowances such as dearness allowance, house rent and other compensatory allowances)	
(a) staff employed in restaurants, refreshment rooms, dining cars	47,48,415
(b) gazetted, supervisory and other non-gazetted staff, indirectly employe on catering	11,56,085
6. Travelling allowances of 5(a)	1,87,855
5(b)	19,519
7. (a) To printing and stationery and other contingencies (such as telephones, postage, cost of containers etc.) and other miscellaneous charges	5,70,985
(b) Water and electric current	1,74,243
8. To cost of fuel	4,55,116
9. To charges on account of Provident Fund, Gratuity/Pension etc., in respect of staff in item 5 above	4,22,462
10. To rent of accommodation	2,54,417
11. To profit .. .. .	....
Total	2,76,58,169

CATERING.*for the year 1959-60.**(Figures in units of rupees).*

	Cr.
	Rs.
1. By sales	2,28,78,396
2. By sundry other Receipts	4,56 123
3. By closing stock	36,18,717
4. By loss	* 7,04,933

Total	2,76,58,169
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**Includes value of stock written of.....Rs. 14,186.

Note.— 1 The figures shown in this account are provisional as the figures of expenditure on Northern Railway in respect of certain items such as establishment, Electric, Telephones etc are approximate.

2. The opening stock does not include the value of certain materials which could not be ascertained in time on the South Eastern Railway.

3. The opening balance for the year differs from the closing balance for 1958-59 owing to inclusion of cost of initial equipment charged to Development Fund on the Northern Railway.

Statement showing balances outstanding

S. No.	Suspense Heads.	Balance outstanding on 31-3-60.	
		Credit.	Debit.
1.	Miscellaneous Advances (Revenue)	1,25,29,355	9,73,12,755
2.	Miscellaneous Advances (Capital)	1,79,58,968	19,25,64,086
3.	Purchases	40,80,85,212	45,13,90,351

REMARKS.

Item 1.—Miscellaneous Advances (Revenue).—The net balance relating to the period prior to 1958—59 is Rs. 3,76,30,620 debit and is made up of debit balance Rs. 4,31,68,515 and credit balance Rs. 55,37,895.

(a) The main items comprising the debit balances are :—

- (i) Items awaiting adjustment for want of allocation, particulars, connected vouchers, acceptance etc. (1,39 lakhs) [the Central (14 lakhs), the Eastern (24 lakhs), the Northern (5 lakhs), the North Eastern (19 lakhs), the Northeast Frontier (17 lakhs), the Southern (35 lakhs), the South Eastern (9 lakhs) and the Western (16 lakhs) Railways].
- (ii) Compensation claims for goods lost or damaged paid on behalf of other railways (153 lakhs) [the Central (8 lakhs), the Eastern (17 lakhs), the Northern (50 lakhs), the North Eastern (34 lakhs), the Northeast Frontier (8 lakhs), the Southern (5 lakhs), the South Eastern (2 lakhs) and the Western (29 lakhs) Railways].
- (iii) Amount recoverable from Road Transport Department, Andhra for supply of stores [the Central (81 lakhs) Railways].
- (iv) Cost of work done and services rendered to other railways and Government Departments (13 lakhs) [the Eastern (11 lakhs) the northern (1 lakh) and the Western (1 lakh) Railways].
- (v) Other Miscellaneous items (27 lakhs) [the Central (4 lakhs), the Eastern (9 lakhs), the Northern (1 lakh) the North Eastern (6 lakhs), the Northeast Frontier (2 lakhs), the Southern (4 lakhs) and the Western (1 lakh) Railways].
- (vi) Cost of missing coal wagons (11 lakhs) (the Central (6 lakhs), the Northern (5 lakhs) Railways.
- (vii) Hire and penalty charges due from Pakistan Railways (the Northern (7 lakhs) Railway).

(b) The credit balance of 55 lakhs represents mainly :—

- (i) Items awaiting final adjustment for want of particulars connected vouchers etc. (47 lakhs) [the Central (2 lakhs), the Eastern (5 lakhs), the Northern (23 lakhs), the North Eastern (2 lakhs), the Northeast frontier (3 lakhs), the Southern (1 lakh), the South Eastern (1 lakh) and the Western (10 lakhs) Railways].
- (ii) Other Miscellaneous items (8 lakhs) [the Eastern (2 lakhs) and the North Eastern (6 lakhs) Railways]

under Suspense on 31-3-1960.

Relating to the year 1959-60.		Relating to the year 1958-59.		Relating to the period prior to 58-59	
Credit.	Debit.	Credit.	Debit.	Credit.	Debit.
31,91,268	3,65,10,795	38,00,192	11,76,33,445	55,37,,895	4,31,68,515
1,37,60,047	14,00,38,420	8,49,343	3,53,45,576	33,49,578	1,71,80,088
20,47,91,033	21,99,98,102	5,57,34,371	7,01,51,533	14,75,59,808	16,12,40,716

REMARKS.—*concl.*

Item 2.—*Miscellaneous Advances (Capital).*—The net balance relating to the period prior to 1958-59 is Rs. 1,38,0510 (debit). This is made up of debit balance Rs. 1,71,08,088 and the credit balance Rs. 33,47,578.

(a) The main items comprising the debit balances are :—

- (i) Items awaiting adjustment for want of allocation, particulars, connected vouchers etc. (120 lakhs [the Central (7 lakhs), the Eastern (71 lakhs), the Northern (6 lakhs), the North Eastern (13 lakhs) The Northeast Frontier (2 lakhs), the Southern (11 lakhs), the South Eastern (1 lakh), the Western (2 lakhs) Railways and the Railway Electrification (2 lakhs) and Railway Board (3 lakhs)].
- (ii) Value of materials issued to contractors, manufacturing firms etc. (37 lakhs) (the Eastern (22 lakhs) the Northern (2 lakhs) and the North Eastern (1 lakh) the North east Frontier (8 lakhs), Chittaranjan Locomotive Works (4 lakhs) South Eastern (1 lakh) and Western (1 lakh). Railways.
- (iii) Advances for purchase of food grains etc. (10 lakhs) [the Eastern (7 lakhs) the Southern (1) lakh South eastern (1 lakh) and western (1 lakh) Railways].
- (iv) Other Miscellaneous items (6 lakhs) [the Eastern (2 lakhs), the Northeast Frontier (1 lakh) and the North Eastern (3 lakhs) Railways].

(b) The credit balance 34 lakhs represents mainly :—

- (i) Unlinked items (32 lakhs) [the Eastern (21 lakhs), the North Eastern (1 lakh), the Northeast Frontier (7 lakhs), the Southern (1 lakh), Railways and Chittaranjan Locomotive Works (2 lakhs)].
- (ii) Other Miscellaneous items (2 lakhs) [the Eastern (2 lakhs) Railway].

Item 3.—*Purchases.*—The net balance relating to the period prior to 1958-59 is Rs. 1,36,80,908 (debit). This is made up of credit balance Rs. 14,75,59,808 and the debit balance Rs. 16,12,40,716.

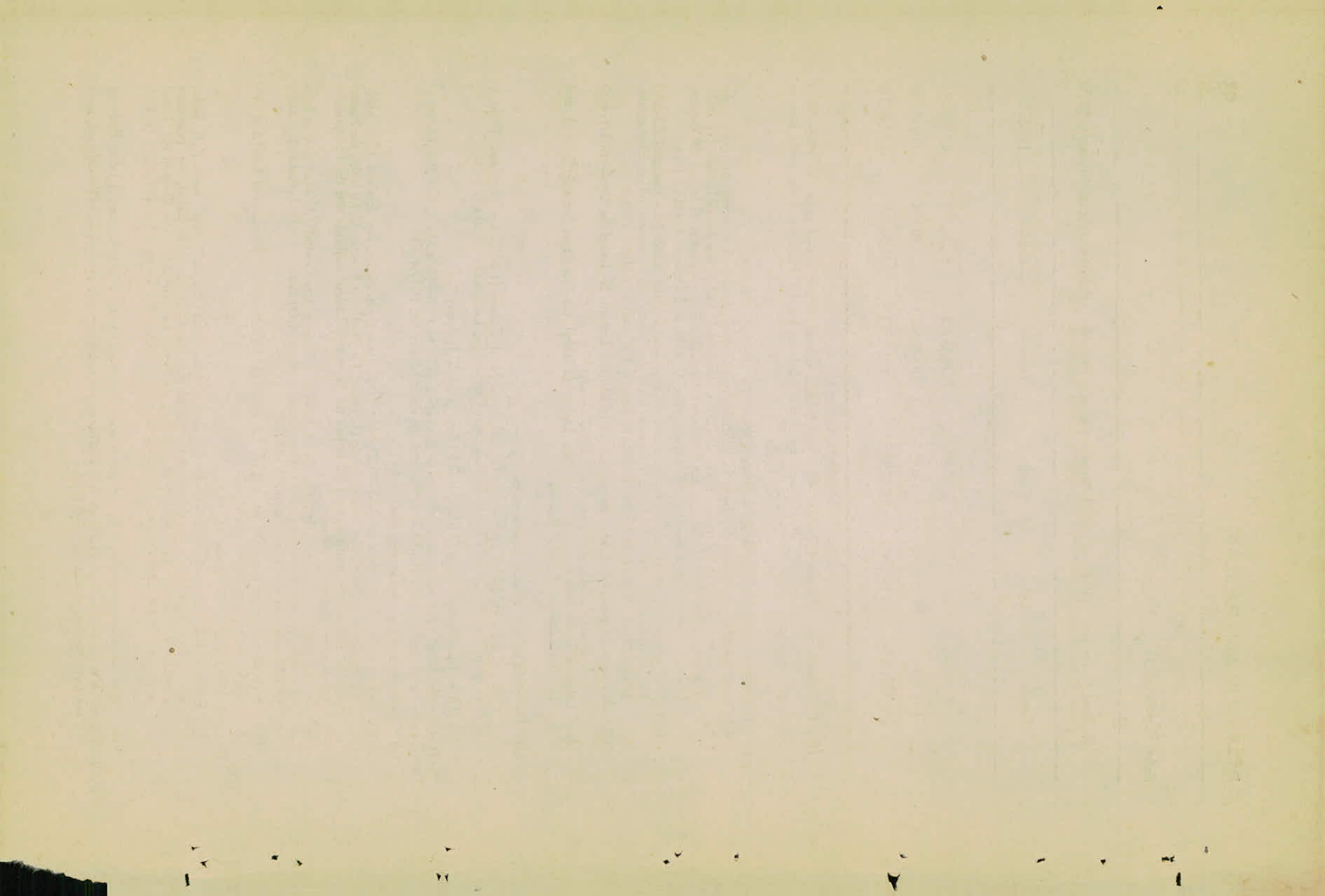
(a) The credit items are outstanding due to :—

- (i) Failure to link with debits received (10,28 lakhs) [the Central (36 lakhs), the Eastern (2,27 lakh) the Northern (47 lakhs), the North Eastern (12 lakhs), the Northeast Frontier (2,45) lakhs, the Southern (2,19 lakhs), the South Eastern (98 lakhs), the Western (92 lakhs) Railways and the Chittaranjan Locomotive Works (52 lakhs).
- (ii) Non-receipt of debits or bills for materials etc. received 3,89 lakhs) (the Central (33 lakhs) the Northern (15 lakh) the North-Eastern (1,64) and the South Eastern (1,75) Railways. Railway Electrification (1 lakh) and Integral Coach Factory (1 lakh).
- (iii) Other Miscellaneous items (59 lakhs) [the Eastern (42 lakhs) and the Northern (1 lakh) and the South Eastern (16 lakhs) Railways].

(b) The debit items are mainly due to —

- (i) Failure to link with corresponding credits for want of particulars (15,57 lakhs) [the Central (1,12 lakhs), the Eastern (1,45 lakhs), the Northern (37 lakhs), the North Eastern (2,81 lakhs), the Northeast Frontier (2,50 lakhs), the Southern (3,59 lakhs), the South Eastern (2,57), the Western (67 lakhs) Railways and the Chittaranjan Locomotive Works (47 lakhs), the Integral Coach Factory (1 lakh and Railway Electrification (1 lakh)].
- (ii) Other miscellaneous items (56 lakhs) [the Eastern (55 lakhs) and the North Eastern (1 lakh) Railways

Note.—Figures in respect of Eastern, Northern and Northeastern. Railways are provisional as the balances have not been reconciled with General Books.



ANNEXURE 'A'.

Statement of unsanctioned expenditure.

The table below shows the distribution of the unsanctioned expenditure on the 15th November, 1960 classified according to the period to which it relates and compares to the total outstanding on the 15th November, of the previous year.

(Amount in thousands of rupees).

1	Want of Estimate.								Excess over Estimate.								Miscellaneous Irregularities.							
	1958-59.				1959-60.				1958-59.				1959-60.				1958-59.				1959-60.			
	Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1. Relating to earlier than previous year ..	39	2,65,65	74	11,19	35	9,89,37	50	787	67	3,02,35	607	93,01	89	3,22,26	556	94,88	9	2,89,15	1,55,52	44,32	23	3,97,38	2,31,64	76,23
2. Relating to previous year	75	7,08,86	124	16,72	59	10,713	10	14,48	116	3,57,21	624	85,21	143	3,81,93	607	64,08	26	2,02,02	96,14	63,70	26	95,27	64,42	51,67
3. Relating to year concerned	181	21,95,92	619	75,62	145	25,80,49	576	71,62	244	12,57,08	1,911	1,76,88	238	7,43,98	1,684	1,68,01	29	1,25,92	1,49,64	1,19,29	27	80,97	1,40,87	1,08,02
Total ..	295	31,70,43	817	1,03,53	239	46,16,99	735	93,97	427	19,16,64	3,142	3,55,10	470	14,48,17	2,847	3,26,97	64	6,17,09	4,01,30	2,27,31	76	5,73,62	4,36,93	2,35,92

Statistics of expenditure under objection :-

	Rs.
1. Total amount of expenditure audited during the year	9,71,54,67
2. Total amount placed under objection during the year and still under objection (A)	37,53,09
3. Percentage of objectionable expenditure to expenditure audited	3.86
4. Percentage of the preceeding year similar to 3 above	3.89

(A) This figure has been arrived at by taking credits as plus figures.

Note.—1 Items in this statement have been classified as above or below Rs. one lakh according to total amount of expenditure placed under objection to the end of the year.

ЗАДАЧА

Условие задачи

Текст задачи, описывающий условия задачи и требуемые результаты.

Решение

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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1. Задача решена.

2. Проверка решения.

3. Ответ.

ANNEXURE 'A'.—Contd.

Summary of items of unsanctioned expenditure for 1959-60, by Railways.

WANT OF ESTIMATE.

(Amount in thousands of rupees.)

S. No.	Railway.	Relating to earlier than previous year.				Relating to previous year.				Relating to year concerned.			
		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Central	3	4,66,18	....	....	6	33,67	2	17	13	1,42,12	14	3,07
2. Eastern	7	1,58,39	2	20	10	1,80,71	9	60	21	1,96,90	37	3,61
3. Northern	8	1,02,55	4	1,57	11	1,15,43	15	3,48	14	1,12,81	60	11,31
4. North Eastern	10	2,43	2	3,04	13	1,74	8	53,74	32	4,02
5. Northeast Frontier	6	1,02,54	3	22	5	3,86,39	4	17	12	7,99,42	23	2,79
6. Southern	1	21,14	17	2,77	3	4,72	20	3,65	16	1,67,61	77	14,84
7. South Eastern	2	14,29	7	30	9	1,13,17	22	1,57	38	6,10,98	2,35	22,56
8. Western	6	42,77	5	8	12	65,19	21	2,35	22	1,72,52	86	7,34
9. Integral Coach Factory
10. Railway Electrification	2	81,50	1	3	1	1,45,41	1	73	1	3,24,39	1	25
11. Chittaranjan Locomotive Works	1	27	....	....	2	2	....	....	11	1,83
12. Locomotive Component Works
Total	..	35	9,89,37	50	7,87	59	10,47,13	1,09	14,48	1,45	25,80,49	5,76	71,62

Year	Month	Day	Particulars	Debit	Credit	Balance
1880	Jan	1	Balance forward			100.00
1880	Jan	15	Wages	50.00		50.00
1880	Jan	31	Balance			50.00
1880	Feb	1	Balance forward			50.00
1880	Feb	15	Wages	40.00		10.00
1880	Feb	28	Balance			10.00
1880	Mar	1	Balance forward			10.00
1880	Mar	15	Wages	30.00		20.00
1880	Mar	31	Balance			20.00
1880	Apr	1	Balance forward			20.00
1880	Apr	15	Wages	20.00		0.00
1880	Apr	30	Balance			0.00
1880	May	1	Balance forward			0.00
1880	May	15	Wages	10.00		10.00
1880	May	31	Balance			10.00
1880	Jun	1	Balance forward			10.00
1880	Jun	15	Wages	10.00		0.00
1880	Jun	30	Balance			0.00
1880	Jul	1	Balance forward			0.00
1880	Jul	15	Wages	10.00		10.00
1880	Jul	31	Balance			10.00
1880	Aug	1	Balance forward			10.00
1880	Aug	15	Wages	10.00		0.00
1880	Aug	31	Balance			0.00
1880	Sep	1	Balance forward			0.00
1880	Sep	15	Wages	10.00		10.00
1880	Sep	30	Balance			10.00
1880	Oct	1	Balance forward			10.00
1880	Oct	15	Wages	10.00		0.00
1880	Oct	31	Balance			0.00
1880	Nov	1	Balance forward			0.00
1880	Nov	15	Wages	10.00		10.00
1880	Nov	30	Balance			10.00
1880	Dec	1	Balance forward			10.00
1880	Dec	15	Wages	10.00		0.00
1880	Dec	31	Balance			0.00
1881	Jan	1	Balance forward			0.00
1881	Jan	15	Wages	10.00		10.00
1881	Jan	31	Balance			10.00

ANNEXURE 'A'.—Contd.

Summary of items of unsanctioned expenditure for 1959-60 by Railways.

EXCESS OVER ESTIMATE.

(Amount in thousands of rupees.)

S. No.	Railways.	Relating to earlier than previous year.				Relating to previous year.				Relating to year concerned.			
		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Central	8	75,02	28	11,82	24	87,36	83	14,97	49	1,52*60	3,62	50,43
2. Eastern	14	42,81	8	1,73	17	38,39	11	66	32	1,49,04	40	9,82
3. Northern	8	23,90	28	7,76	5	4,04	50	8,18	10	21,15	93	7,47
4. North Eastern	5	31,17	3,18	36,04	7	44,37	1,88	8,72	18	21,11	2,38	12,40
5. Northeast Frontier	4	6,41	15	2,58	9	6,80	29	4,48	10	33,59	71	2,97
6. Southern	18	53,45	81	20,11	28	36,10	84	10,73	36	62,81	3,05	15,65
7. South Eastern	20	65,09	68	11,85	28	1,11,63	1,26	11,69	43	2,41,15	3,26	29,88
8. Western	12	24,41	10	2,99	25	53,24	29	4,50	40	62,53	2,30	39,20
9. Integral Coach Factory	3	1
10. Railway Electrification
11. Chittaranjan Locomotive Works	7	15	.....	.....	16	18
12. Loco Component Works
Total	89	3,22,26	5,56	94,88	1,43	3,81,93	6,07	64,08	2,38	7,43,98	16,84	1,68,01

1887-1888

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
1887	10	20	30	40	50	60	70	80	90	100	110	120	1000
1888	15	25	35	45	55	65	75	85	95	105	115	125	1100
1889	20	30	40	50	60	70	80	90	100	110	120	130	1200
1890	25	35	45	55	65	75	85	95	105	115	125	135	1300
1891	30	40	50	60	70	80	90	100	110	120	130	140	1400
1892	35	45	55	65	75	85	95	105	115	125	135	145	1500
1893	40	50	60	70	80	90	100	110	120	130	140	150	1600
1894	45	55	65	75	85	95	105	115	125	135	145	155	1700
1895	50	60	70	80	90	100	110	120	130	140	150	160	1800
1896	55	65	75	85	95	105	115	125	135	145	155	165	1900
1897	60	70	80	90	100	110	120	130	140	150	160	170	2000
1898	65	75	85	95	105	115	125	135	145	155	165	175	2100
1899	70	80	90	100	110	120	130	140	150	160	170	180	2200
1900	75	85	95	105	115	125	135	145	155	165	175	185	2300
1901	80	90	100	110	120	130	140	150	160	170	180	190	2400
1902	85	95	105	115	125	135	145	155	165	175	185	195	2500
1903	90	100	110	120	130	140	150	160	170	180	190	200	2600
1904	95	105	115	125	135	145	155	165	175	185	195	210	2700
1905	100	110	120	130	140	150	160	170	180	190	200	220	2800

TABLE OF CONTENTS

THE UNIVERSITY OF CHICAGO

PHOTODUPLICATION SERVICE

ANNEXURE 'A'.—Concl'd.

Summary of items of unauthorised expenditure for 1959-60 by Railways.

MISCELLANEOUS IRREGULARITIES.

(Amount in thousands of rupees).

S. No.	Railways.	Relating to earlier than previous year.				Relating to previous year.				Relating to year concerned.			
		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.		Items of objection amounting to Rs. one lakh each or more.		Items of objection amounting to less than Rs. one lakh each.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Central	7	1,58,47	52,85	9,50	12	30,97	22,80	7,45	17	52,67	41,56	18,51
2.	Eastern	1	70	98	2,90	2	1,27	70	2,36	2	1,75	502	6,00
3.	Northern	5	6,67	25,09	29,84	4	19,91	1,060	21,49	3	6,82	11,92	30,51
4.	North Eastern .. .. .	.....	.....	7,434	17,57	.....	.....	248	37	.....	.....	192	67
5.	Northeast Frontier	1	2,44	20	84	.....	.....	16	37	.....	.....	591	15,23
6.	Southern .. .. .	.....	.....	611	2,06	.....	.....	15,40	6,45	1	51	57,90	11,10
7.	South Eastern	1	32	7,179	11,18	1	73	11,25	10,56	.....	.....	13,31	15,03
8.	Western	6	1,97,39	18	1,54	5	21,00	95	2,46	2	16,41	3,22	10,82
9.	Chittaranjan Locomotive Works	1	93	3	20	1	21	3	12	1	22	5	9
10.	Railway Electrification	1	30,46	1	56	1	21,18	.....	.....	1	2,59	.....	.....
11.	Integral Coach Factory .. .. .	.....	.....	6	4	.....	.....	5	4	.....	.....	6	6
12.	Loco. Component Works .. .. .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total		23	3,97,38	23,164	76,23	26	95,27	6,442	51,67	27	80,97	14,087	1,08,02

№	Имя	Возраст	Родина	Служба	Звание	Содержание	Судьба
1	Александр	25	Смоленск	Полковник	1878	Убит в бою	1878
2	Иван	30	Владимир	Полковник	1875	Убит в бою	1875
3	Петр	28	Тула	Полковник	1877	Убит в бою	1877
4	Георгий	32	Ярославль	Полковник	1873	Убит в бою	1873
5	Николай	27	Калужская	Полковник	1879	Убит в бою	1879
6	Сергей	35	Смоленск	Полковник	1871	Убит в бою	1871
7	Антон	29	Владимир	Полковник	1876	Убит в бою	1876
8	Василий	31	Тула	Полковник	1874	Убит в бою	1874
9	Павел	26	Ярославль	Полковник	1880	Убит в бою	1880
10	Александр	33	Калужская	Полковник	1872	Убит в бою	1872
11	Иван	28	Смоленск	Полковник	1878	Убит в бою	1878
12	Петр	34	Владимир	Полковник	1874	Убит в бою	1874
13	Георгий	27	Тула	Полковник	1879	Убит в бою	1879
14	Николай	31	Ярославль	Полковник	1875	Убит в бою	1875
15	Сергей	29	Калужская	Полковник	1877	Убит в бою	1877
16	Антон	32	Смоленск	Полковник	1873	Убит в бою	1873
17	Василий	28	Владимир	Полковник	1878	Убит в бою	1878
18	Павел	35	Тула	Полковник	1871	Убит в бою	1871
19	Александр	27	Ярославль	Полковник	1879	Убит в бою	1879
20	Иван	33	Калужская	Полковник	1872	Убит в бою	1872

№	Имя	Возраст	Родина	Служба	Звание	Содержание	Судьба
21	Александр	25	Смоленск	Полковник	1878	Убит в бою	1878
22	Иван	30	Владимир	Полковник	1875	Убит в бою	1875
23	Петр	28	Тула	Полковник	1877	Убит в бою	1877
24	Георгий	32	Ярославль	Полковник	1873	Убит в бою	1873
25	Николай	27	Калужская	Полковник	1879	Убит в бою	1879
26	Сергей	35	Смоленск	Полковник	1871	Убит в бою	1871
27	Антон	29	Владимир	Полковник	1876	Убит в бою	1876
28	Василий	31	Тула	Полковник	1874	Убит в бою	1874
29	Павел	26	Ярославль	Полковник	1880	Убит в бою	1880
30	Александр	33	Калужская	Полковник	1872	Убит в бою	1872

ИМЕНА ПОЛКОВНИКОВ

Список полковников, участвовавших в войне 1870-1871 гг.

М. Д. ПЕТРОВ

Список полковников, участвовавших в войне 1870-1871 гг.

ANNEXURE A (i)

Statement showing amount of expenditure held under objection relating to earlier than previous year, previous year and to the year 1959-60 without the sanction of competent authority and sanction to which had not been given upto 15th November, 1960.

Name of Railway.	Particulars.	Month in which un-sanctioned expenditure was first incurred.	Expenditure to end of 1957-58.	Expenditure in 1958-59.	Expenditure in 1959-60.	Total expenditure under objection.	Remarks.
1	2	3	4	5	6	7	8
	<i>Want of estimate.—</i>						
Central ..	<i>Items of objection amounting to Rs.10 lakhs each or more and items of Rs 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-1960.</i>						
	20 B. G. bogie III and ½ post (1959-60).	October, 1958	....	8,65,668	13,65,816	22,31,484	Sanction to the estimate is awaited.
	156 ICF Coaches,	January, 1960	....	....	62,60,958	62,60,958	The estimate is under preparation.
	Khandwa—Hingoli Railway Construction (M.C.)	March, 1954	—17,850	96,152	1,97,148	275,450	The expenditure is being transferred against the sanctioned estimate with a view to regularisation.
	Bina—Bhopal — Partial Doubling.	April, 1958	....	14,93,110	28,31,075	43,24,185	The detailed estimate for different sub-works are under preparation.

	Purchase of Bombay State Electricity Board's Plant at Chola Power House.	February, 1958	4,65,00,000	....	21,496	4,65,21,496	} Sanction to the Estimate is awaited.
	Pulgaon military siding scattered renewals.	May, 1956	1,00,558	20,144	3,989	1,24,691	
	Other items of objection not individually specified.						
	No. of items .. .. .	....	....	4	21	25	
	Amount .. .. .	....	....	8,48,666	38,39,151	46,87,817	
Eastern ..	Conversion of TLR 3816 into Mobile Medical Van.	February, 1957.	1,32,266	-91	-266	1,31,909	The estimate has been prepared and is under consideration.
	B. G. Wheels and Axles for 1956-57.	March, 1957	87,74,807	32,35,027	11,95,482	1,32,05,316	Rs. 57,25,376 since adjusted; the balance of the expenditure is engaging attention.
	B. G. Wheels and Axles for 1957-58.	March, 1958	52,47,944	49,33,709	17,75,944	1,19,57,597	Rs. 92,46,451 since adjusted; the balance of the expenditure is engaging attention.
	48 Bogie coaching underframes with wheels sets (47 of 1956-57).	March, 1958	4,98,851	4,32,897	1,22,961	10,54,709	} The expenditure is being regularised by adjustment against works on which the underframes were used.
	280 bogie coaching underframes without wheel sets (148 of 1956-57).	March, 1958	6,14,092	24,69,462	....	30,83,554	
	80 bogie coaching underframes.	March, 1958	62,500	7,28,658	11,58,397	19,49,555	The expenditure is to be regularised by transfer works etc. on which these surplus underframes will be used.

1	2	3	4	5	6	7	8
<i>Want of Estimate:—contd.</i>							
Eastern— contd.	<i>Items of objection amounting to Rs.10 lakhs each or more and items of Rs. one lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-1960.</i>						
	B. G. Wheels and Axles for 1958-59.	March, 1959	....	32,19,570	19,11,048	51,30,618	Rs. 43,70,227 since adjusted; the balance of the expenditure is engaging attention.
	B. G. Wheels and Axles for 1959-60.	March, 1960	....	....	24,22,762	24,22,762	The expenditure is to be adjusted against works on which the wheels and axles are used.
	45 bogie coaching under-frames (208 of 1958-59; 446 of 1958-59).	March, 1960	....	....	12,75,701	12,75,701	The regularisation of the expenditure is engaging attention.
	97 Integral type light weight coaches body shells (544 of 1958-59).	March, 1960	....	....	27,27,989	27,27,989	The estimate is under preparation.
	DNR Division-Provision of Junction arrangement at Dumra and Tal abandonment of Hatidahghat and dismantling Up Main Line in connection with GBP (Estt. No. 52 of 1955-56).	May, 1958	....	10,08,819	37,974	10,46,793	The estimate is under verification.

	BKP—Rajgir Construction started on sanction of Project Abstract Estimate.	December, 1959	....	....	29,19,787	29,19,787	Sanction to the estimate is awaited.
	<i>Other items of objection not individually specified.</i>						
	No. of items	.. ..	....	3	11	46	60
	Amount	.. ..	....	5,29,289	21,02,508	23,55,119	49,86,916
	<i>Want of estimate.</i>						
	<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-60.</i>						
Northern..	Amritsar Workshop —chase Price of.	Pur-March, 1957	94,44,999	98,17,422	....	1,92,62,421	} The estimate is under preparation.
	Saharanpur—Moradabad Doubling.	April, 1958	....	7,57,599	37,06,907	44,64,506	
	Varanasi—Zafrabad Doubling.	August, 1959	....	....	38,45,265	38,45,265	
	Purchase of Plants—Construction—Chopan.	July, 1959	....	....	15,59,695	15,59,695	} The detailed estimate is under scrutiny.
	Providing loading and unloading facilities at Sonahwal.	March, 1957	16,166	1,94,085	....	210,251	
	Kanpur Juhi Provision of a Third line in Marshalling yard.	March, 1957	2,16,978	5,929	32,594	255,501	
	<i>Other items of objection not individually specified.</i>						
	No. of items	.. ..	....	9	22	70	101
	Amount	.. ..	....	7,35,254	11,15,364	32,67,506	51,18,124

1	6	3	4	5	6	7	8
<i>Want of estimate. —contd.</i>							
North Eastern.	<i>Items of objection amounting to Rs.10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-1960.</i>						
46 out of 50 M. G. 3rd class steel coach body shells.	March, 1960	....	....	10,31,008	10,31,008	The estimate is under preparation.	
Construction of Broad Gauge Line from BJU to SPJ.	March, 1960	....	....	19,02,276	19,02,276	The estimate is under sanction.	
<i>Other items of objection not individually specified.</i>							
No. of items	.. ..	....	10	15	38	63	
Amount	.. ..	....	2,43,483	4,77,373	28,42,726	35,63,582	
North-east Frontier.	<i>Items of objection amounting to Rs.10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-1960.</i>						
Permanent restoration of breaches in flood of 1954 for portion excluding BORA & APDJ.	January, 1955	1,95,797	....	....	1,95,797	The work is nearing finalisation and the expenditure is proposed to be regularised through the completion report.	

At Pandu—setting up of a new Railway Zone with Headquarters at Pandu with necessary staff quarters, office accommodation and officers bungalows and providing fencing in front of Headquarters.	February, 1958	19,26,485	80,07,918	77,35,628	1,76,70,031	The estimate is under preparation.
At Alipurduar junction—Construction of 120 units quarters in connection with Divisional scheme.	March, 1957	7,60,327	35,370	—15,031	7,80,666	Since regularised.
100—4 Wheeler carriage underframes.	October, 1951	5,60,957	....	....	5,60,957	The amount is being transferred to the North Eastern Railway. 90 out of 100 underframes were utilised by that unbifurcated Railway.
Strengthening of Assam Rail link Route.	November, 1957.	67,90,443	1,84,85,703	1,97,58,364	4,50,34,510	} The estimate is under preparation.
Construction of Brahmaputra Bridge.	February, 1958.	19,800	1,18,88,049	1,64,37,857	2,83,45,706	
Development of capacity for movement of oil traffic for Assam Rail link.	June, 1959	....	....	1,69,33,490	1,69,33,490	
Construction of Khajuria-ghat—Malda Rail Link	July, 1959	....	....	1,46,58,818	1,46,58,818	
Rangapara North expansion	January, 1960.	....	....	29,34,921	29,34,921	
<i>Other items of objection not individually specified.</i>						
No. of items .. ..	....	3	5	28	36	
Amount .. ..	....	21,585	2,39,288	17,46,929	20,07,802	

1	2	3	4	5	6	7	8
	<i>Want of estimate.—</i>						
Southern—	<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-1960.</i>						
	Providing Electrical Installation in 275 units of type II Staff Quarters at Olavakhot.	October, 1957	21,14,491	2,07,908	1,46,300	24,68,699	Sanction to the estimate is awaited.
	Provision—of 64 out of 200 Bogie III Class HAL—RLS.	January, 1960	....	....	1,00,63,928	1,00,63,928	} The estimate is under preparation.
	Provision of 28 out of 430 I.C.F. Coaches RLS.	January, 1960	....	....	11,18,028	11,18,028	
	Provision of 40 out of 300 Bogie III Class HAL—RLS.	March, 1960	....	....	10,08,646	10,08,646	
	<i>Other items of objection not individually specified.</i>						
	No. of items .. ..	....	17	22	89	128	
	Amount .. ..	....	2,77,484	6,28,953	59,08,660	68,15,097	
	<i>Want of estimate.—</i>						
South— Eastern.	<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs more than 3 years old on 31-3-60.</i>						
	40 BR Type Bogie Rail Trucks sold to Bhilai Steel Project.	January, 1960	....	....	-14,80,000	-14,80,000	The estimate is under preparation.

35 (out of 118) W. G. Class Loco.	March, 1960	....	....	1,51,55,000	1,51,55,000	The estimate has been prepared and is being submitted for sanction.
87 (out of 200) BG Bogie III HAL Coaches.	March, 1960	....	....	1,36,80,653	1,36,80,653	The estimate has been prepared and is being submitted for sanction.
78 (out of 200) Integral III Class HAL coaches 1959-60.	March, 1960	....	....	19,66,858	19,66,858	The estimate is under preparation.
20 BOBS Type Wagons sold to Rourkela.	March, 1960	....	....	- 12,40,000	-12,40,000	The estimate is under preparation.
Cost of underframes and wheelsets excess allotted to this Railway.	March, 1959	....	10,17,901	11,13,107	21,31,008	The regularisation of the expenditure is engaging attention.
Complete track renewal etc. between IAM and SPT.	January, 1960	....	....	10,98,136	10,98,136	Sanction to the estimate is awaited.
Addition and alteration to yard facilities at Adityapur and Tata.	September, 1957	13,08,084	43,00,797	49,64,979	1,05,73,860	The detailed estimate will be prepared on receipt of sanction to the abstract estimate.	
Drug Kamptee patch doubling	July, 1958	....	48,42,003	1,19,50,427	1,67,92,430	Sanction to the estimate is awaited.
Rourkela—Dumaco Construction	February 1960	....	....	1,14,08,249	1,14,08,249	Sanction to the revised estimate is awaited.
<i>Other items of objection not individually specified.</i>							
No. of items .. .. .	....	8	28	264	300	
Amount .. .. .	....	1,51,584	13,13,490	1,08,06,043	1,22,71,117	

1	2	3	4	5	6	7	8
Western—	<i>Want of estimates.—contd.</i>						
	<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-60.</i>						
Churchgate	remodelling the	March,	14,16,281	3,65,531	4,993	17,86,805	Sanction to the estimate is
yard.		1957					awaited.
Additional machinery and plant	for carriage and wagon depot.	March,	1,62,929	....	....	1,62,926	The estimate is under
Ex. Ajmer Region.		1957					scrutiny.
Gandhidham—New	Kandla	August,	11,12,761	4,53,525	4,93,347	20,59,633	The amount represents total
Project.		1953					expenditure booked beyond
							point 'A' in respect of
							Kandla Extension Project.
							The amount has to be
							placed under objection for
							want of sanctioned estimate
							and the sanction to the
							estimate is dependent on
							the location of point 'A'
							which is under reference
							with the Ministry of Trans-
							port.
Building 99 out of 100 bogie III	class coaches to be built on	November,	....	9,00,996	35,30,990	44,31,986	Since regularised.
	contract at Pratapnagar.	1958					

17 bogie class III coaches— Model 407 HAL, Bangalore.	January 1959	....	12,79,645	4,25,514	17,05,159	The regularisation of the expenditure is engaging attention.
65 Bogie coaching under-frames	January, 1960	....	....	17,80,218	17,80,218	The regularisation of the expenditure is engaging attention.
Building 13 B. G. sleeper coaches under rationalisation scheme.	November, 1959	....	....	12,72,615	12,72,615	
Furnishing 12 out of 38 ICF shells on replacement account.	March, 1960	....	....	10,59,000	10,59,000	
Providing 125 M. C. type cattle wagons.	January, 1958	11,54,256	1,35,266	1,20,320	14,09,842	Since regularised.
Providing 65 Bogie III class coaches fully furnished with underframes and without wheels and axles.	March, 1958	3,53,031	9,74,197	28,92,766	42,19,994	The regularisation of the expenditure is engaging attention.
Building 22 (out of 40) M. G. Bogie III Class luggage and Guard.	February, 1959	....	14,02,454	3,47,652	17,50,106	The estimate is under preparation.
Furnishing 29 (out of 45) bogie III class coaches with underframes at Northern Railway.	March, 1959	....	2,45,058	12,49,118	14,94,176	The estimate is under preparation.
<i>Other items of objection not individually specified.</i>						
No. of items .. .. .	....	6	25	97	128	
Amount .. .. .	....	85,804	9,96,890	48,09,780	58,92,474	

1	6	3	4	5	6	7	8	
Railway Electrifi- cation.	<i>Want of Estimate.—Contd.</i>							
	<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-1-60.</i>							
	General charges estimate Phase II. Howrah-Burdwan (Chord), Sealdah Suburban Section (Engg. portion only).	April, 1956	1,33,259	.....	.....	1,33,259	The regularisation of the expenditure which relates to General charges is engaging attention.
	Estimate for Electrification of M.L.E. Unit.	November, 1957	80,16,721	1,45,41,432	3,24,38,645	5,49,96,798	The expenditure is being linked up with the estimates already sanctioned.	
	Other items of objection not individually specified							
	No. of items .. .. .	.. .. .	1	1	1	3	
	Amount .. .. .	....	2,865	73,056	24,849	1,00,770	
Chittaran- jan Loco- motive Works.	<i>Other items of objection not individually specified.</i>							
	No. of items .. .. .	....	1	2	11	14	
	Amount .. .. .	....	27,000	-1,960	1,82,585	2,11,545	
	<i>Excess over estimate.—</i>							
	<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-60.</i>							

Central.	16 AC coaches (15 full+3 AC deluxe).	March, 1957	6,71,185	-1,34,915	78,284	6,14,554	Since regularised.
	13 B. G. XB class boilers ..	March, 1954	16,37,319	-6,471	....	16,30,848	Sanction to the completion report is awaited.
	Relaying of 100 lbs. B.H. track on C. I. pot sleepers with 90 lbs. RFF BSS rails from miles 133 to 121 and 155 to 185= 40 T.Ms.	March, 1958	48,571	24,87,166	1,39,652	26,75,389	The work has been completed and the excess is being regularised through the completion report.
	Through renewal of wooden Sleepers and anticreep bearing plates to superior density.	March, 1959	....	7,15,962	3,38,557	10,54,519	The expenditure is under scrutiny with a view to regularisation through the completion report.
	Provision of colour light signalling between Byculla and Kurla phase II.	January, 1956	2,88,213	1,08,622	-93,565	3,03,270	The work has been completed and the excess is being regularised through the completion report.
	Bombay V.T.—New Administrative Office Building.	July, 1959	....	....	10,24,331	10,24,331	
	Mathura-Delhi-Doubling Stage III.	April, 1959	....	....	15,11,066	15,11,066	The regularisation of the expenditure is engaging attention.
	Relaying of 50 lbs. rails from miles 268 to 298 SC-MMR section.	March, 1959	....	20,79,468	-6,11,558	14,67,910	The excess if any left after adjustment of credits for released materials will be regularised through the completion report.

1	2	3	4	5	6	7	8
<i>Excess over Estimate.—Contd.</i>							
	Bellampalli—Extension to colliery Siding.	March, 1957	278,248	—45,236	—46,571	1,86,441	The excess if any left after adjustment of credits for released materials will be regularised through the completion report.
	ET-ALD Section—11 miles relaying.	October, 1959	....	....	11,26,704	11,26,704	The work has just been completed and the credits for released materials are under adjustment.
	Yadgiri—Raichur Relaying	March, 1957	3,69,554	—5,87,760	—28,818	17,52,976	The work has been completed Excess will be regularised through completion reports.
<i>Other items of objection not individually specified.</i>							
	No. of items .. .. .	....	31	99	401	531	
	Amount .. .. .	..	33,91,050	40,67,047	1,53,04,853	2,27,62,950	
Eastern—	<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-1960.</i>						

M. P. Programme for 1946-47	March, 1952	2,26,924	....	....	2,26,924	} Sanction to the completion report is awaited.
50 out of 250 TPR Petrol Tank Wagons (4 of 1951-52).	October, 1953	5,04,808	-35,528	....	-4,69,280	
F. W. Coaching underframes.	March, 1953	4,54,987	-2,25,643	....	2,29,344	The expenditure is to be adjusted against works on which the underframes are used.
19 out of 38 F.W. underframes.	March, 1954	2,29,889	....	....	2,29,889	The expenditure will be regularised when the allotment of stock is finalised.
50 F. W. coaching underframes. 176 of 54-55.	March, 1955	1,93,331	....	61,298	2,54,629	The expenditure is to be adjusted against works on which the underframes are used.
DNR Division—Spot renewal of sleepers new and second hand of casual non-units during 1958-59.	March, 1959	....	8,97,758	12,29,037	21,26,795	Rs. 13,87,691 since adjusted ; the regularisation of the balance is engaging attention.
DNR—Thorough renewal of 90 lbs. B. S. Rails on Main Line during 1958-59.	October, 1959	....	....	12,51,578	12,51,578	The excess is expected to disappear on adjustment of credits for released-materials.
DNR-O. G. Branch complete track renewal of 85 lbs. B. C. H. Rails during 1958-59.	October, 1959.	....	....	20,37,800	20,37,800	Rs. 12,24,828 since regularised. The balance of the expenditure is engaging attention.
Abandoned work of WBP-KPA.	January, 1951	2,43,764	....	8,580	2,52,344	The expenditure is to be regularised through the completion report to be drawn on final closing of preparation account of the E. B. Railway (Pakistan).

1	2	3	4	5	6	7	8
	Building of 99 TL RS ..	March, 1959	....	3,06,333	24,14,661	27,20,994	Sanction to the revised estimate is awaited. The regularisation of the expenditure is engaging attention.
	Spot renewal of sleepers including renewal of bridge sleepers and crossing and non-units during 1959-60.	March, 1960	....	....	10,04,673	10,04,673	
	<i>Other items of objection not individually specified.—</i>						
	No. of items .. ..	....	16	24	65	105	
	Amount .. ..	....	26,00,546	24,39,448	78,78,919	1,29,18,913	
Northern—	<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-60.</i>						
	Parsnew—Relaying 50 lbs. rail on Sal-Sleepers	October, 1956	3,82,175	....		3,82,175	The revised estimate is under preparation.
	<i>Other items of objection not individually Specified</i>						
	No. of Items		35	55	103	193	
	Amount		27,84,056	12,21,262	28,62,090	68,67,408	
	<i>Excess over estimate:—</i>						
	Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs more than 3 years old on 31-3-60.						

North- Eastern—	Purchase of machinery and Plant for Electric Department regarding 8 generating sets.	December, 1953.	1,50,825	....	....	1,50,825	} The regularisation of the excess is engaging attention.
	Relaying 50 lbs. N. S. Rails with 60 lbs. on steel trough sleepers including lead rails for points and Xing and relaying stations with loops between Kasganj Junction and Hathras City.	November, 1956.	9,09,782	—53,482	2,39,318	10,95,618	
	Relaying the existing 50 lbs. N. S. Rails and fastening together with points and crossing and important loops with new 60 lbs. R B S. rails and also replacing N+2 wooden sleeper with N+3 steel trough sleepers between AH-HTC.	March, 1959.	....	26,04,770	—3,51,787	22,52,983	} The regularisation of the excess is engaging attention.
	Relaying between BTT-JKN (exclusive 62 miles in continuation with relaying between BSB-JKN already in hand.	December, 1958.	....	20,88,545	— 1,78,802	19,09,743	
Replacing existing 50 lbs. N. S. rails and fastening also points and Xing with 60 lbs. rails and also replacing N+2 wooden sleepers with N+3 steel trough sleepers from CPR to GCT.	January, 1958	16,49,115	—5,17,654	—78,558	10,52,903		

1	2	3	4	5	6	7	8
<i>Other items of objection not individually specified.</i>							
No. of items	.. ..	....	320	191	252	763	
Amount	.. ..	....	40,11,104	12,02,801	40,02,434	92,16,339	
<i>Excess over Estimate :—</i>							
<i>Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-1960.</i>							
North-East Frontier.	Between Amingaon and Tihu-replacement of 80 lbs. IMS-rails fastenings and important loops with 60 lbs. RBS rails etc.	March, 1959.	....	50,885	12,60,720	13,11,605	} The revised estimate is under preparation.
	Construction of Headquarters for Ex-Assam Railway with necessary staff quarters.	March, 1956.	2,86,433	—2,483	14,50,032	17,33,582	
<i>Other items of objection not individually specified.</i>							
No. of items	.. ..	....	18	36	79	133	
Amount	.. ..	....	6,11,717	10,74,319	9,44,679	26,30,715	

Replacement P. & M. KGP Workshop 46-47	March, 1952	2,14,200	14,650	-7,280	2,21,570	The regularisation of the excess is engaging attention.
Relaying 16.636 miles of 85 lbs rails on P. O. T. sleepers with 90 lbs. rails between Haridaspur and Kapilas Road.	March, 1957	2,93,546	1,43,000	....	4,36,546	
<i>Excess over estimate.—</i>						
Primary relaying on Down Line between K. G. P. and N.C.P. with 90 lbs. R.B.S. rails on (N+4) Wood Sleeper with C.I. anticreep bearing plates releasing 90 lbs. rails and I. R. S. Steel Sleepers from mile 24/6-12/4 i.e. 1/4 mile during 1954-55.	November 1956	5,03,329	-3,35,602	-57,946	1,09,781	The excess is being re- gularised through the completion report.
Primary relaying up line from mile 55/22 to 70/22 mile track on HWH-KGP section with 90 lbs. R. B. S. rails 42'-0" long on (N+4) CST/9 Sleepers releasing 90 lbs. B. S. rails on HW steel sleepers (N+3).	March, 1957	2,22,509	-30,503	-25,542	1,66,464	The excess is being re- gularised through the the completion report.
Renewing 13.3 miles of 85 lbs. rails with 90 lbs. im- ported R.B.S. rails on existing sleepers between Naupada and Tilaru.	March, 1957	1,16,262	-17,996	9,890	1,08,156	The excess is being regularised through the completion report.
Water Supply at Dongaposi	March, 1955	1,24,997	-53,74	2,179	1,21,802	The revised estimate is under verification.

1	2	3	4	5	6	7	8
	Doubling the line 1.25 mile between Tata and Asanboni.	November, 1953	2,13,930	....	....	2,13,930	Sanction to the completion report is awaited.
	Replacing steel and W.I. girders of 100'-60'-40" spans on the B.S.P. branch by standard girders of M. L. Loading	February, 1955	64,004	23,618	25,438	1,13,060	
	Complete track renewal between Gondia and Mundikota.	March, 1959	....	8,04,114	4,43,234	1,247,348	The regularisation of the excess is engaging attention.
	Rourkela Manoharpur doubling.	March, 1958	2,94,471	44,64,040	8,00,223	55,58,734	
	Improvement to Birmitrapur Branch.	March, 1958	16,68,454	29,86,116	5,29,352	51,83,922	Sanction to the revised estimate is awaited.
	Rourkela — Dumaro Construction.	February, 1960	....	....	1,14,08,249	1,14,08,249	
	<i>Other items of objection not individually specified</i>						
	No. of items.	.. ..	78	144	357	579	
	Amount.	.. ..	39,78,712	35,06,933	96,53,439	1,71,39,144	
	Items of objection amounting to Rs. 10 lakhs each or more and items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old 31-3-60.						

Western—	Rajkot Division —Spot renewal of sleepers with fittings on D.E.N. (I) subdivision. 1957-58.	December, 1958	..	23,15,804	....	23,15,804	Sanction to the completion report is awaited.
	Remodelling the yard at Rajkot.	February, 1957	80,959	20,411	5,697	1,07,067	The completion report is under preparation.
	Bandra marshalling Yard providing washing arrangements for clearing cattle wagons at goods.	March, 1959	1,15,009	27,479	3,577	1,46,065	The revised estimate is under preparation.
	Ahmedabad - Viramgam-Relaying 38-39 miles between.	November, 1956	12,11,788	—11,135	50,133	12,50,786	Sanction to the completion report awaited.
	2 Proto Type and 41 fully furnished slilerin coaches.	March, 1957	11,085	2,227	9,28,507	9,41,819	The revised estimate is under scrutiny.
	<i>Other items of objection not individually specified</i>						
	No. of items .. .. .	..	17	49	266	332	
	Amount .. .. .	..	12,72,653	33,96,991	93,06,589	1,39,76,233	
Integral Coach Factory.	<i>Exces over Estimate.</i>						
	<i>Other items of objection not individually specified.</i>						
	No. of Items. .. .. .	..	..	..	3	3	..
	Amount. .. .. .	..	..	..	1,210	1,210	..
Chittaranjan Locomotive Works.	<i>Other items of objection not individually specified</i>						
	No. of Items. .. .. .	..	..	7	16	23	
	Amount .. .. .	..	..	14,785	17,691	32,476	

1	2	3	4	5	6	7	8
<i>Miscellaneous irregularities.—Contd.</i>							
Items of objection amounting to Rs. 10 lakhs each or more and items of 1 lakh each or more but less than Rs 10 lakhs, more than 3 years old on 31-3-60.							
Central ..	General and Halalkhare Taxes claimed by the Bombay Municipal Corporation.	September, 1949	37,40,549	4,46,043	....	41,86,592	The taxes have been paid under protest pending final decision regarding increase in the sales which is engaging attention.
	House tax claimed by the Lonavala Municipality from the year 1931.	1931	2,19,127	....	....	2,19,127	The suit filed against Lonavala Municipality for the amount paid provisionally was decided in favour of the Railway Administration and the Municipality was asked to pay to the Railway the amount in question. The Municipality has preferred an appeal in the High Court.
	Payment of Terminal charges to Bombay Port Trust.	April, 1953	1,17,62,621	18,30,122	21,25,791	1,57,18,534	Sanction to the revised rates is awaited.

Central ..

Payments made to Shri Jagjit Singh	April, 1959	10,62,618	10,62,618
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The objectionable expenditure represents the value of work done by contractors in excess of approximate quantities stipulated in the relevant contracts and paid for provisionally pending sanction to the variations and execution of formal subsidiary agreement.

Other items of objection not individually specified.

No. of items .. .. .	..	5,289	2,290	4,171	11,750
Amount .. .. .	..	10,74,219	15,66,497	39,29,604	65,70,320

Eastern ..

No. of Items .. .. .	..	99	72	504	675
Amount .. .. .	..	3,61,183	3,62,485	7,74,883	14,98,551

1	2	3	4	5	6	7	8
Northern.—	<i>Provisional payments made on account of steel items for which 10 % bills are still awaited.</i>						
	M/S B.R.Herman and Mohatta Supply of Rails	April, 1958	....	16,19,890	..	16,19,890	The expenditure will be regularised on fixation of final rates by the Indian Steel Controller etc.
	<i>Other items of objection not individually specified</i>						
	No. of items .. ..	..	2,514	1,063	1,195	4,772	
	Amount .. ..	..	36,51,227	25,20,266	37,32,553	99,04,046	
North Eastern ..	<i>Other items of objection not individually specified.</i>						
	No. of items .. ..	..	7,434	248	192	7,874	
	Amount .. ..	..	17,57,060	36,692	67,459	18,61,211	
Northeast-Frontier ..	<i>Other items of objection not individually specified</i>						
	No. of Items .. ..	..	21	16	591	628	
	Amount .. ..	..	3,28,027	36,711	15,23,296	18,88,034	
Southern	<i>Other items of objection not individually specified</i>						
	No. of items .. ..	..	611	1,540	5,791	7,942	
	Amount .. ..	..	2,05,917	6,44,926	11,60,948	20,11,791	
South Eastern ..	<i>Other items of objection not individually specified.</i>						
	No of Items .. ..	..	7,180	1,127	1,331	9,638	
	Amount .. ..	..	11,50,076	12,17,740	15,03,243	38,71,059	

Western ..

Items of objection amounting to Rs. 10 lakhs each or more any items of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-60.

Provisional payment of Terminal charges made to Bombay Port Trust Railway.	April,	1953	64,74,213	14,62,059	16,09,308	95,45,580	Sanction to the revised rates is awaited.
Payment made to M/s Ramjibhai Madhabai, Handling Contractors, Jamnagar from July, 1953 to April 1958.	July,	1953	1,68,109	8,045	....	1,76,154	The regularisation of expenditure is engaging attention.
Provisional payment made to State Government on account of cost of Order Police.	April,	1948	62,25,476	....	....	62,25,476	The strength of the police for which payment has been made is under verification.
48 out of 56 III class coaches on additional account.	March,	1958	56,93,968	1,59,999	31,532	58,85,499	Sanction to the estimate is awaited.
<i>Other items of objection not individually specified.</i>							
No. of items .. ..	....		20	97	322	439	
Amount .. ..	....		13,31,301	7,15,490	10,81,564	31,28,355	

1	2	3	4	5	6	7	8
	<i>Miscellaneous Irregularities.—contd.</i>						
Railway .. Electrifi- cation.	Payment to M/s. S.A.E. (India) Ltd. for 3000 Volts Overhead Equip- ment in excess of the original contract value <i>Other items of objection not individually specified.</i>	Novemqer, 1957	30,45,547	21,18,433	2,59,261	54,23,241	The regularisation of expenditure is enga- ging attention.
	No. of items .. ..	....	1	....	....	1	
	Amount .. ..	....	56,428	....	....	56,428	
Integral .. Coach Factory.	<i>Other items of objection not individually specified</i>						
	No. of items .. ..	....	6	5	6	17	
	Amount .. ..	....	4,443	3,980	5,982	14,405	
Chittaranjan Locomotive Works.	<i>Other items of objection not individually specified.</i>						
	<i>Items of objection amount- ing to Rs. 10 lakhs each or more and of Rs. 1 lakh each or more but less than Rs. 10 lakhs, more than 3 years old on 31-3-60.</i>						
	Pay and allowances of 2 head constables and 18 costab'les for mobile patrol for want of par- ticulars.	February 1955.	93,440	21,000	22,067	1,36,507	The regularisation of expenditure is engag- ing attention.
	No. of items .. ..	....	3	3	5	11	
	Amount .. ..	....	19,548	12,378	8,570	40,496	

ANNEXURE B.

Statement of undercharges detected by Accounts or Audit and recovered.

(Figures in units of rupees).

Serial No.	Name of Railway.	Total amount of undercharges discovered by Accounts and Audit excluding those withdrawn.	Total earnings audited.	Percentage of undercharges to earnings.	Amount of undercharges.			Total outstanding undercharges.
					Recovered	Written off	Total	
1	2	3	4	5	6	7	8	9
1	Central	13,10,845	81,28,20,697	-16	16,48,334	55,232	17,03,566	5,41,858
2	Eastern	15,97,766	60,97,55,065	-26	17,59,360	1,849	17,61,209	13,79,737
3	Northern	22,92,132	63,29,05,174	-36	27,89,713	23,743	28,13,456	8,40,076
4	North Eastern	12,11,727	16,36,29,652	-74	2,54,890	7,503	2,62,393	23,35,812
5	Northeast Frontier	3,19,538	13,04,27,337	-24	1,99,835	6	1,99,841	15,06,885
6	Southern	13,33,683	58,63,70,083	-23	12,16,136	1,820	12,17,956	4,01,306
7	South Eastern	26,36,481	58,37,56,915	-45	24,32,581	.....	24,32,581	7,61,748
8	Western	6,02,335	70,39,75,005	-09	7,19,855	87,831	8,07,686	7,17,827
Total ..		(a)1,13,04,507	4,22,36,39,928	-27	1,10,20,704	1,77,984	(b)1,11,98,688	84,85,249

Note.—(a) Includes amounts withdrawn in respect of undercharges noticed in previous years and excludes undercharges of fifty N.p. and below in case of goods account and 25 N.p. and below in coaching account not debited to stations.

(b) Includes recoveries and write-off of undercharges discovered in previous years.

ANNEXURE C.

Statement showing remissions and abandonment of claims to revenue during 1959-60.

(Figures in units of rupees).

Serial No.	Name of Railway.	Particulars.	No. of items.	Amount.		Total earnings audited.	Total wharfage and demurrage recovered.	Total outstanding of wharfage and demurrage.
				Details.	Total.			
1	2	3	4	5	6	7	8	9
				Rs.	Rs.	Rs.	Rs.	Rs.
1.	Central	Wharfage and Demurrage.—						
		Items amounting to Rs. 2,000 each or more.	2,25	13,98,607	....	....	....	....
		Items below Rs. 2,000 each.	....	16,50,401	30,49,008	81,28,20,697	73,45,450	13,84,571
		Other items.—						
		Items amounting to Rs. 2,000 each or more.						
		Write-off of the amount representing the difference between the amount realised from the sale proceeds of consignments and freight charges due thereon.						
		[Eleven unclaimed consignments were disposed of by public auction. As the sale realisations were less than the freight charges outstanding in respect of those consignments, the amount of irrecoverable freight was written off	11	59,143	....	....	....	....

Write-off of freight charges in respect of two outstanding invoices.

[Freight charges in respect of (i) invoice dated 25-11-49 ex. B. P. T. Grains Depot to Hyderabad and (ii) invoice dated 8-7-49 ex. Guntur to Hyderabad were outstanding since 1949. Efforts to connect these invoices have failed as the records for the year 1949 are not available at this stage. No papers could be traced in the claims office also. In the circumstances the freight charges on these invoices have been written off]

2

6,600

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....

....

Write-off of debits raised against certain stations in respect of error sheets.

[The debits in this case pertain to 5 error sheets issued against stations for non-submission of refund lists, paid-on statements

1	2	3	4	5	6	7	8
	(Rs. 18,202) and the value of credit notes amounting to Rs. 10,150 from Civil Departments etc. for which credits were taken by the stations in their balance sheets. Some of the relevant documents were subsequently received from the stations for part amount and on the basis thereof credit amounting to Rs. 9,728 was afforded to those stations. Efforts were made to obtain copies of remaining vouchers by deputing staff to the stations and offices concerned but the transactions being old, no records were available and all attempts to clear the station outstandings did not succeed. Consequently, the balance of the outstanding amounts was written off]						
	Items below Rs. 2,000 each.	....	5	18,624	....	....	....
		....		2,56,924	3,41,291	....	....
2. Eastern	Wharfage and Demurrage.— Items amounting to Rs. 2,000 each or more.		64	5,88,448	....	....	....
	Items below Rs. 2,000 each.	....		18,46,879	24,35,327	60,97,55,065	1,31,77,568
	Other items— Items amounting to Rs. 2,000 each or more.						60,70,219

Eastern—Concl'd.

Write-off of the amount relating to certain goods consignments removed from Cossipore Goods Shed.

[Certain goods consignments relating to January, 1950 to June, 1950 were removed from Cossipore goods shed by issuing false gate passes without collection of freight charges. The persons suspected in the matter were sent up for trial but acquitted by the court. The departmental enquiry committee also could not fix definite responsibility but held the goods supervisor and the two assistant goods supervisors responsible for slack supervision and the gate-pass clerks for not taking proper care in the discharge of their duties. Five percent of the special contribution due to the goods supervisor was forfeited. One Assistant goods supervisor was absolved of the charges by a subsequent enquiry committee and the

Write-off of the contract money from Shri Abdullah Bhagwan Contractor.

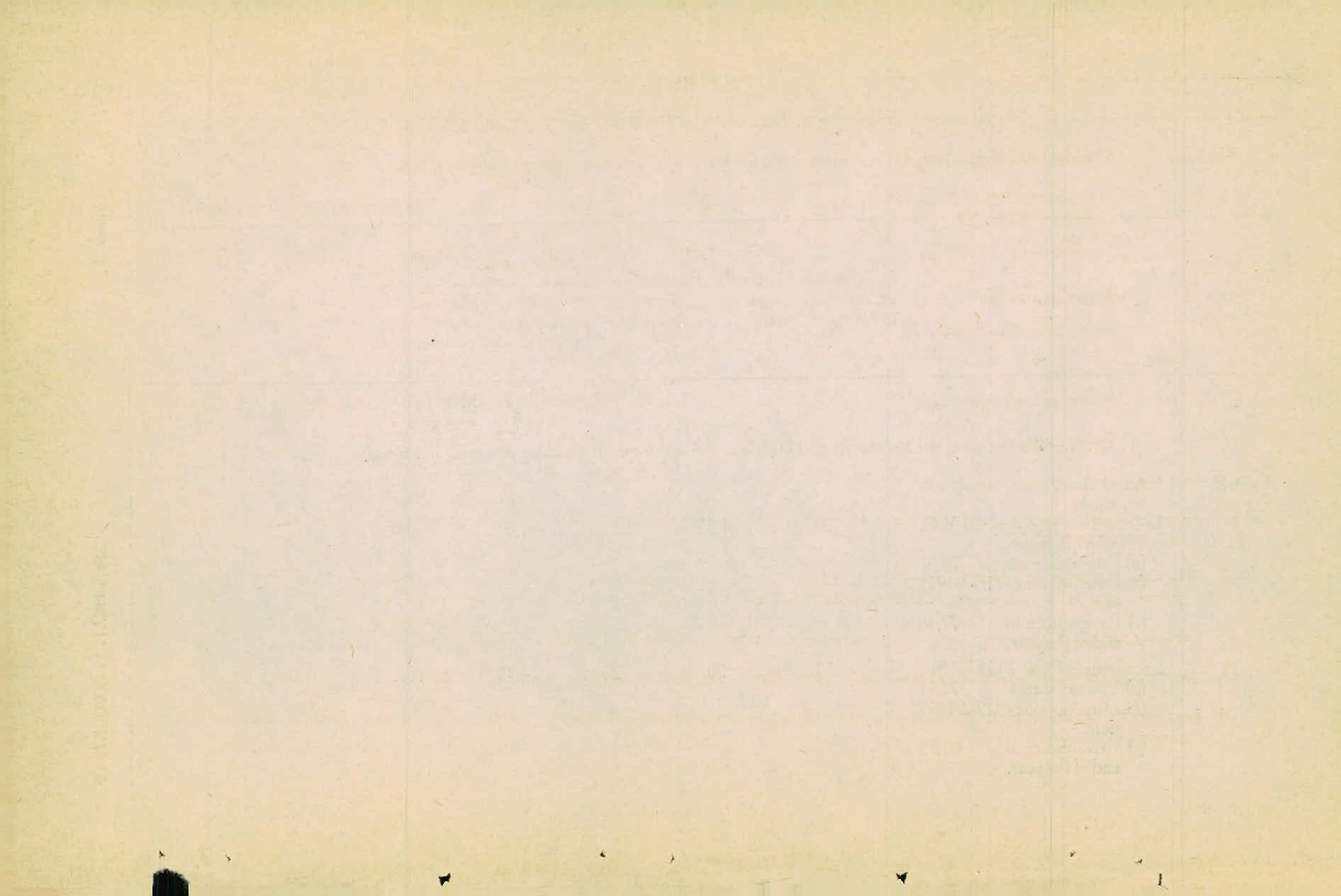
[The contractor Shri Abdullah entered into contract with the General Manager ex-Bikaner State Railway for removal of coal ashes dropped by the engines in Locomotive sheds and Railway Station at Churu for the period 1st April, 1947 to 31st March, 1948. As per contract agreement the contractor agreed to pay the Railway a sum of Rs. 1,22,000 in 12 equal instalments. From April, 1947 to September, 1947 the contractor remitted the amount regularly but did not remit any amount thereafter as he left for Pakistan. After prolonged correspondence between the General Manager ex. Bikaner State Rly. and the Bikaner Government it was decided to recover only two instalments instead of six viz. Rs. 21,623 representing the amount of two instalments (Rs. 20,333).

1	2	3	4	5	6	7	8	9
4. North Eastern	<p>and interest Rs. 1,290. As the contractor left for Pakistan, his property, being evacuee property, fell under the Revenue Secretary, Govt. of Bikaner who decided to recover the amount. After prolonged correspondence between the General Manager Ex. Bikaner State Railway and the Bikaner Govt. it was decided to recover only two instalments viz. Rs. 21,623 representing the amount of two instalments (Rs. 20,333) and interest (Rs. 1,290). As the contractor left for Pakistan, the matter was referred to the Ministry of Rehabilitation for entertaining the claim for Rs. 21,623. That Ministry replied that as all unsecured third party claims against the properties of Evacuees were not to be entertained, the claim of the Railway Authorities in this case was not payable. In the circumstances explained above, the amount of Rs. 21,623 being irrecoverable, was written off.)</p>	1	21,623	....			

4.	North Eastern —concl'd.	Items below Rs. 2,000 each.	....	1,14,732	1,36,355	....	....	....
		Wharfage and Demurrage.— Items amounting to Rs. 2,000 each or more.	127	24,49,548	....	....	....	....
		Items below Rs. 2,000 each.	....	4,94,435	29,43,983	16,36,29,652	4,41,815	13,41,592 (c) (d)
5.	Northeast Frontier.	Other items.— Items below Rs. 2,000 each.	....	90,464	90,464	....	....	....
		Wharfage and Demurrage.— Items amounting to Rs. 2,000 each or more.	18	1,27,651	....	....	....	....
		Items below Rs. 2,000 each.	....	59,133	1,86,784	13,04,27,337	15,36,178	12,48,232
6.	Southern	Other items.— Items below Rs. 2,000 each.	....	14,780	14,780	....	....	....
		Wharfage and Demurrage.— Items amounting to Rs. 2,000 each or more.	87	8,01,056	....	....	....	....
		Items below Rs. 2,000 each.	....	7,17,949	15,19,005	58,63,70,083	66,43,340	5,92,475
7.	South Eastern	Other items.— Items below Rs. 2,000 each.	....	84,025	84,025	....	....	....
		Wharfage and Demurrage.— Items amounting to Rs. 2,000 each or more.	40	5,47,013	....	....	....	....
		Items below Rs. 2,000 each.	....	2,31,227	7,78,240	58,37,56,915	1,18,26,018	1,07,71,487
		Other items.— Items amounting to less than Rs. 2,000 each.	....	19,602	19,602	....	....	....

1	2	3	4	5	6	7	8
8. Western	Wharfage and Demurrage.—						
	Items amounting to Rs. 2,000 each or more.		52	5,08,051	....	....	....
	Items below Rs. 2,000 each.	....		7,44,911	12,52,962	70,39,75,005	47,65,629 (e) 6,06,256
	Other items.—						
	Items below Rs. 2,000 each.	....		1,36,646	1,36,646	....	....
	Total—						
	Wharfage and Demurrage ..	....	....	(a) 1,50,85,053	4,22,36,39,928	5,04,98,404	2,42,76,942
	Other items .. .. .	....	....	(a) (b) 10,17,441	....	....	....

- (a) Excludes undercharges amounting to 50nP. and below in the case of goods earnings and 25 nP. and below in the case of coaching earnings not debited to stations.
- (b) The figures relating to ticketless passengers of all railways except Southern Railway included under 'other items' are based on the statements furnished by the commercial department and are not susceptible of check from accounts records.
- (c) Excludes figures of outstandings of certain stations from where returns have not been received and checked.
- (d) Demurrage charges accrued but not recovered at Loco Sheds on account of handling contracts not included.
- (e) Excludes Rs. 60,568 on account of demurrage charges not included in the outstanding list by stations being under reference with the parties concerned.



ANNEXURE D.

Statement of expenditure on Important open line Works and New Constructions.

Part A—Variations between the original and modified appropriation and expenditure during 1959-60.

(Figures in thousands of rupees).

Name of Railway.	Description of Work.	Original Appropriation.	Modified Appropriation.	Expenditure during the year.	Outlay compared with		Remarks.
					Original Appropriation.	Modified Appropriation.	
1	2	3	4	5	6	7	8
					More (+) Less (—).	More (+) Less (—).	
I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.							
Central.	Railway Board's bulk orders rolling stock—						
	Locomotives 14 out of 50 WG. locos Ex.-Belgium.	28	1,23	1,32	+1,04	+9	....
	(a) Estimated cost. 79,81						
	(b) Date of sanction. 16-4-1955						
	(c) Expenditure to end of the year. 72,46						
	Locomotives 13/60 WG Ex-USA	1	20	20	+19	....	....
	(a) Estimated cost. 71,51						
	(b) Date of sanction. 19-2-1955						
	(c) Expenditure to end of the year. 61,75						

Locomotives 23/55 WP. Ex-Canada.	46	....	1,07	+61	+1,07	The excess in column 7 was due to readjustment of debits on account of customs duty after the final appropriation.
(a) Estimated cost.						
(b) Date of sanction.						
(c) Expenditure to end of the year.			1,11,70			
Provision of 28 WG. Locos on replacement account 1957-58.	86,72	1,04,76	1,04,76	+18,04	....	....
(a) Estimated cost.						
(b) Date of sanction.						
(c) Expenditure to end of the year.			1,21,24			
Locomotives 42/118 WG. Class Ex-CLW.	43,36	52,38	52,38	+9,02	....	....
(a) Estimated cost.						
(b) Date of sanction.						
(c) Expenditure to end of the year.			60,62			
Locomotives 34/40 WG. ex-U.K. and Japan.	1	55	53	+52	-2	The excess in column 7 was due to readjustment of debits on account of customs duty after the final appropriation.
(a) Estimated cost.						
(b) Date of sanction.						
(c) Expenditure to end of the year.			1,61,50			
Locomotives 10 out of 65 'WP' Locos (Under Colombo Plan) Ex-Canada.	20	....	47	+27	+47	The excess in column 7 was due to readjustment of debits on account of customs duty after the final appropriation.
(a) Estimated cost.						
(b) Date of sanction.						
(c) Expenditure to end of the year.			57,87			
			31-3-1959			
			57,48			

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.</i>							
Central.— contd.	Railway Board's bulk orders rolling stock—						
	Locomotives 17 WP (16 Ex-Poland and 1 Ex-Austria).	3,50	32,90	33,39	+29,89	+49	....
	(a) Estimated cost. 85,93						
	(b) Date of sanction. 13-6-1958						
	(c) Expenditure to end of the year. 76,16						
	34 out of 56 bogie III Integral type coaches fully furnished with wheels and axles HAL.	1	5,13	8,57	+8,56	+3,44	The excess in column 7 was due to adjustment of certain debits towards the close of the year.
	(a) Estimated cost. Estimate not yet sanctioned.						
	(b) Date of sanction. Do.						
	(c) Expenditure to end of the year. 8,57						
	140 (156) bogie Integral type coaches unfurnished with wheels and axles Ex. I. C. F.	46,78	64,65	62,61	+15,83	-2,04	The saving in column 7 was due to certain adjustment not made contrary to expectations.
	(a) Estimated cost. Estimate not yet sanctioned.						
	(b) Date of sanction. sanctioned.						
	(c) Expenditure to end of the year. 62,61						

Locomotives 54 WG. class Ex-CLW.	1,00,05	1,08,07	1,08,07	+8,02	....	....
(a) Estimated cost.	2,33,82					
(b) Date of sanction.	11-6-1959					
(c) Expenditure to end of the year.	1,08,07					....
Carriage 27/193 bogies Ex. ICF.	20,96	6,52	6,34	-14,62	-18	....
(a) Estimated cost.	63,00					
(b) Date of sanction.	24-11-1959					
(c) Expenditure to end of the year.	29,40					....
Carriage 34 out of 96 bogie all metal electric multiple unit stock.	5,10	24,00	22,77	+17,67	-1,23	....
(a) Estimated cost.	1,28,19					
(b) Date of sanction.	17-1-1957					
(c) Expenditure to end of the year.	3,10,21					....
Carriages 41 out of 42 electric Multiple Unit Stock Ex-Japan.	12,75	12,30	13,03	+28	+73	....
(a) Estimated cost.	1,61,14					
(b) Date of sanction.	6-2-1958					
(c) Expenditure to end of the year.	1,57,27					....
49 Bogie III coaches integral type Ex-HAL.	58,08	77,06	77,05	+18,97	-1	....
(a) Estimated cost.	1,15,93					
(b) Date of sanction.	24-11-1959					
(c) Expenditure to end of the year.	77,05					....

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.</i>							
Central.— contd.	<i>Railway Board's bulk orders rolling stock—</i>						
	Wagons 1875 out of 5400 covered 'CR' type wagons ex-M/s. Martin Burn.	12,92	1,83	—1,80	—14,72	—3,63	The saving in column 7 was due to certain adjustment not made contrary to expectations.
	(a) Estimated cost. 2,94,63						
	(b) Date of sanction. 19-1-1960						
	(c) Expenditure to end of the year. 2,77,72						
	Wagons 1927 out of 2600 covered 'CR' type Ex-Poland.	61,49	28,46	27,55	—33,94	—91	....
	(a) Estimated cost. 3,24,58						
	(b) Date of sanction. 17-1-1957						
	(c) Expenditure to end of the year. 2,86,90						
	Wagons 310 out of 2500 FWO type ex-Austria and UK under T. C. M.	37	—51	—9	—46	+42	The excess in column 7 was due to certain unanticipated adjustments.
	(a) Estimated cost. 51,03						
	(b) Date of sanction. 30-5-1958						
	(c) Expenditure to end of the year. 49,67						
	Wagons 1072 out of 2050 (FW) Open 'O' type ex-Czechoslovakia.	5,06	1,26	1,23	—3,83	—3	....
	(a) Estimated cost. 1,73,66						
	(b) Date of sanction. 25-7-1956						
	(c) Expenditure to end of the year. 1,56,66						

Wagons 867 out of 1750 'FW' covered 'CR' type.	1,32	1,05	1,02	-30	3	....
(a) Estimated cost.	1,23,58					
(b) Date of sanction.	21-7-1960					
(c) Expenditure to end of tye year.	1,21,23					
Wagons 480 out of 2480 'FW' covered 'MC' type.	25	15	9	-16	-6	....
(a) Estimated cost.	57,41					
(b) Date of sanction.	18-6-1960					
(c) Expenditure to end of the year.	55,53					
Wagons 537 out of 1650 'O' type open ex-U. S. A. with wheel sets.	26	1	....	-26	-1	....
(a) Estimated cost.	99,38					
(b) Date of sanction.	28-12-1959					
(c) Expenditure to end of the year.	99,11					
Wagons 3260 out of 3950 covered 'CR' type ex-M/s. Burn & Co. Ltd., Howrah.	25,53	25,06	26,70	+1,17	+1,64	....
(a) Estimated cost.	5,47,15					
(b) Date of sanction.	26-9-1960					
(c) Expenditure to end of the year.	5,34,71					

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
<i>Railway Board's bulk order rolling stock.—</i>							
Central.— contd.	Wagons 588 out of 2000 open 'O' type ex-M/s. Braithwaite & Co. Ltd. (a) Estimated cost 89,38 (b) Date of sanction 11-4-1958 (c) Expenditure to end of the year. 90,66	6,52	4,70	4,90	-1,62	+20	....
	Wagons 717 out of 1000 open 'O' type ex-M/s. Balmer and Lawrie. (a) Estimated cost. 1,13,17 (b) Date of sanction. 29-7-1960 (c) Expenditure to end of the year. 1,08,18	11,32	7,15	7,56	-3,76	+41	....
	Wagons 400 out of 1068 covered 'CR' type ex-M/s. I. S. W. Ltd., Howrah. (a) Estimated cost. 60,80 (b) Date of sanction. 10-3-1959 (c) Expenditure to end of the year. 63,08	3,35	3,14	3,25	-10	+11	....
	Wagons-418 out of 500 Cattle CMR type ex-M/s. I. S. W. Co. (a) Estimated cost. 75,08 (b) Date of sanction. 25-6-1959	6,53	20,22	13,50	+6,97	-6,72	The saving in column 7 was due to non-receipt of stock to the extent expected.

(c) Expenditure to end of the year.	72,05						
<i>Other items.—</i>							
48 Bogies III class carriages ...	4,33	3,01	3,59	-74	+58	The excess in column 7 was due to certain adjustment made on completion of the work.	
(a) Estimated cost.	62,82						
(b) Date of sanction.	26-8-1957						
(c) Expenditure to end of the year.	59,72						
Kalyan Power House Extension	10	3,15	2,01	+1,91	-1,14	The saving in column 7 was due to slow progress of work by the contractors.	
(a) Estimated cost.	3,07,78						
(b) Date of sanction.	9-12-1955						
(c) Expenditure to end of the year.	2,99,84						
Kalyan Power House-Providing additional 18 M. W. Plant.	28,00	7,48	7,36	-20,64	-12	....
(a) Estimated cost.	89,10						
(b) Date of sanction.	17-5-1957						
(c) Expenditure to end of the year.	78,05						
Kurja Trombay rail facilities for oil Refineries.	9,38	3,50	3,82	-5,56	+32	....
(a) Estimated cost.	78,81						
(b) Date of sanction.	20-1-1956						
(c) Expenditure to end of the year.	56,55						
Kalyan-Remodelling of the yard.	20,00	10,20	16,04	-3,96	+5,84	The excess in column 7 was due to greater progress of work towards the close of the year.	
(a) Estimated cost.	51,74						
(b) Date of sanction.	17-12-1956						
(c) Expenditure to end of the year.	37,47						

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Central.— contd.	Other Items.—						
	Bhusaval Up Yard-Remodelling and Machinsation.	19,00	22,36	21,38	+2,38	-98	....
	(a) Estimated cost. 51,02						
	(b) Date of sanc- 26-7-1957 tion.						
	(c) Expenditure to 38,93 end of the year.						
	Itarsi-Remodelling of the yard.	20,00	11,95	14,41	-5,59	+2,46	} The excess in column 7 was due to adjustment of more debits for supply of materials.
	(a) Estimated cost. 67,50						
	(b) Date of sanc- 20-4-1960 tion.						
	(c) Expenditure to 17,01 end of the year.						
	Thana (Exclusive) and Kalyan (exclusive) Extension of Automatic Block System.	5,00	....	8,62	+3,62	+8,62	
	(a) Estimated cost. 68,00						
	(b) Date of sanc- 23-5-1960 tion.						
	(c) Expenditure to 8,62 end of the year.						
	Jhansi-Manikpur section strengthening of Major bridges between Khairar and Manikpur-26 spans of 100' and one span of 250'.	14,69	33,55	31,94	+17,25	-1,61	} The saving in column 7 was due to non-receipt of certain materials to the extent expected.
	(a) Estimated cost. 63,78						
	(b) Date of sanc- 20-5-1959 tion.						

(c) Expenditure to end of the year.	68,73						
Poona-Raichur Section-Relaying of old and worn 82 lbs. B. H. Track on C. I. Pot Sleepers with 90 lbs R. F. F. B. S. S. Rail fish plates and fish bolts and C. I. CST9 plate sleepers (on vicious formation wooden sleepers will be used) between miles 300.652 and 442.059 net mileage excluding turn outs etc. 42.079 track miles.	20,22	-55	-43	-20,65	+12	....
(a) Estimated cost.	68,28						
(b) Date of sanction.	2-5-1956						
(c) Expenditure to end of the year.	85,39*						
Jhansi—Manikpur Section.							
Complete track renewal of 80 lbs. FF MR Rails laid on CI pot sleepers (N+1) with 100 lbs. BH secondhand 33' cropped rails with new 18" long 'E' type fish plates and new fish bolts and nuts on second hand CI pot sleepers (N+3) from miles 840.170 to 881.036=40.566 TMs.	20,00	42,50	31,68	+11,68	-10,82	The saving in column 7 was due to non-receipt of debits to the extent expected.	
(a) Estimated cost.	66,16						
(b) Date of sanction.	22/25-6-59						
(c) Expenditure to end of the year.	32,80						

* Revised.

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Central— contd.	<i>Other items.—</i>						
	Kazipet—Dornakal Section — Complete track renewal of old and worn out 85 lbs. FF rails on steel trough sleepers (N+3) with 90 lbs. RFF RBS Rails and CI CST 9 plate sleepers (N+3) from miles 202·074 to 231·074=29 T. Ms. (a) Estimated cost. 51,47 (b) Date of sanction. 30-5-1956 (c) Expenditure to end of the year. 71,38	5,00	-1,33	-73	-5,73	+60	The excess in column 7 was due to adjustment of certain debits towards the close of the year.
	Igatpuri—Bhusawal Section — Complete track renewal of old and wornout 100 lbs. BH rails laid on CI pot sleepers (N+2) with new 90 lbs. RFF rails and new CI CST 9 plat sleepers (N+3) from miles 135·00 to 121·00 and from miles 155·00 to 181·00 (Up road) 40 Track Miles. (a) Estimated cost. 95,66 (b) Date of sanction. 10-9-1957 (c) Expenditure to end of the year. 1,22,36	7,78	9,17	9,50	+1,72	+33	....

<p>Manmad—Secunderabad Section—Complete track renewal of 50 lbs. FF rails laid on steel trough sleepers (N+3) with new 60 lbs. RFF BSS rails and new CI CST 9 plate sleepers (N+3) from mile (1) 333.38 to 341.00 and (2) 177.75 to 143.00=42.37 Track miles.</p> <p>(a) Estimated cost 55,68 (b) Date of sanc- 24-6-1959 tion. (c) Expenditure to 7,17 end of the year.</p>	20,00	5,27	7,17	-12,83	+1,90	The excess in column 7 was due to adjustment of certain debits towards the close of the year.
<p>Katni—Area—Provision of new vard.</p> <p>(a) Estimated cost 89,85 (b) Date of sanc- 26-6-1957 tion. (c) Expenditure to 73,72 end of the year.</p>	33,00	25,22	33,15	+15	+7,93	Do.
<p>Kazipet—Dornakal Section—Complete track renewals of 85 lbs. FF rails laid on steel trough sleepers (N+3) with new 90 lbs. on steel trough sleepers (N+3) from miles 231.074 to 266.073=35 T.M.S.</p> <p>(a) Estimated cost 89,96 (b) Date of sanc- 16-5-1958 tion. (c) Expenditure to 89,19 end of the year.</p>	3,63	7,99	10,51	+6,88	+2,52	The excess in column 7 was due to adjustment of more debits for supply of materials.

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Central— <i>contd.</i>	<i>Other Items.—</i>						
	Mathura—Delhi Doubling Stage III.	3,00	2,25	1,57	—1,43	—68	The saving in column 7 was due to non-receipt of debits to the extent expected.
	(a) Estimated cost 1,99,04						
	(b) Date of sanction. 13-9-1956						
	(c) Expenditure to end of the year. 2,02,09						
	Bina—Bhopal partial doubling.	1,50,00	1,45,36	1,43,69	—6,31	—1,67	The saving in column 7 was due to certain bills of contractors not passed contrary to expectations.
	(a) Estimated cost 3,47,44						
	(b) Date of sanction. 23-12-1958						
	(c) Expenditure to end of the year. 2,98,98						
	Jhansi—Kanpur Section— Through rails renewals of old and wornout 80 lbs. FF IMR rails laid on modified CST 9 plate sleepers (N+1) with new 90 lbs. RFF rails and increasing the existing sleeper density (N+1) of CST 9 plate sleepers to (N+3) miles :	4,23	—21,70	—21,87	26,10—	—17	....
	(a) Estimated cost 80,97						
	(b) Date of sanction 10-5-1958.						
	(c) Expenditure to end of the year 77,57						
	Amla—Parasia Section—Com- plete track renewal of 82 BH rails laid on CI Pot sleepers (N+2) with new 90 lbs.	40,00	48,00	54,65	+14,65	+6,65	The excess in column 7 was due to adjustment of more debits for supply of materials.

RFF rails thermit welded 210' long and second hand CI CST 9 plate sleepers (N+3) from miles 566·076 to 597·580= 30·473 Track Miles.							
(a) Estimated cost	59,34						
(b) Date of sanction.	12-10-1959						
(c) Expenditure to end of the year.	54,65						
Igatpuri—Bhusaval Section— Complete track renewal of 100 lbs. BH rails laid on CI pot sleepers (N+2) with new CST 9 plate sleepers (N+3) from miles 196·00 to 219·50= 23·12 Track Miles.		88	22,00	24,06	+23,18	+2,06	....
(a) Estimated cost	66,76						
(b) Date of sanction.	28-10-1958						
(c) Expenditure to end of the year.	77,83						
Jhansi—Manikpur Section— Complete track renewals of 80 lbs. FF IMR rails laid on CI Pot sleepers (N+1) with new 90 lbs. RFF BSS rails thermit welded 218' long and new CI CST 9 plate sleepers (N+3) from miles 820·038 to 840·170=20·132 Track miles.		15,00	32,15	22 48	+7,48	-9,67	The saving in column 7 was due to supply of certain materials at lower rates.
(a) Estimtead cost	56,97						
(b) Date of sanction	5-6-1958						
(c) Expenditure to end of the year.	47,30.						

1	2	3	4	5	6	7	8
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I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.

Central—
contd.

Other Items.—

Secunderabad—Kazipet Section
Complete track renewals of 85 lbs. FF rails laid on steel trough sleepers (N+3) with new 90 lbs. RFF BSS rail thermit welded 218' long and new CI CST9 plat sleepers (N+3) from miles 149/5 to 152/1=2 Track miles, and 172.0 to 202.0=30 track miles, Total 31.916 track miles.

3,39	12,94	13,45	+10,06	+51
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- (a) Estimated cost 94,85
- (b) Date of sanction. .. 22-7-1958
- (c) Expenditure to end of the year. 1,04,69

Kazipet-Bezawada Section.

20,00	-10,83	-7,40	-27,40	+3,43
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Complete track renewals of 85 lbs. FF rails laid on steel trough sleepers (N+3) with 90 lbs. RFF BSS rails thermit welded 210' long and new CI CST 9 sleepers (N+3) from miles 266.073 to 302.073=36 Track miles.

The excess in column 7 was due to non-receipt of credits for certain left over materials.

(a) Estimated cost	1,02,69						
(b) Date of sanction.	26-7-1958						
(c) Expenditure to end of the year.	82,75						
Manmad-Secunderebad Section.	9,00	6,00	5,32	-3,68	-68	....
—Complete track renewals of 50 lbs. FF rails laid on steel through sleepers (N+3) with new 60 lbs. RFF rails and new CI CST 9 plate sleepers (N+3) from miles 298 to 333 =35 Track miles.							
(a) Estimated cost.	50,45						
(b) Date of sanction.	13-11-1959						
(c) Expenditure to end of the year.	49,33						
Jhansi Woskshop. Increasing repair facilities and provision of two Turbo alternator 1,500 KV capacity to meet the increased power load (phase I).	35,00	28,94	37,34	+2,34	+8,40	The excess in column 7 was due to adjustment of more debits for supply of materials.	
(a) Estimated cost.	1,17,00						
(b) Date of sanction.	7-6-1957						
(c) Expenditure to end of the year.	63,59						

1	2	3	4	5	6	7	8
Central— concl.	I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.						
	Other items						
	Dhond—Manmad Section.—	30,00	38,00	36,74	+6,74	-1,26	....
	Complete track renewal of 82 lbs. B. H. rails laid on CI Pot sleepers (N+2) with new 90 lbs. RFF BSS Rails. The unit welded 210 long and new C. I. C. S. T 9 plate sleepers (N+3) from miles 123.745 to 144.50=20.617 track miles.						
	(a) Estimated cost.	50,09					
	(b) Date of sanction.	12-10-1959					
	(c) Expenditure to end of the year.	37,64					
	Construction of Khandwa-Hingoli Line.	2,10,00	1,84,84	1,97,73	-12,27	+12,89	The excess in column 7 was due to adjustment of more debits for supply of materials.
	(a) Estimated cost.	12,40,54					
	(b) Date of sanction.	30-7-1957					
	(c) Expenditure to end of the year.	10,74,66					
	Igatpuri—Bhusaval Section— Electrification Project.	5,00	..	..	-5,00	..	....
	(a) Estimated cost.	13,93,04					
	(b) Date of sanction.	Estimate not yet sanctioned.					
	(c) Expenditure to end of the year.	..					

Eastern— *Railway Board's bulk orders rolling stock.—*

57 out of 193 bogie integral type coaches unfurnished with wheels and axles ex. I. C. F.	21,36	46,26	45,80	+24,44	-46	...
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(a) Estimated cost. 62,70

(b) Date of sanction. No estimate prepared.

(c) Expenditure to end of the year. 69,27

500 out of 2800 FW covered wagons CR type without wheels and axles ex. M/s. Pressed Steel Co. Ltd., England.	14,46	4,91	4,92	-9,54	+1
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(a) Estimated cost. 73,50

(b) Date of sanction. No estimate prepared.

(c) Expenditure to end of the year. 87,08

1	2	3	4	5	6	7	8
I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.							
Eastern.—contd. Railway board's bulk orders rolling stock							
	575 out of 1000 FW open Wagons 'O' type without wheels and axles ex. M/s. Kawasaki Rolling Stock Mfg. Co. Ltd., Japans.	1,15	31	31	....	-84	....
	(a) Estimated cost. 94,65						
	(b) Date of sanction. 24-9-1957						
	(c) Expenditure to end of the year. 70,73						
	2565 out of 5400 covered wagons 'CR' type without wheels and axles ex. M/s. Martin Burn.	7,68	-20	-8,22	-15,90	-8,02	The saving in column 7 was due to certain payments on account of cost audit reports not made, contrary to expectations.
	(a) Estimated cost, 3,58,07						
	(b) Date of sanction. 5-3-1957						
	(c) Expenditure to end of the year. 3,42,17						
	600 out of 2100 F. W. open wagons 'O' type without wheels and axles ex. M/s. Braith Waite & Co.	3,35	1	-2,39	-5,74	-2,40	The saving in column 7 was due to the rebate given by the firm on the basis of actual production.
	(a) Estimated cost. 77,09						
	(b) Date of sanction. 5-3-1957						
	(c) Expenditure to end of the year. 71,65						

210 out of 910 bogie rail trucks BR type without wheels and axles ex. M/s. Metro Cammell, U. K. (a) Estimated cost. 67,38 (b) Date of sanc- tion. 25-6-1957 (c) expenditure to end of the year. 77,19	3,00	10,20	6,21	+3,21	-3,99	The saving in column 7 was due to certain payments having been made by the D. G., I. S. D. London in 1958-59.
1505 out of 2200 covered wagons 'CR' type without wheels and axles ex. M/s. Jessop & Co. Ltd. (a) Estimated cost. 2,41,17 (b) Date of sanc- tion. 12-6-1958 (c) Expenditure to end of the year. 1,93,17	6,72	4,12	4,14	-2,58	+2	....
477 out 2000 open wagons 'O' type without wheels and axles ex. M/s. Braith Waite Co. (I) Ltd. (a) Estimated cost. 69,21 (b) Date of sanc- tion. 12-6-1958 (c) Expenditure to end of the year. 56,08	2,86	1,34	1,41	-1,45	+7	....
460 out of 1035 bogie rail trucks BR type without wheels and axles ex. M/s. Burn Co. Ltd. (a) Estimated cost. 1,58,08 (b) Date of sanction. 31-7-1959 (c) Expenditure to end of the year. 1,61,54	93,63	1,45,06	1,41,02	+47,39	-4,04	....

1	2	3	4	5	6	7	8	9
I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.								
Eastern— contd.	Railway Board's bulk orders rolling stock.							
24	out of 30 W. G. locos ex. M/s. S. A. Anglo Franco, Belgium.		48	2,11	2,51	+2,03	+40	The excess in column 7 was due to adjustment of debits towards the close of the year being more than expected.
	(a) Estimated cost.	1,36,80						
	(b) Date of sanction.	31-3-1959						
	(c) Expenditure to end of the year.	1,10,48						
29	out of 75 W. G. locos ex. M/s. Hitachi Ltd., Japan.		39	5,51	4,81	+4,42	-70	The saving in column 7 was due to certain payment on account of cost audit reports not made, contrary to expectations.
	(a) Estimated cost.	1,52,25						
	(b) Date of sanction.	22-10-1959						
	(c) Expenditure to end of the year.	1,35,01						
40	out of 100 Diesel Locomotives ex. M/s. Alco Products, U. S. A.		20,00	16,00	19,36	-64	+3,36	The excess in column 7 was due to adjustment of debits towards the close of the year being more than expected.
	(a) Estimated cost.	5,33,60						
	(b) Date of sanction.	4-9-1959						
	(c) Expenditure to end of the year.	4,70,43						
55	out of 157 bogie integral type coaches unfurnished with wheels and axles ex. I. C. F.		37,85	39,15	38,75	+90	-40	.....
	(a) Estimated cost.	60,50						
	(b) Date of sanction.	Not yet sanctioned.						
	(c) Expenditure to end of the year.	61,40						

118 out of 530 bogie integral type coaches unfurnished with wheels and axles ex. I. C. F. (a) Estimated cost. 1,29,80 (b) Date of sanction. Estimate not yet prepared. (c) Expenditure to end of the year. 27,28	39,43	22,26	27,28	-12,15	+5,02	The excess in column 7 was due to adjustment of debits towards the close of the year being more than expected.
1274 out of 1500 F. W. covered wagons 'CR' type without wheels and axles ex. M/s. Martin Burn Co. (a) Estimated cost. 1,67,71 (b) Date of sanction. 2-11-1957 (c) Expenditure to end of the year. 1,69,96	17	-9	-4,08	-4,25	-3,99	The saving in column 7 was due to certain payments on account of cost audit reports not made, contrary to expectations.
438 out of 1068 F. W. covered wagons 'CR' type without wheels and axles ex. M/s. I. S. W. Co. Ltd. (a) Estimated cost. 66,38 (b) Date of sanction. 29-11-1958 (c) Expenditure to end of the year. 62,18	1,44	1,24	1,18	-26*	-6	....
12 out of 50 W. G. Locos ex. M/s. Anglo Franco, Belgium. (a) Estimated cost. 68,40 (b) Date of sanction. 31-3-1959 (c) Expenditure to end of the year. 2,04	24	1,06	87	+63	-19	The saving in column 7 was of a minor nature.

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Eastern— contd.	<i>Railway Board's bulk orders rolling stock.—</i>						
10 out of 25 W. G. Locomotives ex. M/s Ansaldo SPA, Italy.		40	19	13	-27	- 6	The saving in column 7 was of a minor nature.
(a) Estimated cost	55,00						
(b) Date of sanction.	31-3-1959						
(c) Expenditure to end of the year.	13						
17 out of 27 W. G. Locomotives ex. L. W.		31,49	34,03	34,02	+2,53	- 1	....
(a) Estimated cost	73,61						
(b) Date of sanction.	Not yet Estimate prepared.						
(c) Expenditure to end of the year.	34,02						
Furnishing of 114 I. C. F. shells		71,50	10,78	11,87	-59,63	+1,09	....
(a) Estimated cost	85,50						
(b) Date of sanction.	12-5-1960						
(c) Expenditure to end of the year.	11,86						
29 out of 56 bogie III class integral type coaches fully furnished with wheels and axles ex. HAL.		1	11,85	7,06	+7,05	-4,79	The saving in column 7 was due to certain debits not received contrary to expectations.

(a) Estimated cost	54,52						
(b) Date of sanction.	Not yet Estimate prepared.						
(c) Expenditure to end of the year.	7,06						
<i>Other Items.—</i>							
99 Bogie III luggage and brake vans.		40,00	26,62	24,03	-15,97	-2,59	The saving in column 7 was due to a certain credit adjustment.
(a) Estimated cost	1,32,34						
(b) Date of sanction.	29-3-1957						
(c) Expenditure to end of the year.	1,63,28						
52 bogie III luggage and brake vans.		7,14	12	- 5	-7,19	-17	The saving in column 7 was due to the work not being undertaken earlier.
(a) Estimated cost	58,95						
(b) Date of sanction.	3-9-1956						
(c) Expenditure to end of the year.	61,57						
15 bogie I class		4,60	1,60	1,25	-3,35	-35	} The saving in column 7 was due to slow progress of work.
(a) Estimated cost.	54,13						
(b) Date of sanction.	31-3-1959						
(c) Expenditure to end of the year.	27,18						
40 bogies I and III class		20,00	19,00	16,58	-3,42	-2,42	
(a) Estimated cost	1,90,88						
(b) Date of sanction.	5-3-1959						
(c) Expenditure to end of the year.	37,09						

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision has been made in the budget—contd.</i>							
Eastern— contd.	Other Items—						
	33 bogie III class		5,06	2,70	2,41	—2,65	—29
	(a) Estimated cost. 50,60						The saving in column 7 was due to slow progress of work.
	(b) Date of sanction. 31-3-1959 and 15-11-1958						
	(c) Expenditure to end of the year. 33,17						
	Furnishing 75 ICF shells into 1st Classes coaches.		5,00	..	57	—4,43	+57
	(a) Estimated cost. 75,00						
	(b) Date of sanction. Estimate not yet prepared.						
	(c) Expenditure to end of the year. 57						
	Furnishing 109 ICF shells into III class coaches.		30,00	10,58	9,77	—20,23	—81
	(a) Estimated cost 87,20						....
	(b) Date of sanction. 30-8-1960						
	(c) Expenditure to end of the year. 9,77						
	Furnishing 110 ICF shells in to III class with luggage and brake.		15,00	..	..	—15,00	....
	(a) Estimated cost 82,50						....

(b) Date of sanction.	Estimate not yet prepared.					
(c) Expenditure to end of the year.	..					
Proposed B. G. Line to serve the area previously served by Barasat-Basirhat Light Railway.		50,00	14,95	14,87	-35,13	- 8
(a) Estimated cost	2,56,08					
(b) Date of sanction	23-9-1958					
(c) Expenditure to end of the year.	31,75					
New Branch lines in Karanpura and allied coal helds.						
(A) Jarangdih-Kathara siding including junction arrangements at Jarangdih and yard at Kathara.		25,00	7,49	4,12	-20,88	-3,37
(a) Estimated cost	47,00					The saving was due to late receipt of deposit from National Coal Development Corporation.
(b) Date of sanction.	29-4-1959					
(c) Expenditure to end of the year.	21,92					
(B) Gidi Siding including yard.		30,00	20,40	20,19	-9,81	-21
(a) Estimated cost	57,55					....
(b) Date of sanction.	29-4-1959					
(c) Expenditure to end of the year.	37,88					

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Eastern— contd.	Other Items.—						
(c) Saunda siding including yard.		8,00	4,57	2,17	—5,83	—2,40	The saving was due to late receipt of deposit from National Coal Development Corporation.
(a) Estimated cost	22,75						
(b) Date of sanction.	29-4-1959						
(c) Expenditure to end of the year.	7,47						
(d) Sayal siding including yard.		15,00	8,00	9,53	—5,47	+1,53	The excess in column 7 was due to receipt of more materials.
(a) Estimated cost	1,791						
(b) Date of sanction.	29-4-1959						
(c) Expenditure to end of the year.	9,53						
(e) Bachra siding including yard		9,00	7,00	2,47	—6,53	—4,53	The saving was due to late receipt of deposit from National Coal Development Corporation.
(a) Estimated cost	21,85						
(b) Date of sanction.	29-4-1959						
(c) Expenditure to end of the year.	11,10						
(f) Provision of 660 wagons depot yard at Patratu and ancillary works to deal with additional coal traffic from Karanpura coal fields.		30,00	15,78	11,87	—18,13	—3,91	The saving in column 7 was due to non-receipt of debits for cost of materials.

Date of sanction. 14-9-1959

(i) 600 wagon; Depot yard.
Estimated cost 62,50

Expenditure to of the year 11,87

(ii) Loco Shed for 35 Engines 5,00 2,50 29 —4,71 —2,21

Estimated cost 37,50

Expenditure to end 29
of the year.

(iii) Staff quarters type IV-4, 25,00 8,25 7,68 —17,32 —57

Type III-42, Type II-300,
Type I-327.

(a) Estimated cost 62,02

(b) Expenditure to 7,68
end of the year.

(iv) Water supply 5,00 4,79 4,28 —72 —51

(a) Estimated cost. 13,52

(b) Expenditure to 4,28
end of the year.

The saving in column 7 was
due to non-receipt of debits
for cost of materials.

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Eastern— contd.	<i>Other Items.</i>						
	Provision of New line between Chandrapura Bondamunda (Rourkela) (Chandrapura--Hatia) construction.	4,00,00	3,36,81	2,96,40	-1,03,60	-40,41	The saving in column 7 was due partly to a write - back adjustment and partly to non-receipt of certain debits.
	(a) Estimated cost. 11,80,00						
	(b) Date of sanction. 19-2-1958 and 9-5-1959 and 7-6-1960						
	(c) Expenditure to end of the year. 7,70,24						
	Proposed marshalling yard and washery near Dugda	60,00	20,83	24,32	-35,68	+3,49	The excess in column 7 was due to receipt of more debits towards the close of the year.
	(a) Estimated cost. 81,68						
	(b) Date of sanction. 1-4-1958						
	(c) Expenditure to end of the year. 40,58						
	Proposed Broad Gauge line to serve the area now being served by Bskhtiarpur-Rajgir light.	10,00	31,75	29,21	+19,21	-2,54	....
	(a) Estimated cost. 2,55,00						
	(b) Date of sanction. 8-5-1959						
	(c) Expenditure to end of the year. 29,21						

Howrah-Provision of additional goods shed facilities and yard in the area between Banaras Bridge and Tikiapara foot over-bridge.	5,00	-2,53	-3,28	-8,28	-75	The saving in column 7 was due to transfer of certain materials to some urgent works.
(a) Estimated cost. 58,30						
(b) Date of sanction. 5-1-1957						
(c) Expenditure to end of the year. 31,88						
Damodar-Avoiding lines from Damodar Station to Kalipahari to avoid Asansol yard and alterations to Kalipahari yard.	45,00	39,05	40,95	-4,05	+1,90	....
(a) Estimated cost. 1,38,49						
(b) Date of sanction. 14-8-1959						
(c) Expenditure to end of the year. 68,86						
Fly-over crossing for goods line between Lillooah-sorting yard and Howrah Goods over the S. E. Railway. Main line and alteration to goods yard connected therewith to facilitate operation and prevent hold up to goods traffic.	18,75	12,21	12,02	-6,73	-19	....
(a) Estimated cost. 54,88						
(b) Date of sanction 13-2-1959						
(c) Expenditure to end of the year. 27,20						

1	2	3	4	5	6	7	8
<i>I.—works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
<i>Other Items.—contd.</i>							
Eastern— contd.	Moghalsarai-Additions and alterations to yard Phase I.	20,00	30,00	29,48	+9,48	-52	....
	(a) Estimated cost. 1,37,19						
	(b) Date of sanction. 9.9.1959 and 29.2.1960						
	(c) Expenditure to end of the year. 79,17						
	Ondal-Remodelling of yard ..	40,80	39,27	47,67	+6,87	+8,40	The excess in column 7 was due to greater speed in progress of work towards the close of the year.
	(a) Estimated cost. 24,22						
	(b) Date of sanction. 23.6.1960						
	(c) Expenditure to end of the year. 1,05,45						
	Asansol Division-Complete Track Renewal of 115 lbs. F.F.B.S. rails laid on wooden sleepers (N+4+D) and (N+6) and C. I. sleepers (N+4+D), (N+3+D) with new 90 lbs. 'R' rails and new C.I. and wooden sleepers (N+6) on up Main line etc. Total 18.44 miles during 1958-59.	41,27	30,92	6,05	-35,22	-24,87	The saving in column 7 was due to transfer of certain materials to some urgent works.
	(a) Estimated cost. 60,85						
	(b) Date of sanction 11.8.1959						
	(c) Expenditure to end of the year. 27,67						

Howrah Division - Complete Track Renewal of 88½ lbs. B.H Rails laid on D & O sleepers (N+1+D) and (N+2) with new welded 90 RFS rails on new CST 9 sleepers (N+3) on the Sahibgange loop from mile 304 to 324=20 miles during 59-60.	25,00	32,33	32,33	+7,33
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(a) Estimated cost. 51,12

(b) Date of sanc- 6-8-1959
tion.

(c) Expenditure to 32,33
end of the year.

Howrah Division - Complete Track Renewal of 88½ lbs. BH. Rails laid on D & O sleepers (N+2+D) and (N+3) with new welded 90 RBS rails on new CST 9 sleepers (N+3) on the Sahibgange Loop from mile 270 to 298=28 miles during 1959-60.	32,00	50,69	50,69	+18,69
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(a) Estimated cost. 70,27

(b) Date of sanc- 18-8-1959
tion.

(c) Expenditure to 50,69
end of the year.

1	2	3	4	5	6	7	8
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I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.

Eastern—

Other Items.—

concl'd.	Asansol Division - Complete Track renewal of 85 and 88½ lbs. B.H. rails laid on D & O sleepers (N+2+D) on the Gomoh-Barkakana section etc. Total mile 26½ during 1959-60 with new welded 90 RBS rails and CST 9 sleepers to strength (N+3).	31,00	32,88	20,51	-10,49	-12,37	The saving in column 7 was due to transfer of certain materials to some urgent works.
	(a) Estimated cost. 68,86						
	(b) Date of sanction. 12-10-1959						
	(c) Expenditure to end of the year. 20,51						
	Moaameh-Construction of Railcum-Road Bridge over the Ganga at.	40,18	16,66	16,30	-23,88	-36	....
	(a) Estimated cost. 15,60,75						
	(b) Date of sanction. 17-11-1956						
	(c) Expenditure to end of the year. 13,97,29						

Northern— *Railway Board's bulk orders rolling stock.*—

20 out of 60 W.G. Locos ex. M/s. Weener Loco Fasbric Austria	33	....	....	-33	....	....
(a) Estimated cost.	1,10,00					
(b) Date of sanction.	3-8-1955					
(c) Expenditure to end of the year.	1,01,83					
12 out of 24 Bogie all metal Light weight rail cars III class complete in all respects with Wheels and axles fully furnished and ready for service Ex. M/s. Commonwealth Engg. Co. Australia under Colombo Plan	1,00	13,74	13,92	+1292,	+18	....
(a) Estimated cost.	56,04					
(b) Date of sanction.	12-6-1956					
(c) Expenditure to end of the year.	46,11					
36 out of 193 Bogie integral type coaches unfurnished with wheels and axles Ex. I. C. F.	13,49	22,45	38,08	+24,59	+15,62	The excess in column 7 due to adjustment of more debits for supply of stock freight etc.
(a) Estimated cost.	82,68					
(b) Date of sanction.	25-10-1958					
(c) Expenditure to end of the year.	49,64					

1	2	3	4	5	6	7	8
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I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.

Northern— contd.	Railway Board's rolling stock—						
	70 out of 220 Bogie III class steel Coach Body shells with under- frames Ex. M/s. Jessop & Co. Calcutta.	1,03	82	93	-10	+11	....
	(a) Estimated cost. 72,97						
	(b) Date of sanc- 29-3-1956 tion.						
	(c) Expenditure to 35,56 end of the year.						
	104 out of 488 Bogie Coaching underframes without wheels and axles ex. M/s. La Burgeoise etc. Nivelles, Belgium.	69	-19,76	-19,55	-18,86	+21	....
	(a) Estimated cost. 79,73						
	(b) Date of sanc- 26-8-1957 tion.						
	(c) Expenditure to 3,39 end of the year.						
	2113 of 2800 FW covered wagons CR type without wheels and axles Ex. /s.M Prassed Steel Co. Ltd. Cowlay Oxford England.	76,77	16,29	16,07	-60,70	-22	....
	(a) Estimated cost. 3,94,97						

(b) Date of sanction.	21-7-1956						
(c) Expenditure to end of the year.	4,03,95						
978 out of 2050 F.W. Open Wagons 'O' Type without wheels and axles Ex. M/s. Strojexport, foreign Trade Corporation Czechoslovakia.	10,34	1,12	1,02	-9,32	-10	....
(a) Estimated cost.	1,57,87						
(b) Date of sanction.	11-5-1956						
(c) Expenditure to end of the year.	1,60,43						
1657 out of 2700 covered wagons C.R. type without wheels and axles ex. M/s. Jessop and Co. Calcutta.	25,67	2,97	-2,75	-28,42	-5,72	The saving in column 7 was due to receipt of rebate allowed by the wagon builders.	
(a) Estimated cost.	2,54,95						
(b) Date of sanction.	15-12-1959						
(c) Expenditure to end of the year.	2,42,75						
400 out of 3950 covered wagons C.R. type	4,06	3,11	3,22	-84	+11		
(a) Estimated cost.	62,36						
(b) Date of sanction.	12-8-1957						
(c) Expenditure to end of the year.	64,98						

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Northern— contd.	<i>Railway Board's bulk orders rolling stock—</i>						
	2861 out of 2900 covered wagons C.R. type.	81,35	43,63	44,64	—36,71	+1,01	....
	(a) Estimated cost. 4,60,33						
	(b) Date of sanction. 28-9-1957						
	(c) Expenditure to end of the year. 4,71,45						
	735 out of 2000 open 'O' type wagons.	9,85	5,94	6,19	—3,66	+25	....
	(a) Estimated cost. 1,07,24						
	(b) Date of sanction. 12-9-1957						
	(c) Expenditure to end of the year. 1,12,43						
	590 out of 940 covered wagons 'MC' type.	2,57	58	47	—2,10	—11	....
	(a) Estimated cost. 64,31						
	(b) Date of sanction. 1-12-1959						
	(c) Expenditure to end of the year. 63,52						
	15 out of 25 'WG' Locos Ex. M/s Ausaldo S.P.A. Genoa, Italy.	60	13	19	—41	+ 6	....
	(a) Estimated cost. 83,00						

(b) Date of sanction.	14-5-1956						
(c) Expenditure to end of the year.	74,87						
31 out of 65 'WP' Locos ex. M/s. Candian Locomotive Co. Ltd. Kingston, Canada under Colombo. Plan.	62	..	1,41	+82	+1,144	The excess in column 7 was due to adjustment of debits in respect of customs duty.	
(a) Estimated cost.	1,45,70						
(b) Date of sanction.	15-12-1955						
(c) Expenditure to end of the year.	1,58,93	..					
10 out of 118 WG class locos ex. C.L.W.	30,97	6,10	6,10	-24,87	..	....
(a) Estimated cost.	1,25,57						
(b) Date of sanction.	29-8-1958						
(c) Expenditure to end of the year.	1,25,57						
20 out of 40 YP Locos ex. M/s. Kranse Meffe W. Germany.	20	....	....	-20	....	....
(a) Estimated cost.	68,00						
(b) Date of sanction.	24-1-1956						
(c) Expenditure to end of the year.	63,80						

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Northern.— contd.	<i>Railway Board's bulk orders rolling stock—</i>						
	125 out of 180 Bogie Coaches fully furnished Ex. H.A.L.	28,32	39,54	41,99	+13,67	+2,45	....
	(a) Estimated cost. 1,85,23						
	(b) Date of sanction. 10-1-1958						
	(c) Expenditure to end of the year. 1,36,08						
	102 out of 157 Bogie integral coaches unfurnished with wheels and axles Ex. I.C.F.	70,20	89.66	81,31	+11,11	-8,35	....
	(a) Estimated cost. 1,92,29						
	(b) Date of sanction. 9-5-1960 and 8-7-1960						
	(c) Expenditure to end of the year. 1,26,57						
	145 'WG' class Locos ex. C.L.W.	2,68,66	1,08,07	1,08,07	-1,60,59	....	....
	(a) Estimated cost. 2,33,82						
	(b) Date of sanction. 11-5-1959						
	(c) Expenditure to end of the year. 1,08,07						

453 out of 1750 FW covered 'CR' type wagons Ex. M/s. Jessop & Co. Calcutta.	1,08	53	48	-60	-5	
(a) Estimated cost	65,32					
(b) Date of sanction.	18-2-1956					
(c) Expenditure to end of the year.	63,03					
3100 'CR' Wagons Ex. Martin Burn & Co.	1,37	20	18	-1,09	-2	
(a) Estimated cost	80,21					
(b) Date of sanction.	28-5-1955					
(c) Expenditure to end of the year.	77,18					
<i>Other Items.</i>						
Construction of 104 bogie luggage and parcel vans.	8,00	13,50	15,49	+7,49	+1,99	The excess in column 7 was due to greater progress of work towards the close of the year.
(a) Estimated cost	79,73					
(b) Date of sanction.	27-8-1957					
(c) Expenditure to end of the year.	36,99					
Replacing 50 Lbs. A type on 60 lbs. rails (40 miles) CTR on Smadari Raniwara Branch.	8,60	3,52	6,02	-2,58	+2,50	The excess in column 7 was due to adjustment of more debits for supply of rails.
(a) Estimated cost	59,81					
(b) Date of sanction.	3-3-1960					
(c) Expenditure to end of the year.	6,02					

1	2	3	4	5	6	7	8
<i>Works costing not less than 50 lakhs for which specific provision was made in the budget.—contd.</i>							
Northern—	Barhan-Etah Rail Link ..	10,00	70	47	—9,53	—23	}
	(a) Estimated cost. 1,34,21						
	(b) Date of sanction. 28-7-1956						
	(c) Expenditure to end of the year. 1,21,15						
	Construction of B. G. Line between Ghaziabad and Tugulkabad including second Jamuna Bridge.	2,25	5,00	4,59	+2,34	—41	} The saving in column 7 was of minor nature.
	(a) Estimated cost. 3,51,44						
	(b) Date of sanction. 30-3-1959						
	(c) Expenditure to end of the year. 4,62						
Kanpur—Unrao Section—	Doubling.	5,00	8,80	8,41	+3,41	—39	}
	(a) Estimated cost. 57,16						
	(b) Date of sanction. 22-7-1958						
	(c) Expenditure to end of the year. 50,50						
Moradabad—Khanalampura	Doubling (IInd Phase).	90,00	1,30,00	1,32,17	+42,17	+2,17	} The excess in column 7 was due to greater progress of work.
	(a) Estimated cost. 2,98,24						
	(b) Date of sanction. 19-3-1959						
	(c) Expenditure to end of the year. 1,82,52						

Tughlakabad Marshall Yard ..	49,57	22,80	19,44	-30,13	-3,36	The saving in column 7 was due to adjustment of less debits for cost of materials
(a) Estimated cost. 1,07,10						
(b) Date of sanction. 4-4-1957						
(c) Expenditure to end of the year. 69,79						
Doubling of Delhi Rewari M. G. Line from Delhi Sarai Rohilla to Garhi Harsaruh.	5,23	11,16	11,63	+6,40	+47	....
(a) Estimated cost. 75,51						
(b) Date of sanction. 27-9-1958						
(c) Expenditure to end of the year. 75,18						
Provision of Broad Gauge Repair facilities at Amritsar.	60,00	13,97	12,81	-47,19	-1,16	....
(a) Estimated cost. 1,76,07						
(b) Date of sanction. 14-10-1957						
(c) Expenditure to end of the year. 2,23,19						
Allahabad—Kanpur Doubling (1st Phase).	33,00	33,00	34,38	+1,38	+1,38	....
(a) Estimated cost. 2,61,09						
(b) Date of sanction. 26-5-1956						
(c) Expenditure to end of the year. 2,24,13						

1	2	3	4	5	6	7	8
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Works costing not less than 50 lakhs for which specific provision was made in the budget.—contd.i

Additions and alterations to C. & W. Shop at Jagadhri.		5	6,68	6,22	+6,17	-46	....
(a) Estimated cost.	2,32,33						
(b) Date of sanction.	17-4-1959						
(c) Expenditure to end of the year.	6,22						
Banaras—Zafarabad Doubling		22,00	35,00	38,45	+16,45	+3,45	....
(a) Estimated cost.	2,50,40						
(b) Date of sanction.	31-3-1960						
(c) Expenditure to end of the year.							
Expansion of Bikaner Shop ..		20,00	6,87	4,66	-15,34	-2,21	The saving in column 7 was due to non-receipt of debit for cost of certain materials
(a) Estimated cost.	52,38						
(b) Date of sanction.	17-2-1958						
(c) Expenditure to end of the year.	7,62						
Robertsganj—Garwah Road Constn.		2,99,50	1,75,00	1,88,75	-1,10,75	+13,75	The excess in column 7 was due to receipt and adjustment of more debits towards the close of the year.
(a) Estimated cost.	10,01,67						
(b) Date of sanction.	2-7-1958						
(c) Expenditure to end of the year.	2,14,29						

Restoration of Balamau Madhogan-Unnao Section. (a) Estimated cost 81,56 (b) Date of sanction. 13-2-1958 (c) Expenditure to end of the year. 74,61	3,43	60	63	-2,80	+3	
Modernisation of LKO-Charbagh Loco Shed. (a) Estimated cost 55,25 (b) Date of sanction. 22-6-1954 (c) Expenditure to end of the year. 43,02	7,92	3,42	2,47	-5,45	-95	The saving in column 7 was due to adjustment of credits for left over machines.
Lucknow-Sultanpur Zafraabad Restoration. (a) Estimated cost 2,05,61 (b) Date of sanction. 17-4-1955 (c) Expenditure to end of the year. 2,03,76	6,00	3,00	5,54	-46	+2,54	The excess in column 7 was due to adjustment of debits on account of freight charges.
Kanpur Tundla—Replacing 100 lbs. D. H. Rails on C. I. Dando (N) 3 and (D) with 90 lbs. of welded Rail 210 Ft. long and CST/9 sleepers (N+3 from mile 710-41 to 733-50 (23.09 miles) (ALD Division). (a) Estimated cost 53,89 (b) Date of sanction. 12-5-1958 (c) Expenditure to end of the year. 51,03	1,20	2,50	-4,80	-6,00	-7,30	The saving in column 7 was due to adjustment of credits in respect of certain machines transferred to some other works.

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—</i>							
Northern.— concl'd.	<i>Other items.—</i>						
	Replacing 100 lbs. Rails laid on CI. Dando with welded 90 lbs. rails and CS+9 type sleepers (N+3) from mile 733-50 to 774-00 (40-50) on CNB-TDL section (ALD-Division). (a) Estimated cost 99,75 (b) Date of sanction. 12-7-1958 (c) Expenditure to end of the year. 1,10,38	7,00	7,50	15,28	+8,28	+7,78	The excess in column 7 was due to adjustment of more debits for supply of material.
North Eastern—	<i>Other items.—</i>						
	Sonepur-Hajipur-Replacing the existing Gand k bridge ('8' ×250) by a new doubling, line bridge with extra clearance for navigation. (a) Estimated cost. 2,01,92 (b) Date of sanction. 10-1-1956 (c) Expenditure to end of the year. 1,69,93	52,35	48,05	48,63	—3,72	+58	....
	Izatnagar-Extension of Mechanical workshop at. (a) Estimated cost. 1,86,43 (b) Date of sanction. 17-1-1956 (c) Expenditure to end of the year. 1,22,28	11,00	33,30	44,89	+33,89	+11,59	The excess in column 7 was due to certain write-back adjustment towards the close of the year.

Nor h
Eas ern— *Other items.*

Gorakhpur-Extension of workshop at.	6,62	4,40	3,94	-2,68	-46	The saving in column 7 was due to adjustment of less debits received for cost of machinery.
(a) Estimated cost.	1,16,56					
(b) Date of sanction.	1-4-1952					
(c) Expenditure to end of the year	1,08,40					
Achnere-Hathras City—Relaying the existing 50 lbs. NS rail and fastening together with points and crossing and important loops with new 60 lbs. RBS rails and also replacing N+2 wooden sleepers with N+3 steel trough sleepers on (Track mile 46.91)	98	98	-69	-1,67	-1,67	The variation in column 7 was due to certain credit adjustment towards the close of the year.
(a) Estimated cost.	64,32					
(b) Date of sanction.	13-11-1957					
(c) Expenditure to end of the year.	78,49					
Kashganj-Fatehgarh—Relaying the existing 50 lbs. NS rails and fastening together with points and crossing with 60 lbs. RBS rail on N+3 steel cost iron sleeper between track mile 70.	10,00	9,00	11,69	+1,69	+2,69	The excess in column 7 was due to greater progress of work towards the close of the year.
(a) Estimated cost.	1,35,00					
(b) Date of sanction.	13-11-1957					
(c) Expenditure to end of the year.						

1	2	3	4	5	6	7	8
I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.							
(c) Expenditure to end of the year.	87,55						
Thawe-Chupra—Relaying the existing 41½ lbs. FF rails and fastenings together with points and crossings and important loops with new 50 lbs. RBS rails on N+3 wooden sleepers (64.75 miles) between		20,00	20,00	22,94	+2,94	+2,94	The excess in column 7 was due to greater progress of work towards the close of the year.
(a) Estimated cost.	54,85						
(b) Date of sanction.	7-2-1958						
(c) Expenditure to end of the year.	50,12						
Captainganj-Thawe: Relaying the existing 50 lbs. N. S. rails and fastenings together with points and crossing and import loops with new 50 lbs. R.B.S. rails on N+3 wooden sleepers (61.50 miles).		20,00	37,15	36,88	+16,88	-27	....
(a) Estimated cost.	50,87						
(b) Date of sanction.	24-3-1958						
(c) Expenditure to end of the year	46,84						
Gonds-Burhwal Section—Re-girdering of Elgin Bridge 17×200 at miles (440/22).		10,00	16,50	16,51	+6 51	+1	....
(a) Estimated cost.	68,35						
(b) Date of sanction.	4-4-1959						
(c) Expenditure to end of the year.	16,51						

Fatehgarh-Kanpur Section— Relaying the existing 50 lbs. NS rails and fastenings in- cluding points and crossings and also replacing existing N+2 wooden sleepers with N+3 steel trough sleepers on (90.75 track miles). :a) Estimated cost. 1,43,20 (b) Date of sanc- 28-2-1959 tion. (c) Expenditure to 75,13 end of the year.	55,10	45,00	43,71	-20,39	-10,29	The saving in column 7 was due to permanent was materials not received to the extent expected.
Bhojipura-Lskhimpur Re- laying the existing 50 lbs. N. S. rails and fastenings includ- ing points and crossing and important loops with new 60. bs. RBS rails and also replacing N+2 woo- den sleepers with N+3 steel trough sleepers (track mile 110.00). (a) Estimated cost. 1,89,48 (b) Date of sanc- 1-1 -1958 tion. (c) Expenditure to 1,28,63 end of the year.	47,00	73,47	83,79	+36,79	+10,32	The excess in column 7 was due to receipt of more debits for supply of materials.

1	2	3	4	5	6	7	8
North Eastern— <i>Other Items.</i> —contd.							
<i>contd.</i>							
Bhojipura-Kathgodam Re-laying existing 50 lbs. N. S. rails and fastenings including points and crossing and important loops with new 60 lbs. RBS rails and also replacing N+2 wooden sleepers with N+3 steel trough sleepers (track miles 68·00).		65,34	65,34	48,98	-16,36	-16,36	The saving in column 7 was due to non-receipt of full debits for the cost of materials.
(a) Estimated cost.	99,99						
(b) Date of sanction.	09-7-1958						
(c) Expenditure to end of the year.	77,73						
Daliganj-Lskhimpur Kheri Section Sub-section Ataria-Lskhimpur Kheri—Relaying the existing 50 lbs. B. S. Rails and fastenings with 60 lbs. RBS rails and renewing the N+3 wooden sleepers with steel trough sleepers together with points and crossing and also one loop at every stations between (trac mile 60·25).		45,25	46,80	46,78	+1,53	-2	....
(a) Estimated cost.	1,04,88						
(b) Date of sanction	30-6-1958						
(c) Expenditure to end of the year.	1,04,86						

North Eastern—

contd.

Railway Board's bulk orders rolling stock.—

Railway Board's bulk orders rolling stock—79 out of 110 YP locos.

(a) Estimated cost. 3,03,45

(b) Date of sanction. 12/16-8-55

(c) Expenditure to end of the year. 2,52,02

79 -79

35 YG locos

(a) Estimated cost. 1,16,87

(b) Date of sanction. 2-12-1955

(c) Expenditure to end of the year. 99,13

35 20 17 -18 -3

22 out of 56 YL locos ..

(a) Estimated cost. 1,91,61

(b) Date of sanction. 2-4-1957

(c) Expenditure to end of the year. 83,08

2,36 4,40 7,05 +4,69 +2,65 The excess in column 7 was due to adjustment of certain debits towards the close of the year.

71 out of 108 YL locos ..

(a) Estimated cost. 1,71,78

(b) Date of sanction. 19-9-1957

(c) Expenditure to end of the year. 1,64,85

71 24,91 -22,90 -23,61 -47,81 The saving in column 7 was due to receipt of less debits than anticipated.

50 YG locos

(a) Estimated cost. 1,58,55

(b) Date of sanction. 21-1-1957

(c) Expenditure to end of the year. 1,49,28

1,07 1,06 6 -1 1

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than 50 lakhs each for which specific provision was made in the budget.—Contd.</i>							
39 YG locos		3,00	1,54	1,51	—1,49	— 3	....
(a) Estimated cost.	1,23,84						
(b) Date of sanction.	6-9-1957						
(c) Expenditure to end of the year.	34,12						
13 out of 50 Y. G. locos ..		27,63	27,03	29,08	+1,45	+2,05	....
(a) Estimated cost.	93,52						
(b) Date of sanction.	9/16-6-1958						
(c) Expenditure to end of the year.	50,57						
16 out of 60 Y. G. locos ..		41,93	36,97	37,17	—4,76	+20	....
(a) Estimated cost.	67,27						
(b) Date of sanction.	5-10-1959						
(c) Expenditure to end of the year.	41,03						
80 out of 220 bogie III class steel coaches body shells.		88	3,44	2,93	+2,05	—51	The saving in column 7 was due to debits for materials etc. not received to the extent expected.
(a) Estimated cost.	74,36						
(b) Date of sanction.	9-10-1956						
(c) Expenditure to end of the year.	66,41						
146 out of 250 bogie III class steel coaches body shells.		42,22	22,60	20,51	—21,71	—2,09	....
(a) Estimated cost.	1,38,49						
(b) Date of sanction.	27-9-1958						
(c) Expenditure to end of the year.	1,21,00						

Railway Board's bulk orders rolling stock.—

67 out of 215 bogie III class.	41,52	16,47	11,31	-30,21	-5,16	} The saving in column 7 was due to some bills not received from the firm.
(a) Estimated cost. 66,69						
(b) Date of sanction. 9/16-6-1958						
162 out of 300 bogies steel body III class.	28,53	15,75	13,05	-15,48	-2,70	} The saving in column 7 was due to some bills not received from the firm.
(a) Estimated cost. 91,85						
(b) Date of sanction. 5-10-1959						
(c) Expenditure to end of the year. 20,28						
177 out of 203 bogie motor and parcel vans.	10,38	8,02	4,61	-5,77	-3,41	} The saving in column 7 was due to receipt of less debits than anticipated
(a) Estimated cost. 1,00,36						
(b) Date of sanction. 5-10-1959						
(c) Expenditure to end of the year. 8,58						
5019 out of 5530 cover M. C. type.	24,24	59	--1	-24,25	-60	} The saving in column 7 was due to receipt of less debits than anticipated
(a) Estimated cost. 6,12,00						
(b) Date of sanction. 5-10-1956						
(c) Expenditure to end of the year. 5,60,16						
1000 open wagons MOX type ..	4,20	66	39	-3,81	-27	} The variation in column 7 was due to certain credit adjustment towards the close of the year.
(a) Estimated cost. 1,00,80						
(b) Date of sanction. 6-9-1957						
(c) Expenditure to end of the year. 1,05,38						

1	2	3	4	5	6	7	8	
No th East— contd.	I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.							
	1620 covered wagons MC type.	3,05	28	— 1	—3,06	—29	The variation in column 7 was due to certain adjustment towards the close of the year.	
	(a) Estimated cost. 1,83,37							
	(b) Date of sanc- 8- 4-1957 tion.							
	(c) Expenditure to 1,57,84 end of the year.							
	950 out of 100 F. W. covered wagons MC type.	2,22	52	88	—1,34	+36		
	(a) Estimated cost. 96,76							
	(b) Date of sanc- 8-11-1957 tion.							
	(c) Expenditure to 97,01 end of the year.							
	21 out of 81 YG locos ..	....	1,35	1,31	+1,31	— 4	....
	(a) Estimated cost. 90,06							
	(b) Date of sanc- 5-10-1959 tion.							
	(c) Expenditure to 77,54 end of the year.							
	15 out of 81 YG locos ..	2,00	4,29	1,11	—89	—3,18	The saving in column 7 was due to debits for materials etc. not received to the extent expected.	
	(a) Estimated cost. 56,25							
	(b) Date of sanc- Estimate not yet sanctioned tion.							
	(c) Expenditure to 1,11 end of the year.							
	1000 out of 1200 covered wagons MC type.	4,09	75	1,13	—2,96	+38	The excess in column 7 was due to adjustment of more debits on account of freight	
	(a) Estimated cost. 1,01,85							
	(b) Date of sanc- 6- 9-1957 tion.							
	(c) Expenditure to 1,06,73 end of the year.							

115 bogie III luggage and Brake Vans	31,04	11,85	11,28	-19,76	-57	....
(a) Estimated cost. 1,01,61						
(b) Date of sanc-16- 5-1958 tion. 18- 7-1958						
(c) Expenditure to 49,27 end of the year.						
Barauni Junction-Providing an engine shed in replacement of present shed at.	10,25	7,75	7,90	-2,35	+15	....
(a) Estimated cost. 71,06						
(b) Date of sanc- 3- 4-1957 tion.						
(c) Expenditure to 47,07 end of the year.						
Aishbagh-Kanpur Anwarganj Relaying the existing 50 lbs. rails and fastenings also points and crossing and the important loops with new 60 lbs. R. Rail also replacing the existing N+3 wooden sleepers with N+3 steel trough sleeper (Route mile 45.25 between).	2,00	-11,02	-11,21	-13,21	-18	....
(a) Estimated cost. 59,13						
(b) Date of sanc-23- 9-1959 tion.						
(c) Expenditure to 44,09 end of the year.						

	1	2	3	4	5	6	7	8
North Eastern.— concl.	<i>I.—Works costing not less Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
	<i>Other Items.</i>							
Muzaffarpur-Narkatiaganj. Relaying the existing 50 lbs. NS rails and fastenings including points and crossing and important loops with 60 lbs. RBS. rails and also replacing N+3 wooden sleepers (Track mile 106.75 miles.)		15,00	9,00	8,47	—6,53	—53	....
(a) Estimated cost.		1,06,21						
(b) Date of sanction.		11-11-1959						
(c) Expenditure to end of the year.		8,47						
Mau-Shahganj: Relaying the existing 41½ lbs. rails and fastenings including points and crossings and important loops in the section with 60 lbs. R. Rails on existing sleepers (Track Miles 68.00).		29,52	8,34	4,95	—24,57	—3,39	The saving in column 7 was due to permanent way materials not received to the extent expected.	
(a) Estimated cost.		65,23						
(b) Date of sanction.		5-9-1959						
(c) Expenditure to end of the year.		5,09						

	Katareah—Khagaria Proposed doubling of line between.	95,00	56,94	61,51	-33,49	4,57	....
	(a) Estimated cost. 1,88,00						
	(b) Date of sanc-24-2-1958 tion.						
	(c) Expenditure to 1,39,43 end of the year.						
	<i>Other Items—</i>						
Northeast— Frontier.	Pandu-Works in connection with setting up of Head Quarters	48,00	72,37	77,36	+29,36	+4,99	....
	(a) Estimated cost. 1,64,69						
	(b) Date of sanc-Not yet sanctioned						
	(c) Expenditure to 1,78,78 end of the year.						
	Bongaigaon-Provision of a carriage and wagon shop.	18,98	2,37	2,10	-16,88	-27	....
	(a) Estimated cost. 5,75,27						
	(b) Date of sanc- Not yet sanctioned						
	(c) Expenditure to 2,10 end of the year.						
	Strengthening of the Assam Reil Link Route (Kishanganj to Amingaon).	2,60,70	2,18,86	2,03,06	-57,64	-15,80	The saving in column 7 was due to slow progress of work towards the close of year etc.
	(a) Estimated cost. 6,01,31						
	(b) Date of sanc-19-9-1957 tion.						
	(c) Expenditure to 4,80,17 end of the year.						

1	2	3	4	5	6	7	8
I.—Works costing Rs. 50 lakhs each over for which specific provision was made in the budget.—contd.							
North Eastern —concl.	Other Items—						
	Brahmaputra Bridge Project.	2,25,00	2,32,48	2,44,57	+1957	+12,09	The excess in column 7 was due to progress of the work towards the close of the year being more than expected.
	(a) Estimated cost.						
	(b) Date of sanction.						
	(c) Expenditure to end of the year.						
	Rail Link from Kumedpur-Barsoi	40,00	48,46	48,85	+ 8,85	+39	....
	(a) Estimated cost.						
	(b) Date of sanction.						
	(c) Expenditure to end of the year.						
	Tildanga-Farakha-Khajuriaghat-Malda.	5,00	1,55,69	1,46,59	+1,41,59	—9,10	....
	(a) Estimated cost.						
	(b) Date of sanction.						
	(c) Expenditure to end of the year.						
Southern—	Railway Board's bulk orders rolling stock.—						
	25 (out of 60) WG locos ex. Austria.	41	....	....	—41	....	....
	(a) Estimated cost.						
	(b) Date of sanction.						
	(c) Expenditure to end of the year.						

Railway Board's bulk orders rolling stock.—								
A A.II.—23	Southern— contd.	10 (out of 60) WG locos under T. C. M.	1	15	16	+15	+1	....
		(a) Estimated cost. 51,30						
		(b) Date of sanction 26-2-1958.						
		(c) Expenditure to 47,50 end of the year.						
		25 (out of 110) YP locos ex. Germany.	25	....	....	-25	....	....
		(a) Estimated cost. 86,50						
		(b) Date of sanction. 2-2-1956						
		(c) Expenditure to 79,75 end of the year.						
		20 (out of 50) YG locos Czecho- slovakia 1955-56.	496	4,76	2,57	-2,39	-2,19	The saving in column 7 was due to less stock delivered towards the close of the year.
		(a) Estimated cost. 60,42						
		(b) Date of sanc-13-11-1956 tion.						
		(c) Expenditure to 57,75 end of the year.	2,23	2,20	4,39	+2,16	+2,19	The excess in column 7 was due to adjustment of more debits on account of freight, customs duty etc.
		29 (out of 39) YG locos ex. Japan 1956-57						
		(a) Estimated cost. 87,58						
		(b) Date of sanction. 24-9-1957						
		(c) Expenditure to 74,25 end of the year.						
		11 (out of 65) WP locos under Colombo plan 1954-55.	22	....	51	+29	+51	The excess in column 7 was due to supply of more materials towards the close of the year.
		(a) Estimated cost. 57,31						
		(b) Date of sanction. 16-1-1958						

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget—contd.</i>							
(c) Expenditure of to end of the year.	56,42						
12 (out of 118) WG class locos ex. CLW 1957-58.		37,16	51,96	51,96	+14,80	....	....
(a) Estimated cost.	51,96						
(b) Date of sanction.	2-5-1960						
(c) Expenditure to end of the year.	51,96						
20 (out of 40) YG locos ex. Japan 1954-55		20	20	10	10	-10	....
(a) Estimated cost.	68,00						
(b) Date of sanction.	15-11-1956						
(c) Expenditure to end of the year.	57,93						
42 (out of 81) YG locos ex. Czecho-slovakia 1956-57		1	2,80	2,67	+2,66	-13	....
(a) Estimated cost.	1,75,44						
(b) Date of sanction.	15-12-1958						
(c) Expenditure of end of the year.	1,72,67						

Southern—
contd.*Railway Board's bulk orders
rolling stocks.—*

56 (out of 150) Bogie coach body shells III Class ex. HAL 1956-57.	1,77	2,64	2,56	+79	—5	
(a) Estimated cost.	84,43					
(b) Date of sanction.	30-5-1958					
(c) Expenditure to end of the year.	57,02					
70 (out of 107) Bogie steel body motor and parcel vans ex. m/s Jessop & Co. 1957-58.	32,31	12,40	11,64	—20,67	—76	
(a) Estimated cost.	54,04					
(b) Date of sanction.	12-11-1959					
(c) Expenditure to end of the year.	13,95					
6 Four coach units of electric multiple unit stock 1952-53.	10	—32	—32	—42	..	....
(a) Estimated cost.	68,64					
(b) Date of sanction.	24-2-1956					
(c) Expenditure to end of the year.	67,03					

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision is made in the budget.</i>							
111 (out of 215) Bogie III class fully furnished ex. m/s. Jessop & Co. 1957-58.		85,95	87,30	68,15	-17,80	-19,15	The saving in column 7 was due to less supply of stock.
(a) Estimated cost.	1,05,23						
(b) Date of sanction.	18-9-1958						
(c) Expenditure to end of the year.	90,81						
32 (out of 81) YG Locos Messrs. Telco 1959-60.		4,62	9,18	9,17	+4,55	-1	....
(a) Estimated cost.	Estimate						
(b) Date of sanction.	not yet sanctioned.						
(c) Expenditure to end of the year.	9,17						
28 (out of 530) Bogie integral type coaches ex. ICF 1958-59.		8,36	9,12	11,18	+2,82	+2,06	....
(a) Estimated cost.	Estimate						
(b) Date of sanction.	not yet sanctioned.						
(c) Expenditure to end of the year.	11,18						
40 (out of 200) Bogie integral type coaches ex. HAL 1958-59 and 1959-60.		9,44	9,12	10,09	+65	+97	....
(a) Estimated cost.	Estimate						
(b) Date of sanction.	not yet sanctioned.						
(c) Expenditure to end of the year.	10,09						

102 (out of 300) Bogie steel body III class fully furnished coaches 1958-59.	17,00	5,42	6,09	-10,91	+67	The excess in column 7 was due to adjustment of more debits on account of freight, customs duty etc.
(a) Estimated cost.	96,70					
(b) Date of sanction.	21-8-1959					
(c) Expenditure to end of the year.	8,35					
64 (out of 200) Bogie III class coaches integral type ex. HAL 1958-59.	72,98	1,01,65	1,00,64	+2766,	-1,01	....
(a) Estimated cost.	} Estimate not yet sanctioned					
(b) Date of sanction.						
(c) Expenditure to end of the year.	1,00,64					
735 (out of 2700) covered wagons 'CR' type without wheels and exles ex. m/s. Jessop X Co., Calcutta, 1956-57.	5,95	-11	-1,90	-7,85	-1,79	The saving in column 7 was due to certain adjustment in respect of cost of wheel-sets etc.
(a) Estimated cost.	1,08,00					
(b) Date of sanction.	8-6-1957					
(c) Expenditure to end of the year.	97,53					

1	2	3	4	5	6	7	8
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I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.

Southern— Railway Board's bulk orders
contd.— rolling stock.—

674 (out of 2200) covered wagons
'CR' type without wheels &
axles ex. M/s. Jessop & Co.,
Calcutta, 1957-58. 3,01 1,79 3,84 +83 +2,05

(a) Estimated cost. 1,08,51

(b) Date of sanc- 30-5-1958
tion.

(c) Expenditure to 91,59
end of the year.

1124 covered wagons 'CR' type
without wheels and axles ex.
M/s. Texmaco Ltd., Calcutta,
1958-59. 1,16,00 1,08,00 1,14,08 -192 6,08

(a) Estimated cost. 1,82,45

(b) Date of sanc- 17-12-1958
tion.

(c) Expenditure to 1,42,74
end of the year.

The excess in column 7 was
due to supply of more
materials towards the close
of the year.

554 (out of 650) open wagons 'O' type without wheels and axles ex. M / s. Balmar Lowrie Ltd., Calcutta, 1958-59.	21,73	32,40	33,67	+11,94	+1,27	....
(a) Estimated cost.	84,21					
(b) Date of sanction.	5-12-1958					
(c) Expenditure to end of the year.	64,14					
2,000 (out of 2,480) F. W. Cover, MC' type wagons with wheels and axles in knocked down condition 1954-55, including erection charges.	1,04	61	39	-65	-22	The saving in column 7 was due to less supply of stock.
(a) Estimated cost.	2,36,00					
(b) Date of sanction.	11-4-1960					
(c) Expenditure to end of the year.	2,31,36					
1,000 covered wagons, MC' type under Colombo Plan 1956-57 including erection.	4,00	8,08	9,02	+5,02	+94	The excess in column 7 was due to supply of more materials towards the close of the year.

1	2	3	4	5	6	7	8
<i>Works costing not less than 50 lakhs for which specific provision was made in the budget.</i>							
465 (out of 600) covered wagons 'MC' type with wheel sets in knocked down condition Colombo Plan 1955-56.		4,65	4,00	4,19	-46	+19	....
(a) Estimated cost.	52,66						
(b) Date of sanction.	24-2-1958						
(c) Expenditure to end of the year.	55,38						
<i>Other Items—</i>							
Madras Central : Remodelling of		25,00	31,60	34,02	+9,02	+2,42	....
(a) Estimated cost.	1,01,32						
(b) Date of sanction.	8-7-1959						
(c) Expenditure to end of the year.	39,06						
Hospet-Gunta al-Renigunta Section-Additional facilities. 36 stations for increasing transport capacity (Madras Port).		38,00	34,00	29,51	-8,49	-4,49	The saving in column 7 was due to delay in supply of materials.
(a) Estimated cost.	1,27,67						
(b) Date of sanction.	10-8-1959 and 4-9-1959.						
(c) Expenditure to end of the year.	29,51						
Arkonam-Raichur Section Complete track renewals of existing 80 lbs. B.H. rail on CI pots (N+2) with 90 lbs. RF rails on CST 9 sleepers for 32 miles from mile 69½ to 101½ on North-West Line.		4,88	4,92	6,90	+2,07	+1,98	The excess in column 7 was due to accelerated progress of work due to supply of more materials.

(a) Estimated cost.	71,15					
(b) Date of sanction.	19-7-1956					
(c) Expenditure to end of the year.	72,95					
Arkonam-Raichur Section-Relaying with 90 lbs. 'R' rails for 20 miles from Mile 64 to 69½ & 101½ to 116.	32,00	34,52	37,33	+5,33	+2,81	The excess in column 7 was due to accelerated progress of works on supply of more materials.
(a) Estimated cost.	56,84					
(b) Date of sanction.	5-9-1957					
(c) Expenditure to end of the year.	59,55					
Arkonam-Raichur Section-Complete track renewals of existing 80 lbs BH rails with 90 lbs. 'R' rails for 70 miles from mile 116 to 186.	90,00	1,02,00	1,02,90	+12,90	+90	
(a) Estimated cost.	1,77,38					
(b) Date of sanction.	16-4-1960					
(c) Expenditure to end of the year.	1,38,46					
Pakala-Dharmavaram Section-Complete track renewals with 50 lbs. 'R' FF rails on (N+2) CST/9 sleepers for 20 miles from mile 0/4-5 to 20½ and steel sleepers loose jaw type for 31 miles from mile 20½ to 51½ in lieu of existing 51½ lbs. FF rails on steel sleepers (total 51 miles)	25	-4,69	-2,60	-2,85	+2,09	The excess in column 7 was due to certain adjustments made on closing of accounts on completion of work.

	1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>								
Southern— contd.	<i>Other items</i>							
	(a) Estimated cost.	56,04						
	(b) Date of sanc- tion.	1-8-1956						
	(c) Expenditure to end of the year.	59,40						
Tinnevelley-Tenkasi Section.			18,00	50	51	-17,49	1	....
Complete track renewals of the existing 50 lbs. BH rails on CI pots with 50 lbs. R rails on CST 9 sleepers for 45 miles from mile MT 405/22 to 449/1½.								
	(a) Estimated cost.	64,30						
	(b) Date of sanc- tion.	Not yet sanctioned.						
	(c) Expenditure to end of the year.	51						
Madras—Bezwada Section—			12,99	10,00	5,53	-7,46	-4,47	The saving in column 7 was due to certain adjustments etc. made towards the close of the year.
Through renewals of existing 90 lbs. 'O' rails with 90 lbs 'R' rails on existing sleepers for 40 miles from M. 81/18 to 41/18 including welding.								
	(a) Estimated cost.	54,60						
	(b) Date of sanc- tion.	28-4-1958						
	(c) Expenditure to end of the year.	40,16						

Madras Bezvada Section-through renewals of 90 lbs. 'O' rails with 90 lbs. 'R' rails on existing sleepers including welding from mile 1/0 to 41/18 and 90 lbs. 'R' 2nd class rails with 90 lbs. 'R' new rails including welding from miles 84/6 to 97/17, 133/16 to 140/—140 16 to 149/7 and 154/4 to 155/22—Total 70 miles	23,00	37,34	23,82	+82	-13,52	The saving in column 7 was due to adjustments of debits towards the close of the year being less than expected.
(a) Estimated cost	90,65					
(b) Date of sanction.	27-10-1959					
(c) Expenditure to end of the year.	23,82					
Arkonam-Tirupattur Section—Doubling between Mukundarayapuram and Latteri.	37,81	30,41	26,13	-11,68	-4,27	The saving in column 7 was due to receipt of less stores and debits therefor.
(a) Estimated cost.	92,86					
(b) Date of sanction.	7-5-1957					
(c) Expenditure to end of the year.	90,67					

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Southern— <i>contd.</i>	<i>Other items.—</i>						
	Doubling of track from Gudur to Manubolu.	50,16	30,91	33,03	-17,13	+2,12	....
	(a) Estimated cost. 91,13						
	(b) Date of sanc- 5-12-1958 tion.						
	(c) Expenditure to 50,71 end of the year.						
	Doubling of track between Talamanchi and Masunur.	79,00	44,81	44,49	-34,51	-32	....
	(a) Estimated cost. 1,50,75						
	(b) Date of sanc-31-10-1958 tion.						
	(c) Expenditure to 70,26 end of the year.						
	Doubling of track from Tettu to Ulavapadu.	35,00	22,40	21,91	-13,09	-49	....
	(a) Estimated cost. 59,91						
	(b) Date of sanc-31-10-1958 tion.						
	(c) Expenditure to 33,14 end of the year.						
	Tenali-Gudur Section Doubling between Ulavapadu—Sura reddipalam.	40,51	27,17	24,71	-15,80	-2,46	....
	(a) Estimated cost. 1,46,36						
	(b) Date of sanc- 7-5-1957 tion.						
	(c) Expenditure to 1,14,29 end of the year.						

Tenali-Gudur Section-Doubling of track between Kadavakuduru and Bapatla.	3,46	3,20	2,71	-75	-49	....
(a) Estimated cost.	76,25					
(b) Date of sanction.	7-5-1957					
(c) Expenditure to end of the year.	61,25					
Vijayawada-Gudur Section Doubling of BG track from Bapatla to Tenali Junction.	53,58	28,25	28,38	-25,20	+13	....
(a) Estimated cost.	1,36,30					
(b) Date of sanction.	9-10-1957					
(c) Expenditure to end of the year.	92,32					
Quilon—Ernakulam Railway Construction Metre Gauge.	4,30	10,40	14,46	+10,16	+4,06	....
(a) Estimated cost.	6,33,87					
(b) Date of sanction.	21-5-1960					
(c) Expenditure to end of the year.	6,39,44					

1	2	3	4	5	6	6	8
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I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.

Southern—
contd.

Other items.

36 Bogie medical vans 1955-56.	10	3	78	+68	+75
(a) Estimated cost. 54,00					
(b) Date of sanction. 25-4-1956					
(c) Expenditure to end of the year. 5,35					
Furnishing 80 I.C.F. shells as III class 1956-57	2,40	1,35	3,52	+1,12	+2,17
(a) Estimated cost. 56,40					
(b) Date of sanction. 3-1-1958					
(c) Expenditure to end of the year. 55,14					

The excess in column 7 was due to adjustment of certain debits towards the close of the year.

Furnishing 90 I.C.F. shells as III class 1957-58.	3,00	1,90	2,94	-6	+1,04	
(a) Estimated cost.	63,45					
(b) Date of sanction.	3-1-1958					
(c) Expenditure to end of the year.	37,99					
70 Bogie III luggage and brake vans 1956-57 (M. G.)	50	1,82	1,74	+1,24	-8	....
(a) Estimated cost.	82,46					
(b) Date of sanction.	25-7-1957					
(c) Expenditure to end of the year.	43,45					
51 Bogie III class coaches 1956-57	3,25	1,30	45	-2,80	-85	The saving in column 7 was due to non-receipt of stores to the extent expected.
(a) Estimated cost.	67,73					
(b) Date of sanction.	3-1-1958					
(c) Expenditure to end of the year.	30,73					
Furnishing of 111 shells Messrs. Jessop as Class 1959-60.	26,75	27,80	30,12	+3,37	+2,32	The excess in column 7 was due to adjustment of certain debits towards the close of the year.
(a) Estimated cost.	57,11					
(b) Date of sanction.	13-11-1959					
(c) Expenditure to end of the year.	30,64					

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Southern— contd.	Other Items.—						
	45 Bogie III class luggage and brake vans 1957-58.	12,00	11,42	7,05	—4,95	—4,37	The saving in column 7 was due to non-receipt of certain stores.
	(a) Estimated cost. 50,13						
	(b) Date of sanc- 11-10-1958 tion.						
	(c) Expenditure to 26,88 end of the year.						
	Furnishing 128 I.C.F. shells as III class 1959-60.	21,15	59,49	34,15	+13,00	—25,34	The saving in column 7 was due to non-receipt of debits for supply of stores to the extent expected.
	(a) Estimated cost. 87,44						
	(b) Date of sanc- 15-6-1960 tion.						
	(c) Expenditure to 35,80 end of the year.						
	Furnishing 70 I.C.F. shells as III luggage and brake vans 1959-60.	20,38	20	1,09	—19,29	+89	The excess in column 7 was due to supply of more stores towards the close of the year.
	(a) Estimated cost. 61,12						
	(b) Date of sanc- 4-8-1959 tion.						
	(c) Expenditure to 1,09 end of the year.						
	Electrification of Tambaram- Villupuram (main line) section.	4,60	3,95	4,25	—35	+30	....
	(a) Estimated cost. 3,53,76						
	(b) Date of sanc- 8-10-1956 tion.						
	(c) Expenditure to 27,64 end of the year.						

BGM

Southern—
contd. Other Items.—

Madras-Arkonam Section Re-laying existing 90 lbs. BH. rails on CI. Pot sleepers with 90 lbs. 'R' rails on CS 1/9 sleepers for 23.6 miles (Up and Down line) from mile 2-1/4 to 6 and 34 to 41/22. (a) Estimated cost. 53,94 (b) Date of sanction. 12-9-1957 (c) Expenditure to end of the year. 52,83	7,00	14,60	16,15	+3,15	+1,55	....
Madras - Arkonam Section. Complete track renewal of the existing 90 lbs. BH. rails on CI pot sleepers (N+2) with 90 lbs. 'R' rails on CST/9 sleepers (N+5) for 40 miles (Up and Down lines) from mile 14 to 34. (a) Estimated cost. 98,81 (b) Date of sanction. 31-8-1957 (c) Expenditure to end of the year. 93,36	17,62	24,76	23,06	+5,44	-1,70	....
Renigunta-Gudur Section-Conversion of MG into BG-North East Line.	18,08	10,13	8,06	-10,02	-2,07	The saving in column 7 was due to adjustment of credits for surplus materials etc.

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
(a) Estimated cost.	2,28,17						
(b) Date of sanction.	14-7-1959						
(c) Expenditure to end of the year.	2,02,74						
Conversion from MG to BG Gudivada-Bhimavaram, Vijayawada-Masulipatam Section-Phase II Conversion of Vijayawada-Masulipatam section.		60,00	17,45	10,40	-49,60	-7,05	The saving in column 7 was due to less supply of material rails etc.
(a) Estimated cost.	3,23,95						
(b) Date of sanction	20-4-1960						
(c) Expenditure to end of the year.	11,36						
Doubling of track between Rajahmundry and Samalkot-Rajahmundry Dwarapudi Sections. Phase I.		40,37	30,84	35,20	-5,17	+4,36	} The excess in column 7 was due to receipt of more debits for supply of materials, rails etc.
(a) Estimated cost.	86,19						
(b) Date of sanction.	26-5-1958						
(c) Expenditure to end of the year.	50,02						
North-East Line-Vijayawada-Waltair Section-Doubling Rajahmundry Samalkot. Doubling between Dwarapudi and Samalkot Phase II of Rajahmundry Dwarapudi-Samalkot Doubling.		40,00	13,62	15,25	-24,75	+ 1,63	
(a) Estimated cost.	1,23,51						
(b) Date of sanction.	12-12-1959						
(c) Expenditure to end of the year.	15,25						

Southern *Other items.—contd.*
contd.

Conversion of M. G. to B. G. Gudivada-Bhimavaram-Vijayawada Masulipatam Section—Conversion of Gudivada-Bhimavaram—Phase I.	70,50	64,15	59,69	-10,31	-4,46	The saving in column 7 was due to certain write back adjustment not anticipated in the final appropriation.
(a) Estimated cost.	2,35,78					
(b) Date of sanction.	16-3-1959					
(c) Expenditure to end of the year.	60,57					
Doubling of track from Chitteri to Mukundarapuram.	51,07	42,25	37,36	-13,21	-4,39	....
(a) Estimated cost.	1,65,31					
(b) Date of sanction.	11-8-1958 and 20-3-1959					
(c) Expenditure to end of the year.	71,89					
Doubling of track between Vinnamangalam and Tirupattur.	50,00	36,35	37,73	-12,27	+1,38	....
(a) Estimated cost.	1,28,04					
(b) Date of sanction.	7-5-1957					
(c) Expenditure to end of the year.	1,16,74					

1	2	3	4	5	6	7	8
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I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.

Arokonam-Renigunta-Doubling of B.G. track from Pudi to Puttur.	51,42	32,99	32,19	-19,23	-80	....
(a) Estimated cost.	1,48,67					
(b) Date of sanction.	20-6-1958					
(c) Expenditure to end of the year.	59,75					
Arokonam-Renigunta Section. Doubling of the B.G. track from Ponpadi to Vepagunta.	53,65	27,62	43,53	-10,12	+15,91	The excess in column 7 was due to receipt of more debits for supply of materials etc.
(a) Estimated cost.	1,49,17					
(b) Date of sanction.	3-7-1958					
(c) Expenditure to end of the year.	56,26					

Southern—
concl.

Other Items—

Vijayawada Junction. Remodelling of Yard (North East Line.)	34,83	20,36	19,86	-14,97	-50	....
(a) Estimated cost.	88,53					
(b) Date of sanction.	7-5-1955					
(c) Expenditure to end of the year.	66,48					
Hubli -Workshops-Remodelling	45,00	13,55	13,63	-31,37	+8	....
(a) Estimated cost.	1,02,05					
(b) Date of sanction.	2-6-1957					
(c) Expenditure to end of the year.	20,74					
Perambur Carriage Works Improvements to.	10,00	2	....	-10,00	-2	....
(a) Estimated cost.	1,02,32					
(b) Date of sanction.	Estimate not yet sanctioned.					
(c) Expenditure to end of the year.	....				
Provision of 36 M.G. locos ex-Belgium on Additional Account.	72	2,11	2,26	+1,54	+15	....
(a) Estimated cost.	2,16,28					
(b) Date of sanction.	28-10-1954					
(c) Expenditure to end of the year.	1,68,83					

1 2 3 4 5 6 7 8

I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.

(b) Date of sanction.	24-6-1957							
(c) Expenditure to end of the year.	2,53,53							
982 covered wagons 'CR' type ex. m/s. ISW additional on account.		5,97	4,86	4,80	-1,17	- 6	....
(a) Estimated cost.	1,55,46							
(b) Date of sanction.	2-5-1958							
(c) Expenditure to end of the year.	1,53,85							
350 open wagons 80 ton gross load 'BOB' ex. m/s. Jessop & Co. on additional account.		1,54,00	43,00	53,71	-1,00,29	+10,71	The excess in column 7 was due to re-adjustment of more debits towards the close of the year.	
(a) Estimated cost.	1,86,03							
(b) Date of sanction.	22-8-1959							
(c) Expenditure to end of the year.	69,91							
575 Bogie Rail trucks 'BR' type ex. Burn and Co. on additional account.		1,32,26	1,25,08	1,23,50	-8,76	-1,58	....
(a) Estimated cost.	2,06,38							
(b) Date of sanction.	25-7-1959							
(c) Expenditure to end of the year.	1,67,62							

Durg-Kamptee Doubling. ..	2,91,00	1,25,13	1,19,69	-1,71,31	--5,44	....
(a) Estimated cost. 8,93,00						
(b) Date of sanc- 10-4-1958 & tion. 17-9-1959						
(c) Expenditure to end of the year. 1,68,11						
Vizianagram-Gopalapatnam Douling.	1,04,00	81,18	76,28	-27,72	-4,90	....
(a) Estimated cost. 3,80,00						
(b) Date of sanc- 28-6-1958 tion.						
(c) Expenditure to end of the year. 90,69						
Anuppur-Katni Doubling. ..	2,51,00	1,58,31	1,54,19	-96,81	-4,12	....
(a) Estimated cost. 6,72,25						
(b) Date of sanc- 5-3-1960 tion.						
(c) Expenditure to end of the year. 1,88,59						
ROU - Durg Doubling. ..	4,03,35	3,65,45	2,97,16	-1,06,19	-68,29	he saving in column 7 was due to adjustment of debits for stores being less than anticipated.
(a) Estimated cost. 21,23,83						
(b) Date of sanc- 28-6-1957 tion.						
(c) Expenditure to end of the year. 19,20,46						
Provision of a branch line from Rourkela to Dumaro.	2,32,00	1,39,94	1,38,28	-93,72	-1,66	....
(a) Estimated cost. 7,72,00						
(b) Date of sanc- 27-3-1957 tion.						
(c) Expenditure to end of the year. 5,74,03						

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
South— Eastern— contd.	<i>Other Items.—contd.</i> Bijuri-Tagini-Karonji Project.	C. I. C.	3,00,00	2,36,01	2,36,03	-63,97	+ 2
	(a) Estimated cost.	8,03,79					
	(b) Date of sanc- tion.	6-4-1959					
	(c) Expenditure to end of the year.	3,54,88					
	Extension of Champa-Korba in- cluding additional facilities.		50,00	....	....	-50,00	......
	(a) Estimated cost.	1,67,13					
	(b) Date of sanc- tion.	....				
	(c) Expenditure to end of the year.	....				
	Construction of Bimlagarh-Kiru buru Link.		50,00	....	....	-50,00	........
	(a) Estimated cost.	4,20,00					
	(b) Date of sanc- tion.	Urgency certificate dt. 8-3-1960					
	(c) Expenditure to end of the year.	....				
	Construction of sambalpur-Tit- lagarh Link.		2,00,00	1,22,23	1,24,34	-75,66,	+2,11
	(a) Estimated cost.	14,57,96					
	(b) Date of sanc- tion.	24-4-1959					
	(c) Expenditure to end of the year.	1,24,34					

Marshalling Yard-Bhillai ..	90,00	1,23,68	1,18,19	+28,19	-5,49	....
(a) Estimated cost. 3,14,94						
(b) Date of sanction. 12-8-1959						
(c) Expenditure to end of the year. 3,11,50						
Marshalling Yard-Bondamunda.	1,80,00	1,51,29	1,39,21	-40,79	-12,08	The saving in column 7 was due to less supply of material.
(a) Estimated cost. 3,92,00						
(b) Date of sanction. 14-5-1957						
(c) Expenditure to end of the year. 3,23,13						
Mourigram-Dankuni Link ..	16,33	6	1	-16,32	-5	....
(a) Estimated cost. 1,30,57						
(b) Date of sanction. Estimate not yet Sanctioned						
(c) Expenditure to end of the year.						
New wagon shop at Chakra-dharpur.	8,50	....	....	-8,50	....	....
(a) Estimated cost. 2,73,26						
(b) Date of sanction.						
Estimate not yet sanctioned.						
(c) Expenditure to end of the year.						

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
South— Eastern— contd.	Other Items.—						
	Complete track renewals between Surdiah and Chakulia in Khargpur-Chakradharpur Section.	36,50	40,74	43,37	+6,87	+ 2,63	....
	(a) Estimated cost. 77,95						
	(b) Date of sanction. 19-11-1959						
	(c) Expenditure to end of the year. 65,43						
	Complete track renewals between Darekasa and Gondia on Raipur-Nagpur Section.	5,44	10,67	7,85	+2,41	-2,82	The saving in column 7 was due to slow progress of work.
	(a) Estimated cost. 55,00						
	(b) Date of sanction. 25-9-1957						
	(c) Expenditure to end of the year.. 54,95						
	Adityapur and Tatanagar-Additions and alterations to yard facilities for dealing with 2 million tons production of TISCO.	64,43	48,83	50,02	-14, 41	+1,19	....
	(a) Estimated cost. 2,26,52						
	(b) Date of sanction. 31-1-1958						
	(c) Expenditure to end of the year. 1,32,77						

(c) Expenditure to end of the year.	57,51						
17 Out of 60 'YG' class locos ex. M/s. Telco.	44,55	39,26	39,49	-5,06	+23	....
(a) Estimated cost.	68,00						
(b) Date of sanction.	4-5-1960						
(c) Expenditure to end of the year.	43,59						
2467 Covered wagons 'CR' type without wheels and axles ex. M/s. Jessop & Co. Ltd., Calcutta.	1,41,25	1,03,86	98,80	-42,45	-5,06		The excess in column 7 was due to adjustment of more debits for supply of stock et.c received towards the close of the year.
(a) Estimated cost.	3,20,71						
(b) Date of sanction.	11-12-1959						
(c) Expenditure to end of the year.	3,73,90						
675 Covered wagons 'CR' type without wheels and axles ex. M/s. Mckenzie Ltd., Bombay.	88,77	40,97	39,33	-49,44	-1,64	....
(a) Estimated cost.	81,00						
(b) Date of sanction.	10-11-1958						
(c) Expenditure to end of the year.	59,18						

1	2	3	4	5	6	7	8
I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.							
Western.— contd.	Rly. Board's bulk orders rolling stock.—						
469	Open wagons 'O' type without wheels and axles ex. M/s. I. S. W. Co. Ltd., Howrah.	34,30	47,82	41,57	+7,27	-6,25	The saving in column 7 was due to debits for supply of stock etc. being less than expected.
	(a) Estimated cost.	54,17					
	(b) Date of sanction.	23-10-1958					
	(c) Expenditure to end of the year.	63,51					
1000	Open wagons 'O' type without wheels and axles.	23,80	15,56	14,66	-9,14	-90	....
	(a) Estimated cost.	1,20,00					
	(b) Date of sanction.	28-9-1960					
	(c) Expenditure to end of the year.	1,41,13					
	(c) Expenditure to end of the year.	18,72					
13	Out of 65 'WP' locos ex. M/s. Canadian Locomotives Co. Ltd., Kingston, Canada, under Colombo Plan on replacement account.	26	....	61	+35	+61	The excess in column 7 was due to certain re-adjustment made towards the close of the year.
	(a) Estimated cost.	67,73					

(b) Date of sanction.	12-11-1957						
(c) Expenditure to end of the year.	66,67						
20 Out of 40 'YP' locos ex. M/s. Krauss Mafee, West Germany.	20	....	..		-20	....	....
(a) Estimated cost.	76,70						
(b) Date of sanction.	30-5-1958						
(c) Expenditure to end of the year.	63,97						
27 Out 43 'YL' locos ex. M/s. Henschel G. M. B. H. Kassel, West Germany.	38	....	....		-38	....	....
(a) Estimated cost.	62,64						
(b) Date of sanction.	19-6-1958						
(c) Expenditure to end of the year.	62,69						
70 Out of 220 Bogie III class steel coach body shells with underframes ex. M/s. Jessop & Co., Calcutta.	1,60	3,83	3,58	+1,98	-25	....	....
(a) Estimated cost.	65,69						
(b) Date of sanction.	22-10-1958						
(c) Expenditure to end of the year.	57,81						

1	2	3	4	5	6	7	8
I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.							
Western.— contd.	Rly. Board's bulk orders rolling stock.—						
65	Out of 85 Bogie IIIrd class fully furnished with underframes but without wheels and axles ex. M/s. Jessop & Co., Ltd., Calcutta.	30,60	37,48	28,93	-1,67	-8,55	The saving in column 7 was due to certain adjustment made towards the close of the year.
	(a) Estimated cost.	58,50					
	(b) Date of sanction.	Not yet sanctioned.					
	(c) Expenditure to end of the year.	42,20					
810	Out of 1120 'FW' covered wagons 'MC' type without wheels and axles ex. M/s. Texmaco.	64	43	5	-69	-48	The saving in column 7 was due to rebate allowed by the wagon builders.
	(a) Estimated cost.	67,64					
	(b) Date of sanction.	19-12-1958					
	(c) Expenditure to end of the year.	74,78					

Western— contd.	<i>Other items.</i>							
	Godhra—Ratlam Doubling the line.		50,00	65,49	62,70	+12,70	—2,79	....
	(a) Estimated cost 9,07,45							
	(b) Date of sanction. 30-7-1960							
	(c) Expenditure to end of the year. 8,72,47							
	Bhildi—Raniwara Railway line.		1,00	—5,40	—5,51	—6,51	—11	....
	(a) Estimated cost 1,60,36							
	(b) Date of sanction. 25-6-1958							
	(c) Expenditure to end of the year. 1,53,68							
	Ratlam Nagda Section—partial doubling of the Ratlam Bangrod and Birwania—Nagda sections on the—		30,00	32,50	35,21	+5,21	+2,71	....
	(a) Estimated cost 78,79							
	(b) Date of sanction. 21-3-1958							
	(c) Expenditure to end of the year. 52,98							
	Anand Barejadi—Complete track renewal.		25,00	9,16	11,18	—13,82	+2,02	The saving in column 7 was due to certain credit adjustment in respect of cost of materials.
	(a) Estimated cost 66,69							
	(b) Date of Sanction. 4-7-1957							
	(c) Expenditure to end of the year. 57,16							
	Indore Dewas—Ujjain—Providing a B. G. Rail Connection between.		4,00	4,00	3,99	— 1	— 1	....
	(a) Estimated cost 3,30,78							

1	2	3	4	5	6	7	8
<i>I—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.</i>							
(b) Date of sanction.	31-1-1958						
(c) Expenditure to end of the year.	2,97,87						
Sabarmati—Providing a bridge and points and crossing Workshops at—		6,38	4,38	4,76	—1,62	+38	....
(a) Estimated cost	50,46						
(b) Date of sanction.	14-8-1956						
(c) Expenditure to end of the year.	43,96						
Sabarmati—Remodelling the yard at.		8,81	8,88	8,71	—10	—17	....
(a) Estimated cost	1,71,16						
(b) Date of sanction.	6-2-1959						
(c) Expenditure to end of the year.	1,65,95						
Ahmedabad—Remodelling the yard at—		21,00	22,16	23,20	+2,20	+1,04	....
(a) Estimated cost	1,71,43						
(b) Date of sanction.	29-8-1957						
(c) Expenditure to end of the year.	49,87						

Western— contd.	Other items.—					
Ujjain—Bhopal Section—Track renewal from mile 614·50 to 594·50 miles.	16,00	20,99	20,87	+4,87	—12	....
(a) Estimated cost	59,79					
(b) Date of sanc- tion.	13-6-1960					
(c) Expenditure to end of the year.	46,43					
Nagda—Kota section—complete track renewal of existing rails from 493·5 to 511·5=18 miles	24,00	6,50	6,63	—17,37	+13	....
(a) Estimated cost	54,02					
(b) Date of sanction.	18-4-1958					
(c) Expenditure to end of the year.	11,01					
Mehsana—remodelling the yard at.	3,30	3,64	3,75	+45	+11	....
(a) Estimated cost	53,22					
(b) Date of sanc- tion.	21-6-1958					
(c) Expenditure to end of the year.	47,79					
Rajkot—Works required in con- nection with divisionalisation at.	23,00	3,05	3,16	—19,84	+ 11	....
(a) Estimated cost	51,79					
(b) Date of sanction.	21-3-1959					
(c) Expenditure to end of the year.	26,35					
Kotah—Providing a new wagon repair shop at.	80,00	54,15	54,33	—25,67	+18

1	2	3	4	5	6	7	8
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I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget—contd.

(a) Estimated cost	2,10,17						
(b) Date of sanction.	11-6-1957						
(c) Expenditure to end of the year.	1,32,40						
Ajmer—Remodelling of carriage and wagon shop at.		3,65	16,03	15,12	+11,47	—91	....
(a) Estimated cost	1,07,39						
(b) Date of sanction.	2-4-1958						
(c) Expenditure to end of the year.	77,38						
Kotah—Providing a township at.		20,79	20,90	21,75	+96	+85	....
(a) Estimated cost	61,66						
(b) Date of sanction.	8-12-1958						
(c) Expenditure to end of the year.	22,50						
Guna—Makshi—construction of B. G. line.		2,50	....	....	—2,50	....	....
(a) Estimated cost	12,69,87						
(b) Date of sanction.	(Since transferred to Central Railway).						
(c) Expenditure to end of the year.	..						

Western—
contd.

Other items.

Fatehpur—Churi line-construction of.	2,00	1,76	1,80	—20	+4	....
(a) Estimated cost. 64,92						
(b) Date of sanction. 28-1-1957						
(c) Expenditure to end of the year. 55,11						
Udaipur—Himmatnagar M. G. line-construction of.	2,50	9,20	9,34	+6,84	+14	....
(a) Estimated cost 10,55,81						
(b) Date of sanction. 6-10-1960						
(c) Expenditure to end of the year. 9,34						
Baroda Anand—Doubling the track between.	19,15	22,26	22,81	+3,66	+55	....
(a) Estimated cost 1,23,20						
(b) Date of sanction. 4-6-1959						
(c) Expenditure to end of the year. 1,13,06						
Jhund Kandla—B. G. Link ..	5,00	5,00	5,00	....	....	....
(a) Estimated cost 12,41,31						
(b) Date of sanction. Sanction awaited.						
(c) Expenditure to end of the year. 5,00						
Rajkot—Providing a new carriage repair shop at.—	3,00	3,00	10	—2,90	—2,90	The saving in column 7 was due to non-declaration of land awards.
(a) Estimated cost 99,87						

1	2	3	4	5	6	7	8
<i>I.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Integral Factory.	Coach—Construction of Integral Coach Factory, Perambur.	18,32	7,84	6,62	—11,70	—1,22	The saving in column 7 was due to non receipt of certain debits for supply of materials.
	(a) Estimated cost	7,20,80					
	(b) Date of sanction.	3-11-1954					
	(c) Expenditure to end of the year.	6,86,95					
	Perambur—Providing a permanent Furnishing Unit for Integral Coach body shells.	50,10	26,76	23,75	—26,35	—3,01	The saving in column 7 was due to slow progress of work and non-receipt of certain debits.
	(a) Estimated cost	3,69,64					
	(b) Date of sanction.	20-11-1956					
	(c) Expenditure to end of the year.	73,04					
Chittaranjan- Locomotive Works.	Construction of Locomotive Building Works, Chittaranjan.	21	1,94	1,96	+1,75	+2	....
	(a) Estimated cost	14,73,74					
	(b) Date of sanction	16-2-1954					
	(c) Expenditure to end of the year.	14,66,63					
	Expansion of (Stabilisation of production) Chittaranjan Locomotive Works.	75,76	45,34	46,96	—28,80	+1,62	....
	(a) Estimated cost	2,28,47					
	(b) Date of sanction.	20-2-1958					
	(c) Expenditure to end of the year.	1,03,72					
	Expansion of Chittaranjan Locomotive Shops—Steel Foundry.	18,00	1	1	—17,99	....	....
	(a) Estimated cost	3,72,14					
	Estimate under preparation.						

A. A.II-26.	Railway Electrification.	Electriciation of Howrah-Burdwan Main Line including Tack Branch.	25,06,07	10,65,08	10,40,48	-14,65,59	-24,60	The saving in column 7 was due to receipt of less debits for cost of material, custom duty etc.
		(a) Estimated cost	1,17,78,57					
		(b) Date of sanction.	7-6-1954					
		(c) Expenditure to end of the year.	28,93,73					
Locomotive Component.	Locomotive Component Works-Varanasi.		2,10,22	36,95	40,16	-1,70,06	+3,21	....
		(a) Estimated cost	4,78,63					
		(b) Date of sanction.	..					
		(c) Expenditure to end of the year.	1,08,48					

II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.

Central	Railway Board's bulk order rolling stock.							
	Locomotives—10 Y. P. Locos Ex. Telco (52-53).	....	-51	-52	-51	-1	....
	(a) Estimated cost	65,74						
	(b) Date of sanction.	7-4-1959						
	(c) Expenditure to end of the year.	65,27						
	Locomotives—Provision of 50 WG Locos Ex. CLW.	....	-25,98	-25,98	-25,98	....	....
	(a) Estimated cost	2,68,97						
	(b) Date of sanction.	17-2-1958						
	(c) Expenditure to end of the year.	1,90,52						

1	2	3	4	5	6	7	8
<i>II.—Works costing not less than Rs. 50 lakhs each for which specific provision was made in the budget.—contd.</i>							
Central— Contd.	Carriages—55 Bogie Military Coach bodies fully furnished Ex. HAL.	1,04	1,28	+1,28	+24	} The excess in column 7 was due to minor adjustment.
	(a) Estimated cost		78,21				
	(b) Date of sanction.		9-12-1957				
	(c) Expenditure to end of the year.		54,92				
	Carriages—39 HAL Coaches out of 150.	....	....	25	+25	+25
	(a) Estimated cost		49,46				
	(b) Date of sanction.		24-2-1960				
	(c) Expenditure to end of the year.		49,22				
	Carriages 14 out of 45 bogies coach bodies II and III fully furnished ex. HAL.	....	27	33	+33	+6
	(a) Estimated cost		20,01				
(b) Date of sanction.		29-11-1956					
(c) Expenditure to end of the year.		13,98					
Wagons—140 TPR Petrol Tank.	....	1	1	+1	....	....
(a) Estimated cost		25,08					
(b) Date of sanction.		9-2-1960					
(c) Expenditure to end of the year.		24,81					

Central—
contd.Railway Board's bulk order rolling
stock.—

Wagons—800 CR Type covered (1953—54).	....	1,60	87	+87	-73	The saving in column 7 was due to less debits received contrary to expectations.
(a) Estimated cost 1,10,25						
(b) Date of sanc- 15-1-1959 tion.						
(c) Expenditure to 1,07,54 end of the year.						
Wagons—150 Petrol Tank (1952—53).	....	7	33	+33	+26	The excess in column 7 was due to more debits received contrary to expectations.
(a) Estimated cost 28,14						
(b) Date of sanc- 23-2-1959 tion.						
(c) Expenditure to 28,34 end of the year.						
Wagons—118 Petrol Tank (1954—55).	....	14	19	+19	+5	
(a) Estimated cost 23,09						
(b) Date of sanc- 12-9-1958 tion.						
(c) Expenditure to 23,16 end of the year.						
Wagons—130 out of 250 FW Petrol Tank.	....	38	39	+39	+1	....
(a) Estimated cost 26,04						
(b) Date of sanc- 29-7-1960 tion.						
(c) Expenditure to 25,79 end of the year.						
Wagons—280 out of 1450 FW covered 'CR' type ex. M/s. Jessops.	....	-27	-28	-28	-1	....
(a) Estimated cost 41,30						

1	2	3	4	5	6	7	8	
Central— contd.	II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.							
	(b) Date of sanc- tion.	19-1-1960						
	(c) Expenditure to end of the year.	39,82						
Wagons—440 CMR Cattle wa- gons.		....	7	7	+7	....	....
	(a) Estimated cost	67,22						
	(b) Date of sanc- tion.	31-8-1959						
	(c) Expenditure to end of the year.	65,80						
Wagons—130 Petrol Tank		....	12	12	+12	....	....
	(a) Estimated cost	25,89						
	(b) Date of sanc- tion.	5-1-1959						
	(c) Expenditure to end of the year.	25,26						
<i>Other Items.—</i>								
20 Bogie III class with Postal (1956—57).		....	63	2,32	+2,32	+1,69	The variation in column 7 was due to certain adjustments on completion of work.
	(a) Estimated cost	24,84						
	(b) Date of sanc- tion.	29-11-1956						
	(c) Expenditure to end of the year.	21,73						

Carriages—50 B.G. Shells to be furnished (2nd Order) and Vestibuling 8 coaches. (a) Estimated cost 29,80 (b) Date of sanction. 7-5-1957 (c) Expenditure to end of the year. 19,77	....	-2	....	....	+2	} The variation in column 7 was of a minor nature.
Carriages—12 B.G. I and III Coaches. (a) Estimated cost 25,06 (b) Date of sanction. 21-4-1959 (c) Expenditure to end of the year. 23,72	....	2	1	+1	-1	
Carriages—50 Bogie shells to be furnished third order. (a) Estimated cost 30,55 (b) Date of sanction. 7-2-1957 (c) Expenditure to end of the year. 27,72	....	43	55	+55	+12	
Carriage—16 bogie Air-Conditioned Coaches (1954—55). (a) Estimated cost 52,32 (b) Date of sanction. .. (c) Expenditure to end of the year. 53,13	....	86	79	+79	-7	....
Carriages 24 Bogie A.C. Coaches (1955—56) (15 PAG, 2 TC, 1AC).	83	67	+67	-16	The variation in column 7 was due to certain adjustments on completion of work.

1	2	3	4	5	6	7	8
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II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.

Central—
contd. Other items.—

(a) Estimated cost	53,12						
(b) Date of sanction.	28-2-1957 11-6-1957.						
(c) Expenditure to end of the year.	49,19						
Carriages—28 Bogies I and III Coaches built by Eastern Railway for Central Railway.	....	17	15	+15	-2	The variation in column 7 was of a minor nature.	
(a) Estimated cost	52,68						
(b) Date of sanction.	21-4-1959						
(c) Expenditure to end of the year.	43,36						
11 A. C. Coaches 1947—48 Programme.	....	2	2	+2	....	....
(a) Estimated cost	25,15						
(b) Date of sanction.	16-12-1952						
(c) Expenditure to end of the year.	25,49						
Carriages 20 A. C. Coaches ..	....	2	2	+2	....	....
(a) Estimated cost	58,41						
(b) Date of sanction.	13-9-1955						
(c) Expenditure to end of the year.	65,58						

Wardha—Ballarshah Section.— Relaying of 82 lbs. BH Track from Mile 471·447 to 516·221 —44·77 miles.	....	22	30	+30	+ 8	The excess in column 7 was due to adjustment of more debits received for supply of materials.
(a) Estimated cost						
(b) Date of sanc- tion.						
(c) Expenditure to end of the year.						
Budni—Barkhera Ghat new Down—Main line doubling.	....	-24	-72	-72	-48	The saving in column 7 was due to adjustment of certain credits towards the close of the year.
(a) Estimated cost						
(b) Date of sanc- tion.						
(c) Expenditure to end of the year.						
Igatpuri—Bhusaval Section.— Relaying of old and worn 100 lbs. BH track on C. I. pot sleepers with 90 lbs. RFF BSS rails on CI CSTQ plat sleepers between miles 135 and 155 uproad.	....	-89	-1,32	-1,32	-43	
(a) Estimated cost						
(b) Date of sanc- tion.						
(c) Expenditure to end of the year.						

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Central— contd.	<i>Other items.—contd.</i>						
Secunderabad—Mirzapalli Section.—Relaying of 50 lbs. Rails on steel sleepers with 60 lbs. rails on pressed steel 4 keyed sleepers and TSCE rails mile 385 SC to MZ including double lines on wooden sleepers on SC-BMO section loops at Station and main line. (a) Estimated cost 43,14 (b) Date of sanction. 7-11-1951 (c) Expenditure to end of the year. 41,84	....	30	40	+40	+10	The excess in column 7 was due to more debits received contrary to expectations.	
Igatpuri—Itarsi Section.—Relaying 40.38 track miles of old and worn out 100 lbs. BH track on CI pot sleepers with 90 lbs. RFF BSS rails on CI CST 9 plate sleepers with new CI duplex at Joints from 178.4 to 219.45. (a) Estimated cost 63,27 (b) Date of sanction. 18-12-1953 (c) Expenditure to end of the year. 65,26	....	-2,65	-2,69	-2,69	-4	....

<p>Itarsi—Jabalpur Section.—Relaying of 44 track miles on ET—JBP Section complete track renewals of old and worn 100 lbs. BH rails laid on D & U Plates (N+2) with new 90 lbs. RFF BSS rails and new trough sleepers (N+3) from miles 732·33 to 735·42 and 780·758 to 802·988.</p> <p>(a) Estimated cost 1,07,29</p> <p>(b) Date of sanction. 20-3-1957</p> <p>(c) Expenditure to end of the year. 1,10,96</p>	....	-3,25	-2,78	-2,78	+47	The excess in column 7 was due to certain unanticipated debit adjustment.
<p>Bhusaval—Nagpur Section—Relaying of worn out 100 lbs. rails on C1 pot sleepers with 90 lbs. RFF BSS rails and new CST9 plates sleeper from miles 519·48 to 494·48 : 25 track.</p> <p>(a) Estimated cost 47,40</p> <p>(b) Date of sanction. 31-3-1957</p> <p>(c) Expenditure to end of the year. 66,79</p>	....	1,70	1,80	+1,80	+10	....

1	2	3	4	5	6	7	8
Central							
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
concl. — <i>Other Items:—</i>							
	Wadi—Yadgiri—Relaying of 82 lbs. BH track with 90 lbs. RFF BSS material at mile 367·908 to 369·728, 304·550 to 305·050= 5·598 TMS.	....	16	1,16	+1,16	....	....
	(a) Estimated cost 41,98						
	(b) Date of sanction. 2-6-1956						
	(c) Expenditure to end of the year. 53,37						
	Dhond—Manmad—Complete Track Renewal of 82 lbs. BH rails on CI Pot sleepers (N+2) with new 90 lbs. RFF BSS AW rails and new wooden sleepers (N+3) from miles 00·000 to 29·50=29·50 TMS	...	48,00	56,27	+56,27	+8,27	The excess in column 7 was due to adjustment of more debits for supply of materials.
	(a) Estimated cost 63,70						
	(b) Date of sanction. 15-12-1959						
	(c) Expenditure to end of the year. 56,27						
Eastern.	<i>Railway Board's bulk order rolling stock.</i>						
	11 Out of 206 W. G. locos ex. C. L. W.	....	25,98	16,99	+16,99	-8,99	The saving in column 7 was due to change in allocation of the work.
	(a) Date of sanction. 31-7-1959						
	(b) Estimated cost 73,61						
	(c) Expenditure to end of the year. 64,62						

30	Out of 45 bogie Coach Bodies Class III fully furnished on under frames ex. HAL	....	56	70	+70	+14	
	(a) Estimated cost 30,46						
	(b) Date of sanction. 14-9-1956						
	(c) Expenditure to end of the year. 19,06						
900	Out of 1851 'O' type wagon ex. M/s. Braith Waite & Co.	....	3,31	2,97	+2,97	-34	
	(a) Estimated cost 85,49						
	(b) Date of sanction. No estimate prepared.						
	(c) Expenditure to end of the year. 2,97						
405	Out of 1750 FW covered wagons 'CR' type ex. M/s. Jessop & Co.	....	40	42	+42	+2	....
	(a) Estimated cost 57,55						
	(b) Date of sanction. 10-12-1956						
	(c) Expenditure to end of the year. 54,29						
160	Out of 200 FWCattle wagons 'CMR' type ex. M/s. Burn & Co.	....	8	8	+8	....	....
	(a) Estimated cost 20,55						
	(b) Date of sanction. 12-1-1956						
	(c) Expenditure to end of the year. 21,49						

The variation in column 7 was of a minor nature.

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs.20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Eastern— contd.	<i>Railway Board's bulk order rolling stock.—</i>						
	1170 Out of 3100 FW covered wagons 'CR' type ex. M/s. Martin Burn & Co.	....	30	32	+32	+2	....
	(a) Estimated cost 1,64,82						
	(b) Date of sanction. 24-9-1957						
	(c) Expenditure to end of the year. 1,51,12						
	800 Out of 1450 FW covered CR type wagons without wheels and axles ex. M/s Jessop & Co.	....	-70	-70	-70	....	....
	(a) Estimated cost 92,48						
	(b) Date of sanction. 16-11-1955						
	(c) Expenditure to end of the year. 1,03,50						
	1469 Out of 1715 'O' type wagons with wheels and axles ex. U. S. A.	....	3,82	75	+75	-3,07	The saving in column 7 was due to certain adjustment made contrary to expectations.
	(a) Estimated cost 2,35,04						
	(b) Date of sanction. Estimate not yet prepared.						
	(c) Expenditure to end of the year. 75						

900	Out of 4500 F.W. covered wagons 'CR' type without wheels & axles ex. M/s. Jessop & Co. and Burn & Co.	....	94	....	....	-94	} The saving in column 7 was due to certain adjustment made contrary to expectations.
	(a) Estimated cost						
	(b) Date of sanction.						
	(c) Expenditure to end of the year.						
1000	Out of 3800 FW covered wagons 'CR' type wagon without wheels and axles ex. M/s. Jessop & Co. and Martin Burn.	....	2,01	5	+5	-1,96	
	(a) Estimated cost						
	(b) Date of sanction.						
	(c) Expenditure to end of the year.						
1750	Out of 400 petrol tank wagons 'TPR' type without wheels and axles ex. M/s. Jessop & Co., Burn & Co. and Braith Waite & Co.	....	9	....	....	-9	} The variation in column 7 was of a minor nature.
	(a) Estimated cost.						
	(b) Date of sanction.						
	(c) Expenditure to end of the year.						
10	Out of 12 'XC' class Boilers ex. M/s. Telco.	....	1,74	1,69	+1,69	-5	....
	(a) Estimated cost.						
	(b) Date of sanction.						
	(c) Expenditure to end of the year.						

114	Out of 390 Bogie under-frames ex. Belgium.	....	-14,11	-14,11	-14,11	....	....
(a)	Estimated cost.		25,08				
(b)	Date of sanc- Estimate tion. not yet prepared.						
(c)	Expenditure to -12,65 end of the year.						
285	Out of 750 F. W. covered wagons 'CR' type, ex. M/s. Jessop & Co.	....	28	29	+29	+1	....
(a)	Estimated cost.		38,24				
(b)	Date of sanc- 10-12-1956 tion.						
(c)	Expenditure to 38,19 end of the year.						
1000	Out of 3275 F. W. covered 'CR' type wagons without wheels and axles ex. Martin Burn & Co.	....	-30	-30	-30	....	....
(a)	Estimated cost.		1,14,15				
(b)	Date of sanc- 5-10-1955 tion.						
(c)	Expenditure to 1,31,13 end of the year.						

1	2	3	4	5	6	7	8
11.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.							
Eastern.— contd.	Railway Board's bulk order rolling stock.—						
400	Out of 700 F. W. covered wagons 'CR' type ex. M/s. Jessop & Co.	....	80	2	+2	-78	} The saving in column 7 was due to a certain adjustment not made, contrary to expectations.
	(a) Estimated cost. 51,47						
	(b) Date of sanction. 9-3-1955						
	(c) Expenditure to end of the year. 53,01						
108	Out of 200 Bogie Rail and Timber trucks 'BR' type without wheels and axles ex. M/s. Martin Burn & Co.	....	14	....	....	-14	} The saving in column 7 was due to a certain adjustment not made, contrary to expectations.
	(a) Estimated cost. 24,88						
	(b) Date of sanction. Estimate not yet prepared.						
	(c) Expenditure to end of the year. ..						
9	Out of 14 WG Locos ex. C. L. W.	....	....	8,99	+8,99	+8,99	} The excess in column 7 was due to a certain adjustments made towards the close of the year.
	(a) Estimated cost. 38,97						
	(b) Date of sanction. 5-3-1959						
	(c) Expenditure to end of the year. 47,96						
33	Out of 43 Bogie all steel III class body shells fully furnished without underframes and wheels and axles ex. HAL.	....	....	44	+44	+44	} The excess in column 7 was due to a certain adjustments made towards the close of the year.
	(a) Estimated cost. 45,71						
	(b) Date of sanction. 5-2-1956						
	(c) Expenditure to end of the year. 25,77						

65	Out of 120 bogie fully furnished coach body shell.	....	....	46	+46	+46	The excess in column 7 was due to a certain adjustments made towards the close of the year.
	(a) Estimated cost.			91,90			
	(b) Date of sanction.			3-2-1956			
	(c) Expenditure to end of the year.			69,16			
	Furnishing of 87 I. C. F. Coach body shells at Perambur.	....	9,81	12,16	+12,16	+2,35	The excess in column 7 was due to adjustment of certain debit towards the close of the year.
	(a) Estimated cost			52,20			
	(b) Date of sanction Estimate not yet prepared.						
	(c) Expenditure to end of the year.			18,25			
	<i>Other Items.—</i>						
22	Bogie dining cars .. ..	....	-10	-9	-9	+1	....
	(a) Estimated cost.			39,60			
	(b) Date of sanction. Estimate not yet prepared.						
	(c) Expenditure to end of the year.			1,88			
93	Bogie I and II class out of 119 bogie III class.	....	-42	-41	-41	+1	....
	(a) Estimated cost.			1,36,41			
	(b) Date of sanction.			5-6-1956			
	(c) Expenditure to end of the year.			50,22			
30	Bogie Dining Cars .. ..	....	-9,25	-9,37	-9,37	-12	....
	(a) Estimated cost.			60,80			
	(b) Date of sanction.			2-7-1957			
	(c) Expenditure to end of the year.			16,10			

	1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd</i>								
Eastern.— contd.	<i>Railway Board's bulk order rolling stock.</i>							
	125 Bogie III class Luggage and Brake	....	—15,57	—15,59	—15,59	—2	....
	(a) Estimated cost.	1,38,30						
	(b) Date of sanction.	13-5-1956						
	(c) Expenditure to end of the year.	1,19,09						
	108 Bogie II and III .. ..	....	—1,37	—1,25	—1,25	+12	....
	(a) Estimated cost.	26,77						
	(b) Date of sanction.	1-9-1953						
	(c) Expenditure to end of the year.	16,67						
	74 Bogie III class .. ..	....	—2,59	—2,58	—2,58	+1	....
	(a) Estimated cost.	21,75						
	(b) Date of sanction.	10-7-1954						
	(c) Expenditure to end of the year.	19,86						
	60 Bogie III Luggage and Brake	....	—6,08	—5,17	—5,17	+91		The excess in column 7 was of a minor nature.
	(a) Estimated cost.	76,58						
	(b) Date of sanction.	31-8-1955						
	(c) Expenditure to end of the year.	79,25						

27 Bogie III class .. .. .	....	-1,48	-1,47	-1,47	+1	....
(a) Estimated cost. 27,24						
(b) Date of sanc- 7-8-1953 tion.						
(c) Expenditure to 28,17 end of the year.						
26 Bogie III class and Postal ..	....	-2,44	-2,15	-2,15	+29	....
(a) Estimated cost. 21,91						
(b) Date of sanc- 30-8-1956 tion.						
(c) Expenditure to 17,96 end of the year.						
57 Bogie III Luggage and Brake	....	-2,00	-19	-19	+1,81	The excess in column 7 was due to non-adjustment of certain credits.
(a) Estimated cost. 76,10						
(b) Date of sanc- 12-6-1958 tion.						
(c) Expenditure to 8,06 end of the year.						
6 Bogie Luggage Brake and Power Car.	....	20	-73	-73	-93	The saving in column 7 was due to adjustment of certain residual credits.
(a) Estimated cost. 22,60						
(b) Date of sanc- 24-12-1956 tion.						
(c) Expenditure to 29,38 end of the year.						
19 Bogie III Luggage and Brake	....	5,18	5,18	+5,18	....	....
(a) Estimated cost. 25,66						
(b) Date of sanc- 21-5-1958 tion.						
(c) Expenditure to 25,74 end of the year.						

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Eastern.— <i>contd.</i>	<i>Other Items.—</i>						
20 Bogie I & III Coaches ..	....	13,75	13,74	+13,74	+1	....
(a) Estimated cost.	31,42						
(b) Date of sanction.	1956						
(c) Expenditure to end of the year.	32,06						
Furnishing of 18 out 50 BG all metal light weight coaches.	....	15	15	+15	....	....
(a) Estimated cost.	29,42						
(b) Date of sanction.	1957						
(c) Expenditure to end of the year.	8,89						
6 Out of 16 bogies III class tourist cars.	....	7,00	7,00	+7,00	....	....
(a) Estimated cost.	21,82						
(b) Date of sanction.	7-5-1959						
(c) Expenditure to end of the year.	7,00						
20 Out of 40 III class coaches ..	....	5,35	5,35	+5,35	....	....
(a) Estimated cost.	62,82						
(b) Date of sanction.	1957						
(c) Expenditure to end of the year.	14,12						

20	BC III with postal ..	....	1,64	1,64	+1,64	....	....
	(a) Estimated cost. 31,42						
	(b) Date of sanction. 1956						
	(c) Expenditure to end of the year. 4,13						
4	Out of 16 Bogie III with half postal.	....	2,80	2,80	+2,80	....	....
	(a) Estimated cost. 20,99						
	(b) Date of sanction. Estimate not yet prepared.						
	(c) Expenditure to end of the year. 7,15						
	Barwadih—Chirimiri (Bijuri) Construction. Barwadih to Sarnadih Sec. V & VI (41.28 miles).	....	23	15	+15	-8	....
	(a) Estimated cost. 3,00,91						
	(b) Date of sanction. 7-9-1959						
	(c) Expenditure to end of the year. 1,37,73						
	Howrah Division. Complete Track renewal of AZ—NHT Branch with 75 lbs. B. H. rails on D. & O. Sleepers with S. H. 75 lbs. F. F. rails on CST/9 sleepers (N-2) from mile 0.00 to 26.70=26.70 miles during 1955-56.	....	-8,87	-8,87	-8,87	....	....
	(a) Estimated cost. 29,98						
	(b) Date of sanction. 20-1-1956						
	(c) Expenditure to end of the year. 26,11						

	1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>								
Eastern.— contd.	<i>Other Items.</i>							
	Howrah Division. Primary relaying between Howrah and Sheoraphuli. Total 27·1 miles during 1955-56 including welding.	....	1,22	1,22	+1,22	....	....
	(a) Estimated cost. 36,29							
	(b) Date of sanction. 29-4-1956							
	(c) Expenditure to end of the year. 37,86							
	Howrah Division. Complete Track renewal of 88½ lbs. B. H. rails laid on D. & O. sleepers with 90 lbs. 'R' rails and C. I/CST/9 sleepers (N+3) on Sahibganj Loop from mile 170 to 185·15 miles during 1957-58.	....	6,22	6,22	+6,22	....	....
	(a) Estimated cost. 35,88							
	(b) Date of sanction. 24-10-1957							
	(c) Expenditure to end of the year. 36,52							
	Burdwan—Extension of certain receiving and marshalling line on both up and Dn. Yard and extension of loops to accommodate 70 wagons load between Burdwan and Sahibganj.	....	-3,13	-3,69	-3,69	-56		The saving in column 7 was due to a residual adjustment on completion of the work.

(a) Estimated cost.	49,06					
(b) Date of sanction.	17-12-1956					
(c) Expenditure to end of the year.	49,30					
Restoration of Bhagalpur Mandar Hill Branch.	....	-6	-6	-6	....	....
(a) Estimated cost.	61,07					
(b) Date of sanction.	2-12-1952					
(c) Expenditure to end of the year.	39,22					
Development of B. G. M. G. transshipment facilities at Sakrigalighat and Manihari-ghat.	....	27	27	+27	....	....
(a) Estimated cost.	39,87					
(b) Date of sanction.	10-9-1951					
(c) Expenditure to end of the year.	36,32					
Barkakana Loop—Doubling between Amlo Block hut and Barkakana Station.	....	-33	-32	-32	+1	....
(a) Estimated cost.	3,00,00					
(b) Date of sanction.	Not yet sanctioned.					
(c) Expenditure to end of the year.	11					
Tildanga—Farakka—Khajuria Ghat Malda Project.	....	14,00	13,36	+13,36	-64	....
(a) Estimated cost.	63,13					

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Eastern— concl'd	<i>Other Items.—</i>						
	(b) Date of sanction.	Not yet sanctioned.					
	(c) Expenditure to end of the year.	13,36					
	Provision of a new link between Chandrapura—Bondamunda (Rourkela Chandrapura-Hatia Construction) Phase IV. Hatia Nawagaon Construction.	....	10	10	+10	....	....
	(a) Estimated cost.	10,83,72					
	(b) Date of sanction.	Not yet sanctioned.					
	(c) Expenditure to end of the year.	10					
	Provision of addition facilities at Jhajha, Kiul, Mankhatha, Burhee, Dinapore, Buxar and Moghalsarai in connection with movement of additional traffic on Main Line by Nov., 1955.	....	-1,95	-1,94	-1,94	+1	....
	(a) Estimated cost.	41,24					
	(b) Date of sanction	20-7-1955					
	(c) Expenditure to end of the year.	37,88					
	Complete Track Renewal of 85 lbs. rails laid on D. & O. sleepers with 90 'R' rails and steel sleepers (N+3) on P. G. Section from miles 357.5 to 377.5=20 miles during 1957-58.	....	5,75	5,65	-5,65	-10	....

(a) Estimated cost.	47,50					
(b) Date of sanction	16-9-1957					
(c) Expenditure to end of the year.	50,01					
Complete Track Renewal of 85 lbs. rails laid on D. & O. sleepers with 90 'R' and new steel sleepers (N+3) on B. K. Loop from mile 341.75 to 361.75=20 miles during 1955-56.	....	5,26	5,51	5,51	+25	....
(a) Estimated cost.	35,79					
(b) Date of sanction	7-9-1956					
(c) Expenditure to end of the year.	44,74					
Sealdah Station. Remodelling of year including Route Relay Interlocking (Phase I).	....	1,72	19	+19	-1,53	The saving in column 7 was due to slow progress of work.
(a) Estimated cost.	27,90					
(b) Date of sanction.	Not yet sanctioned.					
(c) Expenditure to end of the year.	19					
Howrah Division. Complete Track renewal of 90 lbs. BSFF rails on CI/CST/9 sleepers with new 90 'R' rails on new CST/9 sleepers (N+5) between Sheoraphuli and Bandel on Up and Down Main Lines. Total 21 miles during 1955-56 including welding.	-4,40	-4,40	-4,40

1	2	3	4	5	6	7	8
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II.—Works costing not less than 20 lakhs for which no provision was made in the budget.—contd.

Eastern.— *Ohter Items.—*
concl.

(a) Estimated cost.	34,33						
(b) Date of sanction.	31-1-1956						
(c) Expenditure to end of the year.	17,49						
Howrah Division. Primary Relaying on Tarakeswar Branch with 90 lbs. RBS and CI/CST/9 sleepers (N+5) releasing 88½ lbs. between Sheoraphuli and Tarakeswar Branch. Total 22 miles.	....	-10,05	-10,05	-10,05	....	....
(a) Estimated cost.	35,71						
(b) Date of sanction.	2-11-1955						
(c) Expenditure to end of the year.	37,61						
Direct Link between Sindri Marshalling Yard & Pathardih.	....	25	25	+25	....	....
(a) Estimated cost.	1,98						
(b) Date of sanction.	22-8-1957						
(c) Expenditure to end of the year.	1,36						

Northern.— *Railway Board's Bulk Order Rolling Stock.*—

Furnishing of 87 I. C. F. body.	1,29	34	34	-95	The saving in column 7 was due to certain residual adjustments.
(a) Estimated cost. 2,25,60					
(b) Date of sanction. 17-9-1958					
(c) Expenditure to end of the year. 1,46,60					
220 Out of 1450 F. W. covered 'CR' type wagons ex.- Jessop & Co.	-22	-22	-22	....	....
(a) Estimated cost. 31,55					
(b) Date of sanction. 25-10-1958 and 21-11-1959					
(c) Expenditure to end of the year. 31,33					
4500 Wagons 'CR' type Ex.- Jessop & Burn. ....	....	4	4	4	The excess in column 7 was due to minor adjustment.
(a) Estimated cost. 41,77					
(b) Date of sanction. 3-7-1956					
(c) Expenditure to end of the year. 41,92					
300 Out of 3800 Covered 'CR' type wagons ex. M/s. Jessop & Co. and Martin Burn.	60	1	....	-59	....
(a) Estimated cost. 42,72					
(b) Date of sanction. 29-3-1954 and 22-8-1956					
(c) Expenditure to end of the year. 40,38					
135 Bogie coaching underframes without wheelsets ex. Belgium.	1	11	+11	+10	The excess in column 7 was due to minor adjustment.

1	2	3	4	5	6	7	8
<i>II.—Works costing not less than 20 lakhs for which no provision was made in the budget.—contd.</i>							
Northern.— <i>Railway Board's Bulk Order</i>							
<i>contd. Rolling Stock.—</i>							
	(a) Estimated cost.	81,89					
	(b) Date of sanction.	24-4-1957					
	(c) Expenditure to end of the year.	41,72					
6	Out of 40 W. G. Locos. Ex. N. B. L. Co., U. K. and Ex. M/s. Hittachi Ltd. Japan 15 under T. C. M. @ 4.89 lakh each.	....	9	9	+9	....	....
	(a) Estimated cost.	29,67					
	(b) Date of sanction.	16-5-1956					
	(c) Expenditure to end of the year.	28,50					
12	Out of 81 'YGB' Locos. ex. Telco @ Rs. 4.08 lakh approx.	....	1,09	16,15	+16,15	+15,06	} The excess in column 7 was due to supply of more materials towards the close of the year.
	(a) Estimated cost.	36,96					
	(b) Date of sanction.	25-10-1956					
	(c) Expenditure to end of the year.	66,46					
38	Out of 171 Bogie 'BMV' type shell body motor and parcel Vans ex. M/s. Braith Waite and Co. @ Rs. 70,000 each.	....	2,62	4,99	+4,99	+2,37	
	(a) Estimated cost.	29,79					
	(b) Date of sanction.	22-3-1960					

Northern—	Providing 60 beds Hospital at New Delhi.	....	1,50	55	+55	-95	The saving in column 7 was due to adjustment of less debits towards the close of the year.
	(a) Estimated cost	27,33					
	(b) Date of Sanction.	12-1-1955					
	(c) Expenditure to end of the year.	to 24,82					
	Providing two wings to Baroda House.	....	7	42	+42	+35	The excess in column 7 was due to non-receipt of certain credits, contrary to expectations.
	(a) Estimated cost	30,29					
	(b) Date of sanction.	7-7-1955					
	(c) Expenditure to end of the year.	25,76					
	Providing New Block in Baroda House.	....	28	-4	-4	-32	The saving in column 7 was due to adjustment of less in debits towards the close of the year.
	(a) Estimated cost	32,95					
	(b) Date of sanction.	4-2-53					
	(c) Expenditure to end of the year.	23,79					
	Providing diversion on Ambala Kalka Line.	....	-4	....	....	+4	The variation in column 7 was due to a certain adjustment not made contrary to anticipation.
	(a) Estimated cost.	45,12					

1	2	3	4	5	6	7	8
Northern— concl'd.	II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd						
	(c) Expenditure to end of the year.	2,07,37					
Nagrota-Joginder Restoration.	Nagar	....	30	34	+34	+4	The variation in column 7 was of a minor nature.
	(a) Estimated cost.	44,95					
	(b) Date of sanc- tion.	31-3-1952					
	(c) Expenditure to end of the year.	43,52					
Allahabad Kanpur 2nd Phase.	Doubling	....	1	....	....	-1	Do.
	(a) Estimated cost	2,43,76					
	(b) Date of sanc- tion.	12-2-1960 16-5-1960					
	(c) Expenditure to end of the year.						

North-
Eastern.

*Railway Board's Bulk
orders Rolling Stock.*

165	Out of 300 bogie Petrol Tank wagons MBTPX type.	....	41	41	+41	....	....
	(a) Estimated cost. 47,96						
	(b) Date of sanction. 22-12-1955						
	(c) Expenditure to end of the year. 44,11						
260	Out of 280 bogie rail wagons MBR type.	....	4,10	4,24	+4,24	+14	....
	(a) Estimated cost. 73,71						
	(b) Date of sanction. 8-11-1957						
	(c) Expenditure to end of the year. 71,45						
120	Out of 250 bogie all steel coach body shell.	....	1,13	1,20	+1,20	+7	....
	(a) Estimated cost. 78,63						
	(b) Date of sanction. 25-5-1955						
	(c) Expenditure to end of the year. 1,17,94						
850	Covered wagons M.C. type	....	15	14	+14	-1	....
	(a) Estimated cost. 84,25						
	(b) Date of sanction. 7-12-1956						
	(c) Expenditure to end of the year. 81,32						
75	Out of 155 bogie petrol tank wagon MBTPX type.	....	7	6	+6	-1	....
	(a) Estimated cost. 22,92						
	(b) Date of sanction. 29-10-1956						
	(c) Expenditure to end of the year. 21,40						

2400 Out of 5000 MC type F. W. covered wagons.	....	30	5	+5	-25	} The variation in column 7 was of a minor nature.
(a) Estimated cost. 3,60,77						
(b) Date of sanction. 15-2-1955						
(c) Expenditure to end of the year. 2,62,01						
700 Out of 1000 MC type covered wagons.	....	7	-1	-1	-8	} The variation in column 7 was of a minor nature.
(a) Estimated cost. 92,83						
(b) Date of sanction. 15-2-1955						
(c) Expenditure to end of the year. 85,08						
143 Out of 150 MBR type bogie Rail Truck.	....	8	4	+4	-4	....
(a) Estimated cost. 35,91						
(b) Date of sanction. 15-2-1955						
(c) Expenditure to end of the year. 36,67						
225 Out of 300 MBG type bogie covered wagons.	....	-3	-3	-3	....	....
(a) Estimated cost. 44,30						
(b) Date of sanction. 15-2-1955						
(c) Expenditure to end of the year. 17,54						
1175 Out of 2500 F. W. covered wagons MC type.	....	-9	-9	-9	....	....
(a) Estimated cost. 3,60,77						
(b) Date of sanction. 15-2-1955						
(c) Expenditure to end of the year.						

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
North- Eastern.— <i>contd.</i>	Railway Board's Rolling Stock.—	Bulk Orders					
	(c) Expenditure to end of the year.	73,92					
75	Bogie MBOB type Hopper Ballast wagons.	....	2	3	+3	+1	....
	(a) Estimated cost.	29,55					
	(b) Date of sanc- tion.	14-1-1956					
	(c) Expenditure to end of the year.	29,77					
<i>Other Items.</i>							
95	Bogie L. R. from Northern Railway .. ..	....	20,96	20,96	+20,96	....	....
	(a) Estimated cost.	} Estimate not sanctioned.					
	(b) Date of sanc- tion.						
	(c) Expenditure to end of the year.		20,96				
68	Bogie II and III class. (a) Estimated cost.	....	-28,54	-29,48	-29,48	-94	....
	(b) Date of sanc- tion.	27-9-1957					
	(c) Expenditure to end of the year.	24,88					

59 Bogie II luggage and brake	15	41	+41	+26	} The excess in column 7 was due to adjustment of certain debits towards the close of the year.
(a) Estimated cost. 62,46					
(b) Date of sanction. 29/30-6-1956					
(c) Expenditure to end of the year. 35,47					
40 Bogie I and III class	69	84	+84	+15	} The excess in column 7 was due to adjustment of certain debits towards the close of the year.
(a) Estimated cost. 37,56					
(b) Date of sanction. 3-1-1958					
(c) Expenditure to end of the year. 35,68					
60 Bogie III luggage and brake	26	94	+94	+68	
(a) Estimated cost. 65,33					
(b) Date of sanction. 22-6-1957					
(c) Expenditure to end of the year. 33,72					
80 Bogie I, II and III class	- 3	17	+17	+20	The excess in column 7 was due to payment made to coach building contractors under arbitrator's award.
(a) Estimated cost. 72,22					
(b) Date of sanction. 27-6-1957					
(c) Expenditure to end of the year. 60,35					
Additional Machinery and Plant for Loco, Carriage and Wagon shop GKP.	98	20	20	-78	The saving in column 7 was due to non-receipt of certain machines contrary to expectations.
(a) Estimated cost. 24,64					
(b) Date of sanction. Estimate not sanctioned.					
(c) Expenditure to end of the year. 24,54					

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—c ontd.</i>							
North— Eastern. <i>contd.</i>	<i>Other Items.—</i>						
	Barauni Junction-Samastipur Section. Provision of a Broad-gauge line.	....	17,44	19,02	+19,02	+1,58	....
	(a) Estimated cost. 2,09,00						
	(b) Date of sanction. 18-11-1958						
	(c) Expenditure to end of the year. 19,02						
	Madhepura-Murliganj-Constructi- ons of new line between.	....	34	25	25	-9	....
	(a) Estimated cost. 21,83						
	(b) Date of sanction. 28-3-1956						
	(c) Expenditure to end of the year. 21,73						
Northeast— Frontier.	<i>Railway Board's bulk orders Rolling stock.—</i>						
	50 'YG' Class Locos ex. M/s.] TELCO.	....	14,56	14,69	+14,69	+13	....
	(a) Estimated cost. 28,00						
	(b) Date of sanction. 28-7-1960						
	(c) Expenditure to end of the year. 26,84						

30 'MYG' Class Locos ex. M/s. Telco.	....	20,80	20,98	+20,98	+18	....
(a) Estimated cost.		40,00				
(b) Date of sanction.		21-6-1960				
(c) Expenditure to end of the year.		38,33				
81 'MYG' Class Locos ex. M/s. Telco.	....	....	1,72	+1,72	+1,72	The excess in column 7 was due to an adjustment not foreseen in the final modification.
(a) Estimated cost.		22,50				
(b) Date of sanction.		Not yet sanctioned.				
(c) Expenditure to end of the year.		1,72				
<i>Other Items.—</i>						
Pandu-Construction of Head Quarters of Ex. Assam Railway and necessary staff quarters.	....	16,27	14,50	+14,50	-1,77	The saving in column 7 was due to erroneous adjustment of certain credits.
(a) Estimated cost.		1,40,62				
(b) Date of sanction.		Not yet sanctioned.				
(c) Expenditure to end of the year.		1,69,76				
Alipurduar Junction-Construction of Goods and Marshalling yard and Loco shed with necessary staff Quarters.	....	....	12	+12	+12	The excess in column 7 was due to an adjustment foreseen in the final modification
(a) Estimated cost.		1,60,64				
(b) Date of sanction.		15-11-1959				
(c) Expenditure to end of the year.		1,24,06				

1	2	3	4	5	6	7	8
<i>I.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Northeast— Frontier. —concl'd.	<i>Oth r Items</i> —concl'd.—						
	Between Amingaon-Tihu-Replacement of 80 lbs. IMR Rail fastings and important loops with 60 Lbs. Rbs. Rails.	....	11,00	12,61	+12,61	+1,61	The excess in column 7 was due to adjustment of debits for cost of certain materials.
	(a) Estimated cost. 52,94						
	(b) Date of sanction 7/9-11-57						
	(c) Expenditure to end of the year. 65,36						
	Replacement of Machinery and Plant for Electrical Department during 1948-49.	....	35	39	+39	+4	....
	(a) Estimated cost. 21,26						
	(b) Date of sanction. 3-11-1954						
	(c) Expenditure to end of the year. 22,35						
	One out of 4 standard steam tugs	....	-98	-1,75	-1,75	-77	} The saving in column 7 was due to certain debits not received contrary to expectation.
	(a) Estimated cost. 60,37						
	(b) Date of sanction. 3/7-9-1956						
	(c) Expenditure to end of the year. 63,78						
	2 Out of 5 standard steam tugs (53-54).	....	3,34	15	+15	-3,19	
	(a) Estimated cost. 75,27						
	(b) Date of sanction. 12-8-1956 for two tugs 27-4-1956 and for one tug 5-9-59.						
	(c) Expenditure to end of the year. 64,61						

Development of capacity for movement of Oil Traffic for Assam Rail Link Route.	....	1,88,52	1,69,34	+1,69,34	-19,18	The saving in column 7 was due to non-receipt of debits for supply of materials etc.
(a) Estimated cost. 12,47,00						
(b) Date of sanction. 28-4-1959						
(c) Expenditure to end of the year. 1,69,34						
Rangapara North Expansions. ...	....	31,00	29,35	+29,35	-1,65	....
(a) Estimated cost. 15,00,00						
(b) Date of sanction. 3-2-1960						
(c) Expenditure to end of the year. 29,35						
Direct Link between Assam and Rest of India.	....	1,19	1,14	+1,14	-5	....
(a) Estimated cost. 8,32,56						
(b) Date of sanction. 30-3-1957						
(c) Expenditure to end of the year. 8,19,38						
Southern— Railway Board's bulk orders rolling Stock.—						
6 Bogie all metal light weight Rail cars with trailers III Class 53-54.	....	....	3	+3	+3	
(a) Estimated cost. 37,44						
(b) Date of sanction. 19-6-1954						
(c) Expenditure to end of the year. 37,73						
18 F. W. Inspection Carriages.	....	....	-21	-21	-21	....
(a) Estimated cost. Estimate						
(b) Date of sanction. not yet sanctioned						

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.— contd.</i>							
Southern— <i>contd.</i>	<i>Railway Board's bulk orders rolling stock.—contd.</i>						
	(c) Expenditure to end of the year.	71					
12	Bogie sleeper coaches ..	....	5,00	6,15	+6,15	+6,15	....
	(a) Estimated cost. Estimate						
	(b) Date of sanc- tion. not yet sanctioned.						
	(c) Expenditure to end of the year.	6,15					
9	Bogie tool vans (M. G.) ..	....	-10	-8	-8	+2	....
	(a) Estimated cost. Not yet						
	(b) Date of sanc- tion. sanctioned						
	(c) Expenditure to end of the year.	-8					
48	Bogie III Class Carriages 1959-60.	....	8	6	6	-2	....
	(a) Estimated cost.						
	(b) Date fo sanc- tion. Estimate not yet sanctioned						
	(c) Expenditure to end of the year.	-8					
42	Bogie (M G) III Sleeper coaches 1960-61.	....	....	2	+2	+2	....
	(a) Estimated cost. Not yet						
	(b) Date of sanc- tion. sanctioned						
	(c) Expenditure to end of the year.	2					

20 (Out of 107) all metal Coaches 1953-54.	....	....	13	+13	+13	} The variation in column 7 was due to a minor adjustment.
(a) Estimated cost. 27,48						
(b) Date of sanction. 19-1-1955						
(c) Expenditure to end of the year. 20,30						
50 Bogie III all metal coaches 1952-53.	....	....	32	+32	+32	} The variation in column 7 was due to a minor adjustment.
(a) Estimated cost. 61,20						
(b) Date of sanction. 9-6-1954						
(c) Expenditure to end of the year. 50,81						
21 (Out of 75) III HAL Coaches	....	40	49	+49	+9	} The variation in column 7 was due to a minor adjustment.
(a) Estimated cost. 32,76						
(b) Date of sanction. 28-2-1958						
(c) Expenditure to end of the year. 20,90						
174 (Out of 200) Bogie all metal III Class Coaches 52-53.	....	....	64	+64	+64	} The variation in column 7 was due to a minor adjustment.
(a) Estimated cost. 2,40,07						
(b) Date of sanction. 22-3-1958						
(c) Expenditure to end of the year. 2,01,63						
500 C.R. type wagons 1953-54	....	1,00	2,57	+2,57	+1,57	} The excess in column 7 was due to certain residual adjustments on account of freight, departmental charges etc.
(a) Estimated cost. 61,60						
(b) Date of sanction. 13-3-1954						
(c) Expenditure to end of the year. 58,05						

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Southern.— contd.	O. her items.						
	38 F.W. Bogie Rest Crew Vans 1955-56.	....	25	-15	-15	-40	The saving in column 7 was due to certain credit adjust- ments.
	(a) Estimated cost. 21,53						
	(b) Date of sanc- tion. 11-9-1957						
	(c) Expenditure to end of the year. 16,62						
	65 M.G. metal III class carriages 1953-54.	....	35	23	+23	-12	The saving in column 7 was due to adjustment of less debits towards the close of the year.
	(a) Estimated cost. 27,68						
	(b) Date of sanc- tion. 12-8-1954						
	(c) Expenditure to end of the year. 22,36						
	9 M.G. Bogie Partial A.C. Coaches with II Class Present I, 1955-56.	....	....	28	+28	+28	The excess in column 7 was due to receipt of more materials.
	(a) Estimated cost. 28,63						
	(b) Date of sanc- tion. 25-7-1955						
	(c) Expenditure to end of the year. 19,09						
	174 (M.G.) Bogie all metal III Class Coaches 1952-53.	....	1,60	-50	-50	-2,10	The saving in column 7 was due to certain credit adjust- ments.
	(a) Estimated cost. 2,40,07						
	(b) Date of sanc- tion. 27-3-1958						

(c) Expenditure to end of the year.	37,43					
135 Bogie all metal III class carriages 1953-54.	....	70	56	+56	-14	The variation in column 7 was due to a minor adjustment.
(a) Estimated cost.	1,47,83					
(b) Date of sanction.	29-9-1954					
(c) Expenditure to end of the year.	45,77					
79 Bogie III class (M.G.) Coaches 1958-59.	....	95	-95	-95	-1,90	The saving in column 7 was due to certain credit adjustments.
(a) Estimated cost.	75,05					
(b) Date of sanction.	work cancelled.					
(c) Expenditure to end of the year.	11					
29 (M.G.) Bogie parcel vans 1953-54.	....	4	2	+2	-2	The variation in column 7 was due to a minor adjustment.
(a) Estimated cost.	27,81					
(b) Date of sanction.	27-12-1955					
(c) Expenditure to end of the year.	11,42					
Jalarpet-Bangalore Section-Relaying with 90 Lbs. 'R' FF rails on CST/9 sleepers in lieu of existing 80 lbs. B.H. rails on C.I. pots for 30 miles from mile 132/23 to 162/23 (South West Line) Main line only.	....	1	-13	-13	-14	The saving in column 7 was due to certain credits on account of residual adjustment.
(a) Estimated cost.	63,82					
(b) Date of sanction	24-4-1951					
(c) Expenditure to end of the year.	53,93					

1	2	3	4	5	6	7	8
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II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.

Southern.— <i>Other Items.</i>							
<i>contd.</i>	Jalarpet—Bangalore Section— Relaying the existing 80 lbs. BH rails on CI pots sleepers with 90 lbs. RFF rails on CST/9 sleepers for 9 miles including welding of rails joints for one mile from mile 162/23 to 187/23 (total 25 miles). (a) Estimated cost. 46,35 (b) Date of sanction. 16-6-1954/3-7-1954 (c) Expenditure to end of the year. 49,94	....	—1,04	—1,20	—1,20	—16	The saving in column 7 was due to certain credits on account of residual adjustment.
	Removing the existing 50 lbs. B. H. rails on C. I. pots and re-railing with 75 lbs. ASCE rails between Chingleput and Arkonam. (a) Estimated cost. 25,61 (b) Date of sanction. Sanctioned in 47-48. (c) Expenditure to end of the year. 50	....	....	—6	—6	—6	The variation in column 7 was due to a minor adjustment.
	Pakala-Dharmavaram Section Re-railing the existing 41½ lbs. rail on CST/9 sleepers with 50 lbs. R rails on steel sleepers from mile 141½ to 91½. (a) Estimated cost. 49,15	....	2,00	—4,52	—4,52	—6,52	The saving in column 7 was due to certain residual adjustments in respect of freight, departmental charges etc.

(b) Date of sanction.	15-3-1954					
(c) Expenditure to end of the year.	61,25					
Guntakal-Dharmavaram-Pakala-Katpadi Section. Additional facilities to Iron Ore Traffic (Other than Madras Port).	....	3,00	3,07	+3,07	+7	....
(a) Estimated cost.	76,88					
(b) Date of sanction.	4-9-1959					
(c) Expenditure to end of the year.	3,07					
Olavakot-Proposed layout for creosting plant.	....	97	92	92	-5	....
(a) Estimated cost.	24,11					
(b) Date of sanction.	20-12-1957					
(c) Expenditure to end of the year.	21,50					
Shoranur Junction-calicut Relaying 15 miles.	....	-9	-8	-8	+1	....
(a) Estimated cost.	22,71					
(b) Date of sanction.	9-3-1958					
(c) Expenditure to end of the year.	25,81					

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Southern— <i>concl'd.</i>	<i>Other Items.—</i>						
Regirdering of bridges on Gadag —Sholapur Section to M. G. BL. standard Bridge No. 8 at mile 30/10-12-12 spans and Bridge No. 76 at Miles 101/17 to 102/1-8 spans of 100 ft.). (a) Estimated cost 20,89 (b) Date of sanc- 18-3-1955 tion. (c) Expenditure to 34,50 end of the year.	....	8,00	8,24	8,24	+24	....
Re-railing IV-47 miles on Gadag —Sholapur Branch. (a) Estimated cost 23,37 (b) Date of sanc- 27-8-1947 tion. (c) Expenditure to 23,02 end of the year.	....	41	....	....	-41	The saving in column 7 was due to non-receipt of debits for supply of certain ma- terials.	
Sulur Singanallur Diversion Construction. (a) Estimated cost 42,68 (b) Date of sanc- 9-8-1954 tion. (c) Expenditure to 42,99 end of the year.	....	21	4	+ 4	-17	The saving in column 7 was due to adjustment of less debts towards the close of the year.	

	Madura—Bodinayakanur Railway Restoration Works.	....	2	-14	-14	-16	
	(a) Estimated cost		47,09				
	(b) Date of sanction.		23-6-1958				
	(c) Expenditure to end of the year.		45,78				
	Doubling of Track between Arkonam—Chitteri.	....	1,96	+1,94	+1,94	- 2	....
	(a) Estimated cost		22,33				
	(b) Date of sanction.		7-5-1957				
	(c) Expenditure to end of the year.		17,51				
	Restoration works including junction arrangements at Shoranpur.	....	-24	- 6	- 6	+18	The excess in column 7 was due to certain adjustments not made contrary to expectations.
	(a) Estimated cost		47,50				
	(b) Date of sanction.		20-5-1951				
	(c) Expenditure to end of the year.		46,64				
South Eastern.	<i>Railway Board's bulk orders rolling stock.—</i>						
	300 F. W. open wagons 'O' type ex. Braithwait & Co. without wheels and axles on additional account.	....	51	34	+34	-17	The variation in column 7 was of a minor nature.
	(a) Estimated cost		36,96				
	(b) Date of sanction.		1-10-1956				
	(c) Expenditure to end of the year.		40,19				

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
South Eastern— <i>contd.</i>	<i>Railway Board's bulk orders rolling Stock.—contd.</i>						
	400 'BOBX' Hopper type wagons ex. M/s. Burn & Co. on additional account.	....	85	1,48	+1,48	+63	The excess in column 7 was due to adjustment of more debits on account of freight, customs duty, departmental charges, etc.
	(a) Estimated cost		2,16,19				
	(b) Date of sanction.		20-1-1959				
	(c) Expenditure to end of the year.		1,87,16				
	112 Bogie Rail and Timber Trucks 'BR' type ex. Martin & Burn & Co. on additional account.	....	26	27	+27	+ 1	
	(a) Estimated cost.		31,20				
	(b) Date of sanction.		28-6-1956				
	(c) Expenditure to end of the year.		32,51				
	100 Bogie Hopper wagons 'BOBC' type without wheels and axles ex. M/s. Burn & Co. on additional account.	....	17	....	....	-17	The saving in column 7 was due to late payment of final bills.
	(a) Estimated cost		27,04				
	(b) Date of sanction.		2-9-1953				
	(c) Expenditure to end of the year.		31,85				

100 Bogies Hopper wagons without wheels and axles ex. Belgium on additional accounts. (a) Estimated cost 38,46 (b) Date of sanction. 15-9-1953 (c) Expenditure to end of the year. 30,32	....	5	97	+97	+92	The excess in column 7 was due to certain payment made at higher rates.
850 Bogie F. W. open wagons on Replacement accounts without wheels and axles ex. Braithwaite & Co. (a) Estimated cost 1,00,46 (b) Date of sanction. 24-3-1955 (c) Expenditure to end of the year. 93,70	....	33	32	+32	- 1	} The variation in column 7 was of a minor nature.
20 Bogie III Class furnished coach bodies on <u>under frames</u> to be supplied ex. H. A. L. (a) Estimated cost 28,88 (b) Date of sanction. 12-9-1956 (c) Expenditure to end of the year. 19,98	....	38	47	+47	+ 9	
76 Bogie 'BMV' type steel body Motor and parcel vans ex. M/s. Braithwaite & Co. on additional account. (a) Estimated cost 54,66 (b) Date of sanction. 12-9-1956 (c) Expenditure to end of the year. 9,99	5,15	9,99	+9,99	+4,84	The excess in column 7 was due to certain adjustment towards the close of the year.

1	2	3	4	5	6	7	8
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II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.

South
Eastern—
contd.

Other Items.—

488 Open Wagons, O' type ex. M/s. Martin Burn & Co. on replacement account.				+ 9	+ 9	The excess in column 7 was due to a minor adjustment.
(a) Estimated cost	57,77							
(b) Date of sanction.	31-12-56							
(c) Expenditure to end of the year.	62,59							
Providing 23 Bogie III class coaches in replacement accounts 1953-54.		1	3,83	3,83	+3,82		The excess in column 7 was due to adjustment of debits in respect of underframes etc.
(a) Estimated cost	29,31							
(b) Date of sanction.	15-9-1953							
(c) Expenditure to end of the year.	31,35							
Providing 8 Bogie A. C. coaches on additional account R. S. Prog. 1953-54.	....	....		2,59	2,59	+2,59	
(a) Estimated cost	28,11							
(b) Date of sanction.	28-6-1956							
(c) Expenditure to end of the year.	29,21							

Branch line (I) taking off from Karonji to serve Block 'A' in CIC fields to serve Korea Coal Fields.	....	1,00	1,01	+1,01	+ 1	....
(a) Estimated cost.	2,09,22					
(b) Date of sanction.	....				
(c) Expenditure to end of the year.	1,01					
52 Bogie III Luggage and Brake in replacement 55-56.	....	- 6	-7,80	-7,80	-7,86	} The variation in column 7 was due to certain adjustment towards the close of the year.
(a) Estimated cost	57,65					
(b) Date of sanction.	15-11-57					
(c) Expenditure to end of the year.	18,11					
Providing 30 Bogie II and III class in replacement account.	....	....	12,21	+12,21	+12,21	
(a) Estimated cost	44,87					
(b) Date of sanction.	1-11-54					
(c) Expenditure to end of the year.	49,68					
Replacement Plant & Machinery—Khargpur Workshop.	....	- 7	- 7	- 7	....
(a) Estimated cost	45,17					
(b) Date of sanction.	15-4-53					
(c) Expenditure to end of the year.	48,72					

II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.

1	2	3	4	5	6	7	8
South Eastern— contd.	<i>Other Items.—</i>						
	Barbil—Panposh-Gorge Construction.	....	73,00	75,69	+75,69	+2,69	....
	(a) Estimated cost.		1,10,61				
	(b) Date of sanction.		10-2-1960				
	(c) Expenditure to end of the year.		75,69				
	Bhillai—Dhalli—Rajhara Construction.	....	20,89	6,59	+6,59	-14,30	The saving in column 7 was due to adjustment of credits in respect of surplus material etc.
	(a) Estimated cost.		4,38,39				
	(b) Date of sanction.		9-2-1957				
	(c) Expenditure to end of the year.		4,35,94				
	Noamundi—Banspani Construction.	....	12,83	12,08	+12,08	-75	....
	(a) Estimated cost.		2,29,52				
	(b) Date of sanction.		13-6-1958				
	(c) Expenditure to end of the year.		2,32,88				
	Chempa—Korba Construction.	....	-52	-1,29	-1,29	-77	The saving in column 7 was due to non-receipt of certain debits, contrary to expectations.
	(a) Estimated cost.		96,34				
	(b) Date of sanction.		3-7-1957				
	(c) Expenditure to end of the year.		88,37				

Rajkharwan—Barajamda Doubling.	20,66	78	+78	-19,88	The saving in column 7 was due to non-receipt of certain materials.
(a) Estimated cost 4,10,50					
(b) Date of sanction. 30-11-1955					
(c) Expenditure to end of the year. 5,50,79					
Rou—Monoharpur Doubling	1,40	8,01	+8,01	+6,61	The excess in column 7 was due to non-receipt of certain credits.
(a) Estimated cost 1,28,52					
(b) Date of sanction. 10-2-1955					
(c) Expenditure to end of the year. 1,83,47					
Improvement to Birmitrapur Branch.	8,67	5,30	+5,30	-3,37	The variation in column 7 was due to certain adjustment not made contrary to expectations.
(a) Estimated cost 42,67					
(b) Date of sanction. 10-3-1955 and 6-6-1956					
(c) Expenditure to end of the year. 91,94					
Sini—Gomharia Doubling	83	1,30	+1,30	+47	
(a) Estimated cost 47,43					
(b) Date of sanction. 9-9-1953 and 22-1-1956					
(c) Expenditure to end of the year. 43,51					

1	2	3	4	5	6	7	8
II.—Works costing Rs. 20 lakhs and over for which specific provision was made in the budget.—contd.							
South Eastern— contd.	Other Items.—						
Sini—Kandra Doubling	..	....	47	—70	—70	—1,17	The saving in column 7 was due to slow progress of work.
(a) Estimated cost	46,35						
(b) Date of sanction.	30-11-1955 and 9-6-1958						
(c) Expenditure to end of the year.	55,17						
Anara Burnpur Doubling	..	....	2,69	+1,69	+1,69	—1,00	The variation in column 7 was due to certain adjustment not made contrary to expectations.
(a) Estimated cost	1,60,28						
(b) Date of sanction.	9-9-1953, 9-2-1956 and 6-2-1957						
(c) Expenditure to end of the year.	1,38,02						
Railway Siding and assisted siding for M/s. Jhagrakhand Colliery Ltd. and remodelling of Bijuri Station Yard.		....	39	62	+62	+23	
(a) Estimated cost	29,39						
(b) Date of sanction.	7-11-1958						
(c) Expenditure to end of the year.	28,15						

Primary relaying on down line between Kulgachia and Nalpur.	----	----	-58	-58	-58	} The variation in column 7 was due to certain adjustment not made, contrary to expectations.
(a) Estimated cost						
(b) Date of sanction						
(c) Expenditure to end of the year.						
Primary relaying on down line between Vishnupur and Chandrakona Road.	----	-4,04	-2,90	-2,90	+1,14	} The variation in column 7 was due to certain adjustment not made, contrary to expectations.
(a) Estimated cost						
(b) Date of sanction						
(c) Expenditure to end of the year.						
Complete track renewals between Bagalia and Purulia Down Line.	----	17,72	19,34	+19,34	+1,62	} The excess in column 7 was due to more supply of materials.
(a) Estimated cost						
(b) Date of sanction						
(c) Expenditure to end of the year.						
Primary relaying between Masna and Darebasa.	----	7,87	2,17	+2,17	-5,65	} The excess in column 7 was due to adjustment of more debits for supply of materials.
(a) Estimated cost						
(b) Date of sanction						
(c) Expenditure to end of the year.						
Primary relaying between Raipur and Drug	----	9,90	11,49	+11,49	+1,59	} The excess in column 7 was due to adjustment of more debits for supply of materials.
(a) Estimated cost						
(b) Date of sanction						
(c) Expenditure to end of the year.						

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—Contd.</i>							
South- Eastern.— <i>contd.</i>	<i>Other Items.—Contd.</i> Complete track renewals between Gondia and Mundikota	....	9,23	14,24	+14,24	+5,01	The excess in column 7 was due to credits for surplus materials not received, con- trary to expectations.
	(a) Estimated cost 59,55						
	(b) Date of sanc- tion. 31-1-1958						
	(c) Expenditure to end of the year. 82,02						
	Primary relaying on the Up line on Howrah—Khargpur Sec- tion.	....	....	—99	—99	—99	The saving in column 7 was due to certain credit adjustments.
	(a) Estimated cost 24,99						
	(b) Date of sanc- tion. 9-2-1956						
	(c) Expenditure to end of the year. 32,92						
	Through renewal between Ghat- sila and Tatanagar.	....	12	18	+18	+6	The excess in column 7 was minor.
	(a) Estimated cost 22,64						
	(b) Date of sanc- tion. 25-9-1957						
	(c) Expenditure to end of the year. 22,56						
	Renewing between Hatbandh and Raipur.	....	75	..	....	—75	The saving in column 7 was due to certain adjustments not made, contrary to ex- pectations.
	(a) Estimated cost 29,25						
	(b) Date of sanc- tion. 19-3-1952						
	(c) Expenditure to end of the year. 24,61						

Renewing between Kharna and Champa on Howrah—Nagpur Main Line.	....	9	....	....	-9	} The saving in column 7 was due to certain adjustment not made, contrary to expectations.
(a) Estimated cost		21,10				
(b) Date of sanction.		23-3-1954				
(c) Expenditure to end of the year.		16,85				
Rail renewals between Korukonda & Gopalapatnam.	....	+55	-7,06	-7,06	-7,61	
(a) Estimated cost		29,13				
(b) Date of sanction.		22-1-1957				
(c) Expenditure to end of the year.		30,86				
Through renewals between Jaleswar and Balasore on the Kharagpur Waltair Section.	....	1,14	68	+68	-46	} The saving in column 7 was due to adjustment of less debits for supply of sleepers.
(a) Estimated cost		26,71				
(b) Date of sanction		25-9-1957				
(c) Expenditure to end of the year.		27,42				
Re-sleeping between Chicacole and Garividi.	....	1,35	43	+43	-92	} The saving in column 7 was due to certain adjustment not made, contrary to expectations.
(a) Estimated cost		21,89				
(b) Date of sanction.		21-3-1951				
(c) Expenditure to end of the year.		20,75				
Re-sleeping between Chipurupalli and Korukonda.	....	77	-43	-43	-1,20	
(a) Estimated cost		21,89				
(b) Date of sanction		21-5-1951				
(c) Expenditure to end of the year.		20,04				

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.</i>							
<i>Western.— Railway Board's bulk orders rolling stock.—</i>							
10 Out of 50 YP locos ex-Telco.	.....	—52	—52	—52	.....	.....	.....
(a) Estimated cost	66,97						
(b) Date of sanction.	29-7-1958						
(c) Expenditure to end of the year.	66,49						
157 F. W. Petrol Tank Wagons	.....	29	27	+27	—2	.....	.....
(a) Estimated cost	28,26						
(b) Date of sanction	10-3-1955						
(c) Expenditure to end of the year.	31,33						
200 'CR' covered wagons.	.....	—15	—17	—17	—2	.....	.....
(a) Estimated cost	26,18						
(b) Date of sanction.	23-12-1954						
(c) Expenditure to end of the year.	27,80						
40 Bogie III Class Coaches Ex-ICF Perambur.	.....	60	59	+59	—1	.....	.....
(a) Estimated cost	93,77						
(b) Date of sanction.	1-5-1958						
(c) Expenditure to end of the year.	81,07						

56 BG III Class Bogie Coaches HAL.	....	....	36	+36	+36	
(a) Estimated cost						
(b) Date of sanction.						
(c) Expenditure to end of the year.						
2300 FW Covered Wagons CR type.	....	2,42	4,64	+4,64	+2,22	
(a) Estimated cost						
(b) Date of sanction.						
(c) Expenditure to end of the year.						
1200 Covered CR type wagons	....	2,41	5,47	+5,47	+3,06	
(a) Estimated cost						
(b) Date of sanction.						
(c) Expenditure to end of the year.						
100 MG Bogie Open Wagon 'M3OC'	....	4	1	+1	-3	....
(a) Estimated cost						
(b) Date of sanction.						
(c) Expenditure to end of the year.						
Providing and Erecting 511 out of 7150 M. C. Type wagons.	....	....	-9	-9	-9	....
(a) Estimated cost						
(b) Date of sanction.						
(c) Expenditure to end of the year.						

The excess in column 7 was due to an adjustment not anticipated in the final fixation.

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
<i>Western.— Railway Board's bulk orders rolling stock :—</i>							
<i>contd.</i>							
Providing 150 out of 300 open wagons MBOC type.	..		10	5	+ 5	— 5	....
(a) Estimated cost			37,41				
(b) Date of sanction.			15-10-1954				
(c) Expenditure to end of the year.			31,30				
2 Prototype and 50 Schlieren Coaches.	..		9,29	9,29	+9,29	..	....
(a) Estimated cost			1,55,96				
(b) Date of sanction.			16-1-1958				
(c) Expenditure to end of the year.			1,65,39				
Kandla-Deesa Railway construction.	..		1,19	1,31	+1,31	+12	....
(a) Estimated cost			5,98,52				
(b) Date of sanction.			30-4-1956				
(c) Expenditure to end of the year.			5,82,54				
Kandla-Gandhidham Project.	..		—86	—84	—84	+ 2	....
(a) Estimated cost			79,95				
(b) Date of sanction.			18-1-1957				
(c) Expenditure to end of the year.			52,99				

Adipur-Bhuj Conversion.	..	1,51	1,54	+1,54	+ 3	....
(a) Estimated cost		2,321				
(b) Date of sanction.		9-1-1960				
(c) Expenditure to end of the year.		32,86				
Anand Godhra Branch-Proposed high level bridge over Mahi River at.	..	..	1	+ 1	+ 1	....
(a) Estimated cost		53,66				
(b) Date of sanction.		19-6-1954				
(c) Expenditure to end of the year.		54,96				
Udaipur-Providing Permanent Training School at.	..	2,76	2,40	+2,40	-36	....
(a) Estimated cost		62,16				
(b) Date of sanction.		26-5-1956				
(c) Expenditure to end of the year.		63,61				
Palanpur-Remodelling the Goods Marshalling Yard.	..	-4,48	-4,34	-4,34	+14	....
(a) Estimated cost		41,75				
(b) Date of sanction.		5-12-1957				
(c) Expenditure to end of the year.		5				
Somesar-Erinpura Road—Through Renewal of Existing Salwood Sleepers with Salwood Sleepers from mile 339.2 to 372.58.	..	78	79	+79	+ 1	....
(a) Estimated cost		20,36				
(b) Date of sanction.		13-8-1957				
(c) Expenditure to end of the year.		17,70				

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
<i>Wester contd.</i>	<i>Railway Board's bulk orders rolling stock.—contd.</i>						
	Baroda-Works in connection with Divisional Scheme.	..	1,50	1,35	+1,35	-15	....
	(a) Estimated cost 40,34						
	(b) Date of sanction. 29-5-1958						
	(c) Expenditure to end of the year. 39,03						
	Narbada Bridge at Broach-Raising the South Abutment Groyne and providing an approach as protective measure to safeguard South approach at	..	80	82	+82	+ 2	....
	(a) Estimated cost 15,98						
	(b) Date of sanction. 13-3-1953 an 21-1-1956						
	(c) Expenditure to end of the year. 31,15						
	Ahmedabad-Viramgam-Track renewal from mile 309 to 349 miles—38·3a miles.	..	30	50	+50	+20	
	(a) Estimated cost 74,23						
	(b) Date of sanction. 8-1-1958						
	(c) Expenditure to end of the year. 73,55						

Other Items.							
Bombay Baroda Section-Relaying 13.5 miles from 209.5 to 233 miles.	..		- 8	- 8	- 8	} The variation in column 7 was due to certain adjustment not anticipated in the final modification.	
(a) Estimated cost	24,51						
(b) Date of sanction.	18- 6-1956						
(c) Expenditure to end of the year.	22,84						
Bombay Baroda Section-Relaying 47.35 miles between Surat and Ankleshwar.	..	..	1,32	+1,32	+1,32	
(a) Estimated cost	50,37						
(b) Date of sanction	29-3-1952						
(c) Expenditure to end of the year.	45,16						
Bombay Baroda Section-Complete track renewal from mile 098 to 201, 204.5 to 205.6 and 233 to 247—18.55 miles.	..		-2,67	-3,58	-3,58	-91	} The saving in column 7 was due to return of surplus material.
(a) Estimated cost	46,22						
(b) Date of sanction.	12- 3-1959						
(c) Expenditure to end of the year.	49,89						
Churchgate-Remodelling the yard.	..		-2,54	-3,43	-3,43	-89	} The saving in column 7 was due to certain adjustment in respect of cost of materials
(a) Estimated cost	65,00						
(b) Date of sanction.	26- 3-1958						
(c) Expenditure to end of the year.	61,92						

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Western.— contd.	<i>Other items.</i>						
Churchgate-Providing additional accommodation at.	..	7,00	6,42	+6,42	-58	The saving in column was 7 due to receipt of less debits for cost of materials.	
(a) Estimated cost	63,59						
(b) Date of sanction.	1-3-1958						
(c) Expenditure to end of the year.	66,46						
Bombay Baroda Section-Relaying 19.5 miles of 90 lbs B. S. Rails between Udvada & Billimora.	..	-75	-89	-89	-14	The saving in column 7 was of a minor nature.	
(a) Estimated cost	35,75						
(b) Date of sanction.	10-12-0957						
(c) Expenditure to end of the year.	33,68						
Tapti Valley Section.	..	-2,56	-2,47	-2,47	+ 9	....
(i) Nandusbar-Remodelling the yard.							
(ii) TISI-Providing crossing station.							
(iii) Dheskwad-Providing crossing station.							
(iv) Udhna-Remodelling the yard.							
(a) Estimated cost	35,40						
(b) Date of sanction	29-6-1957						
(c) Expenditure to end of the year.	38,89						

Jaipur—Works required in connection with divisional scheme.	----	1,00	61	+61	-39	The saving in column 7 was of a minor nature.
(a) Estimated cost		36,43				
(b) Date of sanction.		3-4-1958				
(c) Expenditure to end of the year.		29,92				
Sanganer—Town—Toda Raising Construction.	----	44	48	+48	+4	....
(a) Estimated cost		1,19,75				
(b) Date of sanction.		20-8-1955				
(c) Expenditure to end of the year.		1,20,23				
Bhavnagarpara—Works required in connection with divisional Scheme at.	----	32	70	+70	+38	The excess in column 7 was due to adjustment of more debits received for stores.
(a) Estimated cost		30,47				
(b) Date of sanction.		17-10-1958				
(c) Expenditure to end of the year.		28,30				
Gop—Katkola—Construction of New Line.	----	119	20	+20	+1	....
(a) Estimated cost		41,41				
(b) Date of sanction.		21-1-1954				
(c) Expenditure to end of the year.		37,50				

1	2	3	4	5	6	7	8
<i>Other Items.—II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Western— contd.	Ratlam—Works in connection with Divisionalisation.	....	—70	—74	—74	—4	The saving in column 7 was of a minor nature.
	(a) Estimated cost 43,07						
	(b) Date of sanction. 18-10-1958						
	(c) Expenditure to end of the year. 40,70						
	Nagda—Ujjain Section—Relaying rails for 0.2337 miles.	....	1,02	1,02	+1,02	....	....
	(a) Estimated cost 71,47						
	(b) Date of sanction. 3-2-1958						
	(c) Expenditure to end of the year. 68,91						
	Dohad—Ratlam Section—Track renewal from mile 14 to 22.5 miles.	....	1,28	—85	—85	+43	....
	(a) Estimated cost 41,36						
	(b) Date of sanction. 3-7-1956						
	(c) Expenditure to end of the year. 53,11						
	Mukhtiarā—Khandwa Section—Complete Track renewals from mile 343 to 393.50 miles.	....	36	22	+22	—14	The saving in column 7 was due to adjustment of less debits for cost of stores.
	(a) Estimated cost 47,41						
	(b) Date of sanction. 3-12-1958						
	(c) Expenditure to end of the year. 42,63						

Ajmer Lambia Section—Track renewal 66 miles from mile 0 to 66 miles. (a) Estimated cost 61,20 (b) Date of sanction. 31-12-1957 (c) Expenditure to end of the year. 56,82	8	+58	+58	+50	The excess in column 7 was due to a certain adjustment not anticipated in the final modification.
Godhra-Ratlam Section—Extension of existing loops from 1800 o 2240 on 22 stations. (a) Estimated cost. 23,77 (b) Date of sanction. 15-6-1956 (c) Expenditure to end of the year. 20,79	-23	-46	-46	-23		The variation in column 7 was of a minor nature.
Kota-Works in connection with divisionalisation. (a) Estimated cost. 31,43 (b) Date of sanction. 20-12-1958 (c) Expenditure to end of the year. 32,16	....	2,34	2,09	+2,09	-25
Gangapur-Bayana—Through renewal of 680/1350 to 707/1520-24 miles. (a) Estimated cost. 20,06 (b) Date of sanction. 8-7-1955 (c) Expenditure to end of the year. 32,67	50	56	+56	+6	

1	2	3	4	5	6	7	8
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II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.

Western.— Other Items—
Contd.

Bayana-Bharatpur Section through renewal of rails from 928 mile to 753·25 miles.	1,55	1,40	+1,40	-15	
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(a) Estimated cost. 21,29

(b) Date of sanction. 28-6-1955

(c) Expenditure to end of the year. 34,61

Ahmedabad-Khed ramma Re-laying existing rails with 50 lbs. rails from mile $\frac{1}{2}$ to 88 $\frac{1}{2}$ at.		3,43	3,53	+3,53	+10
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(a) Estimated cost. 74,11

(b) Date of sanction. 24-11-1952

(c) Expenditure to end of the year. 81,09

Ex. Jamnagar Distt. Spot renewal of sleepers with fittings 1955-56.	..	4	27	+27	+23	
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(a) Estimated cost. 32,76

(b) Date of sanction. 25-11-1956

(c) Expenditure to end of the year. 30,18

The excess in column 7 was due to adjustment of more debits for cost of stores.

Hapa-Providing a new loco yard at the crossing station between Jamnagar and Alisabada.	....	-3,15	-2,25	-2,25	+90	The excess in column was due to adjustment of debits for cost of land not anticipated in the final modification.
(a) Estimated cost.	21,07					
(b) Date of sanction.	6-7-1958					
(c) Expenditure to end of the year.	22,40					
166 Out of 400 coaching underframes.	....	-12	5	+5	+17	The excess in column 7 was due to a certain adjustment not made, contrary to expectations.
(a) Estimated cost.	40,01					
(b) Date of sanction.	6-6-1956					
(c) Expenditure to end of the year.	29,07					
Providing 64 MAN coaches.	....	-49	-48	-49	-1	....
(a) Estimated cost.	1,10,01					
(b) Date of sanction.	3-6-1957					
(c) Expenditure to end of the year.	1,01,26					
Building 10 A.C. Coaches Programme.	..	1,20	1,20	+1,20	....	....
(a) Estimated cost.	25,62					
(b) Date of sanction.	14-12-1954					
(c) Expenditure to end of the year.	14,70					
Building 10 A. C. Coaches 1953-54 Programme.	....	-2,14	-29	-29	+1,85	
(a) Estimated cost.	25,73					
(b) Date of sanction.	12-11-54					
(c) Expenditure to end of the year.	73					

1	2	3	4	5	6	7	8
<i>II.—Works costing Rs. 20 lakhs and over for which specific provision was not made in the budget.—contd.</i>							
Western— concl.	<i>Other Items.—</i>						
	Furnishing 29 out of 45 Coach III at Railway.	....	12,54	14,94	+14,94	+2,40	
	(a) Estimated cost	} Estimate under prepara- tion.					
	(b) Date of sanc- tion.						
	(c) Expenditure to end of the year.		14,94				
	Providing 22 out of 40 TKRs built at Northern Railway.	....	3,48	3,48	+3,48	....
	(a) Estimated cost	} Sanction not yet received.					
	(b) Date of sanc- tion.						
	(c) Expenditure to end of the year.		17,50				
	Bhawani Mandi-Ram Ganjmandi Relaying 17 miles.	....	15	14	+14	- 1	
	(a) Estimated cost						26,60
	(b) Date of sanc- tion.						11-3-55
	(c) Expenditure to end of the year.						27,56
	Ahmedabad-Kalol—Doubling	....	-33	-33	--33	....
	(a) Estimated cost						99,71
	(b) Date of sanction.						14-10-59
	(c) Expenditure to end of the year.						97,42

Providing 33 out of 48 Bogie I and III class by North Eastern Railway.	....	23,43	23,43	+23,43	....	....
(a) Estimated cost.		32,82				
(b) Date of sanction		16-4-1960				
(c) Expenditure to end of the year.		23,43				
Building 52 T.S.						
(a) Estimated cost.	....	36,56	71	+71	....	....
(b) Date of sanction.		1-6-1955				
(c) Expenditure to end of the year.		39,35				
Providing 1200 M.C. type wagons	....		-9	-9	....	....
(a) Estimated cost.		1,08,27				
(b) Date of sanction.		24-6-1957				
(c) Expenditure to end of the year.		1,05,26				
Building 28 Bogie III class timber bodied vestibuled coaches.	....	39,60	39,60	+39,60	....	....
(a) Estimated cost.		40,39				
(b) Date of sanction.		22-2-1960				
(c) Expenditure to end of the year.		39,60				
Providing a new Power House and Improvement to power supply.	....		-21	-21	....	....
(a) Estimated cost.		36,75				
(b) Date of sanction.		8-4-1959				
(c) Expenditure to end of the year.		34,58				

Statement of expenditure on Open Line Works costing not less than Rs. 50 lakhs each.

Part B.—Variations between original estimate and expenditure in respect of works completed during 1959-60.

(Figures in thousands of rupees).

Railway.	Description of work.	Original Estimate.	Final cost.	Excess (+) Saving (—)	Remarks.
1	2	3	4	5	6
Central.—	Provision of 1400 C.R. type covered wagons Bulk Order ..	1,04,10	1,20,79	+16,69	Excess was due to the increase in the cost of wagons.
	Renewal of 179 locomotives by 120 A/CWD locos during 1944-45 and 1945-46.	3,64,33	3,61,20	—3,13	....
	Renewal of 20 H2 type locomotives by 15 AWE during 1944-45- and 1945-46.	70,61	70,79	+18	....
	19 AWD/CWD Locomotives in additional account 1944-45 and 1945-46.	55,74	55,09	—65	....
Southern—	PAKALA-DHARMAUVARAM Section.—Complete track renewals with 50 lb. 'R' FF rails on (N+2) CST 9 sleepers for 20 miles from mile 0/4-5 to 20¼ and steel sleepers loose Jaw type for 31 miles from 20¼ to 51¼ in lieu of existing 41¾ lbs. FF rails on steel sleepers (Total 51 miles).	56,04	59,40	+3,36	....

ANNEXURE E.

The following statement shows the working expenses and other revenue charges relating to strategic lines.

(Figures in thousands of rupees.)

Particulars.	Amount.
	Rs.
Grant No. 2—Revenue Miscellaneous Expenditure	3
Grant No. 4—Administration	1,98
Grant No. 5—Repairs and Maintenance	4,59
Grant No. 6—Operating Staff	4,14
Grant No. 7—Operation (Fuel)	4,39
Grant No. 8—Operation other than Staff and Fuel	73
Grant No. 9—Miscellaneous Expenses	99
Grant No. 10—Labour Welfare	44
Appropriation to Depreciation Reserve Fund	13,52
Total	30,81

The following statement shows expenditure on open line works and new constructions on strategic lines met from Capital or from Depreciation Reserve Fund.

(Figures in thousands of rupees.)

New Construction (Northern Railway)	—9
Open Line Works—	
(a) Capital—	
Rolling Stock	1,35
Stores Suspense	—46
	89
(b) Depreciation Reserve Fund	Nil.
Total	80

ANNEXURE I.

Statement showing irregular re-appropriations made by Railways during 1959-60.

Serial No.	Name of Railways.	Grant affected.	Particulars.	Amount (in thousands of rupees).
1	2	3	4	5

—NIL—

ANNEXURE J.

Statement of important misclassifications and other mistakes detected.

Name of Railway.	Grant affected.	Brief description of misclassifications or mistakes.	Amount involved (in thousands of rupees).
1	2	3	4
			Rs.
South Eastern— <i>concl'd.</i>	17, 15 & 16	Non-transfer of debits to grant 17 from grant 15(36) and grant 16(56).	92
	14, 16, 17 & 18	Certain expenditure adjusted erroneously	2,16
Southern	16 & 17	Expenditure on a certain work relating to grant 17 booked wrongly under grant 16.	1,14
	5	Non-accountal of certain vouchers	41
	6	Non-accountal of certain arrear bills of pay and allowances.	2,04
	9	Non-adjustment from Demands Payable to final heads before close of the year.	3,14
	9	Non-adjustment of retrospective bonus and interest in the years' accounts.	80
	14	Non-accountal of certain vouchers relating to a year during the year.	46
	16	Certain expenditure wrongly booked under Workshop Manufacture Suspense instead of Store Suspense.	60
	16	Non-adjustment of difference between the actual on cost and on cost charges as distributed on approximate basis.	94
	17	Credits in respect of a certain work not adjusted ..	2,09
	17	Non-adjustment of cost of materials transferred to certain works.	4,75
	17	Non-accountal of certain vouchers during the year ..	3,62
	17	Write back adjustments in respect of certain works omitted to be carried out.	1,41

ANNEXURE J.

Statement of important misclassifications and other mistakes detected.

Name of Railway.	Grant affected.	Brief description of misclassifications or mistake.	Amount involved (in thousands of rupees).
1	2	3	4
			Rs.
Southern— <i>concl.</i>	17	Credit adjustment made twice through misapprehension	27
	17	Debits relating to a certain work adjusted twice through inadvertance.	2,46
	18	Delay in adjustment of certain debits pertaining to transfer of materials to work.	3,34
	18	Non-adjustment of cost of materials transferred to other works.	93
Western—	5	Non-adjustment of certain debits relating to engine hire	50
	9	Non-adjustment of certain charges from suspense to final heads.	62
	16 & 18	Expenditure on a certain work pertaining to grant 18 adjusted erroneously under grant 16.	93
	14 & 16	Certain expenditure relating to grant 16 erroneously booked under grant 14.	32
	16	Certain adjustment omitted to be carried out during the year.	26
	16 & 18	Certain erroneous adjustment not rectified during the year.	1,52
	17	Cost of locos chargeable against Kosi Project not adjusted.	10,22
	16	Adjustment in respect of surplus stores carried out without physical movement of stores.	94
C. L. W.	16 & 17	Non-adjustment of the cost of an abandoned work lying at the debit of capital and also value of the released materials.	26

EXERCISES

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