

GOVERNMENT OF INDIA

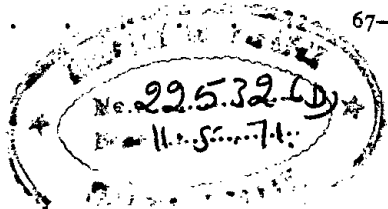
MINISTRY OF FINANCE

*CENT* BUDGET FOR 1970-71  
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SPEECH OF SHRI GULZARI LAL NANDA, INTRODUCING THE RAILWAY BUDGET FOR 1970-71 ON 23-2-1970.

SIR,

I rise to present the Railway Budget for 1970-71.

ACCOUNTS OF 1968-69

I am glad to be able to report to the House that the accounts of the year 1968-69 show that the shortfall in net Railway Revenue for the payment of the dividend to the General Revenues turned out to be only Rs. 7.86 crores. This, as the House will note, is less than the revised estimate by Rs. 2.15 crores. Ordinary Working Expenses and Miscellaneous Expenditure mainly on minor works charged to Revenue went below the revised estimates by Rs. 3.22 crores and Rs. 1.58 crores respectively. There was also a reduction of Rs. 66 lakhs on the dividend due to General Revenues. These reductions in expenditure were offset by a fall of Rs. 3.31 crores under Gross Traffic Receipts, mostly under goods earnings. The dividend of Rs. 150.67 crores to General Revenues was paid in full by withdrawing Rs. 7.86 crores from the Revenue Reserve Fund. This left the fund with a balance of only Rs. 3.49 crores at the end of the year.

REVISED ESTIMATES FOR THE CURRENT YEAR

2. For the current year, the Railway Administration had anticipated an increase of 9 million tonnes of revenue earning goods traffic. In spite of serious breaches due to cyclones in Andhra Pradesh and floods on the Western and Northeast Frontier Railways, the disruption of movement due to the Telengana agitation and several 'bundhs' and civil disturbances in different parts of the country, the Railways had by August 1969 moved about  $4\frac{1}{2}$  million tonnes more than in the previous year. But traffic slowed down from September, and at the turn of the calendar year the increase in originating tonnage was only about 5.27 million tonnes. In January 1970

loadings were actually less than in January of the previous year, and on present indications it seems unlikely that the Railways will lift more than  $5\frac{1}{2}$  million tonnes over the traffic of the last year as against the anticipated 9 million tonnes. This is notwithstanding the Northern Railway's creditable performance in loading 1·94 million tonnes of foodgrains and pulses between May and July, which was nearly a quarter of a million tonnes more than last year, and the achievement of the Eastern and South Eastern Railways in loading about 2·7 million tonnes more of revenue earning coal in the first nine months of the year. The shortfall is mainly on traffic to and from the steel plants and on general goods traffic. Up to the end of December, the steel plants took 1·1 million tonnes less of raw materials than last year, whereas the expectation was that they would take one million tonnes more. Similarly, the despatches of pig iron and steel from the steel plants were only a hundred thousand tonnes more this year against the expectation of five times that quantity. Iron ore for export has been up to budget expectations, while cement movements have exceeded anticipation by nearly a million tonnes. Other general goods, however, have gone up by only three-quarters of a million tonnes up to December, whereas according to budget anticipations they should have gone up by double that figure. The estimate of goods earnings has consequently been scaled down by Rs. 10 crores from the budget figure of Rs. 600 crores. In judging the total rail transport effort, however, it has to be taken into account that the Railways have moved nearly a million tonnes more than last year of loco coal and other railway material.

3. Under passenger earnings, the picture is somewhat brighter. As a result of the amendment of the Railways Act in June 1969, increasing the penalty for ticketless travel, there has been a substantial increase in passenger earnings, and it is now expected that the budget estimate of Rs. 273 crores will be exceeded by Rs.  $9\frac{1}{4}$  crores.

4. Other coaching earnings and sundry earnings have also bettered anticipations by about Rs.  $1\frac{1}{2}$  crores and Rs. 2 crores respectively more than estimated in the budget. Earnings

awaiting realisation are now expected to be about a crore less than the budget of Rs. 4·2 crores.

5. In the result our present estimate of gross traffic receipts in the current year is Rs. 950·55 crores—an improvement of Rs. 3·75 crores over the budgeted figure.

6. This marginal increase in receipts does not, however, give a true picture of the financial position for the current year. For there has been an increase of about Rs. 17·7 crores over the amount budgeted for Ordinary Working Expenses. This increase is spread practically over all the Demands. Rs. 9·46 crores or well over half the increase is on repairs and maintenance: Rs. 3·24 crores for the repair of damage caused by cyclone and flood; Rs. 1·7 crores more for renewal of train lighting equipment; Rs. 2·20 crores more for repair of rolling stock (including the rehabilitation of the 1951 stock of Electric Multiple Units); Rs. 1·82 crores more for repairs of other assets; and Rs. 50 lakhs for additional rental on Posts and Telegraphs wires. Because of increase in the coal prices from October 1969, increases in the passenger train services and certain other factors, the provision for fuel has to be increased by Rs. 4·77 crores. There is a net increase of Rs. 2·73 crores under other operating expenses, of which Rs. 1·55 crores is on payment of compensation for goods lost or damaged, the balance being due to the increase in the cost of stores, in handling rates and in the tariffs for electricity. There is also an increase of Rs. 97 lakhs in the provision for miscellaneous expenses, which covers extra expenditure under compensation for personal injuries in accidents, higher rates and taxes, and more departmental charges on the purchase of stores. The other increases are minor.

7. The appropriations to the Depreciation Reserve Fund and Pension Fund remain at the budgeted figures. On miscellaneous expenditure, there is an increase of Rs. 77 lakhs mainly due to the cost of minor works and surveys undertaken during the year. There is a reduction of Rs. 31 lakhs in miscellaneous receipts. In the result, net railway revenue, it is estimated, will be about Rs. 15 crores less than forecast in

the Budget. Taking into account the small reduction of Rs. 58 lakhs in the dividend payable to the General Revenues, the net difference on the revenue estimates is Rs. 14.46 crores. This wipes out the nominal budgeted surplus of Rs. 1.91 crores and results in a revenue shortfall of Rs. 12.55 crores. To enable the Railways to pay the dividend of Rs. 158.43 crores to the General Revenues, there is thus need to find this amount of Rs. 12.55 crores. The amount available in the Railway Revenue Reserve Fund for this purpose being only Rs. 2.84 crores, the Railways have to take a loan of Rs. 9.85 crores from General Revenues to meet the dividend liability. Thus for the fourth year in succession, net railway revenues have failed to produce the full amount due as dividend to the General Revenues. I shall deal later with the measures which are considered necessary to correct this situation.

#### FOURTH PLAN

8. Before I come to the Railway Budget for the coming year, I wish to acquaint the House in a general way with the proposals finalised regarding the Railways' Fourth Plan. The Working Group on Rail Transport set up under the auspices of the Planning Commission has assessed the freight traffic in 1973-74, the last year of the Plan, at about 265 million tonnes. Non-suburban passenger traffic is expected to increase during the Plan period by 23 per cent. The increase in suburban passenger traffic expected is somewhat more. The objectives of the Railways' Fourth Plan are to provide fully for the traffic anticipated during the Plan period, to modernise railway equipment and practices in order to improve efficiency and reduce costs and to extend the broad gauge to areas where rapid economic development is expected.

#### PHYSICAL TARGETS OF THE FOURTH PLAN

9. It is planned to provide for rolling stock consisting of 430 broad gauge and 218 metre gauge main line diesel locomotives, 100 diesel shunters, 340 broad gauge electric locomotives, about 100,000 wagons and 6,400 standard coaches, 768



electric multiple coaches and 50 rail cars. The aim is that the operation of high density traffic routes should entirely be by electric or diesel traction. Diesel traction will be extended to more sections on the railway system, priority being determined by density of traffic, the maximum throughput obtainable and the distance from the coal-fields. Accordingly, 1,700 more route kilometres are planned to be electrified and 3,000 more kilometres brought under diesel traction during the Fourth Plan. Surveys and studies are in progress to determine priorities. About 750 route kilometres are intended to be converted to broad gauge and 1,250 kilometres of track doubled during the Plan period. The provision for signalling and safety works covers track circuiting of 1,000 stations, automatic block signalling over 500 kilometres and the installation of safety devices at busy level crossings. And last but not least, there is a programme for construction of more staff quarters, better provision for staff welfare and substantial increase in passenger amenities. The money available for construction of new lines will be taken up mostly by the completion of constructions already started and there will be an outlay only of Rs. 28 crores for the construction of approximately 800 kilometres of new lines, of which about 150 kilometres are expected to be completed during the Plan period.

## EXPENDITURE PROGRAMME IN THE FOURTH PLAN

10. The Plan expenditure for achieving the aforesaid targets has been placed at Rs. 1,525 crores. This includes Rs. 620 crores for rolling stock, Rs. 15 crores for plant and machinery, Rs. 200 crores for track renewals, Rs. 28 crores for bridge works, Rs. 82 crores for electrification, Rs. 315 crores for line capacity works, Rs. 30 crores for workshops and sheds, Rs. 40 crores for signalling and safety works, Rs. 45 crores for staff quarters and welfare, Rs. 20 crores for passenger amenities, Rs. 10 crores for investment in road services and Rs. 83 crores for new lines. The balance of Rs. 37 crores is intended for certain miscellaneous expenses and inventories.

## FOREIGN EXCHANGE COMPONENT OF THE PLAN

11. The foreign exchange component of the Railways Fourth Plan has been assessed at Rs. 180 crores. This, it may be noted, is Rs. 60 crores less than the foreign exchange expenditure at pre-devaluation rates during the Third Plan. Foreign exchange is needed mostly on imported components for diesel and electric locomotives and Electric Multiple Unit coaches, copper for electrification projects and certain other essential equipment. The largest single source of foreign exchange for the development programmes of the Railways has been the World Bank Group; the International Development Association, affiliated to the World Bank, has extended a credit of the equivalent of 55 million U.S. Dollars, *i.e.*, 41.25 crores in rupees, last September and this should cover the greater part of the Railways' foreign exchange requirements during the current financial year and the next year. Assistance from the United States Agency for International Development and the Export-Import Bank of Washington and Canada, the Federal Republic of Germany, the United Kingdom, Japan, France, and other countries covers the balance of the requirement. I gratefully acknowledge this assistance.

## PLAN RESOURCES

12. The Fourth Plan for the Railways has been approved on the understanding that, of the total expenditure of Rs. 1,525 crores, Rs. 940 crores will be found by the Railways themselves—Rs. 525 crores from the Railways' contribution towards the Depreciation Reserve Fund during the Plan period, Rs. 265 crores from anticipated revenue surpluses at the existing freight rates and fares, interest on balances etc. and Rs. 150 crores to be raised by increases in fares and freight rates during the Plan period. It is only the balance of Rs. 585 crores that will be made available from the General Resources.

13. I stated earlier that traffic in the current year has not come up to expectations and that instead of a surplus anticipated, the Budget for the current year will end in a shortfall of Rs. 12.55 crores. The latest forecast for the five-year

period upto 1973-74 indicates that apart from the contributions to the Depreciation Fund, the Railway contribution to Plan resources will, at the present passenger fares and freight rates, come up only to Rs. 86 crores against Rs. 265 crores envisaged in the Plan. The gap amounts to Rs. 179 crores to which will have to be added the amount of Rs. 150 crores which is to be found by increases in fares and freight rates to make up the Plan investment of Rs. 1,525 crores. The Railways have, therefore, the task of raising Rs. 329 crores for implementing the Plan and herein lies the problem facing the Railways. I should draw the attention of the House at this stage to the fact that even the figure of Rs. 1,525 crores allotted to the Railway Plan was considered by the Railways as insufficient to build up capacity to move more than 255 million tonnes of goods traffic in 1973-74 and that the recent increase in steel prices virtually reduces the allotted Plan outlay by about Rs. 25 crores. The new Pay Commission will cover the pay and wage scales of Railwaymen also. It is too early to forecast what the impact of the report of the Pay Commission will be on the Railway Plan. Even ignoring the distortions which the steel price increase and possible increase in the wage bill, will cause, the problem of planning is to find the required internal resources of Rs. 265 crores *plus* the Rs. 150 crores referred to earlier.

#### BUDGET ESTIMATES FOR THE NEXT YEAR

14. This is the picture of Railway finances with which we enter the new year. And let me now proceed to place before the House the budget proposals for the year 1970-71. The Fourth Railway Plan has been framed on the assumption that in the coming year, the Indian Railways would produce a revenue surplus of Rs. 19½ crores. But what is likely to be the real picture? Allowing for a normal increase of 3 per cent in passenger and 2 per cent in 'other coaching' traffic, and an increase of the order of 7.6 million tonnes in originating goods traffic, the Gross Traffic Receipts at the present level of fares and freight should total up to Rs. 983 crores—an increase of about Rs. 32½ crores over the current year. As against this, Ordinary Working Expenses will go up by Rs. 17.94 crores.

appropriation to the Depreciation Reserve Fund and Pension Fund will each go up by Rs. 5 crores and the Dividend will go up by Rs. 8.66 crores. Taking into account the changes under certain minor heads, the outgo increases by Rs. 36.52 crores against an increase of only Rs. 32.45 crores in earnings, so that the net revenue would be Rs. 16.62 crores short on the dividend of Rs. 167.09 crores due to General Revenues. As against this the Plan estimates a surplus of Rs. 19½ crores in 1970-71. The gap between the plan estimate and actual availability is as much as Rs. 36.12 crores. The increase in the Ordinary Working Expenses is mainly on account of the provision of Rs. 5.33 crores for annual increments to staff and of Rs. 4.81 crores for additions to staff to handle the increase in traffic and to maintain the growing assets, particularly rolling stock, an increase of Rs. 4.29 crores under repairs to rolling stock, an increase of Rs. 3.41 crores under fuel, and an increase of Rs. 80 lakhs due to enhancement of steel prices from January this year, offset by reductions of Rs. 70 lakhs on other counts, with the details of which I will not weary the House now, since they are explained in the budget papers.

15. In the situation explained, the choices before me are indeed hard and difficult. It is easy for me to leave freight rates and passenger charges untouched and win instant approbation. But that course would result in the upset of our plans and in the stagnation and decline of the Indian Railways, which is our premier public undertaking, an enterprise of which we are all legitimately proud. I am sure everyone in the House and the country would wish to see that our railway system gets more modernised from year to year and grows continuously in efficiency. This requires the raising of resources. But to enhance the freight charges and fares suddenly and with no reference to the repercussions on the economy would also be a suicidal course to follow. I am, therefore, proposing a course of rationalisation of the freight rates and passenger fares in such manner as would produce financial results but will not affect adversely the common man and the trade in any significant manner. The brochure regarding

proposals on freight rates and passenger fares is circulated with the budget papers. Now I would like to explain some of these proposals.

16. Before I do so however, I should anticipate a criticism that if the Railways were operated more efficiently, increases in freight rates and fares could be avoided. No one can possibly claim in respect of an organisation as large as the Indian Railways that everything and everyone is working at peak efficiency. But it is pertinent to bring to the notice of the House and the country that, over a period of 20 years from 1950, the average *per capita* emoluments of a railway employee have risen by 132 per cent, the price of coal by 145 per cent and the price of iron and steel by 167 per cent. As against this, over the same period, the average rate charged per passenger kilometre has risen only by 68 per cent and the average rate charged per tonne kilometre for goods has risen only by 61 per cent. This restraint on the escalation of the price of Railway services has been deliberately exercised and will continue to be exercised in the interest of our people, whose property the Railways are. Roughly 58 per cent of railway expenditure is on staff and 21 per cent on fuel. The House will no doubt appreciate that the Railways are not in a position to control either the increase in staff emoluments which rise with the cost of living index or the prices of fuel, steel and other materials which Railways have to buy. Steady pressure is being exerted on railway administrations to effect all possible economies in the usage of fuel and other stores. Account should also be taken in this context of the heavy expenditure Railways have to incur on the replacement of railway equipment that is stolen or is wantonly destroyed in demonstrations many of which are not against the shortcomings or failures on the part of the Railways. Of this I shall have more to say later. The steady increase in the number of staff from year to year has been reduced and controlled with difficulty in the last few years and efforts will continue to keep the number of staff down to what is absolutely necessary. I would like to refer at this point to the view that has often been expressed that the Railway Administration is top heavy and to

point out that the cost of the officer cadre on Railways (excluding the medical staff who are employed mainly as a welfare measure) was only 0.88 per cent of the Railway earnings in 1968-69 against 1.13 per cent in 1950-51, and has shrunk to 2.1 per cent of total staff costs in 1968-69 against 2.7 per cent in 1950-51. I do not want to labour these points further now as they will no doubt come up in the course of the discussions to follow and can be referred to in greater detail then.

17. Let me now proceed to explain the attempts made to adjust freight rates and passenger charges. My predecessor in his last Budget speech said that studies were being made to determine the basis on which the freight and fare structure would be rationalised. These studies have now arrived at a stage where the lines of rationalisation have become clear. I am not sure whether the House is aware that the Railways are incurring a loss of the order of Rs. 45 crores every year on passenger and other coaching traffic which is being met out of the profit on goods traffic. This loss will increase with further growth of passenger train services, especially suburban services around the metropolitan cities of Bombay, Calcutta and Madras and the rising cost of handling the parcels traffic. There has been a substantial change in the mix of freight traffic. The proportion of bulky low-value commodities like coal, ore, stone etc. which are charged at relatively low rates has been increasing and will continue to increase, while the proportion of high-value commodities charged at relatively higher rates is decreasing fast with the rapid development of roads and growth of road transport. The low rates for bulky commodities could be sustained in the past only because of the profits on the higher rated commodities. With road competition eroding the traffic in the high-rated commodities, the Railways cannot afford to increase significantly the freight on items which are vulnerable to road competition. The situation can be met only by an increase in the freight on the low-rated traffic and a lower rate of increase on the high-rated traffic. It has also to be borne in mind that steep increase in freight have an inflationary effect on the economy, while increases in

passenger fares have by and large no such effect. The situation, therefore, calls for a reduction of the subsidisation of passenger and other coaching traffic by goods traffic. In the goods freight structure itself, a reduction in the difference between the higher rates and the lower rates is desirable so, however, as not to affect their competitiveness. This broadly is what has been attempted in the proposals which I shall now explain.

### PROPOSED CHANGES IN FREIGHT RATES

18. I shall deal first with goods traffic. 97 per cent of goods tonnage moves in wagon loads and only 3 per cent in less than wagon loads. The freight rates for wagon loads fall into two broad classes called "A" and "B" scales. Both scales are telescopic, *i.e.*, the per tonne per kilometre charge decreases or "tapers" off as the distance increases, but this taper is very much sharper in the "A" scales than in the "B" scales. By and large most of the bulky low-value traffic moves on the "A" scales and the high-value traffic on the "B" scales. This means that for the longer distances bulky commodities are being carried at very low rates—sometimes below cost. It is proposed now to amalgamate the "A" and "B" scales in a new scale and to replace also the "C" scales for smalls traffic. In the result, 61 classes will be reduced to about 30 classes. As in the present freight structure, there will be a base scale and the rates for any commodity will be a percentage of this base scale. Thus the rate for a commodity in class 45 will be 45 per cent of the base scale. Broadly, there would be an increase of 2 to 7 per cent over the "A" scales, the increase being somewhat higher at longer distances than in the shorter. On the other hand, increase in "B" scales will be higher for the shorter distances than for the longer distances, but limited mostly to 50 Paise or less per quintal. These increases form an insignificant proportion of the total value of the commodities. As at present, coal will be an exception in that it alone will be charged at a special scale. The existing coal scale covers full costs only up to about a thousand kilometres, and

there will be an enhancement particularly of charges for distances exceeding a thousand kilometres. The details of the changes in freight rates are explained in the brochure. It is estimated that these proposals will bring in an additional revenue of Rs. 25.5 crores in 1970-71.

### PROPOSED CHANGES IN PARCEL RATES

19. To avoid undue diversion from goods to parcels traffic, the relativity between goods and parcels rates has to be maintained. The cost of handling, which is a feature of parcels traffic, has also increased. Some adjustments have, therefore, to be made in parcel rates also. These are expected to bring in an extra revenue of Rs. 2 crores.

### PROPOSED CHANGES IN PASSENGER FARES

20. Passenger traffic and earnings fall into two broad divisions, suburban and non-suburban. In terms of numbers, suburban passengers are about half of the total number of passengers. But in terms of passenger kilometres, they account only for about 18 per cent of the total. Earnings from suburban passenger traffic are only 10 per cent of total passenger earnings. However, the expenditure incurred by the Railways on suburban passenger services is particularly high, because the traffic is subject to high peaks in the morning and the evening, which require the provision of rolling stock, line capacity and other equipment that are only partially utilised for most of the day. Further, suburban passenger traffic has been increasing at a higher rate than non-suburban passenger traffic. Increased expenditure has, therefore, to be incurred on the expansion and development of facilities for handling the suburban traffic.

21. Both suburban and non-suburban traffic are mostly in the third class. Passengers travelling in third class constitute over 98½ per cent of the total number of passengers; 12.5 per cent travel by Mail and Express trains, and 86 per cent travel by the ordinary trains. Third class Mail and Express passengers, however, contribute about 40 per cent of the total passen-



ger earnings while those travelling by ordinary trains contribute only about 48 per cent of the earnings. Passengers travelling by the upper classes together from only about 1.5 per cent of the total number of passengers, but they contribute nearly 12 per cent of the earnings. With this pattern of passenger traffic and earnings, it will be clear that no significant increase in passenger earnings is possible without rising third class fares.

22. Because of several *ad hoc* changes in recent years, passenger fares have ceased to be on a systematic basis. The fares for third class travel within 50 kilometres had been left at a particularly low level, despite the fact that the provision of slow passenger services with frequent stops and starts is particularly expensive. Not only do ordinary passenger services take up more line capacity and rolling stock but also the operational costs on fuel and staff are higher. However, we cannot bring third class fares for distances below 50 kilometres straightaway in line with the pattern of fares for longer distances, because it would result in too steep an increase. I am, therefore, proposing to moderate the increase in the fares. The basis of the proposed new fares has been explained in the brochure and I shall only draw the attention of the House to the more important features of these changes. The proposed increase in third class fares (Ordinary, Mail and Express) should produce an extra revenue of Rs. 8½ crores. This is only 3.7 per cent of the present revenue from third class travel. On the other hand, the extra revenue from changes in the fares of the upper classes is expected to bring in Rs. 2 crores or 7 per cent of the present revenue. In other words, the rate of increase—on upper class fares taken as a whole, is nearly double that in third class fares. The increase in third class fares for ordinary travel is minimal, being only 5 Paise per ticket up to 20 kilometres and 10 Paise from 21 to 50 kilometres.

23. Most of the overcrowding in passenger trains occurs in the Third Class non-reserved compartments of Mails and

Expresses. This is caused by short-distance passengers and is partly due to the fares for Mail and Express travel up to 50 kilometres being very low, the minimum fare being as little as 20 Paise. In order to alleviate this heavy overcrowding and inconvenience to long-distance passengers, it is proposed to charge a minimum fare of a rupee for travel by Mail and Express trains and also to revise the specially low Third Class fares by these trains up to 50 kilometres. The House will, I hope, agree that this much needed relief should be given to long-distance Third Class passengers.

24. The fares for Airconditioned Chair Cars are now equal to those of the second class. Considering the wide difference in the level of comfort and the high cost of airconditioning, I propose to fix them at a slightly higher level but in no case will the increase exceed Rs. 6 over the revised second class fares. It is also proposed that no concessions other than the normal children's concession will be available in the Airconditioned Chair Cars.

25. I propose somewhat steeper increases of about 9 per cent in the First and Airconditioned Classes and these would bring in additional revenue of Rs. 1.70 crores. The details are explained in the brochure.

26. I propose to raise the fares for the Rajdhani Express by Rs. 20 for the airconditioned class and Rs. 10 for the airconditioned chair cars and to levy an additional charge for the Taj Express between Delhi and Agra of Rs. 5 for the airconditioned class, Rs. 2 for the First Class and Re. 1 for the Third Class.

27. Coming now to suburban traffic, 70 per cent of suburban travellers buy monthly or quarterly suburban season tickets, but they contribute only 41 per cent of the suburban earnings. Although most of them perform about 50 single journeys in a month or 150 journeys in a quarter, the price of a monthly season ticket is equal only to 12 to 16 single journey fares. The

price of a quarterly season ticket is only about 34 single journey fares in the quarter or 11 single journey fares per month. Because of this extraordinarily heavy concession of 70 to 75 per cent in the monthly and quarterly fares, there is a loss of about Rs. 8 crores on suburban passenger earnings of Rs. 26 crores. Suburban traffic has been increasing so fast and overcrowding is so severe that heavy capital expenditure has to be incurred on expanding the facilities. The Fourth Plan includes schemes costing over Rs. 40 crores for the expansion of facilities for suburban traffic. The House will agree that it is not unreasonable to ask the specific beneficiaries from this expenditure to make some contribution towards it. A very modest increase has, therefore, been proposed in the monthly season tickets. Quarterly season tickets will continue to be available at  $2\frac{1}{2}$  times of the monthly rates as hitherto. By changing over to quarterly season tickets, the suburban traveller will still be paying practically the same amounts he was paying previously on a monthly basis. For non-suburban areas also the season ticket fares are being revised slightly. The additional earnings from these changes are expected to amount only to Rs. 80 lakhs.

28. I may assure the House that these increases are the minimum necessary in the present circumstances. As I have already indicated, there is no other source of funds to replace the shortfall in the contribution required from the Railways towards the outlay of Rs. 1,525 crores for the Railway Plan. Nor is it possible for the Railway users to be subsidised by the general tax-payer.

#### NET EFFECT OF THE PROPOSALS

29. On the basis of these proposals which will be effective from 1st April 1970, there will be an increase of Rs. 11.25 crores from passenger traffic, Rs. 2.25 crores from other coaching earnings, which includes the consequential increase of 5 Paise on platform tickets, and Rs. 25.50 crores from goods traffic. All these add up to Rs. 39 crores, and the net Railway Revenues will go up correspondingly. After meeting

the dividend of Rs. 167.09 crores there will be a net surplus of Rs. 22.38 crores. Rs. 3.63 crores out of this is proposed to be appropriated to the Revenue Reserve Fund to repay one-third of the loan taken this year to meet the shortfall on the dividend plus interest on the outstanding balance of the loan. The balance of Rs. 18.75 crores is proposed to be credited to the Development Fund. This will fall short of the outgo from the Development Fund during the budget year by Rs. 4.36 crores. A loan of an equal amount will have to be obtained for this purpose and with this loan, this Fund will owe Rs. 49.91 crores to the General Revenues.

### WORKS EXPENDITURE

30. Works expenditure in 1968-69 was Rs. 30.91 crores less than the Revised Estimate because of the rephrasing of some works in line with the changing traffic requirements, slower progress on certain other works, less outturn of rolling stock etc.

31. The Revised Estimate of works expenditure in the current year is also about Rs. 11.7 crores less than the Budget. Slower deliveries of rolling stock, a substantial reduction in Stores Suspense and Miscellaneous Advances and heavier credits for released materials account for the bulk of this reduction.

32. The Budget for works expenditure in 1970-71 comes to Rs. 280 crores which is about Rs. 37 crores more than the Revised Estimate for this year. There is a provision of about Rs. 124 crores for rolling stock and fresh orders are proposed to be placed for over 15,000 wagons against the 1970-71 Programme. Among the important new projects are the construction of a new broad gauge line from Tornagalli to Mudukulapenta in Mysore for providing access to the important Donimalai reserves of iron ore and the electrification of the Waltair-Kirandul Section. Both these projects will add to our capacity for moving iron ore for export. A number of new doubling schemes have also been included, the details of which have been given in the Budget documents.

33. During the year the 231 kilometre Jhund-Kandla Broad Gauge rail link was completed and opened to traffic. The Singrauli-Obra line of about 58 kilometres is ready for goods traffic and is already being worked as a siding for the movement of coal to the Obra Thermal Plant. The Mangalore-Ranambur Section of the Mangalore-Hassan line, the Hindumalkot-Sri Ganganagar line and the conversion of the Pune-Miraj Section are likely to be opened to traffic within the next few months. Other major projects like the rest of the Mangalore-Hassan line, the Kathua-Jammu and the Panchkura-Haldia lines and the conversion of the Miraj-Kolhapur Section to Broad Gauge are progressing according to schedule. 320 kilometres of doublings are expected to be completed in the current year and 616 kilometres more are at various stages of progress.

34. The electrification of the 305 kilometre Rourkela-Bilaspur Section has been completed. Its extension by 147 route kilometres to Durg is expected to be completed next year. Electric traction on the 222 kilometre Kanpur-Tundla Section is also expected to be commissioned next year. Work on the 442 kilometre section from Virar to Sabarmati is progressing satisfactorily. The electrification of the Panchkura-Haldia Section of 71 kilometres and of the Waltair-Kirandul Section of 471 kilometres are expected to be sanctioned shortly.

### PRODUCTION UNITS

35. The Three Production Units have been doing well. In the current year the Chittaranjan Locomotive Works is expected to despatch 36 Broad Gauge and 13 Metre Gauge steam locomotives, 45 electric locomotives and 28 shunters. Production of Broad Gauge steam locomotives is coming to a close. Next year the Chittaranjan Locomotive Works is expected to produce 62 electric locomotives, 34 diesel shunters and 45 Metre Gauge steam locomotives.

36. The Diesel Locomotive Works at Varanasi should turn-out 55 Broad Gauge and 25 Metre Gauge main line diesel locomotives in the current year and 80 Broad Gauge and 30 Metre Gauge locomotives next year, assuming matching production of electrical equipment by Heavy Electricals, Bhopal. The House will recall that they approved at the last session the scheme for expanding the capacity of this unit to produce spare parts for diesel locos.

37. The out-turn from the Integral Coach Factory is expected to be 658 fully furnished coaches this year and 654 fully furnished coaches next year. Increase in the capacity of this unit to 750 coaches per year has been approved recently. The House will be interested to know that this factory has secured, against stiff international competition, two orders for the supply of bogies to Taiwan and Thailand.

### STORES INVENTORIES

38. At the commencement of the current year the Railways were carrying inventories valued at Rs. 154 crores. As a result of sustained effort it is hoped to reduce this figure by Rs. 6.8 crores this year and by Rs. 7.6 crores more next year. This improvement would be effected in spite of rising prices and increased holdings of rolling stock and other assets.

### SELF-SUFFICIENCY IN THE RAILWAYS

39. The Railways have been pressing on with their efforts to achieve self-sufficiency. In order to interest Indian Manufacturers in the drive for import substitution, the Railways guarantee the offtake of their production and accept price-escalation, in certain circumstances. The export promotion drive mounted in cooperation with the Ministries of Foreign Trade and Industrial Development has also been rewarding. A number of orders have been booked for the export of railway equipment to Thailand, East Africa, Hungary, Burma, Ceylon, South Korea, Taiwan, Poland, Sudan and Iran.

## RAILWAY ACCIDENTS INQUIRY COMMITTEE

40. The Railway Accidents Inquiry Committee set up with Shri K. N. Wanchoo, retired Chief Justice of India as Chairman, submitted the first part of their Report in November 1968 and their final report in August 1969. I would like to express my gratitude to the Committee for having undertaken and carried out this onerous task. Part I of the report was laid on the Table of the House in December 1968. All the 90 recommendations were accepted, except one regarding the fixing of norms for manning or upgrading level crossings; this is being reconsidered in the light of Part II of the Report. Action has already been taken on the accepted recommendations.

41. The final Report covers many facets of railway working and contains 500 observations and recommendations. The views of the Ministry of Railways on these are being laid on the Table of the House separately. There are 46 observations and 454 recommendations. Of the latter, 261 have been accepted and 27 more partially accepted. 57 of the recommendations could not be accepted for various reasons. The remaining 109 require detailed examination, some of them in consultation with other Ministries.

## COMMITTEE ON UNECONOMIC BRANCH LINES

42. The report of the Committee on Uneconomic Branch Lines appointed last year under the Chairmanship of my colleague, the Deputy Minister for Railways, submitted its report on 15th December 1969. I am grateful to the Committee for their work. Their recommendations are now under consideration, and I may mention that action has been already initiated for placing orders for some rail cars for use on Narrow Gauge Sections as recommended by the Committee. Two of the lines which the Committee recommended for conversion to broad gauge are also being included in the programme for survey.

## TICKETLESS TRAVEL

43. A substantial dent seems to have been made in the volume of ticketless travel by the imposition of stiffer penalties since June 1969. Between June and November 1969, the number of passengers detected travelling without tickets went down by as much as 68 per cent. Window sales of tickets rose by 7 per cent as compared to the corresponding months of the previous year. The drive against ticketless travel has also helped to reduce the overcrowding in trains.

## IMPROVEMENT IN PASSENGER TRAIN SERVICES

44. To mitigate overcrowding, a number of new trains have been introduced. The run of existing trains has been extended both last year and in the current year. 5,614 passenger train kilometres per day have thus been added last year and 9,557 this year. Among the new services are the bi-weekly Utkal Express between New Delhi and Puri which covers 2,130 kilometres and passes through eight States, the Chefak Express between Delhi and Udaipur, the Pandyan Express between Madras and Madurai and the Vaishali Express between Lucknow and Katihar. Three coaches have been added on nine trunk route trains during the current year. Through service coaches between Cochin and Bombay have increased from four to seven with the dieselisation of the Bombay-Madras Express and the Madras-Cochin Mail. Broad Gauge passenger services have been extended to Gandhidham in Gujarat during the year. The frequency of the Bombay-Howrah Janata Express has been increased between Bombay and Allahabad from four to six trains per week. Suburban services also were expanded to the extent of 1,779 train kilometres per day last year and 3,444 train kilometres this year. Further increases are projected, as soon as the rolling stock and other facilities become available.

45. With more than 1,300 sleeper coaches in service, Third Class sleeping accommodation is now available in almost all the Mail and Express trains. Second Class sleeping accommodation is available on 9 pairs of Broad Gauge trains. The



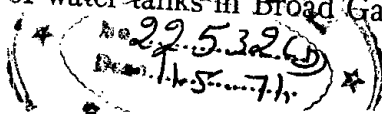
Rajdhani Express between New Delhi and Howrah introduced from 1st March 1969 has proved to be very popular. In response to demands for similar trains to Bombay by the Western Railway route and to Ahmedabad by the Metre Gauge route, feasibility studies are now in progress.

### METROPOLITAN RAIL TRANSPORT

46. As the House is aware, Metropolitan Rail Transport Organisations have been set up in Calcutta and Bombay, and a Directorate of Metropolitan Rail Transport Projects has been created in the Railway Board. The Calcutta Organisation expect to complete in the next few months the Final Location Survey and the Project Report as well as the Designs and Detailed Estimates for a Suburban Dispersal Line from Dum Dum to Princep Ghat. Several studies of Calcutta's intra-city transport problem have underlined the need for a Mass Rapid Transit System along two main travel corridors, one running east-west between Howrah and Sealdah and the other north-south along the Chittaranjan Avenue, Jawaharlal Nehru Road and the Ashutosh Mukherjee Road. Techno-Economic Feasibility Studies on whether these mass rapid transit routes should be underground or elevated are now in hand and expected to be completed by the end of 1971. The Bombay Organisation has already started work on the Preliminary Engineering Survey and Feasibility Studies for a Third Terminal for intra-city traffic. They will take up this year Techno-Economic Feasibility Studies for a Mass Rapid Transit System for Bombay.

### TRAVEL AMENITIES

47. As a result of a sustained drive from the commencement of this year some improvement has been effected in the maintenance of lights and fans and provision of water in the trains. A good deal more remains to be done, but the Railways have been handicapped by the delay in supplies of lamps, dynamos and fans, because of the closure of some firms producing these items. There have been also large-scale thefts and wanton destruction of carriage fittings. Action has been taken to increase the capacity of water tanks in Broad Gauge coaches.



48. Efforts continue to improve the quality of food and the standard of catering services on the Indian Railways. The sales turnover of departmental catering exceeded Rs. 6½ crores last year and produced a small profit of Rs. 23 lakhs. The results in 1969-70 are expected to be even better.

### STAFF RELATIONS AND WELFARE

49. Relations with organised labour have continued to be cordial during the year. Under the Government's policy of reviewing sympathetically the cases of staff who were suspended or discharged following the strike of certain sections of the Central Government employees in September 1968, the cases of nearly 5,000 railway employees have been sympathetically considered. I am glad to announce that all the employees who were suspended or discharged in connection with the strike have now been reinstated subject to any action that may have to be taken as a result of the findings of the Courts etc.

50. The House will recall that my predecessor had indicated this time last year that some relief would be provided to staff who have been at the maximum of their pay scales for some time. Orders are now being issued that class III and class IV staff of all grades, who have been at the maximum of their pay scales for two years or more should be allowed a personal pay equivalent to the amount of the increment last drawn by them in the scale. Staff who have been at the maximum of the scale of Rs. 450—575 for two years and over will be granted a personal pay of Rs. 30 a month.

51. The findings of the Miabhoy Tribunal appointed last year are awaited. Certain items on which agreement could not be reached in the Departmental Council for Railways of the Joint Consultative Machinery have been referred to a Board of arbitrators.

52. The Railways continue to attach the greatest importance to staff welfare. The provision of medical and health services for railway employees is improving steadily. 205 general beds and 42 beds for tuberculosis patients were added last year in

the 95 hospitals, 541 health units and 67 chest clinics functioning on the Railways. The total expenditure on these services was Rs. 15·8 crores last year and the *per capita* expenditure rose during the year by nearly 5 per cent. Instructions were issued last September for the upgrading of the Railway Higher Secondary School at Secunderabad to a Junior College. 685 children have benefited by the 13 subsidised hostels run by the Railways. 3,234 scholarships for technical education were disbursed during 1968-69. Over 3,000 employees availed themselves of the 21 Railway Holiday Homes located mostly at hill stations including two in Kashmir. For the benefit of staff 415 Institutes and 376 recreational clubs were functioning in 1968-69.

53. The Railways have as usual done well in the field of sports and won several National Championships. Twentyseven railwaymen represented the country in international contests and seven were members of the Indian Contingent to the Olympic Games in Mexico.

#### DEMONSTRATIONS AND ASSAULTS

54. Among the papers circulated this year with the Budget is a list of incidents that occurred during the months of November and December 1969 and January 1970. It will give an indication to the Hon'ble Members about the very difficult conditions under which the Railways and Railway staff have had to operate in recent months. The frequent detention of trains *en route* by mobs has a snowballing effect and disrupts train working even hundreds of miles away from the scene of the incident. Particularly in respect of passenger trains on the suburban sections, it sets up a sort of chain reaction upsetting the whole schedule and necessitating the cancellation of many services. These incidents not only cause serious inconvenience to passengers but have also been made the occasion for assaults on the Railway staff on the ground that the trains are running late. There have also been several cases of dacoities by armed gangs which have not only looted goods and parcels but also attacked station staff as well as guards and drivers. The way the railway staff have stuck to

their posts and continued to operate the services under these very difficult conditions calls for the unstinted appreciation of the House. But I think it is necessary to sound a note of warning that if these attacks on railway staff continue, it will become increasingly difficult to keep the railway services going. In fact, five days ago the motormen and guards on Sealdah Division refused to run the train services unless they were guaranteed protection from intimidation or assault. This followed an assault by passengers on the motorman of a train which was held up at Nangi station because of the theft of overhead wire and of an underground signal cable resulting in total interruption of services on the section. The motorman was hurt so severely that he had to be removed to hospital in an ambulance.

55. The Indian Railways constitute the proudest possession of the Indian people. It has to be considered and treated by the Indian citizens as their property. The occasional outrages against the Railways and its property by certain misguided people create feelings of pain and sorrow in our minds. Let me appeal to all sections of the House and through them to the entire people of the country to see that a new approach is developed informed by intelligent regard for this great asset of ours.

### CONCLUSION

56. I have to make one more observation. The Indian Railways, working as they do on capital provided by the General Revenues, for which they pay interest every year, are and have been looked upon and treated as a commercial enterprise. This is as it should be. The tax-payer should not be called upon to contribute to the maintenance of a commercial system. But I wish also to emphasise that the Railways, while they should earn a profit and contribute to the general revenues, must always keep in the forefront their responsibility as a public utility concern. We have to keep in mind that the Railways afford, and for long years to come will continue to afford, the only means of long-distance transport to the common man of this vast country of ours.

57. I am well aware that there are numerous requests to extend Railway lines to new areas and places in the country. To accede to all these requests will be an impossible task. It will, however, be my earnest endeavour to consider all these requests with a view to implementing as many of them as may be practicable and justifiable within the available resources. As a first step, several surveys are being carried out and have been included in the next year's budget to examine the technical and economic feasibility of various new lines, doublings, conversions, etc. As a result of the information that would become available from these surveys, the decision would be taken in respect of the actual construction of the projects.

With these words, I commend the Railway Budget for 1970-71 for the support of this House.

GOVERNMENT OF INDIA

**BUDGET**

OF THE

**Railway Revenue and Expenditure of the  
Central Government for  
1970-71**

MINISTRY OF RAILWAYS, }  
*Dated the 23rd February, 1970* }

K. S. SUNDARA RAJAN,  
*Financial Commissioner for Railways.*

## Statement of the Revenue of the Central Government from Railways

(In thousands of rupees)

HEADS OF REVENUE	Accounts, 1958-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Increase(+) / Decrease(-) as compared with Budget 1969-70	Budget Estimate, 1970-71
	Rs.	Rs.	Rs.	Rs.	Rs.
<b>M—RAILWAYS—REVENUE</b>					
<b>LXIV-A &amp; LXV-A—Indian Railways—</b>					
Revenue Receipts—					
Passenger Earnings—					
Upper . . . . .	29,82,67	29,50,00	31,75,00	+2,25,00	35,00,00
Third . . . . .	235,27,40	243,50,00	250,50,00	+7,00,00	267,50,00
<b>TOTAL—Passenger Earnings</b>	<b>265,10,07</b>	<b>273,00,00</b>	<b>282,25,00</b>	<b>+9,25,00</b>	<b>302,50,00</b>
Other Coaching Earnings . . . . .	45,05,69	47,50,00	49,00,00	+1,50,00	52,25,00
Goods Earnings . . . . .	562,78,89	600,00,00	590,00,00	-10,00,00	635,50,00
Sundry Other Earnings . . . . .	27,96,16	30,50,00	32,50,00	+2,00,00	34,50,00
<b>TOTAL—EARNINGS . . . . .</b>	<b>900,90,81</b>	<b>951,00,00</b>	<b>953,75,00</b>	<b>+2,75,00</b>	<b>1024,75,00</b>
Suspense . . . . .	-2,06,39	-4,20,00	-3,20,00	+1,00,00	-2,75,00
Gross Receipts of Indian Railways . . . . .	898,84,42	946,80,00	950,55,00	+3,75,00	1022,00,00
<b>LXIV-B &amp; LXV-B—Other Miscellaneous Receipts—</b>					
Miscellaneous receipts . . . . .	19,59	17,67	15,87	-1,80	15,47
<b>LXVI—Subsidised Companies</b>					
Government share of surplus profits etc. . . . .	3,31	34,38	4,86	-29,52	28,41
<b>LXVII—Transfer from Railway Revenue Reserve Fund</b>					
.. . . .	..	..	..	..	..
<b>TOTAL RECEIPTS . . . . .</b>	<b>899,07,32</b>	<b>947,32,05</b>	<b>950,75,73</b>	<b>+3,43,68</b>	<b>1022,43,88</b>
†Includes earnings of worked lines . . . . .	61,96	63,51	61,70	-1,81	60,48

## 2. Statement of the Expenditure on Railways met from the Revenue of the Central Government

(In thousands of rupees)

HEADS OF EXPENDITURE	Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Increase(+) / Decrease(-) as compared with Budget 1969-70	Budget Estimate, 1970-71
	Rs.	Rs.	Rs.	Rs.	Rs.
<b>M—RAILWAYS—EXPEN- DITURE</b>					
83-A & 84-A—Working Expenses—					
(i) Ordinary Working Expenses	*		*		
(ii) Appropriation to Depre- ciation Reserve Fund	636,78.45	665,34.92	683,04.35	+17,69.43	700,99.16
(iii) Appropriation to Pen- sion Fund	95,00.00	95,00.00	95,00.00	..	100,00.00
	9,90.00	9,90.00	9,90.00	..	14,85.00
83-C—Payments to Worked Lines—					
(i) Net earnings	23.04	14.91	16.24	+1.33	15.23
(ii) Rebate etc.	1.79	1.79	1.79	..	1.79
†83-B & 84-B—Other Miscel- laneous Expenditure	6,66.91	7,56.85	7,84.57	+27.72	7,95.34
85.—Payments to General Revenues—					
(a) Dividend to General Revenues	150,66.60	159,01.19	158,43.72	—57.47	167,09.64
(b) Deduct—Amount met from Revenue Reserve Fund.	—7,85.67	..	—12,55.37	—12,55.37	..
86.—Subsidised Companies—					
Land	..	..	..	..	..
Subsidy	—45	88	43	—45	..
88.—Open Lines Works— Revenue	7,66.65	8,40.00	8,90.00	+50.00	9,00.00
87.—Appropriation from Rail- way Surplus—					
(i) Appropriation to Railway Revenue Reserve Fund	..	..	..	..	3,63.13
(ii) Appropriation to Rail- way Development Fund	..	1,91.51	..	—1,91.51	18,74.59
(iii) Appropriation to Rail- way Depreciation Reserve Fund	..	..	..	..	..
<b>TOTAL—EXPENDITURE</b>	<b>899,07.32</b>	<b>947,32.05</b>	<b>950,75.73</b>	<b>+3,43.68</b>	<b>1022,43.88</b>
†Includes—					
Appropriation from Re- venue to Railway Pension Fund	10.00	10.00	10.00	..	15.00

\*Also takes note of the transactions in the Contingency Fund.



## 3. Distribution of Railways' Surplus

(In thousands of rupees)

	Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
	Rs.	Rs.	Rs.	Rs.
Surplus . . . . .	..	1,91,51	..	22,37,72
Railway Development Fund . . . . .	..	1,91,51	..	18,74,59
Railway Revenue Reserve Fund . . . . .	..	..	..	3,63,13
Railway Depreciation Reserve Fund . . . . .	..	..	..	..

## 4. Statement of the Works Expenditure of the Central Government on Railways

(In thousands of rupees)

HEADS OF EXPENDITURE	Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Increase(+) / Decrease(-) as compared with Budget 1969-70	Budget Estimate, 1970-71
	Rs.	Rs.	Rs.	Rs.	Rs.
<b>MM—Capital—</b>					
Railway Capital not met from Revenue—					
131 & 132—Construction of Railways—	121,46,04	132,60,00	124,85,74	-7,74,26	150,00,00
<b>T—Deposits and advances—</b>					
Works expenditure met from Railway Funds—					
Depreciation Reserve Fund . . . . .	80,39,07	95,00,00	89,54,90	-5,45,10	100,00,00
Development Fund . . . . .	16,59,13	19,00,00	19,99,71	+99,71	21,00,00
<b>M—Revenue—</b>					
88—Open Line Works— Revenue . . . . .	7,66,65	8,40,00	8,90,00	+50,00	9,00,00
<b>GRAND TOTAL . . . . .</b>	<b>226,10,89</b>	<b>255,00,00</b>	<b>243,30,35</b>	<b>-11,69,65</b>	<b>280,00,00</b>

\*Also takes note of the transactions in the Contingency Fund.

## A—RAILWAY DEPRECIATION RESERVE FUND

(In thousands of rupees)

	Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71		Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
*Opening Balance . . . . .	** 77,47,54	86,00,69	† 98,37,21	110,81,80	Appropriation from Depreciation Reserve Fund . . . . .	80,39,07	95,00,00	89,54,90	100,00,00
Appropriation to Depreciation Reserve Fund . . . . .	(a) 97,39,90	(b) 97,45,21	(c) 97,47,93	(d) 102,50,69					
Interest on Depreciation Reserve Fund . . . . .	@ 3,68,55	3,83,83	@ 4,51,56	5,06,56	Closing Balance . . . . .	98,16,92	92,29,73	110,81,80	118,39,05
<b>TOTAL . . . . .</b>	<b>178,55,99</b>	<b>187,29,73</b>	<b>200,36,70</b>	<b>218,39,05</b>	<b>TOTAL . . . . .</b>	<b>178,55,99</b>	<b>187,29,73</b>	<b>200,36,70</b>	<b>218,39,05</b>

\*Includes 7,83,93 (provisional) on account of Indian States Railways taken over from 1-4-1950.

\*\*Excludes 29,61 due to write back of the expenditure on restoration of Bhagalpur-Mandar Hill from Development Fund, and 1,97,40 transferred from Capital on Eastern and Southern Railways.

†Includes 20,29 credits anticipated to be transferred from capital on Southern Railway.

@Excludes on account of adjustment of arrear interest 5,23 in 1968-69 and 1,72 in 1969-70.

(a) Includes	2,39,90	debitable to Workshop Manufacture Suspense Account—C.L.W.	(1,20,18)	I.C.F.	(44,56)	D.L.W.	(75,16)
(b) " "	2,45,21	" "	(1,22,94)	" "	(45,77)	" "	(77,00)
(c) " "	2,47,93	" "	(1,22,70)	" "	(45,39)	" "	(79,84)
(d) " "	2,50,69	" "	(1,24,71)	" "	(45,98)	" "	(80,00)

**REVENUE RESERVE FUND**

(In thousands of rupees)

	Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71		Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
*Opening Balance	(a) 12,19,62	(a) 1,28,52	(a) 3,49,18	(a) 31,45	Appropriation from Railway Revenue Reserve Fund—				
Appropriation to Railway Revenue Reserve Fund—					(i) For Amortising Capital	1,18,14	28,26	33,37	..
(i) Revenue Surplus, etc.	..	..	..	3,63,13	(ii) For making good the shortfall in Net Revenue for payment of full dividend	7,85,67	..	12,55,37	..
(ii) Loan from General Revenues	..	..	9,84,46	..	(iii) Repayment of Loans.	..	..	..	3,28,15
Interest on Railway Revenue Reserve Fund	†(b) 33,37	(c) 4,94	(d) 8,36	(e) 2,10	(iv) Interest on loan.	..	..	21,81	7,08
					Closing Balance	(a) 3,49,18	(a) 1,05,20	(a) 31,45	(a) 31,45
<b>TOTAL</b>	12,52,99	1,33,46	13,42,00	3,96,68	<b>TOTAL</b>	12,52,99	1,33,46	13,42,00	3,96,68

\*Includes 172.29 lakhs (provisional) on account of Indian States Railways taken over from 1-4-1950.

†Excludes on account of adjustment of arrear interest of 36 in 1968-69 and 27 in 1969-70.

(a) Includes 31.45 lakhs on account of investments in shares of and loans to Branch Line Companies.

(b) " 1.56 lakhs on account of interest and dividend etc., on investments.

(c) " 1.26 " " " "

(d) " 1.28 " " " "

(e) " 1.28 " " " "

RAILWAY BUDGET AS PRESENTED

## C—RAILWAY DEVELOPMENT FUND

(In thousands of rupees)

	Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71		Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
Opening Balance	† 4,44,86	..	1,26,30	..	Appropriation from Development Fund	16,59,13	19,00,00	19,99,71	21,00,00
Appropriation to Development Fund—									
(i) Revenue Surplus	..	1,91,51	..	18,74,59	Repayment of Loans	..	..	..	..
(ii) Loans from General Revenues	14,06,20	18,68,02	20,23,88	4,36,36	Interest on loans	** 79,53	1,59,53	** 1,56,56	2,15,72
Interest on Development Fund	* 13,50	..	* 6,09	4,77	Closing Balance	1,26,30	..	..	..
<b>TOTAL</b>	<b>18,64,96</b>	<b>20,59,53</b>	<b>21,56,27</b>	<b>23,15,72</b>	<b>TOTAL</b>	<b>18,64,96</b>	<b>20,59,53</b>	<b>21,56,27</b>	<b>23,15,72</b>

† Includes 398.94 lakhs due to transfer of certain works (Bhagalpur-Mandar Hill on Eastern, C.T.C. on Northeast Frontier and Gorakhpur-Katihar Microwave Communications on Northeastern Railways) now assessed to be remunerative justifying their charge to Capital.

\* Adjustment of arrear interest of (+) 5 in 1968-69 and (-6) 1969-70.

\*\* Adjustment of arrear interest (-3) in 1968-69 and (-37) in 1969-70.

(In thousands of rupees)

	Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71		Accounts, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget 1970-71
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
Opening Balance . . . . .	†56,59,03	62,54,94	†73,14,02	81,79,41	Appropriation from Pension Fund . . . . .	6,36,65	6,29,11	7,66,12	7,89,18
Appropriation to Pension Fund . . . . .	††(a) 15,03,41	(b) 10,30,00	††(c) 12,97,01	(d) 15,50,00					
Interest on Pension Fund	2,64,52	2,84,04	3,34,50	3,86,90	Closing Balance . . . . .	67,90,31	69,39,87	81,79,41	93,27,13
<b>TOTAL . . . . .</b>	<b>74,26,96</b>	<b>75,68,98</b>	<b>89,45,53</b>	<b>101,16,31</b>	<b>TOTAL . . . . .</b>	<b>74,26,96</b>	<b>75,68,98</b>	<b>89,45,53</b>	<b>101,16,31</b>

†Includes 4,21.59 lakhs in 1968-69 and 523.71 lakhs proposed in 1969-70 by transfer from the State Railway Provident Fund of the accumulated Government contribution to the Provident Fund of pre-1957 staff who elected the pensionary form of retirement benefits before the close of the respective penultimate financial years.

††Includes 473.41 lakhs in 1968-69 and 267.01 lakhs proposed in 1969-70 by transfer from the State Railway Provident Fund of the accumulated Government contribution to the Provident Fund of pre-1957 staff who elected the pensionary form of retirement benefits during the course of the respective financial years.

\*Excludes on account of adjustment of arrear interest of 48 in 1968-69 and 122 in 1969-70.

(a) Includes	30,00	debitable to	Workshop Manufacture	Suspense Account—CLW	(10,52)	ICF	(12,88)	and	DLW	(6,60)
(b) „	30,00	„	„	„	(10,68)	„	(12,81)	„	(6,51)	
(c) „	30,00	„	„	„	(10,58)	„	(12,65)	„	(6,77)	
(d) „	50,00	„	„	„	(17,35)	„	(21,65)	„	(11,00)	

Bill No. 26 of 1970

THE APPROPRIATION (RAILWAYS) BILL, 1970

A  
BILL

*to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of Railways.*

BE it enacted by Parliament in the Twenty-first Year of the Republic of India as follows:—

1. This Act may be called the Appropriation (Railways) Act, 1970.

Short  
title.

2. From and out of the Consolidated Fund of India there may be paid and applied sums not exceeding those specified in column 3 of the Schedule amounting in the aggregate to the sum of one thousand seven hundred and two crores, forty-one lakhs and five thousand rupees towards defraying the several charges which will come in course of payment during the financial year 1970-71, in respect of the services relating to railways specified in column 2 of the Schedule.

Issue of  
Rs. 17,02,  
41,05,000  
out of the  
Consoli-  
dated Fund  
of India  
for the  
financial  
year 1970-  
71.

3. The sums authorised to be paid and applied from and out of the Consolidated Fund of India by this Act shall be appropriated for the services and purposes expressed in the Schedule in relation to the said year.

Appropriation.

THE SCHEDULE  
(See sections 2 and 3)

I No. of Vote	2 Services and purposes	3 Sums not exceeding			5
		Voted by Parliament	Charged on the Consoli- dated Fund	Total	
		Rs.	Rs.	Rs.	
1	Railway Board . . . . .	1,50,46,000	..	1,50,46,000	10
2	Miscellaneous Expenditure . . . . .	6,36,99,000	3,00,000	6,39,99,000	
3	Payments to Worked Lines and Others . . . . .	17,02,000	..	17,02,000	
4	Working Expenses—Administration . . . . .	78,22,78,000	20,000	78,22,98,000	
5	Working Expenses—Repairs and Main- tenance . . . . .	259,38,92,000	10,000	259,39,02,000	
6	Working Expenses—Operating Staff . . . . .	158,89,57,000	..	158,89,57,000	15
7	Working Expenses—Operation (Fuel) . . . . .	165,68,55,000	..	165,68,55,000	
8	Working Expenses—Operation other than Staff and Fuel . . . . .	50,19,62,000	55,26,000	50,74,88,000	
9	Working Expenses—Miscellaneous Ex- penses . . . . .	36,04,49,000	16,16,000	36,20,65,000	20
10	Working Expenses—Staff Welfare . . . . .	25,55,21,000	..	25,55,21,000	
11	Working Expenses—Appropriation to Depreciation Reserve Fund . . . . .	100,00,00,000	..	100,00,00,000	
11A	Working Expenses—Appropriation to Pension Fund . . . . .	15,00,00,000	..	15,00,00,000	25
12	Dividend to General Revenues . . . . .	167,09,64,000	..	167,09,64,000	
13	Open Line Works (Revenue) . . . . .	9,01,71,000	..	9,01,71,000	
14	Construction of New Lines . . . . .	36,08,05,000	2,000	36,08,07,000	
15	Open Line Works—Capital, Depreciation Reserve Fund and Development Fund . . . . .	569,19,12,000	10,06,000	569,29,18,000	30
16	Pensionary Charges—Pension Fund . . . . .	7,95,45,000	..	7,95,45,000	
17	Repayment of loans from General Reve- nues and interest thereon—Develop- ment Fund . . . . .	2,15,72,000	..	2,15,72,000	
18	Appropriation to Development Fund . . . . .	5,74,59,000	..	5,74,59,000	35
19	Appropriation to Revenue Reserve Fund . . . . .	3,63,13,000	..	3,63,13,000	
20	Payments towards Amortisation of Over- capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund . . . . .	3,65,23,000	..	3,65,23,000	40
	<b>TOTAL . . . . .</b>	<b>17,01,56,25,000</b>	<b>84,80,000</b>	<b>17,02,41,05,000</b>	

## STATEMENT OF OBJECTS AND REASONS

This Bill is introduced in pursuance of article 114(1) of the Constitution of India, to provide for the appropriation out of the Consolidated Fund of India of the moneys required to meet the expenditure charged on the Consolidated Fund of India and the grants made by Lok Sabha in respect of the estimated expenditure of the Central Government on Railways, for the financial year 1970-71.

G. L. NANDA.

PRESIDENT'S RECOMMENDATION UNDER ARTICLE 117 OF THE  
CONSTITUTION OF INDIA

[Copy of Letter No. 70-B-4017/I, dated the 23rd February, 1970 from Shri Gulzari Lal Nanda, Minister of Railways to the Secretary, Lok Sabha.]

The President having been informed of the subject matter of the proposed Appropriation Bill providing for the appropriation out of the Consolidated Fund of India of the moneys required to meet the expenditure charged on the Fund and the grants made by the Lok Sabha for the financial year, 1970-71, recommends under clauses (1) and (3) of article 117 of the Constitution of India the introduction in and consideration by the Lok Sabha of the Appropriation Bill.



## LOK SABHA

A  
BILL

to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of Railways.

*(Shri Gulzari Lal Nanda,  
Minister of Railways)*

## THE APPROPRIATION (RAILWAYS) ACT, 1970

No. 12 OF 1970

[31st March 1970]

An Act to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of Railways.

BE it enacted by Parliament in the Twenty-first Year of the Republic of India as follows:—

1. This Act may be called the Appropriation (Railways) Act, 1970. Short title.

2. From and out of the Consolidated Fund of India there may be paid and applied sums not exceeding those specified in column 3 of the Schedule amounting in the aggregate to the sum of one thousand seven hundred and two crores, forty-one lakhs and five thousand rupees towards defraying the several charges which will come in course of payment during the financial year 1970-71, in respect of the services relating to railways specified in column 2 of the Schedule. Issue of Rs. 17,02,41,05,000 out of the Consolidated Fund of India for the financial year 1970-71.

3. The sums authorised to be paid and applied from and out of the Consolidated Fund of India by this Act shall be appropriated for the services and purposes expressed in the Schedule in relation to the said year. Appropriation.

**THE SCHEDULE**  
(See sections 2 and 3)

I No. of Vote	2 Service and purposes	3 Sums not exceeding		
		Voted by Parliament	Charged on the Conso- lidated Fund	Total
		Rs.	Rs.	Rs.
1	Railway Board . . . . .	1,50,46,000	..	1,50,46,000
2	Misceallaneous Expenditure . . . . .	6,36,99,000	3,00,00	6,39,99,000
3	Payments to Worked lines and Others . . . . .	17,02,000	..	17,02,000
4	Working Expenses—Administration . . . . .	78,22,78,000	20,000	78,22,98,000
5	Working Expenses—Repairs and Main- tenance . . . . .	2,59,38,92,000	10,000	2,59,39,02,000
6	Working Expenses—Operating Staff . . . . .	1,58,89,57,000	..	1,58,89,57,000
7	Working Expenses—Operation (Fuel). . . . .	1,65,68,55,000	..	1,65,68,55,000
8	Working Expenses—Operation Other than Staff and Fuel . . . . .	50,19,62,000	55,26,000	50,74,88,000
9	Working Expenses—Miscellaneous Ex- penses . . . . .	36,04,49,000	16,16,000	36,20,65,000
10	Working Expenses—Staff Welfare . . . . .	25,55,21,000	..	25,55,21,000
11	Working Expenses—Appropriation to Depreciation Reserve Fund . . . . .	1,00,00,00,000	..	1,00,00,00,000
11A	Working Expenses—Appropriation to Pension Fund . . . . .	15,00,00,000	..	15,00,00,000
12	Dividend to General Revenues . . . . .	1,67,09,64,000	..	1,67,09,64,000
13	Open Line Works (Revenue) . . . . .	9,01,71,000	..	9,01,71,000
14	Construction of New Lines . . . . .	36,08,05,000	2,000	36,08,07,000
15	Open Line Works—Capital Deprecia- tion Reserve Fund and Development Fund . . . . .	5,69,19,12,000	10,06,000	5,69,29,18,000
16	Pensionary Charges—Persion Fund . . . . .	7,95,45,000	..	7,95,45,000
17	Repayment of Loans from General Re- venues and interest thereon—Deve- lopment Fund . . . . .	2,15,72,000	..	2,15,72,000
18	Appropriation to Development Fund . . . . .	5,74,59,000	..	5,74,59,000
19	Appropriation to Revenue Reserve Fund . . . . .	3,63,13,000	..	3,63,13,000
20	Payments towards Amortisation of Over- capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund . . . . .	3,65,23,000	..	3,65,23,000
	<b>TOTAL</b> . . . . .	<b>17,01,56,25,000</b>	<b>84,80,000</b>	<b>17,02,41,05,000</b>

## LISTS OF INCIDENTS REFERRED TO IN THE BUDGET SPEECH

## P R E F A C E

In his Budget Speech, the Minister of Railways has referred to the disruption of railway services due to the staging of demonstrations and attacks on Railway staff. Some of these incidents—those that occurred during the *last three months*—are included in the two lists which follow. They tell their own story.

2. The first list is of cases of hold-ups of train services and attacks by passengers on railway staff in the three months from November 1969 to January 1970.

3. The second list is of cases of murders, dacoities and robberies including assaults on railway staff in the performance of their duties during the same three months.

4. Possibly because of the publicity they receive in the press, there is increasing resort to the practice of holding up of trains for the purpose of ventilating grievances—real or fancied. These grievances sometimes relate to political or linguistic agitations, student unrest, labour trouble, etc., which are entirely unconnected with the working of the Railways. There have even been cases during the year, of students attacking trains because they were aggrieved about a decision to have five instead of four subjects in the intermediate examination or because there was a rise in school fees, and of villagers holding up trains because they wanted to press their demand for a connection with a canal. Sometimes these incidents are a protest against the drive to reduce ticketless travel or because trains run late or because they want new stations opened, etc. Delays to trains are often due to organised thefts of electric transmission wires or of signalling cables on electrified sections. In one Railway alone, there were as many as 1,244 such thefts in one year. For these failures running staff or station staff are not in any way responsible and yet they are the target of assaults by mobs of passengers.

5. The cost of such detentions to trains is very high. It means a great deal of inconvenience and extra expense to passengers, especially those caught in the long distance trains. It means also heavy damage to railway property. This handicaps the efforts of the Railways to provide adequate service to the public as the damaged coaches take time to repair. The availability of passenger stock, of which the Railways are short, is reduced. The repair of coaches and other equipment damaged, stolen or destroyed also increases operating costs. These have to be ultimately recouped through the fares and freight rates charged.

6. Further, the holding up of trains results in loss of line capacity, which cannot be made up, particularly in congested sections. Apart from the loss to railway earnings, the consequential delays in the transport of goods have an adverse effect on the economy.

7. The difficult conditions in which railway property has to be guarded from such acts of vandalism can be appreciated by the fact that as many as 29 members of the Railway Protection Force lost their lives and 241 were injured in 1968 in the discharge of their duty of protecting railway property. The corresponding figures for 1969 are 20 killed and 134 injured.

## List I

SOME INCIDENTS FROM NOVEMBER, 1969 TO JANUARY, 1970 AFFECTING TRAIN SERVICES, DAMAGE TO RAILWAY PROPERTY AND ATTACKS BY PASSENGERS ON RAILWAY STAFF

November, 1969

1. 1-11-1969. Danapur-Mokameh Passenger was running late by about 17 minutes when it left Danapur. Due to this, the passengers became agitated and detained the train for about 102 minutes in the section between Patna Jn. and Gulzarbagh by pulling alarm chain. This also caused detention to two other trains for about 85 minutes and 25 minutes respectively. (E. Rly.)
2. 2-11-1969. Squatting on track at six stations on the Chandil Muri section on the Chandil-Barkakana Branch in Adra Division on South Eastern Rly. started at 08-00 hours in demand for extension of 1 MB/2MB to and from Chandil. The squatting continued till the next day. (SE Rly.)
3. 3-11-1969. Passenger train services came to a stop on the Barasat-Hasnabad section due to public demonstration between Champakukur and Haroa Road. The demonstrators held up trains by squatting on the Rly. track demanding a new Station at the site. Normal train services were restored after about 5½ hours. (E. Rly.)
4. 3-11-1969. Howrah-Tarakeswar local was detained for 10 minutes outside Singur because a lock bar became defective. Singur passengers got infuriated on its late arrival. They attacked the cabin and tried to assault the cabinman who jumped out from the cabin for fear of life and suffered injury. The passengers broke the window glasses of the cabin. (E. Rly.)
5. 3-11-1969. Howrah-Farakka Fast Passenger train was detained for 22 minutes at Sorma Bazar due to personal scuffle between two groups of passengers. (E. Rly.)
6. 6-11-1969. Howrah-Katwa local was detained for about 15 minutes at Bansberia by passengers who demanded that the train should go back to Bandel as a number of passengers could not board the train. The train had left Bandel after scheduled stoppage, but some passengers missed it due to their late arrival at the station. (E. Rly.)
7. 6-11-1969. Gaya-Howrah combined Parcels and Passengers train was detained by passengers at Bazar Sau for 1-35 hours on the plea of insufficient accommodation. (E. Rly.)
8. 8-11-1969. Barharwa-Howrah Passenger train was detained for 35 minutes at Nabadwipdham by passengers by disconnecting vacuum apparatus for loading 'Kali' image. (E. Rly.)
9. 13-11-1969. At Km. 11/4 near Ennore Railway Station, train No. 15 GT Express was held up for about 29 minutes by workers, their demand being that No. 71 passenger train by which they were returning home should run to correct timings and that GT Express should not precede the passenger train. (S. Rly.)

10. 15-11-1969. Passenger train Madurai-Madras Egmore was detained for about 180 minutes between Golden Rock and Manjathidal stations on Tiruchchirappalli Main Line by alarm chain pulling for refusal to stop the train at an unscheduled place. The train crew were also assaulted. (S. Rly.)

11. 24-11-1969. The passengers of a local train demanded precedence to their train over Rajdhani Express and threatened the cabinman with dire consequences if their train was not allowed to go first. The cabinman allowed the local train to go first thereby causing detention to Rajdhani Express for about 17 minutes at Chandanpur. (E. Rly.)

12. 27-11-1969. The SSP and Chatra Sangh members staged a demonstration at the time of arrival of Katni-Bina passenger train at Gate No. 24 Sagar and stopped the train by obstructing the track. The train was detained for about 1-40 hours. (C. Rly.)

13. 28-11-1969. The demonstration of the SSP and Chatra Sangh members continued and Katni-Bina Passenger train had to suffer a detention of about 35 minutes. Their demand was for construction of an over-bridge at Sagar. (C. Rly.)

14. 28-11-1969. Students of Lalbaba College, Belur squatted on the track at Belur station demanding stoppage of Tarakeswar local there. Consequently, 3 trains were detained for about half an hour. (E. Rly.)

15. 30-11-1969. Students travelling by 51 Up passenger train pulled alarm chain several times between Sidhauri and Ataria Rly. stations (Lucknow-Sitapur Section). A ticket checking squad was travelling by this train. On arrival of the train at Ataria Rly. station students attacked the coach occupied by the squad and snatched away the accused student from the custody of the squad. (N. E. Rly.)

#### December, 1969

1. 1-12-1969. Workers of the Ennore Foundries, Madras held up trains (3 trains) at Basin Bridge top point between Madras Central and Basin Bridge by pulling Alarm Chain as also by squatting on the track. They wanted change in train timings. (S. Rly.)

2. 4-12-1969. On arrival of Sealdah-Lalgola passenger at Rana-ghat by about 25 minutes late, the students did not allow the engine to be attached to the rake. The students left the track after about 30 minutes. (E. Rly.)

3. 5-12-1969. Mettupalyam-Coimbatore passenger train was stopped at Periyanaickenpalayam station by squatting in front of the train for about 85 minutes by the students of Shri Ramakrishna Mission Vidyalaya Teachers' College, Coimbatore. They were agitating against some of them having been caught for ticketless travel. (S. Rly.)

4. 6-12-1969. Mokameh Patna passenger was stopped between Futwah and Patna City by the students of Patna Commercial College by pulling alarm chain for late running of trains. The train was detained for about 2 hours. (E. Rly.)

5. 8-12-1969. The Danapur-Rajgir passenger train was stopped several times between Patna Jn. and Khusrupur by pulling Alarm Chain as a protest against the late running of trains. The train was detained for about 2 hours in this section. (E. Rly.)

6. 10-12-1969. Due to late running of a train a number of students squatted on the track at Krishnanagar City and obstructed the movement of trains by placing wooden sleepers on the track. (E. Rly.)

7. 15-12-1969. The Howrah-Moghalsarai Passenger was held up at Danapur for about 4 hours by passengers who were protesting against the late running of the train which was due to the mechanical defects in the train engine. (E. Rly.)

8. 17-12-1969. The Down Santipur Local and another train were detained near North Cabin, Naithi, by pulling alarm chain and thereafter the passengers squatted on the track demanding, punctual running of the trains. (E. Rly.)

9. 18-12-1969. After the arrival of the Gede-sealdah Local at Aranghata about 2 hours late, students placed pieces of wooden sleepers on the down railway track in front of the engine of the train and some of them squatted on the track. They were demanding suitable action against such late running of trains in the Section daily. The train was allowed to start after about 6 hours detention. (E. Rly.)

10. 18-12-1969. About 400/500 passengers detained the Coalfield Express at Burdwan for about 4 hours for late running of the train. (E. Rly.)

11. 19-12-1969. About 300 students of Doaba College Jullundur City collected in the main porch of Rly. Station Jullundur City and staged a demonstration and damaged all the publicity show cases in the main porch and on platform No. 1. The contents of the show cases were also looted. The first class booking window was also damaged. They were charged for travelling without ticket on 18th December 1969. (N. Rly.)

12. 22/23-12-1969. 15 to 20 passengers assaulted the Guard of 41 Sub Local train at Falaknuma railway station. The said Guard demanded tickets from the passengers which resulted in exchange of hot words and assault of the Guard. (S. C. Rly.)

13. 25-12-1969. Due to a defect in the engine of 347 Up train at Bandel there was some detention. This infuriated the passengers who ransacked the A.S.M.'s office and caused considerable damage to furniture, telephones, etc. (E. Rly.)



14. 25-12-1969. About 1,000 students of Niwari, Teharka Ranipur Road and Harpalpur between Barwa-Sagar and Mahoba started travelling without tickets by a passenger train and pulling the alarm chain between Barwa-Sagar and Mahoba stations of the Central Railway. (C. Rly.)

15. 29-12-1969. Due to failure of points at Tribeni station, K-1 Up Howrah-Katwa Local—had to suffer detention at Bansberia for about 40 minutes. On arrival of this train at Tribeni, a section of the rowdy passengers not only assaulted the A.S.M. on duty but also caused extensive damage to railway property. Being seriously injured, the A.S.M. had to go for medical assistance. In the meantime, K-3 Up—Katwa Local—had arrived Bansberia but could not be despatched for want of line clear from Tribeni, as the injured A.S.M. had left the station. This infringed the passengers of K-3 Up, who assaulted the A.S.M. at Bansberia and caused damage to railway property. (E. Rly.)

16. 31-12-1969. Due to late arrival of P-234 Down Banpur-Ranaghat Local at Aranghata station, a group of students and local passengers squatted on the track. At the intervention of Police and Railway officers, the hold up was lifted after about 5 hours. (E. Rly.)

January, 1970

1. 1-1-1970. Workers of M/s. Standard Motor Co. Ltd. obstructed passage of train No. 2 ex. Vandalur to Madras Egmore, at Perungalathur Rly. station and pelted stones at the train, as a result of which the front look-out glass of drivers' cab was broken. They were protesting against the late running of this train. (S. Rly.)

2. 1-1-1970. The Howrah-Burdwan Local was detained at Bandel by passengers demanding connection of this train with Howrah-Farakka passenger at Bandel. (E. Rly.)

3. 2-1-1970. The Moradabad Gajraula Passenger was stopped after passing the Up starter as outward token was snatched away by the students at Lodhipur Bishenpur station next to Moradabad on Moradabad-Ghaziabad section. (N. Rly.)

4. 2-1-1970. The Down Mughalsarai Special Goods stopped near Down advance starter due to snatching of outward token by the students at Hakimpur station on Moradabad-Ghaziabad section. (N. Rly.)

5. 2-1-1970. The Moradabad passenger was involved in 10 minutes detention at Gajraula due to hose pipe disconnected by the students after the train passed the starter signal. The train suffered further detention at Kafurpur due to wire of outer signal tied down by the miscreants. (N. Rly.)

6. 2-1-70. The villagers of Noapara between Mahipal Halt and Manigram stations on Azimganj-Barharwa section of Howrah Division held up trains for four hours to press their demand for opening of a new halt at the above site. (E. Rly.)

7. 5-1-1970. The Howrah-Burdwan Local was controlled at Chera-gram to give precedence to Rajdhani Express. This enraged the passengers who did not allow signals for Rajdhani Express to be taken off at the station, resulting in detention of 40 minutes to the Express train. (E. Rly.)

8. 3-1-1970 to 5-1-1970. Villagers of Pirtala between Bhagwangola and Krishnapur stations on the Lalgola section staged demonstrations by detaining a number of trains to high-light their demand for opening a new halt station at that site. (E. Rly.)

9. 6-1-1970. Due to late running of Lalgola Sealdah Down, two other trains i.e. Lalgola Passenger and Krishnanagar Sealdah Local on their arrival at Krishnagr were not allowed to proceed onward. The train running could be resumed only after eight hours' detention. Due to this detention at Krishnanagar, all the train services between Ranaghat and Krishnanagar were suspended and other trains also suffered detention. (E. Rly.)

10. 7-1-1970. A large number of persons had collected at Rani-nagar station on New Jalpaiguri-New Bongaigaon BG Section of N.F. Railway with a view to obstructing through train running as a protest against non-commissioning of Jalpaiguri Haldibari BG Section and Lataguri-Chandrabhandha MG Section which had been breached by floods in 1968. As a result train running between Jalpaiguri Bongaigaon was held up and several trains had to be controlled at different stations. Train running was resumed on BG Section after 17.00 hours on 8-1-70. (N. F. Rly.)

11. 6-1-70 to 12-1-70. The students, having lent their active support to the Kisans in their agitation in connection with land auction and certain land reforms in Rajasthan, held up trains and caused damage to Rly. property at Tehsil Bhadra Rly. station as also at Churu Rly. station. (N. Rly.)

12. 8-1-70. Students of Bhopal declared Bhopal Bundh in support of their demand for a University at Bhopal. About 2000 students paraded the city and while passing over the Railway bridge of Bhopal station, they smashed tube-lights and caused other damage. (C. Rly.)

13. 12-1-70. The Barrackpore-Sealdah Local Train was running 12 minutes late and when the ASM on duty at Belgharia station announced this amongst the passengers, they came to ASM and demanded that Ranaghat-Sealdah Local which has through run from Barrackpore to Sealdah must be stopped at Belbharua as the other train was running late. When this could not be acceded to, the passengers became infuriated and on its arrival stopped Barrackpore Sealdah Local as also two other trains and compelled the guard and the engine crew of all the three trains to detain. The passengers thereafter demanded presence of Divisional Officers for a written assurance for punctual running of trains. Normal train services could be resumed only after about 4 hours detention. (E. Rly.)

14. 12/13-1-70. The Krishnanagar Sealdah Local was held up for 25 minutes at Taherpur by a group of local public demanding stoppages of Lalgola Passengers at the station, thereby completely disrupting train services in the section during the period. (E. Rly.)

15. 13-1-70. As a sequel to clash between rice-smugglers and the passengers, Burdwan-Howrah main line local was held up for 137 minutes at Kandundu. Train running on the section was severely affected. (E. Rly.)

16. 14-1-70. The Howrah-Katwa Local arrived Bandel Railway station at 19.55 hrs. and as per schedule the engine of the train had to be changed. When no replacement came up to 20.30 hrs., the passengers became furious and manhandled the Assistant Station Master on duty. The passengers also forced him to accompany them to the Loco Shed, Bandel. In the meantime some section of the unruly passengers put off the lights of the station, damaged furniture, telephone, glass panes and set fire to some office records of ASM/Bandel. The train service could be resumed only at about 23.00 hrs. (E. Rly.)

17. Demonstrations in connection with demand for new halts:

- (i) 15-1-70. The Bongaon-Ranaghat Local was held up between Gangapur and Ranaghat for 12 hours. Besides the dislocation of services, three Up and three Down local trains had to be cancelled. (E. Rly.)
- (ii) 16-1-70. The Lalgola Sealdah Passengers was held up between Wrishnapur and Bhagwangola for about 7 hours causing detentions to other trains. (E. Rly.)
- (iii) 16-1-70. The Howrah-Barharwa passenger was held up between Manigram and Mahipal Road for 47 minutes. (E. Rly.)
- (iv) 18-1-70. The Katwa-Barharwa passenger was detained for 20 minutes between Manigram and Mahipal Road. (E. Rly.)
- (v) 19-1-70. The Krishnanagar City-Sealdah local was held up between Krishnanagar City and Badkulla for 300 minutes by the local people. (E. Rly.)
- (vi) 19-1-70. The Azimganj-Andal passenger was detained for 136 minutes near Gosainganj village between Sagardighi and Morgram, resulting in detention to other trains also. (E. Rly.)

18. 19-1-70. A mob of students of Bharatpur who were on token strike to show their resentment against recent police firing cases on students at Churu and Ganganagar in Rajasthan, entered Railway premises at Bharatpur and pelted stones at the station building causing damage to the windows and door panes of various offices. They also damaged advertisement boards and other furniture. (N. Rly.)

19. 19-1-70. A train was detained at Panagarh for about 45 minutes due to a clash between the students and passengers. Three passengers of Durgapur steel plant were injured. Window glasses of the train were damaged. (E. Rly.)

20. 19-1-70. There was a clash between students and R.P.S.F. attached to D.C.S./T.C., Samastipur, at Samastipur station. This arose out of a special raid organised by D.C.S./T.C. on 20 Down Mithila Express between Dalsing Sarai and Nazirganj stations on 17-1-70, in which 83 persons were detected without ticket including 40 to 50 students and out of these, 81 persons were prosecuted. About 200 students collected at Dalsing Sarai station and started pelting stones on the compartment occupied by R.P.S.F. Platoon. On arrival of the train at Samastipur, the students rushed towards the RPSF staff, throwing stones at them and also abusing them. In this clash four RPSF Rakshaks, a student and a passenger received minor injuries Five RPSF staff have been arrested. (N. E. Rly.)

21. 20-1-70. The Lalgola Passenger was held up for about 45 minutes at Rejinagar station by the local public demanding stoppage of these trains (UP & Dn.) at this station. (E. Rly.)

22. 22-1-70. At about 13.00 hours, agitations including students of Lyallpur Khalsa College, Jullundur indulged in hooliganism by damaging the Rly. level crossing on GT Road. They also damaged the gate record. The agitation was in connection with the Chandigarh issue. (N. Rly.)

The students who came from the College in the shape of a procession blocked the traffic at the crossing and some of them rushed to one-room flag Rly station, close to the College. The Station Master on seeing the students, locked the room from outside. The student agitators broke open the lock and damaged the Almirah containing tickets and dating machine etc. They also damaged Rly. telephone and Battery Box at the crossing & the lift barrier. (N. Rly.)

23. 22-1-70. At Karauta Rly. station when Bhojpur shuttle was controlled to give precedence to Upper India Express, a group of passengers of Bhojpur shuttle became annoyed, got down from the train and demanded path for the shuttle. The agitating passengers assaluted a station porter, the A.S.M. on duty, a switchman and the station master. A wrist watch and cash money of Rs. 50 were snatched away from the person of another switchman on duty. Some window glasses of the cabin were also broken. About 1.35 hours detention was caused to the trains. (N.E. Rly.)

24. 23-1-70. A mob of about 3/4 hundred students of Rama Mandi surrounded Gate No. 168 and disconnected outer and home signals resulting in the hold-up of train No. 2 BRB for about an hour near the outer signal of Raman station. The mob damaged window glasses of coaches and the portable telephone of the Guard. The train suffered 35 minutes extra detention due to the repeated chain pulling by students. The mob was agitating over the Chandigarh issue. (N. Rly.)

25. 24-1-70. A mob of 350/400 students agitating over the Chandigarh issue, blocked the passage of 58 Dn. and 45 Up trains at Phagwara by placing lift barriers which they procured after destroying Gate No. 77 of level crossing. Consequently two other trains were held up at Chiheru while 5 Up (Punjab Mail) awaited clearance at Goraya. (N. Rly.)

26. 24-1-70. Train No. 1 JN suffered a detention of about 2 hours near Thalake Station (Jullundur-Nakodar Section) as two fish plates were found removed from the track. Some nut bolts were also loosened. (N. Rly.)
27. 24-1-70. An anti-alarm chain pulling squad consisting of RPF staff and TTI/Incharge were assaulted by a mob of students at Bakshi-ka-Talab station as a result of which a few Rakshaks sustained injuries. The students surrounded the train and started pelting stones and beating the Rakshaks and succeeded in getting released a student who was detained on account of unauthorised chain pulling. (N. Rly.)
28. 25-1-70. 2 AD Passenger train coming from Derababananak was detained by mob agitating over the Chandigarh issue at Fatehgarh Churiyan Rly. Station. The station master was not allowed to convey this information to the authorities, nor was the Guard permitted to come out from the Brake-van by agitators. The train was held up for about 2 hours. (N. Rly.)
29. 27-1-70. 5/6 hundred students of local colleges agitating over the Chandigarh issue assembled at Gurdaspur Rly. station and damaged some glass panes of the station building by pelting stones. They also closed the gate of level crossing and took away the key with them. (N. Rly.)
30. 27-1-70. At Abohar Rly. station, a mob of students agitating over the Chandigarh issue detained trains Nos. 386 and 3 BH for 1.15 hours and 1.55 hours respectively. They damaged fans, looking glasses and window panes of a bogie attached to 3 BH. Signal wires were also cut.
31. 28-1-70. A mob of about 100/150 agitating over the Chandigarh issue detained 3 LF passenger train at level crossing near the Kapurthala Rly. station by placing 16 sleepers and 2 rail-pieces on the track. The train suffered a detention of about 1.25 hours. (N. Rly.)
32. 29-1-70. About 4000/4500 students of local colleges agitating over the Chandigarh issue came to Ambala City Station and detained 337 Up outside the signal for about 2 hours. They pelted stones and damaged glass-panes of the train. RA-50 attached with the train was also damaged. Two trolleys were pushed aside, as a result of which three trains suffered detention. (N. Rly.)
33. 30-1-70. A mob of about 10,000 strong agitating over the Chandigarh issue, armed with Bamboos, sticks, stones, bricks etc. entered Rly. premises, Hissar station and made repeated attempts to damage Booking Office, Parcel Office, West Cabin and Loco Shed (MG), as a result of which windows and doors of Booking Office were damaged. They also set the Booking Office on fire which was immediately controlled. Some benches of III Class waiting hall, electric fittings, bulbs, Electric Chageman's office and West Cabin were damaged. One engine was derailed by the mob. (N. Rly.)

34. 30-1-70. A mob of about 4000 agitating over the Chandigarh issue detained 2 DG and 3 GR at outer signal of Rohtak Rly. Station and 2 coaches of the former train were set on fire. Both the trains were pulled back to the station under heavy RPF escorts where firing had to be resorted to by RPF to scare away the unruly mob. No casualty was however, reported. (N. Rly.)

35. 30-1-70. Jagadhari Rly. Station was raided by 6,000 strong mob, agitating over the Chandigarh issue, who indulged in wanton destruction of Rly. property. They set fire to a number of wagons loaded with grass, firewood and paper, etc. When the situation became unmanageable and the mob outnumbered the Force, RPF staff fired rounds to safeguard the Rly. property resulting in their dispersal. (N. Rly.)

36. 30-1-70. At Sonapat a mob of about 2 to 3 thousand agitating over the Chandigarh issue attacked the railway station and caused damage to the Railway property. One Railway Official was injured. Tickets were looted, half of the goods shed, both the cabins and PWI Stores were burnt. Station building and office stores etc. were completely damaged. (N. Rly.)

37. 30-1-70. At Rewari a mob agitating over the Chandigarh issue entered station premises and indulged in wanton destruction of railway property. They broke electrical fittings and window panes, shutters and 2 rakes standing at the platform. The Railway Rest House was set on fire. Coaches of 19 UP train and two coaches of 203 UP were set on fire. They also destroyed, burnt and looted several packages. Police and RPF had to resort to firing. (N. Rly.)

38. 31-1-70. Train No. M-202 Down Burdwan Local arrived at Konnagar station about 45 minutes late. Due to this late running of train, a large number of passengers of Konnagar station held up 4 UP and Down trains for more than 3 hours. (E. Rly.)

## LIST II

SOME INCIDENTS FROM NOVEMBER, 1969 TO JANUARY, 1970  
OF MURDERS, DACOITIES, ROBBERIES AND ASSAULTS ON  
RAILWAY STAFF.

November, 1969

1. 1/2-11-69. A passenger travelling in third class of 300 Dn. passenger train was robbed of Rs. 191/- in cash between Kopaganj and Indara stations. (N. E. Rly.)

2. 2-11-69. At about 04.15 hrs. 15/20 criminals attacked a train between Ballyganj and Kankurgachi. On being challenged by the Railway Protection Force escort party the criminals attacked them causing bleeding injuries to a Rakshak. The Rakshak had to open fire on which the criminals fled leaving behind 2 bags of ammonium sulphate valued at Rs. 200 (E. Rly.)

3. 4-11-69. Three miscreants boarded a 3rd class compartment of 352 Dn. at Bareilly and when the train left Rasuiya station they started threatening the passengers. One of the passengers intervened and grappled with the miscreants, as a result of which he was injured. All the three criminals wanted to escape from the train near Pitamberpur station but two of them in their bid were run over and the third one managed to escape. (N. Rly.)

4. 7-11-69. When a train reached the outer signal of Surat, 10 criminals jumped on a box wagon and threw away pig iron ingots loaded in it. When challenged by the Railway Protection Force Rakshak they attacked him whereupon he had to open fire on which the criminals fled. (W. Rly.)

5. 7-11-69. Shunter Incharge, a Turn-table Khalasi and a Fitter were assaulted by 5 labourers of the Coal Contractor at Loco Shed, Patna Jn. The labourers are alleged to have been pilfering coal and on being challenged used filthy language and attacked the Railway staff. (E. Rly.)

6. 8-11-69. A Passenger who was travelling by train No. 24 Down with his child assaulted a TTE at Gursahaiganj station. The TTE had charged for the child travelling without ticket. (N. E. Rly.)

7. 7-11-69. 20/25 criminals attacked Up DHS Special between Iagra Hat and Sangrampur and removed property from a wagon. On being challenged by the Railway Protection Force Rakshak escort party, the criminals threw ballast at them causing injuries to a Rakshak who had to open fire to save himself and railway property. One person was arrested on the spot. The stolen property was recovered. (E. Rly.)

8. 11-11-69. A passenger travelling by 324 Dn. (Rourkela-Howrah Express) was robbed of his watch and Rs. 24/- in cash at the point of a dagger by 3 criminals who had boarded the train at Sini. (S. E. Rly.)

9. 11-11-69. About 8/9 criminals raided Barai-Jalalpur station and robbed railway cash amounting to Rs. 79.65 from Ticket Tube and Cash Safe. (N. E. Rly.)
10. 12-11-69. About 12 armed criminals boarded a compartment of 85 Dn. Passenger Train at Siliguri Jn. and robbed the passengers, at the point of revolver/dagger of their belongings worth Rs. 2,000/- while the train was on the run between Galgalia and P. prithan railway stations. (N. F. Rly.)
11. 12-11-69. A Rakshak on duty at Chittoor had to open fire on a gang of criminals who, when asked to desist from committing theft from a stabled goods formation, had attacked them. There was no casualty. (S. Rly.)
12. 16-11-69. In the night, a gang of armed criminals attacked a goods train when it was passing Kankurgachi-Ballyganj section. On being chased by the Railway Protection Force escort party, the criminals, pelted stones and bombs causing injury to a Rakshak. The Rakshak had to open fire on which the criminals took to their heels leaving behind 3 bags of moong dal valued at Rs. 200/- (E. Rly.)
13. 16-11-69. At about 21.00 hrs. 6/7 criminals armed with deadly weapons broke open a wagon containing cloth bales in the Marshalling yard, Asansol. On being challenged by the Railway Protection Force patrol party, the criminals attacked them with spears causing injuries to a Senior Rakshak. The Railway Protection Force party had to open fire killing one criminal on the spot while others fled. One bale of cloth valued at Rs. 600/- was recovered from the spot. (E. Rly.)
14. 17-11-69. At about 11.45 hrs. a gang of 15/20 criminals attacked a shunting load near Panwal Bridge and dropped pig iron from open wagons. When the Railway Protection Force party patrolling the area rushed to the spot, some of the criminals tried to detain one of the Rakshaks at the point of knife. Finding his life in imminent danger, the Rakshak had to open fire killing one criminal on the spot while others ran away leaving behind 150 pig iron pieces valued at Rs. 150/- (C. Rly.)
15. 18-11-69. At about 03.30 hrs. while a goods train escorted by Armed Wing staff was passing with restricted speed over a pile bridge between Chamagram and Khejuria Ghat, 30/40 armed miscreants stopped the train by pinning down the hand brakes of the wagons and removed one chest of tea from a wagon. The miscreants became violent when challenged and attacked the escort party with deadly weapons. In the exercise of the right of private defence, the escort party opened fire and the miscreants fled. (N. F. Rly.)
16. 19-11-69. Three outsiders assaulted Cabinman of 'B' cabin, Patharia Pathak Gate, Damoh on his refusal to open the gate. (C. Rly.)



17. 24-11-69. 4 miscreants who were trying to break open a wagon in Bandra Marshalling Yard, on being challenged by Rakshaks on patrolling duty, pelted stones on them. In the exercise of the right of private defence, the Rakshaks opened fire, on which the criminals took to their heels. (W. Rly.)

18. The night of 25/26-11-69. A goods train was stopped by 14/15 criminals at the down home signal between Saktigarh and Palla Road. On being challenged by the Railway Protection Force party, the criminals pelted stones causing injuries to a Senior Rakshak. The Railway Protection Force party had to open fire to save themselves on which the criminals fled leaving behind 13 bags of rice valued at Rs. 1,300/- and 2 rivet openers. (E. Rly.)

19. 27-11-69. A robbery took place in 4 BKF train on Kotkapura and Fazilka section. It has been reported that one Amir Chand was robbed of his wrist watch, cash Rs. 25/- and transistor radio near Chack Pakhewala station. The passenger was also pushed out of the compartment by the criminals. (N. Rly.)

20. 29-11-69. A passenger travelling by 12 Dn. was robbed by 2 miscreants between Izatnagar and Bareilly City. Clothes, wrist watch, transistor radio etc. valued at Rs. 500/- were taken away by the miscreants at the point of a pistol and knife and they escaped near Bareilly City outer signal. (N. E. Rly.)

21. 29-11-69. A Guard was assaulted and stabbed by some miscreants at Troop Siding Platform of Kanpur while he was going to the station to catch 7 Up Toofan Express for Agra. He was also robbed of his leather bag containing cash, his wrist watch etc. (N. Rly.)

December, 1969.

1. The night of 3/4-12-69. About 10/15 persons armed with deadly weapons raided the Railway quarters at Aung station. The miscreants fled after robbing some articles of another Railway employee. (N. Rly.)

2. 3/4-12-69. A passenger travelling by 34 Dn. was looted of property worth Rs. 2,000 by some miscreants and was thrown out of the compartment in between Swam. Narayan Chhapia and Babhanan stations. (N. E. Rly.)

3. 5-12-69. A passenger travelling by 67 Up passenger train was attacked by 5/6 criminals and at the point of a revolver/knives was robbed of Rs. 7000/- in cash and 1622 grams gold and one wrist watch. The criminals jumped from the train when it was nearing Phephna station. (N. E. Rly.)

4. 13-12-69. A passenger travelling in the third class compartment of 71 Up passenger train was injured and robbed of his attache case by two criminals who had boarded the compartment at Rajawari station. The criminals escaped after inflicting injuries. (N. E. Rly.)

5. 13-12-69. A lady passenger travelling in the first class ladies' compartment of K-40 Local Train was murdered between Dombivli and Kurla stations. (C. Rly.)

6. 16-12-69. A wagon standing in Kazipet Yard was broken open by 15/20 criminals. On being challenged by the Rakshaks they attacked them with knives, iron rods and bamboo sticks, causing injuries to Rakshaks. In the exercise of right of private defence of person and property, a Rakshak had to open fire which hit one of the criminals on the chest and he died after walking about 60 feet. Two bags of rice valued at Rs. 150, 2 iron rods, a bamboo stick and a pen-knife were recovered from the spot. The deceased criminal was identified as a yard khalasi of Kazipet Loco Shed who was unauthorisedly absenting for quite some time. (S. C. Rly.)

7. 15-12-69. At about 18.30 hrs. 2 Rakshaks on patrolling duty at Car Shed. T. kiapara noticed some criminals armed with deadly weapons cutting dynamo belts from an empty rake of a train which had stopped for want of line clear. On being challenged by the Rakshaks the criminals started pelting stones. In the exercise of the right of private defence, a Rakshak had to open fire on which the criminals fled. (S. E. Rly.)

8. 17-12-69. A railway employee, his wife and another passenger travelling in a first class compartment of 352 Dn. passenger train were robbed of their ornaments and cash by 3 criminals at the point of knives, pistols and hockey sticks. The criminals escaped near Miranpur Katra station. (N. Rly.)

9. 18-12-69. A criminal robbed the Guard of goods train No. ADR. 1 of his blanket, wrist watch and cash amounting to Rs. 10, while the train was stopped at Home Signal of Raghunathpur Station. (E. Rly.)

10. 19-12-69. Four persons at the point of a pistol robbed the Railway Switchman on duty at West Cabin of Harthala Station. (N. Rly.)

11. 19-12-69. A goods train was attacked by criminals between Morwani and Ratlam (W. Rly.) who broke open two wagons and committed theft of tobacco and til seeds valued at Rs. 1,200. On being challenged by the escorting Rakshaks they attacked them with stones. In the exercise of the right of private defence, the Rakshaks opened fire on which the criminals took to their heels leaving behind the stolen property which was recovered in full. (W. Rly.)

12. 20-12-69. A train was attacked by criminals near signal No. AC15 (Sealdah Division) where the train had stopped for 2 minutes. On being challenged by the R.P.F. party escorting the train, the criminals who were armed with lethal weapons attacked them with ballast and advanced towards them menacingly, causing injuries to a Rakshak. In the exercise of the right of private defence, the Rakshak had to open fire, on which the criminals ran away leaving behind 4 bags of rice valued at Rs. 280, which were recovered in full. (E. Rly.)

13. 20-12-69. Some criminals attacked a goods train which had stopped near 'C' cabin of Ajni and started removing goods from a wagon. On being challenged by the Rakshaks on duty nearby, the criminals attacked them with lethal weapons. In the exercise of the right of private defence, the Rakshaks had to open fire killing one criminal and injuring another. Stolen property worth Rs. 250 was recovered from the spot. (C. Rly.)

14. 22-12-69. A Rakshak on duty at Korukkupet goods terminal noticed 7 criminals committing theft of G.I. pipes stocked there. On being challenged by the Rakshak the criminals pelted stones causing injuries to the Rakshak and threatened to stab him. In the exercise of the right of private defence, the Rakshak had to open fire, injuring one of the criminals who later died in the hospital. Three other criminals were arrested by the Rakshaks on duty nearby. (S. Rly.)

15. 22-12-69. Three persons beat the Guard of Amroha pilot and robbed him of a wrist watch between Kafurpur and Gajraula stations of Moradabad Division. (N. Rly.)

16. 22-12-69. A Rakshak/RPF noticed one person dropping coal from a wagon standing in B Siding at Bhopal. The culprit was apprehended with the help of a Constable. While the culprit was being brought for legal action, brother and father of the culprit intervened and assaulted both the Constable and the Rakshak and got him released. (C. Rly.)

17. 23-12-69. Three persons armed with pistols robbed four passengers travelling by HR passenger train near Raiwala of their cash amounting to Rs. 318. (N. Rly.)

18. 25-12-69. Two Rakshaks patrolling near 'B' cabin of Ratlam Yard were attacked with stones and lumps of coal when they tried to prevent the criminals from removing coal from a passing goods train. One of the Rakshaks fell down unconscious and a criminal rushed towards the other Rakshaks with an open knife. In the exercise of the right of private defence, the Rakshaks had to open fire causing injuries to a criminal, who subsequently died in the hospital. (W. Rly.)

19. 31-12-69. One lady passenger travelling by 88 Dn. passenger train was robbed of her ear-rings by 3 miscreants between Bansdih Road and Sahatwar stations. (N. E. Rly.)

#### January, 1970

1. 1-1-70. Six passengers were robbed of Rs. 6792/- by two persons posing as Jamadar and Sepoy at Barsoi platform. (N. F. Rly.)

2. 1-1-70. At about 03.25 hrs. two Rakshaks on duty at Andal Yard were attacked by a gang of 20/25 criminals. On being chased the criminals attacked the R.P.F. personnel causing injuries to both the Rakshaks. In order to save their lives and railway property, the Rakshaks had to open fire killing one of the criminals on the spot while others fled. Three bags of soda and one bale of jute were recovered from the spot. (E. Rly.)

3. 2-1-70. The RPF staff had to resort to firing, when one notorious criminal along with his associates climbed upon a wagon in Kalapur yard, Ahmedabad, attempted to commit theft, and tried to assault the RPF staff with a deadly weapon. One criminal was killed on the spot and the other criminals fled. (W. Rly.)

4. 2-1-70. RPF staff while on duty in Danapur Goods Shed, were assaulted by about 50 labourers of the Food Corporation of India, Phulwarisharif. It has been alleged that 6-7 persons were taking away wheat in bags from the Danapur Goods Sheds and were challenged by HR Bhikhamdeo Singh. When the apprehended persons were being taken away to RPF Office, the labourers formed an assembly and attacked the RPF party, which resulted in bleeding injuries to two of them. (E. Rly.)

5. The night of 3/4-1-70. A gang of about 15/20 persons committed dacoity in the hut of Rly. Gangman situated near the quarters of gang No. 35 at Rudain station. (N. E. Rly.)

6. 4-1-70. A railway employee travelling with his family in a second class compartment of 38 Dn. passenger train was robbed of his cash and ornaments worth Rs. 3,000 by three criminals between Mohiuddinnagar and Vidyapatnagar stations. The criminals inflicted multiple dagger injuries on all members of the family excepting a baby. (N. E. Rly.)

7. 6-1-70. A gang of criminals numbering about seven boarded a third class compartment of 84 Dn. Ranchi-Howrah Express at Ghatsila and snatched away an amount of Rs. 50 and other belongings of a passenger after stabbing him. The criminals escaped after pulling alarm chain in between Ghatsila and Chakulia. (S.E. Rly.)

8. 10-1-70. At about 00.25 hrs. a goods train was attacked by 10 to 12 criminals near Kalyan for committing theft from wagons. When chased by the RPF staff, they attacked them and the R.P.F. had to resort to firing, killing one of the criminals. Six bags of jawar valued at Rs. 300 were recovered from the spot. (C. Rly.)

9. 1-1-70. At about 20.30 hrs. when train No. 16 Dn. Varanasi-Howrah Express stopped at the outer signal of Luckeesarai, SR/5023 Sitaram Singh of Kiul who was returning to his Headquarters (Kiul) by the same train noticed three persons standing near a coach and one of them was cutting the Dynamo Belt. On seeing this, he challenged the miscreants when one of them stabbed him on the left side of his left arm and all of them fled in the darkness. He was immediately sent to hospital. In this connection, GRP/Kiul started case No. 3, dated 12-1-70 u/s 379/324 IPC. (E. Rly.)

10. 16-1-70. While train No. 115 Dn. passenger (N. E. Rly.) was on the run between Achnera and Raibha stations, 3 unknown persons snatched away golden ornaments, etc., in all valued at Rs. 2,000 from 2 lady passengers travelling in a third class compartment from Raya to Agra Idgah. (N. E. Rly.)

11. 17/18-1-70. A goods train was victimized near Kosikalan and 7-8 criminals started removing the property. When chased by the R.P.F. personnel the criminals attacked them. In order to save themselves and the railway property, the RPF party had to fire killing one of the criminals. (C. Rly.)
12. 17-1-70. At about 03.30 hrs. some criminals started cutting PVC cable on Kurla-Trombay line. On being challenged by the two Rakshaks patrolling in the area, the criminals tried to grapple with the Rakshaks and snatch away their muskets. A criminal also whipped out a knife and rushed towards the Rakshaks. In the exercise of the right of private defence, the Rakshaks had to open fire killing one criminal on the spot while others fled. (C. Rly.)
13. 17-1-70. At about 10.30 hrs. a gang of about 100 criminals armed with deadly weapons stopped a goods train at the outer signal of Chamagram and opened two wagons with a view to looting them. On being chased by the RPF escort party, they attacked them. In the exercise of the right of private defence, the Rakshaks had to open fire killing one of the criminals on the spot while the others fled. (N. F. Rly.)
14. 25-1-27. A passenger travelling by 283 Up was robbed of his wrist watch and other belongings valued approximately at Rs. 231 between Khorasan Road and Didarganj Road stations. (N. E. Rly.)
15. 26-1-70. 12 criminals committed a dacoity in a compartment attached to 185 Up passenger train near Burhwal station and looted the passengers of their property worth Rs. 2500 approx. (N. E. Rly.)

MEMORANDUM EXPLAINING THE PROPOSAL FOR RATIONALISATION OF FARES, FREIGHT RATES FOR COACHING AND GOODS TRAFFIC ON THE RAILWAY BUDGET, 1970-71.

INTRODUCTORY

In introducing the Budget for the year 1969-70 the Minister of Railways said:—

“As the House is aware, the Railway Board had initiated some time ago several cost studies into various aspects of railway work. The results of these studies have become available now and the question of rationalising the fare and freight structure has been under examination by a senior officer of the rank of Additional Member. The purpose of the study is to determine, on the one hand, the best way of bringing the freight and fare structure in line with the results of the cost studies and, on the other, tailoring them to the needs of the economy. The objective of promoting rail-road co-ordination will also be borne in mind. While undertaking the rationalisation of the freight and fare structure on these lines, it should also be possible to raise resources for meeting the development requirements of the railways and of the economy.”

This brochure describes the changes that have been proposed on the basis of this study.

SECTION A

PASSENGER TRAFFIC

Passenger fares have been adjusted *ad hoc* from time to time with the result that they are not on any systematic basis. It is proposed to rationalise them now for all classes, except fares for Third Class Ordinary travel upto 50 Kms which will continue to be *ad hoc* for the time being in order to avoid too heavy an increase over the present low fares.

The bases proposed are:—

Class	Basis for charge, in paise				Minimum Rs.	Round- ing off rule
	1 to 100 Kms.	Plus 101 to 600 Kms.	Plus 601 to 1600 Kms.	Plus 1601 Kms. & Over		
	Unit	per Km	per 5 Km	per 5 Km	per 10 Km	
1st		24	100	82	150	15.00 Next higher rupee.
2nd		12	48	38	60	6.00 Next higher multiple of 5 paise
3rd		9	32	22	36	5.00 Do.
4th		7	28	22	36	3.50 Do.
5th		6	24	18	32	1.50 Do.
6th		4	16	12	17	1.00 Next higher multiple of 10 paise
7th		3	12	10	16	0.25 Do.
8th Third Ordy (upto 50 Kms) The existing fees increased by 5 paise upto 20 Kms and by 10 paise from 21 Kms to 50 Kms.						

The experiment of charging block rates, introduced in the Bombay suburban area to reduce queues at the booking windows, will continue with a corresponding increase in the block rates.

The fares for air-conditioned chair cars, which are now equal to the Second Class Mail fares are proposed to be fixed at a slightly higher level, but the maximum increase over the proposed second class fares is only Rs. 6/.

Mainly in order to relieve over-crowding on long distance trains due to their being used by short-distance passengers, it is proposed to abolish the lower basis of third Mail fares for distances upto 50 Kms. and to fix a minimum fare of Re. 1/- for third class travel on Mails and Expresses.

The proposed fares for certain distances and between some important pairs of stations are compared in Annexure A-1 with the existing fares *Monthly Season Tickets*

2. Cost studies have revealed that the heavy suburban services around Bombay, Calcutta and Madras are being run at a heavy loss which is of the order of 8 crores against the earnings of about 26 crores a year from this traffic. During the Fourth Plan very substantial sums are programmed to be spent on the improvement of these suburban services. To mention a few of the important items, it is proposed to provide nearly 600 new Electric Multiple Unit coaches at a cost of 27.4 crores for the suburban services at Calcutta and Bombay. The quadrupling of the tracks from Grant Road to Churchgate in Bombay is expected to be completed at a cost of 4 crores, the strengthening of the overhead equipment and the provision of more sub-stations on the suburban sections are expected to cost 1.5 crores. The servicing facilities for these coaches in Bombay and Calcutta will cost about 4.2 crores. This heavy expenditure of nearly 40 crores will, apart from the cost of operation of the additional services, increase the loss on suburban services substantially, unless the earnings from these services are improved. It is a feature of suburban traffic that about 70 per cent of suburban passenger travel on monthly or quarterly suburban season tickets and only the remaining 30 per cent on ordinary tickets. The earnings from season tickets, however, come to only 41 per cent of total suburban earnings because the price of the monthly season ticket at present is equal only to 12 to 16 single journey fares, though in most cases these tickets are utilised for at least 50 single journeys in a month. Again, the price of quarterly season tickets available for three months is only two-and-a-half times the price of monthly season tickets with the result that those who buy these quarterly season tickets pay only for about 10 single journey fares against about 50 single journeys they perform in a month. The proposals now made involve a very modest increase in monthly season tickets also, so that suburban monthly season ticket holders pay at least for 14 single journeys on distances upto 40 Kms. For the distances beyond 40 Kms. the season ticket fare will still be equal to 13 single journey fares or less. The issue of quarterly season tickets at two-and-a-half-times the monthly season ticket fare will continue, so that the suburban passengers who now buy monthly season



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tickets can, by changing over to quarterly season tickets, still continue to pay practically the same as what they used to pay for three monthly tickets on the old basis *vide* columns 4 and 5 of the table below:

Distance	Third Class Monthly Season Ticket at Bombay (old)	Third Class Monthly Season Ticket (Proposed)	Three times col. 2	Quarterly Season Tickets at 2½ times column 3
1	2	3	4	5
Kms.	Rs.	Rs.	Rs.	Rs.
1 . . . . .	2.45	3.50	7.35	8.75
5 . . . . .	2.90	4.00	8.70	10.00
7 . . . . .	3.70	4.50	11.10	11.25
10 . . . . .	5.05	6.00	15.15	15.00
15 . . . . .	6.75	8.00	20.25	20.00
20 . . . . .	7.90	9.00	23.70	22.50
25 . . . . .	8.70	11.00	26.10	27.50
30 . . . . .	9.75	12.00	29.25	30.00
35 . . . . .	10.60	13.00	31.80	32.50
40 . . . . .	11.40	14.00	34.20	35.00
45 . . . . .	12.15	14.50	35.45	36.25

The Monthly Season Ticket fares will be revised as follows:—

(i) *First Class*

Though First Class season ticket fares were enhanced with effect from 1st October 1969, a further enhancement will be made in consonance with the enhancement proposed in respect of Third class season ticket fares. The revised bases are as follows:—

*Suburban* (Bombay, Calcutta and Madras)

Range Kms.	Per Km Rs.	Rounding off rule
1—10 . . . . .	1.60	} <i>Below Rs. 10.</i> To the next higher multiple of 50 paise.
plus 11—20 . . . . .	0.90	
plus 21—50 . . . . .	0.70	
plus over 50 Minimum.	0.55	} <i>Above Rs. 10.</i> Next higher rupee.
	9.00	

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Range Kms.	Per Km. Rs.	Rounding off rule.
<i>Non-suburban :</i>		
1—10	1.60	} As in suburban
plus 11—20	1.10	
plus 21—50	0.80	
plus over 50	0.75	
Minimum.	9.00	

The season ticket fares prior to 1-10-1969, those introduced from 1-10-1969 and the proposed fares are shown in Annexure A-2.

(ii) *Second class*

This pertains to only non-suburban areas, there being no Second class in the suburban trains.

The fares will be fixed on the following basis:—

Distance Kms.	Per Km. Rs.	Rounding off rule.
1—10	1.00	} Next higher multiple of 50 paise
plus 11—20	0.60	
plus 21—50	0.40	
plus 51 Kms and over	0.35	
Minimum.	6.00	

The traffic moving on Second class monthly season tickets is very small.

(iii) *Third class*

*Suburban*

The season ticket fares will be revised on the following basis:—

1 to 25 Kms	<i>Ad hoc</i> fares as shown in Annexure A3.
26 to 50 Kms	Rs. 11.00 plus 16 paise per Km. for distances over 25 Kms.
51 Kms and over	Rs. 15.00 plus 15 paise per Km. for distances over 50 Kms.

Fares over 25 Kms. to be rounded off to the next higher multiple of 50 paise.

The existing and proposed fares are given in Annexure A-3.

*Non-suburban*

The fares will be revised on the following basis :—

1 to 10 Kms . . . . .	Fares equal to suburban fares.
11 to 20 Kms . . . . .	50 paise more than suburban fares.
21 Kms and over . . . . .	Rs. 9.50 plus Re. 0.30 per Km for distance over 20 Kms., fares being rounded off to next higher multiple of 50 paise.

The existing and proposed season ticket fares are given in Annexure A-4.

3. The following changes in certain concessions and special charges will be made:—

(i) *Concessional travel by chair car, A/C.*

No concessions—other than the normal children's concessions—will be available by A/C Chair Car.

(ii) *Concessional Season Tickets*

At present Season Tickets are issued to students etc. at further concessional rates, without any minima. Thus a child student can get a monthly ticket at  $\frac{1}{4}$  the rate i.e. about 3 single journey fares for a whole month's travel. As the season tickets are already on a very low basis, it is proposed that such concessional monthly season tickets should be subject to following minima:—

	Monthly	Quarterly
	Rs.	Rs.
First Class . . . . .	4.00	10.00
Second Class . . . . .	3.00	7.50
Third Class . . . . .	2.00	5.00

(iii) *Rajdhani Express*

The fares will be increased as follows:—

	Existing	Proposed
	Rs.	Rs.
A/C . . . . .	280.00	300.00
A/C Chair Car . . . . .	90.00	100.00

(iv) *Taj Express*

The following additional charges will be levied for travel by Taj Express running between Delhi and Agra:—

	Additional charges
	Rs.
A/C . . . . .	5
First Class . . . . .	2
Third Class . . . . .	1

(v) *Reservation charges for full compartments*

These will be enhanced as follows:—

	Existing	Proposed
	Rs.	Rs.
2 berths (coupe) . . . . .	10	15
4 berths . . . . .	16	24
5 or 6 berths . . . . .	24	36

(vi) *Third class sleeper charges*

The charges will be revised as follows:—

<i>Existing</i>	Three-tiers	Two-tiers
First night . . . . .	Rs. 4	Rs. 4
For every subsequent night . . . . .	Rs. 1	Rs. 4 per night.
<i>Proposed—</i>		
One night . . . . .	Rs. 5	Rs. 5 First night
More than one night . . . . .	Rs. 8	Rs. 4 for every subsequent night.

4. *Platform tickets*

The charge for a Platform ticket will be fixed at 25 paise, in order to make it equal to the minimum fare for a Third class Ordinary journey.

5. Charges for miscellaneous traffic, such as special trains, will also be revised in consonance with the revision in the general basis. Until so revised such traffic will continue to be charged as at present.

SECTION B

COACHING (PARCELS) TRAFFIC

It is appropriate that rates for Parcel traffic are also rationalized, in line with the proposed goods rates structure, explained in Section C.

2. Parcels rates comprise the following different varieties:—

- (i) The full parcels rates.
- (ii) The half parcels rates.
- (iii) The quarter parcels rates.
- (iv) The rates for passengers' luggage.
- (v) The special scale of rates for betel or pan leaves, butter cream and khoa (dried milk).
- (vi) The special scale of rates for newspaper.
- (vii) The rates for books, khaddar (khadi) and milk.
- (viii) rates for small parcels not exceeding 25 cubic decimetres by measurement or 2 Kgs in weight.
- (ix) Rates for livestock, motor cars, bicycles, etc.

"Half Parcel rates" and "Quarter Parcel rates" are not in fact half and quarter of full parcel rates. These names are legacies of the past and merely represent different scales.

3. The rates for different varieties of parcels traffic will be revised on the basis shown below. It is proposed to rename the scales as scale 1, etc., as shown below:—

Item No.	Particulars of Traffic	Proposed revised rates equal to goods rates of class*	Proposed name of the scale
1.	Full Parcels rates	300	Scale 1
2.	Rates for betel or pan leaves, butter cream and khoa (dried milk)	240	Scale 2
3.	Expensive fruits as under :— Apples, anar, cherries and grapes	160	Scale 3
4.	Half Parcels rates	140	Scale 4
5.	Vegetables, books and khaddar	120	Scale 5
6.	Milk	100	Scale 6
7.	News papers	80	Scale 7
8.	Quarter Parcels rates	70	Scale 8
9.	Luggage	320	Scale A

\*The details of the new goods freight rate structure are given in Section C.

Annexure B-1 shows the existing and the proposed rates for certain distances.

4. The rates for small parcels will be revised merging the 20 per cent supplementary charge that is leviable, as given in Annexure B-2.

5. Market Vendors' Tickets are being issued at Bombay, Madras, etc. and are charged at 25 per cent over the adult monthly season ticket fare, with a free allowance of 60 Kgs. in one direction and normal free allowance in the return direction. This makes the rate for the produce part only about 12 per cent of the normal rates. It is proposed to charge Market Vendors' Tickets at 80 per cent over the Monthly Season Ticket fare instead of at 25 per cent over, as at present, which will make the rate for the produce part about 40 per cent of the normal rates.

6. Fresh fruit and vegetables traffic in wagon loads between points where there is relatively heavy traffic, moves at special rates quoted on a very low basis. No substantial change was made in these rates when the basis for charge for fresh fruit generally was revised from quarter parcel rates to half parcel rates. The high cost of special arrangements which have to be made for the expeditious movement of this traffic makes the special rates totally unremunerative. The existing rates will be replaced by lump sum rates at 45 per cent less than the tariff rates, on full loadability. This will enhance the rates by about 30 per cent. This should not, however, result in any significant increase in prices. Even when the lead is long as from Nagpur or Bhusaval to Delhi, the extra freight would amount only to about three paise per dozen oranges or bananas. The increase is, in any case, unavoidable from the point of view of costs of movement.

7. The rates for livestock etc. and also various miscellaneous charges will continue as at present, until their examination with a view to rationalisation is completed.

SECTION C

GOODS TRAFFIC

The present goods freight structure, originally introduced in 1958, is based on the recommendations of the Railway Freight Structure Enquiry Committee, appointed in 1955—under the Chairmanship of Dr. A. F. Maswamy Mudaliar. There have been several *ad hoc* changes since then, including the imposition of supplementary charges from time to time.

2. During the last decade the pattern of traffic has changed significantly. There has been a steady fall in the proportion of traffic charged at higher rates like oilseeds and cotton raw etc. and a corresponding increase in the proportion of low-rated traffic in commodities like coal, iron ore, limestone and other products of mines, etc. The shift in the pattern of traffic is a permanent shift. The old freight structure, with a wide difference in the charges for low-rated and high-rated commodities was able, on the old pattern of traffic, to produce sufficient revenue to cover expenditure and leave a reasonable surplus after paying dividend, because the low margin over costs in the case of low-rated commodities was compensated by the large margin in the case of high-rated commodities. A significant factor underlying the change in the pattern of traffic is the intensive competition from road transport for the high-rated non-bulky traffic. Road traffic not only has inherent advantages like being able to offer a door to door service but is also not subject to certain restrictive statutory obligations to which Railways are subject, such as the obligations of a common carrier, prohibition against undue preference and prejudice etc. Road competition limits the possibilities of increases in freight for vulnerable traffic. The imbalance due to the change in the proportion of high-rated and low-rated traffic can, therefore, be restored only by enhancing the rates for low-rated traffic relatively more than for higher-rated traffic.

3. The proposals to rationalise the structure are made against this background and include:—

- (i) Abolition of the existing supplementary charges,
- (ii) Bringing the rates more in line with costs,
- (iii) Adjusting the "taper" on telescopic rates to take account of the development of road competition and the changing trends of Railway traffic,
- (iv) Bringing the different varieties of classification now in force into a unified system.

4. While rationalizing the structure as above, requirements of additional revenue, to cover increasing costs, have to be taken account of.

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5. A revised rationalized structure has been evolved, keeping the above factors in view. In this revised structure, there will be 30 classes designated as follows:—

No. of Class	No. of Class	No. of Class
25	52.5	85
27.5		87.5
30	57.5	95
32.5	60	100
35	62.5	105
37.5	65	110
40	67.5	115
42.5	70	120
45	75	130
50	80	150

These will replace not only the existing "A", "B", "A-Spl.", "B-Spl." and "R" classes applicable to wagon loads, but also the "C" classes applicable to "smalls" traffic.—a total of 61 classes.

6. The actual levels of rates of these various numbered classes are derived as follows.

There is a Base Scale, calculated on the following basis:—

Distance (Kms)	Paise per kilometre per quintal
1—40	3.10
plus 41—100	1.73
plus 101—250	1.25
plus 251—500	1.05
plus 501—800	0.98
plus 801—1200	0.90
plus 1201—1800	0.80
plus 1801—2400	0.60
plus 2401—3000	
plus 3001 and over	0.25

7. The rates are calculated for the following blocks of distances:—

1—40 Kms	One block
41—250 Kms	5 Kms blocks
251—800 Kms	10 Kms blocks
801—2400 Kms	25 Kms blocks
Beyond 2400 Kms	50 Kms blocks



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The rates for various classes are derived from the above base scale by taking the class No. as a percentage of the base rate for each distance and then adding 20 paise per quintal.

8. The existing wagon-load classes (with a few exceptions which are mentioned later), will be generally replaced as shown below:—

Existing classification	Proposed scale	Existing classification	Proposed scale	Existing classification	Proposed scale
22.5A	25	45-R	45	80B	80
25A	25	55A	57.5	80B Spl.	95
27.5A	27.5	52.5B	52.5	82.5B	85
30A	30	55B	55	85B	85
30A Spl.	30	55B Spl.	60	92.5B	95
32.5R	32.5	57.5B	57.5	97.5B	100
35A	35	60B	60	100B	100
35R	35	62.5B	62.5	100B Spl.	105
37.5A	37.5	65B	65	105B	105
37.5R	37.5	67.5B	67.5	110B	110
40A	40	70B	70	115B	115
40R	40	72.5B	70	120B	120
42.5A	42.5	75B	75	125B	120
45A	45	75B Spl.	87.5	130B	130
		77.5B	80	155B	150

9. Annexure C-1 shows the rates at different distances at the existing and the proposed equated classes.

For the "A" class commodities the increases are generally within the range of 2 to 7 per cent, but for the longer distances, the increases are somewhat higher as they are necessary to balance the charges with the costs.

"B" Class commodities move mostly to long distances, and for these distances the increases are very moderate. Although the percentage increases for short distances—upto about 200 Kms—are relatively high, the absolute increases are mostly under 50 paise per quintal. These increases are unavoidable to cover costs at shorter distances, and are a result consequent with the requirements of rail-road co-ordination. Since "B" class commodities are usually costly, an increase of about 50 paise per quintal in the freight for shorter distances would in any case be an insignificant proportion of their value.

10. The following are some of the important commodities in the different classes:—

Class		Commodity	
Present	Proposed		
25A	25	Oilcake	The prices range from Rs. 300 to Rs. 1000 per tonne, while the enhancement even at 1000 Kms. is only Rs. 2.00 per tonne.
30A Spl.	30	Wheat, Rice, Jawar and Bajra	The increase in rates per tonne are Rs. 2.30 at 1000 Kms and Rs. 5.80 at 2000 Kms, while the prices are between 700 and 1000 per tonne.

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Class		Commodity	
Present	Proposed		
35A	35	Iron ore	The increases are nominal upto 500 Kms. and at 1000 Kms the increase is only Rs. 2.50 per tonne.
35R	35	Programmed Salt	There are increases only beyond 1200 Kms.
40A	40	Cement	At 530 Kms the increase is only Rs. 1.80 per tonne. The price of cement is about Rs. 200 per tonne.
55B Spl.	60	Sugar	The increase even at 1000 Km is only Rs. 4.20 per tonne while at long distances like 1500 Kms., there will be an actual decrease in the rate which will be helpful in exports.
57.5B	57.5	Kerosene oil	The increase at 500 Km will be only 50 paise per tonne.
67.5B	67.5	Iron & Steel Div. B	The increase will be Rs. 1.70 per tonne at 500 Kms.
75.5B Spl.	87.5	Piecegoods, Cotton full pressed and Hydrogenated oil.	The increase at 500 Kms. is Rs. 10.20 per tonne while at longer distance the increase will be lower. This form a very insignificant percentage of price of piecegoods.
120B	120	Motor Vehicles	The increase at 1500 Kms. is only Rs. 1.70 per tonne.

11. Coal.—Coal traffic forms about 30 per cent of the total originating tonnage and accounts for 18 per cent of the goods earnings. It is, therefore, necessary that the rates for this traffic should cover costs adequately. The rates have in the past been increased gradually towards this end. It is necessary now to enhance the rates at longer distances to cover costs more adequately. The new rates will be fixed on the following basis:—

Distance	Rate per tonne
Kms.	Rs.
1—40	6.80
41—240	0.16 for every 5 Kms
241—800	0.30 Do. 10 Kms
801—1200	0.56 Do. 25 Kms
1201—1800	0.54 Do. 25 Kms
1801—2400	0.48 Do. 25 Kms
2401—3000	0.60 Do. 50 Kms
3001 and over	0.30 Do. 50 Kms

The rates will be rounded off to the next higher multiple of 10 paise beyond 800 Kms. There is no change in the rates upto 800 Kms.

The existing and the proposed rates for certain distances are shown in Annexure C-2.

12. *Hard Coke*

The rates for Hard Coke will be enhanced to remain 10 per cent higher than the rates for coal, as at present. Rates beyond 800 Kms will be rounded off to nearest multiple of 10 paise.

13. *Commodities with a low minimum weight for charge, per wagon*

In the case of the following commodities, which have very low minimum weights for charge, the existing classes will be replaced by one or two classes higher than the corresponding class, as shown below:—

Commodity	Existing weight condition (B. G.)	Existing class for wagon loads	Proposed class
1. Cotton linterns . . . . .	W/45	57.5B	62.5
2. Dhona . . . . .	„	57.5B	62.5
3. Tea chests, made up . . . . .	„	57.5B	62.5
4. Empties . . . . .	„	65B	70
5. Leaves N.O.C. . . . .	„	70B	75
6. Rice parched . . . . .	„	80B	85
7. Grass dry . . . . .	W/60	35A	45
8. Coir . . . . .	„	55B	60
9. Glass-ware Div. C . . . . .	„	65B	70
10. Glass carboys . . . . .	„	65B	70
11. Coconut shells . . . . .	W/75	52.5B	57.5
12. Coconut husks . . . . .	„	52.5B	57.5

14. *Charcoal and Firewood*

These are at present classified at class 30A, corresponding to class 30. Taking into account the increase in prices, and their comparatively low loadability, the classification for these commodities will be fixed at class 32.5 (O.R.).

15. *Timber N.O.C.*

Timber N.O.C. is charged at class 42.5A, corresponding to class 42.5, when in wagon loads. It is proposed to classify Timber N.O.C. in wagon loads at class 45.

16. *Biddies*

These are classified at 80B Spl, corresponding to class 95. Taking into account the low loadability, Biddies will be classified at class 100.

17. *Biddy Leaves*

These are classified at class 105B, corresponding to class 105. Taking into account the low loadability, Biddy Leaves will be classified at class 110.

18. *Fish Manure and Guano*

These commodities are quite expensive, prices being of the order of Rs. 800 per tonne. They are actually used as fish meal, which is classified at 65B. These two commodities are at present classified at class 22.5A, corresponding to class 25. Fish Manure, Guano as well as Fish Meal will all be classified at the same class namely, class 55.

19. *Chemical Manures Div. A* (40A—corresponding class 40)

*Chemical Manures Div. B* (35A—corresponding class 35)

These commodities will be classified as under:—

Chemical Manures Div. A class 45

Chemical Manures Div. B class 37.5

20. Annexure C-3 shows the comparative rates for the above commodities which are not being equated to the general corresponding classes.

21. *Sugar-Cane*

Sugar Cane is classified at class 35A. Actually, however, sugar cane is almost entirely carried at very low special rates, quoted on the basis of old Hind class rate, reduced by 40 per cent. Studies show that these rates do not even cover costs. It is proposed to reduce the classification for sugar cane to class 32.5 and charge it at this classified rate, abolishing all reduced special rates.

22. *Non-programmed Salt*

This is now classified at 37.5R. It is proposed to reduce the rates down to equal the proposed rates for Programmed salt i.e. classify both at class 35.

23. *Smalls*

The proposals, so far, have been in respect of wagon load traffic. Goods traffic also moves as "smalls", though the volume is quite small, approximately 3 per cent by weight and 8 per cent by earnings. Cost studies show that the "cost" of handling smalls is very much higher than the cost of

handling wagon-loads. It is proposed to replace the existing "C" classifications applicable to smalls by the new classifications as follows:—

New wagon-load classification	Corresponding "Smalls" classification	New wagon-load classification	Corresponding "Smalls" classification
25 . . . . .	40	67.5	85
27.5 . . . . .	45	70	85
30 . . . . .	50	75	95
32.5 . . . . .	52.5	80	95
35 . . . . .	55	87.5	105
37.5 . . . . .	60	85	105
40 . . . . .	60	95	115
42.5 . . . . .	62.5	100	120
45 . . . . .	65	105	130
52.5 . . . . .	75	110	130
55 . . . . .	75	115	130
57.5 . . . . .	75	130	150
60 . . . . .	75		
62.5 . . . . .	80		
65 . . . . .	80		

24. Annexure C-4 shows the rates for some distances at the existing smalls classification and proposed classification.

25. Under the existing rules, an additional surcharge of 20 per cent is levied on very small consignments. This will be continued.

26. *Transshipment charges*

The transshipment charges levied at present are as follows:—

- (1) On traffic chargeable at carrying capacity of wagons—
  - (a) Dangerous goods . . . . . 10 paise per quintal
  - (b) Non-dangerous goods . . . . . Do.
- (2) On all other traffic, i.e., wagon-load traffic chargeable at any minimum weight other than carrying capacity, as well as smalls—
  - (a) Dangerous goods . . . . . 15 paise per quintal
  - (b) Non-dangerous goods . . . . . 10 Do.
- (3) 50 paise per tonne per transshipment will be levied on coal, coalshale, soft coke, lignite and patent fuel and hard coke . . . . .
- (4) Special charge on liquids in bulk involving transshipment . . . . . 10 paise per quintal

As the charges do not cover costs, it is proposed to enhance the rates as under:—

- (1) On traffic chargeable at carrying capacity of wagons—
  - (a) Dangerous goods . . . . . 12 paise per quintal.
  - (b) Non-dangerous goods . . . . . 10 Do.
- (2) On all other traffic, i. e., wagon-load traffic chargeable at any minimum weight other than carrying capacity, as well as smalls—
  - (a) Dangerous Goods . . . . . 20 paise per quintal.
  - (b) Non-dangerous goods . . . . . 12 Do.
- (3) Coal . . . . . 60 paise per tonne.
- (4) Special charge on liquids in bulk involving transhipment . . . . . 12 paise per quintal.

### 27. Miscellaneous charges

There are some miscellaneous charges levied such as charges on over-dimensional consignments etc., on which the supplementary charge of 9 per cent is leviable. There is also traffic in livestock etc., which is charged at special scales of rates. All these will, for the present, continue as at present, pending their rationalization.

MEMORANDUM EXPLAINING THE PROPOSAL FOR RATIONALISATION OF 75  
OF FARES AND FREIGHT RATES ETC.

ANNEXURE A-1  
PROPOSED PASSENGER FARES

(Rs.)

Kms	Third Class Mail/Express					Third Class Ordinary					
	Exist- ing	Pro- posed	Kms.	Exist- ing	Pro- posed	Kms.	Exist- ing	Pro- posed	Kms.	Exist- ing	Pro- posed
1	0.20	1.00	26	0.85	1.10	1	0.20	0.25	26	0.65	0.75
2	0.20	1.00	27	0.90	1.10	2	0.20	0.25	27	0.70	0.80
3	0.20	1.00	28	0.90	1.20	3	0.20	0.25	28	0.70	0.80
4	0.20	1.00	29	1.00	1.20	4	0.20	0.25	29	0.75	0.85
5	0.20	1.00	30	1.00	1.20	5	0.20	0.25	30	0.75	0.85
6	0.20	1.00	31	1.05	1.30	6	0.20	0.25	31	0.75	0.85
7	0.30	1.00	32	1.05	1.30	7	0.25	0.30	32	0.80	0.90
8	0.30	1.00	33	1.10	1.40	8	0.25	0.30	33	0.80	0.90
9	0.35	1.00	34	1.10	1.40	9	0.25	0.30	34	0.80	0.90
10	0.40	1.00	35	1.20	1.40	10	0.30	0.35	35	0.85	0.95
11	0.45	1.00	36	1.20	1.50	11	0.30	0.35	36	0.85	0.95
12	0.45	1.00	37	1.25	1.50	12	0.30	0.35	37	0.90	1.00
13	0.50	1.00	38	1.25	1.60	13	0.35	0.40	38	0.90	1.00
14	0.50	1.00	39	1.30	1.60	14	0.40	0.45	39	0.90	1.00
15	0.55	1.00	40	1.30	1.60	15	0.40	0.45	40	0.95	1.05
16	0.55	1.00	41	1.35	1.70	16	0.45	0.50	41	0.95	1.05
17	0.55	1.00	42	1.35	1.70	17	0.45	0.50	42	0.95	1.05
18	0.60	1.00	43	1.40	1.80	18	0.45	0.50	43	1.00	1.10
19	0.65	1.00	44	1.40	1.80	19	0.50	0.55	44	1.00	1.10
20	0.65	1.00	45	1.45	1.80	20	0.50	0.55	45	1.05	1.15
21	0.65	1.00	46	1.45	1.90	21	0.50	0.60	46	1.05	1.15
22	0.75	1.00	47	1.50	1.90	22	0.55	0.65	47	1.05	1.15
23	0.80	1.00	48	1.50	2.00	23	0.60	0.70	48	1.10	1.20
24	0.80	1.00	49	1.65	2.00	24	0.60	0.70	49	1.10	1.20
25	0.85	1.00	50	1.65	2.00	25	0.65	0.75	50	1.10	1.20

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ANNEXURE A-1—(contd.)

PROPOSED PASSENGER FARES

(Rs.)

Distance (Kms.)	Proposed		Classes						
	Existing		A/C	First	A/C Chair Car.	Second Mail/ Express	Second Ordinary	Third Mail Express	Third Ordinary
60	Proposed		15.00	7.50	5.50	4.50	4.00	2.40	1.80
	Existing		11.00	6.00	3.40	3.40	3.00	2.00	1.50
80	Proposed		20.00	10.00	7.50	6.00	5.00	3.20	2.40
	Existing		14.50	8.00	4.55	4.55	3.50	2.65	2.10
100	Proposed		24.00	12.00	9.00	7.00	6.00	4.00	3.00
	Existing		18.25	9.90	5.70	5.70	4.85	3.25	2.50
200	Proposed		44.00	22.00	15.50	13.00	11.00	7.20	5.40
	Existing		36.00	19.95	11.25	11.25	9.60	6.50	5.05
300	Proposed		64.00	31.50	22.00	18.50	16.00	10.40	7.80
	Existing		54.25	29.05	16.80	16.80	14.30	9.60	7.50
400	Proposed		84.00	41.00	28.50	24.00	20.50	13.60	10.20
	Existing		72.00	37.85	22.25	22.25	19.00	12.65	9.85
500	Proposed		104.00	50.50	35.00	29.50	25.50	16.80	12.60
	Existing		90.25	46.75	27.70	27.70	23.60	15.85	12.25
600	Proposed		124.00	60.00	41.00	35.00	30.00	20.00	15.00
	Existing		107.25	54.65	32.75	32.75	27.30	18.40	14.25
800	Proposed		157.00	75.50	50.00	44.00	37.50	24.80	19.00
	Existing		140.50	70.75	42.85	42.85	35.80	23.65	18.35
1000	Proposed		190.00	90.50	59.00	53.00	44.50	29.60	23.00
	Existing		172.75	85.65	50.95	50.95	42.80	27.80	21.75
1200	Proposed		223.00	106.00	67.50	61.50	52.00	34.40	27.00
	Existing		204.50	99.25	59.00	59.00	49.85	32.00	25.15
1400	Proposed		256.00	121.00	76.50	70.50	59.00	39.20	31.00
	Existing		233.75	112.75	67.05	67.05	56.90	36.15	28.55
1600	Proposed		288.00	136.00	85.00	79.00	66.00	44.00	35.00
	Existing		263.00	125.25	74.60	74.60	63.60	40.05	31.95
2000	Proposed		348.00	160.00	99.50	93.50	79.00	50.80	41.40
	Existing		320.75	148.75	88.55	88.55	76.30	47.45	38.70
2400	Proposed		408.00	184.00	114.00	108.00	92.00	57.60	47.80
	Existing		379.00	172.50	102.55	102.55	89.10	54.85	45.50
2800	Proposed		468.00	208.00	128.50	122.50	104.50	64.40	54.20
	Existing		437.00	196.00	116.55	116.55	101.90	62.25	52.30
3200	Proposed		528.00	232.00	143.00	137.00	117.50	71.20	60.60
	Existing		495.25	219.75	130.55	130.55	114.70	69.65	59.10
3600	Proposed		588.00	256.00	157.00	151.00	130.00	78.00	67.00
	Existing		553.50	243.25	144.55	144.55	127.50	77.05	65.90
4000	Proposed		648.00	280.00	171.50	165.50	143.00	84.80	73.40
	Existing		611.50	266.75	158.55	158.55	140.30	84.45	72.70



ANNEXURE A-1 (contd.)

PROPOSED PASSENGER FARES

(Rs.)

Distance (Kms.)	Proposed Existing	Classes							
		A/C	First	A/C Chair Car	Second Mail/ Express	Second Ordinary	Third Mail/ Express	Third Ordinary	
<b>FARES BETWEEN PAIRS OF STATIONS</b>									
Bangalore-Mysore (139)	Proposed . . . . .	32.00	16.00	12.00	9.50	8.00	5.30	4.00	
	Existing . . . . .	25.25	13.70	7.85	7.85	6.80	4.55	3.50	
Delhi-Jaipur (308)	Proposed . . . . .	66.00	32.50	22.50	19.00	16.50	10.80	8.10	
	Existing . . . . .	56.00	30.05	17.35	17.35	14.75	9.95	7.70	
Madras-Bangalore (356)	Proposed . . . . .	76.00	37.00	26.00	22.00	18.50	12.40	9.30	
	Existing . . . . .	65.25	34.45	20.05	20.05	17.15	11.40	8.65	
Delhi-Amritsar (42)	Proposed . . . . .	93.00	45.50	31.50	26.50	23.00	15.10	11.30	
	Existing . . . . .	80.25	41.95	24.70	24.70	21.05	14.05	10.90	
Delhi-Lucknow (488)	Proposed . . . . .	102.00	49.50	34.00	29.00	25.00	16.50	12.40	
	Existing . . . . .	88.25	45.75	27.15	27.15	23.10	15.55	12.00	
Delhi-Bhopal (705)	Proposed . . . . .	142.00	68.00	46.00	40.00	34.00	22.60	17.10	
	Existing . . . . .	124.50	63.15	38.10	38.10	31.70	21.20	16.45	
Delhi-Ahmedabad (934)	Proposed . . . . .	179.00	85.50	56.00	50.00	42.50	28.10	21.70	
	Existing . . . . .	162.25	80.65	48.40	48.40	40.50	26.45	20.65	
Bombay-Madras (1283)	Proposed . . . . .	237.00	112.50	71.50	65.50	55.00	36.50	28.70	
	Existing . . . . .	217.00	105.00	62.45	62.45	52.85	33.80	26.60	
Delhi-Bombay (1390)	Proposed . . . . .	254.00	120.50	76.00	70.00	58.50	39.00	30.80	
	Existing . . . . .	232.00	112.00	66.65	66.65	56.50	35.95	28.35	
Delhi-Calcutta (1441)	Proposed . . . . .	263.00	124.50	78.50	72.50	60.50	40.30	31.90	
	Existing . . . . .	240.00	115.75	68.90	68.90	58.30	37.10	29.30	
Calcutta-Madras (1669)	Proposed . . . . .	297.00	140.00	87.50	81.50	68.00	45.10	36.00	
	Existing . . . . .	271.25	128.75	76.65	76.65	65.45	41.15	32.95	
Delhi-Secunderabad (1669)	Proposed . . . . .	299.00	140.50	88.00	82.00	68.50	45.20	36.20	
	Existing . . . . .	272.50	129.25	77.00	77.00	65.75	41.30	33.10	
Delhi-Gauhati (1919)	Proposed . . . . .	336.00	155.50	97.00	91.00	76.50	49.50	40.20	
	Existing . . . . .	309.00	144.00	85.75	85.75	73.75	45.95	37.35	

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ANNEXURE A-1 (contd.)

PROPOSED PASSENGER FARES

(Rs.)

Distance Kms.	Proposed Existing	Classes						
		A/C First	A/C Chair Car	Second Mail/ Express	Second Ordinary	Third Mail/ Express	Third Ordinary	
Bombay- Calcutta Via Nag- pur(1968)	Proposed	344.00	158.50	98.50	92.50	78.00	50.30	41.00
	Existing	316.25	147.00	87.50	87.50	75.35	46.85	38.20
Delhi- Madras (2189)	Proposed	377.00	171.50	106.50	100.50	85.00	54.10	44.50
	Existing	348.25	160.00	95.20	95.20	82.40	50.95	41.95
Delhi-Ban- galore (2544)	Proposed	431.00	193.00	119.50	113.50	96.50	60.20	50.20
	Existing	400.75	181.25	107.80	107.80	93.90	57.60	48.05
Delhi-Tri- vandrum (3014)	Proposed	501.00	221.50	136.50	130.50	111.50	68.20	57.80
	Existing	469.00	209.00	124.25	124.25	108.95	66.30	56.05
Dibrugarh- Trivand- rum(4060)	Proposed	657.00	284.00	174.00	168.00	145.50	85.90	74.40
	Existing	620.25	270.50	160.65	160.65	142.25	85.55	73.75

ANNEXURE A-2

FIRST CLASS MONTHLY SEASON TICKET FARES

[(Rs.)

Distance (Kms)	Non-Suburban			Suburban		
	Prior to 1-10-69	From 1-10-69	Proposed	Prior to 1-10-69	From 1-10-69*	Proposed
1 . .	5.95	8.00	9.00	5.95	8.00	9.00
3 . .	5.95	8.00	9.00	5.95	8.00	9.00
5 . .	8.10	8.00	9.00	5.95	8.00	9.00
8 . .	10.45	12.00	13.00	9.60	12.00	13.00
10 . .	13.60	15.00	16.00	11.15	15.00	16.00
12 . .	16.00	17.00	18.00	13.35	17.00	18.00
16 . .	19.90	22.00	23.00	15.65	20.00	21.00
20 . .	24.65	26.00	27.00	18.15	24.00	25.00
25 . .	30.00	30.00	31.00	20.40	28.00	29.00
30 . .	33.00	34.00	35.00	22.60	31.00	32.00
35 . .	37.50	38.00	39.00	24.80	35.00	36.00
40 . .	40.50	42.00	43.00	26.80	38.00	39.00
45 . .	45.00	46.00	47.00	28.95	42.00	43.00
50 . .	48.00	50.00	51.00	31.20	45.00	46.00

\*These fares pertain to Madras. Those in force at Bombay and Calcutta were higher than those in force at Madras. From 1-10-1969, the fares at all the three places were made uniform.

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ANNEXURE A-3

SUBURBAN THIRD CLASS MONTHLY SEASON TICKET FARES

Dis- tance	Existing			Proposed	Dis- tance	Existing			Proposed
	Bombay	Calcutta	Madras			Bombay	Calcutta	Madras	
Kms.	Rs.	Rs.	Rs.	Rs.	Kms	Rs.	Rs.	Rs.	Rs.
1	2.45	2.45	2.45	3.50 (14)	26	9.00	9.40	9.40	11.50 (15)
2	2.45	2.45	2.45	3.50 (14)	27	9.25	9.80	9.80	11.50 (14)
3	2.45	2.45	2.45	3.50 (14)	28	9.25	10.25	10.25	11.50 (14)
4	2.45	2.90	2.90	4.00 (16)	29	9.50	10.25	10.25	12.00 (14)
5	2.90	2.90	2.90	4.00 (16)	30	9.75	10.65	10.65	12.00 (14)
6	3.65	3.65	3.65	4.50 (18)	31	9.75	10.90	11.05	12.00 (14)
7	3.70	3.65	4.35	4.50 (15)	32	10.05	11.05	11.05	12.50 (14)
8	4.35	4.20	4.35	5.00 (17)	33	10.35	11.45	11.45	12.50 (14)
9	5.05	4.80	5.20	5.50 (18)	34	10.35	11.45	11.45	12.50 (14)
10	5.05	4.80	5.20	6.00 (17)	35	10.60	11.75	11.75	13.00 (14)
11	5.65	5.30	5.65	6.50 (19)	36	10.60	11.95	12.15	13.00 (14)
12	5.70	5.30	6.00	6.50 (19)	37	10.85	12.15	12.15	13.00 (14)
13	6.00	6.00	6.00	7.00 (18)	38	10.85	12.15	12.15	13.50 (14)
14	6.55	6.45	6.55	7.50 (17)	39	11.15	12.55	12.90	13.50 (14)
15	6.75	6.90	7.00	8.00 (18)	40	11.40	12.85	12.90	13.50 (13)
16	7.00	6.90	7.00	8.00 (16)	41	11.40	12.85	13.30	14.00 (13)
17	7.40	7.35	7.40	8.50 (17)	42	11.60	13.15	13.30	14.00 (13)
18	7.40	7.35	7.40	8.50 (17)	43	11.90	13.40	13.70	14.00 (13)
19	7.80	7.80	7.80	9.00 (16)	44	11.90	13.70	14.00	14.50 (13)
20	7.90	8.20	8.20	9.00 (16)	45	12.15	13.70	14.00	14.50 (13)
21	8.15	8.20	8.20	9.50 (15)	46	12.40	13.70	14.40	14.50 (13)
22	8.40	8.55	8.55	9.50 (15)	47	12.40	14.00	14.75	15.00 (13)
23	8.40	8.70	9.00	10.00 (14)	48	12.60	14.25	14.75	15.00 (13)
24	8.70	9.00	9.00	10.50 (14)	49	12.60	14.25	14.75	15.00 (13)
25	8.70	9.10	9.40	11.00 (15)	50	12.85	14.55	15.10	15.00 (13)

Figures in brackets show the equivalent number of single journeys, at proposed ordinary fares.

ANNEXURE A-4

NON-SUBURBAN MONTHLY SEASON TICKET FARES

Third Class

Distance Kms.	Existing	Proposed
1 . . . . .	2.45	3.50 (14)
2 . . . . .	2.45	3.50 (14)
3 . . . . .	2.45	3.50 (14)
4 . . . . .	2.90	4.00 (16)
5 . . . . .	3.40	4.00 (16)
6 . . . . .	3.65	4.50 (18)
7 . . . . .	4.40	4.50 (15)
8 . . . . .	5.00	5.00 (17)
9 . . . . .	5.20	5.50 (18)
10 . . . . .	5.20	6.00 (17)
12 . . . . .	6.05	7.00 (21)
14 . . . . .	6.60	8.00 (18)
16 . . . . .	8.15	8.50 (17)
18 . . . . .	8.15	9.00 (18)
20 . . . . .	8.95	9.50 (17)
25 . . . . .	10.45	11.00 (15)
30 . . . . .	11.65	12.50 (15)
35 . . . . .	13.45	14.00 (15)
40 . . . . .	14.65	15.50 (15)
45 . . . . .	16.45	17.00 (15)
50 . . . . .	17.65	18.50 (15)

Figures in brackets show the equivalent number of single journeys at proposed ordinary fares.

**MEMORANDUM EXPLAINING THE PROPOSAL FOR RATIONALISATION  
OF FARES AND FREIGHT RATES ETC.**

**ANNEXURE B-1**

**STATEMENT SHOWING THE EXISTING AND PROPOSED RATES FOR  
DIFFERENT PARCELS TRAFFIC**

(Rates per quintal)

Distance	Full parcels rates		Rates for betel or pan leaves, butter cream and khoa (dried milk)		Rates for expensive fruits viz anar, apples, cherries and grapes		Half Parcels rates excluding vegetables but including other fruits	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
	(Scale 1-300)	(Scale 1-300)	(Scale 2-240)	(Scale 2-240)	(Scale 3-160)	(Scale 3-160)	(Scale 4-140)	(Scale 4-140)
Kms.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
50	3.56	4.46	2.62	3.61	1.43	2.47	1.43	2.19
200	9.25	10.79	6.78	8.67	4.72	5.85	4.72	5.14
600	21.64	23.48	15.85	18.82	10.08	12.62	10.08	11.06
1000	31.75	34.76	23.24	27.85	14.77	18.63	14.77	16.33
1600	45.16	49.76	33.06	39.85	20.42	26.63	20.42	23.33
2000	53.35	58.16	39.06	46.57	23.95	31.11	23.95	27.25

(Rates per quintal)

Distance	Rates for vegetables		Rates for books and khaddar		Rates for milk		Rates for newspapers	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
	(Scale 5-120)	(Scale 5-120)	(Scale 5-120)	(Scale 5-120)	(Scale 6-100)	(Scale 6-100)	(Scale 7-80)	(Scale 7-80)
Kms.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
50	1.19	1.90	1.27	1.90	1.06	1.62	0.99	1.34
200	3.93	4.44	4.19	4.44	3.49	3.73	2.57	3.02
600	8.40	9.51	8.96	9.51	7.47	7.96	6.08	6.41
1000	12.31	14.02	13.13	14.02	10.94	11.72	8.98	9.42
1600	17.02	20.02	18.16	20.02	15.13	16.72	12.77	13.42
2000	19.96	23.38	21.29	23.38	17.74	19.52	15.09	15.66

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ANNEXURE B. 1.—concl'd.

(Rates per quintal)

Distance in Kms	Quarter Parcels rates		Rates for luggage	
	Existing	Proposed (Scale 8—70)	Existing	Proposed (Scale A—320)
	Rs.	Rs.	Rs.	Rs.
50	0.86	1.19	3.92	4.74
100	2.51	2.67	10.18	11.50
600	5.18	5.63	23.80	25.03
1000	7.54	8.26	34.93	37.06
1600	10.37	11.76	49.67	53.06
2000	12.12	13.72	58.69	62.02

ANNEXURE B-2

RATES FOR SMALL PARCELS

Distance	Full Parcel		Half Parcel		Quarter parcel	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Kms.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Upto 1400 .	1.00	1.30	0.50	0.70	0.50	0.70
1401-1600 .	1.10	1.40	0.60	0.80	0.50	0.70
1601-1800 .	1.20	1.50	0.60	0.80	0.50	0.70
1801-2000 .	1.30	1.60	0.70	0.90	0.50	0.70
2001-2200 .	1.40	1.70	0.70	0.90	0.50	0.70
2201-2400 .	1.50	1.80	0.80	1.00	0.50	0.70
2401-2600 .	1.60	1.90	0.80	1.00	0.50	0.70
2601-2800 .	1.70	2.00	0.90	1.10	0.50	0.70
2801-3000 .	1.80	2.20	0.90	1.10	0.50	0.70
3001-4000 .	1.90	2.30	1.00	1.30	0.60	0.80
4001-5000 .	2.00	2.40	1.00	1.30	0.60	0.80



## ANNEXURE C-i

Statement showing the existing and proposed rates for various classes for wagon loads

(Rates per tonne in rupees)

Existing class	22.5A		25A		27.5A		30A		30A (Spl)		32.5R	
Proposed class	25		25		27.5		30		30		32.5	
Distance (Kms)	Exist- ing	Pro- posed	Exist- ing	Pro- posed	Exist- ing	Pro- posed	Exist- ing	Pro- posed	Exist- ing	Pro- posed	Exist- ing	Pro- posed
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
100 . . . . .	6.50	7.70	7.20	7.70	7.90	8.30	8.40	8.80	8.10	8.80	9.20	9.40
200 . . . . .	9.40	10.80	10.30	10.80	11.20	11.70	12.10	12.60	12.10	12.60	13.50	13.50
500 . . . . .	16.60	19.00	18.30	19.00	20.10	20.60	21.70	22.30	21.70	22.30	24.00	24.00
1000 . . . . .	26.10	30.80	28.80	30.80	31.50	33.70	34.30	36.60	34.30	36.60	39.40	39.40
1500 . . . . .	33.90	41.30	37.60	41.30	41.10	45.20	44.80	49.20	44.80	49.20	52.10	53.10
2000 . . . . .	40.90	50.30	45.50	50.30	49.80	55.10	54.20	60.00	54.20	60.00	62.80	64.80
2500 . . . . .	46.10	57.30	51.10	57.30	56.10	62.80	61.20	68.40	61.20	68.40	71.90	73.90
Some commodities in the class	Manures (organic)		Oil Cake		Bone Meal		China Clay		Wheat, Rice		Grain & Pulses other than principal cereals	

ANNEXURE C-I—contd.

(Rates per tonne in rupees)

Existing class	35A		35R		37.5A		37.5R		40A		40R	
Proposed class	35		35		37.5		37.5		40		40	
Distance (Kms.)	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
100 . . . . .	9.60	10.00	9.80	10.00	10.30	10.60	10.30	10.60	10.80	11.10	10.90	11.10
200 . . . . .	14.00	14.40	14.40	14.40	14.80	15.20	15.30	15.20	15.70	16.10	16.20	16.10
500 . . . . .	25.20	25.70	25.70	25.70	26.80	27.40	27.40	27.40	28.60	29.10	29.10	29.10
1000 . . . . .	39.80	42.30	42.30	42.30	42.60	45.20	45.20	45.20	45.30	48.10	48.10	48.10
1500 . . . . .	52.10	57.00	56.00	57.00	55.70	61.00	59.80	61.00	59.30	64.90	63.70	64.90
2000 . . . . .	63.00	69.60	67.50	69.60	67.40	74.50	72.20	74.50	71.80	79.30	76.90	79.30
2500 . . . . .	71.20	79.40	77.30	79.40	76.20	85.00	82.70	85.00	81.10	90.50	88.10	90.50
Some commodities in the class	Chemical Manures, Lime stone, Iron ore		Programmed salt		Manganese Ore (Export)		Gram flour		Cement, Bamboos		Caustic Soda, Soda Ash	

## ANNEXURE C-1 (Contd.)

(Rates per tonne in rupees)

Existing Class	42.5A	45A	45R	55A	52.5B	55B						
Proposed class	42.5	45	45	57.5	52.5	55						
Distance (Kms.)	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
100	11.30	11.70	12.00	12.30	12.00	12.30	14.40	15.10	11.00	14.00	11.50	14.50
200	16.70	17.00	17.50	17.90	18.00	17.90	21.20	22.30	17.70	20.50	18.40	21.40
500	30.30	30.80	31.90	32.50	32.50	32.50	38.80	41.00	36.20	37.60	37.80	39.30
1000	48.10	51.00	50.80	53.80	53.80	53.80	61.90	68.20	61.80	62.50	64.80	65.40
1500	63.00	68.80	66.70	72.70	71.40	72.70	81.20	92.40	83.40	84.50	87.3	88.50
2000	76.30	84.10	80.70	88.90	86.20	88.90	98.40	113.10	103.10	103.40	107.80	108.30
2500	86.10	96.00	91.70	101.50	98.80	101.50	111.10	129.20	116.30	118.10	121.90	123.70
Some commodities in the class	Pig Iron	Wheat flour, Oil seeds	Salt in bulk	Magnesite bricks	Paper waste & cuttings, Plywood	Paper in rolls, Newsprint	N.O.C.					

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ANNEXURE C-I—contd.

		(Rates per tonne in rupees)												
<u>Existing Class</u>		<u>55B(Spl)</u>		<u>57·5B</u>		<u>60B</u>		<u>62·5B</u>		<u>65B</u>		<u>67·5B</u>		
Proposed Class		60		57·5		60		62·5		65		67·5		
Distance (Kms.)	Existing-Proposed Existing Proposed Existing Proposed Existing Proposed Existing Proposed Existing Proposed Existing-Proposed													
	100			11·50	15·70	12·00	15·10	12·40	15·70	13·00	16·30	13·30	16·80	13·80
200			18·40	23·20	19·30	22·30	20·10	23·20	20·90	24·10	21·60	24·90	22·40	25·80
500			37·80	42·70	39·50	41·00	41·10	42·70	42·80	44·40	44·50	46·10	46·10	47·80
1000			66·90	71·10	67·50	68·20	70·40	71·10	73·40	74·00	76·00	76·90	79·10	79·80
1500			96·40	96·30	91·20	92·40	95·10	96·30	99·00	100·30	102·90	104·20	106·80	108·10
2000			125·70	117·90	112·80	113·10	117·60	117·90	122·40	122·80	127·20	127·60	132·10	132·40
2500			146·00	134·70	127·30	129·20	132·90	134·70	138·30	140·30	143·7	145·80	149·20	151·30
Some commodities in the class		Sugar		Kerosene Iron & Steel (Billets and Blooms)		Oil, Petroleum coke		Mineral oils Non-dangerous		Glassware- Div. C Oils Div. A.		Iron & Steel Div. B:		

(Rates per tonne in rupees)

Existing Class	70B		72.5B		75B		75B (Spl)		77.5B		80B	
	Proposed Class	70	70	75	87.5	80	80					
Distance (Kms.)	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
100	14.30	18.00	14.80	18.00	15.30	19.10	15.30	22.00	15.70	20.20	16.10	20.20
200	23.30	26.70	24.00	26.70	24.70	28.50	24.70	32.90	25.50	30.20	26.40	30.20
500	47.90	49.50	49.50	49.50	51.10	52.90	51.10	61.30	52.80	56.20	54.50	56.20
1000	82.10	82.60	84.80	82.60	87.80	88.40	90.90	102.80	90.60	94.20	93.50	94.20
1500	110.70	112.00	114.70	112.00	118.60	119.90	130.90	139.60	122.40	127.80	126.30	127.80
2000	137.20	137.20	141.70	137.20	146.60	146.90	171.30	171.10	151.50	156.60	156.30	156.60
2500	154.70	156.80	160.10	156.80	165.80	167.90	198.50	195.60	171.10	179.00	176.70	179.00
Some commodities in the class	Jute full pressed	Manganese chloride	Paints and Varnishes Div. B Aluminium Ingots.	Piece goods press packed Cotton full pressed. Hydrogenated oil	Bell metal scrap	Iron & Div. A	Steel					

## ANNEXURE C-I—contd.

(Rates per tonne in rupees)

Existing Class	80B (Spl)		82.5B		85B		92.5B		97.5B		100B		
	Proposed Class	95	85	85	95	100	100						
Distance (Kms)	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	
100		16.10	23.70	16.60	21.40	17.10	21.40	18.50	23.70	19.40	24.80	20.00	24.80
200		26.40	35.50	27.10	32.00	27.80	32.00	30.30	35.50	31.80	37.30	32.70	37.30
500		54.50	66.40	56.10	59.60	57.80	59.60	61.20	66.40	66.10	69.80	67.80	69.80
1000		96.90	111.40	96.50	99.90	99.30	99.90	107.90	111.40	113.70	117.20	116.60	117.20
1500		139.60	151.30	130.30	135.60	134.20	135.60	145.80	151.30	153.70	159.20	157.60	159.20
2000		182.40	185.50	161.10	166.20	166.00	166.20	180.50	185.50	190.20	195.20	195.10	195.20
2500		211.70	212.10	182.10	190.00	187.60	190.00	204.10	212.10	215.00	223.20	220.50	223.20
Some commodities in the class		Tobacco manu- factured, Tea	Bell Metal	Jute half pressed, Gunnies	Industrial alco- hol, Tinwares	Liquid petro- leum gas	Artificial silk piecegoods, Electrical goods Div. A						

(Rates per tonne in rupees)

Existing Class	100B (Spl)		105B		110B		115B		120B		125B	
	Proposed Class		105		110		115		120		120	
Distance (Kms)	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
100	20.00	25.90	20.90	25.90	21.70	27.10	22.70	28.20	23.70	29.40	24.50	29.40
200	32.70	39.10	34.20	39.10	35.80	40.80	37.40	42.60	38.80	44.40	40.40	44.40
500	67.80	73.20	71.10	73.20	74.50	76.60	77.70	80.00	81.10	83.40	84.40	83.40
1000	120.80	123.00	122.30	123.00	128.20	128.70	134.00	134.50	139.60	140.20	145.40	140.20
1500	174.20	167.10	165.50	167.10	173.20	174.90	181.10	182.80	188.90	190.60	196.60	190.60
2000	227.60	204.90	204.70	204.90	214.50	214.50	224.10	224.20	233.90	233.80	243.50	233.80
2500	264.40	234.30	231.40	234.30	242.40	245.30	253.30	256.40	264.30	267.40	275.30	267.40
Some commodities in the class.	Silk piecegoods.		Mineral oils— dangerous		Aluminium wares.		Cotton unpressed		Mot- vehi.		De-Nitro Phenol.	

## ANNEXURE C. I—concl.

(Rates per tonne in rupees)

Existing class	130B		155B	
	130		150	
Proposed class	Existing	Proposed	Existing	Proposed
Distance (Kms)				
100	25.50	31.60	30.20	36.20
200	42.00	47.90	49.80	55.00
500	87.80	90.10	104.40	103.70
1000	151.30	151.80	180.10	174.80
1500	204.50	206.40	243.70	237.80
2000	253.20	253.20	301.70	291.80
2500	286.20	289.60	341.10	333.80
Some Commodities in the class.	Compressed gas		Fire works	



## ANNEXURE C—2.

*Statement showing the existing and proposed rates for coal per tonne.*

Distance in Kms.	Existing	Proposed
	rates.	rates.
	Rs.	Rs.
1000 . . . . .	34·16	34·50
1200 . . . . .	38·32	39·00
1500 . . . . .	44·56	45·50
1800 . . . . .	50·80	52·00
2000 . . . . .	54·96	55·80
2500 . . . . .	60·96	64·70

## ANNEXURE C-3.

Statement showing the comparative wagonload rates for the commodities which are not being equated to the general corresponding class.

Rates per tonne in rupees.

Commodities	Charcoal and firewood.		Timber N.O.C.		Biddies.		Bidly leaves.		Cotton linterns Dhona, Tea chests made up.		Empties.	
	Existing (30A)	Proposed (32.5)	Existing (42.5A)	Proposed (45)	Existing (80B-Spl)	Proposed (100)	Existing (105B)	Proposed (110)	Existing (57.5B)	Proposed (62.5)	Existing (65B)	Proposed (70)
100	8.40	9.40	11.30	12.30	16.10	24.80	20.90	27.10	12.00	16.30	13.30	18.00
200	12.10	13.50	16.70	17.90	26.40	37.50	34.20	40.80	19.30	24.10	21.60	26.70
500	21.70	24.00	30.30	32.50	54.50	69.80	71.10	76.60	39.50	44.40	44.50	49.50
1000	34.30	39.40	48.10	53.80	96.90	117.20	122.30	128.70	67.50	74.00	76.20	82.60
1500	44.80	53.10	63.00	72.70	139.60	159.20	165.50	174.90	91.20	100.30	102.90	112.00
2000	54.20	64.80	76.30	88.90	182.40	195.20	204.70	214.50	112.80	122.80	127.20	137.20
2500	61.20	73.90	86.10	101.50	211.70	223.20	231.40	245.30	127.30	140.30	143.70	156.80

(Rate per tonne in rupees)

Commodities	Leaves N.O.C.		Rice parched		Grass dry		Coir		Glass Carboys, Glassware Div C.		Coconut shells, coconut husks.	
	Existing (70B)	Proposed (75)	Existing (80B)	Proposed (85)	Existing (35A)	Proposed (45)	Existing (55B)	Proposed (60)	Existing (65B)	Proposed (70)	Existing (52.5B)	Proposed (57.5)
100	14.30	19.10	16.10	21.40	9.60	12.30	11.50	15.70	13.30	18.00	11.00	15.10
200	23.30	28.50	26.40	32.00	14.00	17.90	18.40	23.20	21.60	26.70	17.70	22.30
500	47.90	52.90	54.50	59.60	25.20	32.50	37.80	42.70	44.50	49.50	36.20	41.00
1000	82.10	88.40	93.50	99.90	39.80	53.80	64.80	71.10	76.20	82.60	61.80	68.20
1500	110.70	119.90	126.30	135.60	52.10	72.70	87.30	96.30	102.90	112.00	83.40	92.40
2000	137.20	146.90	156.30	166.20	63.00	88.90	108.80	117.90	127.20	137.20	103.10	113.10
2500	154.70	167.90	176.70	190.00	71.20	101.50	121.90	134.70	143.70	156.80	116.30	129.20

Commodities.	Fish manure and Guano		Fishmeal		Chemical manures Div. A.		Chemical manures Div. B.		
	Distance in Kms.	Existing (22.5A)	Proposed (55)	Existing (65B)	Proposed (55)	Existing (40A)	Proposed (45)	Existing (35A)	Proposed (37.5)
	1	2	3	4	5	6	7	8	9
100	.	6.50	14.50	13.30	14.50	10.80	12.30	9.60	10.60
200	..	9.40	21.40	21.60	21.40	15.70	17.90	14.00	15.20
500	..	16.60	39.30	44.50	39.30	28.60	32.50	25.20	27.40
1000	..	26.10	65.40	76.20	65.40	45.30	53.80	39.80	45.20
1500	..	33.90	88.50	102.90	88.50	59.30	72.70	52.10	61.00
2000	..	40.90	108.30	127.20	108.30	71.80	88.90	63.00	74.50
2500	..	46.10	123.70	143.70	123.70	81.10	101.50	71.20	85.00

## ANNEXURE C-4

Statement showing the existing and proposed rates for "small" traffic at different distances.

(Rates per tonne in rupees)

Existing/Proposed Classes	35C/40		40C/45		45C/50		45C/52.5		50C/55			
	Wagon-load class											
Distance in Kms.	Existing		Proposed		Existing		Proposed		Existing		Proposed	
	100	9.60	11.10	10.80	12.30	12.00	13.40	12.00	14.00	13.20	14.50	
200	14.00	16.10	15.70	17.90	17.50	19.70	17.50	20.50	19.40	21.40		
500	25.20	29.10	28.60	32.50	31.90	35.90	31.90	37.60	35.40	39.30		
1000	41.60	48.10	47.40	53.80	53.10	59.60	53.10	62.50	59.00	65.40		
1500	55.90	64.90	63.80	72.70	71.50	80.60	71.50	84.50	79.50	88.50		
2000	69.10	79.30	78.70	88.90	88.50	98.60	88.50	103.40	98.10	108.30		
2500	78.00	90.50	88.80	101.50	99.80	112.60	99.80	118.10	110.90	123.70		
Some commodities in the class.	Organic manure, Oil cake.		Bone dust, Bone meal		Foodgrains, Husk of grains.		Grain and pulses other than principal cereals.		Programmed salt.			

## ANNEXURE C. 1.—Contd.

(Rates per tonne in rupees)

Existing/Proposed classes	50C/60		52.5C/60		55C/60		60C/62.5		60C/65		67.5C/75	
Wagon—load class	37.5		37.5		37.5 & 40		42.5		45		52.5, 55 & 57.5	
Distance in Kms.	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
100 . .	13.20	15.70	13.80	15.70	14.40	15.70	15.60	16.30	15.60	16.80	17.30	19.10
200 . .	19.40	23.20	20.30	23.20	21.20	23.20	23.00	24.10	23.00	24.90	25.60	28.50
500 . .	35.40	42.70	37.00	42.70	38.80	42.70	42.30	44.40	42.30	46.10	47.40	52.90
1000 . .	59.00	71.10	61.80	71.10	64.80	71.10	70.40	74.00	70.40	76.90	79.10	88.40
1500 . .	79.50	96.30	83.40	96.30	87.30	96.30	95.10	100.30	95.10	104.20	106.80	119.90
2000 . .	98.10	117.90	103.10	117.90	107.80	117.90	117.60	122.80	117.60	127.60	132.10	146.90
2500 . .	110.90	134.70	116.30	134.70	121.90	134.70	132.90	140.30	132.90	145.80	149.20	167.90
Some commodities in the class.	Chemical manures Div B.		Raw materials for the manufacture of paper.		Caustic soda, Fruits and vegetables.		Pig iron, Jagree		Oil seeds N.O.C., Starch N.O.C.		Paper N.O.C., Iron & Steel Div C.	

Existing/Proposed Classes	75C/75		75C/80		82.5C/85		90C/95		100C/105		110C/115	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Wagon load class	57.5 & 60		62.5 & 65		67.5 & 70		75 & 80		85 & 87.5		95	
Distance in Kms.	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
100	19.20	19.10	19.20	20.20	21.00	21.40	22.70	23.70	25.20	25.90	27.60	28.20
200	28.40	28.50	28.40	30.20	31.20	32.00	33.80	35.50	37.50	39.10	41.10	42.60
500	52.50	52.90	52.50	56.20	57.70	59.60	62.80	66.40	69.50	73.20	76.10	80.00
1000	87.80	88.40	87.80	94.20	96.50	99.90	105.10	111.40	116.60	123.00	128.10	134.50
1500	118.60	119.90	118.60	127.80	130.30	135.60	142.00	151.30	156.60	167.00	173.20	182.80
2000	146.60	146.90	146.60	156.60	161.10	166.20	175.70	185.50	195.10	204.90	214.50	224.20
2500	165.80	167.90	165.80	179.00	182.10	190.00	198.50	212.10	220.50	234.30	242.40	256.40
Some commodities in the class.	Sugar, Myrobalam.		Petroleum and other Hydro- carbon oil, non-dangerous		Iron and Steel Div B, Machin- ery other than electrical		Colours and dyes Div B		Piece goods, Cotton (Raw) F.P.		Tea, Biddies	

## ANNEXURE C. 4.—concl'd.

(Rates per tonne in rupees)

Existing/Proposed Classes	110C/120		120C/120		130C/130		140C/130		160C/150	
	100		100		105 & 110		115		130	
Wagon-load class	100		100		105 & 110		115		130	
Distance in Kms.	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
100 . . . . .	27·60	29·40	29·90	29·40	32·40	31·60	34·70	31·60	39·60	36·90
200 . . . . .	41·10	44·40	44·70	44·40	48·40	47·90	52·00	47·90	59·20	55·00
500 . . . . .	76·40	83·40	83·30	83·40	90·10	90·10	96·90	90·10	110·60	103·70
1000 . . . . .	128·10	140·20	139·60	140·20	151·30	151·80	162·70	151·80	185·80	174·80
1500 . . . . .	173·20	190·60	188·90	190·60	204·50	206·40	220·10	206·40	251·50	237·80
2000 . . . . .	214·50	233·80	233·90	233·80	253·20	253·20	272·60	253·20	311·40	291·80
2500 . . . . .	242·40	267·40	264·30	267·40	286·20	289·60	308·10	289·60	352·10	331·80
Some commodities in the Class.	Groceries N.O.C. Preserves (fish & meat N.O.C.)		Leather goods N.O.C., spices		Bididi leaves, Petroleum and other Hydro-carbon oil-dangerous.		Lamps N.O.C., Matches safety		Acid Nitric, Nitrate of lead.	



## SUMMARY

OF

RAILWAYS' ROLLING STOCK, MACHINERY AND WORKS  
PROGRAMMES FOR 1970-71

The table below sets out the Actuals for 1968-69, Budget and Revised Estimates for 1969-70 and the Budget Estimates for 1970-71 of expenditure chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue):—

(Figures in units of rupees)

	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
Capital . . . . .	121,46,04,132	132,60,00,000	124,85,74,000	150,00,00,000
Depreciation Reserve Fund .	80,39,07,113	95,00,00,000	89,54,90,000	100,00,00,000
Development Fund . . . . .	16,59,13,174	19,00,00,000	19,99,71,000	21,00,00,000
Open Line Works—Revenue	7,66,65,321	8,40,00,000	8,90,00,000	9,00,00,000
<b>TOTAL . . . . .</b>	<b>226,10,9,740</b>	<b>255,00,00,000</b>	<b>243,30,35,000</b>	<b>280,00,00,000</b>

2. The net allotment of 280 crores for 1970-71 is made up of 148.45 crores for Civil Engineering Works, 124.73 crores for Rolling Stock including 1.04 crores under Users' Amenities, 4.84 crores for Machinery and Plant and 1.98 crores for Investment in Government Commercial Undertakings—Road Services.

The following is the distribution of the net provision of 280 crores among the various classes of works:—

(Figures in lakhs of rupees)

Particulars	Actuals, 1968-69	Revised Estimate, 1969-70	Budget Estimate, 1970-71				Total
			Capital	Depre- ciation Fund	Deve- lopment Fund	Open Line Works (Reve- nue)	
1. Rolling Stock . . . . .	104,17	107,49	67,62	55,86	19	2	123,69
2. Machinery and Plant	3,57	4,40	1,74	1,96	5	1,09	4,84

(Figures in lakhs of rupees)

Particulars	Actuals, 1968-69	Revised Estimates 1969-70	Budget Estimate, 1970-71				Total
			Capital	Depreciation Fund	Development Reserve Fund	Open Line Works (Re- venue)	
3. Track Renewals	47.65	45.74	..	45.62	7	1	55.70
4. Bridge Works	4.57	5.05	2.47	2.59	81	51	6.48
5. Traffic Facilities	35.00	38.53	37.62	1.81	3.81	2.15	45.39
6. Signalling and Interlocking works, etc.	9.81	10.49	3.51	2.51	2.66	2.20	10.88
7. Workshops (including production units, namely DLW, CLW & I.C.F. but excluding those provided as part of Electrification Projects)	2.61	5.13	3.64	10	97	96	5.67
8. Electrification	12.59	14.74	16.04	9	42	..	16.55
9. Other Electrical works	1.82	1.95	7	1.41	42	46	2.36
10. Staff Quarters	5.20	5.95	90	34	4.45	45	6.14
11. Amenities for Staff	2.12	2.74	..	5	2.42	68	3.15
12. Passenger and other Railway Users' Amenities	3.92	4.16	..	2	3.90	..	3.92
13. New lines	13.98	12.27	17.05	6	..	..	17.11
14. Metropolitan Transport Projects	..	13	73	..	..	..	73
15. Restoration of dismantled lines	1	14	2	8	..	..	10
16. Other specified works	2.90	3.24	1.38	15	83	49	2.85
17. Purchase of railway lines	86	..	..	..	..	..	..
18. Taking over of Open Line wires from P. & T. Dept.	..	22	1.00	..	..	..	1.00
19. Investment in Government Commercial Undertakings - Road Services	1.57	1.94	1.98	..	..	..	1.98
20. (a) Stores Suspense (Net)	2.78	-6.78	-7.58	..	..	..	-7.58
(b) Manufacture Suspense (Net)	25	3.29	-46	..	..	..	-46
(c) Miscellaneous Advances (Net)	-3.85	-32	2.47	..	..	..	2.47
21. Credits or recoveries -							
(a) Credits for released materials	-19.64	-16.33	..	-12.64	..	..	-12.64
(b) Other credits	-5.78	-87	-30	-1	..	-2	-33
<b>TOTAL</b>	<b>226.11</b>	<b>243.30</b>	<b>150.00</b>	<b>100.00</b>	<b>21.00</b>	<b>9.00</b>	<b>280.00</b>

## 1. TRACK

A total provision of Rs. 45.70 crores has been made for Track Renewals during 1970-71—Rs. 30.84 crores for "Works in Progress" and Rs. 14.86 crores for "New Works".

New Works costing over Rs. 10 lakhs proposed during 1970-71 with brief notes of justification are as under:—

## 2. BRIDGES

1. *Provision of road overbridge in lieu of level crossing No. 2 on G.T. Road between Varanasi and Manduadih stations, North Eastern Railway.*—This work is being undertaken to allow smooth movement of heavy road traffic. The total cost of the work is Rs. 24.90 lakhs, out of which the Railway's share is estimated at Rs. 12.45 lakhs. An outlay of Rs. 5.50 lakhs is being provided in 1970-71.

2. *Provision of road overbridge in lieu of existing level crossing on Surma Trunk Road near Silchar Town, Northeast Frontier Railway.*—The work is being undertaken to allow smooth movement of heavy road traffic. The total cost of the work is Rs. 23.96 lakhs, out of which Railway's share is estimated at Rs. 11.51 lakhs. An outlay of Rs. 2 lakhs is being provided in 1970-71.

3. *Provision of road overbridge including road diversion at Ranchi, South Eastern Railway.*—This work is being undertaken to allow smooth movement of heavy road traffic. The Railway's share of the cost is estimated at Rs. 18.86 lakhs, of which an outlay of Rs. 8.66 lakhs is being provided in 1970-71.

4. *Provision of a road overbridge in lieu of level crossing No. 37 near Bassein Road Station, Western Railway.*—This work is being undertaken to allow smooth movement of heavy road traffic. The total cost of the work is Rs. 22.96 lakhs, out of which Railway's share is estimated at Rs. 10.72 lakhs. An outlay of Rs. 0.50 lakh is being provided in 1970-71.

5. *Provision of a road overbridge in lieu of level crossing No. 98 at Bulsar, Western Railway.*—This work is being undertaken to allow smooth movement of heavy road traffic. The total cost of the work is Rs. 27.81 lakhs, out of which Railway's share is estimated at Rs. 12.90 lakhs. An outlay of Rs. 0.50 lakh is being provided in 1970-71.

6. *Provision of road overbridge in lieu of level crossing No. 173 at Ankleshwar, Western Railway.*—This work is being undertaken to allow smooth movement of heavy road traffic. The total cost of the work is Rs. 24.33 lakhs, out of which Railway's share is estimated at Rs. 11.30 lakhs. An outlay of Rs. 0.50 lakh is being provided in 1970-71.

7. *Provision of road overbridge in lieu of level crossing No. 151 at Sawai Madhopur, Western Railway.*—This work is being undertaken to allow smooth movement of heavy road traffic. The total cost of the work is Rs. 29.98 lakhs, out of which Railway's share is estimated at Rs. 14.11 lakhs. An outlay of Rs. 0.50 lakh is being provided in 1970-71.

## 3. TRAFFIC FACILITIES

1. *Wardha-Balharshah section—Doubling of the section between Tadali and Majri (19.33 kms.), Central Railway.*—The Wardha-Balharshah section which is 132.40 kms. is an important section on the Delhi-Madras Grand Trunk Route through which, besides traffic between North to South, iron and steel traffic from South Eastern Railway to the South is also carried. The section also serves the colliery and other areas in Chanda Valley.

Doubling of 59.30 kms. out of the 132.40 kms. is in progress. The pressure of increasing traffic consequent upon the planned development of the country has brought the problem of line capacity on this section to the fore. New industries are being set up in this area. To cater for the anticipated increase in traffic by 1973-74, it is considered necessary to double the section. The work is estimated to cost Rs. 155.00 lakhs of which a sum of Rs. 140.00 lakhs is being provided in the Budget for 1970-71.

2. *Dehu Road—Provision of up and down loop lines, Central Railway.*—Dehu Road is an important station on the Poona-Kalyan section where there is a large military depot. There are only two platform lines available at this station for dealing with local trains terminating and starting from this station. These are of short length and cannot accommodate a goods train. There are no precedence facilities at any of the intervening block stations on the ghat section between Karjat and Lonvala resulting in bunching of goods trains and their regulation at stations en-route. The local trains running for the convenience of employees of defence establishment terminate here and start back for Poona which necessitates occupation of main line for some time. The provision of one Up and one Down lines at this station is, therefore an operating necessity. The work is estimated to cost Rs. 13.99 lakhs, out of which a sum of Rs. 3.50 lakhs is being provided in 1970-71.

3. *Chinchwad—Provision of additional loop lines to 686 m, Central Railway.*—Chinchwad is an industrial suburb of Poona. There has been an increase in the goods traffic on this station involving heavy shunting for attaching and detaching wagons and consequent blocking of main line for long durations. Considerable number of empties and loaded hoppers have to be dealt with at this station besides this station having to arrange running of ballast trains to and from different stations. This blocks the main line or loop lines, affecting through passage to other trains. It is, therefore, necessary to provide additional Up and Down loops. The work is estimated to cost Rs. 12.72 lakhs, out of which is sum of Rs. 3.00 lakhs is being provided in 1970-71.

4. *Bhopal—Extension of loop lines to 686 m, provision of one pilot line and shunting neck for loco shed, Central Railway.*—Bhopal is the only station on the Itarsi-Bhopal and Bina-Bhopal sections where loop lines have not been extended to 686 m. With progressive increase in the number of through loads to and from Western Railway as also with the dieselisation of goods trains of Itarsi-Bhopal-Ujjain-Bina section, the need for extension of lines to 686 m. at Bhopal is keenly felt. This work has, therefore, been included in the Budget at a cost of Rs. 10.01 lakhs. A sum of Rs. 3.00 lakhs is being provided in 1970-71.

5. *Wardha—Provision of additional sorting lines and extension of receiving lines, Central Railway.*—Wardha is an important junction on Bhusawal-Nagpur section where Bhusawal-Nagpur and Wardha-Balharshah-Kazipet main lines join. It is a transit yard required to deal with sectional traffic from three directions. The sectional traffic, especially from Wardha-Balharshah section consisting of coal, forest produce, foodgrains, industrial products etc., is quite heavy. A traffic survey was carried out to assess the facilities that are required to be provided to meet with the anticipated increase in traffic in the near future and it is found that certain facilities such as extension of two existing down receiving and despatch lines, extension of four down sorting lines, extension of two existing goods shed lines, extension of passenger platform and provision of two new sick sidings etc., are required to be provided. The work is estimated to cost Rs. 16.69 lakhs, of which a sum of Rs. 4.00 lakhs is being provided in 1970-71 Budget.

6. *Bakaro Steel Plant—Line capacity works—*

(i) *Crossing station between Gomia and Danea.*

(ii) *Crossing station between Danea-Chainpur.*

*Eastern Railway.*—When Bokaro Steel Plant goes into commission, it will be necessary to move raw-materials like limestone and dolomite to the steel plant in addition to IISCO and TISCO.

Additional line capacity is, therefore, required for this traffic. It is proposed to provide two crossing stations one between Gomia-Danea (17.33 kms. long) and another between Danea-Chainpur (12.98 kms. long) on the Barkakana-Rajabera section, for the present. The works have been proposed at a cost of Rs. 11.35 lakhs and Rs. 13.69 lakhs respectively. Sums of Rs. 5.00 lakhs and Rs. 6.00 lakhs respectively for these works are being provided in 1970-71.

7. *Provision of direct link between Barkakana-Gomoh and Barkakana-Barwadih by passing Barkakana Yard, Eastern Railway.*—The Bokaro Steel Plant is expected to go into production of 2.5 million tonnes of hot metal during 1973-74. The first stage of commissioning of coke-oven batteries is expected to take place in January, 1971.

With the increase in movement of raw-materials to the Plant, the Barkakana yard would be a bottle-neck because the present layout of the section is such that a train from Patratu direction cannot enter Barkakana-Gomoh branch without reversing engine at Barkakana. This would not only delay the movement but also necessitate development of additional facilities at Barkakana. It is, therefore, proposed to provide a direct link between Gomoh-Barkakana and Barkakana-Barwadih by-passing Barkakana yard at an anticipated cost of Rs. 28.51 lakhs. A sum of Rs. 7.83 lakhs is being provided in 1970-71.

8. *Doubling the line between Barwadih and Garwah Road Section, Eastern Railway.*—The Bokaro Steel Plant is expected to go into production of 2.5 million tonnes of hot metal by 1973-74. The raw materials for the Steel Plant, according to the rate of production, should arrive six months in advance and, therefore, the demand for raw material is expected to materialise in full by July 1972 at the latest. On the Patratu-Garwah Road section double line is already available between (a)

Patratu-Tori (64.5 kms.) and (b) Kumandih-Barwadih (11.25 kms.). For the additional traffic, consequent on the commissioning of the Bokaro Steel Plant, it is estimated that about five trains are required to be moved over this section. As the present capacity of the single line section between Barwadih and Garwah Road is being utilised fully, it is considered necessary, for the present, to double the section. It is proposed to start the work in 1970-71 at an estimated cost of Rs. 544.42 lakhs. A sum of Rs. 52.32 lakhs is being provided in the Budget for 1970-71.

9. *Harduaganj—Provision of 2 additional running lines and 3 marshalling lines, Northern Railway.*—Harduaganj is an important station on the Aligarh-Chandausi section with two important installations, namely, the Thermal Power House and foodgrains depot. The facilities now obtaining at the station are found to be inadequate to handle the existing traffic due to non-availability of goods lines etc. The Thermal Power House is likely to expand its capacity requiring additional wagons of coal per day. There is also a likely increase in the traffic of foodgrains. It is, therefore, proposed to develop necessary capacity for dealing with about 20 trains per day for which purpose two additional running lines and 3 marshalling lines are proposed to be provided at the station at a cost of Rs. 21.22 lakhs of which a sum of Rs. 10.60 lakhs is being provided in 1970-71.

10. *Additional facilities on Saharanpur section (i) Provision of 2nd loop and extension of goods facilities at Julana, (ii) Provision of 2nd loop and extension of goods facilities at Uchana, and (iii) Provision of 2nd loop and extension of goods facilities at Tohana, Northern Railway.*—Shakurbasti-Bhatinda is a single line section (286 kms) serving important agricultural areas. Movement of finished products and raw-materials on this section is expected to be stepped up in future. With the proposed setting up of Thermal Power Plant at Bhatinda, the traffic on this section is also expected to go-up. Further, the stations adjoining junctions like Jind and Jakhhal do not have 3-line facilities as is the normal practice. In order, therefore, to create better flexibility on this section and to avoid detentions for shunting purposes etc., it is proposed to provide one extra loop at Julana, Uchana and Tohana and extend the goods facilities on these three stations at a cost of Rs. 16.43 lakhs. A sum of Rs. 10.00 lakhs is being provided in 1970-71.

11. *Doubling the line between Shakurbasti and Rohtak (59.63 kms), Northern Railway.*—Shakurbasti-Rohtak at present is a single line section and forms part of the route from Delhi to Ferozepore, which is one of the three major routes serving the States of Haryana and Punjab. The Punjab Electricity Board are constructing a Thermal Power Station at Bhatinda and according to the present schedule one unit is expected to be commissioned by 1972 and the other by 1973. There is also a necessity for introduction of at least one suburban train on the section. It has been estimated that in order to move this increase in traffic, it would be necessary to provide one passenger train and two goods trains. Various other proposals to increase the capacity were considered but it was found that doubling the section would be absolutely necessary, as line capacity that would be provided by way of doubling would be adequate not only to move the anticipated traffic by 1973-74, but also to provide sufficient cushion for future traffic. The work is estimated to cost Rs. 323.84 lakhs of which a sum of Rs. 8.0 lakhs is being provided in the Budget for 1970-71.

12. *Traffic facilities on Ludhiana-Jakhal-Hissar section, Northern Railway.*—Ludhiana-Jakhal-Hissar section is a single line section with a length of 210 kms. Traffic on this section is expected to increase in future years as it is one of the shortest routes between Tughlakabad and Ludhiana and POL traffic from Hissar is expected to go up. The loading of foodgrains on this section has increased very greatly resulting in greater pressure on the running of trains for supply and clearance of stock. Facilities for simultaneous reception and despatch do not exist at any of the road side stations and except Dhuri and Jakhal, all are two-line stations. In order to have more flexibility of operation, it has been considered necessary to provide second loop at Gill, Ahmedgarh and Sunam, conversion of Dhansru into crossing station, extension of mineral siding at Sunam and signalling line No. 1 at Jakhal, at an estimated cost of Rs. 15.32 lakhs, of which an outlay of Rs. 7.54 lakhs is being provided in 1970-71.

13. *Providing a crossing station between Ganaur and Samalkha and converting Bhaini Khurd Halt into a crossing station, Northern Railway.*—Delhi-Ambala is an important trunk route of the Northern Railway, and important mail and express trains are run on this section. This section consists of 8 block-sections of more than 10 kms. each. For providing more flexibility of operation and thus increasing the line capacity, it is necessary to split block-sections of Karnal-Taraori and Ganaur-Samalkha, which are both 12.20 kms. in length. A new crossing station between Ganaur and Samalkha station will be provided and the existing Bhaini Khurd station between Karnal and Taraori will be converted into a crossing station. These works have, accordingly, been included in 1970-71 Budget at an estimated cost of Rs. 17.19 lakhs. A sum of Rs. 4.02 lakhs is being provided in 1970-71.

14. *Jolarpettai—Provision of hump yard, Southern Railway.*—Jolarpettai is one of the important marshalling yards on the Southern Railway. This yard dealt with an average of 1241 wagons in terms of 4-wheeler per day in 1968. It is anticipated that the yard would be called upon to deal with an average of 2000 wagons a day by 1973-74. This yard now is of the flat type. With the extremely limited extent of facilities in the yard for the present level of traffic, it would be difficult to deal with the anticipated increase in traffic without seriously hampering the operation. With the doubling of the remaining single line on the Jolarpet-Erode section, it is necessary that improvements at this yard are also effected at the same time, to facilitate smooth flow of traffic. It is, therefore, considered necessary to provide a hump yard at Jolarpettai. The work has been included in the Budget for 1970-71 at a cost of Rs. 275.76 lakhs. A sum of Rs. 25.00 lakhs is being provided in 1970-71.

15. *Patch doubling of 17.00 kms. between Chintalapalli and Nekonda on Kazipet-Dornakal section, South Central Railway.*—The line between Kazipet and Dornakal forms part of the Grand Trunk route and extends over a distance of 94.71 kms. This route is an important trunk route and is the main artery through which traffic between North and South is carried. Further this route is connected to the twin cities of Secunderabad and Hyderabad where a number of big industries have already been set up and more are coming up. On account of the heavy coal loading from Singreni collieries at Ramagundam towards the South, this line is more intensively utilised.

On account of limited capacity on Itarsi-Nagpur section, a train-load of wagons from North to South is being diverted from Itarsi via Bhusawal-Manmad-Dhond. After completion of the line capacity works which are in progress, this diverted traffic will also be sent over the G.T. route, which would increase the throughput on the Kazipet-Dornakal section. Taking all the factors into consideration, to cater for the increase in goods traffic and to make provision for increasing the number of passenger trains on this section, it is considered necessary, for the present, to double the single line section between Chintalapalli and Nekonda. The cost of the work is estimated at Rs. 130.00 lakhs, of which a sum of Rs. 10.00 lakhs is being provided in Budget for 1970-71.

16. *Doubling of the line between Hadapsar and Patas (68 kms.) on Pune-Daund section, South Central Railway.*—Pune-Daund is a single line section of 76 kms. on the Bombay-Madras trunk route. Manmad-Daund branch line connects this section with the Bombay-Delhi-Allahabad, Nagpur-Calcutta and Bombay-Madras trunk routes and provides the shortest route for movement of traffic from the North and the Western regions. Thus this section has to carry very heavy goods and passenger traffic both in the Up and Down directions. The assessment of traffic anticipated to materialise in 1973-74 for the general increase in goods and passenger traffic, indicated that the doubling of the remaining single line portion between Hadapsar and Patas (58 kms) is necessary for increasing the capacity to the required extent. The doubling of the entire section, apart from increasing capacity, will result in considerable economies of operation. The work is estimated to cost Rs. 363.00 lakhs of which a sum of Rs. 12.00 lakhs is being provided in the Budget for 1970-71.

17. *Diversion of track between Bhigwan and Paphlaj due to construction of Bhima Dam (34.60 kms.), South Central Railway.*—The existing Railway track between Bhigwan and Paphlaj on the South Central Railway would get submerged consequent on the construction of a dam across the Bhima river at Ujjain by the Maharashtra Government. The diversion track in these reaches has therefore become imperative.

Though this diversion has primarily to be carried out at the cost of the State Government, as the existing track is very old and worn out and requires early replacement even otherwise, it is proposed that the cost of the new P. Way materials to be used on the diversion (excluding labour charges) will be borne by the Railway. The diversion will take three years for completion and is estimated to cost about Rs. 6.8 crores of which the Railway's share will come to Rs. 1.04 crores and the balance of Rs. 5.76 crores would be borne by the State Government. The State Government have accepted in principle to bear the cost of the diversion. The State Government have already made arrangements to commence the construction work on the dam and the existing alignment is expected to get submerged by 1973 as the reservoir level rises. This work of diversion is, therefore, proposed to be commenced in 1970-71 at an estimated cost of Rs. 1.04 crores, (Railway's share) with an outlay of Rs. 1.00 lakh for the year 1970-71.

18. *Patch doubling of 50.5 kms. between Vijayawada-Nidadavolu on Waltair-Vijayawada section, South Central Railway.*—Waltair-Vijayawada section extending over a length of 349 kms. is one of the busiest and heavily worked routes. There is heavy movement of iron and steel products and coal. Apart from the traffic coming via Waltair, there is very



heavy movement of rice from the three districts of Andhra Pradesh. The portion on this line between Waltair and Nidadavolu with the exception of the second bridge over river Godavari, is already doubled. The work on the second Godavari bridge is in progress. Between Nidadavolu and Vijayawada, there are two single line sections—one on the direct main line and the other *via* Bhimavaram by-pass. The by-pass is about 28 kms. longer than the direct main line. For dealing with the traffic offering at present, the capacity available on the main line and by-pass is utilised fully. Capacity will, therefore, have to be found for the anticipated additional traffic and thus the need for the doubling the main line becomes imperative. For the present, it is proposed to include the patch doubling of 50.50 kms. comprising of the following three sub-sections in the Budget for 1970-71 at a cost of Rs. 357.00 lakhs.

- (i) Vijayawada-Mustabada (13.20 kms).
- (ii) Vatlur-Denduluru (18.90 kms).
- (iii) Tadepaligudem-Nidadavolu (18.40 kms.).

A sum of Rs. 15.00 lakhs is being provided in the Budget for 1970-71.

19. *Provision of 4 full length loops in the Classification grid of Bhilai marshalling yard, South Eastern Railway.*—Bhilai marshalling yard is located on Howrah-Nagpur main line. This yard deals with all Up and Down main line traffic and also the traffic to and from Ahiwara and Dhalli Rajhara branches, which connect the yard. At present 27 lines are available in the classification grid of the marshalling yard for sorting out and grouping of loads, empties etc. for various destinations.

The facilities now available in the yard are not adequate to deal with the traffic with the result that considerable detentions are taking place to trains.

On an examination, it is observed that on an average 4.48 train hours per day are lost on account of detention to trains at adjacent stations for want of lines in the reception yard at Bhilai marshalling yard. It is, therefore, proposed to provide 4 additional loops in the Classification Grid at an estimated cost of Rs. 17.66 lakhs, of which a sum of Rs. 9.00 lakhs is being provided in 1970-71.

20. *Doubling of the remaining single Broad Gauge line between Baroda-Godhra (37.46 kms), Western Railway.*—The Baroda-Godhra Section is on the Bombay-Delhi trunk route of the Western Railway. On the South, the Bombay-Baroda section and in the North, Godhra-Nagda are double line sections flanking Baroda-Godhra. To cater for the anticipated traffic, three patches of the section aggregating to 32.6 kms. were programmed in 1966-67 and the work is nearing completion. The capacity that would be actually available after completion of the doubling already in progress, would prove to be inadequate to cater to the needs of passenger and goods traffic required to be moved on this section. This section will have to cater for the needs of the Gujarat Refinery at Bajuwa who are stepping up their production target to 5 million tonnes and Petro-Chemical complex coming up in that area. To meet the demands of traffic by the end of Fourth Plan, it is necessary to augment the capacity of the section. As improved signalling arrangements will only yield marginal addition in the capacity, it is considered necessary to undertake the doubling of the remaining single line portion on the Baroda-Godhra section. The work is estimated to cost Rs. 206.26 lakhs, of which a sum of Rs. 38 lakhs is being provided in the Budget for 1970-71.

21. *Grant Road.—Raising of Railway tracks, Western Railway.*—During monsoon whenever there is heavy rain, the low lying areas near Grant Road Station on Western Railway get completely flooded on account of accumulation of rain water flowing in from outside the Railway limits, and also on account of inadequate number of storm water drains to drain the storm water flowing over the area in the vicinity of the Railway Lines. It is therefore necessary to raise the track in this area by about 0.3 metre to avoid flooding of the area at a cost of Rs. 10.38 lakhs of which a sum of Rs. 1.95 lakhs is expected to be spent during 1970-71.

#### 4. SIGNALLING AND TELECOMMUNICATIONS

1. *Lonavla-Poona section—Provision of colour light signalling, Central Railway.*—Lonavla-Poona section is part of main line trunk route between Bombay and Madras. This section is provided with D.C. traction. Automatic Block Signalling with colour light signalling has already been provided on the section Bombay-Kalyan-Ambernath. The visibility of Semaphore signals on this section is very unsatisfactory due to net work of over-head traction structures making the signal sighting conditions very difficult. Sighting difficulties were sought to be overcome by providing 'A' class working where the first approach signal is a warner signal. However, this necessitates locating the warner signal at a braking distance from the first stop signal, thereby creating the problem of lighting of signals apart from inability to perform shunting in the yard, when line clear has been given for a train to approach. The satisfactory arrangement by which this problem can be solved is by providing Multiple Aspect colour light signalling. This is in conformity to the recommendation No. 83 (IV) of the Railway Accident Inquiry Committee 1962. The work is estimated to cost Rs. 38.75 lakhs of which an outlay of 3.00 lakhs has been proposed for 1970-71.

2. *Byculla—Replacement of aged electrical signalling by route relay interlocking, Central Railway.*—Byculla station is located on the quadruple line on the Bombay Division of the Central Railway. The traffic density obtaining at this station is of the order of 550 trains daily. At present automatic signalling is provided at this station which is worked electromechanically from two cabins, and controls the area from Sandhurst Road to Chinchpokli. The gear is required to be replaced on age-cum-condition basis. Advantage is being taken of this to propose Route Relay Interlocking. The installation will promote centralised operation, eliminating and signal clearance for each movement will be achieved by pressing buttons and the route section will clear behind the train automatically with the passage of train, thus enabling quicker setting of route for the next move. Plug in type relay units and centralisation of all equipment in the cabin will enable easy maintenance. The work is estimated to cost Rs. 22.50 lakhs of which an outlay of Rs. 0.50 lakh has been proposed for 1970-71.

3. *Provision of ACSR wires on Lonavla-Poona Section, Central Railway.*—At present the control block and telegraph circuits between Lonavla and Poona are being operated through alignment rented from P&T Department. These alignments are prone to repeated interruptions thereby adversely affecting the operations of trains. In keeping with the policy of providing departmental ACSR wires on sections susceptible to copper wire thefts, it is proposed to provide Railway owned ACSR line wires on this section. The estimate cost of the work is Rs. 12.00 lakhs with an outlay of Rs. 2.00 lakhs for 1970-71.

4. *Provision of overhead aluminium conductors and steel reinforced wires at Jhansi-Agra Section, Central Railway.*—On the Jhansi Division, telecommunication circuits are provided on copper wires rented from the P&T Department. Due to large number of thefts and frequent interruptions, the efficiency of these circuits remains constantly low. With a view to improve railway's alignment with ACSR wires on Jhansi-Agra Section. The work is estimated to cost Rs. 18 lakhs with an outlay of 12.50 lakhs for 1970-71.

5. *Provision of overhead (ACSR) wires on Jhansi-Kanpur-Banda Section, Central Railway.*—The telecommunication circuits in section Jhansi-Kanpur-Banda are provided with copper wires rented from P&T Department. These copper wires are susceptible to thefts and frequent interruptions adversely affecting operation of wires. With a view to improve the efficiency of communication circuits in the sections it is proposed to provide departmental alignment with aluminium conductor steel reinforced (ACSR) wires. The work is estimated to cost Rs. 32.00 lakhs of which an outlay of Rs. 2.50 lakhs is being proposed for 1970-71.

6. *Provision of 8 Nos. of Intermediate Block Signalling with axle counters on Grand-Chord between Gomoh-Gaya, Eastern Railway.*—Gomoh-Gaya is a double line section between Mughalsarai and Asansol on Grand Chord of the Eastern Railway. This section is graded section with 8 block sections each more than 8 kms. in length. The section has an effective capacity of 39 trains per day, whereas the section is utilised to the extent of 48 trains per day. This extra utilisation is at the cost of maintenance of track and signalling gears, for which no blocks can be afforded. Rajdhani Express runs in this section at 120 kms. per hour, besides other main and express trains. Two hours block on Up and Dn lines each day for track maintenance is to be provided in terms of instructions from Railway Board. For this to be possible, the capacity of this section has to be suitably augmented. It has been proposed to provide 8 Nos. of Intermediate Block Signalling with axle counters. Such a scheme is more economical owing to less recurring expenditure. The work is estimated to cost Rs. 35.26 lakhs of which an outlay of Rs. 6.25 lakhs is being proposed for 1970-71.

7. *Dhanbad Division—Provision of 2nd approach signal at a distance of 2 kms. from the existing home signal in section Gomoh-Gaya, Eastern Railway Station on the Itarsi-Bhopal and Bina-Bhopal sections where loop line Railway and is a part of Howrah-Delhi trunk route provided with Multiaspect colour light signalling.* Rajdhani Express runs at a speed of 120 kms. per hour on this section and goods trains run at a speed of 72 kms. per hour. To enable the driver to stop short of the first stop signal, when danger aspect is displayed, the driver must be informed about it, at a normal braking distance plus the distance covered in reaction time. To ensure safety, it has been decided that in case of Multiple aspect colour light or upper quadrant territory, permissive signal to be called the approach signal, be provided at a distance of 2 kms. from the existing home signal. This is also in conformity with the recommendations of the Railway Accident Inquiry Committee, 1968. The work is estimated to cost Rs. 42.70 lakhs of which an outlay of Rs. 3.00 lakhs is being proposed for 1970-71.

8. *Provision of Railway alignment for Control and other circuits with ACSR wires on Gomoh-Sone East Bank Section and coal area via Barkakana and Garwa Road of Eastern Railway.*—The efficiency of the telecommunication circuits on Gomoh-Sone East Bank via Barkakana and Garwa Road is very low. The existing system is susceptible to frequent copper wire thefts causing a heavy set-back to the operation and running of trains. It is, therefore, proposed to provide departmental alignments with aluminium conductor steel reinforced (ACSR) wires. The work is estimated to cost Rs. 64.00 lakhs and an outlay of Rs. 64.00 lakh has been made for 1970-71.

9. *Provision of ACSR conductors for control, Dy. control and stock control circuits on Danapur-Moghalsarai Section after taking over P and T alignment for railway communication circuits, Eastern Railway.*—The telecommunication network at Danapur-Moghalsarai is being run on P & T alignment and is being maintained by the P & T Department. The circuits being on copper wire, these are susceptible to a large number of thefts and frequent interruptions and as such, the efficiency of operation is constantly low. With a view to improve efficiency of communication circuits on this section, it is proposed to provide departmental alignment with aluminium conductors and steel reinforced wires. The work is estimated to cost Rs. 14.28 lakhs with an outlay of Rs. 4.17 lakhs for 1970-71.

10. *Sahibganj Loop—Provision of Railway alignment for Control and other circuits with ACSR wire from Rajgaon to Kiul section of Eastern Railway.*—The existing telecommunication circuits in Sahibganj Loop, viz. (a) Sahibganj-Nalhati, (b) Nalhati-Khana, (c) Sahibganj-Kiul and (d) Sahibganj-Bhagalpur are through P&T overhead line wires, and are susceptible to frequent copper wire thefts causing interruptions to Railway's working. It is, therefore, proposed to provide Railway's own overhead alignments with aluminium conductor steel reinforced (ACSR) wires. The work is estimated to cost Rs. 56.00 lakhs and an outlay of Rs. 1.00 lakh is being proposed for 1970-71.

11. *Provision of microwave scheme between Calcutta-Asansol-Jhajha-Kiul-Garhara-Danapur-Mughalsarai, Eastern Railway.*—The existing telecommunication circuits in the above mentioned section are inadequate to handle the increasing traffic and are also adversely affected due to excessive copper wire thefts on the section. In the context of provision of directional radio microwave multichannel radio relay link on the various important sections of the Railways to provide adequate and reliable channels of communication linking the Division with adjacent Divisions and also with Headquarters, it is proposed to provide similar system on this section also. The work is estimated to cost Rs. 110.00 lakhs with an outlay of Rs. 1.00 lakh for 1970-71.

12. *Provision of Automatic Signalling between Ambala Cantt. and Rajpura with additional loops at Ambala City and Rajpura, Northern Railway.*—Ambala Cantt-Rajpura is a 28 kms long double line section on the Saharanpur-Ludhiana trunk route of the Northern Railway. Against the charted capacity of 52 trains, the section presently deals with 45.3 trains each way. The traffic is anticipated to be 52.7 trains on Ambala City-Rajpura section each way by 1973-74. These figures do not include the additional traffic expected owing to expansion of Nangal Fertilizers and the establishment of a new fertilizer plant at Sirhind. The capacity of this

section has therefore to be augmented. Automatic signalling is the obvious choice to meet this demand. To overcome this difficulty of availability of wooden sleepers required for this work, it has been proposed to complete the work with axle counters, which is economical as well. Along with this work it is proposed to have an additional loop line at Ambala Cantt. and Rajpura. This will enhance the capacity of these stations to match the increased sectional capacity. This work is proposed at an estimated cost of Rs. 53.44 lakhs with an outlay of Rs. 0.5 lakh for the year 1970-71.

13. *Provision of Route Relay Interlocking at Juhi, Northern Railway.*—Juhi is one of the major yards of the Northern Railway. This yard handles 16 passenger and 57 goods trains each day to and from Lucknow, Jhansi, Tundla and Allahabad. The existing signalling gears in this yard were installed more than 25 years back, and require replacement on age-cum-condition basis. Traffic in this area is also likely to increase because of electrification of the section up to Tundla. The pressure of traffic at Juhi yard will thus increase considerably and it will be essential to expedite movements in the yard to the maximum possible extent. Replacement of the existing gears with similar assets will not serve this purpose, as such provision of Route Relay Interlocking in this yard has been proposed. This system will reduce headway, provide quicker shunting movements, reduce detentions short of Juhi, improve the capacity of humping, and will increase safety of operation. The work is estimated to cost Rs. 78.80 lakhs and an outlay of Rs. 1.00 lakh is being proposed for the year 1970-71.

14. *Provision of additional approach signals at all stations on Mughalsarai-Allahabad section, Northern Railway.*—Allahabad-Mughalsarai section of the Northern Railway is a part of Howrah-Delhi Trunk route, provided with Multi-aspect colour light signalling, Rajdhani Express runs at a speed of 120 kms. per hour on this route and goods train run at a speed of 72 kms. per hour. To enable the driver to stop short of the first stop signal, when danger aspect is displayed, the driver must be informed about it at a normal braking distance plus the distance covered in reaction time. To ensure safety, it has been decided that in case of Multiple aspect colour light or upper quadrant territory, 'Permissive Signal' to be called the 'Approach Signal' be provided at a distance of 2 kms. from the home signal. This is in conformity with the recommendations of the Railway Accident Inquiry Committee, 1968. The work is estimated to cost Rs. 30.85 lakhs and an outlay of Rs. 0.50 lakh is being proposed for 1970-71.

15. *Provision of Automatic train control on Delhi-Mughalsarai, section Northern Railway.*—Delhi-Mughalsarai section of the Northern Railway is a part of Howrah-Delhi trunk route and Rajdhani Express runs on this section at a speed of 120 kms. per hour. Under Automatic train control when the signal is at danger, there is an audible *cum* visual warning to the driver in the engine cab and if the driver fails to acknowledge this warning, the brakes are applied automatically. Where the driver has acknowledged the warning, the brake application will not be automatic and will have to be done manually by him. The Railway Accident Inquiry Committee, 1962, has recommended that automatic train control should be provided on trunk routes where high speed trains are proposed to be run. Execution of this work will complete the provision of Automatic train control on whole of the Howrah-Delhi trunk route as the work on the other portions is already in progress. The work is proposed at an estimated cost of Rs. 31.19 lakhs, with an outlay of Rs. 1.00 lakh for the year 1970-71.

16. *Provision of additional approach signal at all stations on Allahabad-Kanpur section, Northern Railway.*—Allahabad-Kanpur section of the Northern Railway is a part of Howrah-Delhi trunk route provided with Multiple aspect colour light signalling. Rajdhani Express runs at a speed of 120 kms. per hour on this route and goods trains run at a speed of 72 kms. per hour. To enable the driver to stop short of the first stop signal, when danger aspect is displayed, the driver must be informed about it, at a normal breaking distance plus the distance covered for reaction time. To ensure safety it has been decided that in case of Multiple Aspect colour light or upper quadrant territory, 'Permissive Signal' to be called the 'Approach Signal' be provided at a distance of 2 kms. from the existing home signal. This is in conformity with the recommendations of the Railway Accident Inquiry Committee, 1968. The work is proposed at an estimated cost of Rs. 38.56 lakhs with an outlay of Rs. 1.00 lakh for the year 1970-71.

17. *Provision of departmental line wires on sections (i) Lucknow-Faizabad (ii) Faizabad-Varanasi and (iii) Partapgarh-Mughalsarai, Northern Railway.*—Operational telecommunication circuits on these sections are provided on overhead copper conductors rented by Railway from P&T Department. Due to high incidence of copper wire thefts the line wire interruptions are too frequent and prolonged and the control efficiency has been considerably below normal. It is, therefore, proposed to erect departmental alignment with aluminium conductor steel reinforced (ACSR) wires on the sections. The work is estimated to cost Rs. 65.39 lakhs and an outlay of Rs. 3.00 lakhs has been made in 1970-71.

18. *Provision of microwave communications between Delhi and Bikaner, Northern Railway.*—Bikaner is a Divisional Headquarter of the Northern Railway. The existing telecommunication facilities to Bikaner are inadequate. In the context of the provision of directional radio microwave multichannel radio relay link on the various important sections of the Railways to provide adequate and reliable channels of communication linking the Divisions with adjacent Divisions and also with Headquarters, it is proposed to provide microwave system of communication between Delhi and Bikaner. The work is estimated to cost Rs. 97.16 lakhs with an outlay of Rs. 1.00 lakh for 1970-71.

19. *Replacement of worn out, lever frames and points and signal equipment of lower quadrant signalling with MAUQ signalling at 10 stations interlocked to Standard I, Northeastern Railway.*—The existing lever frames, points and signal equipment at all the 10 stations on the Bareilly-Kasganj section of the North Eastern Railway are badly worn out and require immediate replacement. The section carries traffic up to the extent of 2.65 GMT/annum. The traffic on Agra-Kasganj-Bareilly-Kathgodam is increasing daily. It is proposed to replace the equipment with Multi aspect upper quadrant signalling which is more reliable and efficient than the existing lower quadrant signalling. The work is proposed at an estimated cost of Rs. 14.08 lakhs with an outlay of Rs. 7.00 lakhs for the year 1970-71.

20. *Gorakhpur-Siwan (Loop) Thawe-Chupra and Chitauri-Captainganj section—Provision of Railway owned overhead ACSR alignment for control and Deputy Control circuits, Northeastern Railway.*—The efficiency of the circuits is extremely poor, largely due to copper wire thefts and this adversely affects the operational efficiency. It is therefore, proposed to provide railway owned ACSR alignment on the section. The work is estimated to cost Rs. 20.18 lakhs and an outlay of Rs. 2.00 lakhs has been proposed for 1970-71.

21. *Provision of multichannel Microwave communication with radio patching of control circuits in Gorakhpur-Ahalyapur-Varanasi section with additional channels in the existing Gorakhpur-Ahalyapur-Samastipur microwave radio relay system, Northeastern Railway.*—The present communication facilities between the Divisional office at Varanasi and the Headquarters of the Railway at Gorakhpur, as also that between the adjacent Divisional offices at Varanasi and at Samastipur are quite inadequate. In the context of the provision of directional radio microwave multichannel Radio relay link on the various important sections of the Railways to provide adequate and reliable channels of communication linking the Divisions with adjacent Divisions and also with Headquarters, it is proposed to provide similar system on this section. The work is estimated to cost Rs. 27.04 lakhs with an outlay of Rs. 12.98 lakhs for 1970-71.

22. *Provision of railway-owned overhead ACSR alignment for control circuits at Purnia-Saharsa-Mansi Section on Northeastern Railway.*—The telecommunication circuits at Purnia-Saharsa Section rented from P&T Department are working at a very low efficiency as these are susceptible to frequent copper wire thefts and interruptions. With a view to improve efficiency, it is proposed to provide railway's own alignment using ACSR wires. The work is estimated to cost Rs. 14 lakhs with an outlay of Rs. 2.50 lakhs for 1970-71.

23. *Provision of Electric Detectors at Double wire central cabin station in MAUQ single Arm Territory and Track Circuiting at 22 stations on the Gauhati-Lumding section, Northeast Frontier Railway.*—On the Northeast Frontier Railway there are sections with single arm home signals with MAUQ signalling, where provision of Electrical Detectors and track circuiting of reception lines are required to be made. This arrangement will be safe and more efficient. Accordingly, it is proposed to provide Electrical Detectors with provision of track circuiting of all reception lines at 22 stations on section Gauhati-Lumding at an estimated cost of Rs. 13.21 lakhs with an outlay of Rs. 2.00 lakhs for the year 1970-71.

24. *Extension of microwave communication from Olavakkot to Ernakulam Section, Southern Railway.*—The existing telecommunication facilities between the Divisional Headquarters and Ernakulam are inadequate. In the context of provision of directional radio microwave multichannel radio relay link on various important sections of the Railways to provide adequate and reliable channels of communications, it is proposed to extend microwave system from Olavakkot to Ernakulam. The work is estimated to cost Rs. 11.67 lakhs with an outlay of Rs. 0.75 lakh for 1970-71.

25. *Guntakal-Raichur section—Replacing the existing worn out two aspect standard III signalling by DW MAUQ standard III, signalling, Southern Railway.*—The section Guntakal-Raichur forms a part of main trunk route between Bombay-Madras, dealing with 4 express, 2 passenger and 8 goods trains each way. The stations on this section are at present provided with two aspect standard III signalling which has been in service for more than 30 years and requires replacement on age-cum-condition basis. The visibility of the Semaphore signals on the section is not satisfactory and needs improvement. Opportunity is being taken of the need to replace the existing system on age-cum-condition basis, to effect this improvement. It is proposed to replace the existing worn out standard III two aspect signalling by DW MAUQ standard III signalling. The work is estimated to cost Rs. 27.14 lakhs and an outlay of Rs. 3.20 lakhs is being proposed for the year 1970-71.

26. *Villupuram-Ariyalur section*—Replacing the existing worn out standard III two aspect Signalling by standard III DW MAUQ signalling, Southern Railway.—The section Villupuram-Ariyalur forms a part of the main trunk route (M.G.) on the Madras-Quilon-Trivandrum Central of the Southern Railway, dealing with 4 express, 10 passenger and 7 goods trains each way daily. The section at present is provided with two aspect standard III signalling which has been in service for more than 30 years and requires renewal on age-cum-condition basis. The visibility of Semaphore signals also is not satisfactory and needs to be improved. Opportunity is being taken of the need to replace the existing system on age-cum-condition basis to effect this improvement. It is proposed to replace the existing worn out standard III two aspect signalling by DW MAUQ standard III signalling. The work is estimated to cost Rs. 27.54 lakhs of which an outlay of Rs. 2.75 lakhs is being proposed for the year 1970-71.

27. *Provision of microwave link on Secunderabad-Sholapur Section, South Central Railway.*—The section Secunderabad-Wadi-Sholapur forms part of an important section of Bombay-Madras Trunk route. The traffic on the section has increased and is also expected to increase further in near future. In the context of the provision of microwave multichannel radio relay links on the various important sections of the Railways to provide adequate and reliable channels of communication linking the Division with adjacent Divisions and also with Headquarters, it is proposed to provide similar system on this section. The work is estimated to cost Rs. 35.00 lakhs with an outlay of Rs. 0.20 lakh for 1970-71.

28. *Provision of microwave link on Vijayawada-Waltair section, South Central Railway.*—The existing telecommunication facilities of the important east-coast trunk route section Vijayawada-Waltair are totally inadequate to meet operation requirements and also they are not reliable. In order to provide adequate and reliable channels of communication on the section it is proposed to provide directional microwave multichannel radio relay link. The work is estimated to cost Rs. 36.00 lakhs with an outlay of Rs. 0.20 lakh for 1970-71.

29. *Sholapur-Replacement of worn out signalling equipment by Panel Interlocking, South Central Railway.*—Sholapur is an important station on the Bombay-Madras trunk route. At present this station is provided with two aspect lower quadrant signalling operated from two cabins. The signalling gears at this station have served for more than 30 years and require replacement on age-cum-condition basis. It is proposed to equipment (Panel Interlocking) at an estimated cost of Rs. 17.00 lakhs with an outlay of Rs. 0.60 lakh for the year 1970-71.

30. *Extension of Directional radio multichannel communication (Microwave) from Khurda Road-Waltair with drop channel facility at Palasa, South Eastern Railway.*—Waltair is one of the Divisional Headquarters of the South Eastern Railway. It is a junction station for handing over and taking over the loads to and from South Central Railway. The present scheme is an extension of the section Khargpur-Khurda Road and envisages provision of direct trunk channel from Waltair to Chakradharpur which has become adjacent Division to Waltair. The work is estimated to cost Rs. 48.56 lakhs with an outlay of Rs. 5.00 lakhs for 1970-71.



31. *Santragachi—Provision of Route Relay Interlocking, Southeastern Railway.*—Santragachi is a Junction station on the Howrah-Khargpur trunk route situated at a distance of 8 kms. from Howrah. This yard has recently been remodelled and provided with mechanically operated multiple aspect colour light signals. The traffic in this area is increasing day by day. To have the maximum utility of the remodelled yard, it has been proposed to provide Route Relay Interlocking in this yard. This system provides centralised supervision of movements in the controlled area, enables smooth planning, quick decision, and minimum hold up. Route setting and signal clearance for each movement, is achieved by near operation of push buttons. The route section gets released behind the train automatically enabling quicker setting of the route for the next move. Delays to movements resulting from intercabin co-ordination, mechanical operation of points, are avoided. The work has been proposed at an estimated cost of Rs. 43.00 lakhs with an outlay of Rs. 0.10 lakh for the year 1970-71.

32. *Provision of Railway-owned ACSR Communications circuits on Jharsuguda-Bolangir section, Southeastern Railway.*—Jharsuguda-Bolangir is controlled from Chakradharpur through Control and Deputy Control circuits of under-ground cables and over-head alignment rented from P&T. The over-head section being susceptible to copper wire thefts and frequent interruptions, efficiency of the circuit remains extremely poor. With a view to improve the efficiency it is proposed to provide railway owned telecommunication circuits using ACSR wires on Jharsuguda-Bolangir section. The work is estimated to cost Rs. 11.00 lakhs with a provision of Rs. 2.00 lakhs for 1970-71.

33. *Provision of Intermediate Block Signalling on Rajkharswan-Chakradharpur section, Southeastern Railway.*—Rajkharswan-Chakradharpur section is 20 kms. long on the main trunk route, Howrah-Nagpur on the Southeastern Railway. The section is double line, fully electrified with heavy density of traffic. In addition to long distant Mail and Express trains, this section carries lime stone for steel plants at Tata and Burnpur, coal for steel plants at Rourkela and Bhilai, iron ore for steel plant at Rourkela, and QTS wagons for various destinations. Any dislocation or irregularity in running of traffic in this section is likely to lead to severe criticism from the travelling public, and steel plants, in particular. Failure to comply with commitments in respect of the regular transport of raw materials for steel plants is also likely to upset the headway between following trains, thereby increasing efficiency. The work is estimated to cost Rs. 19.00 lakhs with an outlay of Rs. 4.00 lakhs for the year 1970-71.

34. *Bondamunda—Provision of Junction arrangements near 'A' cabin and remote operation of points by two link cabins with panel operation, Southeastern Railway.*—Bondamunda is an important goods yard on the Chakradharpur Division of the Southeastern Railway. With the provision of direct connection from Bondamunda departure lines to Dumitra on the Barsua branch the intensity of traffic passing through this station has increased. The traffic at this station is controlled by four link cabins in conjunction with Bondamunda 'A' cabin. Due to the existing mechanical Signalling considerable time is required for block working, route setting and clearing of signals. To reduce this detention to train movements it is proposed to work these four link cabins from 2 panels, with a Route Relay Interlocking at Bondamunda 'A' cabin. This arrangement will provide centralised operation of train movements from one

single cabin. It will reduce delays and at the same time, efficiency and safety will be maintained. The work is estimated to cost Rs. 25.51 lakhs with an outlay of Rs. 0.60 lakh for the year 1970-71.

35. *Bandikui-Rewari section—Replacement of worn out standard I/II signalling gear by standard III MAUQ signalling at 11 stations, Western Railway.*—Bandikui-Rewari section forms a part of main trunk route (MG) between Delhi-Ahmedabad of Western Railway. This section comprises of 11 stations, which are at present provided with two aspect standard I/II signalling which has been in service for more than 25 years and requires replacement on age-cum-condition basis. Opportunity is being taken of the need for replacement of existing signalling, warranted by its age-cum-condition, to effect improvement in signalling. It is proposed to replace the existing gear with DW MAUQ standard III signalling. The work is proposed at an estimated cost of Rs. 25.46 lakhs with an outlay of Rs. 2.00 lakhs for the year 1970-71.

36. *Provision of Route Relay Interlocking at Surat including goods cabin, Western Railway.*—Surat station is situated on B.G. main line trunk route of Western Railway. This station is provided with three cabins and a ground frame for working of points and signals. The existing equipment at this station is more than 20 years old and requires replacement on age-cum-condition basis. Opportunity is being taken of the need for replacement of the existing signalling, warranted by its age-cum-condition, to effect improvement. It has been proposed to replace the existing equipment with Route Relay Interlocking. The work is estimated to cost Rs. 15.47 lakhs and an outlay of Rs. 0.50 lakh is being proposed for the year 1970-71.

37. *Provision of Panel Interlocking at 6 way side stations on Virar-Sabarmati section (1) Kelva Road (2) Palej (3) Boisa (4) Boriavi (5) Utarsanda (6) Kani, Western Railway.*—Virar Sabarmati section is being electrified and colour light signalling is being provided at the way side stations on safety considerations. To achieve reduction in recurring expenditure, in spite of increase in assets which are to be provided due to electrification and on safety considerations, it has been proposed to provide Panel Interlocking, as a result of which the existing cabins and point equipments would be eliminated. The panels will be operated by the ASM himself and this will result in saving not only on the recurring wages of switchmen, but also on maintenance costs. The time required for co-operation between ASM and switchmen will also be saved, leading to greater flexibility in operation. This work has been proposed at an estimated cost of Rs. 25.97 lakhs with an outlay of Rs. 0.50 lakh for the year 1970-71.

38. *Abu Road-Marwar section—Replacing the existing worn out standard II signalling by standard III MAUQ signalling at 12 stations, Western Railway.*—Abu-Road-Marwar section carries the main stream of traffic on Ahmedabad-Delhi (MG) trunk route of Western Railway. 9 stations on this section have already been provided with 2 aspect standard III signalling along with other line capacity works. The equipment at the remaining 12 stations on this section is provided with 2 aspect lower quadrant standard II signalling which has been in service for more than 25 years and requires replacement on age-cum-condition basis. Opportunity is being taken of the need for replacement of the existing signalling warranted by its age-cum-condition, to effect improvement. It is proposed to replace existing 2 aspect standard II signalling by DW MAUQ

standard III signalling. This work has been proposed at an estimated cost of Rs. 28.60 lakhs with an outlay of Rs. 2.00 lakhs for the year 1970-71.

39. *Bandikui-Ajmer section—Conversion to MAUQ Signalling at 18 stations, Western Railway.*—Bandikui-Ajmer is a part of main trunk route (MG) on Delhi-Ahmedabad of the Western Railway. Signalling and interlocking gears on this section require replacement on age-cum-condition basis. It is proposed to replace the existing 2 aspect lower quadrant mechanical signalling with a more reliable MAUQ signalling at an estimated cost of Rs. 17.17 lakhs with an outlay of Rs. 1.00 lakh for the year 1970-71.

## 5. WORKSHOP REMODELLING AND EXTENSIONS

1. *Kurla-Diesel Loco Shed-Additional facilities for having 36 WDS 2 and WDS 4 Diesel Locos-Phase II, Central Railway.*—At present Kurla Diesel Loco Shed is holding 29 Diesel locos. Existing facilities available are only for 20 Diesel locos. Further, 30 WDS 2 and 6 WDS 4 diesel shunters will be allotted to the Central Railway. It has, therefore, become necessary to provide additional maintenance facilities at Kurla for the maintenance of additional locos. The work is estimated to cost Rs. 16.26 lakhs of which an outlay of Rs. 2.00 lakhs is proposed to be spent during 1970-71.

2. *Itarsi Diesel Loco Shed—Expansion of facilities for increased homing, Central Railway.*—Itarsi Diesel Loco Shed had been planned for a full homing capacity of 135 locomotives to be provided in two phases of which Phase I has been completed for homing 40 Diesel locos.

Phase II of the work was planned in 3 stages.

Stage I of Phase II for homing 80 locos is already in progress. Stage II of Phase II is now proposed to be taken up for homing 100 locomotives and facilities are accordingly planned.

The work is estimated to cost Rs. 52.18 lakhs of which Rs. 5.00 lakhs is proposed to be spent during 1970-71.

3. *Bhagat-ki-Kothi—Provision of a diesel shed for 25 to 35 MG Diesel Locomotives, Northern Railway.*—On Jodhpur Division, there is acute water shortage on Jodhpur Bhagat-ki-Kothi-Barmer, Jodhpur-Pokaran-Jaisalmer and Jodhpur-Merta Road section. With the constant increase in goods traffic since 1967-68, the position has become so acute that it is now becoming difficult to manage the traffic requirements with steam traction on account of shortage of water supply. Recurring drought is a common feature in Rajasthan and the State Government has already imposed drastic cuts in the water supply to Railways at Jodhpur.

For dealing with the increased traffic as a result of 'Green Revolution' in the Canal Loop Area of Rajasthan, Haryana and Punjab areas served by M. G. specially in the context of the difficulties experienced with steam traction, it is necessary to dieselise the trunk routes on the Metre Gauge system on the sections, where there is acute water problem. It is, therefore, proposed to provide diesel shed at Bhagat-ki-Kothi initially for homing 25 to 35 diesel locomotives with provision of further expansion to 100 locomotives as and when need arises. The work is estimated to cost Rs. 51.59 lakhs of which an outlay of Rs. 24.32 lakhs has been proposed for 1970-71.

4. *New Bongaigaon Workshop—Expansion of the capacity for POH of M.G. Coaching Stock, Northeast Frontier Railway.*—A sum of Rs. 5.40 crores was sanctioned in July 1961, which was subsequently increased to Rs. 6.84 crores for setting up a new workshop at New Bongaigaon, North-east Frontier Railway for developing POH capacity of 3000 units wagons and 1500 units Coaching Stock per annum. The work is nearing completion. The targetted POH capacity will be achieved soon.

Even after achieving the targetted POH outturn of 125 coaches per month and also taking into consideration the assistance to be given by North-Eastern Railway at the rate of POH to 30 units of Northeast Frontier Railway MG Coaching Stock per month, there will be a shortfall of POH capacity of 80 units of MG Coaching Stock per month on North-east Frontier Railway.

In view of this, it has become necessary to expand the New-Bongaigaon Workshop for increasing the capacity for POH of MG Coaching Stock. The work is estimated to cost Rs. 92.44 lakhs, and an outlay of Rs. 20.00 lakhs is being proposed for 1970-71.

5. *Guntakal Diesel loco shed—Proposed additional facilities for maintenance and servicing 95 diesel locos (MG), Southern Railway.*—The diesel loco shed at Guntakal was originally designed to home 40 diesel locos, with scope for future expansion to home 60 locos. At present 58 diesel locos are homed at Guntakal catering for the requirements of both South Central Railway and Southern Railway. It is anticipated that the holding of Guntakal shed will have to be raised to 95 locomotives by the end of 1970-71 with progressive dieselisation. It is, therefore, proposed to augment the existing facilities in order to provide maintenance facilities for these additional locos. The estimated cost of the work is Rs. 14.83 lakhs of which Rs. 3.51 lakhs is proposed to be spent during 1970-71.

6. *Abu Road—Expansion to diesel loco shed for homing 100 diesel locos, Western Railway.*—Initially the Diesel Loco Shed at Abu Road was set up to give running repairs to 55 Metre Gauge Diesel Locomotives. At present the holding of the shed is 79 diesel locomotives. Consequent upon turn out of Diesel Locomotives from Diesel Locomotive Works, Varanasi, about 20 locomotives are likely to be added to this Diesel Shed with the result, the homing capacity of the shed requires to be expanded from the present level of 55 locomotives to 100 locomotives. The expansion is also proposed to take care of first POH of Diesel Locos. The estimated cost of the work is Rs. 12.25 lakhs of which Rs. 1.00 lakh is proposed to be spent during 1970-71.

## 6. STRUCTURAL WORKS

1. *Ambarnath—Acquisition of land for extension of goods shed facilities, Central Railway.*—Ambarnath is a fast developing industrial area. Maharashtra Government have leased plots to about 30 small scale industries in addition to heavy engineering industries which will be equal in number. In order to assist these industries, it is proposed to provide additional goods shed facilities at Ambarnath so that these can bring in their finished products to this new goods shed and can take delivery of their raw material. The existing goods shed consisting of a covered area measuring 256 sq. m. and open goods platform on either side is not considered adequate to handle the additional traffic expected.

As the additional facilities required cannot be provided in the existing railway lands at the station, it is proposed to acquire 3.15 h.a. of land near Ambarnath immediately. The estimated cost on the development of land is Rs. 3 lakhs. The total estimated cost of the acquisition and development of the piece of land will be Rs. 11 lakhs out of which 1 lakh is proposed to be spent during 1970-71.

2. *Poona—Provision of additional goods shed facilities, Central Railway.*—The goods shed at Poona is one of the busiest on the Central Railway. The average number of wagons unloaded daily in this goods shed has increased from 95 in 1967 to 110 to 120. With the conversion of Poona—Miraj MG line to BG, the present MG goods shed at Poona will have to be closed down, which will mean further addition to traffic of the BG goods shed. The city of Poona is expanding all along the rail route particularly on the Central Railway's section towards Lonavla. The result is that the inadequacy of goods shed facilities is also being experienced at other neighbouring goods sheds *viz.* Kirkee and Chinchwad. With the increase in traffic, restriction and quotas have to be imposed on the booking of traffic to this important goods shed, causing serious inconvenience to the trade and industry with the result that a fair volume of traffic to Poona is being diverted to road. Creation of adequate facilities to cater for peak traffic will not only obviate the necessity for imposing restrictions and quotas but will also serve as an impetus to trade to consign their goods by rail. It is, therefore, proposed to provide additional goods shed facilities at Poona. When the increased facilities are provided the capacity for total unloading will increase from 105 to 155 wagons a day. The work is estimated to cost Rs. 18 lakhs out of which Rs. 6.30 lakhs is proposed to be spent during 1970-71.

3. *Diva—Acquisition of land for providing a large yard, Central Railway.*—Situated at a distance of 42 kms. from Bombay V.T., Diva is the junction between Bombay-Kalyan main line and Diva Panvel-Apta Uran branch line sections. The existing facilities in the yard are inadequate to deal with the anticipated increase in traffic as a result of coming up of industries and commercial establishments in this area. Having regard to the developments that are envisaged, a large size yard will have to be set up at Diva in the future years for dealing with the increasing needs of the traffic anticipated. For the present, it is proposed to acquire land measuring 52.609 acres to avoid difficulties subsequently. The work is estimated to cost Rs. 11.00 lakhs and an outlay of Rs. 1 lakh is proposed for 1970-71.

4. *Lucknow (RDSO)—Provision of office accommodation and residential quarters in connection with shifting of Advanced Permanent Way School from Poona to Lucknow, Northern Railway.*—The Advanced Permanent Way Training School was started in 1959 at Poona in an old office building of Divisional Engineer, G.I.P. Railway with one class for 20 officers. This institution is not in a position to cater for the increased number of trainees which has at present risen to 40. The hostel accommodation is also not satisfactory as the officers are accommodated partly in a hired accommodation and partly in a subsidised hostel. There is also lack of a Demonstration Yard, recreational facilities for both staff and trainees and residential accommodation for staff including instructors.

As the school at Poona cannot be remodelled or expanded, it has been considered advantageous to shift it to Lucknow where the research facilities provided at RDSO can also be availed of by the trainees in order to keep themselves acquainted with the research work and to keep abreast with the latest knowledge in various technical fields. This will also result in some other facilities like auditorium and library being pooled together, thereby resulting in economy in expenditure. It has, therefore, been proposed to provide service buildings consisting of offices of teaching staff, meeting room, office for ministerial staff and other ancillaries at Lucknow. In addition, a hostel for 60 trainees, a Demonstration Yard and residential accommodation for the staff and officers of the school will be provided.

The work is estimated to cost Rs. 31.64 lakhs of which Rs. 8.82 lakhs is proposed to be spent during 1970-71.

5. *Maula Ali—Provision of a Zonal Training School, South Central Railway.*—South Central Railway was formed by bringing under one administrative unit the two divisions Vijayawada and Hubli from Southern Railway and Sholapur and Secunderabad the two divisions from the Central Railway. Under the present arrangements, staff drawn from Southern Railway are trained at Tiruchirappalli and those drawn from Central Railway are trained at Bhusaval as these divisions still follow the General and Subsidiary Rules of their respective ex-Railways.

Serious difficulties are, however, being experienced in that staff working on ex-Southern Railway Divisions cannot be transferred to the ex-Central Railway Divisions and *vice versa*, due to their not being conversant with the working conditions and rules in the other divisions thereby affecting the mobility of the experienced higher grade staff as the staff who are eligible for transfer to any division, on an all Railway basis, are to undergo further refresher courses. To overcome this, the Railway has set up a committee to frame common rules applicable to the whole of the Railway and when formulated, training at Tiruchirappalli and Bhusaval would be no longer adequate for the staff of this railway. In view of all this, a Zonal Training School of its own is absolutely necessary for the South Central Railway, where training in initial refresher and promotional courses for different categories of staff, particularly Operating (Traffic), Operating (Loco Running), Carriage and Wagon and Commercial Departments can be adequately arranged.

The work is estimated to cost Rs. 25.98 lakhs out of which Rs. 5.00 lakhs is proposed to be spent during 1970-71.

## 7. ELECTRIC SUB-STATIONS AND POWER HOUSES

1. *Northeastern and Southeastern Districts—Replacement of 193 sq. cm. copper contact wire for 40 kms., Central Railway.*—The contact wire forming part of the 1500 V direct current overhead equipment in North East and South East Districts of Bombay Division has been in service for the last about 40 years.

The replacement is being programmed regularly and in the Budget for 1970-71, replacement of contact wire to the extent of 40 Kms in Northeastern and Southeastern Districts of Bombay Division has been made.

The work is estimated to cost Rs. 15.19 lakhs and an outlay of Rs. 1.30 lakhs is being proposed in 1970-71.

2. *Kalyan Power House—Thakurli—Replacement of Stoker of Boilers, Central Railway.*—Kalyan Power House at Thakurli, on Central Railway, has an installed capacity of 136 MW and is interlinked with the Tata/MSEB system of Bombay. Since the beginning, about 40 years ago the Power station had three extensions to augment its generating capacity. The Power House supplies electric power requirements of the suburban section of Central and Western Railways.

The second extension turbine plant is supplied by four High Pressure boilers of Japanese Mitsubishi make. These boilers are stoker-fed and have been giving considerable difficulty in the maintenance and operation due to bad design. Great troubles have been frequent resulting in the loss of generation. Maintenance of these stokers have become uneconomical. The replacement of the stokers of two boilers have been included in the 1970-71 Budget. Replacement of two boilers has already been completed.

The work is estimated to cost Rs. 33.05 lakhs and an outlay of Rs. 1.40 lakhs is being proposed in 1970-71.

3. *Dadar—Replacement of 3000 KW BTH equipment of Dadar sub-station, Central Railway.*—The traction sub-station at Dadar is one of the important sub-stations feeding power to the overhead equipment for running of electric trains, and multiple unit with stock in the Bombay-Kalyan section of Central Railway. One 3000 KW rectifier set was installed at this traction sub-station in the year 1945 and with the phenomenal increase in suburban and other traffic, a 2nd rectifier set of 3000 KW capacity was added in 1963.

The earlier rectifier equipment has been giving considerable difficulty in maintenance. Moreover both the rectifier sets are loaded to their full capacities and any failures would seriously affect the power availability. It is, therefore, very necessary that rectifier equipment installed out 25 years ago is replaced on age-cum-condition basis.

The work is estimated to cost Rs. 10.61 lakhs and an outlay of Rs. 1.30 lakhs is being proposed in 1970-71.

4. *Kalyan Power House—Renewal of complete economiser assembly of boilers No. 9 to 11 and 13 to 16, Central Railway.*—Kalyan Power station is a steam thermal power station of Central Railway which meets the power requirements of electrified suburban sections of Central and Western Railways.

The economisers of 7 boilers at this power station are beyond economical repairs. It is, therefore, necessary to replace them.

The work is estimated to cost Rs. 12.96 lakhs and an outlay of Rs. 1.9 lakhs is being proposed in 1970-71.

5. *Bombay Area—Acquisition of land for setting up new facilities for inspection and stabling of 50 additional EMU units, Central Railway.*—The Suburban Services of the Central Railway in Bombay Division, extend from Bombay VT to Kalyan-Kasara and Karjat. Suburban service is run by a fleet of Electric Multiple Unit (EMU) stock and the present holding of EMU coaches on the Central Railway is 468 coaches. During the 4th Plan period, it is proposed to add 249 coaches and total holding is expected to increase to be about 717 coaches.

Kurla car shed where the maintenance of these coaches is being carried out is capable of handling a maximum of about 500 coaches only. Kurla car shed is also space bound and further extension of the shed is not feasible.

It has, therefore, been decided to set up a second car shed at a suitable place (near Thana) for which acquisition of land has been included in 1970-71 Budget.

The work is estimated to cost Rs. 58.82 lakhs and an outlay of Rs. 16.00 lakhs is being proposed for 1970-71.

6. *Bombay Kalyan section—Strengthening of Power Distribution System for running additional 9 car rakes, Central Railway.*—Bombay-Kalyan section of Central Railway is operated on 1500 Volts DC Traction. The section also caters for intensive suburban traffic in the city of Bombay. The present stock holding of electric Multiple Units on the Central Railway consists of 468 coaches including 180 motor coaches. During the 4th Plan it is proposed to supply to Central Railway 112 coaches in replacement of the old ones which have been in service for over 40 years and 240 coaches for running additional services. The old 8 car rakes with two motor coaches are being replaced by more powerful 9 car rakes with 3 motor coaches. Thus, by 1973-74, the Railway is expected to have 717 coaches for running suburban services.

Running of the services with EMUs of new type(s) will amount to higher drawal of currents from the overhead equipment, which is fed by the Sub-stations at Wadi Bunder, Dadar, Raoli, Kurla, Vikroli, Thana, Diva and Kalyan. It is, therefore, necessary to strengthen the existing distribution system by adding 1x300° KW rectifier set at the existing substation at Vikhroli, Diva and Raoli and provision of a new 2x300° KW rectifier substation for the Harbour Branch section at Cotton Green and a new 1x300° KW sub-station at Matunga and provision of track cabins at Ghatkopar, Kalwa stations.

The work is estimated to cost Rs. 129.60 lakhs and an outlay of Rs. 0.63 lakh is proposed for 1970-71.

7. *Bhusawal—Provision of P.O.H. and ancillary facilities of A.C. Locomotives, Central Railway.*—The Indian Railways, since 1958-59 have electrified 2977 RKM of tracks of important trunk lines and suburban areas. A.C. Electric Locomotives haul the traffic in electrified sections and the present holding of Broad Gauge A.C. Locomotives is 416. With progressive electrification, this number is expected to increase at the rate of about 50 locomotives per year. All these locomotives are to be over-hauled at approximately 6 lakhs, kms. intervals of running. As a policy, it has been decided that the P.O.H. of electric locomotives should be suitably centralised. Accordingly, on the Eastern region Kanchanpara Workshop, which was earlier dealing with



steam locos has been earmarked for carrying out the POH of electric locos. Kanchanpara Shop is capable of holding about 400 locos and the present holding is more than this. On the Western region, there is, therefore, a need for setting up suitable facilities for the POH of electric locos and Bhusawal has been selected as the place for this purpose.

As the construction of the work would take 3 to 4 years, the work has been programmed for inclusion in 1970-71 so that facilities for POH of electric locos could be available by about 1974.

The work is estimated to cost Rs. 224.85 lakhs and an amount of Rs. 15.00 lakhs is proposed to be spent in 1970-71.

8. *Mughalsarai—Extension of electric loco shed for holding 100 locos, Eastern Railway.*—There are at present 169 main line electric locos working passenger and goods services on the electrified sections between Calcutta area and Mughalsarai. A bulk of the passenger and goods services are moved on the electrified section by a fleet of 169 AC locos. The electric locos are maintained at the sheds at Asansol and Mughalsarai.

The capacity of the Asansol shed is for dealing with 100 locos and the present capacity with the Mughalsarai shed is for dealing with 50 locos. During the next two years, with further allotments of locos the Eastern Railway's holding is likely to increase to about 200 locos and facilities for repairs and maintenance of about 100 locos will have to be created at Mughalsarai by extending the present facilities.

The work is estimated to cost Rs. 60.95 lakhs of which an outlay of Rs. 4.25 lakhs is being made in 1970-71.

9. *Sealdah South—(a) Proposed EMU shed with inspection pit and Office, (b) Proposed Washing Platform and Hydrants etc., Eastern Railway.*—With the electrification of the Sealdah Suburban section the steam hauled conventional coaches have been replaced by electric multiple units. The maintenance of these electric multiple units is being done at Narkeldanga Steam Loco Shed, which has been suitably converted. This shed is capable of handling about 350 EMU coaches.

With the anticipated increase in the Suburban traffic, a further allotment of 133 EMU coaches has been made to Eastern Railway during the 4th Plan. The total holding of Sealdah Division is likely to increase to 450 coaches by 1973-74.

The additional EMU coaches cannot be maintained in the existing car shed at Narkeldanga, as this shed is already being worked to its full capacity. It is therefore, necessary to provide additional shed capacity which has been decided to be located at Sealdah South station.

The work is estimated to cost Rs. 34.26 lakhs of which an outlay of Rs. 4.00 lakhs is being proposed for 1970-71.

10. *Howrah car shed—extension of car shed and provision of 10 additional lines with shunting necks at both ends for maintenance of additional EMU stock, Eastern Railway.*—The car shed at Howrah caters for the maintenance of electric Multiple Units rakes plying in the Howrah-Burdwan section. The capacity of the Howrah car shed is for dealing with about 150 EMU coaches and was built alongwith the 3000 V DC electrification of Howrah-Burdwan section.

With the increase in traffic considerable additional units have been added to the EMU holding of Howrah Division and the present holding is about 245 coaches. During the 4th plan additional coaches to the extent of 133 have been allotted to Eastern Railway. In view of the increased holding and as the present shed is not capable of the maintenance of EMU coaches, it is proposed to extend the car shed for dealing with about 300 EMU coaches.

The work is estimated to cost Rs. 69.15 lakhs and an outlay of Rs. 4.25 lakhs is proposed to be spent in 1970-71.

11. *Additional facilities for EMU Car shed at Tikiapara, Southeastern Railway.*—In the EMU car shed at Tikiapara the maintenance of the EMU coaches of Southeastern Railway is being carried out. It has four pit lines for inspection of EMU stock. Out of these, two lines are already provided with covered shed while the other two pit lines meant for brake inspection are without any cover. To enable staff to carry out the work effectively it is essential to provide a covered shed for these two lines also. For lifting EMU coaches two cranes are also required. At present there is only one EOT crane. The work is estimated to cost Rs. 14.03 lakhs and an outlay of Rs. 3.50 lakhs is proposed for 1970-71.

12. *Providing additional facilities in the car shed for maintenance of EMU stock at Bombay Central, Western Railway.*—The maintenance of electric multiple unit stock catering to suburban section of Bombay area of Western Railway is centralised at the Bombay Central car shed. The present holding of EMU stock is 378 coaches. During the 4th plan, it is proposed to add 148 coaches to this fleet to augment the existing suburban services. To cater for the increased maintenance workload arising out of the increase in the EMU holding, it has been decided to augment the existing facilities at Mahalaxmi car shed.

The work is estimated to cost Rs. 32.47 lakhs of which an outlay of Rs. 10.00 lakhs is proposed for 1970-71.

## 8. CONSTRUCTION OF NEW LINES AND ELECTRIFICATION OF RAILWAY LINES

1. *Tornagully-Madukula-penta—Construction of a new Broad Gauge line (24 kms) South Central Railway.*—The Cabinet have decided that a new railway line should be provided from the Hospet-Bellary main line to the Donamalai mining area to facilitate the export of iron ore through Madras Port. The line will be 24 kms. long and is estimated to cost about Rs. 3 crores. A provision of Rs. 1.00 lakh is being made in 1970-71.

2. *Electrification of Waltair-Kirandul section, Southeastern Railway.*—Waltair-Kottavalasa-Kirandul section (RKM 471—TKM 620) is newly constructed line from Kottavalasa to Kirandul and Third line between Waltair and Kottavalasa. The line connects the Bailadilla iron ore mines with the Port of Vishakapatnam. The section is heavily graded and haulage of traffic by steam is out of question. The only modes of traction for the movement of iron ore over the section are either diesel or electric. The level of traffic in June 1969 was 5.8 TKM/annum/RKM. The preliminary economic study of dieselisation vs. electrification of the section reveals that electric traction is cheaper than dieselisation with an annual return of 16 per cent for a level of traffic of six million tonnes which is expected to materialise by the end of 4th plan i.e. 1973-74 and 62 per cent in the 11th year of electrification on an expected movement

of 10 million tonnes. The work is estimated to cost Rs. 1916.17 lakhs of which an outlay of Rs. 50 lakhs has been made for 1970-71.

3. *Techno-Economic Feasibility Studies for a Mass Rapid Transit system for Bombay City, Metropolitan Transport Projects, Bombay.*—Studies undertaken in connection with the Project of a third terminal station at Ballard Estate in Bombay City, commenced in 1969-70 have progressed sufficiently to enable commencement of Techno-Economic Feasibility Studies for a Mass Rapid Transit System for Bombay City. Hence this work is proposed to be carried out at an estimated cost of Rs. 40.00 lakhs with an outlay of Rs. 5.00 lakhs during the year 1970-71.

### 9. STAFF QUARTERS

The following is the list of the more important items of works costing over 5 lakhs each, which are being included in 1970-71, as a part of the Railways' general policy of providing quarters to as many of the staff as possible within the limitations of available resources.

(Figures in lakhs of rupees)

Serial No.	Particulars of Works	Estimated cost	Outlay proposed in 1970-71
1	2	3	4
<b>CENTRAL RAILWAY</b>			
1	Bombay Area.—Provision of 14 units type IV (Spl.) multi-storeyed quarters for Jr. Scale/Class II Officers at Mazgaon . . . . .	7.72	1.85
2	Bombay Area.—Provision of 14 units type V multi-storeyed for Sr. Scale Officers at Grey Land Marine Drive . . . . .	9.80	1.60
<b>EASTERN RAILWAY</b>			
3	Andal.—Provision of 4 units type III, 41 units type II and 21 units type I double storeyed quarters for class III and IV essential staff. . . . .	8.64	1.95
4	Asansol.—Provision of 4 units type III, 38 units type II, 5 units type I quarters for class III and IV essential staff. . . . .	6.17	1.80
5	Burdwan.—Provision of 46 units type II multi-storeyed quarters with ancillary works, water supply and electrification for the essential staff . . . . .	8.92	1.00
6	Dakhineswar.—Provision of type II multi-storeyed quarters for essential staff—48 units . . . . .	7.56	1.00
7	Danapur.—Provision of 35 units type I, 37 units type II and 4 units type III quarters for essential staff. . . . .	7.32	1.70
8	Gomoh.—Provision of 62 units type II double storeyed quarters including water supply and electrification for class III essential staff of various Departments. . . . .	9.30	2.70
9	Liluah.—Provision of 24 units type II multi-storeyed and 16 units type III multi-storeyed quarters with pile foundation ancillary works, water supply and electrification for the staff of various Departments. . . . .	9.95	1.00

(Figures in lakhs of rupees)

1	2	3	4
10	Mughalsarai.—Provision of 45 units type I, 50 units type II and 5 units type III quarters for running staff including Traction Department	9.67	2.75
11	Narkeldanga.—Provision of 48 units type II multi-storeyed quarters including water supply and electrification etc. for Divisional staff	9.84	1.50
NORTHERN RAILWAY			
12	Delhi Area.—Provision of 32 units type IV Spl. multi-storeyed flats	19.42	5.01
13	Delhi Area.—Providing 64 units type I, 48 units type II, 16 units type III multi-storeyed quarters	18.80	2.00
14	Lucknow Alambagh.—Provision of 60 units type I double storeyed quarters.	5.49	1.00
15	Delhi.—Provision of 32 units type IV multi-storeyed quarters	8.78	2.92
16	Lucknow (RDSO).—Construction of additional staff quarters 20 units type I, 24 units type II, 18 units type III and 26 units type V quarters.	17.64	2.00
NORTHEAST FRONTIER RAILWAY			
17	Aliparduar Jn.—Construction of 80 units type II single storeyed quarters.	10.91	3.01
18	Badarpur.—Construction of 32 units type I double storeyed and 40 units type II quarters in replacement of existing kutcha quarters.	11.67	3.01
19	Dangal.—Construction of 80 units type I single storeyed quarters	5.87	1.01
20	Gurhati.—Construction of 72 units type I quarters and 48 units type II (3 storeyed) quarters in replacement of existing of kutcha quarters.	12.36	4.51
21	Lunding.—Construction of 32 units type I double storeyed and 32 units type II double storeyed quarters in replacement of existing kutcha quarters.	7.72	2.01
22	Katihar.—Construction of 64 units type I double storeyed quarters in replacement of condemned housing wagons.	5.16	1.50
23	New Jalpaiguri.—Construction of 64 units type I single storeyed and 64 units type II single storeyed quarters	11.89	3.51
24	Pandu (Rest Camp Colony).—Construction of 48 units type I double storeyed and 64 units type II double storeyed quarters in replacement of kutcha quarters.	11.82	4.01
25	Tinsukia.—Construction of 80 units type I double storeyed and 32 units type II double storeyed quarters in replacement of existing kutcha quarters	13.25	4.01

1	2	3	4
SOUTH CENTRAL RAILWAY			
26	Habil.—Provision of 27 units type I, and 22 units type II quarters	5.42	300
27	Kazipet.—Provision of 40 units type I, 16 units type II and 8 units type III quarters	6.70	3.50
28	Secunderabad.—Provision of 6 units type V Spl. and 14 units type IV Spl. quarters	8.80	4.00
29	Secunderabad.—Construction of 16 units type I, 24 units type II, 16 units type III multi-storied quarters	8.45	4.00

## INTEGRAL COACH FACTORY

30	Perumuri.—Construction of 22 units of staff quarters (16 units type IV, 4 units type IV Spl. and 2 units type V Spl.)	7.85	7.00
	(WMS)	1.00	1.00

## 10. STAFF WELFARE WORKS

1. *Dhanbad—Extension to Indoor Hospital at Dhanbad, Eastern Railway.*—The present Hospital building was built in 1925 with about 38 beds strength. An Annexe and a chest clinic was added to the Hospital in the year 1959 and 1965 raising the beds strength to 65 and 85 respectively. The existing accommodation available in the hospital is 4,354 sq. ft. of floor space for 106 beds whereas normally there should be 8,480 sq. ft. of floor space for these beds. The present bed strength of 85 is absolutely inadequate for Dhanbad Division which has a total strength of 26,842 employees and jurisdiction extending upto Chopan. It is, therefore, proposed to extend the Indoor Hospital at Dhanbad. The work is estimated to cost 6.30 lakhs out of which 0.50 lakh is proposed to be spent during 1970-71.

2. *Mughalsarai—Electrification of existing type I or equivalent type of quarters, Eastern Railway.*—In accordance with the Railway Board's policy to electrify old unelectrified quarters on an accelerated programme basis, it is proposed to electrify 1520 units type I and equivalent quarters on the Eastern Railway. The additional connected load for these quarters will be approximately 300 K.W. To cater this additional load a transformer has been included in the scheme and provision has also been made for strengthening of existing feeders. The work is estimated to cost Rs. 5.65 lakhs and an outlay of 0.50 lakh is proposed for 1970-71.

3. *Kanchrapara (Dangapara Colony)—Proposed improvement to existing 'R' type back to back quarters (240 units), Eastern Railway.*—It is the policy of the Railways to afford better amenities to staff by improvement of existing old one roomed semi-permanent type quarters built during the last war so as to bring them to the requisite standard, gradually on a programmed basis. Accordingly, it is proposed to provide all the necessary facilities for these 240 units old type quarters including lighting arrangements. The work is estimated to cost Rs. 6.74 lakhs with an outlay of Rs. 0.74 lakh during 1970-71.

4. *Bhatinda—Providing Sewerage system in Railway Colony, Northern Railway.*—It has been the policy of the Railway that all the colonies where piped water supply is adequate should be provided with water borne sewerage system. Bhatinda is a big Railway Colony comprising of 359 Class III and Officer quarters and 1,076 Class IV staff quarters located on the east and west sides of the yard. It is proposed to connect about 500 quarters lying on the west of Bhatinda Yard including community latrine to a system of sewer drains and to discharge the effluent into the municipal sewer. The work is estimated to cost Rs. 15.76 lakhs out of which Rs. 2.50 lakhs is proposed to be spent during 1970-71.

5. *Gauhati—Provision of an independent Water Supply system, North-east Frontier Railway.*—With the increase in the volume of passenger from 10 passenger trains to 16 passenger trains and consequent increase of staff at New Gauhati, the present arrangement is found to be totally inadequate. The situation is further aggravated during the periods of failure of electric supply from State Electricity Board, which are quite frequent. Due to inadequate water supply to cope up with the present demand, number of trains were delayed during the recent years, severely affecting the operational efficiency. A number of staff representations from New Gauhati have also been received due to inadequate water supply. It is, therefore, proposed to make independent water supply arrangements at New Gauhati and Gauhati with the provision for a standby released generating set at an anticipated cost of Rs. 8.40 lakhs of which an outlay of 1.01 lakhs is proposed for 1970-71.

## 11. PASSENGER AND OTHER RAILWAY USERS' AMENITIES

1. *Poona—Provision of Refreshment Room and Cafeteria on platform No. 1, resiting of Parcels Office and improvements of circulating area, Central Railway.*—Poona is an important junction station on the Bombay-Poona Section of the Central Railway. The daily average number of passengers booked from this station is 2,500 while the maximum number of passengers dealt with at any one time is 300. The vegetarian Refreshment Room and Cafeteria have been housed in a very dilapidated building outside the main station building. The situation is very inconvenient to passengers. The Inward Parcels Office is also not properly located from the operational point of view. Moreover accommodation available is not sufficient to cope with the increased parcel traffic. It is, therefore, proposed to provide a large Inward Parcels Office measuring 355 Sq. M. in a portion of the III Class Waiting Hall and to construct a new Waiting Hall measuring 818 Sq. M. in lieu thereof. The Cafeteria and Refreshment rooms would also be located on the main platform in the existing parcels office after certain modifications. The work is estimated to cost Rs. 8.60 lakhs of which Rs. 1.50 lakhs is proposed to be spent during 1970-71.

2. *Extension of platforms to accommodate longer trains on New Delhi-Lucknow section, Northern Railway.*—Consequent on the dieselisation of some of the important Mail and Express trains on Northern Railway extension of platforms at all stopping stations to accommodate longer trains has been necessitated. Accordingly a proposal has been framed for extension of platforms on 10 stations on New Delhi-Lucknow section at a cost of Rs. 5.90 lakhs out of which Rs. 3.20 lakhs is proposed to be spent during 1970-71.

3. *Chandigarh—Provision of a Station building, Northern Railway.*—The existing Chandigarh station building is a temporary structure built under a platform shelter and does not provide for the necessary passenger amenities. For upper class passengers there is a small waiting room in one portion of the building. There is no suitable waiting hall accommodation for lower class passengers and the parcel godown is quite inadequate. It is now proposed to construct a new station building with adequate waiting room facilities for upper class and third class passengers sanitised lavatories and bathing facilities, tea stall, cloak room, booking offices, Enquiry and Reservation for Upper and Lower Classes, Station Master and Assistant Station Master's rooms with stores, G.R.P. room, R.T.O. room and Ticket Collectors' room. The work is estimated to cost Rs. 7.51 lakhs of which Rs. 3.80 lakhs is proposed to be spent during 1970-71.

4. *Extension of platforms on Delhi-Mughalsarai section to accommodate longer trains, Northern Railway.*—Consequent on the dieselisation of some of the important Mail and Express trains on Northern Railway, extension of platforms at all stopping stations to accommodate longer trains has been necessitated. Accordingly, a proposal has been framed for extension of platforms on 12 stations on Delhi-Mughalsarai section at a cost of Rs. 8.80 lakhs out of which Rs. 3.50 lakhs is proposed to be spent during 1970-71.

Statement showing the provision proposed State wise for Investment in Government Commercial Undertakings—Road Services in the Budget and Revised Estimates for 1969-70 and the Budget Estimates for 1970-71.

(Figures in lakhs of rupees)

States	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
BIHAR: (Eastern and Southeastern Railways)	30.00	30.00	10.02
PUNJAB (PEPSU): (Northern Railway)	10.00	3.12	5.00
HIMACHAL PRADESH: (Northern Railway)	5.00	..	..
MYSORE : (Southern Railway)	9.99	20.00	38.76
MAHARASHTRA : (Central & South Central Railways)	108.00	61.00	6.50
ANDHRA PRADESH : (South Central Railways)	22.50	..	10.00



Statement showing the provision proposed Statewise for Investment in Government Commercial Undertakings—Road Services in the Budget and Revised Estimates for 1969-70 and the Budget Estimates for 1970-71

(Figures in lakhs of rupees)

States	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
MADHYA PRADESH : (Central and Southeastern Railways)	60.00	17.50	37.50
GUJARAT : (Western Railway)	45.96	15.00	25.00
RAJASTHAN : (Western Railway)	25.00	2.50	5.00
KERALA : (Southern Railway)	35.00	4.00	30.00
TRIPURA : (Northeast Frontier Railway)	..	..	5.00
ASSAM : (Northeast Frontier Railway)	..	..	25.00
<b>TOTAL</b>	<b>315.45</b>	<b>194.12</b>	<b>197.78</b>

*Programme of Construction of new lines, restoration of dismantled lines and electrification of railway lines for 1970-71*

(Figures in thousands of rupees)

Particulars		Latest estimated cost	Approximate expenditure upto end of 1969-70	Budget Estimate, 1970-71	Balance to complete work
<b>CENTRAL RAILWAY</b>					
(i) Ghatpuri-Bhusawal—Electrification Project	Cap.	11,86,64	11,50,98	35,66	..
	DRF.	9,20	..	9,29	..
	DF(2)	54,00	42,00	12,00	..
(ii) Morwa (Singrauli)—Katni raillink (0 to 254.26 kms.)	Cap.	20,06,00	17,11,60	1,81,70	1,12,70
<b>EASTERN RAILWAY</b>					
(i) Provision of new lines between Chandrapura and Bondamunda (Rourkela):					
(a) Chandrapura-Hatja construction	Cap.	12,63,27	12,48,51	8,00	6,76
(b) Hatja-Bondamunda construction	Cap.	14,86,21	14,36,67	10,00	39,54
(ii) Permanent diversion of Tildanga-Farakka line upto the south abutment of the barrage with a bridge over the feeder canal	Cap.	1,84,41	94,04	75,00	15,37
	Cap.	—1,23,48	..	..	—1,23,48
	DRF.	1,59,70	..	..	1,59,70
	DF(1)	—23	..	..	—23
	DF(2)	—27,77	..	..	—27,77
(iii) Provision of a B.G. Railway Bridge over the Farakka Barrage.	Cap.	86,69	27,76	48,50	10,43
(iv) B.G. connection between the left bank abutment of the barrage and Chama-gram excluding interchange point at Malda.	Cap.	23,07	10,29	12,71	7
	Cap.	—8	..	..	—8
	DRF.	6	..	..	6
	R.	2	..	..	..
(v) Substructure for the Double Line Railway Bridge over the barrage as incorporated in the Barrage structure	Cap.	4,00,00	1,00	81,79	3,17,21
<b>NORTHERN RAILWAY</b>					
(i) Construction of broad gauge railway line between Ghazabad and Tughlakabad including second Yamuna bridge at Delhi.	Cap.	5,99,70	5,96,78	2,92	..
(ii) Construction of Delhi avoiding lines and connected traffic facilities.	Cap.	6,07,57	67,75	19,8	1,20,00
	DRF.	26,07	26,07	..	..

Programme of Construction of new lines, restoration of dismantled lines and electrification of railway lines for 1970-71

(Figures in thousands of rupees)

Particulars		Latest estimated cost	Approximate expenditure upto end of 1969-70	Budget Estimate, 1970-71	Balance to complete work
(iii) Hindumalkot-Sriganganagar—Construction of a new broad gauge line	Cap. Cap. DRF DRF	1,17,20 —18 18 1	99,78 —18 18 1	11,38 .. .. ..	6,04 .. .. ..
(iv) Construction of rail link between Singrauli-Coalfields and Obra railway station on the new Robertsganj-Garhwa Road line	Cap.	10,29,15	10,17,01	3,05	9,09
(v) Jaisalmer-Pokaran—Construction of a new metre gauge line	Cap.	2,49,07	2,44,07	5,53	..
(vi) Kathua-Jammu—Construction of a new broad gauge rail link between	Cap.	10,98,84	10,00,00	4,16,42	4,92,42
(vii) Electrification of Kanpur-Tundla Section	Cap. DF(2)	12,91,07 36,52	8,44,59 22,61	3,57,09 13,91	89,39 ..
<b>NORTHEASTERN RAILWAY</b>					
(i) Restoration of the Railway line between Thurbhita and Bhaptiahi Section	DRF Cap. DF(2)	31,67 4,44 1,34	21,00 3,00 1,00	8,22 1,44 34	2,45 .. ..
<b>NORTHEAST FRONTIER RAILWAY</b>					
(i) Construction of new broad gauge line from near Siliguri to Jogighopa in Assam	Cap.	33,33,25	33,31,23	2,02	..
<b>SOUTHERN RAILWAY</b>					
(i) Madras Beach-Tambaram suburban section.— Conversion from 1500 VDC to 25 KV AC traction	Cap. DRF R.	77,94 1,13,77 1,08	74,97 93,11	2,97 ..	.. 20,56
(ii) Mangalore-Hussan railway construction	Cap. DRF R.	23,72,69 13 8	13,94,62 10	3,97,03 ..	5,81,04 3

*Programme of Construction of new lines, restoration of dismantled lines and electrification of railway lines for 1970-71*

(Figures in thousands of rupees)

Particulars		Latest estimated cost	Approximate expenditure upto end of 1969-70	Budget Estimate, 1970-71	Balance to complete work
<b>SOUTH CENTRAL RAILWAY</b>					
(i) Toranagullu-Madukulapenta—Construction of a New broad gauge line . . . . .	Cap.	3,00,00	..	1,00	2,99,00
<b>SOUTHEASTERN RAILWAY</b>					
(i) Rail link to Haldia Port . . . . .	Cap. DRF	8,34,05 73	5,97,41 ..	55,00	1,81,64 73
(ii) Kottavalasa—Bailadilla Construction Project . . . . .	Cap. DRF R.	60,28,35 4,54 73	58,97,76 1,98	47,00 ..	83,59 2,56
(iii) Electrification of Howrah Khargpur . . . . .	Cap. DF(2)	8,28,61 27,61	8,21,03 22,52	7,58 1,00	.. 4,09
(iv) Electrification of Rourkela-Durg . . . . .	Cap. DF(2)	23,50,49 71,88	18,96,90 48,46	4,02,42 10,00	51,17 13,42
(v) Sambalpur-Titilagarh construction . . . . .	Cap.	12,94,53	12,39,87	14,00	40,66
(vi) Bimlagarh-Kiriburu construction . . . . .	Cap.	5,72,82	5,42,77	7,00	23,05
(vii) Construction of Cuttackx Paradeep Rail Link . . . . .	Cap.	10,01,55	1,99,44	1,77,02	6,25,09
(viii) Electrification of Panchakura-Haldia Section . . . . .	Cap.	2,00,00	1,00	50,00	1,49,00
(ix) Electrification of Waltair-Kirandul Section . . . . .	Cap. DF(2)	17,75,49 1,40,68	.. ..	50,00 ..	17,25,49 1,40,68
<b>WESTERN RAILWAY</b>					
(i) Electrification of Virar-Sabarmati section including ancillary works on the existing electrified Churchgate Virar Section . . . . .	Cap DF(2) Cap. DRF	31,21,59 84,34 —5,70 5,70	5,05,08 1,6,31 .. ..	6,95,00 5,00 .. ..	19,21,51 73,03 5,70 5,70

*Programme of Construction of new lines, restoration of dismantled lines and electrification of railway lines for 1970-71*

(Figures in thousands of rupees)

Particulars		Latest estimated cost	Approximate expenditure upto end of 1969-70	Budget Estimate 1970-71	Balance to complete work
(ii) Jhund-Kandla broad gauge link	Cap.	15,60,62	14,26,68	1,33,94	..
	Cap.	- 3,97	..	-3,97	..
	DF(I)	8	..	8	..
	DRF	6,79	76	6,03	..
(iii) Udaipur-Himatnagar metre gauge link	Cap.	11,82,88	11,80,88	2,00	..
	Cap.	-98	-93	-5	..
	DRF	98	93	5	..

(iv) Guna (Rothiai)—Shajapur-Maksi construction	Cap	9,18,63	5,87,63	2,01,00	1,30,00
	DRF		12	..	-12

**METROPOLITAN TRANSPORT PROJECTS, BOMBAY**

(i) Techno-Economic Feasibility studies for Mass Rapid Transport System for Bombay	Cap.	40,00	..	5,00	35,00
(ii) Feasibility and Economic studies for a third Terminal station in Bombay City, for Metropolitan Transport	Cap.	13,60	4,00	9,60	..

**METROPOLITAN TRANSPORT PROJECTS, CALCUTTA**

(i) Techno-Economic Feasibility studies for Mass Rapid Transit System in Calcutta City, for Metropolitan Transport	Cap.	40,00	1,00	35,00	4,00
(ii) Final Location Survey and Preparation of Project Report and detailed estimate for the extension of the suburban line from Dumdum to Princep Ghat, for Metropolitan Transport	Cap.	41,46	8,00	23,00	10,46

Total	Cap.	..	..	35,84,57	..
	DRF	..	..	23,50	..
	DF	..	..	42,33	..

*List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)*

(Figures in thousands of rupees)

Sl. No.	Particulars of works		Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>CENTRAL RAILWAY</b>					
1	Dehu Road Provision of additional Up and Down loop . . . . .	Cap. OLWR DR(1)	13,70 6 23	3,50 ..	10,20 6 23
2	Chinchwad.—Provision of an additional loop line of 686 m. . . . .	Cap. DR(1)	12,40 32	3,00 ..	9,40
3	Bhimsen.—Provision of additional facilities for working trains between Bhimsen and Kanpur Yard (Juhi) on crack pattern:—				
	(i) Extension of loop lines to 686 m.				
	(ii) Provision of one additional loop line of 686m . . . . .	Cap.	5,81	1,50	4,31
4	Bhopal.—Extension of loop lines to 686 m, provision of one pilot line and shunting neck for loco shed . . . . .	Cap.	10,01	3,00	7,01
5	Mathura Goods Yard.—Extension of 6 sorting lines to 549 m . . . . .	Cap.	5,07	2,00	3,07
6	Diva.—Acquisition of land for provision of a large size goods yard . . . . .	Cap.	11,00	1,00	10,00
7	Wardha.—Provision of additional sorting lines and extension of receiving lines . . . . .	Cap.	16,69	4,00	12,69
8	North East and South East Districts.—Replacement of 1.93 sq. cm. Copper Contact wire for 40 Kms . . . . .	DRF	15,19	1,30	13,89
9	Bombay Suburban District.—Replacement of 24 Kms. of 1.61 sq. cm. contact wire by 1.93 sq. cm. contact wire . . . . .	DRF	9,26	1,30	7,96
10	Dadar.—Replacement of 3000 KW BTH equipment at Dadar Sub-Station . . . . .	DRF	10,61	1,30	9,31
11	Kalyan Power House.—Renewal of complete economiser assembly of Boilers No. 9 to 11 and 13 to 16 . . . . .	DRF	12,96	1,90	11,06
12	Ambarnath.—Acquisition of land for extension of goods shed facilities . . . . .	Cap.	11,00	1,00	10,00

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

(Figures in thousands of rupees)

Sl. No.	Particulars of works	Anticipated cost	Outlay proposed for 1970-71	Balance to complete work	
<b>CENTRAL RAILWAY</b>					
13	Bombay Area.—Provision of 14 units type IV (SPL) multi-storeyed quarters for Junior Scale/Class II Officers at Mazgaon.	Cap.	7,72	1,85	5,87
14	Bombay Area.—Provision of 14 units type V multi-storeyed quarters for Senior Scale Officers at 'Grey Land' Marine Drive	Cap.	9,80	1,60	8 20
15	Matunga.—Replacement of 22000 Volts A. C. Switch-gear in the Sub-station in carriage and wagon workshops	DRF	9,55	1,00	8,55
16	Matunga.—Replacement of rotary converter switch-gear etc. by rectifier units in C & W shops	DRF	8,73	1,00	7,73
17	Banda.—Provision of two additional loops in the goods yard and extension of shunting neck at Manikpur end	Cap.	8,50	1,50	7,00
18	Poona.—Provision of Refreshment Room and Cafeteria on Platform No. 1 re-siting of Parcel Office and improvements of circulating area	DF(1) OLWR	8,05 55	1,50	6,55 55
19	Poona.—Provision of additional goods shed facilities	DF(3)	18,00	6,30	11,70
20	Mankhurd.—Provision of two stabling sidings of 213.36 m	DF(3)	5,37	2,00	3,37
21	Lonavla-Poona Section.—Provision of aluminium conductor steel reinforced wires	DF(3)	12,00	2,00	10,00
22	Karjat-Lonavla Section.—Provision of multiple aspect colour light signalling (5 stations)	DF(3)	10,00	1,00	9,00
23	Jhansi-Agra Section.—Provision of overhead aluminium conductor steel reinforced wires	DF(3)	18,00	12,50	5,50
24	Itarsi-Nagpur Section.—Shifting of distant signal to be at 1 Km. away from home signal and working with motors at 29 stations	DF(3)	6,00	1,00	5,00
25	Bombay Suburban District.—provision of sectioning and paralleling track cabin in Thana-Kalyan Section	DF(3)	7,50	7	7,45
26	Bombay Suburban District.—Provision of sectioning and paralleling track cabin in Kuria-Thana Section	DF(3)	6,12	5	6,07

140 RAILWAYS' ROLLING STOCK, MACHINERY AND WORKS PROGRAMME

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)  
(Figures in thousands of rupees)

Sl. No.	Particulars of works	Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>CENTRAL RAILWAY</b>				
27	Shahad.—Construction of road over bridge in lieu of level crossing No. 42 on Kalyan-Murbad Road	DF(3) Deposit	9,88 40	3,01 9,48
28	Kalyan-Loco Shed.—Reorganisation of repair and A.W. shop	DF(3)	9,52 1,00	8,52
29	Kurla-Diesel Loco Shed.—Additional facilities for homing 36 WDS2 and WDS4 diesel locos—Phase II	DF(3) DF(2)	15,55 2,00	71 13,55
30	Manmad.—Provision of a washing siding of 300 m. CSR	DF(3)	71 2,00	4,07
<b>EASTERN RAILWAY</b>				
31	Bokaro Steel Plant—Line capacity works— (i) Crossing station between Gomia and Danae	Cap. DF(2)	9,84 5,00	4,84 1,51
	(ii) Crossing station between Danae and Chainput	Cap. DF(2):	11,59 2,10	5,59 2,10
32	Kanchrapura.—(Dangapara Colony).—Proposed improvement to existing 'R' type back to back quarters (240 units)	DF(2)	6,74 74	6,00
33	Dhanbad.—Extension to Indoor Hospital at Dhanbad	DF(2)	6,30 50	5,80
34	Mughalsarai.—Electrification of existing type I equivalent type of quarters, (1520 units)	DF(2)	5,65 50	5,15
35	Dakhineswar (Calcutta area).—Provision of type II (multi-storeyed) quarters for essential staff (48 units)	DF(2)	7,56 1,00	6,56
36	Narkeldanga.—Provision of 48 units type II multi-storeyed quarters including water supply and electrification etc. for Divisional Staff	DF(2)	9,84 1,50	8,34
37	Liluah.—Provision of 24 units type II (multi) and 16 units type III (multi) quarters with pile foundation, ancillary works, water supply and electrification for the staff of various departments	DF(2)	9,95 1,00	8,95
38	Bardwan.—Provision of 46 units type II multi-storeyed quarters with ancillary works, water supply and electrification for the essential staff of the Division	DF(2)	8,92 1,00	7,92



List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

(Figures in thousands of rupees)

S. No.	Particulars of works	Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>EASTERN RAILWAY</b>				
39	Andal.—Provision of 4 units type III, 41 units type II and 21 units type I quarters (double-storeyed) for Class III and Class IV essential staff	DF(2) 8,64	1,95	6,69
40	Asansol.—Provision of 4 units type III, 38 units type II, 5 units type I quarters for Class III and IV essential staff	DF(2) 6,17	1,80	4,37
41	Gomoh Station.—Provision of 62 units type II (double-storeyed) quarters including water supply and Electrification of Class III essential staff of various Deptt.	DF(2) 9,30	2,70	6,60
42	Mughalsarai.—Provision of 45 units type I, 50 units type II and 5 units type III quarters for running staff including traction department	DF(2) 9,67	2,75	6,92
43	Danapur.—Provision of 35 units type I, 37 units type II and 4 units type III quarters for essential staff	DF(2) 7,32	1,70	5,62
44	Jirat.—Provision of crossing station (i) between Khamargachi and Balagarh (ii) Somrabazar between Balagar and Gupte para on BAK Loop	DF(3) 9,79	2,25	7,54
45	Danapur—Mughalsarai Section.—Provision of ACSR conductors for Control, Dy. Control and Stock Control circuits after taking over P&T alignment for R y. communication circuits.	DF(3) 14,28	4,17	10,11
46	Provision of colour light signalling on single line section between Habra and Bongaon in replacement of Semaphore signals at 4 stations.	DF(3) 8,00	10	7,90
47	Sealdah Division.—Interlocking of non-interlocked 'B' class level crossing gates in busy suburban section at the 10 gates.	DF(3) 5,60	1,00	4,60
48	Ballygunge.—Provisions of Road-over-Bridge near Rly. station on the Sealdah-Ballygunge	DF(3) 9,97 Deposit 7,03	50	9,47

*List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)*

(Figures in thousands of rupees)

S. No.	Particulars of works		Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>NORTHERN RAILWAY</b>					
49	Extension of loops on Ferozepore Ludhiana Section	Cap. DRF.	7,25 12	2,00 ..	5,25 12
50	Extension of Loops on Ferozepore Bhatinda Section	Cap. DRF	—200 200	.. ..	—200 200
51	Additional facilities on Saharanpur Section.	Cap.	6,92	3,50	3,42
	(i) Provision of 2nd loop and extension of goods facilities at Julana.				
	(ii) Provision of 2nd loop and extension of goods facilities at Uchana.				
	(iii) Provision of 2nd loop and extension of goods facilities at Tohana	Cap.	16,43	10,00	6,43
52	Phugwara—Provision of second loop and a stabling line at	Cap.	9,97	5,00	4,97
53	Pajian and Mahalani—Conversion into crossing station	Cap. DF(2)	6,21 75	3,00 ..	3,21 75
54	Traffic facilities on Ludhiana—Jakal—Hissar Section.				
	(i) Conversion of Dhansu into crossing station.				
	(ii) Provision of second loop at Gill.				
	(iii) Provision of second loop at Ahmedgarh.				
	(iv) Provision of second loop at Sunam.				
	(v) Extension of mineral widening at Sunam.				
	(vi) Signalling line No. 1 at Jakhal for reception of trains from Ludhiana	Cap. DF(2)	14,78 54	7,00 54	7,78 ..
55	Khurja Junction—Additions and alterations in the yard.				
	(a) Provision of an additional line of 23, 00' CSL.				
	(b) Extension of existing marshalling lines to 2250' each				
	(c) provision of a cross over from UP to DN. main line	Cap.	5,70	.. 3,00	2,70

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

Figures in thousands of rupees)

Sl. No.	Particulars of works	Anticipated cost	Outlay proposed for 1970—71	Balance to complete work
<b>NORTHERN RAILWAY</b>				
56	Replacement of signalling & Interlocking gears at Jandiala on Ferozepore Division	DRF 6,33 Cap. —3,00 DF(3) 3,00	50 .. ..	5,83 —3,00 —3,00
57	Provision of Area Control in Delhi Area	Cap. 7,00	7,00	..
58	Provision of additional channels on the New Delhi—Moghalsarai Microwave scheme for providing Inter-Railway Circuits	Cap. 9,40	50	8,00
59	Delhi Area—Provision of 32 units type IV special multi storeyed flats	Cap. 18,21 DRF 1,21	3,80 1,21	14,41 ..
60	Extension of platforms to accommodate trains of 18 bogies on New Delhi Lucknow section for 29/30 mails	DF(1) 5,30 OLWR 60	3,00 20	2,30 40
61	Chandigarh.—Provision of a station building at	DF(1) 6,18 OLWR 1,33	3,70 10	2,48 1,23
62	Extension of platforms on Delhi—Moghalsarai Section to accommodate longer trains of 18 bogies (85/86 Assam Mail)	DF(1) 7,30 OLWR 1,50	3,00 50	4,30 1,00
63	Bhatinda.—Providing Sewerage system in railway colony at	DF(2) 15,76	2,50	13,26
64	Lucknow Alambagh.—Provision of 60 units type I double-storeyed quarters to accommodate essential staff at Bhilwan area	DF(2) 5,49	1,00	4,49
65	Delhi Area.—Providing 64 units type I 48 units type II, 16 units type III multi-storeyed quarters at	DF(2) 18,80	2,00	16,80
66	Delhi.—Provision of 32 units type IV multi-storeyed quarters	DF(2) 8,23 DRF 55	2,92 ..	5,31 55
67	Lucknow (R.D.S.O.) —Construction of additional staff quarters 20 units type I for class IV staff 24, units type II, 18 units type III and 26 units type IV quarters for class III staff (double storeyed)	DF(2) 17,64	2,00	15,64

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

(Figures in thousands of rupees)

Sl. No.	Particulars of works	Anticipated cost	Outlay proposed for 1970-71	Balance to complete work	
<b>NORTHERN RAILWAY</b>					
68	Providing a crossing station between Ganaur and Samalkha and converting Bhaini-khurd Halt into a crossing station	Cap. DF(2) DF(3)	2,63 1,84 1,72	2,00 30 1,72	63 1,54 11,00
69	Extension of loops at Kuchaman Road and Sambar Lake and providing Standard Interlocking	DF(3)	6,72	1,00	5,72
70	Provision of track circuiting of reception lines at 5 passenger lines and one goods line at Utraithia on Lucknow Division	DF(3) Cap. DRF	5,74 -1,23 1,23	50	5,24 -1,23 1,23
71	Shakurbasti—Provision of Stationery and forms godown at	DF(3)	5,75	1,00	4,75
72	Varanasi—Provision of claims office in N.E. Railway Loco Colony at	DF(3)	7,00	1,00	6,00
<b>NORTHEASTERN RAILWAY</b>					
73	Bareilly-Kasganj section.—Replacement of worn out lever frames and of points and signal equipments of lower quadrant signalling with MAUQ signalling at 10 stations in terlocked to standard I	DEF	14,08	7,00	7,08
74	Purnea-Saharsa-Mansi section.—Provision of railway owned overhead ACSR alignment for control circuits	Cap.	14,00	2,50	11,50
75	Chupra-Sonepur-Shahpur-Patorec-Barauni.—Provision of railway owned overhead ACSR alignment	Cap.	9,31	4,48	4,83
76	Ayazihar-Bhatni.—Provision of railway owned overhead ACSR alignment	Cap.	9,56	4,00	5,56
77	Varanasi and Manuadih Stations.—Provision of a road overbridge in lieu of level crossing No. 2(A class) on G.T. Road.	DF(3) Deposit	12,45 12,45	5,50	6,95

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

(Figures in thousands of rupees)

Sl. No.	Particulars of works		Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>NORTHEASTERN RAILWAY</b>					
78	Rauxol Jn.—Panel interlocking to Standard I of non-interlocked station	DF(3)	8.73	4.57	4.16
79	Sitapur Jn.—Panel interlocking to standard I of non-interlocked station	DF(3)	7.79	4.00	3.79
<b>NORTHEAST FRONTIER RAILWAY</b>					
80	Adina Conversion of 'D' class Station into 3 line crossing station	Cap.	9.70	3.00	4.70
81	New Bongaigaon.—Provision of additional facilities for increasing transshipment capacity	Cap.	8.18	3.00	5.18
82	Gauhati.—Provision of an independent water supply system.	DF(2) OLWR DF(2)	3.48 2.82 2.10	3.01 .. ..	2.47 2.82 2.10
83	Katihar.—Construction of 64 units type I (double storeyed) quarters in replacement of condemned housing wagons	DF(2)	5.16	1.50	3.66
84	New Jalpaiguri.—Construction of 64 units type I (single storeyed) and 64 units type II (single storeyed) quarters for staff of all departments	DF(2)	11.89	3.51	8.38
85	Alipurduar Junction.—Construction of 80 units type II (single storeyed) quarters for staff of all departments	DF(2)	10.91	3.01	7.90
86	Dangtal.—Construction of 80 units type I (single storeyed) quarters for the staff of all departments.	DF(2)	5.87	1.01	4.86
87	Pandu (Rest Camp Colony).—Construction of 48 units type I (double storeyed) and 64 units type II (double-storeyed) Quarters in replacement of existing kutcha quarters.	DF(2)	11.82	4.01	7.81
88	Gauhati.—Construction of 72 units type I quarters and 48 units type II (three storeyed) quarters in replacement of existing kutcha quarters	DF(2)	12.36	4.15	7.85
89	Lumding.—Construction of 32 units type I (double-storeyed) quarters and 32 units type II (double-storeyed) quarters in replacement of existing kutcha quarters	DF(2)	7.72	2.01	5.71

*List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)*

(Figures in thousands of rupees)

Sl. No.	Particulars of works	Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>NORTHEAST FRONTIER RAILWAY</b>				
90	Tinsukia.—Construction of 80 units type I (double storeyed) and 32 units type II (double storeyed) quarters in replacement of existing kutcha quarters	DF(2) 13,25	4,01	9,24
91	Badarpur.—Construction of 32 units type I double (storeyed) & 40 units type II (double storeyed) quarters in replacement of existing kutcha quarters.	DF(2) 11,67	3,01	8,66
92	Rangiya.—Rangapara North Section. Extension of Gabru Bridge by 2x45.720m on 6.705m dia well foundation with protection works	DF(3) R. 9,24 76	2,02	7,22
93	Katihar.—Alipurduar Division. — Replacement of existing level crossings by road over bridges in connection with lateral road project from Bareilly to Amingaon (1x9.144 m spans 5 Nos).	DF(3) 10,00	1,02	8,98
94	Gauhati-Lumding Section.—Provision of Electric Detectors at Double Wire Central cabin station in MAUQ single Arm Territory and Track circuiting at 22 stations on the Section	DF(3) 13,21	2,00	11,21
95	Silchar.—Provision of road over bridge on Surma Trunk Road near Silchar town in replacement of existing level crossing	Cap. —10 DRF 10 DF(3) 11,51 Deposit 12,45	.. .. 2,00	—10 10 9,51
<b>SOUTHERN RAILWAY</b>				
96	Latteri.—Provision of an additional loop to hold 70 vehicles	Cap. 5,63 DRF 50 R. 32	2,20 ..	3,43 50
97	Karakad.—Provision of an additional loop to hold 70 vehicles	Cap. 7,08 DRF 47 R. 32	3,00 ..	4,08 57
98	Mallurkarai.—Provision of an additional signalled loop to hold 70 vehicles	Cap. 4,67 DRF 33 R. 5	2,20 ..	2,47 33

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

(Figures in thousands of rupees)

Sl. No.	Particulars of works	Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>SOUTHERN RAILWAYS</b>				
99	Sivakasi.—Additional yard facilities	Cap. 5.28 DRF 12 R. 3	2.10	3.08 12
100	Shencottah.—Extension of two R&D lines to hold 70 vehicles	Cap. 5.62 DRF 44	2.00	3.62 44
101	Shencottah.—Quilon Section—Afyankavu Additional signalled loops to hold 60 vehicles	Cap. 7.93 DRF 45 R. 13	2.00	5.93 45
102	Guntakal Diesel loco shed.—Proposed additional facilities for maintenance and servicing 5 diesel locos(MG)	Cap. 14.83	3.51	11.32
103	Extension of Microwave communication from Olavakkot to Enrakulam Jn.	DF(3) 11.67	75	10.92
<b>SOUTH CENTRAL RAILWAY</b>				
104	Vikarabad-Purli Baijnath Section— Extension of loops to 460 m (1500') CSR at (a) Zaheerabad. (b) Udgir. (c) Pangaon. (d) Mohamadabad—Bidar. and provision of two running lines at Purli-Baijnath	Cap. 6.44	2.00	4.44
105	Provision of an additional loop to hold 60 vehicles each at (a) Kavalur. (b) Betamcherla	Cap. 5.92	2.00	3.92
106	Dronachellam.—Provision of additional facilities in the yard	Cap. 8.68	2.50	6.18
107	Provision of a new crossing station between Gadag-Halkoti	Cap. 5.58 DF(2) 62	2.00	3.58 62
108	Provision of additional signalled loop at Tuggali and Pendekallu	Cap. 6.65	1.75	4.90
109	Provision of a new crossing station between Annegeri and Halkoti	Cap. 6.47 DF(2) 63	2.00	4.47 63

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

Sl. No.	Particulars of works		Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>SOUTH CENTRAL RAILWAY</b>					
110	Sholapur.—Replacement of worn out Signalling equipment by panel interlocking	DRF	17,60	60	16,40
111	Kacheguda.—Replacement of worn out signalling equipment	DRF Cap. DRF	6,28 —1,14 1,14	60	5,68 —1,14 1,14
112	Secunderbad.—Provision of staff quarters type V spl.—6 units, Type IV Spl.—14 units for Gazetted Staff	Cap.	8,80	4,00	4,80
113	Secunderabad.—Construction of Type I quarters—16 units type II quarters 24 units, Type III quarter.—16 units, multi-storeyed	DF(2)	8,45	4,00	4,45
114	Kazipet.—Provision of staff quarters type I—40 units, type II—16 units and type III—8 units.	DF(2)	6,70	3,50	3,20
115	Hubli.—Provision of staff quarters type I—27 units and type II—22 units for essential staff	DF(2)	5,42	3,00	2,42
<b>SOUTHEASTERN RAILWAY</b>					
116	Provision of Intermediate Block Signalling on the Rajkharwan—Chakra-dharpur Section (20 Kms.)	Cap.	19,00	4,00	15,00
117	Provision of 4 full length loops in the classification grid of Bhilai Marshalling Yard	Cap.	17,66	9,00	8,66
118	Jharsuguda.—Bolangir Section—Provision of Railway owned ACSR Communication circuits	Cap.	11,00	2,00	9,00
119	Additional facilities for EMU Car shed at Tikiapara	DF(3)	14,03	3,50	10,53
120	Ranchi.—Provision of road overbridge including road diversion	DF(3)	18,86	8,66	10,20



List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

(Figures in thousands of rupees)

Sl. No.	Particulars of works		Anticipated cost	Outlay proposed for 1970-71	Balance to complete work]
<b>WESTERN RAILWAY</b>					
121	Provision of route relay interlocking at Surat including goods cabin	DRF Cap. DF(3)	15,47 -4,00 4,00	50 ..	14,97 -4,00 4,00
122	Abu Road.—Expansion to diesel loco shed for homing 100 diesel locos	Cap.	12,25	1,00	11,25
123	Bombay local Sectin.—Elimination of cross-span wire and introducing side strain insulators and G.I. Register arms	DRF	6,55	1,15	5,40
124	Grant Road.—Raising of Railway tracks at—	DF(3) Cap. DRF	10,38 -20 20	1,95 ..	8,43 -20 20
125	Bandikui-Ajmer section.—Conversion to MAUQ signalling at 18 stations	DF(3) DRF Cap. DRF	17,12 2,26 -2,26 5	1,00 ..	16,12 2,26 2,26 5
126	Provision of Track circuiting of run through lines at 30 way side stations	DF(3)	7,50	3,80	3,70
127	Provision of ectifier set No. 2 at Mira Road sub-station	DF(3)	9,40	10	9,30
128	Bassein Road.—Providing Road over-bridge on Bassein-Ambadi Road in lieu of level crossing No. 37 near Bassein Road station	DF(3) DRF Cap. Deposit	10,71 7 -6 12,24	50 ..	10,2 7 -6
129	Palghar.—Providing a road overbridge in lieu of level crossing No.47 at	DF(3) DRF Cap Deposit	7,85 10 -10 9,76	1,00 ..	6,85 10 -10
130	Dahanu Road.—Providing a Road over-bridge in lieu of level crossing No. 56	DF(3) DRF Cap. Dpp pposit	998 11 -10	1,00 ..	8,98 11 -10
				15,16	

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

(Figures in thousands of rupees)

Sl. No.	Particulars of works	Anticipated cost	Outlay proposed for 1970-71	Balance to complete work
<b>WESTERN RAILWAY</b>				
131	Bulsar.—Providing Road overbridge in lieu of level crossing No. 98	DF(3) Cap. DRF Deposit	12,90 —6 6 14,91	50 .. .. .. 12,40 —6 6
132	Ankleshwar.—Providing a road overbridge in lieu of level crossing No. 17 at—	DF(3) Cap. DRF Deposit	11,30 —6 6 13,03	50 .. .. .. 10,80 —6 6
133	Sawai Madhopur.—Providing a road overbridge in lieu of level crossing No. 151	DF(2) Cap. DRF Deposit	14,11 —8 8 15,87	50 .. .. .. 13,61 —8 8
<b>INTEGRAL COACH FACTORY</b>				
134	Perambur.—Construction of 22 units of staff quarters (16 units type IV, 4 units type IV special and 2 units type, V special)	Cap (WMS)	7,85 1,00	7,00 1,00 .. 85

List of New Works costing between Rs. 5 lakhs and Rs. 20 lakhs each chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue)

(In units)

	Broad Gauge			Metre Gauge			Narrow Gauge		
	Additions	Re-novels	Total	Additions	Re-novels	Total	Additions	Re-novels	Total
<b>I. Locomotives :</b>									
(a) Diesel electric	73	40	113	32	43	75	..	..	..
(b) Electric	79	..	79	..	..	..	..	..	..
(c) Electric	40	..	40	..	..	..	..	..	..
<b>II. BOILERS</b>	2	..	2	12	..	12	..	..	..
<b>III. Coaching vehicles (in units)—</b>									
<b>(i) Air conditioned</b>									
(a) Full	..	21	21	..	..	..	..	..	..
(b) Partial	..	9	9	..	10	10	..	..	..
<b>(ii) 1st Class</b>									
(a) Ordinary	37	33	70	..	..	..	..	..	..
(b) Tourist	..	..	..	..	..	..	..	..	..
(c) Composites	27	..	27	..	..	..	..	..	..
<b>(iii) II Class</b>									
(a) Sleeper	20	..	20	..	..	..	..	..	..
(b) Composites	20	13	33	..	..	..	..	..	..
<b>(iv) III Class</b>									
(a) Ordinary	415	..	415	98	177	275	..	..	..
(b) Tourist	..	..	..	..	..	..	..	..	..
(c) Sleeper	80	..	80	..	..	..	..	..	..
(d) Composites	72	73	145	35	25	60	..	..	..
(e) EMU Stock	..	..	..	..	54	54	..	..	..
(vi) Special Stock	1	..	1	..	..	..	..	..	..
(vii) Other Coaches	14	11	25	23	..	23	2	..	2



# ALL RAILWAYS

## Summary of Rolling Stock Programme for 1970-71

(Figures in thousands of rupees)

Sub-head	Programmed Deliveries				New Acquisitions				Total				
	Cap.	D.R.F.	D.F.	OLWR	Cap.	D.R.F.	D.F.	OLWR	Cap.	D.R.F.	D.F.	OLWR	Grand TOTAL
Locomotives . . .	15,98,23	23,49,62	7,10	5	5	2	..	..	15,98,28	23,49,64	7,10	5	39,55,07
Boilers . . .	27,74	11,51	..	..	2	..	..	..	27,76	11,51	..	..	39,27
Carriages . . .	21,04,05	11,04,82	16,74	25	2,93,05	34,31	99,67	30	23,97,10	11,39,13	1,16,41	55	36,53,19
Wagons . . .	21,06,41	15,07,44	..	1,12	5,41,02	5,47,58	..	..	26,47,43	20,55,02	..	1,12	47,03,57
Cranes . . .	91,05	18,67	..	..	..	..	..	..	91,05	18,67	..	..	1,09,72
Ferries . . .	..	12,51	..	..	..	..	..	..	..	12,51	..	..	12,51
<b>TOTAL . . .</b>	<b>59,27,48</b>	<b>50,04,57</b>	<b>23,84</b>	<b>1,42</b>	<b>8,34,14</b>	<b>5,81,91</b>	<b>99,67</b>	<b>30</b>	<b>67,61,62</b>	<b>55,86,48</b>	<b>1,23,51</b>	<b>1,72</b>	<b>124,73,33</b>

ALL

## Abstract of Rolling Stock Programme

Railways	Locomotives				Boilers		Carriages				
	Cap.	DRF	DF (3)	OL L W R	Cap.	DRF	Cap.	DRF	DF(1)	DF(3)	OL WR
Central	4,40	3,90	..	..	..	..	15,81	6,04	..	..	..
Eastern	..	..	..	..	..	1,50	38,30	9,78	..	1,13	23
Northern	..	..	..	..	70	..	27,39	16,29	..	..	..
Northeastern	..	..	..	..	..	1,27	9,22	15,01	..	..	..
ortheast Frontier	..	..	..	..	..	..	..	..	..	..	..
Southern	..	..	..	..	..	8,74	48,41	58,22	..	..	..
South Central	1,73	..	..	..	1,20	..	2,01	2,55	..	..	..
Southeastern	..	..	..	..	20	..	20,72	41,88	..	2,00	..
Western	..	29	7,10	5	..	..	12,96	24,88	..	..	2
Railway Board	15,92,10	23,45,43	..	..	25,64	..	19,29,23	9,30,17	13,61	..	..
TOTAL	15,98,23	23,49,62	7,10	5	27,74	11,51	210,405	110,482	13,61	3,13	25
	39,55,00				39,25		32,25,86				

## RAILWAYS

for 1970-71—Programmed Deliveries.

(Figures in thousands of rupees)

Wagons			Cranes			Ferries		Total				
Cap.	DRF	O L W R	Cap.	DRF	O L W R	Cap.	DRF	Cap.	DRF	DF(1)	DF(3)	O L W R
22,52	15,16	..	..	..	..	..	..	42,73	25,10	..	..	..
2	8,35	1,00	63,15	9,00	..	..	12,51	2,24,77	41,14	..	1,13	1,23
62,55	25,10	..	..	..	..	..	..	90,64	51,39	..	..	..
17,12	55,80	..	21,74	5,27	..	..	..	48,08	77,35	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..
1,61,16	11,05	..	..	..	..	..	..	2,09,57	78,01	..	..	..
..	..	12	..	..	..	..	..	4,94	2,55	..	..	12
..	..	..	..	..	..	..	..	20,92	41,88	..	2,00	..
18,65	1,35	..	..	..	..	..	..	31,61	26,52	..	7,10	7
17,01,09	138063	..	6,16	4,40	..	..	..	52,54,22	46,60,63	13,61	..	..
21,06,41	15,07,44	1,12	91,05	18,67	..	..	12,51	59,27,48	50,04,57	13,61	10,23	1,42
36,14,97			1,09,72					1,09,57,31				

ALL

## Abstract of Rolling Stock Programme

Railways	Locomotives		Boilers		Carriages				
	Cap.	DRF.	Cap.	DRF.	Cap.	DRF.	DF(1)	OL WR.	DF(3)
Central . . . . .	..	..	..	..	..	..	..	..	..
Eastern . . . . .	..	..	..	..	2	..	..	..	9,01
Northern . . . . .	..	..	..	..	6	..	..	..	..
Northeastern . . . . .	..	..	..	..	1	..	..	..	..
Northeast Frontier . . . . .	..	..	..	..	..	..	..	..	..
Southern . . . . .	..	..	..	..	1	1	..	..	..
South Central . . . . .	..	..	..	..	5,00	3,00	..	30	..
Southeastern . . . . .	..	..	..	..	1	..	..	..	..
Western . . . . .	..	..	..	..	1	..	..	..	..
Railway Board . . . . .	5	2	2	..	2,87,93	31,30	90,66	..	..
<b>TOTAL . . . . .</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>..</b>	<b>2,93,05</b>	<b>34,31</b>	<b>90,66</b>	<b>30</b>	<b>9,01</b>
	<b>7</b>		<b>2</b>		<b>4,27,33</b>				



## RAILWAYS

for 1970-71—New Acquisitions

(Figures in thousands of rupees)

Wagons		Cranes		Ferries		Total				
Cap.	DRF	Cap.	DRF	Cap.	DRF	Cap.	DRF	DF(1)	OL WR	DF(3)
..	20,18	..	..	..	..	..	20,18	..	..	..
22,26	53,21	..	..	..	..	22,28	53,21	..	..	9,01
2	1	..	..	..	..	8	1	..	..	..
..	3,32	..	..	..	..	1	3,32	..	..	..
..	..	..	..	..	..	..	..	..	..	..
10	5	..	..	..	..	11	6	..	..	..
..	..	..	..	..	..	5,00	3,00	..	30	..
..	..	..	..	..	..	1	..	..	..	..
..	13,00	..	..	..	..	1	13,00	..	..	..
5,18,64	4,57,81	..	..	..	..	8,06,64	4,89,13	90,66	..	..
5,41,02	5,47,58	..	..	..	..	8,34,14	5,81,91	90,66	30	9,01
10,88,60	..	..	..	..	..	..	..	15,16,02	..	..

ALL RAILWAYS

Summary of allocation of funds estimated for Machinery and Plant on Railways during 1970-71  
(New Acquisitions only)

(Figures in thousands of rupees)

Railways	Anticipated cost							Outlay proposed during 1970-71					
	Additions and Replacements							Additions and Replacements					
	Cap.	D.R.F.	DF(2)	OLWR	Revenue	Tot	W.M.S.	Cap.	D.R.F.	DF(2)	OLWR	Total	W.M.S.
Central	3,40	16,87	..	7,28	19	7,2	..	2	8	..	1,08	1,18	..
Eastern	14,35	78,79	1,55	20,42	4	1,15,15	..	7	9	1	3,07	3,24	..
Northern	3,69	17,20	..	9,77	..	30,66	..	5	6	..	92	1,03	..
Northeastern	85	3,30	..	10,34	..	14,49	..	1	5	..	2,03	2,09	..
Northeast Frontier	2,20	6,33	4,80	5,62	..	18,95	..	4	6	1	11	22	..
Southern	3,50	24,81	..	4,42	26	32,99	..	5	7	..	2,05	2,17	..
South Central	17,07	13,84	..	7,79	..	27,35	..	3	7	..	2,07	2,17	..
Southeastern	17,12	5,30	..	6,79	..	13,39	..	1	2	..	67	70	..
Western	11,94	17,43	..	1,46	..	28,05	..	4	5	..	31	40	..
Chittaranjan Locomotive Works	19,13	84,75	..	..	..	1,32,56	3,64	1	1	..	..	2	64
Integral Coach Factory	1,52	21,10	..	..	..	22,20	5,48	1	1	..	..	2	48
TOTAL	1,73,80	2,89,72	6,35	73,89	49	4,63,53	9,12	34	57	2	12,31	13,24	1,12

ALL RAILWAYS

Summary of Machinery and Plant Programme for 1970-71

(Figures in thousands of rupees)

Railways	Programmed Deliveries						News Acquisitions						
	Cap.	D.R.	D.F.		OLWR	Total	W.M.S.	Cap.	D.R.F.	DF(2)	OLWR	Total	W.M.S.
			(1)	(2)									
Central	20,06	15,26	..	..	13,84	49,16	..	2	8	..	1,08	1,18	..
Eastern	36,34	58,30	..	..	21,14	1,15,78	..	7	9	1	3,07	3,24	..
Northern	18,07	3,00	..	..	11,72	32,79	..	5	6	..	92	1,03	..
Northeastern	14,39	2,87	..	..	6,56	23,82	..	1	5	..	2,03	2,09	..
Northeast Frontier	14,35	12,97	..	4,68	14,16	46,16	..	4	6	1	11	22	..
Southern	17,07	20,47	..	..	3,98	41,52	..	5	7	..	2,05	2,17	..
South Central	17,12	13,49	..	..	13,51	44,12	..	3	7	..	2,07	2,17	..
Southeastern	11,94	1,79	..	..	7,61	21,34	..	1	2	..	67	70	..
Western	19,13	20,79	..	..	3,91	43,83	..	4	5	..	31	40	..
Chittaranjan Locomotive Works	1,52	33,68	..	..	..	35,20	82	1	1	..	..	2	64
Integral Coach Factory	3,81	13,05	..	..	..	16,86	7,15	1	1	..	..	2	48
<b>TOTAL</b>	<b>1,73,80</b>	<b>1,95,67</b>	<b>..</b>	<b>4.68</b>	<b>96,43</b>	<b>4,70,58</b>	<b>7,97</b>	<b>34</b>	<b>57</b>	<b>2</b>	<b>12,31</b>	<b>13,24</b>	<b>1,12</b>

RAILWAYS' ROLLING STOCK, MACHINERY AND WORKS PROGRAMME

ALL RAILWAYS

Stores Transaction for 1970-71

(Figures in thousands of rupees)

DEBITS	Budget Estimate, 1970-71	CREDITS	Budget Estimate, 1970-71
<i>Issues during the year</i>			
Balance at commencement of the year.		I.—To Works—Capital, Depreciation Reserve Fund and Development Fund	14,99,94
(a) Stores in Stock (other than those in Grainshops)	132,42,33	II.—To Works—Open Line Works (Revenue)	1,60,23
(b) Outstanding Stores Suspense balance	14,29,23	III.—To Capital—Manufacture Suspense:—	
(c) Outstanding in Stock Adjustment Account	—1,53,58	(i) Locomotive Workshops	64,99,18
(d) Stocks in Grainshops	64	(ii) Carriage and Wagon Workshops	44,80,78
(e) Coal	86,59	(iii) Engineering Workshops	4,48,81
(f) Coke	7,56	(iv) Electrical Workshops	2,47,99
(g) Fuel oil	1,01,61	(v) Signal Workshops	1,06,85
(h) Stores for Wagon Builders (Buffer Stock)	11,34	(vi) Printing Press	1,17,68
		(vii) Points and Crossings	21,89
		(viii) Marine	3
		(ix) COS Cloth Cutting Factory	1,10,97
TOTAL	<u>147,25,72</u>		
<i>Receipts during the year:</i>			
I.—Purchases:—		IV.—To Miscellaneous Advance (Capital)	5,52,92
(1) Stores	44,07,36	V.—To Revenue	50,36,97
(2) Stores for General purposes excluding coal, coke, fuel oil and grainshops supplies	91,09,17	VI.—Sales and Transfers	27,57,78
(3) Stores for Construction depots	4,37,33	VII.—Sales by Grainshops	2,15
(4) Grainshop Supplies and Catering	13,84	VIII.—Loss in Grainshops transferred to Revenue Accounts	10,48
Coal	56,93,19	IX.—To issues of coal for Locomotives	52,39,59
		X.—To issues of fuel oil for Locomotives	24,93,15
		XI.—To issues of coal, coke and fuel oil for other purposes	3,60,60
		XII.—To Wagons builders (Buffer Stock)	48,00
		TOTAL	<u>301,95,99</u>

**ALL RAILWAYS**  
**Stores Transactions for 1970-71**

(Figures in thousands of rupees)

DEBITS	Budget Estimate, 1970-71	CREDITS	Budget Estimate, 1970-71
(6) Coke . . . . .	26.48	XIII.—Deduct—for issues with- in the demand (vide item V per contra)	—140,13,27
(7) Fuel oil . . . . .	29,77,90	TOTAL—Credits during the year	161,82,72
(8) Stores for wagon Builders (Buffer Stock) . . . . .	72,00	Anticipated balance at close of the year:—	
TOTAL—Purchases . . . . .	227,37,27	(a) Stores in stock (other than those in Grainshops)	129,59,94
II.—Receipts from Manufacture into Stores . . . . .	38,71,72	(b) Outstanding Stores Suspense balance	10,23,09
III.—Materials returned from Works—		(c) Outstanding in Stock Ad- justment Account	—2,51,80
(i) Workshop materials . . . . .	7,11,00		
(ii) Other materials . . . . .	16,38,30		
IV.—Other Debits . . . . .	4,80,05	(d) Stocks in Grainshops . . . . .	2,10
		(e) Coal . . . . .	80.82
TOTAL—Debits for Purchases and Receipts . . . . .	294,38,34	(f) Coke . . . . .	6,16
V.—Deduct—for issues from Stores Suspense to services/works within the demand—		(g) Fuel oil . . . . .	1,21,42
(i) Manufacture operations . . . . .	—120,34,18	(h) Stores for Wagon Builders (Buffer Stock/)	26,34
(ii) Works . . . . .	—14,26,17	TOTAL	139,68,07
(iii) Capital—Miscellaneous Advances . . . . .	—5,52,52	GRAND TOTAL . . . . .	301,50,79
TOTAL—Debits during the year	154,25,07	Net Debit or Credit during the year	—7,57,65
GRAND TOTAL . . . . .	301,50,79	Budget allotment required	154,25,07

## ALL RAILWAYS

Manufacture Operations for 1970-71

(Figures in thousands of rupees)

DEBITS	Budget Estimate, 1970-71	CREDITS	Budget Estimate, 1970-71
Balance at debit of Manufacture at commencement of the year	41,29,44		
Balance at debit of (Development) Suspense at commencement of the year	2,61,80	I.—To Works—Capital and Depreciation Fund—	
TOTAL	43,91,24	(1) Locomotive Rolling Stock	1,24,10
DEBITS DURING THE YEAR		(2) Carriage and Wagon Rolling Stock	7,67,15
I.—Locomotive Workshops—		(3) Engineering and Structural Works	8,64,42
(1) Payment of shop labour etc.	28,60,13	(4) Plant and Equipment	59,69
(2) Materials and Stores (from Stores Suspense)	65,09,18	(5) Points and Crossings	3,00
(3) Erection by contract with outside agencies	18,00	(6) Other Shops	35,25
(4) Materials by direct purchase and adjustment	2,10,65	TOTAL—WORKS—(I)	18,53,61
(5) Other debits	3,81,36		
(6) Miscellaneous Charges	3,81,36	II.—To Works—Development Fund	82,35
TOTAL—LOCOMOTIVE SHOPS	99,79,32	III.—To Works—Open Line Works (Revenue)	49,32
II.—Carriage and Wagon Workshops—		TOTAL—Works (I to III)	19,85,28
(1) Payment of shop labour etc.	28,84,82	IV.—To capital—Stores Suspense—	
(2) Materials and Stores (from Stores Suspense)	44,80,78	(1) Locomotive Shops	23,83,35
(3) Erection by contract with outside agencies	24,79	(2) Carriage and wagon shops	12,11,48
(4) Miscellaneous Charges	3,20,86	(3) Engineering Shops	40,63
(5) Material by direct purchase and miscellaneous adjustments	3,46,00	(4) Other Manufactures	2,35,75
TOTAL—Carriage and Wagon Workshops	80,57,25	(5) Released Material returned to Stock	6,91,15
III.—Engineering Workshops—		(6) Electrical Shops	1,56
(1) Payment of shop labour etc.	2,42,87	(7) Printing Press	3,50
(2) Materials and Stores (from Stores Suspense)	4,70,70	(8) Points and Crossings	..
(3) Points and crossings	1,48,78	(9) Other Manufacture Bandel Welding Plant	..
(4) Miscellaneous Charges	1,48,78	TOTAL—Stores Suspense	45,67,72
(5) Brick, Ballast and Pitching Stones etc.	72,00		
(6) Other Debits	36,52		
(7) Lime and Surkhi	..		
(8) Materials and Stores for Bandal Welding Plant	70,65		
(9) Direct Purchases	3,91,97		
TOTAL—Engineering Workshops	14,33,49		

## ALL RAILWAYS

## Manufacture Operations for 1970-71

(Figures in thousands of rupees)

DEBITS	Budget Estimate, 1970-71	CREDITS	Budget Estimates, 1970-71
<b>IV.—Other Manufacture—</b>		<b>V.—To Revenue—</b>	
(i) Electrical Workshops—		(1) Repairs of Locomotive Rolling Stock	18,57,61
(1) Payment of shop labour etc.	1,83,55	(2) Repairs of Carriage and Wagon Rolling Stock	34,22,56
(2) Materials and Stores (from Stores Suspense)	2,32,99	(3) Repairs of plant	4,96,82
(3) Material by direct purchase and adjustment	1,38,54	(4) Work done for sheds and T.X. Rs.	62,80
(4) Miscellaneous debits	38,50	(5) Engineering and Structural Works	81,50
(ii) Signal Workshops—		(6) Miscellaneous manufactures for Revenue	11,95,08
(1) Payment of shop labour etc.	1,50,25	(7) Electrical Shops	2,31,26
(2) Materials and Stores (from Stores Suspense)	1,06,85	(8) Printing Press	56,90
(3) Other Charges	17,50	(9) Points and crossings	..
(4) Material by direct purchase and adjustment	4,20	(10) Electrical Charges	..
(iii) Printing Press—		(11) Other credits	1,35
(1) Payment of shop labour etc.	1,44,64	<b>TOTAL—REVENUE</b>	<b>74,05,88</b>
(2) Materials and Stores (from Stores Suspense)	1,17,68	<b>VI.—Works done for Foreign Railways, Government Departments and the public—</b>	
(3) Works done by out-side presses	17,61	(1) Locomotive Shops	42,87,01
(4) Miscellaneous Charges	18,81	(2) Carriage and Wagon Shops	21,17,50
(iv) Marine Workshops—		(3) Other Shops	4,38,14
(1) Payment of shop labour etc.	39	(4) Electrical Shops	..
(2) Materials and Stores (from Stores Suspense)	3	(5) Other Credits	..
(3) Other Charges	3	(6) Printing Press	3,20
(v) Manufacture of Clothing—		<b>TOTAL—Foreign Railways, etc.</b>	<b>68,45,85</b>
(1) Payment of shop labour, etc.	5,04	<b>VII.—Development Suspense</b>	..
(2) Materials and stores (from Stores Suspense)	1,10,97	<b>VIII.—Deduct for Issues within the Demand (vide Item VI per contra)</b>	—65,02,38
(3) Material by direct Purchases	..	<b>TOTAL—Credits during the year</b>	<b>143,02,35</b>
(4) Other Charges	79	Anticipated balance at close of the year	43,44,94
<b>TOTAL—Other Manufactures</b>	<b>12,88,37</b>	<b>GRAND TOTAL</b>	<b>186,47,29</b>
<b>V.—Development Suspense—</b>	..	Net—Debit or Credit during the year	—46,30
<b>VI.—Deduct for Issues from Manufacture Suspense to services/works within the Demand—</b>		Budget allotment required	142,56,05
(i) Issues to Stores Suspense (Manufacture for Stock)	—45,67,72		
(ii) Issues to Works	—19,34,66		
<b>TOTAL—Debits during the year</b>	<b>142,56,05</b>		
<b>GRAND TOTAL</b>	<b>186,47,29</b>		

Comparative statement showing the Actuals for 1967-68 and 1968-69, Revised Estimate for 1969-70 and the Budget Estimate for 1970-71.

(Figures in lakhs of rupees)

	Actuals, 1967-68	Actuals, 1968-69	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>I. ROLLING STOCK—</b>				
Locomotives . . . . .	38,57	37,71	34,97	39,55
Boilers . . . . .	25	10	15	39
Carriages . . . . .	26,33	27,66	34,06	36,53
Wagons . . . . .	47,99	39,62	38,12	48,13
Ferries . . . . .	3	13	19	13
<b>TOTAL—Rolling Stock</b>	<b>113,17</b>	<b>105,22</b>	<b>107,49</b>	<b>124,73</b>
<b>II. MACHINERY</b>				
	3,31	3,57	4,40	4,84
<b>III. WORKS—</b>				
Track Renewals . . . . .	46,23	47,65	45,74	45,70
Bridge Works . . . . .	4,73	4,42	3,92	4,42
Other Structural and Engineering Works . . . . .	70,41	62,34	72,20	79,36
<b>TOTAL—WORKS</b>	<b>121,37</b>	<b>114,41</b>	<b>121,86</b>	<b>129,48</b>
<b>IV. New Construction and Electrification of Railway lines</b>				
	28,36	26,72	28,40	36,51
<b>V. MISCELLANEOUS—</b>				
Purchase of Railway Lines . . . . .	2	85	..	..
Taking over of Open Line wires from P. & T. Deptt. . . . .	..	..	22	1,00
Investment in Government Commercial Undertakings—Road Services . . . . .	1,28	1,57	1,94	1,98
Stores Suspense (Net) . . . . .	5,32	2,78	—6,78	—7,58
Manufacture Suspense (Net) . . . . .	6,06	25	3,29	—46
Miscellaneous Advances (Net) . . . . .	—1,18	—3,85	—32	2,47
Credits or recoveries . . . . .	—19,48	—25,42	—17,20	—12,97
<b>TOTAL—Miscellaneous</b>	<b>—7,98</b>	<b>—23,81</b>	<b>—18,85</b>	<b>—15,56</b>
<b>GRAND TOTAL</b>	<b>258,23</b>	<b>226,11</b>	<b>243,30</b>	<b>280,00</b>



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**SUMMARY OF BUDGET ESTIMATES, 1970-71**

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## Abstract of Capital, Depreciation Reserve Fund, Development

Particulars	Capital	Depreciation Reserve Fund
I	2	3
<b>(I) ROLLING STOCK—</b>		
Locomotives . . . . .	15,98,28	23,49,64
Boilers . . . . .	27,76	11,51
Carriages . . . . .	23,97,10	11,39,13
Wagons . . . . .	27,38,48	20,73,69
Ferries . . . . .	..	12,51
<b>TOTAL—ROLLING STOCK . . . . .</b>	<b>67,61,62</b>	<b>55,86,48</b>
<b>(II) MACHINERY . . . . .</b>	<b>1,74,14</b>	<b>1,96,24</b>
<b>(III) WORKS—</b>		
Track Renewals . . . . .	..	45,61,52
Bridge Works . . . . .	52,26	2,58,41
Other Structural and Engineering Works . . . . .	47,15,82	6,39,38
<b>TOTAL—WORKS . . . . .</b>	<b>47,68,08</b>	<b>54,59,31</b>
<b>(IV) NEW CONSTRUCTION AND ELECTRIFICATION OF RAILWAY LINES . . . . .</b>	<b>35,84,57</b>	<b>23,50</b>
<b>(V) MISCELLANEOUS—</b>		
Investment in Government Commercial Undertakings— Road Services . . . . .	1,97,78	..
Taking over of Open Line wires from P. & T. Deptt. . . . .	1,00,00	..
Stores Suspense (Net) . . . . .	-7,57,65	..
Manufacture Suspense (Net) . . . . .	-46,30	..
Miscellaneous Advances (Net) . . . . .	2,47,31	..
<b>TOTAL—MISCELLANEOUS . . . . .</b>	<b>-2,58,86</b>	<b>..</b>
<b>GRAND TOTAL . . . . .</b>	<b>150,29,55</b>	<b>112,65,53</b>
Credits or recoveries . . . . .	-29,55	-12,65,53
<b>Net . . . . .</b>	<b>150,00,00</b>	<b>100,00,00</b>

## Fund and Open Line Works (Revenue) Programme for 1970-71

(Figures in thousands of rupees)

Development Fund			Open Line Works (Revenue)		Total
Passenger and other Railway Users' Amenities	Staff Welfare	Operating Improvements	Staff Welfare	Other Works	
4	5	6	7	8	9
..	..	7,10	..	5	39,55,07
..	..	..	..	..	39,27
1,04,27	..	12,14	..	55	36,53,19
..	..	..	..	1,12	48,13,29
..	..	..	..	..	12,51
1,04,27	..	19,24	..	1,72	124,73,33
..	4,70	..	..	1,08,74	4,83,82
..	..	7,35	..	1,57	45,70,44
..	..	80,71	..	50,88	4,42,66
2,86,48	8,58,50	6,96,50	1,13,36	6,25,44	79,35,48
2,86,48	8,58,50	7,84,56	1,13,36	6,77,89	129,48,18
8	42,25	..	..	..	36,50,40
..	..	..	..	..	1,97,78
..	..	..	..	..	1,00,00
..	..	..	..	..	-7,57,65
..	..	..	..	..	-46,30
..	..	..	..	..	2,47,31
..	..	..	..	..	-2,58,86
3,90,83	9,05,45	8,03,80	1,13,36	7,88,35	292,96,87
..	..	-8	-2	-1,69	-12,96,87
3,90,83	9,05,45	8,03,72	1,13,34	7,86,66	280,00,00

EXPLANATORY MEMORANDUM ON THE RAILWAY BUDGET FOR  
1970-71

PART I—REVENUE

SUMMARY OF THE FINANCIAL RESULTS OF THE RAILWAY  
UNDERTAKING

[SURPLUS (+)/SHORTFALL (-)]

(In crores of rupees)

1968-69	:	:	:	:	:	:	:	:	(-) 7.86 (Actuals)
1969-70	.	.	.	.	.	.	.	.	(-) 12.55 (Revised Estimate)
1970-71	.	.	.	.	.	.	.	.	(-) 22.38 (Budget Estimate)

FINANCIAL RESULTS OF THE YEAR 1968-69

2. Actual Gross Traffic Receipts for 1968-69 are compared in the table below with the Revised Estimates for the year and the Actuals of the preceding year (1967-68):

(In crores of rupees)

	Actuals, 1967-68	Revised Estimates, 1968-69	Actuals, 1968-69
<u>Passenger Earnings :</u>			
Upper	28.81	29.00	29.83
Third	223.83	237.00	235.27
TOTAL PASSENGER EARNINGS	252.64	266.00	265.10
Other Coaching earnings	39.46	46.00	45.05
Goods earnings	502.79	566.00	562.79
Sundry other earnings	26.36	28.00	27.96
TOTAL EARNINGS	821.25	906.00	900.90
Suspense	-3.11	-3.85	-2.06
GROSS TRAFFIC RECEIPTS	818.14	902.15	898.84

3. Actual Gross Traffic Receipts for 1968-69 fell short of the Revised Estimates by 3.31 crores or 0.37 per cent, Passenger Earnings being 90 lakhs, or about one third of one per cent less, Goods Earnings 3.21 crores or about one half of one per cent less and other Coaching and Sundry Earnings 99 lakhs less, offset by earnings in suspense awaiting realisation being 1.79 crores less. These minor variations were mainly due to minor variations in the level of traffic which actually materialised from that anticipated in the Revised Estimates and changes in the mix of freight traffic.

4. The actuals of gross expenditure on Ordinary Working Expenses are compared in the table below with the Revised Estimates for 1968-69 and the Actuals for 1967-68:

(In crores of rupees)

	Actuals, 1967-68	Revised Estimates, 1968-69	Actuals, 1968-69	Percentage of varia- tion over Revised Estimates
Grant No. 4.—Administration . . . . .	66.67	72.23	71.35	(—) 1.22
Grant No. 5.—Repairs and Maintenance	215.44	236.00	233.84	(—) 0.91
Grant No. 6.—Operating Staff . . . . .	136.11	147.73	146.02	(—) 1.15
Grant No. 7.—Operation (Fuel) . . . . .	141.25	152.05	152.75	(+) 0.46
Grant No. 8.—Operation other than staff and fuel . . . . .	41.47	46.21	46.69	(+) 1.04
Grant No. 9.—Miscellaneous Expenses	31.80	34.62	31.17	(—) 10.00
Grant No. 10.—Staff Welfare . . . . .	22.34	23.58	22.98	(—) 2.54
TOTAL . . . . .	655.08	712.42	704.80	(—) 1.07
Credits or recoveries . . . . .	—66.86	—72.42	—68.02	(+) 6.08
NET . . . . .	588.22	640.00	636.78	(—) 0.50

NOTE :—On the basis of the assessments of requirements, some of the supplementary demands for 1968-69 actually moved and voted by Parliament, were somewhat less than the Revised Estimates, and there was no excess over Voted Grants under any of these demands in that year.

5. There were minor variations under all the Demands for Ordinary Working Expenses from the Revised Estimates, totalling up to a saving of 7.62 crores or about 1 per cent over the Revised Estimates of 712.42 crores. The variations ranged from an excess of 1.04 per cent under Grant No. 8—Operation other than Staff and Fuel to a saving of 10.00 per cent under Grant No. 9—Miscellaneous Expenses.

Credits or recoveries (which are outside the Grant but are taken in accounts in reduction of expenditure) were less than the Revised Estimates by 4.40 crores or 6.08 per cent.

6. Payments to worked lines came to 25 lakhs as provided in the Revised Estimates. Miscellaneous Expenditure was 1.58 crores less mainly because the expenditure on minor works charged to revenue was 1.32 crores lower. Other Miscellaneous Expenditure was 22 lakhs lower and other minor variations led to a reduction of 4 lakhs.

7. The Depreciation Reserve Fund received 95 crores and the Pension Fund 10 crores by charge to Working Expenses, as provided in the Revised Estimates.

8. The shortfall in Gross Receipts was 9 lakhs more than the saving in Working Expenses but with the decrease of 1.58 crores in Miscellaneous Expenditure, net Revenue (before payment of dividend to General Revenues) exceeded the Revised Estimates by 1.49 crores. The dividend to General Revenues also worked out to about 66 lakhs less than the Revised Estimate, so that the actual shortfall in net revenue for payment of the Dividend was 7.86 crores—2.15 crores less than the Revised Estimate of 10.01 crores. The shortfall of 7.86 crores was met by a withdrawal from the Revenue Reserve Fund.

9. The Depreciation Reserve Fund opened with a balance of 77.47 crores, taking into account also a reduction in the opening balance by 2.27 crores due to certain adjustments including the write off to the Fund of 1.46 crores spent on the "Barwadi-Sarnadih Construction Project" which was abandoned in 1968. The Fund received an appropriation of 95.00 crores from Revenue and 2.40 crores from the three Production Units. The expenditure from the Fund during the year was 80.39 crores. With the accretion of 3.69 crores as interest on the balance, the Fund closed the year with a balance of 98.17 crores—20.70 crores more than the opening balance of 77.47 crores.

The opening balance in the Development Fund was 4.45 crores, including 3.99 crores credited to it without financial adjustment in respect of works initially charged to it but later reassessed as remunerative. Since there was no revenue surplus, the only accretion to the Fund was the interest of 14 lakhs on the balance. The withdrawal for financing works chargeable to the Fund was 16.59 crores and for payment of interest on loan was 80 lakhs. A loan of 14.06 crores from the General Revenues was obtained in terms of the Convention Resolution to meet the expenditure chargeable to the Fund. The Fund closed with a balance of 1.25 crores—a net depletion of 3.19 crores.

The Revenue Reserve Fund opened with a balance of 12.20 crores and 33 lakhs accrued as interest on the balance. 7.86 crores were withdrawn from the Fund to meet the Revenue shortfall of the year and the interest of 1.18 crores which accrued in 1967-68 was credited to Capital under the Convention Resolution for amortisation of unproductive Capital in the

Railway undertaking. The Fund closed with a balance of 3.49 crores—the net depletion during the year being 8.71 crores.

The Railway Pension Fund opened with a balance of 61.32 crores including 8.95 crores transferred to it from the State Railway Provident Fund Account of Pre-1957 staff who elected the pensionary form of retirement benefits. 10.00 crores were contributed to the Fund during the year from Railway Revenues and 30 lakhs from Production Units, and 2.65 crores were credited as interest on the balance in the Fund. Against this, 6.37 crores were withdrawn for pension payments and the Fund closed the year with a balance of 67.90 crores—the net increase during the year was 11.31 crores.

10. The table below shows the principal financial figures for the year 1968-69 alongside the Revised Estimates for the year and the Actuals of the preceding year:

	(In crores of rupees)		
	Actuals, 1967-68	Revised Estimates, 1968-69	Actuals, 1968-69
<b>TRAFFIC RECEIPTS</b>			
Gross Traffic Receipts . . . . .	818.14	902.15	898.84
<b>WORKING EXPENSES</b>			
Ordinary Working Expenses . . . . .	588.22	640.00	636.78
*Appropriation to Depreciation Reserve Fund . . . . .	95.00	95.00	95.00
*Appropriation to Pension Fund . . . . .	9.93	9.90	9.90
Payments to worked lines . . . . .	0.15	0.25	0.25
Total Working Expenses . . . . .	693.30	745.15	741.93
Net Traffic Receipts . . . . .	124.84	157.00	156.91
†Net Miscellaneous Expenditure . . . . .	14.84	15.68	14.10
Net Railway Revenue . . . . .	110.00	141.32	142.81
Dividend to General Revenues . . . . .	141.53	151.33	150.67
Surplus (+)/Shortfall (—) . . . . .	—31.53	—10.01	—7.86
††Operating Ratio . . . . .	84.7%	82.6%	82.5%
Capital-at-charge . . . . .	2,978.03	3,115.86	3,101.27
Ratio of Net Revenue to Capital-at-charge . . . . .	3.7%	4.5%	4.6%

\*Excludes the contribution from the three Production Units.

†Includes appropriation to the Pension Fund for Miscellaneous Establishments.

††Ratio of Total Working Expenses to Gross Traffic Receipts.

### REVISED ESTIMATES, 1969-70.

#### TRAFFIC RECEIPTS

11. The Revised Estimate of Gross Traffic Receipts for the current year is 950.55 crores—3.75 crores more than the Budget Estimate. An increase is anticipated of 9.25 crores under passenger earnings, 1.50 crores under Other Coaching earnings and 2.00 crores under Sundry earnings. But

Goods earnings are expected to be 10·00 crores less than the budget. Earnings in Suspense awaiting realisation are expected to be 1·00 crores less.

**Passenger Earnings.** The Budget Estimate of 273·00 crores from Passenger traffic assumed an increase of three per cent. over the previous year. The Railways Act was amended in June 1969 to prescribe heavier penalties for ticketless travel. Following this, passenger traffic has shown an improvement from July 1969 and is now expected to be about six per cent higher than last year. The Revised Estimate of Passenger Earnings has, therefore, been placed at 282·25 crores—9·25 crores more than the Budget.

**Other Coaching Earnings.** The Revised Estimate of Other Coaching Earnings has now been placed at 49·00 crores i.e. 1·50 crores more than the Budget Estimate, in view of the steady trend of increase during the year.

**Goods Earnings.** The Budget Estimate of Goods Earnings was made anticipating an increase of 9 million tonnes of revenue earning traffic over 1968-69. Present indications are that it may be only about 5·5 million tonnes. The consequent reduction in Goods Earnings is partly offset by the effect of some adjustments in freight made during the year, like the collection of transhipment charges on all goods and the revision of the wagon load classification etc. (3·00 crores). The Revised Estimate of Goods Earnings has been placed at 590·00 crores—a decrease of 10·00 crores over the Budget.

**Sundry Earnings.** Sundry Earnings are now expected to be 2·00 crores more than the Budget Estimate of 30·50 crores due to certain arrear adjustment and the steady trend of increase during the year. Unrealised earnings in Suspense are now expected to be 1·00 crores less than the Budget Estimate.

The Revised Estimate of Gross Traffic receipts for the current year thus stands at 950·55 crores. The table below compares Revised Estimate with the Budget Estimate of this year and the Actuals of the last year:

(In crores of rupees)

	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70
<b>Passenger Earnings:</b>			
Upper . . . . .	29·83	29·50	31·75
Third . . . . .	235·27	243·50	250·50
<b>TOTAL—PASSENGER EARNINGS</b>	<b>265·10</b>	<b>273·00</b>	<b>282·25</b>
Other Coaching Earnings . . . . .	45·05	47·50	49·00
Goods Earnings . . . . .	562·79	600·00	590·00
Sundry Other Earnings . . . . .	27·96	30·50	32·50
<b>TOTAL—EARNINGS</b>	<b>900·90</b>	<b>951·00</b>	<b>953·75</b>
Suspense . . . . .	—2·06	—4·20	—3·20
<b>Gross Traffic Receipts</b>	<b>898·84</b>	<b>946·80</b>	<b>950·55</b>



**WORKING EXPENSES**

12. The Budget Grants for Ordinary Working Expenses for the year 1969-70 totalled 736.79 crores (Gross). The Revised Estimate is 21.17 crores higher. The broad break up of this increase is:—

**Revised Estimate of Working Expenses 1969-70.**

- (a) 9.08 crores under repairs and maintenance—on account of the damage to Railway property due to cyclones and floods, increase in the prices of materials, and more expenditure on renewal of train lighting equipment and repairs to assets etc.,
- (b) 6.11 crores under fuel—due mainly to the higher prices of coal, diesel oil and the increase in passenger and other services,
- (c) 6.76 crores under operation and other miscellaneous items of expenditure mainly on account of higher expenditure on compensation for goods lost and damaged and personal injuries in Railway accidents, increased consumption of stores and higher cost etc.,

Offset by

- (d) a saving of 0.78 crore under cost of staff.

13. Variations (rounded off to the nearest lakh of rupees) under each of the demands for Revenue Working Expenses are explained below:—

In Demand 4, there is an increase of 52 lakhs over the Budget Grant. **Demand No. 4— Administration.** Of this 48 lakhs is due to increase in Office contingent expenditure on account of increase in prices of stationery, higher rental of Office machines etc., and 21 lakhs for re-imbusement to State Governments of the expenditure on 'order police'. These are offset to the extent of 17 lakhs due to less recruitment of staff etc.

There is an increase of 944 lakhs under Demand 5. Of this 324 lakhs **Demand No. 5— Repairs and Maintenance.** is for restoration of cyclone and flood damage and repairs to breaches in Andhra Pradesh, Rajasthan and Assam, 66 lakhs due to the increase in prices of materials, 170 lakhs on account of renewal of train lighting equipment, 50 lakhs for rental of P&T line wires and 334 lakhs for repairs to buildings, bridges, rolling stock, electrical and signalling assets, etc.

There is a saving of 97 lakhs under Demand 6 on account of the lower **Demand No. 6— Operating Staff.** level of actual traffic (—180 lakhs), offset by increase due to reassessment of actual requirements for the revision of Running Allowances (66 lakhs) and the effect of merger of Dearness Allowance with (17 lakhs).

The increase in Demand 7 is 611 lakhs, made up of 152 lakhs due to **Demand No. 7— Operation (Fuel).** higher average prices of coal taking into account also the increase from 1st October 1969 and increase in sales tax actually paid on diesel oil, 209 lakhs on account of increase in passenger and other services, 136 lakhs due to the higher rate of consumption of coal incidental to the relegation of steam traction to inferior services, 45 lakhs for arrear adjustments. 32 lakhs on account of receipt of more coal by the sea-cum-rail route which is costlier in freight, 20 lakhs on account of variation in the leads of coal and 17 lakhs due to aggregated other causes.

The increase of 409 lakhs under Demand 8 is due to increase in compensation for goods lost and damaged (276 lakhs), increase in the rate of handling charges (26 lakhs), higher tariffs for electricity (23 lakhs), higher payment of terminal charges to Port Trust Railways (3 lakhs) and on more consumption of stores used in Railway operation and their higher prices (81 lakhs).

The increase of 198 lakhs under Demand 9 is due to increased payment of compensation for injuries in Railway accidents (18 lakhs) and in rents, rates, and taxes etc. than provided in the Budget (27 lakhs), increased freight and Supply Department charges on stores (59 lakhs), increase in the transactions routed through suspense (98 lakhs) and other aggregated minor variations (6 lakhs), offset partly by a reduction of 10 lakhs in the expenditure on Railway Catering.

There is no variation in Demand 10, the increase required for more expenditure on medical stores (26 lakhs) and reimbursement of School fees (7 lakhs) being offset by savings on account of appointment of fewer staff (—15 lakhs), less expenditure on staff training (—15 lakhs) and other minor causes (—3 lakhs).

Note.—Taking into account the credits attributable to each Demand which are taken outside the scope of the demand but adjusted in accounts as reduction in expenditure, the net increase in the Ordinary Working Expenses Demands is 17.70 crores consisting of increase under Demand 4 (50 lakhs), Demand 5 (9.46 lakhs), Demand 7 (4.77 lakhs), Demand 8 (2.73 lakhs) and Demand 9 (97 lakhs), partly offset by savings under Demand 6 (—97 lakhs) and Demand 10 (—1 lakh). There is also a reduction of 25 lakhs in credits attributable to other demands.

14. The contribution to the Railway Depreciation Reserve Fund and to the Railway Pension Fund has been left at 95.00 crores and 9.90 crores respectively as provided in the Budget. Payments to worked lines show a small increase of one lakh due to arrear adjustment of net earnings pertaining to certain worked lines.

15. The table below compares the Revised Estimate of Ordinary Working Expenses with the Budget for this year and the Actuals of the previous year:

	(In crores of rupees)		
	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70
Demand No. 4.—Administration	71.35	75.61	76.13
Demand No. 5.—Repairs and Maintenance	233.84	241.83	251.27
Demand No. 6.—Operating Staff	146.02	156.23	155.26
Demand No. 7.—Operation (Fuel)	152.75	156.37	162.48
Demand No. 8.—Operation other than Staff and Fuel	46.69	46.65	50.74
Demand No. 9.—Miscellaneous Expenses	31.17	35.53	37.51
Demand No. 10.—Staff Welfare	22.98	24.57	24.57
TOTAL	704.80	736.79	757.96
Credits or recoveries	—68.02	—71.44	—74.91
NET	636.78	665.35	683.05
Appropriation to Depreciation Reserve Fund	95.00	95.00	95.00
Appropriation to Pension Fund	9.90	9.90	9.90
Payments to Worked Lines	0.25	0.17	0.18

## MISCELLANEOUS TRANSACTIONS

16. The Revised Estimate provides for Miscellaneous Expenditure of **Net Miscellaneous Expenditure** 77 lakhs over the Budget Estimate of 15.98 crores—mainly because of provision for more expenditure anticipated in the current year than was provided in the Budget for Open Line Works Revenue (50 lakhs), and Surveys (39 lakhs) partly offset by minor variations under other heads.

Miscellaneous Receipts are placed at 31 lakhs less than the Budget Estimate.

17. The table below compares the Revised Estimate under 'Miscellaneous Transactions' with the Budget and the Actuals of the previous year:

(In lakhs of rupees)

	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70
<b>RECEIPTS</b>			
Receipts from Subsidised Companies . . . . .	3	34	5
Other Miscellaneous Receipts . . . . .	20	18	16
<b>TOTAL—RECEIPTS</b> . . . . .	<b>23</b>	<b>52</b>	<b>21</b>
<b>EXPENDITURE</b>			
Land . . . . .	..	..	..
Subsidy . . . . .	(—)1	1	1
Surveys . . . . .	(—)18	58	97
Miscellaneous Railway Expenditure . . . . .	6,75	6,89	6,77
Open Line Works (Revenue) . . . . .	7,67	8,40	8,90
Appropriation to Pension Fund . . . . .	10	10	10
<b>TOTAL—EXPENDITURE</b> . . . . .	<b>14,33</b>	<b>15,98</b>	<b>16,75</b>
<b>Net Miscellaneous Expenditure</b> . . . . .	<b>14,10</b>	<b>15,46</b>	<b>16,54</b>

## DIVIDEND TO GENERAL REVENUES

18. The Revised Estimate of Dividend payable to General Revenues is 153.43 crores—58 lakhs less than the Budget Estimate of 159.01 crores. This is mainly because the 'Capital-at-charge' at the end of the previous year was about 14.59 crores less than the Revised Estimate of that year and the Capital outlay in the current year is also expected to be about

7.74 crores less than the Budget, resulting in a reduction of 90 lakhs in the amount of dividend payable and minor decreases of 5 lakhs in arrear adjustments and 4 lakhs by way of losses on the working of the strategic lines (which are taken in reduction of the dividend), partly counter-balanced by more provision required for payment of deferred dividend on new lines (41 lakhs).

19. The principal financial figures of the current year according to the Revised Estimate are compared below with the Budget Estimate and the Actuals of the previous year:

	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70
(In crores of rupees)			
<b>TRAFFIC RECEIPTS</b>			
Gross Traffic Receipts . . . . .	898.84	946.80	950.55
<b>WORKING EXPENSES</b>			
Ordinary Working Expenses . . . . .	636.78	665.35	683.05
*Appropriation to Depreciation Reserve Fund . . . . .	95.00	95.00	95.00
*Appropriation to Pension Fund . . . . .	9.90	9.90	9.90
Payments to Worked Lines . . . . .	0.25	0.17	0.18
TOTAL WORKING EXPENSES . . . . .	741.93	770.42	788.13
Net Traffic Receipts . . . . .	156.91	176.38	162.42
<b>MISCELLANEOUS TRANSACTIONS</b>			
Receipts . . . . .	0.23	0.52	0.21
†Expenditure . . . . .	14.33	15.98	16.75
Net Miscellaneous Expenditure . . . . .	14.10	15.46	16.54
Net Railway Revenue . . . . .	142.81	160.92	145.88
‡‡Dividend to General Revenues . . . . .	150.67	159.01	158.43
Net Surplus (+)/Shortfall (-) . . . . .	(- )7.86	(+)1.91	(- )12.55
Operating ratio . . . . .	82.5%	81.4%	82.9%

\*Represents provision made from Revenue and excludes the Contribution in respect of the three Production Units, which is charged to Workshop Manufacture Suspense Account (Capital).

†Includes 10 lakhs for Appropriation to the Pension Fund for Miscellaneous Establishments like the Railway Board, the R.D.S.O., etc.

‡‡At 5.50% on the Capital invested up to 31-3-1964 and 6% on Capital invested thereafter. Out of one per cent of the dividend payable on Capital invested up to 31-3-1964, a sum of Rs. 16.25 crores is for transfer to the States in lieu of tax on passenger fares and the balance is to assist the States to finance safety works in terms of the 1965 Convention.

## NET FINANCIAL RESULTS

20. It will be clear from the above statement that due to the increase of 18.21 crores in expenses being partly offset to the extent of only 3.75 crores by the increase in Gross Trame Receipts, net revenue will fall 12.55 crores short of the dividend payable. This amount will be met partly by withdrawal of the entire available balance in the Revenue Reserve Fund and partly by obtaining a loan from General Revenues.

## FUNDS

21. The Depreciation Reserve Fund opened with a balance of 98.37 crores (which includes an adjustment of 20 lakhs due to certain corrections expected to be made). The year's contribution to the Fund is to be 95.00 crores from Revenue and 2.48 crores from the three Production Units and 4.52 crores will accrue as interest on the balance. The withdrawal from the Fund during the year is expected to be 89.55 crores and the Fund is expected to close the year with a balance of 110.82 crores—a net increase of 12.45 crores over the opening balance.

22. The Revenue Reserve Fund opened the year with a balance of 3.49 crores, which is not sufficient to meet the shortfall of 12.55 crores anticipated during the current year. The interest transactions of the Fund work up to a net payment of 14 lakhs. The interest of 33 lakhs which accrued in 1968-69 will be credited to Capital under the 1965 Railway Convention Resolution of Parliament for amortisation of the element of 'Overcapitalisation' in the Railway undertaking. A loan of 9.85 crores from General Revenues is being obtained for meeting the shortfall and the interest payments on the loan. The Fund is expected to have a closing balance of 0.32 crore in the shape of investments in shares of and loans to Branch Line Companies.

23. The opening balance in the Development Fund was 1.26 crores. Since no surplus is expected now, the only accretion to the Fund will be the interest of 6 lakhs on the balance. The anticipated charge to the Fund for financing works is 20.00 crores and the gap of 18.68 crores has to be met by a loan from General Revenues. Including the interest amount of 1.56 crores payable on the loans, the loan from General Revenues would be 20.24 crores as against 18.68 crores anticipated in the Budget for the year. The total amount owed by the Fund to General Revenues at the end of the current year stands at 45.54 crores.

24. Including an adjustment of 5.24 crores on account of expected transfer to the Fund of the accumulated Government contribution to the State Railway Provident Fund of pre-1957 staff who have elected the pensionary form of retirement benefits, the opening balance in the Pension Fund would be 73.14 crores. The Fund will receive during 1969-70 a contribution of 10.00 crores from Revenue and 0.30 crore from the three Production Units and 3.34 crores will accrue as interest on the balance. The withdrawal from the Fund for disbursement of the Pensionary charges during 1969-70 is expected to be 7.66 crores leaving a balance of 81.79 crores in the Fund at the end of the year, a net accretion of 5.98 crores in the year, apart from the 2.67 crores expected to be transferred this year to the Fund from the State Railway Provident Fund.

## BUDGET ESTIMATES, 1970-71.

## TRAFFIC RECEIPTS

25. The estimate of Passenger Earnings in 1970-71 has been placed at 302.50 crores *i.e.* 20.25 crores higher than the Revised Estimate of 282.25 crores in the current year. This estimate provides for an increase of about three per cent in Passenger traffic over last year, and also includes the effect of the rationalisation and revision of fares of all classes (10.25 crores), increase in the fares of Monthly Season Tickets (0.80 crore), and certain changes in the Concessional rates and Special charges (0.20 crore).

The Estimate of 'Other Coaching Earnings' in 1970-71 has been placed at 52.25 crores, an increase of 3.25 crores over the Revised Estimate of 49.00 crores for 1969-70, also on the assumption of an increase of 2 per cent due to the growth of traffic and including the effect of the proposed revision of the rates for other Coaching Traffic (2.25 crores).

The Budget Estimate of Goods Earnings in 1970-71 has been placed at 635.50 crores—an increase of 45.50 crores over the Revised Estimate of 590.00 crores in the current year. This additional provision assumes an addition of about 7.6 million tonnes of Revenue Earning Traffic over 1969-70 and also takes note of the full year's effect of certain adjustments in freight like transshipment charges, revision of wagon-load classifications etc. made during the course of the current year (5.30 crores) and the adjustments in the freight rates proposed to be effected from 1-4-1970 and expected to yield an additional revenue of 25.50 crores.

Sundry Earnings for 1970-71 are expected to be 34.50 crores—2.00 crores more than the Revised Estimate for 1969-70, which has been the average normal annual growth of earnings under this head.

The estimate of increase in earnings under Suspense for the year 1970-71 stands at 2.75 crores—45 lakhs less than the Revised Estimate for the current year.

The Budget Estimate of Gross Traffic Receipts during 1970-71 thus comes to 1022.00 crores. Gross Traffic Receipts for 1970-71 compare with Budget and Revised Estimates for 1969-70 and Actuals for 1968-69 as shown below:—

(In crores of rupees)

	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
Passenger Earnings				
Upper	29.83	29.50	31.75	35.00
Third	235.27	243.50	250.50	267.50
TOTAL—Passenger Earnings	265.10	273.00	282.25	302.50
Other Coaching Earnings	45.05	47.50	49.00	52.25
Goods Earnings	562.79	600.00	590.00	635.50
Other Sundry Earnings	27.96	30.50	32.50	34.50
TOTAL—EARNINGS	900.90	951.00	953.75	1024.75
Suspense	—2.06	—4.20	—3.20	—2.75
Gross Traffic Receipts	898.84	946.80	950.55	1022.00

## WORKING EXPENSES

26. The Budget Estimate of Ordinary Working Expenses has been placed at 774.71 crores (Gross), which is 16.75 crores more than the Revised Estimate for 1969-70. 10.66 crores of this is expenditure on staff and covers the provision for annual increments and some additional staff necessary for handling the anticipated increase in traffic and in assets and also for the appointment of leave reserves where necessary, 4.14 crores is for expenditure on repairs and maintenance of track, rolling stock and electrical, signalling, telecommunication and other equipment on account of the commissioning of new assets, and 3.20 crores is on fuel for moving the higher level of the traffic expected. There is a reduction of 1.25 crores under operating and miscellaneous expenses due to the non-recurrence of arrear payments and less transactions being routed through Suspense, etc.

27. There is an increase of 5 crores in the appropriation to the Depreciation Reserve Fund, as envisaged in the Fourth Plan estimates. The appropriation to the Railway Pension Fund is being increased by 4.95 crores over the Revised Estimate for the current year mainly to cover the provision for increased number of pensionable staff on the Railways.

28. The Budget Estimate of Working Expenses for 1970-71 is shown below alongside the Revised Estimate for the current year and the Actuals for the previous year:—

(In crores of rupees)

	Actuals 1968-69,	Revised Estimate, 1969-70	Budget Estimate, 1970-71
Demand No. 4.—Administration . . . . .	71.35	76.13	78.23
Demand No. 5.—Repairs and Maintenance . . . . .	233.84	251.27	259.39
Demand No. 6.—Operating Staff . . . . .	146.02	155.26	158.90
Demand No. 7.—Operation (Fuel) . . . . .	152.75	162.48	165.68
Demand No. 8.—Operation other than Staff and Fuel . . . . .	46.69	50.74	50.75
Demand No. 9.—Miscellaneous Expenses . . . . .	31.17	37.51	36.21
Demand No. 10.—Staff Welfare . . . . .	22.98	24.57	25.55
<b>TOTAL</b> . . . . .	<b>704.81</b>	<b>757.96</b>	<b>774.71</b>
Credits or recoveries . . . . .	—68.02	—74.91	—73.72
<b>NET</b> . . . . .	<b>636.78</b>	<b>683.05</b>	<b>700.99</b>
Appropriation to Depreciation Reserve Fund . . . . .	95.00	95.00	100.00
Appropriation to Pension Fund . . . . .	9.90	9.90	14.85
Payments to Worked Lines . . . . .	0.25	0.18	0.17

29. The variations (rounded off to the nearest lakh of rupees) under each of the Demands are explained in greater detail in the following paragraphs:—

The increase of 210 lakhs under Demand 4 comprises 116 lakhs for annual increments, 72 lakhs for appointment of additional staff mainly in the Security Department, 4 lakhs due to the appointment of leave reserves to the necessary limit, 9 lakhs on office contingent expenditure including rental of machines and 9 lakhs for payment to State Governments for Order Police.

The increase of 812 lakhs under Demand 5 includes 156 lakhs for annual increments, 80\* lakhs for a full year's provision for the higher price of steel effective from 1st January 1970 and 14 lakhs for the appointment of leave reserves as necessary. The balance of 562 lakhs is on account of the factors explained below under the respective heads:—

- (i) *Rolling Stock*.—An increase of 409 lakhs under this is made up of 292 lakhs under workshop repairs, mostly to coaching and goods stock, 58 lakhs for more staff to service the increased holdings and 59 lakhs for running repairs and special repairs to rolling stock and repairs to machinery, tools and plant.
- (ii) *Electrical Services*.—An increase of 215 lakhs under this head includes 112 lakhs for additional staff, 78 lakhs for the maintenance of new assets, rolling stock and installations and 25 lakhs for increased expenditure on train lighting.
- (iii) *Signal and Telecommunications*.—An increase of 26 lakhs under this head is mainly for additional staff (45 lakhs) and Stores (7 lakhs) for maintenance, offset partly by savings of 26 lakhs due to the fact that there are no arrear rental for P&T line wires in this year.

The increases under the above heads are offset by a saving of 72 lakhs under 'Way and Works'. This saving is the result of reduced provision for repairs to damage caused by floods (—208 lakhs), partly offset by increase of 14 lakhs for additional staff for maintenance of track, 56 lakhs for maintenance of additional assets, 12 lakhs for increase in the price of materials, 32 lakhs for track ballast and 22 lakhs for expenditure on repairs to buildings, etc. There is also a reduction of 2 lakhs under 'Ferry Steamers and Harbours' due to the non-recurrence of expenditure on the dry docking of vessels and a reduction of 14 lakhs under other expenses due to less expenditure on the tarpaulins, wagon sheets, ropes, etc.

The increase of 364 lakhs under Demand 6 consists of 228 lakhs for annual increments, 106 lakhs for the appointment of additional operating staff to cope with the higher level of traffic expected and 42 lakhs for bringing up the leave reserves to the prescribed limit, offset by a saving of 12 lakhs due to the non-recurrence of arrear payments of Running and Travelling Allowances.

\*In addition to this, there will be an extra expenditure of about five crores in 1970-71 in the Works Demands on account of the increase in steel prices.



The increase of 320 lakhs under Demand 7 covers increases of 432 lakhs under the "cost of other fuel" mainly to provide for the anticipated expansion of diesel services on all Railways except the North Eastern Railway, partly to move the additional traffic expected and partly in substitution of steam traction, 95 lakhs under "cost of electric current for traction purposes" to cover the anticipated expansion of electric traction on Central, Eastern, Northern, Southern and South Eastern Railways partly to move additional traffic and partly in substitution of steam traction (120 lakhs), a full year's provision for increase in electricity tariffs (47 lakhs), offset by savings mainly due to less generation of power in Chola Power House consequent on the purchase of cheaper Hydro-Electric Power (— 72 lakhs). These increases are offset partly by reduction of 145 lakhs due to the progressive substitution of steam traction by diesel and electric traction (— 135 lakhs) and non-recurrence of arrear adjustments (— 29 lakhs) offset by an increase of 19 lakhs towards a full year's effect of the increase in the price of coal. The saving of 11 lakhs under 'Sales and Excise Duty and Cess on Coal' and 42 lakhs under freight and handling charges is mainly due to less receipts of coal expected and the saving of 9 lakhs under 'losses on fuel' is due to no provision being required for arrear adjustment of losses.

An increase of 1 lakh under Demand 8 is made up of increases of 5 lakhs for annual increments, 7 lakhs for changes in personnel and appointment of additional staff including leave reserves, 7 lakhs on account of increased handling charges, 34 lakhs for more electric energy due to the commissioning of additional assets, 15 lakhs more for clothing and consumable stores, offset by savings due to less provision for printing charges and consumption of stationery (— 6 lakhs), less provision for compensation claims (— 19 lakhs), non-recurrence of arrear payments to Port Trust Railways (— 12 lakhs), and more credits from the Stock Adjustment Account (— 30 lakhs).

There is a reduction of 130 lakhs under Demand 9 of which 6 lakhs is under "Gratuity and special contribution to provident fund" due to fewer retirements anticipated, 4 lakhs less under "Compensation" to persons involved in Railway accidents, 1 lakh less under "subsidy on Grainshops", 68 lakhs less under "other expenses" due to non-recurrence of arrear rents, rates and taxes and 75 lakhs less under "suspense" due to expected reduction in the quantum of transactions. These savings are offset partly by increases on account of annual increments (4 lakhs), increase in the "Contribution to the provident fund" as a result of annual increments (4 lakhs), changes in personnel and provision of leave reserves (2 lakhs) and more expenditure on departmental "Catering" due to increased activities (14 lakhs).

There is an increase of 98 lakhs under Demand 10 of which 24 lakhs is for annual increments, 1 lakh for the appointment of leave reserves, 4 lakhs for meeting additional expenditure on medicines and diet charges and additional staff for new Health Units and Dispensaries, 6 lakhs under "Health and Welfare Services" for sanitary services in the expanding Railway colonies, 59 lakhs for expenditure on training new recruits and refresher courses to staff, etc., and 5 lakhs for reimbursement of tuition fees, offset by a reduction of 1 lakh under "Canteens and other staff amenities".

## MISCELLANEOUS TRANSACTIONS

30. Miscellaneous transactions for the Budget year are expected to show a net decrease of 2 lakhs as detailed below:—

	(In lakhs of rupees)		
	Actuals, 1968-69	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>RECEIPTS</b>			
Receipts from Subsidized Companies . . . . .	3	5	28
Other Miscellaneous Receipts . . . . .	20	16	16
	<hr/>	<hr/>	<hr/>
TOTAL RECEIPTS . . . . .	23	21	44
	<hr/>	<hr/>	<hr/>
<b>EXPENDITURE</b>			
Land . . . . .	..	..	..
Subsidy . . . . .	—1	1	..
Surveys . . . . .	—18	97	70
Miscellaneous Railway Expenditure . . . . .	6,75	6,77	7,11
Open Line Works (Revenue) . . . . .	7,67	8,90	9,00
Appropriation to Pension Fund . . . . .	10	10	15
	<hr/>	<hr/>	<hr/>
TOTAL EXPENDITURE . . . . .	14,33	16,75	16,96
	<hr/>	<hr/>	<hr/>
Net Miscellaneous Expenditure . . . . .	14,10	16,54	16,52
	<hr/>	<hr/>	<hr/>

The decrease of 2 lakhs over the Revised Estimate for 1969-70 is made up of an increase of 23 lakhs in Miscellaneous Receipts counter-balanced by an increase of 21 lakhs in Miscellaneous Expenditure.

## DIVIDEND TO GENERAL REVENUES

31. The Dividend to General Revenues for the year 1970-71 is estimated at 167.09 crores. The increase of 8.66 crores over the Revised Estimate of 158.43 crores for the current year mainly reflects the increase in Capital-at-charge.

32. A summary is given below of the financial results as anticipated in the Budget for 1970-71, along with the figures of the Revised Estimate for the current year and the Actuals for the previous year:

(In crores of rupees)

	Actuals, 1968-69	Revised Estimate, 1969-70	Budge Estimate, 1970-71
<b>TRAFFIC RECEIPTS</b>			
Gross Traffic Receipts . . . . .	898.84	950.55	1022.00
<b>WORKING EXPENSES</b>			
Ordinary Working Expenses . . . . .	636.78	683.05	700.99
*Appropriation to Depreciation Reserve Fund . . . . .	95.00	95.00	100.00
*Appropriation to Pension Fund . . . . .	9.90	9.90	14.85
Payments to Worked Lines . . . . .	0.25	0.18	0.17
<b>TOTAL WORKING EXPENSES . . . . .</b>	<b>741.93</b>	<b>788.13</b>	<b>816.01</b>
Net Traffic Receipts . . . . .	156.91	162.42	205.99
<b>MISCELLANEOUS TRANSACTIONS</b>			
Receipts . . . . .	0.23	0.21	0.44
†Expenditure . . . . .	14.33	16.75	16.96
Net Miscellaneous Expenditure . . . . .	14.10	16.54	16.52
Net Railway Revenues . . . . .	142.81	145.88	189.47
**Dividend to General Revenues . . . . .	150.67	158.43	167.09
Net Surplus (+) / Shortfall (—) . . . . .	—7.86	—12.55	+22.38
Operating Ratio . . . . .	82.5%	82.9%	79.8%

\*Represents only the provision made from Revenue and excludes the Contribution in respect of the three Production Units which is charged to Workshop Manufacture Suspense Account (Capital).

†Includes 10 lakhs in 1968-69 and in the Revised Estimate 1969-70 and 15 lakhs in the Budget Estimate, 1970-71 for appropriation to the Pension Fund for Miscellaneous Establishments like Railway Board, R.D.S.O., etc.

\*\*At 5.5% on Capital-at-charge on 31-3-1964 and 6% on fresh Capital thereafter. Out of the one per cent dividend payable on Capital invested up to 31-3-1964, a sum of Rs. 16.25 crores is for transfer to the States in lieu of tax on passenger fares and the balance to assist the States to finance safety works in terms of 1965 Convention.

### SURPLUS

33. On the above estimates of earnings and working expenses there will be a surplus of 22.38 crores left at the end of the year. Of this Rs. 3.63 crores is proposed to be credited to the Revenue Reserve Fund for repayment of a part of the loan to be taken from the General Revenues in the current year and the interest on it and the balance of 18.75 crores to the Railway Development Fund.

## FUNDS

**Depreciation Reserve Fund**

34. The Depreciation Reserve Fund is expected to open the year with a balance of 110.82 crores. With a contribution of 100.00 crores from Revenue and 2.51 crores from the three Production Units, namely the Chittaranjan Locomotive Works, the Integral Coach Factory and the Diesel Locomotive Works, and the interest of 5.06 crores which will be credited to the Fund, and the withdrawal of 100.00 crores from the Fund during 1970-71, the Fund is expected to close the year with a balance of 118.39 crores, which will be about 7.57 crores more than the opening balance.

**Revenue Reserve Fund**

35. The Revenue Reserve Fund is expected to open the year with a balance of 32 lakhs representing investments in the shares of and loans to Branch Line Companies. Since the Fund has to meet the liability to General Revenues for the repayment of the loan to be taken in the current year, with interest, no interest accrues in the current year to be available in 1970-71 for amortisation of Railway Capital in terms of the Railway Convention Resolution of 1965. With an anticipated withdrawal of 3.28 crores, representing one third of the loan to be taken for the Fund in the current year for making good the shortfall in net revenue for payment of the dividend, and 35 lakhs towards net interest payments in the Fund, provision has been made for the appropriation of 3.63 crores to the Fund from the anticipated surplus for the year 1970-71. The Fund is expected to close the year with a balance of 32 lakhs which is invested in shares of or has been lent to Branch Line Companies.

**Development Fund**

36. As stated in Para 33, an amount of 18.75 crores from the surplus expected for the year 1970-71 will be credited to the Development Fund. The Fund is expected to open the year with a nil balance and the withdrawal from the Fund for financing works chargeable to the Fund is estimated at 21.00 crores. The gap of 2.25 crores is proposed to be met temporarily by a loan of 4.36 crores from the General Revenues, including 2.11 crores for net payment of interest. The Fund will at the end of 1970-71 owe 49.91 crores in all to the General Revenues.

**Pension Fund**

37. The Pension Fund is expected to open the year with a balance of 81.79 crores in 1970-71. The contribution to the Fund is anticipated to be 15.00 crores from Revenue and 50 lakhs from the three Production Units to provide for the increased number of railway employees who are now governed by the Railway Pension Scheme. Interest of 3.87 crores will accrue on the balance. The withdrawal from the Fund during 1970-71 is expected to be 7.89 crores, leaving a balance of 93.27 crores at the close of the year—a net increase of 11.48 crores over the opening balance.

38. A detailed year-wise account of the four Funds is given in appendices XIII to XVI to this Memorandum.

## PART II

## EXPENDITURE ON THE WORKS, MACHINERY AND ROLLING STOCK PROGRAMME OF RAILWAYS

39. The Revised Estimate of expenditure on Works, Machinery and Rolling Stock for 1968-69 chargeable to Capital, Depreciation Reserve Fund, Development Fund and Revenue (Grant 13) was 257.02 crores net (557.38 crores gross, less credits of 300.36 crores which are outside the Grants but taken in reduction of expenditure in the accounts).

**Actual expenditure for 1968-69.**

The actual expenditure was 226.11 crores net—Gross 534.78 crores less credits of 308.67 crores. The saving of 30.91 crores net was mainly due to the rephrasing of certain works to suit the latest traffic requirements, more time taken up in the finalisation of plans, slower progress of certain works, reduction in the procurement of imported and indigenous materials, less out-turn of Rolling Stock and more credits under Stores Suspense and Miscellaneous Advances and for the value of released materials.

## REVISED ESTIMATES, 1969-70

40. The Budget for the current year (1969-70) for expenditure on Rolling Stock, Machinery and Works was for a net expenditure of 255 crores. Two token Supplementary Grants for a total of three thousand rupees were obtained in September and December 1969, to obtain Parliament's approval for the doubling of the track between Tsundur and Kistna Canal on the Vijayawada-Gudur Section of the South Central Railway and for the creation of additional capacity at the Diesel Locomotive Works, Varanasi, for the manufacture of initial and maintenance spares for diesel locomotives and at the Integral Coach Factory, Perambur, for the manufacture of coaches.

**Budget and Revised Estimate for 1969-70.**

41. The Revised Estimate of net expenditure on Works is 243.30 crores which is 11.70 crores or 4.6 per cent less than net Budget. Expenditure on Rolling Stock is likely to be 4.55 crores less than the Budget of 112.04 crores and there is a decrease of 4.66 crores under Stores Suspense and Miscellaneous Advances due mainly to heavier issues to works and more clearance from Miscellaneous Advances than anticipated in the Budget. Investment in State Road Transport Corporations is likely to be 1.58 crores less and there is also a saving of 78 lakhs due to delay in taking over Line Wires from the P&T Department. Credits for the value of released materials etc. are expected to be 4.81 crores more than were anticipated in the Budget.

**Analysis of variations in the Revised Estimate, 1969-70 from the Budget.**

Against the aggregate decreases of 16.38 crores mentioned above, there are counter-balancing increases of 4.68 crores, made up of 2.98 crores more on Structural Works due to better progress on certain line capacity and Signalling works, an increase of 1.58 crores on Machinery & Plant due to better deliveries and a small increase of 0.12 crore under manufacture suspense.

The Budget and the Revised Estimates under each of the Works Grants 13, 14 and 15 are compared in para. 43 below with brief reasons for variations.

42. The broad distribution of the Revised Estimates of 243.30 crores for Revised Estimate of Works Expenditure for 1969-70 by Plan Heads. Works, Machinery and Rolling Stock by Plan Heads is shown below and compared with Budget Grant of 255 crores.

(In lakhs of rupees)

Sl. No.	Plan Heads	Budget Grant, 1969-70	Revised Estimate, 1969-70	Variation
1.	Rolling Stock . . . . .	112,04	107,49	-4,55
2.	Machinery and Plant . . . . .	2,82	4,40	+1,58
3.	Track Renewals . . . . .	45,58	45,74	+16
4.	Bridge Works . . . . .	4,81	5,05	+24
5.	Traffic Facilities . . . . .	34,52	38,53	+4,01
6.	Signalling and Interlocking Works etc. . . . .	9,72	10,49	+77
7.	Workshops (including Production Units namely CLW, DLW and ICF but excluding those provided as part of Electrification Projects) . . . . .	4,98	5,13	+15
8.	Electrification . . . . .	16,11	14,74	-1,37
9.	Other Electrical Works . . . . .	2,78	1,95	-83
10.	Staff Quarters . . . . .	5,63	5,95	+32
11.	Amenities for staff . . . . .	2,41	2,74	+33
12.	Passenger and other Railway Users' Amenities . . . . .	4,00	4,16	+16
13.	New Lines . . . . .	13,76	12,27	-1,49
14.	Metropolitan Transport Projects . . . . .	20	13	-7
15.	Restoration of dismantled lines . . . . .	1	14	+13
16.	Other specified works . . . . .	2,77	3,24	+47
17.	Taking over of Open Line Wires from P. & T. Department . . . . .	1,00	22	-78
18.	Investment in Government Commercial Undertakings—Road Services . . . . .	3,52	1,94	-1,58
19.	(a) Stores Suspense (Net) . . . . .	-3,78	-6,78	-3,00
	(b) Manufacture Suspense (Net) . . . . .	3,17	3,29	+12
	(c) Miscellaneous Advances (Net) . . . . .	1,34	-32	-1,66
20.	Credits or recoveries :			
	(a) Credits for released materials . . . . .	-12,02	-16,33	-4,31
	(b) Other Credits . . . . .	-37	-87	-50
	<b>TOTAL</b> . . . . .	<b>255,00</b>	<b>243,30</b>	<b>-11,70</b>

43. The variations under each Grant are shown below:

Revised  
Estimates  
of Works  
Grants,  
1969-70 as  
compared  
with  
Budget  
Estimates.

(In lakhs of rupees)

Demand No.		Budget Grant, 1969-70	Revised Estimate, 1969-70
13. Open Line Works (Revenue)	Gross . . . . .	8,41	8,92
	Credits . . . . .	—1	—2
	Net . . . . .	8,40	8,90
14. Construction of New Lines	Gross . . . . .	29,48	27,92
	Credits . . . . .	—2	—32
	Net . . . . .	29,46	27,60
15. Open Line Works—Capital, Depreciation Reserve Fund and Development Fund	Gross . . . . .	516,20	526,15
	Credits . . . . .	—299,06	—319,35
	Net . . . . .	217,14	206,80
TOTAL	Gross . . . . .	554,09	562,99
	Credits . . . . .	—299,09	—319,69
	Net . . . . .	255,00	243,30

Note:—The credits shown against Demand 15 are mainly on account of credits under Stores, Suspense & Manufacture Suspense. The former being for stores issued and charged to Heads another Demands and the latter for the out-turn from manufacture debited to Heads of other Demands.

The Grant-wise variation in the Gross provision is briefly explained as under:—

*Demand No. 13—Open Line Works (Revenue).*—Against the Budget Grant of 8.41 crores, the Revised Estimate has been fixed at 8.92 crores—an increase of 51 lakhs based on the latest anticipations of the progress of works.

*Demand No. 14—Construction of New Lines.*—The Revised Estimate of expenditure under this Grant is 27.92 crores (Voted 27.88 crores and charged 4.15 lakhs) against the Budget Grant of 29.48 crores voted by the Parliament. The reduction of 1.60 crores under Voted is due to slower progress on certain projects and the expectation of less debits and material etc. A provision of 4.15 lakhs for 'charged' expenditure, is however found to be necessary under this Grant for payment of court decrees.

*Demand No. 15—Capital, Depreciation Reserve Fund and Development Fund.*—The Revised Estimate under this Grant is 526.15 crores in the Gross (Voted 525.95 crores and charged 19.73 lakhs) against the Budget Grant of 516.20 crores (Voted 516.16 crores and charged 4.50 lakhs). The increase of 9.79 crores under voted is made up of 3.94 crores under Structural Works including Track Renewals, 1.36 crores under Machinery and Plant, 13.37 crores under Stores Suspense and 1.12 crores under Miscellaneous Advances, partly offset by less provision required under Rolling Stock (4.38), Manufacture Suspense (3.26), Investment in Government Commercial Undertakings—Road Services (1.58) and taking over line wires from the P&T Department (0.78).

The increased expenditure under "Stores Suspense" is mainly due to the transfer of the cost of certain stores from the Materials-at-Site Accounts of individual works to "Stores Suspense" and to cover higher purchases of some items of stores and also increase in the prices of materials. The additional expenditure under Machinery and Plant and on Structural Works is based on the latest delivery schedules and on the progress of the works.

The increase under Miscellaneous Advances is mainly due to more advance payments for procurement of materials and the increase of 15.23 lakhs under 'Charged' is for payments in satisfaction of court decrees.

The reduction under Rolling Stock is based on the latest delivery expectations. Under Manufacture Suspense, the saving is mainly on account of lower production in manufacturing units and Railway workshops. Less investment is expected to be made in State Road Transport Corporations and less expenditure incurred in the taking over of line wires from P&T Department due to delay in finalisation of details with that Department.

44. The break-up of the Actuals for 1968-69, the Revised Estimate for 1969-70 and of the Budget Estimate for 1970-71 by Plan Heads is given below:—

Railway  
Develop-  
ment Pro-  
gramme.

		(In lakhs of rupees)		
S. No.	Particulars	Actuals, 1968-69	Revised Estimate, 1969-70	Budget Estimate, 1970-71
(Figures in net)				
1.	Rolling stock . . . . .	104,17	107,49	123,69
2.	Machinery and Plant . . . . .	3,57	4,40	4,84
3.	Track Renewals . . . . .	28,01	29,41	33,06
4.	Bridge Works . . . . .	4,57	5,05	6,43
5.	Traffic Facilities . . . . .	35,00	38,53	45,39
6.	Signalling and interlocking Works etc. . . . .	9,81	10,49	10,88
7.	Workshops (including Production Units namely CLW, DLW and ICF but excluding those provided as part of Electrification Projects . . . . .	2,61	5,13	5,67
8.	Electrification . . . . .	12,59	14,74	16,55
9.	Other Electrical Works . . . . .	1,82	1,95	2,36
10.	Staff Quarters . . . . .	5,20	5,95	6,14
11.	Amenities for staff . . . . .	2,12	2,74	3,15
12.	Passenger and other Railway Users' Amenities . . . . .	3,92	4,16	3,92
13.	New Lines . . . . .	14,85	12,41	17,21
14.	Metropolitan Transport Projects . . . . .	..	13	17
15.	Other specified works . . . . .	2,90	3,24	2,85
16.	Investment in Government Commercial Undertakings—Road Services . . . . .	1,57	1,94	1,98
17.	Taking over of open line wires from P&T Deptt. . . . .	..	22	1,00
18.	Stores Suspense, Manufacture Suspense, Miscellaneous Advances, etc. . . . .	-6,60	-4,68	-5,90
TOTAL . . . . .		226,11	243,30	280,00



## BUDGET ESTIMATES, 1970-71

45. The Budget Estimate for Works Expenditure for 1970-71 has been placed at 280 crores. This is about 37 crores more than the Revised Estimate for the current year.

The break-up of the proposed expenditure in 1970-71 by Plan Heads and allocation is shown below:—

(In lakhs of rupees)

Sl. No.	Plan Head	Capital	Depreciation Reserve Fund	Development Fund	Open Line Works (Revenue)	Total
1.	Rolling Stock . . . .	67,62	55,86	19	2	123,69
2.	Machinery and Plant . . . .	1,74	1,96	5	1,09	4,84
3.	Track Renewals . . . .	..	45,62	7	1	45,70
4.	Bridge Works . . . .	2,57	2,59	81	51	6,48
5.	Traffic Facilities . . . .	37,62	1,81	3,81	2,15	45,39
6.	Signalling and Interlocking Works, etc. . . . .	3,51	2,51	[2,66	2,20	10,88
7.	Workshops (including production units, namely CLW, DLW and ICF but excluding those provided as part of Electrification Projects) . . . .	3,64	10	97	96	5,67
8.	Electrification . . . .	16,04	9	42	..	16,55
9.	Other Electrical Works . . . .	7	1,41	42	46	2,36
10.	Staff Quarters . . . .	90	34	4,45	45	6,14
11.	Amenities for Staff . . . .	..	5	2,42	68	3,15
12.	Passenger and other Railway Users' Amenities . . . .	..	2	3,90	..	3,92
13.	New Lines . . . .	17,05	6	..	..	17,11
14.	Metropolitan Transport Projects . . . .	73	..	..	..	73
15.	Restoration of dismantled lines . . . .	2	8	..	..	10
16.	Other specified works . . . .	1,38	15	83	49	2,85
17.	Investment in Government Commercial Undertakings—Road Services . . . .	1,98	..	..	..	1,98
18.	Taking-over of open line wires from P&T Department . . . .	1,00	..	..	..	1,00

(In lakhs of rupees)

Sl. No.	Plan Head	Capital	Depreciation Reserve Fund	Development Fund	Open Line Works (Revenue)	Total
19.	(a) Stores Suspense (Net)	-7,58	..	..	..	-7,58
	(b) Manufacture Suspense (Net)	-46	..	..	..	-46
	(c) Miscellaneous Advances (Net)	2,47	..	..	..	2,47
20.	Credits or recoveries:					
	(a) Credits for released materials	..	-12,64	..	..	-12,64
	(b) Other Credits	-30	-1	..	-2	-33
	<b>TOTAL</b>	<b>150,00</b>	<b>100,00</b>	<b>21,00</b>	<b>9,00</b>	<b>280,00</b>

Of the gross provision of 166 crores for Works, 134 crores or 81 per cent is for Works in Progress and only 32 crores or 19 per cent is for New Works.

46. An expenditure of 124.73 crores is proposed in 1970-71 on Rolling Stock, of which 109.57 crores is for programmed deliveries of stock already on order and 15.16 crores is for new acquisitions as detailed below:—

Rolling Stock Expenditure 1970-71 Budget

(In lakhs of rupees)

Particulars	Deliveries against 1970-71 programme	Deliveries against earlier programmes
Locomotives	..	39,55
Boilers	..	39
Carriages	4,27	32,26
Wagons	10,89	37,24
Ferries	..	13
<b>TOTAL</b>	<b>15,16</b>	<b>109,57</b>

(The Railway-wise distribution of the provision is given at pages 51—55 of Part I of the Consolidated Works, Machinery and Rolling Stock Programme of Railways):

Apart from 24 lakhs for residuary payment for B.G. Diesel Hydraulic Locomotives imported earlier, rest of the expenditure of 124.49 crores is on Rolling Stock to be produced in this country.

The Programme of New Acquisitions (i.e. items included in the Budget for the first time) includes the following units of Rolling Stock:

(In Units)				
Particulars	To be obtained from abroad	To be obtained from indigenous sources	Total	
<b>(a) Locomotives :</b>				
(i) Diesel Shunters . . . . .	..	79	79	
(ii) Diesel Electric . . . . .	..	188	188	
(iii) Electric . . . . .	..	40	40	
<b>(b) Boilers . . . . .</b>				
	..	14	14	
<b>(c) (i) Carriages . . . . .</b>				
	..	1,216	1,216	
(ii) Rail Cars . . . . .	..	20	20	
(iii) Electric Multiple Units . . . . .	..	54	54	
<b>(d) Wagons (in terms of 4-wheelers) . . . . .</b>				
	..	15,290	15,290	
<b>(e) Cranes . . . . .</b>				
	..	..	..	

47. The Budget provision for Machinery and Plant is 4.84 crores, of which Machinery and Plant Expenditure in 1970-71 Budget 4.71 crores is for programmed deliveries and only 13 lakhs for new acquisitions. Replacement of Machinery and Plant included in the 1970-71 Programme (new acquisitions) is as usual only of items which are beyond economic repair.

(A summary of the requirements of each Railway under new acquisitions as well as programmed deliveries, is given on pages 56-57 of Part I of the consolidated Works, Machinery and Rolling Stock Programme of Railways).

48. The provision of 36.51 crores for construction of New Lines and Electrification of Railway Lines, etc., is for the projects listed below of which Serial Nos. 19, 28 and 34 are new items.

(In lakhs of rupees)					
Sl. No.	Name of Project	Expenditure upto 1969-70	Provision for 1970-71	Balance of sanctioned cost	Date of opening (actual or expected)
1.	Morwa-Singrauli-Katni Rail Link (0 to 254.25 Kms) (Central Railway)	1711.50	181.70	112.70	March 1972
2.	Igatpuri-Bhusawal Electrification Project (Central Railway)	1192.98	56.86	..	Energised by 31-3-1969

(In lakhs of rupees)

Sl. No.	Name of Project	Expenditure upto 1969-70	Provision for 1970-71	Balance of sanctioned cost	Date of opening (actual or expected)
3.	Permanent diversion of Tildanga-Farakka Line upto the South abutment of the barrage with a bridge over the feeder canal (Eastern Railway).	94.04	75.00	23.59	31-3-1971
4.	B.G. connection between the left bank abutment of the barrage and Chamagram excluding inter-change point at Malda (Eastern Railway).	10.29	12.71	0.05	31-3-1971
5.	Provision of B. G. Bridge over the Farakka Barrage (Eastern Railway)	27.76	48.50	10.43	31-7-1971
6.	Provision of new lines between Chandrapura and Bondamunda (Rourkela) (Eastern Railway)				
	(a) Chandrapura-Hatia construction	1248.51	8.00	6.76	22-3-1961
	(b) Hatia-Bondamunda	1436.67	10.00	39.54	26-1-1964
7.	Sub-structure for a double line Railway bridge over the Barrage as incorporated in the Barrage structure (Eastern Railway)	1.00	81.79	317.21	31-12-1971
8.	Construction of Broad Gauge Railway line between Ghazabad and Tughlakabad including second Yamuna Bridge at Delhi (Northern Railway)	596.78	2.92		15-11-1966
9.	Hindumalkot-Sriganga Nagar—Construction of New B.G. Line (Northern Railway)	99.79	11.38	6.04	(i) Goods Traffic in January 1970 (ii) Passenger Traffic in March, 1970.
10.	Jaisalmer-Pokaran—Construction of a new M.G. line. (Northern Railway)	244.07	5.53		28-1-1968
11.	Construction of Delhi Avoiding Lines and connected Traffic facilities (Northern Railway)	493.82	19.82	120.00	16-2-1969 Goods Traffic
12.	Kathua-Jammu—Construction of a new B.G. Raillink between (Northern Railway)	190.00	416.42	492.42	31-3-1972

(In lakhs of rupees)

Sl. No.	Name of Project	Expenditure upto 1969-70	Provision for 1970-71	Balance of sanctioned cost	Date of opening (actual or expected)
13.	Construction of rail link between Singrauli Coal field and Obra station on the new Robertsganj-Garhwa Road line (Northern Railway)	1017.01	3.05	9.09	31-3-1970
14.	Kanpur-Tundla Section.— Electrification of (Northern Railway)	867.20	371.00	89.39	1970-71
15.	Tharbhita-Bhaptiahi Section.— Restoration of the Railway Line (Northeastern Railway)	25.00	10.00	2.45	June 1970
16.	Construction of New B.G. Line from near Siliguri to Jogighopa in Assam (North-east Frontier Railway)	3331.23	2.02	..	..
17.	Mangalore-Hassan Railway Construction (Southern Railway)	1394.72	397.03	581.07	..
18.	Madras Beach-Tambaram Suburban Section.—Conversion from 1500 VDC to 25 KV/AC traction (Southern Railway)	168.08	2.97	20.66	January 1967
19.	Tornagullu-Madukulapenta.— Construction of a new B.G. Line (South Central Railway)	..	1.00	299.00	January 1973
20.	Rail Link to Haldia Port (Southeastern Railway)	597.41	55.00	182.51	September 1970 (for Durgachak-Haldia Section).
21.	Sambalpur-Titilagarh Construction (Southeastern Railway)	1239.87	14.00	40.66	15-11-1963
22.	Bimlagarh-Kiriburu Construction (Southeastern Railway)	542.77	7.00	23.05	16-4-1963
23.	Kottavalasa-Bailadilla Construction Project (Southeastern Railway)	5899.74	47.00	86.15	1-11-1968 (Goods Traffic)
24.	Construction of Cuttack-Paradeep Rail Link (Southeastern Railway)	199.44	177.02	625.09	31-12-1972
25.	Electrification of Howrah-Khargpur (Southeastern Railway)	843.55	8.58	4.09	Completed in June 1968 except for Andul-Calcutta Chord Link (RKM 9), which is expected to be completed during 1970-71.

(In lakhs of rupees)

Sl. No.	Name of Project	Expenditure upto 1969-70	Provision for 1970-71	Balance of sanctioned cost	Date of opening (actual or expected)
26.	Electrification of Rourkela-Durg (Southeastern Railway)	1945.36	412.42	64.59	1970-71
27.	Electrification of Panchkura-Haldia Section (Southeastern Railway)	1.00	50.00	149.00	1972-73
28.	Electrification of Waltair-Kirandol Section (Southeastern Railway)	..	50.00	1866.17	1973-74
29.	Thund-Kandla.—Broad Gauge Link (Western Railway)	1427.44	136.08	..	30-12-1969
30.	Udaipur-Himmatnagar.—Metre Gauge Link (Western Railway)	1180.88	2.00	..	12-4-1966
31.	Guna (Rothia) Shajapur-Maksi.—Construction (Western Railway)	587.75	201.00	129.88	December 1971
32.	Electrification of Virar-Sabarmati Section including ancillary works on the existing electrified section on Churchgate-Virar Section (Western Railway)	511.39	700.00	1994.54	1972-73
33.	Feasibility and Economic studies for a third terminal station in Bombay City for Metropolitan Transport (M. T. Projects, Bombay)	4.00	9.60	..	March 1972
34.	Techno-Economic Feasibility Studies for Mass Rapid Transport System for Bombay (M.T. Projects, Bombay)	..	5.00	35.00	April 1972
35.	Final location survey and preparation of Project report and detailed estimate for the extension of the suburban line from Dum Dum to Princep Ghat, for Metropolitan Transport (M.T. Projects, Calcutta)	8.00	23.00	10.46	April 1971
35.	Techno-Economic Feasibility Studies for Mass Rapid Transit System in Calcutta City for Metropolitan Transport (M. T. Projects, Calcutta)	1.00	35.00	4.00	December 1971
	TOTAL	..	3650.40	..	

49. The provision for Track Renewals in 1970-71 is 45.70 crores of which Track Renewals 30.84 crores is on Works in Progress and the balance of in 1970-71 14.86 crores on New Works.

50. The provision for other open line works is 83.78 crores. Of this, an amount of 67.18 crores or about 80 per cent is earmarked for line capacity works and other operating improvements to augment line capacity. The balance of 16.60 crores is distributed over bridge works, users' amenities, staff quarters and amenities for staff, as shown in the table below:—

(In lakhs of rupees)

Particulars	Capital	Depre- ciation Reserve Fund	Develop- ment Fund	Open Line Works (Revenue)	Total
<b>I. Bridge Works—</b>					
(a) Works in Progress . . . . .	52	1,94	58	43	3,47
(b) New Works . . . . .	..	65	23	8	96
<b>II. Operating Improvements—</b>					
(a) Works in Progress . . . . .	39,55	5,33	7,34	4,26	56,48
(b) New Works . . . . .	6,71	65	1,34	2,00	10,70
<b>III. Staff Quarters—</b>					
(a) Works in progress . . . . .	62	28	2,99	27	4,16
(b) New Works . . . . .	28	6	1,46	18	1,98
<b>IV. Staff Amenities—</b>					
(a) Works in Progress . . . . .	..	2	1,26	35	1,63
(b) New Works . . . . .	..	3	1,16	33	1,52
<b>V. Users' Amenities—</b>					
(a) Works in Progress . . . . .	..	2	1,77	..	1,79
(b) New Works . . . . .	..	..	1,09	..	1,09

**SUMMARY**

(a) Works in Progress . . . . .	40,69	7,59	13,94	5,31	67,53
(b) New Works . . . . .	6,99	1,39	5,28	2,59	16,25
<b>GRAND TOTAL . . . . .</b>	<b>47,68</b>	<b>8,98</b>	<b>19,22</b>	<b>7,90</b>	<b>83,78</b>

New Works and important 'works in progress' etc. each estimated to cost 20 lakhs and above are listed in sections (a), (b) and (c) of Appendix I to this Memorandum.

Full details of the 'New Works' proposed to be taken up during 1970-71 are given in the consolidated 'Works, Machinery and Rolling Stock Programme-Part II', and the list of new works each costing between 5 and 20 lakhs appears on pages 36-48 of Part I. Some other works may have to be taken up during 1970-71, but as the surveys and other investigations in respect of these works have not been completed, these have not been proposed in the Programme. Those which have to be commenced during 1970-71 will be taken up after obtaining necessary approval.

New works estimated to cost one crore or more included in the programme are detailed below:—

		(In lakhs of rupees)	
Sl. No.	Particulars	Anticipated cost	Outlay proposed for 1970-71
1.	Wardha-Balharshah Section.—Tadali and Majri—Doubling of section	1,55	1,40
2.	Bombay-Kalyan Section.—Strengthening of power distribution system for running additional 9 car rakes	1,30	1
3.	Bhusawal.—Provision of P.O.H. and other ancillary facilities of A.C. locomotives	2,25	15
4.	Doubling between Barwadih-Garwah Road Section	5,44	52
5.	Provision of Microwave Scheme between Calcutta-Asansol-Jhajha-Kiul-Garhara-Danapur-Mughalsarai	1,10	1
6.	Doubling of Shakurbasti-Rohrak Section	3,24	8
7.	Jolarpettai.—Provision of a hump yard	2,76	25
8.	Diversion of track between Bhigwan and Pophlaj due to construction of Bhima Dam	1,04	1
9.	Doubling of track between Chintalapalli and Nekonda (17 Kms)	1,30	10
10.	Patch doubling of 50.5 Kms on Vijayawada-Nidadavolu Section.—		
	(i) Vijayawada-Mustabada (13.20 Kms)		
	(ii) Vatlur-Denduluri (18.90 Kms)		
	(iii) Tadepalligudem-Nidadavolu (18.40 Kms)	3,57	15
11.	Doubling of Section between Hadapsar and Patas (58 Kms)	3,63	12
12.	Doubling the line between Baroda-Godhra	2,06	38

51. A provision of 1.98 crores is proposed for "Investment in Government Commercial Undertakings—Road Services" during 1970-71. Details of the investments proposed in 1969-70 and 1970-71 appear on pages 30-31 of Part I of the 'Consolidated Works, Machinery and Rolling Stock Programme'.



52. A provision of 1.00 crore has been made during 1970-71 for taking over line wires from the P&T Department.

**Taking over of Line wires from P. & T. Department.**

53. The Budget envisages a decrease of 5.57 crores under Capital suspense Heads (net), viz. a decrease of 7.58 crores under Stores Suspense and 0.45 crore under Manufacture Suspense, partly offset by an increase of 2.47 crores under Miscellaneous Advances. The decreases under Stores and Manufacture Suspense are due to more credits than debits being expected under these suspense heads, during the year. The increase under Miscellaneous Advances is mainly to cover more advance payments for materials.

**Stores, Manufacture Suspense and Miscellaneous Advances, 1970-71**

54. Credits totalling 12.97 crores for released materials etc. are expected to be adjusted in the Budget year. These do not figure in the gross demands.

**Credit during 1970-71**

55. The distribution of the total estimated net expenditure of 280 crores during 1970-71 on the Works, Machinery and Rolling Stock Programme of Railways by Demands is as under:—

**Summary of Capital (Works) Budget 1970-71**

(In crores of rupees)

Demand No. 13 Open Line Works—Revenue . . . . .	9.00
Demand No. 14 Construction of New Lines . . . . .	35.93
Demand No. 15 Capital, Depreciation Reserve Fund and Development Fund. . . . .	235.07
<b>TOTAL . . . . .</b>	<b>280.00</b>

56. For further particulars of the Budget Estimates of Expenditure chargeable to Capital, Depreciation Reserve Fund, Development Fund and Open Line Works (Revenue), reference is invited to the Consolidated Works, Machinery and Rolling Stock Programme of Railways—Parts I and II.

K. S. SUNDARA RAJAN,

Financial Commissioner, Railways.

23rd February, 1970.

## APPENDIX I

(a) The new Open Line Works costing 20 lakhs and more for which funds have been provided in 1970-71 are:—

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Anticipated cost	Provision for 1970-71	Balance to complete work
<b>CENTRAL RAILWAY</b>				
1.	Wardha-Balharshah Section. Tadali and Majri—Doubling of section (19.33 Kms.)	1,55	1,40	15
2.	Lonavla.—Poona Section.—Provision of Colour light signalling	39	3	36
3.	Byculla.—Replacement of aged electrical signalling by route relay interlocking	23	1	22
4.	Kalyan Power House-Thakurli.—Replacement of stokers of Boilers No. 15 & 16	33	1	32
5.	Itarsi-Diesel loco shed.—Expansion of facilities for increased holding	52	5	47
6.	Bombay-Area.—Acquisition of land for setting up new facilities for inspection and stabling of 50 additional EMU Units	59	16	43
7.	Jhansi-Kanpur-Banda Section.—Provision of over head Aluminium Conductor steel reinforced wire	32	3	29
8.	Bombay Kalyan Section.—Strengthening of power distribution system for running additional 9 car rakes	1,30	1	1,29
9.	Bhusawal.—Provision of P.O.H. and other ancillary facilities of AC locomotives	2,25	15	2,10
<b>EASTERN RAILWAY</b>				
10.	Doubling between.—Barwadih-Garwah Road section	5,44	52	4,92
11.	Direct link between Barkakana-Gomoh and Barkakana-Barwadih by passing the Barkakana	28	8	20
12.	Provision of 8 Nos. of intermediate block signalling with axle counter on the Grand-Chord between Gomoh-Gaya in eight sections	35	6	29
13.	Provision of Microwave Scheme between Calcutta-Asansol Jhajha-Kiul-Garhara-Danapur-Mughalsarai	1,10	1	1,09
14.	Mughalsarai.—Extension of electric loco shed for holding 100 locos	61	4	57

(Figures in lakhs of rupees).

Serial No.	Particulars of works	Anticipated cost	Provision for 1970-71	Balance to complete work
<b>EASTERN RAILWAY</b>				
15.	Sealdah South.—(a) Proposed EMU shed with inspection pit and office (b) Proposed washing platforms and Hydrants, etc.	34	4	30
16.	Howrah Car Shed.—Extension of Car shed and provision of 10 additional lines with shunting necks at both ends for maintenance of additional EMU Stock	69	4	65
17.	Sahibganj Loop.—Provision of Railway alignment for control and other circuits with ACSR wire from Rajgaon to Kiul.	56	1	55
18.	Provision of Railway alignment for control and other circuits with ACSR wires on Gomoh-Sone East Bank section and Coal area via Barkakana and Garhwa Rd.	64.00	0.10	63.90
19.	Dhanbad Division.—Provision of and approach signal at a distance of 2 Kms. from the existing home signal in section Gomoh-Gaya at 26 stations	43	3	40
<b>NORTHERN RAILWAY</b>				
20.	Doubling of Shakurbasti-Rohtak Section	3,24	8	3,16
21.	Harduaganj—(Phase II).—Provision of two additional running lines and 3 marshalling lines	21	11	10
22.	Provision of Automatic signalling between Ambala Cantt and Rajpura with additional loops at Ambala City and Rajpura	54	1	53
23.	Juhi.—Provision of route Relay interlocking at	79	1	78
24.	Provision of departmental line wires on sections.—			
	(i) Lucknow-Faizabad			
	(ii) Faizabad-Varanasi			
	(iii) Pratapgarh-Mughalsarai	65	3	62
25.	Provision of Microwave communication between Delhi & Bikaner	97	1	96
26.	Bhagat-Ki-Kothi.—Provision of a shed for 25 to 35 MG Diesel Locomotives	52	24	28
27.	Provision of additional approach signals at all stations on Mughalsarai-Allahabad Section	31	1	30

			(Figures in lakhs of rupees)	
Serial No.	Particulars of works	Anticipated cost	Provision for 1970-71	Balance to complete work
<b>NORTHERN RAILWAY</b>				
28.	Delhi-Mughalsarai Section.—Provision of automatic train control on Delhi-Mughalsarai Section (for mail and express trains)	31	1	30
29.	Provision of additional approach signals at all stations on Allahabad-Kanpur Section	39	1	38
30.	Lucknow (R.D.S.O.).—Provision of office accommodation and residential quarters in connection with shifting of advance permanent way school from Poona to Lucknow	32	9	23
<b>NORTHEASTERN RAILWAY</b>				
31.	Gorakhpur-Siwan (loop) Thawe-Chupra and Chitauni-Captainganj section.—Provision of railway covered overhead ACSR alignment for Control and Dy. Control circuits	20	2	18
32.	Varanasi Division.—Provision of multi channel microwave communication with radio patching of control circuits in Gorakhpur-Ahalyapur-Varanasi section with additional channels in the existing Gorakhpur-Ahalyapur-Samastipur microwave radio relay system	27	13	14
<b>NORTHEAST FRONTIER RAILWAY</b>				
33.	New Bongaigaon Carriage and Wagon Workshop Expansion for creation of additional POH facilities for M. G. Coaching stock	92	20	72
<b>SOUTHERN RAILWAY</b>				
34.	Jolarpettai.—Provision of a hump yard	R 2,74 2	25	2,49
35.	Guntakal-Raichur section.—Replacing the existing wornout two aspect standard III signalling by DWMAUQ standard III signalling	27	3	24
36.	Villupuram-Ariyalur section.—Replacing the existing wornout standard III two aspect signalling by standard III DWMAUQ signalling	28	3	25

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Anticipated cost	Provision for 1970-71	Balance to complete work
<b>SOUTH CENTRAL RAILWAY</b>				
37.	Diversion of track between Bhigwan and Popilaj, due to construction of Bhima dam . . . . .	1.04	1	1.03
38.	Doubling of track between Chintalapalli and Nekonda—(17 Kms.) . . . . .	1.30	10	1.20
39.	Doubling of section between Hadapsar and Patas (58 Kms.) . . . . .	3.63	12	3.51
40.	Patch doubling of 50.5 Kms on the Vijayawada-Nidadavolu Section between—			
	(i) Vijayawada-Mustabada (13.20 Kms.)			
	(ii) Vatlur-Denduluru (18.90 Kms.)			
	(iii) Tadepalligudem-Nidadavlu (18.40 Kms.)	3.57	15	3.42
41.	Provision of Microwave link on Secunderabad-Sholapur section . . . . .	35	0.20	34.80
42.	Provision of Microwave link on Vijayawada-Waltair section . . . . .	35	0.20	35.80
43.	Maula Ali.—Provision of Zonal training school for the South Central Railway .	26	5	21
<b>SOUTH EASTERN RAILWAY</b>				
44.	Santragachi.—Provision of Route Relay Interlocking . . . . .	43	0.10	42.90
45.	Extension of Directional Radio Multichannel communication (Microwave) from Khurda Road-Waltair with drop channel facility at Palasa . . . . .	49	5	44
46.	Bondamunda.—Provision of Junction arrangement near 'A' Cabin and remote operation of points by two link cabins with panel operation . . . . .	25.51	0.60	24.91

(Figures in lakhs of rupees)

Serial No.	Particulars of works ]	Anticipated cost	Provision for 1970-71	Balance to complete work
WESTERN RAILWAY				
47	Doubling the line between—Baroda-Godhra . . . . .	2.06	38	1.68
48	Providing panel Interlocking at 6 way side stations on Virar-Sabarmati Section	26	1	25
49	Abu Road-Marwar Section.—Replacing the existing wornout standard II signalling by standard III MAUQ signalling at 12 stations . . . . .	29	2	27
50	Bandikui-Rewari Section.—Replacement of wornout Standard I/II signalling gear by Standard III MAUQ signalling at 11 stations . . . . .	25	2	23
51	Bombay Central.—Providing additional facilities in the car shed for maintenance of EMU stock . . . . .	32.47	0.10	32.37

(b) The important Open Line Works in progress costing 20 lakhs or more for which funds have been provided in 1970-71 are:—

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost.	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work.
<b>CENTRAL RAILWAY</b>					
1	Bhandup-Mulund.—Acquisition of land for Goods Shed 73.41 acres (29.71 Hectares)	50	26	20	4
2	Wadi Bunder Sub Station.—Replacement of rotary convertor sets by rectifier units	28	26	2	..
3	Bina-Katni Section.—Partial Doubling of 132.79 Kms. Salaia and Bandukpur (45.12 Kms.)	4.40	4.20	20	..
4	Patharia and Saugor (50.82 Kms.)	3.23	3.19	4	..
5	Doubling and regrading of Karari-Datia—Sonagir (77.42 Kms.)	2.08	2.03	5	..
6	Doubling and regrading Antri-Sandalpur-Sithouli (17.70 Kms.) Sub-section of the Jhansi-Agra Section	2.30	2.18	12	..
7	Sobhapur-Salichauka Road (43.85 Kms.) Doubling between	3.31	3.27	2	2
8	Bohani-Kathotia (21.67 Kms.) Doubling between	1.11	1.09	1	1
9	Ghatpindrai-Bhitoni (46.9 Kms.) excluding Sher-Bridge length doubling between	3.38	3.32	3	3
10	Lonavla.—Replacement of Rotary convertor sets by rectifier units	32	15	17	..
11	Igatpuri.—Provision of new Up yard with separate engine line and down shunting neck to new Down yard	33	29	1	3
12	Replacement of Rotary convertor sets by rectifier units at Kurla Sub-station	25	4	6	15
13	Provision of arterial siding (11.27 Kms.) between Ghatkopar and Thana by the side of down local line and acquisition of land by the side of Up main line	1.18	63	25	30
14	Maramjhiri-Ghoradongri.—Doubling of the section between	4.99	4.94	5	..

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work.
<b>CENTRAL RAILWAY—contd.</b>					
15	Amla-Nagpur Section.—Doubling of section between Teegaon and Chichonda (16.45 Kms.) .	2,10	1,97	13	..
16	Agra-Mathura Section.—Doubling of the section between Bilochpura and Mathura . . .	2,28 R I	2,19	5	4
17	Bhandak.—Provision of siding facilities for the filling factory .	40 Deposit 71	39	1	..
18	Ajni Yard.—(i) Provision of 4 down departure lines for 786 m. with an independent shunting neck of 686 m. and detaching siding. (ii) Diversion of up main line to run parallel to down main line between Ajni 'A' cabin and Nagpur (iii) Extension of down sorting lines to 686 m. (iv) Provision of 3 Up departure lines of 686 m. with small detaching siding and shunting neck (v) Other minor alterations .	55	34	16	5
19	Kurla-Trombay Branch.—Extension of electrification and provision of connection from Kurla, Trombay Branch line to the existing Up and Down Main Line at Kurla .	27	1	3	23
20	Agra Cantt.—Itarsi Section.—Patch doubling of 69.7 Kms..				
	(a) Agra-Jajau . . . . .	1,64	1,31	22	14
	(b) Rairur-Gwalior . . . . .	91	77	7	7
	(c) Karari-Jhansi . . . . .	78	67	6	5
	(d) Karonda-Bina . . . . .	1,13	1,07	2	4
21	Wardha-Balharshah Section.—Doubling of the line between Chandrapur and Balharshah (13.65 Kms.) . . . . .	1,58	1,42	11	3
22	Agra-Itarsi Section.—Patch doubling between Sitouli and Gwalior (8.56 Kms.) . . . . .	70	34	20	16



(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost.	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>CENTRAL RAILWAY—contd.</b>					
23	Bina-Jhansi Section.—(a) Patch doubling between Bijoli-Babina (16.87 Kms.)	1,14	64	37	13
	(b) Bailwara-Jiron (19.89 Kms.)	1,42	96	21	25
24	Itarsi-Bhopal Section.—Doubling of section between Budni-Hoshangabad (excluding Narmada Bridge) 6.52 Kms.	34	32	2	
25	Patch doubling of Wardha-Kazipeth Section				
	(i) Wardha and Bhugaon (10.67 Kms.)	91	45	20	26
	(ii) Nagri and Majri (34.74 Kms.)	2,04	1,71	19	14
26	Itarsi-Delhi Section.—Doubling of section between Jajau-Dholpur (26.84 Kms.)	1,69	76	76	17
27	Kalyan-Igatpuri Section.—Strengthening of Power distribution system in connection with extension of loop lines	87	3	3	81
28	Karjat.—(i) Extension of existing 4 Dn. and 2 Up loop lines to 686 m. and provision of one additional loop line of 686 m. (ii) Provision of separate passenger platforms for EMU locals and (iii) Khopoli shuttles on Up side	25	7	10	8
29	Lonavla.—Extension of existing 3 loop lines of 686 m. and provision of 2 new Dn. loop lines of 686m. on Dn. side.	27	5	12	10
30	Thana.—Vikhroli—Trombay—Vadala.—Provision of goods line—Acquisition of land for	1,79	20	1,05	54
31	Mathura-Tughlakabad Section.—Provision of third line between Ballabgarh and Tughlakabad (18.30 Kms.)	1,30	25	70	35
32	Poona and Ghorpuri.—Remodelling of yards excluding Junction arrangements for Poona-Miraj Conversion and Poona-M. aj doubling	1,42	88	41	13

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>CENTRAL RAILWAY -contd.</b>					
33	Bombay.—Provision of very high frequency multi-channel net work in the Ghat Section for regular and mobile communications (Microwave)	40	37	2	1
34	Jhansi-Agra Section. —(1) Doubling of section between Hetampur-Sank (23.60 Kms.)	2,08	41	1,51	16
	(2) Doubling of section between Antri-Dabra (20.00 Kms.)	1,21	48	70	3
35	Jhansi-Bina Section. —(1) Doubling of section Matatila-Bijrotha (17.28 Kms.)	1,18	26	80	12
	(2) Doubling of section between Jakhlaun-Dhaura (11.56 Kms.)	76	26	45	5
36	Strengthening of Power distribution system of heavier goods train loads	1,78	5	1,10	63
37	Itarsi-Agra-Tundla Sect. on. —Provision of Microwave link	62	1	2	59
38	Itarsi-Nagpur Sect. on. —Provision of Microwave link	57	1	2	54
39	Igatpuri-Bhusawal Section. —Provision of Microwave link	40	1	2	37
40	Bhuswal-Nagpur Section. —Provision of Microwave link	44	1	2	41
41	Balharshah-Nagpur Section. —Provision of Microwave link	35	1	2	32
42	South East Section. —Replacement of rotary convertors and H.T. switch-gears in traction sub-station	2,31	2	6	2,23
43	North East Section. —Replacement of rotary convertors and H.T. switch-gears in traction sub-station	1,68	2	8	1,58
	Replacement of three 2,500 KW rotary convertor sets by three 3,000 KW rectifier sets at Thana	21	1	2	18

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
CENTRAL RAILWAY—concl'd.					
45	Kasara.—Provision of an additional down loop and extension of loop line to 686 m. CSR	27	10	10	7
45	Bhusawal.—Provision of 4 Up departure lines	26	18	8	..
47	Itarsi-Agra Section.—Provision of Multiple aspect upper quadrant Signalling at 18 stations	48	1	6	41
48	Bombay area (Kurla)-Acquisition of land for building staff quarters	29	27	2	..
49	Itarsi-Diesel Loco Shed-Expansion of the capacity of this shed from 40 to 80 locos.	53	33	9	11
50	Jhansi Kanpur Section.—Regirding of Jamuna Bridge at Kalpi between Kms. 1276-1278 (76.2 m. spans)	1,25	1,18	87	..
51	Provision of an additional traction rectifier sub-station at Upper Bhore ghat on S.E. Dist.	31	12	1	18
52	Provision of an additional traction rectifier sub-station at Thull Ghat on N. E. District	31	11	4	16
53	Kalyan-Igatpuri Section.—Provision of colour light signalling	21	10	3	8
54	Bhandup-Mulund.—Provision of large size goods shed between	43	10	20	13
55	Kurla Car Shed.—Increase in POH and stabling facilities (Phase I)	29	28	1	..
56	Kurla.—Modification of structures of inspection shop for cranes	33	1	12	20
57	Kurla Car Shed.—Provision of increased stabling facilities	51	1	10	40

(Figures in lakhs of rupees)

Serial No	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>EASTERN RAILWAY</b>					
58	Doubling between Patratu and Tori and between Kumandih and Barwadih-Barkakana Loop (96.6 Kms) including yard and weighment facilities at Ray station	R 4,96 I	4,94	2	..
59	Doubling of the line between Chandrapura and Gomoh section (18.3 Kms.) including additional line at Chandrapura	R 1,00 I	98	2	..
60	Asansol Division.—Provision of Up Working loops between Raniganj and Kalipahari for working of Up Raniganj Pilot	32.96	32.59	0.37	..
61	Tikiapara.—Provision of a suburban coaching rake stabling yard	R 2,13 2	1,99	14	..
62	Dugda Washery (Stage II)—Remodelling of Yard according to Master Plan for (Phase I).	Deposit 29 65	28	1	..
63	Down Fly-over lines over the Howrah-Burdwan Choerd line between Dankuni and Calcutta Chord Link	1,01	56	26	19
64	Andul Calcutta Chord Link Project (M.D. Link Project)	5,18	4,17	79	22
65	Replacement of Semaphore signals by colour light signals on section Durgapur to Gaya including provision of power supply excluding the section between Sitarampur to Pradhan hanta	75	72	3	..
66	Kanchrapara workshop.—Facilities for rewinding of traction machinery	83	1	8	7

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to compl etc. work
<b>EASTERN RAILWAY—concl.</b>					
67	Burdwan.—Provision of Diesel Loco Shed	20	13	7	
58	Mughalsarai.—Conversion of Mughalsarai steam Loco Shed for maintenance of Electric Locomotives	25	23	1	1
69	Acquisition of 0.700 acres of land at New Alipur and 6.39 acres of land at Gholshapur for construction of Officers' quarters	24.48	0.10	0.84	23.54
70	Provision of a combined Multi-storeyed office building for Eastern, S. E. Railways and also for the CLW and R. E. Projects Office at 14, Strand Road, Calcutta	1.98	1.63	18	17
71	Howrah.—Improvement to water supply	21.73	0.40	10.26	11.07
72	Sealdah.—Remodelling of yard including route relay interlocking.	1.53	1.47	4	2
73	Provision of automatic Train control on section Burdwan-Gaya	20	1	16	3
<b>NORTHERN RAILWAY</b>					
74	Kanlalampura.—Additions and alterations in the goods yard at	1.02	91	8	
75	Subzimandi-Panipat Section.—Provision of additional loops, simultaneous reception facilities with unidirectional signalling at 5 stations and an additional running line at 6 stations	31	20	11	

(Figures in lakhs of rupees)

Serial No.	Particulars of Works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>NORTHERN RAILWAY—contd.</b>					
76	Tughlakabad.—Remodelling of Yard at (Phase I)	R 3.41 1	44	1.35	1.62
77	Rajpura-Bhatinda Section.—Provision of additional facilities at various stations.	52	5	26	21
78	Ambala Cantt.—Remodelling of the coaching and the Marshalling yard at	R 87.43 3	0.05	25.00	62.38
79	Ludhiana-Dhuri-Jakhal-Hissar Section.—Facilities at various stations on viz. additional loops, extension of goods shed facilities simultaneous reception, crossing, stations, additional marshalling and holding lines etc. at Lehragaga, Sangrur, Malerkotla, Dhuri and Jakhal on	34	16	18	..
80	Lucknow.—Provision of an additional island platform at	32	10	19	3
81	Ghaziabad.—Replacement of lever frames interlocking and block gears by route relay interlocking at	29	28	1	..
82	Ambala Cantt.—Replacement of lever frames, interlocking and block equipments by Route Relay Interlocking (Inclusive of provision for remodelled Ambala Yard)	44	30	11	3
83	Moradabad Division.—Provision of Departmental Wires with ACSR Conductors on— (a) Moradabad-Rosa Section. (b) Moradabad-Saharanpur Section.				

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
NORTHERN RAILWAY— <i>contd.</i>					
(c) Lhaksar Dehradun Section.					
(d) Moradabad-Chandausi Section . . . . .					
		28	25	3	..
84	Kanpur.—Provision of route relay interlocking at . . . . .	48	3	5	40
85	Ghaziabad-Saharanpur Section.—Replacement of Signalling and Interlocking Gears by Panel-Interlocking at Mohinagar, Mural-Nagar, Mohiuddinpur and by Mechanical Signalling at Guldhar, Pratapur and Meerut City including colour light signalling on) . . . . .	27	10	7	10
86	Delhi Area.—Provision of an integrated Telephone net work in (Phase I and II) . . . . .	35	33	2	..
87	Provision of 7 G/C Multi-channel Microwave communication system between Mughalsarai and New Delhi . . . . .	91	5	30	56
88	Provision of multichannel Microwave communication system between New Delhi and Ferozepore via Jullundur . . . . .	99.24	0.10	14.75	81.39
89	Tughlakabad.—Provision of a diesel shed to deal with 48 diesel locomotives at . . . . .	87	45	31	11
90	Provision of siding at Lalru station for the Ammunition Depot of Western Command on Ambala-Kalka Section . . . . .	24	5	19	..
91	Moradabad-Bareilly Section.—Regridding of 10 × 30.5 metre girder Bridge No. 1125 at Km. 1135/7—8 across Kosi River on . . . . .	22	1	13	8

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>NORTHERN RAILWAY—contd.</b>					
92	Delhi area.—Provision of 30 units double storeyed type—I flats, 12 units 3 storeyed type I flats, 26 units double storeyed type II, 12 Units 3 storeyed type II and 96 units double storeyed type III flats for essential staff in Subzimandi Motia Bagh and Delhi-Kishanganj Colonies .	26	10	12	4
93	Providing a new bridge (10 × 200) span over Ramganga near Moradabad (Single line B.G. and addition and alteration to Katgarh) . . . . .	1.26	1.25	1	..
<b>NORTHEASTERN RAILWAY</b>					
94	Lucknow Jn.-Izatnagar.—Provision of railway owned overhead alignment for control, Dy. Control block wire and telegraph circuits with three channel carrier working . . . . .	25	1	2	22
95	Kanpur-Anwarganj-Achnera Section.—Erection of separate railway pole alignment for railway circuits and super imposing three channel stackable carrier system on the Dy. control line .	34	29	4	1
96	Gorakhpur-Katihar Section.—Provision of multi-channel microwave communication . . . . .	45	43	2	..
97	Gorakhpur-Lucknow Jn.—Provision of multi-channel radio telephone-cum-teleprinter system with radio patching facilities . . . . .	35	4	15	16
98	Gonda-Burhwal Section.—Re-girding of Elgin Bridge 17 × 200' G at mile 440/22 .	90	87	3	..
99	Bhatni-Aunrihar Section.—Provision of standard II interlocking with simultaneous reception facilities at 11 non-interlocked stations viz. Peokol, Salmampur, Lar Road, Turtipar, Bilthara Road, Kididahpur, Pipridih, Dulahpur, Jakhania, Sadat and Mahpur. . . . .	23	17	2	4



(Figures in lakh of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>NORTHEASTERN RAILWAY—contd.</b>					
100	Samastipur.—Construction of 87 units type II, 9 units type III, 9 units type IV quarters, 5 units Junior scale bungalows and 24,000 sft. office accommodation in connection with divisional scheme . . . . .	22	14	8	
<b>NORTHEAST FRONTIER RAILWAY</b>					
101	Malda Town.—Provision of additional facilities in Malda Town Marshalling Yard . . . . .	79	53	23	
102	Bongaigaon-Changsari.—Centralised Traffic Control . . . . .	3.35	3.34	1	..
103	Bongaigaon.—Provision of a Carriage and Wagon Shop . . . . .	6.35	6.28	7	..
104	Siliguri (Bengdubi).—Provision of a B.G. Railway siding in Field maintenance area for the Defence Department . . . . .	55	17	20	18
	Deposit	1.49			
105	Lumding.—Permanent Office and residential accommodation in connection with Divisionalisation of Northeast Frontier Railway . . . . .	22	19	3	..
106	N. F. Railway.—Provision of 7 GC/S Multi-channel Microwave/UHF Link between Pandu and Katihar . . . . .	49	18	22	9
107	Alipurduar Division.—Provision of standard III interlocking at 28 stations on Siliguri-Bongaigaon Section . . . . .	65	59	6	..
<b>SOUTHERN RAILWAY</b>					
108	Doubling of track between Gummidipundi and Gudur (Length 89.9 Kms.) . . . . .	R. 5.47 4	5.37	10	..
109	Acquisition of land between Enakulam and Tirupunithurai for location of a medium sized Railway Marshalling Yard adjoining the M. G. Line . . . . .	34	33	1	..

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work.
<b>SOUTHERN RAILWAY—contd.</b>					
110	Shoranur-Cochin Harbour Terminus Section.—Provision of a terminal Marshalling yard near Ernakulam Junction	77	57	18	2
111	Doubling of track between Madurakai and Kanjikode (23.38 Km)	2,73	1	1,50	1,22
112	Doubling between Alwaye and Ernakulam	R. 1,94 1	1	1,00	93
113	Doubling between Morappur and Dasampatti	1,00	1	81	18
114	Line Capacity works in connection with the movement of traffic from Neyveli Lignite Corporation (1.) Uttangalmangalam.—Proposed conversion of through siding into additional signalled loop. (2.) Kuppanatham.—Additional signalled loop (3) Provision of additional signalled loop with simultaneous reception facilities at (a) Ottakovil (b) Mathurai (c) Sillakudi and (d) Kallagam Neyveli.—Proposed terminal marshalling yard.	Deposit 24.78 14	16.96	0.10	7.72
115	Villikkattam-Avadi Section.—Provision of automatic block with colour light signalling	38	35	3	..
116	Provision of Microwave telephone and teleprinter service interconnecting Madras-Vijayawada-Guntakal-Hubli-Mysore-Olavakkot-Tiruchchirappalli and Madurai	1,54	1,51	3	..
117	Avadi-Trivellore Section.—Provision of Automatic Block with colour light signalling	70	29	7	34
118	Erode-Olavakkot Section.—Provision of tokenless block working	30.07	29.40	0.44	0.23

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>SOUTHERN RAILWAY—contd.</b>					
119	Cannanore-Mangalore Section.— Replacing the existing wornout 2 aspect Standard I Signalling by Standard I DW MAUQ signalling (14 stations and 1 level crossing) (1-C class station)	26	2	4	20
120	Bangalore City.—Arsikere section.—Replacing the wornout standard I two aspect signalling by Standard III DW MAUQ signalling	31	3	3	25
121	Harihar-Hubli Section.—Replacing the wornout Standard I two aspect signalling by Standard III DW MAUQ signalling	24	3	3	18
122	Shoranur-Mangalore Section.— Regirdering of bridge No. 1274 (16 x 45.72 M) across Nethravathi river at KM 881/10-882/9 with BG/ML standard girders	61	1	24	36
<b>SOUTH CENTRAL RAILWAY</b>					
123	Bellampalli-Kazipet Section.— (a) Doubling of track between Bisugir Shariff and Kolanur (21.51 Kms.)	1,57	29	42	86
	(b) Doubling of track between Kazipet and Chintalapalli (22.56 Kms.) in Kazipet-Dornakal Section	1,70	25	42	1,03
	(c) Doubling of track between Mahabubabad and Dornakal (24.26 Kms.) in Kazipet-Dornakal Section	1,90	30	42	1,18
124	Patch doubling between (a) Kolanur-Raghavapuram Stations	1,49	3	27	1,19
	(b) Bisugir Shariff-Jami Kunta stations	30	2	21	7
125	Doubling between Peddempet-Raghavapuram, (14.47 Kms.) and Hasanparthi Road-Kazipet (12.47 Kms.)	1,47	1,43	4	..
126	Doubling of Section between Hasanparthi Road and Jami-kunta (23.79 Kms.)	1,35	83	30	22

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>SOUTH CENTRAL RAILWAY—contd.</b>					
127	Balharshah-Bellampalli Section.—Doubling between Balharshah-Manickgarh	1,30	66	11	53
128	Doubling of section between Bellampalli-Mancherial	R. 1,26 1	84	28	14
129	Secunderabad-Kazipet Section.—Patch doubling between (a) Secunderabad-Bibinagar (32.99 Kms.) (b) Bhongir-Pembarti (30.58 Kms.) and (c) Pendial-Kazipet (7.64 Kms.)	3,25	3,21	4	..
130	Wadi-Secunderabad Section.—Patch doubling between Secunderabad and Hussainsagar	69	31	30	8
131	Pune-Daund Section.—Patch doubling and extension of loops	1,94	1,45	34	15
132	Sholapur-Wadi Section.—Doubling of section between Sholapur and Wadi	1,47	1,36	5	6
133	Doubling of track between Tsundru and Kistna Canal	2,28	15	62	1,51
134	Doubling of track between (a) Gopalapatnam Block and Duvvada (b) Duvvada and Tuni (88.51 Kms.)	R. 6,04 2	6,03	1	..
135	Pune-Miraj Section.—Conversion of main line from MG to BG	18,97	18,03	65	29
136	Conversion from MG to BG Junction arrangements at Miraj	1,84	1,26	33	25
137	Junction arrangements at Ghorpuri	75	20	35	20
138	Miraj-Kolhapur Section.—Conversion of main line from MG to BG	R. 2,88 2	1,52	57	79
139	Sanatnagar—Provision of additional facilities	31	27	3	1
140	Pune-Daund Section.—Dhond provision of a new Marshalling Yard	1,49	54	60	35

(Figures in lakhs of Rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>SOUTH CENTRAL RAILWAY—contd.</b>					
141	Bitragunta.—Provision of additional facilities for dealing with down traffic . . . . .	64	5	10	49
142	Vijayawada Yard.—Remodelling Phase III . . . . .	85	10	20	55
143	Vijayawada.—Provision of route-relay interlocking . . . . .	60	18	9	33
144	Kazipet-Balharshah Section.—Provision of Microwave link between Kazipet-Balharshah with facilities for radio patching at selected wayside stations . . . . .	28	1	3	24
145	Provision of Microwave network in section between Secunderabad and Vijayawada . . . . .	38	11	7	20
146	Provision of Microwave link between Pune and Sholapur . . . . .	39	6	7	26
147	Kazipet-Balharshah Section.—Bibra bridge —Reconstruction of Bibra Bridge No. 208 consisting of one span of 76.2m and 5 spans of 12.18m at Kms. 208/5-26 on Kazipet-Balharshah section into one span of 9.14m and 5 spans of 18.29m for providing adequate waterway . . . . .	31	19	12	...
148	Vijayawada-Waltair Section.—Doubling of track between Kovvur and Rajahmundry including construction of second bridge across the Godawari river . . . . .	6,91	5,59	45	87
149	Vijayawada.—Construction of 186 units type II—3 storeyed, 108 units type II (double storeyed) quarters for essential class III staff . . . . .	41	38	3	..
50	Kazipet.—Remodelling of passenger yard . . . . .	28	25	1	2
		R. 2			

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>SOUTH CENTRAL RAILWAY—concl'd.</b>					
151	Secunderabad.—Provision of a building for the Indian Railways School of Signal Engineering & Telecommunications . . . . .	47	46	I	..
152	Secunderabad.—Provision of office and residential accommodation for the headquarters staff of the new Zone . . . . .	R. 4.05 2	3.95	3	7
<b>SOUTHEASTERN RAILWAY</b>					
153	Shalimar.—Goods terminal yard . . . . .	86	73	I	12
154	Kharagpur.—Provision of new marshalling yard. . . . .	R. 5.33 1	4.57	12	64
155	Provision of retarders and mechanisation of the hump on the new marshalling yard near Kharagpur . . . . .	67	55	11	I
156	Garden Reach.—Proposed additional office accommodation for the Head Quarter's offices of the South Eastern Railway . . . . .	78	72	6	..
157	Kharagpur.—Provision of route relay interlocking . . . . .	48	I	7	40
158	Santragachi.—Remodelling of Yard . . . . .	R. 1.20 2	1.16	4	..
159	Marapahari.—Provision of (i) New marshalling yard for the proposed steel plant at Bokaro (ii) An exchange yard to serve the proposed steel plant at Bokaro including acquisition of land . . . . .	R. 4.55 1	2.86	89	30
160	Tatanagar.—Provision of retarders and mechanisation of the Hump on the new marshalling yard . . . . .	55	42	10	3
161	Additions and alterations to yard facilities at Tatanagar and Adityapur for dealing with 2 million tons production of TISCO. . . . .	R. 3.88 6	3.69	2	17
162	Raipur.—Provision of a new wagon shop . . . . .	6.37	5.91	34	12

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work	
<b>SOUTH-EASTERN RAILWAY—contd.</b>						
163	Directional radio multi-channel communication from Bilaspur to Jabbalpur and Karonji providing directional radio multi-channel sets, multiplexing and ancillary equipment at Bilaspur-Anuppur-Sahdol-Katni-Jabbalpur-Manendragarh and Karonji . . . . .	36	34	0.30	1.70	
164	Provision of multi aspect colour light signalling at Kalunga, Rajgarh, Banra, Bagdehi, Ib, Brajrajnagar and Belpahar . . . . .	27	20	1	6	
165	Provision of multi aspect colour light signalling at Panposh Kansbahal, Sonakhan, Garpos Dharuadihi, Dhutra, Himgir Daghora Jamga and Kotarlia . . . . .	31	22	1	8	
166 (a)	Extension to loops at 56 stations between Kharagpur-Palasa . . . . .					
(b)	Expansion of yards at—					
(i)	Bhadrak . . . . .	4,27	3,86	4	37	
(ii)	Khurla Road . . . . .	12				
(iii)	Palasa . . . . .					
		R.				
167	Patch doublings between Khurda Road and Bhusandpur (33.80 Km.) and between Jagannathpur and Palasa (82.48 Kms) Total 116.28 Kms . . . . .		8,08	7,19	5	84
		R.	5			
168	Doubling between Kharagpur and Bhadrak (177.43 Kms) . . . . .		13,87	12,83	6	98
		R.	11			
169	Doubling between Bhadrak and Kapilas Road with provision of the lines and diversions (113.36 Kms) . . . . .		12,54	11,60	9	85
		R.	7			
170	Doubling between Bhusandpur and Jagannathpur (104.61 Kms.) . . . . .		7,08	5,82	36	90
		R.	5			
171	Doubling between Palasa and Vizianagram (142.43 Kms) . . . . .		11,24	9,33	20	1,71
		R.	18			

(Figures in lakhs of rupees)

Serial No.	Particulars of works.	Latest anticipated cost.	Approximate expenditure to end of 1969-70.	Provision for 1970-71	Balance to complete work
<b>SOUTH-EASTERN RAILWAY—Contd.</b>					
172	Bhilai.—Provision of retarders and mechanisation of the humps on the Marshalling yard. . . . .	35	26	6	3
173	Provision of a third line between Tikiapara and Santragachi. . . . .	R. 45 9	31	1	13
174	Provision of a third line between Santragachi and Panskura (71.6 Kms) including New Rupanarayan Bridge. . . . .	R. 12,08 8	11,40	22	46
175	Provision of colour light signalling (multi-aspect) on electrified sections Asansol-Chandil and Rajkharwan-Dongoaposi (28 stations). . . . .	48	47	1	..
176	Facilities required on the Howrah-Chakradharpur Section for movement of additional traffic (stage III). Provision of a fly over at Andul for trains to Shalimar. . . . .	51	46	3	2
177	Provision of Panel Interlocking at 12 wayside stations on Rourkela-Durg Section. . . . .	27	6	10	11
178	Provision of microwave (Directional-Radio) Multi-channel communication on section Chakradharpur-Bondamunda-Jharsuguda-Bilaspur-Bhilai. . . . .	63	52	3	8
179	Doubling of Rajabera-Bokaro Steel City Section (11.2 Kms). . . . .	R. 1,18 1	30	43	45
180	Doubling of Muri-Hatia Section (72 Kms). . . . .	5,75	47	1,61	3,67
181	Regirdering of the existing 6 Nos. 200 ft. spans of type 706/A of Damodar Bridge No. 520 at mile 195.41 (Km 314.48) between Madhukunda and Damodar. . . . .	R. 38 1	37	1	..
182	Doubling of the Damodar Bridge between Madhukunda and Damodar. . . . .	1,43	1,15	5	3
183	Garden Reach.—Extension to the New Indoor Hospital—Stages IV & V. . . . .	82	62	2	18



(Figures in lakhs of rupees)

Serial No.	Particulars of works.	Latest anticipated cost.	Approximate expenditure to end of 1969-70.	Provision for 1970-71.	Balance to complete work.
<b>SOUTH-EASTERN RAILWAY—contd.</b>					
184	Kharagpur.—Setting up of a separate Printing Press for the S.E. Railway.	82	38	24	20
185	Provision of Power Signalling with Relay Interlocking at Rajkhar-swani	26	23	3	..
186	Extension to Directional Radio Multi-channel system (Micro-wave) from Bhilai to Nag-pur.	31	26	5	..
187	Provision of retarders and Mechanisation of the humps on the new Marshalling Yard at Bendamunda.	R. 37 1	30	3	4
188	Provision of multi aspect colour light signalling at Kharsia, Jharadih, Sakti, Bardwa, Naila, Akaltara, Jairamnagar and Gatora	27	20	4	3
189	Provision of multi aspect colour light signalling at Dadhapara, Sheonath Bridge (East), Sheonath Bridge (West), Nip-ania, Hathandih, Silyari, Man-dhar, Urkura	26	13	6	7
190	Provision of multi aspect colour light signalling at Bilha, Bhatapara, Tilda, Raipur, Kumbhari, Bhilai Nagar and Durg	26	15	5	6
191	Durg—Provision of Terminal facilities	49	47	2	..
192	Rajkharswan-Barajamda Doubl-ing of	R. 500.24 44	500.21	0.03	..
193	Doubling of Bhojudih.—Suda-mdh section (2.01 Km) includ-ing doubling of Bridge over Damodar River	R. 62 1	49	5	8

(Figures in Lakhs of Rupees)

Serial No.	Particulars of works	Latest anticipated cost.	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>WESTERN RAILWAY</b>					
194	Baroda-Godhra Section.—Partial doubling of the track between Baroda and Godhra (Broad Gauge) length 31.69 kms. and providing a bye pass line from northeast to north-west main lines	190	171	19	..
195	Nagda-Kota Section.—Partial doubling between Alnia and Kota south cabin (20.6 kms.) B.G.	147	15	88	44
196	Mehsana-Palanpur.—Partial doubling between Mehsana and Bhandu	51	23	28	..
197	Vatva.—Acquisition of land in connection with providing a new yard in Ahmedabad area	47	2	5	40
198	Viramgam.—Remodelling the yard at—	42	23	19	..
199	Bandra-Mahim.—Providing panel interlocking in replacement of existing signalling gear at and 4 units type IIA and 4 units type I staff quarters at—	R 47 I	3	20	24
200	Andheri.—Providing panel interlocking at—	23	19	4	..
201	Borivli.—Providing panel interlocking at—	R 26 I	8	18	..
202	Provision of panel interlocking at 10 wayside stations on Virar-Sabarmati section	42	1	6	35
203	Mehsana.—Replacing wornout signalling and interlocking equipment by route relay interlocking	R 37 I	1	3	3
204	Bombay-Ahmedabad.—Providing directional Radio multichannel microwave link	74	2	15	57
205	Baroda-Ratlam Section.—Providing directional radio multichannel microwave link with Radio patch for important traffic control circuits	36	16	16	4
206	Rajkot.—Works required in connection with divisionalisation at—	50	31	19	..

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Latest anticipated cost	Approximate expenditure to end of 1969-70	Provision for 1970-71	Balance to complete work
<b>WESTERN RAILWAY—concl'd.</b>					
207	Bombay Suburban Section.— Quadrupling the lines between Churchgate and Grant Road .	4,15	1,86	64	1,65
208	Ajmer.—Improvements to water supply at Capital participation in the Rajasthan Government Raj Mahal Scheme for water supply for Ajmer and modifica- tions to the Railway's distribu- tion system at — . . . . .	40	26	7	7
209	Agra Area.—Providing power operated points and colour light signals at — . . . . .	25	21	4	..
210	Bombay Central.—Providing addi- tional facilities in the Car Shed for maintenance of EMU stock	49	48	1	..
211	Churchgate.—Providing a trac- tion sub-station of 1 × 3000 kw capacity at — . . . . .	R 25.73	I 0.10	0.10	25.53
212	Virar.—Providing a traction sub-station of 2 × 2000 kw capa- city at — . . . . .	23.38	0.10	0.10	23.18
213	Mahalaxmi.—Providing a print- ing press at—	47	44	3	..
<b>CHITTARANJAN LOCOMOTIVE WORKS</b>					
214	Provision of facilities for the ma- nufacture of steel casting at Chittaranjan . . . . .	6,64	5,95	6	63
215	Provision of facilities for manu- facture of Electric locomotives .	4,51	3,74	4	73
<b>DIESEL LOCOMOTIVE WORKS VARANASI</b>					
216	Diesel Locomotive Works.— Varanasi . . . . .	19,66	18,90	63	13
217	Facilities for Manufacture of M.G. Diesel Locomotives . . . . .	33	23	10	..
218	Facilities for manufacture and supply of Diesel Loco spares .	87.40	0.01	51.86	35.53
<b>(INTEGRAL COACH FACTORY</b>					
219	Perambur.—Introduction of II shift-II phase (including facili- ties for diversified production such as EMU and MG coa- ches etc.) . . . . .	41	35	2	4
		WMS (Overheads)	I		
220	Additional facilities to meet the increased production of 750 coaches . . . . .	51	3	25	23

(c) Works costing over 20 lakhs approved in the earlier years which have not been actually commenced and no expenditure incurred thereon till the previous year.

(Figures in lakhs of rupees)

Serial No.	Particulars of works	Anticipated cost	Provision for 1970-71	Balance to complete work
<b>CENTRAL RAILWAY</b>				
1	Kalyan-Igatpuri Section—Provision of departmental underground communication cables for control block and telegraph circuits . . . . .	36	8	28
2	Kalyan-Lonavla Section—Provision of departmental underground communication cables for control block and telegraph circuits . . . . .	32	8	24
3	Pcona—Provision of route relay interlocking . . . . .	49	20	29

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**APPENDIX II**

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## APPENDIX

Passenger and other Railway Users' Amenities: The Statement  
various categories of Passenger and

## -- Railways

Provision of overhead and or ground level arrangements at stations, for filling water in carriages, water supply at stations, for the use of passengers, including not only general water supply arrangements which are used for providing water for use of Railway users in carriages, stations, parcel offices and goods shed premises, but also purification plants installed, water coolers, electric or otherwise, water trollies etc. provided for use of Railway users.
Provision of waiting accommodation including reinforced cement concrete and other types of benches at stations, parcel offices, goods sheds, etc. including extension or improvements to existing waiting arrangements to meet the requirements of Railway users.
Refreshment Rooms, Retiring Rooms and vendors' stalls of all descriptions at stations, parcel offices, goods sheds, etc. provided for catering to Railway users, except those which the vendors are required by contract to provide at their own cost.
Provision or improvement of latrines provided for Railway users at stations, parcel offices, goods sheds, etc.
Miscellaneous improvements viz. provision of seats, hedges, shade-trees on platforms at stations, parcel offices and goods sheds, etc. to cater to the needs of Railway users.
Raising, extending, widening, surfacing, covering, or other improvements on platforms at stations except when such works are required for other than passenger amenity reasons e.g., extension of platforms at big stations to accommodate full length trains, carrying additional coaches provided to relieve over-crowding provision of additional platforms to facilitate crossing of trains.
Provision of additional foot over-bridges, improvements and covering of existing foot over-bridges or subways within station premises to connect platforms or offices at stations, parcel offices, goods sheds, etc. to serve the needs of Railway users.
Provision of bathing facilities at stations for use of passengers.

	1	2	3	4	5	6	7	8	9
Central	2,00	60	2,40	1,00	60	17,60	7,65	..	..
Eastern	12,50	1,02	18	97	..	14,57	1,28	..	..
Northern	2,35	2,95	11	..	..	8,00	40	..	..
Northeastern	7,66	2,74	16	33	1	8,80	48	4	4
Northeast Frontier	2,51	1,67	66	20	16	8,67	7	5	5
Southern	2,68	2,22	1,98	1,73	1,22	9,28	1,82	1,18	1,18
South Central	2,01	1,02	22	6,15	10	10,97	12	1/4	1/4
Southeastern	4,30	4,50	70	1,00	30	9,30	1,50	30	30
Western	2,42	4,95	27	4,82	3	15,87	2,24	15	15
Railway Board	..	..	..	..	..	..	..	..	..
TOTAL	38,43	21,67	6,68	16,20	2,42	1,03,06	15,56	1,86	1,86

II

below shows against each railway the expenditure proposed on other Railway Users' Amenities in 1970-71.

(Figures in thousands of rupees)

	10	11	12	13	14	15	16	17	18
Provision or improvement of approaches and circulating areas at stations, parcel offices, goods sheds, etc. including improved lighting, Tonga-car-taxi-cycle-rikshaw stands, sheds for bullock and other carts, water troughs, etc. to cater to the requirements of Railway users.	50	1,50	1,00	..	..	85	75	3,55	40,00
Improvements to existing carriages such as provision of fans, improved lighting and lavatories, special insulations in roofs, bigger water tanks in carriages, better fittings, etc. intended to provide improved facilities for passengers and provision of additional coaches to replace the capacity lost due to more comfortable seating arrangements in new III class coaches.	15	..	3,17	..	..	..	..	91	34,75
Improved lighting and provision of fans on platforms or in waiting halls and sheds or vendors' stalls at stations, parcel offices, goods sheds, etc. to cater to the requirements of Railway users.	..	..	33	..	..	..	3,14	23,36	40,64
Opening of new flag stations or conversion of halts into flag stations, as a passenger facility where there is no financial justification.	3,03	..	2,38	..	12	..	1,87	89	28,51
Exhibition of sheet time tables in glass fronted frames at stations, to serve the requirements of passengers.	1,32	..	1,71	..	..	..	..	1,62	18,64
Works under all the above heads meant to cater to Railway users provided in connection with melas and required for periods exceeding 6 months.	1,53	..	82	62	71	64	..	73	27,16
Provision of washable aprons on passenger platform lines.	43	..	37	..	..	..	..	8,47	30,00
Any other works considered essential for meeting the requirements of Railway users at any station, e. g., provision of information offices or Kiosks, provision of public announcement systems, etc.	2,85	..	2,00	..	..	1,00	..	50	28,25
TOTAL	2,55	27	3,90	28	..	10	..	2,15	40,00
	..	1,04,27	..	..	..	..	..	..	1,04,27
	12,36	1,06,04	15,68	90	83	2,59	5,76	42,18	3,92,22

APPENDIX  
Amenities for

WORKS

Railways	New Hospitals, dispensaries and additions and improvement to existing ones.	New schools and additions, alterations and improvements to existing ones.	New Institutes, Rest Houses, Sports Grounds and Reading Rooms and improvements and additions to existing ones.	Provision and improvement of health and welfare works, child welfare and maternity centres.	Cooling arrangements for workshops, canteens and Rest Rooms for workmen.	Provision and Improvement of sanitation, water supply, road lighting and marketing facilities in Railway Colonies.	Provision for Officers' Quarters.	Improvements and alterations to existing quarters of whatever type.
1	2	3	4	5	6	7	8	9
Central . . .	7,20	..	50	70	1,80	9,00	9,02	3,50
Eastern . . .	4,31	40	23	30	..	19,37	8,03	17,14
Northern . . .	7,00	36	30	50	..	13,71	10,00	20,75
Northeastern . . .	2,97	..	..	20	..	3,16	2,33	23,67
Northeast Frontier	4,13	35	1,11	..	..	14,64	2,37	11,10
Southern . . .	4,77	1,84	1,45	1,34	92	5,54	2,36	7,78
South Central . . .	3,72	1,64	80	1,50	93	4,41	6,03	12,65
Southeastern	4,25	1,20	60	1,25	30	14,88	90	36,59
Western . . .	3,34	67	1	29	40	4,56	9,95	14,68
Integral Coach Factory . . .	..	..	..	..	..	..	2,00	..
W.M.S. (Accounts)	..	90	66	..	93	1,25	..	32
Chittaranjan Locomotive Works . . .	..	..	..	..	..	..	..	..
W.M.S. (Accounts)	9	..	6	..	71	52	..	1,54
Diesel Locomotive Works . . .	..	..	..	..	..	..	..	..
<b>TOTAL</b>	<b>41,69</b>	<b>6,46</b>	<b>5,00</b>	<b>6,08</b>	<b>4,35</b>	<b>89,27</b>	<b>52,99</b>	<b>1,47,86</b>
W.M.S. (Accounts)	9	90	72	..	1,64	1,77	..	1,85



## III

Staff in 1970-71

(Figures in thousands of rupees)

				OTHER SERVICES						
Quarters for Class III Staff	Quarters for Class IV Staff	Other Works	Total	Medical expenses	Health & Welfare services	Education	Canteens and other staff Amenities	Total	Grand Total	
10	11	12	13	14	15	16	17	18	19	
33,03	31,42	6,06	1,02,23	1,31,35	78,92	92,22	15,17	3,17,66	4,19,89	
66,93	23,91	1,28	1,41,90	1,39,26	1,07,16	91,96	13,70	3,52,08	4,93,98	
54,51	62,42	7,68	1,77,23	1,56,38	1,26,53	91,17	11,51	3,85,59	5,62,82	
33,15	3,56	1,70	70,74	73,04	50,59	38,27	6,68	1,68,58	2,39,32	
60,17	29,78	17	1,23,82	79,61	71,26	46,30	5,21	2,02,38	3,26,20	
21,61	19,46	3,46	70,53	1,04,52	55,11	52,88	10,60	2,23,11	2,93,64	
69,93	14,24	7,00	1,22,85	72,05	31,65	49,93	7,05	1,60,68	2,83,53	
44,33	56,99	25	1,61,54	1,32,72	1,05,84	1,18,20	10,68	3,67,44	5,28,98	
24,18	30,04	23,01	1,11,13	1,51,29	76,88	1,03,09	14,34	3,45,60	4,56,73	
16,35	..	..	18,35	..	..	..	..	..	18,35	
1,00	..	..	5,06	..	..	..	..	..	5,06	
3,90	..	2	3,92	..	..	..	..	..	3,92	
1,00	..	..	3,92	..	..	..	..	..	3,92	
1,91	94	..	2,85	..	..	..	..	..	2,85	
4,30,00	2,72,76	50,63	11,07,09	10,40,22	7,03,94	6,84,02	94,94	25,23,12	36,30,21	
2,00	..	..	8,98	..	..	..	..	..	8,98	

**APPENDIX IV**  
**CAPITAL AND DEPRECIATION RESERVE FUND EXPENDITURE ON OPEN LINES AND NEW**  
**CONSTRUCTIONS DURING 1970-71**

(Figures in thousands of rupees)

Railways	OPEN LINES						NEW CONSTRUCTIONS					
	Rolling Stock		Other Items		Total		Lines in Progress		New Lines		Total	
	Capital	Depre- ciation Fund	Capital	Depre- ciation Fund	Capital	Depre- ciation Fund	Capital	Depre- ciation Fund	Capital	Depre- ciation Fund	Capital	Depre- ciation Fund
Central . . . . .	42,73	45,28	15,00,23	9,54,62	15,42,96	9,99,90	2,17,36	9,20	..	..	2,17,36	9,20
Eastern . . . . .	2,47,05	94,35	4,46,52	4,86,67	93,57	5,81,02	2,35,65	..	..	..	2,35,65	..
Northern . . . . .	90,72	51,40	4,17,91	5,14,70	5,08,63	5,66,10	8,16,02	..	..	..	8,16,02	..
Northeastern . . . . .	48,09	80,67	1,05,32	2,49,59	1,53,41	3,30,26	1,44	8,22	..	..	1,44	8,22
Northeast Frontier . . . . .	..	..	78,42	2,08,58	78,42	2,08,58	2,02	..	..	..	2,02	..
Southern . . . . .	2,09,68	78,07	4,62,11	5,55,05	6,71,79	6,33,12	3,96,82	-1,05	..	..	3,96,82	-1,05
South Central . . . . .	9,94	5,55	8,31,83	4,82,58	8,41,77	4,88,13	..	..	1,00	..	1,00	..
Southeastern . . . . .	20,93	41,88	5,86,53	3,79,28	6,07,46	4,21,16	7,49,92	..	50,00	..	7,99,92	..
Western . . . . .	31,62	39,52	2,73,55	5,13,07	3,05,17	5,52,59	10,27,92	6,08	..	..	10,27,92	6,08

Metropolitan Transport Projects, Bombay . . . . .	..	..	..	..	..	..	9,60	..	5,00	..	14,60	..
Metropolitan Transport Projects, Cal- cutta . . . . .	..	..	..	..	..	..	58,00	..	..	..	58,00	..
Chittaranjan Locomotive Works . . . . .	..	..	5,22,23	33,87	5,22,23	33,87	..	..	..	..	..	..
Diesel Locomotive Works . . . . .	..	..	1,30,03	..	1,30,03	..	..	..	..	..	..	..
Integral Coach Factory . . . . .	..	..	1,57,41	13,06	1,57,41	13,06	..	..	..	..	..	..
Railway Board (Rolling Stock) . . . . .	60,60,86	51,49,76	2,00,00	..	62,60,86	51,49,76	..	..	..	..	..	..
<b>TOTAL . . . . .</b>	<b>67,61,62</b>	<b>55,86,48</b>	<b>46,67,63</b>	<b>43,91,07</b>	<b>114,29,25</b>	<b>99,77,55</b>	<b>35,14,75</b>	<b>22,45</b>	<b>56,00</b>	<b>..</b>	<b>35,70,75</b>	<b>22,45</b>

## APPENDIX V

DEVELOPMENT FUND EXPENDITURE ON OPEN LINE  
WORKS DURING 1970-71

(Figures in thousands of rupees)

Railways	Open Line Works		
	Works in Progress	New Works	Total
Central . . . . .	2,21,71	84,63	3,06,34
Eastern . . . . .	1,85,09	72,00	2,57,09
Northern . . . . .	1,84,69	73,85	2,58,54
Northeastern . . . . .	76,50	47,88	1,24,38
Northeast Frontier . . . . .	1,33,61	59,83	1,93,44
Southern . . . . .	77,57	21,47	99,04
South Central . . . . .	1,55,41	66,05	2,21,46
Southeastern . . . . .	2,08,03	62,31	2,70,34
Western . . . . .	2,16,15	48,95	2,65,10
Railway Board . . . . .	13,61	90,66	1,04,27
<b>TOTAL</b>	<b>14,72,37</b>	<b>6,27,63</b>	<b>21,00,00</b>

APPENDIX VI  
CAPITAL-AT-CHARGE OF INDIAN GOVERNMENT  
RAILWAYS

(Figures in lakhs of rupees)

Administration	1968-69	1969-70	1970-71
1. Central . . . . .	404,23	422,37	439,98
2. Eastern . . . . .	406,62	422,39	431,69
3. Northern . . . . .	416,78	435,10	448,35
4. Northeastern Frontier . . . . .	105,41	107,21	108,77
5. Northeast Frontier . . . . .	198,91	200,60	201,40
6. Southern . . . . .	299,50	313,86	324,55
7. South Central . . . . .	178,28	188,66	197,08
8. Southeastern . . . . .	571,35	595,10	609,17
9. Western . . . . .	338,89	352,56	365,89
10. Chittaranjan Locomotive Works . . . . .	47,13	50,37	45,14
11. Integral Coach Factory . . . . .	25,06	24,89	26,46
12. Diesel Locomotive Works . . . . .	39,68	41,66	42,96
13. Railway Electrification* . . . . .	67,32	67,32	67,32
14. Metropolitan Transport, Bombay/Calcutta . . . . .	..	13	86
15. Railway Board and other Miscellaneous items . . . . .	2,11	4,11	66,71
TOTAL	3,101,27	3,226,33	3,376,33

Note

1. The figures against the Eastern, Northern, Northeastern and Northeast Frontier Railways include the estimated Capital-at-charge of the portions of the ex-Assam Railway, ex-Eastern Punjab Railway and ex-Bengal Assam Railway.

2. The Capital-at-charge of ex-States lines amalgamated with Government Railways during 1949-50 and of worked lines which vested in the Centre from 1-4-1950, amounting to about 63.76 crores, which has been added to the capital of the respective Railways of which they now form part is still provisional.

3. (a) The Capital-at-charge to end of 1968-69 includes an amount of 3.69 lakhs due to transfer from Development Fund of the cost of certain works now assessed to be remunerative and 6 lakhs due to taking over the assets of the Pondicherry Railway and excludes 1.97 lakhs transferred to Depreciation Reserve Fund.

(b) The Capital-at-charge to end of 1969-70 includes 20 lakhs due to certain credits transferred to Depreciation Reserve Fund.

(c) The Capital-at-charge excludes an amount of 1.18 crores in 1968-69 and 0.33 crore in 1969-70 due to amortisation of Capital in terms of the accepted recommendations of the Railway Convention Committee 1965.

\*The break-up is as under:—

	1968-69	1969-70	1970-71
Eastern . . . . .	37,79	37,37	37,79
Northern . . . . .	(-)54	(-)54	(-)54
Southeastern . . . . .	30,07	30,07	30,07

## APPENDIX VII

Total value of Railway assets, under various categories, whether financed from Capital, Depreciation Reserve Fund or Development Fund as on 31st March, 1969.

The Capital-at-charge of the Indian Government Railways as set out in the accounts is the sum made available by General Revenues for investment in the railways; it does not include the cost of assets created out of the Depreciation Reserve Fund or Development Fund or Revenue. On the other hand, the Block Account—forming an annexure to the annual Appropriation Accounts for the Indian Railways—indicates the total including the value of assets financed from the Development Fund and Revenue as also the 'improvement element' of the cost of assets financed from Depreciation Reserve Fund. The following table shows the total value of railway assets as on 31st March, 1969 under broad categories derived from the Block Account (excluding only the value of assets created from Revenue as their replacement will be financed currently from Revenue):—

(Figures in lakhs of rupees)

Particulars	Capital-at-charge (comprising loan account)	Value of assets including those created out of D.F. as also of the improvement element in assets created out of D.R.F. as shown in Block Account†
*1. Land	53.54	53.54
2. Structural Engineering Works—		
(a) Stations and Offices	84.96	172.17
(b) Workshop and Store buildings	37.82	69.81
(c) Residential Buildings	71.19	186.81
(d) Track—		
*(i) Formation etc.	242.24	259.47
(ii) Permanent way materials	970.21	1,145.02
3. Rolling Stock—		
(a) Locomotives and spare boilers	317.57	343.76
(b) Carriages including Rail Cars and E.M.U. Stock	343.14	369.36
(c) Wagons	519.35	543.49
(d) Ferries	3.37	4.02
4. Equipment (Machinery and Plant etc.) other than Rolling Stock	115.27	144.42
*5. Suspense (Floating assets like inventories or stores holdings)	199.49	199.49
6. Investments in shares of Government and other Commercial Undertakings	24.55	24.76
*7. Miscellaneous (including value of intangible assets like premium on purchase of guaranteed lines and of unremunerative assets etc.)	118.57	118.57
TOTAL	3,101.27	3,634.68

\*Represents non-wasting assets.

†Excludes minor assets financed from Revenue for the reasons explained in the note above.

## APPENDIX VIII

Statement showing the percentage of (i) Total Working Expenses to Gross Traffic Receipts, (ii) Net Revenue to Capital-at-charge, and (iii) Net Surplus to Capital-at-charge of Indian Government Railways.

(Figures in lakhs of rupees)

Year	Capital-at-charge	Gross Traffic Receipts	Working expenses (including depreciation provision)	Net Revenue	Net Surplus (+)/ Shortfall (-)	Percentage of		
						Working Expenses Col. (4) to Gross Traffic Receipts Col. (3)	Net Revenue Col. (5) to Capital-at-charge Col. (2)	Net Surplus/ Shortfall Col. (6) to Capital-at-charge Col. (2)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1950-51	827,04	263,01	210,48	47,56	15,05	79.9	5.8	1.8
51-52	850,11	290,82	224,35	61,75	28,34	77.0	7.3	3.3
52-53	857,38	270,56	218,17	47,18	13,19	80.6	5.5	1.5
53-54	869,30	274,29	231,75	36,92	2,56	84.4	4.2	0.3
54-55	901,58	286,78	236,09	44,06	9,10	82.3	4.9	1.0
55-56	968,98	316,29	258,22	50,34	14,22	81.6	5.2	1.5
56-57	1071,71	347,57	279,27	58,38	20,22	80.3	5.4	1.9
57-58	1222,44	379,78	309,44	57,78	13,38	81.5	4.7	1.1
58-59	1356,59	390,21	321,44	59,32	8,93	82.4	4.4	0.7
59-60	1432,28	422,33	334,62	74,55	20,12	79.2	5.2	1.4
60-61	1520,87	456,80	358,24	87,87	32,01	78.4	5.8	2.1
61-62	1682,98	500,50	390,51	99,75	24,40	78.0	5.9	1.5
62-63	1896,81	566,79	429,52	123,32	42,06	75.8	6.5	2.2
63-64	2159,63	632,21	472,27	145,19	49,24	74.7	6.7	2.3
64-65	2435,12	660,85	528,11	118,11	13,18	79.9	4.9	0.5
65-66	2680,32	733,57	583,04	134,84	18,56	79.5	5.0	0.7
66-67	2841,57	768,78	639,25	114,12	-18,27	83.2	4.0	-0.6
67-68	2978,03	818,14	693,30	110,00	-31,53	84.7	3.7	-1.1
68-69	3101,27	898,84	741,93	142,81	-7,86	82.5	4.6	-0.3
69-70 (R.E.)	3226,33	950,55	788,13	145,88	-12,55	82.9	4.5	-0.4
70-71 (B.E.)	3376,33	1022,00	816,01	189,47	22,38	79.8	5.6	0.7

Includes also appropriation to Pension Fund from Revenue from 1964-65.

NOTES: (1) Col. (5).—Net Revenue represents the net earnings during an accounting period after meeting all the revenue charges except the payment of dividend.

(2) Col. (6).—Net Surplus represents the net earnings during an accounting period after meeting all the revenue charges including the payment of dividend.

(Figures in lakhs of rupees)

Period	Average Capital-at charge	Percentage of the average net Revenue —before payment to General Revenues— on the average Capital-at-charge		Percentage of the average net Surplus/ shortfall-after payment to General Revenues— on the average Capital-at-charge	
		Amount	Percentage	Amount	Percentage
		1	2	3	4
	Rs.	Rs.		Rs.	
(a) I Plan period (1951-56)	889,47	48,05	5.4	13,48	1.5
(b) II Plan period (1956-61)	1,320,78	65,85	5.1	18,93	1.4
(c) III Plan period (1961-66)	2,170,97	124,24	5.7	29,49	1.4
(d) 1966-67 to 1968-69	2,973,62	122,31	4.1	-19,22	-0.6
(e) IV Plan period (1969-73)					
(i) 1969-70 (R. E.)	3,226,33	145,88	4.5	-12,55	-0.4
(ii) 1970-71 (B. E.)	3,376,33	189,47	5.6	22,38	0.7



## APPENDIX IX

## RAILWAY-WISE FIGURES OF PERCENTAGE OF NET REVENUE TO CAPITAL-AT-CHARGE

Railway	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71
Central	11.6	11.1	8.5	8.9	6.4	5.9	6.8	5.7	6.3
Eastern	8.1	8.0	5.2	6.1	5.1	4.9	6.3	6.2	7.6
Northern	6.4	7.4	4.1	4.5	3.5	2.3	4.8	5.3	6.1
North-eastern	NIL	1.0	0.3	(-)0.7	(-)0.3	(-)4.4	(-)4.5	(-)1.3	..
Northeast Frontier	-4.5	(-)3.0	(-)3.3	(-)1.7	(-)4.2	(-)6.1	(-)6.9	(-)6.8	(-)5.5
Southern	3.1	3.9	2.0	3.1	1.2	0.3	(-)0.2	(-)0.5	0.9
South Central	..	..	..	10.0	6.6	7.9	7.9	5.4	7.5
South-eastern	11.3	11.3	10.2	8.2	8.1	9.0	9.0	9.6	10.6
Western	9.1	9.6	8.4	9.5	8.3	8.8	9.1	8.2	10.4

NOTE.—Net Revenue represents the net earnings during an accounting period, after meeting all the revenue charges except the payment of dividend to General Revenues.

## APPENDIX X

## Statement showing the Sources and Application of Funds in the Five Year Plans for Railways

(Figures in lakhs of rupees)

I Plan 1951-56	II Plan 1956-61	III Plan 1961-66	1966-67 to 1968-69	Description	IV Plan	
					1969-70	1970-71
1	2	3	4	5	6	7
				<b>SOURCES</b>		
				<i>A. Railway Funds :</i>		
182,89	236,90	386,12	299,44	I. †(1) Appropriation from Revenue to Depreciation Reserve Fund including interest on balances . . . . .	99,52	105,06
..	..	19,97	24,18	†(2) Net Appropriation from Revenue to Railway Pension Fund including interest on balances . . . . .	5,68	10,98
43,98	93,38	153,04	—3	(3) Appropriation from Revenue Surplus to Development Fund including interest on balances . . . . .	—1,50	16,64
23,29	52,55	53,36	27,02	(4) Open Line Works (Revenue) . . . . .	8,90	9,00
32,21	7,97	10,38	—59,71	(5) Appropriation from Revenue Surplus to Revenue Reserve Fund including interest on balances . . . . .	—13,02	3,28
282,37	390,80	622,87	290,90	TOTAL . . . . .	99,58	144,96
				<i>B. Government Funds:</i>		
143,16	549,27	1140,78	418,10	II.(1) Increase in Capital-at-charge . . . . .	124,85	150,00
..	29,40	..	25,30	(2) Loans for Development Fund . . . . .	20,24	4,36
..	..	..	..	(3) Loan for Revenue Reserve Fund . . . . .	9,85	—3,28
143,16	578,67	1140,78	443,40	TOTAL . . . . .	154,94	151,08
425,53	969,47	1763,65	734,30	GRAND TOTAL— SOURCES . . . . .	254,52	29604

(Figures in lakhs of rupees)

I Plan 1951-56	II Plan 1956-61	III Plan 1961-66	1966-67 to 1968-69	Description	IV Plan	
					1969-70	1970-71
1	2	3	4	5	6	7
				<b>APPLICATION</b>		
				III. Expenditure :		
143.16	549.27	1140.78	418.10	††(1) Capital . . . . .	124.85	150.00
206.49	320.42	360.30	253.90	(2) Depreciation Reserve Fund . . . . .	89.55	100.00
50.53	121.45	131.41	63.69	(3) Development Fund . . . . .	20.00	21.00
—24	..	..	..	(4) Revenue Reserve Fund . . . . .	..	..
23.29	52.55	53.36	27.02	(5) Open Line Works (Revenue) . . . . .	8.90	9.00
423.23	1043.69	1685.85	762.71	TOTAL—INVESTMENT . . . . .	243.30	280.00
				IV. Net increase (+) or decrease (—) to the Railway Fund balances :		
—23.60	—83.52	+25.82	+45.54	* (1) Depreciation Reserve Fund . . . . .	+9.97	+5.06
—6.55	+1.33	+21.63	—38.42	(2) Development Fund . . . . .	—1.26	..
+32.45	+7.97	+10.38	—59.71	@ (3) Revenue Reserve Fund . . . . .	—3.17	..
..	..	+19.97	+24.18	† (4) Pension Fund . . . . .	+5.68	+10.98
+2.30	—74.22	+77.80	—28.41	TOTAL . . . . .	+11.22	+16.04
425.53	969.47	1763.65	734.30	GRAND TOTAL . . . . .	254.52	296.04
1.68	4.38	7.28	6.59	*Excludes Appropriation from Capital (C.L.W., I.C.F. & DLW) to Depreciation Reserve Fund . . . . .	2.48	2.51
..	..	80	1.00	† Excludes Appropriation from Capital (C.L.W., I.C.F. & DLW) to Pension Fund . . . . .	30	50

††Also takes note of actual/anticipated withdrawal of 2.39 crores in 1966-67, 2.15 crores in 1967-68, 1.18 crores in 1968-69 and 0.33 crore in 1969-70 from the Revenue Reserve Fund for amortisation of the unproductive capital in the Railway Undertaking in terms of the accepted recommendations of the Railway Convention Committee, 1965.

@Includes amounts withdrawn/anticipated to be withdrawn from the Revenue Reserve Fund for non-plan expenditure of 18.27 crores in 1966-67, 31.53 crores in 1967-68, 7.86 crores in 1968-69 and 12.55 crores in 1969-70.

## APPENDIX XI

## Statement of Revenue Receipts and Expenditure of Indian Government Railways, 1970-71

(Figures in thousands of rupees)

	Actuals, 1964-65	Actuals, 1965-66	Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>Capital-at-charge</b>	<b>2435,11,79</b>	<b>2680,32,05</b>	<b>2841,56,54</b>	<b>2978,02,58</b>	<b>3101,26,89</b>	<b>3248,45,83</b>	<b>3226,32,91</b>	<b>3376,32,91</b>
<b>Traffic Earnings—</b>								
(a) Coachings—								
(i) Passengers—								
Upper	25,13,21	27,63,77	27,13,88	28,81,70	29,82,67	29,50,00	31,75,00	35,00,00
Third	174,14,59	191,53,41	202,20,19	223,82,69	235,27,40	243,50,00	250,50,00	267,50,00
(ii) Other Coaching	34,64,98	39,39,90	39,02,77	39,46,40	45,95,69	47,50,00	49,00,00	52,25,00
(b) Goods	409,81,81	465,48,74	481,62,19	502,79,01	562,78,89	600,00,00	590,00,00	635,50,00
(c) Sundry Other Earnings	20,36,14	22,24,84	24,76,84	26,35,71	27,96,16	30,50,00	32,50,00	34,50,00
<b>TOTAL</b>	<b>664,10,73</b>	<b>746,30,66</b>	<b>774,75,87</b>	<b>821,25,51</b>	<b>900,90,81</b>	<b>951,00,00</b>	<b>953,75,00</b>	<b>1024,75,00</b>
Suspense	—3,25,27	—12,73,58	—5,97,87	—3,11,23	—2,06,39	—4,20,00	—3,20,00	—2,75,00
<b>Gross Traffic Receipts*</b>	<b>660,85,46</b>	<b>733,57,08</b>	<b>768,78,00</b>	<b>818,14,28</b>	<b>898,84,42</b>	<b>946,80,00</b>	<b>950,55,00</b>	<b>1022,00,00</b>
<b>Working Expenses—</b>								
<b>Ordinary Working Expenses—</b>								
(i) Administration	49,27,57	55,60,45	60,46,37	66,41,17	71,10,91	75,37,63	75,87,91	77,99,76
(ii) Repairs and Maintenance	139,37,66	157,58,21	169,95,17	190,14,22	209,04,65	215,82,00	224,48,88	232,69,65
(iii) Operating Staff	89,47,13	102,54,12	112,00,22	123,84,63	133,60,56	143,06,08	141,79,81	145,49,30
(iv) Operation (Fuel)	92,07,51	101,04,83	110,17,18	127,82,32	139,12,62	141,57,83	147,40,13	150,68,64
(v) Operation other than Staff and Fuel	23,73,51	25,60,66	26,36,46	30,96,37	34,32,78	34,02,49	37,00,84	36,98,28
(vi) Miscellaneous Expenses	24,87,13	26,35,44	28,25,92	28,23,03	29,28,29	33,26,12	34,17,39	33,61,67
(vii) Staff Welfare	16,18,90	18,61,63	20,11,43	22,03,36	22,66,61	24,25,58	24,24,71	25,23,12
<b>TOTAL</b>	<b>434,99,41</b>	<b>487,35,34</b>	<b>527,32,75</b>	<b>589,45,10</b>	<b>639,16,42</b>	<b>667,37,73</b>	<b>684,99,67</b>	<b>702,70,42</b>
Suspense	—1,54,10	—1,50,61	—1,71,88	—1,23,31	—2,37,97	—2,02,81	—1,95,32	—1,71,26
<b>TOTAL—ORDINARY WORKING EXPENSES</b>	<b>433,45,31</b>	<b>485,84,73</b>	<b>525,60,87</b>	<b>588,21,79</b>	<b>636,78,45</b>	<b>665,34,92</b>	<b>683,04,35</b>	<b>700,99,16</b>
Appropriation to Depreciation Reserve Fund	83,00,00	85,00,00	100,00,00	95,00,00	95,00,00	95,00,00	95,00,00	100,00,00
Appropriation to Pension Fund	11,50,00	12,00,00	13,50,00	9,93,00	9,90,00	9,90,00	9,90,00	14,85,00

Payment to Worked Lines—									
(a) Net earnings	15,84	17,75	14,50	14,85	23,04	14,91	16,24	15,23	
(b) Rebate	41	1,32	..	45	1,79	1,79	1,79	1,79	1,79
Total Working Expenses	528,11,56	583,03,80	639,25,37	693,30,09	741,93,28	770,41,62	788,12,38	816,01,18	
Net Traffic Receipts	132,73,90	150,53,28	129,52,63	124,84,19	156,91,14	176,38,38	162,42,62	205,98,82	
Miscellaneous Transactions—									
a) Receipts—									
(i) Other receipts from subsidised companies	3,42	3,57	2,51	4,21	3,31	34,38	4,86	28,41	
(ii) Other Miscellaneous Receipts	14,65	15,29	19,72	17,12	19,59	17,67	15,87	15,47	
Total Receipts	18,07	18,86	22,23	21,33	22,90	52,05	20,73	43,88	
Expenditure—									
(i) Land	..	..	..	..	..	..	..	..	..
(ii) Subsidy	17,05	14,42	33,09	17,63	—45	88	43	..	..
(iii) Surveys	9,92	3,98	—24,10	21,90	—18,59	57,69	97,30	69,42	
(iv) Other Miscellaneous Expenditure	3,81,87	4,85,28	5,41,12	5,26,68	6,75,41	6,89,16	6,77,27	7,10,92	
(v) Open Line Works—Revenue	10,61,72	10,74,49	10,02,74	9,32,27	7,66,65	8,40,00	8,90,00	9,00,00	
(vi) Appropriation to Pension Fund	10,00	10,00	10,00	7,00	10,00	10,00	10,00	15,00	
Total Expenditure	14,80,56	15,88,17	15,62,85	15,05,48	14,33,11	15,97,73	16,75,00	16,95,34	
Net Miscellaneous Receipts	—14,62,49	—15,69,31	—15,40,62	—14,84,15	—14,10,21	—15,45,68	—16,54,27	—16,51,46	
Net Revenue	118,11,41	134,83,97	114,12,01	110,00,04	142,80,93	160,92,70	145,88,35	189,47,36	
Payments to General Revenues—									
(i) Dividend to General Revenues	92,42,94	103,77,74	132,39,18	141,52,96	150,66,60	159,01,19	158,43,72	167,09,64	
(ii) Payment in lieu of passenger fare tax	12,50,00	12,50,00							
Surplus (+) or Shortfall (—) for the year	13,18,47	18,56,23	—18,27,17	—31,52,92	—7,85,67	1,91,51	—12,55,37	22,37,72	
Operating ratio	79.9%	79.5%	83.2%	84.7%	82.5%	81.4%	82.9%	79.8%	
Ratio of net revenue to Capital-at-charge	4.9%	5.0%	4.0%	3.7%	4.6%	5.0%	4.5%	5.6%	
* Includes Receipts of worked lines	63,24	64,21	54,56	59,60	61,96	63,51	61,70	60,48	

APPENDIX XI—contd.  
CENTRAL RAILWAY  
Statement of Revenue Receipts and Expenditure

(Figures in thousands of rupees)

	†Actuals, 1964-65	†Actuals, 1965-66	Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>Capital-at-charge</b>	<b>366,04,02</b>	<b>399,55,61</b>	<b>354,51,95</b>	<b>374,17,69</b>	<b>4,04,23,15</b>	<b>407,54,15</b>	<b>422,37,41</b>	<b>439,97,73</b>
<b>Traffic Earnings—</b>								
<b>(a) Coaching—</b>								
<b>(i) Passengers—</b>								
Upper	6,58,97	7,23,14	5,97,14	5,68,59	5,86,79	6,31,00	6,12,30	6,61,00
Third	32,52,11	36,21,84	29,44,51	34,30,33	34,14,15	34,44,00	35,10,70	36,86,00
<b>(ii) Other Coachings</b>	9,35,63	10,79,01	8,61,54	8,39,84	9,52,51	10,75,00	10,50,90	11,20,00
<b>(b) Goods</b>	69,54,89	80,36,04	62,24,11	65,44,36	73,15,54	75,43,00	75,39,80	81,21,00
<b>(c) Sundry Other Earnings</b>	5,01,33	4,83,64	4,83,13	4,34,11	4,19,82	4,91,00	4,80,60	5,10,00
<b>TOTAL</b>	<b>123,02,93</b>	<b>139,43,67</b>	<b>111,10,43</b>	<b>118,17,23</b>	<b>126,88,81</b>	<b>131,84,00</b>	<b>131,94,30</b>	<b>140,98,00</b>
<b>SUSPENSE</b>	<b>—56,96</b>	<b>—1,91,97</b>	<b>—1,65,22</b>	<b>—85,01</b>	<b>1,48,77</b>	<b>—40,00</b>	<b>—8,50</b>	<b>—20,00</b>
<b>Gross Traffic Receipts*</b>	<b>122,45,97</b>	<b>137,51,70</b>	<b>109,45,21</b>	<b>117,32,22</b>	<b>128,37,58</b>	<b>131,44,00</b>	<b>131,85,80</b>	<b>140,78,00</b>
<b>Working Expenses—</b>								
<b>Ordinary Working Expenses—</b>								
<b>(i) Administration</b>	7,37,42	8,45,71	7,48,49	8,15,21	8,46,69	9,06,28	8,90,71	9,19,82
<b>(ii) Repairs and Maintenance</b>	23,99,97	26,47,85	21,80,81	25,30,71	27,35,35	29,47,13	30,34,89	31,96,69
<b>(iii) Operating Staff</b>	14,84,98	17,09,47	14,43,71	16,13,90	17,27,39	19,13,37	18,25,05	18,86,52
<b>(iv) Operation (Fuel)</b>	17,80,35	19,58,60	16,28,08	18,84,83	21,07,37	20,60,87	22,06,19	22,76,09
<b>(v) Operation other than Staff and Fuel</b>	4,92,92	5,04,67	3,81,39	4,81,29	5,33,99	5,11,56	4,87,71	5,11,71
<b>(vi) Miscellaneous Expenses</b>	4,34,22	4,72,72	4,24,12	3,96,79	4,33,50	4,87,88	4,75,65	4,82,44
<b>(vii) Staff Welfare</b>	2,67,30	3,09,24	2,69,20	2,87,94	2,85,96	3,10,73	3,10,85	3,17,66
<b>TOTAL</b>	<b>75,97,16</b>	<b>84,48,26</b>	<b>70,75,80</b>	<b>80,10,67</b>	<b>86,70,25</b>	<b>91,37,82</b>	<b>92,31,05</b>	<b>95,90,93</b>
<b>SUSPENSE</b>	<b>—78,52</b>	<b>—5,73</b>	<b>—22,81</b>	<b>2,78</b>	<b>—60,40</b>	<b>—20,28</b>	<b>—37,47</b>	<b>—16,06</b>
<b>TOTAL—ORDINARY WORKING EXPENSES</b>	<b>75,18,64</b>	<b>84,42,53</b>	<b>70,52,99</b>	<b>80,13,45</b>	<b>86,09,85</b>	<b>91,17,54</b>	<b>91,93,58</b>	<b>95,74,87</b>

Appropriation to Depreciation Reserve Fund	12,78,27	13,16,03	12,89,69	12,31,37	12,42,14	12,49,14	12,85,51	13,60,30
Appropriation to Pension Fund	2,00,59	2,40,21	2,33,86	1,91,15	1,50,22	1,50,27	1,39,17	2,06,03
Payments to Worked Lines—								
(i) Net earnings	11,83	11,59	10,10	10,21	9,98	9,94	11,62	10,57
(ii) Rebate, etc.	..	..	..	..	..	..	..	..
<b>TOTAL—WORKING EXPENSES</b>	<b>90,09,33</b>	<b>100,10,36</b>	<b>85,86,62</b>	<b>94,36,18</b>	<b>100,12,19</b>	<b>105,26,89</b>	<b>106,29,88</b>	<b>111,51,77</b>
Net Traffic Receipts	32,36,64	37,41,34	23,58,59	22,96,04	28,25,39	26,17,11	25,55,92	29,26,23
Miscellaneous Transactions—								
(a) Receipts—								
(i) Other receipts from subsidised companies	3,42	3,30	2,51	2,66	2,50	2,48	3,32	2,79
(ii) Other Miscellaneous Receipts	—25	24	4,48	4	23	6	52	53
<b>TOTAL—RECEIPTS</b>	<b>3,17</b>	<b>3,54</b>	<b>6,99</b>	<b>2,70</b>	<b>2,73</b>	<b>2,54</b>	<b>3,84</b>	<b>3,32</b>
(b) Expenditure—								
(i) Land	..	..	..	..	..	..	..	..
(ii) Surveys	83	4,15	—6,01	—12,28	—1,62	82	9,74	20,14
(iii) Open Line Works—Revenue	1,40,38	1,86,31	1,08,97	1,12,11	94,74	1,16,84	1,24,87	1,12,81
<b>TOTAL—EXPENDITURE</b>	<b>1,41,21</b>	<b>1,90,46</b>	<b>1,02,96</b>	<b>99,83</b>	<b>93,12</b>	<b>1,17,66</b>	<b>1,34,61</b>	<b>1,32,95</b>
Net Miscellaneous Receipts	—1,38,04	—1,86,92	—95,97	—97,13	—90,39	—1,15,12	—1,30,77	—1,29,63
Net Revenue	30,98,60	35,54,42	22,62,62	21,98,91	27,35,00	25,01,99	24,25,15	27,96,60
Payments to General Revenues—								
(i) Dividend to General Revenues	14,85,74	16,90,08	18,05,00	19,57,76	20,70,00	21,65,79	21,86,25	22,94,40
(ii) Share of payment in lieu of passenger fare tax	2,45,33	2,47,81						
Surplus (+) or Shortfall (—) for the year	13,67,53	16,16,03	4,57,62	2,41,15	6,65,00	3,36,20	2,38,90	5,02,20
<b>Operating ratio</b>	<b>73·6%</b>	<b>72·8%</b>	<b>78·5%</b>	<b>80·4%</b>	<b>78·0%</b>	<b>80·1%</b>	<b>80·6%</b>	<b>79·2%</b>
<b>Ratio of net revenue to Capital-at charge</b>	<b>8·5%</b>	<b>8·9%</b>	<b>6·4%</b>	<b>5·9%</b>	<b>6·8%</b>	<b>6·1%</b>	<b>5·7%</b>	<b>6·3%</b>
*Includes receipts of Worked Lines	21,51	20,40	18,37	18,56	18,15	18,07	21,13	19,21

†Includes portions transferred to the new South Central zone formed with effect from 2-10-1966.

APPENDIX XI—contd.  
EASTERN RAILWAY  
Statement of Revenue Receipts and Expenditure

(Figures in thousands of rupees)

	Actuals, 1964-65	Actuals, 1965-66	Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
Capital-at-charge . . . . .	308,86,79	331,13,05	341,98,45	354,84,02	406,62,45	376,86,21	422,39,39	431,68,60
Traffic Earnings—								
(a) Coaching—								
(i) Passengers—								
Upper . . . . .	2,49,72	2,72,59	2,75,48	2,92,17	3,00,54	3,11,00	3,23,00	3,65,00
Third . . . . .	22,83,07	24,66,00	24,85,39	27,22,55	30,64,95	32,32,00	32,78,00	36,02,00
(ii) Other Coaching . . . . .	3,25,41	3,51,23	3,48,98	3,43,08	4,03,53	4,22,00	4,11,70	4,39,00
(b) Goods . . . . .	61,72,98	71,36,79	74,10,86	76,80,92	81,67,94	88,35,00	87,16,40	93,89,00
(c) Sundry Other Earnings . . . . .	2,82,84	3,38,17	3,72,25	4,13,21	4,37,24	4,85,00	4,73,60	5,03,00
TOTAL . . . . .	93,14,02	105,64,78	108,92,96	114,51,93	123,74,20	132,85,00	132,02,70	142,98,00
SUSPENSE . . . . .	—63,86	—2,15,41	—43,47	—1,34,53	—49,84	—1,50,00	—85,30	—1,44,00
Gross Traffic Receipts . . . . .	92,50,16	103,49,37	108,49,49	113,17,40	123,24,36	131,35,00	131,17,40	141,54,00
Working Expenses—								
Ordinary Working Expenses—								
(i) Administration . . . . .	8,32,57	9,28,46	10,02,98	10,86,17	11,72,78	12,42,92	12,50,84	12,75,01
(ii) Repairs and Maintenance . . . . .	20,46,47	22,89,62	24,61,36	26,66,12	27,90,07	29,65,19	29,57,11	30,78,47
(iii) Operating Staff . . . . .	12,63,73	15,11,73	16,01,40	17,55,67	18,53,96	19,71,10	19,77,81	20,14,98
(iv) Operation (Fuel) . . . . .	9,74,13	10,99,34	11,22,31	12,45,64	12,67,55	13,17,17	13,32,07	13,97,48
(v) Operation other than Staff and Fuel . . . . .	1,64,06	2,42,75	2,16,66	3,55,90	2,72,29	2,49,26	4,40,06	4,50,78
(vi) Miscellaneous Expenses . . . . .	4,25,95	4,73,01	5,04,21	4,74,26	4,65,12	5,44,32	5,29,28	5,37,98
(vii) Staff Welfare . . . . .	2,32,66	2,77,27	3,11,66	3,23,71	3,26,70	3,47,34	3,47,13	3,52,08
TOTAL . . . . .	59,39,57	68,22,18	72,20,58	79,07,47	81,48,47	86,37,30	88,34,30	91,06,78
SUSPENSE . . . . .	23,29	—51,04	—25,72	—17,99	—38,40	—31,75	—36,53	—41,44
TOTAL—ORDINARY WORKING EXPENSES . . . . .	59,62,86	67,71,14	71,94,86	78,89,48	81,10,07	86,05,55	87,97,77	90,65,34



Appropriation to Depreciation Reserve Fund	19,77,51	13,29,27	15,70,99	14,52,19	14,28,01	14,14,41	14,13,29	14,82,21
Appropriation to Pension Fund	1,57,17	1,03,59	1,68,78	1,22,57	1,21,91	1,20,50	1,38,15	2,07,59
Payment to worked lines—Rebate	..	..	..	45	60	1,79	60	60
<b>TOTAL—WORKING EXPENSES</b>	<b>74,97,54</b>	<b>82,04,00</b>	<b>89,33,73</b>	<b>94,64,69</b>	<b>96,60,59</b>	<b>101,42,25</b>	<b>103,49,81</b>	<b>107,55,74</b>
Net Traffic Receipts	17,52,62	21,45,37	19,15,76	18,52,71	26,63,77	29,92,75	27,67,59	33,98,26
Miscellaneous Transactions—								
(a) Receipts—								
(i) Other receipts from subsidised companies	..	..	..	..	..	6	70	..
(ii) Other Miscellaneous Receipts	96	47	57	24	7	6	22	1,26
<b>TOTAL—RECEIPTS</b>	<b>96</b>	<b>47</b>	<b>57</b>	<b>24</b>	<b>7</b>	<b>6</b>	<b>92</b>	<b>1,26</b>
(b) Expenditure—								
(i) Land	..	..	..	..	..	9	1,78	2,15
(ii) Surveys	—2,92	73	—1,01	48	26	..	..	..
(iii) Open Line Works—Revenue	1,44,74	1,37,63	1,75,71	1,27,57	1,08,68	1,30,78	1,35,31	1,27,84
<b>TOTAL—EXPENDITURE</b>	<b>1,41,82</b>	<b>1,38,36</b>	<b>1,74,70</b>	<b>1,28,05</b>	<b>1,08,94</b>	<b>1,30,87</b>	<b>1,37,09</b>	<b>1,29,99</b>
Net Miscellaneous Receipts	—1,40,86	—1,37,89	—1,74,13	—1,27,81	—1,08,87	—1,30,81	—1,36,17	—1,28,73
Net Revenue	16,11,76	20,07,48	17,41,63	17,24,90	25,54,90	28,61,94	26,31,42	32,69,53
Payments to General Revenues—								
(i) Dividend to General Revenues	12,19,12	13,12,57	20,24,90	21,98,43	22,72,26	23,42,59	23,64,36	24,31,40
(ii) Share of payment in lieu of passenger fare tax	1,58,87	1,56,19	..	..	..	..	..	..
<b>Surplus (+) or Shortfall (—) for the year</b>	<b>2,33,77</b>	<b>5,38,72</b>	<b>—2,83,27</b>	<b>—4,73,53</b>	<b>2,82,64</b>	<b>5,19,35</b>	<b>2,67,06</b>	<b>8,38,13</b>
<b>Operating ratio</b>	<b>81.1%</b>	<b>79.3%</b>	<b>82.3%</b>	<b>83.6%</b>	<b>78.4%</b>	<b>77.2%</b>	<b>78.9%</b>	<b>76.0%</b>
<b>Ratio of net revenue to Capital-at-charge</b>	<b>5.2%</b>	<b>6.1%</b>	<b>5.1%</b>	<b>4.9%</b>	<b>6.3%</b>	<b>7.6%</b>	<b>6.2%</b>	<b>7.6%</b>

\*Includes from 1966-67 proportionate dividend on the capital cost of electrified sections, which is still borne on the book of the Railway Electrification Administration.

APPENDIX XI—contd.  
NORTHERN RAILWAY  
Statement of Revenue Receipts and Expenditure

(Figures in thousands of rupees)

	Actuals, 1964-65	Actuals, 1965-66	Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>Capital-at-charge</b>	<b>331,14,69</b>	<b>349,28,19</b>	<b>372,75,21</b>	<b>395,55,38</b>	<b>416,77,54</b>	<b>422,70,47</b>	<b>435,10,13</b>	<b>448,34,78</b>
<b>Traffic Earnings—</b>								
Coaching—								
(a) (i) Passengers—								
Upper	4,50,65	4,95,36	5,38,73	5,62,30	6,01,69	4,71,00	6,36,00	6,85,00
Third	29,75,97	33,13,72	35,35,07	37,83,89	42,58,25	45,95,00	45,64,50	47,72,00
(ii) Other Coaching	4,79,60	5,42,62	5,01,67	5,02,12	5,97,71	5,89,00	6,99,70	7,46,00
(b) Goods	50,32,76	57,88,56	60,35,95	61,93,77	75,16,91	75,33,00	76,28,70	82,17,00
(c) Sundry Other Earnings	2,93,37	3,17,32	3,96,58	3,71,78	4,39,50	4,69,00	5,38,50	5,72,00
<b>TOTAL</b>	<b>92,32,35</b>	<b>104,57,58</b>	<b>110,08,00</b>	<b>114,13,86</b>	<b>134,14,06</b>	<b>136,57,00</b>	<b>140,67,40</b>	<b>149,92,00</b>
Suspense	- 27,18	- 1,77,48	- 95,79	88	- 1,37,31	..	- 42,60	- 2,00
<b>Gross Traffic Receipts</b>	<b>92,05,17</b>	<b>102,80,10</b>	<b>109,12,21</b>	<b>114,14,74</b>	<b>132,76,75</b>	<b>136,57,00</b>	<b>140,24,80</b>	<b>149,90,00</b>
<b>Working Expenses—</b>								
<b>Ordinary Working Expenses—</b>								
(i) Administration	7,57,63	8,48,59	9,11,85	9,66,40	10,34,13	10,74,49	10,87,16	11,07,32
(ii) Repairs and Maintenance	18,64,96	21,60,02	23,43,80	26,69,16	28,89,86	29,02,66	30,88,48	32,74,31
(iii) Operating Staff	13,85,75	16,03,26	17,90,32	19,70,84	21,34,41	22,10,53	22,09,51	22,79,87
(iv) Operation (Fuel)	14,66,52	16,61,52	18,41,56	21,53,24	24,27,22	24,17,11	25,30,04	26,53,71
(v) Operation other than Staff and Fuel	3,04,87	3,16,36	3,65,93	3,78,28	4,07,26	3,56,71	3,47,51	3,58,47
(vi) Miscellaneous Expenses	3,98,17	3,85,02	4,29,07	4,23,62	4,55,07	4,90,91	5,85,49	5,39,11
(vii) Staff Welfare	2,40,70	2,61,22	2,84,11	3,26,71	3,48,46	3,67,46	3,69,31	3,85,59
<b>TOTAL</b>	<b>64,18,60</b>	<b>72,35,99</b>	<b>79,66,64</b>	<b>88,88,25</b>	<b>96,96,41</b>	<b>98,19,87</b>	<b>102,17,50</b>	<b>105,98,38</b>
Suspense	- 19,55	- 11,94	- 22,49	- 76	- 28,79	- 44,95	- 43,58	- 27,01
<b>TOTAL—ORDINARY WORKING EXPENSES</b>	<b>63,99,05</b>	<b>72,24,05</b>	<b>79,44,15</b>	<b>88,87,49</b>	<b>96,67,62</b>	<b>97,74,92</b>	<b>101,73,92</b>	<b>105,71,37</b>

Appropriation to Depreciation Fund	Reserve	11,67,91	12,13,36	13,90,82	13,42,06	13,64,75	13,59,07	13,23,70	13,99,42
Appropriation to Pension Fund		1,52,07	1,42,96	1,55,38	1,27,57	1,26,50	1,27,14	1,35,15	2,03,17
<b>TOTAL—WORKING EXPENSES</b>		<b>77,19,03</b>	<b>85,80,37</b>	<b>94,90,35</b>	<b>103,57,12</b>	<b>111,58,87</b>	<b>112,61,13</b>	<b>116,32,77</b>	<b>121,73,96</b>
Net Traffic Receipts		14,86,14	16,99,73	14,21,86	10,57,62	21,17,88	23,95,87	23,92,03	28,16,04
Miscellaneous Transactions—									
(a) Receipts—									
(i) Other receipts from subsidised companies		..	..	..	..	..	..	..	..
(ii) Other Miscellaneous Receipts		6	13	9	11	6	2,40	2,52	2,32
<b>TOTAL—RECEIPTS</b>		<b>6</b>	<b>13</b>	<b>9</b>	<b>11</b>	<b>6</b>	<b>2,40</b>	<b>2,52</b>	<b>2,32</b>
(b) Expenditure—									
(i) Land		..	..	..	..	..	..	..	..
(ii) Surveys		1,46	—6,17	1,40	5,04	—2,39	4,43	9,51	3,41
(iii) Open Line Works—Revenue		1,26,70	1,22,79	1,22,45	1,34,55	1,16,08	79,41	85,14	1,04,33
<b>TOTAL—EXPENDITURE</b>		<b>1,28,16</b>	<b>1,16,62</b>	<b>1,23,85</b>	<b>1,39,59</b>	<b>1,13,69</b>	<b>83,84</b>	<b>94,65</b>	<b>1,07,74</b>
Net Miscellaneous Receipts		—1,28,10	—1,16,49	—1,23,76	—1,39,48	—1,13,63	—81,44	—92,13	—1,05,42
Net Revenue		13,58,04	15,83,24	12,98,10	9,18,14	20,04,25	23,14,43	22,99,90	27,10,62
Payments to General Revenues—									
(i) Dividend to General Revenues	}	12,36,15	13,63,28	17,64,83	18,90,40	††	††	††	††
(ii) Share of payment in lieu of passenger fare tax		2,14,94	2,17,24			21,74,84	21,88,39	22,65,93	
Surplus (+) or Shortfall (–) for the year		—93,05	2,72	—4,66,73	—9,72,26	19,44	1,39,59	1,11,51	4,44,69
<b>Operating ratio</b>		<b>83.9%</b>	<b>83.5%</b>	<b>87.0%</b>	<b>90.7%</b>	<b>84.0%</b>	<b>82.5%</b>	<b>82.9%</b>	<b>81.2%</b>
<b>Ratio of net revenue to Capital-at-charge</b>		<b>4.1%</b>	<b>4.5%</b>	<b>3.5%</b>	<b>2.3%</b>	<b>4.8%</b>	<b>5.5%</b>	<b>5.3%</b>	<b>6.1%</b>

††Includes proportionate share of dividend on Capital cost of Electrified sections still borne on the books of Railway Electrification.

**APPENDIX XI—contd.**  
**NORTHEASTERN RAILWAY**

**Statement of Revenue Receipts and Expenditure**

(Figures in thousands of rupees)

	Actuals, 1964-65	Actuals, 1965-66	Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget, Estimate 1970-71
<b>Capital-at-charge</b>	<b>99,58,92</b>	<b>104,72,80</b>	<b>103,27,35</b>	<b>104,30,78</b>	<b>105,40,93</b>	<b>107,71,28</b>	<b>107,21,24</b>	<b>108,76,09</b>
<b>Traffic Earnings—</b>								
(a) <b>Coaching—</b>								
(i) <b>Passengers—</b>								
Upper	94,86	1,05,70	1,19,25	1,23,03	1,26,07	1,31,00	1,33,10	1,46,00
Third	13,56,48	15,09,72	17,27,32	17,78,77	18,34,65	19,22,00	21,40,90	22,62,00
(ii) <b>Other Coaching</b>	1,71,72	2,28,22	2,03,92	1,86,63	2,10,90	2,07,00	2,49,50	2,66,00
(b) <b>Goods</b>	15,00,87	16,73,33	17,83,32	15,07,83	17,23,73	17,87,00	17,50,40	18,85,00
(c) <b>Sundry Other Earnings</b>	1,17,96	1,20,27	1,29,99	1,57,04	1,63,51	1,78,00	2,06,30	2,19,00
<b>TOTAL</b>	<b>32,41,89</b>	<b>36,37,24</b>	<b>39,63,80</b>	<b>37,53,30</b>	<b>40,58,86</b>	<b>42,25,00</b>	<b>44,80,20</b>	<b>47,80,00</b>
<b>Suspense</b>	<b>-6,57</b>	<b>-1,14,23</b>	<b>-63,78</b>	<b>14,03</b>	<b>-11,17</b>	<b>15,00</b>	<b>21,30</b>	<b>7,00</b>
<b>Gross Traffic Receipts</b>	<b>32,35,32</b>	<b>35,23,01</b>	<b>39,00,02</b>	<b>37,67,33</b>	<b>40,47,69</b>	<b>42,40,00</b>	<b>45,01,50</b>	<b>47,87,00</b>
<b>Working Expenses—</b>								
<b>Ordinary Working Expenses—</b>								
(i) <b>Administration</b>	3,75,80	4,31,89	4,71,30	5,19,50	5,46,00	5,75,58	5,92,14	6,06,55
(ii) <b>Repairs and Maintenance</b>	8,40,75	9,69,42	10,94,94	12,64,03	14,21,99	13,26,53	14,23,48	14,31,99
(iii) <b>Operating Staff</b>	6,01,76	6,85,36	7,49,51	8,54,66	9,40,84	9,67,10	9,83,70	9,98,15
(iv) <b>Operation (Fuel)</b>	4,15,92	4,91,50	5,37,68	5,88,24	6,31,80	6,57,85	6,58,57	6,82,42
(v) <b>Operation other than Staff</b>								
<b>Fuel</b>	1,62,12	1,56,41	1,77,79	1,92,03	1,53,18	1,44,67	2,25,79	1,99,83
(vi) <b>Miscellaneous Expenses</b>	1,63,03	1,77,88	1,84,32	1,75,17	1,84,72	2,09,80	2,28,15	2,14,67
(vii) <b>Staff Welfare</b>	1,02,56	1,24,80	1,34,71	1,41,01	1,53,79	1,58,65	1,59,65	1,68,58
<b>TOTAL</b>	<b>26,61,94</b>	<b>30,37,26</b>	<b>33,50,25</b>	<b>37,34,64</b>	<b>40,32,32</b>	<b>40,40,18</b>	<b>42,71,48</b>	<b>43,02,29</b>
<b>Suspense</b>	<b>3,62</b>	<b>20,06</b>	<b>-12,69</b>	<b>-18,71</b>	<b>11,65</b>	<b>-15,91</b>	<b>-42,63</b>	<b>-5,48</b>
<b>ORDINARY WORKING EXPENSES</b>	<b>26,65,56</b>	<b>30,57,32</b>	<b>33,37,56</b>	<b>37,15,93</b>	<b>40,43,97</b>	<b>40,24,27</b>	<b>42,28,85</b>	<b>42,96,81</b>

Appropriation to Depreciation Reserve Fund	3,68,22	3,58,05	4,03,89	3,58,70	3,46,27	3,37,22	3,35,22	3,45,26
Appropriation to Pension Fund	77,31	69,14	82,07	61,66	66,34	67,60	95,41	97,30
<b>TOTAL—WORKING EXPENSES</b>	<b>31,11,09</b>	<b>34,84,51</b>	<b>38,23,62</b>	<b>41,36,29</b>	<b>44,56,58</b>	<b>44,29,09</b>	<b>46,29,48</b>	<b>47,39,37</b>
Net Traffic Receipts	1,24,23	38,50	76,40	-3,68,96	-4,08,89	-1,89,09	-1,27,98	47,63
Miscellaneous Transactions—								
(a) Receipts—								
(i) Other receipts from subsidised companies	..	..	..	..	..	31,00	..	24,76
(ii) Other Miscellaneous Receipts	..	I	I	6	-I	I	I	I
<b>TOTAL—RECEIPTS</b>	<b>..</b>	<b>I</b>	<b>I</b>	<b>6</b>	<b>-I</b>	<b>31,01</b>	<b>I</b>	<b>24,77</b>
(b) Expenditure—								
(i) Surveys	..	-9	..	-I	2,90	8,11	10,53	5,15
(ii) Open Line Works—Revenue	96,02	1,12,00	1,03,24	93,05	58,46	44,83	53,70	67,64
<b>TOTAL EXPENDITURE</b>	<b>96,02</b>	<b>1,11,91</b>	<b>1,03,24</b>	<b>93,04</b>	<b>61,36</b>	<b>52,94</b>	<b>64,23</b>	<b>72,79</b>
Net Miscellaneous Receipts	-96,02	-1,11,90	-1,03,23	-92,98	-61,37	-21,93	-64,22	-48,02
Net Revenue	28,21	-73,40	-26,83	-4,61,94	-4,70,26	-2,11,02	-1,92,20	-39
Payments to General Revenues—								
(i) Dividend to General Revenues	4,34,20	4,67,86	5,71,97	5,75,35	5,85,16	5,98,10	5,93,97	6,04,03
(ii) Share of payment in lieu of passenger fare tax	91,04	92,13						
Surplus (+) or Shortfall (—) for the year	-4,97,03	-6,33,39	-5,98,80	-10,37,29	-10,55,42	-8,09,12	-7,86,17	-6,04,42
<b>Operating ratio</b>	<b>96.2%</b>	<b>98.9%</b>	<b>98.0%</b>	<b>109.8%</b>	<b>110.1%</b>	<b>104.5%</b>	<b>102.8%</b>	<b>99.0%</b>
<b>Ratio of net revenue to Capital-at-charge</b>	<b>0.3%</b>	<b>-0.7%</b>	<b>-0.3%</b>	<b>-4.4%</b>	<b>-4.5%</b>	<b>-2.0%</b>	<b>-1.8%</b>	<b>..</b>

One of the significant features of the Northeastern Railway is the expenditure on the maintenance and operation of the large shipment points at Garhara and Manduadh, for which the Railway does not get a proportionate share of earnings, under the present basis of apportionment of through traffic. Though similar factors affect all the Railways, the financial effect of the special features adversely affecting the Northeastern Railway is as much as Rs. 1.20 crores.

APPENDIX XI—contd.  
NORTHEAST FRONTIER RAILWAY  
Statement of Revenue Receipts and Expenditure

(Figures in thousands of rupees)

	Actuals, 1964-65	Actuals, 1965-66	Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>Capital-at-charge</b>	<b>165,09,57</b>	<b>179,61,93</b>	<b>187,26,67</b>	<b>192,46,26</b>	<b>198,91,19</b>	<b>198,77,15</b>	<b>200,59,91</b>	<b>201,40,35</b>
<b>Traffic Earnings—</b>								
(a) Coaching—								
(i) Passengers—								
Upper	83,71	85,50	76,27	77,94	1,16,97	86,00	1,16,00	1,29,00
Third	6,93,67	7,40,25	7,24,67	7,76,71	8,30,64	8,46,00	8,56,40	9,22,00
(ii) Other Coaching	1,12,46	1,54,59	2,03,04	1,82,23	1,64,73	1,71,00	1,84,10	1,96,00
(b) Goods	15,35,35	20,38,06	20,20,95	20,02,83	19,84,57	23,92,00	22,13,50	23,84,00
(c) Sundry Other Earnings	82,79	1,04,41	1,22,52	1,59,15	1,56,75	1,59,00	1,64,00	1,74,00
<b>TOTAL</b>	<b>25,07,98</b>	<b>31,22,81</b>	<b>31,47,45</b>	<b>31,98,86</b>	<b>32,53,66</b>	<b>36,54,00</b>	<b>35,34,00</b>	<b>38,05,00</b>
Suspense	- 30,81	- 56,51	- 65,48	- 64,06	- 17,83	- 25,00	- 21,30	- 25,00
<b>Gross Traffic Receipts*</b>	<b>24,77,17</b>	<b>30,66,30</b>	<b>30,81,97</b>	<b>31,34,80</b>	<b>32,35,83</b>	<b>36,29,00</b>	<b>35,12,70</b>	<b>37,80,00</b>
<b>Working Expenses—</b>								
<b>Ordinary Working Expenses—</b>								
(i) Administration	2,89,38	3,17,23	3,54,20	3,99,88	4,24,79	4,50,63	4,57,00	4,73,87
(ii) Repairs and Maintenance	7,50,81	8,61,49	10,40,56	12,76,26	14,42,59	13,56,54	14,63,45	14,48,62
(iii) Operating Staff	5,06,51	5,95,58	6,69,92	7,44,05	7,78,52	8,28,92	8,41,25	8,71,27
(iv) Operation (Fuel)	3,66,00	3,69,73	4,59,12	5,44,25	4,99,52	6,34,32	5,56,58	5,35,84
(v) Operation other than Staff and Fuel	1,75,51	1,31,22	2,07,80	2,16,71	3,75,71	3,47,87	3,42,40	3,46,19
(vi) Miscellaneous Expenses	1,54,79	1,53,84	1,83,96	1,79,15	1,76,07	2,29,50	2,10,42	2,02,74
(vii) Staff Welfare	1,17,64	1,43,01	1,53,62	1,81,02	1,81,94	2,02,24	1,94,97	2,02,38
<b>TOTAL</b>	<b>23,60,64</b>	<b>26,22,10</b>	<b>30,69,18</b>	<b>35,41,32</b>	<b>38,79,14</b>	<b>40,50,02</b>	<b>40,66,07</b>	<b>40,80,91</b>
Suspense	- 8,74	13,38	- 44,32	9,04	- 31,60	- 9,45	4,75	8,59
<b>TOTAL—ORDINARY WORKING EXPENSES</b>	<b>23,51,90</b>	<b>26,35,48</b>	<b>30,24,86</b>	<b>35,50,36</b>	<b>38,47,54</b>	<b>40,40,57</b>	<b>41,07,82</b>	<b>40,89,50</b>

Appropriation to Depreciation Reserve Fund	5,38,69	5,93,56	6,92,87	6,50,44	6,38,91	6,27,19	6,32,57	6,45,99
Appropriation to Pension Fund	63,38	71,07	95,81	55,69	65,22	66,26	60,69	92,71
Payments to Worked Lines								
(i) Net earnings	2,68	3,46	4,40	4,64	4,52	4,97	4,62	4,66
(ii) Rebate	19	11	..	..	..	..	..	..
<b>TOTAL—WORKING EXPENSES</b>	<b>29,56,84</b>	<b>33,03,68</b>	<b>38,17,74</b>	<b>42,61,13</b>	<b>45,56,19</b>	<b>47,38,99</b>	<b>48,05,70</b>	<b>48,32,86</b>
Net Traffic Receipts	-4,79,67	-2,37,38	-7,35,77	-11,26,33	-13,20,36	-11,09,99	-12,93,00	-10,52,86
<b>Miscellaneous Transactions—</b>								
(a) Receipts—								
(i) Other receipts from subsidised companies	..	27	..	1,55	81	90	84	86
(ii) Other Miscellaneous Receipts	..	2	1	23	31	..	1	1
<b>TOTAL—RECEIPTS</b>	<b>..</b>	<b>29</b>	<b>1</b>	<b>1,78</b>	<b>1,12</b>	<b>90</b>	<b>85</b>	<b>87</b>
(b) Expenditure—								
(i) Land	..	..	..	..	..	..	..	..
(ii) Surveys	-5,68	-2,91	-7,77	-1	33	88	10,27	5,30
(iii) Open Line Works—Revenue	66,57	67,58	64,55	55,13	45,02	51,89	55,99	57,29
<b>TOTAL—EXPENDITURE</b>	<b>60,89</b>	<b>64,67</b>	<b>56,78</b>	<b>55,12</b>	<b>45,35</b>	<b>52,77</b>	<b>66,26</b>	<b>62,59</b>
Net Miscellaneous Receipts	-60,89	-64,38	-56,77	-53,34	-44,23	-51,87	-65,41	-61,72
Net Revenue	-5,40,56	-3,01,76	-7,92,54	-11,79,67	-13,64,59	-11,61,86	-13,58,41	-11,14,58
Payments to General Revenues—								
(i) Dividend to General Revenues	2,64,32	2,20,16	1,39,76	2,77,90	2,37,48	2,97,65	3,39,62	3,14,67
(ii) Share of payment in lieu of passenger fare tax	48,76	47,10	..	..	..	..	..	..
Surplus (+) or Shortfall (—) for the year	-8,53,64	-5,69,02	-9,32,30	-14,57,57	-16,02,07	-14,59,51	-16,98,03	-14,29,25
<b>Operating Ratio</b>	<b>119.4%</b>	<b>107.7%</b>	<b>123.8%</b>	<b>135.9%</b>	<b>140.8%</b>	<b>130.6%</b>	<b>136.8%</b>	<b>127.9%</b>
<b>Ratio of net revenue to Capital-at-charge</b>	<b>-3.3%</b>	<b>-1.7%</b>	<b>-4.2%</b>	<b>-6.1%</b>	<b>-6.9%</b>	<b>-5.8%</b>	<b>-6.8%</b>	<b>-5.5%</b>
*Include receipts of Worked Lines	5,35	6,91	8,80	9,27	9,04	9,94	9,24	9,32

APPENDIX XI—contd.  
SOUTHERN RAILWAY  
Statement of Revenue Receipts and Expenditure

(Figures in thousands of rupees)

	†Actuals, 1964-65	†Actuals, 1965-66	†Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>Capital-at-charge</b>	<b>312,85,30</b>	<b>348,57,88</b>	<b>286,43,61</b>	<b>295,07,26</b>	<b>299,49,57</b>	<b>316,00,59</b>	<b>313,86,07</b>	<b>324,54,68</b>
<b>Traffic Earnings—</b>								
(a) Coaching—								
(i) Passengers—								
Upper	3,42,41	4,32,31	2,79,05	2,63,87	2,62,65	2,84,00	2,77,60	3,09,00
Third	26,84,48	29,71,47	23,45,22	26,42,65	24,61,69	26,77,00	26,34,70	28,37,00
(ii) Other Coaching	5,10,68	5,97,91	4,70,52	4,45,28	5,81,85	5,85,00	5,96,30	6,36,00
(b) Goods	46,07,45	52,48,42	40,57,06	39,66,78	42,92,45	46,45,00	43,97,40	47,37,00
(c) Sundry Other Earnings	3,07,07	3,32,20	3,18,13	3,12,08	3,31,44	3,59,00	3,81,70	4,05,00
<b>TOTAL</b>	<b>84,52,09</b>	<b>95,82,31</b>	<b>74,69,98</b>	<b>76,30,66</b>	<b>79,30,08</b>	<b>85,50,00</b>	<b>82,87,70</b>	<b>89,24,00</b>
	<b>—46,58</b>	<b>—93,56</b>	<b>—1,57,77</b>	<b>30,89</b>	<b>—34,12</b>	<b>—5,00</b>	<b>—21,30</b>	<b>—10,00</b>
<b>Gross Traffic Receipts*</b>	<b>84,05,51</b>	<b>94,88,75</b>	<b>73,02,21</b>	<b>76,61,55</b>	<b>78,95,96</b>	<b>85,45,00</b>	<b>82,66,40</b>	<b>89,14,00</b>
<b>Working Expenses—</b>								
<b>Ordinary Working Expenses—</b>								
(i) Administration	6,63,41	7,44,27	6,71,97	7,22,15	7,67,77	8,08,09	8,15,27	8,26,82
(ii) Repairs and Maintenance	18,37,70	20,85,82	17,75,26	20,75,81	21,32,73	22,65,33	22,63,56	23,16,57
(iii) Operating Staff	13,87,78	15,58,21	12,54,88	13,81,13	14,95,24	15,97,60	15,82,63	16,07,69
(iv) Operation (Fuel)	15,64,26	16,50,88	12,60,94	14,90,94	16,54,76	16,52,27	18,01,86	18,15,16
(v) Operation other than Staff and Fuel	3,66,24	4,11,37	2,75,64	2,40,38	2,31,81	3,07,42	2,38,13	2,37,85
(vi) Miscellaneous Expenses	3,53,74	3,66,21	3,28,65	3,36,00	3,35,99	3,51,85	3,69,05	3,59,41
(vii) Staff Welfare	1,91,82	2,13,19	1,78,85	1,95,08	2,03,50	2,17,61	2,17,61	2,23,11
<b>TOTAL</b>	<b>63,64,95</b>	<b>70,29,95</b>	<b>57,46,19</b>	<b>64,41,49</b>	<b>68,21,80</b>	<b>72,00,17</b>	<b>72,88,11</b>	<b>73,86,61</b>
<b>Suspense</b>	<b>8,09</b>	<b>—36,91</b>	<b>—10,09</b>	<b>—48,78</b>	<b>—18,30</b>	<b>—37,98</b>	<b>—27,36</b>	<b>—35,34</b>
<b>TOTAL— ORDINARY WORKING EXPENSES</b>	<b>63,73,04</b>	<b>69,93,04</b>	<b>57,36,10</b>	<b>63,92,71</b>	<b>68,03,50</b>	<b>71,62,19</b>	<b>72,60,75</b>	<b>73,51,27</b>



Appropriation to Depreciation Reserve Fund	10,72,68	11,24,79	9,98,35	9,94,90	9,79,54	9,78,51	9,52,44	10,10,71
Appropriation to Pension Fund	1,51,02	1,73,25	1,39,21	94,73	1,03,78	1,03,50	1,07,03	1,64,00
Payments to Worked Lines								
(a) Net earnings	1,33	2,71	..	..	..	..	..	..
(b) Rebate etc.	22	1,20	..	..	..	..	..	..
<b>TOTAL—WORKING EXPENSES</b>	<b>75,98,29</b>	<b>82,99,99</b>	<b>68,73,66</b>	<b>74,82,34</b>	<b>78,86,82</b>	<b>82,44,20</b>	<b>83,20,25</b>	<b>85,25,98</b>
Net Traffic Receipts	8,07,22	11,83,76	4,28,55	1,79,21	9,14	3,00,80	—53,85	3,88,02
<b>Miscellaneous Transactions—</b>								
(a) Receipts—								
(i) Other receipts from subsidised companies	..	..	25	35	2	5	9	4
(ii) Other Miscellaneous Receipts	..	3	..	..	..	..	..	..
<b>TOTAL RECEIPTS</b>	<b>..</b>	<b>3</b>	<b>25</b>	<b>35</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>4</b>
(b) Expenditure—								
(i) Surveys	—13	—42	44	4,31	—3,78	10,94	8,63	7,94
(ii) Open Line Works—Revenue	1,76,52	1,26,08	76,39	88,04	84,18	85,05	95,33	84,64
<b>TOTAL EXPENDITURE</b>	<b>1,76,39</b>	<b>1,25,66</b>	<b>76,83</b>	<b>92,35</b>	<b>80,40</b>	<b>95,99</b>	<b>1,03,96</b>	<b>92,58</b>
Net Miscellaneous Receipts	—1,76,39	—1,25,63	—76,58	—92,00	—80,38	—95,94	—1,03,87	—9,54
<b>Net Revenue</b>	<b>6,30,83</b>	<b>10,63,13</b>	<b>3,51,97</b>	<b>87,21</b>	<b>—71,24</b>	<b>2,04,86</b>	<b>—1,57,72</b>	<b>2,95,48</b>
Payments to General Revenues—								
(i) Dividend to General Revenues	13,22,46	15,01,72	14,54,22	15,16,25	15,11,48	16,19,82	15,92,59	16,42,10
(ii) Share of Payment in lieu of passenger fare tax	1,89,56	1,94,13	..	..	..	..	..	..
<b>Surplus (+) or Shortfall (—) for the year</b>	<b>—8,81,59</b>	<b>—6,32,72</b>	<b>—11,02,25</b>	<b>—14,29,04</b>	<b>—15,82,72</b>	<b>—14,14,96</b>	<b>—17,48,31</b>	<b>—13,46,62</b>
<b>Operating ratio</b>	<b>90.4%</b>	<b>87.5%</b>	<b>94.1%</b>	<b>97.7%</b>	<b>99.9%</b>	<b>96.5%</b>	<b>100.7%</b>	<b>95.6%</b>
<b>Ratio of net revenue to Capital-at-Charge</b>	<b>2.0%</b>	<b>3.1%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>—0.2%</b>	<b>0.6%</b>	<b>—0.5%</b>	<b>0.9%</b>
*Includes receipts of Worked Lines	36,38	36,90	27,39	22,92	23,00	22,50	18,80	18,80

Includes portions transferred to the South Central Zone formed with effect from 2-10-1966.

**APPENDIX XI—contd.**  
**SOUTH CENTRAL RAILWAY**  
**Statement of Revenue Receipts and Expenditure**

(Figures in thousands of rupees)

	Actuals, 1965-66 (Computed)	Actuals, 1966-67	Actuals, 1967-68	Actuals 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>Capital-at-charge</b>	<b>154,95,18</b>	<b>154,18,50</b>	<b>161,80,44</b>	<b>178,27,91</b>	<b>178,85,98</b>	<b>188,65,79</b>	<b>197,08,56</b>
<b>Traffic Earnings—</b>							
(a) Coaching—							
(i) Passengers—							
Upper	2,98,86	1,24,84	1,97,81	1,86,42	2,28,00	1,92,10	2,11,00
Third	14,96,54	17,36,07	19,93,67	21,70,23	20,09,00	21,71,90	23,19,00
(ii) Other Coaching	2,92,17	3,14,14	4,03,97	4,55,06	5,06,00	4,63,50	4,95,00
(b) Goods	36,72,98	35,48,76	40,23,17	46,41,29	51,68,00	48,82,30	52,59,00
(c) Sundry Other Earnings	1,08,37	1,01,44	1,87,49	1,94,34	2,06,00	2,49,40	2,65,00
<b>TOTAL</b>	<b>58,68,92</b>	<b>58,25,25</b>	<b>68,06,11</b>	<b>76,47,34</b>	<b>81,17,00</b>	<b>79,59,20</b>	<b>85,49,00</b>
Suspense	—38,40	—70,17	—68,61	—22,11	—55,00	—25,80	—31,00
<b>Gross Traffic Receipts</b>	<b>58,30,52</b>	<b>57,55,08</b>	<b>67,37,50</b>	<b>76,25,23</b>	<b>80,62,00</b>	<b>79,33,40</b>	<b>85,18,00</b>
<b>Working Expenses—</b>							
<b>Ordinary Working Expenses—</b>							
(i) Administration	2,63,46	3,20,30	4,32,24	4,82,04	5,08,26	5,24,45	5,41,59
(ii) Repairs and Maintenance	11,19,90	11,92,45	13,50,10	15,53,09	15,84,13	19,04,99	18,95,79
(iii) Operating Staff	8,01,58	8,65,31	9,70,39	10,67,90	11,38,44	11,53,50	11,94,15
(iv) Operation (Fuel)	9,54,47	9,57,84	12,62,83	14,00,37	14,19,90	14,87,58	14,72,54
(v) Operation other than Staff and Fuel	1,97,92	3,43,18	4,88,05	7,39,49	7,23,66	7,88,45	7,82,63
(vi) Miscellaneous Expenses	1,27,88	1,38,59	1,62,78	1,79,90	2,05,27	2,01,14	2,09,28
(vii) Staff Welfare	1,03,27	1,16,34	1,30,53	1,40,72	1,47,75	1,47,75	1,60,68
<b>TOTAL</b>	<b>35,68,48</b>	<b>39,34,51</b>	<b>47,96,92</b>	<b>55,63,51</b>	<b>57,27,41</b>	<b>62,07,86</b>	<b>62,56,66</b>

Suspense	—14,86	6,04	—16,48	— 30,76	—3,65	—9,81	—18,51
Total Ordinary Working Expenses	35,53,62	39,40,55	47,80,44	55,32,75	57,23,76	61,98,05	62,38,15
Appropriation to Depreciation Reserve Fund	5,04,50	5,97,88	5,35,54	5,37,14	5,38,62	5,66,95	6,07,53
Appropriation to Pension Fund	1,05,45	1,26,66	65,72	64,76	64,16	64,61	95,84
<b>TOTAL Working Expenses</b>	<b>41,63,57</b>	<b>46,65,09</b>	<b>53,81,70</b>	<b>61,34,65</b>	<b>63,26,54</b>	<b>68,29,61</b>	<b>69,41,52</b>
Net Traffic Receipts	16,66,95	10,89,99	13,55,80	14,90,58	17,35,46	11,03,79	15,76,48
Miscellaneous Transactions—							
(a) Receipts—							
(i) Other Receipts from subsidised companies	..	..	..	..	..	..	..
(ii) Other Miscellaneous Receipts	..	11	4	3	1	2	2
<b>TOTAL RECEIPTS</b>	<b>..</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>
(b) Expenditure—							
(i) Surveys	—25	37	—92	4,79	7,74	11,15	—69
(ii) Open Line Works—Revenue	79,98	76,90	82,95	84,17	70,77	82,23	91,05
<b>TOTAL EXPENDITURE</b>	<b>79,73</b>	<b>77,27</b>	<b>82,03</b>	<b>88,96</b>	<b>78,51</b>	<b>93,38</b>	<b>90,36</b>
Net Miscellaneous Receipts	—79,73	—77,16	—81,99	—88,93	—78,50	—93,36	—90,34
Net Revenue	15,87,22	10,12,83	12,73,81	14,01,65	16,56,96	10,10,43	14,86,14
Payments to General Revenues—							
(i) Dividend to General Revenues	6,91,58	8,36,58	8,86,93	9,81,03	9,85,12	10,37,70	10,94,84
(ii) Share of payment in lieu of Passenger fare tax	1,02,42						
<b>Surplus (+) or Shortfall (—) for the year</b>	<b>7,93,22</b>	<b>1,76,25</b>	<b>3,86,88</b>	<b>4,20,62</b>	<b>6,71,84</b>	<b>—27,27</b>	<b>3,91,30</b>
<b>Operating ratio</b>	<b>71.0%</b>	<b>81.1%</b>	<b>79.9%</b>	<b>80.5%</b>	<b>78.5%</b>	<b>86.1%</b>	<b>81.5%</b>
<b>Ratio of net revenue to Capital-at-charge</b>	<b>10.0%</b>	<b>6.6%</b>	<b>7.9%</b>	<b>7.9%</b>	<b>9.3%</b>	<b>5.4%</b>	<b>7.5%</b>

NOTE.—South Central Railway Zone was formed with effect from 2-10-1966.

**APPENDIX XI—contd.**  
**SOUTHEASTERN RAILWAY**  
**Statement of Revenue Receipts and Expenditure**

(Figures in thousands of rupees)

	Actuals, 1964-65	Actuals, 1965-66	Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate, 1969-70	Budget Estimate, 1970-71
<b>Capital-at-Charge</b>	<b>360,90,90</b>	<b>406,29,28</b>	<b>438,72,11</b>	<b>461,58,29</b>	<b>571,34,66</b>	<b>503,82,10</b>	<b>595,09,73</b>	<b>609,17,11</b>
<b>Traffic Earnings—</b>								
<b>(a) Coaching—</b>								
<b>(i) Passengers—</b>								
Upper	1,91,20	1,93,32	1,94,01	2,12,64	2,39,22	2,36,00	2,62,20	2,91,00
Third	13,62,64	13,75,50	14,02,67	15,16,26	15,05,75	15,93,00	17,01,60	18,32,00
<b>(ii) Other Coaching</b>	<b>4,13,38</b>	<b>4,14,06</b>	<b>4,32,40</b>	<b>4,66,90</b>	<b>4,99,87</b>	<b>5,48,00</b>	<b>5,37,80</b>	<b>5,74,00</b>
<b>(b) Goods</b>	<b>83,63,21</b>	<b>96,36,36</b>	<b>98,58,76</b>	<b>108,78,34</b>	<b>124,84,12</b>	<b>133,61,00</b>	<b>135,38,30</b>	<b>145,82,00</b>
<b>(c) Sundry Other Earnings</b>	<b>2,03,33</b>	<b>2,30,37</b>	<b>2,76,13</b>	<b>2,92,40</b>	<b>3,06,92</b>	<b>3,43,00</b>	<b>3,61,80</b>	<b>3,84,00</b>
<b>TOTAL</b>	<b>110,33,76</b>	<b>118,49,61</b>	<b>121,63,97</b>	<b>133,66,54</b>	<b>150,35,88</b>	<b>160,81,00</b>	<b>164,01,70</b>	<b>176,63,00</b>
<b>Suspense</b>	<b>—55,48</b>	<b>—2,67,37</b>	<b>1,66,39</b>	<b>—26,95</b>	<b>—52,51</b>	<b>—1,15,00</b>	<b>—51,20</b>	<b>—70,00</b>
<b>Gross Traffic Receipts*</b>	<b>109,78,28</b>	<b>115,82,24</b>	<b>123,30,36</b>	<b>133,39,59</b>	<b>149,83,37</b>	<b>159,66,00</b>	<b>163,50,50</b>	<b>175,93,00</b>
<b>Working Expenses—</b>								
<b>Ordinary Working Expenses—</b>								
<b>(i) Administration</b>	<b>6,35,99</b>	<b>7,38,80</b>	<b>7,93,65</b>	<b>8,71,64</b>	<b>9,50,86</b>	<b>10,24,74</b>	<b>10,15,55</b>	<b>10,62,87</b>
<b>(ii) Repairs and Maintenance</b>	<b>19,84,98</b>	<b>23,93,76</b>	<b>23,90,50</b>	<b>24,71,15</b>	<b>28,06,54</b>	<b>29,58,60</b>	<b>29,89,23</b>	<b>31,86,59</b>
<b>(iii) Operating Staff</b>	<b>10,05,66</b>	<b>11,25,44</b>	<b>12,04,52</b>	<b>13,26,97</b>	<b>14,32,13</b>	<b>16,08,95</b>	<b>15,38,04</b>	<b>15,87,14</b>
<b>(iv) Operation (Fuel)</b>	<b>10,75,51</b>	<b>12,21,78</b>	<b>13,78,32</b>	<b>15,38,92</b>	<b>16,32,96</b>	<b>17,79,89</b>	<b>17,75,66</b>	<b>18,72,59</b>
<b>(v) Operation other than Staff and Fuel</b>	<b>3,11,29</b>	<b>3,49,63</b>	<b>2,53,13</b>	<b>2,81,86</b>	<b>3,45,31</b>	<b>3,42,97</b>	<b>4,22,71</b>	<b>3,98,27</b>
<b>(vi) Miscellaneous Expenses</b>	<b>2,51,74</b>	<b>2,87,64</b>	<b>2,99,73</b>	<b>2,93,25</b>	<b>3,14,25</b>	<b>3,83,64</b>	<b>3,73,07</b>	<b>3,77,63</b>
<b>(vii) Staff Welfare</b>	<b>2,36,52</b>	<b>2,72,88</b>	<b>2,83,93</b>	<b>3,05,89</b>	<b>3,04,46</b>	<b>3,33,38</b>	<b>3,40,92</b>	<b>3,67,44</b>
<b>TOTAL</b>	<b>55,01,69</b>	<b>63,89,93</b>	<b>66,03,78</b>	<b>70,89,68</b>	<b>77,86,51</b>	<b>84,32,17</b>	<b>84,55,18</b>	<b>88,52,53</b>
<b>Suspense</b>	<b>—30,04</b>	<b>—68,68</b>	<b>—16,57</b>	<b>—15,97</b>	<b>—36,95</b>	<b>—18,78</b>	<b>—21,13</b>	<b>—19,59</b>
<b>TOTAL—ORDINARY WORKING EXPENSES</b>	<b>54,71,65</b>	<b>63,21,25</b>	<b>65,87,21</b>	<b>70,73,71</b>	<b>77,49,56</b>	<b>84,13,39</b>	<b>84,34,05</b>	<b>88,32,94</b>

Appropriation to Depreciation Reserve Fund	15,09,39	15,75,64	19,14,27	18,67,42	18,88,19	19,10,71	19,12,59	20,13,22
Appropriation to Pension Fund	1,57,68	1,81,16	1,41,53	1,25,65	1,32,09	1,29,22	1,28,78	1,88,24
Payments to Worked Lines—Rebate	..	..	..	..	1,19	..	1,19	1,19
<b>TOTAL — WORKING EXPENSES</b>	<b>71,38,72</b>	<b>80,78,07</b>	<b>86,43,01</b>	<b>90,66,78</b>	<b>97,71,03</b>	<b>104,53,32</b>	<b>104,76,61</b>	<b>110,35,59</b>
Net Traffic Receipts	38,39,56	35,04,17	36,87,35	42,72,81	52,12,34	55,12,68	58,73,89	65,57,41
Miscellaneous Transactions—								
(a) Receipts —								
(i) Other receipts from subsidised companies	..	..	..	..	..	..	..	..
(ii) Other Miscellaneous Receipts	85	64	75	1,58	1,36	2,20	1,21	1,22
<b>TOTAL — RECEIPTS</b>	<b>85</b>	<b>64</b>	<b>75</b>	<b>1,58</b>	<b>1,36</b>	<b>2,20</b>	<b>1,21</b>	<b>1,22</b>
(b) Expenditure—								
(i) Land	..	..	..	..	..	..	..	..
(ii) Surveys	11,27	1,89	—3,33	5,12	—23,80	14,94	15,75	7,72
(iii) Open Line Works—Revenue	1,25,35	1,52,91	1,17,42	1,14,70	69,64	1,28,61	1,28,61	1,18,01
<b>TOTAL — EXPENDITURE</b>	<b>1,36,62</b>	<b>1,54,80</b>	<b>1,14,09</b>	<b>1,19,82</b>	<b>45,84</b>	<b>1,43,55</b>	<b>1,44,36</b>	<b>1,25,73</b>
Net Miscellaneous Receipts	—1,35,77	—1,54,16	—1,13,34	—1,18,24	—44,48	—1,41,35	—1,43,15	—1,24,51
Net Revenue	37,03,79	33,50,01	35,74,01	41,54,57	51,67,86	53,71,33	57,30,74	64,32,90
Payments to General Revenues—								
(i) Dividend to General Revenues	14,67,21	16,93,97	23,56,71	26,04,04	30,84,41†	30,92,73†	31,18,88†	33,69,71†
(ii) Share of payment in lieu of passenger fare tax	97,47	89,47						
Surplus (+) or Shortfall (—) for the year	21,39,11	15,66,57	12,17,30	15,50,53	20,83,45	22,78,60	26,11,86	30,63,19
Operating ratio	65.1%	69.7%	70.1%	68.0%	65.2%	65.5%	64.1%	62.7%
Ratio of net revenue to Capital-at-charge	10.2%	8.2%	8.1%	9.0%	9.0%	10.7%	9.6%	10.6%
*Includes receipts of Worked Lines		..	..	8,85	11,77	13,00	12,53	13,35

†Includes from 1966-67 proportionate share of dividend on the capital cost of electrified sections and certain other works which are borne in the books of the Railway Electrification Administration.

**APPENDIX XI—contd.**  
**WESTERN RAILWAY**  
**Statement of Revenue Receipts and Expenditure**

(Figures in thousands of rupees)

	Actuals, 1964-65	Actuals, 1965-66	Actuals, 1966-67	Actuals, 1967-68	Actuals, 1968-69	Budget Estimate, 1969-70	Revised Estimate 1969-70	Budget Estimate, 1970-71
<b>Capital-at-charge</b>	<b>275,16,80</b>	<b>296,06,49</b>	<b>307,30,61</b>	<b>323,82,87</b>	<b>328,89,38</b>	<b>349,46,71</b>	<b>352,56,37</b>	<b>365,89,46</b>
<b>Traffic Earnings—</b>								
(a) Coaching—								
(i) Passengers—								
Upper	4,41,69	4,55,85	5,09,11	5,83,35	5,62,32	5,72,00	6,22,70	7,03,00
Third	26,06,17	31,54,91	33,19,27	37,37,86	39,87,09	40,32,00	41,91,30	45,16,00
(ii) Other Coaching	5,16,10	5,72,26	5,66,57	5,76,36	6,39,52	6,47,00	7,06,50	7,53,00
(b) Goods	65,14,29	69,91,18	72,22,41	74,81,01	81,52,35	87,36,00	83,33,20	89,76,00
(c) Sundry Other Earnings	2,47,45	2,98,45	2,76,68	3,08,43	3,46,64	3,60,00	3,94,10	4,18,00
<b>TOTAL</b>	<b>103,25,70</b>	<b>114,72,65</b>	<b>118,94,04</b>	<b>126,87,01</b>	<b>136,87,92</b>	<b>143,47,00</b>	<b>142,47,80</b>	<b>153,66,00</b>
Suspense	—37,82	—1,57,04	—92,59	22,14	—30,27	—45,00	—85,30	20,00
<b>Gross Traffic Receipts</b>	<b>102,87,88</b>	<b>113,15,61</b>	<b>118,01,45</b>	<b>127,09,15</b>	<b>136,57,65</b>	<b>143,02,00</b>	<b>141,62,50</b>	<b>153,86,00</b>
<b>Working Expenses—</b>								
<b>Ordinary Working Expenses—</b>								
(i) Administration	6,35,38	7,05,50	7,71,61	8,27,98	8,85,84	9,46,64	9,54,79	9,85,81
(ii) Repairs and Maintenance	22,12,01	23,50,23	25,15,49	27,10,88	31,32,44	32,75,89	33,23,69	34,40,62
(iii) Operating Staff	13,10,95	14,65,08	16,20,16	17,67,01	19,30,17	20,70,07	20,68,32	21,09,53
(iv) Operation (Fuel)	15,64,83	16,51,48	18,31,32	20,73,43	22,91,07	22,18,45	23,91,58	23,62,81
(v) Operation other than Staff and Fuel	3,96,49	3,98,25	4,14,93	4,61,87	3,73,76	4,18,37	4,08,08	4,12,55
(vi) Miscellaneous Expenses	3,05,49	3,19,13	3,33,28	3,82,01	3,83,67	4,22,95	4,45,14	4,38,41
(vii) Staff Welfare	2,29,69	2,60,01	2,79,01	3,11,48	3,21,07	3,40,42	3,36,52	3,45,60
<b>TOTAL</b>	<b>66,54,84</b>	<b>71,49,68</b>	<b>77,65,80</b>	<b>85,34,66</b>	<b>93,18,02</b>	<b>96,92,79</b>	<b>99,28,12</b>	<b>100,95,33</b>
Suspense	—52,23	—9,76	—23,23	—16,45	—4,43	—20,06	—18,56	—16,42
<b>TOTAL — ORDINARY WORKING EXPENSES</b>	<b>66,02,61</b>	<b>71,39,92</b>	<b>77,42,57</b>	<b>85,18,21</b>	<b>93,13,59</b>	<b>96,72,73</b>	<b>99,09,56</b>	<b>100,78,91</b>

Appropriation to Depreciation Reserve Fund	9,87,33	9,89,30	11,42,06	10,67,38	10,75,05	10,85,13	10,77,73	11,35,36
Appropriation to Pension Fund	1,90,78	2,13,60	2,06,90	1,58,26	1,59,18	1,61,35	1,50,98	2,30,12
Payments to worked Lines—								
(i) Net earnings	..	..	..	..	8,54	..	..	..
<b>TOTAL—WORKING EXPENSES</b>	<b>77,80,72</b>	<b>83,42,82</b>	<b>90,91,53</b>	<b>97,43,85</b>	<b>105,56,36</b>	<b>109,19,21</b>	<b>111,38,27</b>	<b>114,44,39</b>
Net Traffic Receipts	25,07,16	29,72,79	27,09,92	29,65,30	31,01,29	33,82,79	30,24,23	39,41,61
Miscellaneous transactions—								
(a) Receipts—								
(i) Other receipts from subsidised companies	..	..	..	..	..	..	..	..
(ii) Other Miscellaneous Receipts	29	25	28	18	30	27	27	27
<b>TOTAL—RECEIPTS</b>	<b>29</b>	<b>25</b>	<b>28</b>	<b>18</b>	<b>30</b>	<b>27</b>	<b>27</b>	<b>27</b>
(b) Expenditure—								
(i) Land	..	..	..	..	..	..	..	..
(ii) Surveys	4	—9,26	84	7	5,26	9,74	19,94	18,30
(iii) Open Line Works—Revenue	1,85,44	1,69,19	1,57,11	1,24,17	1,05,68	1,31,82	1,28,82	1,36,39
<b>TOTAL—EXPENDITURE</b>	<b>1,85,48</b>	<b>1,59,93</b>	<b>1,57,95</b>	<b>1,24,24</b>	<b>1,10,94</b>	<b>1,41,56</b>	<b>1,48,76</b>	<b>1,54,69</b>
Net Miscellaneous Receipts	—1,85,19	—1,59,68	—1,57,67	—1,24,06	—1,10,64	—1,41,29	—1,48,49	—1,54,42
Net Revenue	23,21,97	28,13,11	25,52,25	28,41,24	29,90,65	32,41,50	28,75,74	37,87,19
Payments to General Revenues—								
(i) Dividend to General Revenues	11,09,94	12,36,72	16,01,93	16,08,06	16,79,55	17,49,92	17,49,35	18,16,04
(ii) Share of payment in lieu of passenger fare tax	2,03,73	2,05,93						
Surplus (+) or Shortfall (—) for the year	10,08,30	13,70,46	9,50,32	12,33,18	13,11,10	14,91,58	11,26,39	19,71,15
<b>Operating Ratio</b>	<b>75.6%</b>	<b>73.7%</b>	<b>77.0%</b>	<b>76.7%</b>	<b>77.3%</b>	<b>76.3%</b>	<b>78.6%</b>	<b>74.4%</b>
<b>Ratio of net revenue Capital-at-charge</b>	<b>8.4%</b>	<b>9.5%</b>	<b>8.3%</b>	<b>8.8%</b>	<b>9.1%</b>	<b>9.3%</b>	<b>8.2%</b>	<b>10.4%</b>

## APPENDIX XII

## Balance Sheet of Indian Railways

(Figures in lakhs of rupees)

Particulars	As on 31-3-1968	As on 31-3-1969
<b>LIABILITIES</b>		
1. (a) Investments financed from :—		
(i) Loan Capital (advanced by General exchequer)	2,978,03	3,101,27
(ii) Depreciation Reserve Fund	183,85	199,08
(iii) Development Fund	317,71	329,91
(iv) Revenue	154,47	161,71
(b) Miscellaneous	5,16	5,27
(c) TOTAL	3,639,22	3,797,24
2. Railway Reserve Funds:—		
(i) Depreciation Reserve Fund	79,75	98,17
(ii) Revenue Reserve Fund	12,20	3,49
* (iii) Development Fund	46	1,26
(iv) Pension Fund	52,37	57,90
(v) TOTAL	144,78	170,82
3. Banking Account:—		
(i) Provident Funds	339,20	348,32
(ii) Miscellaneous Deposits, advances, etc.	86,42	93,20
(iii) TOTAL	425,62	441,52
4. Demands payable (i.e. liabilities remaining undischarged at the end of the year)	25,65	29,21
5. Net liability arising out of inter-departmental, etc., transaction	49,24	54,12
<b>GRAND TOTAL</b>	<b>4,284,51</b>	<b>4,492,91</b>
<b>ASSETS</b>		
1. Cash in hand	23,41	28,64
Block Assets (contra item 1)	3,639,22	3,797,24
3. Funds with the Central Government (contra items 2 and 3)	570,40	612,34
4. Miscellaneous Advances (sundry debtors) to be recovered or adjusted	10,08	11,26
5. Traffic earnings (yet to be realised at the end of the years)	37,36	39,43
6. Items awaiting adjustment with Civil Departments, State Governments, etc.	4,04	4,00
<b>TOTAL</b>	<b>4,284,51</b>	<b>4,492,91</b>

\*The figure under Development Fund represents the balance remaining in the Fund after Appropriation of the Net Revenue Surplus and withdrawal from the Fund during the year.



### APPENDIX XIII DEPRECIATION RESERVE FUND

(Figures in lakhs of rupees)

Year	Appropriation to Fund	Withdrawals towards renewals and replacements	Net accretion to Fund during the year	Nominal closing balance	Temporary loans to meet deficit	* Actual closing balance
1924-25	10,35	7,29	3,06	3,06	..	3,06
1925-26	10,67	7,99	2,68	5,74	..	5,74
1926-27	10,89	8,05	2,84	8,58	..	8,58
1927-28	11,38	10,95	43	9,01	..	9,01
1928-29	12,00	9,60	2,40	11,41	..	11,41
1929-30	12,59	11,76	83	12,24	..	12,24
1930-31	13,07	11,39	1,68	13,92	..	13,92
1931-32	13,46	8,26	5,20	19,12	4,25	14,87
1932-33	13,77	6,35	7,42	26,64	10,23	12,06
1933-34	13,56	8,07	5,49	32,03	7,96	9,59
1934-35	13,72	8,66	5,06	37,09	5,06	9,59
1935-36	13,26	9,16	4,10	41,19	4,00	9,69
1936-37	13,17	7,88	5,29	46,48 (b)	-1,21	16,19
1937-38	[12,59	(a) 7,69	4,90	49,90	..	19,61
1938-39	[12,56	[7,08	5,48	55,38	..	25,09
1939-40	[12,59	[6,53	[6,06	61,44	..	31,15
1940-41	[12,64	[7,19	[5,45	66,89	..	36,60
1941-42	[12,68	[5,35	7,33	74,22	-7,91 (d)	51,84
1942-43	(c) 12,80	[4,95	7,85	82,07	-22,38	82,07
1943-44	[16,87	[6,64	10,23	92,30 (e)	..	92,30
1944-45	17,01	8,18	8,83	102,21	..	102,21
1945-46	(f) 17,25	12,01	5,24	107,45	..	107,45
1946-47	13,21	12,37	84	108,29	..	108,29
1947-48 (1-4-47 to 14-8-1947)	6,86	2,66	4,20	112,49	..	(g) 112,49
(15-8-47 to 31-3-1948)	6,81	3,27	3,54		..	95,74
1948-49	(i) 23,11	17,28	5,83	101,57	..	101,57
1949-50	19,17	11,73	7,44	109,01 (j)	..	109,01
1950-51	33,59	26,03	6,96	123,65	..	123,65

## APPENDIX XIII—contd.

## DEPRECIATION RESERVE FUND

(Figures in lakhs of rupees)

Year	Appropriation to fund from				With- drawal from fund	Net accretion to Fund during the year	Closing Balance
	Revenue	Capital	Interest on balance	Total			
1951-52	30,00	21	3,58	33,79	35,87	-2,08	(k) 122,02†
1952-53	30,00	33	4,09	34,42	40,89	-4,47	(l) 116,36†
1953-54	30,00	36	3,61	33,97	38,02	-4,05	(m) 112,79†
1954-55	30,00	37	3,35	33,72	45,82	-12,10	100,69†
1955-56	45,00	41	3,26	48,67	45,89	2,78	103,47†
1956-57	45,00	63	3,27	48,90	43,68	522	(n) 103,14†
1957-58	45,00	1,23	3,15	49,38	63,62	-14,24	(o) 88,89†
1958-59	45,00	87	2,53	48,40	80,72	-32,32	(p) 56,70†
1959-60	45,00	85	2,11	47,96	68,36	-20,40	(q) 37,30†
1960-61	45,00	79	85	46,64	64,04	-17,40	(r) 19,79†
1961-62	65,00	1,77	86	67,63	58,23	9,40	29,19†
1962-63	67,00	1,09	93	69,02	75,37	-6,35	22,84†
1963-64	80,00	1,54	1,03	82,57	72,40	10,17	(s) 32,97†
1964-65	83,00	1,25	1,44	85,69	75,39	10,30	43,27†
1965-66	85,00	1,64	1,85	88,49	78,91	9,58	52,85†
1966-67	100,00	2,01	2,60	104,61	79,69	24,92	(t) 77,76†
1967-68	95,00	2,18	3,15	100,33	93,82	6,51	(u) 79,74†
1968-69	95,00	2,40	3,69	101,09	80,39	20,70	(v) 98,17†
1969-70 (RE)	95,00	2,48	4,52	102,00	89,55	12,45	(w) 110,82†
1970-71 (BE)	100,00	2,51	5,06	107,57	100,00	7,57	118,39†

† These figures are provisional as the balances of the ex-States Railways merged therein have not yet been finalised.

- (a) Includes 32 lakhs written off capital on account of abandoned assets.  
 (b) Excludes 1,48 lakhs balance for Burma Railway.  
 (c) Includes 23 lakhs transferred from Bengal and North Western and Rohilkhand and Kumaon Railways' Renewal suspense.  
 (d) Includes 6,30 lakhs transferred from the Railway Reserve Fund.  
 (e) Includes 1,08 lakhs transferred from Renewal Reserve Fund for permanent way and rolling stock of the Bengal Nagpur, Madras and Southern Mahratta and South Indian Railways.  
 (f) Includes 20 lakhs recovered from the Bengal and North Western Railway Company on account of over-age rolling stock.  
 (g) Includes 20,30 lakhs, the estimated balance relating to Pakistan Railways.  
 (h) Excludes 20,30 lakhs, the estimated share less 1.19 lakhs on account of abandoned assets relating to Pakistan Railways.  
 (i) Includes 11,80 lakhs appropriated from the surplus.  
 (j) Includes 7,67 lakhs (Provisional) on account of Indian States Railways balances taken over from 1-4-1950. Difference of 1 due to rounding off.

- (k) Includes 45 lakhs (Provisional) on account of revision of the ex-Indian States Railways balances taken over from 1-4-1950.
- (l) Includes 81 lakhs on account of revision of the ex-Indian States Railways balance taken over from 1-4-1950.
- (m) Includes 48 lakhs on account of revision of the ex-Indian States Railways balance taken over from 1-4-1950.
- (n) Excludes 2,76 lakhs on account of difference between *ad hoc* and revised balances on 15-8-47 and 1,62 lakhs due to downward adjustment of D.R.F. balance of ex-Mysore State Rly. taken over on 1-4-1950 and 1,17 lakhs interest thereon.
- (o) Excludes 1 lakh on account of difference between the *ad hoc* balance and further revised balance as on 15-8-1947.
- (p) Includes 13 lakhs on account of difference between the *ad hoc* and revised balance on 15-8-47.
- (q) Includes 5 lakhs on account of revision of ex-States Railways balances relating to ex-G.B.S. Railways, 97 lakhs due to revision of pre-partition balances on Central Railway and excludes 2 lakhs on account of expenditure met from Development Fund transferred to Depreciation Reserve Fund.
- (r) Excludes 30 lakhs on account of difference between *ad hoc* and revised balance on 15-8-47 on Western Railway and includes 19 lakhs on account of expenditure from 1-4-55 to 31-3-60 incurred on quarters for class III and IV staff forming part of a scheme transferred to Development Fund on Central, Northeast Frontier and Southern Railways.
- (s) Excludes 4 lakhs due to expenditure transferred from Development Fund and Capital on Central Railway.
- (t) Excludes 1 lakh due to expenditure transferred from Development Fund on Northeast Frontier Railway.
- (u) Excludes 2,60 lakhs due to expenditure transferred from Development Fund on Northern (1,37), Southern (78), Southeastern (4) and Western Railways (41). Also excludes 1,93 lakhs due to expenditure from Capital transferred on Eastern (1), Northern (1,85) and Southeastern (7) Railways.
- (v) Excludes 30 lakhs due to anticipated write back of the expenditure on the work "Restoration of Bhagalpur-Mandar Hill" from Development Fund and 1,97 lakhs from Capital on Eastern and Southern Railways.
- (w) Includes 20 lakhs credits anticipated to be transferred from Capital on Southern Railway.

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\*The closing balances from 1933-34 to 1941-42 include Rs. 9 lakhs on account of loans to Branch Line Companies and those from 1937-38 to 1941-42 also include Rs. 31 lakh on account of investments in Branch Line Shares. In 1942-43 these amounts were transferred to the Railway Reserve Fund Investment Account.

**APPENDIX XIV**  
**REVENUE RESERVE FUND**

(Figures in lakhs of rupees)

Year	Appropriation to Fund	Withdrawal from Fund	Net accretion to Fund during the year	*Closing Balance
1924-25	6,38	(a)(-)-38	6,00	6,00
1925-26	3,79	..	3,79	9,79
1926-27	1,49	..	1,49	11,28
1927-28	4,57	..	4,57	15,85
1928-29	2,58	..	2,58	18,43
1929-30	..	2,08	-2,08	16,35
1930-31	..	10,93	-10,93	5,42
1931-32	..	4,95	-4,95	47
1932-33	..	..	..	47
1933-34	..	..	..	47
1934-35	..	..	..	47
1935-36	..	..	..	47
1936-37	..	..	..	47
1937-38	(b)1	..	1	48
1938-39	..	..	..	48
1939-40	..	..	..	48
1940-41	(c)6,31	90	5,41	5,89
1941-42	..	-90	90	6,79
1942-43	8,86	(d)6,30	2,56	9,35
1943-44	13,20	..	13,20	22,55
1944-45	17,89	2,96	14,93	37,48
1945-46	6,20	5,55	65	38,13
1946-47	(b)13	(e)15,25	-15,12	(f)23,02
1947-48 (1-4-47 to 14-8-47)	..	(g)13,6	-13,60	9,42
(15-8-47 to 31-3-48)	..	(h) 2,58	-2,58	6,84
1948-49	(i) 3	5	-2	6,82
1949-50	..	..	..	6,82

APPENDIX XIV  
REVENUE RESERVE FUND

(Figures in lakhs of rupees)

Year	Appropriation to Fund	Withdrawal from Fund	Net accretion to Fund during the year	Closing Balance
1950-51	5.40	—1	5.1	(j) 1358†
1951-52	(k) 19.12	—18	19.30	(l) 33,72†
1952-53	(m) 2.26	—4	2.30	(n) 36.056†
1953-54	1.13	..	1.13	37.18†
1954-55	1.18	..	1.18	38.36†
1955-56	(o) 8.51	—2	8.53	46.89†
1956-57	1.52	..	1.52	(p) 48.07†
1957-58	1.61	..	1.61	49.69†
1958-59	(g) 1.09	..	1.09	(r) 49.37†
1959-60	1.90	..	1.90	(s) 51.60†
1960-61	1.84	..	1.84	53.44†
1961-62	1.93	..	1.93	55.37†
1962-63	2.02	..	2.02	57.39†
1963-64	(t) 1.79	..	1.79	(u) 58.57†
1964-65	2.25	..	2.25	60.82†
1965-66	2.39	—	2.39	63.20†
1966-67	2.16	(v) 20.66	—18.50	44.70†
1967-68	1.18	(w) 33.68	—32.50	12.20†
1968-69	33	(x) 9.04	—8.71	3.49†
1969-70 RE	(y) 9.93	—13.10	—3.17	32†
1970-71 BE	(aa) 3.65	(ab) 3.65	..	32†

These figures are provisional as the balances of the ex-State Railways merged therein have not yet been finalised.

\*The closing balances include 47 lakhs from 1925-26 to 1936-37, 48 lakhs from 1937-38 to 1939-40, 43 lakhs from 1940-41 to 1941-42, 83 lakhs from 1942-43 to 1943-44, 90 lakhs in 1944-45, 83 lakhs in 1945-46, 52 lakhs in 1946-47, 26 lakhs from 1947-48 to 1950-51, 28 lakhs in 1951-52, 40 lakhs in 1952-53, 46 lakhs in 1953-54, 50 lakhs in 1954-55, 51 lakhs in 1955-56, 57 lakhs in 1956-57, 48 lakhs in 1957-58 to 1959-60, 44 lakhs in 1960-61, 37 lakhs in 1961-62 to 1965-66, and 31 lakhs in 1966-67 to 1969-70 on account of investments in shares of and loans to branch line companies.

(a) Represents amount utilised to write down the difference between the book values and current market price of stores.

- (b) Includes Rs. 1 lakh profit realised on investment in branch line shares cancelled.
- (c) Includes Rs. 1 lakh profit realised on cancellation of investments in branch line shares
- (d) Transferred to Depreciation Reserve Fund.
- (e) Includes Rs. 12 crores transferred to Betterment Fund (now Development Fund).
- (f) Difference of 1 is due to rounding.
- (g) To meet Railway deficit.
- (h) To meet Railway deficit.
- (i) Represents profit accrued on account of cancellation of investments in branch line shares.
- (j) Includes 1,35 lakhs (Provisional) on account of ex-Indian States Railways balances taken over from 1-4-1950.
- (k) Includes 18,34 lakhs on account of appropriation from surplus.
- (l) Includes 84 lakhs (Provisional) on account of revision of the Indian States Railways balances taken over from 1-4-1950.
- (m) Includes 1,19 lakhs on account of appropriation from surplus.
- (n) Includes 3 lakhs (Provisional) on account of revision of the ex-Indian States Railways balances taken over on 1-4-1950.
- (o) Includes 7,14 lakhs on account of appropriation from surplus.
- (p) Excludes 7 lakhs on account of difference between *ad hoc* and revised balances on 15-8-1947 and 21 lakhs representing 25 per cent share of the balance in respect of ex-Scindia State Rly. taken over on 1-4-50 and 6 lakhs interest thereon.
- (q) Excludes refund of 55 lakhs interest to General Revenues on reduction of pre-partition balance *vide* note (p).
- (r) Excludes 1,40 lakhs on account of reduction in pre-partition balances on 15-8-1947.
- (s) Includes 33 lakhs on account of revision of State Railway balances of ex-G.B.S. Railway.
- (t) Excludes refund to General Revenues of 33 lakhs of interest on ex-Scindia State Railway balance.
- (u) Excludes Rs. 61 lakhs of ex-Scindia State Railway dropped from State Railway balances.
- (v) Includes 2,39 lakhs for amortisation of capital and 18,27 lakhs for equalisation of dividend to General Revenues.
- (w) Includes 2,15 lakhs for amortisation of Capital and 31,53 lakhs for equalisation of Dividend to General Revenues.
- (x) Includes 1,18 lakhs for amortisation of Capital and 7,86 lakhs for equalisation of Dividend to General Revenues.
- (y) Includes 9,85 lakhs loan from General Revenues.
- (z) Made up of 33 lakhs for amortisation of Capital, 12,55 lakhs for equalisation of Dividend to General Revenues and 22 lakhs interest on loan.
- (aa) Includes 3,63 Lakhs on account of appropriation from surplus.
- (ab) Made up of 3,28 lakhs one third loan anticipated to be repaid and 37 lakhs interest on loan.

## APPENDIX XV

### DEVELOPMENT FUND

(Figures in lakhs of rupees)

Year	Appropriation to Fund from			With- drawal from Fund	Net accretion to Fund during the year	*Closing Balance
	Revenue Surplus etc.	Interest on balances	Total			
1946-47	(a) 15,00	24	15,24	41	14,83	14,83
1947-48	(1-4-47 to 15-8-47)	..	18	34	-16	14,67
1947-48	(15-8-47 to 31-3-48)	..	30	59	-29	14,38
1948-49	84	43	1,27	2,33	-1,06	13,32
1949-50	..	43	43	-5	48	13,80
1950-51	10,00	52	10,52	5,35	5,17	(b) 19,44
1951-52	10,00	65	10,65	7,70	2,95	(c) 22,48
1952-53	12,00	76	12,76	8,10	4,66	27,14
1953-54	2,56	73	3,29	9,81	-6,52	20,62
1954-55	9,10	60	9,70	12,78	-3,08	17,54
1955-56	7,08	49	7,57	12,14	-4,57	12,97
1956-57	20,22	43	20,65	19,84	81	(d) 13,75
1957-58	13,38	25	13,63	25,53	-11,90	1,85
1958-59	(e) 19,91	-99	18,92	27,87	-8,95	(f) -1,69
1959-60	(g) 34,97	-50	34,47	24,89	9,58	(h) 8,91
1960-61	(i) 35,59	-50	35,09	23,32	11,77	(j) 19,13
1961-62	24,40	31	24,71	21,14	3,57	(k) 10,49
1962-63	42,06	70	42,76	23,17	19,59	(l) 29,68
1963-64	49,24	1,54	50,78	29,94	20,84	(m) 52,23
1964-65	13,18	1,72	14,90	28,25	-13,35	(n) 38,99
1965-66	18,56	1,34	19,90	28,97	-9,01	(o) 30,09
1966-67	..	68	68	27,95	-27,27	(p) 3,37
1967-68	(q) 11,24	-5	11,19	19,15	-7,96	(r) 46
1968-69	(q) 14,06	-66	13,40	16,59	-3,19	(s) 1,26
1969-70	(q) 20,24	-1,50	18,74	20,00	-1,26	..
1970-71	(t) 23,11	-2,11	21,00	21,00	..	..

\*These figures from 1950-51 are provisional, as the balances of the ex-State Railway merged therein have not yet been finalised.

- (a) This is made up of 12 crores transferred from Railway Reserve Fund and 3 crores from the Railway Surplus.
- (b) Includes 47 lakhs (Provisional) on account of Indian States Railways' balances taken over from 1-4-50.
- (c) Includes 9 lakhs (Provisional) on account of revision of the Indian State Railways' balances taken over from 1-4-50.
- (d) Excludes 2 lakhs on account of difference between *ad hoc* and revised balances on 15-8-47 and 1 lakh interest thereon.
- (e) Includes 88 lakhs on account of interest refunded to the General revenues on reduction of repartition balances and 10,98 lakhs loan from the General Revenues.

- (f) Excludes 2.20 lakhs due to reflection in preparation balances on 15-8-47 and includes 7.61 lakhs due to transfer of the cost of Deesa-Gandhidham and Chunar-Robertsganj lines to Capital
- (g) Includes in 85 lakhs loan from General Revenues
- (h) Includes 1.02 lakhs due to the transfer of certain Wagon shops at Kotah and Mahalakshmi and of Adipur-Bhuj conversion on Western Railway to Capital
- (i) Includes 3.58 lakhs loans from General Revenues
- (j) Includes 3.32 lakhs due to transfer of the cost of the new lines, Utraitia-Suita, R-Zafarabad, and Pathankot-Madhampur on Northern Railway to Capital, to the extent of their remunerativeness according to assessment made on the basis of actuals, 1 lakh due to transfer of expenditure on Howrah Car Shed to Capital and also covers 4.88 lakhs due to transfer from Capital and Depreciation Reserve Fund to Development Fund of the expenditure from 1-4-55 to 31-3-60 relating to quarters forming part of a scheme for Class III and IV Staff
- (k) Includes 16.81 lakhs due to *ad hoc* transfer of the cost of the new lines under construction on 1-4-55, *viz.*, Khandwa-Hingoli on Central Railway and Quilon-Ernakulam on Southern Railway to Capital as per the accepted recommendations of the Railway Convention Committee, 1960. 39 lakhs due to erroneous transfer of the cost of the Works Bhagalpur-Mandar Hill restoration to Capital on Eastern Railway and 9 lakhs relating to conversion of Adipur-Bhuj on Western Railway and excludes 29.41 lakhs loans repaid to General Revenues in terms of the accepted recommendations of the Railway Convention Committee, 1960. 9 lakhs on account of write-back of erroneous adjustments relating to quarters for Class III and Class IV Staff forming part of a scheme to Capital and D.R.F.
- (l) Includes 11 lakhs due to transfer to Capital of the cost of the new line Bobbili-Saluru on South Eastern Railway since assessed to be remunerative and excludes 48 lakhs due to write-back from Capital of the erroneous adjustments made in 1961-62 relating to the Works 'Restoration of Bhagalpur-Mandar Hill' on Eastern Railway and conversion of 'Adipur-Bhuj' on Western Railway, and also covers 3 lakhs due to write-back of expenditure on the Works—providing Crossing Station at Kagada and doubling of the Section Godhra-Ratlam from Capital on Western Railway
- (m) Includes 2.50 lakhs due to transfer to Capital of the cost of certain works now assessed to be remunerative justifying their charge to Capital, 3 lakhs transferred to D.R.F. on Central Railway and excludes 82 lakhs transferred from Capital and O.L.W.R. on Western Railway
- (n) Includes 11 lakhs due to transfer of the cost of certain works now assessed to be remunerative justifying their charge to Capital on Eastern Railway
- (o) Includes 15 lakhs due to transfer of the cost of certain works now assessed to be remunerative on Western Railway and excludes 4 lakhs transferred from Capital on Northeast Frontier Railway
- (p) Includes 54 lakhs due to transfer of cost of certain works on Northeast Frontier (47 lakhs) and Southeastern (7 lakhs) Railways now assessed to be remunerative justifying their charge to Capital and one lakh transferred to O.L.W.R. and DRF wrongly charged to this Fund on N.F. Railway
- (q) Represents loan from General Revenues
- (r) Includes 2.45 lakhs transferred to Capital (Northern (1.49), Northeast Frontier (—12), Southern (90) and Western (18) Railways) and 2.60 lakhs transferred to Depreciation Reserve Fund [Northern (1.37), Southern (78) Southeastern (4) and Western (41) Railways.]
- (s) Includes 3.99 lakhs due to expenditure on restoration of Bhagalpur-Mandar-Hill on Eastern Railway (54), C.T.C. work on N.F. Railway (3.25) and Gorakhpur-Katihar microwave communications on N.E. Rly. (20) written back to Capital and Depreciation Reserve Fund.
- (t) Includes 4.36 lakhs loan from General Revenues.



APPENDIX XVI  
RAILWAY PENSION FUND

(Figures in lakhs of rupees)

Year	Appropriation to Fund					With- drawal from Fund	Net ac- cretion to fund during the year	Closing Balance
	By transfer from S.R.P.I. (Contri- butory)	Revenue	Capital	Interest on balance	Total			
1964-65 . . .	2,97	11,60	40	27	15,24	2,21	13,03	(a) 13,82
1965-66 . . .	29	12,10	40	76	13,55	2,55	11,00	(b) 25,17
1966-67 . . .	6,13	13,60	40	1,40	21,53	3,77	17,76	(c) 44,09
1967-68 . . .	53	10,00	30	2,01	12,84	5,34	7,50	(d) 52,37
1968-69 . . .	4,73	10,00	30	2,65	17,68	6,37	11,31	(e) 67,90
1969-70 (RE) . . .	2,67	10,00	30	3,34	16,31	7,66	8,65	(f) 81,79
1970-71 (BE) . . .	..	15,00	50	3,87	19,37	7,89	11,48	93,27

Includes (a) 79 lakhs, (b) 35 lakhs, (c) 1,16 lakhs, (d) 78 lakhs (e) 4,22 lakhs and (f) 5,24 lakhs on account of transfer from Contributory Provident Fund of staff opting for pensionary form of retirement benefits.