

Appendix-1
Status of Railway Funds
(Refer Para 1.11)

<i>Fund</i>	<i>Description</i>
<i>Depreciation Reserve Fund</i>	<i>The opening balance in this fund account as on 1 April 2014 was ₹1,021.38 crore. Appropriation to this fund is met out of the revenues earned by IR. This fund receives interest at the rate of dividend payable to general revenues. This fund is meant for replacement and renewal of over-aged assets. An amount of ₹ 7,975 crore (including ₹200 crore for Production Units) was appropriated to this fund. The fund closed at ₹1,777.12 crore at the end of 2014-15 by expending an amount of ₹ 7,286.93 crore on replacement and renewal of assets. Appropriation to DRF was made more than Budgeted provision by 12.77 per cent.</i>
<i>Pension Fund</i>	<i>The opening balance in this fund account as on 1 April 2014 was ₹419.04 crore. Appropriation to this fund is also met out of the revenues earned by IR. The fund receives interest at the rate of dividend payable to general revenues. Appropriation to the fund during 2014-15 was slightly more than the withdrawals. The available balance under the fund at the close of the year was ₹ 1,360.36 crore as on 31 March 2015. Appropriation to Pension Fund was more than Budgeted provision by 2.36 per cent.</i>
<i>Development Fund</i>	<i>The fund account as on April 1, 2014 stood at ₹3,053.02 crore. Appropriation to this fund is met as a first charge on revenue surplus available with IR after meeting out the total working expenditure and dividend. In 2014-15, the revenue surplus to the tune of ₹ 1,374.94 crore was appropriated to it. The capital expenditure amounting to ₹2,611.08 crore was incurred out of this fund during 2014-15. The fund closed at ₹2,013.12 crore at the end of 2014-15. Appropriation to Development Fund was more than Budgeted provision by 358.31 per cent.</i>
<i>Capital Fund</i>	<i>The fund account as on April 1, 2014 stood at ₹557.32 crore. Appropriation to this fund is also met from revenue surplus available with IR after meeting out the total working expenditure and dividend. In 2014-15, the revenue surplus to the tune of ₹ 6,233.36 crore was appropriated to it. The capital expenditure amounting to ₹5,449.24 crore was incurred out of this fund during 2014-15. The fund closed at ₹ 1,388.90 crore at the end of 2014-15. The Appropriation to Capital fund was more than Budgeted provision by 10.08 per cent.</i>
<i>Railway Safety Fund</i>	<i>The opening balance in this fund account as on April 1, 2014 was ₹804.98 crore. An amount of ₹2,206.44 crore was utilized in 2014-15 as against an amount of ₹1,498.61 crore credited to it. The fund account closed at ₹97.15 crore at the end of 2014-15.</i>
<i>Debt Service Fund</i>	<i>The fund was opened in year 2013-14 for making repayment of loans and debt servicing i.e. loans taken by the Ministry of Railways from World Bank and other multilateral agencies, supplement payment of pay and allowances and pension due to implementation of recommendations of Pay Commission. The opening balance in this fund account as on April 1, 2014 was ₹169.54 crore. An amount of ₹ 56.64 crore was appropriated to this fund in 2014-15. No expenditure was incurred from this fund during the year. The fund closed at ₹236.08 crore as on 31 March 2015. The Appropriation to Debt Service Fund was less than Budgeted provision by 43.92 per cent.</i>

Source—Indian Railways Appropriation Accounts-Part-II-Detailed Appropriation Accounts

Appendix-2.1- Appropriation Accounts 2014-15
(Reference Paragraph No.2.1)

(In units of ₹)

Number and name of the Grant/ Appropriation	Original Grant/ Appropriation	Supplementary	Final Grant/ Appropriation	Actual Expenditure	Excess (+)/ Savings (-)
1	Revenue – Railway Board				
Voted	2780100000	0	2780100000	2668058478	-112041522
2	Revenue – Miscellaneous Expenditure (General)				
Charged	21100000	0	21100000	21100000	0
Voted	8314500000	0	8314500000	9015258724	700758724
3	Revenue – Working Expenses – General Superintendence and Services				
Charged	0	13733000	13733000	13756862	23862
Voted	64727006000	0	64727006000	61057779745	-3669226255
4	Revenue – Working Expenses – Repairs and Maintenance of Permanent Way and Works				
Charged	7241000	12365000	19606000	11443156	-8162844
Voted	102679311000	1360562000	104039873000	102805157399	-1234715601
5	Revenue – Working Expenses – Repairs and Maintenance of Motive Power				
Charged	0	1451000	1451000	823362	-627638
Voted	46656410000	2550659000	49207069000	47827008885	-1380060115
6	Revenue - Working Expenses – Repairs and Maintenance of Carriages and Wagons				
Charged	179000	0	179000	0	179000
Voted	109434572000	4134950000	113569522000	112763164799	-806357201
7	Revenue - Working Expenses – Repairs and Maintenance of Plant and Equipment				
Charged	0	315000	315000	4961509	4646509
Voted	62281865000	1127711000	63409576000	60260143521	-3149432479
8	Revenue - Working Expenses – Operating Expenses – Rolling Stock and Equipment				

	<i>Charged</i>	0	1430000	1430000	1429521	-479
	Voted	94633001000	8393777000	103026778000	102042358906	-984419094
9	Revenue - Working Expenses – Operating Expenses – Traffic					
	<i>Charged</i>	0	13272000	13272000	10398444	-2873556
	Voted	197131148000	0	197131148000	190744683394	-6386464606
10	Revenue - Working Expenses – Operating Expenses - Fuel					
	<i>Charged</i>	1376000	0	1376000	0	-1376000
	Voted	351811749000	0	351811749000	290253178377	-61558570623
11	Revenue – Working Expenses – Staff Welfare and Amenities					
	<i>Charged</i>	0	714000	714000	326825	-387175
	Voted	51113818000	658380000	51772198000	50164666334	-160753166
12	Revenue - Working Expenses – Miscellaneous Working Expenses					
	<i>Charged</i>	1387214000	0	1387214000	1138681867	-248532133
	Voted	53387695000	3158225000	56545920000	51062782332	-5483137668
13	Revenue - Working Expenses – Provident Fund, Pension and Other Retirement Benefits					
	<i>Charged</i>	5550000	1013000	6563000	8664513	2101513
	Voted	297927002000	3500000000	301427002000	296357608108	-5069393892
14	Revenue - Appropriation to Funds – Depreciation Reserve Fund, Development Fund, Pension Fund, Capital Fund, Debt Service Fund					
	Voted	414787400000	28147200000	442934600000	446799394144	3864794144
15	Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortisation of Over-Capitalisation					
	Voted	91350000000	391300000	91741300000	91735474011	-5825989
16	Assets – Acquisition, Construction and Replacement - Open Line Works – Revenue					
	<i>Charged</i>	0	0	0	0	0
	Voted	0	0	0	0	0

	Assets – Acquisition, Construction and Replacement - Other Expenditure – Capital					
<i>Charged</i>	<i>1119550000</i>	<i>572305000</i>	<i>1691855000</i>	<i>1439061006</i>	<i>-252793994</i>	
Voted	792720614000	0	792720614000	736844700304	-55875913695	
	Assets – Acquisition, Construction and Replacement – Other Expenditure – Railway Safety Fund					
<i>Charged</i>	<i>20000000</i>	<i>0</i>	<i>20000000</i>	<i>6264978</i>	<i>-13735022</i>	
Voted	21980000000	18965000	21998965000	22330321366	331356366	
	Assets – Acquisition, Construction and Replacement - Other Expenditure – Railway Funds					
<i>Charged</i>	<i>54000000</i>	<i>0</i>	<i>54000000</i>	<i>32259181</i>	<i>-21740819</i>	
Voted	170953000000	4656516000	175609516000	173911194317	-1698321683	
	Grand Total					
<i>Charged</i>	<i>2616210000</i>	<i>616598000</i>	<i>3232808000</i>	<i>2689171224</i>	<i>-543636776</i>	
Voted	2934669191000	58098245000	299276743600	2848642933145	-144124502855	
Grand Total	2937285401000	58714843000	2996000244000	2851332104369	-144668139631	

Appendix 2.2 - Grant Wise- Railway Wise summary of Grant Account (Grant No.3 to 13)
(Reference Para 2.5)

(₹ in thousands)

Grant No.	Railway /Unit	Voted(V)	Original (O)	Supplementary (S)	Residual	Final Grant (F)	Actual Expenditure (A)	Variation (A-F)	Net Variation (A-O-S)
	1	2	3	4	5	6	7	8	9
3	C.R	V	4900200	0	-185804	4714396	4704975	-9421	-195225
3	E.R	V	6580500	0	27000	6607500	6487060	-120440	-93440
3	E.C.	V	4129500	0	-551500	3578000	3620894	42894	-508606
3	E.CO	V	1957689	0	-8385	1949304	1952421	3117	-5268
3	N.R	V	7081200	0	-460213	6620987	6414577	-206410	-666623
3	N.C	V	2987094	0	4700	2991794	2912798	-78996	-74296
3	N.E.	V	3549430	0	-265496	3283934	3192849	-91085	-356581
3	N.F.	V	3714500	0	-191800	3522700	3531569	8869	-182931
3	N.W.	V	2976700	0	-126609	2850091	2838081	-12010	-138619
3	S.R	V	5369100	0	-265532	5103568	4991282	-112286	-377818
3	S.C.	V	4569010	0	-37574	4531436	4260641	-270795	-308369
3	S.E.	V	5215800	0	-341900	4873900	4861961	-11939	-353839
3	SEC	V	1928000	0	3835	1931835	1903579	-28256	-24421
3	S.W	V	1916669	0	-92125	1824544	1770263	-54281	-146406
3	W.R	V	5224500	0	-119272	5105228	5080265	-24963	-144235
3	W.C.	V	2441614	0	79138	2520752	2351725	-169027	-89889
3	METRO	V	185500	0	-2225	183275	182839	-436	-2661
4	C.R	V	8237711	153282	150000	8540993	8340184	-200809	-50809
4	E.R	V	5411000	200400	200000	5811400	5793408	-17992	182008
4	E.C.	V	6401574	21426	0	6423000	6348640	-74360	-74360
4	E.CO	V	5028712	215188	640000	5883900	5852649	-31251	608749
4	N.R	V	11570850	0	-795590	10775260	10794997	19737	-775853
4	N.C	V	6490018	132038	100000	6722056	6816559	94503	194503
4	N.E.	V	4375610	0	-429438	3946172	3935168	-11004	-440442
4	N.F.	V	7123800	0	-61700	7062100	6983102	-78998	-140698
4	N.W.	V	4471491	0	-67701	4403790	4351287	-52503	-120204
4	S.R	V	6331300	194904	160000	6686204	6674459	-11745	148255
4	S.C.	V	9985834	221700	462086	10669620	10011384	-658236	-196150
4	S.E.	V	5788619	115181	103200	6007000	6163126	156126	259326
4	SEC	V	3346240	106443	300000	3752683	3743618	-9065	290935
4	S.W	V	3371217	0	-4763	3366454	3404215	37761	32998
4	W.R	V	8720535	0	-709353	8011182	8032506	21324	-688029
4	W.C.	V	5723200	0	-12332	5710868	5298514	-412354	-424686
4	METRO	V	301600	0	-34409	267191	261342	-5849	-40258
5	C.R	V	4054824	74654	-50000	4079478	4110930	31452	-18548
5	E.R	V	3811557	0	-188666	3622891	3581300	-41591	-230257
5	E.C.	V	2515850	386250	100000	3002100	3034962	32862	132862
5	E.CO	V	1777749	195700	-20000	1953449	1934391	-19058	-39058
5	N.R	V	6068488	0	-181021	5887467	5477691	-409776	-590797
5	N.C	V	2297450	164352	0	2461802	2516415	54613	54613
5	N.E.	V	1315400	20421	0	1335821	1330213	-5608	-5608
5	N.F.	V	1757800	286000	0	2043800	1881931	-161869	-161869
5	N.W.	V	1168828	308213	69687	1546728	1560847	14119	83806
5	S.R	V	3443000	221810	0	3664810	3619143	-45667	-45667

5	S.C.	V	4666910	21663	-58294	4630279	4376824	-253455	-311749
5	S.E.	V	3275100	375367	190000	3840467	3742077	-98390	91610
5	SEC	V	1368900	50099	0	1418999	1433032	14033	14033
5	S.W	V	1604430	8787	0	1613217	1608272	-4945	-4945
5	W.R	V	3212200	288038	138294	3638532	3594867	-43665	94629
5	W.C.	V	4317924	149305	0	4467229	4024115	-443114	-443114
5	METRO	V	0	0	0	0	0	0	0
6	C.R	V	10381712	0	-121266	10260446	10302321	41875	-79391
6	E.R	V	13325028	434677	-100000	13659705	13555347	-104358	-204358
6	E.C.	V	6614500	170000	50000	6834500	6914687	80187	130187
6	E.CO	V	3931603	711196	179644	4822443	4776258	-46185	133459
6	N.R	V	13970458	37975	-45944	13962489	13884351	-78138	-124082
6	N.C	V	2799511	480581	0	3280092	3333539	53447	53447
6	N.E.	V	3677006	0	-38316	3638690	3723890	85200	46884
6	N.F.	V	5190900	352500	0	5543400	5389926	-153474	-153474
6	N.W.	V	3785922	158232	-50000	3894154	3899426	5272	-44728
6	S.R	V	9033300	436900	150000	9620200	9426749	-193451	-43451
6	S.C.	V	7908038	156680	-210808	7853910	7696862	-157048	-367856
6	S.E.	V	8331221	710779	362000	9404000	9353144	-50856	311144
6	SEC	V	3025625	32152	0	3057777	3129173	71396	71396
6	S.W	V	4158432	161698	0	4320130	4275620	-44510	-44510
6	W.R	V	9613721	0	-164569	9449152	9428604	-20548	-185117
6	W.C.	V	3276895	291580	0	3568475	3276596	-291879	-291879
6	METRO	V	410700	0	-10741	399959	396671	-3288	-14029
7	C.R	V	5224169	220671	119900	5564740	5417405	-147335	-27435
7	E.R	V	5288997	9487	0	5298484	5003938	-294546	-294546
7	E.C.	V	4994267	0	-147948	4846319	4853593	7274	-140674
7	E.CO	V	2579101	186873	41314	2807288	2583964	-223324	-182010
7	N.R	V	6901100	17387	23230	6941717	6434246	-507471	-484241
7	N.C	V	4286919	167262	150000	4604181	4452597	-151584	-1584
7	N.E.	V	2312311	0	-47837	2264474	2175008	-89466	-137303
7	N.F.	V	2671200	0	-26700	2644500	2462168	-182332	-209032
7	N.W.	V	2106891	41908	20000	2168799	2144843	-23956	-3956
7	S.R	V	4563500	67500	0	4631000	4255719	-375281	-375281
7	S.C.	V	5031857	169165	29168	5230190	4815891	-414299	-385131
7	S.E.	V	3631800	39900	0	3671700	3606243	-65457	-65457
7	SEC	V	2039210	12867	0	2052077	1910153	-141924	-141924
7	S.W	V	1441614	0	-279757	1161857	1096537	-65320	-345077
7	W.R	V	5259750	187650	150000	5597400	5441127	-156273	-6273
7	W.C.	V	3516979	7041	0	3524020	3216397	-307623	-307623
7	METRO	V	432200	0	-31370	400830	390315	-10515	-41885
8	C.R	V	9217828	889415	133776	10241019	10122776	-118243	15533
8	E.R	V	8004478	609792	0	8614270	8528223	-86047	-86047
8	E.C.	V	7109473	0	-155576	6953897	6927114	-26783	-182359
8	E.CO	V	4196533	676426	0	4872959	4770218	-102741	-102741
8	N.R	V	12070805	683663	0	12754468	12922276	167808	167808
8	N.C	V	4990422	460799	0	5451221	5824898	373677	373677
8	N.E.	V	2843555	199289	0	3042844	3049799	6955	6955
8	N.F.	V	3278900	208500	-50000	3437400	3225432	-211968	-261968
8	N.W.	V	3669830	265372	0	3935202	3892558	-42644	-42644
8	S.R	V	6042600	449852	0	6492452	6479626	-12826	-12826
8	S.C.	V	6977832	889320	-16729	7850423	7565532	-284891	-301620
8	S.E.	V	6371600	495900	-93732	6773768	6854000	80232	-13500

8	SEC	V	4198400	701600	0	4900000	4863602	-36398	-36398
8	S.W	V	2685657	499392	0	3185049	3053392	-131657	-131657
8	W.R	V	8032500	700300	182261	8915061	8642591	-272470	-90209
8	W.C.	V	4374694	606135	0	4980829	4696063	-284766	-284766
8	METRO	V	567894	58022	0	625916	624259	-1657	-1657
9	C.R	V	16788200	0	-414431	16373769	16491654	117885	-296546
9	E.R	V	10013300	0	-1697910	8315390	7592868	-722522	-2420432
9	E.C.	V	18282300	0	-1361300	16921000	16980361	59361	-1301939
9	E.CO	V	11578444	0	272561	11851005	11825475	-25530	247031
9	N.R	V	24534600	0	155690	24690290	24502541	-187749	-32059
9	N.C	V	15568800	0	1271700	16840500	17206036	365536	1637236
9	N.E.	V	6702300	0	230857	6933157	6843641	-89516	141341
9	N.F.	V	5360400	0	-145600	5214800	4974581	-240219	-385819
9	N.W.	V	7213350	0	301926	7515276	7524381	9105	311031
9	S.R	V	12692400	0	-1382951	11309449	11001942	-307507	-1690458
9	S.C.	V	16799100	0	652919	17452019	17119818	-332201	320718
9	S.E.	V	8904000	0	-2007700	6896300	6668424	-227876	-2235576
9	SEC	V	11803950	0	1386629	13190579	13065811	-124768	1261861
9	S.W	V	6782104	0	-351359	6430745	6327157	-103588	-454947
9	W.R	V	15058700	0	-873160	14185540	14023717	-161823	-1034983
9	W.C.	V	8706900	0	-73780	8633120	8270696	-362424	-436204
9	METRO	V	342300	0	-18787	323513	325580	2067	-16720
10	C.R	V	32720500	0	-3248069	29472431	29185103	-287328	-3535397
10	E.R	V	16068812	0	-1255097	14813715	14633267	-180448	-1435545
10	E.C.	V	17714200	0	-706200	17008000	16583516	-424484	-1130684
10	E.CO	V	19645267	0	-4159371	15485896	15257486	-228410	-4387781
10	N.R	V	36675900	0	-5495476	31180424	30134459	-1045965	-6541441
10	N.C	V	19491584	0	-1615119	17876465	16994861	-881604	-2496723
10	N.E.	V	14470157	0	-3171839	11298318	10585098	-713220	-3885059
10	N.F.	V	19122024	0	-6046124	13075900	12306636	-769264	-6815388
10	N.W.	V	21956400	0	-3031400	18925000	18275198	-649802	-3681202
10	S.R	V	20151500	0	-3033500	17118000	16888209	-229791	-3263291
10	S.C.	V	36906400	0	-6665843	30240557	30165503	-75054	-6740897
10	S.E.	V	15050900	0	-1912600	13138300	12949001	-189299	-2101899
10	SEC	V	10469550	0	222062	10691612	10451654	-239958	-17896
10	S.W	V	16969087	0	-2911187	14057900	13704265	-353635	-3264822
10	W.R	V	33308368	0	-7526904	25781464	25581618	-199846	-7726750
10	W.C.	V	20631200	0	-4344027	16287173	16116260	-170913	-4514940
10	METRO	V	459900	0	-9877	450023	441044	-8979	-18856
11	C.R	V	4161300	77878	0	4239178	4293195	54017	54017
11	E.R	V	3829390	80188	0	3909578	3788066	-121512	-121512
11	E.C.	V	2300400	0	-196000	2104400	2153420	49020	-146980
11	E.CO	V	2011122	95790	267110	2374022	2279528	-94494	172616
11	N.R	V	6455700	0	-199516	6256184	5786182	-470002	-669518
11	N.C	V	2080900	19742	0	2100642	2067779	-32863	-32863
11	N.E.	V	2252017	13823	0	2265840	2203086	-62754	-62754
11	N.F.	V	3581000	87000	0	3668000	3661337	-6663	-6663
11	N.W.	V	1822840	80885	0	1903725	1931237	27512	27512
11	S.R	V	4274700	0	-45014	4229686	4066768	-162918	-207932
11	S.C.	V	4696500	94550	373269	5164319	4713688	-450631	-77362
11	S.E.	V	3620400	0	-162900	3457500	3417567	-39933	-202833
11	SEC	V	1788400	23114	0	1811514	1807597	-3917	-3917
11	S.W	V	1572940	23449	0	1596389	1524932	-71457	-71457

11	W.R	V	4465500	14000	-3053	4476447	4407201	-69246	-72299
11	W.C.	V	2089009	47961	0	2136970	1979882	-157088	-157088
11	METRO	V	111700	0	-33896	77804	83200	5396	-28500
12	C.R	V	4652320	0	-1174307	3478013	3523973	45960	-1128347
12	E.R	V	5717795	795479	1407146	7920420	7608756	-311664	1095482
12	E.C.	V	3781750	0	-54200	3727550	3548183	-179367	-233567
12	E.CO	V	1676600	130151	-30000	1776751	2143387	366636	336636
12	N.R	V	9826183	611947	544854	10982984	9930872	-1052112	-507258
12	N.C	V	2973091	366535	0	3339626	1030740	-2308886	-2308886
12	N.E.	V	2036605	75534	0	2112139	635118	-1477021	-1477021
12	N.F.	V	2948600	0	-216200	2732400	2723540	-8860	-225060
12	N.W.	V	1589112	10748	0	1599860	1400390	-199470	-199470
12	S.R	V	3219950	188190	0	3408140	3503819	95679	95679
12	S.C.	V	3688197	0	-379529	3308668	3158616	-150052	-529581
12	S.E.	V	3160247	185400	0	3345647	3451083	105436	105436
12	SEC	V	824600	0	-31166	793434	862702	69268	38102
12	S.W	V	1856540	487044	0	2343584	2115873	-227711	-227711
12	W.R	V	4152611	28038	-66598	4114051	4186001	71950	5352
12	W.C.	V	1117794	241626	0	1359420	1036918	-322502	-322502
12	METRO	V	165700	37533	0	203233	202811	-422	-422
13	C.R	V	30575300	137014	91786	30804100	29340859	-1463241	-1371455
13	E.R	V	36157400	0	-269600	35887800	35426813	-460987	-730587
13	E.C.	V	21859600	0	-1626300	20233300	23193584	2960284	1333984
13	E.CO	V	6303228	0	-17714	6285514	6147735	-137779	-155493
13	N.R	V	21590597	2353906	2185275	26129778	26497726	367948	2553223
13	N.C	V	37136300	198330	400070	37734700	37115056	-619644	-219574
13	N.E.	V	5289870	160515	150085	5600470	5330468	-270002	-119917
13	N.F.	V	9876600	0	-1900	9874700	10137753	263053	261153
13	N.W.	V	16181400	0	-27600	16153800	15009008	-1144792	-1172392
13	S.R	V	29199400	0	-251687	28947713	28210648	-737065	-988752
13	S.C.	V	26117400	0	-675942	25441458	22979279	-2462179	-3138121
13	S.E.	V	12017250	114700	8000	12139950	11853674	-286276	-278276
13	SEC	V	5924500	0	-200410	5724090	5515304	-208786	-409196
13	S.W	V	8609089	0	-558524	8050565	7619228	-431337	-989861
13	W.R	V	15314368	313935	1187451	16815754	16889472	73718	1261169
13	W.C.	V	13095300	181700	-220800	13056200	12575307	-480893	-701693
13	METRO	V	190000	39900	0	229900	229073	-827	-827
13	CLW	V	820900	0	-188800	632100	681671	49571	-139229
13	DLW	V	403700	0	0	403700	326403	-77297	-77297
13	ICF	V	484300	0	-6010	478290	490014	11724	5714
13	RWF	V	79400	0	10393	89793	89778	-15	10378
13	DMW	V	87800	0	10407	98207	96650	-1557	8850
13	RCF	V	255500	0	-10600	244900	242641	-2259	-12859
13	IRISET	V	55800	0	-5190	50610	50731	121	-5069
13	RSC/BR C	V	4300	0	140	4440	12440	8000	8140
13	Audit	V	297700	0	17470	315170	296293	-18877	-1407

Note: - Negative sign denotes surrender (Col. No. 5) or saving (Col. No. 8 and 9)

Appendix 3.1 (Paragraph No. 3.6)									
Total Nos. of New services sanctioned during 2009-10 to 2013-14									
Railway	2009-10		2010-11		2011-12		2012-13	2013-14	Total
	Suppl. grant		Suppl. grant		Suppl. grant		Suppl. grant	Suppl. grant	
	Dec.09	Mar.10	Aug.10	Mar.11	Dec.11	Mar.12	Budget Session	Dec.13	
SER	4	6	11	0	5	1	0	2	29
ER	8	0	25	1	6	4	7	2	53
SECR	1	0	0	0	1	0	0	0	2
ECOR	4	0	2	1	2	0	0	0	9
ECR	1	0	10	0	2	0	0	1	14
CR	1	0	2	1	1	0	6	2	13
WR	2	4	8	2	0	0	0	1	17
NR	3	1	2	1	10	0	1	1	19
NWR	2	0	4	0	0	5	1	0	12
SR	7	0	5	0	4	0	3	7	26
SWR	1	0	1	0	1	5	1	1	10
SCR	6	0	11	74	7	0	2	2	102
NCR	1	5	1	12	4	2	4	1	30
WCR	1	0	5	7	1	0	6	0	20
NER	1	0	2	0	2	0	0	3	8
NEFR	2	0	6	20	0	0	2	0	30
Metro Rly./Kol	1	0	3	1	0	0	0	0	5
ICF	0	0	1	0	0	0	0	0	1
RCF	0	7	0	13	0	0	0	0	20
RWF	0	1	1	0	0	0	0	0	2
RE	0	0	2	0	0	0	0	1	3
RDSO	0	0	0	0	0	1	0	0	1
DLW	0	0	0	1	0	0	0	0	1
Rly.Board	4	0	25	1	0	0	0	0	30
Total	50	24	127	135	46	18	33	24	457

Appendix-3.2 (Paragraph No. 3.7.2.2) Status of works 'Not yet started' as on 31-3-2015							
S. No.	Zonal Railway	Name of the work	Year of sanction	Sanctioned cost (₹ in lakhs)	Date of sanction of the detailed estimate	Date of calling of tender	Date of finalisation of tender
1	2	3	4	5	6	7	8
1	SER	Kharagpur-Tatanagar-Road over bridge in lieu of level crossing No.103 near Chakulia	2013-14 (December 2013)	SF-1913.51 EBR-1985.86	Not prepared	Not yet done	Not yet done
2	SER	Hatia-Widening of road over bridge at Km 423/30-32 near Birsa chowk	2013-14 (December 2013)	SF-403.69 EBR-403.68	22.10.2014	18.11.2014	Not yet done
3	SER	Howrah-Kharagpur section-Provision of Train Management System(TMS)(28 stations)	2010-11 (August 2010)	6499	09.6.2011	13.2.2012	Tender discharged (13.5.2015)
4	SER	Kolkata Area-public address system in suburban trains (50 rakes)	2009-10 (December 2009)	570	04.12.2010 and 24-6-2011	(dropped on Admn. Ground)	Not yet done
5	ER	Kolkata Area- Public address system in suburban trains (141 rakes)	2009-10	1607	23.06.2011	Not yet called	Does not arise
6	ER	Bardhaman Yard- 4 Lane over bridge in lieu of 2 lane road over bridge No.213	2009-10	15668	Not yet sanctioned	NA	NA
7	ER	Asansol Division - Additional DI pipeline from Barakar pump house to Asansol filter house.	2010-11	1189	Not yet sanctioned	23.04.2015	03.07.2015
8	ER	Dankuni-Chandanpur-Provision of 4th line (25.41 km) as 1st phase of Dankuni-Saktigarh 4th line	2010-11	19888	07.01.2011	Not yet called	Does not arise
9	ER	Construction of new rail terminal station New Garia between Sealdah and Sonarpur.	2010-11	1971	05.02.2012	06-03-2014	NA
10	ER	Dankuni-Bhattanagar via CC line(west)-Doubling with one additional loop at Bhattanagar	2011-12	6025	05.08.2013	18.12.2014	Not yet Finalised
11	ER	Sealdah Division-Provision of construction of RCC covered deep drain at Haliashahar Railway station to protect Railway Track as well as station approach Road	2011-12	100	NA	NA	NA
12	ER	Road under bridge in lieu of level crossing No. 111/T, Beldanga	2013-14	100.87	18.03.2014	25.04.2014	NA

13	ECR	Sahasra Yard- Road over bridge in lieu of level crossing No.31/Spl	2013-14	2882.53	Part DE sanctioned on 17.01.14	Not yet done	Not yet done
14	ECR	Rampur Dumra-Operationalisation of bridge line common loop.	2010-11	301	NA	NA	NA
15	ECR	Biharsharif- Provision of 3rd loop line	2010-11	306	NA	NA	NA
16	ECR	Gaya-Gomoh - Strengthening of bridges under Dedicated Freight Corridor feeder routes on Grand Chord section of Dhanbad Division (33 Nos.)	2010-11	1881.15	Not yet sanctioned	Not yet done	Not yet done
17	CR	Pune-Lonavala-Karjat-Train Protection System 78 km	Dec-11	4852	DE under preparation	Not yet done	Not yet done
18	WR	Udvada-Pardi Road over bridge in lieu of level crossing no. 87	2009-10	494.26	Under Sanction	Not Applicable	Not Applicable
19	WR	Virar-Surat Road Over Bridge in lieu of level crossing no. 101 (near Dungri)	2009-10	488.06	Not yet sanctioned	Not Applicable	Not Applicable
20	WR	Than-Lakhamachi-Road over bridge in lieu of level crossing no.73	2009-10	142.80	Not yet sanctioned	Not Applicable	Not Applicable
21	WR	Bharuch-Dahej-2 lane road over bridge in lieu of level crossing No. 2A	2010-11	720.00	Not yet sanctioned	Not Applicable	Not Applicable
22	WR	Bharuch-Dahej-4 lane road over bridge in lieu of level crossing No. 50 near Bharuch yard.	2010-11	1018.00	Not yet sanctioned	Not Applicable	Not Applicable
23	WR	Ankleswar-Washing cum pit line and coaching depot	2013-14	2200.00	Not yet sanctioned	Not Applicable	Not Applicable
24	NR	Adarsh Nagar-Provision of additional loop line	2010-11	425	Not sanctioned (under vetting)	Not yet called	Not yet done
25	NR	Delhi Kishanganj-Setting up of Wrestling Academy.	2010-11	492.25	7.3.2011	Not yet called	Not yet done
26	NR	Qadian-Beas-New line (39.68 km)	2011-12	20522	Not prepared	Not yet called	Not yet done
27	SR	Attipattu-Minjur-2-lane road over bridge in lieu of level crossing No.14	2013-14	NA	NA	NA	NA
28	SR	Kaniyambadi-Vellore Cantt-2 lane road over bridge in lieu of level crossing No.123	2013-14	NA	NA	NA	NA
29	SR	Kanchipuram -Tirumalpur-4 Lane road over bridge in lieu of level crossing No.29	2013-14	NA	NA	NA	NA

30	SR	Kulikarai-Thiruvarur-2 lane road over bridge in lieu of level crossing No.34	2013-14	NA	NA	NA	NA
31	SR	Valliyur-Nanguneri-2-lane road over bridge in lieu of level crossing No.82	2013-14	NA	NA	NA	NA
32	SR	Salem Town-Salem Market-2 lane road over bridge in lieu of level crossing No.185	2013-14	NA	NA	NA	NA
33	SR	Ettapur Road -Minnampalli-2-lane road over bridge in lieu of level crossing No.159	2013-14	NA	NA	NA	NA
34	SWR	Hospet-Bellary, Toranagallu-RNGP, Hospet-Gondal-Swmihalli and Badami-Hotgi sections- Replacement for Damaged Glued Joints-200 sets	2011-12 (31.01.12)	68.25	29.06.12	Tender to be called	NA
35	SWR	Provision of Retro reflective signal boards at Level Crossings in Mysore and Sakleshpur Sub Division	2011-12	97.85	29.11.12	27.12.12	02.12.13
36	SCR	Adilabad - Mudkhed section: Proposed construction of ROB in lieu of LC No.30 near Adilabad yard	2010-11	248.00	15.3.2011	23.3.2011	28.4.2011
37	SCR	TDU-Proposed reroofing exten. And improvements to stn bldg. Raising and improvements circulating area and provn of cover and improvements to FOB to develop as Adarsh Stations	2010-11	147.90	05-08-2011	No	No
38	SCR	Provision of shelters at E class stations with galvo aluminum station (Bonakalu, Papatapalli, Mallemadugu, Gajulagudam, Chimapahad, Tadikalapudi, Gandhipuram, Karepalli, Bethampudi, Cheruvumadhawaram, Tondalagopavaram, Motimari, Chauki Man and Pandillapalli) on platforms.	2010-11	99.00	12.10.12	18.12.14	2.4.15
39	SCR	Guntur-Provision of escalator on platform 4 & 5.	2010-11	91.00	No	No	No

40	SCR	Kacheguda-COP on PF No.2 - 164 Mtrs to cover full length.	2010-11	105.00	7.7.11	27.3.12	13.7.12
41	SCR	Parbhani-Improvement of circulating area along with provision of exit and entry gate.	2010-11	50.00	06.01.2015	09.02.2015	28.5.2015
42	NCR	Proposed stabilization of formation with lime slurry pressure injection from Km. 989 to 991.50 and 1022 to 2027 up and down main line 15 Kms. of Bina-Jhansi section	2010-11	80.64	Not sanctioned	Not yet done	Not yet done
43	NCR	Kanpur-Mughalsarai Train protection & warning system 351 km	2011-12	13843	Not sanctioned	Not yet done	Not yet done
44	NCR	Agra-Gwalior Train protection & warning system 125 km	2011-12	8068	Not sanctioned	Not yet done	Not yet done
45	NCR	Gwalior-Sheopur Kalan Na section TS R(s) 2.957 kms from km 1372.100 to km 1375.050	2012-13	84.82	10.5.2013	Not yet done	Not yet done
46	WCR	Bina-Agasod Road & Bina-Kota-2 lane road over bridge in lieu of level crossing No. 309 C/2E & No. 3-B/2	2011-12	2023	22.08.2012	Not applicable	Not applicable
47	NER	Varanasi-Sanath -2 lane road over bridge in lieu of level crossing No.23/A (Kajjakpura)	2013-14	3065	01.04.2015	Not yet done	Not yet done
48	NER	Varanasi Jn- Manduadih-2 lane road over bridge in lieu of level crossing No.3/A (Manduadih Yard)	2013-14	4198	10.02.2015	Not yet done	Not yet done
49	NER	Manduadih-Hadattpur-Limited height subway in lieu of level crossing Nos.5/B & 6/C	2013-14	737	31.10.2014	opened on 11.07.15	Not yet done
50	NER	Allahabad City-Allahabad Junction -2 lane road over bridge in lieu of level crossing No. T-1/B	2011-12	1604	Decision for construction awaited	Decision for construction awaited	Decision for construction awaited
51	NFR	New Jalpaiguri-Setting up of Rail Axle Manufacturing Factory	2010-11	28412.00	NA	NA	NA
52	NFR	Guwahati- Setting up of Wagon Manufacturing Factory	2010-11	18850.00	NA	NA	NA

53	Metro	Kolkata-Strengthening of track on sharp curves by providing hybrid design track fittings assembly	2010-11	259.58	Not found in the File	19.01.2012 (Tender Value : 2,67,48,880)	Tendering not done
54	Metro	Dumdum-Tollygunge section-Changing of cant in running track	2010-11	997.5	27.01.2011	Tender not floated	Tendering not done
55	RCF	Replacement of VCB's in MRS and Sub-station	2010-11	50.00	Not yet done	Not yet done	Not yet done
56	RE	Katwa-Azimganj Naihati & Azimganj Tildanga/ New Farakka incl. Naihati & Azimganj by pass line-Electrification	2013-14	11982.64	17.4.2015	21.5.2015	Tender is under finalisation
57	RB	Provision of Rail Borne Manitenance Vehicles (RBMV)-16 Nos.	2010-11	4800	NA	Not yet processed	Not yet processed
58	RB	Provision of Work-site Tampers (WST) 17 Nos.	2010-11	8772	NA	Not yet processed	Not yet processed
59	RB	Provision of Dynamic Track Stabilizers (DTS)- 5 Nos.	2010-11	3730	NA	Not yet processed	Not yet processed
60	RB	Provision of Ballast Regulating Machines (BRM)-6 Nos.	2010-11	1500	NA	Not yet processed	Not yet processed
61	RB	Provision of Track Relaying Train (TRT)- 1 No.	2010-11	2842	NA	Not yet processed	Not yet processed
62	RB	Fitment of GOLD (Guidance for Optimized Locomotive Driving) on 20 diesel locos @ Rs. 5.5 lakhs each.	2010-11	500	NA	Not yet processed	Not yet processed

NA- Not Available

Appendix-3.3 (Paragraph No. 3.7.2.4)
Status of works 'Dropped' as on 31-3-2015

S.No.	Zonal Railway	Name of the work	Year of sanction	Sanctioned cost (₹ in lakhs)	Date of sanction of the detailed estimate	Date of calling of tender	Date of finalisation of tender	Dropped at what stage
1	2	3	4	5	6	7	8	9
1	SER	Chakradharpur Division-Block providing by axle counters for 3 Block Section on 'A' route	2010-11 (March 2010)	95.18	Not yet done	Not yet done	Not yet done	Before preparation of detailed estimate
2	ER	Krishnanagar City-Lalgola & Ranaghat-Shantipur-Platform sheds for Adarsh stations - Muragacha, Bethuadahari, Debgram, Pagla Chandi & Habibpur.	2010-11	1768	Sanctioned	Not yet called	Does not arise	Initial stage
3	ER	Krishnanagar Junction Railway Colony-Construction of Dwijendra Lal Roy Auditorium (250 persons).	2010-11	257	Not yet Sanctioned	NA	NA	Initial stage
4	ER	Gholsapur-Provision of full covered shed with gallery, balance works, warm up pool and 1.5m deep swimming pool.	2010-11	1027	Not yet Sanctioned	NA	NA	After Financial Progress of 0.3%
5	ER	Gholsapur-Provision of 60-bed 4 storied sports hostel with lift.	2010-11	273	Not yet Sanctioned	NA	NA	Initial stage
6	ER	Doubling of Circular Railway between Tala and Princep Ghat (9.7 km)	2010-11	14995	Not yet Sanctioned	NA	NA	After Financial Progress of 0.14%
7	ER	Howrah - Setting up of Archery Academy at eastern side of EMU car shed.	2010-11	1506	Not yet Sanctioned	NA	NA	After Financial Progress of 1.10%
8	ER	Howrah Division - Provision of train indication boards at all remaining suburban stations.	2010-11	1279	Not Sanctioned	NA	NA	NA
9	ER	Asansol-Upgradation of loco simulator with additional features.	2010-11	435.77	15.10.2010	NA	NA	Initial stage

10	ER	Sealdah Division - 2-lane road over bridge in lieu of level crossing No. 6/A/E in Dhakuria station limit.	2010-11	3432	Not yet Sanctioned	NA	NA	Initial stage
11	ER	Brace Bridge-Santoshpur-Road over bridge in lieu of level crossing No. 5/A/T in Sealdah South section.	2010-11	4996	Not yet Sanctioned	NA	NA	Initial stage
12	WR	Chharodi-Provision of Additional Loop line	2010-11	427.75	28/02/2012	No tender has been invited	Not Applicable	Initial stage
13	NR	Unreserved ticketing system at 2000 post offices across India	2009-10	12024.00	Not known	Not yet done	Not yet done	Initial Stage
14	NWR	Ajmer Division-Construction of limited height subway in lieu of Level Crossing No. 103 on Madar-Palanpur section	2011-12	17926.00	NA	Not yet done	Not yet done	Initial Stage
15	NWR	Sarotra Road-Provision of extra loop line	2010-11	276.00	NA	Not yet done	Not yet done	Initial Stage
16	NWR	Jethy- Provision of extra loop line	2010-11	352.00	NA	Not yet done	Not yet done	Initial Stage
17	SWR	Setting up of new 11 KV packages type substation for upcoming Hubli station Building	2011-12	108.2	22.03.2012	No tender was called	NA	Scope changed
18	SWR	Nagavangala-Standardisation of yard layout by provision of second loop line	2010-11	376	No	No	NA	NA
19	SCR	Gangakhed-Provision of standard layout by providing additional loop line.	2010-11	367.00	Under preparation	Not done	Not done	Planning Stage
20	SCR	Nandyala-Donakonda Provision of standard layout at Markapuram Road	2010-11	374.00	Under preparation	Not yet done	Not yet done	Planning Stage
21	SCR	Shivani Shivapur-Akola section-Electrification (5 km).	2010-11	298.00	Under preparation	Not yet done	Not yet done	Planning Stage
22	SCR	Nallapadu-Nandyal section - Provision of additional loop (standard layout) at Vinukonda	2010-11	454.00	Under preparation	Not yet done	Not yet done	Planning Stage

23	SCR	Guntakal Division - Renigunta-Guntakal Section-Rayalaceruvu-Provision of new foot over bridge in lieu of existing foot over bridge due to hitting of open doors to existing stanchion in between running main line.	2010-11	60.00	Not yet done	Not yet done	Not yet done	Before sanction of detailed estimate.
24	SCR	Guntakal Division - Renigunta Guntakal Section-Kondapuram-Provision of new foot over bridge in lieu of existing foot over bridge due to bitting of open doors to existing stations in between running main line.	2010-11	60.00	Not yet done	Not yet done	Not yet done	Before sanction of detailed estimate.
25	SCR	Bidar-Repairs platform No. 1 (540m) and platform No. 2 (375m) surface with vaccum dewatering/polished shahbad stones and provision of additional bays of COP on up and down platforms for 50 m length, cover over foot over bridge, coach watering arrangements and ornamental platform compound wall.	2010-11	149.00	Not done	Not done	Not done	Estimate level
26	SCR	PRLI-Improvements to PF `1 and 2 (540 m each_) surface wth vacuum dewatering/ polished shabad stones, Provn of Cover over FOB, Addl. Bays to COP for a length of 50 m of PF No 1,2^&3 Face lifting to the stn bldg including circulating area	2010-11	149.00	Not done	Not done	Not done	Estimate level
27	SCR	KMT-Replacement of old dilapidated PRS bldg, parcel office, general booking office and retiring rooms with new concourse, PRS general booking etc and shifting of open sewage drain of stn bldg	10-11	148.00	14.2.11	Not done	Not done	Estimate level
28	SCR	Zaheerabad-Provision of FOB	2010-11	95.00	Not done	Not done	Not done	Estimate level
29	SCR	SRUR & SKZR-Provn of COP on PF 1&2	2010-11	90.00	21.10.10	Not done	Not done	Estimate level
30	SCR	Ulavapadu-Raising and improvements to PF No. 1,2&3.	2010-11	40.52	09.12.2010	Not done	Not done	Before calling Tender

31	SCR	Guntur-Proposed provision of Foot Over Bridge at Guntur station from East entrance to west entrance connecting platform 1,2,3,4,5,6&7 and proposed new platform no. 8.	2010-11	185.00	Not done	Not yet done	Not yet done	NAP
32	SCR	Kacheguda-Dismantling and reconstruction of 'B' type quarters 20 Nos. to improve the circulating area near Janana siding.	2010-11	150.00	Not done	Not done	Not done	Dropped at Estimate stage
33	SCR	Malkajgiri-Extension of PF (1&2) by 130 m &PF (3) by 120m to accommodate 24 coaches	2010-11	60.00	Not yet done	Not yet done	Not yet done	Dropped at Estimate stage
34	SCR	Aurangabad - Provision of Multifunctional Complex	2010-11	195.00	Not yet done	Not yet done	Not yet done	Tender stage
35	NEFR	Katihar - Supply erection and commissioning of automatic coach washing plant at Pit line	2010-11	55.07	NA	NA	NA	NA
36	RCF	Provision of 35 KW solar generators in administrative building.	2009-10	87.50	Not yet done	Not yet done	Not yet done	Not yet done
37	RCF	Addition/Alteration and Improvement of Swimming Pool	2009-10	50.00	Not yet done	Not yet done	Not yet done	Not yet done

NA-Not Available

Appendix 3.4 (Para-3.7.2.5)

Status of works 'Closed' as on 31-3-2015

Zonal Railway	Name of the work	Year of sanction	Sanctioned cost (₹ in lakh)	Date of sanction of the detailed estimate	Date of calling of tender	Date of finalisation of tender	Progress of works as on 31.03.2015	Reasons for closure
1	2	3	4	5	6	7	8	9
NWR	Keshavganj : Provision of extra loop line.	2010-11	254.00	Not done	Not done	NAP	closed	Due to doubling
NWR	Biroliya : Provision of extra loop line.	2010-11	260.00	Not done	Not done	NAP	closed	Due to doubling
NEFR	Kumedpur - Extension of foot over bridge	2010-11	59.84	08.02.2011	NA	11.05.2011	closed	No Specific reason
NEFR	Mukuria Construction of foot over bridge	2010-11	45.61	21.07.2010	NA	15.11.2010	closed	No Specific reason
NEFR	Kumedpur Provision of rail level platform	2010-11	76.14	08.02.2011	NA	20.06.2011	closed	No Specific reason

NA-Not Available

NAP-Not Applicable

Appendix- 3.5 (Para-3.7.2.6)

Status of works 'Frozen' as on 31-3-2015

Zonal Railway	Name of the work	Year of sanction	Sanctioned cost (₹ in lakhs)	Date of sanction of the detailed estimate	Date of calling of tender	Date of finalisation of tender	Frozen at what stage	Reasons for freezing the work
1	2	3	4	5	6	7	8	9
SR	Train Management System of Chennai Beach-Sulurpettai, Chennai Beach-Velachery, Chennai Beach-Chengalpattu & Chennai Central-Arakkonam sections.	2010-11	3858	6-Sep-11	*NAP	*NAP	A year after the preparation of the Detailed Estimates	To use the scarce resources for other works
SCR	Hyderabad division - Secunderabad area-Provision of alternative accommodation to the officers of trade unions.	2010-11	91.28	1.7.10	27.8.10	28.8.10	Before starting of work.	Work terminated due to change of site and paucity of funds.

*NAP-Not Applicable

Appendix -3.6 (Paragraph No. 3.7.2.7)

Status of works 'Transferred to other agencies' as on 31-3-2015

S.No.	Zonal Railway	Name of the work	Year of sanction	Sanctioned cost (₹ in lakhs)	Name of the executing agency to whom the work was transferred	Date of sanction of the detailed estimate	Date of calling of tender	Date of finalisation of tender	Status of work(In progress/Completed)
1	2	3	4	5	6	7	8	9	10
1	SER	Rajgoda-Tamluk (13.5 Km) Phase II of Panskura-Haldia doubling	2009-10 (December 2009)	8176	RVNL	NA	NA	NA	Completed
2	SER	Haldia-Setting up of Wagon Manufacturing Factory	2010-11 (August 2010)	13582	NA	NA	NA	NA	NA
3	SER	Kharagpur Workshop-Setting up of Centre of Excellence for wagon prototyping	2010-11 (August 2010)	10228	RVNL	13.02.2012	Not yet done	Not yet done	Not started
4	SER	Anara(Adra)-Setting up of Mid-Life Rehabilitation (MLR) workshop for coaches	2010-11 (August 2010)	18470	RVNL	NA	Not yet done	Not yet done	NAP
5	SER	Sankrail-Setting up of Diesel Multiple Unit (DMU) Manufacturing Factory (Relocated at Haldia)	2010-11 (August 2010)	7058	RVNL	NA	18.2.2011 and 13.5.2011 by RVNL	NA	Phase-I completed and commissioned
6	SER	Tatanagar-Chakradharpur-Train protection & warning system-97 Rkm	2011-12 (December 2011)	7818	CORSS	under preparation	Not yet done	NAP	NAP

7	ECoR	Tomka-Development of loading/unloading rail level surface approach road with concrete pavement between R/3 & R/4	2010-11	320	RVNL	NA	NA	NA	NA
8	ECoR	Banspani-Daitari-Tomka-Jakhpura-Doubling (180 Km)	2009-10	114260	RVNL	NA	NA	NA	NA
9	CR	Badnera- Setting up of Wagon Repair (peridocal overhauling) workshop	2010-11	24757	RVNL	25.9.2014	NA	NA	NA
10	CR	Augmentation of Administrative Office Infrastructure, Solapur Division Gulbarga	2013-14	500	RVNL	NA	NA	NA	NA
11	WR	Road under bridge (02 Lane) in lieu of level crossing No. 3 near Bharuch Town (Hospital Road Bharuch)	2010-11	257	RVNL	Not made available	Not made available	Not made available	NA
12	WR	Road under bridge in lieu of level crossing No. 4 near Bharuch Town (Shakti Nath Road).	2010-11	490	RVNL	Not made available	Not made available	Not made available	NA
13	SR	Thanjavur-Ponmalai Doubling (46.96 km) with a bye pass line before Ponmalai(1.13 km)	2011-12	45596	RVNL	16.4.2014	30-8-2014	NA	IN PROGRESS
14	SR	Arakkonam-Jolapettai-Train protection & warning system-150 rkm	2011-12	NA	IRPMU	NAP	NAP	NAP	NAP
15	SR	Chennai Beach-Tambaram-Chengalpattu-Train protection & warning system-60 rkm	2011-12	NA	IRPMU	NAP	NAP	NAP	NAP
16	SCR	Daud Gulbarga-Doubling 9224.9km and Pune-GTL Electrification 641.37	2009-10	145779	RVNL	NA	NA	NA	NA
17	SCR	Nellore-Provision of Multifunctional Complex.	2010-11	195	RLDA	NA	NA	NA	NA
18	SCR	Nizamabad-Provision of Multifunctional Complex.	2010-11	195	RLDA	NA	NA	NA	NA

19	SCR	Kurnool Town - Provision of Multifunctional Complex.	2010-11	195	RLDA	NA	NA	NA	NA
20	SCR	Guntakal division-Construction of Multi-functional complex at Dharmavaram.	2010-11	99.99	RLDA	NA	NA	NA	NA
21	SCR	Secunderabad Division-Train protection & warning system-110 rkm	2011-12	11246	IRPMU	NA	NA	NA	NA
22	SCR	Workshop to manufacture fial bogies for LHB design Coaches Yadgir	2013-14	7500	RVNL	10.11.14	14.11.14	NA	In progress
23	RE	Electrification of Yelahanka-Dharmavarem-Gooty section incl. Penukonda- Dharmavarem via Sri Satya Prashanthi Nilyam (360 RKM).	2010-11	19370	RVNL	NA	NA	NA	NA
CORSS-Central Organisation for Railway Safety Systems RVNL-Rail Vikas Nigam Limited RLDA-Rail Land Development Authority IRPMU-Indian Railways Project Management Unit NA-Not Available NAP-Not Applicable									

Appendix 3.7

(Reference Paragraph No. 3.8)

Statement showing the important cases which were taken up in the Supplementary Demands for Grants but the urgency expressed at the time of sanction was not sustained during the execution of these works

S. No.	Instances/Works
1	<p>Minister for Railways (MR) in Budget Speech of 2009-10 announced introduction of Train Information System with automatic announcements in Kolkata, Chennai and Delhi suburban sections as was being installed in Mumbai. Accordingly, Train Management System (TMS) works for Sealdah sub-urban & Howrah sub-urban sections were sanctioned during Works Programme 2011-12.</p> <p>The work 'Train Management System (TMS)' at Howrah-Kharagpur section of SER, Chennai Beach-Sulurpettai, Chennai Beach-Velachery, Chennai Beach-Chengalpattu & Chennai Central-Arakkonam sections of SR was sanctioned as Out of Turn work and included in the Supplementary Budget of August 2010. Detailed estimate for ₹ 64.99 crore and ₹ 38.58 crore was sanctioned in June 2011(SER) and September 2011 (SR) respectively. In November 2012, the Railway Board advised SR, SER & ER for keeping the work pending till further orders in view of scarce resources which would be utilised for the more urgent and deserving works. No further communication was received from Railway Board in this regard (March 2015). Thus the work was taken up without adequate preparedness.</p>
2	<p>Expressing concern on the Railway accident (September 2011) in SR, Hon'ble MR directed an immediate initiative to provide a suitable Train Protection and Warning System (TPWS) on Automatic Block Signalling sections. Since such sections had higher chances of human errors on part of drivers resulting into accidents as trains were running closer to each other besides operation of EMUs/MEMUs on these sections by only one pilot/motorman. MR also directed that provision of TPWS should be processed expeditiously on A, B & C Routes. Complying with the directives of MR 10 TPWS works (CR-1, ER-1, NR-2, SR-2, SCR-1, SER-1, NCR-2) at a cost of ₹ 1023.43 crore were sanctioned through Supplementary Demands for Grants in December 2011. In May 2012, Railway Board directed that TPWS would be executed by Indian Railway Project Management Unit (IRPMU), New Delhi. Later in March 2015, Railway Board directed that concerned Zonal Railways would execute all sanctioned TPWS works.</p> <p>These works are yet to be taken up. Thus, the urgency expressed in sanctioning the work was not sustained during planning and execution.</p>
3	<p>Multifunctional Complexes (MFCs) constructed by Zonal Railways or handed over to Zonal Railways by PSUs shall be licensed/ allotted/ managed¹ by the Commercial</p>

¹ Railway Board's letter no. 2012/TG/IV/10/TA/453/MFC dated 30.03.2013

	<p>Department of Zonal Railways. Further, Railway Board permitted the Zonal Railways to give out the entire MFC covering all facilities including Food Plazas and Budget Hotels, to one agency for operation and management through their regular tendering process by the Zonal Railway concerned.</p> <p>The work of 'MFC at Banspani' under Chakradharpur (CKP) division of SER was sanctioned on out of turn basis in 2009-10. Construction of Multifunctional complex at Banspani was started on 25.09.2010 and completed on 31.01.2013 at an expenditure of ₹ 99.07 lakh (31.03.2015) against estimated cost of ₹ 1.03 crore. No offers were received against the tender for operation of MFC opened on 28.1.2014. In absence of any bidder, ground floor of the complex was temporarily allotted for office accommodation and 1st floor kept under lock and key. As such there was no justification for undertaking work on out of turn basis without assessing the viability of the project. Railway Board did not consider conducting feasibility study of the project/work. As a result, valuable asset created by SER remained idle.</p>
4	<p>Minister for Railways (MOR) in Budget Speech of 2010 announced the construction of Diesel Multiple Unit (DMU) Factory at Sankrail (SER) under PPP mode. A two phase plan for setting up the DMU factory at Sankrail was approved as under:-</p> <ul style="list-style-type: none"> • Begin as Departmental Unit in first phase i.e setting up a DMU assembly plant with input from ICF with the target to roll out first rake by April –May 2011. • Second phase project consisted of setting up a Joint Venture through PPP mode with an objective to tie up a technology partner. <p>In order to take up manufacture of 8-12 coaches per month in the initial phase, provision of 20 rakes (40 MCs and 120 TCs proposed under Supplementary RSP 2010-11 (monsoon session) was approved by MR in July 2010. The timeline for the project was very ambitious and it was proposed to turn out first DMU at Sakrail in April 2011.</p> <p>The Railway Administration hastily went ahead to construct the Factory at Sankrail without assessing the local condition which later forced Railways to shift the factory from Sankrail to Haldia due to local hindrance. Railway Administration did not fix the party to construct the factory under PPP mode and later on split the factory in two phases. First phase was constructed (June 2013) with railway fund. No interested party came up to construct the second phase under PPP mode.</p>
5	<p>Stainless steel LHB hybrid coaches were introduced in Indian Railways during the year 2008. ICF was directed to undertake manufacture of 309 stainless steel coaches during the financial year 2009-10. ICF administration sent (August 2009) a proposal to RB for creating facilities for assembling LHB stainless steel shells in ICF and requested RB to include the proposals in the works programme of 2010-11. However, the proposal did not contain plan to create facilities to undertake manufacture of complete stainless steel shell as a core activity. Hence, RB directed (January 2010) ICF administration to revise the proposal expeditiously so that the same could be included in the regular budget. But, ICF administration did not submit revised proposal for inclusion in the budget 2010-11. Subsequent to an announcement in the Budget Speech for undertaking the work RB reminded (April 2010) ICF administration to</p>

	<p>submit revised proposal for obtaining parliamentary approval. ICF administration submitted (June 2010) a revised proposal for creating facilities to cater for manufacture of 300 LHB coaches and to enhance the capacity to 1600 coaches. RB conveyed (September 2010) the approval in the supplementary demands for grants (2010-11) for increasing the capacity of ICF from 1500 coaches to 1700 coaches. But the work could not commence immediately as detailed estimate for the work was sanctioned only in March 2011.</p> <p>As the proposal for manufacture of LHB coaches by ICF was mooted prior to August 2008, proposal could have been submitted by ICF administration for inclusion of the work in the budget 2010 as directed by RB. Had this been done, the work could have been included in the regular budget 2010. Though, the work was approved in the supplementary demands for grants (August 2010), detailed estimate to commence the work was sanctioned only in March 2011. Tender invited in May 2014 was finalise in August 2014 and work was started in September 2014 with a completion time of 12 months. Considering the fact that work was sanctioned in 2010 still remained to be completed as on March 2015, clearly indicated that the spirit of ‘emergent nature’ was not observed by ICF administration through the process viz submitting proposals for approval of the work and obtaining sanction for detailed estimate, tendering and execution.</p>
6	<p>Metro Railway Administration/Kolkata had not sent any proposal to the Railway Board prior to the budget session 2009-10 justifying the urgency of the work of setting up of Noapara Rake Rehabilitation Centre. In compliance with MR’s Budget announcement and subsequent discussion thereon during Board meeting at Kolkata on 21-08-2009, proposal with justification for the work was sent to the Railway Board on 28-10-2009 and was sanctioned in December 2009. The work finally commenced after the sanction of detailed estimate in April 2010. Work scheduled to be completed in August 2013 was in progress as on 31-3-2015.</p> <p>The dilly-dallying approach of the Metro Railway Administration indicated lack of urgency of the work necessitating taking up work through supplementary grant.</p>
7	<p>In the Budget speech of 2009-10, MR announced the up-gradation of existing 30 bedded Metro Railway Hospital at Tollygunj, Kolkata to 75 bedded hospital. In pursuance to MR Budget speech, an Out of Turn proposal for Up-gradation of Metro Railway hospital at Tollygung, Kolkata to a 75 bedded hospital at a cost of ₹ 19.71 crore was sent to Railway Board for approval in July 2009. Board communicated² its sanction to the work as a part of the work of “Improvement of facilities at various hospitals over Indian Railways.</p> <p>After the initial sanction of a 75 bedded hospital, the Metro Railway Administration had decided that a Phase -II work would be needed to be sanctioned to cater the required fields of medical expertise as also to enable future upgradability to a 150 bedded hospital. Accordingly a proposal for Phase-II work supplementary to the</p>

² Vide letter No. 2009/LMB/14/44 dated 11-09-2009

	original project was introduced/sanctioned as New Services/New Instruments of Services in August 2010 at a cost of ₹. 30.33 Crores. The work is still in progress (80 per cent) as on 31-3-2015.
8	<p>DLW submitted a proposal to Railway Board in July 2010 with detailed justification and sought approval for retro-fitment of two truck frame milling machines. The machines were procured originally in 1966 and reconditioned in 1995. In the justification, the retro-fitment was proposed to make them fully functional for the next five years i.e. up to 2015. It was mentioned that the retro-fitment would help to resolve the bottleneck of augmentation of in-house productivity of 50 numbers of Crankcase per year.</p> <p>The proposal had no mention of urgency for 'out of turn' sanction in supplementary grant. In the proposal, DLW had mentioned that fund for retro-fitment was available in regular budget 2010-11 for ₹ 162 lakh. However, Railway Board accorded sanction in August 2010 to the work as 'out of turn' under supplementary grant.</p> <p>The work sanctioned in March 2011 was started in August 2012 only. Though it was targeted to be completed in eight months but the same was in progress till 31-3-2015.</p>
9	<p>Railway had proposed following 3 Traffic Facility works in SCR as 'New Service/New Instrument of service through Supplementary Demands for grants (August 2010)</p> <ul style="list-style-type: none"> • Gangakhed-Provision of standard layout by providing additional loop line and • Nandyala-Donakonda Provision of standard layout at Markapuram Road • Nallapadu-Nandyal section - Provision of additional loop (standard layout) at Vinukonda. <p>Review of the records revealed that Finance Directorate at the time of vetting Preliminary Works Programme (PWP) had expressed opinion that AGM instructed specifically to defer the works relating to Standard outlays particularly those relating to Division/Guntur and Nanded and that FA&CAO was unable to appreciate the work for inclusion in PWP.</p> <p>Similarly, work of 'Shivani Shivapur-Akola section-Electrification (5 km)' was not approved for inclusion in the PWP keeping financial constraints in view. However, PWP sent to Railway Board included all these works but the same were not included in the Final Works Programme (FWP) by the Railway Board (2010-11). Later these works were sanctioned as New Services through Supplementary Grants. All the above four works were later dropped stating that these works are 'Not required'</p>
10	<p>The work of "Design and development of an integrated Locomotive Driver Warning System for preventing Elephant Collisions (Phase I)" was sanctioned during 2011-12 at a cost of ₹ 1.00 crore and allotted to RDSO. This work was being executed by IIT/Delhi. There was no delay on the part of RDSO as the Role of RDSO was limited</p>

	<p>to providing logistic support in terms of space, manpower, deployment assistance and safeguarding of installation on its premises.</p> <p>The project was jointly funded by Department of Science and Technology (DST) and Ministry of Railway (MOR). Railway Board approved this ₹ 1 crore project in January 2013. The DST sanctioned the project vide letter No DST/TSG/ICT/2011/05 dated 3.06.2014 at a total cost of ₹ 143.55 lakhs. Out of this sum, ₹ 116 lakhs was the share of IIT/Delhi and ₹ 27.55 lakhs was the share of Wildlife Institute of India (WII)/Dehradun.</p> <p>Work was sanctioned in March 2012 (supplementary Budget). Detailed Estimate was sanctioned in August 2014. The work was to be got executed through IIT Delhi. MoU was not signed till March 2015 indicating that it could have been initiated in the regular Budget.</p>
11	<p>Railway Board took a decision (September 2009) to retrofit BOXNHL, BCNHL wagons with twin pipe brake system. Rolling Stock Programme (RSP) sanction for the retrofitment of 5000 with twin pipe brake system was already available and it was planned to cover BOXNHL wagons only in this sanction.</p> <p>Working of the rakes on twin pipe brake system improves the operational efficiency and average speed of the freight trains as the brake release time is much less. Twin pipe brake system also results in reduction in incidence of train partings and was considered as an essential part of the strategy for introduction of long haul trains on wider basis.</p> <p>Proposal for RSP sanction for the balance BOXNHL wagons, the entire population of BCNHL and BVZI wagons which were all with single pipe system was also considered (May 2010). Thus, the proposal for retrofitment of 9097 (BOXNHL, BCNHL and BVZI Brake wagons) in supplementary RSP 2010-11 @ ₹ 10,000 per wagon was approved by MR in July 2010.</p> <p>Total number of such wagons needed to be converted to twin pipe from single pipe were 9097 (revised to 11335) against this only 1413 could be converted leaving a balance of 9922 remaining to be converted. Minutes of the CME's Conference held in April 2015 also highlighted the fact that large number of twin pipe BOXNHL wagons were still running in rakes of similar type of wagons with single pipe brake system.</p>
12	<p>Consumption of fuel on a locomotive while hauling a load depends upon driver's skill to a very large extent and varies from driver to driver. For a given load fuel consumption depends on factors like train speed, acceleration, frequency of braking, coasting, gradient etc. GOLD (Guidance for Optimized Locomotive Driving) system determines current location and speed from a on-board Global Positioning System (GPS) and with a brain power of computer, guides the drivers on the best driving techniques based on the load of the trains and the sectional terrain. It is aimed at ensuring best driving practice becomes the norm and hence consistently reduces fuel cost. Provision of this item in 20 locomotives was announced by MR in the Budget speech 2010-11. Inclusion of the said item in supplementary RSP was approved in</p>

July 2010.

Initial trials done by RDSO indicated GOLD is expected to yield fuel savings of around 12 per cent. Considering the significant fuel savings benefit of the system, an RSP sanction for another 1000 number was obtained in 2013-14.

As the system was technically complex and was being procured for the first time, procurement was bulked at DMW, Patiala in August 2012. Till August 2013, orders could not be placed. Tender floated was discharged due to technical problem. In February 2014 implementation of the GOLD was handed over to CRIS. Even after a lapse of more than one year and a half, after handing over the project to CRIS, it has not taken a definite shape till March 2015. Subsequently, the project was again entrusted to DMW for direct implementation.