

Five Year Programme of Capital Expenditure, 1926-27—1930-31.

The sections into which the Railway is divided for the purposes of the Programme are the same as those adopted for the last two years, i.

- No. 1. Bombay to Igatpuri and Poona.
- No. 2. Igatpuri to Jubbulpore.
- No. 3. Poona to Wadi.
- No. 4. Wadi to Raichur.
- No. 5. Bhuaval to Nagpur, including Itarsi—Nagpur Railway.
- No. 6. Itarsi to Delhi and Cawnpore.
- No. 7. Other branches.

ii. I have made no provision for works to be carried out during the year 1926-27 on the Jubbulpore—Naini Section after its transfer to the G. I. P. Railway. My Departmental Officers have had no opportunity of considering the movement situation on that section and will not be able to do so until the line is taken over and we have had practical experience of working. Such works, therefore, as may arise as an urgent measure, will be dealt with by re-appropriation; it is improbable that the cost involved will be substantial.

iii. In my estimate of the gross and net earnings and in the financial return of the Railway for the ensuing 5 years I have included electrification on the Capital side, but have omitted to take credit for any savings in operating expenses which would go to swell the net Revenue account of the line. The rate of interest on new Capital is taken at 6 per cent.

2. My estimate of the additional gross earnings, terminating with the year 1932-33 was criticised by the Railway Board last year on the grounds that it was unduly optimistic; but it was agreed that the estimate should be allowed to stand until this year when it would be reconsidered in the light of our past year's working. Item No. 2.

ii. Last year's actuals, as now plotted, shew that the freight ton mileage for coaching and goods carried during the year exceeded the expectations as laid down in the curve, and I see no reason to modify the estimate of increment represented by that curve. But in respect of gross earnings I have modified last year's figure by taking the average gross earnings per ton mile for the year just past in the place of that in the previous report which was the average for 1923-24. In doing so I believe that I am adopting a lower figure than might be justified on averages particularly in regard to goods freight. Last year, although our gross earnings were inflated by a substantial volume of high class traffic diverted from the East coast route to *via* the G. I. P. Railway our average rate on the other hand was reduced markedly owing to the fact that our normal expectation of cotton was disappointed. Cotton, raw and manufactured, represents some 20 per cent to 25 per cent of the earnings of this Railway and any substantial decline in the weight of cotton moving has a marked effect on the average rate of earnings per ton mile. It is estimated by sections of the trade that last year owing to the unseasonal rains in the early Autumn the cotton outturn was reduced in quantity by at least 5 lakhs of bales, representing some 35 to 40 lakhs

of rupees in gross earnings, which again represent some 5 per cent of the gross earnings from goods. But accepting all these untoward conditions as making for a general average I have this year adopted the figure of 6.41 pies for goods freight per ton mile as against 6.74 pies per ton miles for goods freight in last year's report, or a difference of roughly 5 per cent.

Item No. 3.

3. I make no alteration in the operating ratio of future additional traffic. I am satisfied that the figure of 43

Operating Ratio. per cent on which previous programmes have been compiled is higher than is justified by the peculiar conditions of the G. I. P. Railway and this is borne out by the table on Page 12 giving the capacity of various sections of the Railway.

ii. It has long been the policy of the Line to ensure that new Capital should be devoted as far as possible to keeping 'section capacity' in advance of needs. That is our position now except in one or two sections of the Line; such obstacles to movement as have occurred in recent years have been due rather to deficiencies in terminals or other operating causes not connected with section capacity. Terminals are in process of being expanded and developed; control of operating movement has improved out of all recognition, and although it is not possible or legitimate to arrive at firm conclusions from the somewhat abnormal conditions of last year, there are indications that a lower figure than 43 per cent would be reasonable. Adhering, however, to that ratio, Table I for the period now being dealt with in this report will stand as follows:—

TABLE I.

Sections.	Estimated increase in earnings in 1922-23 based on increment from 1903-13.	Operating ratio of 43 % on the estimated increase i.e. 66 % of 65 % increment.	Net Revenue at 57 % of the estimated increase.	Capitalised at 6 % this represents.	Capital expenditure from 1st April 1924 to 31st March 1925. (Excluding electrification and new construction.)			Budgetted in 1925-26.	Balance of capital available for expenditure
					Works.	Rolling Stock.	Collieries.		
1	2	3	4	5	6	7	8	9	10
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
(In lakhs).									
Bombay to Igatpuri and Poona	101'75	48'75	58'00	966'66	42'75	10'98	...	106'62	806'91
Igatpuri to Jubbulpore	189'79	81'61	108'18	1,808'00	4'74	19'62	...	65'59	1,718'05
Poona to Wadi	42'19	18'14	24'05	400'89	0'69	4'81	...	27'19	868'64
Wadi to Raichur	4'85	2'09	2'76	46'00	0'10	0'50	...	1'20	44'40
Bhusaval to Nagpur including the I. N. Railway	78'90	31'78	42'12	702'00	6'88	7'58	...	87'88	650'16
Itarsi to Delhi and Cawnpore	116'10	49'92	66'18	1,108'00	0'75	11'56	...	47'04	1,048'65
Other Branches	88'81	38'19	50'62	848'67	0'70	9'24	...	43'15	790'58
Rolling Stock ... ..	...	...	...	...	...	...	...	...	...
Collieries	2'12	11'86	— 18'48
Total	617'89	265'48	351'91	5,865'16	56'41	68'19	2'12	889'53	5,408'91

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the total justifiable expenditure being reduced from 61.30 crores in the report of 1925-26 to 58 crores for 1926-27; this being exclusive of electrification and exclusive also of any additional net earnings due to operating economies on electrifying the suburban and main lines.

iii. The balance of justifiable capital expenditure up to the year 1932-33 will, therefore, excluding electrification, stand at Rs. 54,03,91.

iv. Table II is corrected this year and brought up-to-date.

TABLE II.

	Engineer- ing.	Loco- motive.	Carriage and Wagon.	Electrifica- tion.	Collieries.	Debit to Deprecia- tion Fund.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
(In lakhs).						
1922-23 (Spent) ...	64.14	4.81	82.81	...	1.29	86.74
1923-24 " ...	69.70	58.12	77.87	7.62	1.21	89.97
1924-25 " ...	47.92	2.80	68.88	53.41	2.12	92.39
1925-26 (Budgetted) ...	156.44	24.76	143.77	106.88	11.36	167.95
1926-27 (Estimated) ...	289.71	30.25	84.87	112.26	5.86	210.86
1927-28 " ...	316.12	22.51	66.78	212.40	— 1.35	215.90
1928-29 " ...	215.22	41.98	62.54	233.83	...	210.18
1929-30 " ...	90.57	32.30	62.54	148.34	...	141.99
1930-31 " ...	51.27	29.91	60.53	26.58	...	119.49
	1,301.09	247.44	710.59	901.32	20.49	1,335.47

v. Cost by Sections—Table III brings up to date the estimated capital cost of additional facilities by sections shewing against each section, the justifiable expenditure, the amount already expended or budgetted for, and the balance available for expenditure up to 1932-33.

TABLE III.

Sections.	During 1925-26 to 1930-31.						Total spent 1924-25.	Total budget- ted in 1925-26.	Total columns 8 and 9.	Justifiable expenditure operating ratio from 1923-24 to 1932-33 for incremental traffic 66 % of 65 % as per Table II.	Balance.	
	Engi- neering works.	Loco. works.	Carriage and Wagon works.	Total works.	Rolling stock.	Total works and rolling stock.						
	1	2	3	4	5	6						7	8	9	10	11	12
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
(In lakhs).												
Bombay to Igatpuri and Poona	2,87.78	28.47	15.10	3,31.35	66.32	3,97.67	53.13	1,06.62	1,59.75	9.66.66	8,06.91	
Igatpuri to Jubbulpore...	2,05.21	19.04	1.50	2,25.75	1,23.70	3,49.45	24.36	65.59	89.95	18,08.00	17,13.05	
Poona to Wadi	1,12.94	4.13	...	1,17.07	27.50	1,44.57	5.00	27.19	32.19	4,00.83	3,68.64	
Wadi to Raichur...	0.09	...	...	0.09	3.16	3.25	0.40	1.20	1.60	46.00	44.40
Bhusaval to Nagpur (in- cluding I. N. Railway).	46.90	5.88	...	52.78	48.17	1,00.95	14.46	37.38	51.84	7,02.00	6,50.16	
Itarsi to Delhi & Cawn- pore	2,32.08	14.32	3.37	2,49.77	75.67	3,25.44	12.31	47.04	59.35	11,03.00	10,43.65	
Other lines	77.89	...	...	77.89	57.88	1,35.77	9.94	43.15	53.09	8,43.67	7,90.58
Total	9,62.89	71.84	19.97	10,54.70	4,02.40	14,57.10	1,19.60	3,28.17	4,47.77	58,65.16	54,17.39	
Collieries ... ..	...	...	...	4.51	...	4.51	2.12	11.36	15.48	.....	— 13.48
Grand total	9,62.89	71.84	19.97	10,53.21	4,02.40	14,61.61	1,21.72	3,39.53	4,61.25	58,65.16	54,03.91	

NOTE.—Columns 7, 8 and 9 Rolling Stock distributed amongst sections in the ratio of "increased earnings."

The minus figure in column 12 is due to credit for justifiable expenditure having been included and distributed over the seven sections.

Item No. 6.

Nature of Additional Facilities

4 Table IV has been reproduced and brought up-to-date.

TABLE IV.

Nature of work under grouped heads period 1926-27 to 1930-31.	Capital.	Revenue.
	Rs.	Rs.
	(In Lakhs).	
Land	5·83	...
New construction	470·37	25·00
Regrading	0·59	13·42
Relaying, strengthening track etc.	26·35	82·69
New yards (each costing 5 lakhs and over)	48·11	0·04
Remodelling yards (each costing 5 lakhs and over)	232·28	66·59
Isolation and lengthening sidings	52·39	6·71
Shops and locomotive sheds (each costing 3 lakhs and over)	210·55	5·44
Water supply (each costing 3 lakhs and over)	80·55	1·80
Bridges, reconstruction of major bridges	60·76	200·66
Road-over-bridges	2·84	0·16
Important building (each costing 1½ lakhs and over)	20·85	...
Staff quarters, grouped works	106·21	...
Electrification	733·41	...
Scattered renewals ... ..	...	164·85
Miscellaneous	74·10	8·43
Total	2,125·19	575·79

General.

5. In the remarks which follow I do not propose to repeat, this year, justifications which were included in my last year's report. I shall comment on these new items in the programme and where any substantial modification has been made in the scope of a work I shall explain the reasons. Where the modifications consist merely of a re-distribution of the speed at which the work is being carried out over the years I propose to refrain from comment.

SECTION 1—BOMBAY TO POONA AND IGATPURI.

Item No. 6.

6. Now that Kalyan has become the head quarters of the Division it is essential to house the Officers whose duties require their residence at this station. Private enterprise does not offer an alternative source of house supply at Kalyan itself and where Officers do, as at present, live in Bombay the loss of time going backwards and forwards operates to the detriment of their work.

Item No. 11.

7. The provision made last year is left substantially unaltered; but the appointment of Mr. Lloyd-Jones to enquire into Bombay terminals has necessarily suspended action on this particular project. It is not unlikely that it may be

necessary to find a central classification yard which would undertake all the work it was proposed to carry out in this yard at Kurla. Until Mr. Lloyd-Jones investigations are finished, therefore, it is not possible to say definitely what work will be carried out at Kurla itself; but expenditure in the neighbourhood of Kurla will be urgently called for as soon as his decisions are known, and I, therefore, leave this provision in the current 5 years programme.

8. I have postponed this item until the end of the programme period Item No. 20.
New Local Station Dharavi. because the expected development of the Improvement Trust properties has not yet taken place; and is not likely to take place until private enterprise once more begins to acquire land and build house property in the Bombay suburbs.

9. These are part of a scheme to provide adequate shedding at all Items No. 21
and 22.
Waiting Sheds. suburban stations in the neighbourhood of Bombay.

10. This scheme is the outcome of long consideration of the question Item No. 25.
Central Car Sheds for Electrical Multiple Unit Rakes at Kurla. of repairs to electric stock on which the Consulting Engineers, Messrs. Merz and McLellan have given us their advice. It is now proposed to undertake the periodic inspection, overhaul, repair and lifting of electric suburban stock at central sheds at Kurla. A site is already under acquisition in accordance with Railway Board's sanction. Provision is made for rigid inspection weekly, four 8-coach units passing through the sheds per working day. It is necessary also to provide facilities for emergency inspection in case of breakdown. Five pit roads are therefore provided for inspection.

ii. For general periodical overhaul it has been assumed that the figure of 60,000 unit miles, the generally accepted figure on other electrically operated systems, should be taken as the mileage between periodical overhauls. 14 days occupation of the shed is required per overhaul. One pit, therefore, is provided for overhaul and repair and to this has been added an emergency lifting bay capable of taking one 4-coach unit. Here also will be stored bogies and wheels removed from units under repair.

iii. It is difficult at this stage to say to what extent the electric services will develop in the future; but the provision now made is believed to be sufficient to allow of additions being made to cover the requirements of traffic for the next 15 years.

iv. Provision for workshop, store and office accommodation is made, also a training school for motormen and other staff employed in the operation of the electric service.

v. Washing sidings provide for a wash weekly when rakes are in for periodic inspection.

11. The first and second class accommodation at Victoria Terminus Item No. 28.
Victoria Terminus. New Station Building. has long been recognised as being inadequate as there is no accommodation for 1st and 2nd class gentlemen passengers and it is not possible to provide such in the existing station building. Moreover, the present booking hall deals with both through and suburban traffic, and within a very few years from now, on the completion of the Victoria Terminus remodelling scheme, most of the present station area will be utilised for suburban traffic only.

The increase in this class of traffic is expected to be great and it, therefore, becomes necessary to provide for main line traffic near the main line station with separate booking offices, luggage arrangements and waiting rooms. Such accommodation as may be set free from the present station on the completion of the new station building is required and will be utilised for the purposes of re-arranging the head office.

Items Nos. 30
and 31.

12. The Officers of this railway have been involved in great personal difficulty and inconvenience owing to the fact that the railway has insufficient flats to house all those who desire accommodation. There are in fact only 26 flats and one bungalow amongst over 100 officers. Provision is therefore made for a block of flats to be built on some suitable site in Bombay which will take the over-flow from the present accommodation. Similar remarks apply to our senior subordinate staff who at present have to find outside accommodation in Bombay at great cost and often to the detriment of health and the manner in which they discharge their duties. It is felt that if the proposals discussed with the Railway Board regarding future rentals of railway quarters are introduced on this railway it will be a remunerative and at the same time a sound administrative act to build a certain number of quarters for the senior subordinates.

**Officers' and Subordinates
Flates.**

Items Nos. 32
and 36.

13. I am aware that it is not the policy of Government to provide quarters for their clerical staff, but the position in Bombay is one which I think should be treated specially. We have approximately 1000 clerks in the Audit office alone and it is estimated that the clerical strength of the G. I. P. Railway in Bombay and neighbourhood is over 2000. These men have to pay an unduly high percentage of their salaries in finding house accommodation for themselves, and it means, not seldom, long separation from their families because of the impossibility of running a married establishment within the limits of their pay. It is proposed, therefore to give a lead to the general public in popularising the suburban area by building a certain number of quarters to be occupied by selected clerks who may apply for the accommodation. Chembur near Kurla where the land is in process of development by the Government of Bombay offers a suitable site. The financial effect of this scheme will depend on the new house rent rules, but the work should be regarded primarily as one of welfare.

Quarters for Clerical Staff.

Item No. 35.

14. Chembur, some two miles from Kurla is also likely to become the headquarters of the railway staff engaged in the operation and maintenance of the multiple unit rakes. Central car sheds—as has been remarked are to be sited at Kurla and all rakes will be turned round at Kurla once weekly. It is therefore a convenient point to house the staff, and if it is possible to have a fairly large settlement at this point it will give us an opportunity of launching useful welfare work, including education, among the families of our employees.

**Quarters for Motor Drivers
and Guards for the
electrification.**

Item No. 41.

15. The opening of the Harbour Branch electrification entails the passing of 65 electric trains in each direction through Raoli junction, and it has already been found that this service and the goods service interfere mutually one with the other. As the traffic increases great detention will be caused to the working of goods traffic from Kurla and the

**Quadrupling lines between
Kurla and Raoli for
Goods Traffic.**

Bombay Port Trust Railway *via* Raoli junction; the major difficulty will arise between the hours of 6:00 and 20:00 which are the busiest hours of the day for clearing Wadala yard.

ii. Taking the figures for four consecutive months 300 wagons have to be moved daily *ex* Wadala into Kurla and under normal conditions of working $\frac{1}{3}$ rd of these would be moved between the hours of 6:00 and 20:00. If punctual running of the electric service is to be secured it is estimated that under the new conditions not more than $\frac{1}{3}$ rd of the number would be worked between these hours, thus causing great detention to the balance of the wagons which have to be cleared from Wadala.

iii. It is estimated that the equivalent capital cost of this hold-up of stock will amount to about 15 lakhs on down direction detentions alone, and of course upwards movement would be affected, although in a lesser degree. It has always been recognised that the quadrupling of these lines must be undertaken some time and the land acquired originally was sufficient for the purpose. I anticipate that with the development of the electric service North of Kurla we shall find it not only a convenience to the railway but a public convenience to handle a growing portion of our electric service over the Harbour Branch and I consider, therefore, that the work should go forward as early as possible.

SECTION No. 2—IGATPURI TO JUBBULPORE.

16. This continues the programme of strengthening the 82 lb. track with additional pots and Stuart keys to improve its running and lengthen its life. Work as far as Itarsi will be completed by 1927-28. Sleeper provision will be actually 12 per 30' rail and as the rails are not badly worn they will be able when re-inforced to take 18 ton axle loads without speed restriction. Item No. 53.

Strengthening of the 82 lb. road.

17. This is part of the programme for making the Itarsi-Jubbulpore section fit to take the 'H' type locomotives in order that through standard loads of 1450 tons may be operated. In the case of the Sher bridge both the girders and substructure are incapable of carrying heavier loads and the bridge, therefore, must be reconstructed on a new alignment. Items Nos. 60 and 61.

Bridge re-construction.

18. The existing Nerbudda bridge of 5 spans of 150' and 6 spans of 40' arches is not capable of carrying modern loads and it is proposed to renew it on a new alignment up to Standard III. The sub-structure is in such a condition that it will not carry Standard III girders. It is proposed to build the new piers and abutments for a double line of railway. Items Nos. 80 and 81.

Nerbudda & Sukkar Bridges.

19. This matter has already been forwarded to the Railway Board and is under discussion with them, but as the site at Byculla on which the shops now stand will be required early for stabling electric stock it is important that some decision should be reached without delay. Item No. 63.

Engineering shop at Manmad.

20. These cover a group of works which are urgently necessary. Items Nos. 82, 83, 84, 85, 86, 87 and 88.

Items Nos. 82 and 83 were dealt with in my report last year; as to Item No. 84, with the increase in coal traffic from the Central Provinces Coal fields involving a great deal of cross working in the Itarsi yard, yard movement, in spite

Remodelling of Yards.

of the consistently high output per shunting engine hour, is slowed down. It is proposed, therefore, to carry out some remodelling at a cost of about 6½ lakhs of rupees of capital to give the additional accommodation required to look after the growing coal traffic.

21. The existing locomotive sheds at Itarsi have long been inadequate and with the opening of the Itarsi-Nagpur Railway can no longer deal efficiently with the engines allotted to that station. It is now being considered whether it will not be a sound operative proposition to close Harda as a goods depot and work the Bhusaval goods engines through to Itarsi with a change of crew at Harda. If this is to be done with efficiency, new and up-to-date running sheds at Itarsi with an improved yard are urgently necessary. The sheds will deal not only with the Bhusaval goods engines which turn at Itarsi but also with the mail, passenger and goods engines homing at Jabulpore and goods engines homing at Bhopal.
- Item No. 89. **Interlocking.** 22. This completes the interlocking of stations on the Bhusaval-Shegaon section.
- Item No. 91. 23. This work follows the policy of bringing the Itarsi-Jubbulpore section up to the standard of the 'H' type engine. The line is worked at present with a 'K' type engine which must rapidly fall out of use through effluxion of time and owing to the low standard load it is necessary to break loads at Jubbulpore and to work uneconomical loads between Jubbulpore and Itarsi. The works of track strengthening and girder renewals are dealt with in other paras. of the report and they will be completed in the year 1929.
- ii. The existing loads over the section with the 'K' type engine vary between 780 and 1,000 tons and it is estimated that by getting a 1,450 ton load we should save 107,544 train miles per annum in the Up direction alone which would give an operating saving of over 86,000 rupees, this alone justifies the expenditure of Rs. 14½ lakhs. The flow of empties is in the Down direction, by increasing the length of the sidings loads of 65 wagons will be worked this will cause even a greater train mileage saving that gives for Up direction traffic.
- iii. The loads at present have to be broken at Jubbulpore and Itarsi and there would be in addition to the operating saving a yard saving in both money and inconvenience in its being made possible to get a through fixed load of 1450 tons from North of Jubbulpore to *viz* Itarsi.
- iv. The arguments in favour of through fixed loads are overwhelming and I do not propose to enter into them in any detail in this report.
- Item No. 95. 24. Provides again for removing the grades which prevent the operation of the 1450 ton fixed through load, by flattening to a ruling grade of 1 in 150 compensated. This matter was dealt with in para. 28 of my last year's report; but the results of the detailed investigation are not yet to hand and final figures of justification are not available.

SECTION NO. 3—POONA TO WADI.

- Item No. 108. 25. The load for the Dhond-Sholapur section is governed by the Isolation and Lengthening of grades and the vehicle load by the length of loops. Dhond-Sholapur loops, and the result is that restrictions are placed on the engine load. It is calculated that by lengthening loops to

1800' to allow of loads of 60 empties, there would be a saving of 277 trains per annum or a saving in train miles of over 32,000. This taking the dependent cost of a goods train mile at Rs. 2 would mean a saving of Rs. 64,264, which capitalised at 6 per cent. justifies an expenditure of 10.71 lakhs; it is therefore good policy to lengthen the loops to 1800'.

26. The considerations which apply to item No. 91 apply also to ^{Items Nos. 125 and 126.} these. The authorised goods train load on this section is 50 vehicles but Tilati and Martur stations on the Sholapur-Wadi section cannot take more than 40 and trains exceeding this load cannot be crossed at these stations. In actual working it is found that crossing considerations compel 80 per cent. of the trains running over the section to be formed in reduced loads. If the loops were lengthened trains of 50 to 55 vehicles, depending upon the proportion of loaded and empties, would be run, while the empties could be handled by clearing them in 60 vehicle loads. In doing this it is estimated that 47,500 train miles per annum could be saved, giving a cash saving of Rs. 95,000 which would justify an expenditure of 15.83 lakhs in bringing loops up to 1800' in length.

SECTION NO. 5.—BHUSAVAL TO NAGPUR INCLUDING ITARSI-NAGPUR RAILWAY.

27. The present accommodation at Akola is inadequate for the rush ^{Item No. 143} of cotton traffic that comes at certain seasons of the year. It is not a work which can rest on clear financial justification, because goods yard accommodation must be adequate for the traffic that is to be handled congestion involving not only heavy delays to wagons but extra expense to consignors of goods by the Railway. In wagon loads alone the annual loss is not less than 3,000 to 4,000 wagon days and this in the busy season when wagons are earning high freights is a very large loss.

28. Amla, mile 104 on the Itarsi Nagpur Railway is the junction of ^{Item No. 150.} the Parasia Branch with that line. Excluding the main platform line south of the station there are only three lines, on which all goods trains have to be dealt with and all marshalling and grouping performed. In these circumstances detention to stock and excessive shunting hours are the rule rather than the exception. As a conservative estimate the provision of the accommodation now proposed can save 400 wagon hours per day and not less than 6 engine hours.

29. Junner Deo is the collecting and distributing centre for all coal ^{Item No. 151.} traffic between Junner Deo and Parasia. The existing accommodation of 4 sidings and a short weighbridge loop siding is insufficient, and it is now proposed to add three more loop sidings a shunting neck and a sick siding. As the Railway Board are aware there has been a substantial increase in the coal traffic from the Parasia Branch and it is important that our facilities should keep pace with the growth of traffic.

SECTION No. 6—ITARSI TO DELHI AND CAWNPORE.

30. The estimates for these works are already before the Railway Board who have questioned the size of the carriage shops. Repairs, particularly to coaching stock are falling so heavily in arrears that we should be ready to make a start on these works at the earliest possible date, the details of the carriage shops being left for decision after the arrangements for the loco. shops have been put in hand. Our shop position is a very serious one. It is difficult to keep level with the essential repairs and we find it impossible to make up the lee way which exists in repairs to our coaching stock.

Item Nos. 156
171, 172 and 173.

31. In para. 38 of my last year's report I commented on the strengthening programme between the sections Itarsi to Delhi and Cawnpore. It was proposed then to bring the Itarsi-Jhansi girders up to a standard of 1.65 where they were not already up to the 1.25 standard and to relay the section with a 90 lb. rail on a steel or other suitable sleeper. The Chief Engineer has since been carrying out experiments on the 80 lb. road and he has satisfied himself that by the use of a new key to overcome the slackness of the 80 lb. rail in the seat he can bring the track up to a standard fit to carry an axle load of 18 tons for many years to come. In order to release sufficient pots to reinforce 200 miles of the road and to provide for scattered renewals 99 miles of track will be fitted with steel troughs in place of pots.

Item Nos. 174
to 183.

32. These items cover the programme of strengthening to make the whole of the section Itarsi-Delhi suitable for the 'H' type engine and in connection with these two paragraphs I may mention that the economics of the improvement of standard for this section have been investigated by a strong Committee of Officers who have satisfied themselves, and have satisfied me, that it would be economical to introduce a 1450 ton load moved by the equivalent of an 'H' type engine between Itarsi and Delhi. They came to the conclusion that there was no economical justification for the new standard engine with an axle load of 22.6 tons, but they found full justification for goods engines of approximately the same weight as the present 'H' type burning low grade coal.

It

ii. The proposal is to introduce a through 1450 ton load and continue to bank over certain sections of the line where economical justification for regrading does not exist at present. But the problem of regrading is bound to arise in the years to come when the traffic to the North East Section increases substantially in density. The banking sections are:—

Barkhera Ghat 12½ miles.

Datia Sonaghir 7 miles.

Antri Sithouli 9 miles.

Item

Items Nos. 184
to 187.

33. These works are a corollary of the policy of extending the use of the 'H' type or equivalent engine through the line and the arguments that apply in the case of the South-East Line (see paras. 25 and 26) apply here. This matter also was considered by the Committee referred to above who were satis-

fied that the strengthening of track and girders recommended by them, together with banking over the sections mentioned previously and the lengthening of sidings to permit of the introduction of the new low grade engine equivalent to the 'H' type was the most economical way of dealing with traffic over this section of the Railway.

34. Appendices I(1) and I(2) dealing with electrification and rolling stock are reproduced again in this year's report with the figures modified up-to-date.

35. As a matter of interest I reproduce a Table (Table V) which has been prepared shewing the probable financial results of the G. I. P. Railway for the next five years, it being assumed that the level of rates and fares will remain as for last year and that the traffic increments for which we have estimated will be worked up to. The working expenses include full provision for depreciation. Column 4, however, has not been reduced by the estimated savings in operation due to electrification although the capital cost of that has been included in Column 2 and full depreciation has been taken into account in assessing working expenses.

TABLE V.

Figures are for the Broad Gauge System as a whole, *i. e.*, includes non-budget lines.

Year.	Total capital at charge at close of year.	Gross revenue	Working expenses including depreciation.	Net revenue (3)-(4).	Percentage of net revenue to capital at charge.	Contribution to Depreciation Fund.	Charges against Depreciation Fund.	Accumulation in Depreciation Fund.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	In lakhs							
1925-26	1,08,61	15,71	10,07	5,64	5.19	1,51	1,50	1
1926-27	1,14,17	16,23	10,29	5,94	5.20	1,60	1,62	— 1
1927-28	1,19,20	16,76	10,52	6,24	5.23	1,83	1,56	26
1928-29	1,22,94	17,37	10,76	6,61	5.38	1,95	1,63	58
1929-30	1,24,22	18,06	11,08	6,96	5.60	2,06	1,19	145

No. 1369-490.

ii. The figures are interesting as indicating that the G. I. P. Railway will just about pay its standard revenue for the next five years and accumulate less than one year's contribution in the Depreciation Fund.

iii. The figures for 1925-26 in Column 2 are those recently communicated by the Accountant General for Railways.

36 Table VI shows the capacity of the different sections of the line.

TABLE VI.

Section.		Length of Section.	Authorised load in tons.	Theoretical capacity in goods trains per day in direction of loaded traffic flow.		Equivalent gross tonnage of (4) exclusive of weight of engine per day.	Maximum No. of goods trains worked per day busy season 1924-25 in direction of loaded traffic flow.	Equivalent gross tonnage of (6) exclusive of weight of engine.	Theoretical margin between (5) and (7).
From	To			Up.	Down.				
Miles.									
BOMBAY TO IGATPURI AND POONA.									
Bombay	Kalyan	33½	1,650	48	...	79,200	16	26,400	52,800
Kalyan	Kasara	41½	1,600	34	...	54,400	12	19,200	35,200
Kasara	Igatpuri	8½	1,490	42	...	62,580	13	19,370	43,210
Kalyan	Karat	28½	1,600	...	34	54,400	6	9,600	44,800
Karat	Lonavla	17½	520	...	20	10,400	9	4,680	5,720
Lonavla	Poona	39½	1,100	...	29	31,900	6	6,600	25,300
IGATPURI TO JUBBULPORE.									
Igatpuri	Bhusaval	191	1,450	20	...	29,000	16	23,200	5,800
Bhusaval	Itarsi	187½	1,450	22	...	31,900	10	14,500	17,400
Itarsi	Jubbulpore	152	1,000	10	...	10,000	8	8,000	2,000
POONA TO WADI.									
Poona	Dhond	47½	1,100	...	11	12,100	5	5,500	6,600
Dhond	Sholapur	116½	1,100	...	11	12,100	7	7,700	4,400
Sholapur	Shahabad	86½	900	...	7	6,300	7	6,300	.....
Shahabad	Wadi	6½	800	...	7	5,600	7	5,600	.....
WADI TO RAICHUR									
		68½	570	...	7	3,990	6	3,420	570
BHUSAVAL TO NAGPUR (INCLUDING THE ITARSI-NAGPUR RAILWAY.)									
Bhusaval	Nagpur	242½	1,450	25	...	36,250	8	11,600	24,650
Itarsi	Amia	80½	1,000	4	...	4,000	4	4,000	.....
Amia	Nagpur	104	1,000	4	...	4,000	1	1,000	3,000
ITARSI TO DELHI AND CAWNPORE.									
Itarsi	Bhopal	57	1,000	10	...	10,000	6	6,000	4,000
Bhopal	Bina	85	1,000	12	...	12,000	11	11,000	1,000
Bina	Jhansi	94½	900	12	...	10,800	9	8,100	2,700
Jhansi	Agra Cantt.	133½	700	10	...	7,000	7	4,900	2,100
Agra Cantt.	Delhi	122	1,000	...	9	9,000	2	2,000	7,000
Jhansi	Cawnpore	137½	900	11	...	9,900	4	3,600	6,300
OTHER BRANCHES.									
Dhond	Manmad	145½	500	7	...	* 6,500	6	5,000	1,500
Chalisgaon	Dhulia	35	600	11	...	6,600	(4 D. & S) Mixed trains only.	300	.....
Jalgaon	Amalner	34	900	9	...	8,100	3	2,700	5,400
Amia	Junnerdeo	42	1,000	9	...	9,000	3	3,000	6,000
Junnerdeo	Parasia	11½	450	15	...	6,750	6	2,700	4,050
Jalamb	Khangaon	8	600	10	...	6,000	(Parasia and Colliery Shuttles). Mixed trains only.	600	.....
Badnera	Amraoti	6	720	10	...	7,200	" 1	650	.....
Wardha	Ballarsha	82½	720	8	...	5,760	" 1	720	5,040
Bhopal	Ujjain	114	740	...	7	5,180	5	3,700	1,480
Bina	Katni	163	760	...	...	5,320	5	3,800	1,520
Bina	Kotah	189½	740	6	...	4,440	1	740	3,700
Jhansi	Manikpur	181	700	9	...	6,300	4	2,800	3,500
Banda	Cawnpore	85	800	13	...	10,400	1	800	9,600

* 6 Double headed loads and 1 Single (Section train).

R. McLEAN,

Agent.

28th July 1925.

LIST OF APPENDICES.

- I—(1) & (2) Coaching stock programme and electrification—
- “A” Map of G. I. P. System.
- “B” Location of projected works on G. I. P. System.
- “C” Commodities Map.
- “D” Curves showing—
- (1) Coaching freight ton-miles.
 - (2) Coaching freight ton-miles. % increase per annum over previous year.
 - (3) Goods freight ton-miles.
 - (4) Goods freight ton-miles. % increase per annum over previous year.
- “E” Curves showing—
- (1) Route mileage.
 - (2) Net capital outlay per route mile.
 - (3) Gross receipts per route mile.
 - (4) Percentage of net earnings to capital outlay.
 - (5) Ratio of expenses to gross earnings.
 - (6) Gross train miles.
- “F & G” Diagrams of existing and anticipated density.
- “H” Diagram of track and bridge renewals.

Appendix I (1).

ROLLING STOCK PROGRAMME.

No provision has been made for additional engines. Requirements under this head will be met for the next two or three years by the engines which will be released on the electrification of the suburban lines. As regards renewals an estimate for 24 engines to burn low grade fuel was sanctioned under Railway Board's letter No. 3124-S dated 20th May 1925, and provision for these has been made during the year 1926-27. It is not anticipated that further renewals will be required before 1928-29, this question is at present being gone into, meantime provision has been made in the programme for 46 engines each year from 1928-29 onwards.

The provision for coaching stock follows the lines of the 1925-26 1929-30 programme with the addition of 18 Coaching Stock. 4-wheeled units per annum for 4 years required to work the Jubbulpore-Allahabad service. Full details of how the estimated requirements of this railway were calculated were given in last year's programme, it is not proposed to repeat these, but it is of interest to note that the anticipated increase of coaching traffic in 1924-25 was more than realised, this indicates that the estimate was in no way too optimistic.

The provision made for coaching stock renewals also follows last year's programme and is based on the number of vehicles falling due for renewals on completion of their economic lives as fixed by the Depreciation Committee together with a small allowance for breakages due to accidents.

In last year's programme figures were given which showed that an addition of 1053 wagons per annum to the Goods Stock. goods stock of this railway for the next 9 years was justifiable, it was, however, decided in view of the anticipated increased efficiency in working that 500 wagons per annum would be sufficient. This anticipation has been more than fulfilled and it has now been decided not to provide for any additional wagons during 1926-27, for future years 500 have been allowed.

The goods stock renewal programme is based on similar lines to that for coaching stock renewals, as described above. To keep pace with wagons falling due for renewals 300 wagons are required per annum and these have been allowed for. Apart altogether from the wagons which will fall due for renewals on account of age the question of the economics of continuing to run old types low capacity wagons, even although these may not have passed their economic life as laid down by the Depreciation Committee, has been under examination. It has not yet been possible to formulate definite proposals regarding all such wagons, on this point the Railway Board will be addressed in due course.

Meantime as a first instalment it is proposed to renew during 1926-27, 573 C/2 and C/3 types wagons, these wagons with the exception of 24 are all of 12 ton capacity and are "non-pooled." The average

age of the wagons is 35 years, so that they have not yet actually reached the 40 years economic limit as laid down by the Depreciation Committee.

The total capacity of the 573 wagons under consideration is 6972 tons=317 standard wagons of 22 ton capacity. The tare of 573 low capacity wagons=3810 tons. The tare of 317 standard wagons=3233 tons.

The average wagon miles per wagon day during 1924-25 were 43.5, the use of the old wagons represents 60,493,275 tare ton miles per annum, the use of an equivalent capacity of standard wagons would represent 51,331,957 tare ton miles per annum. The saving in cost through not having to haul this additional dead weight more than justifies the provision of these 573 wagons on renewal account.

This proposal will give an additional carrying capacity equivalent to 246 standard wagons and is one of the factors which has led to the decision to postpone the provision of additional goods stock.

To bring the breakdown trains on this railway into line with modern practice, 16 accident vans (4 wheelers) **Special Stock.** are required; it is proposed to provide these at the rate of 4 per annum for the next four years. These are a necessity independent of finance and the necessary provision has been made in the programme for 1926-27 and subsequent years.

Provision has been made in the 1926-27 programme for 3 Sentinel **Sentinel steam Coaches.** Steam Coaches; it is proposed to run these on certain branch lines where traffic is light or where the existing services require supplementing. It is estimated that the use of these in place of our ordinary steam trains will result in substantial savings per train mile. It has not yet been definitely decided on what branches these steam coaches should run but these vehicles would be the most economical means of transport for the following sections:—

1. Agra Fort—Agra Cantonment.
 2. Ajni—Nagpur.
 3. Amraoti—Badnera.
 4. Khamgaon—Jalamb.
 5. Kunch—Ait—Orai
-

Justification of Coaching Stock programme prepared in accordance with the Railway Board's letter No. 9200-S dated 14th May, 1925.

Description.	Authorised stock at end of 1925-26 including vehicles sanctioned and under construction 4 wh. units.	Total required for actual services in 1926-27.	Add 10% Upper and 20% lower classes for spares and damages.	Add 10% Upper and 15% lower and other classes for repairs.	Grand totals required in 1926-27	Estimated further additional stock for anticipated increase in traffic by end of quinquennial period.	Grand totals required at end of quinquennial period.	Additions necessary in 1926-27 Col. (6) minus column (2).	Additions necessary during whole quinquennial period Col. (8) minus Col. (2).	Remarks.
1	2	3	4	5	6	7	8	9	10	11
Upper class	612	725	46 (b)	55 (b)	826	50	876	14	64	
Lower class	1965	1947 (a)	308 (b)	273 (b)	2,528	256	2,784	80	336	
* Brakes and Luggage vans and Postal vans ...	483									
† Miscellaneous for public traffic excluding saloons Inspectors' vans, Stores vans, accident trains etc.	355	355	.....	.....	355	30	385	.....	30	Proportion of horse boxes, carriage trucks, parcel vans for Itanaj Nagpur Railway.
Saloons	50	50	.....	.....	50	Nil.	50	.....	Nil.	No additions
Military cars	78	78	.....	.....	78	Nil.	78	.....	Nil.	Contemplated.

* Coaches which have passenger Compartments, as well as brake, luggage or postal compartments, should be included, the class under which the passenger compartments fall. Composite passenger coaches should be included in the class to which the major portion of the coach is allotted.

† Additional saloons, etc. must be justified separately

N. B.—If, owing to special conditions, any Railway is unable to work to the percentages indicated in columns (4) and (5), the percentages that they find it necessary to adopt, may be substituted in those columns but the changes must be justified by a full explanation of the reasons for making them.

(a) Lower class comprise brake vans and all brake compos as the majority or brake vans and P. O. vans are composite cars.

(b) Percentages are only added to vehicles on regular trains as other vehicles are largely for seasonal traffic and can be repaired in the slack season. Numbers generally are sufficient.

Appendix I—(2).

ELECTRIFICATION.

The Electrification of the Harbour Branch Railway and the Mahim Chord, which are closely inter-connected, are sanctioned under Railway Board's letter No. 179-W/23 of 18th June 1923. The scheme provides for a 15 minute rush hour service between Sandhurst Road and Kurla and a 60 minute rush hour service between Sandhurst Road and Bandra.

The total train mileage of the two services amounts to 350,000 train miles per annum.

The electrification was decided on because it was lower in first cost, cheaper in operation, and more rapid than a steam service.

• Further, owing to gradients, a steam service of the density required to deal with the anticipated traffic was next to impracticable.

The cost of the combined scheme amounts to Rs. 42,76,471 for the electrification proper, plus Rs. 28,32,596 for rolling stock, and Rs. 3,89,000 for staff accommodation, making the total cost of the scheme Rs. 74,98,067 as against Rs. 81,67,760 for a steam service of equal density.

As regards saving in operating expenses, the cost of working the electric service is estimated at 25.41 annas per train mile as against 30.62 annas per train mile for a steam service, which, on the estimated train mileage of 350,000 train miles per annum, shows a saving of Rs. 1,14,000 per annum in favour of electric working.

The Bombay Suburban Electrification scheme involving the electrification of the local lines between Victoria Terminus and Kalyan (34 miles) and two through tracks between Victoria Terminus and Kurla was sanctioned under Railway Board's letter No. 179-W/23 of 3rd December 1923.

The electrification of the through tracks between Victoria Terminus and Kurla (10 miles) is required to enable fast suburban trains from Kalyan to run into Victoria Terminus with as little delay as possible over the more congested lines near Bombay.

The Victoria Terminus—Kalyan scheme allows for a 7½ minute rush hour service from Victoria Terminus with an annual train mileage of 1,581,435 train miles.

Abstract estimates for the Victoria Terminus—Kalyan electrification project were sanctioned by the Railway Board under their letter No. 179/W/23 of 3rd December 1923. A detailed estimate amounting to Rs. 94,91,994 for the Victoria Terminus—Thana section was submitted to the Railway Board under my letter No. 2595 E/4 of 18th April 1925 and sanction is awaited. The estimated approximate cost of the Thana—Kalyan section is Rs. 58,11,100. Thus the total gross

cost of the whole scheme is estimated at Rs. 1,53,03,099. If credit is afforded for the steam locomotives which will be released for use on other parts of the line the nett capital cost of electrification will be Rs. 1,21,63,899. A further credit of Rs. 46,01,150 for equipment which would be required to work the same train mileage by steam, reduces the actual additional cost of electrification to Rs. 75,62,749.

These figures include cost of new motor coaches but do not provide for new trailer cars which are not a charge to electrification. The trailer cars will be provided from existing stock; provision has however been included for the electric equipment of the trailer cars to be adapted for these services.

The estimated cost of operation per train mile for steam and electric working for the Victoria Terminus—Kalyan services amounts to 39.79 and 29.00 annas respectively. On the estimated train mileage of 1,581,433 train miles, this shows an annual saving in favour of electric working of Rs. 10,67,000. The return on the extra capital cost amounting to Rs. 75,62,749 which is due to electrification is therefore 14.1 per cent. While the return on gross capital expenditure amounts to Rs. 6.9 per cent thus the scheme is justified without the allowances of any credits.

Provision has been made in the programme for electrification of the main line from Victoria Terminus to Igatpuri on the northern line and Kalyan to Poona on the south eastern line. This scheme will complete the elimination of steam locomotives for all work except in marshalling yards on the sections mentioned above.

ii. Owing to the presence on each of these lines of steep Ghat sections having a ruling gradient of 1 in 37, the introduction of electric working with its many economies shows very large savings in operating expenses which fully justify the scheme.

iii. Messrs. Merz and McLellan the Consulting Engineers for Electrification last year sent out a special engineer to go very carefully into this estimate and they report that the gross capital cost of the whole scheme will amount to Rs. 5,52,84,070.

v. The estimated annual cost of working the traffic under steam would amount to Rs. 1,21,17,130 whereas electric operation will cost Rs. 78,95,820 thus showing an annual saving in working expenses in favour of electrification of Rs. 42,21,310. This shows a return of 7.68 per cent. on the gross capital cost of electrification. If credit is allowed for the existing steam locomotives which will be released on completion of electrification for use on other parts of the line, for the additional locomotives which would be required to work the increased traffic if steam traction were retained and for the coal and oil fuel wagons which will be released, the additional extra cost of electrification would be reduced to approximately 3½ crores which gives a return of about 13 per cent. on nett capital cost of the scheme.

vi. In this connection it may be pointed out that if the earning capacity of the wagons released is taken into account, instead of their bare capital cost, the return on the nett extra cost due to electrification would be increased to roughly 27 per cent.

As there is some doubt whether electric power for the main line scheme is available from the allied Tata Companies, an estimate for generating our own supply, making use of cheap Central Provinces coal, has been prepared and is included in the programme.

ii. The estimated cost of this power house amounts to Rs. 97,40,420 and the cost of generation per unit amounts to 0.598 annas per unit, as against 0.62 which is the average cost per unit purchased from the Tata Companies for the suburban scheme.

iii. The figure of 0.598 annas per unit is arrived at after allowing for interest at $5\frac{1}{2}$ per cent., depreciation at $2\frac{1}{2}$ per cent., and all other maintenance charges.

Appendix I (3).

TRACK BETTERMENTS.

Statement of relaying and strengthening 1924-25 to 1930-31.

Section.			Actuals 1924-25.	Provision for 1925-26.	Provision in 5 years programme.				
					1926-27.	1927-28.	1928-29.	1929-30.	1930-31.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I	Igatpuri—Relaying and strengthening in station yard.	Cap.	...	0'14	...	...	...	...	...
		Dep.	...	1'19	...	...	...	...	...
I	5 Miles Relaying of road with 100 lbs. Sandberg sorbitic rails on Ghat Section.	Cap.	...	...	...	...	...	...	...
		Dep.	...	2'29	...	...	...	...	...
I	5 Miles renewing fishplates in 100 lbs. track with Joyce's Anti-impact fishplates Up road at Vasind.	Cap.	...	...	...	...	...	...	...
		Dep.	...	0'18	...	...	...	...	...
I	13'44 Miles Harbour Branch Replacing wooden sleepers by metal sleepers.	Cap.	0'52	...	...	...	...	...	...
		Dep.	1'85	0'76	...	...	...	...	...
I	5'12 Miles relaying and strengthening sidings in stations between Igatpuri and Nandgaon (1925-26).	Cap.	...	...	...	...	...	...	...
		Dep.	...	...	...	...	...	...	...
I	Harbour Branch—Providing 3'031 miles 82 lbs. P. Way.	Cap.	0'06	...	...	...	...	...	...
		Dep.	0'19	...	...	...	...	...	...
I	Relaying 73'284 miles of 82 lbs. track with 100 lbs. track between Lonavla and Poona.	Cap.	Cr. 0'40	...	...	...	...	...	...
		Dep.	Cr. 0'02	...	...	...	...	...	...
II	67'176 Miles relaying of 82 lbs. track with 100 lbs. track between Igatpuri and Duskheda.	Cap.	Cr. 1'47	...	...	...	...	...	...
		Dep.	0'67	4'86	...	...	...	...	...
II	30 Miles relaying of Down road between Bhusaval and Burhanpur 82 lbs. with 90 lbs. rails on trough sleepers.	Cap.	Cr. 0'25	1'34	...	...	...	...	...
		Dep.	15'82	Cr. 11'07	...	...	...	...	...
II	74 Miles relaying of 82 lbs. track with 90 lbs. rails and steel trough sleepers between Duskheda & Khandwa (1925-26 74 ms.).	Cap.	...	4'02	...	...	...	...	...
		Dep.	0'10	11'30	...	...	...	...	...
II	52 Miles strengthening of 82 lbs. track with additional pots and Stuart Keys North of Khandwa.	Cap.	2'66	1'33	...	...	...	...	...
		Dep.	1'75	1'53	...	...	...	...	...
II	166 Miles strengthening of 82 lbs. track with additional pots and Stuart keys North of Khandwa—								
	1925-26 (50 miles) ...	Cap.	...	3'09	...	...	...	...	...
		Dep.	...	1'52	...	...	...	...	...
	1926-27 " ...	Cap.	...	...	3'09	...	...	...	...
		Dep.	...	...	1'52	...	...	...	...
	1927-28 (66 miles) ...	Cap.	...	...	...	4'15	...	...	...
		Dep.	...	...	...	2'00	...	...	...
	Carried over ...	Cap.	1'12	9'92	3'09	4'15	...	...	...
		Dep.	20'36	12'56	1'52	2'00	...	...	...

Section.		Actuals 1924-25.	Provision for 1925-26.	Provision in 5 years programme.					
				1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
	Brought over ... {	Cap. Dep.	1'12 20'26	9'92 12'56	3'09 1'52	4'15 2'00	......	......	......
II	57 Miles relaying of 69 lbs. track with 90 lbs rails and steel trough sleepers between Itarsi and Jubhulpore.	Cap. Dep.	... ...	... ...	... ...	5'21 16'53	......	......	......
II	17 Miles strengthening 82 lbs. track between Itarsi and Jubhulpore with special joint pots and new Stuart Keys.	Cap. Dep.	... ...	... ...	... ...	1'12 1'23	......	......	......
II	2'06 Miles relaying of 82 lbs. Up and Down track with 100 lbs. track at Duskheda.	Cap. Dep.	... ...	0'30 0'31	......	......	......	......	......
III	81'269 Miles relaying of 69 lbs. track with 90 lbs. rail and steel trough sleepers between Dhond and Wadi—								
	1925-26 (30 miles) ...	Cap. Dep.	... ...	1'72 7'25	......	......	......	......	......
	1926-27 (51'269 miles) ...	Cap. Dep.	... ...	... ...	2'93 14'72	......	......	......	......
III	2'273 Miles relaying with R. & L. pots to release 5000 pairs of round pots for use in turn-outs of S. E. Lines.	Cap. Dep.	... 1'07	0'08 0'13	......	......	......	......	......
III	Relaying 184 miles of 69 lbs. rails with 82 lbs. rails between Poona and Raichur.	Cap. Dep.	Cr. 0'29 Cr. 0'01	......	......	......	......	......	......
VI	23'153 Miles relaying on A. D. C. Railway, with new wooden sleepers including reinforcing the track by 2 additional sleepers.	Cap. Dep.	0'12 2'25	0'88 1'92	......	......	......	......	......
VI	68 Miles reinforcing of 82 lbs. track with wooden sleepers (16 to a 40 ft. rail) between Agra and Delhi—								
	1925-26 (22 miles) ...	Cap. Dep.	... ...	0'94 0'11	......	......	......	......	......
	1926-27 (46 miles) ...	Cap. Dep.	... ...	... ...	2'00 0'25	......	......	......	......
VI	211 Miles relaying on Itarsi Jhansi Section with 90 lbs. rails 1925-26 (20 miles).	Cap. Dep.	... ...	1'59 3'50	......	......	......	......	......
VI	11 Miles strengthening of 82 lbs. track between Itarsi and Hoshangabad.	Cap. Dep.	... ...	... ...	... ...	0'73 0'70	......	......	......
VI	20 Miles replacing pots by trough sleepers on Jhansi Agra Section.	Cap. Dep.	0'85 4'43	... 0'05	......	......	......	......	......
	Carried over ... {	Cap. Dep.	1'80 28'10	15'43 25'33	8'02 16'49	11'21 20'46	......	......	......

Sec- tion.			Actuals 1924-25.	Provision for 1925-26.	Provision in 5 years programme.				
					1926-27.	1927-28.	1928-29.	1929-30.	1930-31.
	Brought over ... {	Cap. Dep.	Rs. 1'80 28'10	Rs. 15'43 25'33	Rs. 8'02 16'49	Rs. 11'21 20'46	Rs. ...	Rs. ...	Rs. ...
VI	99 Miles replacing of pots sleepers in 80 lbs. track with steel trough between Jhansi and Agra—								
	1926-27 (40 miles)	Cap. Dep.	... ...	... ...	0'26 9'28	......	......	......	......
	1927-28 (40 miles)	Cap. Dep.	... ...	... ...	... ...	0'26 9'28	......	......	......
	1928-29 (19 miles)	Cap. Dep.	... ...	... ...	... ...	... ...	0'12 4'50	......	......
VI	200 Miles reinforcing of 80 lbs. track between Itarsi and Jhansi with pots to be released from Jhansi Agra Section (40 miles each year).	Cap. Dep.	... ...	... ...	... 0'33	... 0'33	... 0'33	... 0'33	... 0'33
VI	5 Miles renewing fishplates with Joyce's Anti-impact fishplates on A. D. Chord 1925-26 (5 miles),	Cap. Dep.	... ...	... 0'15	......	......	......	......	......
VI	Relaying 15 miles with 100 lbs. track on Itarsi Bhopal section.	Cap. Dep.	... 3'93	......	......	......	......	......	......
VI	Relaying 2 miles of 80 lbs. pots (11 to 30 ft. rails) Jhansi Bina Section.	Cap. Dep.	... 0'28	......	......	......	......	......	......
VII	10 Miles relaying out of 144 miles of 69 lbs. track on D. & M. line with released 82 lbs. material from Igatpuri to Duskheda and Duskheda-Khandwa. 1924-25 (10 miles).	Cap. Dep.	... 1'27	0'39 0'85	......	......	......	......	......
VII	88 Miles relaying out of 144 miles of 69 lbs. track on D. & M. line with released 82 lbs. material from Igatpuri and Duskheda & Duskheda Khandwa Sections—								
	1925-26 (40 miles)	Cap. Dep.	... ...	1'54 3'00	......	......	......	......	......
	1926-27 (48 miles)	Cap. Dep.	... ...	... ...	1'80 5'00	......	......	......	......
VII	46 Miles relaying out of 144 miles of 69 lbs. track on D. and M. line with new 90 lbs. track.	Cap. Dep.	... ...	... ...	... ...	4'20 13'00	......	......	......
VII	6 Miles relaying of 69 lbs. track with 82 lbs. track on Badnera-Amraoti Branch—								
	1925-26 (3 miles)	Cap. Dep.	... ...	0'21 0'23	......	......	......	......	......
	1926-27 (3 miles)	Cap. Dep.	... ...	... ...	0'21 0'23	......	......	......	......
	Carried over ... {	Cap. Dep.	1'80 35'63	17'57 30'16	10'29 31'33	15'67 43'57	0'12 5'33	... 0'33	... 0'33

Section.			Actuals 1924-25.	Provision for 1925-26.	Provision in 5 years programme.				
					1926-27.	1927-28.	1928-29.	1929-30.	1930-31.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought over ... {	Cap. Dep.	1'80 33'63	17'57 30'16	10'29 31'83	15'67 43'57	0'12 5'33	... 0'83	... 0'83
VII	8 Miles relaying of 69 and 68 lbs. track with 82 lbs. track on Jalamb-Khamgaon Branch—								
	1925-26 (4 miles)	Cap. Dep.	... ...	0'27 0'30	......	......	......	......	......
	1926-27 (4 miles)	Cap. Dep.	... ...	... ...	0'27 0'30	......	......	......	......
VIII	123 Miles respacing pots in 82 lbs. track and substituting special pots at joints on S. E. Line.	Cap. Dep.	... ...	... ...	... ...	... 0'59	... 0'53	... 0'53	... 0'53
VIII	51½ Miles respacing of pots in 82 lbs. track and substituting special pots at joints on Itarsi- Nagpur line.	Cap. Dep.	... ...	... ...	... 0'62	......	......	......	......
	Grand Total ... {	Cap. Dep.	1'80 33'63	17'84 30'46	10'56 32'75	15'67 44'16	0'12 5'36	... 1'38	... 1'38

SUMMARY.

(The amounts are shown in lakhs.)

Name of work.	Expenditure anticipated in									
	1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Sanctioned.										
ENGINEERING AND STRUCTURAL WORKS.										
A—WORKS FOR WHICH PROVISION HAS BEEN MADE IN THE BUDGET, 1925-26.										
I. Bombay to Igatpuri & Poona.	4.13	8.69	...	...	...	...	...	...	...	...
II. Igatpuri to Jubbulpore	9.07	9.91	6.63	2.00	...	...	...	...	...	...
III. Poona to Wadi ...	3.37	14.72	...	...	...	...	...	...	...	...
IV. Wadi to Raichur	...	...	...	...	...	...	...	...	...	...
V. Bhusaval to Nagpur	1.12	0.79	1.00	0.60	1.00	0.60	1.00	0.60	0.30	...
VI. Itarsi to Delhi & Cawnpore	5.00	0.25	2.18	...	...	...	...	...	...	...
VII. Branch Lines	3.98	5.69	...	...	...	...	...	...	...	...
VIII. General	...	...	...	...	...	...	...	...	...	...
IX. Electrification	25.06	...	...	...	...	...	...	...	...	...
Total Engineering and Structural Works.	51.73	34.05	9.81	2.60	1.00	0.60	1.00	0.60	0.30	...
ROLLING STOCK.										
Locomotives	0.92	...	...	...	...	...	...	...	...	...
Boilers	...	...	...	...	...	...	...	...	...	...
Carriages	9.98	...	...	...	...	...	...	...	...	...
Wagons	...	...	...	...	...	...	...	...	...	...
Total Rolling Stock	10.90	...	...	...	...	...	...	...	...	...
OTHER EQUIPMENT.										
I. Bombay to Igatpuri & Poona.	...	...	...	...	...	...	...	...	...	...
II. Igatpuri to Jubbulpore	...	...	...	...	...	...	...	...	...	...
III. Poona to Wadi ...	...	...	...	...	...	...	...	...	...	...
IV. Wadi to Raichur	...	...	...	...	...	...	...	...	...	...
V. Bhusaval to Nagpur	3.10	...	...	...	...	...	...	...	...	...
VI. Itarsi to Delhi & Cawnpore	2.34	...	2.33	...	...	...	...	...	...	...
Total Equipment	5.44	...	2.33	...	...	...	...	...	...	...
Total Sanctioned	68.07	34.05	12.14	2.60	1.00	0.60	1.00	0.60	0.30	...
Unsanctioned.										
ENGINEERING AND STRUCTURAL WORKS.										
I. Bombay to Igatpuri & Poona.	65.87	19.47	57.35	13.00	46.98	12.65	12.00	...	2.00	...
II. Igatpuri to Jubbulpore	9.92	4.97	1.67	5.00	1.05	3.11	...	...	...	...
III. Poona to Wadi ...	11.53	1.25	9.25	1.05	8.00	1.00	3.14	1.71	...	...
IV. Wadi to Raichur	...	...	...	...	...	...	...	...	...	...
V. Bhusaval to Nagpur	4.80	0.50	3.82	0.50	...	...	0.35	...	...	...
VI. Itarsi to Delhi & Cawnpore	31.58	2.00	40.00	2.00	46.90	2.07	20.00	1.09	16.79	0.92
VII. Branch Lines	...	...	...	...	...	...	...	...	...	...
VIII. General	6.00	45.41	6.00	38.98	6.50	34.87	6.00	32.19	5.50	31.60
IX. Electrification	...	...	...	...	...	...	...	...	...	...
Total Engineering and Structural Works	129.70	73.60	127.09	60.53	109.43	53.70	41.49	34.90	24.29	32.52
Carried forward	129.70	73.60	127.09	60.53	109.43	53.70	41.49	34.90	24.29	32.52
	68.07	34.05	12.14	2.60	1.00	0.60	1.00	0.60	0.30	...

Name of work.	Expenditure anticipated in									
	1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	68'07	34'05	12'14	2'60	1'00	0'60	1'00	0'60	0'30	...
	123'70	73'60	127'09	60'53	109'43	53'70	41'49	34'90	24'29	32'52
ROLLING STOCK.										
Locomotives ... ..	...	...	...	...	...	...	...	...	...	...
Boilers ... ..	...	...	...	...	...	...	...	...	...	...
Carriages	13'73	17'55	13'11	18'99	9'61	17'84	9'61	17'84	9'61	17'84
Wagons	20'82	20'23	30'73	7'23	30'72	7'22	30'72	7'22	30'72	7'22
Total Rolling Stock ...	34'55	37'78	43'84	26'22	40'33	25'06	40'33	25'06	40'33	25'06
OTHER EQUIPMENT.										
I. Bombay to Igatpuri & Poona.	4'34	0'40	1'57	0'40	1'20	0'80	1'20	0'80	1'20	0'80
II. Igatpuri to Jubbulpore ...	...	...	...	...	...	...	...	...	...	...
III. Poona to Wadi ... ..	...	...	...	...	...	...	...	...	...	...
IV. Bhusaval to Nagpur ... ..	...	...	...	...	...	...	...	...	...	...
VI. Itarsi to Delhi & Cawnpore ...	...	...	...	...	...	...	...	...	...	...
Total Equipment ...	4'34	0'40	1'57	0'40	1'20	0'80	1'20	0'80	1'20	0'80
Total Unsanctioned ...	1,68'59	1,11'78	1,72'50	87'15	1,50'96	79'56	83'02	60'76	65'82	58'38
Total A. Sanctioned and Unsanctioned } ...	2,36'66	1,45'83	1,84'64	89'75	1,51'96	80'16	84'02	61'36	66'12	58'38

**B—WORKS FOR WHICH PROVISION HAS NOT BEEN MADE IN
THE BUDGET, 1925-26.**

Sanctioned.										
ENGINEERING AND STRUCTURAL WORKS.										
I. Bombay to Igatpuri & Poona.	1'98	0'12	...	...	...	...	...	...	...	...
II. Igatpuri to Jubbulpore ...	...	...	...	...	...	...	...	...	...	...
III. Poona to Wadi ... ..	...	...	...	...	...	...	...	...	...	...
IV. Wadi to Raichur ... ..	...	...	...	...	...	...	...	...	...	...
V. Bhusaval to Nagpur ... ..	...	...	...	...	...	...	...	...	...	...
VI. Itarsi to Delhi & Cawnpore ...	0'26	...	...	...	...	...	...	...	...	...
VII. Branch Lines ... ..	...	...	...	...	...	...	...	...	...	...
VIII. General ... ..	...	...	...	...	...	...	...	...	...	...
IX. Electrification ... ..	...	...	...	...	...	...	...	...	...	...
Total Engineering and Structural Works. } ...	2'24	0'12	...	...	...	...	...	...	...	...
ROLLING STOCK.										
Locomotive	9'91	20'16	...	...	...	...	...	...	...	...
Boilers	0'30	8'01	0'95	9'19	1'13	9'09	0'72	10'68	0'81	11'21
Carriages	4'08	7'25	...	...	...	...	...	...	...	...
Wagons ... ..	...	...	...	...	...	...	...	...	...	...
Total Rolling Stock ...	14'29	35'42	0'95	9'19	1'13	9'09	0'72	10'68	0'81	11'21
Carried forward ...	16'53	35'54	0'95	9'19	1'13	9'09	0'72	10'68	0'81	11'21
	2,36'66	1,45'83	1,84'64	89'75	1,51'96	80'16	84'02	61'36	66'12	58'38

Name of work.	Expenditure anticipated in									
	1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward ...	2,36.66	1,45.83	1,84.64	89.75	1,51.96	80.16	84.02	61.36	66.12	58.38
	10.53	35.54	0.95	9.19	1.13	9.09	0.72	10.68	0.81	11.21
OTHER EQUIPMENT.										
I. Bombay to Igatpuri & Poona. ...	...	...	...	...	...	...	...	...	...	...
II. Igatpuri to Jubbulpore ...	...	...	...	...	...	...	...	...	...	...
III. Poona to Wadi... ..	...	...	...	...	...	...	...	...	...	...
IV. Wadi to Raichur ... ..	...	...	...	...	...	...	...	...	...	...
V. Bhusaval to Nagpur ... ..	...	...	...	...	...	...	...	...	...	...
VI. Itarsi to Delhi & Cawnpore ...	2.91	0.30	...	...	...	...	...	...	...	...
Total Other Equipment ...	2.91	0.30	...	...	...	...	...	...	...	...
Total Sanctioned ...	19.44	35.84	0.95	9.19	1.13	9.09	0.72	10.68	0.81	11.21
Unsanctioned.										
ENGINEERING AND STRUCTURAL WORKS.										
L. Bombay to Igatpuri & Poona.	64.78	...	24.25	0.10	5.57	...	0.50	...	2.37	...
II. Igatpuri to Jubbulpore ...	25.20 26.91	3.68	68.79	34.94	51.17	21.62	21.81	16.08	8.89	5.53
III. Poona to Wadi... ..	16.94	0.70	35.84	2.15	13.34	0.65	8.09	0.55	3.44	0.38
IV. Wadi to Raichur	0.09	...	...	...	...	...	...	...	...	...
V. Bhusaval to Nagpur	1.81	...	12.43	0.85	11.50	0.50	6.69	...	1.08	...
VI. Itarsi to Delhi & Cawnpore ...	10.27	23.50	21.17	60.10	14.86	62.20	7.84	18.21	6.23	8.53
VII. Branch Lines	6.38	1.77	12.16	16.88	5.30	1.35	...	...	1.57	...
VIII. General	3.50	0.62	8.50	0.59	2.00	0.53	2.00	0.53	2.00	0.53
IX. Electrification	87.20	...	2,12.40	...	2,33.63	...	1,48.34	...	26.58	...
Total Engineering and } Structural Works. }	217.18 216.17	30.27	3,90.54	1,15.61	3,37.57	86.65	1,95.27	35.37	52.16	14.97
ROLLING STOCK.										
Locomotives ... ..	...	...	...	...	23.92	33.58	23.92	33.58	23.92	33.58
Boilers ... ..	...	...	...	...	...	...	...	...	...	...
Carriages	23.99	...	21.69	...	20.01	...	20.01	...	16.35	...
Wagons ... ..	...	...	...	...	...	...	...	...	...	...
Total Rolling Stock ...	23.99	...	21.69	...	43.93	33.58	43.93	33.58	40.27	33.58
Carried forward	217.17 19.44	30.27	4,12.23	1,15.61	3,81.50	1,20.43	2,39.20	68.95	92.43	48.55
	2,36.66	1,45.83	1,84.64	89.75	1,51.96	80.16	84.02	61.36	66.12	58.38

Name of work.	Expenditure anticipated in									
	1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.	Capital.	Depre- ciation Fund.
Brought forward ...	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	2,36 66	1,45 83	1,84 64	89 75	1,51 96	80 16	84 02	61 36	66 12	58 38
	19 44	35 84	0 95	9 19	1 13	9 99	0 72	10 68	0 61	11 21
	2,41 17 2,40 16	30 27	4,12 23	1,15 61	3,81 50	1,20 43	2,39 20	68 95	92 43	48 55
OTHER EQUIPMENT.										
I. Bombay to Igatpuri & Poona.	11 81	1 70	5 00	0 60	5 65	0 60	5 30	0 60	6 30	0 60
II. Igatpuri to Jubbulpore ...	1 50	0 25	7 24	...	8 56	...	2 86	...	0 38	...
III. Poona to Wadi ...	1 22	...	1 51	...	1 40	...	...	...	...	...
IV. Wadi to Raichur ...	...	...	...	...	...	...	...	...	...	...
V. Bhusaval to Nagpur ...	1 19	...	1 59	...	...	...	...	...	...	...
VI. Itarsi to Delhi & Cawnpore ...	2 57	0 80	3 57	0 75	2 32	0 40	50	0 40	1 15	0 75
Total Other Equipment ...	18 29	2 75	18 91	1 35	17 93	1 00	8 66	1 00	7 83	1 35
Total Unsanctioned ...	2,58 19 2,59 46	33 02	4,31 14	1,16 96	3,99 43	1,21 43	2,47 86	69 95	1,00 26	49 90
Total B. Sanctioned and Unsanctioned ...	2,78 89 2,79 99	68 86	4,32 09	1,26 15	4,00 56	1,30 52	2,48 58	80 58	1,01 07	61 11
Total A. and B. ...	5,15 66 5,14 55	2,14 69	6,16 73	2,15 90	5,52 52	2,10 68	3,32 60	1,41 94	1,67 19	1,19 49
General charges ...	1 10	...	1 10	...	1 10	...	1 10	...	1 10	...
Collieries (less Sinking Fund) ...	5 86	...	Cr. 1 35	...	...	...	...	...	...	...
Total Demand—Open Line ...	5,29 52 5,21 5	2,14 69	6,16 48	2,15 90	5,53 62	2,10 68	3,33 70	1,41 99	1,68 29	1,19 49
Suspense:—										
Stores transactions ...	— 5 00	...	— 1 00	...	— 1 00	...	— 1 00	...	— 1 00	...
Manufacture operations ...	...	...	...	...	...	...	...	...	...	...
Net Demand Open line ...	5,17 52 5,16 51	2,14 69	6,06 48	2,15 90	5,43 62	2,10 68	3,23 70	1,41 99	1,58 29	1,19 49
	<i>sum cum reduction</i> 4,16 51									
<i>Distribution between.</i>	<i>En gland.</i>	Capital ...	...	2,60 00	...	2,50 00	...	2,20 00	...	1,50 00
		From Depreciation Fund.	2,31 00	...	...	...	...	...	...	...
	<i>India.</i>	Capital ...	...	2,59 81	...	2,10 28	...	30 37	...	— 41 71
		From Depreciation Fund...	...	2,14 69	...	2,15 90	...	2,10 68	...	1,41 99
	Exchange ...	77 00	...	86 67	...	83 31	...	73 33	...	50 00
	<i>sum cum reduction</i>	100 00								

K. BALARAMA IYER,
Chief Auditor and Accountant.

R. McLEAN,
Agent.

G. I. P. RAILWAY,
CHIEF AUDITOR AND ACCOUNTANT'S OFFICE,
Bombay, 28th July 1925.

SYMBOLS.

- E — Works for which estimates have been prepared.**
- P — Works for which estimates are under preparation.**
- R — Works for which rough estimates have been prepared.**
- S — Sanctioned.**
- U — Unsanctioned.**
- W — Works started.**

I. BOMBAY TO IGATPURI AND POONA.

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I. Sanctioned.			A.—WORKS FOR WHICH					
ENGINEERING AND STRUCTURAL WORKS.								
<i>New Works.</i>								
STAFF QUARTERS.								
1	W	Bombay and Kalyan—Quarters for subordinates and menial staff.	11'81	...	8'26	...	8'00	...
		Total New Works ...	...	...	...	...	...	...
<i>Betterments.</i>								
REMODELLING YARDS.								
2	W	Ghorpuri—New tranship yard chargeable to G. I. P.	2'50	0'58	} 1'07	...	2'31	0'41
		" " " " Joint account.	2'30	0'82				
8	W	Mazgaon—Remodelling ...	39'09	16'69	30'67	6'33	8'48	6'60
4	W	Poona—Remodelling chargeable to G. I. P. ...	20'99	4'14	} 24'72	1'06	11'25	1'65
		" " " " Joint account.	15'14	8'01				
		Total Betterments ...	...	...	...	...	...	...
OTHER EQUIPMENT.								
<i>New Works.</i>								
		Nil ...	...	...	...	...	...	...
<i>Betterments.</i>								
		Nil ...	...	...	...	...	...	...
		A—Total Sanctioned ...	...	...	...	...	...	...
II. Unsanctioned.								
ENGINEERING AND STRUCTURAL WORKS.								
<i>New Works.</i>								
STATION BUILDINGS ETC.								
5	E	Matunga—Extension of shops Nos. 6 & 8 and providing two 25 tons cranes (Electric) to each shop.	14'95	...	...	...	1'60	...
		

I. Bombay to Igatpuri and Poona—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
II. Unsanctioned—(concl'd.)								
STAFF QUARTERS.								
6	P	Kalyan—Bungalow accommodation for Divisional Transportation Superintendent and 5 Assistant Superintendents.	1'40	...	...	...	1'00	...
7	P	Quarters for staff on the Harbour Branch Railway at Kolwada, Gowari, Reay Road and Sewri.	1'08	...	...	...	1'00	...
8	...	Petty works costing not more than one lakh each.	2'28	...	...	...	1'31	...
		Total New Works	...	...	...	...	...	...
<i>Betterments.</i>								
REMODELLING YARDS.								
9	P	Ambernath—Remodelling	7'00	0'50	...	...	1'00	0'10
10	P	Kalyan—Additions and alterations in existing goods yard.	2'37	0'08	...	...	2'00	0'20
11	P	Kurla—New down yard	48'11	0'04	...	...	8'00	0'04
12	E	Victoria Terminus—Remodelling	82'40	20'40	...	...	8'00	0'75
		Total Betterments	...	...	...	...	...	...
<i>New Lines.</i>								
18	P	Elimination of the Bore Ghat reversing station.	41'98	25'00	...	...	6'00	...
		Total New Works	...	...	...	...	...	...
OTHER EQUIPMENT.								
<i>New works.</i>								
14		Kalyan—Lighting of station yard	8'28	...	...	...	0'44	...
15		Kalyan—Lighting of Quarters	1'47	...	...	...	0'73	...
16		Lighting of stations yards from Mazgaon to Dombivli.	1'24	...	0'01	...	0'10	...
		Total. New Works	...	...	...	...	...	...
<i>Betterments.</i>								
17		Matunga—Replacement of shop machinery	8'42	4'04	...	...	8'02	0'84
		Total Betterments	...	...	...	...	...	...
		A.—Total unsanctioned	...	...	...	...	...	...
		A.—Total sanctioned and unsanctioned	...	...	...	...	...	...

I. Bombay to Igatpuri and Poona—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
0'70	...	0'70	...	...	...	...	...	...	...
0'58	...	0'50	...	...	...	...	...	...	...
1'71	...	...	...	...	...	...	...	...	...
2'99	...	1'20	...	...	...	...	...	...	...
8'99	...	8'35	...	...	...	...	...	...	...
6'00	0'40	...	...	...	...	...	...	...	...
2'37	0'08	...	...	...	...	...	...	...	...
10'11	0'04	12'00	...	12'00	...	12'00	...	2'00	...
28'40	10'00	22'00	5'00	24'00	4'65	...	...	...	...
46'88	10'47	34'00	5'00	36'00	4'65	12'00	...	2'00	...
10'00	9'00	15'00	8'00	10'98	8'00	...	...	...	...
10'00	9'00	15'00	8'00	10'98	8'00	...	...	...	...
1'87	...	0'97	...	...	...	...	...	...	...
0'74	...	...	...	...	...	...	...	...	...
1'18	...	...	...	...	...	...	...	...	...
8'74	...	0'97	...	...	...	...	...	...	...
0'60	0'40	0'60	0'40	1'20	0'80	1'20	0'80	1'20	0'80
0'60	0'40	0'60	0'40	1'20	0'80	1'20	0'80	1'20	0'80
70'21	19'87	58'92	13'40	48'18	13'45	13'20	0'80	3'20	0'80
74'34	28'56	58'92	13'40	48'18	13'45	13'20	0'80	3'20	0'80

I. Bombay to Igatpuri and Poona—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
PROVISION HAS NOT BEEN MADE IN THE BUDGET 1925-26.									
1'70	...	...	...	...	...	...	...	...	...
1'70	...	...	...	...	...	...	...	...	...
0'28	0'12	...	...	...	...	...	...	...	...
0'28	0'12	...	...	...	...	...	...	...	...
...
...
1'98	0'12	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	2'37	...
1'08	...	...	...	...	...	...	...	...	...
1'15	...	...	...	...	...	...	...	...	...
1'00	...	...	...	...	...	...	...	...	...
8'31	...	...	...	...	...	...	...	2'37	...

I. Bombay to Igatpuri and Poona—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		Brought forward ...	...	...	...	...	...	...
		II. Unsanctioned—(contd.)						
24	P	Kalyan—New offices for Divisional Transportation Superintendent.	1'27	...	...	...	...	...
25	R	Kurla—Permanent car shed in connection with suburban Electrification.	28'76	...	...	...	...	...
26	P	Matunga—Shed 520' × 50' for Branch stores ...	1'73	...	...	...	...	...
27	P	Thana—Providing small repair sheds in connection with suburban Electrification.	1'00	...	...	...	...	...
28	P	Victoria Terminus—Station Building ...	10'00	...	...	...	...	...
29	...	Petty works costing not more than one lakh each	5'81	...	...	...	...	...
		
		STAFF QUARTERS.						
90	P	Bombay—Officers' flats ...	4'00	...	...	...	...	...
91	P	Bombay—Quarters for Senior Subordinates ...	8'00	...	...	...	...	...
92	P	Chembur—Railway settlement for clerical staff.	5'00	...	...	...	...	...
93	P	Kalyan—Concentration of Power. Providing 40 units new quarters for Senior Indians to type D.	8'00	...	...	...	...	...
94	P	Kalyan—Providing 24 units new quarters for Senior Europeans to type C.	8'72	...	...	...	...	...
95	P	Kurla or Chembur—Quarters for motor drivers and guards for electrification.	7'04	...	...	...	...	...
96	...	Kurla—Quarters for the staff of the new down yard for Transportation Department.	4'02	...	...	...	...	...
97	P	Poona—Police quarters ...	1'86	...	...	...	...	...
98	...	Petty works costing not more than one lakh each.	1'08	...	...	...	...	...
		
		SIDINGS AND DIRECT ENTRANCES, ETC.						
99	...	Petty works costing not more than one lakh each.	1'10	...	...	...	...	...
		

I. Bombay to Igatpuri and Poona—(concl'd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
4'00	...	...	...	...	...	...	...	...	...
4'00	...	...	...	...	...	...	...	...	...
61'78	...	19'75	...	5'57	...	0'50	...	2'87	...
8'00	...	4'50	0'10	...	...	...	...	...	...
8'00	...	4'50	0'10	...	...	...	...	...	...
...	...	...	...	...	...	1'00	...	1'00	...
...	...	...	...	...	...	0'80	...	0'80	...
...	...	0'80	...	0'80	...	...	...	...	...
...	...	1'00	...	1'00	...	...	...	...	...
8'00	...	...	...	...	...	...	...	...	...
4'80	...	...	...	1'00	...	1'00	...	2'00	...
1'25	...	1'50	...	1'50	...	1'50	...	1'50	...
0'21	...	0'70	...	0'85	...	...	...	...	...
9'26	...	4'00	...	4'65	...	4'80	...	5'80	...
1'05	0'70	1'00	0'60	1'00	0'60	1'00	0'60	1'00	0'60
1'50	1'00	...	...	...	...	...	...	...	...
2'55	1'70	1'00	0'60	1'00	0'60	1'00	0'60	1'00	0'60
76'59	1'70	29'25	0'70	11'22	0'60	5'80	0'60	8'67	0'60
78'57	1'82	29'25	0'70	11'22	0'60	5'80	0'60	8'67	0'60

II. IGATPURI TO JUBBULPORE.

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
PROVISION HAS BEEN MADE IN THE BUDGET 1925-26.									
0'88	...	...	...	...	...	...	...	...	...
0'88	...	...	...	...	...	...	...	...	...
...
8'09	1'62	...	...	...	...	...	...	...	...
...	...	4'15	2'00	...	...	...	...	...	...
8'09	1'62	4'15	2'00	...	...	...	...	...	...
0'15	1'62	...	...	...	...	...	...	...	...
0'15	1'62	...	...	...	...	...	...	...	...
5'00	0'77	2'48	...	...	...	...	...	...	...
5'00	0'77	2'48	...	...	...	...	...	...	...
8'24	3'01	6'68	2'00	...	...	...	...	...	...
...
...
9'07	8'91	6'68	2'00	...	...	...	...	...	...

II. Igatpuri to Jubbulpore—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
0'85	...	...	...	...	...	...	...	...	...
0'88	...	...	...	...	...	...	...	...	...
1'28	...	...	...	...	...	...	...	...	...
0'42	...	...	...	...	...	...	...	...	...
0'42	...	...	...	...	...	...	...	...	...
1'09	...	...	...	...	...	...	...	...	...
1'09	...	...	...	...	...	...	...	...	...
2'74	...	...	...	...	...	...	...	...	...
1'00	2'00	0'67	4'90	...	8'00	...	...	...	...
0'11	2'15	...	...	...	...	...	...	...	...
1'11	4'15	0'67	4'90	...	8'00	...	...	...	...
1'00	0'50	1'00	0'10	1'05	0'11	...	...	...	...
1'00	0'50	1'00	0'10	1'05	0'11	...	...	...	...
5'07	0'82	...	...	...	...	...	...	...	...
5'07	0'82	...	...	...	...	...	...	...	...
7'18	4'97	1'67	5'00	1'05	3'11	...	...	...	...

II. Igatpuri to Jubbulpore—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...
...
9'92	4'97	1'87	5'00	1'05	8'11	...	...	...	...
18'99	8'88	8'80	7'00	1'05	8'11	...	...	...	...
PROVISION HAS NOT BEEN MADE IN THE BUDGET 1925-26.									
...
...
...
...
...
1'81
...	...	4'00	...	4'00	...	4'00	...	2'71	...
...	...	0'83	...	1'00	...	1'00	...	...	...
1'81	...	4'83	...	5'00	...	5'00	...	2'71	...

II. Igatpuri to Jubbulpore—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
		Brought forward ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...
		II. Unsanctioned—(contd.)						
		STAFF QUARTERS—(contd.)						
67	P	Jubbulpore—Quarters for new Divisional staff 8 Junior Officers and 3 Senior Subordinates.	1'28	...	...	...	...	...
68	...	Petty works costing not more than one lakh each.	1'78	...	...	...	...	...
		
		STATION BUILDINGS ETC.						
69	P	Bhusaval—Drainage Scheme	8'00	...	...	...	...	...
70	P	Bhusaval—European Institute	1'00	...	...	...	...	...
71	P	Bhusaval—Covered accomodation for wagon repairs.	3'60	...	...	...	...	...
72	...	Bhusaval—Hospital	2'25	...	...	...	...	...
73	P	Jubbulpore—New dispensary with wards for in-patients' quarters for Assistant Surgeon compounder and menials and Bungalow for District Surgeon.	2'00	...	...	...	...	...
74	P	Pachora—Goods shed to be lengthened 30 per cent.	1'05	...	...	...	...	...
75	...	Petty works costing not more than one lakh each.	3'30	...	...	...	...	...
		
		WATER SUPPLY.						
76	..	Itarsi—Water supply	3'00	...	...	...	...	...
77	...	Nandgaon—Water supply	5'00	...	...	...	...	...
		
		Total New works ...	...	...	...	...	...	...
		Betterments.						
		PERMANENT WAY.						
78	...	Relaying 57 miles of 69 lbs. track with 90 lbs. rails and steel trough sleepers between Itarsi and Jubbulpore.	5'21	16'58	...	...	...	...
79	...	Strengthening 17 miles of 82 lbs. track between Itarsi and Jubbulpore with special joint pots and new Stuart keys.	1'12	1'28	...	...	...	...
		

II. Igatpuri to Jubbulpore—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1.01	...	4.88	...	5.00	...	5.00	...	2.71	...
1.28
0.55	...	1.18	...	...	...	...	...	...	...
2.04 1.23	...	6.01	...	5.00	...	5.00	...	2.71	...
8.00	...	5.00	...	...	...	...	...	...	...
...	...	1.00	...	...	...	...	...	...	...
...	...	8.60	...	...	...	...	...	...	...
...	1.25	...	1.00	...
0.75	...	0.75	...	0.50	...	...	...	...	...
1.05
1.86	...	1.06	...	0.75	...	0.18	...	...	...
6.16	...	11.41	...	1.25	...	1.88	...	1.00	...
...	...	8.00	...	...	...	...	...	...	...
...	...	8.00	...	2.00	...	...	...	...	...
...	...	6.00	...	2.00	...	...	...	...	—
2.00 2.77	...	23.42	...	6.25	...	6.88	...	8.71	...
...	...	5.21	16.58	...	...	...	...	...	...
...	...	1.13	1.23	...	...	...	...	...	...
...	...	6.83	17.76	...	...	...	...	...	...

II. Igatpuri to Jubbulpore—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
		II. Unsanctioned—(contd.)	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		BRIDGES.						
80	...	Miles 592—Nerbada bridge reconstruction of including regrading of approaches 5 spans of 142'.	3'02	11'58	...	...	...	...
81	...	Miles 536½—Sukker bridge reconstruction of new alignment 4 spans of 180'.	1'88	8'41	...	...	...	...
		
		REMODELLING YARDS.						
82	...	Bhusaval—Remodelling passenger yard ...	9'88	1'88	...	...	...	...
83	...	Chalisgaon—Remodelling	8'25	2'00	...	...	...	...
84	P	Itarsi—Remodelling goods yard	6'50	0'50	...	...	...	...
85	...	Itarsi—New running shed ... — ...	13'97	6'08	...	...	...	...
86	...	Manmad—Remodelling chargeable to G. I. P....	24'00	12'00	...	...	...	...
		" Joint account.	10'00	8'00	...	...	...	...
87	P	Nasik Road—Remodelling	5'21	1'81	...	...	...	...
88	P	Pipariya—Remodelling	1'39	0'66	...	...	...	...
89	P	Remodelling and Interlocking at Savda, Rawer, Nimbera, Burhanpur, Chandni and Dongergaon.	6'05	1'00	...	...	...	...
90	...	Petty works costing not more than one lakh each.	0'66	0'81	...	...	...	...
		
		SIDINGS, DIRECT ENTERANCES, ETC.						
91	...	Lengthening sidings to 1800' on Itarsi Jubbulpore section.	7'00	1'00	...	...	...	...
		
		STATION BUILDINGS, HOSPITALS, WORKSHOPS, OVER BRIDGES, ETC.						
92	...	Bhusaval—Proposed Divisional Locomotive, repair shop.	8'18	0'20	...	...	...	...
93	P	Manmad—Road over-bridge to replace level crossing No. 119 at miles 161'66—						
		Chargeable to joint account	2'70	0'15	...	...	...	...
		" " G. I. P.	0'14	0'01	...	...	...	...
94	...	Petty works costing not more than one lakh each.	1'14	0'60	...	...	...	...
		

II. Igatpuri to Jubbulpore—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	1'62	8'00	1'50	5'00	...	8'58	...	...
...	...	0'88	9'00	1'00	2'41	...	9'00	...	...
...	...	2'40	6'00	2'50	7'41	...	6'58	...	...
...	...	4'68	0'94	4'70	0'94	...	...	...	...
1'75	...	1'50	1'00	...	1'00	...	...	...	...
8'50	...	3'00	0'25	...	0'25	...	...	...	...
...	...	...	...	5'00	1'00	5'00	2'00	8'97.	8'08
...	...	12'00	2'00	12'00	2'00	...	6'00	...	2'00
...	...	5'00	0'50	5'00	1'00	...	1'00	...	0'50
5'21	1'81	...	...	...	...	...	...	...	...
1'89	0'66	...	...	...	...	...	...	...	...
1'21	1'00	1'21	...	1'21	...	1'21	...	1'21	...
0'89	0'16	0'88	0'15	...	...	...	...	...	...
18'89	8'18	27'72	4'84	27'91	6'19	6'21	9'00	5'18	5'58
...	...	...	...	8'50	0'50	8'50	0'50	...	...
...	...	...	...	8'50	0'50	8'50	0'50	...	...
...	...	5'96	0'20	2'22	...	...	...	...	...
2'70	0'15	...	...	...	...	...	...	...	...
0'14	0'01	...	...	...	...	...	...	...	...
0'98	0'89	0'16	0'21	...	...	...	...	...	...
3'82	0'55	6'12	0'41	2'22	...	...	...	...	...

II. Igatpuri to Jubbulpore—(concd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	0'09	2'00	0'09	2'02	...	...	...	...
...	...	0'05	0'90	0'05	1'50	...	...	...	...
...	...	0'08	2'00	0'05	1'00	...	...	...	...
...	...	0'10	1'00	0'10	8'00	...	...	...	...
...	...	0'80	5'90	0'29	7'52	...	...	...	...
...	...	2'50	0'08	6'50	...	5'72	...	...	...
...	...	2'50	0'08	6'50	...	5'72	...	...	...
17'21	8'68	45'87	84'94	42'92	21'62	15'48	16'08	5'18	5'58
...	...	...	...	2'50	...	2'50	...	...	...
...	...	8'12	...	8'18	...	...	...	...	...
1'00	...	...	...	...	...	...	...	...	...
...	...	1'51	...	1'51	...	...	...	...	...
...	...	1'07	...	1'07	...	...	...	...	...
...	...	1'54	...	0'85	...	0'86	...	0'88	...
1'00	...	7'24	...	8'56	...	2'66	...	0'88	...
0'50	0'25	...	...	...	...	...	...	...	...
0'50	0'25	...	...	...	...	...	...	...	...
87'71 26'70	8'98	76'08	84'94	59'73	21'62	24'67	16'08	9'27	5'58
87'71 26'70	8'98	76'08	84'94	59'73	21'62	24'67	16'08	9'27	5'58

III. POONA TO WADI.

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A.—WORKS FOR WHICH								
I. Sanctioned.								
ENGINEERING AND STRUCTURAL WORKS.								
<i>New works.</i>								
STAFF QUARTERS.								
104	W	Quarters for clerical and menial staff on District 4.	5'67	...	3'78	...	1'50	...
		Total New works	...	...	...	...	...	...
<i>Betterments.</i>								
105	...	Relaying 81'269 miles of 69 lbs. track with 90 lbs. rails and steel trough sleepers between Dhond and Wadi—						
		1925-26—(30 miles)	1'72	8'66	...	...	1'72	7'25
		1926-27—(51'269 miles)	2'98	14'72	...	...	...	...
		Total Betterments	...	...	...	...	...	...
OTHER EQUIPMENT.								
<i>New works.</i>								
		Nil	...	...	...	...	...	...
<i>Betterments.</i>								
		Nil	...	...	...	...	...	...
		A. Total Sanctioned	...	...	...	...	...	...
II. Unsanctioned.								
<i>New works.</i>								
LAND.								
106	...	Dhond—Land for staff quarters etc.	1,88	...	...	...	1'50	...
		

III. Poona to Wadi—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5'00	0'50	8'00	1'00	8'00	1'00	8'14	1'71	...	...
5'00	'50	8'00	1'00	8'00	1'00	8'14	1'71	...	...
0'58	0'12	...	...	...	...	...	...	...	...
0'75	0'14	...	...	...	...	...	...	...	...
0'77	0'14	...	...	...	...	...	...	...	...
0'85	0'15	...	...	...	...	...	...	...	...
2'95	0'55	...	...	...	...	...	...	...	...
1'75	0'20	1'25	0'05	...	...	...	...	...	...
1'75	0'20	1'25	0'05	...	...	...	...	...	...
9'70	1'25	9'25	1'05	8'00	1'00	8'14	1'71	...	...
...
...
11'53	1'25	9'25	1'05	8'00	1'00	8'14	1'71	...	...
14'90	15'97	9'25	1'05	8'00	1'00	8'14	1'71	...	...

III. Poona to Wadi—(contd.)

The amounts are

Item No.	Progress of work	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
B.—WORKS FOR WHICH								
I. Sanctioned.								
ENGINEERING AND STRUCTURAL WORKS.								
<i>New Works.</i>								
...		Nil ... ..	...	...	...	...	...	...
<i>Betterments.</i>								
...		Nil ... ..	...	...	...	...	...	...
OTHER EQUIPMENT.								
<i>New Works.</i>								
...		Nil ... ..	...	...	...	...	...	...
<i>Betterments.</i>								
...		Nil ... ..	...	...	...	...	...	...
		B Total. Sanctioned ...						
II. Unsanctioned.								
<i>New Works.</i>								
STATION BUILDINGS HOSPITAL WORKSHOPS, OVER BRIDGES ETC.								
110	...	Dhond—Sewerage and storm water drainage for housing scheme.	4'42	...	...	...	...	...
111	...	Dhond—Hospital	1'00	...	...	...	...	...
112	...	Dhond—Office building	1'00	...	...	...	...	...
113	...	Petty works costing not more than one lakh each.	2'74	...	...	...	...	...
		
STAFF QUARTERS.								
114	...	Dhond—Quarters for loco. shed and running staff.	5'08	...	...	...	...	...
115	...	Dhond—Quarters for Divisional Officers ...	1'46	...	...	...	...	...
116	...	Dhond—Quarters for firemen and augwallas for Dhond Sholapur section goods service.	4'52	...	...	...	...	...
		Carried over ...						

III. Poona to Wadi—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	'Rs.	Rs.	Rs.	Rs.	Rs.
		Brought forward ...	...	...	...	...	...	...
		Unsanctioned II.—(contd).						
		STAFF QUARTERS—(contd).						
117	...	Dhond—Quarters for loco. shed and running staff, for Dhond Poona section goods service.	1'42	...	...	...	...	...
118	...	Dhond—Quarters for subordinate for Divisional Head Quarters.	4'26	...	...	...	...	...
119	...	Petty works costing not more than one lakh each.	2'87	...	...	...	...	...
		
		WATER SUPPLY.						
120	...	Dhond—Water supply subsidiary tanks to staff quarters branch pipes, etc.	1'65	...	...	...	...	...
121	...	Shahabad—Filtration plant ...	1'42	...	...	...	...	...
122	...	Wadi—Water supply ...	8'00	...	...	...	...	...
		
		Total New works ...	...	...	...	...	...	...
		Betterments.						
		REMODELLING YARDS.						
123	...	Shahabad or Wadi—Remodelling of the new running shed—						
		Traffic yard ...	14'00	0'50	...	...	...	...
		Loco. yard ...						
124	...	Sholapur—Remodelling and 3rd class waiting shed.	6'00	0'50	...	...	...	...
		
		SIDINGS DIRECT ENTRANCES, ETC.						
125	...	Lengthening loops to 1,800 ft. at remaining stations between Dhond and Sholapur.	8'50	0'50	...	...	...	...
126	...	Lengthening loops to 1,800 ft. at remaining stations between Sholapur to Wadi.	2'50	0'50	...	...	...	...
127	...	Petty works costing not more than one lakh each.	1'51	0'16	...	...	...	...
		

III. Poona to Wadi—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5'88	...	5'28	...	...	...	...	...	...	...
...	1'42	...	...	...	...	...
...	...	2'26	...	2'00	...	...	...	...	...
0'52	...	0'59	...	...	...	1'26	...	...	...
6'85	...	8'08	...	3'42	...	1'26	...	...	...
1'00	...	0'65	...	...	...	...	...	...	...
1'42
...	...	3'00	...	...	...	...	...	...	...
2'42	...	3'65	...	...	...	...	...	...	...
11'07	...	15'89	...	3'84	...	2'59	...	0'95	...
...	...	6'00	0'20	5'00	0'20	8'00	0'10	...	...
...	...	4'00	0'50	2'00	...	...	...	...	...
...	...	10'00	0'70	7'00	0'20	8'00	0'10	...	...
...	...	3'50	0'50	...	...	...	...	...	...
...	...	2'50	0'50	...	...	...	...	...	...
1'51	0'16	...	...	...	...	...	...	...	...
1'51	0'16	6'00	1'00	...	...	...	...	...	...

III. Poona to Wadi—(concl'd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	2'50	0'45	2'50	0'45	2'49	0'88
...	...	...	...	2'50	0'45	2'50	0'45	2'49	0'88
4'00	0'50	2'25	0'25	...	...	...	...	...	...
0'88	0'04	...	...	...	...	...	...	...	...
...	...	1'70	0'20	...	...	...	...	...	...
4'86	0'54	3'95	0'45	...	...	...	...	...	...
5'87	0'70	19'95	2'15	9'50	0'65	5'50	0'55	2'49	0'88
0'88	...	0'87	...	...	...	...	...	...	...
...	...	...	...	1'05	...	...	...	...	...
0'84	...	0'64	...	0'85	...	...	...	...	...
1'22	...	1'51	...	1'40	...	...	...	...	...
...
18'18	0'70	87'85	2'15	14'74	0'65	8'09	0'55	3'44	0'88
18'18	0'70	37'85	2'15	14'74	0'65	8'09	0'55	3'44	0'88

IV. WADI TO RAICHUR.

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		I. Sanctioned.	A.—WORKS FOR WHICH					
		ENGINEERING AND STRUCTURAL WORKS.						
		<i>New Works.</i>						
		Nil ... ..	...	...	...	...	...	...
		<i>Betterments</i>						
		Nil ... ..	...	...	...	...	...	...
		OTHER EQUIPMENT.						
		<i>New Works.</i>						
		Nil ... ..	...	...	...	...	...	...
		<i>Betterments.</i>						
		Nil ... ..	...	...	...	...	...	...
		A. Total Sanctioned	...	...	...	...	...	...
		II. Unsanctioned.						
		<i>New Works.</i>						
		Nil ... ..	...	...	...	...	...	...
		<i>Betterments.</i>						
		Nil ... ..	...	...	...	...	...	...
		OTHER EQUIPMENT.						
		<i>New Works.</i>						
		Nil ... ..	...	...	...	...	...	...
		<i>Betterments.</i>						
		Nil ... ..	...	...	...	...	...	...
		A. Total Unsanctioned	...	...	...	...	...	...
		I. Sanctioned.	B.—WORKS FOR WHICH					
		OTHER EQUIPMENT.						
		<i>New Works.</i>						
		Nil ... ..	...	...	...	...	...	...
		<i>Betterments.</i>						
		Nil ... ..	...	...	...	...	...	...
		B. Total Sanctioned	...	...	...	...	...	...

IV. Wadi to Raichur—(concl'd.)
 V. BHUSAVAL TO NAGPUR INCLUDING
 (I. N. RAILWAY).

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
0'09	...	...	...	...	...	...	...	...	...
...
0'09	...	...	...	...	...	...	...	...	...
0'09	...	...	...	...	...	...	...	...	...
PROVISION HAS BEEN MADE IN THE BUDGET 1925-26.									
0'80	...	0'80	...	0'80	...	0'80	...	0'80	...
0'80	...	0'80	...	0'80	...	0'80	...	0'80	...
0'18	0'19	...	...	...	...	...	...	...	...
0'18	0'19	...	...	...	...	...	...	...	...
0'69	0'60	0'70	0'60	0'70	0'60	0'70	0'60	...	...
0'69	0'60	0'70	0'60	0'70	0'60	0'70	0'60	...	...
0'82	0'79	0'70	0'60	0'70	0'60	0'70	0'60	...	...

V. Bhusaval to Nagpur including (I. N. Railway)—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		I. Sanctioned—(contd.)						
		OTHER EQUIPMENT.						
		<i>New Works.</i>						
189	...	Nagpur—Lighting of Station yard ...	4'81	...	0'28	...	1'48	...
		<i>Betterments.</i>						
	Nil	... ..	...	...	...	...	...	...
		A. Total sanctioned	...	...	...	...	...	...
		II. Unsanctioned.						
		ENGINEERING AND STRUCTURAL WORKS.						
		<i>New works.</i>						
		STATION BUILDINGS, HOSPITALS OVERBRIDGES ETC.						
140	...	Nagpur (Ajni)—New dispensary with wards and quarters for 2 Nurses, Compounder and 7 Menials.	1'25	...	...	...	0'10	...
141	...	Petty works costing not more than one lakh each.	0'70	...	...	...	0'85	...
		<i>STAFF QUARTERS.</i>						
142	...	Petty works costing not more than one lakh each.	0'90	...	...	...	0'45	...
		Total New works	...	...	...	...	...	...
		<i>Betterment.</i>						
		REMODELLING YARD.						
143	P	Akola—Remodelling ...	6'82	1'00	...	...	1'00	0'15
		Total Betterments	...	...	...	...	...	...
		OTHER EQUIPMENT.						
		<i>New works.</i>						
...	Nil	... ..	...	...	...	...	...	...
		<i>Betterments.</i>						
...	Nil	... ..	...	...	...	...	...	...
		A. Total Unsanctioned	...	...	...	...	...	...
		A. Total Sanctioned and Unsanctioned	...	...	...	...	...	...

V. Bhusaval to Nagpur including (I. N. Railway)—(contd.)
shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
8'10	...	...	...	...	...	...	...	...	...
...
4'92	0'79	1'00	0'60	1'00	0'60	1'00	0'60	0'80	...
0'65	...	0'50	...	...	...	...	...	...	...
0'20	...	...	...	...	...	0'35	...	...	...
0'85	...	0'50	...	...	...	0'35	...	...	...
0'45	...	...	...	...	...	...	...	...	...
0'45	...	...	...	...	...	...	...	...	...
1'80	...	0'50	...	...	...	0'85	...	...	...
8'50	0'50	8'82	0'50	...	...	...	...	...	...
8'50	0'50	8'32	0'50	...	...	...	...	...	...
...
...
4'80	0'50	8'82	0'50	...	...	0'85	...	...	...
9'02	1'29	4'82	1'10	1'00	0'60	1'35	0'60	0'80	...

V. Bhusaval to Nagpur including (I. N. Railway)—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
B.—WORKS FOR WHICH								
I. Sanctioned.								
ENGINEERING AND STRUCTURAL WORKS.								
<i>New works.</i>								
...	...	Nil	...	...	...	...	...	...
<i>Betterments.</i>								
...	...	Nil	...	...	...	...	...	...
OTHER EQUIPMENT.								
<i>New works</i>								
...	...	Nil	...	...	...	...	...	...
<i>Betterments.</i>								
...	...	Nil	...	...	...	...	...	...
B. Total Sanctioned								
II. Unsanctioned.								
ENGINEERING AND STRUCTURAL WORKS.								
<i>New works.</i>								
SIDINGS AND DIRECT ENTRANCES ETC.								
144	...	Petty works costing not more than one lakh each.	0'48	...	...	...	...	...
		
STATION BUILDINGS, HOSPITALS OVER BRIDGES ETC.								
145	...	Petty works costing not more than one lakh each.	2'39	...	...	...	...	...
		
STAFF QUARTERS.								
146	...	Petty works costing not more than one lakh each.	0'94	...	...	...	...	...
		

V. Bhusaval to Nagpur including (I. N. Railway)—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930 31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
PROVISION HAS NOT BEEN MADE IN THE BUDGET 1925-26.									
...
...
...
...
...
...
0'18	...	0'80	...	...	...	...	...	...	...
0'18	...	0'80	...	...	...	...	...	...	...
...
0'54	...	1'18	...	...	...	0'19	...	0'53	...
0'54	...	1'18	...	...	...	0'19	...	0'53	...
...
0'89	0'55	...
0'89	0'55	...

V. Bhusaval to Nagpur including (I. N. Railway)—(concl'd.)
shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	8'50	...	5'50	...	8'50	...	...	...
...	...	2'00	...	8'00	...	8'00	...	...	...
0'75
0'75	...	5'50	...	8'50	...	6'50	...	...	...
1'81	...	6'98	...	8'50	...	6'69	...	1'08	...
...	...	1'80	0'20	...	...	...	...	...	...
...	...	1'45	0'15	...	...	...	...	...	...
...	...	2'25	0'50	8'00	0'50	...	...	...	...
...	...	5'50	0'85	8'00	0'50	...	...	...	...
1'19	...	1'19	...	...	...	...	...	...	...
...	...	0'40	...	...	...	...	...	...	...
1'19	...	1'59	...	...	...	...	...	...	...
...
8'00	...	14'02	0'85	11'50	0'50	6'69	...	1'08	...
8'00	...	14'02	0'85	11'50	0'50	6'69	...	1'08	...

VI. ITARSI TO DELHI AND CAWNPORE.

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A.—WORKS FOR WHICH								
I. Sanctioned.								
ENGINEERING AND STRUCTURAL WORKS.								
<i>New Works.</i>								
WATER SUPPLY.								
155	...	Jhansi—Water supply	6'70	...	...	...	1'52	...
		Total. New works ...	...	...	...	...	...	...
<i>Betterments.</i>								
PERMANENT WAY.								
156	...	Reinforcing 68 miles of 82 lbs. track with wooden sleepers (16 to a 40' rail) between Agra and Delhi—						
	W	22 miles 1925-26	0'94	0'11	...	...	0'94	0'11
	P	46 miles 1926-27	2'00	0'25	...	...	...	...
		Total. Betterments ...	...	...	...	...	...	...
OTHER EQUIPMENT.								
<i>New Works.</i>								
157	...	Jhansi—Lighting of quarters	5'77	...	0'10	...	1'00	...
		Total. New works ...	...	...	...	...	...	...
<i>Betterments.</i>								
		Nil ... ..	...	...	...	...	...	...
		A. Total. Sanctioned ...	...	...	...	...	...	...
II. Unsanctioned.								
ENGINEERING AND STRUCTURAL WORKS.								
<i>New works.</i>								
STATION BUILDINGS, HOSPITALS OVERBRIDGES ETC.								
158	...	Petty works costing not more than one lakh each	0'55	...	...	...	0'83	...

V. Itarsi to Delhi and Cawnpore—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
II. Unsanctioned.—(contd.)								
STAFF QUARTERS.								
159	...	Petty works costing not more than one lakh each.	1'66	...	...	...	0'50	...
		
		Total. New works	...	...	...	...	...	...
<i>Betterments.</i>								
REMODELLING YARD.								
160	P	Gwalior—Remodelling	18'90	3'07	...	...	1'00	...
		
STATION BUILDINGS, HOSPITALS, OVERBRIDGES ETC.								
161	...	Jhansi—Extension of workshops Loco. shops including additional machinery.	68'73	4'47	}	...	4'00	...
162	...	Do. —Carriage and Wagon Shops...	81'65	0'45				
163	...	Do. —Staff Quarters	7'91	...				
164	...	Do. Additional plant for Power House	0'50	...				
		
		Total. Betterments	...	...	...	...	...	...
OTHER EQUIPMENT.								
<i>New Works.</i>								
	Nil	...	...	Nil	...	...	...	...
<i>Betterments.</i>								
	Nil	...	...	Nil	...	...	...	...
		A—Total. Unsanctioned	...	...	...	...	...	...
		A—Total. Sanctioned and Unsanctioned	...	...	...	...	...	...

V. Itarsi to Delhi and Cawnpore- (contd.)

shown in lakhs.

Expenditure anticipated in:									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1'16	...	...	...	...	...	...	...	...	...
1'16	...	...	...	...	...	...	...	...	...
1'58	...	...	...	...	...	...	...	...	...
5'00	1'00	5'00	1'00	2'90	1'07	...	...	...	...
5'00	1'00	5'00	1'00	2'90	1'07	...	...	...	...
25'00	1'00	44'00	1'00	44'00	1'00	20'00	1'00	16'79	0'92
25'00	1'00	44'00	1'00	44'00	1'00	20'00	1'00	16'79	0'92
80'00	2'00	49'00	2'00	46'90	2'07	20'00	1'00	16'79	0'92
...
...
81'58	2'00	49'00	2'00	46'90	2'07	20'00	1'00	16'79	0'92
88'92	2'25	53'51	2'00	46'90	2'07	20'00	1'00	16'79	0'92

V. Itarsi to Delhi and Cawnpore—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
PROVISION HAS NOT BEEN MADE IN THE BUDGET 1925-26									
0'26	...	...	...	...	...	...	...	...	...
0'26	...	...	...	...	...	...	...	...	...
2'91	0'80	...	...	...	...	...	...	...	...
2'91	0'80	...	...	...	...	...	...	...	...
8'17	0'80	...	...	...	...	...	...	...	...
1'00	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1'00	...	0'50	...
1'96	...	0'97	...	...	...	...	...	0'15	...
2'96	...	0'97	...	...	...	1'00	...	0'65	...
1'10	...	...	...	...	...	...	...	...	...
1'10	...	...	...	...	...	...	...	...	...
4'06	...	0'97	...	...	...	1'00	...	0'65	...

VI. Itarsi to Delhi and Cawnpore—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
		II. Unsanctioned.—(contd.)	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		<i>Betterments.</i>						
		PERMANENT WAY.						
171	...	Strengthening 11 miles of 82 lbs. track between Itarsi and Hoshangabad—						
	P	11 miles 1927-28	0'73	0'70	...	...	...	...
172		Replacing 99 miles of pot sleepers for 80 lbs. track with steel troughs between Jhansi and Agra—						
	P	40 miles 1926-27	0'26	9'28	...	...	...	...
	...	40 miles 1927-28	0'26	9'28	...	...	...	...
	...	19 miles 1928-29	0'12	4'50	...	...	...	...
178	P	Rainforcing 200 miles of 80 lbs. track between Itarsi and Jhansi with pots to be released from Jhansi Agra section (40 miles each year).	...	4'15	...	...	...	...
		
		BRIDGES.						
174	P	Miles 731. Sindh Bridge reconstruction of 9 spans of 100' and 1 span of 60'.	1'50	6'60	...	...	...	...
175	P	Miles 797. Chambal Bridge. Reconstruction of 12 spans of 200' and 2 spans 150'.	5'30	26'00	...	...	...	...
176	...	Miles 476½. Nurbada Bridge. Reconstruction of 14 spans of 150'.	11'20	42'00	...	...	...	...
177	...	Miles 484. Gadaria Bridge. Reconstruction of 4 spans of 150'.	3'20	12'00	...	...	...	...
178	...	Strengthening all Bridges not yet upto standard II to take H type engines—Itarsi-Bhopal 1927-28.	0'90	1'94	...	...	...	...
179	...	Strengthening all Bridges not yet up to standard II to take H type engines—Bhopal-Bina 1927-28.	4'15	12'45	...	...	...	...
180	...	Strengthening all Bridges not yet up to standard II to take H type engines—Bina-Jhansi 1928-29.	4'54	18'62	...	...	...	...
181	...	Strengthening all Bridges not yet up to standard II to take H type engines—Jhansi-Agra 1926-27.	2'00	7'00	...	...	...	...
182	...	Strengthening all Bridges not yet up to standard II to take H type engines—Jhansi-Cawnpore 1929-30-31.	7'02	21'06	...	...	...	...
183	...	Petty works costing not more than one lakh each.	0'21	0'62	...	...	...	...
		

VI. Itarsi to Delhi and Cawnpore—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	0'78	0'70	...	...	...	...	...	...
0'26	9'28	...	...	...	...	...	...	...	...
...	...	0'26	9'28	...	...	...	...	...	...
...	...	...	...	0'12	4'50	...	...	...	...
...	0'88	...	0'88	...	0'88	...	0'88	...	0'88
'26	10'11	'99	10'81	0'12	5'88	...	'88	...	'88
0'75	8'25	0'75	2'00	...	1'25	...	...	...	...
2'00	8'00	8'80	5'00	...	8'00	...	10'00	...	...
...	...	5'60	21'00	5'60	21'00	...	...	...	...
...	...	1'60	6'00	1'60	6'00	...	...	...	...
...	...	0'90	1'94	...	...	...	...	...	...
...	...	4'15	12'45	...	...	...	...	...	...
...	...	...	...	4'54	18'62	...	...	...	...
2'00	7'00	...	...	...	...	...	...	...	...
...	...	...	...	8'00	7'00	8'00	7'00	1'08	7'06
...	...	0'21	0'62	...	...	...	...	...	...
4'75	13'25	16'51	49.01	14'74	56'87	8'00	17'00	1'08	7'06

VI. Itarsi to Delhi and Cawnpore—(concl'd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
II. Unsanctioned.—(cont'd.)								
SIDINGS AND DIRECT ENTRANCES.								
184	...	Lengthening of up, down loop sidings to 1800 and isolation of main lines for 12 stations Bhopal to Bina 1927-28.	1'83	0'20	...	...	...	...
185	...	Lengthening of up, down loop sidings to 1800 and isolation of main lines for 12 stations Bina to Jhansi 1929-30.	1'44	0'16	...	...	...	...
186	...	Lengthening of up, down loop sidings to 1800 and isolation of main lines for 18 stations Jhansi to Agra 1929-30.	2'40	0'22	...	...	...	...
187	...	Lengthening of up, down loop sidings to 1800 and isolation of main lines for 21 stations Jhansi to Cawnpore 1930-31.	4'00	0'58	...	...	...	...
188	...	Petty works costing not more than one lakh each.	1'26	0'18	...	...	...	...
		
STATION BUILDINGS, HOSPITALS OVERBRIDGES ETC.								
189	...	Petty works costing not more than one lakh each.	1'11	0'02	...	...	...	...
		
WATER SUPPLY.								
190	...	Petty works costing not more than one lakh each.	0'26	0'13	...	...	...	...
		
		Total Betterments	...	...	...	...	...	...
OTHER EQUIPMENT.								
<i>New works</i>								
191	...	Agra—Lighting of station yard ...	2'64	...	...	...	...	...
192	...	Jhansi—Additional Machinery for Shops ...	1'42	...	...	...	...	...
193	...	Petty works costing not more than one lakh each.	1'60	...	...	...	...	...
		Total New Works	...	...	...	...	...	...
<i>Betterments</i>								
194	...	Jhansi—Renewal of Machinery ...	2'50	2'05	...	...	...	...
195	...	Jhansi—Renewal of Workshop Machinery ...	1'95	1'05	...	...	...	...
		Total Betterments	...	...	...	...	...	...
		B—Total. Unsanctioned	...	...	...	...	...	...
		B.—Total. Sanctioned and Unsanctioned	...	...	...	...	...	...

VI. Itarsi to Delhi and Cawnpore—(concl'd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	1'88	0'20	...	...	...	...	...	...
...	...	...	...	...	...	1'44	0'16	...	...
...	...	...	...	...	...	2'40	0'22	...	...
...	...	...	...	...	...	...	...	4'00	0'58
...	...	0'70	0'07	...	...	...	...	0.56	0'06
...	...	2'53	0'27	...	...	3'84	0'98	4'56	0'64
0'94	0'01	0'17	0'01	...	...	...	...	...	...
0'94	0'01	0'17	0'01	...	...	...	...	...	...
0'26	0'13	...	...	...	...	...	...	...	...
0'26	0'13	...	...	...	...	...	...	...	...
6'21	23'50	20'20	60'10	14'86	62'20	6'84	18'21	5'58	8'53
...	...	1'82	...	1'82	...	...	...	...	...
1'42	...	...	...	...	...	...	...	...	...
...	...	1'10	...	0'50	...	...	...	...	...
1'42	...	2'42	...	1'82	...	...	...	...	...
0'50	0'45	0'50	0'40	0'50	0'40	0'50	0'40	0'50	0'40
0'65	0'85	0'65	0'85	...	...	...	...	0'65	0'85
1'15	0'80	1'15	0'75	0'50	0'40	0'50	0'40	1'15	0'75
12'84	24'30	24'74	60.85	17'18	62'60	8'34	18'61	7'38	9'28
16'01	24'60	24'74	60.85	17'18	62'60	8'34	18'61	7'38	9'28

VII. Branch Lines.—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...
...
...
8'98	5'69	...	...	...	...	...	...	...	...
PROVISION HAS NOT BEEN MADE IN THE BUDGET 1925-26.									
...
...
...
1'65
1'23	0'05	...	...	...	1'57	...
2'87	0'05	...	...	...	1'57	...

VII. Branch Lines—(contd.)

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget for 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		II. Unsanctioned.—(contd.)						
		STAFF QUARTERS.						
202	...	Petty works costing not more than one lakh each.	0'98	...	...	...	...	...
		
		WATER SUPPLY.						
203	...	Petty works costing not more than one lakh each.	0'08	...	...	...	...	...
		
		Total. New works ...	...	...	...	...	...	...
		<i>Betterments.</i>						
		PERMANENT WAY.						
204	...	Relaying 46 miles out of 144 miles of 69 lbs. track on the Dhond Manmad line with new 90 lbs. track.	4'20	13'00	...	...	...	...
		
		BRIDGES.						
205	...	Moola Bridge, Renewing 2 spans 136' and 2 spans of 148' girders.	0'65	1'30	...	...	...	...
206	...	Petty works costing not more than one lakh each.	0'26	1'51	...	...	...	...
		
		REMODELLING YARD.						
207	P	Amraoti Remodelling	2'45	1'82	...	...	...	...
		
		SIDINGS DIRECT ENTRANCES ETC.						
208	...	Extension of loops to 1800' at all stations on D. and M. Line.	10'00	2'00	...	...	...	...
		

VII. Branch Lines—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.	Capital.	Deprecia- tion Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
0'98	...	...	...	...	...	...	...	...	...
0'98	...	...	...	...	...	...	...	...	...
0'08	...	...	...	...	...	...	...	...	...
0'08	...	...	...	...	...	...	...	...	...
8'98	...	...	...	0'05	...	...	...	1'57	...
...	...	4'20	18'00	...	...	...	...	...	...
...	...	4'20	18'00	...	...	...	...	...	...
...	...	0'40	0'95	0'25	0'85	...	...	...	...
0'15	0'65	0'11	0'86	...	...	...	...	...	...
0'15	0'65	0'51	1'81	0'25	0'85	...	...	...	...
1'00	1'00	1'45	0'82	...	...	...	...	...	...
1'00	1'00	1'45	0'82	...	...	...	...	...	...
...	...	5'00	1'00	5'00	1'00	...	...	...	...
...	...	5'00	1'00	5'00	1'00	...	...	...	...

VIII. General—(contd.)

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1'00	...	1'00	...	1'00	...	1'00	...	0'50	...
2'00	...	2'00	...	2'50	...	3'00	...	3'00	...
3'00	...	3'00	...	3'50	...	4'00	...	3'50	...
3'00	3'00	3'00	3'00	3'00	3'00	2'00	6'00	2'00	6'00
...	42'41	...	35'98	...	31'87	...	26'19	...	25'60
3'00	45'41	3'00	38'98	3'00	34'87	2'00	32'19	2'00	31'60
...
...
6'00	45'41	6'00	38'98	6'50	34'87	6'00	32'19	5'50	31'60
6'00	45'41	6'00	38'98	6'50	34'87	6'00	32'19	5'50	31'60
PROVISION HAS NOT BEEN MADE IN THE BUDGET 1925-26.									
...
2'00	...	2'00	...	2'00	...	2'00	...	2'00	...
1'50	...	1'50	...	...	...	...	...	...	...
3'50	...	3'50	...	2'00	...	2'00	...	2'00	...

VIII. General—(concl'd.)
IX. ELECTRIFICATION.

shown in lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	0'59	...	0'58	...	0'58	...	0'58
...	0'62	...	...	...	...	...	...	...	...
...	0'62	...	0'59	...	0'58	...	0'58	...	0'58
8'50	0'62	8'50	0'59	2'00	0'58	2'00	0'58	2'00	0'58
8'50	0'62	8'50	0'59	2'00	0'58	2'00	0'58	2'00	0'58
PROVISION HAS BEEN MADE IN THE BUDGET 1925-26.									
25'06	...	...	...	...	...	...	...	...	...
25'06	...	...	...	...	...	...	...	...	...
PROVISION HAS NOT BEEN MADE IN THE BUDGET 1925-26.									
48'06	...	10'05	...	...	...	...	...	...	...
18'55	...	145'04	...	218'88	...	148'79	...	26'58	...
20'59	...	57'81	...	14'95	...	4'55	...	...	...
67'20	...	212'40	...	238'68	...	148'84	...	26'58	...
0'88	...	0'15	...	...	...	...	...	...	...
7'88	...	0'35	...	...	...	...	...	...	...
7'71	...	0'50	...	...	...	...	...	...	...
—185	...	—185	...	...	...	...	...	...	...
5'86	...	—185	...	...	...	...	...	...	...
4,07'09 4,36'68	1,41'49	5,48'90	1,80'49	4,67'13	1,42'95	2,47'62	72'67	66'78	49'64
1'10	...	1'10	...	1'10	...	1'10	...	1'10	...
...
4,08'79 4,37'78	1,41.49	5,50'00	1,80'49	4,68'23	1,42'95	2,48'72	72'67	66'88	49'64

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget, 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A. - WORKS FOR WHICH								
<i>I.—SANCTIONED.</i>								
ROLLING STOCK.								
LOCOMOTIVES.								
ADDITIONS.								
225	...	Fitting 220 engines with electric head lights...	1'84	...	...	...	0'92	...
		Total Additions ...	...	...	...	...	...	...
BETTERMENTS.								
		Nil ... ..	...	...	...	...	...	...
		Total Betterments ...	...	...	...	...	...	...
BOILERS.								
ADDITIONS.								
		Nil ... ..	...	...	...	...	...	...
		Total Additions ...	...	...	...	...	...	...
BETTERMENTS.								
		Nil ... ..	...	...	...	...	...	...
		Total Betterments ...	...	...	...	...	...	...
CARRIAGES.								
ADDITIONS								
226	...	40 III class steel coaches bogies. 20 (1926-27).	19'96	...	...	...	9'98	...
		Total Additions ...	...	...	...	...	...	...
BETTERMENTS.								
		Nil ... ..	...	...	...	...	...	...
		Total Betterments ...	...	...	...	...	...	...

X415.2, hMS11.N3E5
1777 55

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget, 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		ROLLING STOCK—contd.						
		<i>I—SANCTIONED—contd.</i>						
		WAGONS.						
		ADDITIONS.						
		Nil ... ..	...	...	...	...	...	...
		Total Additions	...	...	...	...	...	...
		BETTERMENTS.						
		Nil ... ..	...	...	...	...	...	...
		Total Betterments	...	...	...	...	...	...
		Total Sanctioned	...	...	...	...	...	...
		<i>II—UNSACTIONED.</i>						
		LOCOMOTIVES.						
		ADDITIONS.						
		Nil ... ..	...	...	...	...	...	...
		Total Additions	...	...	...	...	...	...
		BETTERMENTS.						
		Nil ... ..	...	...	...	...	...	...
		Total Betterments	...	...	...	...	...	...
		BOILERS.						
		ADDITIONS.						
		Nil ... ..	...	...	...	...	...	...
		Total Additions	...	...	...	...	...	...
		BETTERMENTS.						
		Nil ... ..	...	...	...	...	...	...
		Total Betterments	...	...	...	...	...	...
		CARRIAGES.						
		ADDITIONS.						
		Nil ... ..	...	...	...	...	...	...
		Total Additions	...	...	...	...	...	...

shown in Lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Bs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
10'58	16'45	9'61	17'84	9'61	17'84	9'61	17'84	9'61	17'84
8'20	1'10	8'50	1'15	...	...	...	...	...	...
18'78	17'55	18'11	18'99	9'61	17'84	9'61	17'84	9'61	17'84
...	...	28'50	...	28'50	...	28'50	...	28'50	...
...	...	28'50	...	28'50	...	28'50	...	28'50	...
20'82	20'28	7'22	7'22	7'22	7'22	7'22	7'22	7'22	7'22
20'82	20'28	7'22	7'22	7'22	7'22	7'22	7'22	7'22	7'22
34'55	87'78	48'84	26'22	40'33	25'06	40'33	25'06	40'33	25'06
45'45	87'78	48'84	26'22	40'33	25'06	40'33	25'06	40'33	25'06

The amounts are

Item No	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget, 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		ROLLING STOCK—contd.						
		<i>I—SANCTIONED—contd.</i>						
		WAGONS.						
		ADDITIONS.						
		Nil ... ..	...	...	...	...	...	...
		Total Additions	...	...	...	...	...	...
		BETTERMENTS.						
		Nil ... ..	...	...	...	...	...	...
		Total Betterments	...	...	...	...	...	...
		B.—Total Sanctioned	...	...	...	...	...	...
		UNSANCTIONED.						
		LOCOMOTIVES.						
		ADDITIONS.						
		Nil ... ..	...	...	...	...	...	...
		Total Additions	...	...	...	...	...	...
		BETTERMENTS.						
284	...	Renewal engines (new design) 46 each year	71'76	100'74	...	...	...	...
		Total Betterments	...	...	...	...	...	...
		BOILERS.						
		ADDITIONS.						
		Nil ... ..	...	...	...	...	...	...
		Total Additions	...	...	...	...	...	...
		BETTERMENTS.						
		Nil ... ..	...	...	...	...	...	...
		Total Betterments	...	...	...	...	...	...

The amounts are

Item No.	Progress of work.	Name of work.	Estimated cost.		Expenditure to 31st March 1925.		Provision in the Budget, 1925-26.	
			Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		ROLLING STOCK—concl'd.						
		UNSANCTIONED—cont'd.						
		CARRIAGES.						
		ADDITIONS.						
235	...	Additional coaching stock—						
		I & II class carriages bogies (7+7+7+7+4).						
		III class carriages bogies (29+29+28+28+22).	94'89	...	...	...	...	...
		III brake and luggage bogies (9 each year).						
		Brake and luggage, 4-wheeled, (4) 1926-27.						
236	...	Accident vans for brake down trains, 4 each year.	2'88	...	...	...	...	...
237	...	Dynamometer car (1)	1'25	...	...	...	...	...
238	...	Sentinel Cammel coaches	8'03	...	...	...	...	...
		Total Additions ...	...	...	...	...	...	...
		BETTERMENTS.						
		Nil ... ..	...	...	...	...	...	...
		Total Betterments ...	...	...	...	...	...	...
		WAGONS.						
		ADDITIONS.						
		Nil ... ..	...	...	...	...	...	...
		Total Additions ...	...	...	...	...	...	...
		BETTERMENTS.						
		Nil ... ..	...	...	...	...	...	...
		Total Betterments ...	...	...	...	...	...	...
		B—Total Unsanctioned ...	...	...	...	...	...	...
		Total B—Sanctioned and Unsanctioned...	...	...	...	...	...	...
		Total Rolling Stock ...	...	...	...	...	...	...

* of these 5,248 9 respectively have since been sanctioned by the Railway Board.

shown in Lakhs.

Expenditure anticipated in									
1926-27.		1927-28.		1928-29.		1929-30.		1930-31.	
Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.	Capital.	Depreciation Fund.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
20'24	...	19'72	...	19'29	...	19'29	...	16'85	...
0'72	...	0'72	...	0'72	...	0'72	...	...	...
...	...	1'25	...	...	...	...	...	...	...
8'08
28'99	...	21'69	...	20'01	...	20'01	...	16'85	...
...
...
...
...
...
...
28'99	...	21'69	...	48'98	38'58	48'98	38'58	40'27	38'58
38'28	35'42	22'64	9'19	45'06	42'67	44'65	44'26	41'08	44'79
88'73	78'20	66'48	85'41	85'39	67'73	84'98	69'32	81'41	69'85

STORES TRAN








(Figures are shown in

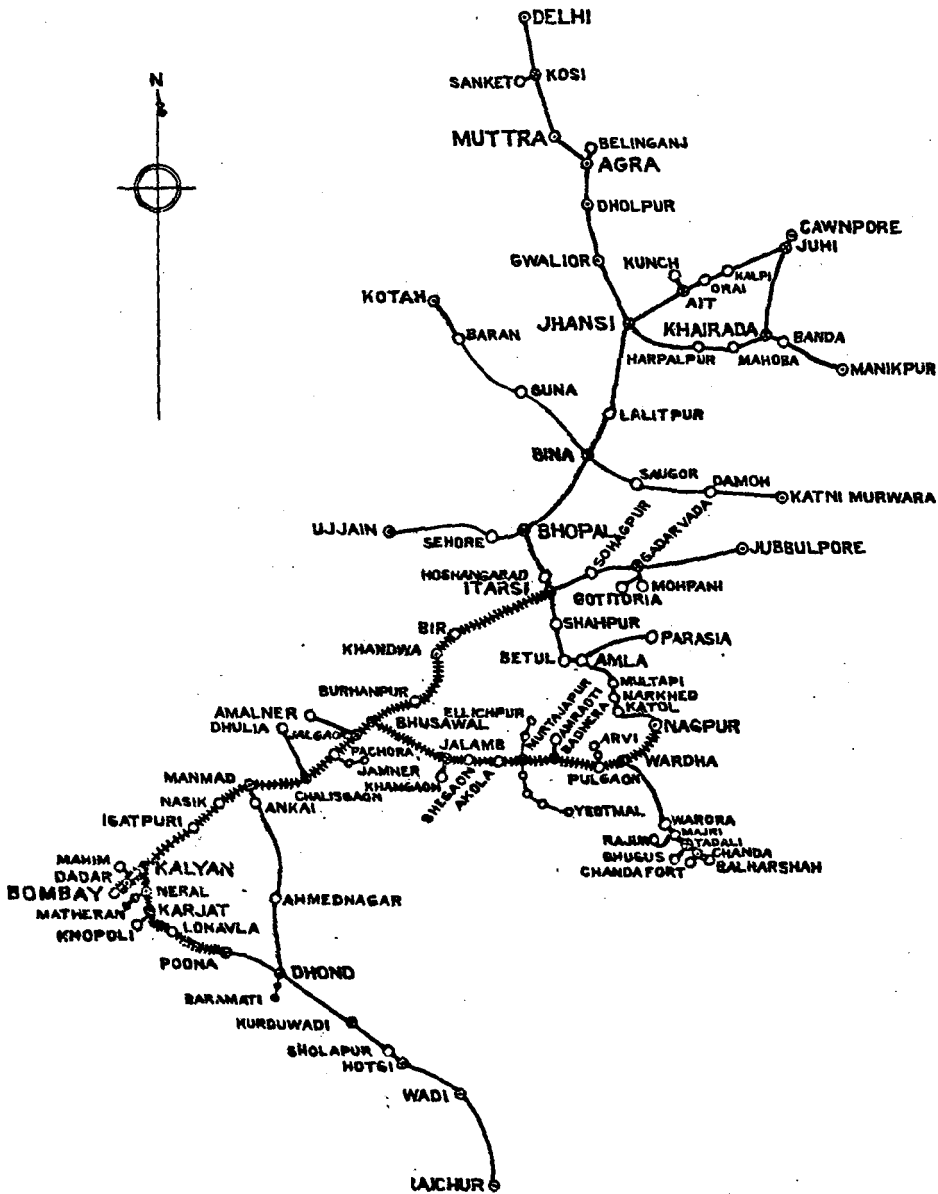
DEBITS.								PROPOSED DURING.					PROPOSED DURING.				
	Actuals	Budget	PROPOSED DURING.						PROPOSED DURING.								
	1924-25.	estimate	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.		1927-28.	1928-29.	1929-30.	1930-31.					
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
BALANCE AT COMMENCEMENT OF THE YEAR.								ISSUES DURING THE									
(a) Stores in stock	3,97'27	2,89'33	2,59'08	2,54'08	2,44'08	2,34'08	2,21'08	I.—To capital works	75'00	1,95'00	2,05'00	1,20'00	75'00				
(b) Outstanding stores suspense balance	1'92	—18'78	—15'00	—15'00	—15'00	—15'00	—15'00	II.—To capital manufacture susp	2,94'72	2,47'89	2,02'84	3,07'44	3,06'59				
(c) Outstanding in stock adjustment account ... ..	...	...	...	...	...	...	...	III.—To works chargeable against Fund (Replacements and	75'00	1,00'00	95'00	55'00	35'00		
Total	4,02'19	2,70'55	2,44'08	2,39'08	2,29'08	2,19'08	2,09'08	IV.—To revenue	2,38'28	2,72'28	2,91'00	2,56'39	2,23'41				
RECEIPTS DURING THE YEAR.								V.—Sales and transfers									
I.—English stores.—								Total credits during the year									
(1) Stores for capital works ... ..	...	1,28'47	1,25'00	1,44'00	1,40'00	1,18'00	70'00	5,22'11	7,03'00	8,27'17	8,03'84	7,48'83	6,50'00			
(2) Stores for works chargeable against depreciation Fund	95'58	73'92	70'00	75'00	72'00	52'00	29'00	Anticipated balance at close of the year:—									
(3) Stores required for general purposes ... ..	...	36'21	35'00	40'00	37'00	49'00	50'00	(a) Stores in stock	2,89'33	2,54'08	2,44'08	2,34'08	2,24'08	2,14'08		
(4) Home charges... ..	1'54	1'40	1'00	1'00	1'00	1'00	1'00	(b) Outstanding stores suspense balance	—18'78	—00	—15'00	—15'00	—15'00	—15'00			
Total English charges	97'12	2,40'00	2,31'00	2,60'00	2,50'00	2,20'00	1,50'00	(c) Outstanding in stock adjustment account... ..	...	...	...	...	...
(5) Loss by exchange	35'69	80'67	77'00	86'67	83'84	73'33	50'00	Total	2,70'55	2'08	2,39'08	2,29'08	2,19'08	2,09'08	1,99'08		
(6) Customs duty... ..	12'78	20'00	20'00	20'00	20'00	20'00	20'00	Grand total	7,92'73	10'80	10,32'08	10,56'25	10,22'92	9,57'91	8,49'08		
(7) Other Indian charges on English store ... ..	...	...	...	...	...	...	...	Net debit or credit during the year	—1,31'64	—3'47	—5'00	—10'00	—10'00	—10'00	—10'00
Total English stores	1,45'59	3,40'67	3,28'00	3,66'67	3,53'84	3,13'33	2,20'00										
II.—Indian purchases:—																	
(1) Stores for capital works ... ..	...	50'00	50'00	50'00	50'00	45'00	45'00									
(2) Stores for works chargeable against depreciation Fund... ..	...	27'00	20'00	20'00	20'00	20'00	20'00									
(3) Stores required for general purposes ... ..	...	3,02'00	2,92'00	2,82'00	2,72'00	2,62'00	2,56'50									
Total Indian purchases	2,44'95	3,79'00	3,62'00	3,52'00	3,42'00	3,27'00	3,21'50										
III.—Receipts from manufacture into stores																	
IV.—Materials returned from works ... ..	...	95'58	98'00	98'50	98'50	98'50	98'50									
V.—Other Debits																	
Total debits during the year	3,90'54	8,15'25	7,88'00	8,17'17	7,93'84	7,38'83	6,40'00										
Grand total	7,92'73	10,85'80	10,32'08	10,56'25	10,22'92	9,57'91	8,49'08										

G. I. P. R. SYSTEM

SCALE - 100 MILES TO AN INCH

REFERENCES

- QUADRUPLE MAIN LINES SHOWN THUS  5-6
- DOUBLE MAIN LINES  2-0 2-2-6
- SINGLE MAIN LINES 
- INDIAN STATE LINES 
- PRIVATE COMPANIES LINES 
- JUNCTIONS CONNECTING FOREIGN LINES 
- LOCAL, HOME AND BRANCH LINE JUNCTIONS 



L. Chief Engineer
 L. CHIEF ENGINEER

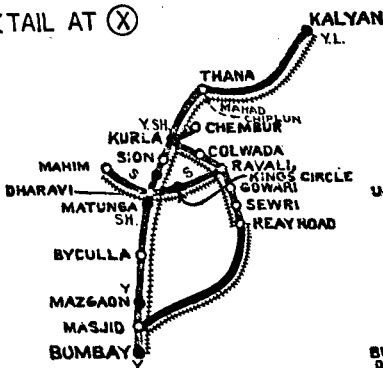
G. I. P. RY SYSTEM

SCALE-100 MILES TO AN INCH

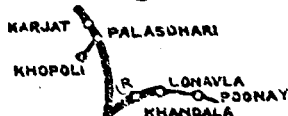
REFERENCES

RELAYING TRACK	-----	100.90.82	
STRENGTHENING TRACK	-----		S
REGRADEINGS & REALIGNMENTS	-----	R	B
BRIDGE RECONSTRUCTIONS	-----		●
YARD REMODELLING	-----	Y	W
WATER SUPPLY	-----		●
DRAINAGE SCHEMES	-----	D	●
DOUBLING	-----		D
NEW CONSTRUCTIONS	-----		SH
ADDITIONS TO WORKSHOPS	-----		●
ELECTRIFICATION	-----	|||||	S
NEW STATIONS	-----		●
ADDITIONS TO LOCO SHEDS	-----		L

DETAIL AT (X)



DETAIL AT (Y)



Ch...
37
1 CHIEF ENGINEER

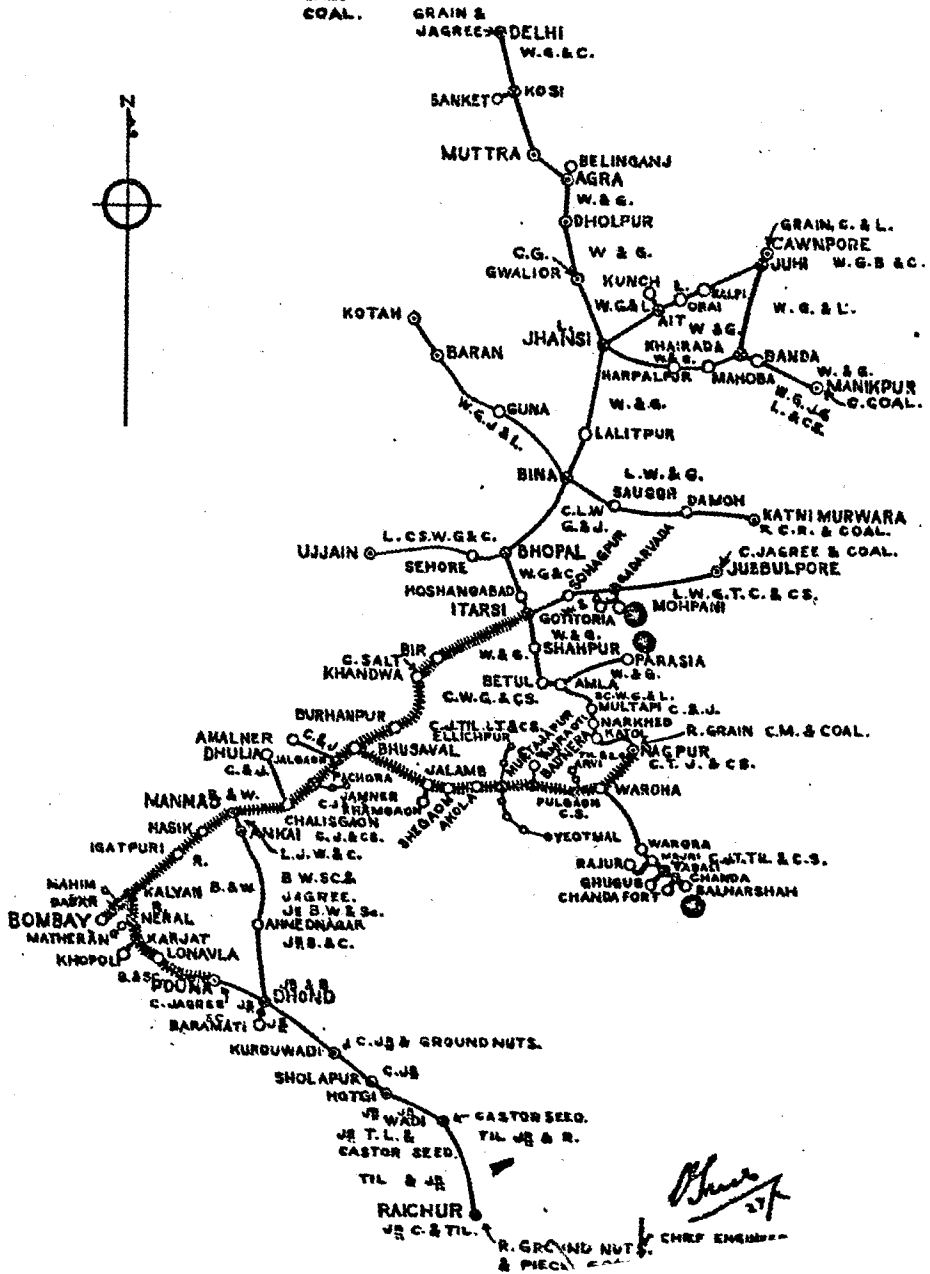
G. I. P. RY SYSTEM

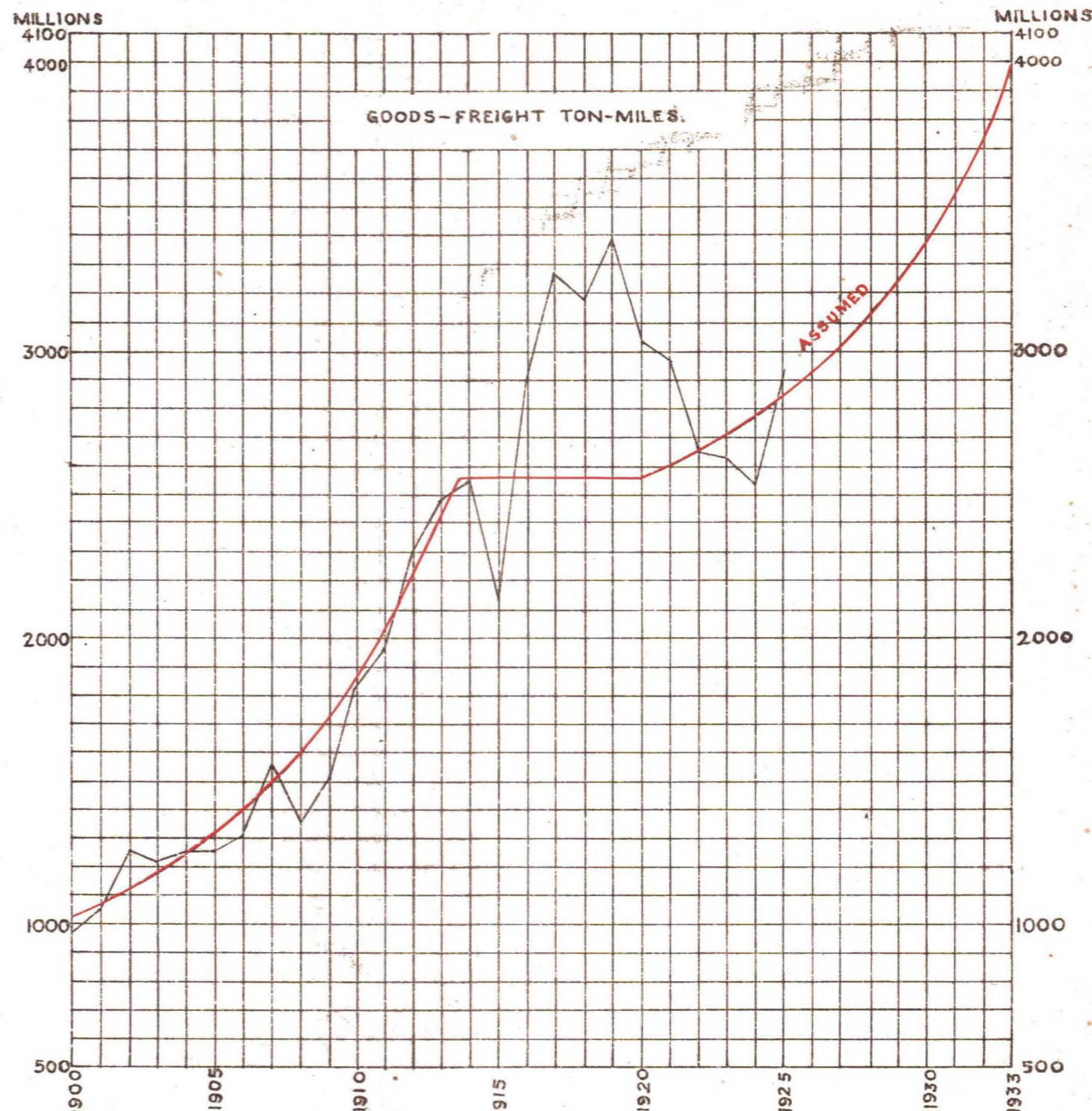
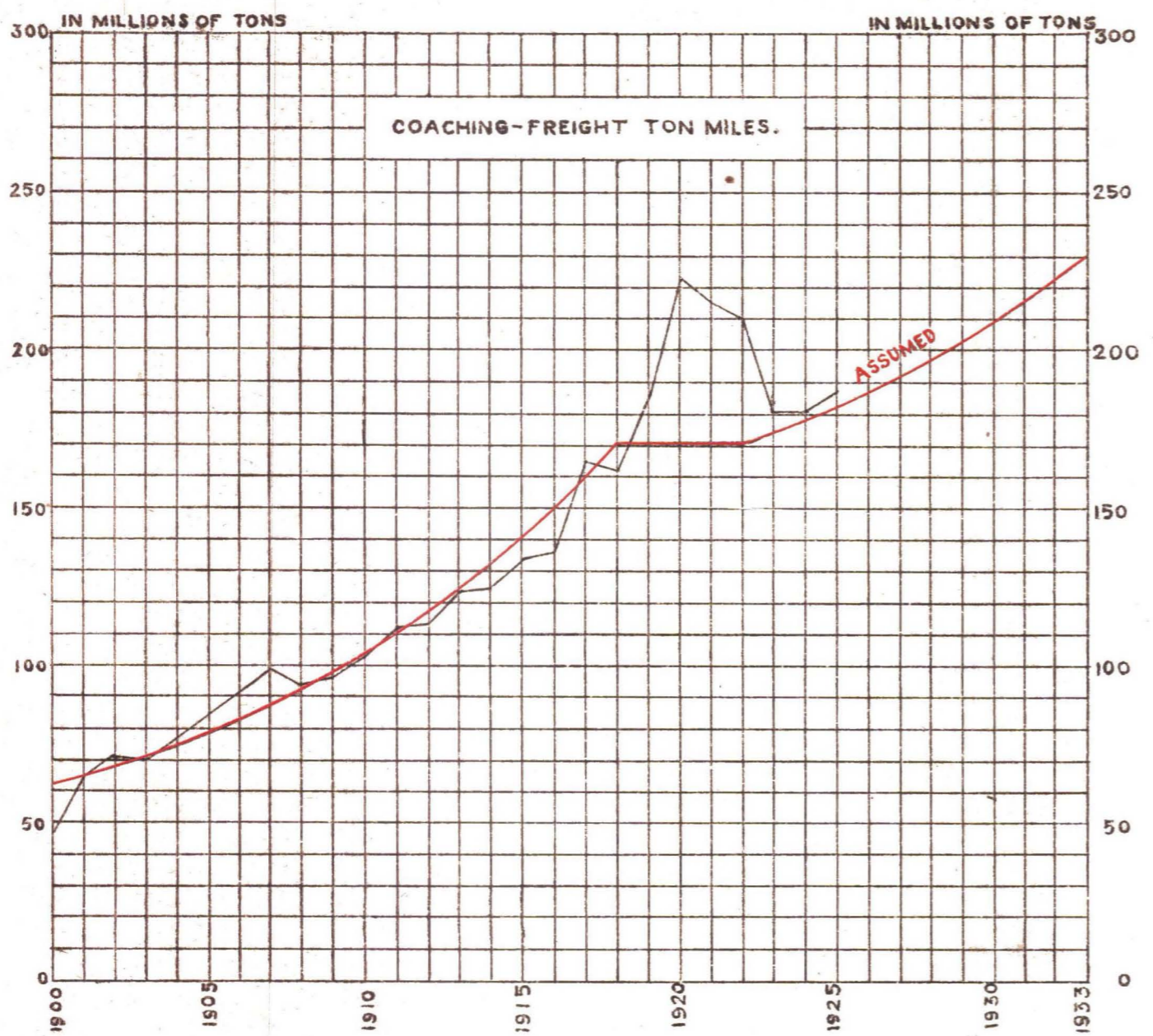
SCALE - 100 MILES TO AN INCH

REFERENCES.

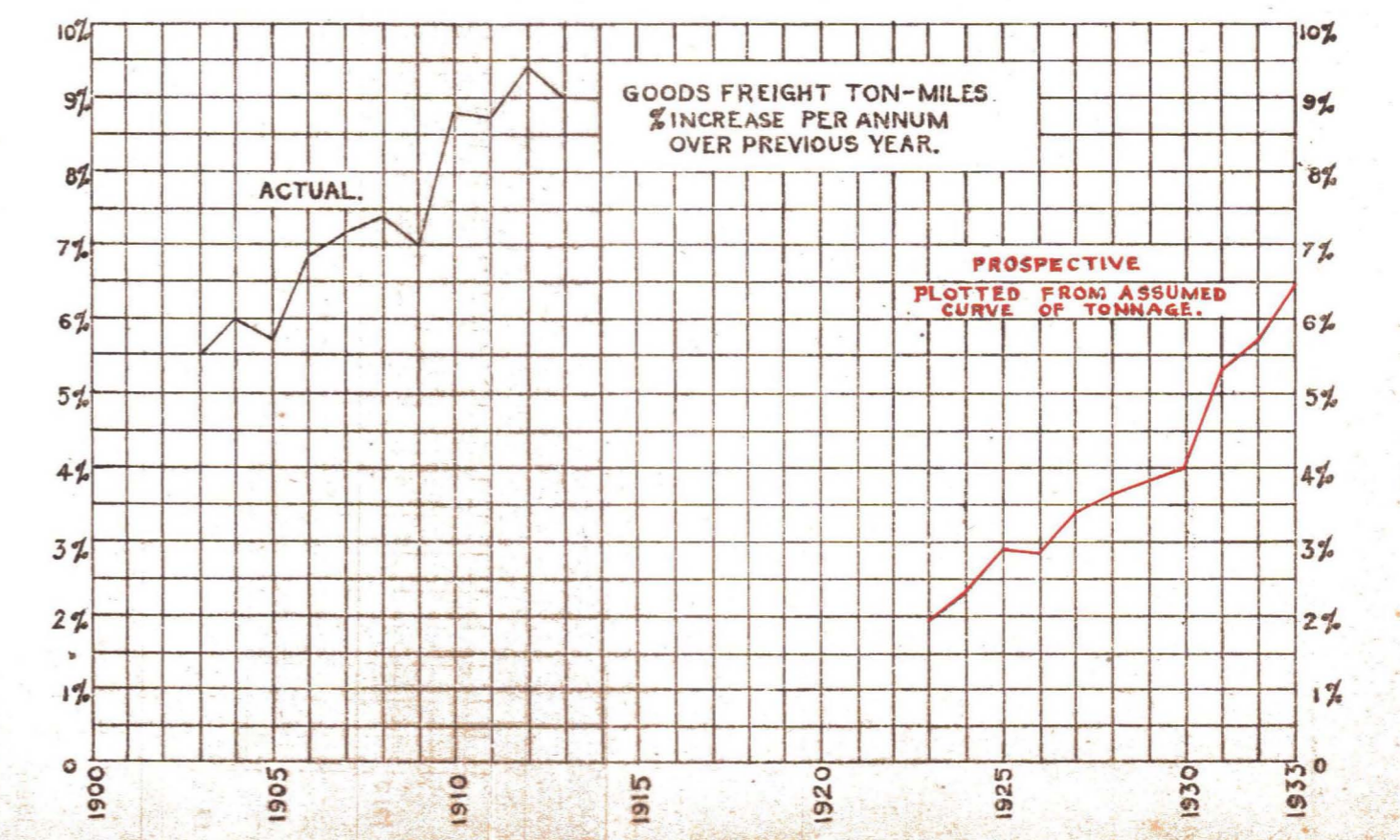
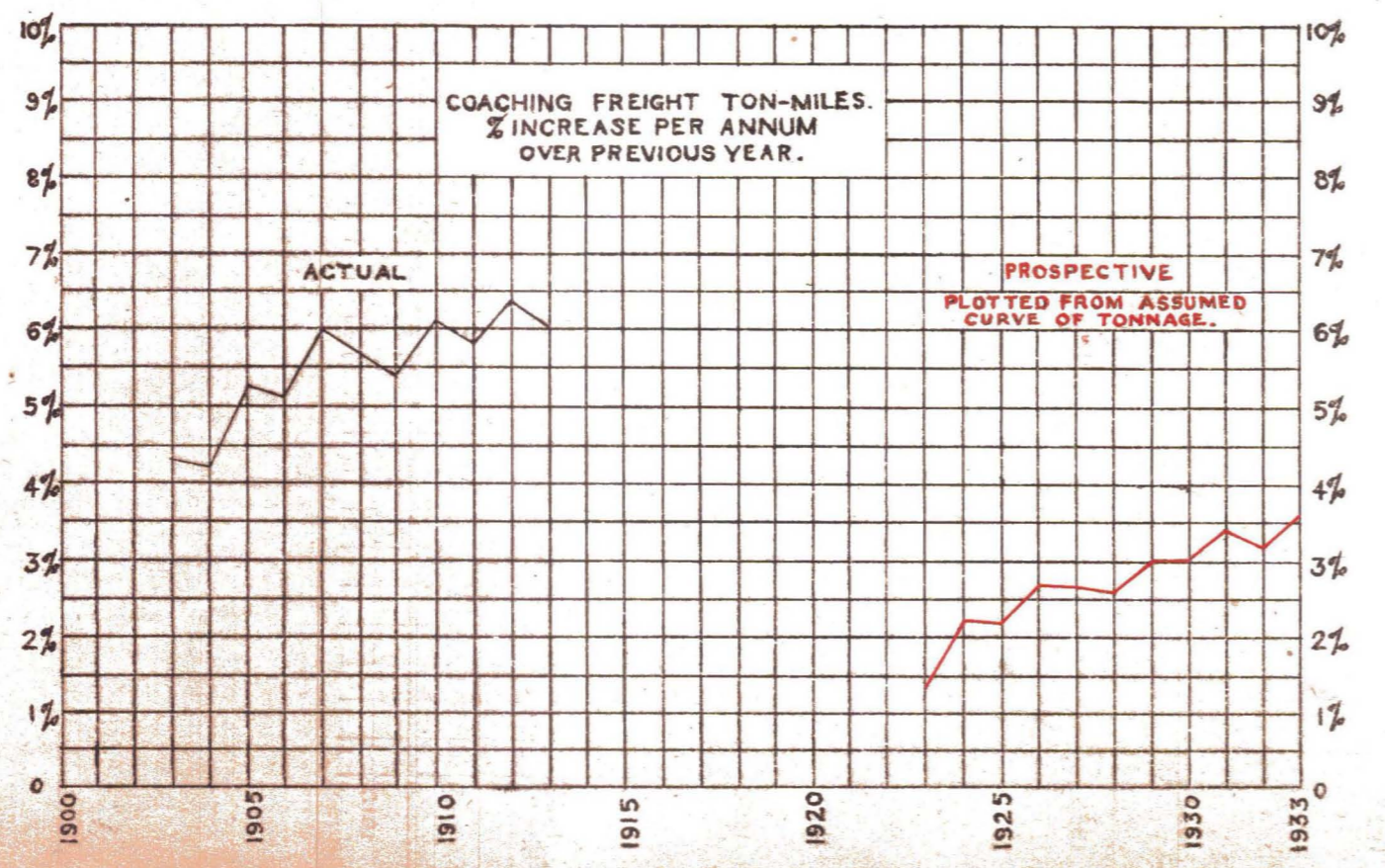
- | | | | |
|-----------|-------------------|--------|------------------|
| KHARIF - | B = BAJREE. | RABI - | JS = JOWARI. |
| | CS = COTTON SEED. | | JAGREE. |
| | C = COTTON. | | G = GRAM. |
| | CASTOR SEED. | | L = LINSEED. |
| | GROUND NUTS. | | SC = SUGAR CANE. |
| | J = JOWARI. | | W = WHEAT. |
| | R = RICE. | | GRAIN. |
| T = TOOR. | | | |
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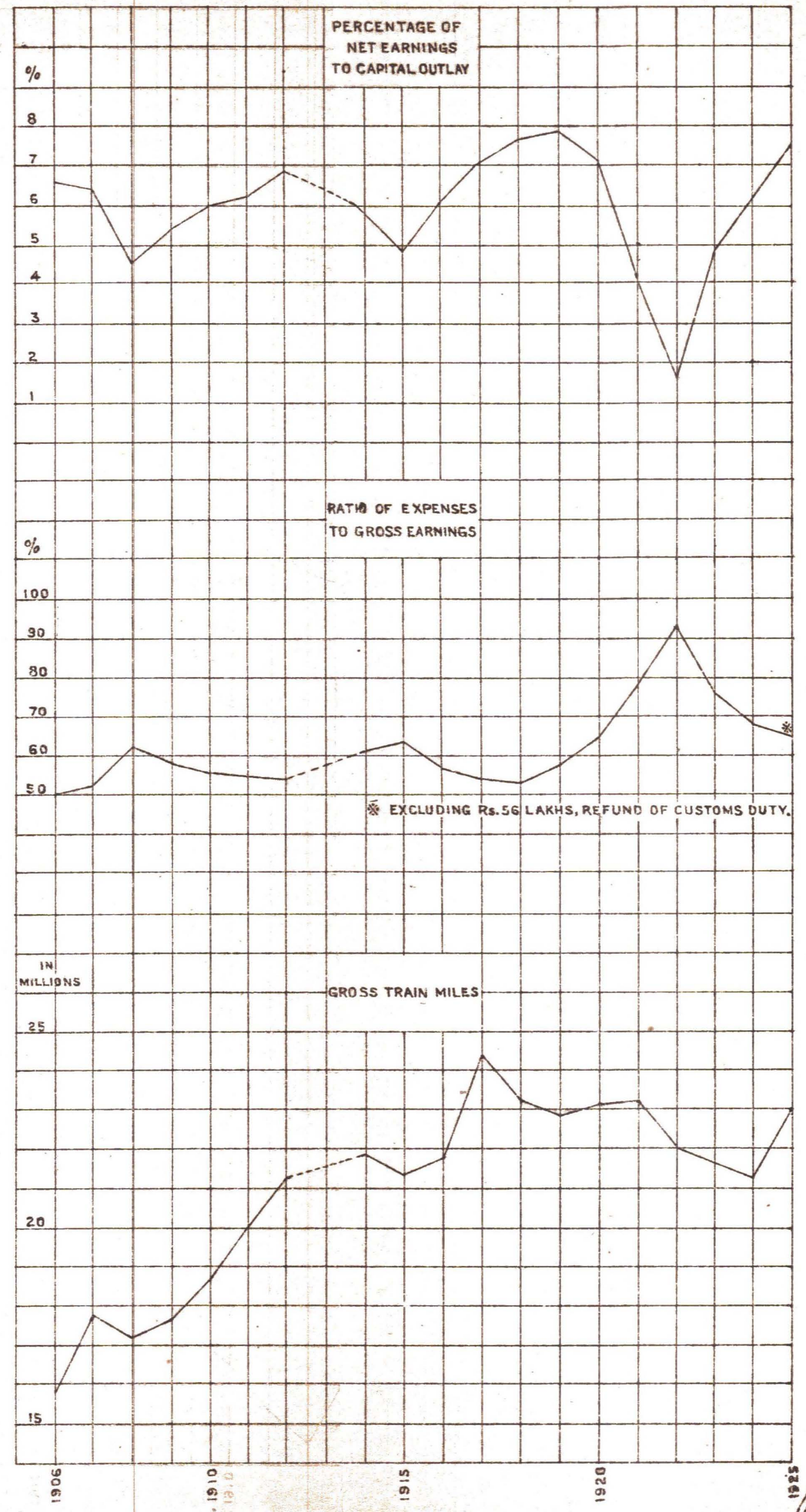
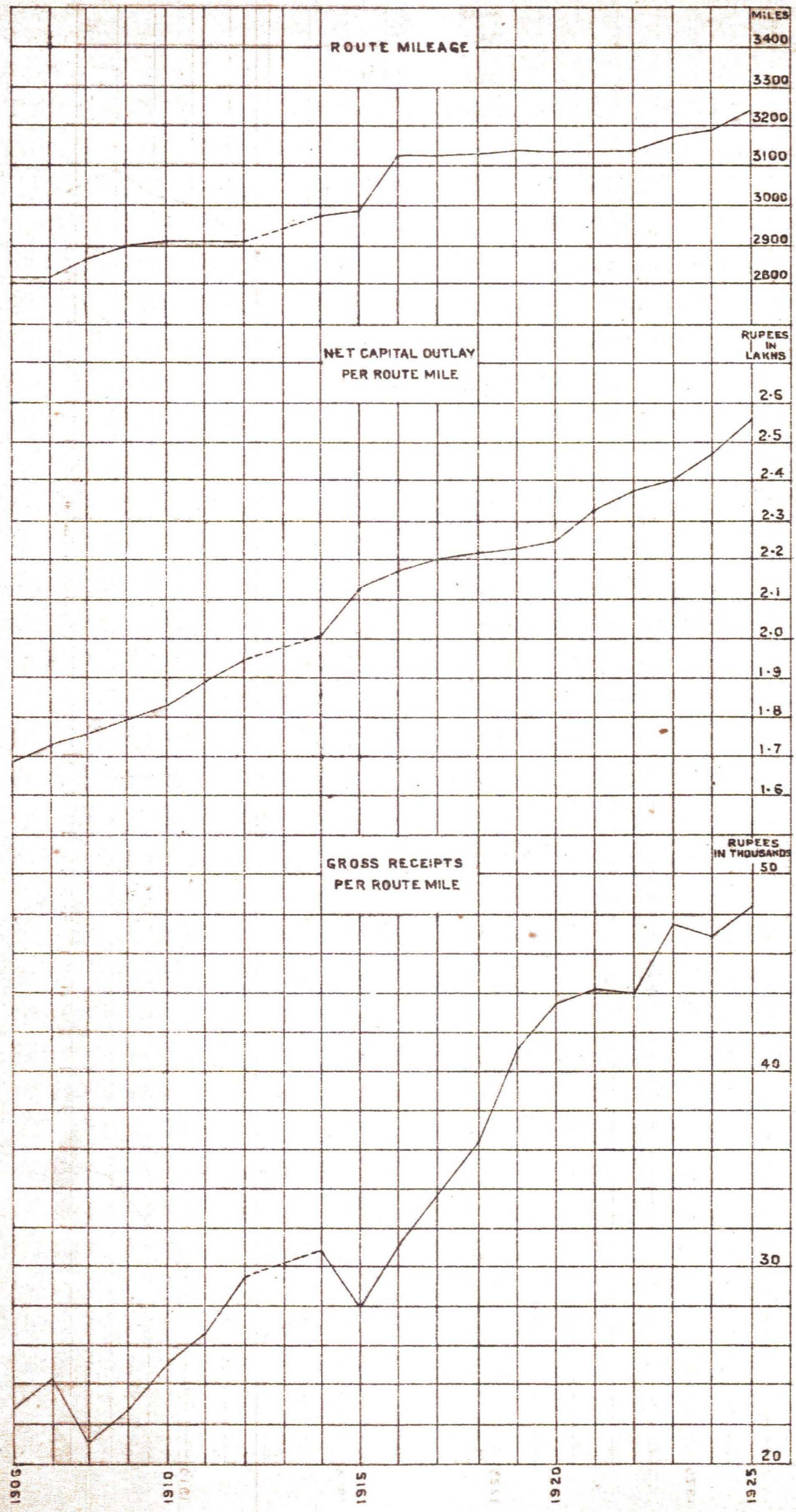
- = COLLIERIES.
- M = MANGANESE.
- ← = ARROW DESIGNATES TRAFFIC.
- COMING VIA JUNCTIONS.
- SALT.
- COAL.



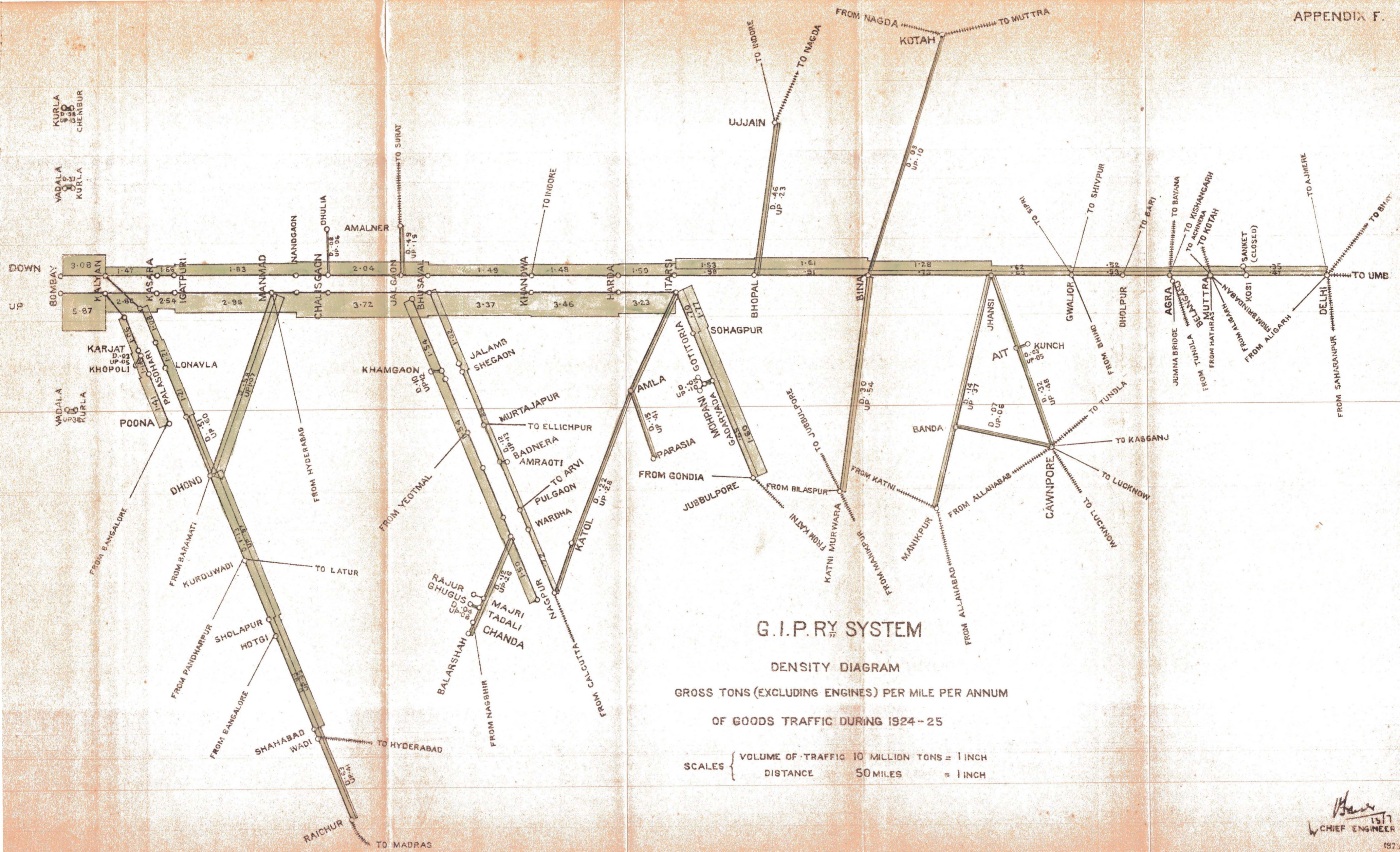


Chase
27/c
CHIEF ENGINEER.
1925.





[Signature]
13/7
CHIEF ENGINEER
1925



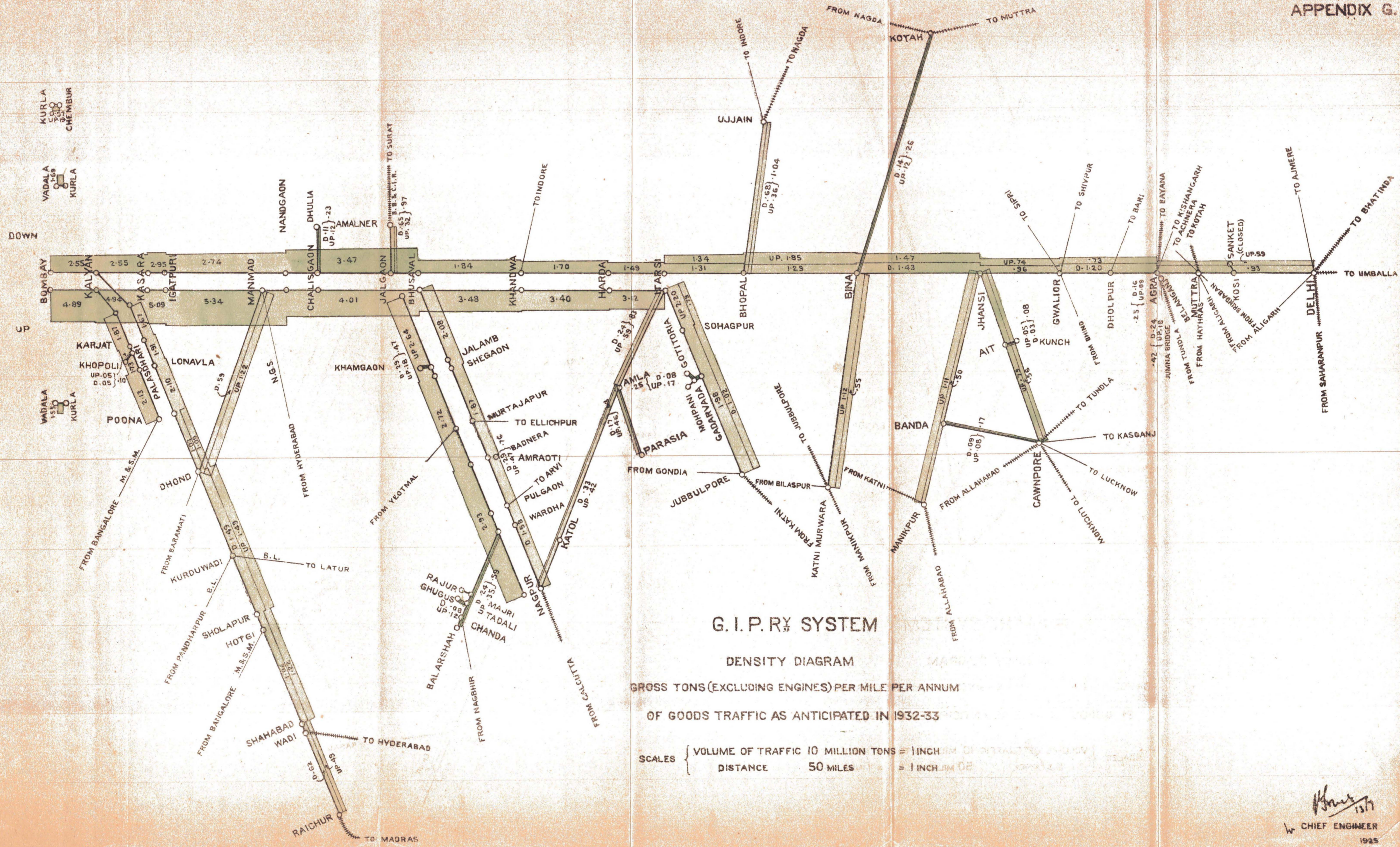
G. I. P. RY SYSTEM

DENSITY DIAGRAM

GROSS TONS (EXCLUDING ENGINES) PER MILE PER ANNUM
OF GOODS TRAFFIC DURING 1924-25

SCALES { VOLUME OF TRAFFIC 10 MILLION TONS = 1 INCH
DISTANCE 50 MILES = 1 INCH

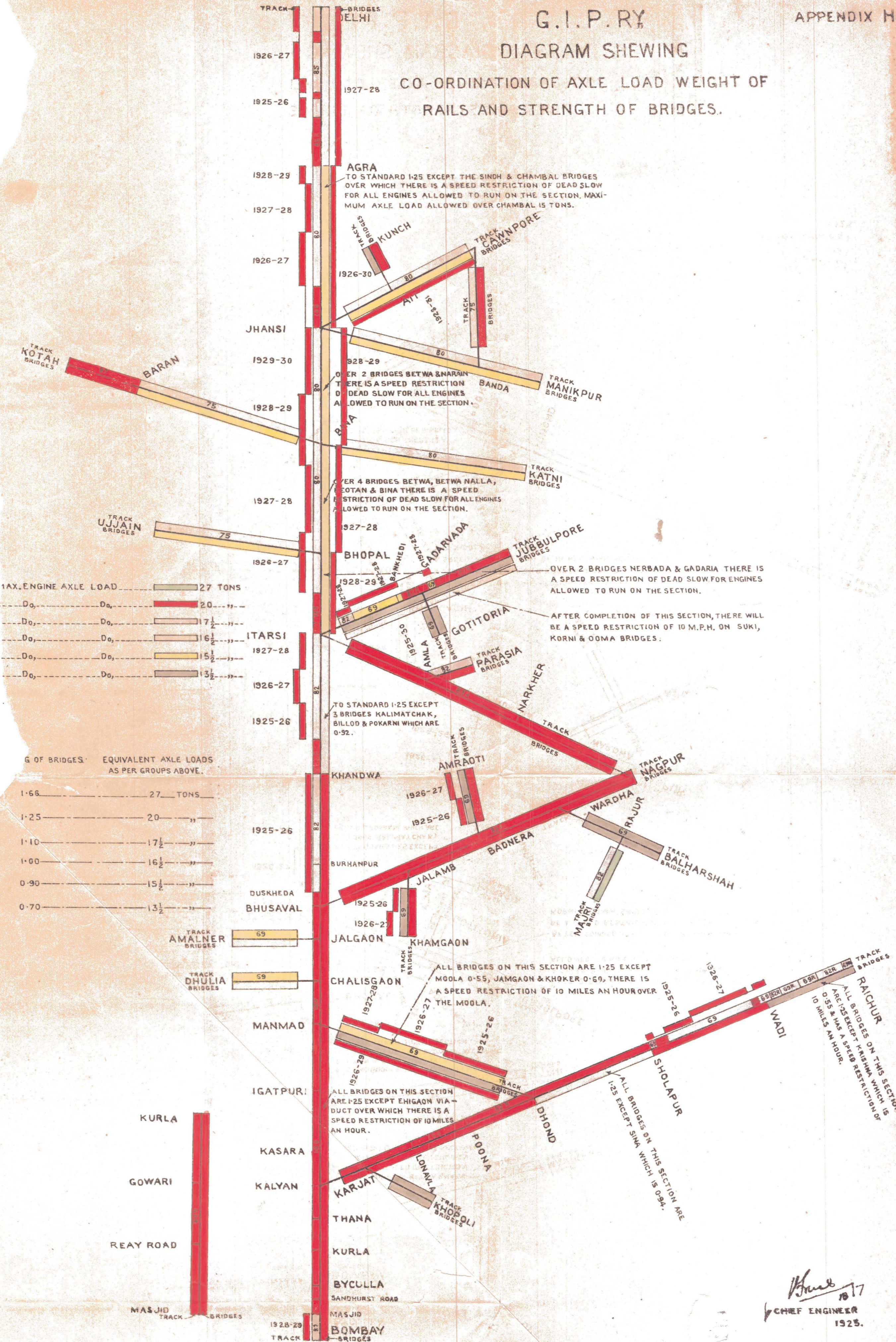
W. H. B.
1925
CHIEF ENGINEER



[Signature]
 W. CHIEF ENGINEER
 1925

G.I.P.R.Y DIAGRAM SHEWING

CO-ORDINATION OF AXLE LOAD WEIGHT OF RAILS AND STRENGTH OF BRIDGES.



MAX. ENGINE AXLE LOAD

27 TONS
20 " "
17 1/2 " "
16 1/2 " "
15 1/2 " "
13 1/2 " "

G OF BRIDGES EQUIVALENT AXLE LOADS AS PER GROUPS ABOVE.

1.66	27 TONS
1.25	20 " "
1.10	17 1/2 " "
1.00	16 1/2 " "
0.90	15 1/2 " "
0.70	13 1/2 " "

AGRA
TO STANDARD 1:25 EXCEPT THE SINDH & CHAMBAL BRIDGES OVER WHICH THERE IS A SPEED RESTRICTION OF DEAD SLOW FOR ALL ENGINES ALLOWED TO RUN ON THE SECTION. MAXIMUM AXLE LOAD ALLOWED OVER CHAMBAL IS TONS.

OVER 2 BRIDGES BETWA & NARAIN THERE IS A SPEED RESTRICTION OF DEAD SLOW FOR ALL ENGINES ALLOWED TO RUN ON THE SECTION.

OVER 4 BRIDGES BETWA, BETWA NALLA, MOTAN & BINA THERE IS A SPEED RESTRICTION OF DEAD SLOW FOR ALL ENGINES ALLOWED TO RUN ON THE SECTION.

OVER 2 BRIDGES NERBADA & GADARIA THERE IS A SPEED RESTRICTION OF DEAD SLOW FOR ENGINES ALLOWED TO RUN ON THE SECTION.

AFTER COMPLETION OF THIS SECTION, THERE WILL BE A SPEED RESTRICTION OF 10 M.P.H. ON SUKI, KORNI & OOMA BRIDGES.

TO STANDARD 1:25 EXCEPT 3 BRIDGES KALIMATCHAK, BILLOD & POKARNI WHICH ARE 0:32.

ALL BRIDGES ON THIS SECTION ARE 1:25 EXCEPT MOOLA 0:55, JAMGAON & KHOKER 0:69, THERE IS A SPEED RESTRICTION OF 10 MILES AN HOUR OVER THE MOOLA.

ALL BRIDGES ON THIS SECTION ARE 1:25 EXCEPT EHIGAON VIA DUCT OVER WHICH THERE IS A SPEED RESTRICTION OF 10 MILES AN HOUR.

ALL BRIDGES ON THIS SECTION ARE 1:25 EXCEPT SIMA WHICH IS 0:94.

ALL BRIDGES ON THIS SECTION ARE 1:25 EXCEPT KAFIWA WHICH IS 0:55 & HAS A SPEED RESTRICTION OF 10 MILES AN HOUR.

Handwritten signature
1927
CHIEF ENGINEER
1925.