

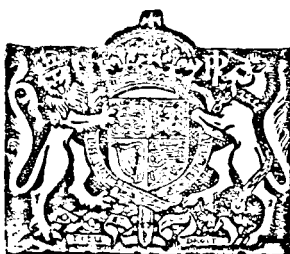
THE  
**DEMANDS FOR GRANTS**

FOR

**Expenditure of the Central Government  
on Railways charged to Revenue  
and Capital**

FOR

**1929-30**



DELHI  
GOVERNMENT OF INDIA PRESS  
1929

Schedule of demands for grants for expenditure of the Central Government on Railways for the year 1929-30 submitted for the vote of the Legislative Assembly.

Number of Demand.	Service to which demand relates.	Amount.	Reference to page of detailed statement.
		Rs.	
	<b>A.—EXPENDITURE FROM REVENUE.</b>		
	<i>Commercial Lines—</i>		
1	Railway Board . . . . .	12,61,000	1—3
2	Inspection . . . . .	2,40,000	4
3	Audit . . . . .	13,50,000	5—11
4	Working Expenses : Administration . . . . .	13,32,00,000	12—15
5	Working Expenses : Repairs and maintenance and Operation.	39,38,00,000	16—19
6	Companies' and Indian States' share of surplus profits and net earnings.	1,25,00,000	20
9	Appropriation to Depreciation Fund . . . . .	12,60,00,000	30—33
10	Appropriation from Depreciation Fund . . . . .	10,50,00,000	34—37
11	Miscellaneous . . . . .	17,50,000	38—55
12	Appropriation to the Reserve Fund . . . . .	3,25,73,000	56
13	Appropriation from the Reserve Fund . . . . .	..	57
	<i>Strategic Lines—</i>		
14	Working Expenses and Miscellaneous . . . . .	1,58,50,000	58.
	<b>B.—EXPENDITURE CHARGED TO CAPITAL.</b>		
	<i>Commercial Lines—</i>		
7	New Construction . . . . .	8,14,50,000	21—25
8	Open Line Works . . . . .	24,85,67,000	26—29
	<i>Strategic Lines—</i>		
15	New construction and Open Line Works . . . . .	47,50,000	59

# DEMAND No. 1—RAILWAYS.

(Commercial Lines.)

REVENUE.

RAILWAY BOARD.

Rupees twelve lakhs and sixty-one thousands.

(Figures in thousands of rupees.)

1928-29.	1929-30.		Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
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NUMBERS.

## I.—PAY OF OFFICERS :

1	1	Chief Commissioner (Rs. 5,000) . . . . .	<i>Non-voted</i>	70	68	63	60
2	1	Financial Commissioner (Rs. 4,000) . . . . .	{ <i>Non-voted</i>	48	48	48	24
			{ Voted . . . . .	..	..	..	24
2	3	Members (Rs. 4,000) . . . . .	{ <i>Non-voted</i>	63	56	55	48
			{ Voted . . . . .	34	40	41	92
5	5	Directors (Rs. 2,500 to Rs. 3,180) . . . . .	{ <i>Non-voted</i>	79	61	81	80
			{ Voted . . . . .	92	1,14	90	95
1	1	Secretary (Rs. 2,500 to Rs. 2,980) . . . . .	{ <i>Non-voted</i>	30	34	21	36
			{ Voted . . . . .	5	..	13	..
4	5	Deputy Directors (four on Rs. 550 to Rs. 1,750 plus special pay of Rs. 250 and one on Rs. 1,500 to Rs. 2,100) . . . . .	{ <i>Non-voted</i>	71	67	68	50
			{ Voted . . . . .	22	20	18	50
1	1	Deputy Secretary (Rs. 1,400, to Rs. 1,700) . . . . .	{ <i>Non-voted</i>	1	..	21	3
			{ Voted . . . . .	16	20	..	13
2	2	Assistant Directors (Rs. 500 to Rs. 1,250) . . . . .		24	26	27	27
1	—	Officer on special duty (Rs. 1,300) . . . . .		..	..	5	..
6	6	Superintendents (Rs. 550 to Rs. 800) . . . . .		53	57	56	56
—	—	Leave salary . . . . .	{ <i>Non-voted</i>	86	85	65	1,25
			{ Voted . . . . .	46	75	25	40
		Carried over . . . . .		7,40	7,71	6,97	8,28

(Figures in thousands of rupees.)

		Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.	
Brought forward .		7,40	7,71	6,97	8,28	
<b>II.—PAY OF ESTABLISHMENT:</b>						
(a) Permanent—						
103	104	Assistants and Clerks (Rs. 75 to Rs. 500) . . . . .	2,72	3,00	2,90	3,12
13	22	Stenographers (Rs. 150 to Rs. 450) . . . . .	51	60	53	65
74	79	Servants (Rs. 14 to Rs. 40) . . . . .	16	16	16	18
(b) Temporary—						
Assistants, clerks and Servants .		7	15	10	13	
<b>III.—OTHER CHARGES :</b>						
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment . . . . .		} Non-voted . . . . .	11	6	6	30
			} Voted . . . . .	23	30	21
(b) Allowances, etc. . . . .		} Non-voted . . . . .		6	25	22
			} Voted . . . . .	82	1,10	1,14
(c) Contingencies . . . . .				1,06	2,47	1,53
Total . . . . .			13,14	15,80	13,82	17,05
Proportionate cost of Technical Office. . . . .		} Non-voted . . . . .	6	..	..	9
			} Voted . . . . .	30	40	38
GRAND TOTAL . . . . .				13,50	16,20	14,20
		Non-voted . . . . .	4,71	4,50	4,50	4,89
		Voted . . . . .	8,79	11,70	9,70	12,61

## EXPLANATORY NOTE.

— The estimated total expenditure in 1929-30 is Rs. 3,30,000 higher than the expenditure anticipated in the current year, the increase in the voted portion being Rs. 2,91,000. Apart from the ordinary annual increase due to increments for staff, the main changes are :—

- (i) The creation of an additional Member of the Railway Board to deal with staff questions, with a small establishment consisting of a Deputy Director, Establishment, 4 Clerks and 2 stenographers. Apart from this, the only change in the office staff in 1929-30 is the increase by two in the number of Stenographers in the office.

- (ii) The proposal to charge Commercial departments with rent for their office accommodation in Simla and Delhi is to have effect from 1st April 1929. The amount provided for contingencies includes Rs. 1,20,000 for rent and taxes.
- (iii) The voted expenditure under pay of officers (excluding leave salaries) is expected to be Rs. 1,12,000 more and the non-voted expenditure Rs. 56,000 less, owing to changes in the personnel and to the increase in the number of officers.
- (iv) Rs. 75,000 more than this year is likely to be needed for leave salaries.
- (v) The increase of Rs. 28,000 under Provident Fund contribution and Gratuities includes the payment of Rs. 25,000 due to Sir Clement Hindley under the terms of his contract as gratuity on his vacating the appointment of Chief Commissioner of Railways.

*Note.*

The Standing Finance Committee for Railways has approved this Demand, except in so far as it relates to the appointment of an additional Member of the Railway Board, and the establishment to work under him. A majority of the Committee was unable to approve this particular proposal. The amounts provided for this purpose in the Demand are as follows :—

	Voted.	Non-voted.
1 Member . . . . .	44	..
1 Deputy Director . . . . .	..	19
4 Assistants and Clerks . . . . .	12	..
2 Stenographers . . . . .	5	..
5 Servants . . . . .	1	..
Contribution to Provident Fund . . . . .	1	1
Allowances . . . . .	1	..
	64	20
Total . . . . .	84	

## DEMAND No. 2—RAILWAYS.

(Commercial Lines.)

## REVENUE.

## INSPECTION.

Rupees two lakhs and forty thousands.

(Figures in thousands of rupees.)

1928-29.	1929-30.			Actuals, 1927-28.	Budget, Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
NUMBERS.							
I.—PAY OF OFFICERS							
Permanent—							
8	8	Government Inspectors (Rs. 625 to Rs. 3,180)	{ Non-voted	1,84	1,79	1,56	1,29
			{ Voted	45	52	70	1,01
—	—	Leave salary	{ Non-voted	55	21	39	70
			{ Voted	..	..	4	39
II.—PAY OF ESTABLISHMENT:							
(a) Permanent—							
21	21	Clerks (Rs. 33 to Rs. 350)		37	38	37	39
38	38	Servants (Rs. 14 to Rs. 25)		8	8	8	8
—	—	Leave salary		2	6	4	4
(b) Temporary—							
		Clerks, etc.		..	1	1	1
III.—OTHER CHARGES:							
		(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment		6	10	10	10
		(b) Allowances, etc.	{ Non-voted	21	13	15	16
			{ Voted	13	25	14	11
		(c) Contingencies		25	27	27	27
TOTAL				3,96	3,80	3,85	4,55
Non-voted				2,60	2,13	2,10	2,15
Voted				1,36	1,67	1,75	2,40

## EXPLANATORY NOTE.

The increase of Rs. 70,000 in the total expenditure anticipated in 1929-30 is due almost entirely to a larger number of officers being expected to be on leave. Practically the whole increase is under voted expenditure as the salaries of a larger number than usual of the officers both on duty and on leave are votable.

## DEMAND No. 3—RAILWAYS.

(Commercial Lines.)

## REVENUE.

## AUDIT.

Rupees thirteen lakhs and fifty thousands.

(Figures in thousands of rupees.)

NUMBERS.			Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
1928- 29.	1929- 30.					
OFFICE OF THE ACCOUNTANT GENERAL, RAILWAYS.						
I.—PAY OF OFFICERS.						
(a) Permanent—						
1	1	Accountant General (Rs. 2,250 to Rs. 3,180).	43	38	39	3
2	2	Deputy Accountants General (Rs. 1,000 to Rs. 2,200) . . . . .	35	36	34	3
—	—	Leave salary . . . . .	4	10	22	..
(b) Temporary—						
1	1	Assistant Audit Officer (Rs. 500 to Rs. 850) . . . . .	9	9	8	1
1	..	Attached Officer (Rs. 350 to Rs. 1,800) . . . . .	..	..	3	..
II.—PAY OF ESTABLISHMENT :						
(a) Permanent—						
42	43	Accountants and Clerks (Rs. 50 to Rs. 550) . . . . .	77	98	1,00	10
18	19	Servants (Rs. 14 to Rs. 40) . . . . .	4	3	5	..
—	—	Leave salary . . . . .	9	7	15	..
(b) Temporary—						
8	7	Accountants, and Clerks (Rs. 50 to Rs. 550) . . . . .	15	22	15	2
8	2	Servants (Rs. 14 to Rs. 40) . . . . .				
III.—OTHER CHARGES—						
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establish- ment . . . . .						
(b) Allowances, etc . . . . .						
(c) Contingencies . . . . .						
TOTAL . . . . .			2,66	3,14	3,05	25
Carried over . . . . .			2,66	3,14	3,05	25

NUMBERS.		(Figures in thousands of rupees.)			
1928-29.	1929-30.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward		2,66	3,14	3,05	25
<b>OFFICE OF THE DIRECTOR OF RAILWAY AUDIT.</b>					
<b>I.—PAY OF OFFICERS :</b>					
Permanent—					
—	1	Director (Rs. 3,180)	..	..	..
—	1	Deputy Director (Rs. 1,500 to Rs. 2,200)	..	..	..
					59
<b>II.—PAY OF ESTABLISHMENT :</b>					
Permanent—					
—	26	Accountants and Clerks (Rs. 45 to Rs. 550)	..	..	..
—	10	Servants (Rs. 14 to Rs. 40)	..	..	..
					58
					3
<b>III.—OTHER CHARGES :</b>					
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment					
			..	..	..
			..	..	2
(b) Allowances, etc					
			..	..	..
			..	..	8
(c) Contingencies					
			..	..	..
			..	..	25
TOTAL		..	..	..	1,55
<b>OFFICE OF THE CHIEF AUDITOR, RAILWAY CLEARING ACCOUNTS OFFICE.</b>					
<b>I.—PAY OF OFFICERS :</b>					
Permanent—					
—	1	Chief Auditor (Rs. 2,250 to Rs. 2,930)	..	..	..
	1	Audit Officer (Rs. 1,500 to Rs. 2,200)	25	2	5
		{ Non-voted	4	20	17
		{ Voted			..
1	1	Assistant Audit Officer (Rs. 500 to Rs. 850)	..	7	7
—	—	Leave salary	..	22	..
					8
<b>II.—PAY OF ESTABLISHMENT :</b>					
Permanent—					
56	63	Accountants and Clerks (Rs. 40 to Rs. 550)	44	72	64
8	8	Servants (Rs. 12 to Rs. 28)	1	2	2
—	—	Leave salary	..	3	4
					95
					2
					2
<b>III.—OTHER CHARGES :</b>					
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment					
			3	6	6
(b) Allowances, etc					
			3	3	3
(c) Contingencies					
			5	3	7
					6
TOTAL		85	1,40	1,15	1,55
Carried over		3,51	4,54	4,20	3,35



(Figures in thousands of rupees.)

NUMBERS.			Actuals,	Budget	Revised	Budget
1928-	1929-		1927-28.	Estimate,	Estimate,	Estimate,
29.	30.			1928-29.	1928-29.	1929-30.
		Brought forward .	3,51	4,54	4,20	3,35

## OFFICE OF THE AUDITOR, BURMA RAILWAYS.

## I.—PAY OF OFFICERS :

## Permanent—

1	1	Auditor (Rs. 1,500 to Rs. 2,200)	}	..	..	5	28
1	1	Assistant Audit Officer (Rs. 500 to Rs. 850)					
—	—	Leave salary . . . . .		..	..	..	6

## II.—PAY OF ESTABLISHMENT :

## (a) Permanent—

17	17	Accountants and clerks (Rs. 60 to Rs. 550) . . . . .	}	..	..	6	40
7	7	Servants (Rs. 15 to Rs. 35) . . . . .					
—	—	Leave salary . . . . .		..	..	..	2

## (b) Temporary—

5	5	Accountants and clerks (Rs. 60 to Rs. 550) . . . . .	}	..	..	1	6
1	1	Servants (Rs. 15 to Rs. 35) . . . . .					

## II.—OTHER CHARGES :

(a)	Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment.	..	..	..	4
(b)	Allowances, etc . . . . .	..	..	2	12
(c)	Contingencies . . . . .	..	..	1	2
Total . . . . .		..	..	15	1,00

## OFFICE OF THE CHIEF AUDITOR, EAST INDIAN RAILWAY.

## (a) Permanent—

1	1	Chief Auditor (Rs. 2,250 to Rs. 2,930)	}	Non-voted	6	2	11	..
1	1	Deputy Auditor (Rs. 1,500 to Rs. 2,200)						
2	1	Audit Officers (Rs. 350 to Rs. 1,400)	}	Voted	89	98	93	84
3	1	Assitant Audit Officers (Rs. 500 to Rs. 850).						
		Leave Salary . . . . .	}	Non-voted	..	..	9	..
Carried over . . . . .		99	1,18	1,40	94			
Total carried over . . . . .		2,51	4,54	4,35	4,35			

(Figures in thousands of rupees.)

NUMBERS.			Actuals,	Budget	Revised	Budget
1928-	1929-		1927-28.	Estimate,	Estimate,	Estimate,
29.	30.			1928-29.	1928-29.	1929-30.
		Total brought forward	3,51	4,54	4,35	4,35
<b>OFFICE OF THE CHIEF AUDITOR, EAST INDIAN RAILWAY—contd.</b>						
		Brought forward	99	1,18	1,40	94
<b>I.—PAY OF OFFICERS:</b>						
<b>(b) Temporary—</b>						
—	2	Assistant Audit Officers (Rs. 500 to Rs. 850)	..	..	..	16
<b>II.—PAY OF ESTABLISHMENT:</b>						
<b>(a) Permanent—</b>						
99	57	Accountants and Clerks (Rs. 40 to Rs. 550)	1,46	1,46	1,42	1,18
34	20	Servants (Rs. 14 to Rs. 35)	6	6	6	4
—	—	Leave Salary	..	4	4	3
<b>(b) Temporary—</b>						
—	40	Accountants and Clerks (Rs. 40 to Rs. 550)	..	..	..	65
—	10	Servants (Rs. 14 to Rs. 35)	..	..	..	
<b>III.—OTHER CHARGES:</b>						
		(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment	10	10	11	13
		(b) Allowances, etc. { Non-voted	1	1	..	..
		{ Voted	19	20	20	27
		(c) Contingencies	8	8	7	6
		Total	2,89	3,13	3,30	3,45
<b>OFFICE OF THE CHIEF AUDITOR, GREAT INDIAN PENINSULA RAILWAY.</b>						
<b>I.—PAY OF OFFICERS:</b>						
<b>(a) Permanent—</b>						
—	1	Chief Auditor (Rs. 2,250 to Rs. 2,930)	..	..	..	13
—	1	Audit Officer (Rs. 350 to Rs. 1,800)	..	..	..	4
—	1	Assistant Audit Officer (Rs. 500 to Rs. 850)	..	..	..	3
		Leave Salary	..	..	..	2
<b>(b) Temporary—</b>						
—	2	Assistant Audit Officers (Rs. 500 to Rs. 850)	..	..	..	7
		Carried over	..	..	..	29
		Total carried over	6,40	7,67	7,65	7,80

(Figures in thousands of rupees.)

NUMBERS.		Actuals,	Budget	Revised	Budget
1928-	1929-	1927-28.	Estimate,	Estimate,	Estimate,
29.	30.		1928-29.	1928-29.	1929-30.
Total brought forward		6,40	7,67	7,65	7,80
<b>OFFICE OF THE CHIEF AUDITOR, GREAT INDIAN PENINSULA RAILWAY—contd.</b>					
Brought forward		..	..	..	15
<b>II.—ESTABLISHMENT :</b>					
<b>(a) Permanent—</b>					
—	32	Accountants and Clerks (Rs. 40 to Rs. 550)	..	..	30
—	13	Servants (Rs. 14 to Rs. 35)	..	..	2
—	—	Leave Salary	..	..	2
<b>(b) Temporary—</b>					
—	20	Accountants and Clerks (Rs. 60 to Rs. 550)	..	..	15
—	5	Servants (Rs. 14 to Rs. 35)	..	..	
<b>III.—OTHER CHARGES :</b>					
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment		..	..	..	4
(b) Allowances, etc.		..	..	..	11
(c) Contingencies		..	..	..	2
Total		..	..	..	95
<b>OFFICE OF THE CHIEF AUDITOR, NORTH WESTERN RAILWAY.</b>					
<b>I.—PAY OF OFFICERS :</b>					
<b>(a) Permanent—</b>					
—	1	Chief Auditor (Rs. 2,250 to Rs. 2,930)	..	..	29
—	1	Deputy Auditor (Rs. 1,500 to Rs. 2,200)	..	..	19
—	1	Audit Officer (Rs. 350 to Rs. 1,800)	..	..	9
—	1	Assistant Audit Officer (Rs. 500 to Rs. 850)	..	..	7
		Leave Salary	..	..	5
<b>(b) Temporary—</b>					
—	2	Assistant Audit Officers (Rs. 500 to Rs. 850)	..	..	14
<b>II.—PAY OF ESTABLISHMENT :</b>					
<b>(a) Permanent—</b>					
—	56	Accountants and Clerks (Rs. 40 to Rs. 550)	..	..	89
—	10	Servants (Rs. 12 to Rs. 35)	..	..	3
		Leave Salary	..	..	4
Carried over		..	..	..	1,79
Total carried over		6,40	7,67	7,65	8,75

(Figures in thousands of rupees.)

NUMBERS.			Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
1928- 29.	1929- 30.	Total brought forward .	6,40	7,67	7,65	8,75
<b>OFFICE OF THE CHIEF AUDITOR, NORTH WESTERN RAILWAY—contd.</b>						
		Brought forward .	..	..	..	1,70
<b>(b) Temporary—</b>						
—	24	Accountants and Clerks (Rs. 40 to Rs. 550) . . . . .	..	..	..	38
—	5	Servants (Rs. 12 to Rs. 35) . . . . .	..	..	..	1
<b>III.— OTHER CHARGES :</b>						
		(a) Contribution to Provident Fund and Gratuities to Non-Pen- sionable Establishment . . . . .	..	..	..	11
		(b) Allowances, etc.. . . . .	..	..	..	8
		(c) Contingencies . . . . .	..	..	..	5
		Total . . . . .	..	..	..	2,40
		Deduct—Cost of Audit for Strategic lines . . . . .	..	..	..	30
		Net Total . . . . .	..	..	..	2,10

**OFFICES OF THE GOVERNMENT EXAM-  
INERS OF ACCOUNTS.****I.—PAY OF OFFICERS :****(a) Permanent—**

6	5	Government Examiners { Non-voted	20	15	..	..	61
		Rs. 350 to Rs. 1,800) { Voted	50	55	72		17
•	—	Leave Salary . . . . .	..	10	..		

**(b) Temporary—**

1	1	Assistant Audit Officer (Rs. 500 to Rs. 850) { Non-voted.	8	..	..	..	
		{ Voted . . . . .	9	7	2		1

**II.—PAY OF ESTABLISHMENT :****(a) Permanent—**

68	62	Accountants and Clerks (Rs. 30 to Rs. 550) . . . . .	1,15	1,35	1,25	1,10
47	40	Servants (Rs. 14 to Rs. 35) . . . . .	11	11	11	10
		Leave Salary . . . . .	13	15	13	12
		Carried over . . . . .	2,26	2,48	2,23	2,11
		Total carried over . . . . .	6,40	7,67	7,65	10,85

(Figures in thousands of rupees.)

NUMBERS.			Budget	Revised	Budget	
1928-	1929-		Actuals,	Estimate,	Estimate,	
29.	30.		1927-28.	1928-29.	1928-29.	
					Budget	
					Estimate,	
					1929-30.	
Total brought forward		.	6,40	7,67	7,65	10,85
<b>OFFICES OF THE GOVERNMENT EXAMINERS OF ACCOUNTS—concl'd.</b>						
Brought forward		.	2,26	2,48	2,23	2,11
(b) Temporary—						
11	6	Accountants and Clerks (Rs. 30 to Rs. 550)	6	10	12	6
<b>III.—OTHER CHARGES :</b>						
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment		.	14	17	20	19
(b) Allowances, etc.		{ Non-voted Voted	2	1	--	--
(c) Contingencies			.	27	32	30
		.	9	12	10	8
Total		.	2,84	3,20	2,95	2,65
Grand Total		.	9,24	10,87	10,60	13,50.
Non-voted		.	62	43	25	..
Voted		.	8,62	10,44	10,35	13,50

## EXPLANATORY NOTE.

The total budget estimate for 1929-30 exceeds the estimated expenditure for the current year by Rs. 2,90,000. The main reason for this is the creation of two new audit offices (expected to cost about 3 lakhs in the year) as a result of the introduction of the scheme for the separation of accounts from audit on the North Western Railway and the Great Indian Peninsula Railway with effect from the 1st April 1929 and 1st October 1929 respectively. There is a saving of about 1½ lakhs in the cost of the headquarters organisation—the new office of the Director of Railway Audit costing less than the office of the Accountant General, Railways, the place of which it will take. Against this has to be set an increase in the cost of the new office of the Auditor of the Burma Railways as compared with the cost of the office of the old Government Examiner of Accounts and of the additional establishment required in the office of the Chief Auditor, Railway Clearing Accounts Office, as a result of the entry of the Bombay Baroda and Central India Railway into the scheme.

## DEMAND No. 4.—RAILWAYS.

(Commercial Lines.)

## REVENUE.

WORKING EXPENSES : ADMINISTRATION.

Rupees thirteen crores and thirty-two lakhs.

(Figures in thousands of Rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.	
Agency . . . . .	<i>Non-voted</i> . . . . .	5,95	6,35	6,10	6,50
	Voted . . . . .	44,21	43,60	43,30	44,00
Audit and Accounts . . . . .	<i>Non-voted</i> . . . . .	1,20	1,30	1,55	1,50
	Voted . . . . .	1,11,71	1,04,80	1,11,15	1,11,50
Cash and Pay . . . . .		13,33	13,25	12,90	13,00
Stores Department . . . . .	<i>Non-voted</i> . . . . .	51	50	65	50
	Voted . . . . .	53,80	54,20	55,70	57,50
Engineering Department . . . . .	<i>Non-voted</i> . . . . .	10,43	13,10	11,75	11,75
	Voted . . . . .	1,99,60	1,96,40	2,02,05	2,09,00
Locomotive Department . . . . .	<i>Non-voted</i> . . . . .	10,05	9,90	9,55	9,75
	Voted . . . . .	1,26,69	1,26,80	1,32,80	1,38,00
Carriage and Wagon Department . . . . .	<i>Non-voted</i> . . . . .	5,00	5,50	5,25	5,50
	Voted . . . . .	50,02	50,10	51,65	54,00
Traffic Department . . . . .	<i>Non-voted</i> . . . . .	2,95	3,30	3,55	3,75
	Voted . . . . .	1,30,37	1,31,95	1,32,20	1,36,00
Medical Department . . . . .	<i>Non-voted</i> . . . . .	21	20	25	25
	Voted . . . . .	39,96	42,05	43,05	45,00
Steam Boat Service . . . . .		4,08	4,00	4,15	4,00
Telegraph Department . . . . .	<i>Non-voted</i> . . . . .	25	25	20	20
	Voted . . . . .	63,23	64,00	63,10	64,25
Police . . . . .	<i>Non-voted</i> . . . . .	68	50	35	35
	Voted . . . . .	47,94	49,45	50,55	52,25
Electric Service Department . . . . .	<i>Non-voted</i> . . . . .	36	30	40	50
	Voted . . . . .	5,25	7,20	6,10	7,75
Carried over . . . . .	9,27,78	9,29,00	9,48,30	9,76,80	

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward . . . . .	9,27,78	9,29,00	9,48,30	9,76,80
London Board's Establishment . . . . .	10,63	11,10	11,10	10,00
Government Supervision . . . . .	12,23	12,80	12,00	11,25
Contribution to Provident Fund				
{ Non-voted . . . . .	1,69	2,00	1,85	2,00
{ Voted . . . . .	1,62,88	1,64,40	1,66,00	1,70,00
Gratuities . . . . .				
{ Non-voted . . . . .	32	50	45	25
{ Voted . . . . .	75,15	69,00	1,04,00	69,50
Other Expenses . . . . .				
{ Non-voted . . . . .	1,91	30	10	20
{ Voted . . . . .	1,18,85	1,17,10	1,31,20	1,25,00
For improvement of service conditions of lower paid employees . . . . .	..	..	..	10,00
Total . . . . .	13,11,44	13,06,00	13,75,00	13,75,00
Non-voted . . . . .	41,51	44,00	42,00	43,00
Voted . . . . .	12,69,93	12,62,00	13,33,00	13,32,00

## EXPLANATORY NOTE.

The total ordinary expenditure under Administration during 1929-30 is expected to be 10 lakhs less than the anticipated expenditure in the current year which has been increased abnormally by the payments of extra gratuities amounting to about 35 lakhs to workshop staff on the South Indian and Bombay, Baroda and Central India Railways on termination of their services in view of the reduction of establishment in the workshops. The estimate allows for an increase of about 30 lakhs over the current year in other established charges, partially due to the anticipated opening of over 1,000 miles of new lines in 1928-29. A provision of 10 lakhs, has been made for the improvement of service conditions of lower paid employees.





## No. 4—Railways.

the Demand by Railways.

(Figures in thousands of rupees.)

E. I.	G. I. P.	Jodhpur.	M. & S. M.	N. W.	R.&K.	S. I.	Aden.	Total.
1,00	40	..	30	3,55	..	..	..	6,50
8,30	4,35	25	2,90	9,25	45	2,50	10	44,00
..	30	..	..	25	..	..	..	1,50
21,00	15,50	50	7,20	18,20	1,20	6,40	..	1,11,50
2,00	2,00	5	1,00	1,90	10	60	..	13,00
..	15	..	..	35	..	..	..	50
9,60	8,50	25	3,30	11,10	15	3,40	..	57,50
2,70	65	..	..	4,65	..	..	..	11,75
35,40	29,60	50	15,70	29,75	1,50	13,40	..	2,09,00
2,10	15	..	..	4,80	..	..	..	9,75
29,90	19,55	35	11,00	14,00	90	7,45	..	1,38,00
95	20	..	..	2,80	..	..	..	5,50
10,30	7,50	30	4,15	7,40	35	2,50	..	54,00
50	25	..	..	2,00	..	..	..	3,75
30,50	18,60	35	7,30	17,00	1,15	5,50	..	1,36,00
5	..	..	..	20	..	..	..	25
6,70	7,00	5	2,70	7,20	20	2,30	..	45,00
..	..	..	..	10	..	30	..	4,00
..	..	..	..	20	..	..	..	20
10,70	9,30	25	6,40	8,30	35	2,90	..	64,25
10	25	..	..	..	..	..	..	35
9,50	4,35	5	4,70	8,20	30	3,20	..	52,25
..	50	..	..	..	..	..	..	50
..	3,25	..	..	..	..	..	..	7,75
..	..	5	1,90	..	45	1,70	..	10,00
..	..	..	2,30	..	20	1,65	..	11,25
40	15	..	..	95	..	..	..	2,00
32,60	26,70	30	13,00	20,20	80	9,40	..	1,70,00
..	..	..	..	25	..	..	..	25
17,00	7,00	20	6,50	11,80	15	4,05	..	69,50
20	..	..	..	..	..	..	..	20
24,40	17,80	45	6,95	21,85	25	6,75	..	1,25,00
..	..	..	..	..	..	..	..	10,00
<u>2,56,00</u>	<u>1,84,00</u>	<u>3,90</u>	<u>97,30</u>	<u>2,06,25</u>	<u>8,50</u>	<u>74,00</u>	<u>10</u>	<u>13,75,00</u>
8,00	3,00	..	30	20,00	..	..	..	43,00
<u>2,48,00</u>	<u>1,81,00</u>	<u>3,90</u>	<u>97,00</u>	<u>1,86,25</u>	<u>8,50</u>	<u>74,00</u>	<u>10</u>	<u>13,32,00</u>

## DEMAND No. 5—RAILWAYS.

(Commercial Lines.)

## REVENUE.

## WORKING EXPENSES—REPAIRS AND MAINTENANCE AND OPERATION.

Rupees thirty-nine crores, and thirty-eight lakhs.

(Figures in thousands of rupees.)

Particulars	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget, Estimate 1929-30.
Repairs and Maintenance—				
Way and Works . . . . .				
{ Non-voted . . . . .	2	5	..	..
{ Voted . . . . .	5,96,30	5,50,65	6,40,00	6,12,00
Rolling Stock—				
(a) Repairs and maintenance charges—				
(1) Locomotive . . . . .				
{ Non-voted . . . . .	35	25	..	..
{ Voted . . . . .	4,39,17	4,11,45	4,62,25	4,46,25
(2) Coaching vehicles . . . . .	2,57,21	2,55,80	2,27,75	2,32,50
(3) Goods vehicles . . . . .	2,28,35	2,25,80	2,20,00	2,14,25
(b) Payments on account of damages to and deficiencies in interchanged stock . . . . .	24,72	3,00	..	..
Machinery, tools and plant, and Miscellaneous . . . . .	2,07,18	2,37,00	2,00,00	2,05,00
<b>Total</b> . . . . .	<b>17,52,30</b>	<b>16,84,00</b>	<b>17,50,00</b>	<b>17,10,00</b>
Operation—				
Other than Fuel—				
Staff—				
Station Staff . . . . .	5,78,34	5,74,80	5,95,00	6,10,00
Running Staff . . . . .				
{ Non-voted . . . . .	79	60	..	..
{ Voted . . . . .	5,65,25	5,30,70	5,85,00	6,00,00
Stores . . . . .				
{ Non-voted . . . . .	7	10	..	..
{ Voted . . . . .	2,96,53	2,48,40	3,00,00	3,00,00
Compensation for goods lost or damaged . . . . .	9,42	16,70	10,00	10,00
Hire charges and other payments to railways . . . . .	56,51	59,20	60,00	60,00
Miscellaneous . . . . .	1,47,39	2,31,50	1,50,00	1,50,00
For improvement of service conditions of lower paid employees . . . . .	..	..	..	18,00
<b>Total</b> . . . . .	<b>16,54,30</b>	<b>16,82,00</b>	<b>17,00,00</b>	<b>17,48,00</b>
<b>Carried over</b> . . . . .	<b>34,06,60</b>	<b>33,46,00</b>	<b>34,50,00</b>	<b>34,58,00</b>

(Figures in thousands of Rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward .	34,06,60	33,46,00	34,50,00	34,58,00
<b>Operation—concl'd.</b>				
<b>Fuel—</b>				
Cost . . . . .	3,60,50	3,49,20	3,50,00	3,40,00
Freight and handling charges . . . . .	4,82,99	4,33,80	4,70,00	4,35,00
Electric Power . . . . .	15,37	..	30,00	40,00
Total . . . . .	8,58,86	7,83,00	8,50,00	8,15,00
TOTAL FINAL HEADS .	42,65,46	41,29,00	43,00,00	42,73,00
Add—Suspense . . . . .	2,97	..	..	..
Deduct—Worked lines . . . . .	3,51,04	3,29,50	3,70,00	3,50,00
TOTAL WORKING EXPENSES . . . . .	39,17,39	37,99,50	39,30,00	39,23,00
Refunds of Revenue Collected . . . . .	13,55	25,00	15,00	15,00
GRAND TOTAL . . . . .	39,30,94	38,24,50	39,45,00	39,38,00
Non-voted . . . . .	1,23	1,00	..	..
Voted . . . . .	39,29,71	38,23,50	39,45,00	39,38,00

## EXPLANATORY NOTE.

The total expenditure is expected to be 7 lakhs less than in the current year, in spite of an increased mileage.

(i) There is a decrease of 28 lakhs under the cost of repairs and maintenance of way and works. The current year's expenditure included the cost of repairs to flood damages in Burma and Madras, and also certain special debits to revenue, e.g., on the Great Indian Peninsula Railway on account of electrification and the abandonment of the Bhoré Ghat re-alignment.

(ii) The cost of repairs and maintenance of rolling stock is expected to be 17 lakhs less, as a result of the improved equipment of our workshops and the reduced cost of repairs.

(iii) A slight reduction in the unit cost of coal, together with increased economies in consumption, is expected to result in saving of 10 lakhs in cost; the total freight will, it is hoped, be 35 lakhs lower as a result of reduced rates; but the extension of electrification will result in an increase of 10 lakhs for electric power.

(iv) Operation charges, excluding fuel, are expected to be 30 lakhs higher. Part of this is a normal rise, due to increments to staff, but the additional mileage necessarily results in increased staff.

(v) The amount of working expenses recovered from worked lines is less as a result of the purchase of the Southern Punjab Railway as from 1st January 1930.

(vi) A sum of 18 lakhs (out of a total provision, for the purpose, of 28 lakhs) is provided in this demand for improving the service conditions of lower paid employees.

Annexure to Demand  
Statement showing distribution of

Sub-heads.	A. B.	B. N.	B. & N. W.	B. B. & C. I.	Burma	E. B.	E. I.
<b>Repairs and Maintenance :—</b>							
Way and Works . . . . .	15,00	67,20	18,20	56,50	46,00	60,00	90,00
<b>Rolling Stock—</b>							
<b>Repairs and Maintenance charges—</b>							
(1) Locomotive . . . . .	6,50	47,50	10,00	46,00	14,75	34,00	77,75
(2) Coaching vehicles . . . . .	3,50	18,25	4,25	27,50	11,00	16,50	44,25
(3) Goods Vehicles . . . . .	2,75	35,00	5,75	21,50	12,50	12,00	38,50
<b>Machinery, tools and plant and Miscellaneous . . . . .</b>							
	4,50	19,00	5,25	28,25	7,50	20,00	36,00
<b>Total . . . . .</b>	<b>32,25</b>	<b>1,86,95</b>	<b>43,45</b>	<b>1,79,75</b>	<b>91,75</b>	<b>1,42,50</b>	<b>2,86,50</b>
<b>Operation :—</b>							
<b>Other than fuel—</b>							
<b>Staff—</b>							
Station Staff . . . . .	11,75	49,30	16,50	78,00	26,20	48,50	1,16,00
Running Staff . . . . .	7,25	56,75	10,75	73,25	26,50	39,00	1,22,00
Stores . . . . .	5,00	24,70	6,50	23,00	11,30	14,50	70,00
Compensation for goods lost or damaged . . . . .	25	75	50	1,50	25	1,50	2,00
Hire charges and other payments to railways . . . . .	4,25	13,25	1,75	3,50	..	4,00	10,75
Miscellaneous . . . . .	4,25	11,25	1,00	16,75	3,75	13,50	31,25
For improvement of service conditions of lower paid employees . . . . .	..	..	..	..	..	..	..
<b>Total . . . . .</b>	<b>32,75</b>	<b>1,56,00</b>	<b>37,00</b>	<b>1,96,00</b>	<b>68,00</b>	<b>1,21,00</b>	<b>3,52,00</b>
<b>Fuel—</b>							
Cost . . . . .	12,50	24,50	9,40	25,00	34,00	15,75	47,00
Freight and handling charges . . . . .	2,25	23,00	13,10	60,00	5,00	22,00	55,00
Electric Power . . . . .	..	..	..	12,00	..	..	..
<b>Total . . . . .</b>	<b>14,75</b>	<b>47,50</b>	<b>22,50</b>	<b>97,00</b>	<b>39,00</b>	<b>37,75</b>	<b>1,02,00</b>
<b>Total final heads . . . . .</b>	<b>79,75</b>	<b>3,90,45</b>	<b>1,02,95</b>	<b>4,72,75</b>	<b>1,98,75</b>	<b>3,01,25</b>	<b>7,40,50</b>
Deduct—worked lines . . . . .	11,25	1,00	86,50	48,00	..	8,50	4,00
<b>Total Working Expenses . . . . .</b>	<b>[68,50</b>	<b>3,89,45</b>	<b>16,45</b>	<b>4,24,75</b>	<b>1,98,75</b>	<b>2,92,75</b>	<b>7,36,50</b>
Refunds of Revenue collected . . . . .	50	2,00	25	3,25	75	75	25
<b>Grand Total—(voted) . . . . .</b>	<b>69,00</b>	<b>3,91,45</b>	<b>16,70</b>	<b>4,28,00</b>	<b>1,99,50</b>	<b>2,93,50</b>	<b>7,36,75</b>

**No. 5 Railways.**  
the Demand by Railways.

(Figures in thousands of rupees.)

G. I. P.	Jodhpur. M. & S. M.	N. W.	R. & K.	S. I.	Aden.	Bezwada.	D. K.	Total.	
80,00	2,50	43,00	1,00,00	5,00	28,50	10	..	6,12,00	
62,50	1,25	40,50	77,00	2,25	26,25	..	..	4,46,25	
39,00	65	17,75	34,00	1,50	14,25	10	..	2,32,50	
27,25	50	13,00	36,75	1,00	7,75	..	..	2,14,25	
30,00	75	15,75	28,00	1,00	9,00	..	..	2,05,00	
<u>2,38,75</u>	<u>5,65</u>	<u>1,30,00</u>	<u>2,75,75</u>	<u>10,75</u>	<u>85,75</u>	<u>20</u>	<u>..</u>	<u>17,10,00</u>	
84,00	1,00	35,00	1,12,50	3,25	28,00	..	..	6,10,00	
1,10,00	1,00	39,00	76,25	2,25	36,00	..	..	6,00,00	
36,50	1,50	18,75	66,50	2,25	19,50	..	..	3,00,00	
1,50	..	75	75	..	25	..	..	10,00	
13,25	2,50	4,00	..	25	2,50	..	..	60,00	
14,75	50	21,00	19,25	25	7,75	10	3,15	1,50,00	
..	..	..	..	..	..	..	..	18,00	
<u>2,60,00</u>	<u>6,50</u>	<u>1,18,50</u>	<u>2,75,25</u>	<u>8,25</u>	<u>94,00</u>	<u>10</u>	<u>3,15</u>	<u>1,50</u>	<u>17,48,00</u>
60,60	50	32,50	63,50	1,45	12,25	5	30	70	3,40,00
88,00	1,75	36,00	86,00	2,90	40,00	..	..	..	4,35,00
28,00	..	..	..	..	..	..	..	..	40,00
<u>1,76,60</u>	<u>2,25</u>	<u>68,50</u>	<u>1,49,50</u>	<u>4,35</u>	<u>52,25</u>	<u>5</u>	<u>30</u>	<u>70</u>	<u>8,15,00</u>
6,75,35	14,40	3,17,00	7,00,50	23,35	2,32,00	35	3,45	2,20	42,73,00
24,00	50	22,00	94,25	14,50	35,50	..	..	..	3,50,00
<u>6,51,35</u>	<u>13,90</u>	<u>2,95,00</u>	<u>6,06,25</u>	<u>8,85</u>	<u>1,96,50</u>	<u>35</u>	<u>3,45</u>	<u>2,20</u>	<u>39,23,00</u>
3,00	..	75	2,50	25	75	..	..	..	15,00
<u>6,54,35</u>	<u>13,90</u>	<u>2,95,75</u>	<u>6,08,75</u>	<u>9,10</u>	<u>1,97,25</u>	<u>35</u>	<u>3,45</u>	<u>2,20</u>	<u>39,38,00</u>

## DEMAND No. 6—RAILWAYS.

(Commercial Lines.)

## REVENUE.

COMPANIES' AND INDIAN STATES' SHARE OF SURPLUS PROFITS AND NET EARNINGS.

Rupees one crore and twenty-five lakhs.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
<b>SHARE OF SURPLUS PROFITS PAID TO RAILWAY COMPANIES.</b>				
Assam Bengal . . . . .	4,04	4,25	4,00	4,00
Bengal and North-Western . . . . .	5,26	4,75	5,25	5,00
Bengal Nagpur . . . . .	8,72	5,00	7,50	2,00
Bombay, Baroda and Central India . . . . .	7,52	8,50	7,85	8,50
Burma . . . . .	35,83	75,00	65,60	..
Madras and Southern Mahratta . . . . .	54,60	40,00	48,15	65,00
Rohilkund and Kumaon . . . . .	1,56	1,50	1,80	1,50
South Indian (including Suramangalam Salem) . . . . .	8,68	9,00	6,10	6,00
<b>TOTAL</b> . . . . .	<b>1,26,01</b>	<b>1,48,00</b>	<b>1,46,25</b>	<b>92,00</b>
<b>SHARE OF NET EARNINGS PAID TO INDIAN STATES.</b>				
Jaipur Durbar . . . . .	7,21	7,00	7,80	7,70
Limbdi Durbar . . . . .	21	25	10	10
Mysore Durbar . . . . .	21,67	24,00	24,45	24,25
Palanpur Durbar . . . . .	18	20	20	20
Travancore Durbar . . . . .	1,86	2,55	20	75
<b>TOTAL</b> . . . . .	<b>31,13</b>	<b>34,00</b>	<b>32,75</b>	<b>33,00</b>
<b>GRAND TOTAL (VOTED)</b> . . . . .	<b>1,57,14</b>	<b>1,82,00</b>	<b>1,79,00</b>	<b>1,25,00</b>

## EXPLANATORY NOTE.

The payment expected in 1929-30 is 54 lakhs less than in the current year mainly on account of the fact that no payment will be due to the Burma Railways Company. For the rest the main variation is in the surplus profits of the Madras and Southern Mahratta Railway which will be considerably higher than in the current year owing to a more prosperous year and in the Bengal Nagpur Railway where the increased expenditure on renewals and replacements in the current year is likely to reduce their surplus profits for the next.

## DEMAND No. 7—RAILWAYS.

(Commercial Lines.)

## CAPITAL.

## NEW CONSTRUCTION.

Rupees eight crores fourteen lakhs and fifty thousands.

(Figures in thousands of rupees.)

Railways.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Assam Bengal . . . . .	44,62	38,00	51,00	48,50
Bengal Nagpur . . . . .	88,87	97,66	92,00	97,50
Bengal and North Western . . . . .	..	11,25	1,00	10,00
Bombay Baroda and Central India . . . . .	3,71	49,41	18,00	18,00
Burma . . . . .	90,05	93,00	87,00	1,46,50
Dronachellam Kurnool Railway Extension	9,18	5,99	6,00	..
Eastern Bengal . . . . .	67,74	65,00	60,00	99,50
East Indian . . . . .	1,64,90	2,04,00	1,60,00	1,86,50
Great Indian Peninsula . . . . .	16,70	1,00,00	17,00	57,00
Jodhpur . . . . .	..	5,00	..	..
Madras and Southern Mahratta . . . . .	71,83	75,00	60,00	22,00
North Western . . . . .	2,56,78	1,75,81	1,64,00	71,00
Rohilkund and Kumaon . . . . .	..	1,00	..	..
South Indian . . . . .	1,81,69	1,50,00	1,70,00	1,05,00
Total . . . . .	9,91,07	10,71,12	8,86,00	8,62,00
Deduct—Probable savings . . . . .	..	2,15,12	..	45,00
Total Demand . . . . .	9,91,07	8,56,00	8,86,00	8,17,00
Non-voted . . . . .	3,82	7,00	5,00	2,50
Voted . . . . .	9,87,25	8,49,00	8,81,00	8,14,50

## EXPLANATORY NOTE.

It is proposed to allot 8,62 lakhs to Railway Administrations for New Construction in 1929-30.

A deduction has, as usual, been made for probable savings, but in view of the better spending organisation of Railway Administrations, it has been taken at a much lower figure than heretofore. With the exception of four lines, the most important of which is the Dacca-Aricha Railway, the expenditure proposed is on lines already under construction.

## Annexure to Demand No. 7—Railways.

Statement showing distribution of the Demand by New Lines under construction.

Railways.	(Figures in thousands of rupees.)			
	Latest estimated cost.	Approximate expenditure to end of 1928-29.	Budget Estimate, 1929-30.	Latest estimated balance to completion.
<b>Assam Bengal—</b>				
Metre Gauge.				
Chittagong Duhazari (25 miles)	45,54	2,00	20,00	23,54
Chittagong Fatikchari (Nazirhat) (23 miles)	20,57	10,50	9,00	1,07
Feni Belonia (17 miles)	13,98	8,73	4,00	1,25
Furkating Badulipara Jorhat (42 miles)	31,96	31,50	15	31
Karimganj Longai Valley (39 miles)	30,92	30,42	50	..
Netrokona Mohanganj (17 miles)	20,46	18,24	2,00	22
Senchoa Moirabari (30 miles)	21,24	10,12	9,50	1,62
Sibsagar Road Khowang (39 miles).	33,17	32,27	50	40
Shaistaganj Habiganj (8 miles)	7,64	7,29	35	..
Shaistaganj Balla (17 miles)	10,66	7,87	2,50	29
Total—Voted	2,36,14	1,58,94	48,50	28,70
<b>Bengal Nagpur—</b>				
Broad Gauge.				
Raipur Parvatipur (242 miles)	4,11,13	2,03,09	90,00	1,18,04
Tumsar Road Tirodi conversion (38 miles)	45,50	35,95	7,50	2,05
Total—Voted	4,56,63	2,39,04	97,50	1,20,09
<b>Bengal and North Western—</b>				
Metre Gauge.				
Mashrak Thawe (40 miles)	22,87	1,00	10,00	11,87
Total—Voted	22,87	1,00	10,00	11,87
<b>Bombay Baroda and Central India—</b>				
Broad Gauge.				
Vasad Katana (26 miles)	19,75	2,12	7,70	9,93
Narrow Gauge.				
Jambusar Kavi (18 miles).	8,14	8,04	10	..
Samni Dehej (25 miles)	10,69	10,64	5	..
Thasra Virpur (34 miles)	15,92	..	10,15	5,77
Total—Voted	54,50	20,80	18,00	15,70
Carried over	7,70,14	4,19,78	1,74,00	1,76,36



Annexure to Demand No. 7—Railways—*contd.*Statement showing distribution of the Demand by New Lines under construction—  
(*contd.*)

Railways.	Latest estimated cost.	(Figures in thousands of rupees.)		
		Approximate expenditure to end of 1928-29.	Budget Estimate, 1929-30.	Latest estimated balance to completion.
Brought forward . . . . .	7,70,14	4,19,78	1,74,00	1,76,36
<b>Burma—</b>				
Metre Gauge.				
Heho Tayaw Shwenyaung (11 miles)	26,56	25,52	45	59
Kayan Thongwa Extension (11 miles).	15,97	14,28	1,60	9
Myingyan Natogyi Paleik (69 miles)	76,64	45,02	24,00	7,62
Nyaunglebin Madauk (12 miles)	14,68	11,23	3,45	..
Sagaing Bridge . . . . .	1,56,00	35,20	50,00	70,80
Taungdwingyi Kyaukpadaung (72 miles)	97,24	79,37	17,00	87
Minbu and Pakokku District (312 miles)	4,73,71	27,29	50,00	3,96,42
<b>Total . . . . .</b>	<b>8,60,80</b>	<b>2,37,91</b>	<b>1,46,50</b>	<b>4,76,39</b>
<b>Eastern Bengal—</b>				
Broad Gauge.				
Baruipur Lakshmikantapur (24 miles)	40,82	33,00	5,00	2,82
Abdulpur Nawabganj (55 miles).	69,72	42,00	22,00	5,72
Dacca Aricha (64 miles)	2,03,17	..	27,00	1,76,17
Kalikhali Kamarkhali Bhateapara (53 miles)	41,40	5,00	30,00	6,40
Metre Gauge.				
Purnea Murliganj including Behari- ganj Branch (53 miles).	33,57	20,07	13,50	..
Tangla Belsiri (53 miles)	33,00	..	2,00	31,00
<b>Total . . . . .</b>	<b>4,21,68</b>	<b>1,00,07</b>	<b>99,50</b>	<b>2,22,14</b>
Voted . . . . .	4,21,68	1,00,07	99,00	2,22,11
Non-voted . . . . .			50	
<b>East Indian—</b>				
Broad Gauge.				
Calcutta chord (10 miles)	2,67,35	1,60,15	77,19	30,05
Central Indian Coalfields (171 miles)	4,19,39	3,92,68	22,76	3,95
Chandpur Bijnor Muazzampur Narain Branch (37 miles)	25,60	13,10	12,00	50
Lucknow Sultanpur Zafarabad (137 miles)	1,18,83	25,58	50,00	43,25
Unao Madhoganj Branch (48 miles)	34,41	9,86	24,55	..
<b>Total . . . . .</b>	<b>8,65,62</b>	<b>6,01,37</b>	<b>1,86,50</b>	<b>77,75</b>
Voted . . . . .	8,65,62	6,01,37	1,86,00	77,75
Non-voted . . . . .			50	
Carried over . . . . .	29,18,24	13,59,13	6,06,50	9,52,61

Annexure to Demand No. 7 Railways—*contd.*Statement showing distribution of the Demand by new lines under construction—  
(*contd.*).

(Figures in thousands of rupees.)

Railways.	Latest estimated cost.	Approximate expenditure to end of 1928-29.	Budget Estimate, 1929-30.	Latest estimated balance to completion.
Brought forward . . . . .	29,18,24	13,59,13	6,06,50	9,52,61
<b>Great Indian Peninsula—</b>				
<b>Broad Gauge.</b>				
Khamgaon Chikli (39 miles) . . . . .	35,79	50	15,00	20,29
Hiwarkhed Akot Akola Basim (91 miles) . . . . .	73,64	1,25	29,70	42,69
Agra Bah (45 miles) . . . . .	29,28	27,53	30	1,45
<b>Narrow Gauge.</b>				
Darwha Pusad (43 miles) . . . . .	29,01	3,57	12,00	13,44
Total voted . . . . .	1,67,72	32,85	57,00	77,87
<b>Madras and Southern Mahratta—</b>				
<b>Broad Gauge.</b>				
Nidadavolu Narasapur (47 miles) . . . . .	67,30	65,75	1,00	55
Cocanada Kotepalle (27 miles) . . . . .	40,37	29,41	10,00	96
<b>Metre Gauge.</b>				
Guntur Macherla (81 miles) . . . . .	47,95	36,95	11,00	..
Total voted . . . . .	1,55,62	1,32,11	22,00	1,51
<b>North Western—</b>				
<b>Broad Gauge.</b>				
Batala Beas (42 miles) . . . . .	32,75	11,87	1,00	19,88
Kalabagh Bridge . . . . .	41,32	19,36	15,00	6,96
Chiniot Khushab (55 miles) . . . . .	1,11,55	92,07	19,00	48
Lyalpur Chananwala (110 miles) . . . . .	1,15,78	12,00	4,50	99,28
Sind Left Bank feeders (163 miles) . . . . .	90,20	12,00	25,00	53,20
<b>Narrow Gauge.</b>				
Kangra Valley (2 6' 103 miles) . . . . .	3,00,86	2,76,00	6,50	18,36
Total . . . . .	6,92,46	4,23,30	71,00	1,98,16
Voted . . . . .	6,92,46	4,23,30	69,50	1,98,16
Non-voted . . . . .			1,50	
Carried over . . . . .	39,34,04	19,47,39	7,56,50	12,30,15

Annexure to Demand No. 7 Railways.—*concl.*Statement showing distribution of the Demand by new lines under construction—  
(*concl.*)

(Figures in thousands of rupees.)

Railways.	Latest estimated cost.	Approximate expenditure to end of 1928-29.	Budget Estimate, 1929-30.	Latest estimated balance to completion.
Brought forward . . . . .	39,34,04	19,47,39	7,56,50	12,30,15
<b>South Indian—</b>				
<b>Broad Gauge.</b>				
Salem Mettur Dam (26 miles) . . . . .	14,48	12,98	1,50	..
Shoranur Nilambur (42 miles) . . . . .	82,45	80,05	2,40	..
<b>Metre Gauge.</b>				
Dindigul Pollachi (75 miles) . . . . .	89,07	82,75	3,00	3,32
Karaikudi Devacottah (9 miles) . . . . .	8,15	1,09	5,00	2,06
Madura Bodinayakanur (56 miles) . . . . .	53,86	50,83	3,03	..
Mayavaram Tranquebar (18 miles) . . . . .	20,98	14,98	6,00	..
Pollachi Palghat (33 miles) . . . . .	39,90	3,50	19,00	17,40
Salem Attur Vriddhachalam (82 miles) . . . . .	87,19	25,75	25,50	35,94
Trichinopoly Manamadura (93 miles) . . . . .	1,30,46	69,40	30,00	31,06
Villupuram Trichinopoly (108 miles). . . . .	2,11,44	2,01,62	3,00	6,82
Virudhunagar Tenkasi (76 miles) . . . . .	69,82	68,82	1,00	..
Cuddalore Vriddhachalam (36 miles) . . . . .	31,52	26,45	5,07	..
Pollachi Vannanthorai (13 miles) . . . . .	10,96	..	1,00	9,96
<b>Total—Voted . . . . .</b>	<b>8,50,28</b>	<b>6,38,22</b>	<b>1,05,50</b>	<b>1,06,56</b>
<b>Grand Total . . . . .</b>	<b>47,84,32</b>	<b>25,85,61</b>	<b>8,62,00</b>	<b>13,36,71</b>

## DEMAND No. 8—RAILWAYS.

(Commercial Lines.)

## CAPITAL.

## OPEN LINE WORKS.

Rupees Twenty-four crores eighty-five lakhs and sixty-seven thousands.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
<b>Engineering and Structural Works—</b>				
New works	12,18,04	4,93,44	5,36,00	4,21,35
Betterments		7,08,40	6,09,00	7,46,00
Total	12,18,04	12,01,84	11,45,00	11,67,35
<b>Rolling Stock—</b>				
<b>Locomotives—</b>				
Additions	60,97	51,48	41,75	55,50
Betterments		1,52,84	50,26	1,37,50
Total Locomotives	60,97	2,04,32	92,00	1,93,00
<b>Boilers—</b>				
Additions	8,34	1,76	9,50	2,00
Betterments		9,95	13,00	26,00
Total Boilers	8,34	11,71	22,50	28,00
<b>Carriages—</b>				
Additions	4,52,67	1,39,44	1,47,70	1,63,00
Betterments		1,17,21	63,30	1,00,00
Total Carriages	4,52,67	2,56,65	2,11,00	2,63,00
<b>Wagons—</b>				
Additions	5,21,98	35,05	35,90	60,50
Betterments		24,32	—8,40	56,50
Total Wagons	5,21,98	59,37	27,50	1,17,00
Total Rolling Stock	5,21,98	5,32,05	3,53,00	6,01,00
<b>Other equipment—</b>				
New works	1,29,13	31,16	87,00	28,75
Betterments		46,95	58,00	33,00
Total	1,29,13	78,11	1,45,00	61,75
Carried over	18,69,15	18,12,00	16,43,00	18,30,10

(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward . . . . .	18,69,15	18,12,00	16,43,00	18,30,10
Collieries . . . . .	21,90	30	..	..
{ Non-voted . . . . .				
{ Voted . . . . .		29,48	14,50	19,15
Ferries . . . . .	3,85	-5,00	8,00	3,75
Total . . . . .	18,94,90	18,36,78	16,65,50	18,53,00
Stores suspense . . . . .	2,78,36	-1,00,00	-40,00	-41,00
Manufacture suspense . . . . .		-47	-15,00	-18,00
Total . . . . .	21,73,26	17,36,31	16,10,50	17,94,70
Deduct—Portion of Rolling Stock chargeable to Strategic Lines (N. W. Ry.) . . . . .	15,09	8,75	5,00	19,00
Total . . . . .	21,58,17	17,27,56	16,05,50	17,75,00
Deduct—Probable savings . . . . .	..	2,59,56	..	20,00
NET TOTAL . . . . .	21,58,17	14,68,00	16,05,50	17,55,00
Purchase of branch line shares . . . . .	2,92	..	20,00	..
Purchase price of Burma Railways . . . . .	..	4,00,00	4,00,00	..
Purchase price of Mirpur Khas Jhudo Railway . . . . .	..	..	11,50	..
Purchase price of Southern Punjab Railway . . . . .	..	..	..	7,02,67
Staff Quarters . . . . .	..	..	..	30,00
TOTAL DEMAND . . . . .	21,61,09	18,68,00	20,37,00	24,87,67
Non-voted . . . . .	1,74	30	2,00	2,00
Voted . . . . .	21,59,35	18,67,70	20,35,00	24,85,67

## EXPLANATORY NOTE.

Excluding the purchase price (7.03 crores) of the Southern Punjab Railway, which will be bought on 1st January 1930, it is proposed to allot 17.75 crores to Railway Administrations for their programmes of open line works in 1929-30. It is expected that, with their present organisations, the railways will be in a position to spend practically all that they have been allotted, and consequently the amount of probable savings has been taken at only 20 lakhs.

In addition, the demand includes a provision of 30 lakhs for staff quarters which the Railway Board intend to distribute later, after careful investigation among different railways as part of a plan to ameliorate the service conditions for lower paid employees.

The details of the programme are contained in the Budget Books of the various railways.

Annexure to Demand  
Statement showing distribution

Particulars.	A. B.	B. N.	B. & N. W.	Bezwada.	B. B. & C. I.	Burma.
<i>Engineering and Structural Works—</i>						
New Works . . . . .	9,70	26,90	3,30	70	54,85	20,65
Betterments . . . . .	2,80	72,50	50	..	77,90	56,35
Total . . . . .	<u>12,50</u>	<u>99,40</u>	<u>3,80</u>	<u>70</u>	<u>1,32,75</u>	<u>77,00</u>
<i>Rolling Stock—</i>						
<i>Locomotives—</i>						
Additions . . . . .	2,00	1,30	1,00	..	..	30,75
Betterments . . . . .	2,75	27,55	30	..	19,75	11,05
Total . . . . .	<u>4,75</u>	<u>28,85</u>	<u>1,30</u>	<u>..</u>	<u>19,75</u>	<u>41,80</u>
<i>Boilers—</i>						
Additions . . . . .	50	..	..	..	..	..
Betterments . . . . .	30	3,20	..	..	..	..
Total . . . . .	<u>80</u>	<u>3,20</u>	<u>..</u>	<u>..</u>	<u>..</u>	<u>..</u>
<i>Carriages—</i>						
Additions . . . . .	9,35	10	5,15	..	7,90	7,45
Betterments . . . . .	50	14,80	..	..	90	1,15
Total . . . . .	<u>9,85</u>	<u>14,90</u>	<u>5,15</u>	<u>..</u>	<u>8,80</u>	<u>8,60</u>
<i>Wagons—</i>						
Additions . . . . .	11,35	1,15	..	..	1,45	16,10
Betterments . . . . .	1,25	8,40	1,80	..	2,00	25
Total . . . . .	<u>12,60</u>	<u>9,55</u>	<u>1,80</u>	<u>..</u>	<u>3,45</u>	<u>16,35</u>
Total Rolling Stock . . . . .	<u>28,00</u>	<u>56,50</u>	<u>8,25</u>	<u>..</u>	<u>32,00</u>	<u>66,75</u>
<i>Other equipments—</i>						
New Works . . . . .	1,00	3,35	..	..	..	..
Betterments . . . . .	1,00	5,85	..	..	1,20	1,25
Total . . . . .	<u>2,00</u>	<u>9,20</u>	<u>..</u>	<u>..</u>	<u>1,20</u>	<u>1,25</u>
<i>Collieries</i> . . . . .	..	3,60	..	..	4,05	..
<i>Ferries</i> . . . . .	..	..	2,75	..	..	..
<i>Stores suspense</i> . . . . .	..	3,90	-30	..	-10,00	-4,50
<i>Manufacture operations</i> . . . . .	..	-2,10	..	..	..	..
<i>Deduct—Rolling Stock chargeable to Strategic Lines—</i>						
Total . . . . .	<u>42,50</u>	<u>1,70,50</u>	<u>14,50</u>	<u>70</u>	<u>1,60,00</u>	<u>1,40,50</u>
Non-voted . . . . .	..	..	..	..	10	..
Voted . . . . .	<u>42,50</u>	<u>1,70,50</u>	<u>14,50</u>	<u>70</u>	<u>1,59,90</u>	<u>1,40,50</u>

**No. 8 Railways.**  
of the Demand by Railways.

(Figures in thousands of rupees.)									
E. B.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	N. W.	R. & K.	S. I.	Chief Mining Engineer.	Total.
4,50	74,00	1,81,85	40	4,85	33,95	..	5,70	..	4,21,35
57,65	98,50	1,01,55	..	77,25	91,70	..	1,09,30	..	7,46,00
<u>62,15</u>	<u>1,72,50</u>	<u>2,83,40</u>	<u>40</u>	<u>82,10</u>	<u>1,25,65</u>	<u>..</u>	<u>1,15,00</u>	<u>..</u>	<u>11,67,35</u>
17,20	3,25	..	..	..	..	..	..	..	55,50
30,05	..	-11,45	..	5,85	29,25	..	22,40	..	1,37,50
<u>47,25</u>	<u>3,25</u>	<u>-11,45</u>	<u>..</u>	<u>5,85</u>	<u>29,25</u>	<u>..</u>	<u>22,40</u>	<u>..</u>	<u>1,93,00</u>
..	..	..	..	..	1,50	..	..	..	2,00
7,20	5,75	3,50	..	35	5,50	..	20	..	26,00
<u>7,20</u>	<u>5,75</u>	<u>3,50</u>	<u>..</u>	<u>35</u>	<u>7,00</u>	<u>..</u>	<u>20</u>	<u>..</u>	<u>28,00</u>
18,85	7,60	52,05	..	6,35	39,20	..	9,00	..	1,63,00
1,70	11,55	36,15	..	9,00	19,45	..	4,80	..	1,00,00
<u>20,55</u>	<u>19,15</u>	<u>88,20</u>	<u>..</u>	<u>15,35</u>	<u>58,65</u>	<u>..</u>	<u>13,80</u>	<u>..</u>	<u>2,63,00</u>
12,00	3,00	80	..	2,45	8,75	..	3,45	..	60,50
4,00	24,60	-1,05	..	9,75	5,35	..	15	..	56,50
<u>16,00</u>	<u>27,60</u>	<u>-25</u>	<u>..</u>	<u>12,20</u>	<u>14,10</u>	<u>..</u>	<u>3,60</u>	<u>..</u>	<u>1,17,00</u>
<u>91,00</u>	<u>55,75</u>	<u>80,00</u>	<u>..</u>	<u>33,75</u>	<u>1,09,00</u>	<u>..</u>	<u>40,00</u>	<u>..</u>	<u>6,01,00</u>
..	6,50	10,50	..	4,00	3,40	..	..	..	28,75
1,60	10,75	5,10	..	1,15	5,10	..	..	..	33,00
<u>1,60</u>	<u>17,25</u>	<u>15,60</u>	<u>..</u>	<u>5,15</u>	<u>8,50</u>	<u>..</u>	<u>..</u>	<u>..</u>	<u>61,75</u>
..	2,20	..	..	5,50	..	..	..	3,80	19,15
..	..	..	..	..	..	..	1,00	..	3,75
-3,25	..	-10,00	..	..	-15,15	-20	-1,50	..	-41,00
..	-15,70	..	..	..	..	-20	..	..	-18,00
..	..	..	..	..	-19,00	..	..	..	-19,00
<u>1,51,50</u>	<u>2,32,00</u>	<u>3,69,00</u>	<u>40</u>	<u>1,26,50</u>	<u>2,09,00</u>	<u>-40</u>	<u>1,54,50</u>	<u>3,80</u>	<u>17,75,00</u>
25	75	..	..	..	90	..	..	..	2,00
<u>1,51,25</u>	<u>2,31,25</u>	<u>3,69,00</u>	<u>40</u>	<u>1,26,50</u>	<u>2,08,10</u>	<u>-40</u>	<u>1,54,50</u>	<u>3,80</u>	<u>17,73,00</u>

## DEMAND No. 9—RAILWAYS.

## REVENUE.

## APPROPRIATION TO DEPRECIATION FUND

Rupees twelve crores and sixty lakhs.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
<b>Commercial—</b>				
<b>Bridge Work—</b>				
Steel Work . . . . .	42,58	44,10	45,00	47,75
Masonry . . . . .	34,21	34,28	36,20	37,75
<b>Permanent Way—</b>				
Rails and fastenings, including points and crossings . . . . .	84,03	90,57	92,00	98,50
Sleepers—Wood . . . . .	1,81,96	1,85,16	1,95,10	2,07,00
Sleepers—Cast iron and ferro concrete . . . . .	65,36	67,67	67,00	68,25
Sleepers—Steel trough . . . . .	19,35	21,79	22,90	24,50
<b>Buildings—</b>				
Masonry . . . . .	24,67	26,33	26,00	26,75
All others . . . . .	15,19	18,61	17,60	20,20
Station machinery . . . . .	46,09	48,04	49,10	51,50
Plant . . . . .	77,80	84,41	82,25	85,00
Ferries . . . . .	5,35	5,88	5,40	5,60
<b>Rolling stock—</b>				
Locomotives—Engines and tenders . . . . .	1,01,04	1,04,69	1,02,50	1,06,00
Locomotives—Boilers . . . . .	46,70	47,21	47,20	48,20
<b>Carriage and Wagon—</b>				
Coaching vehicles . . . . .	1,22,07	1,32,97	1,29,10	1,35,00
Goods vehicles . . . . .	1,70,16	1,74,90	1,73,70	1,75,00
<b>Motor vehicles—</b>				
Rail. . . . .	57	61	70	65
Road . . . . .	69	64	60	70
Electric Instruments and Telephones . . . . .	10,27	10,72	11,00	11,75
Electric Power stations and sub-stations—Buildings . . . . .	1,82	4,46	2,00	4,40
Carried over.	10,49,91	11,02,95	11,05,35	11,54,50



(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward . . .	10,49,91	11,02,95	11,05,35	11,54,50
<b>Commercial—concl'd.</b>				
Electric Power Stations—Plant . . . . .	1,60	3,07	3,00	7,40
Electric Locomotives . . . . .	25	25	40	2,60
Electric overhead equipment of track . . . . .	1,59	1,60	3,10	4,45
Internal electric wiring of buildings . . . . .	...	...	25	75
Electric Motors . . . . .	..	..	..	10
“ Fans (ceiling, desk and bracket) . . . . .	..	..	5	15
Domestic and office electric appliances other than those mentioned above (e.g., electric radiators) . . . . .	..	..	5	5
Total . . . . .	10,53,35	11,07,87	11,12,20	11,70,00
Add—Worked lines . . . . .	47,51	48,41	48,50	49,00
Total Commercial . . . . .	11,00,86	11,56,28	11,60,70	12,19,00
Strategic Lines . . . . .	36,69	38,72	39,30	41,00
GRAND TOTAL (voted) . . . . .	11,37,55	11,95,00	12,00,00	12,60,00

## EXPLANATORY NOTE.

The demand represents the amount expected to be credited to the Depreciation Fund in 1929-30 under the detailed rules of the Fund as approved by the Standing Finance Committee for Railways.

Annexure to Demand  
Statement showing distribution

Particulars.	A. B.	B. N.	B. & N. W.	B. B. & C. I.	Burma.
<b>Commercial—</b>					
<b>Bridge work—</b>					
Steel work . . . . .	90	4,50	80	3,10	1,75
Masonry . . . . .	95	3,75	1,05	4,55	2,00
<b>Permanent way—</b>					
Rails and fastenings, including points and crossings . . . . .	2,30	8,60	1,90	10,00	4,25
Sleepers wood . . . . .	3,90	17,00	4,50	23,75	13,70
Sleepers cast iron and ferro concrete . . . . .	25	1,20	..	5,25	..
Sleepers steel trough . . . . .	..	7,90	..	4,00	..
<b>Buildings—</b>					
Masonry . . . . .	65	2,20	25	2,80	1,15
All others . . . . .	60	1,40	20	2,50	1,75
Station machinery . . . . .	1,05	5,00	50	6,00	2,25
Plant . . . . .	1,25	7,60	50	12,10	2,30
Ferries . . . . .	50	1,45	30	..	75
<b>Rolling stock—</b>					
Locomotives—Engines and tenders . . . . .	2,40	12,75	1,25	12,10	4,25
Locomotives—Boilers . . . . .	95	6,70	45	5,50	1,50
<b>Carriage and wagon—</b>					
Coaching vehicles . . . . .	3,60	8,50	2,00	11,50	4,75
Goods vehicles . . . . .	4,00	31,40	2,50	18,40	8,00
<b>Motor vehicles—</b>					
Rail . . . . .	..	..	..	..	5
Road . . . . .	..	..	..	5	..
Electric instruments and telephones . . . . .	15	2,25	5	1,30	25
<b>Electric Power Stations and Sub-stations—</b>					
Buildings . . . . .	10	..	..	1,35	..
Electric Power Stations—Plant . . . . .	70	5	..	20	5
Electric Locomotives . . . . .	..	..	..	..	..
Electric Overhead equipment of track . . . . .	..	..	..	1,00	..
Internal Electric wiring of buildings . . . . .	..	..	..	5	..
Electric motors . . . . .	..	..	..	..	..
Electric Fans (ceiling, desk, and bracket) . . . . .	..	..	..	..	..
Domestic and office electric appliances other than those mentioned above (e.g., electric radiators . . . . .	..	..	..	..	..
Total . . . . .	24,25	1,22,25	16,25	1,25,50	48,75
Add—Worked lines . . . . .	1,75	5	..	8,35	..
Total Commercial . . . . .	26,00	1,22,30	16,25	1,33,85	48,75
<b>Strategic Lines . . . . .</b>					
Grand Total . . . . .	26,00	1,22,30	16,25	1,33,85	48,75

## No. 9—Railways.

of the Demand by Railways.

(Figures in thousands of rupees.)

E. B.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	N. W.	R. & K.	S. I.	Aden.	D. K.	Total.
3,80	12,00	4,60	5	3,30	10,55	10	2,25	..	5	47,75
2,45	6,40	5,80	..	3,10	5,55	15	2,00	..	..	37,75
7,40	15,20	11,75	45	8,75	21,00	60	6,20	5	5	98,50
22,25	34,00	14,60	1,05	16,25	46,75	1,20	8,00	5	..	2,07,00
1,00	18,50	26,40	..	6,60	6,25	..	2,80	..	..	68,25
10	35	4,25	..	25	7,25	..	40	..	..	24,50
2,20	5,00	4,70	5	2,00	4,15	10	1,50	..	..	26,75
1,25	3,25	2,60	5	1,50	2,75	5	2,25	5	..	20,20
3,75	9,00	8,65	15	4,25	8,00	15	2,75	..	..	51,50
7,50	18,80	10,60	..	7,30	12,00	45	4,50	5	5	85,00
1,25	15	..	..	5	40	..	75	..	..	5,60
6,00	21,00	17,00	5	6,30	17,00	35	5,50	5	..	1,06,00
3,00	7,00	9,20	..	3,50	7,75	15	2,50	..	..	48,20
11,40	29,00	19,75	..	9,25	26,00	45	8,75	5	..	1,35,00
10,50	37,50	20,80	..	10,75	22,25	85	8,00	5	..	1,75,00
5	15	5	..	5	25	..	5	..	..	65
10	20	20	..	5	10	..	..	..	..	70
50	1,75	1,35	..	1,60	1,50	5	1,00	..	..	11,75
..	30	2,60	..	5	..	..	..	..	..	4,40
..	80	5,20	..	10	..	..	30	..	..	7,40
..	..	2,60	..	..	..	..	..	..	..	2,60
..	10	3,35	..	..	..	..	..	..	..	4,45
..	40	30	..	..	..	..	..	..	..	75
..	..	10	..	..	..	..	..	..	..	10
..	15	..	..	..	..	..	..	..	..	15
..	..	5	..	..	..	..	..	..	..	5
84,50	2,21,00	1,76,50	1,85	85,00	1,99,50	4,65	59,50	35	15	11,70,00
1,50	50	6,70	15	7,00	17,80	..	5,20	..	..	49,00
86,00	2,21,50	1,83,20	2,00	92,00	2,17,30	4,65	64,70	35	15	12,19,00
..	..	..	..	..	41,00	..	..	..	..	41,00
86,00	2,21,50	1,83,20	2,00	92,00	2,58,30	4,65	64,70	35	15	12,60,00

## DEMAND No. 10—RAILWAYS.

## REVENUE.

## APPROPRIATION FROM DEPRECIATION FUND.

Rupees ten crores and fifty lakhs.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
<b>Commercial—</b>				
Bridge Work—				
Steel Work . . . . .	} 64,47	1,06,82	1,09,00	1,10,00
Masonry . . . . .				
<b>Permanent Way—</b>				
Rails and fastenings, including points and crossings . . . . .	} 6,47,03	4,97,76	4,45,00	4,34,00
Sleepers—Wood . . . . .				
Sleepers—Cast iron and ferro concrete . . . . .				
Sleepers—Steel trough . . . . .				
<b>Buildings—</b>				
Masonry . . . . .	} 37,90	23,64	25,25	49,00
All others . . . . .				
Station machinery . . . . .	24,55	5,40	17,75	5,75
Plant . . . . .	18,35	32,50	21,75	12,60
Ferries . . . . .	68	15,15	1,20	14,00
<b>Rolling Stock—</b>				
Locomotives—Engines and tenders . . . . .	65,32	1,60,27	1,10,00	1,69,50
Locomotives—Boilers . . . . .	23,61	42,92	24,50	77,25
<b>Carriage and Wagon—</b>				
Coaching vehicles . . . . .	74,13	1,14,78	92,00	1,03,25
Goods vehicles . . . . .	1,04,51	35,97	75,50	97,85
<b>Motor vehicles—</b>				
Rail . . . . .	} 83	..	10	..
Road . . . . .				
Electric Instruments and Telephones . . . . .	51	..	1,60	1,25
Electric Power stations and sub-stations—				
Buildings . . . . .	..	20	15	..
<b>Carried over . . . . .</b>	<b>10,61,89</b>	<b>10,35,41</b>	<b>9,24,00</b>	<b>10,74,45</b>

(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward . . . . .	10,61,89	10,35,41	9,24,00	10,74,45
<b>Commercial—concl'd.</b>				
Electric Power stations—Plant . . . . .	2,93	35	4,10	25
Electric Locomotives . . . . .	7	..	60	10
Electric overhead equipment of track . . . . .	3	..	40	5
Internal Electric wiring of buildings . . . . .	2	..	12	..
Electric Motors . . . . .	14	..	28	5
„ Fans (ceiling, desk and bracket) . . . . .	..	..	..	..
Domestic and office electric appliances other than those mentioned above (e.g., electric radiators) . . . . .	37	..	50	10
Total . . . . .	10,65,45	10,35,76	9,30,00	10,75,00
<b>Deduct—</b>				
Probable savings. . . . .	..	1,56,75	..	50,00
Total . . . . .	10,65,45	8,79,01	9,30,00	10,25,00
Strategic Lines . . . . .	29,67	20,99	20,00	25,00
<b>GRAND TOTAL (voted) . . . . .</b>	<b>10,95,12</b>	<b>9,00,00</b>	<b>9,50,00</b>	<b>10,50,00</b>

## EXPLANATORY NOTE.

The demand is based on the estimates of probable expenditure of Railway Administrations. The deduction for probable savings is less than in past years, for reasons indicated in the explanatory notes to demands Nos. 7 and 8.

Annexure to Demand  
Statement showing distribution

Particulars.	A. B.	B. N.	B. & N. W.	B. B. & C. I.	Burma.	E. B.
<b>Commercial—</b>						
Bridge Work—						
Steel Work . . . . .			2,50	} 17,20	5,25	3,00
Masonry . . . . .		36,00	25			
Permanent Way,						
Rails and fastenings includ- ing points and crossings.	3,25	23,00	1,00	} 32,00	31,25	28,50
Sleepers :—						
Wood . . . . .	5,30	14,00	9,50			
Sleepers :—						
Cast iron and Ferro con- crete . . . . .		13,00	..			
Sleepers :—						
Steel trough. . . . .		34,00	10			
Buildings.						
Masonry . . . . .	1,00	5	60	} 2,55	2,50	9,85
All others . . . . .		..	50			
Station Machinery . . . . .	35	30	25	1,50	..	50
Plant . . . . .	30	10	5	1,00	1,70	2,10
Ferries . . . . .	..	1,00	..	..	1,00	..
Rolling Stock—						
Locomotives—Engines and Tenders . . . . .	1,75	29,50	50	17,00	9,50	22,00
Locomotives—Boilers . . . . .	2,75	24,00	..	6,00	..	9,00
Carriage and Wagon—						
Coaching Vehicles . . . . .	1,25	13,90	1,50	26,50	4,30	55
Goods Vehicles . . . . .	2,00	11,00	3,75	11,00	2,50	4,00
Motor Vehicles.						
Rail . . . . .	..	..	..	..	..	..
Road . . . . .	..	..	..	..	..	..
Electric Instruments and Telephones . . . . .	..	..	..	25	..	50
Electric Power Stations and sub-stations-Buildings.	..	..	..	..	..	..
Electric Power stations—Plant	..	15	..	..	..	..
Electric Locomotives . . . . .	..	..	..	..	..	..
Electric overhead equipment of track . . . . .	—5	..	..	..	..	..
Internal Electric wiring of buildings. . . . .	..	..	..	..	..	..
Electric Motors . . . . .	..	..	..	..	..	..
Electric Fans (ceiling, desk, and bracket) . . . . .	..	..	..	..	..	..
Domestic and office electric appliances other than those mentioned above (e.g., electric radiators) . . . . .	10	..	..	..	..	..
<b>Total . . . . .</b>	<b>18,00</b>	<b>2,00,00</b>	<b>20,50</b>	<b>1,15,00</b>	<b>58,00</b>	<b>80,00</b>

## No. 10—Railways.

of the Demand by Railways.

(Figures in thousands of rupees.)

E. I.	G. I. P.	M. & S. M	N. W.	R. & K.	S. I.	Total.	
12,00	8,00	4,00	10,50		6,00	1,10,00	
2,25	1,00	..	25	5	1,75		
17,50	22,00	38,00	54,25	20	8,50	4,34,00	
28,00	7,00			2,15	12,00		
8,00	30,00			..	..		
5,50	..			6,00	..		
4,45	50	3,05	5,60	5	6,00	49,00	
3,50	2,00		1,50	5	5,25		
1,30	1,50		50	2,50	5	-3,00	5,75
2,50	2,00		1,45	1,40	..	..	12,60
..	..		..	..	..	12,00	14,00
..	37,00	12,50	29,00	25	10,50	1,69,50	
15,75	8,00	1,50	8,25	..	2,00	77,25	
11,90	18,50	12,00	5,15	20	7,50	1,03,25	
37,00	2,50	21,50	1,60	50	50	97,85	
..	..	..	..	..	..	..	
..	..	..	..	..	..	..	
..	..	50	..	..	..	1,25	
..	..	..	..	..	..	..	
10	..	..	..	..	..	25	
..	..	..	..	..	..	..	
15	..	..	..	..	..	10	
5	..	..	..	..	..	5	
..	..	..	..	..	..	..	
5	..	..	..	..	..	5	
..	..	..	..	..	..	10	
<u>1,50,00</u>	<u>1,40,00</u>	<u>95,00</u>	<u>1,20,00</u>	<u>3,50</u>	<u>75,00</u>	<u>10,75,00</u>	





## Annexure A to Demand No. 11—Railways.

Statement showing provision for Land for and Subsidy payable to Branch Line Railways.

(Figures in thousands of rupees.)

Branch Line Railways.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
<b>LAND.</b>			
Ahmadpur Katwa . . . . .	4	5	5
Bankura Damodar River . . . . .	10	20	15
Bengal and North Western . . . . .	1,50	58	1,55
Bengal Dooars . . . . .	5	50	27
Burdwan Katwa . . . . .	4	4	4
Hardwar Dehra . . . . .	70	5	50
Hoshiarpur Doab . . . . .	1	18	10
Jullundar Doab . . . . .	..	2	..
Kalighat Falta . . . . .	5	3	6
Khulna Bagerhat . . . . .	..	1	1
Ludhiana Extension, Southern Punjab and Sutlej Valley . . . . .	10	5	7
Manamadurai Sivaganga . . . . .	..	-80	..
Mirpur Khas Jhudo and Mirpur Khas Khadro . . . . .	1	..	..
Mymensingh Bhairab Bazar . . . . .	2	5	5
Pandharpur Lonand Extension . . . . .	85	80	..
Pandharpur Miraj Extension . . . . .	85	1,10	50
Parlakimedi Gunupur . . . . .	1	1	1
Podanur Pollachi . . . . .	1	..	1
Rohilkund and Kumaon . . . . .	5	3	5
Sara Serajganj . . . . .	1	..	1
Sirhind Rupal . . . . .	2,50	2,25	1,23
Tanjore District Board . . . . .	10	10	2
Tinnevely Tiruchendur . . . . .	..	..	7
Total, Voted . . . . .	7,00	5,25	4,75
<b>SUBSIDY.</b>			
Bankura Damodar River . . . . .	1,10	1,46	1,80
Central Provinces (Ellichpur-Yeotmal and Pulgaon-Arvy) . . . . .	..	-7	..
Dishghara Jamalpurganj . . . . .	1	1	..
Guzerat (Champaner-Shivrajpur-Pani, Godhra-Lunavada and Nadiad Kapadvanj) . . . . .	1,08	46	60
Kalighat Falta . . . . .	55	44	30
Pachora Jamner . . . . .	21	40	50
Rohilkund and Kumaon— Compensation for waiving claim for wood fuel . . . . .	5	5	5
Total, Voted . . . . .	3,00	2,75	3,25

**Annexure B to Demand No. 11—Railways.**  
**Statement showing provision for Survey Projects.**

(Figures in thousands of rupees.)

Surveys.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929 30.
<b>Assam Bengal Railway—</b>			
Chittagong Nazirhat . . . . .	—7	—8	..
Feni Belonia . . . . .	..	—9	..
Gouripur Mankachara . . . . .	..	36	..
Gouripur Mymensingh Bahadurabad Gauhati	20	2	..
Mantala Chattalpara . . . . .	..	4	..
Meghna River (Ior Meghna Bridge Scheme at Bhairab) . . . . .	..	3	..
Revision of Construction Estimates :—			
Chittagong Duhazari . . . . .	..	1	..
Rajapur Ramchandrapur . . . . .	..	1	..
Shaistaganj Habiganj Begamkhan Balla .	—5	3	..
Srimangal Manumukh Extension . . . . .	..	1	..
Senchoa Moirabari (Nowgong Dhing) . . .	—16	—15	..
Habiganj Balla . . . . .	..	—18	..
Jinardi Aralia (Reconnaissance) . . . . .	..	5	..
Kulaura Moulvibazar . . . . .	..	9	8
Lalaghat Kukichara . . . . .	..	6	3
Mankachara Gauhati . . . . .	..	40	60
Netrakona Mohanganj . . . . .	..	—7	..
Sylhet Jaintiapur . . . . .	..	5	..
<b>Total</b> . . . . .	<b>—8</b>	<b>59</b>	<b>71</b>
<b>Bengal and North-Western Railway—</b>			
Chakia Sidhwalia (including new bridge over the Gunduk) . . . . .	..	3	..
Mashrak Thawe . . . . .	..	—9	..
Muzaffarpur Darbhanga . . . . .	—18	..	..
<b>Total</b> . . . . .	<b>—18</b>	<b>—6</b>	<b>..</b>
<b>Bengal Nagpur Railway—</b>			
Bally Bridge Connection . . . . .	7	..	..
Chandrakona Road Ghatal . . . . .	9	5	..
Muri-Ranchi-Broad Gauge Conversion . . .	5	5	..
Raipur-Vizianagram-Baster Connection (pre- viously known as Jagdalpur-Titlaghur or Jagdalpur-Rayaguda and Sasahandi Jeypore) . . . . .	..	1,24	16
<b>Total</b> . . . . .	<b>21</b>	<b>1,34</b>	<b>16</b>
<b>Bombay, Baroda and Central India Railway—</b>			
Deesa Tharad . . . . .	..	3	..
Kapadvanj Naroda . . . . .	..	1	..
Neemuch Pachpahar Chhabra . . . . .	50	24	39
Samni Dehej (Guzerat Feeder) . . . . .	—14	..	..
Bulsar Dharampur . . . . .	..	1	..
Kapadvanj Meghraj . . . . .	..	5	..
Kotah Bundi . . . . .	..	13	..
Nasirabad Deoli . . . . .	..	1	..
Rutlam Banswara Galiakot . . . . .	..	1	..
Sojitra Dholka (Traffic) . . . . .	..	1	..
Thasra Virpur . . . . .	..	—14	..
Modasa Dungarpur . . . . .	..	..	1
<b>Total</b> . . . . .	<b>36</b>	<b>39</b>	<b>40</b>
<b>Carried over</b> . . . . .	<b>31</b>	<b>2,23</b>	<b>1,27</b>

**Annexure B to Demand No. 11—Railways—contd.**  
**Statement showing provision for Survey projects—contd.**

(Figures in thousands of rupees.)

Surveys.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward	31	2,23	1,27
<b>Burma Railways—</b>			
Lashio Muse . . . . .	1,00	1,60	15.
Minbu-Pakokku (Reconnaissance) . . . . .	..	-1,80	..
Prome-Allanmyo Sathwa . . . . .	30	50	..
Waingyi-Nyanuglebin . . . . .	..	..	..
Toungoo-Showegyí-Mokpalin . . . . .	60	..	..
Shwenyaung-Hsipaw . . . . .	..	..	1,00.
<b>Burma-Siam (1st survey)—Preliminary :—</b>			
Tavoy-Mergui Section . . . . .	49	1,30	90
<b>Burma-Siam (2nd survey).</b>			
Mergui-Siamese Frontier Section (Reconnaissance) . . . . .	..	62	..
<b>Total</b> . . . . .	<u>2,39</u>	<u>2,22</u>	<u>2,05</u>
<b>Eastern Bengal Railway :—</b>			
Dacca Aricha . . . . .	-80	65.	-1,60
Diversion of Southern Section between mile 5-B and Majherat . . . . .	..	1	..
Eastern Bengal and Bengal Dooars Railways connection . . . . .	2	..	..
Faridpur Charmuguria Barisal . . . . .	..	2	..
Gorai Bridge (New), . . . . .	..	1	..
Sainthia Berhampur Bhairamara (now called Sainthia Berhampur Halsa) . . . . .	-91	..	..
Tangla Tezpur (now called Tangla Belsiri Rangapara) . . . . .	7	12	..
Eastern Bengal and Bengal Dooars Railways Alternative connection. (Reconnaissance) . . . . .	4	12	..
Fakiragram Tramway conversion to Metre gauge with branch to Kokrajhar . . . . .	..	4	..
New Sorting and Marshalling yard for Calcutta Terminals (alternative location for Belguria yard) . . . . .	..	10	..
New Sorting and Marshalling yard for Calcutta Terminals (detailed survey and design work of) . . . . .	..	..	12.
<b>Total</b> . . . . .	<u>-1,58</u>	<u>1,07</u>	<u>-1,43</u>
<b>East Indian Railway :—</b>			
Central India Coal Fields . . . . .	50	..	..
Champadanga Tarkeswar . . . . .	..	3	..
Gaya Shergaty . . . . .	..	..	12.
Carried over . . . . .	<u>50</u>	<u>3</u>	<u>12</u>
<b>Total carried over</b> . . . . .	<u>1,12</u>	<u>5,52</u>	<u>1,84</u>

**Annexure B to Demand No. 11—Railways—contd.**  
**Statement showing provision for Survey projects—contd.**

(Figures in thousands of rupees.)

Surveys.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Total brought forward . . . . .	1,12	5,52	1,84
<b>East Indian Railway—concl'd.</b>			
Brought forward . . . . .	50	3	12
Lucknow Jaunpur Sultanpur . . . . .	..	-1,19	..
Phaphund City Auriya . . . . .	..	..	5
Phaphund Etah Kashganj Rajghat Garmukhtesar with branch from Jallalabad to Shahajanpur, or Shikohabad via Etah Kasganj to Dibai and from Jahangirabad Bulandshahr Debai to Garmukhtesar . . . . .	80	30	50
Rikhikesh Karanprayag . . . . .	50	80	..
Rosa Budaun Babrala . . . . .	..	..	..
Sainthia Bausi and Bausi Bidyanath . . . . .	50	40	..
Unao Madhoganj Balmer Hardoi . . . . .	..	-22	..
Allahabad Mahewa . . . . .	25	10	10
Auhabad Jallalabad Budaun Chandausi with branch from Jallalabad to Shahajanpur . . . . .	10	50	40
Bariarpur Kharagpur Gaighat . . . . .	10	..	..
Bulandshahr Dibai . . . . .	7	25	..
Garmukhtesar Muzzaffarnagar with branch to Meerut . . . . .	..	6	20
Hazaribagh Road to Hazaribagh Town . . . . .	25	10	25
Muzzaffarnagar Lakhsar . . . . .	..	4	10
Shahajanpur-Mailani . . . . .	..	4	10
Total . . . . .	3,07	1,21	1,82
<b>Great Indian Peninsula Railway—</b>			
Belapur-Nasik (Re-investigation) . . . . .	..	4	..
Diva-Dasgaon (Mumbra-Mahad) . . . . .	6	5	..
Jhansi-Sipri . . . . .	..	..	60
Kosi-Kalan-Alwar . . . . .	15	..	50
Manmad-Malegaon . . . . .	..	7	..
Parola-Amalner . . . . .	..	6	..
<b>Quadrilateral area—</b>			
Jhansi-Bina-Katni-Manikpur Square (Lalitpur-Bijawar-Kartal) . . . . .	..	60	10
Kalyan-Dhond-Manmad-Triangle . . . . .	8	13	..
Katni-Murwara Singrauli . . . . .	30	..	52
Lalitpur-Silon-Atara . . . . .	50	..	..
Manmad Malegaon Dhulia Nardhana . . . . .	24	..	..
Nardhana Indore . . . . .	6	..	..
Sholaka Rewari via Nuh . . . . .	19	9	40
Sutna-Rewa Mauganj . . . . .	12	4	50
Amrapur Makhar . . . . .	..	7	..
Dhulia-Sakri Navapur . . . . .	..	7	..
Kalyan Kasa-Dahanu Road . . . . .	..	7	..
Mandala Trombay . . . . .	..	3	..
Takli-Edlabad and Yeotmal Wun . . . . .	..	5	..
Wun Chanda . . . . .	..	7	..
Hivarkhed—Akot Akola Basim . . . . .	..	..	-49
Total . . . . .	1,70	1,44	2,13
Carried over . . . . .	5,89	8,17	5,79

**Annexure B to Demand No. 11—Railways—contd.**  
**Statement showing provision for Survey projects—contd.**

(Figures in thousands of rupees.)

Surveys.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward .	5,89	9,17	5,79
<b>Jodhpur Railway—</b>			
Jhol Sanghar Hiral . . . . .	21	25	..
Khadro Nawabshah . . . . .	..	1	..
Total .	21	26	..
<b>Madras and Southern Mahratta Railway—</b>			
Bombay Presidency Projects (Revision of estimates)	..	3	..
Country between the North East Line and Eastern Ghats (Reconnaissance)	..	4	..
Dundur Nargund . . . . .	..	3	..
Hubli Belgaum . . . . .	..	3	..
Madras Presidency Projects (Revision of Estimates)	20	1	..
Madras Renigunta . . . . .	35	..	..
Metre Gauge Girder Bridge—Work in connection with Impact Formula for .	..	11	..
Ellore Savery Valley Line (Reconnaissance and Engineering)	2	4	..
Ellore Savery Valley Line (Traffic)	..	6	..
Renigunta to Tirupativia Chiratanur (Re-alignment of Main Line)	..	5	..
Total .	57	40	..
<b>North-Western Railway—</b>			
Bajjnath Kulu . . . . .	..	1	..
Dera Nawab Muzaffargarh . . . . .	..	1	..
Hushiarpur Una :—			
Via over the Siwaliks . . . . .			
Via Sutlej . . . . .	18	14	..
Via Talwara . . . . .	..	..	..
Lyallpur Chananwala (Final Location)	..	-99	..
Lyallpur Jhang . . . . .	-4	..	..
Mandi Suket Dahar . . . . .	..	1	..
Rohtak Bhiwani . . . . .	-21	..	..
Rupar Una . . . . .	..	2	..
Saharanpur Dehra Dun . . . . .	..	1	..
Trippal Nadaun . . . . .	..	1	..
<b>Traffic Survey of :—</b>			
Gujranwala Chuharkana and Gurjanwala			
Sialkot . . . . .	-45	1	..
Gujranwala Pasrur . . . . .	..	-1	..
Doraha Chandigarh . . . . .	-20	..	..
Sind Left Bank Feeders . . . . .	-34	-42	..
Thaneswar Jagadhri . . . . .	-9	..	..
Carried over .	-1,15	-1,20	..
Total carried over .	6,67	8,83	5,79

Annexure B to Demand No. 11—Railways—*contd.*Statement showing provision for Survey projects—*contd.*

Surveys.	(Figures in thousands of rupees.)		
	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Total brought forward . . . . .	6,67	8,83	5,79
North-Western Railway.— <i>concl'd.</i>			
Brought forward . . . . .	-1,15	-1,20	..
Traffic Surveys :—			
Chunian Dipalpur Kanganpur . . . . .	4	..	..
Fazilka Ahbor . . . . .	3	3	..
Hoshiarpur Garh Shankar Una . . . . .	4	..	..
Jhang Bhakkar . . . . .	5	..	..
Dera Nawab Punjnad . . . . .	-5	..	..
Khushab Muzaffargarh . . . . .	5	..	..
Lyalpur Chananwala . . . . .	-50	..	..
Mukerian Talwara Una . . . . .	4	1	..
Muktesar Bhatinda . . . . .	3	3	..
Rupar Una . . . . .	5	4	..
Sargodha Bhabhra . . . . .	-7	..	..
Shahpur Sahiwal Area . . . . .	6	6	..
Batala Butari . . . . .	..	-7	..
Hyderabad Chhor Section and two branches from Mirpur Khas—Conversion of Malkawal Phalia (Engineering and Traffic) . . . . .	..	28	32
Muzaffarnagar Panipat . . . . .	..	8	2
Simla Narkanda . . . . .	..	14	..
Simla Narkanda . . . . .	..	37	..
Traffic Surveys of—			
Bhattu Jakhal . . . . .	..	3	..
Dhuri Jakhal Area . . . . .	..	4	..
Gujrat Manawar . . . . .	..	1	..
Hushiarpur Una . . . . .	..	4	..
Jhang Lyallpur . . . . .	..	2	..
Kot Kapura Moga . . . . .	..	2	..
Mandi Suket . . . . .	..	3	..
Muzaffarnagar Panipat . . . . .	..	4	..
Simla Narkanda . . . . .	..	5	..
Tando Mohamad Khan Mogul Bin . . . . .	..	5	..
Trippal Nadaun . . . . .	..	3	..
Chunian Kanganpur . . . . .	..	..	7
Fazilka Ahbor—Final Location . . . . .	..	..	11
Lahore Wazirabad Doubling . . . . .	..	..	25
Traffic Surveys of :—			
Chunian Kanganpur . . . . .	..	..	4
Dera Ghazikhan District Area . . . . .	..	..	6
Ferozepur Bhatinda Area . . . . .	..	..	6
Jhang Bhakkar . . . . .	..	..	5
Khushab Muzaffargarh . . . . .	..	..	4
Phulera Khanpur Area . . . . .	..	..	6
Suket Bilaspur Anandpur Nalagarh Kalka . . . . .	..	..	6
Total . . . . .	-1,38	13	1,14
South Indian Railway—			
Bodinaikanur Gudalur and Theni Periyakulam . . . . .	..	2	..
Cuddalore Pondicherry . . . . .	..	1	..
Karaikudi Melur Madura . . . . .	..	2	..
Mangalore Malpi . . . . .	10	45	3
Metupalaiyam Satyamangalam . . . . .	..	1	..
Peravur Makut (Reconnaissance) . . . . .	..	-1	..
Satyamangalam Palni . . . . .	..	-4	..
Thattakad Valparai . . . . .	..	-4	..
Carried over . . . . .	10	42	3
Total carried over . . . . .	5,29	8,96	6,93

RAILWAYS.

Annexure B. to Demand No. 11—Railways—*concl'd.*  
Statement showing provision for Survey projects—*concl'd.*

(Figures in thousands of rupees.)

Surveys.	Budget Estimate, 1928-29.	Revised Estimate, 1928 29.	Budget Estimate, 1929-30.
Total brought forward . . . . .	5,29	8,96	6,03
<b>South Indian Railway—<i>concl'd.</i></b>			
Brought forward . . . . .	10	42	3
Traffic Surveys of :—			
Mangalore Malpi . . . . .	..	3	..
Salem Attur Vriddachallam Cuddalore . . . . .	..	—6	..
Karaikudi Devacottai . . . . .	—9	..	..
Manamadura Maniayachi or Tuticorin Rail- way . . . . .	56	..	57
Pollachi Palghat . . . . .	—48	..	..
Salem Vriddachallam (Revision of estimate)	—62	..	..
Ariyalur Jayankondasholapuram Madanattur (Traffic) . . . . .	..	2	..
Attur Chinnasalem Tirumandurai . . . . .	..	—5	..
Beach Pallavaram . . . . .	..	—22	..
Chinna Salem Vriddachallam (Revision of esti- mate) . . . . .	..	—19	..
Main Line—Electrification Scheme . . . . .	..	2	..
Pollachi Angalakurichi (Traffic) . . . . .	..	1	..
Salem Turatyur Trichinopoly (Traffic) . . . . .	..	6	..
Madras Improvements—Electrification In- vestigation . . . . .	..	..	—3
Total . . . . .	—53	4	57
<b>New Projects . . . . .</b>	<b>3,14</b>		<b>1,00</b>
Total . . . . .	7,90	9,00	8,50
Non-Voted . . . . .	25	50	50
Voted . . . . .	7,65	8,50	8,00

## Annexure C. to Demand No. 11—Railways.

Statement showing provision for Miscellaneous Establishments, etc.

(Figures in thousands of rupees.)

Particulars.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
1. Committees for standardisation, etc. of :— Bridges, Coaches and Wagons, Electrical Standards, Locomotives, Signal and Interlocking, Sleeper Pool Committee, Switches and Crossings, Track and Standardisation Drawing Office, etc.	62	63	62
2. Investigation in connection with the conversion of :— (1) Existing buffers on rolling stock on Indian Railways to automatic centre buffer coupler, etc., and (2) Preparation of standard designs for rolling stock.	24	76	24
3. Special officer to advise Indian Railways :— (1) In the matter of purchase of sleepers, etc., and of (2) Testing and seasoning of Indian timber for building coaches.	5	4	4
4. Special Officer and staff in connection with the introduction of economical methods for the reduction of printing charges in State managed railway presses	65	47	32
5. Investigation in connection with the building of 10D Class Locomotives in Ajmer workshops	1	7	..
6. Special officer to re-investigate and report on the Agra Karachi Broad Gauge Railway project	8	13	..
7. Special officer to consider and report on the work of rating and routing of traffic on State-managed Railways	15	13	..
8. Special officer to investigate and report on the schemes of reduction in the staff of Railway Workshops.	1	1	..
9. Establishment in connection with the investigation of revised procedure in Local Traffic Audit and Accounting	15	2	..
10. Special officers to consider and report on the scheme for the electrification of suburban railways in Calcutta	2	6	2
Carried over	2,51	2,94	1,48



Annexure C. to Demand No. 11.—Railways—*contd.*Statement showing provision for Miscellaneous Establishments, etc.—*contd.*

(Figures in thousands of rupees.)

Particulars.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward . . . . .	2,51	2,94	1,48
11. Special officer to work in connection with application to the Railway staff of Washington and Geneva conventions regarding the hours of labour and the weekly rest day . . . . .	..	18	..
12. Special officer for work in connection with the investigation of contingent expenditure on State-managed Railways and allied matters. . . . .	..	12	..
{ Non-voted . . . . .	..	5	..
{ Voted . . . . .	..	..	..
13. Special officer in connection with the introduction of improved methods of wagon repairs in the Transportation departments of State-managed Railways . . . . .	..	6	..
{ Non-voted . . . . .	..	2	..
{ Voted . . . . .	..	..	..
14. Special officer in connection with organising Indian Railways Publicity offices in London and New York . . . . .	..	13	..
15. Special officers in connection with the examination and classification of balances and value of stores, prior to the Burma Railways being taken over under State-management . . . . .	..	35	..
16. Special officer for investigating the possibility of reducing working expenses of certain branch lines worked by Messrs. McLeod and Company . . . . .	..	3	..
17. Special officer to consider and report on the methods of construction of new lines by Railway administrations . . . . .	..	10	..
{ Non-voted . . . . .	..	16	..
{ Voted . . . . .	..	..	..
18. Special officer to consider and give effect to Sir Arthur Dickinson's Report and other accounts matters . . . . .	..	20	..
19. Special officer to prepare a memorandum detailing the items of work relating to statistics to be prepared in the Railway Clearing Accounts office . . . . .	..	6	..
20. Special officer to examine and report upon the question of reducing office correspondence and returns on State-managed Railways in all offices except the Workshops and Stores departments . . . . .	..	13	6
{ Non-voted . . . . .	..	4	4
{ Voted . . . . .	..	..	..
21. Special officer for the preparation of certain medical hand books for the use of Indian Railways . . . . .	..	14	2
Carried over . . . . .	2,51	4,71	1,60

Annexure C. to Demand No. 11.—Railways—*concl'd.*Statement showing provision for Miscellaneous Establishments, etc.—*concl'd.*

(Figures in thousands of rupees.)

Particulars.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Brought forward .	2,51	4,71	1,60
22. Special officers with staff in connection with the taking over the accounts of Railways from the Accountant General, Railways, and to carry out investigations to improve methods of accounting and compiling statistics . . . . .	..	77	90
23. Share of contribution to Provident Fund and Gratuities payable by Government to non-pensionable establishment on Burma Railways	2	3	..
24. Miscellaneous special establishment required for investigation and solution of problems affecting the working of railways as a whole and miscellaneous charges, etc. { Non-voted .	45	42	70
{ Voted .	3,27	57	2,80
Total .	6,25	6,50	6,00
Non-voted .	1,00	1,50	1,00
Voted .	5,25	5,00	5,00

## Annexure D to Demand No. 11.—Railways.

Statement showing provision for other Miscellaneous Charges.

(Figures in thousands of rupees.)

NUMBERS.			Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
1928- 29.	1929- 30.					
<b>OFFICE OF THE RAILWAY RATES ADVISORY COMMITTEE.</b>						
<b>I.—PAY OF OFFICERS—</b>						
Temporary—						
1	1	President (Rs. 4,000) . . . . .	40	42	42	48
1	1	Member (Rs. 3,180) . . . . .	33	33	..	..
		{ Non-voted	..	..	33	38
		{ Voted	..	..	..	..
1	1	Secretary (Rs. 300 to Rs. 900) . . . . .	11	8	9	10
—	—	Leave salary . . . . .	2	22	6	..
		{ Non-voted	12	7	6	..
		{ Voted	..	..	..	..
<b>II.—PAY OF ESTABLISHMENT—</b>						
Temporary—						
8	9	Clerks (Rs. 65 to Rs. 530) . . . . .	19	23	22	23
2	2	Reporters (Rs. 175 to Rs. 225) . . . . .	..	..	..	..
9	10	Servants (Rs. 18 to Rs. 27) . . . . .	2	3	2	2
—	—	Leave salary . . . . .	..	2	1	1
<b>III. OTHER CHARGES—</b>						
		(a) Contribution to Provident Fund and Gratuties to Non-Pensionable Establishment. . . . .	3	4	..	..
		{ Non-voted	..	2	5	5
		{ Voted	..	..	..	..
		(b) Allowances, fees to Commercial Member, etc. . . . .	2	3	..	..
		{ Non-voted	16	13	26	27
		{ Voted	..	..	..	..
		(c) Contingencies . . . . .	8	8	8	8
		Total . . . . .	1.48	1.75	1.60	1.65
		Carried over . . . . .	1.48	1.75	1.60	1.65

Annexure D to Demand No. 11.—Railways.—*contd.*Statement showing provision for other Miscellaneous Charges—*contd.*

(Figures in thousands of rupees.)

NUMBERS.			Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
1928- 29.	1929- 30.	Brought forward . . . . .	1,48	1,75	1,60	1,65
<b>TECHNICAL OFFICE UNDER THE RAILWAY BOARD.</b>						
<b>I.—PAY OF OFFICERS—</b>						
Permanent—						
1	1	Technical Officer (Rs. 1,750 to Rs. 2,400).	}	Non-voted		26
				Voted . . . . .		2
		Leave salary . . . . .	..	..	..	7
<b>II.—PAY OF ESTABLISHMENT—</b>						
Permanent—						
23	23	Assistants, Clerks, Draftsmen and Tracers (Rs. 75 to Rs. 500) . . . . .	50	61	53	55
13	13	Servants (Rs. 14 to Rs. 40) . . . . .	3	3	3	3
		Leave salary . . . . .	3	5	4	4
<b>III.—OTHER CHARGES—</b>						
		(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Es- tablishment . . . . .	3	5	5	5
		(b) Allowances, etc. . . . .	}	Non-voted		1
				Voted . . . . .		9
		(c) Contingencies . . . . .	9	5	12	23
		Total . . . . .	1,08	1,20	1,13	1,35
<b>Deduct—</b>						
		Proportionate cost transferred to the establishment of the Rail- way Board . . . . .	}	Non-voted		9
				Voted . . . . .		36
		Net total . . . . .	72	80	75	90
		Carried over . . . . .	2,20	2,55	2,35	2,55

Annexure D to Demand No. 11.—Railways.—*contd.*Statement showing provision for other Miscellaneous Charges—*contd.*

(Figures in thousands of rupees.)

Numbers.			Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
1928- 29.	1929- 30.					
		Brought forward . . . . .	2,20	2,55	2,35	2,55
<b>OFFICE OF THE CHIEF MINING ENGINEER :</b>						
<b>I.—PAY OF OFFICERS—</b>						
Permanent—						
1	1	Chief Mining Engineer (Rs. 2,750 to Rs. 3,180 plus special pay of Rs. 500) { Non-voted	23	38	44	30
		{ Voted . . . . .	19	..	..	11
1	1	Coal Superintendent (Rs. 1,500 to Rs. 1,980) . . . . .	24	24	18	19
9	9	Assistant Coal Superintendents (Rs. 550 to Rs. 1,350) { Non-voted	47	48	50	48
		{ Voted . . . . .	42	44	41	43
1	1	Assistant to Chief Mining Engineer (Rs. 700 to Rs. 900) . . . . .	11	11	11	1
—	—	Leave salary . . . . . { Non-voted	50	12	31	43
		{ Voted . . . . .	3	8	14	17
<b>II.—PAY OF ESTABLISHMENT—</b>						
Permanent—						
1	1	Office Superintendent (Rs. 450 to Rs. 500) . . . . .	50	60	58	58
50	50	Clerks (Rs. 40 to Rs. 275) . . . . .				
29	29	Servants (Rs. 12 to Rs. 40) . . . . .	7	8	8	8
—	—	Leave salary . . . . .	..	2	2	2
<b>III.—OTHER CHARGES :</b>						
(a)		Contribution to Provident Fund and Gratuities to Non-Fensionable Establishment { Non-voted	6	17	16	12
		{ Voted . . . . .	12	12	12	13
(b)		Allowances, etc. . . . . { Non-voted	23	18	26	23
		{ Voted . . . . .	25	11	17	20
(c)		Contingencies . . . . .	28	27	27	27
		<b>Total</b> . . . . .	<b>3,70</b>	<b>3,40</b>	<b>3,75</b>	<b>3,75</b>
		<b>Deduct—Receipts</b> . . . . .	<b>4,05</b>	<b>2,40</b>	<b>2,05</b>	<b>2,10</b>
		<b>Total</b> . . . . .	<b>—35</b>	<b>1,00</b>	<b>1,70</b>	<b>1,65</b>
		<b>Carried over</b> . . . . .	<b>1,85</b>	<b>3,55</b>	<b>4,05</b>	<b>4,20</b>





Annexure D. to Demand No. 11.—Railways.—*contd.*[Statement showing provision for other Miscellaneous Charges—*contd.*

NUMBERS.		(Figures in thousands of rupees.)				
1928-29.	1929-30.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.	
Brought forward . . . . .		79	3,55	4,50	6,75.	
<b>OFFICE OF THE ACCOUNTS OFFICER, RAILWAY COLLIERIES :</b>						
<b>I.—PAY OF OFFICERS—</b>						
Permanent—						
1	1	Assistant Accounts. Officer (Rs. 500 to Rs. 800) . . . . .	8	8	8	7
—	—	Leave salary . . . . .	..	1	..	2
<b>II.—PAY OF ESTABLISHMENT—</b>						
Permanent—						
19	17	Accountants and Clerks (Rs. 30 to Rs. 550) . . . . .	20	23	20	19
6	6	Servants (Rs. 14 to 35) . . . . .	1	1	1	1
—	—	Leavesalary . . . . .	..	2	2	2
<b>III.—OTHER CHARGES—</b>						
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment . . . . .		..	1	1	1	1
(b) Allowances, etc. . . . .		2	4	1	1	1
(c) Contingencies . . . . .		4	5	2	2	2
TOTAL . . . . .		35	45	35	35	35
Deduct—Amount transferred to Working Expenses—Fuel—of Railways concerned. . . . .		35	45	35	35	35
Total . . . . .		..	..	..	..	..
<b>OFFICE OF THE CENTRAL PUBLICITY BUREAU, INDIAN STATE RAILWAYS :</b>						
<b>I.—PAY OF OFFICERS—</b>						
(a) Permanent—						
1	1	Chief Publicity Officer (Rs. 2,500 to Rs. 3,180) . . . . .	36	34	34	38
5	5	Assistant Publicity Officers (Rs. 300 to Rs. 1,700). . . . .	34	77	85	95
—	—	Leave Salary . . . . .	..	2	3	11
(b) Temporary—						
2	2	Managers, London Office (£500 to £800 per annum) . . . . .	..	..	9	17
1	1	Publicity Officer, New York (£1,200 per annum) . . . . .	..	..	5	16
1	1	Sports Officer (Rs. 550 to Rs. 1,300) . . . . .	..	..	7	14
—	—	Leave salary . . . . .	..	..	1	4
Carried over . . . . .		70	1,13	1,44	1,95	1,95
Total carried over . . . . .		79	3,55	4,50	6,75	6,75



Annexure D. to Demand No. 11.—Railways.—*concl'd.*Statement showing provision for other Miscellaneous Charges—*concl'd.*

(Figures in thousands of rupees.)

NUMBERS.			Actuals,	Budget	Revised	Budget
1928-29.	1929-30.		1927-28.	Estimate, 1928-29.	Estimate, 1928-29.	Estimate, 1929-30.
Total brought forward ..			79	3,55	4,50	6,75
<b>OFFICE OF THE CENTRAL PUBLICITY BUREAU, INDIAN STATE RAILWAYS—<i>concl'd.</i></b>						
Brought forward ...			70	1,13	1,44	1,95
<b>II.—PAY OF ESTABLISHMENT—</b>						
(a) Permanent—						
17	17	Clerks, Stenographers and Photographers (Rs. 60 to Rs. 650) . . . . .	33	35	35	35
19	19	Servants (Rs. 12 to Rs. 50) . . . . .	2	3	3	3
—	—	Leave salary . . . . .	..	..	1	3
(b) Temporary—						
3	3	Clerks and Stenographers, London Office (£150 to £200 per annum) . . . . .	..	..	4	7
1	1	Clerk, New York Office (£400 per annum) . . . . .	..	..	2	3
3	3	Clerks and Stenographers, Sports Officer's Office (Rs. 70) . . . . .	..	..	1	3
2	2	Servants (Rs. 14 to Rs. 16) . . . . .	..	..	..	..
—	—	Leave salary . . . . .	..	..	1	1
<b>III.—OTHER CHARGES :</b>						
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment . . . . .						
			9	10	15	15
(b) Allowances, etc. . . . .						
			20	31	31	32
(c) Contingencies . . . . .						
			2,94	2,18	5,63	7,00
Total . . . . .			4,28	4,10	8,00	10,00
Deduct—Receipts . . . . .			88	10	2,50	3,00
Total . . . . .			3,40	4,00	5,50	7,00
Deduct—Amount transferred to Working Expenses—Administration of Railways concerned . . . . .			3,40	4,00	5,50	7,00
Net Total . . . . .			..	..	..	..
<b>SUNDRY CHARGES :</b>						
Accountant-General's Auxiliary Accounts . . . . .			6,05			
			7,53	..	..	..
Sundry adjustments . . . . .						
Total . . . . .			14,37	3,55	4,50	6,75
Non-voted . . . . .			1,95	2,00	1,75	2,00
Voted . . . . .			12,42	1,55	2,75	4,75

## DEMAND No. 12—RAILWAYS.

(Commercial Lines.)

REVENUE.

### APPROPRIATION TO THE RESERVE FUND.

Rupees three crores twenty-five lakhs and seventy-three thousands.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Appropriation to the Reserve Fund . . .	4,57,07	3,50,30	3,45,14	3,25,73

### EXPLANATORY NOTE.

The demand represents the balance of the surplus remaining after payment to general revenues of the contribution if the estimates of railway receipts and expenditure prove accurate. This balance of the surplus has to be transferred to railway reserve in accordance with clause (3) of the resolution regarding the separation of railway finance which was passed by the Legislative Assembly on the 20th September 1924.

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**DEMAND No. 13—RAILWAYS.**

(Commercial Lines.)

**REVENUE.****APPROPRIATION FROM THE RESERVE FUND.**Rupees *Nil.*

(Figures in thousands of rupees.)

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
Appropriation from the Reserve Fund	..	..	..	..

## DEMAND No. 14—RAILWAYS.

(Strategic Lines.)

### REVENUE.

#### WORKING EXPENSES AND MISCELLANEOUS.

Rupees one crore fifty-eight lakhs and fifty thousands.

(Figures in thousands of rupees.)

Particulars.	Actual, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.	
<b>Working Expenses—</b>					
Administration—	{ <i>Non-voted.</i>	3,39	3,65	3,75	4,00
	{ Voted .	29,43	28,20	29,25	31,00
Repairs and Maintenance—	{ <i>Non-voted</i>	4	5	..	..
	{ Voted .	52,96	51,40	55,00	55,00
<b>Operation—</b>					
Other than Fuel . . . . .	{ <i>Non-voted</i>	8	10	..	..
	{ Voted .	42,69	38,15	43,00	44,00
Fuel . . . . .		29,38	26,95	29,00	28,00
Total .		1,57,97	1,48,50	1,60,00	1,62,00
Miscellaneous . . . . .	{ <i>Non-voted</i>	4	..	..	..
	{ Voted .	2,02	25	50	50
<b>GRAND TOTAL .</b>		1,60,03	1,48,75	1,60,50	1,62,50
	<i>Non-voted .</i>	3,55	3,80	3,75	4,00
	Voted .	1,56,48	1,44,95	1,56,75	1,58,50

#### EXPLANATORY NOTE.

The expenditure in 1929-30 is expected to be two lakhs higher than in the current year chiefly as a result of the projected opening of the Killa-Saifullah-Fort Sandeman extension of the Zhob Valley Railway (89 miles) in April 1929.

## DEMAND No. 15—RAILWAYS.

(Strategic Lines.)

## CAPITAL.

## NEW CONSTRUCTION AND OPEN LINE WORKS.

Rupees forty-seven lakhs and fifty thousands.

(Figures in thousands of rupees).

Particulars.	Actuals, 1927-28.	Budget Estimate, 1928-29.	Revised Estimate, 1928-29.	Budget Estimate, 1929-30.
New Construction . . . . .	35,15	43,77	49,00	16,00
Open Line—				
Engineering and structural works . . . . .	46,02	23,48	23,00	13,00
Rolling Stock . . . . .	15,09	8,75	5,00	19,00
Total . . . . .	96,26	76,00	77,00	48,00
Non-voted . . . . .	53	40	40	50
Voted . . . . .	95,73	75,60	76,60	47,50

## EXPLANATORY NOTE.

The amount proposed to be provided for new construction is for completion of the Khyber Railway and the Killa-Saifullah Fort Sandeman extension of the Zhob Valley Railway.

## Annexure to Demand No. 15—Railways.

(Statement showing distribution of the Demand for new construction.)

(Figures in thousands of rupees.)

Railways.	Latest estimated cost.	Approximate expenditure to end of 1928-29.	Budget estimate, 1929-30.	Latest estimated balance to completion.
Khyber . . . . .	3,14,29	3,02,04	12,25	..
Killa Saifullah Fort Sandeman Extension	50,82	47,02	3,75	5
Total .	3,65,11	3,49,06	16,00	5
Voted .	3,65,11	3,49,06	15,50	5
Non-voted .	..	..	50	