

SUPPLEMENTARY
DEMANDS FOR GRANTS

FOR

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

FOR

1927-28



March 1928.

DELHI
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1928

Schedule of Supplementary Demands for Grants for expenditure of the Central Government on Railways for the year 1927-28 submitted for the vote of the Legislative Assembly.

No. of Demand.	Service to which demand relates.	Amount.	Reference to page of detailed statement.
	A.—EXPENDITURE FROM REVENUE.	Rs.	
	Commercial Lines—		
2	Inspection	27,000	1
4	Working Expenses—Administration	19,00,000	2
6	Companies' and Indian States' share of surplus profits and net earnings.	16,75,000	3
10	Appropriation from Depreciation Fund	1,20,00,000	7
12	Appropriation to the Reserve Fund	3,11,68,000	8
	B.—EXPENDITURE CHARGED TO CAPITAL.		
	Commercial Lines—		
7	New Construction	1,09,93,000	4—5
8	Open Line Works	4,20,63,000	6
15	Strategic Lines	20,86,000	9

SUPPLEMENTARY DEMAND No. 2—RAILWAYS.

(Commercial Lines.)

REVENUE.

INSPECTION.

Rupees twenty-seven thousands.

(Original Grant Rs. 1,21,000.)

	Rs.	Rs.
Inspection	27,000	
Total	<u>..</u>	<u>27,000</u>

The amount is required to meet the pay and allowances of officers with votable pay, who replaced officers whose pay was non-votable for part of the current year.

The Standing Finance Committee for Railways has agreed to a Supplementary demand being placed before the Assembly—*vide* paragraph 4 on page 2 of the proceedings of the Standing Finance Committee for Railways, Volume IV No. 8.

SUPPLEMENTARY DEMAND No. 4—RAILWAYS.

(Commercial Lines.)

REVENUE.

WORKING EXPENSES: ADMINISTRATION.

Rupees nineteen lakhs.

(Original grant Rs. 12,30,00,000.)

	Rs.	Rs.
Working Expenses: Administration.	19,00,000	

It will be remembered that the original demand provided for expenditure less by Rs. 25 lakhs than would ordinarily be expected as it was hoped that Railway Administrations would be able by improvements in their administrative machinery to cut down the existing scale of their expenditure by this amount. In spite of the unremitting attention paid to this matter it has not been possible to obtain more than Rs. 12 lakhs of the saving expected. This accounts for Rs. 13 lakhs of the anticipated excess. The balance of 6 lakhs is required to meet the increase in votable expenditure caused by officers with votable salary replacing those whose salary was non-votable.

The Standing Finance Committee for Railways has agreed to a Supplementary demand being placed before the Assembly—*Vide* paragraph 6 on page 3 of the proceedings of the Standing Finance Committee for Railways, Volume IV, No. 8.

Total	.	..	19,00,000
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SUPPLEMENTARY DEMAND No. 6—RAILWAYS.

(Commercial Lines.)

REVENUE.

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

Rupees sixteen lakhs and seventy-five thousands.

(Original grant Rs. 1,41,25,000.)

	Rs.	Rs.
Share of surplus profits paid to Railway Companies and share of net earnings paid to Indian States.	16,75,000	..
		<p>Due to the net earnings of the year 1926-27 of the majority of the Company-worked railways being higher than was anticipated at the time of the preparation of the budget and to the payment of certain arrears of surplus profits to the Assam Bengal Railway Company.</p> <p>The Standing Finance Committee for Railways has agreed to a Supplementary demand being placed before the Assembly—<i>Vide</i> paragraph 4 on page 2 of the proceedings of the Standing Finance Committee for Railways, Volume IV No. 8.</p>
Total	..	16,75,000

SUPPLEMENTARY DEMAND No. 7—RAILWAYS.

(Commercial Lines.)

CAPITAL.

New Construction.

Rupees one crore nine lakhs and ninety-three thousands.

(Original grant Rs. 7,35,51,000.)

Rs.

Construction of State Railways 1,09,93,000

The voted portion of the Capital expenditure on New Construction (Commercial Lines) is now estimated at Rs. 8,45,44,000 involving an excess of Rs. 1,09,93,000 over the amount voted by the Legislative Assembly for the purpose. To the extent of about 16½ lakhs the excess is due to expenditure on the following new projects not included in the original demand which have been sanctioned with the approval of the Standing Finance Committee for Railways during the current year :—

Rs.

Purnea Murliganj	. 2,85,00 ⁰
Khamgaon Chikli	. 50,00 ⁰
Kurla Trombay	. 1,50,00 ⁰
Batala Butari	. 1,00,00 ⁰
Kalabagh Bridge	. 2,70,00 ⁰
Sagaing Bridge	. 5,00,00 ⁰
Salem Metur Dam	. 2,00,00 ⁰
Kalukhali Kamarkhali	
Bhateapara	. 1,00,000
Total	. 16,55,000

The balance of the excess is due in the main to a more rapid progress than was originally expected with a number of sanctioned projects. Among those projects are the following :—

Chak Jhumra-Chiniot, Kangra Valley, Shahdara-Narowal, Bauktaw-Mingaladon, Mandalay-Madaya, Cocanada-Kotepalli, Hotgi-Sholapur, Dronachallam-Kurnool, Shoranur-Nilambur, Jassar-Shakargarh-Chak Amru, Lyalpur-Jaranwala, Jambusar-Kavi, Kayan-Thongwa, Pegu-Kayan, Guantur-Gurzala-Macherla, Kannivihalli-Swamihalli, Dindigul-Pollachi.

SUPPLEMENTARY DEMANDS FOR GRANTS, 1927-28.

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The Standing Finance Committee for Railways has agreed to a supplementary demand being placed before the Assembly, *vide* paragraph 4 on page 2 of the Proceedings of the Standing Finance Committee for Railways, Volume IV, No. 8.

Total	..	<u>1,09,93,000</u>
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SUPPLEMENTARY DEMAND No. 8—RAILWAYS.

(Commercial Lines.)

CAPITAL.

OPEN LINE WORKS.

Rupees four crores twenty lakhs and sixty three thousands.

(Original grant Rs. 16,82,29,000.)

	Rs.	Rs.
Construction of State Railways	4,20,63,000	..

The voted portion of the Capital Expenditure on Open Line Works (Commercial Lines) is now estimated at Rs. 21,02,92,000 involving an excess of Rs. 4,20,63,000 over the amount voted by the Legislative Assembly for the purpose. The reasons for this excess have been explained in paragraph 17 of the speech of the Hon'ble Railway Member introducing the Railway budget for 1928-29, and in more detail in paragraph 38 of the explanatory memorandum on the budget. Briefly it is due in part to a heavier throw-forward of expenditure in England at the close of last year owing to the general strike, but in the main to the better organisation of railway administrations for the rapid execution of sanctioned works. Minor items contributing to the additional expenditure include 20 lakhs for the purchase of the Peninsular Locomotive Company's works at Tatanagar and 2 lakhs for the purchase of shares in Branch Line Companies. The Standing Finance Committee for Railways agreed last January to a supplementary demand for Rs. 3,70,63,000 being placed before the Assembly *vide* paragraph 4 on page 2 of the proceedings of the Standing Finance Committee for Railways, Volume IV, No. 8. Later figures suggest that the expenditure on capital account is likely to be 50 lakhs higher than was then anticipated, and expenditure under the connected head 'Appropriation from depreciation fund' 50 lakhs lower. The Members of the Standing Finance Committee have been apprised of the change.

Total	..	4,20,63,000
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**SUPPLEMENTARY DEMAND No. 10—RAILWAYS;
REVENUE.**

APPROPRIATION FROM DEPRECIATION FUND.

Rupees one crore and twenty lakhs.

(Original grant Rs. 9,00,00,000).

	Rs.	Rs.
Appropriation from Depreciation Fund	1,20,00,000	..

The expenditure is now estimated at Rs. 10,20,00,000 involving an excess of Rs. 1,20,00,000 over the amount voted by the Legislative Assembly for the purpose. The reasons for the increase are those which have been explained in the note on the supplementary demand No. 8.

The Standing Finance Committee for Railways agreed last January to a supplementary demand for Rs. 1,70,00,000*i.e.*, 50 lakhs more than the demand now made, being placed before the Assembly *vide* paragraph 4 on page 2 of the proceedings of the Standing Finance Committee for Railways, Volume IV, No. 8. Later figures now available suggest that the expenditure brought to account under this head will be 50 lakhs less than was then estimated, and the supplementary demand is therefore for the lesser sum of Rs. 1,20,00,000. The Members of the Standing Finance Committee have been apprised of the change.

Tota	..	1,20,00,000
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SUPPLEMENTARY DEMAND No. 12—RAILWAYS.

(Commercial Lines.)

REVENUE.

APPROPRIATION TO THE RESERVE FUND.

Rupees three crores eleven lakhs and sixty eight thousands.

(Original Grant Rs. 1,61,53,000.)

	Rs.	Rs.
Appropriation to the Reserve Fund	3,11,68,000	..
		The increase is consequent on the better results now expected from the year's working.
		The Standing Finance Committee for Railways has agreed to a supplementary demand being placed before the Assembly, <i>vide</i> paragraph 4 on page 2 of the proceedings of the Standing Finance Committee for Railways, Volume IV, No. 8.
Total	3,11,68,000	

SUPPLEMENTARY DEMAND No. 15—RAILWAYS.

(Strategic Lines.)

CAPITAL.

Rupees twenty lakhs and eighty-six thousands.

(Original grant Rs. 74,39,000.)

	Rs.	Rs.								
Construction of State Railways.	20,86,000	..								
		<p>The voted portion of the Capital expenditure on Strategic Lines is now estimated at Rs. 95,25,000 involving an excess of Rs. 20,86,000 over the amount voted by the Legislative Assembly for the purpose. The additional amount is required to meet the increased expenditure due to the speeding up of the execution of sanctioned projects under the following heads :—</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: right;">Rs.</th> </tr> </thead> <tbody> <tr> <td>(a) Lines under construction .</td> <td style="text-align: right;">8,00,000</td> </tr> <tr> <td>(b) Open Line Works .</td> <td style="text-align: right;">12,86,000</td> </tr> <tr> <td style="border-top: 1px solid black;">Total .</td> <td style="text-align: right; border-top: 1px solid black;">20,86,000</td> </tr> </tbody> </table>		Rs.	(a) Lines under construction .	8,00,000	(b) Open Line Works .	12,86,000	Total .	20,86,000
	Rs.									
(a) Lines under construction .	8,00,000									
(b) Open Line Works .	12,86,000									
Total .	20,86,000									
Total	..	20,86,000								

The Standing Finance Committee for Railways has agreed to a Supplementary demand being placed before the Assembly, *vide* paragraph 4 on page 2 of the Proceedings of the Standing Finance Committee for Railways, Volume IV, No. 8.