

THE
DEMANDS FOR GRANTS

FOR

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

FOR

1928-29



DELHI
GOVERNMENT OF INDIA PRESS
1928

Schedule of demands for grants for expenditure of the Central Government on
Railways for the year 1923-29 submitted for the vote of the Legislative
Assembly.

Number of Demand.	Service to which demand relates.	Amount.	Reference to page of detailed statement.
		Rs.	
	A.—EXPENDITURE FROM REVENUE.		
	<i>Commercial Lines—</i>		
1	Railway Board	11,70,000	1—2
2	Inspection	1,67,000	3
3	Audit	10,44,000	4—7
4	Working Expenses : Administration	12,62,00,000	8—9
5	Working Expenses : Repairs and maintenance and Operation.	38,23,50,000	10—11
6	Companies' and Indian States' share of surplus profits and net earnings.	1,82,00,000	.. 12
9	Appropriation to Depreciation Fund	11,95,00,000	20—21
10	Appropriation from Depreciation Fund	9,00,00,000	22—23
11	Miscellaneous	15,88,000	24—44
12	Appropriation to the Reserve Fund	3,50,30,000	45
13	Appropriation from the Reserve Fund . . . . .	..	46
14	<i>Strategic Lines—</i>	1,44,95,000	47
	B.—EXPENDITURE CHARGED TO CAPITAL.		
	<i>Commercial Lines—</i>		
7	New Construction	8,49,00,000	13—17
8	Open Line Works	18,67,70,000	18—19
15	<i>Strategic Lines</i>	75,60,000	48

DEMAND No. 1—RAILWAYS.

(Commercial Lines.)

REVENUE.

RAILWAY BOARD.

Rupees eleven lakhs and seventy thousands.

(Figures in thousands of rupees.)

1927- 1928- 28. 29.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
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NUMBERS.

I.—PAY OF OFFICERS :

(a) Permanent—

1	1	Chief Commissioner (Rs. 6,000)	<i>Non-voted</i>	72	72	70	68
1	1	Financial Commis- sioner (Rs. 4,000)	}	<i>Non-voted</i>	44	48	48
				Voted	4		
2	2	Members (Rs. 4,000)	}	<i>Non-voted</i>	72	96	63
				Voted	24		35
5	5	Directors (Rs. 2,500 to Rs. 3,180)	}	<i>Non-voted</i>	76	76	79
				Voted	90	98	93
1	1	Secretary (Rs. 2,500 to Rs. 2,980)	}	<i>Non-voted</i>	32	32	27
				Voted	2		5
3	3	Deputy Directors (Rs. 550 to Rs. 1,750 plus special pay of Rs. 250)	}	<i>Non-voted</i>	45	65	71
				Voted	33	23	21
1	1	Deputy Secretary (Rs. 1,400 to Rs. 1,700)	}	17	18	19	20
2	2	Assistant Directors (Rs. 500 to Rs. 1,250)	}	19	22	24	26
6	6	Superintendents (Rs. 550 to Rs. 800)	}	55	56	51	57
—	—	Leave salary	}	<i>Non-voted</i>	1,33	1,00	72
				Voted	44	46	36

II.—PAY OF ESTABLISHMENT:

(a) Permanent—

105	100	Assistants and Clerks (Rs. 75 to Rs. 500)	2,70	3,05	2,87	3,00
18	18	Stenographers (Rs. 150 to Rs. 450)	44	51	55	60
74	74	Servants (Rs. 14 to Rs. 40)	16	18	16	16
		(b) Temporary— Assistants, clerks and Servants	3	4	13	15

Carried over	10,95	11,30	10,85	11,62
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(Figures in thousands of rupees.)

	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	10,95	11,30	10,85	11,62
III.—OTHER CHARGES :				
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment				
<i>Non-voted</i> . . . . .	..	6	6	6
Voted	25	30	30	30
(b) Allowances, etc.				
<i>Non-voted</i>	12	15	24	25
Voted	1,48	1,16	1,00	1,10
(c) Contingencies	2,33	1,35	1,35	2,47
Total	<u>15,13</u>	<u>14,32</u>	<u>13,80</u>	<u>15,80</u>
<i>Non-voted</i>	<u>4,86</u>	<u>5,10</u>	<u>4,60</u>	<u>4,50</u>
Voted	<u>10,27</u>	<u>9,22</u>	<u>9,20</u>	<u>11,30</u>
Proportionate cost of Technical Office.				
<i>Non-voted</i>	8	10	7	..
Voted	23	21	29	40
GRAND TOTAL	<u>15,44</u>	<u>14,63</u>	<u>14,16</u>	<u>16,20</u>
<i>Non-voted</i>	<u>4,94</u>	<u>5,20</u>	<u>4,67</u>	<u>4,50</u>
Voted	<u>10,50</u>	<u>9,43</u>	<u>9,49</u>	<u>11,70</u>

EXPLANATORY NOTE.

Except for a reduction of 5 clerical posts, the estimates provide for no change in the Railway Board's organisation next year. The anticipated total expenditure is Rs. 2,04,000 and the demand Rs. 2,21,000 higher than the expenditure expected this year, partly because of increments in the pay of officers and clerks, but chiefly because:—

- (i) It is proposed to charge commercial departments with rent for their office accommodation in Simla and Delhi in future. The rent for the Railway Board's offices is expected to be Rs. 1,12,000 per annum.
- (ii) Next year's leave arrangements, so far as they can be foreseen will cost an additional Rs. 52,000.

DEMAND No. 2—RAILWAYS.

(Commercial Lines.)

REVENUE.

INSPECTION.

Rupees one lakh and sixty seven-thousands.

(Figures in thousands of rupees.)

1927-28.	1928-29.		Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
NUMBERS.						
I. PAY OF OFFICERS :						
(a) Permanent—						
8	8	Government Inspectors (Rs. 625 to 3,180)	2,37	2,06	1,86	1,79
		to { Non-voted				
		{ Voted	10	27	44	52
		Leave salary	52	53	54	21
		{ Non-voted				
		{ Voted	7	..	..	..
II. PAY OF ESTABLISHMENT :						
(a) Permanent—						
21	21	Clerks (Rs. 33 to Rs. 280)	37	38	35	38
38	37	Servants (Rs. 14 to Rs. 25)	8	8	8	8
		Leave salary	9	5	5	6
(b) Temporary—						
		Clerks	..	1	1	1
III. OTHER CHARGES :						
		(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment	1	6	5	10
		(b) Allowances, etc.	7	22	12	13
		{ Non-voted				
		{ Voted	5	9	23	25
		(c) Contingencies	31	27	27	27
TOTAL			4,04	4,02	4,00	3,80
Non-voted			2,96	2,81	2,52	2,13
Voted			1,08	1,21	1,48	1,67

EXPLANATORY NOTE.

The budget provides for the pay and allowances for the whole year of an officer with votable pay who replaced an officer whose pay was non-votable for part only of the current year. Rather more than this year is required for the pay of clerks owing to increments, and larger payments on account of provident fund and gratuity are also expected. As a result the demand for votable expenditure is Rs. 19,000 more than the expenditure expected in the current year.

DEMAND No. 3—RAILWAYS.

(Commercial Lines.)

REVENUE.

AUDIT.

Rupees ten lakhs and forty-four thousands.

(Figures in thousands of rupees.)

1927- 28.	1928- 29.		Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Numbers.						
OFFICE OF THE ACCOUNTANT GENERAL, RAILWAYS.						
I.—PAY OF OFFICERS.						
(a) Permanent—						
1	1	Accountant General (Rs. 2,250 to Rs. 3,180)	34	38	38	39
2	2	Deputy Accountants General (Rs. 1,000 to Rs. 2,200)	14	..	..	..
		{ Non-voted				
		{ Voted	25	41	34	36
—	—	Leave salary	18	10	3	10
(b) Temporary—						
1	1	Assistant Audit Officer (Rs. 500 to Rs. 850)	9	10	10	9
II.—PAY OF ESTABLISHMENT :						
(a) Permanent—						
30	42	Accountants and clerks (Rs. 75 to Rs. 550)	81	81	84	98
13	13	Servants (Rs. 14 to Rs. 40)	3	3	3	3
—	—	Leave salary	1	14	12	7
(b) Temporary—						
2	7	Accountants, clerks and servants (Rs. 14 to Rs. 550)	7	11	14	22
III.—OTHER CHARGES—						
		(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment	2	2	2	2
		(b) Allowances, etc.	2	..	..	..
		{ Non-voted	47	51	57	37
		{ Voted				
		(c) Contingencies	29	20	24	52
TOTAL			2,72	2,81	2,81	3,14
Carried over			2,72	2,81	2,81	3,14

(Figures in thousand of rupees.)

1927-28.	1928-29.			Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Numbers.		Brought forward		2,72	2,81	2,81	3,14
OFFICES OF THE GOVERNMENT EXAMINERS OF ACCOUNTS.							
I.—PAY OF OFFICERS :							
(a) Permanent—							
6	6	Government Examiners of Accounts (Rs. 300 to Rs. 1,900)	{ Non-voted	39	20	19	15
			{ Voted	51	64	52	55
—	—	Leave salary	{ Non-voted	..	11	8	..
			{ Voted	2	13	20	10
(b) Temporary—							
..	1	Assistant Audit Officer (Rs. 500 to Rs. 850)		..	..	..	7
II.—PAY OF ESTABLISHMENT :							
(a) Permanent—							
63	66	Accountants and clerks (Rs. 40 to Rs. 550)		1,11	1,20	1,19	1,35
48	48	Servants (Rs. 14 to Rs. 35)		10	12	11	11
—	—	Leave salary		18	15	11	15
(b) Temporary—							
		Accountants and clerks		4	5	6	10
III.—OTHER CHARGES :							
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment							
				17	11	17	17
(b) Allowances, etc.							
			{ Non-voted	1	4	2	1
(c) Contingencies							
			{ Voted	30	29	21	32
				9	13	9	12
TOTAL				2,92	3,17	2,95	3,20
Add—Audit staff of the Jorhat Provincial Railway				21	22	15	..
TOTAL				3,13	3,39	3,10	3,20
Deduct—Amount transferred to Head 23—Audit.				21	22	15	..
TOTAL				2,92	3,17	2,95	3,20
OFFICE OF THE CHIEF AUDITOR, EAST INDIAN RAILWAY.							
I.—PAY OF OFFICERS :							
Temporary—							
1	1	Chief Auditor (Rs. 2,250 to Rs. 2,930)	{ Non-voted	..	..	9	2
1	1	Deputy Auditor (Rs. 1,800 to Rs. 2,200)					
3	2	Audit Officers (Rs. 300 to Rs. 1,900)					
2	3	Assistant Audit Officers (Rs. 500 to Rs. 850)	{ Voted	1,12	1,07	86	98
—	—	Leave salary		..	30	20	18
				1,12	1,37	1,15	1,18
Carried over				5,64	5,98	5,76	6,34

(Figures in thousands of rupees.)

1927- 28.	1928- 29.	Numbers.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward			5,64	5,98	5,76	6,34
OFFICE OF THE CHIEF AUDITOR, EAST INDIAN RAILWAY—concl'd.			1,12	1,37	1,15	1,18

II.—PAY OF ESTABLISHMENT:

Temporary—

97	97	Accountants and clerks (Rs. 40 to Rs. 550)	1,46	1,46	1,45	1,46
30	33	Servants (Rs. 14 to Rs. 35)	5	6	6	6
—	—	Leave salary . . . . .	..	5	4	4

III.—OTHER CHARGES:

(a)	Contribution to Provident Fund and Gratuities to Non-Pensionable Establish- ment		6	8	9	10
	}	Non-voted . . . . .	..	..	1	1
(b)		Allowances, etc.	5	18	22	20
(c)	Contingencies		10	8	8	8
TOTAL			2,84	3,28	3,10	3,13

OFFICE ATTACHED TO THE RAILWAY
CLEARING ACCOUNTS OFFICE.

I.—PAY OF OFFICERS:

Temporary—

1	1	Deputy Auditor (Rs. 1,800 to Rs. 2,200)	1	25	16	2
	}	Non-voted . . . . .	..	..	4	20
		Voted . . . . .	..	..	..	..
1	1	Assistant Audit Officer (Rs. 500 to Rs. 850) . . . . .	..	3	1	7
—	—	Leave salary . . . . .	..	..	..	22

II.—PAY OF ESTABLISHMENT:

Temporary—

40	64	Accountants and clerks (Rs. 40 to Rs. 550)	8	62	45	72
8	8	Servants (Rs. 12 to Rs. 28) . . . . .	..	2	1	2
—	—	Leave salary . . . . .	..	..	..	3
Carried over			7	92	67	1,28
			8,48	9,26	8,86	9,47

(Figures in thousands of rupees.)

	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	8,48	9,26	8,86	9,47
	7	92	67	1,28
III.—OTHER CHARGES :				
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment.	..	6	3	6
(b) Allowances, etc.				
<i>Non-voted</i> . . . . .	..	2	3	..
<i>Voted</i>	3	2	2	3
(c) Contingencies . . . . .	..	4	6	3
Total	10	1,06	80	1,40
GRAND TOTAL	8,58	10,32	9,66	10,87
<i>Non-voted</i>	57	62	58	43
<i>Voted</i>	8,01	9,70	9,08	10,44

EXPLANATORY NOTE.

The demand is more by Rs. 1,36,000 than the expected votable expenditure of the current year :—

- (a) Two Accountants and 10 clerks costing about Rs. 16,000 per annum have recently been added by the Auditor General to the establishment of the Accountant General, Railways which has also been increased by 5 men to deal with the pre-audit of the cost of the Railway Department's establishment now transferred to it from the Accountant General, Central Revenues. Rs. 26,000 are also provided as rent for the office accommodation occupied by the Accountant General, Railways in the Imperial Secretariat. On the other hand there is a saving of about Rs. 20,000 in allowances owing to a decision that this office should no longer come with the Government of India to Simla.
- (b) Owing to a dearth of fully qualified Accountants the expenditure on Government Examiners' offices has been below normal both in 1926-27 and in the current year. Some improvement in this respect is looked for in 1928-29 accounting for Rs. 10,000 of the increase of Rs. 38,000 in the demand and of Rs. 25,000 in the anticipated total expenditure, both voted and non-voted, of these offices. The balance of the increase is due :—
 - (i) to the Auditor General having sanctioned additional staff at a cost of Rs. 6,000 for the office of the Government Examiner of Accounts, Assam Bengal Railway ; and
 - (ii) to the proposed employment of additional temporary staff at a cost of about Rs. 10,000 in order to carry out a test check of the accounts of the Burma Railways before they are taken over by the State.
- (c) An officer whose salary is votable has replaced one whose salary is non-votable in the office of the Chief Auditor, East Indian Railway.
- (d) The Audit office attached to the Railway Clearing Accounts Office is being strengthened, with an increase of Rs. 55,000 in the votable and Rs. 60,000 in the total expenditure, to deal with the work of the Eastern Bengal Railway, transferred on 1st February 1928, and of the Great Indian Peninsula Railway to be transferred on the 1st April 1928.

DEMAND No. 4.—RAILWAYS.

(Commercial Lines.)

REVENUE.

WORKING EXPENSES : ADMINISTRATION.

Rupees twelve crores and sixty-two lakhs.

(Figures in thousands of Rupees.)

Particulars.	Actuals. 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.	
Agency	{ <i>Non-voted</i>	6,44	7,80	6,50	6,35
	{ <i>Voted</i>	39,25	37,47	43,60	43,60
Audit and Accounts	{ <i>Non-voted</i>	1,19	1,90	1,05	1,30
	{ <i>Voted</i>	1,03,75	1,05,00	1,05,85	1,04,80
Cash and Pay		13,20	13,38	13,25	13,25
Stores Department	{ <i>Non-voted</i>	17	1,00	65	50
	{ <i>Voted</i>	50,71	52,55	53,30	54,20
Engineering Department	{ <i>Non-voted</i>	10,77	11,50	13,00	13,10
	{ <i>Voted</i>	1,94,81	1,92,09	1,94,95	1,96,40
Locomotive Department	{ <i>Non-voted</i>	9,65	8,78	10,35	9,90
	{ <i>Voted</i>	1,21,50	1,19,43	1,24,70	1,26,80
Carriage and Wagon Department	{ <i>Non-voted</i>	4,67	5,00	5,20	5,50
	{ <i>Voted</i>	48,40	47,31	49,20	50,10
Traffic Department	{ <i>Non-voted</i>	3,54	3,00	3,30	3,30
	{ <i>Voted</i>	1,28,16	1,27,00	1,29,30	1,31,95
Medical Department	{ <i>Non-voted</i>	37	..	25	20
	{ <i>Voted</i>	38,74	42,75	40,30	42,05
Steam Boat Service		4,06	4,23	4,00	4,00
Telegraph Department	{ <i>Non-voted</i>	3	..	20	25
	{ <i>Voted</i>	65,80	67,00	62,60	64,00
Police	{ <i>Non-voted</i>	55	40	60	50
	{ <i>Voted</i>	47,53	49,41	48,85	49,45
Electric Service Department	{ <i>Non-voted</i> . . . . .	..	..	30	30
	{ <i>Voted</i>	1,44	2,90	5,30	7,20
Carried over	8,94,73	8,99,90	9,16,60	9,29,00	

RAILWAYS.

9

Particulars.	Actuals, 1926-27.	Budget ^o Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	8,94,73	8,99,90	9,16,60	9,29,00
London Board's Establishment	10,88	11,25	11,00	11,10
Government Supervision	12,06	12,33	12,50	12,60
Contribution to Provident Fund				
{ Non-voted	1,91	2,24	1,90	2,00
{ Voted	1,58,57	1,60,00	1,59,80	1,64,40
Gratuties				
{ Non-voted	39	1,00	35	50
{ Voted	65,98	68,73	70,15	69,00
Other Expenses				
{ Non-voted	3,37	7,38	35	30
{ Voted	1,26,37	1,17,17	1,20,35	1,17,10
Total	12,74,26	12,80,00	12,93,00	13,06,00
Non-voted	43,05	50,00	44,00	44,00
Voted	12,31,21	12,30,00	12,49,00	12,62,00

EXPLANATORY NOTE.

The demand of Rs. 12,62,00,000 is Rs. 1½ lakhs more than the votable expenditure now expected this year, of which about 4½ lakhs are due to larger contributions to the Provident Fund, and about 2 lakhs to the growth of the Electric Service Departments of the Bombay Baroda and Central India, and Great Indian Peninsula Railways. The balance of the increase is spread over a number of departments, and can mainly be attributed to the additional Staff and other expenditure needed on the opening of new lines.

(Figures in thousands of Rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	34,11,94	34,88,00	33,97,40	33,46,00
Operation—contd.				
Fuel—				
Cost	4,12,45	3,87,50	3,64,30	3,49,20
Freight and handling charges	4,39,41	4,39,50	4,33,80	4,33,80
Total	8,51,86	8,27,00	7,98,10	7,83,00
TOTAL FINAL HEADS	42,63,80	43,15,00	41,95,50	41,29,00
Add—Suspense	—5,67	..	..	..
Deduct—Worked lines	3,32,53	3,79,00	3,29,50	3,29,50
NET TOTAL WORKING EXPENSES	39,25,60	39,36,00	38,66,00	37,99,50
Refunds of Revenue	35,03	32,00	25,00	25,00
GRAND TOTAL	39,60,63	39,68,00	38,91,00	38,24,50
Non-voted	1,05	1,00	1,00	1,00
Voted	39,59,58	39,67,00	38,90,00	38,23,50

EXPLANATORY NOTE.

The demand of Rs. 38,23,50,000 is 66½ lakhs less than the votable expenditure expected in the current year.

(i) Though the opening of new lines necessarily increases the cost of repairs and maintenance of way and works, the demand for this purpose is about 9 lakhs less than the expenditure expected in 1927-28. This year the floods in Guzerat and on the east coast caused the expenditure of the Bombay, Baroda and Central India and Bengal Nagpur Railways to be higher than normal as was that of the North Western Railway owing to certain arrear adjustments.

(ii) The repair and maintenance of rolling stock is expected to cost about 56 lakhs less next year. On most railways the arrears of repairs have now been overtaken, and annual repairs and maintenance can also be carried out more cheaply with the improved equipment of the workshops.

(iii) The increased mileage consequent on the opening of new lines, and also the growth of traffic that is anticipated next year account for an increase of 12 lakhs in the cost of operation other than fuel.

(iv) But in spite of the anticipated growth of traffic; about 15 lakhs less is demanded for the cost of fuel. The contracts for coal have been or seem likely to be placed at favourable rates, and the measures taken to secure economy of coal consumption are proving successful.

DEMAND No. 6—RAILWAYS.

(Commercial Lines.)

REVENUE.

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

Rupees one crore and eighty-two lakhs.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
SHARE OF SURPLUS PROFITS PAID TO RAILWAY COMPANIES.				
Assam Bengal	2,19	1,02	4,60	4,25
Bengal and North-Western . . . . .	..	4,60	5,30	4,75
Bengal Nagpur	6,02	6,00	8,75	5,00
Bombay, Baroda and Central India	9,99	9,80	7,55	8,50
Burma	49,48	36,00	35,65	75,00
Madras and Southern Mahratta	54,39	49,10	54,60	40,00
Rohilkund and Kumaon	1,30	1,30	1,60	1,50
South Indian	7,38	5,00	8,70	9,00
TOTAL	1,31,65	1,12,82	1,26,75	1,48,00
SHARE OF NET EARNINGS PAID TO INDIAN STATES.				
Jaipur Durbar	10,74	8,00	7,00	7,00
Limbdi Durbar . . . . .	..	..	25	25
Mysore Durbar	21,71	20,00	21,50	24,00
Palanpur Durbar	17	20	20	20
Tranvancore Durbar	1,29	23	2,30	2,55
TOTAL	33,91	28,43	31,25	34,00
GRAND TOTAL, VOTED	1,65,56	1,41,25	1,58,00	1,82,00

EXPLANATORY NOTE.

On the termination of the contract with the Burma Railways Company a payment estimated at 32 lakhs on account of surplus profits for the first nine months of 1928-29 will be due, in addition to the usual payment on account of the results of the current year. But for this dual payment, the demand would be 8 lakhs below this year's anticipated expenditure instead of 24 lakhs higher. For the surplus profits of the Bengal Nagpur Railway are likely to be lower in 1928-29 owing to the floods on the east coast section this summer: and those of the Madras and Southern Mahratta Railway will be considerably reduced by heavy renewal expenditure incurred this year on this railway.

DEMAND No. 7—RAILWAYS.

(Commercial Lines.)

CAPITAL.

NEW CONSTRUCTION.

Rupees eight crores and forty nine lakhs.

(Figures in thousands of rupees.)

Name of Project.	Estimat- ed cost.	Actuals to end of 1926-27.	Budget Esti- mate, 1927-28.	Revised Esti- mate, 1927-28.	Budget Esti- mate, 1928-29.	Balance to com- pletion.
<i>Eastern Bengal Railway.</i>						
1. Baruipur Lakshmikanta- pur (24 miles B. G.)	{ Non-voted Voted	38,00	3,50	20,00	13,91	11,50
2. Dacca Aricha (B. G. or M. G.—53 miles)	{ Voted	1,47,00	..	7,00	..	1,43,00
3. Dinagepur Ruhea (48 miles M. G.)	{ Non-voted Voted	34,89	5,96	21,00	17,88	8,93
4. Faridpur Charmaguria Barisal (81 miles M.G.)	{ Non-voted Voted	1,40,00	..	30,00	..	1,40,00
5. Kalukhali Kamarkhali Bhateapara (B. G. 53 miles)	{ Voted	42,00	..	3,00	1,00	30,00
6. Nawabganj Abdulpur Railway (B. G. 55 miles)	{ Non-voted Voted	64,00	..	40,00	3,88	38,00
7. Purnea Murliganj-includ- ing Behariganj Branch (B. G.—53 miles)	{ Non-voted Voted	26,00	..	..	15	10,00
8. Sainthia-Berhampur Halsa (100 miles)	{ Voted	1,44,00	..	30,00	..	1,40,00
<i>East Indian Railway.</i>						
9. Central Indian Coalfields—						
(a) Daltonganj Barka- khana (115 miles)	{ Non-voted Voted	2,96,17	1,70,23	75,50	..	..
(b) Annupur Karimati (40 miles)	{ Non-voted Voted	75,40	36,19	15,50	88,40	32,29
(c) Colliery sidings (15 miles)	{ Non-voted Voted	42,08	23	25,00	..	..
10. Chandrapura Gomoh (B. G. 10 miles)	{ Voted	17,09	..	55	55	16,54
11. Calcutta Chord (B. G. 9 miles)	{ Non-voted Voted	2,52,59	29,45	64,00	39,00	1,13,93
12. Chandpur Bijnor-Muazzampur- Narain Branch (B.G. 37 miles)	{ Voted	24,51	..	5,00	1,00	11,01
13. Kedla Colliery Branch (5 miles)	{ Voted	4,75	..	4,75	3,75	1,00
14. Lucknow Sultanpur (B. G. 142 miles)	{ Voted	68,53	..	10,00	4,00	38,95
15. Phaphund Auriya (16 miles)	{ Voted	13,00	..	2,00	200	11,00
16. Rajghat Bulandshahr Branch (37 miles)	{ Voted	44,00	..	5,00	1,00	43,00
17. Rikhikesh Road Rikhi- kesh (B. G. 7 miles)	{ Non-voted Voted	20,57	14,64	2,72	2,70	3,23
18. Sultanpur Jaunpur (B. G. 60 miles)	{ Voted	50,30	..	5,00	3,00	47,30
19. Unao Madhoganj branch (B. G. 48 miles)	{ Voted	34,41	..	3,00	1,00	23,41
Carried over		15,79,29	2,60,20	3,69,62	1,87,00	8,63,09

(Figures in thousands of rupees.)

Name of Project.	Estimated cost.	Actuals to end of 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.	Balance to completion.
Brought forward	15,79,29	2,60,20	3,69,62	1,87,00	2,69,00	8,63,09
<i>Great Indian Peninsula Railway.</i>						
20. Agra Bah (B. G. 45 miles)	32,08	4,74	20,00	13,00	9,34	5,00
21. Dharwa Pusad (2' 6" 43 miles)	29,01	..	11,41	1,00	10,60	17,41
22. Diva Dasgaon (late Thana Mahad) (B. G. 93 miles)	1,22,14	..	10,74	50	18,00	1,03,64
23. Harpalpur Bharwa Sumerpur (B. G. 68 miles)	47,53	..	..	..	5,54	41,99
24. Hiwarkhed Akot Akola Bassim (late Khandwa Hingoli) (B. G. 91 miles)	73,64	..	..	50	14,00	59,14
25. Kartal Kamasin (59 miles B. G.)	41,69	..	15,75	50	14,00	27,19
26. Khamgaon Chikli (B. G. 39 miles)	37,07	..	..	50	9,66	26,91
27. Nasik Belapur Sheogaon (B. G. 135 miles)	1,06,52	..	26,40	50	14,00	92,02
28. Orai Jalaun Madhogarh Jagamanpur (late Kanch Madhogarh) Railway (37 miles)	25,90	..	..	..	4,86	21,04
29. Kurla Trombay	11,26	1,01	..	1,50	..	8,75
<i>Jodhpur Railway.</i>						
30. Jhol Sanghar Hiral Branch (73 miles)	28,62	..	..	..	5,00	23,62
<i>North Western Railway.</i>						
31. Amritsar Narowal (B. G. 40 miles)	{ Non-voted .. Voted 60,26	..	40	40	10	..
32. Batala Butari (B. G. 42 miles)	{ Non-voted .. Voted 34,26	34,41	24,60	24,60	75	24,62
33. Chak Jhumra Chiniot (B. G. 21 miles)	{ Non-voted .. Voted 23,43	..	40	20	..	4,50
34. Dodapur Jacobabad (2' 6" 22 miles)	{ Non-voted .. Voted 11,00	..	25	10,75	..	11,00
35. Fazilka Malout or Fazilka Kot Kapura (B. G. 32 miles)	{ Non-voted .. Voted 19,00	..	5	..	..	19,00
36. Gujranwala Chuharkana (B. G. 38 miles)	{ Non-voted .. Voted 23,00	..	..	60	..	22,40
37. Gujranwala Sialkot—(B. G. 27 miles)	{ Non-voted .. Voted 22,53	..	..	..	30	9,58
38. Jassar Shakargarh Chak Amru (B. G. 27 miles)	{ Non-voted .. Voted 16,05	4,22	6	11,44	33	..
39. Jhang Gojra Tandianwala (B. G. 55 miles)	{ Non-voted .. Voted 35,00	..	20	9,80	..	35,00
40. Kalabagh Bridge	{ Non-voted .. Voted 42,77	..	..	30	33	24,03
41. Kangra Valley (103 miles 2' 6" gauge)	{ Non-voted .. Voted 1,34,00	62,09	1,00	89,00	91	-75,09
42. Khushab Chiniot (B. G. 56 miles)	{ Non-voted .. Voted 1,07,25	..	1,00	23,09	1,00	40,66
43. Lyallpur Chananwala Railway (B. G. 110 miles)	{ Non-voted .. Voted 1,17,22	..	..	..	50	1,05,22
44. Lyallpur Jaranwala (B. G. 21 miles)	{ Non-voted .. Voted 13,72	5,42	30	8,01	30	-31
Carried over	27,94,24	3,72,52	6,30,58	3,87,00	5,24,31	15,10,41

(Figures in thousands of rupees.)

Name of Project.	Estimat- ed cost.	Actuals to end of 1926-27.	Budget Esti- mate, 1927-28.	Revised Esti- mate, 1927-28.	Budget Esti- mate, 1928-29.	Balance to com- pletion.
Brought forward	27,94,24	3,72,52	6,30,58	3,87,00	5,24,31	15,10,41
<i>North Western Railway—contd.</i>						
45. Lyallpur Tandlianwala (B. G. 20 miles)	{ Non-voted ..	..	5	..	..	13,00
	{ Voted 13,00	..	95	..	..
46. Montgomery Tandlianwala or Channanwala Wasawewala (47 miles B. G.)	{ Non-voted ..	..	10	..	..	28,00
	{ Voted 28,00	..	4,90	..	..
47. Pakpattan Montgomery or Wasawewala Okara (B. G. 35 miles)	{ Non-voted ..	..	20	..	..	17,90
	{ Voted 17,90	..	9,80	..	..
48. Rohtak Bhiwani (B. G. 30 miles)	{ Non-voted ..	..	30	15	10	-7,00
	{ Voted 18,00	..	14,70	14,85	9,90	
49. Rohtak Gohana Panipat (B. G. 45 miles)	{ Non-voted ..	..	30	..	15	21,92
	{ Voted 27,80	5,38	14,29	..	35	
50. Shahdara Narowal (B. G. 49 miles)	{ Non-voted ..	..	3	5	..	10
	{ Voted 27,89	25,79	68	1,95	..	
51. Sind Left Bank feeders (B. G. 163 miles)	{ Non-voted ..	..	75	2	..	77,00
	{ Voted 90,00	..	29,25	98	12,00	
52. Thanesar Jagadhri (B. G. 30 miles)	{ Non-voted ..	..	..	..	10	16,20
	{ Voted 19,20	..	..	..	2,90	
<i>Assam Bengal Railway.</i>						
53. Chittagong Duhazari (29 miles)	45,00	..	..	..	2,00	43,00
54. Chittagong Fatikchari Nazirhat (3' 3 $\frac{3}{4}$ "—25 miles long)	18,00	..	5,00	2,00	6,00	10,00
55. Feni Belonia (3' 3 $\frac{3}{4}$ "—17 miles)	12,78	..	4,00	2,00	4,00	6,78
56. Furkating Badulipara Jorhat (42 miles)	31,95	20,37	10,02	6,50	1,71	3,37
57. Habiganj-Shaistaganj Balla (26 miles)	19,00	..	7,00	3,00	5,00	11,00
58. Karimganj Longai Valley (M. G. 48 miles)	30,48	13,98	17,48	11,95	3,00	1,55
59. Megna Bridge at Bhairab	48,00	..	..	..	1,00	47,00
60. Netrakona Mohanganj (M. G. 17 miles)	20,30	..	9,00	4,00	10,29	6,01
61. Senchoa Mairabari. (late Nowgong Dhing) (30 miles)	20,00	..	5,00	2,15	5,00	12,85
62. Sibsagar Road Khowang (M. G. 39 miles)	33,26	28,80	3,40	3,40	..	1,06
<i>Bengal-Nagpur Railway.</i>						
63. Bally Bridge connection (7 miles)	28,00	..	..	..	7	27,93
64. Barkakhana Chandil (B. G. 75 miles)	2,13,71	..	13,00	..	..	2,13,71
65. Contai Road Contai (34 miles)	40,74	..	..	..	5,00	35,74
66. Keda Branch including assisted sidings (B. G. 5.87 miles)	9,70	20	4,00	58	..	8,92
67. Raipur Parvatipur (B. G. 242 miles)	4,19,78	49,38	1,00,00	67,37	68,84	2,34,19
68. Tumsar Road Tirodi conversion (B. G. 38 miles)	47,58	8,17	15,66	12,31	23,75	3,35
69. Guttitangar Branch (B. G. 8 miles)	5,48	2,48	..	-26	..	3,26
<i>Bengal and North-Western Railway.</i>						
70. Mashrak Thawe (40 miles)	18,50	..	2,00	..	7,25	11,25
71. Chakia Parsauni (Karnaul) (15 miles)	8,36	..	1,50	..	4,00	4,36
Carried over	41,06,65	5,27,07	9,03,94	5,20,00	6,96,72	23,62,86

(Figures in thousands of rupees.)

Name of Project.	Estimat- ed cost.	Actuals	Budget	Revised	Budget	Balance
		to end of 1926-27.	Esti- mate, 1927-28.	Esti- mate, 1927-28.	Esti- mate, 1928-29.	to com- pletion.
Brought forward	41,06,65	5,27,07	9,03,94	5,20,00	6,96,72	23,62,86
<i>Bombay, Baroda and Central India Railway.</i>						
72. Boriavi Vadtal (B. G. 4 miles)	2,33	..	5,06	80	1,00	53
73. Deesa Via Deodhar to Tharad (M. G. 61 miles)	43,82	..	..	..	10,00	33,82
74. Jambusar Kavi (18 miles 2' 6" gauge)	7,22	2,68	2,21	3,00	6	1,48
75. Kapadvanj Via Modassa to Meghraj (2' 6" 54 miles)	26,65	..	6,00	..	10,00	16,65
76. Kotah Bundi (B. G. 25 miles)	25,00	..	..	..	5,00	20,00
77. Malad Karodi quarry siding (2.5 miles B. G.)	2,00	..	2,00	..	..	2,00
78. Nadiad Kaira (14 miles 2' 6" gauge)	10,09	..	5,01	..	5,08	5,01
79. Samni Dehej (25 miles 2' 6" gauge)	10,69	2,23	5,00	4,20	2,61	1,65
80. Thasra Virpur (2 6' 34 miles)	19,21	..	..	..	11,00	8,21
81. Vasad Katana (26 miles 2' 6" gauge)	19,75	..	15,09	..	4,66	15,09
<i>Burma Railways.</i>						
82. Alon Segyi Ye U (49 miles)	15,19	14,78	61	64	..	-23
83. Bauktaw Mingaladon (11 miles)	9,48	7,16	8	75	..	1,67
84. Heho Tayaw (11 miles)	20,83	13,74	6,50	6,50	1,09	-50
85. Kayan Thongwa Extension (11 miles)	12,82	4,45	3,00	7,82	1,50	-95
86. Mandalay Madaya (17 miles)	14,50	11,27	2,00	2,52	..	71
87. Moulmein Ye (88 miles)	1,12,39	94,78	2,00	-1,32	..	18,93
88. Myingyan Natogyi Paleik (69 miles)	71,81	3,36	25,00	23,00	19,41	26,04
89. Nyaunglebin Madauk (12 miles)	14,86	38	7,00	5,00	6,00	3,48
90. Pegu Kayan (37 miles)	40,15	46,92	1,98	7,17	..	-13,94
91. Pyinmana Taungdwingyi (66 miles)	80,94	69,15	2,85	2,51	..	10,28
92. Sagaing bridge	1,56,00	..	..	5,00	25,00	1,26,00
93. Taungdwingyi Kyaukpadaung (72 miles)	92,23	42,77	25,00	20,00	15,00	14,46
94. Taungdwingyi Magwe (56 miles)	85,35	..	25,00	..	..	85,35
95. Taungdwingyi Minbu Pakokku (312 miles)—						
(a) Taungdwingyi Patanago	54,00	..	20,00	4,41	20,00	2,70,59
(b) Patanago Malun Pakokku	2,47,00	..	..	1,00	5,00	
96. Ye Tavoy Sinbyubin (125 miles)	2,46,50	..	10,48	..	..	2,46,50
<i>Madras and Southern Mahratta Railway.</i>						
97. Cocanada Kotepalli (27 miles B. G.)	37,37	7	5,00	10,00	12,42	14,88
98. Dundar Nargund (24 miles)	17,00	..	..	..	1,27	15,73
99. Gudivada Bhimavaram (41 miles M.G.)	36,09	17,34	12,90	12,24	6,03	48
100. Guntur Gurzala Macherla (80 miles)	47,95	37	5,00	13,00	20,00	14,58
101. Hotgi Sholapur (10 miles M. G.)	10,37	5,66	1,16	2,32	..	2,39
102. Hubli Saundatti Belgaum (81 miles)	80,00	..	8,00	..	9,00	71,00
103. Kannivihalli Swamihalli (12 miles M. G.)	5,12	1,86	3,12	6,44	..	-3,18
104. Madras Renigunta (81 miles)	80,00	..	..	..	5,00	75,00
105. Nidadavolu Narasapur (47 miles B.G.)	63,59	28,17	22,35	15,00	13,28	7,14
106. Nipani Raibag (32 miles)	27,29	..	..	..	3,00	24,29
107. Raibag Jamkhandi Bagalkot (77 miles)	73,55	..	4,72	..	5,00	68,55
Carried over	60,25,79	8,93,21	11,38,06	6,72,00	9,14,13	35,46,45

(Figures in thousands of rupees.)

Name of Project.	Estimated cost.	Actuals to end of 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.	Balance to completion.
Brought forward	60,25,79	8,93,21	11,38,06	6,72,00	9,14,13	35,46,45
<i>Nizam's Guaranteed State Railway.</i>						
108. Dronachallam Kurnool (M. G. 5 miles) Extension	14,21	38	7,84	8,00	5,99	—16
<i>Rohilkund and Kumaon Railway.</i>						
109. Kashipur Kalagarh (13 miles)	22,00	..	5,00	..	..	22,00
110. Shahbaznager-Mailani (39 miles)	19,44	..	..	..	1,00	18,44
<i>South Indian Railway.</i>						
111. Bodinaikanur Gudalur (28 miles)	32,50	..	25,00	..	3,00	29,50
112. Dindigul Pollachi (75 miles M. G.)	84,20	27,28	28,57	35,00	7,14	14,78
113. Karaikudi Devacottah (M. G. 9 miles)	9,97	22	..	..	4,00	5,75
114. Madura Bodinaikanur (55 miles M. G.)	47,83	11,73	31,83	30,00	1,10	5,00
115. Manamadura Virudhunagar or Maniyachi (M. G. 65 miles)	81,25	..	..	..	1,00	80,25
116. Mayavaram Tranquebar (18 miles M. G.)	19,76	7,53	12,50	4,00	2,23	6,00
117. Pollachi Palghat (33 miles)	39,37	..	25,00	..	15,03	24,34
118. Salem Attur Vriddhachallam (83 miles)	93,52	..	10,00	1,00	20,00	72,52
119. Shoranur Nilambur (41 miles B. G.)	68,40	60,03	48	15,00	67	—7,30
120. Theni Periyakulam	11,25	..	5,00	..	..	11,25
121. Salem-Metur Dam (B. G. 27 miles)	13,08	..	..	2,00	7,97	3,11
122. Satyamangalam-Palni (M. G. 96 miles)	1,24,00	..	..	..	2,00	1,22,00
123. Thattakad Valparai (M. G. 43 miles)	1,10,95	..	..	..	1,00	1,09,95
124. Tellicherry Paravur Makut (2' 6" 14 miles)	62,00	..	..	..	1,00	61,00
125. Trichinopoly Manamadura (94 miles M. G.)	1,33,61	31	89,16	7,00	50,00	76,30
126. Villupuram Trichinopoly (108 miles M. G.)	2,07,69	1,19,61	60,00	45,00	31,41	11,67
127. Virudhunagar Tenkasi (75 miles M.G.)	73,01	52,55	20,00	12,00	1,45	7,01
128. Vriddhachalam Cuddalore (35 miles M. G.)	36,78	6,89	11,60	19,00	1,00	9,89
Total	73,30,61	11,79,74	14,70,04	8,50,00	10,71,12	42,29,75
<i>Non-voted</i>	..	6,17	5,99	4,56	7,00	
<i>Voted</i>	..	11,73,57	14,64,05	8,45,44	10,64,12	
<i>Delect—Probable Savings</i>	..	..	7,28,54	..	2,15,12	
TOTAL DEMAND	..	11,79,74	7,41,50	8,50,00	8,56,00	
<i>Non-voted</i>	..	6,17	5,99	4,56	7,00	
<i>Voted</i>	..	11,73,57	7,35,51	8,45,44	8,49,00	

EXPLANATORY NOTE.

The programme of new construction in 1928-29 involves, if it were possible to carry it out in its entirety, voted expenditure of Rs. 10,64,12,000 and this is the sum which it is proposed to allot to railway administrations. It is considered, however, that it will not be possible to spend the whole of this amount during the year and the demand made is consequently for a lower figure of Rs. 8,49,00,000.

The details of the programme are contained in the Memorandum and Statement in the Budget Book of each Railway. A description of the more important projects is given in Appendix I of the Explanatory Memorandum of the Railway Budget.

DEMAND No. 8—RAILWAYS.

(Commercial Lines.)

CAPITAL.

OPEN LINE WORKS.

Rupees eighteen crores sixty-seven lakhs and seventy thousands.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Engineering and Structural Works—				
New works	10,63,36	5,30,07	4,64,38	4,93,44
Betterments		10,98,73	7,61,94	7,08,40
Total	10,63,36	16,28,80	12,26,32	12,01,84
Rolling Stock—				
Locomotives—				
Additions	10,26	56,84	55,37	51,48
Betterments		1,10,38	82,51	1,52,84
Total Locomotives	10,26	1,67,22	1,37,88	2,04,32
Boilers—				
Additions	2,32	7,38	7,54	1,76
Betterments		11,15	—13,62	9,95
Total Boilers	2,32	18,53	—6,08	11,71
Carriages—				
Additions	2,57,78	2,02,15	2,53,22	1,39,44
Betterments		97,05	88,64	1,17,21
Total Carriages	2,57,78	2,99,20	3,41,86	2,56,65
Wagons—				
Additions	1,55,05	61,28	1,15,57	35,05
Betterments		50,20	—11,34	24,32
Total Wagons	1,55,05	1,11,48	1,04,23	59,37
Total Rolling Stock	4,25,41	5,96,43	5,77,89	5,32,05
Other equipment—				
New works	1,41,05	94,06	75,85	31,16
Betterments		65,74	63,79	46,95
Total	1,41,05	1,59,80	1,39,64	78,11
Carried over	16,29,82	23,85,03	19,43,85	18,12,09

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	16,29,83	23,85,03	19,43,85	18,12,00
General charges	32,22	96	80	..
{ Non-voted		37,48	29,63	..
{ Voted		25	28	30
Collieries	29,74	56,30	53,32	29,48
Ferries	16	10,51	2,52	-5,00
Total	16,91,94	24,90,53	20,30,40	18,36,78
Stores suspense	-1,30,53	-59,40	50,00	-1,00,00
Manufacture suspense	25,57	-1,68	-3,09	-47
Total	15,86,99	24,29,45	20,77,31	17,36,31
Deduct—Portion of Rolling Stock chargeable to Strategic Lines (N. W. Ry.)	7,51	18,97	25,31	8,75
Total	15,79,48	24,10,48	20,52,00	17,27,56
Deduct—Probable savings . . . . .	..	7,26,98	..	2,59,56
NET TOTAL	15,79,48	16,83,50	20,52,00	14,68,00
Purchase price of D. U. K. Railway	4,03,51	..	..	..
Purchase of branch line shares	29,95	..	2,00	..
Purchase price of Burma Railways . . . . .	..	..	..	4,00,00
TOTAL DEMAND	20,12,94	16,83,50	20,54,00	18,68,00
Non-voted	1,29	1,21	1,08	30
Voted	20,11,65	16,82,29	20,52,92	18,67,70

EXPLANATORY NOTE.

Excluding the figure of £3,000,000 (Rs. 4 crores) for the purchase of the Burma Railways, which will come under State management with effect from 1st January 1929, it is proposed to allot Rs. 17,27,56,000 to railway administrations for their programme of open line works in 1928-29. But it is not expected that they will be able to complete the full programme in the year, and the budget estimate has, therefore, been fixed for a net figure of 14,68,00,000 of which Rs. 14,67,70,000 is votable.

The total votable demand including the purchase price of the Burma Railways is, therefore 18,67,70,000.

The details of the programme are contained in the Budget Book of each Railway, and a description of the more important works included in the programme is given in the Explanatory Memorandum of the Railway Budget.

DEMAND No. 9—RAILWAYS.

REVENUE.

APPROPRIATION TO DEPRECIATION FUND.

Rupees eleven crores and ninety-five lakhs.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Commercial—				
Bridge Work—				
Steel Work	41,32	42,89	42,72	44,10
Masonry	33,69	34,46	34,37	34,28
Permanent Way—				
Rails and fastenings, including points and crossings	78,78	82,73	84,29	90,57
Sleepers—Wood	1,72,20	1,79,80	1,82,49	1,85,16
Sleepers—Cast iron and ferro concrete	65,41	62,70	65,40	67,67
Sleepers—Steel trough	22,01	23,09	19,38	21,79
Buildings—				
Masonry	23,66	24,45	24,67	26,33
All others	12,65	14,16	15,40	18,61
Station machinery	44,12	44,53	46,19	48,04
Plant	73,69	80,38	77,84	84,41
Ferries	5,33	5,23	5,35	5,89
Rolling stock—				
Locomotives—Engines and tenders	1,01,32	1,02,08	1,01,04	1,04,69
Locomotives—Boilers	47,05	47,85	46,70	47,21
Carriage and Wagon—				
Coaching vehicles	1,14,28	1,20,85	1,21,99	1,32,97
Goods vehicles	1,66,66	1,70,43	1,70,16	1,74,80
Motor vehicles—				
Rail.	42	56	58	61
Road	67	57	69	64
Electric Instruments and Telephones	10,90	11,40	10,27	10,72
Electric Power stations and sub-stations—Buildings	22	6,09	1,82	4,46
Carried over.	10,14,38	10,54,30	10,51,35	11,02,95

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	10,14,38	10,54,30	10,51,35	11,02,95
Commercial—contd.				
Electric Power Stations—Plant	1,49	2,95	1,60	3,07
Electric Locomotives	25	1,31	25	25
Electric overhead equipment of track	1,11	1,38	1,59	1,60
Total	10,17,23	10,59,94	10,54,79	11,07,87
<i>Add—Worked lines</i>	35,91	47,56	47,52	48,41
Total Commercial	10,53,14	11,07,50	11,02,31	11,56,28
Strategic	35,44	42,50	36,69	38,72
GRAND TOTAL (voted)	10,88,58	11,50,00	11,39,00	11,95,00

EXPLANATORY NOTE.

The demand represents the amount expected to be credited to the Depreciation Fund in 1928-29 under the detailed rules of the Fund as approved by the Standing Finance Committee for Railways.

DEMAND No. 10—RAILWAYS.

REVENUE.

APPROPRIATION FROM DEPRECIATION FUND.

Rupees nine crores.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Commercial—				
Bridge Work—				
Steel Work	66,77	1,44,53	71,46	1,06,82
Masonry				
Permanent Way—				
Rails and fastenings, including points and crossings	4,23,91	7,08,57	5,93,21	4,97,76
Sleepers—Wood				
Sleepers—Cast iron and ferro concrete				
Sleepers—Steel trough				
Buildings—				
Masonry	34,68	29,53	33,19	23,64
All others				
Station machinery	12,97	10,92	22,33	5,40
Plant	17,05	27,64	21,86	32,50
Ferries	1,64	7,30	1,00	15,15
Rolling Stock—				
Locomotives—Engines and tenders	53,15	76,33	75,26	1,60,27
Locomotives—Boilers	9,04	32,09	26,55	42,92
Carriage and Wagon—				
Coaching vehicles	63,80	70,57	63,28	1,14,78
Goods vehicles	92,11	53,30	1,27,53	35,97
Motor vehicles—				
Rail . . . . .	..	..	1	..
Road . . . . .	..	16	3	..
Electric Instruments and Telephones	16	1,33	2,11	..
Electric Power stations and sub-stations—Buildings . . . . .	..	1,19	2	20
Carried over	7,75,26	11,63,46	10,37,84	10,35,41

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	7,75,26	11,63,46	10,37,84	10,35,41
<i>Comercial—concl'd.</i>				
Electric Power stations—Plant	4	1,81	9	35
Electric Locomotives . . . . .	..	1,98	92	..
Electric overhead equipment of track . . . . .	..	7	5	..
<i>Deduct—</i>				
Probable savings . . . . .	..	2,95,35	..	1,56,75
Total	7,75,30	8,71,97	10,38,90	8,79,01
Strategic	29,35	28,03	31,10	20,99
GRAND TOTAL (voted)	8,04,65	9,00,00	10,70,00	9,00,00

EXPLANATORY NOTE.

The demands of railway administrations for appropriations from the Depreciation Fund aggregate to 10.57 crores. This estimate, however, is considered to be too high and the probable expenditure for the year is estimated by the Railway Board at Rs. 9 crores.

DEMAND No. 11—RAILWAYS.

(Commercial Lines.)

REVENUE.

MISCELLANEOUS.

Rupees fifteen lakhs and eighty-eight thousands.

(Figures in thousands of rupees.)

		Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.	
SUBSIDISED COMPANIES—						
Land*		1,65	9,50	4,70	7,00	
Subsidy*		3,56	3,26	3,30	3,00	
SURVEYS†	<i>Non-voted</i>	24	1,00	59	25	
	Voted	11,10	11,00	2,81	7,65	
MISCELLANEOUS ESTABLISH- MENT, ETC.‡	<i>Non-voted</i>	75	1,48	2,00	1,00	
	Voted	34,19	5,63	5,25	5,25	
PENSIONARY CHARGES	<i>Non-voted</i>	1,40	1,16	1,40	1,75	
	Voted	4,18	3,32	4,20	4,68	
OTHER CHARGES§ MISCELLANEOUS	<i>Non-voted</i>	1,64	2,11	1,86	2,00	
	Voted	4,83	18	—61	1,55	
Total		63,53	38,64	25,50	34,13	
Deduct—						
Recoveries from company-worked lines on account of supervision.		12,80	12,33	13,25	13,25	
Leave and deputation charges, etc., transferred to working expenses.		8,29	..	..	..
Net Total		42,45	26,31	12,25	20,88	
		<i>Non-voted</i>	4,03	5,75	5,85	5,00
		Voted	38,42	20,56	6,40	15,88

EXPLANATORY NOTE.

The demand is Rs. 9,48,000 more than the expected votable expenditure of the current year due principally to the following :—

- (a) Rs. 2,30,000 more is provided for land to be given free to Branch Line Railway Companies and Indian States under the terms of existing contracts and agreements. The demand is based on the approved programme of the Railways concerned.
- (b) There is an increase of Rs. 4,84,000 in the provision under Surveys. The expected expenditure of the current year is very low owing to exceptionally heavy credits on account of survey outlay transferred to capital on the commencement of the construction of lines..
- (c) The cost of the office of the Chief Mining Engineer, is higher than in the previous years as a result of the decision to show recoveries from the public as receipts and not in reduction of expenditure.

* For details, see statement A.

‡ For details, see statement C.

† " " " " B.

§ " " " " D.

STATEMENT A.—Details of expenditure on Land and Subsidy.

(Figures in thousands of rupees.)

Branch Line Railway Companies for which land is required or to whom subsidy is payable.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
LAND.				
Ahmadpur Katwa . . . . .	..	5	4	4
Amritsar Patti Kasur . . . . .	..	..	5	..
Bankura Damodar River . . . . .	..	8	20	10
Bengal and North Western	1,40	2,00	1,00	1,50
Bengal Dooars	1	5	30	5
Burdwan Katwa . . . . .	..	5	4	4
Guzerat	1	4	1	..
Hardwar Dehra . . . . .	..	73	..	70
Hoshiarpur Doab	6	12	3	1
Jullundur Doab . . . . .	..	12	15	..
Jullundur Mukerian	5	..	..	..
Kalighat Falta	4	20	5	5
Khulna Bagerhat . . . . .	..	..	1	..
Ludhiana Extension, Southern Punjab and Sutlej Valley . . . . .	..	12	..	10
Mirpur Khas Jhudo and Mirpur Khas Khadro	1	1	..	1
Mymensingh Bhairab Bazar . . . . .	..	5	10	2
Pachora Jamner	2	..	..	..
Pandharpur Lonand Extension	3	..	55	85
Pandharpur Miraj Extension	—29	76	55	85
Parlakimedi Gunupur	23	44	60	1
Podanur Pollachi . . . . .	..	..	..	1
Rohilkund and Kumaon	4	1	18	5
Sara Serajganj	1	..	1	1
Sirhind Rupar . . . . .	..	4,57	70	2,50
Tanjore District Board	2	2	4	10
Tinnevely Tiruchendur	1	8	9	..
Total, Voted	1,65	9,50	4,70	7,00
SUBSIDY.				
Ahmadpur Katwa . . . . .	..	20	..	..
Arakan Light	82	..	..	..
Bankura Damodar River	1,03	90	1,20	1,10
Dashghara Jamalpurganj	1	3	..	1
Guzerat	1,07	1,34	1,00	1,08
Kalighat Falta	39	60	85	55
Pachora Jamner	19	14	20	21
Rohilkund and Kumaon—				
Compensation for waiving claim for wood fuel	5	5	5	5
Total, Voted	3,56	3,26	3,30	3,00

STATEMENT B.—Expenditure on Surveys.

(Figures in thousands of rupees.)

Designation of or particulars of Survey works.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Survey works under the administration of Assam Bengal Railway—				
Chittagong Nazirhat	1	..	7	—7
Furkating Badulipara	—6	..	..	..
Feni Belonia	6	4	—6	..
Gouripur Mymensingh Bahadurabad Gauhati (Southern Section)	8	1,05	50	20
Karimganj Longai Valley	—19	..	..	..
Mantala Chattalpara	9	8	4	..
Nowgong Dhing	8	4	7	—16
Revision of Construction Estimate of—				
Furkating Badulipara Jorhat	—1	..	..	..
Habiganj Begamkhan Bala	1	..	5	—5
Karimganj Longai Valley	—1	..	..	..
Mymensingh Bhairab Bazar Extension (to be called Sarachar Kishoreganj Atharabari Branch Extension)	1	..	..	..
Rajapur Ramchandrapur	1	..	1	..
Shambhuganj Halooaghat and Netrakona Mohanganj Extension	5	..	—12	..
Srimangal Manumukh Extension	1	..	1	..
Sylghat Amguri	—17	..	..	..
Chittagong Duhazari . . . . .	..	..	2	..
Megna Bridge . . . . .	..	..	5	..
Survey work under the administration of Barsi Light Railway—				
Padharpur Miraj Extension	—28	..	..	..
Survey works under the administration of Bengal and North-Western Railway—				
Chakia Parsauni (Karnaul)	3	..	—3	..
Mashrak Thawe	8	..	—8	..
Bridge over the Gandak at Sattarghat and a line between Rajpur and Dighwa Dubauli or some alternative route . . . . .	..	..	17	..
Muzzafferpur Darbhanga . . . . .	..	..	2	—18
Survey works under the administration of Bengal-Nagpur Railway—				
Dhamtari Kankar	13	5	27	..
Ghordewa Coal-field	1	..	..	..
Jogdalpur Titlaghur (now called Dumermura Nowrangapur Jeypore Ramgiri) and Titlaghur Sonepore (now called Nowrangapur Jagdalpur Dantiwara)	17	..	1,26	..
Kedla siding	—4	..	..	..
Carried over	22	1,44	2,25	—26

STATEMENT B.—Expenditure on Surveys.—*contd.*

(Figures in thousands of rupees.)

Designation of or particulars of Survey works.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	22	1,44	2,25	-26
Survey works under the administration of Bengal-Nagpur Railway— <i>contd.</i>				
Miscellaneous surveys—				
Berhampore Russelkonda			10	..
Bhadrak Chandbali			3	..
Bilaspur Kawarda			3	..
Contai Road Contai	8	..	3	..
Jagatpur Kendrapara			3	..
Jajpur Road Jajpur			4	..
Raipur Vizianagram—Revision Survey	1	..	-55	..
Tumsar Tirodi Broad Gauge Survey	-5	..	..	..
Tumsar Tirodi Dongree Bazrang	-19	..	..	..
Rayagudda Sasahandi Jogdalpur or Titlaghur			..	..
Sasahandi Jogdalpur Sasahandi Jeypore Branch		1,01	..	..
Kantabanji Bolangir			27	..
Bally Bridge Connection			..	7
Chandrakona Road Ghatal			..	9
Muri Ranchi Broad Gauge Conversion			..	5
Survey works under the administration of Bombay, Baroda and Central India Railway—				
Andheri Vesava	1	..	1	..
Ankleshwar Hansot Sohul	2	8	6	..
Bassein Agashi Virar	5	..	2	..
Deesa Tharad	1	..	6	..
Kapadvanj Modasa Meghraj	1	-29	..	..
Samni Dehej (Guzerat Feeder)	-9	-14	..	-14
Thasra Virpur	1	..	..	..
Arnej Dholera	..	-16	..	..
Broach via Shukaltirth Karol	..	8	..	..
Boriavi Vadthal	..	-1	-1	..
Kapadvanj Naroda Dassalwada Bahail	..	13	13	..
Nadiad Kaira	..	-9	..	..
Nandurbar Khetia	..	1	1	..
Vasad Katana	..	-12	-12	..
Bhattu Jakkhal	..	..	1	..
Nasirabad Kotah	..	..	1	..
Neemuch Pachpahar Chhabra	..	..	..	50
Survey works under the administration of Burma Railways—				
Eindayaza Tavoy	8	..	20	..
Kyaukpadaung Chauk	11	..	1	..
Magwe Irrawaddy River Extension	-2	-25	-33	..
Minbu Pakokku	61	-1,91	-1,80	..
Myingyan Natogyi Paleik	-39	..	..	..
Nyaunglebin Madauk.	-1	-5	-5	..
Carried over.	47	-27	44	31

STATEMENT B.—Expenditure on Surveys.—*contd.*

(Figures in thousands of rupees.)

Designation of or particulars of Survey works.	Actuals. 1926-27.	Budget Estimate. 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward.	47	—27	44	31
Survey works under the administration of Burma Railways— <i>contd.</i>				
Ye Tavoy	2	..	..	..
Burma China Connection (Lashio Muse)	..	1,50	60	1,00
Madaya Yentha Singu	..	2	..	..
Ye-U-Kaduma	..	2	..	..
Kayan Thongwa	..	..	—5	..
Prome-Allanmyo Sathwa	..	..	30	30
Waingyi Nyaunglebin Madauk	..	..	—3	..
Toungoo Showegyi Mokpalin	..	..	..	60
Survey works under State Agency—				
Burma Siam—				
Mergui Siam Frontier Section	38	..	..	..
Tavoy Mergui Section	80	..	60	49
Survey works under the administration of Eastern Bengal Railway—				
Dacca Aricha	8	33	25	—80
Diversion of South Section (between mile 5 B and Majherhat)	1	..	2	..
Eastern Bengal and Bengal Dooars Railways—				
Connection	11	..	12	2
Eastern Bengal and Bengal Dooars Railways—				
Alternative connection (Reconnaissance)	..	..	15	4
Elimination of Infringement to 1922 Standard Dimensions—Work	6	..	..	..
Electrification of Suburban Lines	1	..	..	..
Faridpur Charmaguria Barisal	4	..	19	..
Krishanagar Navadwip	—1	..	..	..
Nachoul Rampur Boalia	22	..	..	..
Nawabganj Amnura	2	..	..	..
Purnea Feeder	1	..	..	..
Purnea Damdaha (now called Purnea Murliganj)	6	8	—9	..
Rajbari Kamarkhali Jessore (now called Kalukhali Kamarkhali Bhateapara)	14	19	—19	..
Sainthia Berhampur Bhairamara (now called Sainthia Berhampur Halsa)	67	57	30	—91
Tangla Tezpur (now called Tangla Belsiri)	14	63	4	7
Traffic Surveys of—				
Charmaguria Barisal	3	..	..	..
Dacca Aricha	3	..	..	..
Faridpur Charmaguria Barisal	1	..	..	..
Ishurdi Pabna Sadhuganj	1	..	..	..
Kissenganj Silliguri	1	..	..	..
Nachoul Rampur Boalia	1	..	..	..
Sainthia Berhampur Bhairamara	3	..	..	..
Tangla Tezpur	4	..	..	..
Dinajpur Rampur Boalia	..	8	..	..
Carried over	3,40	3,15	2,65	1,12

STATEMENT B.—Expenditure on Surveys—*contd.*

(Figures in thousands of rupees.)

Designation of or particulars of survey works.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	3,40	3,15	2,65	1,12
Survey works under the administration of Eastern Bengal Railway— <i>contd.</i>				
Feeder Line to serve territory to the east of Katihar Jogabani (including Kasba, Kissen-ganj Nepal)	..	22	..	..
Krishnagar Jellinghee	..	3	..	..
Mymensingh Pingna	..	12	..	..
Parbatipur Bonarpara	..	13	..	..
Pathsala Tangla	..	10	..	..
Serajganj Noakhila Bogra	..	11	..	..
Singhiani Tangail Pingna	..	5	..	..
Teesta River Valley	..	9	..	..
Abdulpur Nawabganj	..	..	-1,58	..
New Gorai Bridge	..	..	..	5
Survey works under the administration of East Indian Railway—				
Auriya Phaphund City Phaphund	4	..	5	..
Bengal Coal Company Branch Line	1	..	..	..
Bulandshahr Rajghat	1	..	..	..
Central India Coal Fields—Barwadih Karimati with alternative Barwadih Katni and other sections.	1	..	-27	50
Chandpur Bijnore Muzzampur Narain	12	..	12	..
Gya Sherghatty	9	..	..	..
Hapur Laksar	19	23	..	..
Ranchi Barkakhana	25	..	30	..
Rikhikesh Karanprayag	13	2,44	65	50
Rosa Budaon Babrala	17	..	..	..
Sainthia Bausi via Naya Dumka with branch to Baidyanath	3	..	1,20	50
Sarda Canal Crossing	3	..	..	..
Tundla Etah Kasganj and Shikohabad Etah Kasganj	27	26	25	..
Unao Madhoganj	8	..	21	..
United Provinces projects	1	..	..	..
Aubadpur Jallalabad Budaon Chandausi with branch from Jallalabad to Shahjahanpur	..	..	55	10
Bulandshahr Dibai	..	..	10	7
Chaupadanga Tarkesar connection	..	..	4	..
Lucknow Sultanpur Jaunpur	..	..	82	..
Phaphund Etah Kasganj Dibai Garmukhteswar Roorkee and branch Meerut Mewana	..	..	15	80
Allahabad Mahewa	..	..	..	25
Bariarpur Kharagpur Gaighat	..	..	..	10
Hazaribagh Road to Hazaribagh Town	..	..	..	25
Carried over	4,84	6,93	5,29	4,19

STATEMENT B.—Expenditure on Surveys—*contd.*

(Figures in thousands of rupees.)

Designation of or particulars of survey works.	Actuals, 1926-27.	Budget, Estimate, 1927-28.	Revised, Estimate, 1927-28.	Budget, Estimate, 1928-29.
Brought forward	4,84	6,93	5,29	4,10
Survey works under the administration of Great Indian Peninsula Railway—				
Amraoti Narkhed	3	..	..	..
Dharwa Pusa	26	12	-43	..
Harpalpur Kalpi Sumerpur	3	..	..	..
Kartal Kamasin	11	27	-9	..
Khamgaon Chikhli	2	..	..	..
Khandwa Hingoli	3	84	..	..
Kotah State	2	..	..	..
Mumbra Mahad (now called Diva Dasgaon)	73	53	-57	..
Talegaon Khed Manchar	2	..	..	..
Traffic surveys	4	..	..	..
Aligarh Muttra—Detailed survey . . . . .	..	21	..	..
Baramati Baura . . . . .	..	5	3	..
Bhorkhedi Hinganghat . . . . .	..	6	4	..
Dhulia Nardhana . . . . .	..	10	..	..
Jhausi Bina Katni Manikpur Square . . . . .	..	27	..	..
Kosi Kalan Sauket Alwar . . . . .	..	24	5	15
Kunch Madhogarh . . . . .	..	52	..	..
Nesik Bellapur Bodegaon (and Shegaon) . . . . .	..	61	-1,92	..
Parola Soukheda . . . . .	..	6	8	..
Sawda Chopda . . . . .	..	5	9	..
Sholaka Rewari via Nuh . . . . .	..	21	4	19
Takli Eedlabad . . . . .	..	10	..	..
Yeotmal Wun . . . . .	..	12	8	..
Hiwarkhed Akot Akola Bassim . . . . .	..	..	-1,82	..
Katni Murwara Singrauli . . . . .	..	..	6	30
Khamgaon Chikhli . . . . .	..	..	-55	..
Lalitpur Silon Atara . . . . .	..	..	30	50
Manmad Malegaon Dhulia Nardhana . . . . .	..	..	10	24
Quadrilateral area comprising—				
Harpalpur Nowgong Chhaterpur, Salaia Amanganj Panna, Katni Murwara Amanganj Panna Damoh Amanganj North to South and East to West Alignments, Garotha	..	..	9	..
Mau Ranipur Maurana Lalitpur . . . . .	..	..	6	12
Sutna Rewa Mauganj . . . . .	..	..	..	6
Divi Dasgaon Extension to Chiplun . . . . .	..	..	..	5
Kalyan Dhond Manmad Triangle . . . . .	..	..	..	5
Nardhana Indore . . . . .	..	..	..	..
Survey works under the administration of Jodhpur Railway—				
Khadro Nawabshah	5	3	11	..
Jhol Sanghar Hiral . . . . .	..	..	22	21
Carried over	6,18	11,32	1,25	6,10

STATEMENT B.—Expenditure on Surveys—*contd.*

(Figures in thousands of rupees.)

Designation of or particulars of survey works.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate 1928-29.
Brought forward	6,18	11,32	1,25	6,10
Survey works under the administration of Madras and Southern Mahratta Railway—				
Bombay Presidency Surveys—				
Athni Shedbal . . . . .	..	..	..	..
Bagalkot Ilkal (via Hungund) and Satara Koregaon . . . . .	..	..	3	..
Belgaon Hubli (via Saundatti and Dharwar) . . . . .	..	6	43	..
Bijapur Talikota—Reconnaissance Survey . . . . .	..	4	..	..
Dundur Nargund . . . . .	..	6	17	..
Ellore Godavari—Reconnaissance survey	29	3	..	..
Haveri Havanur—Detailed survey . . . . .	..	6	..	..
Hotgi Sholapur . . . . .	..	..	..	..
Hubli Sirsi . . . . .	..	14	..	..
Raibag Jamkhandi Bagalkot . . . . .	..	..	2	..
Raibag Nipani . . . . .	..	..	1	..
Investigation work in connection with Maximum Stresses, etc.	1	..	..	..
Madras Presidency Surveys—				
Branch in the area north of the Pennar (and between the North East Line and Eastern Ghats)	13	50	8	20
Cumbum Kanigiri . . . . .	..	..	5	35
Madras Renigunta . . . . .	..	..	..	..
Cumbum Kalahasti . . . . .	..	..	..	..
Kalikiri Rayachoti . . . . .	..	5	..	..
Saveri Valley Line . . . . .	..	8	2	2
Yerragudipad Prodattur . . . . .	..	..	1	..
Survey works under the administration of North Western Railway—				
Amritsar Narowal	—14	..	..	..
Amritsar Narowal—Alternative route	—14	..	..	..
Bajinath Kulu	36	19	33	..
Batala Kadian	1	..	..	..
Bhera Shahpur	6	3	2	..
Bombay Sindh Connection—Reconnaissance Survey	1	..	8	..
Chiniot Chak Jhumra	3	..	..	..
Chiniot Connections	1	..	—88	..
Chiniot Jhang—Revision of Estimate	2	..	..	..
Dera Nawab Muzaffargarh	8	11	9	..
Dodapur Jacobabad	3	..	..	..
Fazilka Malout	5	5	6	..
Gujranwala Pasrur	1	3	9	..
Gujranwala Ugoki	5	5	4	..
Gujrat Manawar	3	3	5	..
Gurdaspur Butari	1	..	..	..
Carried over	7,08	12,83	1,95	6,67

STATEMENT B.—Expenditure on Surveys—*contd.*

(Figures in thousands of rupees.)

Designation of or particulars of survey works.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget, Estimate, 1928-29.
Brought forward	7.08	12.83	1.95	6.67
Survey works under the administration of North Western Railway—<i>contd.</i>				
Jhang Gojra Tandlianwala	11	..	1	..
Kalabagh Bridge	6	..	-1.18	..
Kalabagh Bridge—Final Location	25	..	..	..
Kalabagh Laki Conversion—Revision of estimate	1	..	2	..
Kishenganj—Loco yard (including E. I. Railway cuttings)	2	..	..	..
Kushab Chak Jhumra	46	..	..	..
Luddan Khanewal	3	11	11	..
Lyalpur Tandlianwala	1	..	..	..
MacLeodganj and Montgomery Pakpattan	-1	..	1	..
Mailsi Luddan Bakshankhan	5	..	..	..
Montgomery Kamalia or Tandlianwala Okara Wasawewala	15	13	12	..
Montgomery Tandlianwala	5	..	4	..
Nankana Sahib Changa Manga and Patoke Chunian Changa Manga	1	10	11	..
New Delhi Circular	1	..	..	..
Patti Lahore	5	8	..	..
Rohtak Bhiwani	2	..	..	-21
Rohtak Bhiwani Panipat	21	..	..	..
Saharanpur Siwaliks	5	..	..	..
Shahdra Narowal	-25	..	..	..
Saharanpur Dehra Dun	13	4	5	..
Sargodha Gujrat	28	6	-6	..
Sind Left Bank Feeder Lines	20	..	..	-34
Sind Right Bank Feeder Lines	9	11	24	..
Suleimanke Bassirpur Dipalpur	4	8	5	..
Thaneswar Jagadhri	6	..	..	-9
Trial Borings at Rahimki Bazar	2	..	8	..
Traffic Surveys of :—				
Batala Kadian	1	..	..	..
Bhera Shahpur	1	..	..	..
Bombay Sind Connecton	7	..	..	..
Dera Nawab Muzaffargarh	2	..	..	..
Fazilka Malout	1	..	..	..
Feeder Lines	4	..	..	..
Haveli Dipalpur Okara	1	..	..	..
Jhang Gojra Tandlianwala	1	..	..	..
Kangra Kulu	4	..	..	..
Kotkapura Fazilka	1	..	..	..
Lyalpur Tandlianwala	1	..	..	..
Pattoki Chunian Changa Manga	2	..	..	..
Montgomery Kamalia	1	3	..	..
Rohtak Bhiwani	1	..	..	..
Saharanpur Kalsi Dehra Dun	2	..	..	..
Sargodha Gujrat	3	..	..	..
Sind Right Bank Feeder Lines	1	..	5	..
Carried over	9.51	13.57	1.61	6.03

STATEMENT B.—Expenditure on Surveys—*contd.*

(Figures in thousands of rupees.)

Designation of or particulars of survey works.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	9,51	13,57	1,61	6,03
Survey works under the administration of North-Western Railway— <i>contd.</i>				
Traffic Surveys— <i>contd.</i>				
Sind Feeder Lines	7	..	..	..
Tandlianwala Okara	5	..	..	..
Thaneswar Jagadhri Belaspur	1	..	..	..
Butari Patti	..	4	..	..
Dera Nanak Gurdaspur	..	11	3	..
Hafizabad Gujranwala (Gujranwala Chuarkana)	..	11	10	..
Havelian Garhi, Habibulla	..	33	34	..
Kila Sobha Singh Zaffarwal	..	9	7	..
Kotkapura Fazilka	..	4	..	..
Montgomery Tandlianwala	..	6	..	..
Ugoki Marala Gondal	..	7	4	..
Batala Sri Gobindpur	..	1	..	..
Butari Patti Lahore	..	1	2	..
Charsada Mardan Swabi	..	1	..	..
Doraha Chandigarh	..	1	..	—20
Gujranwala Daska Sialkot	..	1	..	..
Gujranwala Hafizabad	..	1	..	..
Gujrat Manawar	..	1	1	..
Gurdaspur Dera Nanak	..	1	2	..
Havelian Garhi Habibullah	..	2	4	..
Kotkapura Moga	..	2	2	..
Lawrencepur Hazaro	..	2	..	..
Mailsi Khanewal	..	1	..	..
Mailsi Luddan Bakshan Khan	..	2	..	..
Sihala Kahuta	..	1	..	..
Batala Butari Patti Lahore	7	..
Mandi Suket Dahar	13	..
Mirpur Khas Nagar Parkar	8	..
Rupar Una and Hoshiarpur Una :—				
(a) Via Talwara
(b) Via Suttlej	17	18
(c) Via Over the Siwaliks
Revision of Estimates of certain projects—				
Batala Butari	—10	..
Batala Kadian	1	..
Butari Patti	1	..
Dera Nanak Gurdaspur	1	..
Gurdaspur Butari	1	..
Jassar-Shakargarh Chak Amru	—6	..
Lyallpur Jaranwala	—2	..
Rohtak Gohana Panipat	—32	..
Tripal Nadaun	9	..
Traffic Surveys :—				
Batala Butari	2	..
Chiniot Jhang	3	..
Gujranwala Chuarkana	2	..
Gujranwala Pasrur	3	..
Gujranwala Ugoki Sialkot	3	..
Kalabagh Laki—Conversion to Broad Gauge	3	..
Kila Sobha Singh Zaffarwal	3	..
Carried over	9,64	14,60	2,57	6,01

STATEMENT B.—Expenditure on Surveys—*contd.*

Designation of or particulars of survey works.	(Figures in thousands of rupees.)			
	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	9,64	14,60	2,57	6,01
Survey works under the administration of North Western Railway— <i>contd.</i>				
Traffic Surveys of— <i>contd.</i>				
Lyalpur Jhang . . . . .	..	..	4	—4
Mandi Suket . . . . .	..	..	3	..
Nankana Sahib Changa Manga . . . . .	..	..	4	..
Tripal Nadaun . . . . .	..	..	3	..
Chunian Dipalpur Kanganpur . . . . .	..	..	..	4
Fazilka Abhor . . . . .	..	..	..	3
Hoshiarpur Garh Shankar Una . . . . .	..	..	..	4
Jhang Bhakkar . . . . .	..	..	..	5
Chuarkana Gujranwala Sialkot . . . . .	..	..	..	—45
Dera Nawab Punjad . . . . .	..	..	..	—5
Khushab Muzaffargarh . . . . .	..	..	..	5
Lyalpur Chananwala . . . . .	..	..	..	—50
Mukerian Talwara Una . . . . .	..	..	..	4
Muktesar Bhatinda . . . . .	..	..	..	3
Rupar Una . . . . .	..	..	..	5
Shahpur Sahiwal Area . . . . .	..	..	..	6
Sargodha Bhabhra . . . . .	..	..	..	—7
Survey works under the administration of Rohilkund and Kumaon Railway—				
Kashipur Kalaghar	6	..	5	..
Survey works under the administration of South Indian Railway—				
Bodinaikanur Gudalur and Theni Periyakulam	17	—28	7	..
Chinna Salem Vriddachallam	—1	..	..	..
Dindigul Satyamangalam	—14	..	..	..
Gobichettipalayam Tiruppur Dharapuram . . . . .	..	..	..	..
Palni	34	25	32	..
Gobichettipalayam Satyamangalam Mettupalayam	27	15	20	..
Madras Improvements (Electrification Investigations)	3	..	..	..
Palamcottah Panakkudi	20	..	1	..
Palni Pollachi Podanur	—10	..	..	..
Podanur Coimbatore Extension	—2	..	..	..
Salem Mettur Dam	20	20	—20	..
Thattakad Valparai	67	..	6	..
Trichinopoly Pudukottah Karaikudi—Final location and detailed survey	6	—80	3	..
Revision of Estimates of :—				
Dindigul Pollachi	—1	..	..	..
Madura Bodinaikanur	1	..	..	..
Pollachi Palghat	1	—47	..	..
Traffic Surveys of :—				
Bodinaikanur Gudalur and Theni Periyakulam	1	..	..	..
Dindigul Pollachi	—8	..	..	..
Gobichettipalayam Palni and Gobichettipalayam Satyamangalam Mettupalayam	3	..	2	..
Pollachi Palghat	1	..	..	..
Salem Attur Vriddachallam Cuddalore	1	..	..	..
Ariyalur Jayankondasholapuram . . . . .	..	32	..	..
Arrantangi Manamadura (with Branch to Devacottah) . . . . .	..	—55	..	..
Chalkudi Valparai . . . . .	..	35	..	..
Carried over	11,34	13,77	3,27	5,29

STATEMENT B.—Expenditure on Surveys—*concl'd.*

(Figures in thousands of rupees.)

Designation of or particulars of survey works.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	11,34	13,77	3,27	5,29
Survey works under the administration of South Indian Railway— <i>concl'd.</i>				
Traffic surveys of :—				
Manamadura Virudhunagar	..	40	..	..
Nanjungud Manantody Tellicherry Peravur Makut	..	12	..	..
Salem Namakkal	..	40	..	..
Shoranur Ernakulam—Conversion to Broad Gauge	..	—36	..	..
Ariyalur Jayankondasholapuram	..	2	2	..
Manamadura Virudhunagar	..	2	..	..
Salem Attur Virudhunagar Cuddalore	..	—33	..	..
Salem Namakkal Trichinopoly	..	2	6	..
Cuddalore Pondicherry	10	..
Karaikudi Melur Madura	33	..
Mangalore Malpi	25	10
Peravur Makut	22	..
Satyamangalam Hardanahalli—Revision of Estimate	2	..
Trichinopoly Manamadura	—1,06	..
Traffic Surveys of :—				
Cuddalore Pondicherry	2	..
Karaikudi Melur Madura	3	..
Manamadura Maniachi	3	..
Mangalore Malpi	2	..
Satyamangalam Hardanahalli	5	..
Tinnevelly Nagarcoil	4	..
Karaikudi Devacotta	—9
Manamadura Maniachi	56
Pollachi Palghat	—48
Salem Vriddhachalam	—62
New Projects	..	2,34	..	3,14
Total	11,34	16,40	3,40	7,90
Deduct—Probable savings	..	4,40	..	..
Net total	11,34	12,00	3,40	7,90
Non-voted	24	1,00	59	25
Voted	11,10	11,00	2,81	7,65

c
STATEMENT C.—Details of expenditure on Miscellaneous Establishment, etc.

(Figures in thousands of rupees.)

Particulars of charges.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
1. Committee to investigate and report on the question of terminal facilities at Calcutta				
{ Non-voted	5	..	..	..
{ Voted	1	..	..	..
2. Committee to investigate the problem of co-ordinating the repair facilities for locomotives and rolling stock on the State-managed Railways				
{ Non-voted	1	..	..	..
{ Voted	51	..	..	=
3. Investigation in connection with the establishment of a Railway Clearing Accounts office for Indian Railways	2,03	..	..	..
4. Committees for standardisation, etc., of :—				
Bridges, Coaches and Wagons, Electrical Standards, Locomotives, Revision of Open Line General Rules, Signal and Interlocking, Sleeper Pool, Standing Committee of Chief Engineers, Standardisation Drawing Office and Switches and Crossings				
{ Non-voted	1	12	16	..
{ Voted	63	93	72	62
5. Committee to investigate and report on the question of terminal facilities at Bombay	8	5	9	..
6. Special Officer in connection with the introduction of economical methods for the reduction of printing charges in Stateworked railway presses	13	..	50	65
7. Investigation in connection with the conversion of :—				
(1) Existing buffers on rolling stock on Indian Railways to automatic centre buffer coupler, etc., and	13	16	23	16
(2) Preparation of standard designs for rolling stock.	34	41	50	24
8. Investigation of the question of educational facilities for the children of Railway employees				
{ Non-voted	2	10	23	..
{ Voted	8	2	11	..
9. Special officer to advise Indian Railways :—				
(1) In the matter of purchase of sleepers, etc., and of	21	29	27	27
(3) Testing and seasoning of Indian timber for building coaches.	2	4	5	5
Carried over	4,26	2,12	2,86	1,99

STATEMENT C.—Details of expenditure on Miscellaneous Establishment, etc.—*contd.*

(Figures in thousands of rupees.)

Particular of charges.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	4,26	2,12	2,86	1,99
10. Special officer to frame rules for the preparation of railway projects, etc. . . . .	..	1	5	..
11. Special officer to consider the question of co-ordinating the work of the Stores Department with the manufacturing Department . . . . .	..	5	5	..
	{ Non-voted . . . . .	..	..	..
	{ Voted . . . . .	..	..	..
12. Employment of Accountants experienced in commercial methods of accounting in England and America to suggest improvement in the system of accounts on Indian Railways.	1,07	1,01	14	..
13. Special officer to investigate and report on the schemes of reduction in the staff of Railway Workshops.	{ Non-voted . . . . .	..	16	4
	{ Voted . . . . .	..	4	1
14. Special officers to consider and report on the scheme for the electrification of suburban railways in Calcutta	{ Non-voted . . . . .	..	23	2
	{ Voted . . . . .	..	2	..
15. Special officer to consider and report on the methods of construction of new lines by Railway Administrations . . . . .	..	..	11	..
16. Special officer to consider and report on the work in connection with the rating and routing of traffic on State Railways . . . . .	..	..	11	15
17. Special officer to re-investigate and report on the Agra Karachi Broad Gauge Railway project	{ Non-voted . . . . .	..	13	6
	{ Voted . . . . .	..	9	8
18. Special officer in connection with the separation of Accounts from Audit . . . . .	..	..	22	..
19. Special officer for the investigation of the shortage of cash discovered in the Cash and Pay department of the Bengal Nagpur Railway . . . . .	..	..	9	..
20. Establishment for the work in connection with the Wagon movement accounting experiment . . . . .	..	..	35	..
21. Establishment in connection with the experiment for the transfer of Traffic Audit Accounting work of the Bombay, Baroda and Central India Railway, to the Railway Clearing Accounts Office . . . . .	..	..	43	..
Carried over	5,33	3,19	5,08	2,35

STATEMENT C.—Details of expenditure on Miscellaneous Establishment, etc.—*concl.*

(Figures in thousands of rupees.)

Particular of charges.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Brought forward	5,33	3,19	5,08	2,35
22. Establishment in connection with the investigation of revised procedure in Local Traffic Audit and Accounting . . . . .	..	..	6	15
23. Investigation in connection with the building of 10D Class Locomotives in Ajmer workshops . . . . .	..	..	5	1
24. Employment of a specialist from England from the firm of Consulting Electrical Engineers to advise on various schemes of electrification on certain railways . . . . .	..	..	45	..
25. Share of contribution to Provident Fund and Gratuities payable by Government to non-pensionable establishment on Burma Railways	3	4	2	2
26. Purchase and dismantlement of Arakan Light Railway	27,80	-33	-17	..
27. Miscellaneous special establishment required for investigation and solution of problems affecting the working of railways as a whole and miscellaneous charges { Non-voted	24	71	45	45
{ Voted	1,53	3,50	1,31	3,27
Total	34,93	7,11	7,25	6,25
Non-voted	75	1,48	2,00	1,00
Voted	34,18	5,63	5,25	5,25

STATEMENT D.—Miscellaneous Charges.

(Figures in thousands of rupees.)

1927-28.	1928-29.		Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
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NUMBERS.

OFFICE OF THE RAILWAY RATES
ADVISORY COMMITTEE.

I.—PAY OF OFFICERS—

Temporary—

1	1	President (Rs. 4,000)	. . .	44	48	40	42
1	1	Member (Rs. 3,180)	. Non-voted	34	38	35	38
1	1	Secretary (Rs. 700)	. . .	13	15	12	8
—	—	Leave salary	{ Non-voted . . .	..	..	3	22
				{ Voted	9	7

II.—PAY OF ESTABLISHMENT—

Temporary—

7	8	Clerks (Rs. 65 to Rs. 500)	. . .	14	25	20	23
2	2	Reporters (Rs. 150 to Rs. 220)	. . .				
10	10	Servants (Rs. 18 to Rs. 35)	. . .	2	2	2	3
—	—	Leave salary	. . .	..	..	1	2

III.—OTHER CHARGES—

(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment.	{ Non-voted . . .	..	3	3	4
	{ Voted . . .	1	1	1	2
(b) Allowances, fees to Commercial Member, etc.	{ Non-voted . . .	2	3	2	3
	{ Voted . . .	11	35	16	13
(c) Contingencies	. . .	17	8	6	8
Total	. . .	1,38	1,78	1,50	1,75
Carried over	. . .	1,38	1,78	1,50	1,75

STATEMENT D.—Miscellaneous Charges—*contd.*

(Figures in thousands of rupees.)

1927-28.	1928-29.		Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927 28.	Budget Estimate, 1928-29.
NUMBERS.						
		'Brought forward . . .	1,38	1,78	1,50	1,75
TECHNICAL OFFICE UNDER THE RAILWAY BOARD.						
I.—PAY OF OFFICERS—						
Permanent—						
1	1	Technical Officer (Rs. 2,200.)	23	28	20	..
		{ Non-voted				
		{ Voted . . .	..	..	8	26
II.—PAY OF ESTABLISHMENT—						
Permanent—						
23	23	Assistants, Clerks, Draftsmen and Tracers (Rs. 75 to Rs. 500)	46	46	53	61
12	12	Servants (Rs. 14 to Rs. 40)	3	3	3	3
		Leave salary	2	..	2	5
III.—OTHER CHARGES—						
		(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Es- tablishment	2	2	2	5
		(b) Allowances, etc. . . . .	..	1	1	..
		{ Voted	11	9	13	15
		(c) Contingencies	5	4	5	5
		Total	92	93	1,07	1,20
Deduct—						
		Proportionate cost transferred to the establishment of the Rail- way Board	8	10	7	..
		{ Voted	23	21	29	40
		Net total	61	62	71	80
		Carried over	1,99	2,40	2,21	2,55

STATEMENT D.—Miscellaneous Charges.—*contd.*

(Figures in thousands of rupees.)

1927-28.	1928-29.		Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
NUMBERS.						
		Brought forward	1,99	2,40	2,21	2,55
RAILWAY CLEARING ACCOUNTS OFFICE :						
I.—PAY OF OFFICERS						
Temporary—						
1	1	Director (Rs. 2,250 to Rs. 2,930)	4	52	53	53
1	1	Deputy Director (Rs. 1,800 to Rs. 2,200)				
2	2	Assistant Directors (Rs. 350 to Rs. 1,400)	9	29	29	22
— — Leave salary			Non-voted			
			..	2	8	5
			Voted			
			..	8	23	21
II.—PAY OF ESTABLISHMENT :						
626	827	Accountants, and Clerks (Rs. 36 to Rs. 450)	62	6,74	5,60	8,73
72	72	Servants (Rs. 16 to Rs. 40)	1	13	13	15
— — Leave salary			..	84	30	60
III.—OTHER CHARGES :						
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment			6	84	43	80
(b) Allowances, etc.			Non-voted			
			1	12	4	4
			Voted			
			5	22	13	20
(c) Contingencies			28	88	1,35	1,35
Total			1,16	10,65	9,11	12,88
IV.—SPECIAL CHARGES :						
(i) Travelling and compensatory allowances to men transferred to the Railway Clearing Accounts Office and provision for purely temporary establishment including training reserve			..	1,20	1,80	1,00
Total			1,16	11,85	10,91	13,88
Deduct—Amount transferred to Working Expenses—Administration of Railways concerned			..	11,85	12,07	13,88
Total			1,16	..	-1,16	..
Carried over			3,15	2,40	1,05	2,55

STATEMENT D.—Miscellaneous Charges—*contd.*

(Figures in thousands of rupees.)

1927-28.	1928-29.		Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Numbers.		Brought forward	3,15	2,40	1,05	2,55

OFFICE OF THE CHIEF MINING ENGINEER :

I.—PAY OF OFFICERS—

Permanent—

1	1	Chief Mining Engineer (Rs. 2,750 to Rs. 3,180)	{ Non-voted 38 Voted 38	25	38	15
1	1	Coal Superintendent (Rs. 1,500 to Rs. 1,980)	24	24	24	24
9	9	Assistant Coal Superintendents (Rs. 550 to Rs. 1,350)	{ Non-voted 56 Voted 33	55	47	48
1	1	Assistant to Chief Mining Engineer (Rs. 700 to Rs. 900)	14	11	11	11
—	—	Leave salary	{ Non-voted 36 Voted 9	20	40	12
						8

II.—PAY OF ESTABLISHMENT—

Permanent—

1	1	Office Superintendent (Rs. 450 to Rs. 500)	} 55	60	58	60
50	50	Clerks (Rs. 40 to Rs. 260)				
29	29	Servants (Rs. 12 to Rs. 40)				
—	—	Leave salary	2	2	2	2

III.—OTHER CHARGES :

(a)	Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment	{ Non-voted 10 Voted 13	17	10	17
(b)	Allowances, etc.	{ Non-voted 18 Voted 3	18	12	18
(c)	Contingencies		40	27	27

	Total		3,44	3,39	3,40	3,40
Deduct—Receipts			3,00	3,50	3,20	2,40
	Total		44	—11	20	1,00
	Carried over		3,59	2,29	1,25	3,55

STATEMENT D.—Miscellaneous Charges—*contd.*

(Figures in thousands of rupees.)

1927- 1928- 28. 29.		Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
NUMBERS.	Brought forward	3,59	2,29	1,25	3,55
OFFICE OF THE AUDIT OFFICER, RAILWAY COLLIERIES:					
I.—PAY OF OFFICERS—					
Temporary—					
1	1	Audit Officer (Rs. 600 to Rs. 850)	7	8	8
—	—	Leave salary . . . . .	..	1	1
II.—PAY OF ESTABLISHMENT—					
Temporary—					
28	23	Accountants and Clerks (Rs. 30 to Rs. 550)	13	30	22
6	6	Servants (Rs. 12 to 20)	1	1	1
—	—	Leave salary . . . . .	..	2	1
III.—OTHER CHARGES—					
(a) Contribution to Provident Fund and Gratuities to Non-Pensionable Establishment					
..					
(b) Allowances, etc.					
4					
(c) Contingencies					
8					
TOTAL					
33					
<i>Deduct—Amount transferred to Working Expenses—Fuel—of Railways concerned.</i>					
33					
Total					
..					
OFFICE OF THE CENTRAL PUBLICITY BUREAU, INDIAN STATE RAILWAYS.					
I.—PAY OF OFFICERS—					
Temporary—					
1	1	Chief Publicity Officer (Rs. 2,500 to Rs. 2,930) . . . . .	..	..	33
4	4	Assistant Publicity Officers (Rs. 300 to Rs. 1,950) . . . . .	..	..	45
—	—	Leave salary . . . . .	..	..	..
II.—PAY OF ESTABLISHMENT:					
Temporary—					
18	18	Clerks, Stenographers and Photographers (Rs. 60 to Rs. 600) . . . . .	..	..	34
10	10	Servants (Rs. 20 to Rs. 30) . . . . .	..	..	3
—	—	Leave salary . . . . .	..	..	..
Carried over					
..					
3,59					
2,29					
1,25					
3,55					

DEMANDS FOR GRANTS, 1928-29 :

STATEMENT D.—Miscellaneous Charges—*concl'd.*

(Figures in thousands of rupees.)

1927- 28.	1928- 29.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
NUMBERS.					
	Brought forward	3,59	2,29	1,25	3,55
		..	..	1,15	1,51
OFFICE OF THE CENTRAL PUBLICITY BUREAU, INDIAN STATE RAILWAYS — <i>cont'd.</i>					
III.—OTHER CHARGES :					
	(a) Contribution to Provident Fund and Gratuities to Non-pensionable Establish- ment	..	..	8	10
	(b) Allowances, etc.	..	..	25	31
	(c) Contingencies	..	..	2,22	2,18
	Total	..	..	3,70	4,10
	Deduct—Receipts	..	..	20	10
	Total	..	..	3,50	4,00
	Deduct—Amount transferred to working Expenses—Administration of Railways concerned	..	..	3,50	4,00
	Total	..	..	..	..
SUNDRY CHARGES :					
	Accountant-General, Railways' Auxiliary Accounts	3,38	..	..	..
	Sundry adjustments— <i>Non-voted</i>	—50	..	..	..
	Total	6,47	2,29	1,25	3,55
	* <i>Non-voted</i>	1,64	2,11	1,86	2,00
	Voted	4,83	18	—61	1,55

DEMAND No. 12—RAILWAYS.

(Commercial Lines.)

REVENUE.**APPROPRIATION TO THE RESERVE FUND.**

Rupees three crores fifty lakhs and thirty thousands.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Appropriation to the Reserve Fund . . .	1,48,53	1,61,58	4,73,26	3,50,30

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.

DEMAND No. 13—RAILWAYS.

(Commercial Lines.)

REVENUE.

APPROPRIATION FROM THE RESERVE FUND.

Rupees Nil.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Appropriation from the Reserve Fund

DEMAND No. 14—RAILWAYS.

(Strategic Lines.)

REVENUE.

Rupees one crore forty-four lakhs and ninety-five thousands.

(Figures in thousands of rupees.)

Particulars.	Actual, 1926-27.	Budget Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.	
Working Expenses—					
Administration—	<i>Non-voted.</i>	4,05	..	3,55	3,65
	Voted	27,69	(a)	28,00	28,20
Repairs and Maintenance—	<i>Non-voted</i>	4	5	5	5
	Voted	51,06	59,95	52,00	51,40
Operation—					
Other than Fuel	<i>Non-voted</i>	9	8	10	10
	Voted	40,78	66,92	38,15	38,15
Fuel		27,55	28,00	26,95	26,95
Suspense		1	..	..	..
Total	1,51,27	1,55,00	1,48,80	1,48,50	
Miscellaneous	<i>Non-voted</i>	2	..	..	..
	Voted	19	23	2,85	25
GRAND TOTAL	1,51,48	1,55,23	1,51,65	1,48,75	
<i>Non-voted</i>	4,20	13	3,70	3,50	
Voted	1,47,28	1,55,10	1,47,95	1,44,95	

(a) Administration Expenses were included in Operation Expenditure in the Budget Estimates of 1927-28.

EXPLANATORY NOTE.

In the current year expenditure of Rs. 2,75,000 included under "Miscellaneous" is being incurred in replacing unserviceable stores and completing the stocks of the Frontier Railway Reserve. This mainly accounts for the decrease of Rs. 3,00,000 in the demand for votable expenditure of next year. Repairs and maintenance of rolling stock are expected to cost about Rs. 60,000 less next year, the improved equipment of the workshops making it possible to carry them out more cheaply.

DEMAND No. 15—RAILWAYS.

(Strategic Lines.)

CAPITAL.

Rupees seventy-five lakhs and sixty thousands.

(Figures in thousands of rupees.)

Particulars.	Actuals, 1926-27.	Budget, Estimate, 1927-28.	Revised Estimate, 1927-28.	Budget Estimate, 1928-29.
Capital expenditure on Open Lines and New Lines	50,64	96,29	96,00	76,00
<i>Non-voted</i>	29	61	75	40
Voted	50,35	95,68	95,25	75,60
<i>Deduct—</i>				
Probable Savings . . . . .	..	21,29	..	..
Total Demand	<u>50,64</u>	<u>75,00</u>	<u>96,00</u>	<u>76,00</u>
<i>Non-voted</i>	29	61	75	40
Voted	<u>50,35</u>	<u>74,39</u>	<u>95,25</u>	<u>75,60</u>

EXPLANATORY NOTE.

The programme of Railway Administrations for Capital expenditure on Strategic lines amounts to Rs. 76,00,000, of which Rs. 75,60,000 is votable. The details of the programme are contained in the Budget Book for Strategic lines.