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**कुल बजट** = **2075,59,70 + 471,34,00 + 66,82,77 + 74,76,21 = 554,59,00 + 4242,91,68**

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कुल जमा या दुधुलियाँ = 1611,23,47 + 27,45,01 + 29,00 = 134,09,00 + 1773,06,48

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<td>Howrah-Amta, Bara-Champainga-Patka (12.3 km)</td>
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<td>1.3.2</td>
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*Expenditure on this project will be made only after following due processes / mandatory approvals and sanctions*
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9. New Works

36# Road Bridge over the road and rail link Sariyabandi to Girihin Sariyabandi (10 km)

37# Dumbaga - Link C Line - Connections with Bira station (2.30 km)

---

*Expenditure on this project will be made only after following due processes / mandatory approvals and sanctions.*
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<tr>
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<th>Item Description</th>
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<th>2017-18 YTD</th>
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<td>Sonarpur - Crossing station with 2 loops each</td>
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<td>Jharna - Addl. loops in down direction (3 stations) &amp; up direction (2 stations)</td>
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<td>Ramlalganj - Addl. loops in down direction (3 stations) &amp; up direction (2 stations)</td>
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<td>Sonarpur - Loco shed, Athanguli - Crossing line to Athanguli - Crossing line to Athanguli</td>
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<td>Ramp - Tataskwe - Automatic block signalling in up &amp; down lines</td>
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**Notes:**
- All items are in thousand rupees (₹).
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<td>Total - Traffic Facilities-Yard Remodelling &amp; Others</td>
<td>Haldipada-Balaspore - Improvement of mobility by removal of permanent speed restriction from 75 to 110 kmph in block section</td>
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<td>2.5 Katha Road Deck for shops and stores at yard</td>
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<td>South Eastern Railway - Extension of unreserved ticketing system at E-category stations</td>
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### Leased Assets - Payment of Capital Component

- **Leased Assets - Payment of Capital component of lease charges to Indian Railway Finance Corporation**

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### Road Safety Works - Level Crossings

- **Road Safety Works - Level Crossings**

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### Conclusion

- The document provides a detailed overview of the financial allocations and revised outlays for various projects under the South Eastern Railway for the years 2017-18. It includes specific projects related to Computerisation, Leased Assets, and Road Safety Works - Level Crossings. Each project is categorized with its respective department, cap, DRF, and DF(1) allocations and outlays proposed for 2016-17 and 2017-18.
<table>
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<tr>
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<td>Adra - Midnapur - Approach warning at level crossing gates (10 Nos)</td>
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**Total Road Safety Works-Level Crossings**
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<td>108</td>
<td>Kharagpur-Gokulpur - Road over bridge in lieu of level crossing No.KA-1 &amp; KA-2</td>
<td>Works in Progress</td>
<td>28,55,63</td>
<td>10,00</td>
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<td>109</td>
<td>Nalpur-Bauria - Road over bridge in lieu of level crossing No.18</td>
<td>Works in Progress</td>
<td>18,52,63</td>
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<td>110</td>
<td>Purulia-Gourinathganga - Road over bridge in lieu of level crossing No.PK-3</td>
<td>Works in Progress</td>
<td>17,67,63</td>
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<tr>
<td>111</td>
<td>Tamulpur - Road over bridge in lieu of level crossing No.81 near Patrasore</td>
<td>Works in Progress</td>
<td>18,75,00</td>
<td>11,00</td>
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Note: Figures in thousand of Rupees
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<tr>
<th>Sr. No.</th>
<th>विवरण / विस्तार</th>
<th>आवश्यक / अनुपस्थित लागत / सन्निपटता लागत</th>
<th>भरती 2016 के अंतर्गत सन्निपटित परिवर्तन / विवरण</th>
<th>विवरण 2017-18 के अंतर्गत सन्निपटित परिवर्तन / विवरण</th>
<th>विवरण 2018-19 के अंतर्गत सन्निपटित परिवर्तन / विवरण</th>
<th>विवरण 2019-20 के अंतर्गत सन्निपटित परिवर्तन / विवरण</th>
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<tbody>
<tr>
<td>112</td>
<td>गोकुलपुर वारा - सरणार सं.क्र-13, 13, 15, 15, 15 के विवरण सड़क पुल (1 अंक)</td>
<td>स.फंड</td>
<td>स.फंड</td>
<td>1.05</td>
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<td>Gokulpur Yard - Road under bridge in lieu of level crossing Nos.KY-13, 13, 15, 15, 15</td>
<td>तंत्रज्ञ</td>
<td>तंत्रज्ञ</td>
<td>74.05</td>
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<tr>
<td>113</td>
<td>नामकोम-तालाबासिया - सरणार सं.एमए-21 के विवरण सड़क पुल</td>
<td>S.Fund</td>
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<td>90.00</td>
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<td>Namekon-Talabasa - Road over bridge in lieu of level crossing No.MH-21</td>
<td>तंत्रज्ञ</td>
<td>तंत्रज्ञ</td>
<td>18.00</td>
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<td>114</td>
<td>सहिरपुर - शकुंथला - तोलिया के निकट सरणार सं.103 के विवरण सड़क पुल</td>
<td>S.Fund</td>
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<td></td>
<td>Sahipur - Tatanagar - Road over bridge in lieu of level crossing No.103 near Chakulga</td>
<td>तंत्रज्ञ</td>
<td>तंत्रज्ञ</td>
<td>19.00</td>
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<tr>
<td>115</td>
<td>हतलिया - हतलिया के निकट सड़क पुल</td>
<td>S.Fund</td>
<td>S.Fund</td>
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<td>Hatliya - Widening of road over bridge at km 423/30-32 near Bhris Chowk</td>
<td>तंत्रज्ञ</td>
<td>तंत्रज्ञ</td>
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<tr>
<td>116</td>
<td>नामकोम-तालाबासिया - सरणार सं.एमए-21 के विवरण सड़क पुल</td>
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<td>Namekon-Talabasa - Road over bridge in lieu of level crossing No.MH-23</td>
<td>तंत्रज्ञ</td>
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<td>117</td>
<td>चाँदभाटी-सिंघोकपुरः - सरणार सं.सरकोटे-14 के विवरण सड़क पुल</td>
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<td>S.Fund</td>
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<td>Chandbahat-Singhokpur - Road over bridge in lieu of level crossing No.SRK-14</td>
<td>तंत्रज्ञ</td>
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<td>118</td>
<td>राथेलाल-पानपोश - सरणार सं.212 के विवरण सड़क पुल</td>
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<td>Rathelal-Panposh - Road over bridge in lieu of level crossing No.212</td>
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<tr>
<td>119</td>
<td>तातागार - सरणार सं.141 के विवरण सड़क पुल</td>
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<td>Tatanagar - Road over bridge in lieu of level crossing No.141</td>
<td>तंत्रज्ञ</td>
<td>तंत्रज्ञ</td>
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<td>120</td>
<td>नामकोम-बाजारामदा - सरणार सं.एमए-49 के विवरण सड़क पुल</td>
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<td>Namekon-Bazarahama - Road over bridge in lieu of level crossing No.MH-49</td>
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<td>121</td>
<td>राःकाल-पानपोश - सरणार सं.211 के विवरण सड़क पुल</td>
<td>S.Fund</td>
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<td>Rathal-Panposh - Road over bridge in lieu of level crossing No.211</td>
<td>तंत्रज्ञ</td>
<td>तंत्रज्ञ</td>
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<td>122</td>
<td>सिल्मोर-पुरी - सरणार सं.एमए-4 के विवरण सड़क पुल</td>
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<td>Silmura - Road over bridge in lieu of level crossing No.MH-4</td>
<td>तंत्रज्ञ</td>
<td>तंत्रज्ञ</td>
<td>12.00</td>
<td>8.00</td>
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<td>123</td>
<td>अद्रा यार - अद्रा व पंजीकृत अद्रा को जोड़ने के लिए खंडित मंडल पर सड़क पुल</td>
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<td>Adra Yard - Road over bridge at km 283/32-34 in west end for connecting North &amp; South settlement</td>
<td>तंत्रज्ञ</td>
<td>तंत्रज्ञ</td>
<td>10.00</td>
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(South Eastern Railways) (Figures in thousand of Rupees)
## 8.2.11

**SOUTH EASTERN RAILWAY**

2017-18 के लिए परिसंचरण की खरीद, निर्माण और बदलाव / Assets-Acquisition, Construction and Replacement for 2017-18

<table>
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<tr>
<th>№</th>
<th>Item</th>
<th>विशिष्टता / Particulars</th>
<th>अनुदान / Allocation</th>
<th>चौकिया नाम / Sanctioned Cost</th>
<th>मार्च 2016 के अंत तक / Exp at the end of March 2016</th>
<th>2016-17 के लिए संशोधित परिवर्तन / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए संशोधित परिवर्तन / Revised Outlay proposed for 2017-18</th>
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<tbody>
<tr>
<td>124</td>
<td>सड़क संपर्क - रोड सुरक्षा सड़क पुल / ROAD SAFETY WORKS-Road Over/Under Bridges</td>
<td>रामगढ़ - निर्माण (रामगढ़) पर उपरी सड़क पुल का पुनर्निर्माण</td>
<td>₹.1,00,00</td>
<td>₹.1,00,00</td>
<td>₹.1,00,00</td>
<td>₹.2,00,00</td>
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<td>125</td>
<td>शहरी-परिवहन और रेलवे वाहनाधिकृत रूप से संचालित सड़क संपर्क मार्ग से 14 में सम्मिलित सड़क संपर्क मार्ग 3, 4, 5 के बदले / Subway in lieu of level crossing No. 3, 4, 5 in Tikapara-Santragachi and level crossing No. 14 in Domjur-Bangaichita (4 Nos)</td>
<td>रेलवे वाहनाधिकृत</td>
<td>₹.9,71,16</td>
<td>₹.10,00</td>
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<td>126</td>
<td>बाँसवर रेल-दरास्तर - बांसवरिया सड़क संपर्क मार्ग से 33, 55, 59 एवं 67 (4 अंदर) के बदले / Bansastra-Maransagar - Road Over bridge in lieu of level crossing No. 33, 55, 59 &amp; 67 (4 Nos)</td>
<td>₹.1,00,00</td>
<td>₹.1,00,00</td>
<td>₹.1,00,00</td>
<td>₹.2,00,00</td>
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<td>127</td>
<td>पश्चिम-कुवाबुद्ध और तलातकायदी - कुवाबुद्ध सड़क संपर्क मार्ग से 218 (3 अंदर) के बदले - रेलवे वाहनाधिकृत / Paschimbaid-Bhubaneshwar - Road Over bridge in lieu of level crossing No. 218 (3 Nos)</td>
<td>₹.7,07,00</td>
<td>₹.2,00,00</td>
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<td>128</td>
<td>ताजाहद-मारामालागुर - ताजाहद मारामालागुर सड़क संपर्क मार्ग से 169, के बदले / Tazahad-Mararamalagur - Road Over bridge in lieu of level crossing No. 169, 168 (2 Nos)</td>
<td>₹.1,00</td>
<td>₹.1,00</td>
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<td>अद्वा विभाग के सम्मिलित सड़क संपर्क मार्ग 14 अंदर के बदले / Adra division-road Over bridge in level crossing-14 Nos</td>
<td>₹.11,38,01</td>
<td>₹.11,00,00</td>
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<td>नंगर-मारामालागुर - नंगर मारामालागुर सड़क संपर्क मार्ग से 42 अंदर के बदले / Nangar-Mararamalagur - Road Over bridge in lieu of level crossing No. 42 Nos</td>
<td>₹.20,08,14</td>
<td>₹.20,08,14</td>
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<td>131</td>
<td>कुकुला पर - कुकुला एकुण्डल रोड रामपुर मार्ग से 207 अंदर के बदले / Kuakata-Ganga - Road Over bridge in level crossing No. 207</td>
<td>₹.26,41,04</td>
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<td>132</td>
<td>नंगर-मारामालागुर - नंगर मारामालागुर सड़क संपर्क मार्ग से 47 अंदर के बदले / Nangar-Mararamalagur - Road Over bridge in lieu of level crossing No. 47</td>
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<td>133</td>
<td>चाँगला-चंगला - सड़क संपर्क मार्ग से 213 अंदर के बदले / Changala-Changala - Road Over bridge in level crossing No. 213</td>
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<td>134</td>
<td>बालाकुला-बालाकुला - सड़क संपर्क मार्ग से 61 अंदर के बदले / Balakita-Balakita - Road Over bridge in level crossing No. 61</td>
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<td>बालाकुला-बालाकुला - सड़क संपर्क मार्ग से 79 अंदर के बदले / Balakita-Balakita - Road Over bridge in level crossing No. 79</td>
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<td>136</td>
<td>बालाकुला बार्ड - सड़क संपर्क मार्ग से 213 अंदर के बदले / Balakita Barid - Road Over bridge in level crossing No. 213</td>
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<td>137</td>
<td>संतपत्ताधीश - सड़क संपर्क मार्ग से 6 अंदर के बदले / Santpatyadish - Road Over bridge in level crossing No. 6</td>
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<td>138</td>
<td>संतपत्ताधीश - सड़क संपर्क मार्ग से 6 अंदर के बदले / Santpatyadish - Road Over bridge in level crossing No. 6 (Buxura Gate)</td>
<td>₹.40,16,65</td>
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रेलवे वाहनाधिकृत
### Operation 8.2.12
### South Eastern Railway

**2017-18 के लिए परिसंपत्तियों की खरीद, निर्माण और बदलाव / Assets-Acquisition, Construction and Replacement for 2017-18**

<table>
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<th>Item No.</th>
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<th>Budget / Allocation</th>
<th>Sanctioned Cost</th>
<th>Actual Expenditure</th>
<th>Revised Outlay for 2017-18</th>
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<tr>
<td>138</td>
<td>Asanburi-Salghairi - Road over bridge in lieu of level crossing No. 138</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>25,14,24</td>
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<td>139</td>
<td>Jaleswar-Lakhimani Road - Road over bridge in lieu of level crossing No. 45</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>42,13,50</td>
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<td>140</td>
<td>Rajangapur Yard - Road over bridge in lieu of level crossing No. 222</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>29,16,24</td>
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<td>143</td>
<td>Adra-Sanku - Subway in lieu of level crossing No. AM-5</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>29,16,24</td>
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<td>144</td>
<td>Adra Division - Subway in lieu of level crossings- 21 Nos.</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>29,16,24</td>
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<td>145</td>
<td>Works costing below Rs.2.5 crore each</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>29,16,24</td>
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<tr>
<td>146</td>
<td>Ranchi Division - Limited/ restricted /normal height subways in lieu of manned level crossings (13 Nos)</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>29,16,24</td>
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<tr>
<td>147</td>
<td>Ranchi-Lalpur - 2 lane road over bridge in lieu of level crossing No.209</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>41,67,00</td>
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<td>148</td>
<td>Patna - Kaliaghat - 2 lane road over bridge in lieu of level crossing No.214</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>35,58,00</td>
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<tr>
<td>149</td>
<td>Ranchi Division - Limited/ restricted /normal height subways in lieu of manned level crossings (13 Nos)</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>29,16,24</td>
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<td>150</td>
<td>Balasore-Nabarore - 2 lane road over bridge in lieu of level crossing No.80</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>38,19,00</td>
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<td>151</td>
<td>Jharsuguda - 2 lane road over bridge in lieu of level crossing No.257 &amp; 258 near Chowkpara</td>
<td>जेम्सिओ, शा.बिकल्प</td>
<td>38,73,00</td>
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<td>Item No.</td>
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<td>Act/Qty.</td>
<td>Permissible Cost/Allocation</td>
<td>Sanctioned Amount</td>
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<td>152</td>
<td>Dhruva-Jharasguda - 2-lane road over bridge in lieu of manned level crossing No.256</td>
<td>RsSK</td>
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<td>Hatia-Balring - Road over bridge in lieu of manned level crossing No.HD-1</td>
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<td>164</td>
<td>Raghunathpur - Chakradharpur - TFR(22 sets)</td>
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<td>Raghunathpur - Chakradharpur - TFR(22 sets)</td>
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**Note:** Figures in thousand of Rupees.
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<td>DRF 10,00</td>
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<td>South Eastern Railway - CTR - 6.05 km (S) (various assisted sittings)</td>
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<td>Sirla Workshop - CTR - 7 km (S)</td>
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<td>Adra Division - CTR - 11.154 km (S) (assisted siding)</td>
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<td>Adra Division - CTR - 9.7 km (S) (loops of 5 saloons)</td>
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<td>Maal - Ramgargh Town - CTR - 4.5 km (P)</td>
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<td>Bahalake Road - Badamphakar - CTR - 16.61 km (S)</td>
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<td>Bondamunda Yard - CTR - 8.64 km (P)</td>
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<td>Bondamunda, Adityapur, Yard Lines of Tata - CTR - 22.393 km (S)</td>
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<td>Kharagpur Workshop - CTR - 17.155 km (S) (different sidings)</td>
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<td>Hatia Yard - CTR - 11.992 km (S) (loop lines)</td>
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<td>Rourkela - Birmmapur - CTR - 5.07 km &amp; TRR - 21.45 km</td>
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<td>25,09,27</td>
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<td>Kharagpur - Bhadrak - CTR - 29.75 km</td>
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<td>Golapur - Cossipore - Midnapur - CTR - 0.6 km &amp; TRR - 4.2 km</td>
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<td>Rourkela - Jharsuguda (Yard Lines) - CTR - 4.853 km (4 stations)</td>
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<td>Jaleswar-Elaser - CTR - 2 km</td>
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<td>Kharagpur-Midnapur - CTR - 1.75 km</td>
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<td>Roukela-Jharsuguda - TRR(P) with TFR - 19.11 km</td>
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**Notes:**
- Figures in thousand of Rs. (₹)
- Various units of measurement and costs are mentioned in the table.
| Item No. | Item Description | Type | Allocated Amount | Revised Outlay | Outlay for 2016-17 | Outlay proposed for 2017-18
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### 8.2.22

**Track Renewals**

**SOUTHERN RAILWAY**

2017-18 के लिए परिसंचरण की खर्च, निर्माण और बदलाव / Assets Acquisition, Construction and Replacement for 2017-18

(क्रेडिट हेडर क. ने) (Figures in thousand of Rupees)

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<th>दृष्टिकोण लाभ</th>
<th>लाभपत्ता लाभ</th>
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### Track Renewals

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### Points & Crossings

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<td>Howrah-Kharagpur (Yard) - TTR - 118 sets (5 stations)</td>
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<td>Hatia-Orga - TTR - 93 sets (5 stations)</td>
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<td>Panikuda-Haldia - TTR - 20 sets</td>
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### Additional Notes

- All amounts are in Rupees.
- Outlay figures are as of 30th March, 2016.
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<td>Adra分成 - TTR - 74 Stage &amp; Distribution Boxes - 20 sets (11 Stations)</td>
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<td>Chakradharpur &amp; Lotapahar Yards - TTR - 23 sets</td>
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<td>Chakradharpur &amp; - 97 Stage (9 Stations)</td>
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<td>Tatanagar Yards - TTR - 42 set &amp; Derailing Switches - 8 sets</td>
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<td>Rajharaswam &amp; Sirpur Yards - TTR - 31 sets</td>
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<td>Rajharaswam - Dungapossi - TTR (21 sets) &amp; TTR (6 sets)</td>
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<td>Bondamunda, Banjarkanda &amp; Nugaspur Yard - TTR (113 sets)</td>
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<td>Kharagpur - Bhadrak - TTR (23 sets)</td>
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<td>Different section of Chakradhar divn, Renewal of CMS = 224 Nos. &amp; Switches = 295 Nos</td>
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### 8.2.25

**वस्त्रिक पूर्व रेलवे**

**SOUTHEASTERN RAILWAY**

2017-18 के लिए परिसंचरित की खरीद, निर्माण और बदलाव / असेट्स-अक्षीय, निर्माण और बदलाव

(केंद्रीय अनुसंधान तथा संचालन) (Figures in thousand of Rupees)

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<tr>
<th>सं./ Item No.</th>
<th>विवरण / Particulars</th>
<th>अभाव / Allocation</th>
<th>सन्धित नामकरण / Sanctioned Cost</th>
<th>मार्च 2018 के अन्त तक हिस्सा / Exp. at the end of March 2018</th>
<th>2016-17 के लिए संलग्नित परिवर्तन / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए संलग्नित परिवर्तन / Revised Outlay proposed for 2017-18</th>
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<td>317</td>
<td>हाबीबुद्दीन - खत्तावत - फिडिनगूप्त (वस्त्रिक नवीकरण) - 32 सेट (बेल सीएस)</td>
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<td>318</td>
<td>सागर-धौलपुर - देशी आर - (एकादश सीएस सीलिंगपादङ्क), देशी, दीया-105 सेट</td>
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<td>Chakradharpur divn., etc. (FS CS CMSC, DJ, DSM) - 105 sets</td>
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<td>बदोला - देशी - देशी (सीलिंगपादङ्क) - 10 सेट</td>
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<td>गंगा-सीएस, प्रशांत, गतिविधि और हिल्लिंग के लिए 16 सेट (एकादश सीएस सीलिंगपादङ्क)</td>
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<td>Dhanbadgarh, Godhna, Ghatshila &amp; Haldia for 16 sets (FS CS CMSC)</td>
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<td>बंगाल-दिल्ली - देशी आर (एकादश सीएस सीलिंगपादङ्क) - 19 सेट</td>
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<td>दामोदर-दक्षिण - देशी आर (सीलिंगपादङ्क) - 23 सेट</td>
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<td>बंगाल-बंगाल - बंगाल मंडल के क्षेत्र - देशी आर (म) - 5.488 बिंदु</td>
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<td>Howrah - Kharagpur - Different station of Kharagpur Divn. - TTR (CS CMSC) - 40 Sets</td>
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<td>Kharagpur - Bhadrak - TTR (FS CS CMSC) - 41 sets, TTR(DS) - 10 sets, ATT (FS CS CMSC) - 35 sets</td>
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**अन्य अन्य**

| 326          | वस्त्रिक पूर्व लेने - देशी आर (सीलिंगपादङ्क) - 82 सेट | पृष्ठभाग | DRF 20.25 | .. | 33.58 | .. |
|              | South Eastern Railway - TTR (different yards) (82 sets) | लंबवत्ता | S.Fund 95.86 | .. | 95.86 | .. |
|              | लंबवत्ता | RRSK 14.18 | .. | .. | 9.05 | .. |
|              | र. | 14.18 | .. | .. | .. | .. |

| 327          | वस्त्रिक पूर्व लेने - देशी आर (सीलिंगपादङ्क) - 97 सेट | पृष्ठभाग | DRF 8.07 | .. | 5.60 | .. |
|              | South Eastern Railway - TTR (different yards) (87 sets) | लंबवत्ता | S.Fund 1.71 | .. | 1.71 | .. |
|              | लंबवत्ता | RRSK 18.19 | .. | .. | 2.43 | .. |

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<th>S.Fund</th>
<th>RRSK</th>
<th>Revised Outlay for 2017-18</th>
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| 325     | Asafoo -       | 8,84,24 | 21,68 | 44,13 | 28,76 |...
|         | Tafila (107 sets) | | | | |...
|         | Adra Division - TTR (107 sets) | 8,59,35 | 21,68 | 40,34 | |...
| 329     | Charbodia -      | 2,96,31 | 3,99 | 10,00 | 6,88 |...
|         | Haldia -         | | | | |...
|         | Tidore (31 sets) | 3,54,98 | 3,99 | 2 | |...
| 330     | Rourkela -       | 12,51,66 | 9,00 | 12,00 | 12,50,68 |...
|         | Jharsuguda, Haila - | | | | |...
|         | Bondamunda & Birmafupur - TTR (60 sets) | 34,83 | 34,83 | 2 | |...
| 331     | Khaneauge -       | 5,99,69 | 18,74 | 10,00 | 12,51 |...
|         | Tataragar - TTR (30 sets) | 7,38,25 | 18,74 | 2 | |...
| 332     | Khaneauge Division - TTR (73 sets) | 11,90,58 | 12,20 | 10,00 | 17,11,58 |...
|         | (various stations yard) | | | | |...
| 333     | Murli-Haila & Murli - | 6,45,23 | 10,00 | 5,99,63 | 6,35,23 |...
|         | Chandil - TBR - 90 km | | | | |...
| 334     | Charbodia -       | 61,37,71 | 10,00 | 48,66 | 60,39,71 |...
|         | & Haldia -       | | | | |...
|         | Tidore (714 sets) | 98,00 | 6,72,58 | | |...
| 335     | Chakradharpur & Khaneauge Division - Through switch & crossings renewal of turnouts with thick web switches & welded CMS crossings (734 sets) | 5,00,00 | 5,00,00 | | |...
|         | RRSK | 34,19,46 | | 3,08,54 | |...
| 336     | Asafoo (Different Sections) - Through switches & crossings renewal (202 sets) | 27,25,52 | 2,94,70 | | |...
|         | RRSK | 30,56,59 | | | |...
| 337     | Ranchi Division (Different Sections) - Through switches & crossings renewal (200 sets) | 12,19,87 | 2,94,70 | | |...
|         | RRSK | 10,72,87 | | | |...
|         | R | 1,47,00 | | | |...
|         | R | 1,64,00 | | | |...
<p>|         | 80,82 | 80,82 | | | |</p>
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<td>Kharagpur-Tata - TWR - 77.08 km</td>
<td>DRF</td>
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<td>339</td>
<td>Pendrasahi - Kedarpali - TBR - 35.2 km</td>
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<td>Ranchi Division (Different Sections) - TBR - 85 km</td>
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<td>Chakradharpur Division - TTR (229 sets)</td>
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<td>Chakradharpur Division - TTR (229 sets)</td>
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<td>Adra-Ruknabad - Bhojudih &amp; Pandog-Bokaro Steel City - TBR - 70.2 km</td>
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<td>Adra Division - TFR - 362.55 km</td>
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<td>Adra Division - TFR - 362.55 km</td>
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<td>Adra-Ruknabad - Bhojudih &amp; Pandog-Bokaro Steel City - TBR - 70.2 km</td>
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<td>Araria-Chandil - TWR - 53.7 km</td>
<td>DRF</td>
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<td>Hatia-Orga (IL) - TFR - 32.25 km, Panskura - TWR - 42.13 km</td>
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<td>Hatia-Orga (IL) - TFR - 32.25 km, Panskura - TWR - 42.13 km</td>
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<td>Adra-Mihanpur - TWR - 99 km</td>
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<td>Adra-Mihanpur - TWR - 99 km</td>
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**Notes:**
- Figures in thousand of Rupees.
- The table lists the proposed outlay for various railway track renewal projects for the years 2016-17 and 2017-18, along with the revised outlay for 2016-17 and the outlay proposed for 2017-18.
<p>| No. | Item | विवरण / Particulars | आवश्यक / Allocation | स्वीकृत लागत / Sanctioned Cost | मार्च 2018 के तक का भाग / Exp. at the end of March 2016 | 2016-17 के लिए संशोधित परिषद / Revised Outlay | 2017-18 के लिए संशोधित परिषद / Revised Outlay | पूर्वाला / Preliminary Level of Outlay proposed for 2017-18 |
|-----|------|------------------|-----------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 354 | बंडौल-बसुबाहर, बिमलावर-विजयपुर - टीएमएक्स - 79.749 किमी | दफ्तरी | DRF | 83.30 | .. | 83.30 | .. | .. | .. |
|     | Bondamundu-Barsa, Bimilgarh-Kitchen - TFR - 79.749 km | लेटेक्स | RRSK | 64,65 | .. | .. | 3,28 | .. |
| 355 | टिकापरा-भगनाथ - ठोकराबाबा - 89.608 किमी | दफ्तरी | DRF | 2,45 | .. | 2,45 | .. | .. | .. |
|     | Tikapara-Bhagna TFR-89.608 Km. | लेटेक्स | RRSK | 6,62 | .. | .. | 2,15 | .. |
| 356 | चितराल-लटहदम - (एटड जाम्प) - 944 संख्या | दफ्तरी | DRF | 2,30 | .. | 2,30 | .. | .. | .. |
|     | Chhatarpur Division, (Glued Joint) = 944 nos. | लेटेक्स | RRSK | 1,91 | .. | .. | 1.64 | .. |
| 357 | झाडुपुर - बदर - छोटीदीवार (लीला सीपीसी) - 13 बॉलैंड | दफ्तरी | DRF | 50 | .. | 50 | .. | .. | .. |
|     | Kharagpur-Bhadradri TTR (CS CMSG) - 13 Sets | लेटेक्स | S Fund | 79,12 | .. | 79,12 | .. | 79,12 | .. |
|     | उपरोक्त सहयोगी (1) | लेटेक्स | RRSK | 2,56 | .. | .. | 74 | .. |
| 358 | पुराना-कोटीडीवार - ठोकराबाबा - 21 किमी | दफ्तरी | DRF | 2,00 | .. | 2,00 | .. | .. | .. |
|     | Purulia-Kotikhati. TFR - 21 km | लेटेक्स | RRSK | 1,02 | .. | .. | 1,36 | .. |
| 359 | झाडुपुर - बदरुद्दुल - रचनासागर - अट्टा मुखर्जी - 51 अंश | दफ्तरी | DRF | 1,22 | .. | 1,22 | .. | .. | .. |
|     | Howrah-Kharagpur &amp; Sanganapur-Amta SEJ 51 Nos. | लेटेक्स | RRSK | 1,78 | .. | .. | 1,46 | .. |
| 360 | इलियासिया - इलियासिया - 599 संख्या | दफ्तरी | DRF | 1,17 | .. | 1,17 | .. | .. | .. |
|     | Tikapara-Panskura Renewal of glued joint (Total= 599 Nos.) | लेटेक्स | RRSK | 1,48 | .. | .. | 1,22 | .. |
| 361 | बुंदेलखंड - अर्नाइ - 187 अंश | दफ्तरी | DRF | 1,32 | .. | 1,32 | .. | .. | .. |
|     | Chhatarpur Divn SEJ.=187 nos. | लेटेक्स | RRSK | 8,40 | .. | .. | 1,64 | .. |
| 362 | झाडुपुर - रामगढ़ - गंगा - 93.188 किमी | दफ्तरी | DRF | 10 | .. | 10 | .. | .. | .. |
|     | Rajharsson - Dangopos - TFR - 98.318 km | लेटेक्स | RRSK | 9,80 | .. | .. | 1,23 | .. |
| 363 | झाडुपुर - बदरुद्दुल - 52.429 किमी | दफ्तरी | DRF | 10 | .. | 10 | .. | .. | .. |
|     | Kharagpur-Bhadradri TTR - 52.429 Km. | लेटेक्स | RRSK | 5,17 | .. | .. | 14,7 | .. |
| 364 | झाडुपुर - रामगढ़ - 19.468 किमी | दफ्तरी | DRF | 10 | .. | 10 | .. | .. | .. |
|     | Kharagpur - Bhadradri TTR 19.468 Km | लेटेक्स | RRSK | 3,92 | .. | .. | 1,38 | .. |
| 365 | 2.5 बॉलियों/सप्ताह में कम 15 मिनट में प्रति कार्य | दफ्तरी | RRSK | 10 | .. | .. | 445,75 | .. |
|     | Works costing below Rs.2,5 crore each | लेटेक्स | RRSK | .. | .. | .. | 90,77 | .. |
| 366 | बंदूक - बालू बाँध / Total-Works in Progress | दफ्तरी | RRSK | .. | .. | .. | 445,75 | .. |
| 367 | बंदूक - बालू बाँध / Total-Works in Progress | दफ्तरी | RRSK | 41,35 | .. | .. | 6,15 | .. |
|     | Anara - Chandil (DN) - TRR(P) - 33.8 Km &amp; Damodar-Katphihar (SL) - TRR(P) - 6 km | लेटेक्स | RRSK | 3,48 | .. | .. | 2,95 | .. |
| 368 | झाडुपुर - बंदूक - 4.863 किमी | दफ्तरी | DRF | 3,86 | .. | 3,86 | .. | .. | .. |
|     | Rajharsson - Bhandampahar A Cabin - TSR(P) - 4.863 km | लेटेक्स | RRSK | 50 | .. | .. | 50 | .. |
| 369 | झाडुपुर - बंदूक - 30.655 किमी | दफ्तरी | DRF | 49,56 | .. | 49,56 | .. | .. | .. |
|     | Tataragar - Badampahar - CTR(P) - 30.655 km | लेटेक्स | RRSK | 3,20 | .. | .. | 3,20 | .. |
| 370 | झाडुपुर - बंदूक - 57.148 किमी | दफ्तरी | DRF | 5,91 | .. | 5,91 | .. | .. | .. |
|     | Kharagpur-Bhadradri TTR - 57.148 km | लेटेक्स | RRSK | 39,08 | .. | .. | 7,38 | .. |
| 371 | रायगढ़ - राईगढ़ - 21.35 किमी एवं राधामोहन (पूर्वाला) - 4 किमी | दफ्तरी | DRF | 2,23 | .. | 2,23 | .. | .. | .. |
|     | Ranpur - Link 8 - CTR(P) - 21.35 Km &amp; TRR(P) - 4 km | लेटेक्स | RRSK | .. | .. | .. | 7,38 | .. |</p>
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<th>Item No.</th>
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<th>Sanctioned Cost</th>
<th>Revised Outlay for 2018-19</th>
<th>Revised Outlay proposed for 2017-18</th>
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<td>372</td>
<td>Talchhira (Bokaro steel city)-CTR(P)-3 km</td>
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<td>Howrah-Kharagpur-Dhusar &amp; Kharagpur-Midnapur - CTR(P) - 7.663 km &amp; TRR(P) - 3.20 km</td>
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<td>Rajkot-Mahesana-Valsad-Navsari - CTR(S)-15.451 km</td>
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<td>375</td>
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<td>Rourkela-Jharsuguda-CTR(S)-2.88 km</td>
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<td>Rajkot-Mahesana - Valsad-Navsari - 31.80 km</td>
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<td>379</td>
<td>Bondamunda-Jharsuguda-TRR(P)-6.297 km, Rajkot-Mahesana-Valsad-Navsari-TRR(P)-3.649 km</td>
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<td>380</td>
<td>Howrah-Kharagpur-TRR(P)-26.77 km, Kharagpur-Bhadak TRR(P)-2.00 km &amp; Nimpura-Tatanagar-TRR(P)-10.46 km</td>
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<td>381</td>
<td>Ranchi-Muri(DH)-TRR(P)-2.31 km, Muri-Barakharana(SL)-TRR(P)-2 km &amp; Ranchi-Link-R(SL)-TRR(P)-1 km</td>
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<td>Tatanagar-Badarpahar-TRR(P)-7.481 km</td>
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<td>Adra Kamar-TRR(S)-12.663 km</td>
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<td>Kharagpur-Bhadak-TRR(S)-3.794 km</td>
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### South Eastern Railway

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<th>2017-18 के मित्र या टिकिट / विवरण</th>
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<td>ट्रेंड-अभिलेखित - यथा और पौरलसिकी (पुल सं.25/अप और डायम) की आसामी कैबिनेट</td>
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**फिल्मिंग और डिस्प्लैन संबंधी कार्य / SIGNALLING AND TELECOMMUNICATION**

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<td>Kharagpur &amp; Chakradharpur Divisions - Repl. of signaling gears by electrical operation of points &amp; signals (E-route) (13 stations)</td>
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<td>बहुल पौरलसिकी - उल्लंघन बिंदु से लगाया (रेलस्वर) का होना, मौसम पर उल्लंघन बिंदु का रेलवे परिवहन (ई-विक्रेता नगर) (पुल सं.20/अप)</td>
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<td>South Eastern Railway - Track circuiting from fouling mark to block limit (turnout), home to fouling mark (E-Spilt route) (main line) (33 stations)</td>
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<td>बहुल-शरीरक - नागरिक परिवहन में संरचना के लिए व्यवस्थित निगमन का बनाना</td>
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<td>Howrah-Panskura - Repl. of automatic signalling for enhancing safety in trains operation</td>
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<td>बहुल पौरलसिकी - होने से उल्लंघन बिंदु (रेलस्वर) का रेलवे परिवहन (ई-विक्रेता नगर) (28 रेलवे)</td>
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<td>बहुल पौरलसिकी - उल्लंघन बिंदु से लगाया (रेलस्वर) का (5 गाँव) का होना, मौसम पर उल्लंघन बिंदु (रेलस्वर) का रेलवे परिवहन (18 गाँव) (ई-विक्रेता नगर)</td>
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<td>बड़हारु व बड़हारु - आंदोलन संकेत और 25 गाँव रेल / पैलेट अभिलेखित स्टेशनों पर बांधना</td>
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<td>Sardhina-Jhargram, Jhargram-Godhri &amp; Godhri-Chakulia - Repl of intermediate block signal</td>
<td>RRSK</td>
<td>78,18</td>
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<td>437</td>
<td>रथी निर्माण - रथी निर्माण का बलाम</td>
<td>DRF</td>
<td>7.13,64</td>
<td>5.13,64</td>
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<td>Adra &amp; Kharagpur Divisions - Repl of signalling gears with centralised operation of points &amp; signals (E &amp; 2 stations respectively) (E-route)</td>
<td>RRSK</td>
<td>23,88,76</td>
<td>..</td>
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<td>438</td>
<td>रथी निर्माण - रथी निर्माण का बलाम</td>
<td>DRF</td>
<td>10.51,18</td>
<td>2.15,18</td>
<td>8.36,00</td>
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<td>Adra Division - Repl of signalling gears with centralised operation of points &amp; signals (7 stations) (E-route)</td>
<td>RRSK</td>
<td>37,19,36</td>
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<td>439</td>
<td>रथी निर्माण - रथी निर्माण</td>
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<td>South Eastern Railway - Anti-collision device on all broad gauge A-routes (excl Howrah-Kharagpur), B, D &amp; D-Sp routes (1596 km)</td>
<td>RRSK</td>
<td>75,18,98</td>
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<td>Item No.</td>
<td>Description</td>
<td>Budget / Allocation</td>
<td>Sanctioned Cost</td>
<td>2016-17</td>
<td>2017-18</td>
<td>Revised Outlay for 2016-17</td>
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<td>Signalling and Telecommunication</td>
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<td>3,35,52</td>
<td>67,40</td>
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<td>Abada &amp; Galadhi - Repl. of signalling gears with centralised operation of points &amp; signals</td>
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<td>441</td>
<td>Signalling - Repl. of signalling gears</td>
<td>DF(4)</td>
<td>4,24,98</td>
<td>3,24,98</td>
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<td>South Eastern Railway - Isolation &amp; upgradeation of signalling (2 stations)</td>
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<td>442</td>
<td>Vahara-Vishram - Repl. of signalling gears with electronic interlocking</td>
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<td>5,65,68</td>
<td>15,68</td>
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<td>Repl. of signalling gears with electronic interlocking</td>
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<td>444</td>
<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>24,44,74</td>
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<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>447</td>
<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>453</td>
<td>Repl. of lever frames with centralised operation of points &amp; signals</td>
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<td>विवरण / Particulars</td>
<td>अब्जेक्शन / Allocation</td>
<td>निर्धारित लागत / Sanctioned Cost</td>
<td>गांव 2018 के अंत तक / व्यय / Exp. at the end of March 2016</td>
<td>2016-17 के लिए संशोधित विवरण / Revised Outlay</td>
<td>2017-18 के लिए विवरण / Outlay for proposed for 2017-18</td>
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<td>453</td>
<td>सिग्नलिंग और तेलिकम्युनिकेशन संबंधी कार्य / SIGNALLING AND TELECOMMUNICATION</td>
<td>DRF</td>
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<td>चक्रधारपुर - रांगा व रांगनिंदा - सीमावरी मंडल के इं गांव पर पाइप व सिग्नलों के केंद्रीय मंडल विकल्प समेत हुए पाइप और विचलित होने वाले प्रेमों का बदलाव</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
<td>17,12,99</td>
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<td>चक्रधारपुर - रांगा व रांगनिंदा - नेवरा, लाटिस्का, और पाइपिंग संकलन का प्राथमिकता</td>
<td>विज्ञापन (4)</td>
<td>DF(4)</td>
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<td>रिजियनल, लाटिस्का और लाटिस्का विश्लेषण का प्राथमिकता</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
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<td>मुजफ्फरपुर - मुजफ्फरपुर - गांव, गांवणुक और बखारा मंडल में 1 जोड़ी के पाइप पर पाइप व सिग्नलों के केंद्रीय मंडल विकल्प समेत हुए पाइप और विचलित होने वाले प्रेमों का बदलाव</td>
<td>रेक्रेटो</td>
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<td>सुलतानमुदी - सुलतानमुदी - गांव, गांवणुक और बखारा मंडल में 1 जोड़ी के पाइप पर पाइप व सिग्नलों के केंद्रीय मंडल विकल्प समेत हुए पाइप और विचलित होने वाले प्रेमों का बदलाव</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
<td>30,23,10</td>
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<td>बुंबुरा - बुंबुरा - केन्द्रीय मंडल, केन्द्रीय मंडल और बंगाल समेत हुए पाइप और सिग्नलों के केंद्रीय मंडल विकल्प समेत हुए पाइप और विचलित होने वाले प्रेमों का बदलाव</td>
<td>रेक्रेटो</td>
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<td>बुंबुरा - बुंबुरा - केन्द्रीय मंडल, केन्द्रीय मंडल और बंगाल समेत हुए पाइप और सिग्नलों के केंद्रीय मंडल विकल्प समेत हुए पाइप और विचलित होने वाले प्रेमों का बदलाव</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
<td>24,44,62</td>
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<td>458</td>
<td>2.5 करोड़ रुपये से कम मूल्य के कार्य / Total-Works below Rs.2.5 crore each</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
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<td>वॉर्क्स कोस्ट नीचे रु. 25 रुपए क्रोर के आधार पर</td>
<td>रेक्रेटो</td>
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<td>जंगल - प्राइवेट वाहन / Total-Works in Progress</td>
<td>रेक्रेटो</td>
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<td>151,70,98</td>
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<td>459</td>
<td>रामटल मंडल - 1.मंडल पर एन.बी.सी.डी. की दोहों जंगल (तारंगंगा से</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
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<td>एन.बी.सी.डी. की दोहों जंगल के केंद्रीय मंडल का बदलाव (4 स्तंभ)</td>
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<td>460</td>
<td>गोदावरी विहार - कंट्रोलर व सिग्नलरों के केंद्रीय मंडल के सिग्नल नियोजन का बदलाव</td>
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<td>RRSK</td>
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<td>गोदावरी विहार - कंट्रोलर व सिग्नलरों के केंद्रीय मंडल के सिग्नल नियोजन का बदलाव</td>
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<td>बुंबुरा - बुंबुरा - कंट्रोलर व सिग्नलरों के केंद्रीय मंडल के सिग्नल नियोजन का बदलाव</td>
<td>रेक्रेटो</td>
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<td>बुंबुरा - बुंबुरा - कंट्रोलर व सिग्नलरों के केंद्रीय मंडल के सिग्नल नियोजन का बदलाव</td>
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<td>बुंबुरा - बुंबुरा - कंट्रोलर व सिग्नलरों के केंद्रीय मंडल के सिग्नल नियोजन का बदलाव</td>
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<td>462</td>
<td>रामटल मंडल - 1.मंडल पर एन.बी.सी.डी. की दोहों जंगल (तारंगंगा से</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
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<td>एन.बी.सी.डी. की दोहों जंगल के केंद्रीय मंडल का बदलाव (4 स्तंभ)</td>
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<td>चक्रधारपुर विभाग - एन.बी.सी.डी. की दोहों जंगल (तारंगंगा से</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
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<td>एन.बी.सी.डी. की दोहों जंगल के केंद्रीय मंडल का बदलाव (4 स्तंभ)</td>
<td>रेक्रेटो</td>
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<td>चक्रधारपुर विभाग - एन.बी.सी.डी. की दोहों जंगल (तारंगंगा से</td>
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<td>RRSK</td>
<td>9,96,61</td>
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<td>464</td>
<td>2.5 करोड़ रुपये से कम मूल्य के कार्य / Total-New Works</td>
<td>रेक्रेटो</td>
<td>RRSK</td>
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<td>वॉर्क्स कोस्ट नीचे रु.2.5 रुपये क्रोर के आधार पर</td>
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<td>RRSK</td>
<td>2016-17 Outlay for</td>
<td>2017-18 Outlay for</td>
<td>2016-17 Outlay for</td>
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<td>G+ D - Signalling and Telecom</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>Total - Signalling and Telecommunication</td>
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<td>RRSK</td>
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<td>OTHER ELECTRICAL WORKS EXCL TRD</td>
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<td>465</td>
<td>Bondamunda - 2nd high tension 33 kv feeder from Rourkela grid substation &amp; Rourkela - 33/11 kv supply at railway cokoing</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>466</td>
<td>Kharagpur &amp; Santragachi - Rep of high tension panels</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>467</td>
<td>Chakradharpur Division - Renovation of high tension power supply arrangement by rep of circuit breakers at different stations</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>468</td>
<td>Jharsuguda - Rehabilitation of power supply system at railway complex &amp; BP pump house</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>469</td>
<td>Tata, Chakradharpur, Simi, Bondamunda, Rourkela &amp; Jharsuguda - Improvement of power supply arrangement for pumping installations</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>470</td>
<td>Works costing below Rs.2.5 crore each</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>471</td>
<td>Garden Reach (Central Hospital) - Repl of air conditioning plants (3 nos)</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>472</td>
<td>Rameshwar Division - Replhabilitation of electrical power supply system (4 transformers &amp; associated works)</td>
<td>Pmovies</td>
<td>Cap.</td>
<td>..</td>
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<td>473</td>
<td>Bokaro Steel City - 33 kv sub-station for railway settlement at Baidhab</td>
<td>Pmovies</td>
<td>Cap.</td>
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<td>474</td>
<td>Works costing below Rs.2.5 crore each</td>
<td>Pmovies</td>
<td>Cap.</td>
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<tr>
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**के एन्क्रिलक योजनाएं**

- **8.2.39 नदियों**
- **SOUTH EASTERN RAILWAY**
- **2017-18 के लिए परिसंचरण की वृद्धि, निर्माण और बदलाव / Assets-Acquisition, Construction and Replacement for 2017-18**
- **(यहाँ तक ही तो नहीं) (Figures in thousand of Rupees)**

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<td>भोजपुरी - नई कमरेज हाफिजुद्दीन द्वारा में रेलवे के लिए नई उपनियमन किया गया</td>
<td>Handover (Modernisation)</td>
<td>भोजपुरी</td>
<td>16,97</td>
<td>20,50</td>
</tr>
<tr>
<td>526</td>
<td>शाहरुख - दूसरे कमरेज के लिए समस्त में नई उपनियमन किया गया</td>
<td>Handover (Modernisation)</td>
<td>शाहरुख</td>
<td>16,97</td>
<td>20,50</td>
</tr>
<tr>
<td>527</td>
<td>पदमपुरुष - नई कमरेज हाफिजुद्दीन द्वारा में रेलवे के लिए नई उपनियमन किया गया</td>
<td>Handover (Modernisation)</td>
<td>पदमपुरुष</td>
<td>16,97</td>
<td>20,50</td>
</tr>
<tr>
<td>528</td>
<td>तृतीय अर्थ - दूसरे कमरेज के लिए समस्त में नई उपनियमन किया गया</td>
<td>Handover (Modernisation)</td>
<td>तृतीय अर्थ</td>
<td>16,97</td>
<td>20,50</td>
</tr>
<tr>
<td>Sr. No.</td>
<td>PARTICULARS / WORKSHOPS INCLUDING PRODUCTION UNITS</td>
<td>A/C No.</td>
<td>BALANCE / ALLOCATION</td>
<td>SANCTIONED COST</td>
<td>MARCH 2016</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------------------------------------</td>
<td>---------</td>
<td>----------------------</td>
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<tr>
<td>529</td>
<td>126-MAN-LONG WASHING PLANT FOR CATERING 26-COACH LENGTH TRAINS AT NOUNKELA - WORKSHOPS</td>
<td>3</td>
<td>DF(3)</td>
<td>45.95, 34.67</td>
<td>82.74</td>
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<tr>
<td>530</td>
<td>126-MAN-LONG WASHING PLANT FOR CATERING 26-COACH LENGTH TRAINS AT DANGAPUR - WORKSHOPS</td>
<td>3</td>
<td>DF(3)</td>
<td>8.49, 28</td>
<td>2.17, 66</td>
</tr>
<tr>
<td>531</td>
<td>200 WASHING PLANT FOR 30 VAGONS AT BONDAMUNDA - WORKSHOPS</td>
<td>2</td>
<td>Cap.</td>
<td>111.32</td>
<td>13.90</td>
</tr>
</tbody>
</table>

**Bondamunda - Second electric loco shed to home 200 electric locos**

**532**

**Tatagarh - WASHING PLANT FOR 150 VAGONS AT 120 TO 150 LOCOS**

**Tatagarh - Augmentation of electric loco shed for increasing holding from 120 to 150 locos**

**533**

**Kharagpur/South East - WORKSHOPS FOR 50 VAGONS AT 25 VAGONS EACH**

<table>
<thead>
<tr>
<th>A/C No.</th>
<th>BALANCE / ALLOCATION</th>
<th>SANCTIONED COST</th>
<th>MARCH 2016</th>
<th>EXPAND AT THE END OF MARCH 2016</th>
<th>REVISED OUTLAY FOR 2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>534</td>
<td>Kharagpur &amp; Bondamunda (Diesel Shed) - Work on existing site line maintenance facilities</td>
<td>EBR(F)</td>
<td>10.00</td>
<td>26.00</td>
<td>0.00</td>
<td>2.55, 00</td>
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<tr>
<td>535</td>
<td>Kharagpur &amp; Bondamunda (Diesel Shed) - DEMU rake maintenance facilities</td>
<td>EBR(F)</td>
<td>1.00, 00</td>
<td>26.00</td>
<td>0.00</td>
<td>2.55, 00</td>
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<tr>
<td>536</td>
<td>Khidirpur - NEW WASHING PLANT</td>
<td>Cap.</td>
<td>12.22, 70</td>
<td>2.00</td>
<td>1.75, 00</td>
<td>1.75, 00</td>
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<tr>
<td>537</td>
<td>Tatagarh - Upgradation of existing site line</td>
<td>EBR(F)</td>
<td>1.00, 00</td>
<td>26.00</td>
<td>0.00</td>
<td>2.55, 00</td>
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<tr>
<td>538</td>
<td>Tatagarh - Extension of covered shed and CC flooring at NTPC shed</td>
<td>EBR(F)</td>
<td>1.00, 00</td>
<td>26.00</td>
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<tr>
<td>539</td>
<td>Tatagarh - Extension of pt lines &amp; catwalk over washing line No. 1 &amp; 2 and extension of pt line No. 1 &amp; 3 to 26-coach trains</td>
<td>EBR(F)</td>
<td>1.00, 00</td>
<td>26.00</td>
<td>0.00</td>
<td>2.55, 00</td>
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</tbody>
</table>

**540**

**Kharagpur - WASHING PLANT FOR 150 VAGONS AT 120 TO 150 LOCOS**

**541**

**Kharagpur - Extension of MEMU shed**

<table>
<thead>
<tr>
<th>A/C No.</th>
<th>BALANCE / ALLOCATION</th>
<th>SANCTIONED COST</th>
<th>MARCH 2016</th>
<th>EXPAND AT THE END OF MARCH 2016</th>
<th>REVISED OUTLAY FOR 2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>542</td>
<td>Rashtriya Vavstha - Work costing below Rs.2.5 crores</td>
<td>Cap.</td>
<td>17.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
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<tr>
<td>543</td>
<td>Rashtriya Vavstha - Work costing below Rs.2.5 crores</td>
<td>Cap.</td>
<td>17.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
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</table>

**Tikapara & Parsuram - Dev, of infrastructure for maint of 3 Ph, EMU rakes at EMU shed at TPKR & ext of EMU shed at PKU to accommodate 12 car**
<table>
<thead>
<tr>
<th>Item No.</th>
<th>विवरण / Particulars</th>
<th>अबटन / Allocation</th>
<th>संवैधानिक नालोन्दा / Sanctioned Cost</th>
<th>गांव 2016 के अनुसार रक्षा / Exp. at the end of March 2016</th>
<th>2016-17 के लिए संशोधित परिवर्तित / Revised Outlay</th>
<th>2017-18 के लिए संशोधित परिवर्तित / Revised Outlay for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>542</td>
<td>सांतागाछी - पत्थर लाइन का गटीकारण और तथा लाइन की सज्जा में वृद्धि</td>
<td>पूंजी Cap. 7,80,45</td>
<td>.. ..</td>
<td>..</td>
<td>1,00</td>
<td></td>
</tr>
<tr>
<td>543</td>
<td>खाझीपुर कारखाना - पैमाना शी. सं. 4 (लोंड लाइन) पर अनाजकृत पीजीपी व आईजे लोन के लिए स्वचालित वाहनों का संचालन</td>
<td>पूंजी Cap. 5,54,47</td>
<td>.. ..</td>
<td>..</td>
<td>1,00</td>
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<tr>
<td>544</td>
<td>कारखाने - सॉशल मोल्ड - टोल्सटेल टोल्सटेल लाइन के लिए सवालिका पीजीपी अवस्थान का संचालन</td>
<td>पूंजी Cap. 9,42,61</td>
<td>.. ..</td>
<td>..</td>
<td>1,00</td>
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<tr>
<td>545</td>
<td>सांतागाछी - रेलवे में चालकों के लिए चालकों व लाइनों का विशेष नियून्टिक</td>
<td>पूंजी Cap. 3,86,11</td>
<td>.. ..</td>
<td>..</td>
<td>1,00</td>
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<tr>
<td>546</td>
<td>बंबई ट्रेनिंग एंड सेवा का संगठन के प्रमुख कार्य</td>
<td>पूंजी Cap. .. ..</td>
<td>.. ..</td>
<td>..</td>
<td>1,00</td>
<td></td>
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<tr>
<td>547</td>
<td>कारखाने - इंटारा / TOTAL-NEW-WORKS</td>
<td>पूंजी Cap. .. ..</td>
<td>.. ..</td>
<td>..</td>
<td>1,00</td>
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</tr>
<tr>
<td>548</td>
<td>असामयिक व अवसादक व मात्रक्षक व एडिशनल / STAFF QUARTERS</td>
<td>पूंजी Cap. 3,12,78</td>
<td>.. ..</td>
<td>..</td>
<td>2,00</td>
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</tr>
<tr>
<td>549</td>
<td>अडी - रिपोर्ट का वर्तमान, type-II - 70 व आईकॉड 15 इकाईयां</td>
<td>पूंजी Cap. 7,97,77</td>
<td>7,20,10</td>
<td>44.00</td>
<td>20.00</td>
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</table>

**कर्मानिष्ठों के लिए कार्यालय / STAFF QUARTERS**

- बंबई ट्रेनिंग एंड सेवा का संगठन
- कारखाने - इंटारा / TOTAL-NEW-WORKS
### SOUTH EASTERN RAILWAY

#### 2017-18 के लिए परिसंचरित की ईंटेड, निर्माण और बदलाव / Assets-Acquisition, Construction and Replacement for 2017-18

<table>
<thead>
<tr>
<th>नं. / Item No.</th>
<th>विवरण / Particulars</th>
<th>आदेश / Allocation</th>
<th>लागू / Sanctioned Cost</th>
<th>मार्च 2016 के अंत में / Exp. at the end of March 2016</th>
<th>Revised Outlay proposed for 2016-17</th>
<th>2017-18 के लिए</th>
<th>2017-18 के लिए परिसंचरित परिवर्तन / Outlay / Revised Outlay for 2016-17</th>
</tr>
</thead>
<tbody>
<tr>
<td>550</td>
<td>अड्डा - पूर्वी क्षेत्र में अवसासों का बदलाव, टाइप-II - 93 इकाइयाँ</td>
<td>मूलतः DRF</td>
<td>5,75,57</td>
<td>7,08,31</td>
<td>59.00</td>
<td>1.00.00</td>
<td>2017-18</td>
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<tr>
<td></td>
<td>Adra - Repl. of quarters, type-II - 93 units at East settlement</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>551</td>
<td>अड्डा - दक्षिणी क्षेत्र में अवसासों का बदलाव, टाइप-II - 93 इकाइयाँ</td>
<td>मूलतः DRF</td>
<td>9,46,35</td>
<td>7,42,91</td>
<td>50.00</td>
<td>1.00.00</td>
<td>2017-18</td>
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<tr>
<td></td>
<td>Adra - Repl. of quarters, type-II - 93 units at South settlement</td>
<td></td>
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<tr>
<td>552</td>
<td>अद्वित - अवसासों का बदलाव, टाइप-II - 69 और टाइप-III - 15 इकाइयाँ</td>
<td>मूलतः DRF</td>
<td>5,48,66</td>
<td>4,25,84</td>
<td>1.63.00</td>
<td>1.00.00</td>
<td>2017-18</td>
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<tr>
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<td>Anara - Repl. of quarters, type-II - 69 &amp; type-III - 15 units</td>
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<tr>
<td>553</td>
<td>अड्डा - लेवर्सबन क्षेत्रीयों में अवसासों का बदलाव, टाइप-II - 85 इकाइयाँ</td>
<td>मूलतः DRF</td>
<td>5,32,59</td>
<td>6,03,75</td>
<td>1.06.00</td>
<td>1.00.00</td>
<td>2017-18</td>
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<td>Adra - Repl. of quarters, type-II - 85 units at Seva Nagar colony</td>
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<td>554</td>
<td>गार्डियन गाड़ी - अवसासों का बदलाव, टाइप-II - 27 और टाइप-III - 1 इकाइयाँ</td>
<td>मूलतः DRF</td>
<td>3,00,00</td>
<td>..</td>
<td>10.00</td>
<td>2.00.00</td>
<td>2017-18</td>
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<td>नागराजु - Repl. of quarters, type-II - 27 &amp; type-III -1 unit</td>
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<tr>
<td>555</td>
<td>वैली - टाइप-II - 151 और टाइप-III - 8 इकाइयाँ</td>
<td>मूलतः DRF</td>
<td>22,92,37</td>
<td>..</td>
<td>50.00</td>
<td>8.00.00</td>
<td>2017-18</td>
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<tr>
<td></td>
<td>Ranchi - Type-II - 151 &amp; type-III - 8 units</td>
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<tr>
<td>556</td>
<td>दिल्ली - टाइप-V - 8 इकाइयाँ</td>
<td>पूँजी Cap.</td>
<td>3,46,15</td>
<td>2,17,72</td>
<td>2.00.00</td>
<td>10.00</td>
<td>2017-18</td>
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<tr>
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<td>Hattia - Type-V - 8 units</td>
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<tr>
<td>557</td>
<td>गार्डियन गाड़ी - टाइप-II - 48 और टाइप-III - 12 इकाइयाँ</td>
<td>मूलतः DRF</td>
<td>9,34,86</td>
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<td>1.00</td>
<td>4.50.00</td>
<td>2017-18</td>
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<td>गोरखाचौंड - Repl. of type-II - 48 &amp; type-III -12 units</td>
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<tr>
<td>558</td>
<td>अद्वित - अवसासों का बदलाव, टाइप-II - 106 इकाइयाँ</td>
<td>मूलतः DRF</td>
<td>11,65,32</td>
<td>..</td>
<td>1.00</td>
<td>4.50.00</td>
<td>2017-18</td>
</tr>
<tr>
<td></td>
<td>Adra Division - Repl. of quarters, type-II - 106 units</td>
<td></td>
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</tr>
<tr>
<td>559</td>
<td>2.5 वर्गेंट यंग पुल का बदलाव के अन्य कार्य</td>
<td>पूँजी Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>6.00.00</td>
<td>2017-18</td>
</tr>
<tr>
<td></td>
<td>Works costing below Rs.2.5 crore each</td>
<td>मूलतः DRF</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>4.11.84</td>
<td>2017-18</td>
</tr>
<tr>
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<td>जोड़ - चाचा कार्य / Total-Works in Progress</td>
<td>पूँजी Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>6.12.00</td>
<td>2017-18</td>
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<td>मूलतः DRF</td>
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<td>..</td>
<td>..</td>
<td>28,31.84</td>
<td>2017-18</td>
<td></td>
</tr>
</tbody>
</table>

### ब - नये कार्य / B - New Works

| 560           | बंगाल - अवसासों का बदलाव, टाइप-II - 24 इकाइयाँ | मूलतः DRF | 3,43,68 | .. | .. | 1.00 | 2017-18 |
|               | Chakradharpur - Repl. of quarters, type-II-24 units |  |  |  |  |  |  |
| 561           | बंडमुंडा - टाइप-I और टाइप-II कार्यों का टाइप-II से बदलाव - 48 इकाइयाँ | मूलतः DRF | 6,58,98 | .. | .. | 1.00 | 2017-18 |
|               | Bondamunda - Repl. of quarters, type-I & type-II quarters by type-II - 48 units |  |  |  |  |  |  |
| 562           | 2.5 वर्गेंट यंग पुल का बदलाव के अन्य कार्य | पूँजी Cap. | .. | .. | .. | 10.00 | 2017-18 |
|               | Works costing between Rs.2.5 crore each | मूलतः DRF | .. | .. | .. | 30.00 | 2017-18 |
|               | जोड़ - नये कार्य / Total-New Works | पूँजी Cap. | .. | .. | .. | 10.00 | 2017-18 |
|               | मूलतः DRF | .. | .. | .. | 32.00 | 2017-18 |
|               | जोड़ - कर्मचारियों के लिए कार्य / | पूँजी Cap. | .. | .. | .. | 6,22.00 | 2017-18 |
|               | मूलतः DRF | .. | .. | .. | 28,63.84 | 2017-18 |

### कर्मचारियों के लिए सुविधाएं / AMENITIES FOR STAFF

<p>| 563           | संचालनालय, विभाग, मंत्रिस्थल, नशा पल्टन, रेलवे, भोंडमूंडा और अद्वित - सभास्थलीय सभाएं | मिति (2) | DF(2) | 8,23,13 | 4,52,31 | 30.00 | 39.00 | 2017-18 |
|               | Serhingmari, Kharagpur, Bondamunda, Dongaposi, Ranchi, Bhujudih &amp; Anara - Community halls |  |  |  |  |  |  |  |
| 564           | वैली - लेवर्सबन में अवसास को सहित एडिटर-प्रेंड लाइटिंग | मिति (2) | DF(2) | 5,21,72 | 7,88,96 | 1.40.00 | 55.00 | 2017-18 |
|               | Ranchi - Laying of astro-turf with ancillary works at railway stadium |  |  |  |  |  |  |  |</p>
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Sanctioned Cost (2016-17)</th>
<th>Revised Outlay for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>565</td>
<td>50-bedded divisional hospital</td>
<td>6,16,43</td>
<td>44,00</td>
</tr>
<tr>
<td>566</td>
<td>Adar - 50-bedded hospital</td>
<td>6,42,01</td>
<td>56,00</td>
</tr>
<tr>
<td>567</td>
<td>Chakradharpur - Upgradation of divisional railway hospital</td>
<td>3,84,41</td>
<td>72,00</td>
</tr>
<tr>
<td>568</td>
<td>Chakradharpur - Upgradation of divisional hospital</td>
<td>6,10,78</td>
<td>44,00</td>
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<td>569</td>
<td>Kolkata - Upgradation of watersupply to central hospital</td>
<td>4,58,00</td>
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<tr>
<td>570</td>
<td>Ranchi - Water supply arrangement</td>
<td>4,07,51</td>
<td>86,00</td>
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<tr>
<td>571</td>
<td>Ranchi - Water supply arrangement</td>
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<td>572</td>
<td>Adar - Construction of water supply to dayal 5000 Sq. ft.</td>
<td>4,42,29</td>
<td>5</td>
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<td>573</td>
<td>Panpash - Repl. of CI pipe line (7.5Km) and improvement to water treatment</td>
<td>7,12,00</td>
<td>94,00</td>
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<td>574</td>
<td>Kharagpur - 450mm dia DI pipe from Gokulpur to DMA Reservoir Rep. of 300mm</td>
<td>6,72,28</td>
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<td>575</td>
<td>Dangapossi - Repl. of water pipe</td>
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<td>576</td>
<td>Kharagpur - Water treatment plant for water supply</td>
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<td>577</td>
<td>Adra - Water treatment plant for water supply</td>
<td>2,55,67</td>
<td>1,88,00</td>
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</table>

**Note:**
- **Cap.** Capex
- **DF** Sanctioned
- **Outlay** Revised
- **Total** Works in Progress

*Figure in thousand of Rupees*
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>2017-18 Sanctioned Cost</th>
<th>Revised Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
</table>

**AMENITIES FOR STAFF**

579 Bongaigaon - Rev of cast iron pipe with ductile iron pipe (6000 m)

580 Garden Reach - Rewiring of quarters (type-V, type-I, type-II, type-III)

Kharagpur - Overhead PVC tanks in staff quarters at different locations

Kharagpur - Rewiring of staff quarters & wayside staff quarters (Phase-II)

Kharagpur Division - Conversion of aqua privy lavatories by septic tank with modification of toilets in quarters (Phase-II)

584 Works coating below Rs.2.5 crore each

586 Escalators at major stations (4 Nos.) (2 station)

587 Balasore - Extension & raising of platform Nos.2, 3 & 4, raising of platform No.1 to high level & covered shed and improvement to circulating area

Haltia - Extension of shelter on balance portion of platform Nos.1, 2 & 3 and renovation of surface for 24-coach trains

Rampur - Extension of shelter on balance portion of platform Nos.1, 2 & 3 and renovation of surface of platform No.1

Santragachi-Astagram, Panampally-Madhura and Jalangi-Bidanagar - Upgradation of suburban stations (16, 13 & 6 Nos respectively)
### Passenger Amenities

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Approved / Allocation</th>
<th>Revised Outlay for 2017-18</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>590</td>
<td>Kharagpur - Shelters (platform Nos.1, 2, 3/4 &amp; 5/6)</td>
<td>5,96,96 (DF) 5,70,09 (DF)</td>
<td>73</td>
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<tr>
<td>591</td>
<td>Shalimar - Improvement of platform &amp; shelter with passenger lines, extension of platform, washable apron, extension of foot over bridge etc.</td>
<td>4,49,60 (DF) 3,14,32 (DF) 1,50,00 (DF) 1,19,00 (DF)</td>
<td>6,19,00</td>
<td>1,19,00</td>
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<tr>
<td>592</td>
<td>Kharagpur - Platform shelter (12 C-class stations)</td>
<td>57,10,95 (DF) 25,75,02 (DF) 3,00,00 (DF) 1,65,00 (DF)</td>
<td>1,65,00</td>
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<tr>
<td>593</td>
<td>HSR - Development of modern station building with passenger amenities, circulating area etc.</td>
<td>21,00,47 (DF) 12,81,06 (DF) 2,60,00 (DF) 36,50 (DF)</td>
<td>12,60,00</td>
<td>36,50</td>
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<tr>
<td>594</td>
<td>South Eastern Railway - Escalators at important stations (8 Nos) (PSH885/1415/RNR)</td>
<td>6,00,00 (DF) 36,93 (DF) 5,00,00 (DF) 1</td>
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<tr>
<td>595</td>
<td>South Eastern Railway - Lifts at 11 A &amp; other pilgrim stations (with high passenger density) (12 Nos) (PSH885/1415/RNR)</td>
<td>3,00,00 (DF) 9,52 (DF) 1,50,00 (DF) 1</td>
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<td>596</td>
<td>Chakradharpur Division - Platform shelter (13 stations) (27 bays)</td>
<td>4,00,02 (DF) 2,18,30 (DF) 1,00,00 (DF) 2,92,00 (DF)</td>
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<tr>
<td>597</td>
<td>Ranchi - Platform shed at stations to fulfill minimum essential amenities (E category) (37 bays)</td>
<td>5,82,93 (DF) 1,99,90 (DF) 1,50,00 (DF) 80,30 (DF)</td>
<td>80,30</td>
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<tr>
<td>598</td>
<td>Chakradharpur &amp; Jharsuguda - Washable apron on platform No.2 of both stations</td>
<td>6,36,45 (DF) .. .. .. 73,00</td>
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<tr>
<td>599</td>
<td>Ranchi - Platform shed at stations to fulfill minimum essential amenities (E category) (37 bays)</td>
<td>13,57,94 (DF) .. .. 1,50,00 (DF) 8,76,00 (DF)</td>
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<td>600</td>
<td>Adra Division - Extension of platforms (50 stations)</td>
<td>4,75,38 (DF) .. .. 1,82,50 (DF)</td>
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<td>601</td>
<td>Adra Division - Raising of platforms &amp; one RDSO type platform shed (17 stations)</td>
<td>8,54,81 (DF) .. 25,00 (DF) 1,09,50 (DF)</td>
<td>1,09,50</td>
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<tr>
<td>602</td>
<td>Howrah - Kharagpur : Repil of washable aprons with ballastless track (4 platforms)</td>
<td>4,00,00 (DF) .. .. 1,46,00 (DF)</td>
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<tr>
<td>603</td>
<td>2.5 m wide platform with total length of the platform (4 platforms)</td>
<td>2,79,80 (DF) .. .. .. 2,79,80 (DF)</td>
<td>2,79,80</td>
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</table>

Note: The table above provides a summary of the approved and revised outlay for passenger amenities in 2017-18, focusing on various stations and facilities. The outlay includes funds for platforms, lifts, escalators, washable aprons, and other amenities. The figures are in thousands of Rupees.
<table>
<thead>
<tr>
<th>Item</th>
<th>विवरण / Particulars</th>
<th>अभिव्यक्ति / Allocation</th>
<th>निर्माण / Sanctioned Cost</th>
<th>मार्च 2016 के पार्श्व परिमाण / Exp. at the end of March 2016</th>
<th>2016-17 के पार्श्व परिमाण / Revised Outlay for 2016-17</th>
<th>2017-18 के पार्श्व परिमाण / Revised Outlay proposed for 2017-18</th>
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<tbody>
<tr>
<td>604</td>
<td>बाल - नये कार्य / B - New Works</td>
<td>नये कार्यों द्वारा परियोजना में दोहरी और दोहरी पैदल पुल (6.1 मी चौड़ा) और 2.5 बार 7.5 मी पर दो रिंग (3 मी चौड़ा)</td>
<td>(1) DF(1)</td>
<td>12,68.94</td>
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<td></td>
<td>रखमार्ग - 2nd foot over bridge (6.1 m wide) at both entrances and three ramps (3 m wide) at platform No. 2, 5&amp; 7/8</td>
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<tr>
<td>605</td>
<td>कामना - अपरील बार्षिक बनाए बाजार गांव साइड हिंड (1 मी चौड़ा) तथा अथॉरी पैदल पुल (6.1 मी चौड़ा)</td>
<td>नये कार्यों द्वारा परियोजना में दोहरी और दोहरी पैदल पुल (6.1 मी चौड़ा)</td>
<td>(1) DF(1)</td>
<td>5,46.80</td>
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<td>बागना - 2nd foot over bridge (6.1 m wide) with up &amp; down side ramp (3 m wide) connecting all platforms &amp; south side booking counter</td>
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<td>606</td>
<td>गुलाबी, सांतका, रखमार्ग एवं गिथी - पैदलपथों की सहायता के लिए उच्च स्तर नवीनीकरण</td>
<td>नये कार्यों द्वारा परियोजना में दोहरी और दोहरी पैदल पुल (6.1 मी चौड़ा)</td>
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<td>3,63.06</td>
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<td>गालिदिया, शरदीह, रखमार्ग एवं गिथी - गिथी मे राजमार्गों की सहायता के लिए उच्च स्तर नवीनीकरण</td>
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<td>607</td>
<td>तेलुगु, सानी, हाईवे एवं गिथी - गिथी मे राजमार्गों की सहायता के लिए उच्च स्तर नवीनीकरण</td>
<td>नये कार्यों द्वारा परियोजना में दोहरी और दोहरी पैदल पुल (6.1 मी चौड़ा)</td>
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<td>4,62.87</td>
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<td>गिथी मे राजमार्गों की सहायता के लिए उच्च स्तर नवीनीकरण</td>
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<td>608</td>
<td>अन्य निर्माण कार्य / OTHER SPECIFIED WORKS</td>
<td>पूर्व कार्यों से नए कार्यों के लिए नये कार्यों में लगाई गई खर्चों का प्रकार</td>
<td>नये कार्यों में स्थानीय सुरक्षा सिस्टम (11 स्थानिक)</td>
<td>नये कार्यों में स्थानीय सुरक्षा सिस्टम (11 स्थानिक)</td>
<td>(1) DF(1)</td>
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<td>609</td>
<td>बाल - नये कार्य / A - Works in Progress</td>
<td>नये कार्यों में स्थानीय सुरक्षा सिस्टम (11 स्थानिक)</td>
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<td>610</td>
<td>अन्य निर्माण कार्य / OTHER SPECIFIED WORKS</td>
<td>नये कार्यों में स्थानीय सुरक्षा सिस्टम (11 स्थानिक)</td>
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<td>611</td>
<td>तेलुगु, सानी, हाईवे एवं गिथी - गिथी मे राजमार्गों की सहायता के लिए उच्च स्तर नवीनीकरण</td>
<td>नये कार्यों में स्थानीय सुरक्षा सिस्टम (11 स्थानिक)</td>
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<td>गिथी मे राजमार्गों की सहायता के लिए उच्च स्तर नवीनीकरण</td>
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<tr>
<td>612</td>
<td>बाल - नये कार्य / B - New Works</td>
<td>नये कार्यों में स्थानीय सुरक्षा सिस्टम (11 स्थानिक)</td>
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<td>नये कार्यों में स्थानीय सुरक्षा सिस्टम (11 स्थानिक)</td>
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<td>नये कार्यों में स्थानीय सुरक्षा सिस्टम (11 स्थानिक)</td>
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<tr>
<td>Item No.</td>
<td>Description</td>
<td>2016-17 Actual / Allocation</td>
<td>Revised Outlay</td>
<td>Outlay for the year 2017-18</td>
<td>Outlay proposed for the year 2017-18</td>
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<td>614.1</td>
<td>2.5 crore projects as per the plan</td>
<td>Cap. 10.00</td>
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<td>614.2</td>
<td>Total-New Works</td>
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<td>Total - Other Specified Works</td>
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**Total - Training/HRD**

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<th>Item No.</th>
<th>Description</th>
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<th>Revised Outlay</th>
<th>Outlay for the year 2017-18</th>
<th>Outlay proposed for the year 2017-18</th>
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<td>615.1</td>
<td>A - Works in Progress</td>
<td>Cap. 14.00</td>
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<td>B - Total-Works in Progress</td>
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**Notes:**
- The figures are in thousand Rupees.
- The table provides a breakdown of expenditures and allocations for various projects and works.
- The data includes actual allocations, revised outlay, and proposed outlay for the years 2016-17 and 2017-18.
<table>
<thead>
<tr>
<th>Sr. No. / Item No.</th>
<th>विषय / Particulars</th>
<th>आयये / Allocation</th>
<th>संबंधी नववर्ष / Sanctioned Cost</th>
<th>मार्च 2016 के अंत तक भार / Exp. at the end of March 2016</th>
<th>2016-17 के प्रस्तावित परिवर्तन / Revised Outlay for 2016-17</th>
<th>2017-18 के प्रस्तावित परिवर्तन / Revised Outlay for 2017-18</th>
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<tr>
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<td>Particulars</td>
<td>Sanctioned Cost (Rs.)</td>
<td>Outlay for 2017-18 (Rs.)</td>
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<td>618</td>
<td>Tata - Simulators for motion type for electric loco</td>
<td>5,39,12</td>
<td>1,97,48</td>
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<td>619</td>
<td>Kharagpur - CNC surface wheel lathes</td>
<td>5,18,72</td>
<td>5,18,72</td>
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<td>620</td>
<td>Kharagpur - Simulators in motion type</td>
<td>6,76,22</td>
<td>6,80,60</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>621</td>
<td>System of online monitoring of rolling stock (OMS) (8 Nos)</td>
<td>30,80,00</td>
<td>1</td>
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</tr>
<tr>
<td>622</td>
<td>Talaragar - CNC surface wheel lathe</td>
<td>5,28,90</td>
<td>5,28,90</td>
<td></td>
<td></td>
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<tr>
<td>623</td>
<td>Tata - CNC underfloor wheel lathe (broad &amp; metre gauge)</td>
<td>3,38,28</td>
<td>6,00</td>
<td></td>
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</tr>
<tr>
<td>624</td>
<td>Kharagpur Workshop - Wheel press (500 ton) (broad &amp; metre gauge) (hydraulic type)</td>
<td>4,24,20</td>
<td>3,40,90</td>
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<td></td>
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<tr>
<td>625</td>
<td>Bondamunda - CNC surface wheel lathe</td>
<td>5,18,75</td>
<td>5,18,75</td>
<td></td>
<td></td>
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<tr>
<td>626</td>
<td>Santragachi - Underfloor wheel lathe</td>
<td>5,49,15</td>
<td>3,48,54</td>
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<tr>
<td>627</td>
<td>Bandemunda - Wheel Impact Load Detector</td>
<td>54,71</td>
<td>2</td>
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<td></td>
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<tr>
<td>628</td>
<td>Bandemunda - Wheel Impact Load Detector</td>
<td>3,35,29</td>
<td>13,66</td>
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<tr>
<td>629</td>
<td>Kharagpur - Wheel Impact Load Detector</td>
<td>3,89,98</td>
<td>13,66</td>
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<tr>
<td>630</td>
<td>Kharagpur - Wheel Lathe Under Floor</td>
<td>5,24,58</td>
<td>4,07,52</td>
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<tr>
<td>631</td>
<td>Tikapara - Wheel Lathe Under Floor</td>
<td>1,57,01</td>
<td>2,27,89</td>
<td></td>
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<tr>
<td>632</td>
<td>Bhandamunda Diesel Shed - Under Floor Wheel Lathe BG</td>
<td>3,50,01</td>
<td>3,50,01</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>633</td>
<td>Tala Nagar C&amp;W - Under Floor Wheel Lathe BG</td>
<td>4,84,07</td>
<td>6,67,26</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>634</td>
<td>Works costing below Rs.2.5 crore each</td>
<td>8,34,07</td>
<td>6,67,26</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 8.3.2

**SOUTH EASTERN RAILWAY**

2017-18 के लिए मशीन और संयंत्र कार्यक्रम / Machinery and Plant Program for 2017-18

<table>
<thead>
<tr>
<th>नं.</th>
<th>विवरण / Particulars</th>
<th>आयात / Allocation</th>
<th>ल्यूटक्स नाम / Sanctioned Cost</th>
<th>मार्च 2018 के अंत तक नाम / Exp. at the end of March 2018</th>
<th>2016-17 के लिए संशोधित परिषद / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए संशोधित परिषद / Revised Outlay for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>635</td>
<td>बंगालुरु कारखाना - सी-एमएस गर्डियन टांकिंग लैभरे</td>
<td>पूंजी</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>635</td>
<td>Kharagpur Workshop - CNC Vertical Turning Lathe</td>
<td>यूजर</td>
<td>DRF</td>
<td>2,71,49</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>636</td>
<td>बंगालुरु कारखाना - घरेंगे अंश कार्यक्रम कार्यक्रम x 5.9 (ईम्पोर्ट)एक (एफ) अधिकारी या 11.0 एम के लिए पेंट युक्त (नया)</td>
<td>पूंजी</td>
<td>Cap.</td>
<td>9,86,20</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>637</td>
<td>Kharagpur Workshop - Paint Booth (Complete) for Coaches Size - 32M(L) x 5.9 (W) x 6.2M(H) max 11.0 M with Drying Oven</td>
<td>पूंजी</td>
<td>DRF</td>
<td>5,84,34</td>
<td>..</td>
<td>..</td>
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<tr>
<td>638</td>
<td>बंगालुरु खंडशेड - यूनियन लैभरे - मूर्तिन युक्त जोड़े</td>
<td>पूंजी</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>1,00,00</td>
</tr>
<tr>
<td>639</td>
<td>Works costing below Rs.2.5 crore each</td>
<td>पूंजी</td>
<td>DRF</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
</tr>
<tr>
<td>639</td>
<td>लेसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
<td></td>
</tr>
<tr>
<td>639</td>
<td>जोड़ - नई खंडशेड / Total-New Acquisition</td>
<td>पूंजी</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>1,00,01</td>
</tr>
<tr>
<td>639</td>
<td>मूर्तिनों</td>
<td>DRF</td>
<td>..</td>
<td>..</td>
<td>50,02</td>
<td></td>
</tr>
<tr>
<td>639</td>
<td>जोड़ - महीनों और संयंत्र /</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
<td></td>
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</tbody>
</table>

**B - NEW ACQUISITION**

<table>
<thead>
<tr>
<th>नं.</th>
<th>के लिए प्रयोग के प्रयोजन के कार्य</th>
<th>पूंजी</th>
<th>DRF</th>
<th>..</th>
<th>..</th>
<th>1,00,00</th>
</tr>
</thead>
<tbody>
<tr>
<td>636</td>
<td>के लिए प्रयोग के प्रयोजन के कार्य</td>
<td>पूंजी</td>
<td>DRF</td>
<td>..</td>
<td>..</td>
<td>1,00,01</td>
</tr>
<tr>
<td>637</td>
<td>मूर्तिनों</td>
<td>DRF</td>
<td>..</td>
<td>..</td>
<td>50,02</td>
<td></td>
</tr>
<tr>
<td>639</td>
<td>जोड़ - महीनों और संयंत्र /</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total - Machinery &amp; Plant</th>
<th>मूर्तिनों</th>
<th>DRF</th>
<th>..</th>
<th>..</th>
<th>6,63,02</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>भिक्षर (2)</td>
<td>DF(2)</td>
<td>..</td>
<td>..</td>
<td>1,64,07</td>
</tr>
<tr>
<td></td>
<td>भिक्षर (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>1,36,77</td>
</tr>
<tr>
<td></td>
<td>रास्को</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>26,22,93</td>
</tr>
</tbody>
</table>
### A - PROGRAMMED DELIVERIES

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>639</td>
<td>TM Hitachi complete for electric locos - 18 nos. @ 20 lakhs each</td>
<td>18</td>
<td>1,00,000</td>
<td>1,00,000</td>
</tr>
<tr>
<td>640</td>
<td>Works costing below Rs.2,50,000 each - Locomotives</td>
<td>10</td>
<td>2,50,000</td>
<td>2,50,000</td>
</tr>
</tbody>
</table>

### B - NEW ACQUISITION

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>641</td>
<td>Works costing below Rs.2,50,000 each - Carriages</td>
<td>10</td>
<td>2,50,000</td>
<td>2,50,000</td>
</tr>
<tr>
<td>642</td>
<td>Works costing below Rs.2,50,000 each - Cranes</td>
<td>1</td>
<td>2,50,000</td>
<td>2,50,000</td>
</tr>
</tbody>
</table>

### Additional Notes:
- **TM Hitachi**: Complete for electric locos - 18 nos. @ 20 lakhs each.
- **Motorsized Truck Assembly for WDG-3A DLW Pn No 11025979 for 4 nos @ Rs 1 crore each (Justification enclosed).**
- **25 kmph Loco with 3 kW alternator**: 10 coaches @ Rs 2.50,000 each.
- **40 ton diesel crane with match truck for carriage & wagon (1 No) @ Rs. 4 crore.**
<table>
<thead>
<tr>
<th>Item</th>
<th>विषय / Particulars</th>
<th>बजट / Allocation</th>
<th>सन्तोषित लागत / Sanctioned Cost</th>
<th>मार्च 2018 के अंत तक अत्यन्त / Exp. at the end of March 2018</th>
<th>2016-17 के प्रस्तावित परिवाह / Revised Outlay for 2016-17</th>
<th>2017-18 के प्रस्तावित परिवाह / Revised Outlay for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>जोड़ - सकारात्मक डिटेल्स / TOTAL-Carriages</td>
<td>पूर्ण</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>/</td>
</tr>
<tr>
<td>जोड़ - नई सीरीज / Total-New Acquisition</td>
<td>पूर्ण</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>25</td>
</tr>
<tr>
<td>रेलिंगको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>जोड़ - चल स्टॉक /</td>
<td>पूर्ण</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>3,47,93</td>
</tr>
<tr>
<td>Total - Rolling Stock</td>
<td>रेलिंगको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>46,00,07</td>
</tr>
<tr>
<td>विषय</td>
<td>विवरण</td>
<td>विषय</td>
<td>विवरण</td>
<td>क्रेडिट अनुमान</td>
<td>नीतिविधि अनुमान</td>
<td>वर्तमान क्रेडिट</td>
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<tr>
<td>-------</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>----------------</td>
<td>----------------</td>
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</tr>
<tr>
<td>A.1.</td>
<td>A.1 - Balance at commencement of the year</td>
<td>A.1 - Stores (Other than Fuel)</td>
<td>A.1 - Stores (Other than Fuel)</td>
<td>18,00,00</td>
<td></td>
<td>18,00,00</td>
</tr>
<tr>
<td>1. विभाग</td>
<td>1 Stores-In-Stock</td>
<td>i.a Scrap</td>
<td>6.27,36</td>
<td>6.37,06</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.b</td>
<td>i.b Other than Scrap</td>
<td>168,83,75</td>
<td>168,58,41</td>
<td>168,85,26</td>
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</tr>
<tr>
<td>1.c</td>
<td>i.c Total for Stores-in-Stock (1.a+i.b)</td>
<td>175,11,11</td>
<td>175,95,47</td>
<td>186,65,26</td>
<td></td>
<td></td>
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<tr>
<td>2. विभाग</td>
<td>2 Stores-in-Transit</td>
<td>ii. Stores-in-Transit</td>
<td>8.97,02</td>
<td>3.38,57</td>
<td>4,00,00</td>
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</tr>
<tr>
<td>iii. वाणिज्यिक</td>
<td>iii Outstanding in Stock Adjustment Account</td>
<td>iii.a Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii.b</td>
<td>iii.b Other than Scrap</td>
<td>-2,35,00</td>
<td>-4,84,44</td>
<td>-7,44,61</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii.c</td>
<td>iii.c Total for Outstanding in Stock Adjustment Account</td>
<td>(iii.a + iii.b)</td>
<td>-2,35,00</td>
<td>-4,84,44</td>
<td>-7,44,61</td>
<td></td>
</tr>
<tr>
<td>iv</td>
<td>विभाग</td>
<td>iv Outstanding Purchase Suspense</td>
<td>14,50,12</td>
<td>55,19,69</td>
<td>18,00,00</td>
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<tr>
<td>v. वाणिज्यिक</td>
<td>v outstanding sales</td>
<td>v.a Scrap</td>
<td>-47,18,57</td>
<td>-20,09,79</td>
<td>-20,04,55</td>
<td></td>
</tr>
<tr>
<td>v.b</td>
<td>v.b Other than Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>v.c</td>
<td>v.c Total for Outstanding Sales Suspense (v.a + v.b)</td>
<td>-47,18,57</td>
<td>-20,09,79</td>
<td>-20,04,55</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi</td>
<td>विभाग</td>
<td>vi Total for Stores (i.c + ii + iii + iv + v.c)</td>
<td>149,04,68</td>
<td>209,59,50</td>
<td>181,16,10</td>
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</tr>
<tr>
<td>B. विभाग</td>
<td>- Receipts during the year</td>
<td>B - Receipts during the year</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>विभाग</td>
<td>i Stores Purchase Grant</td>
<td>i Stores Purchase Grant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. विभाग</td>
<td>1 for General Purpose Stores from DGS&amp;D</td>
<td>44,59,05</td>
<td>40,00,00</td>
<td>40,00,00</td>
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<td></td>
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<tr>
<td>2. विभाग</td>
<td>2 for Other than DGS&amp;D</td>
<td>492,79,70</td>
<td>510,00,00</td>
<td>520,00,00</td>
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<tr>
<td>3. विभाग</td>
<td>3 for Construction Depot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. विभाग</td>
<td>4 for issues to Coach builders</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. विभाग</td>
<td>5 for issues to Wagon builders</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. विभाग</td>
<td>6 for production of locomotives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. विभाग</td>
<td>7 for production of other rolling stock</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. विभाग</td>
<td>8 for defraying charged expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. विभाग</td>
<td>9 Total Purchase Grant (1.a to 1.b)</td>
<td>537,38,75</td>
<td>550,00,00</td>
<td>560,00,00</td>
<td></td>
<td></td>
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<tr>
<td>ii</td>
<td>ii from Manufacture into Stores</td>
<td>67,59,55</td>
<td>4,00,00</td>
<td>5,00,00</td>
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<td></td>
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<tr>
<td>iii. विभाग</td>
<td>3 returned from works</td>
<td>iii returned from works</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. विभाग</td>
<td>a workshop material</td>
<td>ii.a workshop material</td>
<td>31,26,09</td>
<td>34,80,00</td>
<td>37,05,00</td>
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<tr>
<td>b. विभाग</td>
<td>b scrap material</td>
<td>ii.b scrap material</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. विभाग</td>
<td>c Other material</td>
<td>ii.c Other material</td>
<td>68,07,02</td>
<td>64,00,00</td>
<td>103,00,00</td>
<td></td>
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<tr>
<td>d. विभाग</td>
<td>d Total (iii.a to iii.c)</td>
<td>iii.d Total (iii.a to iii.c)</td>
<td>99,33,11</td>
<td>118,80,00</td>
<td>140,05,00</td>
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</tr>
<tr>
<td>iv. अन्य वाणिज्यिक</td>
<td>iv Other debts</td>
<td>iv Total (iv.a to iv.c)</td>
<td>-2,02,11</td>
<td>10,00,00</td>
<td>10,00,00</td>
<td></td>
</tr>
<tr>
<td>v. विभाग</td>
<td>v Deduct for issues from Stores Suspense to Services/works within the Demand</td>
<td>iv.a Receipts after fabrication into Stores</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi. विभाग</td>
<td>vi Adjustment relating to Stock Adjustment</td>
<td>iv.b Transfer of Stores to Other Railways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>v. विभाग</td>
<td>v.d Total (v.a to v.d)</td>
<td>iv.d Total (iv.a to iv.c)</td>
<td>-2,02,11</td>
<td>10,00,00</td>
<td>10,00,00</td>
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</tr>
<tr>
<td>vi. विभाग</td>
<td>vi. Deduct for issues from Stores Suspense to Services/works within the Demand</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>vi.a</td>
<td>vi. Manufacture operations</td>
<td>v.a Manufacture operations</td>
<td>263,01,07</td>
<td>271,85,57</td>
<td>281,57,21</td>
<td></td>
</tr>
<tr>
<td>vi.b</td>
<td>vi.b Works</td>
<td>17,86</td>
<td>20,00</td>
<td>20,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi.c</td>
<td>vi.c Miscellaneous Advances Capital</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>vi.d</td>
<td>vi.d Scrap</td>
<td>v.d Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi.e</td>
<td>vi.e Total (v.a to v.d)</td>
<td>263,18,93</td>
<td>272,05,57</td>
<td>281,77,21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. विभाग</td>
<td>C - Total Debts during year</td>
<td>C - Total Debts during year</td>
<td>378,30,37</td>
<td>410,74,43</td>
<td>433,27,79</td>
<td></td>
</tr>
<tr>
<td>D. विभाग</td>
<td>D - Grand Total</td>
<td>D - Grand Total</td>
<td>527,35,05</td>
<td>620,33,93</td>
<td>614,43,89</td>
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<tr>
<td>E. विभाग</td>
<td>E - Issues during the year</td>
<td>E - Issues during the year</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>i. विभाग</td>
<td>i to Capital - Manufacture Suspense</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>Particulars</td>
<td>Actuals 2015-16</td>
<td>Revised Estimates 2016-17</td>
<td>Budget Estimates 2017-18</td>
<td></td>
<td></td>
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<td>------------</td>
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<td></td>
<td></td>
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<tr>
<td>ii. निर्माण क्रय</td>
<td>ii to Works</td>
<td>17.86</td>
<td>20.00</td>
<td>20.00</td>
<td></td>
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<tr>
<td>iii. निर्माण अवधि खुराक को</td>
<td>ii to Miscellaneous Advance - Capital</td>
<td>..</td>
<td>..</td>
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<tr>
<td>iv. a. घररेखा - कार्यालय</td>
<td>iv a to Stores - for issue to Coach builder</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td></td>
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<tr>
<td>iv.b. घररेखा - माल का निर्माण</td>
<td>iv b to Stores - for issue to Wagon builder</td>
<td>..</td>
<td>..</td>
<td>..</td>
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</tr>
<tr>
<td>v. रेलवे घररेखा</td>
<td>v to Revenue Stores (other than Fuel)</td>
<td>236.35,39</td>
<td>278,84,14</td>
<td>292,22,33</td>
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<td></td>
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<tr>
<td>vi. प्रकाशक - विभाग</td>
<td>vi a to Sales : Scrap</td>
<td>81,40,16</td>
<td>160,00,00</td>
<td>175,00,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi.b. अर्थव्यवस्था - विभाग</td>
<td>vi b to Sales : Other than Scrap</td>
<td>..</td>
<td>83,69</td>
<td>15,00,00</td>
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<tr>
<td>vi.c. अर्थव्यवस्था - रेलवे</td>
<td>vi.c to Inter-Railway Transfer : Scrap</td>
<td>..</td>
<td>..</td>
<td>..</td>
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<td></td>
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<tr>
<td>vi.d. रेलवे अर्थव्यवस्था - रेलवे</td>
<td>vi.d to Inter-Railway Transfer : Other than Scrap</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi.e. प्रकाशक/घररेखा के अन्तर्गत (vi.a + vi.b + vi.c + vi.d)</td>
<td>vi.e to Sales/Inter-Railway Transfer (vi.a + vi.b + vi.c + vi.d)</td>
<td>81,40,16</td>
<td>160,33,69</td>
<td>185,00,00</td>
<td></td>
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<tr>
<td>vii. सेवापदार क्रय</td>
<td>vii GENMAT Credits</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii. रेल क्रय - घररेखा (घररेखा के अन्तर्गत)</td>
<td>viii Total Issues - Stores (Other than Fuel)</td>
<td>580,94,48</td>
<td>711,23,40</td>
<td>758,99,54</td>
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<td></td>
</tr>
<tr>
<td>i. 7 और वर्ग का निर्माण</td>
<td>i. 7 to Stores in Stock</td>
<td>6.37,06</td>
<td>18,00,00</td>
<td>14,00,00</td>
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</tr>
<tr>
<td>ii. रेलवे के अन्तर्गत</td>
<td>ii Other than Scrap</td>
<td>169,58,41</td>
<td>168,65,26</td>
<td>153,26,11</td>
<td></td>
<td></td>
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<tr>
<td>iii. रेलवे के अन्तर्गत</td>
<td>iii. Total for Stores in Stock (i. a + i.b)</td>
<td>176,95,47</td>
<td>186,65,26</td>
<td>167,26,11</td>
<td></td>
<td></td>
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<tr>
<td>iv. रेलवे के अन्तर्गत</td>
<td>iv Stores in Transit</td>
<td>3,38,57</td>
<td>4,00,00</td>
<td>4,00,00</td>
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<td></td>
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<tr>
<td>v. रेलवे के अन्तर्गत</td>
<td>v Outstanding in Stock Adjustment Account</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi. रेलवे के अन्तर्गत</td>
<td>vi Outstanding for Outstanding Purchase Suspense</td>
<td>55,19,69</td>
<td>18,00,00</td>
<td>16,00,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vii. रेलवे के अन्तर्गत</td>
<td>vii Outstanding Sales Suspense</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii. रेलवे के अन्तर्गत</td>
<td>viii Outstanding Sales Suspense</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ix. रेलवे के अन्तर्गत</td>
<td>ix Total for Stores (i. c = i + ii + iii + iv + v + vi)</td>
<td>209,59,50</td>
<td>181,16,10</td>
<td>137,21,56</td>
<td></td>
<td></td>
</tr>
<tr>
<td>x. रेलवे के अन्तर्गत</td>
<td>x Grand Total</td>
<td>357,35,05</td>
<td>620,33,93</td>
<td>614,43,89</td>
<td></td>
<td></td>
</tr>
<tr>
<td>xi. मोडल क्रय</td>
<td>xi Net Debit/Credit during year</td>
<td>60,54,82</td>
<td>-28,43,40</td>
<td>-45,94,54</td>
<td></td>
<td></td>
</tr>
<tr>
<td>xii. मोडल क्रय</td>
<td>xii Budget allotment required</td>
<td>378,30,37</td>
<td>410,74,43</td>
<td>433,27,79</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**A. वर्ष की गुणवत्ता में से रेलवे**

**A.1 - रेलवे**

<table>
<thead>
<tr>
<th>Particulars</th>
<th>Actuals 2015-16</th>
<th>Revised Estimates 2016-17</th>
<th>Budget Estimates 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. रेलवे के अन्तर्गत</td>
<td>i Fuel-in-Stock</td>
<td>-11.52,69</td>
<td>-35,92,74</td>
</tr>
<tr>
<td>ii. रेलवे के अन्तर्गत</td>
<td>ii Fuel-in-Transit</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>iii. रेलवे के अन्तर्गत</td>
<td>iii Outstanding in Fuel Adjustment Account</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>iv. रेलवे के अन्तर्गत</td>
<td>iv Outstanding Purchase Suspense</td>
<td>-8,29,36</td>
<td>-3,82,84</td>
</tr>
<tr>
<td>v. रेलवे के अन्तर्गत</td>
<td>v Outstanding Sales Suspense</td>
<td>-4,84,46</td>
<td>-4,83,86</td>
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<tr>
<td>vi. रेलवे के अन्तर्गत</td>
<td>vi Total for Fuel (i to v)</td>
<td>-24,66,51</td>
<td>-44,99,24</td>
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</table>

**B. रेलवे के अन्तर्गत यातायातयातर**

**B.1 - रेलवे**

<table>
<thead>
<tr>
<th>Particulars</th>
<th>Actuals 2015-16</th>
<th>Revised Estimates 2016-17</th>
<th>Budget Estimates 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. रेलवे के अन्तर्गत</td>
<td>i Fuel Purchase Grant</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>ii. रेलवे के अन्तर्गत</td>
<td>ii for Coal</td>
<td>..</td>
<td>..</td>
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<tr>
<td>iii. रेलवे के अन्तर्गत</td>
<td>iii for Coke</td>
<td>..</td>
<td>..</td>
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<tr>
<td>iv. रेलवे के अन्तर्गत</td>
<td>iv for HSD</td>
<td>124,50,57</td>
<td>173,92,87</td>
</tr>
<tr>
<td>v. रेलवे के अन्तर्गत</td>
<td>v for Bio-diesel</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>vi. रेलवे के अन्तर्गत</td>
<td>vi for LNG</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>vii. रेलवे के अन्तर्गत</td>
<td>vii for CNG</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>viii. रेलवे के अन्तर्गत</td>
<td>viii for other fuels</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Particulars</td>
<td>Actuals 2015-16</td>
<td>Revised Estimates 2016-17</td>
<td>Budget Estimates 2017-18</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>-----------------</td>
<td>---------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>I. Total Purchase Grant (I.a to I.g)</td>
<td>124,50,57</td>
<td>173,92,87</td>
<td>208,57,92</td>
</tr>
<tr>
<td>C. Total Debts during year</td>
<td>124,50,57</td>
<td>173,92,87</td>
<td>208,57,92</td>
</tr>
<tr>
<td>D. Grand Total</td>
<td>99,84,06</td>
<td>129,33,63</td>
<td>163,35,76</td>
</tr>
<tr>
<td>E. - Issues during the year</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. - Revenue in Home Railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii. - Sales &amp; Transfer-Fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii. - Total Sales &amp; Transfer-Fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv. - Fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>v. - Balance at close of the year</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Fuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii. Fuel-In-Stock</td>
<td>-35,92,74</td>
<td>-36,22,16</td>
<td>-38,92,10</td>
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<tr>
<td>iii. Fuel-In-Transit</td>
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</tr>
<tr>
<td>iv. Outstanding in Fuel Adjustment Account</td>
<td></td>
<td></td>
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<tr>
<td>v. Outstanding Purchase Suspense</td>
<td>-8,82,64</td>
<td>-4,00,00</td>
<td>-4,00,00</td>
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<tr>
<td>vi. Outstanding Sales Suspense</td>
<td>-4,83,86</td>
<td>-5,00,00</td>
<td>-5,00,00</td>
</tr>
<tr>
<td>vii. - Closing Balance (Fuel) (I.a to I.e)</td>
<td>-44,59,24</td>
<td>-45,22,16</td>
<td>-47,92,10</td>
</tr>
<tr>
<td>I. Grand Total</td>
<td>99,84,06</td>
<td>129,33,63</td>
<td>163,35,76</td>
</tr>
<tr>
<td>II. Net Debit/Credit during year</td>
<td>-19,92,73</td>
<td>-62,92</td>
<td>-2,69,94</td>
</tr>
<tr>
<td>III. Budget allotment required</td>
<td>124,50,57</td>
<td>172,92,87</td>
<td>208,57,92</td>
</tr>
<tr>
<td>IV. TOR - Fuel</td>
<td>-31</td>
<td>-28</td>
<td>-23</td>
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<tr>
<td>V. Net Debts during the Year</td>
<td>502,80,94</td>
<td>584,67,30</td>
<td>641,88,71</td>
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<tr>
<td>VI. Net Debts/credit during the Year</td>
<td>462,18,85</td>
<td>613,73,62</td>
<td>688,50,19</td>
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<tr>
<td>विवरण</td>
<td>Particulars</td>
<td>बाणातील अंक</td>
<td>नोटदातित अंक</td>
</tr>
<tr>
<td>------------</td>
<td>------------------------------------------</td>
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</tr>
<tr>
<td>A. - वर्ष के शुरू में लेह</td>
<td>A - Balance at commencement of the year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.1 - निर्माण पंक्ति लेह</td>
<td>A1 - Manufacture Suspense Balance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. बाजार निर्माण बाजू</td>
<td>i Works-in-progress</td>
<td>85,95,16</td>
<td>37,94,44</td>
</tr>
<tr>
<td>ii. बाजू की गई बैंक का लाभ</td>
<td>ii Amounts outstanding for realisation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii.a कारखाने लेह (टिकटन्डोरिंग हांगॉर)</td>
<td>ii.a Workshop scrap (turnings/borings etc.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii.b बाजू के अन्तरिक्ष</td>
<td>ii.b Other than Scrap</td>
<td></td>
<td></td>
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<tr>
<td>ii.c बाजू की गई बैंक का लाभ (ii.a+ii.b)</td>
<td>ii.c Total amounts outstanding for realisation (ii.a+ii.b)</td>
<td></td>
<td></td>
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<tr>
<td>iii. निर्माण,अनुपालन के लिए नालीदार की पृष्ठभागीत</td>
<td>iii Bills/Debits to be raised for works</td>
<td></td>
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<tr>
<td>iv. निर्माण - कारखाने निर्माण उद्योग आवश्यक</td>
<td>iv Total WMS Opening Balance (i + ii.c + iii)</td>
<td>85,95,16</td>
<td>37,94,44</td>
</tr>
<tr>
<td>A. 2 - विवाह उद्योग लेह</td>
<td>A 2 - Development Suspense Balance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>जोड़ - A1+A.2</td>
<td>Total A1+A.2</td>
<td>85,95,16</td>
<td>37,94,44</td>
</tr>
<tr>
<td>B. - वर्ष के दौरान लेह</td>
<td>B - Debts during the year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I. प्रभारी आवश्यक पर वार्षिक आमल के लिए पृष्ठभागीत</td>
<td>i Wages (Payment of shop labour etc.)</td>
<td>346,18,12</td>
<td>402,91,00</td>
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<tr>
<td>ii. मालिक</td>
<td>ii Material</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii.a बाजू का उद्योग से सम्बन्धित</td>
<td>ii.a Material from Stores Suspense</td>
<td>263,01,07</td>
<td>271,85,57</td>
</tr>
<tr>
<td>ii.b सांस्कृतिक भावना के लिए</td>
<td>ii.b Material by Direct purchase</td>
<td>32,97,72</td>
<td>105,96,86</td>
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<tr>
<td>ii.c वार्षिकों से सम्बन्धित</td>
<td>ii.c Material by Adjustments</td>
<td>165,85,35</td>
<td>164,15,85</td>
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<tr>
<td>जोड़ - मालिक (ii.a+ii.b)</td>
<td>ii.d Total Material (ii.a+ii.b)</td>
<td>461,84,14</td>
<td>541,97,28</td>
</tr>
<tr>
<td>iii. कारखाने निर्माण उद्योग का प्रभावित फिक कु ल में कारयों के लिए</td>
<td>iii Outlay for Wms book works charged to WMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>पृष्ठभाग</td>
<td>viii Miscellaneous Charges</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv. a उद्योग</td>
<td>iv.a Contracts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>v. बाजू पूर्णान</td>
<td>iv.b Energy Payments</td>
<td>39,61,82</td>
<td>42,00,00</td>
</tr>
<tr>
<td>v. c कारखाने द्वारा पूर्णान</td>
<td>iv.c Fuel use within workshop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi. d मालिक</td>
<td>iv.d Miscellaneous</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vii. a कुल विवाह प्रभार (iv.a to iv.d)</td>
<td>iv.e Total Miscellaneous Charges (iv.a to iv.d)</td>
<td>39,61,82</td>
<td>42,00,00</td>
</tr>
<tr>
<td>v. विवाह पृष्ठभाग</td>
<td>v. Charged expenditure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>v.a मालिक के लिए बैंक का लाभ</td>
<td>v.a Charged exp towards Wages</td>
<td></td>
<td></td>
</tr>
<tr>
<td>v.b कारखाने के लिए बैंक का लाभ (v+a+b)</td>
<td>v.b Charged exp towards Other than Wages</td>
<td></td>
<td></td>
</tr>
<tr>
<td>v.c कारखाने का बाजू (टिकटन्डोरिंग हांगॉर) वार्षिक (ि-ि-ि)</td>
<td>v.c Total for Charged expenditure (v+a+b)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi. कारखाने लेह (टिकटन्डोरिंग हांगॉर) वार्षिक (ि-ि-ि)</td>
<td>vi Workshop scrap (turnings/borings etc.) realisation (ि-ि)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>जोड़ - कुल (vi+i+ii+iii-v-xvi)</td>
<td>vii Total (i + II.d + III + Iv.e + V + vi)</td>
<td>837,64,08</td>
<td>986,88,28</td>
</tr>
<tr>
<td>C. - वर्ष के भीतर सक्रिय निर्माण का कारखाने निर्माण उद्योग से निर्माण की पृष्ठभागीत</td>
<td>C - Deduct for issues from WMS to services/works within the demand</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. निर्माण की पृष्ठभागीत</td>
<td>i issues to Works</td>
<td>62,51,98</td>
<td>95,00,00</td>
</tr>
<tr>
<td>ii. भारत सरकार की पृष्ठभागीत</td>
<td>ii Issues to Stores Suspense</td>
<td>31,26,09</td>
<td>34,80,00</td>
</tr>
<tr>
<td>ii.a बाजू</td>
<td>ii.a Scrap</td>
<td>6,79,55</td>
<td>4,00,00</td>
</tr>
<tr>
<td>ii.b बाजू के अन्तरिक्ष</td>
<td>ii.b Other than Scrap</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii.c भारत सरकार की पृष्ठभागीत का जोड़ (ii.a+ii.b)</td>
<td>ii.c Total for Issues to Stores Suspense (ii.a+ii.b)</td>
<td>38,05,64</td>
<td>38,80,00</td>
</tr>
<tr>
<td>जोड़ (ि+ii)</td>
<td>iii Total (i + ii.c)</td>
<td>100,57,62</td>
<td>133,80,00</td>
</tr>
<tr>
<td>D. - वर्ष के दौरान कुल डेबिट (ि+ii) - C(ii)</td>
<td>D - Total Debts during year (b+ii) - C(iii)</td>
<td>737,06,46</td>
<td>853,08,28</td>
</tr>
<tr>
<td>E. - कुल जोड़ (कारखाने निर्माण उद्योग का प्रभावित वर्ष के दौरान प्रभाव)</td>
<td>E - Grand Total (WMS Opening Balance + Debits during the year)</td>
<td>823,01,62</td>
<td>891,02,72</td>
</tr>
<tr>
<td>E.1. - अनुमोदन उद्योग</td>
<td>E.1- Labour Suspense - 479.75,12</td>
<td>421,88,07</td>
<td>464,48,95</td>
</tr>
<tr>
<td>E.2. - क्रेडिटेट का अनुमान जोड़</td>
<td>E.2 - Total as per condensed suspended</td>
<td>443,26,50</td>
<td>1312,90,79</td>
</tr>
<tr>
<td>F. - कारखाने के दौरान क्रेडिटेट</td>
<td>F - Credits during the year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. निर्माण कार्य के लिए</td>
<td>i to Works</td>
<td>62,51,98</td>
<td>95,00,00</td>
</tr>
<tr>
<td>ii. पूंजी भर्ती उद्योग - क्रेडिटेट के लिए निर्माण</td>
<td>ii to Capital Stores Suspense - Manufacture for Stock</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii.a बाजू</td>
<td>ii.a Shops</td>
<td></td>
<td></td>
</tr>
<tr>
<td>विभाग</td>
<td>Particulars</td>
<td>भारतीय</td>
<td>नोटिफिकेशन</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>ii.b</td>
<td>अन्य विभागित वस्तुएँ</td>
<td>ii.b Other Manufacture</td>
<td>6,79,55</td>
</tr>
<tr>
<td>i.c</td>
<td>वस्तुएँ की गई सामग्री</td>
<td>ii.c Released material</td>
<td>31,26,09</td>
</tr>
<tr>
<td>ii(c)</td>
<td>गिलास</td>
<td>ii(c) Glass</td>
<td>31,26,09</td>
</tr>
<tr>
<td>ii(c)</td>
<td>गिलास के अन्य</td>
<td>ii(c) Other than Glass</td>
<td>..</td>
</tr>
<tr>
<td>ii(d) कुल गिलास</td>
<td>ii(d) Total Glass</td>
<td>31,26,09</td>
<td>37,05,00</td>
</tr>
<tr>
<td>iii.a</td>
<td>गिलास - नोवेल रेलवे (PU 34)</td>
<td>iii.a Glasses - Novel Railway (PU 34)</td>
<td>219,18,16</td>
</tr>
<tr>
<td>iii.b</td>
<td>गिलास - नोवेल रेलवे (PU 35)</td>
<td>iii.b Glasses - Novel Railway (PU 35)</td>
<td>179,65,08</td>
</tr>
<tr>
<td>iii.c</td>
<td>कुल मिलाकर (iii.a + iii.b)</td>
<td>iii.c Total (iii.a + iii.b)</td>
<td>398,83,24</td>
</tr>
<tr>
<td>iv</td>
<td>रेलवे को - बाहरी सामग्री</td>
<td>iv to Revenue: Other Railway</td>
<td>..</td>
</tr>
<tr>
<td>iv.a</td>
<td>यू.एन.ए. - नोवेल रेलवे (PU 63)</td>
<td>iv.a U.O.N. - Novel Railway (PU 63)</td>
<td>98,19,56</td>
</tr>
<tr>
<td>iv.b</td>
<td>यू.एन.ए. - नोवेल रेलवे (PU 64)</td>
<td>iv.b U.O.N. - Novel Railway (PU 64)</td>
<td>104,80,59</td>
</tr>
<tr>
<td>iv.c</td>
<td>कुल (बाहरी सामग्री को)</td>
<td>iv.c Total (v)</td>
<td>202,00,15</td>
</tr>
<tr>
<td>v</td>
<td>देश कुल</td>
<td>v to Pink Book</td>
<td>..</td>
</tr>
<tr>
<td>v.a.1</td>
<td>आर्थिक संबंध (स्थानिक)</td>
<td>v.a.1 Other than RSP items (PHS other than RSP)</td>
<td>..</td>
</tr>
<tr>
<td>v.a.2</td>
<td>आर्थिक संबंध (व्यवसाय)</td>
<td>v.a.2RSP (B.O. - Other than Spares)</td>
<td>..</td>
</tr>
<tr>
<td>v.a.3</td>
<td>आर्थिक संबंध (व्यवसाय)</td>
<td>v.a.3RSP (B.O. - Spares)</td>
<td>..</td>
</tr>
<tr>
<td>v.b</td>
<td>वित्तीय संबंध</td>
<td>v.b RSP (Immiscible)</td>
<td>164,12,17</td>
</tr>
<tr>
<td>vi</td>
<td>आर्थिक संबंध (रेलवे)</td>
<td>vi to RSP: Revenue (NRCs)</td>
<td>..</td>
</tr>
<tr>
<td>vi.a</td>
<td>ग्राहकों के लिए काम कराना</td>
<td>vi.a work done for Government Departments</td>
<td>25,00,00</td>
</tr>
<tr>
<td>vi.b</td>
<td>ग्राहकों के लिए काम कराना</td>
<td>vi.b work done for Public</td>
<td>..</td>
</tr>
<tr>
<td>vi.c</td>
<td>ग्राहकों के लिए काम कराना</td>
<td>vi.c work done for Others (other than Govt. Departments &amp; Public)</td>
<td>13,11,62</td>
</tr>
<tr>
<td>vii</td>
<td>कुल (vi.a + vi.b + vi.c)</td>
<td>vii Total (vi.a + vi.b + vi.c)</td>
<td>184,23,79</td>
</tr>
<tr>
<td>viii</td>
<td>रेल्वे संचालन</td>
<td>viii GCVAT Credits</td>
<td>..</td>
</tr>
<tr>
<td>ix</td>
<td>आर्थिक संबंध</td>
<td>ix to Revenue: Miscellaneous / Special Repair &amp; Maintenance</td>
<td>..</td>
</tr>
<tr>
<td>ix.a</td>
<td>ग्राहकों के लिए काम कराना</td>
<td>ix.a work done for Home Railway</td>
<td>..</td>
</tr>
<tr>
<td>ix.b</td>
<td>ग्राहकों के लिए काम कराना</td>
<td>ix.b work done for Foreign Railway</td>
<td>..</td>
</tr>
<tr>
<td>X</td>
<td>कुल (I + II + III + IV + V + VI + VII + VIII)</td>
<td>X Total (I + II + III + IV + V + VI + VII + VIII)</td>
<td>885,64,80</td>
</tr>
<tr>
<td>G</td>
<td>ग्राहकों के लिए काम कराना</td>
<td>G - Deduct for issues within the demand (F.J + F.II.d)</td>
<td>100,57,62</td>
</tr>
<tr>
<td>H</td>
<td>कुल (I + II + III + IV + V + VI + VII + VIII)</td>
<td>H - Total Credits during the year (F.Ix - G)</td>
<td>765,07,18</td>
</tr>
<tr>
<td>I</td>
<td>वर्तमान के अंतर्गत विभागित वस्तुएँ केंद्र</td>
<td>I - Manufature Suspose Balance at close of the year</td>
<td>..</td>
</tr>
<tr>
<td>i</td>
<td>वर्तमान के अंतर्गत विभागित वस्तुएँ केंद्र</td>
<td>i Works-in-progress</td>
<td>37,94,44</td>
</tr>
<tr>
<td>ii</td>
<td>वस्तुएँ की गई सामग्री</td>
<td>ii Amounts outstanding for realisation</td>
<td>..</td>
</tr>
<tr>
<td>ii.a</td>
<td>वस्तुएँ की गई सामग्री (डीटेर्निंगों को शामिल)</td>
<td>ii.a exclusive workshop scrap (turnings/borings etc.)</td>
<td>..</td>
</tr>
<tr>
<td>ii.b</td>
<td>वस्तुएँ की गई सामग्री (डीटेर्निंगों को नहीं शामिल)</td>
<td>ii.b Other than Scrap</td>
<td>..</td>
</tr>
<tr>
<td>ii.c</td>
<td>वस्तुएँ की गई सामग्री</td>
<td>ii.c Total amounts outstanding for realisation (ii.a + ii.b)</td>
<td>..</td>
</tr>
<tr>
<td>iii</td>
<td>वस्तुएँ की गई सामग्री</td>
<td>iii Bills/Debits to be raised for works</td>
<td>..</td>
</tr>
<tr>
<td>iv</td>
<td>कुल (I + II + III)</td>
<td>iv Total WMS Closing Balance (I + II + III)</td>
<td>37,94,44</td>
</tr>
<tr>
<td>J</td>
<td>वर्तमान के अंतर्गत किशोरी वस्तुएँ अनुमान</td>
<td>J - Development Suspose at close of the year</td>
<td>..</td>
</tr>
<tr>
<td>कुल (+)</td>
<td>कुल (+)</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>K</td>
<td>कुल (के)</td>
<td>K - Grand Total (Total Credits during the year + Closing Balance)</td>
<td>823,01,62</td>
</tr>
<tr>
<td>L</td>
<td>लाभ संपादन</td>
<td>L - Labour Suspense</td>
<td>..</td>
</tr>
<tr>
<td>M</td>
<td>कुल (म)</td>
<td>M - Total as per combined Suspense</td>
<td>823,01,62</td>
</tr>
<tr>
<td>N</td>
<td>कुल (न)</td>
<td>N - Net Debit/Credit during year (D - H)</td>
<td>-48,09,72</td>
</tr>
<tr>
<td>O</td>
<td>कुल (0)</td>
<td>O - Budget allotment required (D)</td>
<td>737,06,46</td>
</tr>
<tr>
<td>विवरण</td>
<td>Particulars</td>
<td>वाणिज्यिक मूल्यों</td>
<td>वित्तपत्रिका मूल्यों</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------</td>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>विविध अद्धयाला</td>
<td>Miscellaneous Advances</td>
<td></td>
<td></td>
</tr>
<tr>
<td>वर्ष के शुरू में स्थिति</td>
<td>Balance at commencement of the year</td>
<td>14,43,32</td>
<td>14,43,32</td>
</tr>
<tr>
<td>वर्ष के दौरान नाम खाते</td>
<td>Debits during the year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) भौमाण्ड उखंड से</td>
<td>(a) From Store Suspense</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) भौहार उखंड से हार लोट से</td>
<td>(b) From Other than Store Suspense</td>
<td>123,43,45</td>
<td></td>
</tr>
<tr>
<td>वर्ष के दौरान कुल जुगा खाता (a+b)</td>
<td>Total Debits during the Year (a+b)</td>
<td>123,43,45</td>
<td></td>
</tr>
<tr>
<td>जोड़</td>
<td>Total</td>
<td>137,86,77</td>
<td>14,43,32</td>
</tr>
<tr>
<td>वर्ष में जनप खाते</td>
<td>Credits during the year</td>
<td>123,43,45</td>
<td></td>
</tr>
<tr>
<td>वर्ष के अन्त में प्रभावित स्थिति</td>
<td>Anticipated Balance at close of the year</td>
<td>14,43,32</td>
<td>14,43,32</td>
</tr>
<tr>
<td>जोड़</td>
<td>Total</td>
<td>137,86,77</td>
<td>14,43,32</td>
</tr>
<tr>
<td>वर्ष के दौरान नाम खाते या नया खाते की शुरू स्थिति</td>
<td>Net Debit or Credit during the year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>बजट के लिए अन्तर्भाषित रक्षा</td>
<td>Budget allotment required</td>
<td>123,43,45</td>
<td></td>
</tr>
</tbody>
</table>