

Annexure- I
(Para 3.1.6)

Sample selection of MM works reviewed

Sl. No.	Railway	Name of original project	Cost (in crore)	Name of MM projects	Cost of MM projects (in crore)
1	Eastern	Lakshmikantapur – Namkhana NL (46.61 kms.)	100.89	1) Namkhana –Chandranagar NL (14 kms.)	78.9
				2) Kakdwip – Budakhali NL (5 kms.)	61.85
				3) Chandranagar – Bakhali NL (17.2 kms.)	165.35
		Tarakeswar – Bishnupur NL (85 kms.)	479.20	1) Tarakeswar – Dhaniakhali NL (19 kms.)	133.58
				2) Arambagh – Irphala NL (18.3 kms.)	149.53
				3) Irphala – Ghatal NL (11.2 kms.)	95
				4) Arambagh – Champadanga NL (23.3 kms.)	288.81
		Manderhill – Dumka – Rampurhat NL (130 kms.)	259.34	Rampurhat – Murarai 3 rd line (29.48 kms.)	224.05
		Tarakeswar – Magra NL (51.95 kms.)	365.17	Tarakeswar – Furfura Sharif NL (21.75 kms.)	162.37
		Bardhaman – Katwa G.C. (51.22 kms.)	245.15	1) Katwa – Bazarsau DL (30.59 kms.)	271.39
				2) Katwa (Dainhat) – Manteswar NL (34.4 kms.)	256.2
				3) Negum – Mangalkot NL (8.60 kms.)	251.5
				4) Manteswar – Memari NL (35.6 kms.)	82.11
		New Alipur – Akra DL (9.76 kms.)	18.09	1) Budge Budge – Pujali NL (11.0 kms.)	97.17
				3) Pujali – Uluberia (Birshivpur) NL (10.25 kms.)	295.84
				3) Pujali – Bakrahat NL (9.75 kms.)	83.48
		Sonarpur – Ghutiarisarif DL (14.96 kms.)	30.47	Kalikapur – Minakhan via Ghatakpukur NL (38.0 kms.)	268.55
		Chandpara – Bongaon DL (9.77 kms.)	22.23	1) Bongaon – Chandabazar NL (11.5 kms.)	57.16
				2) Bongaon – Poramaheshtala NL (20 kms.)	140.81
				3) Chandabazar – Bagdah NL (13.86 kms.)	117.77
		Chinpai – Sainthia DL (31.61 kms.)	86.66	1) Prantik – Suri NL (33.98 kms.)	149.55
				2) Chowrigacha – Sainthia via Kandi NL (56.50 kms.)	302.15
		Dakshin Barasat – Laxmikantapur DL (19.68 kms.)	119.05	1) Joynagar – Raidighi NL (20.0 kms.)	140.46
				2) Joynagar – Durgapur NL (32.0 kms.)	273.87
		Shantipur – Kalinarayanpur DL	104.80	Ranaghat (Aranghata) – Duttaphulia NL (8.17 kms.)	69.76
		Katwa – Patuli DL (17.70 kms.)	121.95	Ahmedpur – Katwa G.C. (51.92 kms.)	357.08
Sondalia – Champapukur DL (23.64 kms.)	136.55	Bira – Chakla NL (11.5 kms.)	129.97		
Dankuni – Chandanpur 4 th line (25.41 kms.)	198.88	Baruipara – Furfura Sharif NL (12.30 kms.)	97.56		
Krishnanagar – Kalinarayanpur DL (21.99 kms.)	43.49	1) Krishnanagar – Shantipur G.C. (15.29 kms.)	34.86		
		2) Krishnanagar City (Dhubulia) – Charatala NL (13.0 kms.)	119.38		
Deoghar – Sultanganj NL (117.125 kms.)	282.00	1) Banka – Barahat NL (15.53 kms.)	312.00		
		2) Banka – Bitia Road NL (22 kms.)	N.A.		

2	East Central	Restoration of dismantled line of Fatuha-Islampur (42.41 kms.)	49.50	1) Daniawan to Biharsharif NL (38.28 Km)	104.79
				2) Biharsharif to Barbiga NL (26 Km)	103.86
				3) Barbiga to Sheikhpura NL (26 Km)	516.41
				4) Neora/Danapur to Daniawan NL (36 Km)	
	Mansi-Saharsa G.C. (43.61 kms.)	48.39	1) Saharsa-Dauram Madhepura G.C.	40.19	
			2) Dauram Madhepura-Purnia G.C.	129.75	
			3) Construction of new bridge no. 53 on permanent diversion and allied work in Mansi-Badala ghat section	4.27	
			4) Banmankhi-Bihariganj G.C.	36.80	
			5) Construction of guide bund of bridge no. 45,50,52 and 53.	8.16	
			6) Removal of cause ways between Saharsa-Purnia	2.39	
3	East Coast	Raipur- Titlagarh DL (203 Km)	758.10	1) Mandirhasaud - New Raipur NL (20 Km.)	100.00
				2) Gauge Conversion of Kendri - Dhamtari including Abhanpur - Rajim (67.20 Km.)	283.85
4	Northern	Utratia-Sultanpur-Zafarabad DL (148 Kms.)	369.90	1) Akbarganj -Rae Bareli NL (46.90 Kms)	295.67
				2) Sultanpur - Amethi NL (29.22 Kms)	153.83
5	North Eastern	Kanpur-Kasganj-Bareilly & Kasganj-Mathura G.C. (458 Kms.)	658.11	Bareilly to Lalkuan G.C. (83.85Kms)	133.93
		Maharajganj-Masrakh NL (35.49 Kms.)	54.35	Masrakh to Rewa Ghat NL (30 Kms.)	83.77
6	North East Frontier	G.C. of Katihar-Jogbani including Katihar- Barsoi-Radhikapur (200 Kms.)	402.98	1) Katihar-Tejnarayanpur G.C. (34 Kms.)	65.08
				2) Conversion of MG coaching depot at Katihar	10.99
				3) Raiganj-Dalkhola NL (43.43 Kms.)	291.53
	Eklakhi-Balurghat NL (86.75 Kms.)	36.38	1) Itahar-Raiganj NL (21.82 Kms.)	129.30	
			2) Itahar-Buniadpur NL (39 Kms.)	287.94	
	G.C. of New Jalpaiguri-Siliguri Jn.-New Bongaigaon along with Branch Line (417.07 Kms.).	123.88	1) Chalsa-Naxal NL (16 Kms.)	292.93	
			2) Rajabhatkhowa-Jainti NL (15.13 Kms.)	180.16	
	Lumding-Silchar G.C. (198 Kms.)	648.00	1) Baraigram-Dullabchera G.C, (29.4 Kms.)	103.84	
2) Karimganj-Mahishasan G.C. (10.3 Kms.)			55.00		
7	North Western	Udaipur – Chittaurgarh – Ajmer G.C.(300 Kms.)	433.39	1) Udaipur – Umra Gauge Conversion (10.50 kms.)	21.79
				2) Mavli – Nathdwara Gauge Conversion (15.27 kms.)	31.94
				3) Mavli–Badisadri Gauge Conversion (82.01kms.)	290.66
				4) Nathdwara – New Nathdwara New Line (10.80kms.)	107.19
	Rewari – Sadulpur G.C. (141 kms.)	243.19	Sadulpur – Hissar G.C. (70 kms)	121.00	

8	Southern	Tiruchchirappalli – Thanjavur-Nagore-Karaikal G.C. (135 Kms)	109.05	1) Nagore-Karaikal NL (11Kms)	33.78
				2) Nagapattinam-Velankanni NL (10 Kms)	23.69
				3) Nagapattinam-Tiruthuraipundi NL (35 Kms)	126.14
				4) Karikkal – Peralam NL (23 Kms)	110.19
				5) Additional facilities at Nagore and Nagapattinam	4.17
	Mayiladuthurai-Thiruvavur-Karaikudi and Tiruthuraipundi-Agasthiampalli G.C. (223.69 Kms)	404.19	1) Restoration of dismantled line Nidamangalam-Mannargudi (13.25 Kms)	62.17	
			2) Mannargudi-Pattukkottai NL (41 Kms)	215.59	
			3) Thanjavur-Pattukkottai NL (47 Kms)	290.05	
9	South Central	Jaggayapeta-Mellacheruvu New Line (19.1 km)	53.21	Mellacheruvu-Janpahad New Line (24 km)	174.56
10	South Eastern	Bankura – Damodar River Railway G.C.Project (96.60 kms)	111.90	1) Rainagar – Masagram NL (20.9 kms)	46.25
				2) Bankura (Chhatna)- Mukutmonipur NL (48.25 kms)	85.63
				3) Bowaichandi - Khana NL (24.40 kms)	81.38
				4) Mukutmonipur - Uparsol NL (26.7 kms)	211.51
				5) Bankura (Kalabati) – Purulia via Hura NL (65 kms)	294.89
				6) Mukutmonipur – Jhilimili NL (24 kms)	239.36
	Howrah- Amta New BG line with a branch line from Bargachia - Champadanga (73.66 kms)	154.30	1) Champadanga - Tarakeswar NL (8 kms)	141.93	
			2) Amta - Bagnan NL (15.8 kms)		
			3) Janghipara to Furfura Sharif NL (12.3 kms)	97.23	
	Tamluk-Digha NL (88.9 kms)	293.97	1) Deshpran to Nandigram NL (17 kms)	121.43	
			2) Kanthi to Egra NL (26.2 kms)	247.27	
			3) Nandigram to Kandiamari NL (7 kms)	75.62	
			4) Nandakumar to Balaipanda NL (27 kms)	275.14	
Digha –Jaleswar (41 kms) New Line	352.65	Digha – Egra NL (31 kms)	298.52		
11	South East Central	Gauge Conversion of Jabalpur – Gondia section (285.45 kms)	1037.90	Katangi - Tirodi NL (15.36 Km)	119.64
12	Western	Rajkot –Veraval G.C. (185 kms)	100.00	1) Wanasjaliya to Jetalsar G.C. (90.66 Kms)	98.00
				2) Somnath to Veraval NL (5.02 Kms)	14.52
				3) Shapur – Saradiya G.C. (46 Km)	196.30
				4) Somnath to Kodinar NL (36.91 km)	252.68
	Bhildi – Viramgam Gauge conversion (157 kms)	155.66	Mahesana-Taranga hill G.C. (57.4 kms)	191.14	
38	Total	9212.92	91	13383.86	

Note: 1. Eastern Railway - Original work-16, cost Rs.2613.92 crore, MM work-32, cost Rs.5268.06 crore

2. South Eastern Railway- Original work-4, cost Rs.912.82 crore, MM work-14, cost rs.2216.16 crore

Total of Eastern and South Eastern Rlys comes to - 20 main works costing-Rs.3526.74 crore and 46 MM work costing-Rs.7484.22 crore

Out of 42 ongoing works, 38 on going works were selected (including 8 old works of Railway Audit Report No.9 of 2004)- 75 per cent of works selected for Eastern, South Eastern and Northeast Frontier Railways and for other Zonal Railways 100 per cent of works have been selected.

Annexure I I

(Para 5.1.2.1)

Statement showing expected arising vis-à-vis target and achievement of sale of scrap

(` in crore)

Name of the Zonal Railway	Year	Expected arising intimated by zonal railways to Railway Board	Initial target fixed by Railway Board for zonal railways	Revised mid-term assesment of arising of scrap by Zonal Railways	Revised target fixed by Railway Board for Zonal railways	Actually achieved by zonal railways	Excess/ Shortfall w.r.t revised target/initial target (in case of non-availability of revised target)	Reasons for Shortfall/ Excess	Remarks	Percentage of achievement w.r.t initial target	Percentage of achievement w.r.t revised target
1	2	3	4	5	6	7	8	9	10	11	12
NWR	2010-11	121.00	262.00	300.00	300.00	400.12	100.12	More scrap available for auction.	Nil	152.72	133.37
	2011-12	125.00	294.00	155.00	194.00	204.85	10.85	More scrap available for auction.	Nil	69.68	105.60
	2012-13	121.00	225.00	160.00	160.00	166.68	6.68	More scrap available for auction.	Nil	74.08	104.17
WR	2010-11	160.00	287.00	NA	307.00	330.28	23.28	More scrap available for auction.		115.08	107.58
	2011-12	255.00	280.00	NA	320.00	346.15	26.15	More scrap available for auction.		123.63	108.17
	2012-13	255.00	355.00	NA	275.00	233.36	-41.64	Sudden fall of steel market		65.74	84.86
WCR	2010-11	102.00	254.00	NA	290.00	298.13	8.13	Scrap material from Engg. Deptt. was increased		117.37	102.80
	2011-12	210.00	214.00	NA	225.00	299.82	74.82	Scrap material from Engg. Deptt./ Mechanical Deptt. was increased and rate of Iron & steel was also increased.		140.10	133.25
	2012-13	180.00	258.00	NA	220.00	233.86	13.86	Target acheived in excess of (+) 13.86 crore due to material received from Engg. Deptt.		90.64	106.30
CR	2010-11	136.88	254.00	NA	272.00	276.90	4.90	-		109.02	101.80
	2011-12	170.00	249.00	NA	NA	255.73	6.73	-		102.70	0.00
	2012-13	155.33	285.00	NA	256.00	239.37	-16.63	Slow down of economy leading to very low demand for scrap.		83.99	93.50
SCR	2010-11	NA	282.00	173.30	302.00	335.20	33.20	Excess achievement was due to higher market price.	-	118.87	110.99
	2011-12	190.79	317.00	190.79	317.00	321.21	4.21	Excess achievement was due to higher market price.		101.33	101.33
	2012-13	257.60	346.00	257.60	320.00	325.16	5.16	Excess achievement was due to higher market price.		93.98	101.61
SECR	2010-11	97.21	187.00	199.00	230.00	265.44	35.44	Excess arising due to scrap material from Engg. & Mech. Dept.		141.95	115.41

Report No.26 of 2014 (Railways)

Name of the Zonal Railway	Year	Expected arising intimated by zonal railways to Railway Board	Initial target fixed by Railway Board for zonal railways	Revised mid-term assesment of arising of scrap by Zonal Railways	Revised target fixed by Railway Board for Zonal railways	Actually achieved by zonal railways	Excess/ Shortfall w.r.t revised target/initial target (in case of non-availability of revised target)	Reasons for Shortfall/ Excess	Remarks	Percentage of achievement w.r.t initial target	Percentage of achievement w.r.t revised target
1	2	3	4	5	6	7	8	9	10	11	12
	2011-12	87.57	150.00	150.00	150.00	133.12	-16.88	Less arising of scrap	However during the review of cumulative Statement for the month of Mar-2012 (Statement-II) of Dy.CMM(S)/GSD/ Raipur, it was noticed that Rails,other P.way materials,depot ferrous,4 Nos. of wagons, 1 coach,misc. depot misc. Division scrap of 2934.415 MT to tatal value of ` 8.23 crore were lying undisposed	88.75	88.75
	2012-13	81.67	140.00	140.00	140.00	146.65	6.65	Excess arising due to scrap material from Engg. & Mech. Dept.		104.75	104.75
SR	2010-11	147.00	312.00	147.00	334.00	347.20	13.20		Reasons not on record	111.28	103.95
	2011-12	218.00	297.00	267.00	297.00	342.24	45.24		Reasons not on record	115.23	115.23
	2012-13	199.00	303.00	199.00	295.00	280.73	-14.27	due to poor demand and power crisis in southern states	Reasons not on record	92.65	95.16
NR	2010-11	205.00	357.00	390.00	400.00	423.29	23.29	More scrap available for auction.	The excess/Shortfall is compared with original target fixed by Rly Board.	118.57	105.82
	2011-12	320.00	350.00	325.00	385.00	461.00	76.00	More scrap available for auction.	The excess/Shortfall is compared with original target fixed by Rly Board.	131.71	119.74
	2012-13	330.00	471.00	415.00	415.00	415.00	0.00	Due to less offering of scrap, non- auction of offered lots.	The excess/Shortfall is compared with original target fixed by Rly Board.	88.11	100.00
SWR	2010-11	100.00	177.00	NA	189.00	156.82	-32.18	—	Nil.	88.60	82.97
	2011-12	100.00	101.00	NA	NA	104.25	3.25	—	No mid term revision was made.	103.22	0.00
	2012-13	75.00	112.00	NA	NA	112.34	0.34	—	No mid term revision was made.	100.30	0.00

Report No.26 of 2014 (Railways)

Name of the Zonal Railway	Year	Expected arising intimated by zonal railways to Railway Board	Initial target fixed by Railway Board for zonal railways	Revised mid-term assesment of arising of scrap by Zonal Railways	Revised target fixed by Railway Board for Zonal railways	Actually achieved by zonal railways	Excess/ Shortfall w.r.t revised target/initial target (in case of non-availability of revised target)	Reasons for Shortfall/ Excess	Remarks	Percentage of achievement w.r.t initial target	Percentage of achievement w.r.t revised target
1	2	3	4	5	6	7	8	9	10	11	12
NCR	2010-11	205.00	262.00	205.00	300.00	218.07	-81.93	Not found on record		83.23	72.69
	2011-12	157.00	240.00	157.00	240.00	243.21	3.21	Not found on record		101.34	101.34
	2012-13	184.00	279.00	200.00	210.00	213.92	3.92	Not found on record		76.67	101.87
ECR	2010-11	0.00	133.00	NA	NA	137.83	4.83	Excess arising of scrap	Not available	103.63	0.00
	2011-12		130.00	NA	NA	154.10	24.10	Excess arising of scrap	Not available	118.54	0.00
	2012-13		158.00	NA	NA	165.74	7.74	Excess arising of scrap	Not available	104.90	0.00
ER	2010-11	197.00	255.00	NA	300.00	386.98	86.98	Due to excess arising		151.76	128.99
	2011-12	190.48	273.00	NA	320.00	352.98	32.98	Due to excess arising		129.30	110.31
	2012-13	214.00	272.00	NA	260.00	244.59	-15.41	Due to short arising		89.92	94.07
NER	2010-11	95.00	148.00	138.00	148.00	195.23	47.23	Due to excess arising		131.91	131.91
	2011-12	95.00	158.00	150.00	158.00	160.26	2.26	Due to excess arising		101.43	101.43
	2012-13	120.00	150.00	150.00	150.00	154.68	4.68	Due to excess arising		103.12	103.12
ECOR	2010-11	100.00	77.00	NA	NA	107.69	30.69	Not available.	Nil	139.86	0.00
	2011-12	100.00	107.70	NA	NA	113.24	5.54	Not available.	Nil	105.14	0.00
	2012-13	77.30	108.00	NA	NA	110.48	2.48	Not available.	Nil	102.30	0.00
NFR	2010-11	54.30	86.00	NA	92.00	83.78	-8.22	Due to less offering of scrap material to COS for disposal	Due to less offering of scrap material to COS for disposal	97.42	91.07
	2011-12	65.00	126.00	NA	80.00	90.81	10.81	Not available.	Not available.	72.07	113.51
	2012-13	75.00	102.00	NA	102.00	103.58	1.58	Not available.	Not available.	101.55	101.55
SER	2010-11	150.00	289.00	NA	309.00	326.00	17.00	Not available.	Excess	112.80	105.50
	2011-12	181.00	215.00	NA	275.00	289.53	14.53	Not available.	Excess	134.67	105.28
	2012-13	216.00	268.00	NA	255.00	255.15	0.15	Not available.	Excess	95.21	100.06
MR	2010-11	2.00	3.00	Nil	Nil	3.20	0.20	Sufficient materials available	No mid-term assessment made.	106.67	0.00
	2011-12	1.60	2.00	Nil	Nil	1.49	-0.51	Adequate materials not available	No mid-term assessment made.	74.50	0.00
	2012-13	2.00	2.00	Nil	Nil	2.46	0.46	Materials available.	No mid-term assessment made.	123.00	0.00

Report No.26 of 2014 (Railways)

Name of the Zonal Railway	Year	Expected arising intimated by zonal railways to Railway Board	Initial target fixed by Railway Board for zonal railways	Revised mid-term assesment of arising of scrap by Zonal Railways	Revised target fixed by Railway Board for Zonal railways	Actually achieved by zonal railways	Excess/ Shortfall w.r.t revised target/initial target (in case of non-availability of revised target)	Reasons for Shortfall/ Excess	Remarks	Percentage of achievement w.r.t initial target	Percentage of achievement w.r.t revised target
1	2	3	4	5	6	7	8	9	10	11	12
CLW/ CRJ	2010-11	15.28	15.00	NA	NA	16.07	1.07	No bid and rejection of lots due to unsatisfactory rate.	No midterm assessment was done.	107.13	0.00
	2011-12	15.72	14.00	NA	NA	16.63	2.63	No bid and rejection of lots due to unsatisfactory rate.		118.79	0.00
	2012-13	14.38	14.00	NA	NA	13.39	-0.61	No bid and rejection of lots due to unsatisfactory rate.		95.64	0.00
DLW/ BSB	2010-11	2.69	3.00	NA	NA	4.43	1.43	Target fixed less than what it should be	Inadequate expected arising intimated by DLW to Railway.	147.61	0.00
	2011-12	3.27	3.00	NA	NA	4.27	1.27	Target fixed less than what it should be	Inadequate expected arising intimated by DLW to Railway.	142.46	0.00
	2012-13	3.00	3.00	NA	NA	4.86	1.86	Target fixed less than what it should be	Inadequate expected arising intimated by DLW to Railway.	162.02	0.00
ICF/ Chennai	2010-11	17.00	18.00	NA	19.00	21.19	2.19	Excess Effort		117.72	111.53
	2011-12	19.62	25.00	NA	25.00	26.68	1.68	Excess Effort		106.72	106.72
	2012-13	22.00	22.00	25.00	25.00	26.26	1.26	Excess Effort		119.36	105.04
RWF/ YNK	2010-11	16.17	13.00	NA	NA	14.72	1.72	--	--	113.23	0.00
	2011-12	19.49	11.00	NA	20.00	20.39	0.39	--	--	185.36	101.95
	2012-13	14.63	17.00	NA	NA	20.38	3.38	--	--	119.88	0.00
RCF/ Kapurthala	2010-11	14.99	14.00	NA	NA	15.01	1.01			107.21	0.00
	2011-12	15.00	15.00	NA	NA	16.84	1.84			112.27	0.00
	2012-13	15.50	15.00	NA	NA	16.45	1.45			109.67	0.00
DMW/ PTA	2010-11	30.71	34.00	31.44	34.00	44.44	10.44			130.71	130.71
	2011-12	32.45	40.00	32.45	40.00	42.03	2.03			105.08	105.08
	2012-13	37.25	35.00	35.77	35.00	48.50	13.50			138.57	138.57
	TOTAL	7190.87	11273.70	4593.35	9990.00	11942.44	643.74				

NA indicates that targets were not revised, Nil indicates that there was no revised target.

Annexure-III

Para 5.1.2.2

Statement showing projection of P.Way scrap in the estimate vis-a-vis actual release

Name of the railway	Name of division/ Construction unit	Details of selected CTR/TRR/GC work	Projected in the Estimate				Actual release				Difference in projection and release				Reasons for difference, if any	Remarks
			Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)			
			Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable		
											Second Hand('-' denote excess & '+' denote shortage)	Unserviceable('-' denote excess & '+' denote shortage)	Second Hand('-' denote excess & '+' denote shortage)	Unserviceable('-' denote excess & '+' denote shortage)		
1	2	3	4	5	6	7	8.000	9	10.00	11.00	12	13	14	15	16	17
NWR	Bikaner Div.	TRR(P) of 24.30 Kms. on Main line of ROK-BNW section km. 0.80 to 25.10 with 52 kg rails.	1516.320	1010.880	46077932	9636719	2627.422	0	79842100.00	0.00	-1111.102	1010.880	-33764168.00	9636719.00	Due to actual scope of work 100.222 MT excess rail was released.	-
		21 KM CTR from Km. 163.60 to 142.60 between HSR-BTI section.	1612.000	490.710	31917600	4677938	1526.863	532.189	30231886.00	5073357.00	85.137	-41.479	1685714.00	-395419.00	In the estimate all the quantity of release rails was projected as 52kg, whereas at the time of execution the work 10577.84 meter rail was released as 90R and 30587.30 meter rail was released as 52kg, hence difference in quantity in weight is arise.	
	Bikaner (Const.)	SRPR-SGMR GC project	0	7931.000	0	77775895	135.551	8720.825	1329213.00	85516410.00	-135.551	-789.825	-1329213.00	-7740515.00	Due to actually inventory of section and release of 90R Rail from BNSR yard from Non Interlocking work which is not projected in the estimate Total 844.570 MT excess quantity of released Rails of various gauge are released from the SRPR-SGMR GC work in comparison to projected quantity in the estimate.	
	Jodhpur Div.	CTR 14.66 KM MTD-MEC Section	0	1302.100	0	23177380	0.000	1271.389	0.00	22630724.00	0.000	30.711	0.00	546656.00		-
		TRR(S) of 2.255km in NAC yard & GVMR yard MTD-FL Section	0	200.29	0	3565162	0.000	88.562	0.00	1576404.00	0.000	111.728	0.00	1988758.00		-
WR	Ahmedabad	CTR-10.00 Kms Bet NRD-DBO Km-386/3-396/3	0	740	0	6625960	0.000	762	0.00	6824112.00	0.000	-22.000	0.00	-198152.00		
	Mumbai Central	CTR work VR-ST CTR 3.26 kms	83	21	2866240	385840	15.000	124	0.00	0.00	68.000	-103.643	*	*		* Actual value of released material not made available.
	Ahmedabad	Mehsana- Taranga Hill-TRR 54.83.TSR-56.35 Kms.	0	2718	0	23646600	0.000	2262	0.00	48018576.43	0.000	456.410	0.00	-24371976.43	App 80% work done physically due to higher rate received	
	Mumbai Central	CCG-VR- TRR 22.86 km.	2743	0	104864306	0	1151.000	1592	43990484.00	33265459.16	1592.000	-1592.440	60873822.00	-33265459.16	*	
	Pratap Nagar	PRTN-CTD GC 52 kg rails	0	4216	0	37750064	0.000	5127	0.00	112665640.95	0.000	-910.637	0.00	-74915576.95	**	NA= not available
WCR	KOTA	CTR KTT-GGC Sec. - 21.52 TKM	1342.84	895.23	26718646.66	12533248	2041.980	127.57	40629518.12	1785983.99	-699.140	767.660	-13910871.46	10747264.01	(**)Due to site condition of the work	
		CTR-KTT-MTD section - 10.36 TKM Under SSE(PW) IDG	104	862	936000	7240800	13.884	391.289	124956.00	3286827.60	90.116	470.711	811044.00	3953972.40	**	
	Bhopal	BPL-BIN-TRR-9.70TKms	0.000	1164.000	0	27354000	0.000	1017.57	0.00	23912895.00	0.000	146.430	0.00	3441105.00	Less work carried out as per site condition	
		ET-BPL-TRR-8.53 TKMS	443.560	443.560	15081040	9314760	29.365	82.307	998426.00	2488313.00	414.195	361.253	14082614.00	6826447.00	Less work carried out as per site condition	

Name of the railway	Name of division/ Construction unit	Details of selected CTR/TRR/GC work	Projected in the Estimate				Actual release				Difference in projection and release				Reasons for difference, if any	Remarks
			Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)			
			Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand('-' denote excess & '+' denote shortage)	Unserviceable('-' denote excess & '+' denote shortage)	Second Hand('-' denote excess & '+' denote shortage)	Unserviceable('-' denote excess & '+' denote shortage)		
			4	5	6	7	8.000	9	10.00	11.00	12	13	14	15		
CR	Mumbai	TRR KYN- IGP Km 69.00-74.00 = 5 Km Up	0	520	0	13429000	0.000	520	0.00	13429000.00	0.000	0.000	0.00	0.00		
		CTR (P) KYN- IGP Km-121.00- 125.14 = 4.14 Km	0	430.56	0	11194076	0.000	420.16	0.00	10923697.82	0.000	10.400	0.00	270378.18	4.14 km included two turn outs - TG-III which are sold separately.	
	Nagpur	TRR 22.60 kms. from 830-852.600 DN line on WR-BPQ section	2350.4	0	21101000	1280.340	1073.597	20521903.00			-3.537	0.000	-579097.00		Projection in FWP was Rs.21922000 which was revised to Rs.21101000 as per CR.	
		CTR 28.26 kms. upline NGP-CKNI (FWP 199/00-01).	2939.04	0	60132000	744.281	2147.53	57073503.00			47.229	0.000	3058497.00		Reasons not found on record. Projection in FWP was Rs. 54768000 which was revised to Rs. 60132000 as per CR.	
	Solapur	Latur-Miraj GC work	0	12767.111		214852882		12767.111		214852882.00	0.000	0.000	0.00	0.00		
SCR	secuderabad	TRR (P) between KZI-KI	0	1715.096	0	43456306	0.000	1715.096	0.00	43456306.00	0.000	0.000	0.00	0.00		
	secuderabad	CTR (P) between KZI-KI	0	1608.071	0	40303186	0.000	1608.071	0.00	40303186.00	0.000	0.000	0.00	0.00		
	Vijaywada	CTR (P) between BZA-GDR	0	1014.637	0	16822662	0.000	1014.637	0.00	16822662.00	0.000	0.000	0.00	0.00		
	Vijaywada	TRR (P) between BZA-GDR														
	CN/IPTY	GC work between DMM-PAK	0	11937.239	0	198898276	0.000	13019.57	0.00	216932075.34	0.000	-1082.331	0.00	-18033799.34	The difference is due to non-accountal of 90R and 52 kg rails at the time projection.	
SECR	Bilaspur	Est. No. 01/BSP/2011 (CTR)	235	235	8983245	4534795	367.173	77.985	9878058.00	2098030.00	-132.173	157.015	-894813.00	2436765.00		
	Bilaspur	Est. No. 13/BSP/2010 (TRR)	179.23	179.23	6851466	6009860	112.700	243.51	3031969.00	6087750.00	66.530	-64.280	3819497.00	-77890.00		
	Raipur	Est. No. 16/R/09 (Rev. 89/R/10)-(CTR)	546	546	21397986	15261792	1758.690	231.94	68923853.00	7831097.00	-1212.690	314.060	-47525867.00	7430695.00		
	Raipur	Est. No. 01/R/08 (CTR)	212	212	7027800	4028000	889.930	0	29501179.00	0.00	-677.930	212.000	-22473379.00	4028000.00		
	Nagpur	Est Pt. I -No.01/G-BTC/GC/99 (Rev. G-BTC/GCE-2010) (GC) Pt.II- 7-C/2001(Rev. 7-C/2010)	2147	0	46092150	0	0.000	3889.081	0.00	83484913.00	2147.000	-3889.081	46092150.00	-83484913.00		Separate records was not maintained for released SH and US rail .
SR	Chennai	Chennai - Arakkonam section CTR (P) 15.14 km, TRR(0.76KM)	1080.54	463.0851	36196022.92	6946335	762.150	633.314	25530500.70	13632123.81	318.390	-170.229	10665522.22	-6685788.81	UNREALISTIC ESTIMATION	
		CHENNAI ARAKKONAM TRR(P)-6.042KM	411.21	176.23	15719243	2819711	0.000	695.856	0.00	18468022.00	411.210	-519.626	15719243.00	-15648311.00	UNREALISTIC ESTIMATION	
	Madurai	MDU-MEJ TRR(P)3.901KMS	267	114	10206609	1824000	395.955	0	15136171.79	0.00	-128.955	114.000	-4929562.79	1824000.00	UNREALISTIC ESTIMATION	
		DG-MDU TRR(P)-12.1KM	1183	0	39628134	0	0.000	1261.48448		35292415.23	1183.000	-1261.484	39628134.00	-35292415.23	UNREALISTIC ESTIMATION	
		GC	0	10372.0062	0	202254121.1	0.000	8068	0.00	181811890.50	0.000	2304.006	0.00	20442230.60	UNREALISTIC ESTIMATION	
NR	Ferozpur	CTR(P) Km. 52.82	0	5472.5	0	129462363	2832.640	1731.31	58383543.00	32262811.00	-2832.640	3741.190	-58383543.00	97199552.00	showing short in material statement	
	Ferozpur	TRR(P) Km. 33.06	0	2949.61	0	60794412	0.000	2949.56	0.00	60794412.00	0.000	0.050	0.00	0.00		
	Lucknow (LKO)	TRR(P) Km. 14.89 (FD)	1006.56	542	38450592	11171162	576.249	902.041	22012712.00	18591967.00	430.311	-360.041	16437880.00	-7420805.00	Work for 0.646 kms was short done and weight was assessed 52 kg instead of standard weight @ 51.89 kg./ mtr	
	Lucknow (LKO)	CTR (P) 16.70 km	1028.2	553.64	34444700	9984897	1478.480	0	51636722.00	0.00	-450.28	553.640	-17192022.00	9984897.00	Work for 0.78 km short done	

Name of the railway	Name of division/ Construction unit	Details of selected CTR/TRR/GC work	Projected in the Estimate				Actual release				Difference in projection and release				Reasons for difference, if any	Remarks
			Rails				Rails				Rails					
			Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)			
			Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand(-)' denote excess & '+' denote shortage)	Unserviceable(-)' denote excess & '+' denote shortage)	Second Hand(-)' denote excess & '+' denote shortage)	Unserviceable(-)' denote excess & '+' denote shortage)		
1	2	3	4	5	6	7	8.000	9	10.00	11.00	12	13	14	15	16	17
SWR	Hubli / Division	UBL-LD Section CTR (P) - 28.74 Km, TRR(S)-3.00 Km.	710	2384	24459500	38148432	1765.920	1505.981	60835944.00	24095696.00	-1055.92	878.019	-36376444.00	14052736.00	NAV	--
	Hubli / Division	Bellary - Rayadurga section TRR (p) for a length of 13.60 km between	0	1411.408	0	40037122	448.952	882.25	12735327.10	25026600.00	-448.952	529.158	-12735327.10	15010522.00	NAV	--
	Mysore/Division*	RRB-SMET Section TRR(P) for a total length of 10.54 km	0	1053.782	0	16860512	0.000	0	0.00	0.00	0	1053.782	0.00	16860512.00	NAV	--
	Mysore/Division*	TRR(S) of existing 90R for a length of 24.35 km.	0	1977	0	41517000	0.000	0	0.00	0.00	0	1977.000	0.00	41517000.00	NAV	--
	Construction		0	5252	0	47268000	0.000	5233	0.00	47097000.00	0	19.000	0.00	171000.00	NAV	--
NCR	Agra Cantt	CTR 10.60 tkm ETUE-JAB sec.	1102.4	0	33072000	0	1070.830	0	22862220.00	0.00	31.57	0.000	10209780.00	0.00	CTR work was reduced due to change in scope of work as per cite requirement.	
		CTR 17.70 tkm AGC-PWL section	1840.8	0	40574914	0	1410.796	558.912	42323880.00	14531712.00	430.004	-558.912	-1748966.00	-14531712.00	Not found on record	
	Jhansi	NIL	0	0	0	0	0.000	0	0.00	0.00	0	0.000	0.00	0.00	NIL	NIL
	Agra/Construction	MTJ_AH Gauge conversion work	0	2720	0	54400000	0.000	2600	0.00	65000000.00	0	120 -120	0.00	-10600000.00	Initially calculated/projected taking 75 R max. rail instead of 60R rail. variation in value was due to projected rate of Rs.20,000 pmt while sold on average rate of Rs.25000 pmt.	Due to wrong projection of 75R rail instead of 60R rail.
ECR	Sonpur	SPJ-MFP section-CTR(P) from 81.00 to 77.00 (4 KM) in down line & 82.46 to 87.26 KM (4.8) in UP side	0	913.264	0	26484000	0.000	726.46	0.00	21067000.00	0	186.804	0.00	5417000.00	Work not completed in 1.8 TKM due to yard location.	
	Sonpur	SPJ-MFP section-CTR(P) from 36.82 to 41.195KM in down line & 85.81 to 86.50 KM in UP side and TRR(P) in UP line 36.82 40.33 KM	0	889.913	0	24116000	0.000	342.474	0.00	9281000.00	0	547.439	0.00	14835000.00	Work not completed in 5.275 TKM & contract was terminated.	
	Samastipur	Gauge conversion work of Saharsa-Dauram Madhepura section (20.120km)	0	985.76	0	9800000	0.000	2056.92	0.00	33524000.00	0	-1071.160	0.00	-23724000.00	not available	
	Samastipur	CTR in SGL-RXL section (Line no. 7,8,&9 in RXL Yard)1.5 km.	0	133.83	0	0	0.000	61.74	0.00	0.00	0	72.090	0.00	0.00	CTR work of only line no.8 (length 685.65 mtr) has been completed. Rest of the work is yet to be completed.	
	Samastipur	CTR(S) in MFP-SGL section 8.841 km.	0	754	0	0	0.000	0	0.00	0.00	0	754.000	0.00	0.00	Rails yet to be changed.	
ER	Howrah [HWH]	GC : BWN-KWAE	0	4515	0	119200132.7	0.000	2325.936	NA	60783685.00	0	2189.064	NA	58416447.66	Due to non execution of full work of sanctioned Estt. The work completed approx 52% of sanctioned Estt.	
	Howrah [HWH]	i) HWH-BDC ML CTR(P) DN ML from 36.06-38.00 & 39.75-41.90=4.09 kms	192.5	192.500	6631625	3570875	398.931	138.938	NA	2307925.00	-206.431	53.562	NA	1262950.00	The balance amount of scrap value includes the SH52kg rail, SH60kg rail released which was used in departmental works and other renewal works on that period.	
	Howrah [HWH]	ii) HWH-BDC-KAN ML CTR(P) on DN ML from Km94.65-95.70, 107.12-108.35 & 108.35-	400	400	13780000	7420000	261.986	259.327	0.00	4677558.00	138.014	140.673	13780000.00	2742442.00	Difference in weight due to change in section	
	Sealdah	i) TRR(P) on DN/CCR line between DDI-RCD	0	228.50	0	4113000	677.200	36.1	0.00	552330.00	-677.2	192.400	0.00	3560670.00	Release more sechand material	
	Sealdah	ii) TRR(P) on UP/CCR line between DDI-RCD	0	162.00	0	2916000	563.356	171.17	0.00	2618901.00	-563.356	-9.170	0.00	297099.00	Release more scrap mateials	

Name of the railway	Name of division/ Construction unit	Details of selected CTR/TRR/GC work	Projected in the Estimate				Actual release				Difference in projection and release				Reasons for difference, if any	Remarks
			Rails				Rails				Rails					
			Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)			
			Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand('-' denote excess & '+' denote shortage)	Unserviceable('-' denote excess & '+' denote shortage)	Second Hand('-' denote excess & '+' denote shortage)	Unserviceable('-' denote excess & '+' denote shortage)		
1	2	3	4	5	6	7	8.000	9	10.00	11.00	12	13	14	15	16	17
NER	Lucknow Jn (LJN)	Gorakhpur_Gonda(TRR)	519.55	3130.675	5543143.07	33401558	519.550	3130.675	5543143.07	33401558.00	0	0.000	0.00	0.00		
	Lucknow Jn (LJN)	Gonda_Mankapur(TRR)	189.24	2977.97	8430776.00	76796483	189.240	3024.999	8430776.00	78009276.00	0.003	-47.030	0.00	-1212793.00		
	CAO/Con/ GKP	Captanganj_Thawe_Gauge conversion	4553.61	4820.068	170700000	120500000	4553.610	4820.068	170700000.00	120500000.00	0	0.000	0.00	0.00		
	Varanasi	Gorakhpur Cantt_Bhatani_TRR	467.099	1120.735	16442960	32641467	467.099	1120.735	16442960.00	32641467.00	0	0.000	0.00	0.00		
	Varanasi	Salempur_Barahaj_CTR	402.945	1874.88	12213494	56828689	402.945	1373.941	12213494.00	53858435.00	0	500.939	0.00	2970254.00		
ECoR	Waltair (WAT)	GC Work Nuanpada-Gunupur	0	7000	0	51892500	3426.000	3065	60400000.00	49434031.00	-3426	3935.000	-60400000.00	2458469.00	Estimate prepared considering a uniform section of 75 R rail. Actual rails available/released from track are 30R/40R/50R/60R. Hence reduction in quantity	
	Waltair (WAT)	(Est.No.WAT/Est/DRF/81/2010)/TRR(P) for a length 4.0 Tr. Km. from km 234.00 to 238.00 betn Jaypur-Dhanapur stn on KK-II line.	240	240	9174480	3952000	303.000	177	11582781.00	4425000.00	-63	63.000	-2408301.00	-473000.00	Does not arise	
	Waltair (WAT)	TRR(p) 2.195 Km. betn. Ladda-Rayagada on RV line.	57.07	108	2236573	1639665	0.000	311.5	0.00	7416917.00	57.07	-203.500	2236573.00	-5777252.00	1.Renewal was more than the estimated quantity/Km. 2. In estimate scrap was shown only 52 kg rails, while 60 kg rails also released as scrap.	
	Khurda Road (KUR)	CTR(P) for a length of 2 tr.km between Dhammandal-Kapilas road of khurda road.	98.8	104	3871972	1494000	0.000	197.18	0.00	5402732.00	98.8	-93.180	3871972.00	-3908732.00	Weight of released Rails consider 5% less than New Rails.	
	Khurda Road (KUR)	CTR(P) 3 tr.km between Jajpur Keonjhar road-Jakhapura of Khurda Road	148.2	156	5807958	2241000	0.000	285.773	0.00	6715666.00	148.2	-129.773	5807958.00	-4474666.00	Weight of released Rails consider 5% less than New Rails.	
NFR	Katihar	(1)TRR(P) From Dalkhola-Sudhani (17 km)	1414	353.48	46874100	6185900	781.720	302.85	25914018.00	5299875.00	632.28	50.630	20960082.00	886025.00	Balance quantity done in the jurisdiction of SSE/P-Way/BG/BOE	**The balance quantity as mentioned in Col-16 was executed in CA No. 30/4R/C/1/W-2 dt. 16-3-2009 for the section: (a)DLK-SUD (Up) (b)SUD-BOE(Dn)
		(2) TRR Works Gaisal-Kishanganj(74.0-86.0 (Up line))	996.8	251	33390806	4392500	875.280	228.8	29320129.00	4004000.00	121.52	22.200	4070677.00	388500.00	As per site requirement	nil
	Alipurduar Jn	(i) APDJ Divn - 6.4 Km (241.6 - 248.0km) (TRR)	632.32	0	21181455	0	661.149	20.765	22147169.00	680776.00	-28.829	-20.765	-965714.00	-680776.00	Actual release is more than projected in the estimate is due to released rails of previous estimates.	*As credit value of release SH rail was not mentioned in the estimate therefore, audit has taken the previous estimate of APDJ Divn of similar work executed in the year 2011 for 6.4 Km of TRR works for consideration of rate for SH rail.
		(ii) APDJ Divn - 19.76 Km (Km 122.0-123.0; 166.0-176.6; 177.8-183.0; 186.0-193.0) (TRR)	2091.44	0	70059057	0	1486.6	674.82	49798127.00	15792812.00	604.84	-674.820	20260930.00	-15792812.00	It includes Qty in excess than projection is due to released rails of previous estimates.	nil
	Katihar Division	GC Work :- Aluabari-Siliguri(76 KM)	5000	0	86975000	0	340.239	4659.761	5918457.00	87297830.00	4659.761	-4659.761	81056543.00	-87297830.00	Some rails were used in fencing work of L-Xing, Elect Poll etc.	nil

Name of the railway	Name of division/ Construction unit	Details of selected CTR/TRR/GC work	Projected in the Estimate				Actual release				Difference in projection and release				Reasons for difference, if any	Remarks
			Rails				Rails				Rails					
			Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)		Quantity (in MT)		Value in (Rs.)			
			Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand	Unserviceable	Second Hand('-' denote excess & '+' denote shortage)	Unserviceable('-' denote excess & '+' denote shortage)	Second Hand('-' denote excess & '+' denote shortage)	Unserviceable('-' denote excess & '+' denote shortage)		
1	2	3	4	5	6	7	8.000	9	10.00	11.00	12	13	14	15	16	17
SER	Kharagpur (KGP)	CTR(P) for 19.66 km at 213.33-224.69(UP) and 215.90- 222.3, 222.9- 224.8 (DN) between Rupsa and Balasore. (1166	1166	38609422	18304944	291.030	1465.38	9636792.00	36667282.00	874.97	-299.380	28972630.00	-18362338.00	The work was not done as per estimated work. It was said that rest renewal work was undertaken through different Zonal Work , for which account of released material was not reflect properly in the released material register maintained in PWI office at Rupsa.	
		CTR(P) of for 6.5 km at km 183.50-190.00 in bet Jaleswar-Bastara R.T.	1527.968	1527.968	58409633	23989098	324.700	2203.449	12412307.00	61353797.00	1203.268	-675.481	45997326.00	-37364699.00		
	Chakradharpur (CKP)	CTR(P) from km 243.22-252.60(UP) and 245.22-254.16(DN) between Salgajhari- Adityapur and km 260/4- 260/18=0.6 km Dn. main line in Gamharia yard for 16.81 km (excluding TBR from km.245.8- 250.88 Up and	857.06	857.06	26044340	6922440	729.850	0	22178681.80	0.00	127.21	857.060	3865658.20	6922440.00	Rails were sent to SSE(P.Way)/BDO during PQRS work at tata, Adityapur, BDO jurisdiction fro km 245.22 to km 251.08= 5.88 kms including yard	
		TRR(P) for 16.60 km at km 275.8 to 292.4 (UP) between Sini- Rajkharasawan	961.5	961.5	36755260	15095550	897.685	1002.544	34315804.00	39509337.00	63.815	-41.044	2439456.00	-24413787.00	Heavy axle load & High GMT traffic playing between SNY_RKSN section resulting more wear & tear of rail. Hence second hand quantity is less and unserviceable quantity is more than the estimated quantity.	Released Glued joints 60kg and SEJ 60kg was not taken into account for calculation of released quantity.
CLW/ CRI	CLW	CTRS (2.7 Km)	0	228	0	3762000	34.332	171.912	566478.00	2836548.00	-34.332	56.088	-566478.00	925452.00		
DLW/ BSB	Scrap Ward	NIL	0	0	0	0	0.000	0	0.00	0.00	0.000	0.000	0.00	0.00		
ICF	ICF	Not Applicable	0	0	0	0	0.000	0	0.00	0.00	0.000	0.000	0.00	0.00		
RWF/ YNK	RWF		0	0	0	0	0.000	0	0.00	0.00	0.000	0.000	0.00	0.00		NOT APPLICABLE
RCE/Kap urthala	RCF	Not Applicable	0	0	0	0	0.000	0	0.00	0.00	0.000	0.000	0.00	0.00		
DMW/P TA	DMW/PTA	Not Applicable	0	0	0	0	0.000	0	0.00	0.00	0.000	0.000	0.00	0.00		
TOTAL (excluding MR)			46999.205	124652.877	1345931180.650	2133623069.760	40135.053	122205.024	1195055185.580	2319930689.830	2156.425	5548.980	140219936.070	-186693460.070		
MR	PWI/ Belgachia	TRR of 60 kg Rail (Primary/Secondary) including some ancillary works in Up and Dn track from km. 01/12-13 to km. 02/04-05 to Km.02/15-16 between Belgachia and Shyambazar station of M.R. (civil/1968/2011).	3700 M (No categorization of second hand rails or scrap rails was made and also valuation against release materials for each work was not done)				600.98 M	2669.04 M/ 148.48MT	Not assessed	3786240.00	(-) 429M in relation with estimated length under Col. 4, 5, 6 and 7 (Actual consumption was 3606.90M)				Quantities lying with contractor	Bills passed of 4620 M
	PWI/ Belgachia	TRR of 60 kg Rail (Primary/Secondary) including some ancillary works in Up and Dn track from km. (-)0/0-01 to 01/04-05 to km. 02/15-16 between Dum Dum and Belgachia Station of M.R. (civil/1967/2011).	3701 M (No categorization of second hand rails or scrap rails was made and also valuation against release materials for each work was not done)				1933.92 M	1954.42 M/ 113.05 MT	Not assessed	2882775.00	(+) 183.33 M in relation with estimated length under Col. 4, 5, 6 and 7 (Actual consumption was 4057.85 M)				Quantities lying with contractor	Bills passed of 4600 M

Name of the railway	Name of the Stores depot	Year	Stock verification for other than Precious metals								Stock verification for Precious metals								
			When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons	When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons	
						No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short					No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short		
1	2	3	4	5	6	7a	7b	8a	8b	9	10	11	12	13a	13b	14a	14b	15	
WCR	WRS-Kota	2010-11	Not Known	Not conducted	No verification conducted due to mix material received from dept & shortage of staff -	0	0.00	0	0.00	-	01.04.2010	27.04.2011	Due to rush of work & shortage of staff -	0	0.00	0	0.00	stock verification has been done as the items is lying with DMS since long (No receipt/ issue is done for last 3 years), same is verified as & when basis.	
		2011-12	Not Known	Not conducted	No verification conducted due to mix material received from dept & shortage of staff -	0	0.00	0	0.00	-	01.04.2011	27.03.2012	Due to rush of work & shortage of staff -	0	0.00	0	0.00	stock verification has been done as the items is lying with DMS since long (No receipt/ issue is done for last 3 years), same is verified as & when basis.	
		2012-13	Not Known	Not conducted	No verification conducted due to mix material received from dept & shortage of staff -	0	0.00	0	0.00	-	01.04.2012	10.04.2013	Due to rush of work & shortage of staff -	0	0.00	0	0.00	stock verification has been done as the items is lying with DMS since long (No receipt/ issue is done for last 3 years), same is verified as & when basis.	
	CRWS-Bhopal	2010-11	Not Known	Not conducted	stock verification of big lot is not done, small lot is carried out wherever possible.	0	0.00	0	0.00	Nil	Yearly	Not done	Due to rush of work & shortage of staff -	0	0.00	0	0.00	Witnessed by the verification staff & kept in Railway premises.	
		2011-12	Not Known	Not conducted	stock verification of big lot is not done, small lot is carried out wherever possible.	0	0.00	0	0.00	Nil	Yearly	Not done	Due to rush of work & shortage of staff -	0	0.00	0	0.00	Witnessed by the verification staff & kept in Railway premises.	
		2012-13	Not Known	Not conducted	stock verification of big lot is not done, small lot is carried out wherever possible.	0	0.00	0	0.00	Nil	Yearly	Not done	Due to rush of work & shortage of staff -	0	0.00	0	0.00	Witnessed by the verification staff & kept in Railway premises.	
	CR	Parel	2010-11	Verificatio of ferrous tiems conducted.		-	0	0.00	0	0.00		Feb-11	Feb-11	Nil	0	0.00	0	0.00	-
			2011-12	Verificatio of ferrous tiems conducted.		-	0	0.00	0	0.00		Feb-12	Feb-12	Nil	0	0.00	0	0.00	-
			2012-13	Jan-13	Jan-13	Nil	0	0.00	600 kg	14850.00		Feb-13	Feb-13	Nil	0	0.00	0	0.00	-
Matunga		2010-11		Stock verification not done		0	0.00	0	0.00		Stock verification not done			0	0.00	0	0.00		
		2011-12				0	0.00	0	0.00					0	0.00	0	0.00		
		2012-13				0	0.00	0	0.00					0	0.00	0	0.00		
Manmad		2010-11		Stock verification not done		0	0.00	0	0.00		Stock verification not done			0	0.00	0	0.00		
	2011-12				0	0.00	0	0.00					0	0.00	0	0.00			

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Name of the railway	Name of the Stores depot	Year	Stock verification for other than Precious metals								Stock verification for Precious metals							
			When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons	When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons
						No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short					No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short	
1	2	3	4	5	6	7a	7b	8a	8b	9	10	11	12	13a	13b	14a	14b	15
		2012-13				0	0.00	0	0.00					0	0.00	0	0.00	
	Hajibunder	2010-11		Stock verification not done		0	0.00	0	0.00		Stock verification not done			0	0.00	0	0.00	
		2011-12				0	0.00	0	0.00					0	0.00	0	0.00	
		2012-13				0	0.00	0	0.00					0	0.00	0	0.00	
SCR	Lallaguda	2010-11	annually	annually	NA	0	0.00	0	0.00	NA	annually	annually	NA	0	0.00	0	0.00	NA
		2011-12	annually	annually	NA	0	0.00	0	0.00	NA	annually	annually	NA	0	0.00	0	0.00	NA
		2012-13	annually	annually	NA	0	0.00	0	0.00	NA	annually	annually	NA	0	0.00	0	0.00	NA
SECR	GSD/Raipur	2010-11	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Not Recorded			9	5480.00	0	0.00	Excess found other class of materials and mixed melting scrap
			Nil	Nil	Nil	0	0.00	0	0.00	Nil	Not Recorded			0	0.00	1	17.45	Shortage found after delivery of attached lot of NFC-1
		2011-12	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil
		2012-13	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil
SR	GSD/Perambur	2010-11	Not Known	04/10-05/10		0	0.00	0	0.00	NIL				0	0.00	0	0.00	
	SSD/PTJ	2010-11	Not Known	07/10		0	0.00	0	0.00	NIL	Not Known	07/10		0	0.00	0	0.00	NIL
	GSD & SSD/GOC	2010-11	Not Known		Shortage of SVs	0	0.00	0	0.00		Not Known			0	0.00	0	0.00	
	GSD/PER	2011-12	Not Known	11/11 & 12/11		0	0.00	0	0.00	NIL	Not Known			0	0.00	0	0.00	
	SSD/PTJ	2011-12	Not Known	08/11		0	0.00	0	0.00	NIL	Not Known	08/11		0	0.00	0	0.00	NIL
	GSD & SSD/GOC	2011-12	Not Known		Shortage of SVs	0	0.00	0	0.00		Not Known			0	0.00	0	0.00	
	GSD/PER	2012-13	Not Known	10/12		0	0.00	0	0.00	NIL	Not Known			0	0.00	0	0.00	
	SSD/PTJ	2012-13	Not Known	07/12		0	0.00	0	0.00	NIL	Not Known	07/12		0	0.00	0	0.00	NIL
	GSD & SSD/GOC	2012-13	Not Known		Shortage of SVs	0	0.00	0	0.00		Not Known			0	0.00	0	0.00	
NR	Shakurbasti	2010-11	24.5.10	24.5.10	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			04.6.10	04.6.10	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			30.6.10	30.6.10	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			30.6.10	30.6.10	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			19.7.10	19.7.10	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			07.8.10	07.8.10	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
	Jagadhri Workshop	2010-11	Jun-10	01.06.10	No delay	0		0.100 MT	2050.49	The Quantity 0.100 MT. was not posted by the computer caused shown excess instock sheet	Jan-11	10.01.11	No delay	13	264.08	0	0.00	

1	2	3	Stock verification for other than Precious metals								Stock verification for Precious metals							
			4	5	6	Shortage/ Excess, if any, found during stock verification				9	10	11	12	Shortage/ Excess, if any, found during stock verification				15
						7a	7b	8a	8b					13a	13b	14a	14b	
			Jun-10	01.06.10	No delay	0	0.00	0	0.00		Jan-11	10.01.11	No delay	344	13404.30	0	0.00	
			Sep-10	16.09.10	No delay	13	220531.00	0	0.00	Quantity 6.030 and 7.085 mt were not posted by the computer caused 13.115 mt less shown in stock sheet.	Jan-11	10.01.11	No delay	55	3059.10	0	0.00	
			Dec-10	11.12.10	No delay	0	0.00	0	0.00	-	Jan-11	10.01.11	No delay	1338	108470.84	0	0.00	
			Mar-10	04.03.11	No delay	0	0.00	0	0.00	-	Jan-11	10.01.11	No delay	0	0.00	1542	241516.11	
			Mar-10	07.03.11	No delay	0	0.00	0	0.00	-	Jan-11	07.01.11	No delay	0	0.00	1499	1136035.19	
			Mar-10	26.03.11	No delay	0	0.00	0	0.00	-				0	0.00	0	0.00	
			Mar-10	30.03.11	No delay	0	0.00	0	0.00	-				0	0.00	0	0.00	
AMV	2010-11		Apr.10	26/04/2010	No delay	81	204387.00	Nil	Nil	-	Apr.10	13/04/10	No delay	5	67.00	Nil	Nil	
Shakurbasti	2011-12		15.9.11	15.9.11	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			09.1.12	09.1.12	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			10.1.12	10.1.12	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			11.1.12	11.1.12	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			12.1.12	12.1.12	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			13.1.12	13.1.12	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
Jagadhri Workshop	2011-12		Sep-11	05.09.11	No delay	0	0.00	0	0.00	-	Sep-11	22.09.11	No delay	0	0.00	0	0.00	
			Sep-11	07.09.11	No delay	0	0.00	0	0.00	-	Sep-11	23.09.11	No delay	34	901.00	0	0.00	
			Sep-11	14.09.11	No delay	0	0.00	0	0.00	-	Sep-11	24.09.11	No delay	0	0.00	0	0.00	
			Nov-11	22.11.11	No delay	0	0.00	0	0.00	-	Sep-11	29.09.11	No delay	17	1320.00			
			Dec-11	19.12.11	No delay	0	0.00	0	0.00	-	Sep-11	30.09.11	No delay	1699	34761.95	0	0.00	
			Dec-11	22.12.11	No delay	0	0.00	0	0.00	-	Oct-11	04.10.11	No delay	0	0.00	0	0.00	
			Dec-11	29.12.11	No delay	0	0.00	0	0.00	-	Dec-11	29.12.11	No delay	0	0.00	0	0.00	
			Jan-12	03.01.12	No delay	0	0.00	0	0.00	-				0	0.00	0	0.00	
			Jan-12	17.01.12	No delay	0	0.00	0	0.00	-				0	0.00	0	0.00	
			Jan-12	19.01.12	No delay	0	0.00	0	0.00	-				0	0.00	0	0.00	
			Jan-12	24.01.12	No delay	0	0.00	0	0.00	-				0	0.00	0	0.00	
			Feb-12	14.02.12	No delay	0	0.00	0	0.00	-				0	0.00	0	0.00	
			Feb-12	15.02.12	No delay	0	0.00	0	0.00	-				0	0.00	0	0.00	
AMV	2011-12		Apr.,11	04-04-2011	No delay	29	738632.00	Nil	Nil	-	NA	NA	NA	0	0.00	0	0.00	
Shakurbasti	2012-13		04-06-2012	04-06-2012	No delay	0	0.00	0	0.00	-	NA	NA	NA	0	0.00	0	0.00	
			27-02-2013	27-02-2013	No delay	0	0.00	1	2665.00	-	NA	NA	NA	0	0.00	0	0.00	

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						No. of Items found excess	Money value of Items found excess	No. of Items found short	Money value of Items found short					No. of Items found excess	Money value of Items found excess	No. of items found short	Money value of Items found short	
1	2	3	4	5	6	7a	7b	8a	8b	9	10	11	12	13a	13b	14a	14b	15
SWR	Jagadhri Workshop	2012-13	May-12	12.05.12	No delay	6	102181.50	0		wrongly punched,with the result the difference of 6 mt as plus generated by computer	May.12	04.05.12	No delay	0	0.00		0.00	Reply of stock sheet not yet received.
			May-12	28.05.12	No delay	0	0.00	0	0.00		May.12	15.05.12	No delay	0	0.00		0.00	
			Jun-12	02.06.12	No delay	0	0.00	0	0.00					0	0.00		0.00	
			Sep-12	10.09.12	No delay	0	0.00	0	0.00					0	0.00		0.00	
			Nov-12	05.11.12	No delay	0	0.00	0	0.00					0	0.00		0.00	
			Dec-12	03.12.12	No delay	0	0.00	0	0.00					0	0.00		0.00	
			Feb-13	08.02.13	No delay	0	0.00	0	0.00					0	0.00		0.00	
	AMV	2012-13	Apr.12	3-May-12	Delay due to shortage of staff	19	13263.00	19	160619.00		Apr.12	13/7/12	Delay due to shortage of staff	0	0.00	2	3548.00	
	HUBLI DEPOT	2010-11	Yearly	--	Due to shortage of Manpower	0	0.00	0	0.00	--	Yearly	--	Due to shortage of Manpower	0	0.00	0	0.00	--
	HUBLI DEPOT	2011-12	Yearly	--	Due to shortage of Manpower	0	0.00	0	0.00	--	Yearly	--	Due to shortage of Manpower	0	0.00	0	0.00	--
HUBLI DEPOT	2012-13	Yearly	--	Due to shortage of Manpower	0	0.00	0	0.00	--	Yearly	--	Due to shortage of Manpower	0	0.00	0	0.00	--	
MYSORE DEPOT	2010-11	Yearly	Through out the year	--	0	0.00	0	0.00	--	Yearly	Through out the year	--	0	0.00	0	0.00	--	
MYSORE DEPOT	2011-12	Yearly	Through out the year	--	4	643.00	0		Incorrect accountal	Yearly	Through out the year	--	0	0.00	0	0.00	--	
MYSORE DEPOT	2012-13	Yearly	Through out the year	--	0	0.00	0	0.00	--	Yearly	Through out the year	--	0	0.00	0	0.00	--	
NCR	Jhansi Jn. & Kanpur central	2010-11		Stock verification was never done	0	0.00	0	0.00		Stock verification was never done				0	0.00	0	0.00	
		2011-12			0	0.00	0	0.00						0	0.00	0	0.00	
		2012-13			0	0.00	0	0.00						0	0.00	0	0.00	
ECR	Samastipur Jn./Stores Depot	2010-11		No stock verification done by the stock verifier	0	0.00	0	0.00		A part of non-ferrous items is lying sealed in godown by CBI/patna since 1996 during the investigation of case. Hence, verification could not be effected in during this period. The process of stock verification has ben started for Non ferrous items since 29.5.2013.				0	0.00	0	0.00	

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						No. of Items found excess	Money value of Items found excess	No. of Items found short	Money value of Items found short					No. of Items found excess	Money value of Items found excess	No. of Items found short	Money value of Items found short	
1	2	3	4	5	6	7a	7b	8a	8b	9	10	11	12	13a	13b	14a	14b	15
		2011-12				0	0.00	0	0.00					0	0.00	0	0.00	
		2012-13				0	0.00	0	0.00					0	0.00	0	0.00	
ER	Belur [BESY]	2010-11	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil
		2011-12	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil
		2012-13	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil

Name of the railway	Name of the Stores depot	Year	Stock verification for other than Precious metals								Stock verification for Precious metals								
			When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons	When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons	
						No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short					No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short		
																			7a
1	2	3	4	5	6	7a	7b	8a	8b	9	10	11	12	13a	13b	14a	14b	15	
	Jamalpur [JMP]	2010-11	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil	
		2011-12	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil	
		2012-13	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil	
	Halisahar [HLR]	2010-11	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil	
		2011-12	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil	
		2012-13	Nil	Nil	Nil	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil	
NER	Izatnagar - Stores Depot	2010-11	-	03.11.2010	-	0	0.00	0	0.00	-	-	-	-	0	0.00	0	0.00		
		2011-12	-	05.06.2010	-	0	0.00	0	0.00					0	0.00	0	0.00		
		2012-13	-	16.07.2011	-	0	0.00	0	0.00					0	0.00	0	0.00		
		2010-11	-	07.08.2012	-	0	0.00	0	0.00					0	0.00	0	0.00		
		2011-12	-	31.01.2012	-	0	0.00	0	0.00					0	0.00	0	0.00		
		2012-13	-	07.08.2012	-	0	0.00	1	155.00	No information provided					0	0.00	0	0.00	
		2012-13	-	23.07.2012	-	1	155.00	0	0.00						0	0.00	0	0.00	
		2012-13	-	07.08.2012	-	0	0.00	0	0.00						0	0.00	0	0.00	
		2012-13	-	23.07.2012	-	0	0.00	0	0.00						0	0.00	0	0.00	
		2012-13	-	07.08.2012	-	0	0.00	0	0.00						0	0.00	0	0.00	
	2012-13	-	31.01.2013	-	0	0.00	0	0.00						0	0.00	0	0.00		
	Gorakhpur - Depot	2011-12	12.11.11	12.11.11	NIL	0	0.00	20 Kg	11.00	being weight items. In which actual Qty may(+) or (-) in comparison with book balance.	8.11.11	08.11.11	NIL	13.950 Kgs	946.64	0	0.00		
		2011-12				0	0	0	0.00		09.11.11	09.11.11		0	0.00	0	0.00		
		2011-12				0	0	0	0.00		09.11.11	09.11.11		0	0.00	0	0.00	no verification	
2011-12					0	0	0	0.00		09.11.11	09.11.11		0	0.00	0	0.00			
2012-13		Aug-13	Aug-13	NIL	0	0	0	0.00		07.12.12	07.12.12		43.200Kg	5720.97	0	0.00			
2012-13		Aug-13	Aug-13	NIL	0	0	0	0.00					0	0.00	0	0.00			
2012-13		Aug-13	Aug-13	NIL	0	0	0	0.00					0	0.00	0	0.00			
2012-13		8/13	Aug-13	NIL	0	0	0	0.00	-	-	-	-	0	0.00	0	0.00			
2012-13	Aug-13	Aug-13	NIL	0	0	0	0.00					0	0.00	0	0.00				

Name of the railway	Name of the Stores depot	Year	Stock verification for other than Precious metals								Stock verification for Precious metals							
			When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons	When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons
						No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short					No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short	
1	2	3	4	5	6	7a	7b	8a	8b	9	10	11	12	13a	13b	14a	14b	15
ECoR		2010-11	Scrap yard MCS has been started functioning w.e.f 2.04.12.Till 31.3.13 there was no due for stock verification.			0	0	0	0.00					0	0.00	0	0.00	
		2011-12				0	0	0	0.00					0	0.00	0	0.00	
		2012-13				0	0	0	0.00					0	0.00	0	0.00	
NFR	Sales Depot New Bongaigaon	2010-11	Mar-11	Not done	Refusal of verification	0	0	0	0.00	Nil	Mar-11	Not done	Refusal of verification	0	0.00	0	0.00	Nil
		2011-12	Mar-12	Not done	Refusal of verification	0	0	0	0.00	Nil	Mar-12	Not done	Refusal of verification	0	0.00	0	0.00	Nil
		2012-13	Mar-13	Not done	Refusal of verification	0	0	0	0.00	Nil	Mar-13	Not done	Refusal of verification	0	0.00	0	0.00	Nil
	Sales Depot Pandu	2010-11	Mar-11	May-10	NA*	0	0	0	0.00	Nil	Mar-11	May-10	NA	0	0.00	0	0.00	Nil
		2011-12	Mar-12	Jun-11	NA	0	0	0	0.00	Nil	Mar-12	Jun-11	NA	0	0.00	0	0.00	Nil
		2012-13	Mar-13	Sep-12	NA	0	0	0	0.00	Nil	Mar-13	Sep-12	NA	0	0.00	0	0.00	Nil
	Sales Depot Dibrugarh Town	2010-11	Mar-11	Feb-11	NA	0	0	0	0.00	Nil	Mar-11	Feb-11	NA	0	0.00	0	0.00	Nil
		2011-12	Mar-12	Feb-12	NA	0	0	0	0.00	Nil	Mar-12	Feb-12	NA	0	0.00	0	0.00	Nil
		2012-13	Mar-13	Mar-13	NA	0	0	0	0.00	Nil	Mar-13	Mar-13	NA	0	0.00	0	0.00	Nil
	Sales Depot NJP	2010-11	Mar-11	Jul-10	NA	0	0	0	0.00	Nil	Mar-11	Jul-10	NA	0	0.00	0	0.00	Nil
		2011-12	Mar-12	Not done	Refusal of verification	0	0	0	0.00	Nil	Mar-12	Not done	Refusal of verification	0	0.00	0	0.00	Nil
		2012-13	Mar-13	Not done	Refusal of verification	0	0	0	0.00	Nil	Mar-13	Not done	Refusal of verification	0	0.00	0	0.00	Nil
SER	Reclamation Yard/Kharagpur	2010-11	Once in two year	14.8.2010 to 31.3.2011	No delay	0	0	0	0.00	Nil	NA	04.3.11 to 25.3.11	Nil	0	0.00	0	0.00	Nil
		2011-12	Once in two year	20.05.11 to 13.03.2012	No delay	0	0	0	0.00	Nil	NA	Not Held	----	0	0.00	0	0.00	Nil
		2012-13	Once in two year	29.4.2012 to 10.11.2012	No delay	9	2697.90	0	0.00	Due to least count	NA	14.06.12 to 03.07.12	Nil	0	0.00	0	0.00	Nil
						15 Kg. Scrap	239.25	0	0.00	"	Nil	Nil	Nil	0	0.00	0	0.00	Nil
						24 Kg. Scrap Buffering	316.37	0	0.00	"	Nil	Nil	Nil	0	0.00	0	0.00	Nil
	Scrap Yard / Kharagpur	2010-11	Once in a year	31.07.10 to 19.02.11	No delay	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil
		2011-12	Once in a year	14.06.11 to 31.03.12	No delay	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil
		2012-13	Once in a year	23.06.12 to 30.03.13	No delay	0	0.00	0	0.00	Nil	Nil	Nil	Nil	0	0.00	0	0.00	Nil

Name of the railway	Name of the Stores depot	Year	Stock verification for other than Precious metals								Stock verification for Precious metals							
			When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons	When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons
						No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short					No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short	
1	2	3	4	5	6	7a	7b	8a	8b	9	10	11	12	13a	13b	14a	14b	15
MR	Noapara	2010-11		No stock verification was done during the period of review 2010-11, 2011-12 and 2012-13.		0	0.00	0	0.00			No stock verification was done during the period of review 2010-11, 2011-12 and 2012-13.		0	0.00	0	0.00	
		2011-12				0	0.00	0	0.00					0	0.00	0	0.00	
		2012-13				0	0.00	0	0.00					0	0.00	0	0.00	
CLW/ CRJ		2010-11	May, June, July'10	Not conducted		0	0.00	0	0.00		May, June, July'10	Mar'11, out of 15 items, 5 items conducted.	1. Due to non-offering of verification by custodian (2) shortage of manpower (3) want of weighing facilities as well as labour.	1	17264.51	0	0.00	Settled/ finalized.
		2011-12	May, June '11	July'11, out of 54 items, 4 items conducted		0	0.00	0	0.00		May, June'11	Not conducted		0	0.00	0	0.00	
		2012-13	May, June'12	July-Aug'12, out of 54 items 7 items conducted		0	0.00	0	0.00		May, June'12	July'12, out of 15 items, 1 item conducted.		0	0.00	0	0.00	
DLW/ BSB	Scrap Ward	2010-11	During 2010-11	During 2010-11	Not applicable	0	0.00	0	0.00	Not applicable		No separate stock verification for precious metals is done in DLW.		0	0.00	0	0.00	
		2011-12	During 2011-12	Oct/Nov. 2011	Not applicable	1	34.00	5	9916.00	Dislocation of material/non-posting of voucher				0	0.00	0	0.00	
		2012-13	During 2012-13	Dec. 2012 Jan 2013	Not applicable	0	0.00	0	0.00	Not applicable				0	0.00	0	0.00	
ICF	Shell Depot	2010-11	April 2010 to March 2011.	April 2010 to March 2011.	No delay	1	92.00	1	1685.00	Due to wrong accountal		No shortage or excess was reported for precious metals. Verification was conducted in April and March of every year.		0	0.00	0	0.00	

Name of the railway	Name of the Stores depot	Year	Stock verification for other than Precious metals							Stock verification for Precious metals								
			When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons	When due (Date/ Month)	When actually conducted (Date/ Month)	Reasons for delay/ non conduct	Shortage/ Excess, if any, found during stock verification				Reasons
						No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short					No. of items found excess	Money value of items found excess	No. of items found short	Money value of items found short	
1	2	3	4	5	6	7a	7b	8a	8b	9	10	11	12	13a	13b	14a	14b	15
		2011-12	April 2011 to March 2012.	April 2011 to March 2012.	No delay	0	0.00	0	0.00	Not Applicable				0	0.00	0	0.00	
		2012-13	April 2012 to March 2013.	April 2012 to March 2013.	No delay	0	0.00	4	921.00	Actual shortage accepted				0	0.00	0	0.00	
RWF/ YNK	GSD	2010-11	Yearly	Dec-10	--	1	2339.00	0	0.00	--	Yearly	10-Dec	--	0	0.00	0	0.00	--
	GSD	2011-12	Yearly	11-May		0	0.00	1	9.00	--	Yearly	11-May	--	0	0.00	0	0.00	--
	GSD	2012-13	Yearly	Nil	Staff deputed for scrap sales delivery		0	0.00	0	0.00	--	Yearly	Nil	Staff deputed for scrap sales delivery	0	0.00	0	0.00
RCF/ Kapurthala	RCF	2010-11	01.07.10 to 31.07.10	Not conducted	Nil	0	0.00	0	0.00	Items could not be verified due to bulky volume of stock and non-availability of departmental labour	01.07.10 to 31.07.10	01.07.10 to 31.07.10	Nil	0	0.00	0	0.00	No shortage/excess found during stock verification
		2011-12	01.07.11 to 15.07.11	Not conducted	Nil	0	0.00	0	0.00	_do_	01.07.11 to 15.07.11	01.07.11 to 15.07.11	Nil	0	0.00	0	0.00	
		2012-13	01.06.12 to 15.06.12	Not conducted	Nil	0	0.00	0	0.00	_do_	01.06.12 to 15.06.12	01.06.12 to 15.06.12	Nil	0	0.00	0	0.00	
DMW/PTA	DMW/PTA	2010-11	As per approved programme	Conducted as per approved programme	No delay	0	0.00	0	0.00	NAP	As per approved programme	Conducted as per approved programme	Delay due to shortage of staff	0	0.00	0	0.00	
		2011-12	_do-	_do_	_do-	4	24459.00	4	316872.00	Excess stock found during stock verification and theft case reported by stores depot for shortage.	_do-	_do_	_do-	0	0.00	0	0.00	
		2012-13	_do-	_do_	_do-	1	190050.00	0	0.00		_do-	_do_	_do-	1	516.00	2	1098.00	Excess/shortage found in stock during stock verification.
					TOTAL		1500020.02		753334.49						192176.39		1382214.75	

ANNEXURE - V
(Para 5.3.2.2)

STATEMENT SHOWING THE CAPITAL BLOCK AND THE DIVIDEND PAID DURING THE YEARS 2010-11 TO 2012-13

YEAR	NOMENCLATURE	OPENING BALANCE OF WHEELS	COST PER UNIT (MIN.VALUE)	VALUE OF EXCESS STOCK	CAPITAL BLOCK IN Rs FOR THE YEAR	DIVIDEND RATE FOR THE YEAR	DIVIDEND PAID DURING THE YEAR
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>
2010-11	Wheels	17729	31000	549599000	742631000	6%	44557860
	Axles	4596	42000	193032000			
2011-12	Wheels	18105	31000	561255000	773313000	5%	38665650
	Axles	5049	42000	212058000			
2012-13	Wheels	15415	33000	508695000	755277000	4%	30211080
	Axles	5871	42000	246582000			
TOTAL		66765			2271221000		113434590
AVERAGE		22255			757073667		

* THE MINIMUM TRANSFER PRICE PER UNIT OF THE WHEEL/AXLE HAS BEEN TAKEN FOR CALCULATION PURPOSES

SOURCE: Figures under col. 3 & 4 extracted from out-turn statements for year 2010-11 to 2012-13