### भवन बनाने, कल्पना और बदलाव

** Assets-Acquisition, Construction and Replacement for 2017-18**

(\textit{\textbf{Figures in thousands of Rupees}})

| विशेषता | विवरण | त्रिपुरी | त्रिपुरी विनिदि | मूलधारा | विनिदि | संधि | रायसंधि | जोड़
|---|---|---|---|---|---|---|---|---|
| 11 | नई लाइन (स्थानात्मक) | New Lines (Construction) | 1052,00,00 | .. | .. | .. | .. | 1052,00,00
| 14 | आयाम परिवर्तन | Gauge Conversion | 205,00,00 | .. | .. | .. | .. | 205,00,00
| 15 | दोहरी लाइन स्थापना | Doubling | 78,13,00 | .. | .. | .. | .. | 78,13,00
| 16 | स्थानात्मक सुविधाएं - मार्ग के हाँचों में परिवर्तन तथा अन्य कार्य | Traffic Facilities-Yard Remodelling & Others | 25,62,24 | .. | .. | 2,27,12 | .. | 30,20,63
| 17 | संगणकीकरण | Computerisation | 7,00,00 | .. | 4,00,00 | 1,53,00 | .. | 12,53,00
| 21 | चलन रस्ता | Rolling Stock | 15,50,96 | .. | .. | 4,11,33 | .. | 24,01,66
| 22 | पहुंच परिवर्तन - मूलधारा का भुगतान | Leased Assets - Payment of Capital Component | 134,05,00 | .. | .. | .. | .. | 536,20,00
| 29 | सड़क संरक्षण कार्य - समापर | Road Safety Works-Level Crossings. | .. | .. | .. | .. | .. | 39,66,01
| 30 | सड़क संरक्षण कार्य - उपरी सड़क नुमा | Road Safety Works-Road Over/Under Bridges. | .. | .. | .. | .. | .. | 152,62,30
| 31 | रेलवे नवीकरण | Track Renewals | .. | .. | .. | .. | .. | 652,97,00
| 32 | पुल संरक्षण कार्य | Bridge Works | 1,00,00 | .. | .. | .. | .. | 131,70,08
| 33 | सिग्नलिंग और टेलीकॉमनिकेशन | Signalling and Telecommunication Works | 52,50 | .. | .. | .. | .. | 178,62,77
| 36 | औसतन संरक्षण अन्य कार्य | Other Electrical Works excl TRD | 25,09,06 | .. | 3,12,21 | 1,50,24 | .. | 33,16,60
| 37 | केंद्रीय संरक्षण संरक्षण | Traction Distribution Works | 1,00 | .. | .. | .. | .. | 95,23,00
| 41 | मशीनरी और संयंत्र | Machinery & Plant | 3,48,64 | .. | 1,61,88 | 1,33,42 | .. | 4,30,51
| 42 | कारखाने उपयोग के संसाधन | Workshops including Production Units | 98,17,65 | .. | 2,03,35 | 16,29,68 | .. | 146,54,68
| 51 | कर्मचारियों के लिए बांधक | Staff Quarters | 10,43,46 | .. | 16,63,39 | .. | .. | 27,06,85
| 52 | कर्मचारियों के लिए सुविधाएं | Amenities for Staff | 4,74,00 | .. | 10,69,00 | 8,12,01 | .. | 23,55,01
| 53 | यात्री सुविधाएं | Passenger Amenities | .. | .. | 13,69,57 | 36,55,90 | .. | 50,25,47
| 64 | अन्य विनियंत्रित कार्य | Other Specified Works | 26,61,00 | .. | 2,73,00 | 7,60,01 | .. | 36,94,01
| 65 | संसाधन-मानव संसाधन विकास | Training/HRD | .. | .. | .. | .. | .. | 20,00
| 71 | भंडार उपचार | Stores Suspense | 945,81,01 | .. | .. | .. | .. | 945,81,01
| 72 | निजी संसाधन | Manufacture Suspense | 83,77,10 | .. | .. | .. | .. | 83,77,10
| 73 | विविध अन्यम | Miscellaneous Advances | .. | .. | .. | .. | .. | ..

#### कुल कोष

<table>
<thead>
<tr>
<th>जमा या सूलायरा</th>
<th>Credits or Recoveries</th>
</tr>
</thead>
<tbody>
<tr>
<td>(क)</td>
<td>विविध स्वामित्वों के लिए</td>
</tr>
<tr>
<td>(क)</td>
<td>अन्य जमा</td>
</tr>
<tr>
<td>(क)</td>
<td>भंडार उपचार</td>
</tr>
<tr>
<td>(क)</td>
<td>निजी संसाधन</td>
</tr>
<tr>
<td>(क)</td>
<td>विविध अन्यम</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>कुल कमान या सूलायरा</th>
<th>Total - Credits or Recoveries</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(\text{Plan Outlay (Net)})</td>
</tr>
</tbody>
</table>

| | 1687,38,51 | 402,15,00 | 54,48,58 | 79,32,71 | -10,00,00 | 204,98,19 | 3418,32,99 |

| | 2716,96,62 | 402,15,00 | 54,52,40 | 79,32,71 | .. | 314,61,19 | 4567,57,92 |

**कूल जमा या सूलायरा**

<table>
<thead>
<tr>
<th>जमा या सूलायरा</th>
<th>Credits or Recoveries</th>
</tr>
</thead>
<tbody>
<tr>
<td>(क)</td>
<td>विविध स्वामित्वों के लिए</td>
</tr>
<tr>
<td>(क)</td>
<td>अन्य जमा</td>
</tr>
<tr>
<td>(क)</td>
<td>भंडार उपचार</td>
</tr>
<tr>
<td>(क)</td>
<td>निजी संसाधन</td>
</tr>
<tr>
<td>(क)</td>
<td>विविध अन्यम</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>कुल कमान या सूलायरा</th>
<th>Total - Credits or Recoveries</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(\text{Plan Outlay (Net)})</td>
</tr>
</tbody>
</table>

| | 1687,38,51 | 402,15,00 | 54,48,58 | 79,32,71 | -10,00,00 | 204,98,19 | 3418,32,99 |
### NEW LINES (CONSTRUCTION)

<table>
<thead>
<tr>
<th>नं.</th>
<th>विवरण / Particulars</th>
<th>आवंजन / Allocation</th>
<th>संक्षिप्त लागत / Sanctioned Cost</th>
<th>2016-17 के लिए संयोजित परियोजना / Revised Outlay for</th>
<th>2017-18 के लिए संयोजित परियोजना / Outlay proposed for</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>सकरी, हसानपुर (79 किमी)</td>
<td>पूंजी</td>
<td>Cap. 325.00</td>
<td>252.16,68</td>
<td>16.37,41</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>हसानपुर (79 किमी)</td>
<td>S.Fund 30.00</td>
<td>..</td>
</tr>
<tr>
<td>2</td>
<td>मुंगेर - गंगा नदी पर लेख सड़क पुल (14 किमी)</td>
<td>पूंजी</td>
<td>Cap. 1247.00</td>
<td>949.97,51</td>
<td>36.56,47</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>मुंगेर - गंगा नदी पर लेख सड़क पुल (14 किमी)</td>
<td>S.Fund 75.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>निर्माण (छ)</td>
<td>EBR(P) 1116.00</td>
<td>589.82,06</td>
<td>562.50,20</td>
</tr>
<tr>
<td>3</td>
<td>पटना - गंगा संग्रह / मुंगेर - गंगा नदी लाइन के मध्य गंगा पुल (गंगा पुल) (19 किमी)</td>
<td>पूंजी</td>
<td>Cap. 1681.00</td>
<td>1459.74,47</td>
<td>28.75,29</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>पटना - गंगा संग्रह / मुंगेर - गंगा नदी लाइन के मध्य गंगा पुल (गंगा पुल) (19 किमी)</td>
<td>S.Fund 100.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>निर्माण (छ)</td>
<td>EBR(P) 1240.00</td>
<td>1026.94,73</td>
<td>121.00,00</td>
</tr>
<tr>
<td>4</td>
<td>अरा-ससारम (88 किमी)</td>
<td>पूंजी</td>
<td>Cap. 323.84</td>
<td>320.61,44</td>
<td>71.25</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>अरा-ससारम (88 किमी)</td>
<td>S.Fund 1.00</td>
<td>..</td>
</tr>
<tr>
<td>5</td>
<td>गिरिध-कोडरमा (102.5 किमी)</td>
<td>पूंजी</td>
<td>Cap. 326.67</td>
<td>259.43,94</td>
<td>12.74,83</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>गिरिध-कोडरमा (102.5 किमी)</td>
<td>S.Fund 60.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>निर्माण (छ)</td>
<td>EBR(P) 442.20</td>
<td>315.49,84</td>
<td>60.00,00</td>
</tr>
<tr>
<td>6</td>
<td>मुज़फ्फरपुर-सितमरी (63 किमी)</td>
<td>पूंजी</td>
<td>Cap. 560.11</td>
<td>519.28,82</td>
<td>4.65,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>मुज़फ्फरपुर-सितमरी (63 किमी)</td>
<td>S.Fund 20.00</td>
<td>..</td>
</tr>
<tr>
<td>7</td>
<td>बसुबारा-कुशेंद्र (44 किमी)</td>
<td>पूंजी</td>
<td>Cap. 541.00</td>
<td>163.40,07</td>
<td>8.62,59</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>बसुबारा-कुशेंद्र (44 किमी)</td>
<td>S.Fund 30.00</td>
<td>..</td>
</tr>
<tr>
<td>8</td>
<td>राजगिर-हिसा-तिलाया (46 किमी) व तिलाया-छतरपुर (21 किमी)</td>
<td>पूंजी</td>
<td>Cap. 256.85</td>
<td>335.10,25</td>
<td>29.16,70</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>राजगिर-हिसा-तिलाया (46 किमी) व तिलाया-छतरपुर (21 किमी)</td>
<td>S.Fund 75.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>निर्माण (छ)</td>
<td>EBR(P) 1645.91</td>
<td>1138.71,38</td>
<td>175.00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>निर्माण (एफ)</td>
<td>EBR(IF) 10.00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>10</td>
<td>फतुआ-छतरपुर, नेतोगर से दिल्ली से सिंधिया से बिहारील, बिहारील से बंगाल से छतरपुर तक नई लाइन के लिए स्थापित नया अनुक्रमण में सहायता</td>
<td>पूंजी</td>
<td>Cap. 516.41</td>
<td>454.71,59</td>
<td>15.37,64</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>फतुआ-छतरपुर, नेतोगर से दिल्ली से सिंधिया से बिहारील, बिहारील से बंगाल से छतरपुर तक नई लाइन के लिए स्थापित नया अनुक्रमण में सहायता</td>
<td>S.Fund 50.00</td>
<td>..</td>
</tr>
<tr>
<td>11</td>
<td>कोसी ब्रिज</td>
<td>पूंजी</td>
<td>Cap. 560.00</td>
<td>319.90,12</td>
<td>12.74,83</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>कोसी ब्रिज</td>
<td>S.Fund 60.00</td>
<td>..</td>
</tr>
<tr>
<td>12</td>
<td>कोडरमा-तिलाया (68 किमी)</td>
<td>पूंजी</td>
<td>Cap. 338.17</td>
<td>185.09,39</td>
<td>30.62,36</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>कोडरमा-तिलाया (68 किमी)</td>
<td>S.Fund 50.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>निर्माण (छ)</td>
<td>EBR(IF) 10.00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td></td>
<td>निर्माण (एफ)</td>
<td>EBR(P) 70.00</td>
<td>70.71,37</td>
<td>50.00,00</td>
</tr>
<tr>
<td>13</td>
<td>हाईबील-सागौल, जगन्नाथ बरहमा (148.3 किमी)</td>
<td>पूंजी</td>
<td>Cap. 324.66</td>
<td>305.31,42</td>
<td>365.00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>हाईबील-सागौल, जगन्नाथ बरहमा (148.3 किमी)</td>
<td>S.Fund 100.00</td>
<td>..</td>
</tr>
<tr>
<td>14</td>
<td>चरखपुर-भुजामुदू (84.65 किमी)</td>
<td>पूंजी</td>
<td>Cap. 378.56</td>
<td>145.69,88</td>
<td>74.24,94</td>
</tr>
<tr>
<td></td>
<td></td>
<td>सह. संदर्भ</td>
<td>चरखपुर-भुजामुदू (84.65 किमी)</td>
<td>S.Fund 20.00</td>
<td>..</td>
</tr>
</tbody>
</table>
### NEW LINES (CONSTRUCTION)

<table>
<thead>
<tr>
<th>No</th>
<th>Description</th>
<th>Particulars</th>
<th>Sanctioned Cost</th>
<th>Revised Outlay for</th>
<th>2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Darbhanga-Kusheshwar Asthan (70.14 km)</td>
<td>Cap.</td>
<td>205,00,00</td>
<td>4,94,60</td>
<td>71,25</td>
<td>2,00</td>
</tr>
<tr>
<td>16</td>
<td>Mothari-Sitamarhi (76.7 km)</td>
<td>Cap.</td>
<td>926,09,00</td>
<td>4,41,36</td>
<td>20,00,00</td>
<td>100,00</td>
</tr>
<tr>
<td>17</td>
<td>Bhiza-Aurangabad via Anugrahnaarayan Road (118.45 km)</td>
<td>Cap.</td>
<td>326,20,00</td>
<td>1,68,76</td>
<td>1,42,49</td>
<td>2,00</td>
</tr>
<tr>
<td>18</td>
<td>Sitamarhi-Janakpur via Susand (188 km)</td>
<td>Cap.</td>
<td>2393,23,00</td>
<td>16,86,29</td>
<td>71,25</td>
<td>2,00</td>
</tr>
<tr>
<td>19</td>
<td>Muzaffarpur-Katra-Oral-Janakpur Road (66.55 km)</td>
<td>Cap.</td>
<td>228,05,00</td>
<td>1,47,60</td>
<td>71,25</td>
<td>50,00</td>
</tr>
<tr>
<td>20</td>
<td>Ara-Bhabha Road (122 km)</td>
<td>Cap.</td>
<td>49,08,00</td>
<td>39,61</td>
<td>1,42,49</td>
<td>5,00</td>
</tr>
<tr>
<td>21</td>
<td>Anaria-Supaul (92 km)</td>
<td>Cap.</td>
<td>304,41,00</td>
<td>19,48</td>
<td>1,00</td>
<td>100,00</td>
</tr>
<tr>
<td>22</td>
<td>Dehri on Sone-Banjari (36.4 km)</td>
<td>Cap.</td>
<td>106,20,00</td>
<td>3,66,18</td>
<td>3,56,24</td>
<td>15,00</td>
</tr>
<tr>
<td>23</td>
<td>Gaya-Daltonganj via Rafiganj (136.88 km)</td>
<td>Cap.</td>
<td>445,25,00</td>
<td>1,14,12</td>
<td>71,25</td>
<td>5,00</td>
</tr>
<tr>
<td>24</td>
<td>Gaya-Bohag-Chhota, Gaya-Natesar (Nalanda)</td>
<td>Cap.</td>
<td>549,75,00</td>
<td>14,52,09</td>
<td>93,73</td>
<td>15,00</td>
</tr>
<tr>
<td>25</td>
<td>Nawada-Laxmipur (137 km)</td>
<td>Cap.</td>
<td>620,57,00</td>
<td>..</td>
<td>21,25</td>
<td>10,00</td>
</tr>
<tr>
<td>26</td>
<td>Kursela-Bihariganj (35 km)</td>
<td>Cap.</td>
<td>192,56,00</td>
<td>40,32</td>
<td>21,25</td>
<td>1,00</td>
</tr>
<tr>
<td>27</td>
<td>Muzaffarpur-Darbhanga (66.9 km)</td>
<td>Cap.</td>
<td>281,30,00</td>
<td>58,35</td>
<td>61,00</td>
<td>5,00</td>
</tr>
<tr>
<td>28</td>
<td>Vikramshila - Katanore (Piparinthi-Naugachia) (18 km)</td>
<td>Cap.</td>
<td>800,49,00</td>
<td>..</td>
<td>1,00</td>
<td>2,00</td>
</tr>
<tr>
<td>29</td>
<td>- Total Works in Progress</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>1051,00,00</td>
<td>1,00</td>
</tr>
</tbody>
</table>

**Notes:**
- The above expenditure will be made only after following due processes / mandatory approvals and sanctions.
- The works in progress will be completed within the year 2017-18.
### Table 10.2.3

<table>
<thead>
<tr>
<th>No.</th>
<th>Work</th>
<th>Particulars</th>
<th>amount (in thousand Rupees)</th>
<th>Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
<th>Revised Outlay</th>
<th>March 2016</th>
<th>2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>Katreah-Kursela - Patch doubling incl. bridge on river Koshi (206.06 km)</td>
<td>(EBR(P))</td>
<td>470,00,00</td>
<td>34,56,00</td>
<td>69,48,05</td>
<td>39,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Maheshkhunt-Thana Bihpur (31.75 km)</td>
<td>(EBR(P))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Table 10.2.4

<table>
<thead>
<tr>
<th>No.</th>
<th>Work</th>
<th>Particulars</th>
<th>amount (in thousand Rupees)</th>
<th>Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
<th>Revised Outlay</th>
<th>March 2016</th>
<th>2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>Chhapra-Hajipur (59 km)</td>
<td>(EBR)</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Taregna-Jahanabad (15.20 km)</td>
<td>(EBR)</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Mansi-Maheshkhihunt - Patch doubling (22.12 km)</td>
<td>(EBR)</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Jehanabad-Bela (27.47 km)</td>
<td>(EBR)</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Table 10.2.5

<table>
<thead>
<tr>
<th>No.</th>
<th>Work</th>
<th>Particulars</th>
<th>amount (in thousand Rupees)</th>
<th>Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
<th>Revised Outlay</th>
<th>March 2016</th>
<th>2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>38</td>
<td>Sonepur-Hajipur incl. Gandak bridge</td>
<td>(EBR(IF))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Kurseia-Gemapur (27.78 km)</td>
<td>(EBR(IF))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Maheshkhihunt-Thana Bihpur (31.75 km)</td>
<td>(EBR(IF))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Thana Bihpur-Kurseia (33.57 km)</td>
<td>(EBR(IF))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>Begusara-Khagaria (40.38 km)</td>
<td>(EBR(IF))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Table 10.2.6

<table>
<thead>
<tr>
<th>No.</th>
<th>Work</th>
<th>Particulars</th>
<th>amount (in thousand Rupees)</th>
<th>Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
<th>Revised Outlay</th>
<th>March 2016</th>
<th>2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>Tirath-Begusara (8.33 km)</td>
<td>(EBR(IF))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>Chandrapura - Rajbera - Chandrapura - Bhardawan (10.6 km)</td>
<td>(EBR(IF))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>Katraha-Kurseia - Patch doubling incl. bridge on river Koshi (7.24 km)</td>
<td>(EBR(IF))</td>
<td>205,00,00</td>
<td>39,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Item</td>
<td>Description</td>
<td>Cap.</td>
<td>EBR(IF)</td>
<td>EBR(IF) 47,28,00</td>
<td>EBR(IF) 100,00,00</td>
<td>EBR(IF) 653,54,00</td>
<td>EBR(IF) 3396,16,00</td>
<td>EBR(IF) 348,20,00</td>
</tr>
<tr>
<td>-----</td>
<td>------------------------------------------</td>
<td>-----------------------------------------------------------</td>
<td>---------</td>
<td>---------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>46</td>
<td>Garhwa Road-Ramna</td>
<td>Punji Cap. 346,96,73</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>Danea-Ranchi Road - Patch doubling</td>
<td>Punji Cap. 322,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>Jarangshh-Danea - Patch doubling</td>
<td>Punji Cap. 330,96,21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>49</td>
<td>Hajipur-Ramdaulau Nagar - Garham (47.72 km)</td>
<td>Punji Cap. 322,17,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>Renukut-Chopan (32.15 km) (Billi-Chopan 7.89 km)</td>
<td>Punji Cap. 528,57,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>Karaila Road-Shaktinagar (32.15 km)</td>
<td>Punji Cap. 348,20,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>Ranchi Road-Patratu - Patch doubling (31 km)</td>
<td>Punji Cap. 25,00,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Rampur Dunna-Tal-Rajendrapur - Addl bridge and doubling (14 km)</td>
<td>Punji Cap. 745,73,50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>Ramna-Singrauli (160 km)</td>
<td>Punji Cap. 2436,21,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>Dhanbad-Sonnagar (Patratu-Sonnagar) - 3rd line (291 km)</td>
<td>Punji Cap. 3396,16,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>Hajipur-Bachwa (72 km)</td>
<td>Punji Cap. 653,54,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>Samastipur-Darbhanga (38 km)</td>
<td>Punji Cap. 491,01,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>Kult - Gaya (124 km)</td>
<td>Punji Cap. 1100,20,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>59#</td>
<td>Karota Patner - Manikath - Surface triangle line (10 km)</td>
<td>Punji Cap. 65,45,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60#</td>
<td>Sagarai - Vaikulimukta (109.7 km)</td>
<td>Punji Cap. 372,02,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>61#</td>
<td>Gaya - Bypass line for Muppar (2 km)</td>
<td>Punji Cap. 6,28,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62#</td>
<td>Muzaffarpur - Sami (100.6 km)</td>
<td>Punji Cap. 365,82,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>63#</td>
<td>Ganva Road - Rail over rail (10 km)</td>
<td>Punji Cap. 24,36,50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>64#</td>
<td>Gomoh - Flyover for down trains (15 km)</td>
<td>Punji Cap. 47,28,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total - Doubling</td>
<td>Punji Cap. 78,13,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- [10.2.4] पूंजी मध्य रेलवे / EAST CENTRAL RAILWAY
- 2017-18 के लिए परिसंचालन की खरीद, निर्माण और बदलाव / Assets-Acquisition, Construction and Replacement for 2017-18
- वर्तमान व्यवस्था का अनुचित / Figures in thousand Rupees
- Expenditure on this project will be made only after following due processes / mandatory approvals and sanctions
<table>
<thead>
<tr>
<th>No.</th>
<th>विवरण / Particulars</th>
<th>वित्तीय संकल्पना / Financial Allocation</th>
<th>मानदंड / Criteria</th>
<th>जनवरी 2016 के अनुसार राहत / Relief at end of March 2016</th>
<th>2016-17 के लिए मंजूरित वित्तीय संकल्पना / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए मंजूरित वित्तीय संकल्पना / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>पटना जन - अतिरिक्त पेंटिंग के संयोजन वर्तमान में 4.7 का वित्तीय कार्य / Financial Work in Progress</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>17,35,54</td>
<td>17,22,17</td>
<td>6.00</td>
<td>5.00</td>
</tr>
<tr>
<td>66</td>
<td>पटना Jn. - Addl platform &amp; extension of platform Nos.4-7, incl material modification for reinforced concrete cement apron on platform No.8 &amp; 9</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>5,54,32</td>
<td>2,50,31</td>
<td>20.00</td>
<td>..</td>
</tr>
<tr>
<td>67</td>
<td>जोध्पुर - अतिरिक्त लाइन का विवाह पथ रहे हाउस स्टेटियनों का स्थानीय जोड़ने के लिए वित्तीय कार्य / Financial Work for connecting the house stations to the local area</td>
<td>वित्तीय संकल्पना (2) / DF(2)</td>
<td>3,14,00</td>
<td>99,52</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>68</td>
<td>बहराइच - निर्माण, कार्य, अधिनियम और घेर - खुशाल वाला पर लूप व प्रायोजकों</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>7,79,88</td>
<td>6,69,88</td>
<td>1,00,00</td>
<td>10.00</td>
</tr>
<tr>
<td>69</td>
<td>बहराइच - निर्माण, कार्य, अधिनियम और घेर - खुशाल वाला पर लूप व प्रायोजकों</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>15,83,19</td>
<td>17,40,75</td>
<td>25.00</td>
<td>10.00</td>
</tr>
<tr>
<td>70</td>
<td>भीमरावाड़ - फैल - वैल कॉमन कार्य के लिए रेल हंग (12 स्थान)</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>2,68,29</td>
<td>2,54,46</td>
<td>1.00</td>
<td>..</td>
</tr>
<tr>
<td>71</td>
<td>भीमरावाड़ - दाटा लाइन में टॉप पर कैप लाइफ्ट</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>3,03,47</td>
<td>2,26,03</td>
<td>50.00</td>
<td>..</td>
</tr>
<tr>
<td>72</td>
<td>झिलम - गोंडा पर रेल हंग व मांस का तिरंगा लाइन (686 मी)</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>4,04,00</td>
<td>3,69,39</td>
<td>3.98</td>
<td>..</td>
</tr>
<tr>
<td>73</td>
<td>शहीदुद्दीन - नवादा तथा नवादा में संयोजन</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>1,00,00</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>74</td>
<td>बालियारपुर - नवादा, महंगावली, महंगावली - नवादा तथा नवादा में संयोजन</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>2,20,92,34</td>
<td>20,10,24</td>
<td>80.00</td>
<td>2.00,00</td>
</tr>
<tr>
<td>75</td>
<td>चमचामा - डेरा का 1 लाइन रेलवे / वाणिज्य ट्रेनिंग / आधोलर्क</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>2,20,92,34</td>
<td>20,10,24</td>
<td>80.00</td>
<td>2.00,00</td>
</tr>
<tr>
<td>76</td>
<td>नागर/भिकुरा - नागर तथा भिकुरा में संयोजन रेलवे / आधोलर्क</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>2,20,92,34</td>
<td>20,10,24</td>
<td>80.00</td>
<td>2.00,00</td>
</tr>
<tr>
<td>77</td>
<td>नागर/भिकुरा - नागर तथा भिकुरा में संयोजन रेलवे / आधोलर्क</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>2,20,92,34</td>
<td>20,10,24</td>
<td>80.00</td>
<td>2.00,00</td>
</tr>
<tr>
<td>78</td>
<td>पटना Jn - निर्माण ट्रेक (3)</td>
<td>वित्तीय संकल्पना (3) / DF(3)</td>
<td>7,79,88</td>
<td>6,69,88</td>
<td>1,00,00</td>
<td>10.00</td>
</tr>
<tr>
<td>No</td>
<td>Description / Particulars</td>
<td>Unit Cost (₹)</td>
<td>Revised Outlay for 2016-17 (₹)</td>
<td>Outlay proposed for 2017-18 (₹)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----</td>
<td>--------------------------</td>
<td>---------------</td>
<td>---------------------------------</td>
<td>---------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>79</td>
<td>Daranapur - Connectivity of direct delivery lines at Dehri end</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80</td>
<td>Tekabigaha-Lemubabad - Crossing station</td>
<td>EBR</td>
<td>1,63,38</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>81</td>
<td>Piprahwa - Crossing station by splitting longer block section to increase line capacity</td>
<td>RRSK</td>
<td>1,63,38</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>82</td>
<td>Naraynapur Anant - Basic facilities as freight terminal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>83</td>
<td>Kishnapur, Ramhadrapur &amp; Hayaghat - 3rd running line with both end sand hump (686 m)</td>
<td>RRSK</td>
<td>2,27,53</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>84</td>
<td>New Muzzafarpur - Terminal station</td>
<td>EBR</td>
<td>4,00,00</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>85</td>
<td>Sadishpur (Neora-Bibata), Pawanikarpar - Buxar-Chausa &amp; Baharachandi (Zamania-Dhina) - Intermediate block sections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>Bettiah, Bapudham-Mothi, Chakia, Lahorisarai &amp; Raxaul Yard (Line No.7) - Conversion of goods non-running line to running line with shunt signal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>87</td>
<td>Kuchman - New down common loop</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88</td>
<td>Mughalsarai - 24-coach platforms on all lines, direct reception of goods in up departure line at speed of 75 kmph</td>
<td>EBR</td>
<td>2,25,00</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>89</td>
<td>Gaya - Full length platform on line No.8 &amp; 9</td>
<td>RRSK</td>
<td>5,54,28</td>
<td>3,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>Semra &amp; Ramgarhwa - 3rd running line with both end sand humps (686 m)</td>
<td>RRSK</td>
<td>1,56,55</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>91</td>
<td>Anugrahnagar Road - Down addt. loop cum direct delivery line</td>
<td>RRSK</td>
<td>4,25,39</td>
<td>5,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>92</td>
<td>Tori - Addl loop</td>
<td>RRSK</td>
<td>9,16,11</td>
<td>..</td>
<td></td>
<td></td>
</tr>
<tr>
<td>93</td>
<td>Baraha - Crossing stations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>94</td>
<td>Jhajha - Extention of 3rd loop and up line Nos.1 &amp; 2 to full length</td>
<td>Cap.</td>
<td>5,55,00</td>
<td>15,00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Figures in thousand of Rupees*
### पृष्ठ मध्ये देखील

<table>
<thead>
<tr>
<th>नं.</th>
<th>विवरण / Particulars</th>
<th>आकर्षण / Allocation</th>
<th>मंजूर तात्त्विक / Sanctioned Cost</th>
<th>मार्च 2016 के अंतिम स्तर</th>
<th>2016-17 के लिए मंजूरित परिणाम / Revised Outlay</th>
<th>2017-18 के लिए मंजूरित परिणाम / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>95</td>
<td>Bansipur - डाउन कोमन लूप</td>
<td>पूंजी</td>
<td>Cap. 6,80,00</td>
<td>3,16,92</td>
<td>2.00,00</td>
<td>50.00</td>
</tr>
<tr>
<td>96</td>
<td>Krishnashila - 2 अतिरिक्त मूल लाईन</td>
<td>पूंजी</td>
<td>Cap. 4.30,00</td>
<td>2,89,63</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>97</td>
<td>Biharsharif - 3rd loop line</td>
<td>पूंजी</td>
<td>Cap. 3.06,00</td>
<td>51.00</td>
<td>1.00,00</td>
<td>50.00</td>
</tr>
<tr>
<td>98</td>
<td>Mahendra - अतिरिक्त मूल</td>
<td>पूंजी</td>
<td>Cap. 2.99,00</td>
<td>1.37,20</td>
<td>25.00</td>
<td>50.00</td>
</tr>
<tr>
<td>99</td>
<td>Darauli - Up loop line with sand hump at Mughalsarai end</td>
<td>पूंजी (3)</td>
<td>DF(3) 4.13,00</td>
<td>2,08,59</td>
<td>1.41,71</td>
<td>..</td>
</tr>
<tr>
<td>100</td>
<td>Rampur Durna - Operationalise of bridge line common loop</td>
<td>पूंजी</td>
<td>Cap. 3.01,00</td>
<td>51.00</td>
<td>50.00</td>
<td>10.00</td>
</tr>
<tr>
<td>101</td>
<td>Shaktinagar - 2 अतिरिक्त लूप</td>
<td>पूंजी</td>
<td>Cap. 5.60,00</td>
<td>3,01,12</td>
<td>1.00,00</td>
<td>50.00</td>
</tr>
<tr>
<td>102</td>
<td>Mc Cluskieganj-Mahamian - Splitting of block section by restoring Ninha block hut</td>
<td>पूंजी (3)</td>
<td>DF(3) 2.72,42</td>
<td>52.05</td>
<td>1.00</td>
<td>..</td>
</tr>
<tr>
<td>103</td>
<td>Shekhpura - Addl. loop</td>
<td>पूंजी (4)</td>
<td>DF(4) 4.09,31</td>
<td>54.41</td>
<td>1.33,70</td>
<td>..</td>
</tr>
<tr>
<td>104</td>
<td>Pahleza - Development as B-class station</td>
<td>पूंजी (5)</td>
<td>DF(3) 7.02,66</td>
<td>1,44,68</td>
<td>94.73</td>
<td>..</td>
</tr>
<tr>
<td>105</td>
<td>Singhrai-Karela Road - 2 add block stations with simultaneous reception / crossings facilities</td>
<td>पूंजी</td>
<td>Cap. 7.10,02</td>
<td>3,80,89</td>
<td>1.00,00</td>
<td>10</td>
</tr>
<tr>
<td>106</td>
<td>Richguta &amp; Keayri - Provision of 59 BOXN, 2 electrical engines, 8 wheeler MT capacity (750 m)</td>
<td>पूंजी</td>
<td>Cap. 4.50,00</td>
<td>58.56</td>
<td>40.00</td>
<td>5.00</td>
</tr>
<tr>
<td>107</td>
<td>Mughalsarai - डाउन रचन लोकसह</td>
<td>पूंजी (4)</td>
<td>DF(4) 2.50,00</td>
<td>79.26</td>
<td>5.00</td>
<td>..</td>
</tr>
<tr>
<td>108</td>
<td>Bhambhara Road - Development as passenger terminal</td>
<td>पूंजी (5)</td>
<td>DF(3) 4.57,16</td>
<td>1,11,74</td>
<td>80.00</td>
<td>..</td>
</tr>
<tr>
<td>109</td>
<td>Electricitication of Kathara siding</td>
<td>पूंजी</td>
<td>Cap. 4.16,33</td>
<td>39,48</td>
<td>1.75,00</td>
<td>5</td>
</tr>
<tr>
<td>110</td>
<td>Zamania - Yard remodelling in connection with extr. of platform incl. basic passenger amenities</td>
<td>पूंजी</td>
<td>Cap. 10.15,58</td>
<td>2,22,21</td>
<td>3.25,00</td>
<td>5</td>
</tr>
<tr>
<td>111</td>
<td>Electricitication of Boghada siding</td>
<td>पूंजी</td>
<td>Cap. 21.25,26</td>
<td>3.00,00</td>
<td>6.00,00</td>
<td></td>
</tr>
<tr>
<td>112</td>
<td>Barauri - Improvement of traffic facilities at by pass station</td>
<td>पूंजी</td>
<td>Cap. 21.25,26</td>
<td>3.00,00</td>
<td>6.00,00</td>
<td></td>
</tr>
<tr>
<td>113</td>
<td>Gammal - Yard remodelling in connection with extr. of platform incl. basic passenger amenities</td>
<td>पूंजी</td>
<td>Cap. 2.15,38</td>
<td>35.32</td>
<td>2.00,00</td>
<td>..</td>
</tr>
</tbody>
</table>
### Traffic Facilities-Yard Remodelling & Others

<table>
<thead>
<tr>
<th>No.</th>
<th>Details</th>
<th>Quantity</th>
<th>2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>114</td>
<td>Chakard - New freight terminal</td>
<td>Cap. 12,16,41</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>115</td>
<td>Ramgarh - New freight terminal (Phase-I)</td>
<td>Cap. 15,16,62</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>116</td>
<td>Katra - New freight terminal</td>
<td>Cap. 13,19,51</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>118</td>
<td>Durnaon - New freight terminal</td>
<td>Cap. 11,88,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>119</td>
<td>Dhang - New freight terminal</td>
<td>Cap. 14,35,60</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>120</td>
<td>Tilair - New freight terminal</td>
<td>Cap. 10,16,51</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>122</td>
<td>Patna Sahib - Addl. platform</td>
<td>Cap. 7,30,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>123</td>
<td>2.5 crore (II) / Works costing below Rs. 2.5 crore each</td>
<td>Cap. ..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>124</td>
<td>2.5 crore (II) / Works costing below Rs. 2.5 crore each</td>
<td>Cap. ..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>125</td>
<td>East Central Railway - Extension of RDBMS (Phase-II)</td>
<td>Cap. ..</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

### Computerisation

<table>
<thead>
<tr>
<th>No.</th>
<th>Details</th>
<th>Quantity</th>
<th>2016-17</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>125</td>
<td>East Central Railway - Extension of unreserved ticketing system to E-category stations</td>
<td>Cap. ..</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>
## 10.2.9

**PURCHASE MACHINES**

**EAST CENTRAL RAILWAY**

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

<table>
<thead>
<tr>
<th>Item No</th>
<th>Description</th>
<th>Sanctioned Cost (का)</th>
<th>Revised Outlay for 2016-17</th>
<th>Actual Outlay for 2016-17</th>
<th>2017-18 के लिए वित्तियों की सन्नियता / Revised Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>127</td>
<td>COMPUTERISATION - East Central Railway - Extension of automatic ticket vending machines</td>
<td>पूंजी</td>
<td>Cap. 18,40,00</td>
<td>1,53,99</td>
<td>4,00,00</td>
</tr>
<tr>
<td>128</td>
<td>25 कोटि रु. से कम लागत के प्रक्रियाकार</td>
<td>एमपीएफ</td>
<td>DRF</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Works costing below Rs 2.5 crore each</td>
<td>एमपीएफ</td>
<td>DF(1)</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>कोटि - पावर वर्क्स / Total Works in Progress</td>
<td>पूंजी</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>मुआफि</td>
<td>DRF</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>लिफि (1)</td>
<td>DF(1)</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>लिफि (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>129</td>
<td>25 कोटि रु. से कम लागत के प्रक्रियाकार</td>
<td>एमपीएफ</td>
<td>DRF</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Works costing below Rs 2.5 crore each</td>
<td>एमपीएफ</td>
<td>DF(1)</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>कोटि - पावर वर्क्स / Total New Works</td>
<td>पूंजी</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>मुआफि</td>
<td>DRF</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>लिफि (1)</td>
<td>DF(1)</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>लिफि (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>130</td>
<td>PURCHASE LEASED ASSETS - PAYMENT OF CAPITAL COMPONENT / PURCHASE LAND / A. Works in Progress</td>
<td>पूंजी</td>
<td>Cap. 134,05,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Leased Assets - Payment of Capital component of lease charges to Indian Railway Finance Corporation</td>
<td>पूंजी</td>
<td>C.Fund 402,15,00</td>
<td>..</td>
<td>327,80,00</td>
</tr>
<tr>
<td>131</td>
<td>PURCHASE ROAD SAFETY WORKS-LEVEL CROSSINGS / PURCHASE ROAD SAFETY WORKS-LEVEL CROSSINGS / A. Works in Progress</td>
<td>पूंजी</td>
<td>Cap. 134,05,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Sompur Division - Upgradation of level crossings (A-class - 14 Nos, B-class - 30 Nos &amp; Spl-class - 6 Nos)</td>
<td>पूंजी</td>
<td>S.Fund 4,88,22</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Samastipur Division - Upgradation of level crossings to special-class (23 Nos)</td>
<td>पूंजी</td>
<td>S.Fund 2,22,40</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>गांधीनगर पुल - समाधान राहत इंजीनियरिंग (23 अन्तर)</td>
<td>कोटि</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>गांधीनगर पुल - समाधान राहत इंजीनियरिंग (23 अन्तर)</td>
<td>कोटि</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Mughalsarai - Upgradation &amp; interlocking of level crossing gates (29 Nos) (A-route)</td>
<td>पूंजी</td>
<td>S.Fund 6,99,38</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Danapur Division - Upgradation of level crossings to special-class (13 Nos)</td>
<td>पूंजी</td>
<td>S.Fund 2,88,35</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Danapur Division - Upgradation of level crossings to special-class (13 Nos)</td>
<td>पूंजी</td>
<td>S.Fund 68,20</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>विवरण / Particulars</td>
<td>आकड़ा / Allocation</td>
<td>बीमारत / Sanctioned Cost</td>
<td>2016-17 के मार्च के अंतिम तिथि / Exp. at the end of March 2016</td>
<td>2016-17 के संबंधित परियोजना / Revised Outlay for 2016-17</td>
<td>2017-18 के लिए प्रस्तावित परियोजना / Outlay proposed for 2017-18</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------------------</td>
<td>--------------------------</td>
<td>-------------------------------------------------</td>
<td>--------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्य - समापर</td>
<td>S.Fund</td>
<td>10,97,29</td>
<td>7,02,29</td>
<td>3,95,00</td>
<td></td>
</tr>
<tr>
<td>रेलवे रेलवे टेशन</td>
<td>र्रस्क</td>
<td>19,02,71</td>
<td></td>
<td></td>
<td>2,50,00</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्य - समापर</td>
<td>S.Fund</td>
<td>2,85,36</td>
<td>2,15,36</td>
<td>70,00</td>
<td></td>
</tr>
<tr>
<td>रेलवे सम्पार रेलवे सम्पार</td>
<td>र्रस्क</td>
<td>40,76</td>
<td></td>
<td></td>
<td>20,00</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्य - समापर</td>
<td>S.Fund</td>
<td>18,00,59</td>
<td>13,00,59</td>
<td>5,00,00</td>
<td></td>
</tr>
<tr>
<td>रेलवे रेलवे टेशन</td>
<td>र्रस्क</td>
<td>5,99,41</td>
<td></td>
<td></td>
<td>3,30,00</td>
</tr>
<tr>
<td>रेलवे रेलवे टेशन</td>
<td>र्रस्क</td>
<td>6,46,87</td>
<td></td>
<td></td>
<td>1,00,00</td>
</tr>
<tr>
<td>रेलवे रेलवे टेशन</td>
<td>S.Fund</td>
<td>4,80,90</td>
<td>2,80,90</td>
<td>2,00,00</td>
<td></td>
</tr>
<tr>
<td>रेलवे रेलवे टेशन</td>
<td>र्रस्क</td>
<td>93,73</td>
<td></td>
<td></td>
<td>1,25,00</td>
</tr>
<tr>
<td>रेलवे रेलवे टेशन</td>
<td>S.Fund</td>
<td>2,27,50</td>
<td>2,17,50</td>
<td>10,00</td>
<td></td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>र्रस्क</td>
<td>2,01,34</td>
<td></td>
<td></td>
<td>15,00</td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>S.Fund</td>
<td>81,22</td>
<td>6,22</td>
<td>75,00</td>
<td></td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>र्रस्क</td>
<td>10,48,01</td>
<td></td>
<td></td>
<td>4,00,00</td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>S.Fund</td>
<td>1,92,33</td>
<td>1,42,33</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>र्रस्क</td>
<td>0,19,13</td>
<td></td>
<td></td>
<td>2,00,00</td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>S.Fund</td>
<td>2,56,00</td>
<td>2,16,00</td>
<td>40,00</td>
<td></td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>र्रस्क</td>
<td>0,19,13</td>
<td></td>
<td></td>
<td>50,00</td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>S.Fund</td>
<td>3,24,70</td>
<td>74,70</td>
<td>2,50,00</td>
<td></td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>र्रस्क</td>
<td>6,99,63</td>
<td></td>
<td></td>
<td>1,00,00</td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>S.Fund</td>
<td>2,31,16</td>
<td>56,16</td>
<td>1,75,00</td>
<td></td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>र्रस्क</td>
<td>0,19,13</td>
<td></td>
<td></td>
<td>2,00,00</td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>S.Fund</td>
<td>2,93,51</td>
<td>1,93,51</td>
<td>1,00,00</td>
<td></td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>र्रस्क</td>
<td>0,19,13</td>
<td></td>
<td></td>
<td>50,00</td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>S.Fund</td>
<td>4,30,00</td>
<td>2,30,00</td>
<td>2,00,00</td>
<td></td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>र्रस्क</td>
<td>6,14,49</td>
<td></td>
<td></td>
<td>1,50,00</td>
</tr>
<tr>
<td>मुहालसारी दिव्यजन - साधन भूमि का उपयोग</td>
<td>S.Fund</td>
<td>6,90,00</td>
<td>10,38,81</td>
<td>42,00</td>
<td></td>
</tr>
<tr>
<td>सड़क संरक्षण कार्य - समापर</td>
<td>S.Fund</td>
<td>10,00</td>
<td></td>
<td></td>
<td>40,00</td>
</tr>
<tr>
<td>Item No.</td>
<td>Work Location/Location</td>
<td>Description</td>
<td>Sanctioned Cost (in Rs.)</td>
<td>Exp. at the end of March 2016 (in Rs.)</td>
<td>Revised Outlay for 2016-17 (in Rs.)</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------------</td>
<td>-------------</td>
<td>--------------------------</td>
<td>--------------------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>150</td>
<td>Banmankhi-Bihariganj</td>
<td>Manning of unmanned level crossings (22 Nos)</td>
<td>S.Fund 50,00</td>
<td>50,00</td>
<td>...</td>
</tr>
<tr>
<td>151</td>
<td>Samastipur</td>
<td>Upgradation of level crossings to B2 class (20 Nos)</td>
<td>S.Fund 50,00</td>
<td>50,00</td>
<td>...</td>
</tr>
<tr>
<td>152</td>
<td>Sonpur Division</td>
<td>Electrical lifting barriers with datalogger &amp; integrated power supply system at block section interlocked gates (41 Nos)</td>
<td>S.Fund 13,87,66</td>
<td>1,50,00</td>
<td>...</td>
</tr>
<tr>
<td>153</td>
<td>Sonpur</td>
<td>Repl. of mechanical lifting barriers by electrical barriers at interlocked level crossing gates (32 Nos)</td>
<td>S.Fund 5,08,85</td>
<td>1,00,00</td>
<td>...</td>
</tr>
<tr>
<td>154</td>
<td>Sonpur</td>
<td>Manning of unmanned level crossings (27 Nos)</td>
<td>S.Fund 2,41,23</td>
<td>1,00,00</td>
<td>...</td>
</tr>
<tr>
<td>155</td>
<td>Samastipur Division</td>
<td>Upgradation of level crossing to B2 class (20 Nos)</td>
<td>S.Fund 6,49,99</td>
<td>1,00,00</td>
<td>...</td>
</tr>
<tr>
<td>156</td>
<td>Samastipur Division</td>
<td>Upgradation of level crossing to A class (30 Nos)</td>
<td>S.Fund 5,69,98</td>
<td>1,00,00</td>
<td>...</td>
</tr>
<tr>
<td>157</td>
<td>Dhanbad Division</td>
<td>Interlocking of level crossing gates (3 Nos)</td>
<td>S.Fund 2,95,74</td>
<td>1,00,00</td>
<td>...</td>
</tr>
<tr>
<td>158</td>
<td>Samastipur</td>
<td>Upgradation of level crossings (30 Nos) &amp; interlocking of level crossing gates (10 Nos)</td>
<td>S.Fund 24,84,00</td>
<td>1,00,00</td>
<td>...</td>
</tr>
<tr>
<td>159</td>
<td>East Central Railway</td>
<td>Interlocking of level crossing gates (58 Nos)</td>
<td>S.Fund 37,67,00</td>
<td>50,00</td>
<td>...</td>
</tr>
<tr>
<td>160</td>
<td>Works costing below Rs 2.5 crore each</td>
<td>Total Works in Progress</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>161</td>
<td>Banmankhi-Purnea</td>
<td>Manning of unmanned level crossings (22 Nos)</td>
<td>S.Fund 8,06,91</td>
<td>1,00</td>
<td>...</td>
</tr>
<tr>
<td>162</td>
<td>Jhajharpur-Laukaha Bazar</td>
<td>Manning of unmanned level crossings (29 Nos)</td>
<td>S.Fund 10,41,57</td>
<td>1,00</td>
<td>...</td>
</tr>
<tr>
<td>163</td>
<td>Banmankhi-Bihariganj</td>
<td>Manning of unmanned level crossings (22 Nos)</td>
<td>S.Fund 7,83,73</td>
<td>1,00</td>
<td>...</td>
</tr>
<tr>
<td>नं. / Item No.</td>
<td>विवरण / Particulars</td>
<td>अंकित / Allocation</td>
<td>सन्पर्कित / Sanctioned Cost</td>
<td>मार्च 2016 के तक तक व्यय / Exp. at the end of March 2016</td>
<td>2016-17 के लिए मंजूरित परियोजना / Revised Outlay for 2016-17</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------------</td>
<td>----------------------</td>
<td>----------------------------</td>
<td>--------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>164</td>
<td>सड़क संरक्षण कार्य - समर्पण / ROAD SAFETY WORKS-LEVEL CROSSINGS.</td>
<td>गोरखेश्वर</td>
<td>र्र.स्क.</td>
<td>4,30,99</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Narkataganj-Bikhnathori - Manning of unmanned level crossings (12 Nos)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>165</td>
<td>यवक्त ., सड़क संरक्षण , विभाग पर चौकदार की लेहारी (22 अंड)</td>
<td>गोरखेश्वर</td>
<td>र्र.स्क.</td>
<td>7,95,68</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Raxaul-Narkataganj - Manning of unmanned level crossings (22 Nos)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>166</td>
<td>सड़क संरक्षण कार्य - समर्पण / ROAD SAFETY WORKS-LEVEL CROSSINGS.</td>
<td>गोरखेश्वर</td>
<td>र्र.स्क.</td>
<td>6,39,52</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Sakri-Nirmali - Manning of unmanned level crossings (16 Nos)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>167</td>
<td>सड़क संरक्षण कार्य - समर्पण / ROAD SAFETY WORKS-LEVEL CROSSINGS.</td>
<td>गोरखेश्वर</td>
<td>र्र.स्क.</td>
<td>29,14,50</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Saharsa-Forbesganj - Manning of unmanned level crossings (82 Nos)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>168</td>
<td>2.5 कोटि रुपये से कम लागत के प्रायोजन कार्य</td>
<td>गोरखेश्वर</td>
<td>र्र.स्क.</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Works costing below Rs 2.5 crore each</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>169</td>
<td>पटना-गया - सड़क संरक्षण समर्पण / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>ए.बी.री.</td>
<td>स.फंड</td>
<td>16,77,85</td>
<td>30,78,04</td>
</tr>
<tr>
<td></td>
<td>Patna-Gaya - Road over bridge in lieu of level crossing No 79-A on main line and level crossing No 1 near Mithapur</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>170</td>
<td>चौकति - समर्पण / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>ए.बी.री.</td>
<td>स.फंड</td>
<td>4,25,28</td>
<td>4,24,28</td>
</tr>
<tr>
<td></td>
<td>Chukati - Road over bridge in lieu of level crossing No 28/Spl</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>171</td>
<td>गुजरात राजपुर-जैं-समर्पण / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>ए.बी.री.</td>
<td>स.फंड</td>
<td>15,26,43</td>
<td>15,25,43</td>
</tr>
<tr>
<td></td>
<td>Guzarabad-Rajendranagar - Road over bridge in lieu of level crossing No 74</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>172</td>
<td>बिहार-कोलकाता - समर्पण / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>ए.बी.री.</td>
<td>स.फंड</td>
<td>9,70,06</td>
<td>9,69,43</td>
</tr>
<tr>
<td></td>
<td>Bihar-Koelwar - Road over bridge in lieu of level crossing No 45</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>173</td>
<td>साधारण तास, नया तास और नया तास / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>ए.बी.री.</td>
<td>स.फंड</td>
<td>13,25,92</td>
<td>13,25,42</td>
</tr>
<tr>
<td></td>
<td>Sachivalaya-Phulwarishar - Road over bridge in lieu of level crossing No 31</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>174</td>
<td>पटना-गया - समर्पण / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>ए.बी.री.</td>
<td>स.फंड</td>
<td>14,92,84</td>
<td>14,87,84</td>
</tr>
<tr>
<td></td>
<td>Patna Sahib-Guzarabad - Road over bridge in lieu of level crossing No 72</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>175</td>
<td>देहरादून-देहरादून लागत जीवन / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>ए.बी.री.</td>
<td>स.फंड</td>
<td>2,01,88</td>
<td>2,02,38</td>
</tr>
<tr>
<td></td>
<td>Soneagar-Dehri on Sone - Road over bridge in lieu of level crossing No 33</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Group / Particulars</td>
<td>आयकर / Allocation</td>
<td>सम्पारण / Cost</td>
<td>मात्रा 2016 के अनुसार का बागल्य व्यय / Exp. at the end of March 2016</td>
<td>2016-17 के अनुसार संपर्कित परिस्थिति / Revised Outlay for 2016-17</td>
</tr>
<tr>
<td>------</td>
<td>------------------</td>
<td>------------------</td>
<td>-----------------</td>
<td>----------------------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>176</td>
<td>रोड सेफेटी वर्क्स-रोड ओवर/उंडर ब्रिज</td>
<td>कुला - सम्पार सं 32/</td>
<td>S.Fund</td>
<td>12.66,35</td>
<td>15.23,15</td>
</tr>
<tr>
<td></td>
<td>लाइवलाइन रोड ओवर / Road Over Bridge in lieu of level crossing No 101/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>177</td>
<td>सासाराम - सम्पार सं 43/</td>
<td>S.Fund</td>
<td>10.26</td>
<td>10.21</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>178</td>
<td>गा०-काझा - सम्पार सं 2/</td>
<td>S.Fund</td>
<td>4.10,97</td>
<td>4.10,47</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>180</td>
<td>दरभांगा यार्ड - सम्पार सं 27/</td>
<td>S.Fund</td>
<td>4.93,32</td>
<td>4.92,82</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>181</td>
<td>कोडरमा - सम्पार सं 14/</td>
<td>S.Fund</td>
<td>11.17,10</td>
<td>11.16,10</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज (2 lane) in lieu of level crossing No 34/A/T</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>182</td>
<td>भबुआ - सम्पार सं 30/</td>
<td>S.Fund</td>
<td>-2.26,12</td>
<td>-2.27,12</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>183</td>
<td>जमौल-मसाउरा - सम्पार सं 46/</td>
<td>S.Fund</td>
<td>4.55,90</td>
<td>4.54,90</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज (4 lane) in lieu of level crossing No 46-A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>184</td>
<td>नकदियांग बाईड - सम्पार सं 25/</td>
<td>S.Fund</td>
<td>4.20,05</td>
<td>20.05</td>
<td>4.00,00</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>185</td>
<td>जीविता-मथिराई - सम्पार सं 159/</td>
<td>S.Fund</td>
<td>6.07,00</td>
<td>6.76,07</td>
<td>4.26,70</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>186</td>
<td>नकदियांग-हांमिगर - सम्पार सं 31/</td>
<td>S.Fund</td>
<td>9.06,16</td>
<td>9.05,16</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>187</td>
<td>क्षागारा - सम्पार सं 23/</td>
<td>S.Fund</td>
<td>13.56,23</td>
<td>10.56,23</td>
<td>3.00,00</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>188</td>
<td>गाजि-मुजाफपुर - सम्पार सं 3/</td>
<td>S.Fund</td>
<td>10.28,67</td>
<td>9.28,67</td>
<td>1.00,00</td>
</tr>
<tr>
<td></td>
<td>रोड ओवर ब्रिज</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(आंकड़े हज़ार / (Figures in thousand of Rupees)
<table>
<thead>
<tr>
<th>#</th>
<th>Item</th>
<th>Description</th>
<th>Sanctioned / Allotment (in Rs)</th>
<th>Revised Outlay for 2016-17 (in Rs)</th>
<th>Outlay proposed for 2017-18 (in Rs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>189</td>
<td></td>
<td>Begusarai-Tirath - Road over bridge (2-lane) in lieu of level crossing No.47/B</td>
<td>EBRI(Dep) 3,85,62</td>
<td>53,07,00</td>
<td>10,00</td>
</tr>
<tr>
<td>190</td>
<td></td>
<td>Phulwari Sharif-Danapur - Road over bridge in lieu of level crossing No.35/B</td>
<td>EBRI(Dep) 66,10,00</td>
<td>7,84,94</td>
<td>15,00</td>
</tr>
<tr>
<td>191</td>
<td></td>
<td>Kaura Halt-Bihia - Road over bridge in lieu of level crossing No.53/A</td>
<td>EBRI(Dep) 27,77,00</td>
<td>6,11,14</td>
<td>5,00</td>
</tr>
<tr>
<td>192</td>
<td></td>
<td>Chhota Ambana-Pradhankhunta - Road over bridge in lieu of level crossing No.15/Spl/T</td>
<td>EBRI(Dep) 8,89,57</td>
<td>6,87,31</td>
<td>50,00</td>
</tr>
<tr>
<td>193</td>
<td></td>
<td>Bhui-Tetumari - Road over bridge in lieu of level crossing No.23/Spl</td>
<td>EBRI(Dep) 11,30,00</td>
<td>50,00</td>
<td>50,00</td>
</tr>
<tr>
<td>194</td>
<td></td>
<td>Katrasgarh-Nichipur - Road over bridge in lieu of level crossing No.38/B/T</td>
<td>EBRI(Dep) 8,57,10</td>
<td>6,69,00</td>
<td>50,00</td>
</tr>
<tr>
<td>195</td>
<td></td>
<td>Katrasgarh-Nichipur - Road over bridge in lieu of level crossing No.18/B/2/E</td>
<td>EBRI(Dep) 13,77,32</td>
<td>12,24,54</td>
<td>2,00</td>
</tr>
<tr>
<td>196</td>
<td></td>
<td>Barauni-Tirath - Road over bridge in lieu of level crossing No.61/Spl (2-lane)</td>
<td>EBRI(Dep) 10,85,82</td>
<td>10,75,82</td>
<td>10,00</td>
</tr>
<tr>
<td>197</td>
<td></td>
<td>Matri-Gomsh (LC No.9-B), Gomsh-Telio (LC No.9-B/C&amp;C) &amp; Gomsh-Khanudih (LC No.9-B) - Road over bridge</td>
<td>EBRI(Dep) 23,07,00</td>
<td>16,02,15</td>
<td>10,00</td>
</tr>
<tr>
<td>198</td>
<td></td>
<td>Hazanbagh Road-Keshwari - Road over bridge in lieu of level crossing No.20B/T</td>
<td>EBRI(Dep) 11,41,00</td>
<td>7,82,00</td>
<td>10,00</td>
</tr>
<tr>
<td>199</td>
<td></td>
<td>Parsauni-Sitamarhi - Road over bridge in lieu of level crossing No.56</td>
<td>EBRI(Dep) 11,44,00</td>
<td>5,75,35</td>
<td>5,00</td>
</tr>
<tr>
<td>200</td>
<td></td>
<td>Laheriyasarai-Darbhanga - Road over bridge in lieu of level crossing No.25/Spl</td>
<td>EBRI(Dep) 11,44,00</td>
<td>7,62,00</td>
<td>10,00</td>
</tr>
<tr>
<td>No.</td>
<td>Particulars</td>
<td>Allocation</td>
<td>Sanctioned Cost</td>
<td>March 2016</td>
<td>Revised Outlay for 2016-17</td>
</tr>
<tr>
<td>-----</td>
<td>-------------</td>
<td>------------</td>
<td>-----------------</td>
<td>------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>201</td>
<td>Naugachhiya-Kataneah - Road over bridge in lieu of level crossing No.115 Plat</td>
<td>लागू</td>
<td>S.Fund</td>
<td>1,03,57</td>
<td>3,57</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>64,53</td>
<td>43,43</td>
</tr>
<tr>
<td>202</td>
<td>Chakia Yard - Road over bridge on level crossing No.137</td>
<td>लागू</td>
<td>S.Fund</td>
<td>2,44</td>
<td>1,44</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7,46</td>
<td>56,00</td>
</tr>
<tr>
<td>203</td>
<td>Jeevanath Mochani - Road over bridge on level crossing No.159</td>
<td>लागू</td>
<td>S.Fund</td>
<td>1,00,00</td>
<td>1,00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16,33</td>
<td>00,00</td>
</tr>
<tr>
<td>204</td>
<td>Samastipur-Karpurigram - Road over bridge in lieu of level crossing No.53-A</td>
<td>लागू</td>
<td>S.Fund</td>
<td>10,00</td>
<td>10,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9,58</td>
<td>00,00</td>
</tr>
<tr>
<td>205</td>
<td>Danapur-Phulpurisharif Road over bridge in lieu of level crossing No.33 (class-B)</td>
<td>लागू</td>
<td>S.Fund</td>
<td>29,90</td>
<td>24,90</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7,89</td>
<td>10,00</td>
</tr>
<tr>
<td>206</td>
<td>Danapur-Neera - Road over bridge in lieu of level crossing No.36 (class-B)</td>
<td>लागू</td>
<td>S.Fund</td>
<td>11,75</td>
<td>00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11,05</td>
<td>50,00</td>
</tr>
<tr>
<td>207</td>
<td>Danapur-Neera - Road over bridge in lieu of level crossing No.38 (class-B)</td>
<td>लागू</td>
<td>S.Fund</td>
<td>11,61</td>
<td>00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15,00</td>
<td>00,00</td>
</tr>
<tr>
<td>208</td>
<td>Bhita-Neera - Road over bridge in lieu of level crossing No.52 (class-B)</td>
<td>लागू</td>
<td>S.Fund</td>
<td>12,12</td>
<td>00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11,61</td>
<td>00,00</td>
</tr>
<tr>
<td>209</td>
<td>Kuharia-Ara - Road over bridge in lieu of level crossing No.47 (class-B)</td>
<td>लागू</td>
<td>S.Fund</td>
<td>3,99</td>
<td>57,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,27</td>
<td>43,00</td>
</tr>
<tr>
<td>210</td>
<td>Chausa-Ghamari - Road over bridge in lieu of level crossing No.78 (class-A)</td>
<td>लागू</td>
<td>S.Fund</td>
<td>11,92</td>
<td>00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,36</td>
<td>42,00</td>
</tr>
<tr>
<td>211</td>
<td>Buxar-Banana - Road over bridge in lieu of level crossing No.70 (class-A)</td>
<td>लागू</td>
<td>S.Fund</td>
<td>11,61</td>
<td>00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10,00</td>
<td>00,00</td>
</tr>
<tr>
<td>212</td>
<td>Ismailpur-Rafiganj - Road over bridge in lieu of level crossing No.19/B</td>
<td>लागू</td>
<td>S.Fund</td>
<td>16,15</td>
<td>00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,32</td>
<td>34,00</td>
</tr>
<tr>
<td>213</td>
<td>Pusaulli-Muthani - Road over bridge in lieu of level crossing No.56/C</td>
<td>लागू</td>
<td>S.Fund</td>
<td>11,25</td>
<td>00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,87</td>
<td>87,00</td>
</tr>
<tr>
<td>Item No</td>
<td>Description</td>
<td>Particulars</td>
<td>₹</td>
<td>₹</td>
<td>Percentage</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td>-------------</td>
<td>---</td>
<td>---</td>
<td>-----------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>214</td>
<td>Gururu-Ismailpur - Road over bridge in lieu of level crossing No.11/B</td>
<td>S.Fund</td>
<td>2,447.77</td>
<td>94.77</td>
<td>1,50.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>5,6623</td>
<td></td>
<td>150.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EBR(Dep)</td>
<td>11,7100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>215</td>
<td>Gaya-Kastha - Road over bridge in lieu of level crossing No.4/A</td>
<td>S.Fund</td>
<td>66.19</td>
<td>65.19</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>12,8981</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EBR(Dep)</td>
<td>18,5500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>216</td>
<td>Sonepur-Parmanandpur - Road over bridge in lieu of level crossing No.1-A</td>
<td>S.Fund</td>
<td>14.95</td>
<td>14.55</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>7,3951</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EBR(Dep)</td>
<td>10,6900</td>
<td></td>
<td></td>
</tr>
<tr>
<td>217</td>
<td>Sonardh-Phularitari - Road over bridge in lieu of level crossing No.8/B/2-T</td>
<td>S.Fund</td>
<td>10.00</td>
<td>10.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>15,9000</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EBR(Dep)</td>
<td>41,9795</td>
<td></td>
<td></td>
</tr>
<tr>
<td>218</td>
<td>Sonardh-Phularitari - Road over bridge in lieu of level crossing No.7/B/2-T</td>
<td>S.Fund</td>
<td>10.00</td>
<td>10.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>15,9000</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EBR(Dep)</td>
<td>41,9795</td>
<td></td>
<td></td>
</tr>
<tr>
<td>219</td>
<td>Dalsingh Sarai-Nazirnagar - Road over bridge in lieu of level crossing No.32 (A-class)</td>
<td>S.Fund</td>
<td>11,78</td>
<td>1,78</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>14,8822</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EBR(Dep)</td>
<td>32,3093</td>
<td></td>
<td></td>
</tr>
<tr>
<td>220</td>
<td>Dhanbad Division - Elimination of level crossings by subways (7 Nos)</td>
<td>S.Fund</td>
<td>1.00</td>
<td>1.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>28,9117</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td>221</td>
<td>Dugda-Chandrapura &amp; West Bokaro Siding - Elimination of level crossings by subways (1 No each)</td>
<td>S.Fund</td>
<td>1.00</td>
<td>1.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>10,0220</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td>222</td>
<td>Wyndhamganj-Chopan &amp; Karara Road-Singrauli - Elimination of level crossings by subways (6 &amp; 1 Nos respectively)</td>
<td>S.Fund</td>
<td>1.00</td>
<td>1.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>28,2928</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td>223</td>
<td>Sonenagar-Garhua Road &amp; Ara-Sasaram - Limited height subways at level crossings (8 &amp; 60 Nos respectively)</td>
<td>S.Fund</td>
<td>20.00</td>
<td>20.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>73,5888</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td>224</td>
<td>Sonenagar-Durguauli - 2-lane road over bridge in lieu of level crossing No.38C</td>
<td>S.Fund</td>
<td>50.00</td>
<td>50.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>23,7728</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EBR(Dep)</td>
<td>25,2833</td>
<td></td>
<td></td>
</tr>
<tr>
<td>225</td>
<td>Nagarnari-Chopan &amp; Chopan-Singrauli - Elimination of level crossings by subways (3 Nos each)</td>
<td>S.Fund</td>
<td>1.00</td>
<td>1.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>20,5133</td>
<td></td>
<td>100.00</td>
</tr>
<tr>
<td>226</td>
<td>Sonenagar-Durguauli - 2-lane road over bridge in lieu of level crossing No.50C</td>
<td>S.Fund</td>
<td>5.00</td>
<td>5.00</td>
<td>100.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RRSK</td>
<td>23,3818</td>
<td></td>
<td>100.00</td>
</tr>
</tbody>
</table>

**Notes:**
- **RRSK:** Railway Reliability and Safety Improvement
- **S.Fund:** Sanctioned Cost
- **Exp. at the end of March 2016:** Expected Cost at the end of March 2016
- **Outlay for 2017-18:** Outlay proposed for 2017-18
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>2016-17 Outlay</th>
<th>Revised Outlay</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>227</td>
<td>Sonenagar-Durgauati - 2-lane road over bridge in lieu of level crossing No.41/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 24,64,82</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>228</td>
<td>Prachanhakanta-Manpur - Road over bridge in lieu of level crossing No.10/C/E</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 25,46,68</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>229</td>
<td>Sonenagar-Durgauati - 2-lane road over bridge in lieu of level crossing No.51/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 24,64,82</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>230</td>
<td>Sonenagar-Durgauati - Limited height subway with diversion in lieu of level crossing No.51/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 24,64,82</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>231</td>
<td>Sonenagar-Durgauati - Limited height subway with diversion in lieu of level crossing No.52/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 25,46,68</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>232</td>
<td>Sonenagar-Durgauati - 2-lane road over bridge in lieu of level crossing No.69/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 26,02,86</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>233</td>
<td>Sonenagar-Durgauati - 2-lane road over bridge in lieu of level crossing No.52/TC</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 24,64,61</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>234</td>
<td>Sonenagar-Durgauati - Limited height subway with diversion in lieu of level crossing No.64/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 26,02,86</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>235</td>
<td>Gomia-Barkakana &amp; Barkakana-Hendigir - Elimination of level crossings by subways (4 &amp; 3 Nos respectively)</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 24,64,61</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>236</td>
<td>Sonenagar-Durgauati - Limited height subway with diversion in lieu of level crossing No.44/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 25,46,68</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>237</td>
<td>Khudh Road-Mirchachori - Elimination of level crossings by subways (2 Nos)</td>
<td>S.Fund 3,54,00</td>
<td>4.00</td>
<td>3.50,00</td>
</tr>
<tr>
<td></td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>238</td>
<td>Sonenagar-Durgauati - Limited height subway with diversion in lieu of level crossing No.57/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 25,46,68</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>239</td>
<td>Sonenagar-Durgauati - Limited height subway with diversion in lieu of level crossing No.57/C</td>
<td>S.Fund 5,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>EBR(Dep) 25,46,68</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>नं. / Item</td>
<td>विवरण / Particulars</td>
<td>अनुमोदन / Allocation</td>
<td>संबंधित खर्च / Sanctioned Cost</td>
<td>मार्च 2016 के तल्लाल खर्च / Exp. at the end of March 2016</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------------</td>
<td>------------------------</td>
<td>-------------------------------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>240</td>
<td>सोनेनागर-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.65/C</td>
<td>S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>गोरखपुर-सोनेनागर - 2-lane road over bridge in lieu of level crossing No.56/C</td>
<td>RRSK</td>
<td>23,15,18</td>
<td>..</td>
</tr>
<tr>
<td>241</td>
<td>धनबाद-पाथरडीह - Elimination of level crossings by subways (2 Nos)</td>
<td>S.Fund</td>
<td>1,00</td>
<td>..</td>
</tr>
<tr>
<td>242</td>
<td>गोरखपुर-सोनेनागर - 2-lane road over bridge in lieu of level crossing No.60/C</td>
<td>RRSK</td>
<td>6,99,40</td>
<td>..</td>
</tr>
<tr>
<td>243</td>
<td>नयांगाँव-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.59/C</td>
<td>S.Fund</td>
<td>50,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>दुर्गाती-लिंगराजा - Elimination of level crossings by subways (4 Nos)</td>
<td>RRSK</td>
<td>13,76,99</td>
<td>..</td>
</tr>
<tr>
<td>244</td>
<td>सोनेनागर-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.63/C</td>
<td>S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td>245</td>
<td>धनबाद - दक्षिणी सेंट्रल दिवास साइडिंग पाथक तथा बुमिगत पाथक से समाप्त होने का उपयुक्त (1 अन्त)</td>
<td>S.Fund</td>
<td>1,00</td>
<td>..</td>
</tr>
<tr>
<td>246</td>
<td>सोनेनागर-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.58/C</td>
<td>RRSK</td>
<td>6,72,43</td>
<td>..</td>
</tr>
<tr>
<td>247</td>
<td>सोनेनागर-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.57/C</td>
<td>S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>नयांगाँव-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.56/C</td>
<td>RRSK</td>
<td>23,10,58</td>
<td>..</td>
</tr>
<tr>
<td>248</td>
<td>गर्वड़ा-रामना - Elimination of level crossings by subways (6 Nos)</td>
<td>S.Fund</td>
<td>3,50,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>गोरखपुर-सोनेनागर - 2-lane road over bridge in lieu of level crossing No.38/C</td>
<td>RRSK</td>
<td>19,36,32</td>
<td>..</td>
</tr>
<tr>
<td>249</td>
<td>सैदराजा - 2-lane road over bridge in lieu of level crossing No.72/I/A/T</td>
<td>S.Fund</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>250</td>
<td>कानवाड़ा-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.49/C</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>251</td>
<td>सोनेनागर-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.40/C</td>
<td>S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td>252</td>
<td>सोनेनागर-दुर्गाती - 2-lane road over bridge in lieu of level crossing No.46/C</td>
<td>S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td>सं/ No.</td>
<td>विवरण / Particulars</td>
<td>जमीनदार परिवेशन / Allocation</td>
<td>सन्मानित / Alloc. मूल्य (रु.)/Sanctioned Cost</td>
<td>माह 2016 के वित्त तारीख / वित्तीय अंतिम वित्त तारीख (एम्ब्रेट्विंग)</td>
</tr>
<tr>
<td>--------</td>
<td>-------------------------</td>
<td>-----------------------------</td>
<td>--------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>253</td>
<td>सनेनगर-दंगूठी - समाप्ति मं.47/ली के बनने वाली ऋत्तरी सड़क पुल / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>5,00</td>
</tr>
<tr>
<td></td>
<td>Sonenagar-Durgauti - 2-lane road over bridge in lieu of level crossing No.47/C</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>23,38,18</td>
</tr>
<tr>
<td>254</td>
<td>सनेनगर-दंगूठी . समाप्ति मं.50/ली के बनने वाली ऋत्तरी सड़क पुल</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>5,00</td>
</tr>
<tr>
<td></td>
<td>Sonenagar-Durgauti - 2-lane road over bridge in lieu of level crossing No.50/C</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>23,51,99</td>
</tr>
<tr>
<td>255</td>
<td>सनेनगर-दंगूठी . समाप्ति मं.53/ली के बनने वाली ऋत्तरी सड़क पुल</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>9,37</td>
</tr>
<tr>
<td></td>
<td>Sonenagar-Durgauti - 2-lane road over bridge in lieu of level crossing No.53/C</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>23,33,81</td>
</tr>
<tr>
<td>256</td>
<td>दलबंगनज-गर्हवा रोड - भूमिगत पारपथ में समाप्ति का उपमूल्य (६ अंश)</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>50,00</td>
</tr>
<tr>
<td></td>
<td>Dalbanganj-Garhwa Road - Elimination of level crossings by subways (6 Nos)</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>27,52,81</td>
</tr>
<tr>
<td>257</td>
<td>गर्हवा रोड-विन्दीरामणज - भूमिगत पारपथ में समाप्ति का उपमूल्य (६ अंश)</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>1,00</td>
</tr>
<tr>
<td></td>
<td>Garhwa Road-Wynchamangaj - Elimination of level crossings by subways (6 Nos)</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>27,59,24</td>
</tr>
<tr>
<td>258</td>
<td>नौभाटिया-काटाणरा ब काटाणरा रोड-सेमपुर . समाप्ति के बनने वाले भूमिगत पारपथ (अंकड़े १ व ४ अंश)</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>1,00,00</td>
</tr>
<tr>
<td></td>
<td>Nauchchiba-Katarnah &amp; Kartagola Road-Semapur - Limited height subways in lieu of level crossings (1 &amp; 4 Nos respectively)</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>10,34,44</td>
</tr>
<tr>
<td>259</td>
<td>गोमह-कामाहद , भूमिगत पारपथ से समाप्ति का उपमूल्य (७ अंश)</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>50,00</td>
</tr>
<tr>
<td></td>
<td>Gomoh-Karmahat - Elimination of level crossings by subways (7 Nos)</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>15,55,87</td>
</tr>
<tr>
<td>260</td>
<td>कानवान्दिया-दंगूठी . समाप्ति मं.54/ली के बनने वाले पारम्परिक सहेत भूमिगत पारपथ</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>50,00</td>
</tr>
<tr>
<td></td>
<td>Kanwanjia-Durgauti - Limited height subway with diversion in lieu of level crossing No.54/C</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>6,88,96</td>
</tr>
<tr>
<td>261</td>
<td>सनेनगर-दंगूठी . समाप्ति मं.42/ली के बनने वाली ऋत्तरी सड़क पुल</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>5,00</td>
</tr>
<tr>
<td></td>
<td>Sonenagar-Durgauti - 2-lane road over bridge in lieu of level crossing No.42/C</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>25,22,24</td>
</tr>
<tr>
<td>262</td>
<td>सनेनगर-दंगूठी . समाप्ति मं.63/ली के बनने वाली ऋत्तरी सड़क पुल</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>5,00</td>
</tr>
<tr>
<td></td>
<td>Sonenagar-Durgauti - 2-lane road over bridge in lieu of level crossing No.61/C</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>22,82,97</td>
</tr>
<tr>
<td>263</td>
<td>सहारसा बांड़ . समाप्ति मं.31/विवेक के बनने वाली ऋत्तरी सड़क पुल</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>50,00</td>
</tr>
<tr>
<td></td>
<td>Saharsa Yard - Road over bridge in lieu of level crossing No.31/Spl</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>28,32,53</td>
</tr>
<tr>
<td>264</td>
<td>प्राचीनकोट-मणपुर , समाप्ति मं.31/विवेक के बनने वाली ऋत्तरी सड़क पुल</td>
<td>इंतीज़ाम</td>
<td>S.Fund</td>
<td>5,00</td>
</tr>
<tr>
<td></td>
<td>Prachinananda-Manpur - Road over bridge in lieu of level crossing No.278/T</td>
<td>रूसेक्स</td>
<td>इंतीज़ाम/ईबीआर</td>
<td>24,44,15</td>
</tr>
<tr>
<td>No.</td>
<td>Item Description</td>
<td>Sanctioned Cost</td>
<td>Revised Outlay for 2017-18</td>
<td>Outlay proposed for 2017-18</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>-----------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>265</td>
<td>Saindara-Chandraul Majhwar - Road over bridge in lieu of level crossing No.76A</td>
<td>S.Fund 20.00</td>
<td>20.00</td>
<td>20.00</td>
</tr>
<tr>
<td>266</td>
<td>Pradhankhanta-Manpur - Road over bridge in lieu of level crossing No.40/C/T</td>
<td>S.Fund 5.00</td>
<td>5.00</td>
<td>5.00</td>
</tr>
<tr>
<td>267</td>
<td>Pradhankhanta-Manpur - Road over bridge in lieu of level crossing No.16A/T</td>
<td>S.Fund 50.00</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>268</td>
<td>Pradhankhanta-Manpur - Subways in lieu of level crossings (6 Nos)</td>
<td>S.Fund 50.00</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>269</td>
<td>Pradhankhanta-Manpur - Road over bridge in lieu of level crossing No.21</td>
<td>S.Fund 50.00</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>270</td>
<td>Pradhankhanta-Manpur - Subways in lieu of level crossings (2 Nos)</td>
<td>S.Fund 50.00</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>271</td>
<td>Pradhankhanta-Manpur - Subways in lieu of level crossings (6 Nos)</td>
<td>S.Fund 50.00</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>272</td>
<td>Pradhankhanta-Manpur - Subways in lieu of level crossings (5 Nos)</td>
<td>S.Fund 50.00</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>273</td>
<td>Pradhankhanta-Manpur - Subways in lieu of level crossings (4 Nos)</td>
<td>S.Fund 50.00</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>274</td>
<td>Lakehri-Darbhanga - Road over bridge in lieu of level crossing No.21</td>
<td>S.Fund 5.00</td>
<td>5.00</td>
<td>5.00</td>
</tr>
<tr>
<td>275</td>
<td>Bettiah - Road over bridge in lieu of level crossing No.2 at Chhaooni Railway Crossing</td>
<td>S.Fund 18,50,58</td>
<td>18,50,58</td>
<td>18,50,58</td>
</tr>
<tr>
<td>276</td>
<td>Raxaul - Road over bridge in lieu of level crossing No.33</td>
<td>S.Fund 1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>277</td>
<td>Raxaul - Road over bridge in lieu of level crossing No.34</td>
<td>S.Fund 5.00</td>
<td>5.00</td>
<td>5.00</td>
</tr>
<tr>
<td>278</td>
<td>Dahanu Road-Son Nagar-subway in lieu of level crossing No. 28/B/T on DFC route</td>
<td>S.Fund 3,63,04</td>
<td>3,63,04</td>
<td>3,63,04</td>
</tr>
<tr>
<td>279</td>
<td>Manpur-Dahanu Road - subway in lieu of level crossing No. 15/C/E on DFC route</td>
<td>S.Fund 1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>नं. / Item</td>
<td>मद / Purpose / Particulars</td>
<td>अनुदान / Allocation</td>
<td>मंजूर / Sanctioned Cost</td>
<td>माल 2016 के अनुसार संबंधित / Exp at the end of March 2016</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>280</td>
<td>मांपुर-दाहनु रोड - समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,41,65</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>मानपुर-दाहनु रोड- समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,42,65</td>
<td>..</td>
</tr>
<tr>
<td>281</td>
<td>दाहनु रोड, मोंग गाँव - समस्ति माल गलियारे मार्ग पर समाप, 35.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,42,36</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>दाहनु रोड- सी ऊपरी समीपती पर रोड के माल के पर</td>
<td>S.Fund</td>
<td>3,43,37</td>
<td>..</td>
</tr>
<tr>
<td>282</td>
<td>मांपुर- दाहनु रोड, मोंग गाँव - समस्ति माल गलियारे मार्ग पर समाप, 35.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,42,36</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>मानपुर-दाहनु रोड- समस्ति माल गलियारे मार्ग पर समाप, 35.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,43,37</td>
<td>..</td>
</tr>
<tr>
<td>283</td>
<td>मांपुर- दाहनु रोड, मोंग गाँव - समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,42,65</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>मानपुर-दाहनु रोड- समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,43,37</td>
<td>..</td>
</tr>
<tr>
<td>284</td>
<td>मांपुर- दाहनु रोड, मोंग गाँव - समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,41,56</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>मानपुर-दाहनु रोड- समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,42,57</td>
<td>..</td>
</tr>
<tr>
<td>285</td>
<td>सोने गाँव, कारावियारा, समस्ति माल गलियारे मार्ग पर समाप, 37.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,63,70</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>सोने गाँव- कारवन्दिया- समस्ति माल गलियारे मार्ग पर समाप, 37.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,64,69</td>
<td>..</td>
</tr>
<tr>
<td>286</td>
<td>दुर्गाती-मुखतारामगढ़ , दीलीचाही मार्ग पर समाप, 81.किमी के स्थापना पर उपरी सड़क पुल</td>
<td>S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>दुर्गाती-मुखतारामगढ़ - दीलीचाही मार्ग पर समाप, 81.किमी के स्थापना पर उपरी सड़क पुल</td>
<td>S.Fund</td>
<td>23,75,99</td>
<td>..</td>
</tr>
<tr>
<td>287</td>
<td>दुर्गाती-मुखतारामगढ़ - दीलीचाही मार्ग पर समाप, 83.किमी के स्थापना पर उपरी सड़क पुल</td>
<td>S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>दुर्गाती-मुखतारामगढ़ - दीलीचाही मार्ग पर समाप, 83.किमी के स्थापना पर उपरी सड़क पुल</td>
<td>S.Fund</td>
<td>23,81,00</td>
<td>..</td>
</tr>
<tr>
<td>288</td>
<td>सोने गाँव, मोंग गाँव - समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,43,77</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>सोने गाँव- मोंग गाँव - समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,44,77</td>
<td>..</td>
</tr>
<tr>
<td>289</td>
<td>दुर्गाती-मुखतारामगढ़ - समस्ति माल गलियारे मार्ग पर समाप, 60.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,22,48</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>दुर्गाती-मुखतारामगढ़ - सबवे माल में से 60.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,23,49</td>
<td>..</td>
</tr>
<tr>
<td>290</td>
<td>दुर्गाती-मुखतारामगढ़ - समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,63,04</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>दुर्गाती-मुखतारामगढ़ - समस्ति माल गलियारे मार्ग पर समाप, 67.किमी के बदले सबवे</td>
<td>S.Fund</td>
<td>3,64,04</td>
<td>..</td>
</tr>
<tr>
<td>No</td>
<td>Item</td>
<td>विवरण / Particulars</td>
<td>आदेशित / Allocation</td>
<td>संभालन / Sanctioned Cost</td>
</tr>
<tr>
<td>----</td>
<td>------</td>
<td>----------------------</td>
<td>-----------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>291</td>
<td>माघलु, दहनू रोड़, समतित माल गिलेयारी गिलेयारी वाणि वाणि पर समय के 73 सी.ए.ई के दस्तावेज के सबवे</td>
<td>स.फंड S.Fund 1,00</td>
<td>3,37,90</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, दहनू रोड़, समतित माल गिलेयारी गिलेयारी वाणि वाणि पर समय के 73 सी.ए.ई के दस्तावेज के सबवे</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>3,38,91</td>
</tr>
<tr>
<td>292</td>
<td>जपला-हैदर नगर- रोडवे बदले सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>स.फंड S.Fund 5,00</td>
<td>23,85,19</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>जपला-हैदर नगर- रोडवे बदले सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>23,90,20</td>
</tr>
<tr>
<td>293</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>स.फंड S.Fund 5,00</td>
<td>23,83,01</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>23,88,02</td>
</tr>
<tr>
<td>294</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>स.फंड S.Fund 1,00</td>
<td>3,47,71</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>3,48,71</td>
</tr>
<tr>
<td>295</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>स.फंड S.Fund 1,00</td>
<td>3,59,56</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>3,60,56</td>
</tr>
<tr>
<td>296</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>स.फंड S.Fund 1,00</td>
<td>3,42,82</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>3,43,83</td>
</tr>
<tr>
<td>297</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>स.फंड S.Fund 1,00</td>
<td>3,48,13</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>3,49,14</td>
</tr>
<tr>
<td>298</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>स.फंड S.Fund 5,00</td>
<td>23,70,73</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>23,75,73</td>
</tr>
<tr>
<td>299</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>स.फंड S.Fund 1,00</td>
<td>23,89,20</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>23,90,19</td>
</tr>
<tr>
<td>300</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>स.फंड S.Fund 1,00</td>
<td>3,69,78</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>3,70,78</td>
</tr>
<tr>
<td>301</td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>स.फंड S.Fund 1,00</td>
<td>3,10,30</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>माघलु, मुरादाबाद, समतित माल गिलेयारी वाणि वाणि पर समय के 77 सी.ए.ई के दस्तावेज के सबवे / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>RRSK</td>
<td>EBR(P)</td>
<td>3,11,30</td>
</tr>
<tr>
<td>Item No.</td>
<td>Description</td>
<td>Sanction Year</td>
<td>Revised Outlay for 2016-17</td>
<td>Outlay proposed for 2017-18</td>
</tr>
<tr>
<td>---------</td>
<td>------------------------------------------------------------------------------</td>
<td>---------------</td>
<td>----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>302</td>
<td>Manpur-Dahanu Road subway in lieu of level crossing No. 18/C/E on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td></td>
<td>Manpur-Dahanu Road subway in lieu of level crossing No. 18/C/E on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>303</td>
<td>Manpur-Dahanu Road subway in lieu of level crossing No. 18/C/E on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>304</td>
<td>Sone Nagar-Karwandiya subway in lieu of level crossing No. 35/C on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>305</td>
<td>Dahanu Road-Son Nagar subway in lieu of level crossing No. 26/C/E on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>306</td>
<td>Durgadi-Mughal Sarai Road over bridge in lieu of level crossing No. 76/C on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>307</td>
<td>Dahanu Road-Jakhim subway in lieu of level crossing No. 22/C on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>308</td>
<td>Manpur-Dahanu Road subway in lieu of level crossing No. 13/C/E on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>309</td>
<td>Manpur-Dahanu Road subway in lieu of level crossing No. 16/C/E on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>310</td>
<td>Dahanu Road-Son Nagar subway in lieu of level crossing No. 32/C/E on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>311</td>
<td>Manpur-Son Nagar subway in lieu of level crossing No. 6/C on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>312</td>
<td>Manpur-Son Nagar subway in lieu of level crossing No. 65/C on DFC route</td>
<td>S.Fund</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>No.</td>
<td>Works Description</td>
<td>Cost (Rs in thousand)</td>
<td>2016-17 Outlay</td>
<td>2017-18 Outlay proposed</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------------------------------------------------------------</td>
<td>-----------------------</td>
<td>----------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>313</td>
<td>Durgawati-Mughalsarai - subway in lieu of level crossing No. 73/C on DFC route</td>
<td>3.67</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>314</td>
<td>Durgauri-Mughal Sarai- Road over bridge in lieu of level crossing No. 76/C on DFC route</td>
<td>11.83</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>315</td>
<td>Manpur-Dahanu Road- subway in lieu of level crossing No. 26 on DFC route</td>
<td>3.42</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>316</td>
<td>Dahanu Road-Son Nagar-subway in lieu of level crossing No. 24/C/E on DFC route</td>
<td>3.33</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>317</td>
<td>Dahanu Road-Son Nagar-subway in lieu of level crossing No. 27/C/T on DFC route</td>
<td>3.42</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>318</td>
<td>Durgauli-Mughalsarai- subway in lieu of level crossing No. 69/C on DFC route</td>
<td>3.63</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>319</td>
<td>Son Nagar-Durgauli- Road over bridge in lieu of level crossing No. 36/C on DFC route</td>
<td>23.65</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>320</td>
<td>Durgauli-Mughal Sarai- Road over bridge in lieu of level crossing No. 71/C on DFC route</td>
<td>11.90</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>321</td>
<td>Kilo-Gaya - Road over bridge in lieu of level crossing No.33/B1</td>
<td>14.44</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>322</td>
<td>Darbhanga-Kakargarhati - Road over bridge in lieu of level crossing No.28</td>
<td>14.78</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>323</td>
<td>Darbhanga Yard-Road over bridge in lieu of level crossing No. 26</td>
<td>43.96</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>324</td>
<td>Bapudham Motihari Yard- Road over bridge in lieu of level crossing No. 160 in Muzaffarpur-Sugauli.</td>
<td>43.75</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>विवरण / Particulars</td>
<td>संख्या / No</td>
<td>आकृति / Allocation</td>
<td>स्थीति / Sanctioned Cost</td>
<td>स्वतंत्रता / March 2016 के अनुसार प्राप्त व्यय / Exp. at the end of March 2016</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------</td>
<td>----------------------</td>
<td>--------------------------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>325</td>
<td>स.फंड / S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>326</td>
<td>स.फंड / S.Fund</td>
<td>20,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>327</td>
<td>स.फंड / S.Fund</td>
<td>1,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>328</td>
<td>स.फंड / S.Fund</td>
<td>8,77</td>
<td>3,77</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>329</td>
<td>स.फंड / S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>330</td>
<td>स.फंड / S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>331</td>
<td>स.फंड / S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>332</td>
<td>स.फंड / S.Fund</td>
<td>8,77</td>
<td>3,77</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>333</td>
<td>स.फंड / S.Fund</td>
<td>1,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>334</td>
<td>स.फंड / S.Fund</td>
<td>1,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>335</td>
<td>स.फंड / S.Fund</td>
<td>1,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>336</td>
<td>स.फंड / S.Fund</td>
<td>1,00</td>
<td>..</td>
</tr>
<tr>
<td>सड़क संरक्षण कार्यः उपरागैतिक सड़क पुल / ROAD SAFETY WORKS-ROAD OVER UNDER BRIDGES.</td>
<td>337</td>
<td>स.फंड / S.Fund</td>
<td>5,00</td>
<td>..</td>
</tr>
<tr>
<td>No.</td>
<td>Item Description</td>
<td>Details</td>
<td>2016-17 Exp. at the end of March</td>
<td>Revised Outlay for 2017-18</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------</td>
<td>---------</td>
<td>----------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>338</td>
<td>Thalwara-Laheriwasar - Road over bridge in lieu of level crossing No.18</td>
<td>S.Fund</td>
<td>14,76,73</td>
<td>1000</td>
</tr>
<tr>
<td>339</td>
<td>Motipur-Mahwal - Road over bridge in lieu of level crossing No.124</td>
<td>S.Fund</td>
<td>14,82,73</td>
<td>1000</td>
</tr>
<tr>
<td>340</td>
<td>Muzaffarpur-Kamtaul - Road over bridge in lieu of level crossing No.10</td>
<td>S.Fund</td>
<td>14,78,73</td>
<td>1000</td>
</tr>
<tr>
<td>341</td>
<td>Parsauni-Sitamarhi - Road over bridge in lieu of level crossing No.54</td>
<td>S.Fund</td>
<td>14,81,73</td>
<td>1000</td>
</tr>
<tr>
<td>342</td>
<td>Darbhanga-Muzaffarpur - Road over bridge in lieu of level crossing No.1</td>
<td>S.Fund</td>
<td>14,83,23</td>
<td>50</td>
</tr>
<tr>
<td>343</td>
<td>Darbhanga-Muzaffarpur - Road over bridge in lieu of level crossing No.2</td>
<td>S.Fund</td>
<td>14,83,23</td>
<td>50</td>
</tr>
<tr>
<td>344</td>
<td>Kakarghati-Tarsarai - Road over bridge in lieu of level crossing No.32</td>
<td>S.Fund</td>
<td>14,83,24</td>
<td>50</td>
</tr>
<tr>
<td>345</td>
<td>Kharupkhra-Bagha - Road over bridge in lieu of level crossing No.49</td>
<td>S.Fund</td>
<td>14,82,73</td>
<td>1000</td>
</tr>
<tr>
<td>346</td>
<td>Nabnagar Yard- Road over bridge in lieu of level crossing No.29</td>
<td>S.Fund</td>
<td>12,42,50</td>
<td>1000</td>
</tr>
<tr>
<td>347</td>
<td>Tali-Mokama- Road over bridge in lieu of level crossing No.50</td>
<td>S.Fund</td>
<td>19,49,33</td>
<td>1000</td>
</tr>
<tr>
<td>348</td>
<td>Raghunathpur-Twinninganij - Road over bridge in lieu of level crossing No. 59 in Raghunathpur Yard</td>
<td>S.Fund</td>
<td>19,48,09</td>
<td>1000</td>
</tr>
<tr>
<td>349</td>
<td>Danapur-Neora- Road over bridge in lieu of level crossing No. 39</td>
<td>S.Fund</td>
<td>19,49,33</td>
<td>1000</td>
</tr>
<tr>
<td>350</td>
<td>Dhanbad-Kusunda-Road over bridge in lieu of level crossing No. 2B/3T</td>
<td>S.Fund</td>
<td>18,80,25</td>
<td>1000</td>
</tr>
</tbody>
</table>

**Notes:**
- Figures in thousand of Rupees
- Items are in order of location from top to bottom.
<table>
<thead>
<tr>
<th>S. No.</th>
<th>Item Description</th>
<th>Location</th>
<th>Year</th>
<th>Sanctioned Cost (in Rs.)</th>
<th>Revised Outlay for 2016-17 (in Rs.)</th>
<th>Outlay proposed for 2017-18 (in Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>351</td>
<td>Demu-Latehar- Road over bridge in lieu of level crossing No.35/B1/T</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>352</td>
<td>Chainpur-Karnahat- Road over bridge in lieu of level crossing No. 26/SpI/T</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>353</td>
<td>Bhandaridah-Phusro-Road over bridge in lieu of level crossing No. 10/Sp/E</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>354</td>
<td>Singrauli-Mahadaiya- Road over bridge in lieu of level crossing No. 16/Sp/I/T</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>355</td>
<td>Barh-Atmalgola- Road over bridge in lieu of level crossing No. 54 (RH Yard)</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>356</td>
<td>Phusro-Amlo- Road over bridge in lieu of level crossing No. 13/Sp/I/T</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>357</td>
<td>Patna-Gaya- Road over bridge in lieu of level crossing No. 21/A in Taregna yard</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>358</td>
<td>Punarakh-Barh- Road over bridge in lieu of level crossing No. 53/1</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>359</td>
<td>Amlo-Bermo- Road over bridge in lieu of level crossing No. 14/Sp/E</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>360</td>
<td>Bansipur-Kiul- Road over bridge in lieu of level crossing No. 55</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>361</td>
<td>Bhadoura-Distarnagar- Road over bridge in lieu of level crossing No. 89/A</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
<tr>
<td>362</td>
<td>Bhurkunda-Patharu- Road over bridge in lieu of level crossing No. 39/Sp/I/T</td>
<td>S Fund</td>
<td>5,00</td>
<td>–</td>
<td>5,00</td>
<td>–</td>
</tr>
</tbody>
</table>
### 10.2.28
**EAST CENTRAL RAILWAY**

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

<table>
<thead>
<tr>
<th>Item No.</th>
<th>विवरण / Particulars</th>
<th>अर्थव्यवस्था / Allocation</th>
<th>मीटरल लागत / Sanctioned Cost</th>
<th>शुरू 2016 के बजट तक लगाए / Exp. at the end of March 2016</th>
<th>2016-17 के लिए राष्ट्रीय परियोजना / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए प्रक्रियात्मक परियोजना / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>363</td>
<td>सोका-मोहरि, समस्या सं. 51 के स्थान पर ऊपरी सड़क पुल / ROAD SAFETY WORKS-ROAD OVER/UNDER BRIDGES.</td>
<td>S.Fund 5.00</td>
<td>19.49, 33</td>
<td>19.49, 33</td>
<td>19.49, 33</td>
<td>19.49, 33</td>
</tr>
<tr>
<td>364</td>
<td>मोहरि-लोटिपै, समस्या सं.188 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>365</td>
<td>पारसून-सितारमही, समस्या सं. 55 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>366</td>
<td>सहस्र-कासी - तीरथ-मोरपूर, समस्या सं. 90 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>367</td>
<td>माजहूल-बेट्टाह, समस्या सं. 184 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>368</td>
<td>सहस्र-बाहुनपुर, समस्या सं. 194 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>369</td>
<td>दारभंगा-सक्री, समस्या सं. 39 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>370</td>
<td>जीवनारा-जयधर, मोहरि-लोटिपै, समस्या सं. 158 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>371</td>
<td>मुक्ति-लोटिपै, समस्या सं. 59 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>372</td>
<td>मोहरि-लोटिपै, समस्या सं. 184 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>373</td>
<td>समस्या सं. 178 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>374</td>
<td>2.5 करोड़ रुपए से कम लागत के प्रारंभिक कार्य</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
<tr>
<td>375</td>
<td>कुरहानी-गोरूल, समस्या सं. 23 के स्थान पर ऊपरी सड़क पुल</td>
<td>S.Fund 5.00</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
<td>23.18, 77</td>
</tr>
</tbody>
</table>

कृपया ध्यान दें: करोड़ रुपए / Total Works in Progress

- नये प्रावधान / B - New Works
- रिजनल कायदे / Regional Rules
### Road Safety Works-Road Over/Under Bridges.

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mode</th>
<th>Sanctioned Cost</th>
<th>Revised Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>376</td>
<td>Goldenganj Yard - Road over bridge in lieu of level crossing No.32/C</td>
<td>RRSK</td>
<td>38,52.44</td>
<td>.. ..</td>
<td>10.00</td>
</tr>
<tr>
<td>377</td>
<td>Danjaywan-Biharsharif - Elimination of unmanned level crossing by subways (level crossing No.1, 2, 3, 4, 5, 6, 7, 8, 9 &amp; 10)</td>
<td>RRSK</td>
<td>11.91.00</td>
<td>.. ..</td>
<td>10.00</td>
</tr>
<tr>
<td>378</td>
<td>2.5 Kms Road section - Sanarapur - A outbreak / Road narrows</td>
<td>RRSK</td>
<td>.. ..</td>
<td>.. ..</td>
<td>10,00.00</td>
</tr>
<tr>
<td>379</td>
<td>Muzaffarpur-Sagauli - Elmination of unmanned level crossing by subways (level crossing No.1, 2, 3, 4, 5, 6)</td>
<td>RRSK</td>
<td>152.62.30</td>
<td>.. ..</td>
<td>152,62,30</td>
</tr>
</tbody>
</table>

### Track Renewals

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mode</th>
<th>Sanctioned Cost</th>
<th>Revised Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>379</td>
<td>Goldenganj Yard - Complete Track Renewal (Primary) between km 1.00 - 16.92 (15.92 km)</td>
<td>EBR(Dep)</td>
<td>10,05.91</td>
<td>12,88.35</td>
<td>2,17.56</td>
</tr>
<tr>
<td>380</td>
<td>Mochiakli- Tori - Through sleeper renewal (Primary) of rail between km 168 - 174 (6 km)</td>
<td>EBR(Dep)</td>
<td>1,26.78</td>
<td>1,19.28</td>
<td>7.50</td>
</tr>
<tr>
<td>381</td>
<td>Muzaffarpur- Sagauli - TWR - 50 km</td>
<td>RRSK</td>
<td>1,51.22</td>
<td>.. ..</td>
<td>5.00</td>
</tr>
<tr>
<td>382</td>
<td>Garhwa Road-Sonenagar - TFR - 113.69 km &amp; TBR-11 km</td>
<td>RRSK</td>
<td>3,83.50</td>
<td>.. ..</td>
<td>10.00</td>
</tr>
<tr>
<td>383</td>
<td>Samastipur-Darbhanga - Complete Track Renewal (Primary) between km 0.00 - 0.71 (0.71 km)</td>
<td>RRSK</td>
<td>1,73.45</td>
<td>.. ..</td>
<td>5.00</td>
</tr>
<tr>
<td>384</td>
<td>Patratu-Ganja Road : (I) TBR-56.40Km(II) TFR (CS CMSC)-33 Sets(III) TRDS- 01 Sets,(IV) TFR - 86.388 Km(V) renewal of SE-Joint-30 sets &amp; Glued Joint-100 sets</td>
<td>RRSK</td>
<td>24,72.17</td>
<td>.. ..</td>
<td>6,00.00</td>
</tr>
<tr>
<td>385</td>
<td>Muzaffarpur - Sonnagar, (TFR, CS CMSC) - 45 sets</td>
<td>S.Fund</td>
<td>3,00.00</td>
<td>.. ..</td>
<td>3,00.00</td>
</tr>
<tr>
<td>386</td>
<td>Mansi-Saharsa- : (I) TBR-40.00 km. (II) TFR-40.00 Km</td>
<td>S.Fund</td>
<td>2,00.00</td>
<td>.. ..</td>
<td>2,00.00</td>
</tr>
<tr>
<td>387</td>
<td>Marpur-Mighatbari : (I) SEJ - 26 sets. (II) Glued Joint- 150 Nos. (III) TBR-24.00 KM.</td>
<td>S.Fund</td>
<td>1,00.00</td>
<td>.. ..</td>
<td>1,00.00</td>
</tr>
<tr>
<td>Item No.</td>
<td>Work / Particulars</td>
<td>Work / Particulars</td>
<td>Sanctioned Cost</td>
<td>Rs. / March 2016</td>
<td>Rs. / March 2016</td>
</tr>
<tr>
<td>----------</td>
<td>-------------------</td>
<td>-------------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>388</td>
<td>Manpur-Mughalsarai: TRR (P) 10.70 km.</td>
<td>RRSK</td>
<td>8.13,79</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>389</td>
<td>Garhwa Road - Sonenagar: CTR 16.16 km, TRR 29.11 km &amp; TSR 12.11 km (P)</td>
<td>DRF</td>
<td>36,43,47</td>
<td>39,33,47</td>
<td>10.00</td>
</tr>
<tr>
<td>390</td>
<td>Mazaffarpur - Sagai : SCTR (S) 8.314 km</td>
<td>RRSK</td>
<td>72.05</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>391</td>
<td>Barkakana - Garhwa Road: CTR 19 km (P), 11.83 km (S)</td>
<td>RRSK</td>
<td>9.13,64</td>
<td>9.08,64</td>
<td>5.00</td>
</tr>
<tr>
<td>392</td>
<td>Dugda - Rajabera: CTR 6.702 km (S)</td>
<td>RRSK</td>
<td>3.62,78</td>
<td>3.50,38</td>
<td>12.40</td>
</tr>
<tr>
<td>393</td>
<td>Sindri Block Hut - Pathri - CTR 13.854 km (S)</td>
<td>RRSK</td>
<td>6.81,84</td>
<td>6.36,84</td>
<td>45.00</td>
</tr>
<tr>
<td>394</td>
<td>Jhajha - Patna: CTR 17.5 km (P), TRR 2.4 km (P), TSR 0.8 km (P), CTR 0.8 km (S) &amp; TSR 9.62 km (S)</td>
<td>RRSK</td>
<td>22.38</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>395</td>
<td>Patna - Kushma: CTR 1.16 km (P), TRR 9.1 km (P) &amp; CTR 5.501 km (S)</td>
<td>RRSK</td>
<td>11.13,77</td>
<td>12.75,69</td>
<td>10</td>
</tr>
<tr>
<td>396</td>
<td>Jamunia - Chandrapura: CTR 1.1 km &amp; TSR 3.5 km (P)</td>
<td>RRSK</td>
<td>23.33,16</td>
<td>23.31,99</td>
<td>1.17</td>
</tr>
<tr>
<td>397</td>
<td>Jhajha-Patna: CTR 8.9 km (P), TRR 4 km (P) &amp; Fatuah Yard: CTR 5 km (S)</td>
<td>RRSK</td>
<td>15.53,13</td>
<td>16.86,57</td>
<td>90.00</td>
</tr>
<tr>
<td>398</td>
<td>Bakhtiyarpur-Rajgar: CTR 0.5 km &amp; TRR 29.3 km (P)</td>
<td>RRSK</td>
<td>23.36,95</td>
<td>23.67,67</td>
<td>22.00</td>
</tr>
<tr>
<td>399</td>
<td>Barkakana - Garhwa Road: CTR 0.87 km, TRR 0.64 km &amp; TSR 17.3 km (P)</td>
<td>RRSK</td>
<td>9.74,16</td>
<td>8.66,66</td>
<td>13.00</td>
</tr>
<tr>
<td>No.</td>
<td>Track / Track Renewals</td>
<td>Item</td>
<td>Item Description</td>
<td>Details</td>
<td>Sanctioned Cost</td>
</tr>
<tr>
<td>-----</td>
<td>------------------------</td>
<td>------</td>
<td>------------------</td>
<td>---------</td>
<td>----------------</td>
</tr>
<tr>
<td>400</td>
<td>Jhajha-Patna - CTR(P)</td>
<td>- 15.8 km &amp; TRR(P) - 13 km</td>
<td>RRSK</td>
<td>6,16,88</td>
<td>23,56,69</td>
</tr>
<tr>
<td>401</td>
<td>Dildarnagar-Tarighat - CTR(S) - 5.2 km</td>
<td>RRSK</td>
<td>3,47,25</td>
<td>3,81,81</td>
<td>5,00</td>
</tr>
<tr>
<td>402</td>
<td>Samastipur-Muzaffarpur - CTR(P) - 3.51 km &amp; TRR(P) - 5.065 km</td>
<td>RRSK</td>
<td>9,78,21</td>
<td>9,78,11</td>
<td>10</td>
</tr>
<tr>
<td>403</td>
<td>Samastipur-Muzaffarpur - CTR(P) - 2.58 km</td>
<td>RRSK</td>
<td>3,34,17</td>
<td>3,57,54</td>
<td>1</td>
</tr>
<tr>
<td>404</td>
<td>Gomoh-Chandrapura - CTR(P) - 12.11 km</td>
<td>RRSK</td>
<td>4,64,10</td>
<td>4,33,08</td>
<td>31,02</td>
</tr>
<tr>
<td>405</td>
<td>Bankakana-Garhwa Road - CTR(P) - 6.4 km &amp; TRR(P) - 8.96 km</td>
<td>RRSK</td>
<td>13,74,66</td>
<td>12,56,66</td>
<td>1,18,00</td>
</tr>
<tr>
<td>406</td>
<td>Chandrapura-Rajabera - CTR(P) - 4.15 km</td>
<td>RRSK</td>
<td>4,23,62</td>
<td>4,12,65</td>
<td>10,97</td>
</tr>
<tr>
<td>407</td>
<td>Garhwa Road-Chopan - CTR(S) - 3.50 km &amp; TRR(S) - 4.90 km</td>
<td>RRSK</td>
<td>3,75,25</td>
<td>3,19,25</td>
<td>56,00</td>
</tr>
<tr>
<td>408</td>
<td>Samastipur-Muzaffarpur - CTR(P) - 8.8 km</td>
<td>RRSK</td>
<td>11,11,55</td>
<td>11,11,48</td>
<td>7</td>
</tr>
<tr>
<td>409</td>
<td>Hajipur-Muzaffarpur - CTR(S) - 4.966 km</td>
<td>RRSK</td>
<td>2,42,16</td>
<td>1,40,00</td>
<td>1,02,16</td>
</tr>
<tr>
<td>410</td>
<td>Ujjainpur-Karpurigram - CTR(S) - 5.3 km</td>
<td>RRSK</td>
<td>4,00,01</td>
<td>4,20,64</td>
<td>80</td>
</tr>
<tr>
<td>411</td>
<td>Dhanbad-Patamdh - CTR(P) - 2.28 km</td>
<td>RRSK</td>
<td>1,71,51</td>
<td>1,51,51</td>
<td>20,00</td>
</tr>
<tr>
<td>412</td>
<td>Jhajha-Patna - CTR(P) - 37.33 km, TRR(P) - 0.8 km &amp; TRR(S) - 3.4 km</td>
<td>S.Fund</td>
<td>17,94,63</td>
<td>13,04,63</td>
<td>4,90,00</td>
</tr>
<tr>
<td>413</td>
<td>Bankakana-Garhwa Road - CTR(P) - 20.76 km, TRR(P) - 6.5 km &amp; TRR(S) - 2.35 km</td>
<td>S.Fund</td>
<td>14,71,51</td>
<td>7,36,51</td>
<td>7,35,00</td>
</tr>
<tr>
<td>No.</td>
<td>Item</td>
<td>Particulars</td>
<td>2016-17/Provisional Cost (Figures in thousand Rupees)</td>
<td>2017-18/Approved Cost (Figures in thousand Rupees)</td>
<td>Revised Outlay for 2017-18</td>
</tr>
<tr>
<td>-----</td>
<td>------</td>
<td>-------------</td>
<td>-------------------------------------------------------</td>
<td>---------------------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>414</td>
<td>Samastipur-Muzaffapur - CTR(P)</td>
<td>24.305 km &amp; TRR(P) - 3.95 km</td>
<td>रु. 10.00</td>
<td>रु. 82.64</td>
<td>1,00.00</td>
</tr>
<tr>
<td>415</td>
<td>Hajipur-Muzaffapur - CTR(P)</td>
<td>12.438 km</td>
<td>रु. 10.00</td>
<td>रु. 42.29</td>
<td>50.00</td>
</tr>
<tr>
<td>416</td>
<td>Barkakana-Ramgarh - CTR(P)</td>
<td>2.5 km</td>
<td>रु. 1.0350</td>
<td>रु. 8.50</td>
<td>50.00</td>
</tr>
<tr>
<td>417</td>
<td>Dhanbad-Patna - CTR(S)</td>
<td>9.06 km</td>
<td>रु. 3.4960</td>
<td>रु. 11.56</td>
<td>1,00.00</td>
</tr>
<tr>
<td>418</td>
<td>Kanaila Road-Shaktinagar - CTR(P)</td>
<td>0.8 km, TRR(P) - 1.04 km &amp; TRR(S) - 2.35 km</td>
<td>रु. 1.5853</td>
<td>रु. 11.14</td>
<td>70.00</td>
</tr>
<tr>
<td>419</td>
<td>Jhajha-Patna - CTR(P)</td>
<td>8.84 km, TRR(P) - 4.9 km, TRR(S) - 3 km &amp; TRR(S) - 6 km</td>
<td>रु. 7.0990</td>
<td>रु. 34.80</td>
<td>1,50.00</td>
</tr>
<tr>
<td>420</td>
<td>Garhwa Road-Chopan - CTR(P)</td>
<td>1.905 km &amp; CTR(S) - 0.9 km</td>
<td>रु. 1.0790</td>
<td>रु. 7.91</td>
<td>1,00.00</td>
</tr>
<tr>
<td>421</td>
<td>Sindi Block Halt-Patna - CTR(P)</td>
<td>3.1 km</td>
<td>रु. 1.8092</td>
<td>रु. 11.01</td>
<td>50.00</td>
</tr>
<tr>
<td>422</td>
<td>Salai Barwa-Mahadya - CTR(P)</td>
<td>1.5 km &amp; CTR(S) - 2.94 km</td>
<td>रु. 1.5501</td>
<td>रु. 9.08</td>
<td>65.00</td>
</tr>
<tr>
<td>423</td>
<td>Hajipur-Muzaffapur - CTR(P)</td>
<td>14.32 km &amp; TRR(P) - 25.08 km</td>
<td>रु. 1.7955</td>
<td>रु. 50.84</td>
<td>1,00.00</td>
</tr>
<tr>
<td>424</td>
<td>Patna-Mughalsarai - CTR(P)</td>
<td>1.1 km, TRR(S) - 3.6 km</td>
<td>रु. 10.00</td>
<td>रु. 3.91</td>
<td>2,00.00</td>
</tr>
<tr>
<td>425</td>
<td>Samastipur-Muzaffapur - CTR(P)</td>
<td>8.61 km</td>
<td>रु. 49.35</td>
<td>रु. 30.57</td>
<td>50.00</td>
</tr>
<tr>
<td>426</td>
<td>Chandrapura-Barkakana - CTR(P)</td>
<td>3.19 km, TRR(S) - 5.1 km</td>
<td>रु. 3.5726</td>
<td>रु. 29.47</td>
<td>1,00.00</td>
</tr>
<tr>
<td>Item Details</td>
<td>Track Renewals</td>
<td>DRF</td>
<td>Cost of Material</td>
<td>Sanctioned Cost</td>
<td>In Year 2016-17</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------</td>
<td>-----</td>
<td>-----------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Jhajha-Patna - CTR(S), TRR(S) -3.2 km</td>
<td>DRF</td>
<td>6,80,89</td>
<td>1959</td>
<td>6,80,89</td>
<td>1959</td>
</tr>
<tr>
<td>Pradhankhunta-Manpur - CTR(S), TRR(S) -3.4 km</td>
<td>DRF</td>
<td>5,88,02</td>
<td>5,88,02</td>
<td>5,88,02</td>
<td>5,88,02</td>
</tr>
<tr>
<td>Gomoh - Patna - CTR(S), TRR(S) -2.63 km</td>
<td>DRF</td>
<td>5,55,34</td>
<td>5,55,34</td>
<td>5,55,34</td>
<td>5,55,34</td>
</tr>
<tr>
<td>Jhajha - Patna - CTR(S) -1.5 km</td>
<td>DRF</td>
<td>4,47,00</td>
<td>4,47,00</td>
<td>4,47,00</td>
<td>4,47,00</td>
</tr>
<tr>
<td>Patna-Mugalsarai - CTR(S) -6.8 km</td>
<td>DRF</td>
<td>3,07,80</td>
<td>3,07,80</td>
<td>3,07,80</td>
<td>3,07,80</td>
</tr>
<tr>
<td>Patna-Garhwa Road - CTR(S) -3.00 km</td>
<td>DRF</td>
<td>10,00</td>
<td>10,00</td>
<td>10,00</td>
<td>10,00</td>
</tr>
</tbody>
</table>

**Notes:**
- DRF: Developmental Railways Fund
- R: Revised
- S: Sanctioned
- C: Cost
- T: Track
- R: Rail
- S: Station
- P: Point

**Figures in thousand of Rupees:**

**Particulars:**
- Jhajha-Patna: CTR(S) & TRR(S)
- Pradhankhunta-Manpur: CTR(S) & TRR(S)
- Gomoh - Patna: CTR(S) & TRR(S)
- Jhajha - Patna: CTR(S)
- Patna-Mugalsarai: CTR(S)
- Patna-Garhwa Road: CTR(S)

**Revised Outlay for 2016-17:**
- Jhajha-Patna: 1,00,00
- Pradhankhunta-Manpur: 1,00,00
- Gomoh - Patna: 1,00,00
- Jhajha - Patna: 1,47,00
- Patna-Mugalsarai: 1,07,80
- Patna-Garhwa Road: 6,00

**Recommended Outlay for 2017-18:**
- Jhajha-Patna: 1,00,00
- Pradhankhunta-Manpur: 1,00,00
- Gomoh - Patna: 1,00,00
- Jhajha - Patna: 1,47,00
- Patna-Mugalsarai: 1,07,80
- Patna-Garhwa Road: 6,00
## 10.2.34

**EAST CENTRAL RAILWAY**

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>439</td>
<td>संस्थान - (I) सीटीआर(स्लॉ) - 10.558 किमी</td>
<td>रेलवे नैविकअड्डा / TRACK RENEWALS</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>1.08 किमी, (II) CTR(S) - 4.458 किमी, (III) CTR(S) - 2.945 किमी, (IV) CTR(S) - 4.94 किमी</td>
</tr>
<tr>
<td>440</td>
<td>जहांजीरा - (II) सीटीआर(स्लॉ) - 9.30 किमी, (III) टीआरआर(स्लॉ) - 1.62 किमी, (IV) टीआरआर(स्लॉ) - 5.79 किमी</td>
<td></td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>पटना - मुगलसारात - (I) CTR(P) - 9.30 Kms, (II) TRR(P) - 1.62 Kms, (III) CTR(S) - 0.245 Kms, (IV) TRR(S) - 5.99 Kms.</td>
</tr>
<tr>
<td>441</td>
<td>मुजफ्फरपुर - सीटीआर(स्लॉ) - 9.49 किमी</td>
<td></td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>मुजफ्फरपुर-सगूला - CTR(P) - 9.49 Kms, (II) TRR(S) - 1.08 Kms</td>
</tr>
<tr>
<td>442</td>
<td>गांधीगंज - (I) सीटीआर(स्लॉ) - 2.045 किमी, (II) टीआरआर(स्लॉ) - 4.458 किमी</td>
<td></td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>गर्वरवराम-महाद्या-शिकंतागर - CTR(P) - 2.045 Kms, (II) CTR(S) - 4.458 Kms</td>
</tr>
<tr>
<td>443</td>
<td>एस.सी.बी. गोमो-पत्तान - (I) सीटीआर(स्लॉ) - 5.55 किमी, (II) टीआरआर(स्लॉ) - 2.92 किमी, (III) टीआरआर(स्लॉ) - 1.08 किमी</td>
<td></td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>न.स.सी.बी. गोमो-पत्तान - (I) CTR(P) - 2.90 Kms, (II) TRR(P) - 5.55 Kms, (III) CTR(S) - 2.92 Kms, (IV) TRR(S) - 1.08 Kms</td>
</tr>
<tr>
<td>444</td>
<td>बरौनी - अदितिनिकला - (I) सीटीआर(स्लॉ) - 9.825 किमी</td>
<td></td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>बरौनी-कथिर (UP, D.N.A SL) - (I) CTR(P)-4.94km (II) TRR(P) - 9.825 Km.</td>
</tr>
<tr>
<td>445</td>
<td>जहाङ्गीरपुर - (I) सीटीआर(स्लॉ) - 6.25 किमी, (II) टीआरआर(स्लॉ) - 12.80 किमी, (III) टीआरआर(स्लॉ) - 3.4 किमी</td>
<td></td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>जहाङ्गीरपुर - (I) CTR(P) - 6.25 Kms, (II) TRR(P)-12.80Kms, बरौनी-कथिर (UP, D.N.A SL) - (III) TRR(S) - 3.4 km</td>
</tr>
<tr>
<td>446</td>
<td>प्रतापसूर - सीटीआर(स्लॉ) - 20.07 किमी, (II) सीटीआर(स्लॉ) - 4.071 किमी</td>
<td></td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>प्रतापसूर-सांमसूर - (I) TRR(P)-20.078 Kms, (II) CTR(S) - 4.071 Kms</td>
</tr>
<tr>
<td>447</td>
<td>बसपत्ता - (I) सीटीआर(स्लॉ) - 70.04 किमी</td>
<td></td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>10.00</td>
<td>बसपत्ता-हासपत्ता (SL) - CTR(P) - 70Km</td>
</tr>
<tr>
<td>448</td>
<td>बुंदेलकंडा - समसमी - (I) सीटीआर(स्लॉ) - 10.7 किमी</td>
<td></td>
<td>5.25</td>
<td>4.74</td>
<td>80.28</td>
<td>15.00</td>
<td>15.00</td>
<td>मुजफ्फरपुर-समसमी - (I) TRR(P) - 10.7 Km (S)</td>
</tr>
<tr>
<td>449</td>
<td>झाझा - (I) सीटीआर(स्लॉ) - 10.4 किमी, (II) सीटीआर(स्लॉ) - 8.4 किमी</td>
<td></td>
<td>25.06</td>
<td>25.41</td>
<td>87</td>
<td>1</td>
<td>1</td>
<td>झाझा - पत्ता - (I) TRR(P) - 10.4 km (up line) &amp; 19 km (down line) &amp; (II) CTR(S) - 8.4 km</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>Location</td>
<td>2016-17 Cost (in Rs)</td>
<td>2017-18 Cost (in Rs)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>----------</td>
<td>----------------------</td>
<td>----------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>450</td>
<td>Pradhankunta - Manpur - T.N.R.R. (P) - 4.75 km</td>
<td>DRF</td>
<td>3,64,83</td>
<td>3,64,82</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>451</td>
<td>Barkakana - Garhwa Road - T.N.R.R. (P) - 18.22 km</td>
<td>DRF</td>
<td>13,99,33</td>
<td>13,97,43</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>452</td>
<td>Samastipur - Darbhanga - T.N.R.R. (P) - 11.056 km</td>
<td>DRF</td>
<td>4,42,52</td>
<td>3,97,52</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>453</td>
<td>Sagarai - Narkataganj (Yards) - T.N.R.R. (P) - 6.815 km</td>
<td>DRF</td>
<td>3,17,02</td>
<td>3,26,96</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>455</td>
<td>Pradhankunta - Manpur - T.N.R.R. (P) - 14.9 km</td>
<td>DRF</td>
<td>10,78,56</td>
<td>10,55,66</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>456</td>
<td>Obra - Mahadiya - T.N.R.R. (P) - 3.05 km &amp; CTR - 14.54 km (S)</td>
<td>Obra - Mahadiya - T.N.R.R. (P)</td>
<td>9,96,20</td>
<td>9,91,20</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>457</td>
<td>Barkhunda - Rajgir - T.N.R.R. - 24.2 km (P)</td>
<td>Barkhunda - Rajgir - T.N.R.R. (P)</td>
<td>18,19,77</td>
<td>18,87,31</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>458</td>
<td>Manpur - Mughalsarai - T.N.R.R. (P) - 58.27 km</td>
<td>Manpur - Mughalsarai - T.N.R.R. (P)</td>
<td>57,43,04</td>
<td>57,58,93</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>459</td>
<td>Pradhankunta-Manpur - T.N.R.R. (P) - 5.72 km</td>
<td>Pradhankunta-Manpur - T.N.R.R. (P)</td>
<td>4,11,12</td>
<td>4,10,92</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>461</td>
<td>Baranari-Rajendra Prat - T.R.R. (P) - 5.53 km</td>
<td>Baranari-Rajendra Prat - T.R.R. (P)</td>
<td>5,00,00</td>
<td>4,82,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>463</td>
<td>Garhwa Road - Chopan - T.R.R. - 5.886 km</td>
<td>Garhwa Road - Chopan - T.R.R. (P)</td>
<td>2,96,77</td>
<td>2,70,77</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>464</td>
<td>Patna - Mughalsarai - T.N.R.R. - 1.33 km &amp; CTR - 7 km (P)</td>
<td>Patna - Mughalsarai - T.N.R.R. (P)</td>
<td>9,68,35</td>
<td>8,70,35</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>465</td>
<td>Manpur - Mughalsarai - T.N.R.R. (P) - 56.61 km (P) and CTR - 9.6 km (S)</td>
<td>Manpur - Mughalsarai - T.N.R.R. (P)</td>
<td>56,20,21</td>
<td>54,32,01</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>466</td>
<td>Garhwa Road - Sonenagar - T.N.R.R. - 6.44 km (P) and CTR - 2.4 km (S)</td>
<td>Garhwa Road - Sonenagar - T.N.R.R. (P)</td>
<td>4,95,74</td>
<td>4,80,74</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Figures in thousand of Rupees
<table>
<thead>
<tr>
<th>No.</th>
<th>Item Description</th>
<th>S.Fund</th>
<th>Revised Outlay for 2016-17 (Rs.)</th>
<th>2017-18 (Rs.)</th>
<th>2016-17 (Rs.)</th>
<th>2017-18 (Rs.)</th>
<th>2016-17 (Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>467</td>
<td>Hapur - Chapra Kechhat - TRR - 0.76 km &amp; CTR - 3.34 km (P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,96,43</td>
<td>38,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 9,32</td>
<td></td>
</tr>
<tr>
<td>468</td>
<td>Bachewara - Samastipur - TRR - 10.2 km (P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 9,28,25</td>
<td>11,25</td>
</tr>
<tr>
<td>469</td>
<td>Narkataganj - Panipawi - TRR - 10.05 km (S)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 10,00</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>470</td>
<td>Pradhankhunta-Manpur - TRR(P) - 5.86 km, TS(P) - 6.96 km, CTR(S) - 1.4 km and TRR(S) - 1.635 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 10,00</td>
<td>90.10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>471</td>
<td>Obra-Mahadiya - TRR(P) - 6.75 km &amp; CTR(S) - 5.22 km (P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 10,00</td>
<td>1,00,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 1,06,11</td>
<td></td>
</tr>
<tr>
<td>472</td>
<td>Jhajha-Patna - TRR(P) - 10.05 km (P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 10,00</td>
<td>10,00</td>
</tr>
<tr>
<td>473</td>
<td>Patna-Mughalsarai - TRR(P) - 4.50 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 10,00</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>474</td>
<td>Manpur-Mughalsarai - TRR(P) - 18.375 km, CTR(P) - 15 km, TS(P) - 5.725 km &amp; CTR(S) - 6.076 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 10,00</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 1,87,27</td>
<td></td>
</tr>
<tr>
<td>475</td>
<td>Pradhankhunta-Manpur - TRR(P) - 73.205 km, CTR(P) - 10.8 km &amp; CTR(S) - 6.076 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 10,00</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 15,88</td>
<td></td>
</tr>
<tr>
<td>476</td>
<td>Patna-Mughalsarai - TRR(P) - 16.9 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 9,72</td>
<td></td>
</tr>
<tr>
<td>477</td>
<td>Chandrapura-Banka - TRR(S) - 5.328 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 14,20</td>
<td></td>
</tr>
<tr>
<td>478</td>
<td>Manpur-Mughalsarai - TRR(P) - 44.585 km &amp; CTR(S) - 8.5 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 2,85,80</td>
<td>60,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 10,00</td>
<td></td>
</tr>
<tr>
<td>479</td>
<td>Rajendra Pur-Babarani - TRR(S) - 5 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R. 4,35</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Figures are in thousand of Rupees (Rs.).
- S.Fund refers to the sanctioned amount for the financial year.
- Revised Outlay for 2016-17 and 2017-18 refer to the approved budget for the respective years.

**Other Information:**
- The budget includes various railway projects and developments, such as track renewals, electrification, and construction projects.
- The figures include costs for different sections of railway lines, from Hapur to Patna, including Manpur, Pradhankhunta, and other specified locations.
- The projects are aimed at improving railway infrastructure and connectivity in different regions.
<table>
<thead>
<tr>
<th>Item</th>
<th>नाम</th>
<th>/TRACK RENEWALS</th>
<th>विवरण / Particulars</th>
<th>जालिका / Allocation</th>
<th>अंकित भुगतान / Sanctioned Cost</th>
<th>अंतांत कयामत / Cost/Exp. at the end of March 2016</th>
<th>माय 2016 के रूप में अंतिम व्यायाम / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए संन्यासी प्रयोजन / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>480</td>
<td>करैला रोड-शकिनगर - टीबीआर(इ) - 10.5 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>RRSK</td>
<td>7.67,81</td>
<td>6.67,85</td>
<td>99.96</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Karaila Road-Shakiningar - TRR(P) - 10.5 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>481</td>
<td>धनबाद-चंद्रनगर - सीटीआर(गी) - 6.66 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>RRSK</td>
<td>2.60,03</td>
<td>1.60,03</td>
<td>1.00,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Dhanbad-Chandrapura - CTR(S) - 6.66 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>482</td>
<td>प्राचार्य-मंडपुर - टीबीआर (भ) - 43.09 किमी, सीटीआर (गी) - 7.25 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>..</td>
<td>6.49,80</td>
<td>1.50,00</td>
<td>4.99,80</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Prachanikhunta-Mandpur - TRR(P) - 43.09 km, CTR(S) - 7.25 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>483</td>
<td>मनपुर-मुघलसराय - टीबीआर(इ) - 28.32 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>S.Fund</td>
<td>13.60,36</td>
<td>8.70,36</td>
<td>4.90,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Manipur-Mughalsarai - TRR(P) - 28.32 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>484</td>
<td>मनपुर-देहरी और सेंग व भागु - मुघलसराय - टीबीआर(भ) - 26.03 किमी, टीबीआर(त्र) - 3.11 किमी और सीटीआर(त्र) - 3.11 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>..</td>
<td>6.75,05</td>
<td>1.85,05</td>
<td>4.90,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Manpur-Dehri on Sone &amp; Manpur - Mughalsarai - TRR(P) - 26.03 km, TSR(P) - 3.11 km &amp; CTR(S) - 3.11 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>485</td>
<td>बारकाना-गौतम रोड - टीबीआर(भ) - 4.09 किमी, टीबीआर(त्र) - 2.5 किमी, सीटीआर(त्र) - 1.1 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>..</td>
<td>4.67,26</td>
<td>3.17,26</td>
<td>1.50,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Barkakana-Gowtama Road - TRR(P) - 4.09 km, TSR(P) - 2.5 km, CTR(S) - 0.8 km &amp; TTR(S) - 2.5 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>486</td>
<td>सोनागर-गौतम रोड - टीबीआर(भ) - 54.03 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>S.Fund</td>
<td>45.57,88</td>
<td>38.22,88</td>
<td>7.35,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Sonnagar-Gautam Road - TRR(P) - 54.03 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>487</td>
<td>बांकिसर - हैदराबाद - सीटीआर(गी) - 6.10 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>..</td>
<td>98.00,00</td>
<td>..</td>
<td>98.00,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Bankisar-Hyderabad - CTR(S) - 6.1 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>488</td>
<td>पड़ना-मुघलसराय - टीबीआर(भ) - 20.69 किमी, टीएक्सआर और आड़ा - 19.50 किमी और सीटीआर - 2424 संख्या</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>..</td>
<td>2.81,41</td>
<td>1.83,41</td>
<td>98.00,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Patna-Mughalsarai - TBR (Up &amp; Dn) - 20.89 km, TRF (Up &amp; Dn) - 19.5 km &amp; TBTR - 2424 Nos</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>489</td>
<td>मनपुर-मुघलसराय - टीबीआर(भ) - 47.79 किमी और सीटीआर(त्र) - 5.79 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>..</td>
<td>40.54,96</td>
<td>35.64,96</td>
<td>4.90,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Manpur-Mughalsarai - TRR(P) - 47.79 km &amp; CTR(S) - 5.7 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>490</td>
<td>गया रोड-सोनरपुर - टीबीआर(भ) - 10.08 किमी और सीटीआर(त्र) - 1.86 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>..</td>
<td>12.23,72</td>
<td>7.60,46</td>
<td>4.90,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Gaya Road-Sonarpur - TRR(P) - 10.08 km &amp; CTR(S) - 1.86 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>491</td>
<td>सौनपुर विभाग,सोमनाथपुर - टीबीआर(भ) - 2.7 किमी और सीटीआर(त्र) - 14.42 किमी</td>
<td>एक्सप्रेस</td>
<td>Drf</td>
<td>..</td>
<td>7.21,18</td>
<td>6.05,00</td>
<td>1.16,18</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Sonepur Division; Somnathpur - TSSR (P) - 2.7 km &amp; TRR (S) - 14.42 km</td>
<td>रोडकार्ट</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Item No.</td>
<td>Track / Facilities / Track Renewals</td>
<td>sanctioned Amount</td>
<td>Revised Outlay for 2016-17</td>
<td>2016-17 Revised Outlay</td>
<td>2017-18 Proposed Outlay</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------</td>
<td>-------------------</td>
<td>---------------------------</td>
<td>------------------------</td>
<td>------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>492</td>
<td>Sagauli - Rasaul (Yards) - 3.65 km &amp; TBR - 3.15 km</td>
<td>MR 2.55,96, 2.54,96</td>
<td>1,00</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 3.54</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 5.14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>493</td>
<td>Sagauli - Narkatlagar - TSS - 22.26 km (P)</td>
<td>MR 8.55,69, 8.65,69</td>
<td>11,00</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 10.00</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 33.44</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>494</td>
<td>Barkakana-Garnha Road - TSS - 11.25 km (P)</td>
<td>MR 4.69,15, 4.68,35</td>
<td>80</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 1.01</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 27.68</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>495</td>
<td>Dildarnagar-Tanghat - CTR - 10 km (S) &amp; TSS - 3.8 km (S)</td>
<td>MR 9.33,09, 10.01,19, 1</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 10.00</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 11.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>496</td>
<td>Garhwa Road-Sonnagar - TSS - 8 km (S)</td>
<td>MR 7.04,56, 7.38,95</td>
<td>1.00</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 10.00</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 19.12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>497</td>
<td>Pradhankhunta-Manpur - TSS - 7.11 km (P)</td>
<td>MR 3.13,14, 3.02,89</td>
<td>10.25</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 7.01</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 7.01</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>498</td>
<td>Barauli - Katheri - TBR (80 Nos), TFR - 10 km, Glued joint - 174 NOS, &amp; TTR (100 Nos)</td>
<td>MR 4.04,34, 3.99,32</td>
<td>40.18</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 10.00</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 35.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>499</td>
<td>Manpur - Mughalsarai - TBR - 30 km &amp; TFR - 25 km</td>
<td>MR 4.42,49, 5.08,72</td>
<td>1.00</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 10.00</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 27.60</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500</td>
<td>Jhajha - Patna - TBR - 47 km, TFR - 60 km, TWR - 15 km, TTR - 14 sets, TRDS (36 Nos)</td>
<td>MR 12.21,19, 12.61,11</td>
<td>2.00</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 10.00</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 66.44</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>501</td>
<td>Lucknowsarai-Manpur - TBR - 32.8 km, TFR - 10 km, TTR (11 sets) &amp; detailing switches (4 Nos)</td>
<td>MR 3.76,27, 3.96,96</td>
<td>15.00</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 10.00</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 35.69</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>502</td>
<td>Manpur - Mughalsarai - TBR - 42.12 km, TFR - 95.15 km, TWR - 37.98 km, TTR (87 sets) &amp; diamond crossings (8 sets)</td>
<td>MR 24.83,12, 24.93,58</td>
<td>99.50</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 10.00</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 85.40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>503</td>
<td>Pradhankhunta-Manpur - TBR - 6.63 km, TFR - 17.7 km, TWR - 102.77 km, TTR (6 sets) &amp; TRDS (5 Nos)</td>
<td>MR 8.10,28, 7.85,28</td>
<td>25.00</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goresaro</td>
<td>RRSK 29.73</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>R. 9.31</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>नं.</td>
<td>विवरण / Particulars</td>
<td>आदेश / Allocation</td>
<td>संशोधन / Revised</td>
<td>प्रलय / Outlay for</td>
<td>2017-18 के</td>
<td>2017-18 के</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>---------------------</td>
<td>-------------------</td>
<td>-------------------</td>
<td>-------------------</td>
<td>----------------</td>
<td>----------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>संशोधन / Revised</td>
<td>आदेश / Allocation</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td>मूल्यांकन / Cost</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| 504 | गोमों - चंड्रपुर - टीबीआर - 28.24 किमी, टीएफआर - 15.92 किमी और टीएक्सआर - 4 किमी | ए.सी. नामकरण आदेश / RRSK | 6,68,81 | 7,34,46 | 3,00 | ..
| 505 | जहाँ - पटना - टीबीआर - 52.11 किमी और टीएक्सआर - 7.95 किमी | ए.सी. नामकरण आदेश / RRSK | 10,00 | .. | .. | 1,00
| 506 | पटना - मुग्हलसाराई - टीबीआर - 54.7 किमी और टीएक्सआर - 22.5 किमी | ए.सी. नामकरण आदेश / RRSK | 10,00 | .. | .. | 1,00
| 507 | ससुलिपुर - मुजफ़्रपुर - टीबीआर - 24.22 किमी और टीएक्स�र - 23.52 किमी | ए.सी. नामकरण आदेश / RRSK | 10,00 | .. | .. | 3.52
| 508 | प्रखंड - मुजफ़्रपुर - टीबीआर - 52.94 किमी, टीएफआर - 12 किमी, टीएक्स�र - 10.3 किमी और टीआरडीएस (27 सेट) | ए.सी. नामकरण आदेश / RRSK | 10,00 | .. | .. | 59.94
| 509 | बकरकाना - गर्हवा - टीबीआर - 29.72 किमी, टीएफ�र - 90.37 किमी और टीएक्सआर - 22.14 किमी | ए.सी. नामकरण आदेश / RRSK | 1.55 | .. | .. | 20.61
| 510 | बन्तूर - बुधगढ़ - टीबीआर - 14.6 किमी, टीएफआर (38 सेट) और टीआरडीएस (13 सेट) | ए.सी. नामकरण आदेश / RRSK | 5,65,27 | 4,76,01 | 1,01,00 | ..
| 511 | बाँसू - मुजफ़्रपुर - टीबीआर - 40.68 किमी, टीएफआर - 39.34 किमी, टीएक्सआर (46 सेट), ट्राफिक प्रावींद (16 सेट) और टीआरडीएस (47.34) किमी | ए.सी. नामकरण आदेश / RRSK | 23,42,84 | 22,32,84 | 1,10,00 | ..
| 512 | मुज़फ़्रपुर - मुज़फ़्रपुर - टीबीआर - 59.36 किमी | ए.सी. नामकरण आदेश / RRSK | 3,44,51 | .. | .. | 15.81
| 513 | बाँसू - मुजफ़्रपुर - टीबीआर - 26.88 किमी और टीएक्सआर (15 सेट) | ए.सी. नामकरण आदेश / RRSK | 4,82,09 | 3,84,09 | 98,00 | ..
| 514 | पुजारी - मुजफ़्रपुर - टीबीआर - 20.23 किमी और टीएक्सआर (51 सेट) | ए.सी. नामकरण आदेश / RRSK | 10,09,09 | 8,59,09 | 1,50,00 | ..
| 515 | हाजीपुर - बच्चित्र - टीबीआर - 36.81 किमी और टीएक्सआर (24 सेट) | ए.सी. नामकरण आदेश / RRSK | 8,82,00 | 7,82,00 | 1,00,00 | ..

* Figures in thousand of Rupees.
<table>
<thead>
<tr>
<th>Item</th>
<th>विवरण / Particulars</th>
<th>जामियत / Allocation</th>
<th>संबंधित लागत / Sanctioned Cost</th>
<th>वर्ष 2016 के अंत तक व्यय / Exp. at the end of March 2016</th>
<th>वर्ष 2016-17 के लिए संक्षिप्त परियोजना / Revised Outlay for 2016-17</th>
<th>वर्ष 2017-18 के लिए संक्षिप्त परियोजना / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>516</td>
<td>बाहपुरा-हैपपुर - टीबीआर - 54.74 किमी</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>5.35,21</td>
<td>5.42,00</td>
<td>5.21</td>
</tr>
<tr>
<td></td>
<td>सोलहसोलकुट - टीबीआर - 54.74 किमी</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>10,00</td>
<td>50.36</td>
<td>10</td>
</tr>
<tr>
<td>517</td>
<td>नारकतलागर - पनीयाहा - टीबीआर - 57.19 किमी</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>4.10,76</td>
<td>3.89,76</td>
<td>21.00</td>
</tr>
<tr>
<td></td>
<td>सोलहसोलकुट - टीबीआर - 57.19 किमी</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>1.02,34</td>
<td>50,00</td>
<td>50.00</td>
</tr>
<tr>
<td>518</td>
<td>प्रभातकुटुंब - पानीपुर - टीबीआर - 6.5 किमी, टीएफआर - 24.3 किमी और टीबीआर - 32 मंड</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>6.97,16</td>
<td>6.93,16</td>
<td>4.00</td>
</tr>
<tr>
<td></td>
<td>प्रभातकुटुंब - पानीपुर - टीबीआर - 6.5 किमी, टीएफआर - 24.3 किमी और टीबीआर - 32 मंड</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>49,35</td>
<td>40.00</td>
<td>40.00</td>
</tr>
<tr>
<td>519</td>
<td>बाककाला-गंगुपुर - टीबीआर - 27.25 किमी और टीएफआर - 1.09 किमी</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>2.42,59</td>
<td>2.42,39</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>बाककाला-गंगुपुर - टीबीआर - 27.25 किमी और टीएफआर - 1.09 किमी</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>3,07</td>
<td>28.00</td>
<td>...</td>
</tr>
<tr>
<td>520</td>
<td>पतन-मुखसलसर - टीबीआर - 14.59 किमी, टीबीआर - 35.10 किमी और टीबीआर - 190 अंड</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>3.34,92</td>
<td>5.50,33</td>
<td>9.80</td>
</tr>
<tr>
<td></td>
<td>पतन-मुखसलसर - टीबीआर - 14.59 किमी, टीबीआर - 35.10 किमी और टीबीआर - 190 अंड</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>10,00</td>
<td>1,00</td>
<td>...</td>
</tr>
<tr>
<td>521</td>
<td>मानपुर-मुखसलसर - टीबीआर - 48.75 किमी और टीबीआर - 207.3 किमी</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>7.90,32</td>
<td>6.60,32</td>
<td>1.30,00</td>
</tr>
<tr>
<td></td>
<td>मानपुर-मुखसलसर - टीबीआर - 48.75 किमी और टीबीआर - 207.3 किमी</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>12.54,10</td>
<td>80.00</td>
<td>...</td>
</tr>
<tr>
<td>522</td>
<td>सामग्री,डोळगिया - टीबीआर - 36 किमी और टीबीआर - 1032 अंड (पूरा संचयन, 15 थप 16)</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>5.48,35</td>
<td>5.45,77</td>
<td>32.00</td>
</tr>
<tr>
<td></td>
<td>सामग्री,डोळगिया - टीबीआर - 36 किमी और टीबीआर - 1032 अंड (पूरा संचयन, 15 थप 16)</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>10,00</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>523</td>
<td>पहाड़ा,गोटरा - टीबीआर - 28.85 किमी, नवीं लामेजों का संशोधन - 250 अंड, एगेबाई - 50 अंड और टीबीआर - 70 मंड</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>15.05,43</td>
<td>13.09,43</td>
<td>1.96,00</td>
</tr>
<tr>
<td></td>
<td>पहाड़ा,गोटरा - टीबीआर - 28.85 किमी, नवीं लामेजों का संशोधन - 250 अंड, एगेबाई - 50 अंड और टीबीआर - 70 मंड</td>
<td>ई.प.स.</td>
<td>S.Fund</td>
<td>1.00,00</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>524</td>
<td>पतन-मुखसलसर, टीबीआर - 14.2 किमी, नवीं लामेजों का संशोधन - 100 अंड, एगेबाई - 57 मंड, टीबीआर - 45 मंड और टीबीआर - 13.5 अंड</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>9.01,17</td>
<td>7.54,17</td>
<td>1.47,00</td>
</tr>
<tr>
<td></td>
<td>पतन-मुखसलसर, टीबीआर - 14.2 किमी, नवीं लामेजों का संशोधन - 100 अंड, एगेबाई - 57 मंड, टीबीआर - 45 मंड और टीबीआर - 13.5 अंड</td>
<td>ई.प.स.</td>
<td>S.Fund</td>
<td>1.00,00</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>525</td>
<td>कान्हा-बनर्जी, टीबीआर - 55.71 किमी</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>5.44,87</td>
<td>5.31,34</td>
<td>1.00,00</td>
</tr>
<tr>
<td></td>
<td>कान्हा-बनर्जी, टीबीआर - 55.71 किमी</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>10,00</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>526</td>
<td>प्रभातकुटुंब-सामग्री, टीबीआर - 12.81 किमी, टीबीआर - 46.55 किमी और टीबीआर - 12 मंड</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>3.43,78</td>
<td>2.69,30</td>
<td>74.48</td>
</tr>
<tr>
<td></td>
<td>प्रभातकुटुंब-सामग्री, टीबीआर - 12.81 किमी, टीबीआर - 46.55 किमी और टीबीआर - 12 मंड</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>2.82,27</td>
<td>70.00</td>
<td>...</td>
</tr>
<tr>
<td>527</td>
<td>गर्वहा-आद्रियापुर, टीबीआर - 33.423 किमी</td>
<td>ई.प.स.</td>
<td>DRF</td>
<td>1.95,28</td>
<td>95.28</td>
<td>1.00,00</td>
</tr>
<tr>
<td></td>
<td>गर्वहा-आद्रियापुर, टीबीआर - 33.423 किमी</td>
<td>ई.प.स.</td>
<td>RRSK</td>
<td>1.37,58</td>
<td>50.00</td>
<td>...</td>
</tr>
<tr>
<td>नंबर</td>
<td>विवरण / Particulars</td>
<td>अलोकित / Allocation</td>
<td>संशोधित / Revised Cost</td>
<td>मार्च 2016 के तारिख के आधार पर / Exp. at the end of March 2016</td>
<td>2016-17 के लिए प्रस्तावित / Proposed Outlay for</td>
<td>2017-18 के लिए प्रस्तावित / Proposed Outlay for</td>
</tr>
<tr>
<td>--------</td>
<td>----------------------------------------------------------</td>
<td>------------------------</td>
<td>--------------------------</td>
<td>---------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>528</td>
<td>बरकाकाना-गार्वा रेल रोड - टीबीआर - 59.95 किमी, टीफआर - 31.5 किमी और टीफआरसु - 40.85 किमी</td>
<td>एयरोसोल RRSK</td>
<td>6.81,11</td>
<td>5.31,11</td>
<td>1.50,00</td>
<td>1.50,00</td>
</tr>
<tr>
<td></td>
<td>Barkakana-Garnwa Road - TBR - 59.95 km, TFR - 31.5 km &amp; TWR - 40.85 km</td>
<td>र, R</td>
<td>4.62,71</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
</tr>
<tr>
<td>529</td>
<td>समस्तिपुर-गार्वा रेल रोड - 25.16 किमी</td>
<td>एयरोसोल RRSK</td>
<td>2.17,96</td>
<td>1.84,86</td>
<td>33.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Samastipur-Garnwa Road - TBR - 25.16 km</td>
<td>र, R</td>
<td>32.63</td>
<td>..</td>
<td>..</td>
<td>60,00</td>
</tr>
<tr>
<td>530</td>
<td>बरकाकाना-गार्वा रेल रोड - 32.03 किमी, टीफआर - 18 किमी, टीफआरसु - 54 सेंटीमीटर घेराव बालाक, घेराव घेराबर्ती - 2 सेट</td>
<td>एयरोसोल RRSK</td>
<td>15.66,52</td>
<td>15.41,52</td>
<td>25.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Manpur-Mughalsarai - TBR - 32.03 km, TFR - 18 km, TTR - 54 sets, derailing switches - 45 sets &amp; diamond crossings - 6 sets</td>
<td>र, R</td>
<td>37.74</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
</tr>
<tr>
<td>531</td>
<td>मृदुलपुर-बराय़िल - टीबीआर - 73.87 किमी, टीफआर - 47.02 किमी, टीफआरसु - 54 सेंटीमीटर घेराबर्ती घेराबर्ती (6 सेट), स्क्रिप्ट (9 सेट)</td>
<td>एयरोसोल RRSK</td>
<td>3.27,27</td>
<td>2.02,27</td>
<td>1.25,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Prathanhkunth-Manpur - TBR - 73.87 km, TFR - 47.2 km, TTR - 6 sets, diamond crossing (1 set) &amp; derailing switches (9 sets)</td>
<td>र, R</td>
<td>9.16,24</td>
<td>..</td>
<td>..</td>
<td>75.00</td>
</tr>
<tr>
<td>532</td>
<td>बरकाकाना-गार्वा रेल रोड - 46.62 किमी, टीफआर - 10.44 किमी, टीफआरसु - 29 किमी और टीटीआर (2 सेट)</td>
<td>एयरोसोल RRSK</td>
<td>4.21,41</td>
<td>3.23,41</td>
<td>98.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Barkakana-Garmwa Road - TBR - 46.62 km, TFR - 10.44 km, TWR - 29 km &amp; TTR (2 sets)</td>
<td>र, R</td>
<td>4.50,91</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
</tr>
<tr>
<td>533</td>
<td>गाजिंग-देहरादून - टीबीआर - 38.54 किमी, टीफआर - 15.53 किमी और टीफआरसु - 11 सेट</td>
<td>एयरोसोल RRSK</td>
<td>4.15,98</td>
<td>3.15,98</td>
<td>1.00,00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Garhwa Road-Chopan - TBR - 38.54 km, TFR - 15.53 km &amp; TTR (11 sets)</td>
<td>र, R</td>
<td>2.45,59</td>
<td>..</td>
<td>..</td>
<td>10.00</td>
</tr>
<tr>
<td>534</td>
<td>चंपपुरा-बरकाकाना - टीबीआर - 22.62 किमी</td>
<td>एयरोसोल RRSK</td>
<td>1.09,70</td>
<td>1.01,70</td>
<td>8.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Chandrapura-Barkakana - TBR - 22.62 km</td>
<td>र, R</td>
<td>1.28,71</td>
<td>..</td>
<td>..</td>
<td>5.00</td>
</tr>
<tr>
<td>535</td>
<td>बारोनी-कान्ताथिर - टीबीआर (अथवा टाबो) - 27.59 किमी</td>
<td>एयरोसोल RRSK</td>
<td>1.72,50</td>
<td>50.00</td>
<td>122.50</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Barauni-Kathar - TBR (Up &amp; Dn) - 27.59 km</td>
<td>र, R</td>
<td>1.88,57</td>
<td>..</td>
<td>..</td>
<td>100.00</td>
</tr>
<tr>
<td>536</td>
<td>मूलाकाना-मोलाकाना - टीबीआर - 27.91 किमी</td>
<td>एयरोसोल RRSK</td>
<td>1.92,50</td>
<td>70.00</td>
<td>122.50</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Muzaffarpur-Muzaffarpur - TBR - 27.91 km</td>
<td>र, R</td>
<td>1.72,76</td>
<td>..</td>
<td>..</td>
<td>100.00</td>
</tr>
<tr>
<td>537</td>
<td>इतना-गाया - टीबीआर - 11.15 किमी और टीफआर - 24.74 किमी</td>
<td>एयरोसोल RRSK</td>
<td>98.40</td>
<td>48.40</td>
<td>50.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Patna - Gaya - TBR - 11.15 km &amp; TFR - 24.74 km</td>
<td>र, R</td>
<td>2.24,03</td>
<td>..</td>
<td>..</td>
<td>50.00</td>
</tr>
<tr>
<td>538</td>
<td>सहस्रासेन-मुजीरा - 59.1 किमी और टीफआर - 31.4 किमी</td>
<td>एयरोसोल RRSK</td>
<td>1.35,23</td>
<td>37.23</td>
<td>98.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Jhajha-Patna - TBR - 59.1 km &amp; TFR - 31.4 km</td>
<td>र, R</td>
<td>8.62,24</td>
<td>..</td>
<td>..</td>
<td>90.00</td>
</tr>
<tr>
<td>539</td>
<td>गया - गया - टीबीआर - 65.0 किमी</td>
<td>एयरोसोल RRSK</td>
<td>1.77,39</td>
<td>27.39</td>
<td>150.00</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Gaya - Gaya - TBR - 65.0 km</td>
<td>र, R</td>
<td>6.73,26</td>
<td>..</td>
<td>..</td>
<td>100.00</td>
</tr>
<tr>
<td>540</td>
<td>गया-लखनऊ और गया - राधापुर - (1) - टीबीआर - 15.65 किमी (2) फिकल. मुख्य गया - टीफआर - 7.60 किमी</td>
<td>एयरोसोल RRSK</td>
<td>10.00</td>
<td>10.00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Patna-Gaya - TBR - 13.65 Km &amp; Gaya - TFR - 7.6 Km</td>
<td>र, R</td>
<td>3.11,32</td>
<td>..</td>
<td>..</td>
<td>150.00</td>
</tr>
<tr>
<td>541</td>
<td>बारोनी-कान्ताथिर (अथवा टाबो) - टीबीआर - 54.55 किमी</td>
<td>एयरोसोल RRSK</td>
<td>10.00</td>
<td>10.00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Barauni-Kathar - TBR - 54.55 Km</td>
<td>र, R</td>
<td>5.00,00</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
</tr>
</tbody>
</table>

**केंद्रीय रेलवे**

**साल 2016-17**

**साल 2017-18**

(आंकड़े हजारों रुपये विभाजित हैं) (आंकड़े हजारों रुपये विभाजित हैं)
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>2016-17 Revised Outlay for</th>
<th>2017-18 Outlay Proposed for</th>
<th>2016-17 Cost</th>
<th>2017-18 Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>542</td>
<td>Hapur-Chhapra Kachhri - (I) TBR - 24.78 Kms (II) TWR (MBFW) - 24.78 Kms</td>
<td>MDRF 1,00,000</td>
<td>..</td>
<td>10,00,000</td>
<td>..</td>
</tr>
<tr>
<td>543</td>
<td>Patna - Mungalsarai - (I) TBR - 8.66 Kms and (II) TFR - 11 Kms</td>
<td>MDRF 1,00,000</td>
<td>..</td>
<td>10,00,000</td>
<td>..</td>
</tr>
<tr>
<td>544</td>
<td>Jhajha-Patna - TBR-41.36Kms. and Baktiyarpur-Rajipir -16.30 Kms</td>
<td>MDRF 1,00,000</td>
<td>..</td>
<td>10,00,000</td>
<td>..</td>
</tr>
<tr>
<td>545</td>
<td>Muzaffarpur - Saptagram - 23, TFR - 23.45 Kms</td>
<td>MDRF 8,27,04</td>
<td>8,05,28</td>
<td>40,00,00</td>
<td>..</td>
</tr>
<tr>
<td>546</td>
<td>Manipur - Mungalsarai - 60 sets</td>
<td>MDRF 9,33,50</td>
<td>9,10,81</td>
<td>1,00,00</td>
<td>..</td>
</tr>
<tr>
<td>547</td>
<td>Obra - Mahada - TBR - 13.25 Kms, TFR - 6.5 Kms</td>
<td>MDRF 4,64,85</td>
<td>4,24,85</td>
<td>40,00,00</td>
<td>..</td>
</tr>
<tr>
<td>548</td>
<td>Patna - Gaya - TBR-11.86 Kms</td>
<td>MDRF 3,29,66</td>
<td>3,26,66</td>
<td>5,00,00</td>
<td>..</td>
</tr>
<tr>
<td>549</td>
<td>Samastipur Division - Raxaul - TWR (14 sets)</td>
<td>MDRF 4,04,22</td>
<td>4,21,87</td>
<td>7,00,00</td>
<td>..</td>
</tr>
<tr>
<td>550</td>
<td>Sompur Division - Thick web switches &amp; weldable CMS crossings (50 sets)</td>
<td>MDRF 4,68,55</td>
<td>3,21,55</td>
<td>1,47,00</td>
<td>..</td>
</tr>
<tr>
<td>551</td>
<td>Dhanbad, Danapur and Mungalsarai - Thick web switches &amp; weldable CMS crossings (100, 50 &amp; 150 sets)</td>
<td>MDRF 31,39,75</td>
<td>29,92,75</td>
<td>1,47,00</td>
<td>..</td>
</tr>
<tr>
<td>विवरण / Particulars</td>
<td>अतिरिक्त / Allocation</td>
<td>शुल्क लागत / Cost (१० लाख रुपये)</td>
<td>बजट में शामिल नहीं / Not Included in Budget</td>
<td>रिव्यू आर्थिक क्रिया / Revised Outlay for</td>
<td>परिसंहार क्रिया / Outlay proposed for</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------</td>
<td>----------------------------------</td>
<td>-----------------------------------</td>
<td>---------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>प्लेन्ड नोजोड़ / TRACK RENEWALS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>552 ओबरा - महादिवा - टीबीटीएस 4,79,82</td>
<td>डीआरएफ</td>
<td>4,68,92</td>
<td>4,08,92</td>
<td>60,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (31 अन्दर)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>553 कराला रोड - शक्तिनगर - टीबीटीएस 3,66,82</td>
<td>डीआरएफ</td>
<td>5,53,44</td>
<td>5,26,84</td>
<td>56,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (31 अन्दर)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>554 धनबाद - चौपपुलि - टीबीटीएस 1,99,28</td>
<td>डीआरएफ</td>
<td>1,99,28</td>
<td>1,85,28</td>
<td>14,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (9 अन्दर)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>555 धुग्दा - शेयरिया - टीबीटीएस 4,79,82</td>
<td>डीआरएफ</td>
<td>4,10,72</td>
<td>4,05,92</td>
<td>4,80</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (4 अन्दर)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>556 सिंधी - पाथरडीह - टीबीटीएस 6,52,05</td>
<td>डीआरएफ</td>
<td>5,62,05</td>
<td>5,29,55</td>
<td>22,50</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (4 क्रॉसिंग)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>557 मंगोलपुर - दलहारिया - टीबीटीएस 2,02,02</td>
<td>डीआरएफ</td>
<td>20,02,72</td>
<td>19,47,72</td>
<td>55,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (10 अन्दर)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>558 दलहारिया - बाराँरी - टीबीटीएस 1,96,23</td>
<td>डीआरएफ</td>
<td>1,96,23</td>
<td>49,23</td>
<td>1,47,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (24 क्रॉसिंग)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>559 समस्तापुर - समस्तापुर - टीबीटीएस 4,27,63</td>
<td>डीआरएफ</td>
<td>4,27,63</td>
<td>4,27,48</td>
<td>25,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (21 क्रॉसिंग)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>560 समस्तापुर - दार्बङ्गच - टीबीटीएस 2,63,60</td>
<td>डीआरएफ</td>
<td>2,63,60</td>
<td>2,49,60</td>
<td>14,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (12 क्रॉसिंग)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>561 कुशीनगर - मुजफ्फरपुर - टीबीटीएस 5,69,39</td>
<td>डीआरएफ</td>
<td>5,69,39</td>
<td>4,71,39</td>
<td>98,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>थेमक्कसरा - वेद हाएरिया (51 क्रॉसिंग)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>562 समस्तापुर - मुजफ्फरपुर - टीबीटीएस 3,65,00</td>
<td>डीआरएफ</td>
<td>3,65,00</td>
<td>1,20,00</td>
<td>2,45,00</td>
<td>2017-18</td>
</tr>
<tr>
<td>No.</td>
<td>विवरण / विवरण</td>
<td>जालिका / अल्कानन्द</td>
<td>संचालन / अल्कानन्द</td>
<td>मार्च 2016 के अंतिम तिथि तक मूल्य / निर्देशन</td>
<td>वांछित आयुक्त वित्तक्रम / पुनर्निर्माण / वित्तक्रम (सितंबर 2017)</td>
</tr>
<tr>
<td>-----</td>
<td>-----------------</td>
<td>-------------------</td>
<td>-----------------------------</td>
<td>---------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>563</td>
<td>उर्मिला-पटना, टीआर, रेलवे रूट - 7 मिलियन (21 सेट)</td>
<td>एडिपीएस डीएफ</td>
<td>रेलवे रूट ब्रांच RRSK</td>
<td>2.45,13</td>
<td>2.55,32</td>
</tr>
<tr>
<td>564</td>
<td>मानपुर-मुगलसराय, टीआर - 4.31 मिलियन (4 सेट)</td>
<td>उर्मिला - पटना रेलवे रूट - 3.93 मिलियन (4 सेट)</td>
<td>एडिपीएस डीएफ</td>
<td>3.39,29</td>
<td>3.34,49</td>
</tr>
<tr>
<td>565</td>
<td>उर्मिला-पटना, टीआर - 24 मिलियन (5 सेट)</td>
<td>उर्मिला-पटना रेलवे रूट - 26 केक्स डैम्बल विश्वी / 5 सेट</td>
<td>एडिपीएस डीएफ</td>
<td>3.03,36</td>
<td>3.29,62</td>
</tr>
<tr>
<td>566</td>
<td>मानपुर-मुगलसराय, टीआर - 4.31 मिलियन / टीआर - 11 सेट</td>
<td>मानपुर-मुगलसराय रेलवे रूट - 88 केक्स, टीकर रूट - 10 केक्स, टीफुल रूट - 114.46 केक्स / 22 सेट</td>
<td>एडिपीएस डीएफ</td>
<td>16.18,88</td>
<td>6.38,88</td>
</tr>
<tr>
<td>567</td>
<td>मानपुर-मुगलसराय, टीआर - 24 मिलियन (5 सेट)</td>
<td>मानपुर-मुगलसराय रेलवे रूट - 34 केक्स डैम्बल विश्वी / 50 सेट</td>
<td>एडिपीएस डीएफ</td>
<td>5.92,46</td>
<td>5.32,46</td>
</tr>
<tr>
<td>568</td>
<td>जहाँ-पटना, टीआर - 13 केक्स व टीआर आर (19 सेट)</td>
<td>जहाँ-पटना रेलवे रूट - 13 केक्स व टीफुल रूट (15 सेट)</td>
<td>एडिपीएस डीएफ</td>
<td>3.16,43</td>
<td>3.06,43</td>
</tr>
<tr>
<td>569</td>
<td>मानपुर-मुगलसराय, टीआर - 39.48 मिलियन</td>
<td>मानपुर-मुगलसराय रेलवे रूट - 88 केक्स, टीकर रूट - 10 केक्स, टीफुल रूट - 46.46 केक्स</td>
<td>एडिपीएस डीएफ</td>
<td>17.60,47</td>
<td>10.25,47</td>
</tr>
<tr>
<td>570</td>
<td>नारतिझागणी - पियायवाहा, टीआर - 123 सेट</td>
<td>नारतिझागणी - पियायवाहा रेलवे रूट - 23 सेट और जोड़ीकंडा - 300 सेट</td>
<td>एडिपीएस डीएफ</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>571</td>
<td>जहाँ-पटना - टीआर - 4.6 मिलियन (49 सेट)</td>
<td>जहाँ-पटना रेलवे रूट - 6.2 केक्स (49 सेट)</td>
<td>एडिपीएस डीएफ</td>
<td>3.00,03</td>
<td>1.82,43</td>
</tr>
<tr>
<td>572</td>
<td>बांकौला-पटना, टीआर - 69.585 मिलियन व टीआर रूट - 4.8 अंड</td>
<td>बांकौला-पटना रेलवे रूट - 69.58 केक्स, टीकर रूट - 88 केक्स</td>
<td>एडिपीएस डीएफ</td>
<td>8.01,77</td>
<td>5.56,77</td>
</tr>
<tr>
<td>573</td>
<td>नारतिझागणी - पियायवाहा, टीआर - 57 केक्स</td>
<td>नारतिझागणी - पियायवाहा रेलवे रूट - 57 केक्स</td>
<td>एडिपीएस डीएफ</td>
<td>1.00,00</td>
<td>1.00,00</td>
</tr>
<tr>
<td>574</td>
<td>पतना-गया, टीआर - 12 केक्स, टीआर - 7 मिलियन, जोड़ीकंडा - 250 अंड और टीआर - 12 सेट</td>
<td>पतना-गया रेलवे रूट - 10 केक्स, टीकर रूट - 7 केक्स, जोड़ीकंडा - 250 सेट</td>
<td>एडिपीएस डीएफ</td>
<td>4.20,88</td>
<td>3.00,88</td>
</tr>
<tr>
<td>नं. / Item No.</td>
<td>विवरण / Particulars</td>
<td>आक्षेप / Allocation</td>
<td>वित्तीय लागत / Sanctioned Cost</td>
<td>माह सन 2016 के अंत का खर्च / Exp. at the end of March 2016</td>
<td>2016-17 के लिए संशोधित परिषद / Revised Outlay for</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------------</td>
<td>---------------------</td>
<td>-------------------------------</td>
<td>-----------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>575</td>
<td>समस्तीपुर-लादोगा - सीएस 13 सेट, सीएसएस (50 अंक)</td>
<td>DRF</td>
<td>1,90,92</td>
<td>1,83,92</td>
<td>7,00</td>
</tr>
<tr>
<td>576</td>
<td>सोनेनगर-गढ़वा रोड - सीएस 74 किमी</td>
<td>एसईजे</td>
<td>5,92,21</td>
<td>6,00,29</td>
<td>10,00</td>
</tr>
<tr>
<td>577</td>
<td>हाईपुर-चापरा - सीएस 47 किमी</td>
<td>एसईजे</td>
<td>3,16,54</td>
<td>2,11,19</td>
<td>1,05,35</td>
</tr>
<tr>
<td>578</td>
<td>अदद - सीएस 30.6 किमी</td>
<td>एसईजे</td>
<td>3,82,25</td>
<td>3,75,25</td>
<td>7,00</td>
</tr>
<tr>
<td>579</td>
<td>समस्तीपुर - पटना रोड - सीएस 240 अंक</td>
<td>एसईजे</td>
<td>4,50,48</td>
<td>3,70,48</td>
<td>80,00</td>
</tr>
<tr>
<td>580</td>
<td>रायपुर - गढ़वा रोड - सीएस 14 किमी, सीएस 7.49 किमी, नई लैंड जोड़</td>
<td>एसईजे</td>
<td>3,64,54</td>
<td>1,24,44</td>
<td>2,40,10</td>
</tr>
<tr>
<td>581</td>
<td>फातिह-सागरपुर - सीएस 42.67 किमी, नई लैंड जोड़ (550 अंक) व सीएस 14 किमी</td>
<td>एसईजे</td>
<td>2,72,03</td>
<td>76.03</td>
<td>1,96,00</td>
</tr>
<tr>
<td>582</td>
<td>प्रदेशस्तंभ, बन्दरगाह, सीएस (एकल सीएस सीएसएस)-67 जोड़ी, सीएस 118 किमी, रुडसिडेनिट-118 किमी, सीएसएस-118 किमी, सीएसएस-118 किमी, सीएसएस-118 किमी, सीएसएस-118 किमी</td>
<td>एसईजे</td>
<td>9,63,52</td>
<td>6,40,52</td>
<td>3,43,00</td>
</tr>
<tr>
<td>583</td>
<td>मउलपुर-सगौली - सीएस 450 अंक व सीएस 100 सेट</td>
<td>एसईजे</td>
<td>1,21,00</td>
<td>21,00</td>
<td>1,00,00</td>
</tr>
<tr>
<td>584</td>
<td>धनबाद - जमुिनयांटांड - सीएस 39 सेट</td>
<td>एसईजे</td>
<td>2,27,50</td>
<td>1,05,00</td>
<td>1,22,50</td>
</tr>
<tr>
<td>585</td>
<td>धनबाद-सीकाल - सीएस 112 सेट, सीएस 105.1 किमी, सीएसएस-125 किमी, सीएसएस-87.8 किमी, सीएसएस-83 किमी, सीएसएस-63 किमी, नई लैंड जोड़</td>
<td>एसईजे</td>
<td>11,95,00</td>
<td>7,05,00</td>
<td>4,90,00</td>
</tr>
<tr>
<td>586</td>
<td>गाना रोड, सालामियाबाद, सीएस 43 सेट, सीएस 101.44 किमी, सीएसएस-13 जोड़ी, सीएसएस-64.2 किमी, व सीएसएस-13 जोड़</td>
<td>एसईजे</td>
<td>7,53,00</td>
<td>4,10,00</td>
<td>3,43,00</td>
</tr>
</tbody>
</table>

(आंकड़े हजार / Figures in thousand of Rupees)
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>2016-17 Sanc. Cost</th>
<th>2016-17 Outlay for</th>
<th>Revised Outlay for</th>
<th>March 2016 Expenditure</th>
<th>2017-18 Outlay proposed for</th>
</tr>
</thead>
<tbody>
<tr>
<td>587</td>
<td>D. R. F. Renews / TRACK RENEWALS</td>
<td>8.48,00</td>
<td>5.05,00</td>
<td>3.43,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>588</td>
<td>Gomoh - Patratu - TRR-4 sets, TBR-86.6 km, TTR (CS CMSC)-83 sets, SEJ-38 sets, glued joint - 223 Nos. TRDS- 98 Nos &amp; TFR - 44.83 km</td>
<td>S.Fund</td>
<td>2.00,00</td>
<td>..</td>
<td>2.00,00</td>
<td>..</td>
</tr>
<tr>
<td>589</td>
<td>Ganwa road-Chopan-Mahadiya-Shaktinagar - (I) TBR - 33.24km (II) TTR-CS CMSC)-15 Sets(III) TTR/DS - 32 Sets,(IV) TFR - 48.312km (V)SEJ-11 Sets.</td>
<td>S.Fund</td>
<td>2.00,00</td>
<td>..</td>
<td>2.00,00</td>
<td>..</td>
</tr>
<tr>
<td>590</td>
<td>Sakhra - Jaynagar - ISD- 17.8 Km</td>
<td>S.Fund</td>
<td>1.00,00</td>
<td>..</td>
<td>1.00,00</td>
<td>..</td>
</tr>
<tr>
<td>591</td>
<td>Patna-Jaynagar - (I) TBR - 30 Sets (II) TTR/FS CS CMSC)-15 Sets. (III) TFR - 13.084 Km (IV) renewal of SEJ - 4 sets</td>
<td>S.Fund</td>
<td>1.00,00</td>
<td>..</td>
<td>1.00,00</td>
<td>..</td>
</tr>
<tr>
<td>592</td>
<td>Pradhankhunta-Manpur - (I) TBR-16.20 Km (II)TTR/CS CMSC)-01 Set (III) TRR/FS CS CMSC)-04 Set (IV) TFR-33.836 Km</td>
<td>S.Fund</td>
<td>1.00,00</td>
<td>..</td>
<td>1.00,00</td>
<td>..</td>
</tr>
<tr>
<td>593</td>
<td>Patna-Manpur - (I) TBR-43.657 Km, TTR-43.657 Km, CTR(S), TSR (P) &amp; TRR(S) - 8.202 km</td>
<td>S.Fund</td>
<td>1.00,00</td>
<td>..</td>
<td>1.00,00</td>
<td>..</td>
</tr>
<tr>
<td>594</td>
<td>Samastipur - Darbhanga - TRR-22 set</td>
<td>S.Fund</td>
<td>2.68,66</td>
<td>..</td>
<td>..</td>
<td>50.00</td>
</tr>
<tr>
<td>595</td>
<td>Patna - Darbhanga - TRR-43.355 Km, CTR(S), TTR-43.355 Km</td>
<td>S.Fund</td>
<td>17.75,18</td>
<td>..</td>
<td>..</td>
<td>3.95,01</td>
</tr>
</tbody>
</table>

**New Works**

**Total Works in Progress**
**EAST CENTRAL RAILWAY**

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

<table>
<thead>
<tr>
<th>Item No</th>
<th>Track Details</th>
<th>Sanctioned Cost (० या डॉलर) (Figures in thousand of Rupees)</th>
<th>Revised Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>598</td>
<td>Patna - Gomoh (RRSK) - 6.82 किमी, दोटीआर(P), दोटीआर(S) - 5.87 किमी</td>
<td>15.45,41</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>599</td>
<td>Patna - Gomoh (RRSK) - 6.82 किमी, दोटीआर(P), दोटीआर(S) - 5.87 किमी</td>
<td>27.09,17</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>600</td>
<td>Patna - Mughalsarai (CTR(P)) - 19.30 किमी, दोटीआर(P), 22.94 किमी</td>
<td>56.44,55</td>
<td>39.00,00</td>
<td>39.00,00</td>
</tr>
<tr>
<td>601</td>
<td>Patna - Gomoh (RRSK) - 6.82 किमी, दोटीआर(P), 3.70 किमी, मुजफ्फरपुर-कापारपुर (CTR(S)) - 2.618 किमी</td>
<td>9.32,44</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>602</td>
<td>Barauni - Kathihar (DN &amp; UP Line) - 6.42 किमी, दोटीआर(P), 10.485 किमी, दोटीआर(S) - 19.78 किमी</td>
<td>37.61,57</td>
<td>1,00,00</td>
<td>1,00,00</td>
</tr>
<tr>
<td>603</td>
<td>Jhapa-Patna (CTP) - 3 किमी, दोटीआर(P), 3.28 किमी, दोटीआर(S), 3.34 किमी, दोटीआर(S) - 0.95 किमी</td>
<td>11.00,47</td>
<td>1,00,00</td>
<td>1,00,00</td>
</tr>
<tr>
<td>604</td>
<td>Gomoh - Patna (RRSK) - 6.82 किमी, दोटीआर(P), 4.63 किमी, दोटीआर(S) - 5.50 किमी</td>
<td>59.81,84</td>
<td>1,00,00</td>
<td>1,00,00</td>
</tr>
<tr>
<td>605</td>
<td>Gomoh - Patna (RRSK) - 6.82 किमी, दोटीआर(P), 4.63 किमी, दोटीआर(S) - 5.50 किमी</td>
<td>6.25,96</td>
<td>50.00</td>
<td>50.00</td>
</tr>
<tr>
<td>606</td>
<td>Muzaffarpur - Kaporapara (S-Line) - CTP(P) - 5.70 किमी</td>
<td>9.64,31</td>
<td>10.00</td>
<td>10.00</td>
</tr>
<tr>
<td>607</td>
<td>Muzaffarpur - Kaporapara (S-Line) - CTP(P) - 6.06 किमी, Muzaffarpur - Samastipur Up Line - TRR(P) - 6.06 किमी</td>
<td>6.33,89</td>
<td>2.00,00</td>
<td>2.00,00</td>
</tr>
<tr>
<td>608</td>
<td>Barauni - Kathihar (DN &amp; UP Line) - 8.21 किमी</td>
<td>8.58,79</td>
<td>10.00</td>
<td>10.00</td>
</tr>
<tr>
<td>609</td>
<td>Muzaffarpur - Samastipur (S-Line) - CTP(P) - 5.70 किमी</td>
<td>2.00,00</td>
<td>2.00,00</td>
<td>2.00,00</td>
</tr>
<tr>
<td>610</td>
<td>Muzaffarpur - Samastipur (S-Line) - CTP(P) - 5.70 किमी</td>
<td>14.75,71</td>
<td>1.00,00</td>
<td>1.00,00</td>
</tr>
<tr>
<td>611</td>
<td>Muzaffarpur - Samastipur (S-Line) - CTP(P) - 5.70 किमी</td>
<td>8.48,14</td>
<td>1.00,00</td>
<td>1.00,00</td>
</tr>
<tr>
<td>विवरण / Particulars</td>
<td>जारीत / Allocation</td>
<td>सांख्यिकीय नाम / Sanctioned Cost</td>
<td>मार्च 2016 के अंत तक मात्र / Exp.at the end of March 2016</td>
<td>2016-17 के लिए संशोधित परिपथ / Revised Outlay for</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------</td>
<td>---------------------------------</td>
<td>-----------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>ट्रेक रीव्यूज / TRACK RENEWALS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>612 मुजफ़रपुर - मुक्तानगर - टीटीआर - 28 सेट</td>
<td>रीसीएक्स</td>
<td>3,43,18</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Hapur - Muzaffarpur - TTR - 28 set</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>613 कर्नाटक - बर्मी - अप. डाउन व महाद लाइन - टीटीआर - 173 सेट, टीबीआर - 31.03 किमी</td>
<td>रीसीएक्स</td>
<td>28,82,71</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Karhar - Barauni: Up,down &amp; side line - TTR - 173 Sets, TBR - 31.03 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>614 बर्मी - समस्तपुर - अप. डाउन व महाद लाइन - 55 सेट</td>
<td>रीसीएक्स</td>
<td>6,69,20</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Barauni - Samastipur up &amp; down line - TTR - 55 set</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>615 वाराणसी - मुक्तानगर - 549 सेट</td>
<td>रीसीएक्स</td>
<td>4,90,25</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Vrindavan - Mathura - TTR - 50 set</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>616 बर्मी - बलरामपुर - अप. डाउन व महाद लाइन - 24 सेट</td>
<td>रीसीएक्स</td>
<td>2,89,25</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Barauni - Rajendra prasad UP &amp; DN line - TTR - 24 Set</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>617 जहाँ - वडोदरा अप. डाउन लाइन - टीटीआर - 50 सेट, टीबीआर -10 किमी, टीएफआर - 1 किमी व एसईजे - 39 किमी</td>
<td>रीसीएक्स</td>
<td>9,71,36</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Jhajha - Patna up &amp; down line - TTR- 50 set, TBR -10 Km, TFR - 1 Km &amp; SEJ -39 Nos.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>618 मथुरा - मथुरा सहारा - 75 सेट, टीटीआर - 115 सेट, टीबीआर - 9 सेट, टीबीआर (स्लिप) - 4 सेट व टीटीआर - 75 सेट, टीटीआर -115 सेट, टीबीआर (डीएस) - 3 सेट, टीबीआर (स्लिप) - 4 सेट</td>
<td>रीसीएक्स</td>
<td>32,11,09</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Mathura - Mathura Sahara - 75 set, TTR -115 set, TBR - 9 set, TBR (Slip) - 4 set &amp; TTR - 75 set, TTR -115 sets, TBR(DS) - 3 set, TBR (Slip) - 4 set</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>619 वडोदरा - मथुरा सहारा अप. डाउन लाइन - 41 सेट,एसईजे - 11.500 किमी</td>
<td>रीसीएक्स</td>
<td>10,14,49</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Patna - Mughalsarai Up &amp; Down line - TTR - 61 set, TBR - 61.500 km</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>अन्य / Others</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>620 प्राचायकुंड - मथुरा - 67.316 किमी, टीटीआर - 33 सेट, टीबीआर - 26 सेट, टीएफआर - 28.842 किमी, एसईजे - 35 सेट, गुड - 307 अन्द</td>
<td>रीसीएक्स</td>
<td>40,35,76</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>621 गोमोह - गोमोह - टीटीआर - 11.415 किमी, टीटीआर - 20 सेट, टीबीआर - 11 सेट, टीएफआर - 18.04 किमी, एसईजे - 22 सेट, गुड - 493 अन्द</td>
<td>रीसीएक्स</td>
<td>12,29,74</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Gomoh - Patna - TBR - 2.44 km, TTR - 33 set, TTR - 9 set, TTR(DS) - 4 set, TFR - 14.256 km, SEJ - 8 set, Gud Joint - 46 No</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>622 गोमोह - गोमोह - 344 किमी, टीटीआर - 33 सेट, टीटीआर - 9 सेट, टीबीआर (डीएस) - 4 सेट, टीबीआर - 14.256 किमी, एसईजे - 8 सेट, गुड - 46 अन्द</td>
<td>रीसीएक्स</td>
<td>8,21,24</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Gomoh - Patna - TBR - 2.44 km, TTR - 33 set, TTR - 9 set, TTR(DS) - 4 set, TFR - 14.256 km, SEJ - 8 set, Gud Joint - 46 No</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>623 गोमोह - गोमोह - 14.615 किमी, टीटीआर - 12 सेट, टीटीआर - 2 सेट, टीबीआर - 13.998 किमी, एसईजे - 72 सेट, एसईजे - 528 अन्द</td>
<td>रीसीएक्स</td>
<td>11,77,10</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Gomoh - Gomoh - TBR - 14.615 km, TTR - 12 Set, TTR - 2 Set, TTR -13.998 km, SEJ - 72 Set, Gud Joint - 528 Nos</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>624 मथुरा - मथुरा सहारा - 62.60 किमी, टीटीआर - 8.95 किमी, एसईजे - 27 सेट</td>
<td>रीसीएक्स</td>
<td>17,02,45</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Mathura - Mathura Sahara - TBR - 62.60 km, TFR - 8.95 km &amp; SEJ - 27 set</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item No.</td>
<td>Particulars</td>
<td>DRF</td>
<td>Revised</td>
<td>Outlay for</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td>-----</td>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>626</td>
<td>Badlaghat-Dhamaraghat - Rebuilding (bridge No.51)</td>
<td>7,50</td>
<td>..</td>
<td>5,20,97,00</td>
</tr>
<tr>
<td>627</td>
<td>Mughalsarai Division - New bridge in lieu of Some bridge No 531</td>
<td>248,29,02</td>
<td>268,74,86</td>
<td>8,43,00</td>
</tr>
<tr>
<td>628</td>
<td>Danapur Division - Strengthening by changing of perforated girders in up &amp; down lines of bridge No.136 (Kiul Bridge)</td>
<td>3,58,25</td>
<td>2,83,25</td>
<td>75,00</td>
</tr>
<tr>
<td>629</td>
<td>Kiul-Gaya - Rebuilding of screw piles of bridge No.29</td>
<td>4,57,92</td>
<td>4,67,91</td>
<td>65,00</td>
</tr>
<tr>
<td>630</td>
<td>Danapur Division (ML Section) - Repl of girders of bridge Nos. 21, 31, 36, 70 &amp; 94 in PG section</td>
<td>1,52,52</td>
<td>1,52,51</td>
<td>1</td>
</tr>
<tr>
<td>631</td>
<td>Danapur Division (KG Section) - Repl of girders (bridge Nos.240 &amp; 268)</td>
<td>5,95</td>
<td>5,94</td>
<td>1</td>
</tr>
<tr>
<td>632</td>
<td>Danapur Division (KG Section) - Repl of girders (bridge Nos.185, 186, 213, 230, 233, 293 &amp; 297 &amp; 305)</td>
<td>2,79</td>
<td>2,78</td>
<td>1</td>
</tr>
<tr>
<td>633</td>
<td>Danapur Division (KG Section) - Repl of girders (bridge Nos.321, 242, 248, 27, 97, 104 &amp; 66)</td>
<td>92,25</td>
<td>1,20,29</td>
<td>1</td>
</tr>
<tr>
<td>634</td>
<td>Danapur Division (KG Section) - Repl of girders (bridge Nos.132, 140, 146, 31, 40 &amp; 6)</td>
<td>1,41,80</td>
<td>1,41,79</td>
<td>1</td>
</tr>
<tr>
<td>635</td>
<td>Baimikinagar Road-Muzaffarpur - Reconstruction (19 bridges)</td>
<td>7,83,33</td>
<td>5,83,33</td>
<td>2,00,00</td>
</tr>
</tbody>
</table>
### Table: BRIDGE WORKS

<table>
<thead>
<tr>
<th>Item No</th>
<th>Description</th>
<th>Acronym</th>
<th>Cost (in Rs)</th>
<th>Weight of Work (in M)</th>
<th>Outlay Proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>636</td>
<td>Danapur Division - Repl. of early steel girders by precast slabs (bridge Nos 179, 296 &amp; 129)</td>
<td>DRF</td>
<td>1.6844</td>
<td>1.4844</td>
<td>20.00</td>
</tr>
<tr>
<td>637</td>
<td>Danapur Division - Repl. of early steel girders by precast slabs (bridge Nos 251, 253, 305, 217, 230, 241 &amp; 243)</td>
<td>DRF</td>
<td>2.5347</td>
<td>2.5346</td>
<td>1</td>
</tr>
<tr>
<td>638</td>
<td>Darbhanga-Nirmal - Rebuilding (bridge Nos 116, 123 &amp; 136)</td>
<td>RRSK</td>
<td>15.6053</td>
<td>13.0053</td>
<td>50.00</td>
</tr>
<tr>
<td>639</td>
<td>Sagarauli-Raxaul - Rebuilding as per MBG standard (14 bridges)</td>
<td>RRSK</td>
<td>16.3560</td>
<td>14.3560</td>
<td>50.00</td>
</tr>
<tr>
<td>640</td>
<td>Hayaghat-Thalwara - Rebuilding (bridge No 16)</td>
<td>DRF</td>
<td>12.7570</td>
<td>10.0770</td>
<td>2.6800</td>
</tr>
<tr>
<td>641</td>
<td>Kual-Patna - Repl. through girders (bridge No 136)</td>
<td>RRSK</td>
<td>20.3620</td>
<td>18.3620</td>
<td>16.0000</td>
</tr>
<tr>
<td>642</td>
<td>Sambalpur-Darbhanga - Rebuilding by open web girder (bridge No 1)</td>
<td>DRF</td>
<td>14.4068</td>
<td>12.0068</td>
<td>3.6000</td>
</tr>
<tr>
<td>643</td>
<td>Sambalpur-Darbhanga - Rebuilding by open web girder (bridge No 13A)</td>
<td>RRSK</td>
<td>6.6466</td>
<td>6.6466</td>
<td>4.0000</td>
</tr>
<tr>
<td>644</td>
<td>Sambalpur-Darbhanga - Rebuilding by open web girder (bridge No 15)</td>
<td>DRF</td>
<td>10.1898</td>
<td>8.3598</td>
<td>5.3400</td>
</tr>
<tr>
<td>645</td>
<td>Sambalpur-Darbhanga - Rebuilding by open web girder (bridge No 14)</td>
<td>RRSK</td>
<td>95.08</td>
<td>95.08</td>
<td>10.0000</td>
</tr>
<tr>
<td>646</td>
<td>Hayaghat-Thalwara - Rebuilding by open web girder on well foundation (bridge No 17)</td>
<td>DRF</td>
<td>4.0274</td>
<td>3.5274</td>
<td>2.5000</td>
</tr>
<tr>
<td>647</td>
<td>Obra-Singrauli - Repl. of PSC girders by steel / composite girders (bridge Nos 20 &amp; 93)</td>
<td>DRF</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>648</td>
<td>Rambhadrapur-Halaghat - New bridge No.15/A, with open web girder on well foundation at km 210-3</td>
<td>DRF</td>
<td>6.6150</td>
<td>6.6050</td>
<td>1.00</td>
</tr>
<tr>
<td>649</td>
<td>Mughalsarai Division - Rebuilding &amp; strengthening of bridges in connection with upgradeation of feeder routes to dedicated freight corridor</td>
<td>RRSK</td>
<td>6.6532</td>
<td>6.5032</td>
<td>1.5000</td>
</tr>
<tr>
<td>650</td>
<td>Mughalsarai Division - Rebuilding &amp; strengthening of bridges in connection with upgradeation of feeder routes to dedicated freight corridor</td>
<td>DRF</td>
<td>3.8640</td>
<td>3.4619</td>
<td>40.21</td>
</tr>
</tbody>
</table>

**Note:** Figures in thousand of Rupees (Rs)
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>DRF</th>
<th>Revised Outlay for 2017-18</th>
<th>Completed Outlay for 2016-17</th>
<th>Sanctioned Cost</th>
<th>DRF sanctioned</th>
<th>Revised sanctioned</th>
<th>Outlay proposed for</th>
<th>2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>651</td>
<td>Manpur-Gomoh - Rebuilding &amp; strengthening of bridges in connection with upgrade of feeder routes to dedicated freight corridor (94 Nos)</td>
<td>3,87,45</td>
<td>3,12,45</td>
<td>75,00</td>
<td>21,10,11</td>
<td>RRSK</td>
<td>RRSK</td>
<td>2,50,00</td>
<td></td>
</tr>
<tr>
<td>652</td>
<td>Gomoh-Garw-a Road - Rebuilding &amp; strengthening of bridges in connection with upgrade of feeder routes to dedicated freight corridor (84 Nos)</td>
<td>1,79,20</td>
<td>1,29,20</td>
<td>50,00</td>
<td>15,71,14</td>
<td>RRSK</td>
<td>RRSK</td>
<td>1,00,00</td>
<td></td>
</tr>
<tr>
<td>653</td>
<td>Kuid &amp; Luckeesarai - Remodeling of yards in connection with rebuilding of bridge No.136 at new alignment on main line</td>
<td>19,06,09</td>
<td>7,06,09</td>
<td>12,00,00</td>
<td>30,74,95</td>
<td>RRSK</td>
<td>RRSK</td>
<td>25,00,00</td>
<td></td>
</tr>
<tr>
<td>654</td>
<td>Mokama-Barauni - Repl. of corroded / perforated members &amp; metalising of floor members (bridge No.7DB)</td>
<td>5,00,72</td>
<td>5,00,71</td>
<td>1</td>
<td>98,38</td>
<td>RRSK</td>
<td>RRSK</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>655</td>
<td>Barauni-Kathar - Strengthening of members incl. provision of cover plate over cross girder (bridge No.10)</td>
<td>2,76,26</td>
<td>2,86,36</td>
<td>1</td>
<td>10,00</td>
<td>RRSK</td>
<td>RRSK</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>656</td>
<td>Sonnagar-Garw-a Road - Strengthening/rebuilding bridges on dedicated freight corridor feeder route (76 Nos)</td>
<td>5,15,12</td>
<td>4,24,93</td>
<td>90,19</td>
<td>40,35,00</td>
<td>RRSK</td>
<td>RRSK</td>
<td>2,50,00</td>
<td></td>
</tr>
<tr>
<td>657</td>
<td>Manpur-Sonnagar - Rebuilding/rebuilding bridges on dedicated freight corridor feeder route (63 Nos)</td>
<td>5,65,95</td>
<td>4,66,26</td>
<td>99,69</td>
<td>49,65,16</td>
<td>RRSK</td>
<td>RRSK</td>
<td>2,00,00</td>
<td></td>
</tr>
<tr>
<td>658</td>
<td>Gaya-Gomoh - Strengthening of bridges on dedicated freight corridor feeder route (33 Nos)</td>
<td>1,00</td>
<td>1</td>
<td>1</td>
<td>18,80,15</td>
<td>RRSK</td>
<td>RRSK</td>
<td>75,00</td>
<td></td>
</tr>
<tr>
<td>659</td>
<td>Barkakana-Garw-a Road - Strengthening of bridges on dedicated freight corridor feeder route (68 Nos)</td>
<td>89,95</td>
<td>39,95</td>
<td>50,00</td>
<td>22,02,35</td>
<td>RRSK</td>
<td>RRSK</td>
<td>75,00</td>
<td></td>
</tr>
<tr>
<td>660</td>
<td>Barkakana-Gomoh - Strengthening of bridges on dedicated freight corridor feeder route (10 Nos)</td>
<td>1,73,45</td>
<td>23,45</td>
<td>15,00</td>
<td>3,95,16</td>
<td>RRSK</td>
<td>RRSK</td>
<td>50,00</td>
<td></td>
</tr>
<tr>
<td>661</td>
<td>Mughalsarai Division - Strengthening of piers &amp; bed block (bridge No.345/A up line)</td>
<td>1,00</td>
<td>1</td>
<td>1</td>
<td>4,60,81</td>
<td>RRSK</td>
<td>RRSK</td>
<td>1,00,00</td>
<td></td>
</tr>
<tr>
<td>662</td>
<td>Samastipaur Division - Rebuilding (bridge Nos.283/G, 317/G, 325/G, 346/G &amp; 351/G)</td>
<td>6,00,00</td>
<td>6,00,00</td>
<td></td>
<td>15,42,56</td>
<td>RRSK</td>
<td>RRSK</td>
<td>10,00,00</td>
<td></td>
</tr>
<tr>
<td>663</td>
<td>Danapur Division - Reinforced concrete cement jacketing of major arch bridges (Nos.151,159 &amp; 160)</td>
<td>3,46,52</td>
<td>3,36,52</td>
<td>10</td>
<td>2,00,65</td>
<td>RRSK</td>
<td>RRSK</td>
<td>10,00</td>
<td></td>
</tr>
<tr>
<td>प्रमाणीकृति / Particulars</td>
<td>आवश्यक / Allocation</td>
<td>सन्याल / Sanctioned Cost</td>
<td>मार्च 2016 के अंत का व्यय / Exp. at the end of March 2016</td>
<td>2016-17 के लिए संशोधित परिकल्पना / Revised Plan for 2016-17</td>
<td>2017-18 के लिए संशोधित परिकल्पना / Revised Plan for 2017-18</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>पुन संबंधित कार्य / BRIDGE WORKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>664</td>
<td>Danapur Division - Rebuilding of wing &amp; return walls (12 bridges)</td>
<td>DRF</td>
<td>2,69,08</td>
<td>2,19,08</td>
<td>50,00</td>
<td>..</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>665</td>
<td>Bihta-Koelwar - Strengthening of members &amp; repl. of corroded members (bridge No.200-A over river Sone)</td>
<td>RRSK</td>
<td>2,63,81</td>
<td>..</td>
<td>..</td>
<td>1,00,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>666</td>
<td>Danapur Division - Mutual care of bridge on river Sone (sides varying from 200 ft.)</td>
<td>DRF</td>
<td>5,25,24</td>
<td>5,00,24</td>
<td>25,00</td>
<td>..</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>667</td>
<td>Danapur Division - Reinforced concrete cement jacketing of major arch bridges (No.161 &amp; 162)</td>
<td>RRSK</td>
<td>2,33,63</td>
<td>..</td>
<td>..</td>
<td>35,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>668</td>
<td>Kolivarkoila - Repl of deck plates (bridge No.200-A/Down) (10 spans)</td>
<td>DRF</td>
<td>4,18,79</td>
<td>93,79</td>
<td>3,25,00</td>
<td>..</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>669</td>
<td>Fatiha-Bankaghat - Jacketing with repl of steel girders by prestressed concrete slabs (bridge Nos.75 &amp; 76)</td>
<td>RRSK</td>
<td>2,99,97</td>
<td>..</td>
<td>..</td>
<td>1,00,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>670</td>
<td>Kiul-Luckeensari - Strengthening incl metalising of floor members (bridge No.136)</td>
<td>RRSK</td>
<td>3,12,90</td>
<td>1,87,90</td>
<td>1,25,00</td>
<td>..</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>671</td>
<td>Kolivarkoila - Repl of deck plates (bridge No.200-A/Up)</td>
<td>DRF</td>
<td>6,22,02</td>
<td>5,07,02</td>
<td>1,15,00</td>
<td>..</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>672</td>
<td>Danapur - Rep of corroded plates, pathway and top &amp; bottom flange, bottom main angle (Bridge No.21/Lpp. 213 &amp; 240)</td>
<td>RRSK</td>
<td>3,59,47</td>
<td>..</td>
<td>..</td>
<td>2,00,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>673</td>
<td>Garhwa Road-Chopan - Changing of top flange plates, gusset plates, lateral bracing etc (12 bridges)</td>
<td>DRF</td>
<td>25,00</td>
<td>..</td>
<td>..</td>
<td>25,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>674</td>
<td>Jharia-Bhadurpore - Purling of bridge on river Sone (length varying from 200 ft. to 300 ft.)</td>
<td>RRSK</td>
<td>25,00</td>
<td>..</td>
<td>..</td>
<td>25,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>675</td>
<td>Bihta-Koelwar - Repl of deck plates (bridge No.200-A/Up)</td>
<td>DRF</td>
<td>2,81,97</td>
<td>..</td>
<td>..</td>
<td>2,50,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>676</td>
<td>Kolivarkoila - Repl of corroded members (bridge No.10)</td>
<td>RRSK</td>
<td>3,67,49</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>677</td>
<td>Kolivarkoila - Rep by RCC box/pipe bridges (minor bridge No.111, 124, 175 &amp; 178)</td>
<td>RRSK</td>
<td>8,36,81</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25. कोई रुप में कम लगाने के प्रारूप कार्य</td>
<td>खर्च - विस्तृत परियोजना / Total Works in Progress</td>
<td>धातुक रूपी</td>
<td>..</td>
<td>..</td>
<td>1,00,00</td>
<td>..</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>124.20</td>
<td>08</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- नये कार्य /B- New Works
<table>
<thead>
<tr>
<th>प्रमाणीकृति / Particulars</th>
<th>आवश्यक / Allocation</th>
<th>सन्याल / Sanctioned Cost</th>
<th>मार्च 2016 के अंत का व्यय / Exp. at the end of March 2016</th>
<th>2016-17 के लिए संशोधित परिकल्पना / Revised Plan for 2016-17</th>
<th>2017-18 के लिए संशोधित परिकल्पना / Revised Plan for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kunsela-Katareah - Repair &amp; repl of corroded members (Bridge No.10)</td>
<td>RRSK</td>
<td>3,67,49</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
</tr>
<tr>
<td>836.81</td>
<td>50,00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2017-18 के लिए परिसंचालनों की खरीद, निर्माण और बदलाव / Assets-Acquisition, Construction and Replacement for 2017-18
<table>
<thead>
<tr>
<th>नं.</th>
<th>विवरण / Particulars</th>
<th>आकारित्व / Allocation</th>
<th>संज्ञैत्तलिन लागत / Sanctioned Cost</th>
<th>मार्थ में 2016 के अनुसार का नया नग / Exp. at the end of March 2016</th>
<th>2016-17 के लिए संशोधित पर्यावरण / Revised Outlay for</th>
<th>2017-18 के लिए प्रारम्भिक पर्यावरण / Outlay proposed for</th>
</tr>
</thead>
<tbody>
<tr>
<td>678</td>
<td>रेलगड़ा, शाहगढ़, आरसीसी चौकी / पुल द्वारा पुरूषार्थियों का कार्य / पूर्वोत्तर (शाहगढ़ में 166, 167, 168, 169, 191 एवं 192)</td>
<td>गोरखा वाहनालय</td>
<td>रास्ता RSK</td>
<td>11,34,34</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>679</td>
<td>गोरखा वाहनालय, आरसीसी चौकी / पुल द्वारा पुरूषार्थियों का कार्य (शाहगढ़ में 202, 206, 209, 211 एवं 212)</td>
<td>गोरखा वाहनालय</td>
<td>रास्ता RSK</td>
<td>7,43,83</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>680</td>
<td>गोरखा वाहनालय, आरसीसी चौकी / पुल द्वारा पुरूषार्थियों का कार्य (शाहगढ़ में 179, 181, 184 एवं 185)</td>
<td>गोरखा वाहनालय</td>
<td>रास्ता RSK</td>
<td>9,85,57</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>681</td>
<td>कुर्नालिया - अरुिन गढ़, निर्माण का पुरूषार्थियों का कार्य (पुल में 219)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>24,63,01</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>682</td>
<td>दानापुर - रामगढ़, आरसीसी जैकेटिंग का पुरूषार्थियों का कार्य (पुल में 371)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>2,77,54</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>683</td>
<td>दानापुर - रामगढ़, आरसीसी जैकेटिंग का पुरूषार्थियों का कार्य (पुल में 382, 440, 445, 265, 315 एवं 399)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>3,57,49</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>684</td>
<td>दानापुर - रामगढ़, आरसीसी जैकेटिंग का पुरूषार्थियों का कार्य (पुल में 9)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>3,04,37</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>685</td>
<td>दानापुर - रामगढ़, आरसीसी जैकेटिंग का पुरूषार्थियों का कार्य (पुल में 25)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>9,02,40</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>686</td>
<td>दानापुर - रामगढ़, आरसीसी जैकेटिंग का पुरूषार्थियों का कार्य (पुल में 336, 337, 362, 149, 277)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>8,46,37</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>687</td>
<td>25 कोटा रेल से का बदलाव के लिए कार्य</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>688</td>
<td>2.5 कोटा रेल से का कार्य / A - Works in Progress</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>689</td>
<td>जोधपुर - रामगढ़, आरसीसी जैकेटिंग का पुरूषार्थियों का कार्य (पुल में 366, 385)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>690</td>
<td>जोधपुर - रामगढ़, आरसीसी जैकेटिंग का पुरूषार्थियों का कार्य (पुल में 366, 385)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>691</td>
<td>जोधपुर - रामगढ़, आरसीसी जैकेटिंग का पुरूषार्थियों का कार्य (पुल में 366, 385)</td>
<td>निर्माण विभाग</td>
<td>रास्ता RSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

**NOTE:**
- **DRF:** Drilled Rameshwar Foundation
- **SRSF:** Steel Rameshwar Foundation
- **RSK:** Rameshwar Steel Khetia
- **Cap.:** Capacity
- **Total - Bridge Works:** Total Bridge Works

**SIGNALLING AND TELECOMMUNICATION**

- **Jhajha - Repl. of lever frames & ground gears by panel interlocking**
  - पुलिनियों: DRF
  - संज्ञैत्तलिन लागत: 214.39
  - संज्ञैत्तलिन लागत: 3,14,39
  - संज्ञैत्तलिन लागत: 1,00.00

- **Dhanbad Div. - Repl. of signalling gears with centralised operation of points & signals (14 stations) (D-Spl route)**
  - पुलिनियों: DRF
  - संज्ञैत्तलिन लागत: 13,27,47
  - संज्ञैत्तलिन लागत: 21,99,92
  - संज्ञैत्तलिन लागत: 10,00.00

- **Sanctioned:** 2017-18 के लिए प्रारम्भिक पर्यावरण / Outlay proposed for 2017-18
701. Repl. of lever frames by solid state interlocking (39 lines from 1736 rkm) in Dhanbad Division. - Block working by safe routes.

702. Repl. of lever frames by solid state interlocking (11 lines) in Dhanbad Division. - Block working by safe routes.

703. Repl. of lever frames by solid state interlocking (13 lines) in Dhanbad Division. - Block working by safe routes.


698. Mool Manjunath, Salcette Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.

699. Mool Manjunath, Salcette Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.

699. Shriram, Salcette Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.

699. Gangavardhan, Shriram Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.

699. Kalyan, Shriram Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.

699. Dhanbad, Shriram Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.

699. Shriram, Dhanbad Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.

699. Shriram, Dhanbad Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.

699. Shriram, Dhanbad Road - Repl. of main RE cable with 6-quad cable (4 lines). - Block working by safe routes.
<table>
<thead>
<tr>
<th>No.</th>
<th>Item</th>
<th>Sanctioned Cost</th>
<th>Revised Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>708</td>
<td>East Central Railway - Isolation and upgradation of signalling (5 stations)</td>
<td>13,04,37</td>
<td>6,00,00</td>
<td></td>
</tr>
<tr>
<td>709</td>
<td>Sonnagar - Central panel interlocking</td>
<td>13,22,91</td>
<td>5,00,00</td>
<td></td>
</tr>
<tr>
<td>710</td>
<td>Choubi - Repl of non-route setting &amp; rotary switch operating panel by route setting push button type panel etc (A-route)</td>
<td>3,74,20</td>
<td>1,50,00</td>
<td></td>
</tr>
<tr>
<td>711</td>
<td>Chichaki - Repl of non-route setting &amp; rotary switch operating panel by route setting push button type panel (A-route)</td>
<td>3,26,93</td>
<td>1,50,00</td>
<td></td>
</tr>
<tr>
<td>712</td>
<td>Mughalsarai - Repl. of point machine &amp; ground connection of route relay interlocking</td>
<td>2,19,43</td>
<td>1,52,39</td>
<td></td>
</tr>
<tr>
<td>713</td>
<td>Dhanbad Division - Complete renewal of signalling system at IBH-3 &amp; 9</td>
<td>1,28,41</td>
<td>50,00</td>
<td></td>
</tr>
<tr>
<td>714</td>
<td>Phusro-Barkakana, Barkakana-Tori (157 km) &amp; Dhanbad-Jamuniataar (26 km) - Rehabilitation of emergency communication (D-Spl route) (183 km)</td>
<td>4,18,16</td>
<td>3,00,00</td>
<td></td>
</tr>
<tr>
<td>715</td>
<td>Sonpur Division - Dual detection single section digital axle counters (30 block sections)</td>
<td>70,84</td>
<td>10,00</td>
<td></td>
</tr>
<tr>
<td>716</td>
<td>Jaikim &amp; Baghori Kusa - Repl of panel &amp; other signaling gears</td>
<td>3,99,00</td>
<td>3,45,07</td>
<td></td>
</tr>
<tr>
<td>717</td>
<td>Gaya - Panel interlocking of B-cabin (A-route)</td>
<td>5,37,00</td>
<td>1,00,00</td>
<td></td>
</tr>
<tr>
<td>718</td>
<td>Samastipur Division - Solar panels (34 stations)</td>
<td>2,01,43</td>
<td>25,00</td>
<td></td>
</tr>
<tr>
<td>719</td>
<td>Samastipur - Repl of non-route setting rotary switch panel interlocking by push button type panel (A-route)</td>
<td>4,96,50</td>
<td>1,00,00</td>
<td></td>
</tr>
<tr>
<td>720</td>
<td>Mughalsarai-Jaigha &amp; Patna-Gaya - Universal fail safe block instruments for working of block circuits</td>
<td>2,12,59</td>
<td>1,00,00</td>
<td></td>
</tr>
<tr>
<td>721</td>
<td>Samastipur Division - Optic fibre cable (5 sections) (267 km)</td>
<td>7,18,51</td>
<td>2,00,00</td>
<td></td>
</tr>
<tr>
<td>722</td>
<td>Jaigha-Kuchaman - Single section digital axle counters</td>
<td>5,00,13</td>
<td>1,00,00</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Division</td>
<td>Description</td>
<td>Sanctioned Cost</td>
<td>Revised Cost</td>
</tr>
<tr>
<td>-----</td>
<td>----------</td>
<td>-------------</td>
<td>-----------------</td>
<td>-------------</td>
</tr>
<tr>
<td>1</td>
<td>Sonpur Division</td>
<td>Electronical interlocking (14 station)</td>
<td>725.00</td>
<td>725.00</td>
</tr>
<tr>
<td>2</td>
<td>Sonpur Division</td>
<td>Universal fail safe block interface device (68 block sections)</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
<tr>
<td>3</td>
<td>Sonpur Division</td>
<td>Digital axle counters in addition to berthing track circuits</td>
<td>500.00</td>
<td>500.00</td>
</tr>
<tr>
<td>4</td>
<td>Sonpur Division</td>
<td>Metal fall &amp; Sonpur - suitable signal sections in digital axle counters in addition to berthing track circuits</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
<tr>
<td>5</td>
<td>Sonpur Division</td>
<td>Ramgarh - Metal fall &amp; Sonpur - suitable signal sections in digital axle counters in addition to berthing track circuits</td>
<td>500.00</td>
<td>500.00</td>
</tr>
<tr>
<td>6</td>
<td>Sonpur Division</td>
<td>Matari, Nimiaghat &amp; Parsabad - Repl of signalling gears (A-route)</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
<tr>
<td>7</td>
<td>Sonpur Division</td>
<td>Specific railway track</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
<tr>
<td>8</td>
<td>Sonpur Division</td>
<td>Sonpur, Dhanbad &amp; Mughalsarai - Repl. of STM-1/STM-4 (9, 37 &amp; 734 block section)</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
<tr>
<td>9</td>
<td>Sonpur Division</td>
<td>Jharkhand &amp; Central Railway - Dual detection by digital axle counters of critical track sections</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
<tr>
<td>10</td>
<td>Sonpur Division</td>
<td>Chaura BH, Bhalui BH, Hathidah, SCY, Block Hut C - Repl. of STM-1/STM-4 (9, 37 &amp; 734 block section)</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
<tr>
<td>11</td>
<td>Sonpur Division</td>
<td>Dhanbad-Patratu &amp; Garhwa Road-Chopan-Shaktinagar-Mahadiya - Data logger at 37 level crossing</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
<tr>
<td>12</td>
<td>Sonpur Division</td>
<td>Dhanbad-Patratu &amp; Garhwa Road-Chopan-Shaktinagar-Mahadiya - Data logger at 37 level crossing</td>
<td>2,000.00</td>
<td>2,000.00</td>
</tr>
</tbody>
</table>

Notes:
- STM-1/STM-4: Signalling System Module
- Digital axle counters: Count the number of axles passing through a point
- Universal fail safe block interface device: Ensures safe block operations
- Metal fall: A fall to prevent objects from falling onto the tracks
- Specific railway track: Track sections with specific requirements
- Repl: Replacement
- Dual detection: Simultaneous detection of two axles
- Critical track sections: Sections of highest importance for railway operations
### SIGNALLING AND TELECOMMUNICATION

<table>
<thead>
<tr>
<th>No</th>
<th>Item Description</th>
<th>DRF</th>
<th>RRSK</th>
<th>DRF</th>
<th>Revised Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>735</td>
<td>Mughalsarai &amp; Dhanbad Divn. - Repl. of overaged PDMUX (153 &amp; 46 Nos respectively)</td>
<td>1,00</td>
<td>2,49,00</td>
<td>1,00</td>
<td>1,00</td>
<td>1,00</td>
</tr>
<tr>
<td>736</td>
<td>Mughalsarai Division - Single section digital axle counters on triple line section (10 block sections) (A-route)</td>
<td>2,50</td>
<td>17,00</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>737</td>
<td>Mughalsarai Division - Repl. of high tension overhead conductors</td>
<td>6,00</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>738</td>
<td>Jhajha - Power purchase at 33 kv &amp; erection of 33/11 kv sub-station</td>
<td>3,12,21</td>
<td>1,95,09</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>739</td>
<td>Danapur - 33/11 kv supply grid sub-station</td>
<td>2,95,09</td>
<td>3,08,12</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>740</td>
<td>Gaya - Power purchase at 33 kv incl. erection of 33/11 kv sub-station</td>
<td>47,94</td>
<td>1,17,58</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>741</td>
<td>Karamnasa, Sonenagar &amp; Gaya - Traction substations and Jeonathpur-Sonenagar via Kudra, Karamnasa &amp; Sasaram - 132 kv transmission line</td>
<td>25,09,06</td>
<td>98,00,00</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>742</td>
<td>Jhajha - Total Works in Progress</td>
<td>31,21</td>
<td>3,17,60</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>743</td>
<td>Mughalsarai Division - Repl. of high tension overhead conductors</td>
<td>3,12,21</td>
<td>2,42,60</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>744</td>
<td>Works costing below Rs 2.5 crore each</td>
<td>2,95,09</td>
<td>4,42,60</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>745</td>
<td>Mughalsarai &amp; Dhanbad Divn. - Repl. of overaged PDMUX (153 &amp; 46 Nos respectively)</td>
<td>1,00</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
<td>.99</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>2017-18 Output Proposed for</td>
<td>Cap.</td>
<td>DF(3)</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>----------------------------</td>
<td>------</td>
<td>-------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>746</td>
<td>Pradhanbhandha-Chandanbhandha - Removal of overhead equipment infringement (Phase-II)</td>
<td>DRF</td>
<td>3,30,12</td>
<td>3,30,11</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>747</td>
<td>Hirothi-Bandhua - Re-setting of masts having critical implantations (Phase-IV)</td>
<td>DRF</td>
<td>3,95,77</td>
<td>3,95,76</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>748</td>
<td>Rajabera (Traction Sub-station) - Upgradation of capacity (Phase-II)</td>
<td>DRF</td>
<td>2,94,93</td>
<td>2,94,92</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>749</td>
<td>Mughalsarai Division - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>3,93,89</td>
<td>3,88,21</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>750</td>
<td>Mughalsarai Division - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>2,54,56</td>
<td>2,54,56</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>751</td>
<td>Mughalsarai Division - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>1,47,53</td>
<td>7,53</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>752</td>
<td>Pradhanbhandha - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>1,49,90</td>
<td>1,05,78</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>753</td>
<td>Pradhanbhandha - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>1,47,16</td>
<td>7,49,90</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>754</td>
<td>Pradhanbhandha - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>1,47,53</td>
<td>7,53</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>755</td>
<td>Pradhanbhandha - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>1,47,53</td>
<td>7,53</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>756</td>
<td>Pradhanbhandha - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>1,47,53</td>
<td>7,53</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>757</td>
<td>Pradhanbhandha - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>1,47,53</td>
<td>7,53</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>758</td>
<td>Pradhanbhandha - Re-setting of masts having critical implantations (Phase-IV) (500 locations)</td>
<td>DRF</td>
<td>1,47,53</td>
<td>7,53</td>
<td>RRSK</td>
<td></td>
</tr>
<tr>
<td>वर्ग / Item</td>
<td>विवरण / Particulars</td>
<td>मात्रा / Quantity</td>
<td>आवश्यकता / Allocation</td>
<td>मूल्य / Value (in thousand Rs.)</td>
<td>निधि / Source</td>
<td>मात्रा / Quantity</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>759</td>
<td>धनबाद मंडल - 65 बर्ग. मी. कैडमियम कैटेनरी तार के बदलाव</td>
<td>नए (8)</td>
<td>DRF</td>
<td>40.62</td>
<td>3.97, 64</td>
<td>22.27</td>
</tr>
<tr>
<td>760</td>
<td>धनबाद-पटरातु - लाइफर वायर के बदलाव (40 किमी) (फेज-IV)</td>
<td>नए (8)</td>
<td>DRF</td>
<td>2.97</td>
<td>3.45, 91</td>
<td>17.21</td>
</tr>
<tr>
<td>761</td>
<td>ग्याली-सोनेनगर - कैटेनरी तार के बदलाव (5 किमी) (फेज-III)</td>
<td>नए (8)</td>
<td>DRF</td>
<td>5.00</td>
<td>..</td>
<td>5.00</td>
</tr>
<tr>
<td>762</td>
<td>कोलसागर, नाइटवेग, मोकामा और गनच - फेज-III</td>
<td>नए (8)</td>
<td>DRF</td>
<td>50.31</td>
<td>..</td>
<td>10.00, 00</td>
</tr>
<tr>
<td>763</td>
<td>फ्लावरिंगरूप, खाटरी, पारसनाथ और टिलासा - फेज-IV</td>
<td>नए (8)</td>
<td>DRF</td>
<td>1,19,34</td>
<td>34</td>
<td>1,19,00</td>
</tr>
<tr>
<td>764</td>
<td>गिस्टला-पुनाईला, एंसिलियम कैटेनरी तार के बदलाव (फेज-IV) (40 किमी)</td>
<td>नए (8)</td>
<td>DRF</td>
<td>3.42</td>
<td>2.82</td>
<td>..</td>
</tr>
<tr>
<td>765</td>
<td>कुशी - कैटेनरी उपलक्षण के बीच 2x330/42 एलिवी, 132/25 केम्न तार को लिए वापसी के लिए उपयोग</td>
<td>नए (8)</td>
<td>DRF</td>
<td>1.00</td>
<td>..</td>
<td>10.00</td>
</tr>
<tr>
<td>766</td>
<td>कुद्रा - रेलवे के बीच कैटेनरी तार के बदलाव (फेज-IV) (40 किमी)</td>
<td>नए (8)</td>
<td>DRF</td>
<td>58.94</td>
<td>28.94</td>
<td>30.00</td>
</tr>
<tr>
<td>767</td>
<td>तोर-गानू पुर - एलिवी, एलिवी कैटेनरी तार के बदलाव (फेज-V) (40 किमी)</td>
<td>नए (8)</td>
<td>DRF</td>
<td>3.33</td>
<td>..</td>
<td>2.81, 37</td>
</tr>
<tr>
<td>768</td>
<td>दानपुर मंडल - एलिवी, वायर के बीच 2.36 मी. का पुन: स्थापना</td>
<td>नए (8)</td>
<td>DRF</td>
<td>2.75</td>
<td>..</td>
<td>2.75</td>
</tr>
<tr>
<td>769</td>
<td>दानपुर मंडल, मोकामा और गनच - फेज-IV</td>
<td>नए (8)</td>
<td>DRF</td>
<td>1.58</td>
<td>..</td>
<td>1.57, 24</td>
</tr>
<tr>
<td>770</td>
<td>फर्जियाद, ज़ुबर और मोकामा - कैटेनरी उपलक्षण पर 132/25 केम्न, 21.6/30.24 एलिवी का नया मॉडलीफिकेशन</td>
<td>नए (8)</td>
<td>DRF</td>
<td>42.28</td>
<td>..</td>
<td>42.28</td>
</tr>
<tr>
<td>771</td>
<td>प्रधानमंत्री-मोड्यूलर्स, धनबाद मंडल के जीटीसी में रिस्टरेंट एंड टेस्ट इंजेक्शन के बीच 2.16 मी. से बंद (फेज-II)</td>
<td>नए (8)</td>
<td>DRF</td>
<td>48.76</td>
<td>..</td>
<td>4.82, 14</td>
</tr>
<tr>
<td>772</td>
<td>दानपुर, धनबाद और अन्य विभागों में वापसी के लिए एलिवी, एलिवी कैटेनरी तार</td>
<td>नए (8)</td>
<td>DRF</td>
<td>4.86</td>
<td>..</td>
<td>42.48</td>
</tr>
<tr>
<td>773</td>
<td>फेज-III</td>
<td>नए (8)</td>
<td>DRF</td>
<td>1.84</td>
<td>..</td>
<td>50.00</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Action/Allocation</td>
<td>Sanctioned Cost</td>
<td>Revised Outlay 2016-17</td>
<td>Outlay proposed for 2017-18</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>-----------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>-----------------</td>
<td>------------------------</td>
<td>-----------------------------</td>
<td></td>
</tr>
<tr>
<td>774</td>
<td>Ara-Dildarnagar-Repl. of PSC masts by steel masts in ARA - DLN section over Danapur division.</td>
<td>DRF</td>
<td>12,75,77</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>775</td>
<td>Banka-Kansa-Garthwa Road : Provision of Microprocessor based numerical relay panel</td>
<td>DRF</td>
<td>1,00,00</td>
<td>1,00,00</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>776</td>
<td>Mughalsarai-Manpur-Improvement in implantation less than 4.75 m at Pat form of MGS Division</td>
<td>DRF</td>
<td>3,72,07</td>
<td>...</td>
<td>2,24,00</td>
<td></td>
</tr>
<tr>
<td>777</td>
<td>Works costing below Rs 2.5 crore each</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Works in Progress</td>
<td>Cap.</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>778</td>
<td>Mughalsarai Manpur, Manpur - 64 km of track for 6.75 km between MDS and MGS Divisions</td>
<td>DRF</td>
<td>24,16,73</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>779</td>
<td>Mughalsarai Manpur, Manpur - 64 km of track for 6.75 km between MDS and MGS Divisions</td>
<td>DRF</td>
<td>30,31,10</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>780</td>
<td>Mughalsarai Manpur, Manpur - 64 km of track for 6.75 km between MDS and MGS Divisions</td>
<td>DRF</td>
<td>6,07,47</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>781</td>
<td>Richughuta - 132 kV 3-phase DC transmission line from North Karaipur to Richughuta</td>
<td>DRF</td>
<td>112,06,09</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>782</td>
<td>Works costing below Rs 2.5 crore each</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total - Traction Distribution Works</td>
<td>Cap.</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Action/Allocation</th>
<th>Sanctioned Cost</th>
<th>Revised Outlay 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mughalsarai - Wheel repair facilities at Box-N depot</td>
<td>Cap.</td>
<td>11,69,20</td>
<td>7,49,61</td>
<td>2,50,00</td>
</tr>
</tbody>
</table>

Note: The table provides a detailed list of works and their respective costs, actions, and allocations for the years 2016-17 and 2017-18.
### WORKSHOPS INCLUDING PRODUCTION UNITS

<table>
<thead>
<tr>
<th>Item</th>
<th>विवरण / Particulars</th>
<th>आवश्यक / Allocation</th>
<th>अनुरोधित / Sanctioned Cost</th>
<th>माह 2016 के वर्तमान वार्षिक वित्तीय वर्ष</th>
<th>2016-17 के लिए संशोधित परिणाम / Revised Outlay</th>
<th>2017-18 के लिए संशोधित परिणाम / Outlay proposed for</th>
</tr>
</thead>
<tbody>
<tr>
<td>786</td>
<td>पाथरडीह - ईबीआर लाईन ईकाई डेपो खाली यानों के संयं6 के साथ लाईन बदलाव</td>
<td>शेड</td>
<td>DF(3)</td>
<td>2,74,82</td>
<td>1,60,19</td>
<td>1,00,00</td>
</tr>
<tr>
<td>788</td>
<td>वाले - Setting up of wagon periodic overhauling workshop</td>
<td>शेड</td>
<td>DF(3)</td>
<td>89,20,19</td>
<td>13,99,01</td>
<td>2,80,00</td>
</tr>
<tr>
<td>789</td>
<td>वाले - Setting up of diesel locomotive manufacturing unit</td>
<td>शेड</td>
<td>C.Fund</td>
<td>10,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>790</td>
<td>गांव - संयं6 के साथ लाईन बदलाव और ईकाई डेपो खाली यानों के साथ लाईन बदलाव 24 साली दिशा धारा लाईन हेट</td>
<td>शेड</td>
<td>RRSK</td>
<td>40,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>791</td>
<td>तिसरे ओपरेशन डेपो खाली यानों के साथ लाईन बदलाव</td>
<td>शेड</td>
<td>RRSK</td>
<td>2,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>792</td>
<td>मुग्घलसराय - ईबीआर लाईन ईकाई डेपो खाली यानों के साथ लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>667,00,00</td>
<td>100,00,00</td>
<td>710,00,00</td>
</tr>
<tr>
<td>793</td>
<td>मुग्घलसराय - स्वच्छ विद्युत लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>794</td>
<td>मंकोपुर - स्वच्छ विद्युत लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>795</td>
<td>मुग्घलसराय - स्वच्छ विद्युत लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>796</td>
<td>मुग्घलसराय - स्वच्छ विद्युत लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>797</td>
<td>मुग्घलसराय - स्वच्छ विद्युत लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>798</td>
<td>मुग्घलसराय - स्वच्छ विद्युत लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>799</td>
<td>मुग्घलसराय - स्वच्छ विद्युत लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>800</td>
<td>नारायणपुर अनात - मालिड बांडी लोको भिन्न लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>801</td>
<td>नारायणपुर अनात - मालिड बांडी लोको भिन्न लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>802</td>
<td>नारायणपुर अनात - मालिड बांडी लोको भिन्न लाईन बदलाव</td>
<td>शेड</td>
<td>EBR(P)</td>
<td>150,00,00</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

**Note:** Figures in thousand of Rupees
### WORKSHOPS INCLUDING PRODUCTION UNITS

<table>
<thead>
<tr>
<th>No.</th>
<th>Item Details</th>
<th>Activity</th>
<th>Sanctioned Cost (₹)</th>
<th>Revised Outlay for 2016-17 (₹)</th>
<th>Outlay proposed for 2017-18 (₹)</th>
</tr>
</thead>
<tbody>
<tr>
<td>803</td>
<td>Gomoh - Sick line with covered shed for coach maintenance</td>
<td>गोमोह - बगदादी माट्ठ विधाल में कारखाने के लिए विध्युत वाहन भवन के लिए विध्युत वाहन</td>
<td>₹2,00,00</td>
<td>₹2,00,00</td>
<td>₹2,00,00</td>
</tr>
<tr>
<td>Item No.</td>
<td>Description</td>
<td>Cap. (₹)</td>
<td>DRF (₹)</td>
<td>Revised Outlay for 2016-17</td>
<td>Outlay proposed for 2017-18</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td>----------</td>
<td>---------</td>
<td>---------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>819</td>
<td>Total Works in Progress</td>
<td>-</td>
<td>-</td>
<td>98,12,85</td>
<td>98,12,85</td>
</tr>
<tr>
<td>820</td>
<td>Works costing below RS.2.5 crore each</td>
<td>-</td>
<td>-</td>
<td>5,00</td>
<td>5,00</td>
</tr>
<tr>
<td>821</td>
<td>Patna - Repl. of quarters, type-I - 50, type-II - 20, type-III - 5 &amp; type-IV - 1</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>98,17,65</td>
<td>98,17,65</td>
</tr>
<tr>
<td>822</td>
<td>Dhanbad - Type-I - 88 &amp; Type-II - 90</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>900,00,00</td>
<td>900,00,00</td>
</tr>
<tr>
<td>823</td>
<td>Sonpur - Repl. of quarters, type-I - 100</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>6,67,00</td>
<td>6,67,00</td>
</tr>
<tr>
<td>824</td>
<td>Sonpur - Repl. of quarters, type-I - 100</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>1,20,60</td>
<td>1,20,60</td>
</tr>
<tr>
<td>825</td>
<td>Sonpur - Repl. of quarters, type-I - 100</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>2,03,35</td>
<td>2,03,35</td>
</tr>
<tr>
<td>826</td>
<td>Samastipur - Rebuilding of quarters - 60</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>15,73</td>
<td>15,73</td>
</tr>
<tr>
<td>827</td>
<td>Samastipur - Rebuilding of quarters, type-I - 50 &amp; type-II - 50</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>5,00</td>
<td>5,00</td>
</tr>
<tr>
<td>828</td>
<td>Patna - Repl. of quarters - 150</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>2,00,00</td>
<td>2,00,00</td>
</tr>
<tr>
<td>829</td>
<td>Ganea Road, Daltonganj &amp; Barwadih - Repl. of quarters - 100</td>
<td>Pūṇī</td>
<td>Cap.</td>
<td>1,84,49</td>
<td>1,84,49</td>
</tr>
</tbody>
</table>

**NOTE:** All values are in Rupees (₹).
### विनियम / Particulars / AMENITIES FOR STAFF

<table>
<thead>
<tr>
<th>No</th>
<th>विनियम / Particulars</th>
<th>आकेंड / Allocation</th>
<th>मीटून लागत / Sanctioned Cost</th>
<th>माह 2016 के अंत में का तारीख / Exp. at the end of March 2016</th>
<th>2016-17 के लिए वित्तीय परिसंचरण / Revised Outlay for</th>
<th>2017-18 के लिए वित्तीय परिसंचरण / Outlay proposed for</th>
<th>लागत में प्रति रु. / रु. (Figures in thousand of Rupees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>834</td>
<td>गुर्जरासागर , लोकसेवी कॉलोनी में टाइप-II के डायप्ल में रेलवे के डायप्ल में बदलाव - 24 इकाई</td>
<td>मुआयना</td>
<td>DRF</td>
<td>2,95,52</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>835</td>
<td>बि. नये गार्ड / B - New Works</td>
<td>मुआयना</td>
<td>DRF</td>
<td>2,95,52</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>836</td>
<td>राजेन्द्रनगर - पूर्व रेलवे वेल्स के लिए नये लॉस्टगार्डेड कॉलोनियों के लिए चिकित्सालय</td>
<td>मित्र (2)</td>
<td>DF(2)</td>
<td>67,10,60</td>
<td>58,72,02</td>
<td>3,50,00</td>
<td>1,66,00</td>
</tr>
<tr>
<td>837</td>
<td>सोनेपुर , मुख्यालय , सराजपुर कोर्ट , जबलपुर , दादर , दादर , नरेंद्रनगर व बदला - सामान्य सेवा</td>
<td>मुआयना</td>
<td>DRF</td>
<td>2,50,50</td>
<td>2,32,32</td>
<td>30.00</td>
<td>94.00</td>
</tr>
<tr>
<td>838</td>
<td>गुर्जरासागर , सोनेपुर , बनकोट , धानकोट , नरेंद्रनगर व बदला - सामान्य सेवा</td>
<td>मित्र (2)</td>
<td>DF(2)</td>
<td>4,34,00</td>
<td>4,07,46</td>
<td>50.00</td>
<td>28.00</td>
</tr>
<tr>
<td>839</td>
<td>मुख्यालय , सोनेपुर , बनकोट , धानकोट , हाउसिंग, जबलपुर तथा पिटा - कॉमम्यूनिटी हाउस</td>
<td>मित्र (2)</td>
<td>DF(2)</td>
<td>3,75,27</td>
<td>2,96,64</td>
<td>..</td>
<td>1.00</td>
</tr>
<tr>
<td>840</td>
<td>धानबाद वेल्स , कॉलोनी में एक अर्ध कर्मचारी की जोड़ी के लिए आवश्यक मुद्रा के लिए संयोजी (325 इकाई)</td>
<td>मुआयना</td>
<td>DRF</td>
<td>3,05,48</td>
<td>..</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>841</td>
<td>राजेन्द्रनगर वेल्स - कॉलोनियों में फिरस्त शायद ढांचे का बदलाव</td>
<td>मुआयना</td>
<td>DRF</td>
<td>2,79,16</td>
<td>49,37</td>
<td>50.00</td>
<td>70.00</td>
</tr>
<tr>
<td>842</td>
<td>धानबाद वेल्स - कॉम्यूनिटी कॉलोनी में तारीखाने के लिए आवश्यक मुद्रा के लिए आवश्यक सामग्री के लिए ढांचे का बदलाव (600 इकाई)</td>
<td>मुआयना</td>
<td>DRF</td>
<td>4,18,67</td>
<td>35,90</td>
<td>25.00</td>
<td>33.00</td>
</tr>
</tbody>
</table>

#### टाइप / Type

- भवन / भवन
- गैर-बाहरी विभाग / A - Works Ppprocess
- गैर-बाहरी विभाग / A - नये गार्ड / B - New Works
- गैर-बाहरी विभाग / A - नये गार्ड / B - New Works
<table>
<thead>
<tr>
<th>Item</th>
<th>Particulars</th>
<th>DRF</th>
<th>Sanctioned Cost</th>
<th>Revised Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>843</td>
<td>Dhanbad - Repl. of water supply &amp; sewerage pipeline in colonies</td>
<td>DRF</td>
<td>4,11,43</td>
<td>0.00</td>
<td>1,41,00</td>
</tr>
<tr>
<td></td>
<td>Muzaffarpur - Repl. of RCC overhead tank of 50000 gallon capacity (2 Nos.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>844</td>
<td>Mughalsarai - Rehabilitation of power supply system</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>845</td>
<td>Sonapur - Upgradation of divisional railway hospital</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>846</td>
<td>Mughalsarai - Improvement of European colony</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>847</td>
<td>Dharanpur - Replacement of jack arch roofs (type-II, type-III &amp; type-IV)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>848</td>
<td>Sonapur &amp; Hajipur - One RCC over head tank of 50000 gallon capacity at each station with tubewell and connected pipe lines</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>849</td>
<td>Muzaffarpur - Repl. of RCC overhead tank of 50000 gallon capacity(2 Nos.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>850</td>
<td>Darbhanga, Dauram, Madhepura, Janakpur Road &amp; Samastipur - 50000 gallon capacity overhead water tank with deep tubewell (1 each)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>851</td>
<td>2.5 crore works - Total Works in Progress</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>852</td>
<td>Dharbad - Augmentation of pipeline network, new filtration unit etc (30000 GPH)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>853</td>
<td>Dharbad - Repl of water supply &amp; sewerage pipeline in colonies</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Legend:**
- **DRF**: 1, 2, 3, 4, 5, 6,
- **Cap.**: Cap.
- **Outlay** for Revised Outlay for 2016-17
- **Outlay proposed for 2017-18
- **Sanctioned Cost** for Revised Outlay for 2016-17
- **Revised Outlay for 2016-17**
- **Outlay proposed for 2017-18**
<table>
<thead>
<tr>
<th>No</th>
<th>Item</th>
<th>विवरण / Particulars</th>
<th>मूलात्मक / Allocation</th>
<th>मूलात्मक / Sanctioned Cost</th>
<th>मार्च 2016 के वर्ष के अंत में / Expenditure till March 2016</th>
<th>अनुमानित / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए अनुमानित / Proposed Outlay for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>855</td>
<td>राजेन्द्रनगर - पुकारित कंट्रक्टर सेंटर लिमिटेड (1 लाख गैलन क्षमता)</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>11,09,53</td>
<td>80,40</td>
<td>1,00</td>
<td>75</td>
</tr>
<tr>
<td>856</td>
<td>राजेन्द्रनगर - टेस्ट इंतजार, परिवहन क्षेत्र और पेट्रोलियम साधनों का विस्तार</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>11,27,32</td>
<td>11,64,86</td>
<td>1,00</td>
<td>75</td>
</tr>
<tr>
<td>857</td>
<td>पटना - 6 बांदा उपर गेतर पुल के बदले 20 बांदा उपर गेतर पुल</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>2,59,80</td>
<td>1,11,65</td>
<td>60,00</td>
<td>56,25</td>
</tr>
<tr>
<td>858</td>
<td>पातकेश्वर - पूरंपरागत का प्रबंधन को अंत पर खत्म</td>
<td>पातरेथिअ - विविधता परिकल्पना के लिए धारक</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>11,65,61</td>
<td>..</td>
<td>1,00</td>
</tr>
<tr>
<td>859</td>
<td>देहरी अंतर सोन - बांदा उपर गेतर पुल</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>6,02,89</td>
<td>3,81,75</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>860</td>
<td>सामसाथी, बांदा उपर गेतर पुल</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>5,97,71</td>
<td>4,96,81</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>861</td>
<td>सामसाथी - बांदा उपर गेतर पुल</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>44,00,02</td>
<td>3,05,63</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>862</td>
<td>सामसाथी - पुकारित कंट्रक्टर सेंटर लिमिटेड की निपटानी के लिए, गर्भ हल्कू और पिशाच व्यवसाय में सस्ती पाइपलाइन 1 से 12 किमी लंग</td>
<td>ससामसाथी - गन्तव्य प्लेटफार्म की निपटान के लिए, गर्भ हल्कू और पिशाच व्यवसाय में सस्ती पाइपलाइन 1 से 12 किमी लंग</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>4,58,87</td>
<td>14,14,97</td>
<td>..</td>
</tr>
<tr>
<td>863</td>
<td>दारापुर - 24 स्थानीय/यात्री के लिए पेट्रोलियमों का विस्तार (क्षेत्र के भाग से - 5, और निम्न गति के भाग से - 1 वेग्ग)</td>
<td>दारापुर - 24 स्थानीय/यात्री के लिए पेट्रोलियमों का विस्तार (क्षेत्र के भाग से - 5, और निम्न गति के भाग से - 1 वेग्ग)</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>3,07,56</td>
<td>4,32,20</td>
<td>70,00</td>
</tr>
<tr>
<td>864</td>
<td>पटना साहिब - डेटेंशन ध्वनि का पुनर्निर्माण</td>
<td>पटना साहिब - डेटेंशन ध्वनि का पुनर्निर्माण</td>
<td>फिरिब</td>
<td>DRF</td>
<td>6,00,00</td>
<td>..</td>
<td>2,00,00</td>
</tr>
<tr>
<td>865</td>
<td>पूजा धर्म स्तंभ - 5 मुख्य स्तंभों पर एकेडेमिक (4 अंश) (2 स्टेशन)</td>
<td>पूजा धर्म स्तंभ - 5 मुख्य स्तंभों पर एकेडेमिक (4 अंश) (2 स्टेशन)</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>2,80,00</td>
<td>2,61,57</td>
<td>50,00</td>
</tr>
<tr>
<td>866</td>
<td>पेशर - अंतर द्वारा तल बाले पेट्रोलियमों व उपर गेतर पुल</td>
<td>पेशर - अंतर द्वारा तल बाले पेट्रोलियमों व उपर गेतर पुल</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>4,11,58</td>
<td>4,12,77</td>
<td>..</td>
</tr>
<tr>
<td>867</td>
<td>हाजीपुर - जोधपुर प्रदेश, विनियोजन भाग को अंक तोल स्तंभ उपर गेतर (पेट्रोलियमों में 2 व तीन), उपर गेतर पुल का विस्तार और पिशाच लचीले के पेट्रोलियम साधनों</td>
<td>हाजीपुर - जोधपुर प्रदेश, विनियोजन भाग को अंक तोल स्तंभ उपर गेतर (पेट्रोलियमों में 2 व तीन), उपर गेतर पुल का विस्तार और पिशाच लचीले के पेट्रोलियम साधनों</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>3,16,60</td>
<td>1,41,37</td>
<td>1,66,60</td>
</tr>
<tr>
<td>868</td>
<td>राफगंज - गेतर का तल मुद्रण और वितरण</td>
<td>राफगंज - गेतर का तल मुद्रण और वितरण</td>
<td>फिरिब (1)</td>
<td>DF(1)</td>
<td>3,92,10</td>
<td>2,50,35</td>
<td>20,00</td>
</tr>
</tbody>
</table>
### Passenger Amenities

<table>
<thead>
<tr>
<th>No</th>
<th>Details</th>
<th>Agency</th>
<th>Sanctioned Cost</th>
<th>Revised Outlay for 2016-17</th>
<th>Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>869</td>
<td>Madhubani, Sitamarhi, Jaynagar &amp; Latheriasarai - Raising of platforms</td>
<td>DRF</td>
<td>4,94,34</td>
<td>31,95</td>
<td>1,74,00</td>
</tr>
<tr>
<td>870</td>
<td>Dhanbad - Development of circulating area at south side with approach road</td>
<td>DRF(1)</td>
<td>4,00,00</td>
<td>2,97,66</td>
<td>1,00</td>
</tr>
<tr>
<td>871</td>
<td>Sasaram - Rehabilitation &amp; improvements to develop as model station</td>
<td>DRF(1)</td>
<td>5,66,44</td>
<td>36,23</td>
<td>65,00</td>
</tr>
<tr>
<td>872</td>
<td>East Central Railway - Escalators at various stations (20 Nos) (10 stations)</td>
<td>DRF(1)</td>
<td>6,70,00</td>
<td>3,42,86</td>
<td>2,87,61</td>
</tr>
<tr>
<td>873</td>
<td>Patna Jn - Washable apron on platform Nos 8 &amp; 9</td>
<td>DRF(1)</td>
<td>7,60,00</td>
<td>3,49,57</td>
<td>2,87,61</td>
</tr>
<tr>
<td>874</td>
<td>Hassanpur, Gopalganj, Sonebhadra - Development of circulating area at south side with</td>
<td>DRF(1)</td>
<td>8,50,00</td>
<td>3,42,86</td>
<td>2,87,61</td>
</tr>
<tr>
<td>875</td>
<td>Patna Jn - Washable apron on platform Nos 8 &amp; 9</td>
<td>DRF(1)</td>
<td>9,35,75</td>
<td>3,42,86</td>
<td>2,87,61</td>
</tr>
<tr>
<td>876</td>
<td>East Central Railway - Escalators at important stations (9 Nos) (PB#855/1415/NR)</td>
<td>DRF(1)</td>
<td>10,00,00</td>
<td>3,49,57</td>
<td>2,87,61</td>
</tr>
<tr>
<td>877</td>
<td>East Central Railway - Lifts at A1, A &amp; other pilgrim stations (with high passenger density)</td>
<td>DRF(1)</td>
<td>11,00,00</td>
<td>3,49,57</td>
<td>2,87,61</td>
</tr>
<tr>
<td>878</td>
<td>Hassanpur, Gopalganj, Sonebhadra - Development of circulating area at south side with</td>
<td>DRF(1)</td>
<td>12,00,00</td>
<td>3,49,57</td>
<td>2,87,61</td>
</tr>
<tr>
<td>879</td>
<td>East Central Railway - Escalators at important stations (9 Nos) (PB#855/1415/NR)</td>
<td>DRF(1)</td>
<td>13,00,00</td>
<td>3,49,57</td>
<td>2,87,61</td>
</tr>
<tr>
<td>880</td>
<td>East Central Railway - Escalators at important stations (9 Nos) (PB#855/1415/NR)</td>
<td>DRF(1)</td>
<td>14,00,00</td>
<td>3,49,57</td>
<td>2,87,61</td>
</tr>
</tbody>
</table>

**Note:** Figures in thousand of Rupees
<table>
<thead>
<tr>
<th>Item</th>
<th>Description / Particulars</th>
<th>अवकलन / Allocation</th>
<th>मूलगिरि लागत / Sanctioned Cost</th>
<th>माह 2016 के अंत में लागत / Exp. at the end of March 2016</th>
<th>माह 2016-17 के प्रस्तावित अवकलन / Revised Outlay for 2016-17</th>
<th>2017-18 के प्रस्तावित अवकलन / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>बांग्लादेश / Bangladesh / Total Works in Progress</td>
<td>मूलगिरि</td>
<td>अवकलन (1)</td>
<td>अवकलन (2)</td>
<td>अवकलन (3)</td>
<td>एबीआर (पी)</td>
</tr>
<tr>
<td>883</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>लागत</td>
<td>रेलवे हाबड़ा- रेलवे का चालू कितना / किमी (लेटफांस और अन्य वाहनी सुविधा संबंधी कार्य)</td>
<td>रेलवे िवशेष का 1 8 दस्ताबंध / DRF</td>
<td>2,74,36</td>
<td>2,74,36</td>
</tr>
<tr>
<td>884</td>
<td>तमिलनाडु - प्रोजेक्ट के लिए विस्तार, टेंशन के संबंधी कार्य</td>
<td>रेलवे प्रांगण के 5 का संरचना को उच्च तरंग तक बढ़ाना</td>
<td>दर्द मवना - रेलवे प्रांगण में No.4 &amp; 5 को 2 का उच्च तरंग तक बढ़ाना</td>
<td>मूलगिरि</td>
<td>रेलवे HDF</td>
<td>3,77,85</td>
</tr>
<tr>
<td>885</td>
<td>अंग - प्रोजेक्ट के 24 संवारीवाही के लिए विस्तार, टेंशन के अनुप्रयोग का मूलगिरि व अन्य वाहनी सुविधाएं</td>
<td>बीढ़िया - रेलवे प्रांगण का 24 संवारीवाही के लिए विस्तार, टेंशन के अनुप्रयोग का मूलगिरि</td>
<td>बीढ़िया - रेलवे प्रांगण का 24 संवारीवाही के लिए विस्तार, टेंशन के अनुप्रयोग का मूलगिरि</td>
<td>रेलवे HDF</td>
<td>4,69,00</td>
<td>4,69,00</td>
</tr>
<tr>
<td>886</td>
<td>रेलवे डर्बाण डिवीजन - नया कार्य / New Work</td>
<td>रेलवे डर्बाण डिवीजन - नया कार्य / New Work</td>
<td>रेलवे डर्बाण डिवीजन - नया कार्य / New Work</td>
<td>रेलवे HDF</td>
<td>2,95,00</td>
<td>2,95,00</td>
</tr>
<tr>
<td></td>
<td>कार्य / New Works</td>
<td>कार्य / New Works</td>
<td>कार्य / New Works</td>
<td>कार्य / New Works</td>
<td>कार्य / New Works</td>
<td></td>
</tr>
<tr>
<td>887</td>
<td>अन्य विशिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विशिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विशिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विशिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विशिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विशिष्ट कार्य / OTHER SPECIFIED WORKS</td>
</tr>
<tr>
<td>888</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
</tr>
<tr>
<td>889</td>
<td>हैदराबाद - रेलवे व केंद्रीय भारत</td>
<td>हैदराबाद - रेलवे व केंद्रीय भारत</td>
<td>हैदराबाद - रेलवे व केंद्रीय भारत</td>
<td>हैदराबाद - रेलवे व केंद्रीय भारत</td>
<td>हैदराबाद - रेलवे व केंद्रीय भारत</td>
<td>हैदराबाद - रेलवे व केंद्रीय भारत</td>
</tr>
<tr>
<td>890</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
</tr>
<tr>
<td>891</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
</tr>
<tr>
<td>892</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
</tr>
<tr>
<td>893</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
</tr>
<tr>
<td>894</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
<td>अंग - नये परियोजनाएं / New Works</td>
</tr>
<tr>
<td>Item No</td>
<td>विवरण / Particulars</td>
<td>अतिक्रमण / Allocation</td>
<td>विधिक नागरिक / Sanctioned Cost</td>
<td>मार्च 2016 के अंत के बजाय / Exp. at the end of March 2016</td>
<td>2016-17 के लिए संशोधित परिस्थितियां / Revised Outlay for 2016-17</td>
<td>2017-18 के लिए प्रस्तावित परिस्थितियां / Outlay proposed for 2017-18</td>
</tr>
<tr>
<td>---------</td>
<td>------------------</td>
<td>------------------</td>
<td>------------------------</td>
<td>--------------------------</td>
<td>--------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>895</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
</tr>
<tr>
<td></td>
<td>अन्य विनिर्दिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विनिर्दिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विनिर्दिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विनिर्दिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विनिर्दिष्ट कार्य / OTHER SPECIFIED WORKS</td>
<td>अन्य विनिर्दिष्ट कार्य / OTHER SPECIFIED WORKS</td>
</tr>
<tr>
<td>896</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
</tr>
<tr>
<td></td>
<td>नये कार्य / New Works</td>
<td>नये कार्य / New Works</td>
<td>नये कार्य / New Works</td>
<td>नये कार्य / New Works</td>
<td>नये कार्य / New Works</td>
<td>नये कार्य / New Works</td>
</tr>
<tr>
<td>897</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
<td>पूरी रेलवे में काम लागत के प्रकार / Type of works</td>
</tr>
<tr>
<td></td>
<td>प्रशिक्षण, योग्यता संशोधन विकास / TRAINING/HRD</td>
<td>प्रशिक्षण, योग्यता संशोधन विकास / TRAINING/HRD</td>
<td>प्रशिक्षण, योग्यता संशोधन विकास / TRAINING/HRD</td>
<td>प्रशिक्षण, योग्यता संशोधन विकास / TRAINING/HRD</td>
<td>प्रशिक्षण, योग्यता संशोधन विकास / TRAINING/HRD</td>
<td>प्रशिक्षण, योग्यता संशोधन विकास / TRAINING/HRD</td>
</tr>
<tr>
<td>Item No.</td>
<td>विवरण / Particulars</td>
<td>वित्तीय वर्ग / Account / Allocation</td>
<td>संक्षिप्त वर्ग / Sanctioned Cost</td>
<td>मार्च 2016 के अंत तक व्यय / वित्तीय वर्ग / Exp. at the end of March 2016</td>
<td>2016-17 के लिए संशोधित परियोजना / Revised Outlay for 2016-17</td>
<td>2017-18 के लिए संशोधित परियोजना / Revised Outlay for 2017-18</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------</td>
<td>-----------------------------------</td>
<td>--------------------------------</td>
<td>-----------------------------------------------</td>
<td>---------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>1.</td>
<td>वीमेटल - चालू कार्य / Total - Works in Progress</td>
<td>पूंजी Cap.</td>
<td>..</td>
<td>..</td>
<td>1666,09,91</td>
<td>2.29,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>पूंजी C.Fund</td>
<td>..</td>
<td>..</td>
<td>402,15,00</td>
<td>3.47,62</td>
</tr>
<tr>
<td></td>
<td></td>
<td>मुआवजा DRF</td>
<td>..</td>
<td>..</td>
<td>49,42,90</td>
<td>6,96,01</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (1) DF(1)</td>
<td>..</td>
<td>..</td>
<td>31,10,89</td>
<td>30,23,05</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (2) DF(2)</td>
<td>..</td>
<td>..</td>
<td>6,96,01</td>
<td>1,02,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (3) DF(3)</td>
<td>..</td>
<td>..</td>
<td>1078,28,93</td>
<td>884,07,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (4) DF(4)</td>
<td>..</td>
<td>..</td>
<td>208,00,09</td>
<td>208,00,09</td>
</tr>
<tr>
<td></td>
<td></td>
<td>रेलसेक्टोर RRSK</td>
<td>..</td>
<td>..</td>
<td>1668,38,91</td>
<td>1286,29,02</td>
</tr>
<tr>
<td></td>
<td></td>
<td>इबीआर/आईएफ EBR(IF)</td>
<td>..</td>
<td>..</td>
<td>884,07,00</td>
<td>884,07,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>इबीआर(पी) EBR(P)</td>
<td>..</td>
<td>..</td>
<td>2515,99,99</td>
<td>2515,99,99</td>
</tr>
<tr>
<td>2.</td>
<td>वीमेटल - नये कार्य / Total - New Works</td>
<td>पूंजी Cap.</td>
<td>..</td>
<td>..</td>
<td>2,29,00</td>
<td>3,47,62</td>
</tr>
<tr>
<td></td>
<td></td>
<td>मुआवजा DRF</td>
<td>..</td>
<td>..</td>
<td>4,05,01</td>
<td>20,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (1) DF(1)</td>
<td>..</td>
<td>..</td>
<td>20,00</td>
<td>26,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (2) DF(2)</td>
<td>..</td>
<td>..</td>
<td>5,00</td>
<td>5,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (3) DF(3)</td>
<td>..</td>
<td>..</td>
<td>208,00,09</td>
<td>208,00,09</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (4) DF(4)</td>
<td>..</td>
<td>..</td>
<td>1668,38,91</td>
<td>1286,29,02</td>
</tr>
<tr>
<td></td>
<td></td>
<td>रेलसेक्टोर RRSK</td>
<td>..</td>
<td>..</td>
<td>884,07,00</td>
<td>884,07,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>इबीआर(पी) EBR(P)</td>
<td>..</td>
<td>..</td>
<td>2515,99,99</td>
<td>2515,99,99</td>
</tr>
<tr>
<td>3.</td>
<td>कुल वीमेटल / Grand Total</td>
<td>पूंजी Cap.</td>
<td>..</td>
<td>..</td>
<td>402,15,00</td>
<td>52,90,52</td>
</tr>
<tr>
<td></td>
<td></td>
<td>पूंजी C.Fund</td>
<td>..</td>
<td>..</td>
<td>35,15,90</td>
<td>7,16,01</td>
</tr>
<tr>
<td></td>
<td></td>
<td>मुआवजा DRF</td>
<td>..</td>
<td>..</td>
<td>30,49,05</td>
<td>30,49,05</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (1) DF(1)</td>
<td>..</td>
<td>..</td>
<td>1,07,00</td>
<td>1,07,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (2) DF(2)</td>
<td>..</td>
<td>..</td>
<td>1286,29,02</td>
<td>1286,29,02</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (3) DF(3)</td>
<td>..</td>
<td>..</td>
<td>884,07,00</td>
<td>884,07,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>वित्त (4) DF(4)</td>
<td>..</td>
<td>..</td>
<td>2515,99,99</td>
<td>2515,99,99</td>
</tr>
</tbody>
</table>
### A- PROGRAMMED DELIVERIES

<table>
<thead>
<tr>
<th>Sr. No</th>
<th>Item Description</th>
<th>माल / विस्तृति / Particulars</th>
<th>अल्लोकेशन / Allocation</th>
<th>मालिकाना लागत / Sanctioned Cost</th>
<th>मार्च 2016 के समाप्त तिथि पर / Exp. at the end of March 2016</th>
<th>2016-17 के लिए संशोधित परिसर / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए प्रोटोटाइप परिसर / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>898</td>
<td>धनबाद ट्रेनिंग स्कूल - मोमबत्ती प्रकाश के सिमुलेटर</td>
<td>पंजीकृत Cap.</td>
<td>12</td>
<td>1</td>
<td>..</td>
<td>..</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dhanbad Training School - Simulator in motion type</td>
<td>लगेसको</td>
<td>RRSK</td>
<td>11,98,87</td>
<td>..</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>899</td>
<td>मोमबत्ती प्रकाश के सिमुलेटर</td>
<td>पंजीकृत Cap.</td>
<td>12</td>
<td>1</td>
<td>..</td>
<td>..</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Simulators in motion type</td>
<td>लगेसको</td>
<td>RRSK</td>
<td>13,40,59</td>
<td>..</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>900</td>
<td>बार्वादी - ऑनलाइन विदेशी प्रगाढ़ी (ऑप्शनल) (4 अंग)</td>
<td>रिस्क (3)</td>
<td>DF(3)</td>
<td>1</td>
<td>1</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>System of online monitoring of rolling stock (OMRS) (4 Nos)</td>
<td>लगेसको</td>
<td>RRSK</td>
<td>15,39,98</td>
<td>..</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td>901</td>
<td>मुघलसराई - CNC शेड मशीनरी स्वतंत्र परियोजना</td>
<td>पंजीकृत DRF</td>
<td>8,16,51</td>
<td>7,25,80</td>
<td>1</td>
<td>..</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mughalsarai - CNC surf ace wheel lathe</td>
<td>लगेसको</td>
<td>RRSK</td>
<td>90,70</td>
<td>..</td>
<td>..</td>
<td>1,03,41</td>
</tr>
<tr>
<td>902</td>
<td>मुघलसराई ट्रेनिंग रेल सीएनसी क्रियाएं परियोजना (बड़ी लाइन) शेड स्वतंत्र</td>
<td>पंजीकृत DRF</td>
<td>7,50,68</td>
<td>..</td>
<td>6,38,49</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>Mughalsarai diesel Shed CNC Under Floor Wheel Lathe (BG) With Shed</td>
<td>लगेसको</td>
<td>RRSK</td>
<td>1,12,19</td>
<td>..</td>
<td>..</td>
<td>1,27,07</td>
</tr>
<tr>
<td>903</td>
<td>2.5 कोडेड राउंड से कम लागत के प्रयोजन कार्य</td>
<td>पंजीकृत Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>2,48,62</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Works costing below Rs 2.5 crore each</td>
<td>पंजीकृत DRF</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,11,88</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (2)</td>
<td>DF(2)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>5,15</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,06,00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (4)</td>
<td>DF(4)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>22,27</td>
<td></td>
</tr>
<tr>
<td></td>
<td>लगेसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,50,00</td>
<td></td>
</tr>
</tbody>
</table>

**वां मालविभाग**

<table>
<thead>
<tr>
<th>Sr. No</th>
<th>Item Description</th>
<th>माल / विस्तृति / Particulars</th>
<th>अल्लोकेशन / Allocation</th>
<th>मालिकाना लागत / Sanctioned Cost</th>
<th>मार्च 2016 के समाप्त तिथि पर / Exp. at the end of March 2016</th>
<th>2016-17 के लिए संशोधित परिसर / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए प्रोटोटाइप परिसर / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>904</td>
<td>मुघलसराई - लोकोमोटिव और विदेशी प्रगाढ़ीलागत के रेलवे</td>
<td>पंजीकृत Cap.</td>
<td>8,25,75</td>
<td>..</td>
<td>..</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mughalsarai - CNC Under Floor Wheel Lathe (BG) with Shed</td>
<td>लगेसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td></td>
</tr>
<tr>
<td>905</td>
<td>बाराँथी लोकोशेड - आईपी टेबल</td>
<td>पंजीकृत Cap.</td>
<td>2,88,72</td>
<td>..</td>
<td>..</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Baran Loco shed - Drop Pit Table</td>
<td>लगेसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td></td>
</tr>
<tr>
<td>906</td>
<td>2.5 कोडेड राउंड से कम लागत के प्रयोजन कार्य</td>
<td>पंजीकृत Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,00,00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Works costing below Rs 2.5 crore each</td>
<td>पंजीकृत DRF</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>लगेसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>50,00</td>
<td></td>
</tr>
</tbody>
</table>

### B- NEW ACQUISITION

<table>
<thead>
<tr>
<th>Sr. No</th>
<th>Item Description</th>
<th>माल / विस्तृति / Particulars</th>
<th>अल्लोकेशन / Allocation</th>
<th>मालिकाना लागत / Sanctioned Cost</th>
<th>मार्च 2016 के समाप्त तिथि पर / Exp. at the end of March 2016</th>
<th>2016-17 के लिए संशोधित परिसर / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए प्रोटोटाइप परिसर / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>907</td>
<td>भोजपुरी - मालविभाग और संयंत्रों / Total New Acquisition</td>
<td>पंजीकृत DRF</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>3,48,64</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (2)</td>
<td>DF(2)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,61,88</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>5,15</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (4)</td>
<td>DF(4)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,06,00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>लगेसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>22,27</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (2)</td>
<td>DF(2)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,61,88</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>5,15</td>
<td></td>
</tr>
<tr>
<td></td>
<td>मालचय (4)</td>
<td>DF(4)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,06,00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>लगेसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>22,27</td>
<td></td>
</tr>
</tbody>
</table>

### Total - Machinery & Plant

<table>
<thead>
<tr>
<th>माल / विस्तृति / Particulars</th>
<th>अल्लोकेशन / Allocation</th>
<th>मालिकाना लागत / Sanctioned Cost</th>
<th>मार्च 2016 के समाप्त तिथि पर / Exp. at the end of March 2016</th>
<th>2016-17 के लिए संशोधित परिसर / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए प्रोटोटाइप परिसर / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>भोजपुरी - मालविभाग और संयंत्रों / Total New Acquisition</td>
<td>पंजीकृत DRF</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>3,48,64</td>
</tr>
<tr>
<td></td>
<td>मालचय (2)</td>
<td>DF(2)</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>मालचय (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>मालचय (4)</td>
<td>DF(4)</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>लगेसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

**EAST CENTRAL RAILWAY**

**2017-18 के लिए महीने और संयंत्र कार्यक्रम / Machinery and Plant Program for 2017-18**
<table>
<thead>
<tr>
<th>Item No.</th>
<th>विवरण / Particulars</th>
<th>अन्वेषण / Allocation</th>
<th>सन्मानित लागत / Sanctioned Cost</th>
<th>मार्च 2016 के अनुसार नयी मामला / Exp. at the end of March 2016</th>
<th>2016-17 के लिए मंजूरी परिसंचरण / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए प्रणाली परिसंचरण / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>907</td>
<td>रेल इंजिन / Locomotives</td>
<td>DRF</td>
<td>1,59,13</td>
<td>3.80,87</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>स्वारविद्यूत रेलवीस किन्नूरी टियोम रेलवी का अध्ययन विनिर्माण (60 अनुर.) पर ह 4.62 लाख</td>
<td>रेलवीस किन्नूरी टियोम रेलवी का अध्ययन विनिर्माण (60 अनुर.) पर ह 4.62 लाख</td>
<td>1,10,87</td>
<td>..</td>
<td>..</td>
<td>1,10,87</td>
</tr>
<tr>
<td>908</td>
<td>रेल इंजिन / Locomotives</td>
<td>DRF</td>
<td>4,83,80</td>
<td>22,44,33</td>
<td>9.35</td>
<td>..</td>
</tr>
<tr>
<td></td>
<td>स्वारविद्यूत रेलवीस किन्नूरी टियोम रेलवी का अध्ययन विनिर्माण (48 अनुर.) पर ह 10.1 लाख</td>
<td>रेलवीस किन्नूरी टियोम रेलवी का अध्ययन विनिर्माण (48 अनुर.) पर ह 10.1 लाख</td>
<td>1.00</td>
<td>..</td>
<td>..</td>
<td>1.00</td>
</tr>
<tr>
<td>909</td>
<td>रेल इंजिन / TOTAL-Locomotives</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>7.72,86</td>
</tr>
<tr>
<td></td>
<td>चलन का निरीक्षण से स्वम कार्य के लिए हाइनिक इंजिन</td>
<td>घट (3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>49</td>
</tr>
<tr>
<td>910</td>
<td>चलन का निरीक्षण से स्वम कार्य के लिए हाइनिक इंजिन</td>
<td>घट (1)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>2,00,00</td>
</tr>
<tr>
<td></td>
<td>चलन का निरीक्षण से स्वम कार्य के लिए हाइनिक इंजिन</td>
<td>घट (3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>2,10,80</td>
</tr>
<tr>
<td>911</td>
<td>चलन का निरीक्षण से स्वम कार्य के लिए हाइनिक इंजिन</td>
<td>घट (1)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>7.77,92</td>
</tr>
<tr>
<td></td>
<td>चलन का निरीक्षण से स्वम कार्य के लिए हाइनिक इंजिन</td>
<td>घट (3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>1,70,93</td>
</tr>
<tr>
<td>912</td>
<td>चलन का निरीक्षण से स्वम कार्य के लिए हाइनिक इंजिन</td>
<td>घट (1)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>2,00,00</td>
</tr>
<tr>
<td></td>
<td>चलन का निरीक्षण से स्वम कार्य के लिए हाइनिक इंजिन</td>
<td>घट (3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>2,11,29</td>
</tr>
<tr>
<td>913</td>
<td>चलन का निरीक्षण से स्वम कार्य के लिए हाइनिक इंजिन</td>
<td>घट (1)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>24,01,59</td>
</tr>
</tbody>
</table>

**B - NEW ACQUISITION**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>विवरण / Particulars</th>
<th>अन्वेषण / Allocation</th>
<th>सन्मानित लागत / Sanctioned Cost</th>
<th>मार्च 2016 के अनुसार नयी मामला / Exp. at the end of March 2016</th>
<th>2016-17 के लिए मंजूरी परिसंचरण / Revised Outlay for 2016-17</th>
<th>2017-18 के लिए प्रणाली परिसंचरण / Outlay proposed for 2017-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>911</td>
<td>रेल इंजिन / Locomotives</td>
<td>RRSK</td>
<td>2,79,35</td>
<td>..</td>
<td>..</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>स्वार विद्युत रेलवीस किन्नूरी टियोम रेलवी का अध्ययन विनिर्माण (24 अनुर) के प्रयोग और सुधार , 24 nos. Rs. 11.64 lakhs each</td>
<td>रेलवीस किन्नूरी टियोम रेलवी का अध्ययन विनिर्माण (24 अनुर) के प्रयोग और सुधार , 24 nos. Rs. 11.64 lakhs each</td>
<td>..</td>
<td>..</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>912</td>
<td>रेल इंजिन / TOTAL-Locomotives</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>6</td>
</tr>
<tr>
<td>913</td>
<td>रेल इंजिन / TOTAL-Carriages</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>5</td>
</tr>
<tr>
<td>मत्र</td>
<td>विवरण / Particulars</td>
<td>आवंटन / Allocation</td>
<td>सन्मत नियात / Sanctioned Cost</td>
<td>मार्च 2016 के अंत तक पैदा / Exp at the end of March 2016</td>
<td>2016-17 के लिए संशोधित पैकेज / Revised Outlay for 2016-17</td>
<td>2017-18 के लिए प्रस्तावित पैकेज / Outlay proposed for 2017-18</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>19</td>
<td>रोल्लिंग स्टॉक - कुल / Rolling Stock Programme for 2017-18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>जोड़ - नई क्रिया / Total - New Acquisition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>पूंजी</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>18</td>
</tr>
<tr>
<td>22</td>
<td>दिविन (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>4</td>
</tr>
<tr>
<td>23</td>
<td>रोसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>7</td>
</tr>
<tr>
<td>24</td>
<td>आंकड़े हज़ार / म / (Figures in thousand of Rupees)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>2017-18 के लिए रोल्लिंग स्टॉक / Rolling Stock Programme for 2017-18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>नया क्रिया / Total - New Acquisition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>पूंजी</td>
<td>Cap.</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>15,50,96</td>
</tr>
<tr>
<td>28</td>
<td>दिविन (1)</td>
<td>DF(1)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>2,00,00</td>
</tr>
<tr>
<td>29</td>
<td>दिविन (3)</td>
<td>DF(3)</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>2,11,33</td>
</tr>
<tr>
<td>30</td>
<td>रोसको</td>
<td>RRSK</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>24,01,66</td>
</tr>
<tr>
<td>विवरण</td>
<td>वर्तमान</td>
<td>रिव्यू अनुमान</td>
<td>बजट अनुमान</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>----------</td>
<td>-------------</td>
<td>-------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>अन्य के प्रारंभ में शेष</td>
<td>A - Balance at commencement of the year</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. भंडार (दूसरे के अलावा)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>भंडारण टोकन में</td>
<td>A1 - Stores (Other than Fuel)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. टोकन</td>
<td>i.a. Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ.ब अन्य</td>
<td>i.b Other than Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ.स निर्माण टोकन में (i.a + i.b)</td>
<td>i.c Total for Stores-in-Stock (i.a + i.b)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>भंडारण टांग में</td>
<td>ii Stores-in-Transit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>रेलवे समायोजन लेख में सन्यास</td>
<td>iii Outstanding in Stock Adjustment Account</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. टोकन</td>
<td>ii.a Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ.ब अन्य</td>
<td>ii.b Other than Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(iii.a + iii.b)</td>
<td>iii.c Total for Outstanding in Stock Adjustment Account (iii.a + iii.b)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>विक्रय कर्म</td>
<td>iv Outstanding Purchase Suspense</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>विक्रय निर्माण लेख</td>
<td>v Outstanding Sales Suspense</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. टोकन</td>
<td>v.a Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ.ब अन्य</td>
<td>v.b Other than Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(v.a + v.b)</td>
<td>v.c Total for Outstanding Sales Suspense (v.a + v.b)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>विक्रय निर्माण (i + ii + iii + iv + v)</td>
<td>vi Total for Stores (i + ii + iii + iv + v)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>भंडारण अनुभूति</td>
<td>B - Receipts during the year</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>भंडारण अनुभूति</td>
<td>i Stores Purchase Grant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. टोकन</td>
<td>i.a for General Purpose Stores from DGS&amp;D</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ.ब रेसीपर्स टोकन</td>
<td>i.b for Other than DGS&amp;D</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. निर्माण रेसीपर्स टोकन</td>
<td>i.e for Construction Depot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.d for issues to Coach builders</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. सार्वजनिक निर्माण रेसीपर्स टोकन</td>
<td>i.e for issues to wagon builders</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.f for production of locomotives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.g for production of other rolling stock</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.h for defraying charged expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.i for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.j for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.k for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.l for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.m for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.n for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.o for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.p for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.q for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.r for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.s for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.t for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.u for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.v for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.w for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.x for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.y for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.z for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.a for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.b for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.c for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.d for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.e for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.f for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.g for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.h for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.i for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.j for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.k for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.l for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.m for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.n for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.o for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.p for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.q for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.r for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.s for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.t for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.u for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.v for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.w for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.x for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.y for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.z for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.a for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.b for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.c for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.d for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.e for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.f for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.g for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.h for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.i for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.j for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.k for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.l for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.m for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.n for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.o for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.p for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.q for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.r for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.s for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.t for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.u for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.v for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.w for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.x for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.y for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>इ. रेसीपर्स टोकन</td>
<td>i.z for other works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>विवरण</td>
<td>Particulars</td>
<td>वाणिज्यिक मूल्य</td>
<td>मूल्यांकन</td>
<td>बजट अनुमान</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>-------------</td>
<td>-----------------</td>
<td>------------</td>
<td>-------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Actuals 2015-16</td>
<td>Revised Estimates 2016-17</td>
<td>Budget Estimates 2017-18</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii निर्माण कार्य</td>
<td>il to Works</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii विविध आयाम पूंजी को</td>
<td>il to Miscellaneous Advance - Capital</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ivअ बयार - वित्तीय विभाग का निर्माण हेतु</td>
<td>iv a to Stores - for issue to Coach builder</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ivb बयार - भारत द्वितीय विभाग का निर्माण हेतु</td>
<td>iv b to Stores - for issue to Wagon builder</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>v.रिपार्ट संरक्षण - किर (अदालत के अन्तराल)</td>
<td>v a to Reversion Stores (other than Fuel)</td>
<td>286,69,91</td>
<td>260,55,70</td>
<td>267,44,92</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi विवाद का - भंडार</td>
<td>vi a to Sales : Scrap</td>
<td>83,44,88</td>
<td>121,95,45</td>
<td>121,95,45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vii विवाद का - भंडार</td>
<td>vi b to Sales : Other than Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii विवाद राष्ट्रीय अनुपालन - भंडार</td>
<td>vii c to Inter-Railway Transfer : Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii संयुक्त भंडार</td>
<td>vii d to Inter-Railway Transfer : Other than Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>vii संयुक्त भंडार</td>
<td>vii e to Sales-Inter-Railway Transfer (vi a + vi b + vi c + vi d)</td>
<td>83,44,88</td>
<td>121,95,45</td>
<td>121,95,45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii कुल निर्मिति - भंडार (इंडिया के अन्तराल) (i + ii + iii + iv a+</td>
<td>viii Total Issues - Stores (other than fuel) (i + il + ii + iv a)</td>
<td>381,74,49</td>
<td>389,43,15</td>
<td>396,60,19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv a to Stores - for issue to Coach builder</td>
<td>viii Total Issues - Stores (other than fuel) (i + il + ii + iv a)</td>
<td>381,74,49</td>
<td>389,43,15</td>
<td>396,60,19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii भंडार नई कार्य (र) के लिए क्र (i a + il b)</td>
<td>ii Stores-in-Stock</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii भंडार प्राप्ति (र) के लिए क्र (i a + il b)</td>
<td>ii Stores-in-Stock</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii भंडार संयुक्त भंडार में वनस्पती (iii a + iii b)</td>
<td>iii Outstanding in Stock Adjustment Account</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii a भंडार</td>
<td>iii a Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii b भंडार</td>
<td>iii b Scrap</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii c कुल भंडार संयुक्त भंडार में वनस्पती (iii a + iii b)</td>
<td>iii c Total Outstanding in Stock Adjustment Account (iii a + iii b)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv क्रेडिट क्र उच्चतर</td>
<td>iv Outstanding Purchase Suspense</td>
<td>213,05,02</td>
<td>235,93,52</td>
<td>232,61,46</td>
<td></td>
<td></td>
</tr>
<tr>
<td>v क्रेडिट क्र उच्चतर</td>
<td>v Outstanding Sales Suspense</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi क्रेडिट क्र उच्चतर</td>
<td>v Outstanding Sales Suspense</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>vi भंडार का कुल (iv c + ii + iii c + iv + v c)</td>
<td>vi Total Stores (ii c + ii + iii c + iv + v c)</td>
<td>125,21,46</td>
<td>135,34,87</td>
<td>154,28,50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i - कुल अनु प्रदान</td>
<td>i - Grand Total</td>
<td>505,36,25</td>
<td>517,86,02</td>
<td>543,69,87</td>
<td></td>
<td></td>
</tr>
<tr>
<td>अनुपालन बन्दर अनुपालन</td>
<td>Net Debit/Credit during year</td>
<td>-64,15,50</td>
<td>10,13,41</td>
<td>19,94,63</td>
<td></td>
<td></td>
</tr>
<tr>
<td>अनुपालन बन्दर अनुपालन</td>
<td>Budget allotment required</td>
<td>315,99,49</td>
<td>392,64,56</td>
<td>408,95,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>अनुपालन बन्दर अनुपालन</td>
<td>TOR - Stores (other than fuel)</td>
<td>33</td>
<td>35</td>
<td>39</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A - वस्त्र का उत्सर्जन में मेयर

A.1 - उत्सर्जन

A.1.1 - उत्सर्जन

A.1.1 a रेस्ट्री में उत्सर्जन

A.1.1 b पार्किङ में उत्सर्जन

A.1.1 ii रेस्त्री संयुक्त रेस्त्री में उत्सर्जन

A.1.1 iii उत्सर्जन रेस्त्री अनुपालन में उत्सर्जन

A.1.1 iv उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

A.1.1 v उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

A.1.1 vi उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

B - रेस्त्री उत्सर्जन में आर्थिक

B.1 - उत्सर्जन आर्थिक

B.1 a रेस्त्री में उत्सर्जन

B.1 b पार्किङ में उत्सर्जन

B.1 ii रेस्त्री संयुक्त रेस्त्री में उत्सर्जन

B.1 iii उत्सर्जन रेस्त्री अनुपालन में उत्सर्जन

B.1 iv उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

B.1 v उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

B.1 vi उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

B.1 vii उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

B.1 viii उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

B.1 ix उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन

B.1 x उत्सर्जन रेस्त्री रेस्त्री में उत्सर्जन
<table>
<thead>
<tr>
<th>विवरण</th>
<th>वार्षिक</th>
<th>मूल्यांकन</th>
<th>बजट अनुमान</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>अगुना</td>
<td>अगुना</td>
<td>अगुना</td>
</tr>
<tr>
<td>i.b</td>
<td>निवेश अनुमोदन (i.a to i.g)</td>
<td>i.h</td>
<td>Total Purchase Grant (i.a to i.g)</td>
</tr>
<tr>
<td>i.c</td>
<td>कृति के दौरान कृति क्रेडिट</td>
<td>G</td>
<td>Total Debits during year</td>
</tr>
<tr>
<td>i.d</td>
<td>निवेश</td>
<td>D</td>
<td>Grand Total</td>
</tr>
<tr>
<td>E</td>
<td>अनुपालन</td>
<td>E</td>
<td>Issues during the year</td>
</tr>
<tr>
<td>i.a</td>
<td>रेलवे बंद के मामले - होम रेलवे</td>
<td>i.a</td>
<td>Issue to Revenue Fuel - Home Railway</td>
</tr>
<tr>
<td>i.b</td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए वैश्विक भंडार करना</td>
<td>i.b</td>
<td>Issue to HSD for locomotives &amp; DEMU</td>
</tr>
<tr>
<td>i.c</td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए वैश्विक भंडार करना</td>
<td>i.c</td>
<td>Issue of bio-diesel for locomotives &amp; DEMU</td>
</tr>
<tr>
<td>i.d</td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए जीएनजी भंडार करना</td>
<td>i.d</td>
<td>Issue of CNG for locomotives &amp; DEMU</td>
</tr>
<tr>
<td>i.e</td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए वैश्विक भंडार करना</td>
<td>i.e</td>
<td>Issue of Other fuels for locomotives &amp; DEMU</td>
</tr>
<tr>
<td>i.f</td>
<td>कृति के दौरान कृति क्रेडिट (i.a to i.e)</td>
<td>I</td>
<td>Total Issue for Home Railway (i.a to i.e)</td>
</tr>
<tr>
<td></td>
<td>अन्य भंडारियों के लिए कृति क्रेडिट (ii.a to ii.e)</td>
<td>ii</td>
<td>Issue to Sales &amp; Transfer-Fuel (i.e. Issue to Revenue Fuel - Foreign Rly)</td>
</tr>
<tr>
<td></td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए वैश्विक भंडार करना</td>
<td>ii.a</td>
<td>Issue of HSD for locomotives &amp; DEMU</td>
</tr>
<tr>
<td></td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए वैश्विक भंडार करना</td>
<td>ii.b</td>
<td>Issue of bio-diesel for locomotives &amp; DEMU</td>
</tr>
<tr>
<td></td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए वैश्विक भंडार करना</td>
<td>ii.c</td>
<td>Issue of LNG for locomotives &amp; DEMU</td>
</tr>
<tr>
<td></td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए वैश्विक भंडार करना</td>
<td>ii.d</td>
<td>Issue of CNG for locomotives &amp; DEMU</td>
</tr>
<tr>
<td></td>
<td>रेलवे और ट्रेंस्फर मूल्य के लिए वैश्विक भंडार करना</td>
<td>ii.e</td>
<td>Issue of Other fuels for locomotives &amp; DEMU</td>
</tr>
<tr>
<td></td>
<td>कृति के दौरान कृति क्रेडिट (i.i.e to i.i.e)</td>
<td>ii.f</td>
<td>Total Sales &amp; Transfer-Fuel - (ii.a to ii.e)</td>
</tr>
<tr>
<td></td>
<td>विदेशी पेट्रोलियमों के लिए कृति क्रेडिट</td>
<td>iii</td>
<td>Issue of coal, coke and fuel oil for other purposes</td>
</tr>
<tr>
<td></td>
<td>कृति के दौरान कृति क्रेडिट (i.i.a to i.i.e)</td>
<td>v</td>
<td>Total Fuel Issue (i.f + ii.f + iii)</td>
</tr>
<tr>
<td></td>
<td>कृति के दौरान कृति क्रेडिट</td>
<td>G</td>
<td>Total Credits during the year</td>
</tr>
<tr>
<td></td>
<td>बिना कृति के अंतिम में</td>
<td>H</td>
<td>Balance at close of the year</td>
</tr>
<tr>
<td></td>
<td>निवेश</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i.a</td>
<td>अपोस्ट्रील-फूड</td>
<td>i.a</td>
<td>Fuel-in-Stock</td>
</tr>
<tr>
<td>i.b</td>
<td>वाक्य-ज्ञान</td>
<td>i.b</td>
<td>Fuel-in-Transit</td>
</tr>
<tr>
<td>i.c</td>
<td>वाक्य-ज्ञान</td>
<td>i.c</td>
<td>Outstanding in Fuel Adjustment Account</td>
</tr>
<tr>
<td>i.d</td>
<td>वाक्य-ज्ञान</td>
<td>i.d</td>
<td>Outstanding Purchase of Fuel</td>
</tr>
<tr>
<td>i.e</td>
<td>वाक्य-ज्ञान</td>
<td>i.e</td>
<td>Outstanding Sales of Fuel</td>
</tr>
<tr>
<td>i.f</td>
<td>कृति के दौरान कृति क्रेडिट (i.a to i.e)</td>
<td>II</td>
<td>Total Closing Balance (for Fuel) (i.a to i.e)</td>
</tr>
<tr>
<td>1</td>
<td>कृति के दौरान</td>
<td>III</td>
<td>Grand Total</td>
</tr>
<tr>
<td>2</td>
<td>कृति के दौरान</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>कृति के दौरान</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>कृति के दौरान</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>कृति के दौरान</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Particulars</td>
<td>वैश्लेषिक</td>
<td>मूल्यांकन</td>
<td>बजट अनुमान</td>
</tr>
<tr>
<td>-------------</td>
<td>------------</td>
<td>-----------</td>
<td>-------------</td>
</tr>
<tr>
<td>A - वर्ष के शुरू में स्थायी</td>
<td>A - Balance at commencement of the year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.1 तिमाही उत्पादन</td>
<td>A1 - Manufacture Suspense Balance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. चालू विनियम कार्य</td>
<td>i Works-in-progress</td>
<td>309.65,02</td>
<td>389.77,46</td>
</tr>
<tr>
<td>ii. कमान के साथ कभी और राशि</td>
<td>ii Amounts outstanding for realisation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. स्नातकों के लिए शिक्षण (टीचर्सचर्ज इत्यादि)</td>
<td>ii.a Workshop scrap (tumings/borings etc.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.b कार्य के अभिरति</td>
<td>ii.b Other than Scrap</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.c संयुक्त के साथ कभी और राशि (2.a+2.b)</td>
<td>ii.c Total amounts outstanding for realisation (ii.a+ii.b)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii. विनियम कार्य के लिए जाहीर होने वाले क्षेत्र या दान</td>
<td>iii Bills/Debits to be raised for works</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv. अन्य - कारखाना निर्माण उपयोग के अन्य (i + ii + iii + iv)</td>
<td>iv Total WMS Opening Balance (i + ii + iii + iv)</td>
<td>309.65,02</td>
<td>389.77,46</td>
</tr>
<tr>
<td>B - वर्ष के दौरान संबंधी</td>
<td>B - Debits during the year</td>
<td>36.50,00</td>
<td>36.50,00</td>
</tr>
<tr>
<td>i. ग्रामीण (कृषि के ग्रामीण जीवन की कला)</td>
<td>iWages (Payment of shop labour etc.)</td>
<td>123.11,21</td>
<td>101.71,50</td>
</tr>
<tr>
<td>ii. मालिक</td>
<td>ii Material</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii. a. मंत्रालय उपयोग से लागू</td>
<td>iii.a Material from Stores Suspense</td>
<td>1.59,70</td>
<td>6.92,00</td>
</tr>
<tr>
<td>3. संयुक्त के लिए विक्रय तक</td>
<td>iii.b Material by Direct purchase</td>
<td>121.98,07</td>
<td>29.50,00</td>
</tr>
<tr>
<td>iii. c. योगायोग से लागू</td>
<td>iii.c Material by Adjustments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>अन्य - संयुक्त (ii.a+ii.b+ii.c)</td>
<td>iii.d Total Material (ii.a+ii.b+ii.c)</td>
<td>122.98,77</td>
<td>36.42,00</td>
</tr>
<tr>
<td>vii. विद्युत प्रभाव</td>
<td>iv. Miscellaneous Expenses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vii. 1. अन्य प्रदान</td>
<td>iv.a Contracts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vii. 2. उपयोग</td>
<td>iv.b Energy Payments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vii. 3. उपयोग</td>
<td>iv.c Fuel used within workshop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>vii. 4. विभिन्न</td>
<td>iv.d Miscellaneous</td>
<td>51.88,60</td>
<td>17.41,50</td>
</tr>
<tr>
<td>vii. 5. ग्रामीण रिवाज (iv.a to iv.d)</td>
<td>iv.e Total Miscellaneous Expenses (iv.a to iv.d)</td>
<td>51.88,60</td>
<td>17.41,50</td>
</tr>
<tr>
<td>viii. विद्युत तथा</td>
<td>v. Charged expenditure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii. 1. उपयोग</td>
<td>v.a Charged expense towards Wages</td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii. 2. उपयोग</td>
<td>v.b Charged expense towards Other than Wages</td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii. 3. ग्रामीण उपयोग के लिए कुल (v.a + v.b)</td>
<td>v.c Total for Charged expenditure (v.a+v.b)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii. 4. कारखाना स्कूल (डिग्री/प्रोफेसर इत्यादि) मे शिक्षा के लिए</td>
<td>vi Workshop scrap (tumings/borings etc.) realisation: (debit)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>viii. 5. कुल (vii + viii)</td>
<td>vii Total (i + ii + iii + iv + v + vi)</td>
<td>297,98,58</td>
<td>155,55,00</td>
</tr>
<tr>
<td>C - ग्रामीण के लिए उत्पादन</td>
<td>C - Deduct for issues from WMS to services/works within the demand</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. उत्पादन कार्य</td>
<td>i Issues to Works</td>
<td>64.77,81</td>
<td>75.00,00</td>
</tr>
<tr>
<td>ii. उत्पादन</td>
<td>ii Issues to Stores Suspense</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. औद्योगिक कार्य</td>
<td>ii.a Scarp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.b उत्पादन के अभिरति</td>
<td>ii.b Other than Scarp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.c उत्पादन के अभिरति</td>
<td>ii.c Total for Issues to Stores Suspense (ii.a+ii.b)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii. जोड़ (i + ii + iii)</td>
<td>iii Total (i + ii + iii)</td>
<td>64.77,81</td>
<td>75.00,00</td>
</tr>
<tr>
<td>D - वर्ष के दौरान कुल विनियम (vii + viii + v + c)</td>
<td>D - Total Debits during year (vii + viii + v + c)</td>
<td>233.20,77</td>
<td>80.55,00</td>
</tr>
<tr>
<td>E - ग्रामीण रिवाज (कारखाना निर्माण उपयोग के प्रारंभिक वर्ष + वर्ष के दौरान संबंधी)</td>
<td>E - Grand Total (WMS Opening Balance + Debits during the year)</td>
<td>579.35,79</td>
<td>506,82,46</td>
</tr>
<tr>
<td>E.1 - लाभ प्रभाव</td>
<td>E.1 - Labour Suspense</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E.2 - विनियम उपयोग के अनुसार जोड़</td>
<td>E.2 - Total as per combined suspense</td>
<td>579.35,79</td>
<td>506,82,46</td>
</tr>
<tr>
<td>F - अन्य के अभिरति</td>
<td>F - Credits during the year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. निर्माण कार्य के लिए</td>
<td>i Issues to WMS</td>
<td>64.77,81</td>
<td>75.00,00</td>
</tr>
<tr>
<td>ii. कृषि उत्पादन - टेक्निक के लिए विनियम कार्य</td>
<td>ii Shops</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii.a कार्यालय</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>विवरण</td>
<td>अग्रणी</td>
<td>विवरण</td>
<td>अग्रणी</td>
</tr>
<tr>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>iv a. 2 अग्रणी कपड़े (जोवान - अतिरिक्त के अलावा)</td>
<td>iv a. Other RSP - Other than RSP</td>
<td>134,2038</td>
<td>35,41,96</td>
</tr>
<tr>
<td>iv b अग्रणी (कपड़े)</td>
<td>iv b RSP (Itemised)</td>
<td>126,78</td>
<td>2,48,97</td>
</tr>
<tr>
<td>vi गार्ड रेलवे प्रबंधन (कर्मचारी)</td>
<td>vi to RSP: Non-Railway Customers (NRCs)</td>
<td>4,43,17</td>
<td>7,36,19</td>
</tr>
<tr>
<td>vii अन्य (के लिए निधि के कारण)</td>
<td>vii work done for Others (other than Govt. Deptts &amp; Public)</td>
<td>153,98,33</td>
<td>82,04,15</td>
</tr>
<tr>
<td>viii वेतन</td>
<td>viii GENVAT Credits</td>
<td>134,2038</td>
<td>35,41,96</td>
</tr>
<tr>
<td>ix विविध-विविध परिक्रमाओं के वर्तमान</td>
<td>ix to Revenue: Miscellaneous / Special Repair &amp; Maintenance</td>
<td>389,77,46</td>
<td>389,08,31</td>
</tr>
<tr>
<td>x कृमि (I + II + III)</td>
<td>x Total (I + II + III) + iv.a+iv.b+vi.a+vi.b+vi.c)</td>
<td>217,86,14</td>
<td>157,04,15</td>
</tr>
<tr>
<td>G - मंगे के भीतर नियुक्तियाँ के प्रमाणदाता</td>
<td>G - Deduct for issues within the demand (F.I + F.IId)</td>
<td>64,77,81</td>
<td>75,00,00</td>
</tr>
<tr>
<td>H - मंगे के दौरान कृमि अटटेड (F.Ix - O)</td>
<td>H - Total Credits during the year (F.Ix - O)</td>
<td>153,98,33</td>
<td>82,04,15</td>
</tr>
<tr>
<td>I - मंगे के अंत में विभिन्न कपड़े के कारण</td>
<td>I - Manufacture Surplus Balance at close of the year</td>
<td>389,77,46</td>
<td>389,08,31</td>
</tr>
<tr>
<td>iii खुला कपड़े में नियुक्ति के लिए</td>
<td>iii Bills/Debts to be raised for works</td>
<td>426,27,46</td>
<td>424,78,31</td>
</tr>
<tr>
<td>iv कृमि (I + II + III)</td>
<td>iv Total WMS Closing Balance (I + II + III)</td>
<td>389,77,46</td>
<td>388,28,31</td>
</tr>
<tr>
<td>J - मंगे के अंत में हटाया उपचार</td>
<td>J - Development Surplus at close of the year</td>
<td>36,50,00</td>
<td>36,50,00</td>
</tr>
<tr>
<td>K - कृमि अटटेड (मंगे के दौरान कृमि जमा-इति हो)</td>
<td>K - Grand Total (Total Credits during the year + Closing Balance)</td>
<td>579,35,79</td>
<td>506,82,46</td>
</tr>
<tr>
<td>L - मंगे पर</td>
<td>L - Labour Surplus</td>
<td>80,12,44</td>
<td>-1,49,15</td>
</tr>
<tr>
<td>M - कृमि (मंगे के अंत में गिद्ध के कारण)</td>
<td>M - Total as per combined Suspense</td>
<td>579,35,79</td>
<td>506,82,46</td>
</tr>
<tr>
<td>N - कृमि (मंगे के अंत में गिद्ध के कारण)</td>
<td>N - Net Debit/Credit during year (D - I)</td>
<td>80,12,44</td>
<td>-1,49,15</td>
</tr>
<tr>
<td>O - अर्थसंबंध संबंधित (D)</td>
<td>O - Budget allotment required (D)</td>
<td>233,20,77</td>
<td>80,55,00</td>
</tr>
<tr>
<td>विवरण</td>
<td>वर्ष के पूर्व में रूपे</td>
<td>Debits during the year</td>
<td>Total Debits during the Year (a+b)</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>विवरण अधिनियम</td>
<td>Miscellaneous Advances</td>
<td>Balance at commencement of the year</td>
<td>44,20</td>
</tr>
<tr>
<td>(a) पंजीर उपचार से</td>
<td>(a) From Store Suspense</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>(b) भंडार उपचार से इत्यादि ऊँचाई से</td>
<td>(b) From Other than Store Suspense</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>नोट</td>
<td>Total</td>
<td>44,20</td>
<td>44,20</td>
</tr>
<tr>
<td>वर्ष के अन्त में अपेक्षित रक्षम</td>
<td>Anticipated Balance at close of the year</td>
<td>44,20</td>
<td>44,20</td>
</tr>
<tr>
<td>नोट</td>
<td>Total</td>
<td>44,20</td>
<td>44,20</td>
</tr>
<tr>
<td>वर्ष के दौरान नम्बर खाले या जमा खाले की मुद्दा रक्षम</td>
<td>Net Debit or Credit during the year</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>वजन के लिए अपेक्षित रक्षम</td>
<td>Budget allotment required</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

(Figures in thousand of Rupees) (As per this R.B. 2017)