1. o/c Please issue 3/2/10

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2008/M(W)/814/8 New Delhi, dated 05.02.2010

✓The Chief Mechanical Engineer

✓Financial Adviser and Chief Accounts Officer

Central Railway, Mumbai.
Eastern Railway, Kolkata.
Northern Railway, New Delhi.
N.C. Railway, Allahabad.
N.F. Railway, Guwahati.
N.W. Railway, Jaipur.
Southern Railway, Chennai.
S.C. Railway, Secunderabad.

Sub: Recovery of maintenance, interest, depreciation charges etc. of Defence rolling stock.

Ref: 1. Board's letter of even no. dated 14.5.08.
2. Board's letter No.2006/M(W)/645/2 dated 5.2.08.

1. Recently, there has been an instance wherein recovery of maintenance charges towards Defence stock in one of the Railways is pending for more than 10 years. Under the said circumstances, it is becoming increasingly difficult to recover charges as the period for which the recovery is being made is very long. This aspect has also been pointed out by Audit vide their checks which leads to Audit Para and C&AG's report. Previously also, instructions have been issued to Railways to ensure that timely recovery for maintenance of Defence rolling stock is made.

2. The maintenance charges are to be recovered towards the stock earmarked on your Railway in terms of provisions made in para 1460 to 1466 of Mechanical Code. Against these maintenance charges recovered, the cost of POH of these stock in Railway workshops would require to be accounted for as and when debits for the same are received by your Railway. Since maintenance bills are not being raised regularly, this might be leading to a situation that only the POH expenditure is being booked without the matching revenue from recovery of maintenance charges from Defence authorities being generated.

3. In terms of para 1466 of Mechanical Code, a proforma capital and revenue account is to be maintained for all such vehicles to see that the recoveries made from the department do not fall short of the actual expenditure incurred by the Railway.

9/2

4. Defence authorities also have raised their concern that the above 3 issues would be generating not only a heavy amount of arrears but also leading to inadequate actual expenditure each year. This situation, if allowed to continue, will lead to unnecessary complications as and when the correct bills are raised.

5. In terms of para 1460 of Mechanical Code, the maintenance charges were to be raised @ 4% per annum on the capital cost of the vehicle on the books or the present day cost of construction of a new similar vehicle, whichever is greater. Earlier, Railways had been adopting widely different methods for arriving at the present day cost of construction and this practice was objected to by Defence authorities also in number of cases. Accordingly, with concurrence of Finance, the policy for arriving at the present day cost of construction was issued vide Board's letter No.2005/M(N)/951/1 dated 12.4.07 and 14/17.12.07.

It is required that the compliance of the above instructions is ensured on your Railway so that the correct amount of maintenance charges is recovered from Defence.

In light of above, it is requested that the matter be looked into and urgent action be taken to resolve all the above issues on your Railway. Receipt of this letter may please be acknowledged and action taken on the subject along with status report may kindly be advised.

The matter may be treated as MOST URGENT.

V Kumar

(Vinod Kumar)
Jt.Dir.Mech.Engg.(P)I
Railway Board.

Copy to: EDFC/Railway Board for information and necessary action.

Reminder

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi, dated 6/6/08

No. 2008/M(W)/645/2
2006

The Chief Mechanical Engineer
Central Railway, Mumbai
Northern Railway, New Delhi
North Central Railway, Allahabad
Southern Railway, Chennai
Northeast Frontier Railway, Guwahati.

Sub: Maintenance of Saloons, Carriages and other vehicles reserved for /owned by Department/Ministries of Government of India and State Government.

Ref: Board's letter of even no. dated 05.02.2008

With reference to Board's letter, Railways were asked to follow the instructions contained in para 1466 of the Indian Railway Mechanical Code and furnish the position on the matter to this office.

Railways may please confirm that preparation of proforma capital and Revenue accounts of above subject is being maintained as per directive in para 1466 of Mechanical Code and send the status to this office.

(Ajay Nandan)
Dir. Mech. Engg.(P)I
Railway Board

O/C

5/6/08

6/6

SN24

भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
(रेलवे बोर्ड/RAILWAY BOARD)

No.2006/M(W)/645/2

New Delhi, dated 05.02.08

The Chief Mechanical Engineer
The Financial Adviser & Chief Accounts Officer
North Western Railway
JAIPUR.

Sub: Maintenance of Saloons, Carriages and other vehicles Reserved for/owned by Department/Ministries of Government of India and State Government.

Ref: 1. Para 5.2.6 of C&AG's Report No.6 of 2007(Rlys.): Provisional Para No.35 for the year 2005-06 pertaining to NWR.

2. Board's letter of even no. dated 4.12.06 (copy enclosed).

From para referred above after review by PDA/NW Rly., it had been brought out that in respect of Defence owned/reserved for military coaches, proforma capital and revenue account for all such Railway vehicles is not being maintained. Accordingly, instructions were issued vide Board's letter under reference that the instructions contained on the subject in para 1466 of Indian Railway Code for Mechanical Engineering Department be complied on each of the Railways.

While examining the Action Taken Note on the above para, it has again been brought out by the office of the C&AG of India that the proforma, capital and revenue account has still not been prepared in the workshop Accounts Office, Ajmer workshop.

It may please be confirmed immediately whether the instructions contained in para 1466 of the Mechanical Code are being followed on the Railway or not. A reply on the status of the above matter on your Railway may please be sent to Board immediately.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

DA: one page.

Copy to: CMEs and FA&CAOs/All Indian Railways (except NWR) for information and necessary action.

S/C

अनुपालन आदि करें
उप मु.अ.
6/2/08

भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
(रेलवे बोर्ड/RAILWAY BOARD)

New Delhi, dated 04.12.06

No.2006/M(W)/645/2

The Chief Mechanical Engineers
All Indian Railways.

Sub: Maintenance of Saloons, Carriages and other vehicles Reserved for/owned by Department/Ministries of Government of India and State Government.

Ref: Draft Para No.14/2005-06 of PDA/NW Rly./Jaipur (Prov. Para No.35 for the year 2005-06).

From draft para referred above of PDA/NW Rly., it has been brought out that in respect of Defence owned/reserved for military coaches, proforma capital and revenue account for all such Railway vehicles is not being maintained.

The matter may please be examined on your Railways and it be ensured that:

a. **Proforma capital and revenue account as prescribed by Para 1466 of Indian Railway Code for Mechanical Engineering is being maintained on your Railway in all cases where charges in terms of para 1462 are being realized from Defence, Postal, CONCOR, any other Ministry or Government department etc.**

b. **Expenditure incurred both by workshops on your Railway and open line depots on your Railway are promptly advised to base workshop for its inclusion in the proforma capital and revenue account.**

It is requested that a report on status in respect of above and action taken thereon is advised to Railway Board at the earliest.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

Copy to: FA&CAOs/All Indian Railways for information and necessary action.

S.N. 56

भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
(रेलवे बोर्ड/RAILWAY BOARD)

No.2004/M(W)/814/6/Pt./Def. Coaches New Delhi, dated 16.10.06

The Chief Mechanical Manager
Northern Railway
NEW DELHI.

Sub: Maintenance of Defence-owned coaches: Raising bills for Interest and maintenance charges.

Ref: N.Rly. letter No.116-M/68/3/Pt.I dated 10.10.06.

With reference to your above letter, kindly advise the concerned officer from your Railway to interact directly with Director(Ops. Plg.), ADG Movement, Army H.Qrs, New Delhi.

In connection with such pending bills, abnormality arising on account of present day cost of the wagons owned by Defence authorities has been pointed out by Defence in some of the other cases also. The issue that has been pointed out is that Railways are taking present day cost of wagons depending on their own assumptions which are not strictly in line with any codal provisions. It has been specified in Para 1460(W) that the charges would be on the capital cost of the vehicle on the books of the Railway or the present day cost of construction of a new similar vehicle, whichever is greater. Railways may therefore ensure that these provisions are followed while framing all bills for maintenance and interest charges.

It is not understood why the bills for 2005-06 are yet to be raised by your Railway. It may kindly be ensured that not only bills for 2005-06 but also for 2006-07 are raised immediately.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

Copy to: Chief Mechanical Engineers
CR, NCR, NFR, NWR, SR, SCR, WR, WCR for information and necessary action.

कृपया जारी करें

S.No. 164

S.No. 5.A

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2004/M(W)/814/6/Def.Coaches New Delhi, dated 04.09.06

The Chief Workshop Engineers
Central Railway, Mumbai.
Northern Railway, New Delhi.
N.W. Railway, Jaipur.
N.F. Railway, Guwahati.
Southern Railway, Chennai.
S.C. Railway, Secunderabad.

Sub: POH of Defence Coaches: Quality Control.

Ref: Board's letter of even number dated 9.5.05.

During various interactions, Ministry of Defence and Milrail have pointed out that there remain certain inadequacies in quality of POH, which need to be addressed.

It was decided that whenever a Defence coach is taken up in the final stage of POH, Defence authorities would be advised by workshops concerned to send their representatives to check the coach in final stage. The defects/inadequacies pointed out by the representatives should be attended to prior to dispatch. Accordingly, Army Headquarters have nominated concerned representatives to check the coach in final stage, whose list is enclosed.

CWMs concerned may be advised to ensure that liaison with nominated Defence authorities and inspection by them prior to dispatch of coach from workshop is ensured.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

DA: Copy of List.

Copy to: Director/Milrail, Railway Board Cell, Addl. Dte. Gen. of Movement, D-1 Wing, Sena Bhawan.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi, dt.12.12.00

...Managers (Mech.)
...ian Railways,

Sub: Maintenance of MILRAIL coaches

Ref: Board's letter of even no. dated 22.5.98

Board vide reference above had issued instructions to base 9 ML ACCW coaches owned by Defense at Ajmer Workshop for POH. It was also advised that POH charges may be raised in accordance with the provisions of Mechanical Code ...workshops). The Ministry of Defense are facing difficulty for arranging POH and day to ...maintenance of these coaches, many of which have become overdue, on account of ...raised by Railways about maintenance charges.

In order to remove the prevailing doubts, instructions for raising charging for maintenance of Defense owned coaches, based on the Mechanical Code , are reiterated below: -

i) The present maintenance charges for defense owned coaches of all types of including MLACCW are 4% of the capital cost or present day cost whichever is higher per annum. The charges are to be raised by the base POH workshop through the FA &CAO of the railway.

ii) Cost of any special modifications fitments or changes including special repairs which do not form a part of normal POH are to be charged extra on actuals. This provision covers the replacement/upkeep of special power generation system including controls and higher capacity batteries fitted on ML ACCW type coaches as additional equipment.

iii) Annual 4% Charges cover complete routine maintenance of coaches in both open line as well as workshops to be provided in accordance with the laid down norms on Indian Railways.

The above instructions may be followed and it should be ensured that no Milrail ...runs overdue or without adequate maintenance, the responsibility for which rests ...with the railway.

12.12.00

(Ravinder Gupta)
Director, Mech.Engg(Chg)
Railway Board

Copy to:-
(i) General Managers (Elec.), All Indian Railways
(ii) General Manager (Optg.), All Indian Railways
(iii) MILRAIL/Railway Board Cell, Sena Bhawan, New Delhi.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

No.2003/M(N)/95/1/74 New Delhi, dated 05.06.03

The Addl. Dte. General of Movement
Quarter Master General's Branch
Army Headquarters
Sena Bhawan
New Delhi.

(Attn: Shri Mahaveer Singh, Dy.Director/Rail Movement)

Sub: Maintenance charges of goods stock.

Ref: Your letter No.B/10111/III/MR/NWR dated 24.4.03.

000

The subject of payment of maintenance charges by the Ministry of Defence to Railways is brought out in your letter under reference has been examined. Para 1460 of Indian Railway Code for Mechanical Department states that the Department/Ministry of State Government will pay charges for each vehicle annually, which inter alia include all round charge of 4% per annum on capital cost of vehicle on the books of the Railways or present day cost of new vehicle, whichever is greater to cover the charges for maintenance and repair.

From the contents of the letter, it is clear that 4% charge for maintenance is a lump sum charge which includes amongst other things, cost of examination and open line repairs to the stock, cost of replacement of the material on the stock, cost of POH and major out of course repairs like bogie corrosion repairs which are not covered under POH. The cost has been worked out on this basis. There are occasions when major inputs like corrosion repair have to be given to the coach to keep it fit for use. The Code does not at any place link the payment to actual repair schedules including POH, which is automatically taken care of through various provisions under IRCA Rules, which do not permit overdue running of any Railway stock beyond prescribed limits. In view of this, the contention of Defence authorities that payment of maintenance charges shall be subject to actual POH being carried out is not sustainable based on the provisions in the Mechanical Code.

(S.K. Yagnik)
Director Mech.Engg.(P)
Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAY
(RAILWAY BOARD)

No. 99/M(C)/141/26 New Delhi, dt. 24.8.99

The Chief Mechanical Engineers,
All Indian Railways W. Rly, Bombay

The Director Stds (Carriage)
RDSO, Lucknow

The Director,
CAMTECH, Gwalior

SUB: POH PERIODICITY OF MILITARY COACHES

A doubt has been raised by S.C.Railway regarding POH periodicity to be followed for military owned coaches. It is clarified that military owned stock, irrespective of the make, have been categorized as OCVs as only the coaches with paying passenger capacity are classified as PCVs. The following POH periodicity may be followed for military owned coaches

TYPE	POH PERIODICITY
1. MS, MFC, MSLR, MILITARY OWNED GS AND GSCNs	18 months which is at par with PCVs of other than M/E trains
2. Other types of Military owned Coaches	24 months which is at par with OCVs of other than M/E trains

The workshops may paint the return dates on Mirail coaches in accordance with the above instructions with immediate effect.

(RAVINDER GUPTA)
Director Mech Engg (Coaching)
Railway Board

28 OCT 1999 MUMBAI

भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
(रेलवे बोर्ड/RAILWAY BOARD)

No.2008/M(W)/814/8 New Delhi, dated 09.06.08

The Dte. General of Operational Logistics
Addl. Dte. General Movement/Mov (Plg)
General Staff Branch
Integrated H.Qrs. of MoD (Army)
PIN – 900256 C/o 56 APO.

(Attn: Lt. Col. R. Raghav, GSO-1(Ops & Plg))

Sub: Outsourcing of POH of Defence-owned rolling stock.

Ref: Your letter No.12517/POH/ADG Mov(Plg) dt.21.5.08.

So far as POH and maintenance of rolling stock under operation on the Railways is concerned, outsourcing of POH and day-to-day maintenance does not have any precedence and as such queries asked for vide para (b), (c) and (d) in your above referred letter do not arise.

As far as outsourcing of POH is concerned, a limited provision to outsource the maintenance activity (excluding POH), particularly train examination of freight stock owned by licensed operators to a limited extent has been in the policy framework. This train examination also is subject to final certification by Railway's authorized staff in the field.

The details about need, rationale and Defence Ministry's action plan to outsource the maintenance and POH activities may please be advised in order to give any further information on the subject.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

RAILWAY-WISE OWNERSHIP OF DEFENCE WAGONS

S.N.	RAILWAY	MBFU	MBWT	BWTB	DBKM/ BOM	BFAT	BRS	TOTAL
1	CR	28	541	168	671	211		1619
2	ER	3						3
3	NCR						R-24+ D-31 =55	55
3	NR	18	368		421		R-3+ D-30 =33	840
4	NWR			168				168
5	SCR		25		50			75
6	SR				198			198
	G.TOTAL	**49**	**934**	**336**	**1340**	**211**	**88**	**2958**

भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
(रेलवे बोर्ड/RAILWAY BOARD)

No.2008/M(W)/814/8 New Delhi, dated 14.05.08

The Chief Mechanical Engineer

Financial Adviser and Chief Accounts Officer
North Western Railway
JAIPUR.

Sub: Recovery of maintenance, interest, depreciation charges etc. of Defence rolling stock.

Ref: Milrail letter No.18108/III/ADG(Mov)/Milrail dated 17.4.08.

1. Defence authorities have recently raised the issue of recovery of maintenance charges towards defence stock from various Railways. As per the information available with Railway Board, the following different types of rolling stock are earmarked on your Railway against which maintenance charges are to be recovered from defence authorities. From the information provided by defence authorities, it appears that this is not being done.

Wagons

Type	Numbers
BWTB	168

Coaches

Type	Numbers	Type	Numbers
ML New	6	MGSCNY	20
SLR	6	ACCN	5
ACCW	3	Total	40

2. The maintenance charges are to be recovered towards the stock earmarked on your Railway in terms of provisions made in para 1460 to 1466 of Mechanical Code. Against these maintenance charges recovered, the cost of POH of these stock in Railway workshops would require to be accounted for as and when debits for the same are received by your Railway. Since maintenance bills are not being raised regularly, this might be leading to a situation that only the POH expenditure is being booked without the matching

revenue from recovery of maintenance charges from Defence authorities being generated.

3. In terms of para 1466 of Mechanical Code, a proforma capital and revenue account is to be maintained for all such vehicles to see that the recoveries made from the department do not fall short of the actual expenditure incurred by the Railway.

This aspect was checked by Audit in the case of NW Rly. and it was seen that this account was not being made on the Railway and it led to Audit Para No.5.2.6 of C&AG's report no.6 of 2007. Accordingly, instructions were issued vide Board's letter No.2006/M(W)/645/2 dated 5.2.08 to all CMEs and FA&CAOs to ensure that provisions of 1466 are being followed. A report on the status on this issue is yet to be received from your Railway.

4. Defence authorities also have raised their concern that the above 3 issues would be generating not only a heavy amount of arrears but also leading to inadequate actual expenditure each year. This situation, if allowed to continue, will lead to unnecessary complications as and when the correct bills are raised.

5. In terms of para 1460 of Mechanical Code, the maintenance charges were to be raised @ 4% per annum on the capital cost of the vehicle on the books or the present day cost of construction of a new similar vehicle, whichever is greater. Earlier, Railways had been adopting widely different methods for arriving at the present day cost of construction and this practice was objected to by Defence authorities also in number of cases. Accordingly, with concurrence of Finance, the policy for arriving at the present day cost of construction was issued vide Board's letter No.2005/M(N)/951/1 dated 12.4.07 and 14/17.12.07.

It would be required that compliance of the above two instructions be ensured on your Railway so that the correct amount of maintenance charges are recovered from Defence authorities.

In light of above, it is requested that the matter be looked into and urgent action be taken to resolve all the above issues on your Railway. Receipt of this letter may please be acknowledged and action taken on the subject along with status report may kindly be advised.

The matter may be treated as MOST URGENT.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

Copy to: EDFC/Railway Board for information and necessary action.

Summary of Railway-wise Holding of DEFENCE Coaches

		CR	NCR	NFR	NR	NWR	SCR	SR	Total
	Present								
RA	Revised	0	0	0	3				3
	Present								
ML	Revised	2	7		6				15
ML	Present								
(New)	Revised	0		2		6	4	2	14
	Present								
MF	Revised	12							12
GSCN	Present								
Y	Revised	15	60	10	12	20	15	15	147
	Present								
SCNY	Revised	0	0						0
	Present								
SLR	Revised	2	4	2	4	6	1	1	20
GS	Present								
GSCN	Revised	23			27				50
LACC	Present								
W	Revised	4	5		0				9
	Present								
CCN	Revised	0	0	2	5	5			12
CCN	Present								
IEW	Revised	5	10	1			5		21
	Present								
CW	Revised	0	0		1	3			4
CW	Present								
EW	Revised	0	5	2	2		2		11
	Present								
TAL	**Revised**	**63**	**91**	**19**	**60**	**40**	**27**	**18**	**318**

भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
(रेलवे बोर्ड/RAILWAY BOARD)

No.2007/M(N)/951/4 New Delhi, dated 14.12.07
17

The Chief Mechanical Engineers
The Financial Adviser &Chief Accounts Officers
All Indian Railways.

Sub: Maintenance charges of rolling stock (coaches, wagons etc.) owned by other Government departments like M/o Defence.

Ref: 1. Board's letter No.2005/M(N)/951/1 dated 12.4.07.

2. Addl.Dte.General/Movement, M/o Defence letter No. B/18113/III/ADG(Mov.)/Mlrail dated 6.11.07.

Vide Board's letter at ref.(1), Railways were advised to work out the maintenance charges and interest & depreciation charges based on the latest available cost of similar stock. For situations when such latest available cost were not current, Railways were advised to calculate the present day cost based on existing codal provisions.

Subsequently, Defence authorities have reported that the calculation of present day cost of stock which has not been procured in the current financial year is not being done on Railways using a uniform criteria.

It is clarified that in case of rolling stock owned by other Govt. departments and Ministries, the following procedure may be adopted:

"For assessing maintenance charges of an item of rolling stock, whose manufacturing has been discontinued in the past, Zonal Railways should work out the current capital cost of the rolling stock on the basis of average inflation rate as per RBI index (Reserve Bank of India Index Nos. for wholesale prices in India: All Commodities) after obtaining the last manufacturing cost."

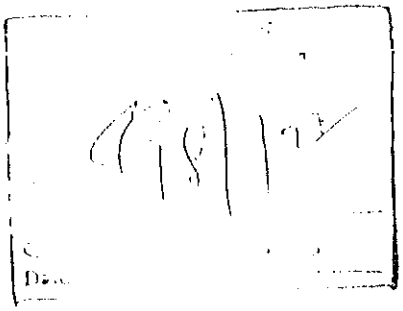
Railways may take necessary action accordingly for all future bills to be raised. These clarifications shall also be applicable on any previous bills/ outstanding which are pending on account of objections/disputes raised by concerned other Govt. departments/Ministries on the above grounds.

This issues with the concurrence of Finance Dte. of Ministry of Railways.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

Copy to: 1. Director of Audit, All Indian Railways.
2. EDFC, Railway Board.

For Financial Commissioner
Railways.



भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
(रेल बोर्ड/RAILWAY BOARD)

No. 2005/M(N)/951/1

New Delhi, dated 12..04.07

The Chief Mechanical Engineers
The Financial Advisor & Chief Accounts Officers.
All Indian Railways.

Sub: Raising of debits on account of interest, depreciation, repair and maintenance charges on Departments/Ministries of Government of India and State Governments.

Ref: 1. N.Rly. letter No.2005-06/IIO/WC/MILRAIL dated 12.3.07 addressed to Director Planning/Army H.Qrs.
2 MILRAIL Note No 12517/Bill/ADG Mov(Plg) dated 12.3.07.

The above issue has been examined at Board and the following clarification is issued to all Railways:

1. Interest charges @ 4 ½% per annum are chargeable on the Capital cost of the vehicle on the books of Railway (Para 1460-i).
2. Depreciation charges @ 1% per annum are chargeable on the capital cost of the vehicle on the books of Railway (Para 1460-ii).
3. All round charge to cover repair and maintenance @ 4% per anum on capital cost on the books or the present day cost of construction of a similar vehicle is to be charged (Para 1460-iii) whichever is higher.
4. It is further clarified that the present day cost of construction shall be taken to be the actual cost of procurement based on the purchase order, if available. In case such costs of procurement are not available, Railways may devise suitable method to calculate theoretical present day cost of procurement on the basis of existing codal provisions.

Railways may take necessary action accordingly for all future bills to be raised. These clarifications shall also be applicable on any previous bills/ outstanding which are pending on account of objections/disputes on above grounds.

This issues with the concurrence of Finance Dte of Ministry of Railways.

(Ajay Nandan)
Dir Mech Engg (P)I
Railway Board

For Financial Commissioner
Railways

13/4/07

Copy to: 1. Director of Audit, All Indian Railways
2. EDFC, Railway Board.

SN-285

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi, dated 29.07.10

010/M(N)/951/1

The Jt.Director(Rail Movement)
Milrail/Railway Board Cell
Addl.Dte. General of Movement
Integrated HQ of MOD(Army)
GS Branch, R.No.514B, D-1 Wing
Sena Bhawan, New Delhi-110011.

Sub: Policy on payment of maintenance bills for Defence-owned stock.

Ref: Milrail letter No.B/18108/III/MR/ADG Mov. Dated 14.06.2010.

As has been mentioned in your letter under reference, the maintenance bills for defence stock are being submitted by Railways as per the existing policy guidelines. The bills are submitted by nominated workshops as per the list of wagons allotted. The POH and other details of these stocks are also mentioned in the bills. It has been mentioned that some of the zonal Railways are not following the practice of countersigning of bills by Defence representatives.

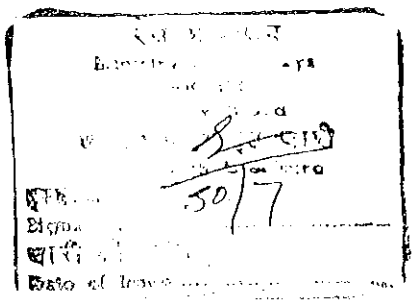
Before giving further guidelines to the Railways, some of the issues need deliberations and clarifications:

i. The POH of wagons is undertaken in the nearest workshop but the bill is raised by the nominated workshop. Since you have nominated workshop-wise representatives for countersigning of bills, the person who will be responsible for countersigning the bills in this case should be clearly defined.

ii. The objectives which will be met by countersigning of bill should be well known beforehand.

(Vinod Kumar)
Jt.Dir.Mech.Engg.(P)I
Railway Board.

Pl.issue
29-7-10



GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2010/M(N)/951/1

New Delhi, dated 28.09.10

The Jt.Director(Rail Movement)
Milrail/Railway Board Cell
Addl. Dte. General of Movement
Integrated HQ of MOD(Army)
G Branch, R.No.514B, D-1 Wing
Sena Bhawan, New Delhi-110011.

Sub: Policy on payment of maintenance bills for Defence-owned stock.

Ref: Milrail letter No.B/18108/III/MR/ADG Mov. dated 26.08.2010.

It has been suggested in your letter that following procedure may be followed for obtaining verification of POH at field level from Defence representatives.

a. In case the stock undergoes POH at its nominated workshop, then the countersignature of the nominated defence representative may be obtained on the bills raised by the workshop in the normal manner.

b. In case the stock undergoes POH at a workshop other than its nominated workshop, the POH workshop shall obtain verification of the local defence representative nominated for that workshop on list of such stocks, which may thereafter be sent to respective nominated workshops. The nominated workshops should attach these lists received from various POH workshops when they raise maintenance bills with this Directorate.

However, before finalizing the guidelines for Railways, a few more issues need discussion:

a. The POH periodicity of Defence stock is predefined and is not on an annual basis. However, as per Mechanical Code, para 1460(1), the interest charges, depreciation charges and the maintenance charges are required to be paid by Defence for each vehicle on the books of the Railway on an annual basis to the Railways.

b. Since it is possible that the stock undergoes POH at a workshop other than its nominated workshop and as per your letter, that workshop will obtain verification of local Defence representative, it should not result into a situation that the bill raised on an annual basis by the nominated workshop of that stock is delayed/not cleared for want of verification at field level.

In nutshell, it is mentioned that the passing of bill on an annual basis should not be dependent/subject to verification of POH(which in any case would be after a gap of designated POH periodicity) . You may kindly confirm this before further action is initiated at this end.

(Vinod Kumar)
Jt.Dir.Mech.Engg.(P)I
Railway Board.

Pl. issue
29/9/10

30/09/10

SNo-28

Tele : 2301 8335(MTNL)
43730 (Rly)

Government of India
MILRAIL/RAILWAY BOARD CELL
Addl Dte General of Movement
Integrated HQ of MOD (Army)
GS BRANCH, R. NO. 514B, D-I, WI
Sena Bhavan, New Delhi-110 011

No.B/18108/III/MR/ADG Mov

26 Aug 2010

Jt Dir Mech Engg (P)-I
Railway Board
Rail Bhawan
New Delhi -110001

POLICY ON PAYMENT OF MAINTENANCE CHARGES BILLS FOR DEFENCE OWNED STOCK

1. Reference your letter No. 2010/M(N)/951/1 dated 29 Jul 10. (A)

2. Enclosed herewith please find a copy of ADG Mov (Plg) letter No. 12517/A/ADG Mo (Plg) dated 17 Aug 2010 for your further necessary action.

(Hiresh Mina)
Jt. Director (Rail Movement

Encl.: As stated

Pl. link (A) & put up
21/9/10

Put up on file.
20/9/10

Submission Pl.
20/9

2863
20/9/10

SW - 282

Tele Mil : 35268

17 Aug 10

12517/A/ADG Mov (Plg)

ADDL DTE GEN MOV (OPS & PLG)

POLICY ON PAYMENT OF MAINT BILLS FOR DEF OWNED STOCKS

1. Please refer your Note No 19108/III/ADG Mov/Milrail dt 06 Aug 2010.

2. Mov (Ops & Plg) Sec has already forwarded a list of the Defence representatives who will be responsible for countersigning the bills raised by eight workshops, vide our letter No 12517/A/ ADG Mov (Plg) dated 07 Jun 2010.

3. Since a defence owned stock may be overhauled at one of these eight workshops, the following procedure may be followed for obtaining verification of defence representatives :-

(a) In case the stock undergoes POH at its nominated workshop, then the countersignature of the nominated defence representative may be obtained on the bills raised by the workshop in the normal manner.

(b) In case the stock undergoes POH at a workshop other than its nominated workshop, the POH workshop shall obtain verification of the local defence representative nominated for that workshop on list of such stocks, which may thereafter be sent to respective nominated workshops. The nominated workshops should attach these lists received from various POH workshops when they raise maintenance bills with this Directorate.

4. It is reiterated that the purpose and objective of implementating this system is to ensure verification of POH at field level itself so that clearance of bills is speeded up at the Directorate level.

(A Mookherji)
Lt Col
GSO 1 (Ops & Plg)

Milrail

S.No.M9

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

89/M(N)/951/41. New Delhi, dt. 25-1-94.

27

The General Managers (N),
All Indian Railways.

Sub:- Maintenance charges of special type of Tank wagons.

Certain queries had been raised by Western Railway on policy regarding maintenance charges to be levied for special type of privately/jointly owned Tank wagons circulated vide letter No.81/TT-II/81/P dated 20.4.93. Following clarifications are furnished:-

1. Instructions issued vide Board's letter no.81/TT-II/81/P dated 20.4.93 have the concurrence of Finance Dte. of Board's office.

2. The instructions issued are effective from 1988.

3. Current capital cost of wagons whose manufacture has been discontinued in the past may be worked out by obtaining the last manufacture cost from the manufacturer and update the same @ 10% per annum to account for the annual inflation.

(A.K. VERMA)
Director Mech.
Railway Board.

N.P. This disposes Western Railway's letter NO. E(N)72/40/30 dated 28.5.93. The information regarding Para 4 of the letter is still awaited.

Give a copy to JDTT (PDL)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.81/TT-II/81/P

New Delhi, dt.20/4/93.

The General Managers
All Indian Railways.

Sub: Special type Tank Wagons - Execution of agreement by Railways with wagon owners - Policy thereof.

Ref: i) This office letter No.81/TT-II/81/P dt.3/12/90 from ED(M&S) to General Managers, All Indian Railways.

ii) Letter No.84/M(N)/951/41 dt.12/8/88 from EDME(W).Railway Board.

.....

Please refer to Railway Board's letter mentioned above vide which draft clauses for execution of agreements by Railway with Private owners of special type tank wagons were communicated.

Board, in line with the policy regarding maintenance of special type of privately owned tank wagons, have decided that:

(i) Wherever Rly. is maintaining only the underframe portion, a charge of 5% per annum on the capital cost of underframe will be levied.

(ii) Wherever Rly. is maintaining underframe as well as barrel, a charge of 5% per annum on the capital cost of wagon will be levied.

Government of India
Ministry of Railways
(Railway Board)

No. 84/M(N)/951/41. New Delhi, 12/8/1988.

The General Managers/Mech,
All Indian Railways.

Sub: Maintenance of privately owned/ jointly owned special type tank wagons;

Ref: i) Board's letter No.81/TT-II/ 81/P dated 20.8.1983;

ii) Board's letter No. 84/M(N)/ 951/41 dated 7.6.1984.

x-x-x

Keeping in view the development of expensive dedicated facilities and expertise for maintenance of a small number of privately/jointly owned special type of tank wagons, the instructions contained in Board's letters quoted above have been reviewed by the Board in its meeting held on 24.5.1988.

Board have now decided that POH of barrels of privately/jointly owned special type of tank wagons shall be done by the owning Company and not by Railways. These instructions do not apply for LPG tank wagons for which the existing instructions stand for the time being.

Railways may please keep this in mind while deciding upon the requirement of facilities being/to be developed for maintenance of privately/jointly owned special type tank wagons.

(VIJAY KANWAR),
Exec.Director Mech.Engg/W,
Railway Board.

Copy to: 1. Director Stds/W, RDSO, Lucknow;
2. General Secretary/IRCA, New Delhi;
3. TT-II Branch for information and necessary action.

Extracts taken from F.No 89/M(W)/951/41

In view of the revised instructions regarding maintenance charges for special type tank wagons at S.No.182, W.Railway has desired following clarifications vide S.No.187:

i) The date from which these instructions are to be effected.

ii) The current capital cost of tank wagons whose manufacture has been dis-continued since long.

During 1988 instructions were issued that Railway will be maintaining the underframe portion only of special type tank wagons except in case of LPG tank wagons where statusquo will be maintained. However, the cost of maintenancewas stipulated as 5% of the cost of wagon. With a view of rectify this anomaly revised instructions at S.No.182 were issued stipulating that maintenance charges will be 5% of the cost of underframe where Railway is maintaining only the underframe portion Hence revised instructions issued at S.No.182 should be made effective from 1988.

Railway has desired to know the cost of wagons whose manufacture has been dis-continued in the past. The current cost of such wagons can perhaps, be arrived at by obtaining the last manufacture cost from the manufacturers and update the same @ 10% per year to account for the annual inflation.

In view of the above, finance is requested to vet the following:

a) Instructions issued at S.No.182 to be made effective from 1988.

b) To up-date the last manufacture cost @ 10% per yr. to arrive at the current cost of wagons whose manufacture has been dis-continued in the past.

(A.K.VERMA)
D.M.E.
17.12.1993.

X F/A

16

SWD-S

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.79-TT(I)/20/1(2) New Delhi, dated 18.1.1982

To

M/s Bharat Heavy Electricals Ltd.,
Bhopal.

M/s Transformers and Electricals Kerala Ltd.,
Angamally South, Angammally District,
Kerala.

M/s Crompton Greaves Private Ltd.,
Dhandup,
Bombay - 400 078.

Sub: Terms and conditions for owning and movement of 90 tonne well wagons - privately owned well-wagons.

Please refer to this office letter of even number dated 15.12.80. The following will be the terms and conditions for owning and movement of 90 tonne well-wagons.

Freight & other charges.

i) When the well-wagon is required to be hauled as a special train under the rules, Freight and other charges leviable would be governed by Rule 199-A of IRCA Goods Tariff No.36 Part I Volume I as amended from time to time.

ii) When the well-wagon is required to be hauled by ordinary goods train under the rules - Freight charges for the loaded journey will be levied at the normal tariff rate for wagon load movement as in force from time to time on the carrying capacity of the well-wagon. In addition, ODCs charges at the normal tariff rate as in force from time to time will be leviable if the consignment is an over-dimensional consignment. Whenever the well-wagon returns empty from the unloading point to the original loading point for loading, no empty haulage will be levied. For any other empty haulage involved, such as for maintenance or POH or for any other reason, empty haulage charges will be levied at the prescribed tariff rates as for wagons moving on their own wheels.

...2/-

Demurrage

iii) Normally no demurrage charge will be levied when the detention to wagons takes place in the party's own premises. If the well-wagons are, however, stabled in Railway premises at the request of the party, stabling charges, as fixed by the Railway Administration, will be recoverable from the party.

Siding Charges

iv) Siding charges will be leviable in addition to freight charges if traffic is booked to or from a siding.

Maintenance

v) The well-wagons will be maintained and periodically overhauled by the Railway Administration and the charges as fixed by the railways from time to time should be borne by the party.

vi) The well-wagons will not be available for carriage of traffic during the periods they are under maintenance or POH.

vii) Any addition/alteration/modification to be made to wagons or their sub-systems and assemblies/sub-assemblies/components should have Railway Ministry's prior approval.

viii) The Railway Administration will not guarantee the transit time and no claim for compensation for delay in movement or for detention to these well-wagons in Railway premises/yards will be tenable or entertained.

Operating Restrictions

ix) The traffic moved in these well-wagons will be subject to operating restrictions in force from time to time.

x) No claim for compensation for loss etc due to defects will be entertained by the Railway Administration.

Liability of Railway Administration

xi) The party shall, however, undertake to compensate the Railway for any loss, damage or destruction caused to Railway property and indemnify the Railway against all claim for loss, damage or destruction to other property or loss of life or injury to any person due to accident or any other cause arising out of manufacturing defects in the well-wagons or due to any misconduct or negligence on the part of the party such as over loading/unproper running of load, etc.

...3/-

xii) The party shall not overload the well-wagons beyond their marked carrying capacity. If any excess loading is detected, subsequently, at the starting station or enroute, the Railway Administration reserves the right to have the excess weight unloaded by the party besides recovering the charges therefor at prescribed tariff rates.

Transhipment

xiii) The transhipment of the contents of the well-wagons which are declared sick enroute will be arranged by the party. If the Railways are required to do the transhipment, it shall be done at the party's risk and on the levy of charges fixed for doing similar transhipment for the well-wagons privately owned.

Hire to other private parties

xiv) The party shall not hire the well-wagons to any other party without the express approval of the Railway Administration.

Right of Purchase

xv) In the event of the party deciding to discontinue the use of these well-wagons, the Railway Administration will have the first right to purchase the well-wagons at mutually negotiated rates.

xvi) Every demand for movement of a consignment on this type of wagon, privately owned, will be registered at the station concerned as per Railway wagons and the Railway Board's permission sought for movement to any particular destination.

xvii) These wagons will not be utilised on the open lines of Indian Railways for movement of any consignment in case railways are able to supply their own wagons for this purpose within a period of two months from the date of requirement.

xviii) If any further wagons of this type have to be procured, Railway Ministry's prior approval should be obtained.

Please acknowledge receipt of this letter.

Yours faithfully,

(Mathew John)
Joint Director, Traffic Trans.,
Railway Board.

.../-

No.79-TI(1)/20/1(2) New Delhi, dated 10.1.1982

Copy to:-

1) M/s Bharat Heavy Electricals Ltd., (Shri S.P.Nanda, Manager, PSC), New Delhi House, New Delhi-110 001.

2) M/s Crompton Greaves Ltd., 11 Vandana Building Tolstoy Marg, New Delhi.

3) Copy to General Manager, all Indian Railways, for information. The movement over Indian Railways will take place on receipt of programme from the Ministry of Railways in each individual case, each time.

(Mathew John)
Joint Director, Traffic Trans.,
Railway Board.

& M(N)

Copy to TC(R) & F(S)III/Branches of Board's office.

10/16.1.82

GENERAL TERMS AND CONDITIONS COVERING THE MOVEMENT OF "RESTRICTED" TYPE OF TANKWAGONS UNDER PRIVATE OWNERSHIP

1. Tank wagons will be got constructed by the party according to the specifications/diagrams and drawings of the R.D.S.O. and the party shall have the tankwagons inspected by R.D.S.O. before commissioning them, on payment of the stipulated charges for the specifications, drawings, diagrams and inspection by R.D.S.O.

1.1 The party shall not transfer the approved drawings to any other party and shall ensure that these drawings are not used by any other party.

2. Freight charges for the loaded journey will be levied at the normal tariff rate for wagon load movement as in force from time to time on the carrying capacity of the tank wagon.

3. A rebate in the normal tariff rate for transport of liquid ammonia will be allowed on the freight earned subject to the condition that the traffic moves in block rakes and subject to adjustment after verification of actual cost of the tank wagons. The quantum of rebate will be decided and notified by the Railway for each stream of traffic.

4. Whenever the tankwagons return empty from the unloading points to the loading points for loading, no empty haulage charge will be levied. For any other empty haulage involved such as for maintenance or POH or for any other reason, empty haulage charges will be payable by the party at the prescribed tariff rates as for wagons moving on their own wheels.

5. Normally no demurrage charge will be levied when the detention to wagonstakes place in the party's own premises. If the tankwagons are, however, stabled in Railway premises at the request of the party, stabling charges, as fixed by the Railway Administration, will be recoverable from the party.

..../2.

Siding Charges

6. No rebate willbe permissible on siding charges oading which will be recoverable as per normal tariff rules.

Maintenance

7. The tankwagons willbe maintained and periodical overhauled by the Railway Administration. A charge of 5% per annum on the capital cost of the present-day co of construction, whichever is greater, of the tankwago will be levied for this purpose. This rate will hold good for a period of 3 years after which the position shipment will be revieewed and this charge adjusted in the light of actual cost of repairs and maintenance. The Ist r eview will, however, be done in September, 197 .

Availability of tankwagons

8. The tankwagonswill not be available for carriag of traffic during the periods they are under maintenan of PCH. of tan ns.

Transit time not guaranteed

9. The Railway Administration will not guarantee t transit time and no claim for compensation for delay in movement or for detention to these tankwagons in Railwa t of premises/yards will be tenable or entertained. hase

Operating restrictions

10. The traffic moved in these tankwagons will be subject to operating restrictions in force from time to time.

Compensation for loss in contents.

11. No claim for compensation for loss due to leakag etc. due to defective barrel will be entertained by the Railway Administration.

Liability of party & Railway Administration for loss or damage to tankwagons and contents

12. The party shall, however, undertake to compensat the Railway for any loss, damage or destruction caused to Railway property and indemnify the Railway against al claim for loss, damage or destruction to other property or loss of life or injury to any person due to explosion accident or any other causes arising out of any latent defect in the tankwagons or due to any misconduct or negligence on the part of the party such as overloading,

...../3.

13. The party shall not overload the tankwagons beyond their marked carrying capacity. If any excess loading is detected, subsequently, at the starting station or enroute, the Railway Administration reserves the right to have the excess weight unloaded by the party besides recovering the charges therefor at prescribed tariff rates.

14. The transhipment of the contentsof the tankwagons which are declared sick enroute will be arranged by the party. If the Railways are required to do the transhipment, it shall be done at the party's risk and on the levy of charges fixed for doing similar transhipment for the tankwagons of "the oil companies".

15. The party shall not hire the tankwagons to any other party without the express approval of the Railway Administration.

16. In the event of the Party deciding to discontinue the use of these tankwagons, the Railway Administration will have the first right to purchase the tankwagons at mutually negotiated rates.

.....

S.W. 56

भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
(रेलवे बोर्ड/RAILWAY BOARD)

No.2004/M(W)/814/6/Pt./Def. Coaches — New Delhi, dated 16.10.06

The Chief Mechanical Manager
Northern Railway
NEW DELHI.

Sub: Maintenance of Defence-owned coaches: Raising bills for Interest and maintenance charges.

Ref: N.Rly. letter No.116-M/68/3/Pt.I dated 10.10.06.

With reference to your above letter, kindly advise the concerned officer from your Railway to interact directly with Director(Ops. Plg.), ADG Movement, Army H.Qrs, New Delhi.

In connection with such pending bills, abnormality arising on account of present day cost of the wagons owned by Defence authorities has been pointed out by Defence in some of the other cases also. The issue that has been pointed out is that Railways are taking present day cost of wagons depending on their own assumptions which are not strictly in line with any codal provisions. It has been specified in Para 1460(W) that the charges would be on the capital cost of the vehicle on the books of the Railway or the present day cost of construction of a new similar vehicle, whichever is greater. Railways may therefore ensure that these provisions are followed while framing all bills for maintenance and interest charges.

It is not understood why the bills for 2005-06 are yet to be raised by your Railway. It may kindly be ensured that not only bills for 2005-06 but also for 2006-07 are raised immediately.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

Copy to: Chief Mechanical Engineers
CR, NCR, NFR, NWR, SR, SCR, WR, WCR for information and necessary action.

कृपया जारी करें
राजेश
17/10/06

कृपया उपरोक्त करें
8/12/05

S.NO. 4585

S.NO. 31

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.78/M(C)/202/9

New Delhi, dated 07.12.05

The Chief Mechanical Engineers
Central Railway, Mumbai.
Northern Railway, New Delhi.
N.C. Railway, Allahabad.
N.F. Railway, Guwahati.
N.W. Railway, Jaipur.
Southern Railway, Chennai.
S.C. Railway, Secunderabad.

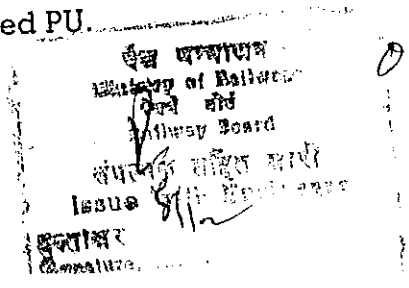
The Director(Ops. & Plg.)
Addl. Dte. Gen. of Movement
G.S. Branch
Army Headquarters
Sena Bhawan.

Sub: Stabling plan for Defence-owned coaches: Nomination of Maintenance workshops.

Ref: Addl. Dte. Gen.(Movement)/Ministry of Defence letter No.19520/VI/Milrail/2005 dated 11.11.05.

The plan for stabling of Defence coaches in Defence sidings has been reviewed in light of Ministry of Defence planning to acquire additional coaches and requirements with respect to movement getting changed. The list of all coaches duly indicating the existing place of stabling and maintenance workshop (wherever nominated) and the revised place of stabling and nominated workshop is enclosed as Annexure I.

For existing coaches, the revised maintenance workshop nomination would take effect from 1.4.06. For the coaches which are being manufactured by ICF/RCF/BEML, the nomination of maintenance workshop and place of stabling is to take effect immediately after the coaches are turned out from concerned PU.



In number of cases, the existing owning Railway has also been changed due to Defence indicating place of stabling on some other Railway. Accordingly, Railways concerned need to arrange for allotment of new Railway numbers for the coaches and painting of the same numbers on the coaches at the earliest.

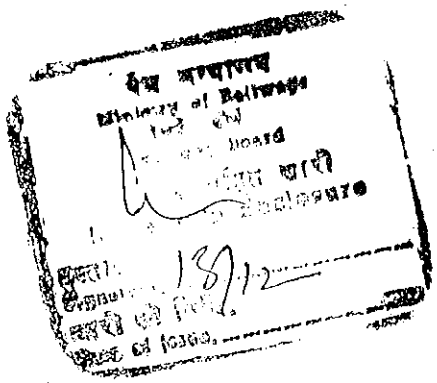
Railways may also ensure that the instructions are issued to concerned open line depots for ensuring all the scheduled attention to coaches. It may also be ensured that the coaches are sent to the nominated workshop only for POH.

As per information available with Milrail and at Board office, 320 coaches are available including those under order for manufacture. In case there are any other Defence coaches which are not included in the list, Railways may immediately apprise Board so that revised nomination of place of stabling and maintenance workshop can be nominated.

(Ajay Nandan)
Dir.Mech.Engg.(P)I
Railway Board.

DA: Annexure I.

Copy to: 1. CMEs/ICF, RCF
2. CWMs/Ajmer, Jodhpur, Lallaguda, Matunga, New Bongaigaon, Perambur.
3. Dy.Director/Rail Movement, Milrail, Army H.Qrs., Sena Bhawan.



No.	CODE	MIL NO.	Rly No.	MIL/ RLY OWNED	VB/AB	OWNING RLY	PROPOSED Railway	PROPOSED Base STN	MAINT WKSP existing	MAINT WKSP REVISED
1	RA	66	66	RO	DB	NR	NR	LKO	LGD	JUDW
2	RA	67	67	RO	DB	NR	NR	DLI	LGD	JUDW
3	RA	68	68	RO	DB	NR	NR	KLK	LGD	JUDW
4	ML	99	1213	RO	VB	NR	NR		All	All
5	ML	100	1214	RO	AB	NR	NR		All	All
6	ML	101	92651	DO	VB	CR	NCR	JHS	All	All
7	ML	102	92652	DO	VB	CR	NCR	JHS	All	All
8	ML	103	92653	DO	VB	CR	NCR	JHS	All	All
9	ML	104	92654	DO	VB	CR	NCR	JHS	All	All
10	ML	105	92655	DO	VB	CR	NCR	JHS	All	All
11	ML	106	92656	DO	VB	CR	NCR	JHS	All	All
12	ML	107	92657	DO	VB	CR	NCR	JHS	All	All
13	ML	108	92658	DO	AB	CR	CR	Dehu Road	All	MTN
14	ML	109	92659	DO	VB	CR	CR	Dehu Road	All	MTN
15	ML	110		DO	AB	NR	NR	ASR	LGD	JUDW
16	ML	111		DO	AB	NR	NR	ASR	LGD	JUDW
17	ML	112		DO	AB	NR	NR	UMB	LGD	JUDW
18	ML	113		DO	VB	NR	NR	UMB	LGD	JUDW
19	ML	134		DO	AB	NEW	NWR	BGKT	NEW	All
20	ML	135		DO	AB	NEW	NWR	BGKT	NEW	All
21	ML	136		DO	AB	NEW	NWR	BGKT	NEW	All
22	ML	137		DO	AB	NEW	NWR	BGKT	NEW	All
23	ML	138		DO	AB	NEW	NWR	LGH	NEW	All
24	ML	139		DO	AB	NEW	NWR	LGH	NEW	All
25	ML	140		DO	AB	NEW	SCR	SCMS	NEW	LGD
26	ML	141		DO	AB	NEW	SCR	SCMS	NEW	LGD
27	ML	142		DO	AB	NEW	SCR	SCMS	NEW	LGD
28	ML	143		DO	AB	NEW	SCR	SCMS	NEW	LGD
29	ML	144		DO	AB	NEW	SR	PTMS	NEW	PER
30	ML	145		DO	AB	NEW	SR	PTMS	NEW	PER
31	ML	146		DO	AB	NEW	NFR	NNGE	NEW	NBQ
32	ML	147		DO	AB	NEW	NFR	NNGE	NEW	NBQ
33	MF	339	7900/3436	RO	VB	CR	CR		All	All
34	MF	340	7901/3437	RO	VB	CR	CR		All	All
35	MF	341	7902/3438	RO	VB	CR	CR		All	All
36	MF	342	7903/3439	RO	VB	CR	CR		All	All
37	MF	343	7904	RO	VB	CR	CR		All	All
38	MF	344	7905	RO	VB	CR	CR		All	All
39	MF	345	7906	RO	VB	CR	CR		All	All
40	MF	346	7907	RO	VB	CR	CR		All	All
41	MF	347	7908	RO	VB	CR	CR		All	All
42	MF	348	7909	RO	VB	CR	CR		All	All
43	MF	349	7910	RO	VB	CR	CR		All	All
44	MF	350	7911	RO	VB	CR	CR		All	All
45	MGSCNY	520	7913	DO	AB	NR	SR	PTMS	LGD	PER
46	MGSCNY	521	7914	DO	AB	NR	SR	PTMS	LGD	PER
47	MGSCNY	522	7915	DO	AB	NR	SR	PTMS	LGD	PER
48	MGSCNY	523	7916	DO	AB	NR	SR	PTMS	LGD	PER
49	MGSCNY	524	7917	DO	AB	NR	SR	PTMS	LGD	PER
50	MGSCNY	525	7918	DO	AB	NR	SR	PTMS	LGD	PER
51	MGSCNY	526	7919	DO	AB	NR	SR	PTMS	LGD	PER
52	MGSCNY	527	7920	DO	AB	NR	SR	PTMS	LGD	PER
53	MGSCNY	528	7921	DO	AB	NR	SR	PTMS	LGD	PER
54	MGSCNY	529	7922	DO	AB	NR	SR	PTMS	LGD	PER
55	MGSCNY	530	7923	DO	AB	NR	SR	PTMS	LGD	PER
56	MGSCNY	531	7924	DO	AB	NR	SR	PTMS	LGD	PER
57	MGSCNY	532	7925	DO	AB	NR	SR	PTMS	LGD	PER

No.	CODE	MIL NO.	Rly No.	MIL/ RLY OWNED	VB/AB	OWNING RLY	PROPOSED Railway	PROPOSED Base STN	MAINT WKSP existing	MAINT WKSP REVISED
58	MGSCNY	533	7926	DO	AB	NR	SR	PTMS	LGD	PER
59	MGSCNY	534	7927	DO	AB	NR	SR	PTMS	LGD	PER
60	MGSCNY	535	7928	DO	AB	NR	NCR	JHS	LGD	All
61	MGSCNY	536	7929	DO	AB	NR	NCR	JHS	LGD	All
62	MGSCNY	537	7930	DO	AB	NR	NCR	JHS	LGD	All
63	MGSCNY	538	7931	DO	AB	NR	NCR	JHS	LGD	All
64	MGSCNY	539	7932	DO	AB	NR	NCR	JHS	LGD	All
65	MGSCNY	540	7933	DO	AB	NR	NCR	JHS	LGD	All
66	MGSCNY	541	7934	DO	AB	NR	NCR	JHS	LGD	All
67	MGSCNY	542	7935	DO	AB	NR	NCR	JHS	LGD	All
68	MGSCNY	543	7936	DO	AB	NR	NCR	JHS	LGD	All
69	MGSCNY	544	7937	DO	AB	NR	NCR	JHS	LGD	All
70	MGSCNY	545	7938	DO	AB	NR	NCR	JHS	LGD	All
71	MGSCNY	546	7939	DO	AB	NR	NCR	JHS	LGD	All
72	MGSCNY	547	7940	DO	AB	NR	NCR	JHS	All	All
73	MGSCNY	548	7941	DO	AB	CR	NCR	JHS	All	All
74	MGSCNY	549	7942	DO	AB	CR	NCR	JHS	All	All
75	MGSCNY	550	88501	DO	AB	CR	NCR	JHS	All	All
76	MGSCNY	551	88502	DO	AB	CR	NCR	JHS	All	All
77	MGSCNY	552	88503	DO	AB	CR	NCR	JHS	All	All
78	MGSCNY	553	88504	DO	AB	CR	NCR	JHS	All	All
79	MGSCNY	554	88505	DO	AB	CR	NCR	JHS	All	All
80	MGSCNY	555	88506	DO	AB	CR	NCR	JHS	All	All
81	MGSCNY	556	88507	DO	AB	CR	NCR	JHS	All	All
82	MGSCNY	557	88508	DO	AB	CR	NCR	JHS	All	All
83	MGSCNY	558	88509	DO	AB	CR	NCR	JHS	All	All
84	MGSCNY	559	88510	DO	AB	CR	NCR	JHS	All	All
85	MGSCNY	560	88511	DO	AB	CR	NCR	JHS	All	All
86	MGSCNY	561	88512	DO	AB	CR	NCR	JHS	All	All
87	MGSCNY	562	88513	DO	AB	CR	NCR	JHS	All	All
88	MGSCNY	563	88514	DO	AB	CR	NCR	JHS	All	All
89	MGSCNY	564	88515	DO	AB	CR	NCR	JHS	All	All
90	MGSCNY	565	88516	DO	AB	CR	NCR	JHS	All	All
91	MGSCNY	566	88517	DO	AB	CR	NCR	JHS	All	All
92	MGSCNY	567	88518	DO	AB	CR	NCR	JHS	All	All
93	MGSCNY	568	88519	DO	AB	CR	NCR	JHS	All	All
94	MGSCNY	569	88520	DO	AB	CR	NCR	JHS	All	All
95	MGSCNY	570	88521	DO	AB	CR	NCR	JHS	All	All
96	MGSCNY	571	88522	DO	AB	CR	NCR	JHS	All	All
97	MGSCNY	572	88523	DO	AB	CR	NCR	JHS	All	All
98	MGSCNY	573	88524	DO	AB	CR	NCR	JHS	All	All
99	MGSCNY	574	88525	DO	AB	CR	NCR	JHS	All	All
100	MGSCNY	575	88526	DO	AB	CR	NCR	JHS	All	All
101	MGSCNY	576	88527	DO	AB	CR	NCR	JHS	All	All
102	MGSCNY	577	88528	DO	VB	CR	NCR	JRC	LGD	JUDW
103	MGSCNY	578	88529	DO	AB	NR	NR	JRC	LGD	JUDW
104	MGSCNY	579	88530	DO	VB	NR	NR	UMB	LGD	JUDW
105	SLR	580	10440	DO	AB	NR	NR	UMB	LGD	All
106	SLR	581	10441	DO	AB	NR	NR	LGH	LGD	All
107	SLR	582	10442	DO	AB	NR	NWR	LGH	LGD	PER
108	SLR	583	10443	DO	AB	NR	NWR	PTMS	LGD	LG
109	SLR	584	10444	DO	AB	NR	SR	SCMS	LGD	NB
110	SLR	585	10445	DO	AB	NR	SCR	NNGE	LGD	NB
111	SLR	586	10446	DO	VB	NR	NFR	NNGE	LGD	
		587	10447	DO	AB	NR	NFR			

No.	CODE	MIL NO.	Rly No.	MIL/ RLY OWNED	VB/AB	OWNING RLY	PROPOSED Railway	PROPOSED Base STN	MAINT WKSP existing	MAINT WKSP REVISED
115	SLR	590	88601	DO	AB	CR	CR	DEHU RD	All	MTN
116	SLR	591	88602	DO	AB	CR	CR	DEHU RD	All	MTN
117	SLR	592	88603	DO	AB	CR	NCR	JHS	All	All
118	SLR	593	88604	DO	AB	CR	NCR	JHS	All	All
119	SLR	594	88605	DO	AB	CR	NCR	JHS	All	All
120	SLR	595	88606	DO	VB	CR	NCR	JHS	All	All
121	SLR	596	88607	DO	VB	CR	NWR	BGKT	All	All
122	SLR	597	88608	DO	AB	CR	NWR	BGKT	All	All
123	SLR	598	88609	DO	AB	CR	NWR	BGKT	All	All
124	SLR	599	88610	DO	AB	CR	NWR	BGKT	All	All
125	M GSCNY	600	17176	RO	VB	NR	NR		LGD	LGD
126	M GSCNY	601	17177	RO	AB	NR	NR		LGD	LGD
127	M GSCNY	602	91321	RO	VB	CR	CR		All	All
128	M GSCNY	603	91322	RO	VB	CR	CR		All	All
129	M GSCNY	604	91323	RO	VB	CR	CR		All	All
130	M GSCNY	605	91324	RO	VB	CR	CR		All	All
131	M GSCNY	606	91325	RO	VB	CR	CR		All	All
132	M GSCNY	607		RO	VB	WR	WR		All	All
133	M GSCNY	608		RO	VB	WR	WR		All	All
134	M GS	609	16272	RO	VB	NR	NR		LGD	LGD
135	M GS	610	16273	RO	VB	NR	NR		LGD	LGD
136	M GS	611	16274	RO	VB	CR	CR		All	All
137	M GS	612	16275	RO	VB	CR	CR		All	All
138	M GS	613	16276	RO	VB	CR	CR		All	All
139	M GS	614	16277	RO	AB	CR	CR		All	All
140	M GS	615	16278	RO	VB	CR	CR		All	All
141	M GS	616	16279	RO	VB	CR	CR		All	All
142	M GS	617	16280	RO	VB	CR	CR		All	All
143	M GS	618	16281	RO	VB	CR	CR		All	All
144	M GS	619	16282	RO	VB	CR	CR		All	All
145	M GS	620	16283	RO	VB	CR	CR		All	All
146	M GS	621	16284	RO	VB	CR	CR		All	All
147	M GS	622	16285	RO	VB	CR	CR		All	All
148	M GS	623	16286	RO	VB	CR	CR		All	All
149	M GS	624	16287	RO	VB	CR	CR		All	All
150	M GS	625	16288	RO	VB	CR	CR		All	All
151	M GS	626	16289	RO	AB	CR	CR		All	All
152	M GS	627	16290	RO	VB	CR	CR		All	All
153	M GS	628	16291	RO	VB	CR	CR		All	All
154	M GS	629	16292	RO	VB	CR	CR		All	All
155	M GS	630	16293	RO	VB	CR	CR		All	All
156	M GS	631	16294	RO	VB	CR	CR		All	All
157	M GS	632	16295	RO	VB	CR	CR		LGD	LGD
158	M GS	633	16296	RO	VB	NR	NR		LGD	LGD
159	M GS	634	16297	RO	VB	NR	NR		LGD	LGD
160	M GS	635	16298	RO	VB	NR	NR		LGD	LGD
161	M GS	636	16299	RO	AB	NR	NR		LGD	LGD
162	M GS	637	16300	RO	VB	NR	NR		LGD	LGD
163	M GS	638	16301	RO	VB	NR	NR		LGD	LGD
164	M GS	639	16302	RO	AB	NR	NR		LGD	LGD
165	M GS	640	16303	RO	AB	NR	NR		LGD	LGD
166	M GS	641	16304	RO	AB	NR	NR		LGD	LGD
167	M GS	642	16305	RO	VB	NR	NR		LGD	LGD
168	M GS	643	16306	RO	VB	NR	NR		LGD	LGD
169	M GS	644	16307	RO	VB	NR	NR		LGD	LGD
170	M GS	645	16308	RO	AB	NR	NR			
171	M GS	646	16309	RO						

No.	CODE	MIL NO.	Rly No.	MIL/ RLY OWNED	VB/AB	OWNING RLY	PROPOSED Railway	PROPOSED Base STN	MAINT WKSP existing	MAINT WKSP REVISED
172	M GS	647	16310	RO	AB	NR	NR		LGD	LGD
173	M GS	648	16311	RO	VB	NR	NR		LGD	LGD
174	M GS	649	16312	RO	AB	NR	NR		LGD	LGD
175	M GS	650	16313	RO	AB	NR	NR		LGD	LGD
176	M GS	651	16314	RO	AB	NR	NR		LGD	LGD
177	M GS	652	16315	RO	VB	NR	NR		LGD	LGD
178	M GS	653	16316	RO	VB	NR	NR		LGD	LGD
179	M GS	654	16317	RO	AB	NR	NR		LGD	LGD
180	M GS	655	16318	RO	VB	NR	NR		LGD	LGD
181	M GS	656	16319	RO	VB	NR	NR		LGD	LGD
182	M GS	657	16320	RO	AB	NR	NR	BGKT	All	All
183	M GS	658	16321	DO	AB	WR	NWR	BGKT	All	All
184	MGSCNY	659		DO	AB	WR	NWR	BGKT	All	All
185	MGSCNY	660		DO	AB	WR	NWR	BGKT	All	All
186	MGSCNY	661		DO	AB	WR	NWR	BGKT	All	All
187	MGSCNY	662		DO	AB	WR	NWR	BGKT	All	All
188	MGSCNY	663		DO	AB	WR	NWR	BGKT	All	All
189	MGSCNY	664		DO	AB	WR	NWR	BGKT	All	All
190	MGSCNY	665		DO	AB	WR	NWR	BGKT	All	All
191	MGSCNY	666		DO	AB	WR	NWR	LGH	All	All
192	MGSCNY	667		DO	AB	WR	NWR	LGH	All	All
193	MGSCNY	668		DO	AB	WR	NWR	LGH	All	All
194	MGSCNY	669		DO	AB	WR	NWR	LGH	All	All
195	MGSCNY	670		DO	AB	WR	NWR	LGH	All	All
196	MGSCNY	671		DO	AB	WR	NWR	SCMS	LGD	LGD
197	MGSCNY	672		DO	AB	SC	SCR	SCMS	LGD	LGD
198	MGSCNY	673		DO	AB	SC	SCR	SCMS	LGD	LGD
199	MGSCNY	674		DO	AB	SC	SCR	SCMS	LGD	LGD
200	MGSCNY	675		DO	AB	SC	SCR	SCMS	LGD	LGD
201	MGSCNY	676		DO	AB	SC	SCR	SCMS	LGD	LGD
202	MGSCNY	677		DO	AB	SC	SCR	SCMS	LGD	LGD
203	MGSCNY	678		DO	AB	SC	SCR	SCMS	LGD	LGD
204	MGSCNY	679		DO	AB	SC	SCR	SCMS	LGD	LGD
205	MGSCNY	680		DO	AB	SC	SCR	SCMS	LGD	LGD
206	MGSCNY	681		DO	AB	SC	SCR	SCMS	LGD	LGD
207	MGSCNY	682		DO	AB	SC	SCR	SCMS	LGD	LGD
208	MGSCNY	683		DO	AB	SC	SCR	SCMS	LGD	LGD
209	MGSCNY	684		DO	AB	SC	SCR	SCMS	LGD	LGD
210	MGSCNY	685		DO	AB	SC	SCR	SCMS	LGD	LGD
211	MGSCNY	686		DO	AB	SC	SCR	SCMS	LGD	LGD
212	MGSCNY	687		DO	AB	SC	SCR	SCMS	LGD	LGD
213	MGSCNY	688		DO	AB	NEW	NWR	LGH	NEW	All
214	MGSCNY	689		DO	AB	NEW	NWR	LGH	NEW	All
215	MGSCNY	690		DO	AB	NEW	NWR	LGH	NEW	All
216	MGSCNY	691		DO	AB	NEW	NWR	LGH	NEW	All
217	MGSCNY	692		DO	AB	NEW	NWR	LGH	NEW	All
218	MGSCNY	693		DO	AB	NEW	NFR	NNGE	NEW	NBQ
219	MGSCNY	694		DO	AB	NEW	NFR	NNGE	NEW	NBQ
220	MGSCNY	695		DO	AB	NEW	NFR	NNGE	NEW	NBQ
221	MGSCNY	696		DO	AB	NEW	NFR	NNGE	NEW	NBQ
222	MGSCNY	697		DO	AB	NEW	NFR	NNGE	NEW	NBQ
223	MGSCNY	698		DO	AB	NEW	NFR	NNGE	NEW	NBQ
224	MGSCNY	699		DO	AB	NEW	NFR	NNGE	NEW	NBQ
225	MGSCNY	700		DO	AB	NEW	NFR	NNGE	NEW	NBQ
226	MGSCNY	701		DO	AB	NEW	NFR	NNGE	NEW	NBQ
227	MGSCNY	702		DO	AB	NEW	NFR	NNGE	NEW	NBQ
228	MGSCNY	703								

S. No.	CODE	MIL NO.	Rly No.	MIL/ RLY OWNED	VB/AB	OWNING RLY	PROPOSED Railway	PROPOSED Base STN	MAINT WKSP existing	MAINT WKSP REVISED
229	MGSCNY	704		DO	AB	NEW	NCR	JHS	NEW	All
230	MGSCNY	705		DO	AB	NEW	NCR	JHS	NEW	All
231	MGSCNY	706		DO	AB	NEW	NCR	JHS	NEW	All
232	MGSCNY	707		DO	AB	NEW	NCR	JHS	NEW	All
233	MGSCNY	708		DO	AB	NEW	NCR	JHS	NEW	All
234	MGSCNY	709		DO	AB	NEW	NCR	JHS	NEW	All
235	MGSCNY	710		DO	AB	NEW	NCR	JHS	NEW	All
236	MGSCNY	711		DO	AB	NEW	NCR	JHS	NEW	All
237	MGSCNY	712		DO	AB	NEW	NCR	JHS	NEW	All
238	MGSCNY	713		DO	AB	NEW	NCR	JHS	NEW	All
239	MGSCNY	714		DO	AB	NEW	NCR	JHS	NEW	All
240	MGSCNY	715		DO	AB	NEW	NCR	JHS	NEW	All
241	MGSCNY	716		DO	AB	NEW	NCR	JHS	NEW	All
242	MGSCNY	717		DO	AB	NEW	NCR	JHS	NEW	All
243	MGSCNY	718		DO	AB	NEW	NCR	JHS	NEW	All
244	MGSCNY	719		DO	AB	NEW	CR	DEHU RD	NEW	MTN
245	MGSCNY	720		DO	AB	NEW	CR	DEHU RD	NEW	MTN
246	MGSCNY	721		DO	AB	NEW	CR	DEHU RD	NEW	MTN
247	MGSCNY	722		DO	AB	NEW	CR	DEHU RD	NEW	MTN
248	MGSCNY	723		DO	AB	NEW	CR	DEHU RD	NEW	MTN
249	MGSCNY	724		DO	AB	NEW	CR	DEHU RD	NEW	MTN
250	MGSCNY	725		DO	AB	NEW	CR	DEHU RD	NEW	MTN
251	MGSCNY	726		DO	AB	NEW	CR	DEHU RD	NEW	MTN
252	MGSCNY	727		DO	AB	NEW	CR	DEHU RD	NEW	MTN
253	MGSCNY	728		DO	AB	NEW	NR	JRC	NEW	JUDW
254	MGSCNY	729		DO	AB	NEW	NR	JRC	NEW	JUDW
255	MGSCNY	730		DO	AB	NEW	NR	ASR	NEW	JUDW
256	MGSCNY	731		DO	AB	NEW	NR	ASR	NEW	JUDW
257	MGSCNY	732		DO	AB	NEW	NR	ASR	NEW	JUDW
258	MGSCNY	733		DO	AB	NEW	NR	UMB	NEW	JUDW
259	MGSCNY	734		DO	AB	NEW	NR	UMB	NEW	JUDW
260	MGSCNY	735		DO	AB	NEW	NR	UMB	NEW	JUDW
261	MGSCNY	736		DO	AB	NEW	NR	UMB	NEW	JUDW
262	MGSCNY	737		DO	AB	NEW	NR	UMB	NEW	JUDW
263	MGSCNY	738		DO	DB	WR	CR	DEHU RD	All	MTN
264	MLACCW	1001		DO	DB	WR	CR	DEHU RD	All	MTN
265	MLACCW	1002		DO	DB	WR	CR	DEHU RD	All	MTN
266	MLACCW	1003		DO	DB	WR	CR	DEHU RD	All	MTN
267	MLACCW	1004		DO	DB	WR	NCR	JHS	All	All
268	MLACCW	1005		DO	DB	WR	NCR	JHS	All	All
269	MLACCW	1006		DO	DB	WR	NCR	JHS	All	All
270	MLACCW	1007		DO	DB	WR	NCR	JHS	All	All
271	MLACCW	1008		DO	DB	WR	NCR	JHS	All	All
272	MLACCW	1009		DO	AB	WR	NR	JRC	All	JUDW
273	ACCN	1010		DO	AB	WR	NR	JRC	All	JUDW
274	ACCN	1011		DO	AB	WR	NR	JRC	All	JUDW
275	ACCN	1012		DO	AB	WR	NR	ASR	All	JUDW
276	ACCN	1013		DO	AB	WR	NR	ASR	All	JUDW
277	ACCN	1014		DO	AB	WR	NWR	LGH	All	All
278	ACCN	1015		DO	AB	WR	NWR	LGH	All	All
279	ACCN	1016		DO	AB	WR	NWR	LGH	All	All
280	ACCN	1017		DO	AB	WR	NWR	LGH	All	All
281	ACCN	1018		DO	AB	WR	NWR	LGH	All	All
282	ACCN	1019		DO	AB	WR	NFR	NNGE	All	NBQ
283	ACCN	1020		DO	AB	WR	NFR	NNGE	All	NBQ
284	ACCN	1021		DO	AB	WR	NWR	LGH	All	All

No.	CODE	MIL NO.	Rly No.	MIL/ RLY OWNED	VB/AB	OWNING RLY	PROPOSED Railway	PROPOSED Base STN	MAINT WKSP existing	MAINT WKSP REVISED
285	ACCW	1023		DO	AB	WR	NWR	LGH	All	All
286	ACCW	1024		DO	AB	WR	NWR	LGH	All	All
287	ACCW	1025		DO	AB	WR	NR	ASR	All	JUDW
288	ACCW	1026		DO	AB	NEW	NR	JRC	NEW	JUDW
289	ACCW	1027		DO	AB	NEW	NR	JRC	NEW	JUDW
290	ACCW	1028		DO	AB	NEW	NCR	JHS	NEW	All
291	ACCW	1029		DO	AB	NEW	NCR	JHS	NEW	All
292	ACCW	1030		DO	AB	NEW	NCR	JHS	NEW	All
293	ACCW	1031		DO	AB	NEW	NCR	JHS	NEW	All
294	ACCW	1032		DO	AB	NEW	NCR	JHS	NEW	All
295	ACCW	1033		DO	AB	NEW	SCR	SCMS	NEW	LGD
296	ACCW	1034		DO	AB	NEW	SCR	SCMS	NEW	LGD
297	ACCW	1035		DO	AB	NEW	NFR	NNGE	NEW	NBQ
298	ACCW	1036		DO	AB	NEW	NFR	NNGE	NEW	NBQ
299	ACCW	1037		DO	AB	NEW	NFR	NNGE	NEW	NBQ
300	ACCN	1038		DO	AB	NEW	NCR	JHS	NEW	All
301	ACCN	1039		DO	AB	NEW	NCR	JHS	NEW	All
302	ACCN	1040		DO	AB	NEW	NCR	JHS	NEW	All
303	ACCN	1041		DO	AB	NEW	NCR	JHS	NEW	All
304	ACCN	1042		DO	AB	NEW	NCR	JHS	NEW	All
305	ACCN	1043		DO	AB	NEW	NCR	JHS	NEW	All
306	ACCN	1044		DO	AB	NEW	NCR	JHS	NEW	All
307	ACCN	1045		DO	AB	NEW	NCR	JHS	NEW	All
308	ACCN	1046		DO	AB	NEW	NCR	JHS	NEW	All
309	ACCN	1047		DO	AB	NEW	NCR	JHS	NEW	All
310	ACCN	1048		DO	AB	NEW	SCR	SCMS	NEW	LGD
311	ACCN	1049		DO	AB	NEW	SCR	SCMS	NEW	LGD
312	ACCN	1050		DO	AB	NEW	SCR	SCMS	NEW	LGD
313	ACCN	1051		DO	AB	NEW	SCR	SCMS	NEW	LGD
314	ACCN	1052		DO	AB	NEW	SCR	SCMS	NEW	LGD
315	ACCN	1053		DO	AB	NEW	CR	DEHU RD	NEW	MTN
316	ACCN	1054		DO	AB	NEW	CR	DEHU RD	NEW	MTN
317	ACCN	1055		DO	AB	NEW	CR	DEHU RD	NEW	MTN
318	ACCN	1056		DO	AB	NEW	CR	DEHU RD	NEW	MTN
319	ACCN	1057		DO	AB	NEW	CR	DEHU RD	NEW	MTN
320										