

EAST CENTRAL RAILWAY
(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line -Jhanjharpur -sakri (SPJ DIVISION) /EAST CENTRAL RAILWAY
2. Length in Kms.-19.74
3. Gauge:- BG
4. Date of Opening
5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2)		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	592400000	0	439942	0	14376450	0	-13936508	0	0	0	0	0	0	-13936508	0	0	-2.35	As per data available JJP-SKI is an UBL in F.Y.2019-20, but JJP-SKI is going to be mainline with shortest route connecting NFR through Forbesganj and looking at the potential of this line its funding has been approved by Railway Board through EBR.

Special steps taken during the course of the year	JHANJHARPUR-SAKRI
To develop Traffic Earnings	All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.
To reduce the expenses	Efforts made in all respects to run the line with utmost economy.
Probable future development of the traffic and the possibility of the line paying its own.	The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
CCM/PS

ABHEEJIT
KUMAR SINHA

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FA&CAO/G

EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - DILDARNAGAR-TARIGHAT (DANAPUR DIVISION)/EAST CENTRAL RAILWAY
2. Length in Kms. 19.5
3. Gauge:- BG
4. Date of Opening
5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	39000000	0	469959	0	26776269	0	-26306310	0	0	0	0	0	0	0	-26306310	0	-67.45	

Special steps taken during the course of the year

DILDARNAGAR-TARIGHAT

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - Fatuha- Islampur (DANAPUR DIVISION) /EAST CENTRAL RAILWAY

2. Length in Kms.-42.67

3. Gauge:- BG

4. Date of Opening

5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	426700000	0	43492927	0	134982625	0	-91489698	0	0	0	0	0	0	0	-91489698	0	-21.44	

Special steps taken during the course of the year

FATUHA-ISLAMPUR

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
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EAST CENTRAL RAILWAY
(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - Bhaktiyarpur-Rajgir (DANAPUR DIVISION) /EAST CENTRAL RAILWAY
2. Length in Kms.-54
3. Gauge:- BG
4. Date of Opening
5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	1.08E+08	0	10983431	0	3.19E+08	0	-308110879	0	0	0	0	0	0	0	-308110879	0	-285.29	0

Special steps taken during the course of the year	BAKHTIYARPUR-RAJGIR
To develop Traffic Earnings	All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.
To reduce the expenses	Efforts made in all respects to run the line with utmost economy.
Probable future development of the traffic and the possibility of the line paying its own.	The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - NARKATIAGANJ- BHIKHNATORI (SAMASTIPUR DIVISION)/EAST CENTRAL RAILWAY
2. Length in Kms. 35.53
3. Gauge:- BG
4. Date of Opening
5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earring of branch proper clo/ 3-4		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(%) of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019~20	0	1065900000	0	0	0	247156932.00	0	-247156932.00	0	0	0	0	0	0	0	-247156932	0	-23.2	0

Special steps taken during the course of the year

NARKATIAGANJ-BIKHNATHORI

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH-LINE)

1. Name of the Branch Line - BANMANKHI-BIHARIGUNJ (SAMASTIPUR DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms. 27.30

3. Gauge:- BG

4. Date of Opening

5. Period:oct-01.10.2019 TO31.03.2020

(Figures in unit)

Main Line

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line Working expenses (excluding depreciation & interest)		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line Working expenses (excluding depreciation & interest)		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	8.19E+08	0	1327233	0	32890762	0	-31563529	0	0	0	0	0	0	0	-31563529	0	-3.85	0

Special steps taken during the course of the year

BANMANKHI-BIHARIGUNJ

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the
possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road
making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - JHANJHARPUR - LAUKHA BAZAR (SAMASTIPUR DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms. 43

3. Gauge:- BG

4. Date of Opening

5. Period:oct-01.10.2019 TO31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	1290000000	0	0	0	4442581	0	-4442581	0	0	0	0.00	0	0	0	-4442581	0	-0.34	

Special steps taken during the course of the year

JHANJHARPUR-LAUKHA BAZAR

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - KODARMA -HAZARIBAG (DHANBAD DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms. 79.76

3. Gauge:- BG

4. Date of Opening-20.02.2015

5. Period:01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col.9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	838480000	0	6061049932	0	234169947	0	5826879985	0	0	0	0.00	0	0	0	5826879985	0	69.49	

Special steps taken during the course of the year

KODARMA -HAZARIBAG TOWN

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - KODERMA -GIRIDIH (DHANBAD DIVISION)/EAST CENTRAL RAILWAY
2. Length in Kms.86.50
3. Gauge:- BG
4. Date of Opening-08.08.2015
5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	6999500000	0	6077755	0	66491727	0	-60413972	0	0	0	0.00	0	0	0	-60413972	0	-0.86	

Special steps taken during the course of the year

KODERMA -GIRIDIH

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - ARA-SASARAM (MGS DIVISION)/EAST CENTRAL RAILWAY
2. Length in Kms.56
3. Gauge:- BG
4. Date of Opening-04.06.2009
5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
					As originally estimated	Actuals					As originally estimated	Actuals							
1	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
2	3		4		5		6		7		8		9		9A		10		
2019-20	0	320090000	0	44238646	0	40512000	0	3726646	0	0	0	0.00	0	0	0	3726646	0	1.16	0

Special steps taken during the course of the year

ARA-SASARAM

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
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(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - SAKRI JAYNAGAR (SPJ DIVISION)/EAST CENTRAL RAILWAY
 2. Length in Kms. 49.20
 3. Gauge:- BG
 4. Date of Opening-
 5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(%) of return on Total Cost Col.9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originall y estimate d	Actuals	As originall y estimate d	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originall y estimate d	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	1.48E+09	0	105264135	0	105395963	0	-131828	0	0	0	0.00	0	0	0	-131828	0	-0.01	As per data available SKI-JYG is an UBL in F.Y. 2019-20, but SKI-JYG is mainline as JYG is a natural terminal station connecting with Nepal and many important M/E originating from there with huge Railway infrastructure for maintenance. In fact it is offloading the Darbhanga station for these activities.

Special steps taken during the course of the year

SAKRI JAYNAGAR

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line -SRGR-GRDA (SPJ DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms.52.36

3. Gauge:-BG

4. Date of Opening-

5. Period:oct-01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	1570800000	0	0	0	4444912	0	-4444912	0	0	0	0.00	0	0.00	0	-4444912	0	-0.28	

Special steps taken during the course of the year

SRGR-GRDA

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY
(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line -SKI-BIRL
2. Length in Kms 36 K.M.
3. Gauge:- BG
4. Date of Opening -24.08.2008
5. Period: 01.10.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(%) of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	3625600000	0	1147033	0	33294946	0	-32147913	0	0	0	0.00	0	0	0	-32147913	0	-0.89	0

Special steps taken during the course of the year

SKI-BIRL

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


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 Head of Traffic Department
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EAST CENTRAL RAILWAY
(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line -Jhnanjharpur -sakri (SPJ DIVISION) /EAST CENTRAL RAILWAY
2. Length in Kms.-19.74
3. Gauge:- BG
4. Date of Opening
5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	592400000	0	809701	0	22749470	0	-21939769	0	0	0	0	0	0	-21939769	0	0	-3.70	As per data available JJP-SKI is an UBL in F.Y.2019-20, but JJP-SKI is going to be mainline with shortest route connecting NFR through Forbesganj and looking at the potential of this line its funding has been approved by Railway Board through EBR.

Special steps taken during the course of the year

JHANJHARPUR-SAKRI

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - DILDARNAGAR-TARIGHAT (DANAPUR DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms. 19.5

3. Gauge- BG

4. Date of Opening

5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)								
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	39000000	0	1600670	0	65046515	0	-63445845	0	0	0	0	0	0	0	-63445845	0	-162.68	

Special steps taken during the course of the year

DILDARNAGAR-TARIGHAT

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - Fatuha- Islampur (DANAPUR DIVISION) /EAST CENTRAL RAILWAY

2. Length in Kms.-42.67

3. Gauge:- BG

4. Date of Opening

5. Period:-01.04.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col.9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	(%)
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	426700000	0	96562339	0	283313879	0	-186751540	0	0	0	0	0	0	0	-186751540	0	-43.77	0

Special steps taken during the course of the year

FATUHA-ISLAMPUR

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - Bhaktiyarpur-Rajgir (DANAPUR DIVISION) /EAST CENTRAL RAILWAY
2. Length in Kms.-54
3. Gauge:- BG
4. Date of Opening
5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on lthe basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col.9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	108000000	0	32548271	0	681463717	0	-648915446	0	0	0	0	0	0	0	-648915446	0	-600.85	0

Special steps taken during the course of the year

BAKHTIYARPUR-RAJGIR

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - NARKATIAGANJ- BHIKNATORI (SAMASTIPUR DIVISION)/EAST CENTRAL RAILWAY
2. Length in Kms. 35.53
3. Gauge:- BG
4. Date of Opening
5. Period:01.04.2019 TO 31.03.2020

(Figures in unit)

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earning of branch proper cl0/ 3-4		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	1065900000	0	0	0	543241269.00	0	-543241269.00	0	0	0	0	0	0	0	-543241269	0	-51.0	0

Special steps taken during the course of the year

NARKATIAGANJ-BIKHNATHORI

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH-LINE)

1. Name of the Branch Line - BANMANKHI-BIHARIGUNJ (SAMASTIPUR DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms. 27.30

3. Gauge:- BG

4. Date of Opening

5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Main Line

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line Working expenses (excluding depreciation & interest)		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line Working expenses (excluding depreciation & interest)		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col.9X100/Col.2 As originally estimated Actuals (%))		Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
2019-20	819000000		0	2543204	0	67674857	0	-65131653	0	0	0	0	0	0	0	-65131653	0	-7.95	0

Special steps taken during the course of the year

BANMANKHI-BIHARIGUNJ

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - JHANJHARPUR - LAUKHA BAZAR (SAMASTIPUR DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms. 43

3. Gauge:- BG

4. Date of Opening

5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col.9X100/Col.2			Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	(%)	
1	2		3		4		5		6		7		8		9		9A			10
2019-20	0	1290000000	0	0	0	125798445	0	-125798445	0	0	0	0.00	0	0	0	-125798445	0	-9.75		0

Special steps taken during the course of the year

JHANJHARPUR-LAUKHA BAZAR

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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Head of Accounts Department
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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - KODARMA-HAZARIBAG (DHANBAD DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms. 79.76

3. Gauge:- BG

4. Date of Opening-20.02.2015

5. Period:01.04.2019 TO 31.03.2020

(Figures in unit)

Main Line																				
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col.9X100/Col.2		Remarks	
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)									
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	(%)	
1	2		3		4		5		6		7		8		9		9A		10	
2019-20	0	838480000	0	6666214225	0	439704942	0	6226509283	0	0	0	0.00	0	0	0	6226509283	0	74.26		

Special steps taken during the course of the year

KODARMA -HAZARIBAG TOWN

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.

Head of Traffic Department
CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - KODERMA -GIRIDIH (DHANBAD DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms.86.50

3. Gauge:- BG

4. Date of Opening-08.08.2015

5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(%) of return on Total Cost Col9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	(%)
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	6999500000	0	7185224	0	156381291	0	-149196067	0	0	0	0.00	0	0	0	-149196067	0	-2.13	0

Special steps taken during the course of the year

KODERMA -GIRIDIH

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - ARA-SASARAM (MGS DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms.56

3. Gauge:- BG

4. Date of Opening-04.06.2009

5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Main Line																				
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2		Remarks	
					Working expenses (excluding depreciation & interest)						Working expenses (excluding depreciation & interest)									
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	(%)	
1	2		3		4		5		6		7		8		9		9A		10	
2019-20	0	320090000	0	89296131	0	63963000	0	25333131	0	0	0	0.00	0	0	0	25333131	0	7.91	0	

Special steps taken during the course of the year

ARA-SASARAM

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line - SAKRI JAYNAGAR(SPJ DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms.49.20

3. Gauge:- BG

4. Date of Opening-

5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Main Line																			
Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col.9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	(%)
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	1476000000	0	235922746	0	211204425	0	24718321	0	0	0	0.00	0	0	0	24718321	0	1.67	As per data available SKI-JYG is an UBL in F.Y. 2019-20, but SKI-JYG is mainline as JYG is a natural terminal station connecting with Nepal and many important M/E originating from there with huge Railway infrastructure for maintenance. In fact it is offloading the Darbhanga station for these activities.

Special steps taken during the course of the year

SAKRI JAYNAGAR

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


 Head of Traffic Department
 CCM/PS

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EAST CENTRAL RAILWAY

(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line-SRGR-GRDA (SPJ DIVISION)/EAST CENTRAL RAILWAY

2. Length in Kms.52.36

3. Gauge:-BG

4. Date of Opening-

5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(% of return on Total Cost Col9X100/Col.2)		Remarks
					Working expenses (excluding depreciation & interest)														
					As originally estimated	Actuals					As originally estimated	Actuals							
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	1570800000	0	0	0	9234915	0	-9234915	0	0	0	0.00	0	0	0	-9234915	0	-0.59	0

Special steps taken during the course of the year

SRGR-GRDA

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
CCM/PS

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EAST CENTRAL RAILWAY
(STATEMENT SHOWING FINANCIAL RESULTS OF WORKING OF UNECONOMIC BRANCH LINES)

1. Name of the Branch Line-SKI-BIRL
2. Length in Kms, 36 K.M.
3. Gauge:- BG
4. Date of Opening-24.08.2008
5. Period:oct-01.04.2019 TO 31.03.2020

(Figures in unit)

Year	Cost on 31st March plus calculated interest during construction		Earnings of Branch line proper		Actual expenditure of branch assessed on the basis of costing/financial data applied to the traffic over the branch line		Net earnings of branch proper (Col.3-4)		Additional earnings minus any loss due to short circuiting or diversion of traffic		Additional expenses calculated on the basis of costing/financial data applied to traffic from the existing line to branch line		Additional net earnings (Col. 6-7)		Total net earnings (Col. 5+8)		(%) of return on Total Cost Col9X100/Col.2		Remarks
	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originally estimated	Actuals	As originall y estimate d	Actuals (%)	
1	2		3		4		5		6		7		8		9		9A		10
2019-20	0	3625600000	0	2393605	0	70489892	0	-68096287	0	0	0	0.00	0	0	0	-68096287	0	-1.88	0

Special steps taken during the course of the year

SKI-BIRL

To develop Traffic Earnings

All possible measures have been taken to augment the earning. Ticket chacking activities in the section has also been intensified to boost earnings.

To reduce the expenses

Efforts made in all respects to run the line with utmost economy.

Probable future development of the traffic and the possibility of the line paying its own.

The area served by the branch is essentially agricultural and lacks in industrial activity. Due to presence of roadways traffic gets diverted to road making competition tough to cater to the needs of local farmers through rail.


Head of Traffic Department
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Name of Zonal Railway East Central Railway, Hajipur

Annexure: A-1

S.N..	Branch Line section	Route K.M.	Track k.M.	Falls in which state Government	Whether this Branch line is an Uneconomic Branch Line	Guage	Remarks, if any
1	SASARAM-ARRA	56 K.M.	56 K.M.	BIHAR	NEW LINE	BG	
2	KQR-GIRIDIH	86.50 K.M	86.50 K.M	JHARKHAND	NEW LINE	BG	
3	KQR-HZBN	79.76 K.M.	79.76 K.M.	JHARKHAND	NEW LINE	BG	
4	NKE-BKF	35.8 K.M	35.8 K.M	BIHAR	UBL	BG	
5	BNKI-BHGJ	27.36 K.M.	27.36 K.M.	BIHAR	UBL	BG	
6	JJP-LKQ	43 K.M.	43 K.M.	BIHAR	UBL	BG	
7	SKI-JYG	48.67 K.M.	48.67 K.M.	BIHAR	UBL	BG	As per data available this line is UBL in F.Y. 2019-20. But in future SKI-JYG is mainline as JYG is a natural terminal station connecting with Nepal and many important M/E originating from there with huge Railway infrastructure for maintenance.
8	SRGR-GRDA	53 K.M.	53 K.M.	BIHAR	UBL	BG	
9	BKP-RGD	54 K.M.	54 K.M.	BIHAR	UBL	BG	
10	DLN-TRG	19.5 K.M.	19.5 K.M.	BIHAR	UBL	BG	
11	FUT-IPR	42.67 K.M	42.67 K.M	BIHAR	UBL	BG	
12	JJP--SKI	19.32 K.M.	19.32 K.M.	BIHAR	UBL	BG	JJP-SKI is in F.Y.2019-20 is UBL but in 2020-21 JJP-SKI is going to be mainline with shortest route connecting NFR through Forbesganj and its funding has been done through EBR in 2021.
13	SKI-BIRL	36 K.M.	36 K.M.	BIHAR	UBL	BG	

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