

Advance Correction Slip (ACS) No. 51 to Indian Railways Code for Engineering Department
Revised Edition-1982 and Fourth Re-print 2012

Para No. 701, 1102 and 1209 should be amended as under:

701: Kinds of Estimates -- All proposals for:

- a. the construction or purchase of new works or assets;
- b. the renewals and replacements of existing works or assets chargeable to Depreciation Fund/ Development Fund or Open Line Works-Revenue when estimated to cost more than Rs 50,000/- or if chargeable to Revenue when estimated to cost more than Rs 2 lakh.
- c. the scrapping, dismantlement or abandonment of existing works or assets;
- d. the reconditioning of the existing works or assets, if estimated to cost more than Rs 1 lakh, **any repair work chargeable to revenue costing up to Rs 5 lakh** and that of a single housing unit, if estimated to cost more than Rs 20,000/-.
- e. temporary and experimental works;
- f. renewals and replacements on worked lines; and
- g. renewals of ballast.

should, subject to the provisions of paragraph 1103 regarding urgent works, be scrutinized by the authority competent to sanction them before any expenditure or liability is incurred thereon. For the purpose of this scrutiny, all such proposals should be presented in the form of one or other of the following estimates, according to the circumstances mentioned in paragraphs 702 to 713-

- a. Abstract Estimates
- b. Detailed Estimates
- c. Supplementary Estimates
- d. Revised Estimates
- e. Project Abstract Estimates
- f. Construction Estimates
- g. Completion Estimates

Note:-

1. For "New Minor Works" costing Rs 50,000/- and/less, for renewals and replacement works chargeable to Revenue costing Rs 2 lakh and less and for "Reconditioning Works" costing Rs 1 lakh and less detailed estimates need not be prepared for formal sanction. Rough estimates should, nevertheless, be prepared and kept on record by the Executive Engineer. (Authority: Railway Board letter No. 2001/CE I/CT/17 (Part) dt. 24.03.2003)
2. In those cases of renewals of permanent way, which are essentially of the nature of repairs and maintenance and in respect of which there is no question of an improvement or a change in the type of materials, and it is impracticable to prepare estimates in advance, separate estimates need not be prepared, but the total cost of the renewals, which must be comparatively small (less the cost of released materials), may be charged to Depreciation Fund through the permanent-way returns, the estimate for track renewals for the division or system being operated upon for this purpose, and the possible credits to Capital on account of the difference between the original cost and the actual cost being neglected in such cases.

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