

Report run on: 08 APR 2011

Auction Catalogue No 63110040

Auction Date: 18-04-2011

Auctioneer : Dy CMM(S)

Place : KOTA

| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder              | Location  |
|-------|---|----------------|----------------|---------------------------|---|
| 1     | <b>JBP631007147</b><br>98050096<br>SC.VRIA BTY & LEAD ACID BATTERY<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/S&T/M/09-10 DT.21.04.2010.<br><br>[AUTHORIZATION CERTIFICATE OF<br>CPCB IS REQUIRED.]   | <b>14.000</b>  | <b>MTS./15</b> | SSE/(SIG.)/<br>M/JBP      | SSE/SIG/<br>(M) OFFICE<br>COMPOUND.                         |
| 2     | <b>JBP631009309</b><br>98414010<br>SC.LEAD ACID BATTERIES<br>CONDEMNED/U/S RELEASED FROM<br>ELECTRIC LOCO MOTIVE DUE TO<br>OVERAGE/BODY BROKEN BATTERIES<br>ARE 110 BOLTS,75 AMPS HOURS OF<br>DIFFERENT MAKERS<br>KIRLOSKAR/EXIDE/STANDARD/ELECT<br>RO/HEP ETC.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.NKJ/TRS/SC/2010-11/05<br>DT.20.07.10.<br><br>[AUTHORIZATION CERTIFICATE OF<br>CPCB IS REQUIRED.] | <b>6.800</b>   | <b>MTS./15</b> | SSE/STORE/E<br>LS/TRS/NKJ | MATERIAL<br>WILL BE<br>DELIVERD<br>FROM ELS<br>NKJ.         |
| 3     | <b>JBP631012493</b><br>98050709<br>SC.STEEL TROUGH SLEEPER OF 168<br>LBS IN 6 STACK. (FOR S/HOLDER<br>INF.NO.)SS.11 NO.JBP/N/STS/10-11/19<br>DT.29.09.2010.   | <b>511.000</b> | <b>NOS./01</b> | SSE/PW/N/JB<br>P          | BEHIND SSE<br>P-WAY STORE<br>JBP NEAR<br>NEW VIP<br>SIDING. |
| 4     | <b>JBP631012501</b><br>CONDEMNED 01 NO.MATADOR<br>NO.MB04/A-7386 MODEL NO.(LMV<br>OMINI BUS) BAJAJ MAKE CHESSES<br>NO.SFD277792 ENGINE NO.D-301292<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/13/DMS/D/2010/02.   | <b>1.000</b>   | <b>NOS./01</b> | SMM/DLS/NKJ               | MATERIAL IS<br>LYING<br>SMM/DSL/NKJ<br>PREMISES.            |

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|-------|--|-----------------|----------------|----------------------|---|
| 5     | <b>JBP631101575</b><br>98413405<br>SC.CONDEMNED & USED CYCLONIC<br>SECONDARY FILTER OF DIESEL<br>LOCOMOTIVES<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2010/43 DT.31.12.2010                                    | <b>450.000</b>  | <b>NOS./01</b> | SSE/LOCO/DL<br>S/NKJ | MATERIAL<br>WILL BE<br>SUPPLIED<br>DLS NKJ.   |
| 6     | <b>JBP631101619</b><br>98011285<br>SC.RAIL 90 LBS = 51 NOS = 354.33 RM IN<br>2 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11 NO.S-<br>4/NKJ/PW/RAIL/90.LBS/10-11/25<br>DT.23.12.2010   | <b>15.807</b>   | <b>MTS./15</b> | SSE/PW/NKJ           | 1-KM-1033/6<br>TO 1033/5<br>NEAR R<br>SSE/PW/NKJ<br>OFFICE 2-<br>KM-1034/2<br>TO 1034/1<br>NEAR R NKJ<br>A CABIN. |
| 7     | <b>JBP631102651</b><br>98011285<br>SC.RAIL 90 LBS = 97 NOS = 546.08 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/YD./2010/R-90/02 DT.07.06.2010.  | <b>24.360</b>   | <b>MTS./15</b> | SSE/PW/YARD<br>/JBP  | NEAR ASD<br>GET OF<br>RANGHI GET<br>KM-995/4-<br>5/996/7-8.   |
| 8     | <b>JBP631102663</b><br>98050709<br>SC.STEEL XING SLEEPER WITHOUT<br>SLIDE CHAIR = 132 NOS =461.54 RM<br>(FOR S/HOLDER INF.NO.)SS.11 NO.SS-<br>11/S-5/ST/10-11/E/DMO/58 DT.06.01.2011.<br><br>MODE OF DELIVERY BY RM. | <b>16.385</b>   | <b>MTS./15</b> | SSE/PW/E/DM<br>O     | OHE KM-<br>1141/21 TO<br>1141/23 UP<br>LOOP LINE<br>DHKKA SIDE<br>KM-1142-12-<br>14 DN LOOP<br>LINE BNU<br>YARD.  |
| 9     | <b>JBP631102681</b><br>98050620<br>SC.CANTED BEARING PLATE 90 R IN 6<br>STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.BEHR/SS.11/CBPLATE/90 R/46<br>DT.23.08.2010.   | <b>3300.000</b> | <b>NOS./01</b> | SSE/PW/BEHR          | KM-1192/5-6<br>UP SIDE<br>WELDING<br>DEPOT<br>COMPOUND.   |

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|-------|--|-----------------|----------------|--------------|---|
| 10    | <b>JBP631102693</b><br>98050709<br>SC.ST SLEEPER INTACT 171 LBS IN 19<br>STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/MYR/10-11/STS/27<br>DT.28.01.2011. | <b>1742.000</b> | <b>NOS./01</b> | SSE/PW/MYR   | STACK NO.1<br>TO 3 KM-<br>1143/4-5 UP<br>RD.STACK<br>NO.4 TO 5<br>KM-1143/5-6<br>UP YD.STACK<br>NO.6 TO 7<br>KM-1143/6-7<br>UP RD.<br>STACK NO.8<br>TO 12 KM-<br>1143/7-8<br>STACK NO.13<br>TO 15 KM-<br>1143/8-9 UP<br>RD.STACK<br>NO.16 TO 19<br>KM-1143/9-<br>1144/0 UP<br>RD MYR<br>YARD. |
| 11    | <b>JBP631102694</b><br>98050709<br>SC.ST SLEEPER INTACT 171 LBS IN 8<br>STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/MYR/10-11/STS/28<br>DT.29.01.2011.  | <b>797.000</b>  | <b>NOS./01</b> | SSE/PW/MYR   | MYR<br>YD.STACK<br>NO.1 TO 15<br>KM-1143/2-3<br>UP,STACK<br>NO.16 TO 18<br>KM-1143/3-4<br>UP .  |
| 12    | <b>JBP631102704</b><br>98011285<br>SC.RAIL 52 KG S/C = 36 NOS = 437.57 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SGAM/SS.11/RAIL/10-11/05<br>DT.25.10.2010.      | <b>22.706</b>   | <b>MTS./15</b> | SSE/PW/SGAM  | MATERIAL<br>RELEASED<br>FROM TRACK<br>ON SECTION<br>BET.SGAM-<br>DRGM STACK<br>ON KM-<br>1288/6-7 TP<br>SIDE.   |

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|-------|---|----------------|----------------|-------------------|---|
| 13    | <b>JBP631103726</b><br>98050709<br>SCRAP ST SLEEPER 171 LBS INTACT IN<br>8 STACK.(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/MYR/10-11/STS/29<br>DT.29.01.2011.  | <b>651.000</b> | <b>NOS./01</b> | SSE/PW/MYR        | STACK NO.1<br>TO 5 KM-<br>1143/2-3 UP<br>STACK NO.6<br>TO 8 KM-<br>1143/3-4 UP<br>MYR YARD. |
| 14    | <b>JBP631103727</b><br>98050709<br>SCRAP ST SLEEPER 168 LBS INTACT IN<br>12 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.BEHR/SS.11/STS-168<br>LBS/55 DT.08.01.2011.   | <b>465.000</b> | <b>NOS./01</b> | SSE/PWAY/BE<br>HR | KM-1229/1-3<br>DN SIDE<br>L/XING GATE<br>NO.56 C.   |
| 15    | <b>JBP631103740</b><br>98050709<br>SCRAP STS 171 LBS BG INTACT SCRAP<br>U/S IN 5 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.SS.11/JBP/GAR/STS/10-<br>11/15 DT.14.02.2011   | <b>402.000</b> | <b>NOS./01</b> | SSE/PW/GAR        | KM-861/6-9<br>UP SIDE<br>ENGG.SIDING<br>AT GAR.   |
| 16    | <b>JBP631103741</b><br>98050709<br>1-SCRAP STS 171 LBS BROKEN AND<br>PARTLY BROKEN = 15.203 MTS<br>2-SCRAP BROKEN END PIECES OF 171<br>LBS STS BROKEN & PARTLY BROKEN =<br>1.265 MTS (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SS.11/JBP/GAR/STS/10-<br>11/16 DT.17.02.2011 | <b>16.468</b>  | <b>MTS./15</b> | SSE/PW/GAR        | KM-861/5-<br>862/1 UP<br>SIDE<br>ENGINEERING<br>SIDING AT<br>GAR.                           |

MODE OF DELIVERY BY ACTUAL WT.

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|-------|--|---------------|----------------|----------------------|--|
| 17    | <b>JBP631103742</b><br>98050709<br>1-SC.STS 168 LBS BROKEN AND<br>PARTLY BROKEN = 15.081 MTS<br>2-SC.BROKEN END PIECES OF 168 LBS<br>BROKEN & PARTLY BROKEN = 2.530<br>MTS (FOR S/HOLDER INF.NO.)SS.11<br>NO.SS.11/JBP/GAR/STS/10-11/17<br>DT.17.02.2011<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>17.611</b> | <b>MTS./15</b> | SSE/PW/GAR           | KM-861/6-<br>862/0 UP<br>SIDE ENGG.<br>SIDING GAR.             |
| 18    | <b>JBP631103752</b><br>98090800<br>SCRAP RUSTY KACHARA CONSITING<br>OF SHEETS, FILTERS, STRAINERS,<br>DAMAGED BARREL,AND OTHER<br>SHEET MATERIAL WITH MINOR NF<br>ATTACHMENT IN TWO STACKS. (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2010/48 DT.10.02.11                                 | <b>6.000</b>  | <b>MTS./15</b> | SSE/LOCO/DL<br>S/NKJ | MATERIAL<br>WILL BE<br>SUPPLIED IN<br>DIESEL LOCO<br>SHED NKJ. |
| 19    | <b>JBP631104001</b><br>98011285<br>SC.RAIL 52 KG = 88 NOS = 1141.81 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/MKP/R/10-11/52 DT.22.10.2010.  | <b>59.248</b> | <b>MTS./15</b> | SSE/PW/MKP           | 1251/0-1 UP<br>SIDE BQF-<br>BANSA<br>SECTION<br>[U.P.]         |

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|-------|--|---------------|----------------|--------------|---|
| 20    | <b>JBP631104002</b><br>98011285<br>SC.RAIL 52KG = 82 NOS=1041.33RM<br>(FOR S/HOLDER INF. NO.)SS-11<br>NO.JBP/MKP/R/10-11/51 DT.21.10.10      | <b>54.034</b> | <b>MTS./15</b> | SSE/PW/MKP   | 1250/5-6 UP<br>SIDE [U.P.]  |
| 21    | <b>JBP631104003</b><br>98011285<br>SC.RAIL 52 KG = 105 NOS = 1321.72 RM<br>(FOR S/HOLDER INF.NO.)SS-11<br>NO.JBP/MKP/R/10-11/53 DT.23.10.11  | <b>68.584</b> | <b>MTS./15</b> | SSE/PW/MKP   | 1251/5-6 UP<br>SIDE BQF-<br>BANSA<br>SECTION. [U.<br>P.]                |
| 22    | <b>JBP631104004</b><br>98011285<br>SC.RAIL 52 KG = 140 NOS = 1692.94 RM<br>(FORS/HOLDER INF. NO.)SS-11<br>NO.JBP/MKP/R/10-11/48 DT.18.10.10. | <b>87.847</b> | <b>MTS./15</b> | SSE/PW/MKP   | KM1222/2-3<br>& KM1222/9<br>TO 1223/0<br>DN SIDEMJG-<br>TKYR<br>SECTION |
| 23    | <b>JBP631104005</b><br>98011285<br>SC.RAIL 52 KG =75 NOS = 938.39 RM<br>(FOR S/HOLDER INF. NO.)SS-11<br>NO.JBP/MKP/R/10-11/50 DT.20.10.10.   | <b>48.693</b> | <b>MTS./15</b> | SSE/PW/MKP   | KM1249/8-9<br>UP SIDE<br>[U.P.]   |
| 24    | <b>JBP631104006</b><br>98011285<br>SC.RAIL 52KG=157NO.=1515.000RM<br>(FORS/HOLDER INF.NO.)SS-11<br>NO.JBP/MKP/R/10-11/45 DT.16.10.10.        | <b>78.613</b> | <b>MTS./15</b> | SSE/PW/MKP   | KM1220/1-2<br>DN SIDE<br>MJG-TKYR<br>SECTION                            |

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|-------|---|----------------|----------------|------------------|---|
| 25    | <b>JBP631104007</b><br>98080106<br>SCRAP CI POT GR.II COUPLED 100 LBS<br>BROKEN WITH TIEBAR AND COTTERS<br>INTACT AND BROKEN BADLY<br>CORODED RUSTED AND STICKED<br>WITH MUD ANDAKAR AND GOLAKAR<br>MIXED IN 6 STACKS.(FOR S/HOLDER<br>INF.NO.) SS.11 NO.SSE(PWAY)STA/CI<br>POT/100 LBS/30 DT.08.02.2011. | <b>152.653</b> | <b>MTS./15</b> | SSE/PW/STA       | SOUTH SIDE<br>OF ROB<br>SATNA DN<br>YARD AND<br>KM-1180/1-<br>2,1180/4-5<br>UP SIDE<br>SATNA. |
|       | MODE OF DELIVERY BY ACTUAL WT.  |                |                |                  |   |
| 26    | <b>JBP631104008</b><br>98011285<br>SCRAP RAIL 88.5 LBS BH ABOVE 1 MTR<br>LONG = 54 NOS = 546.02 RM (FOR<br>S/HOLDER INF.NO.) SS.11<br>NO.JBP/N/R/10-11/25 DT.04.02.2011.  | <b>24.014</b>  | <b>MTS./15</b> | SSE/PW/N/JB<br>P | KM-990/8-9<br>DN SIDE<br>NEAR CYM<br>OFFICE.  |
| 27    | <b>JBP631104009</b><br>98050035<br>1-SCRAP MS MELTING COTTERS =<br>21.114 MTS<br>2-SCRAP MS MELTING TWOWAY KEY<br>& ONEWAY KEY = 27.683 MTS (FOR<br>S/HOLDER INF.NO.) SS.11<br>NO.JBP/N/MS/10-11/27 DT.07.02.2011.  | <b>48.797</b>  | <b>MTS./15</b> | SSE/PW/N/JB<br>P | SSE/PWAY/ (N<br>ORTH) JBP<br>OFFICE<br>COMPOUND.  |
|       | MODE OF DELIVERY BY ACTUAL WT.  |                |                |                  |   |

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|-------|---|---------------|----------------|------------------|---|
| 28    | <b>JBP631104010</b><br>98080016<br>SCRAP COUPLED CI POT PAIRS CI GR.II<br>85.5 LBS INTACT & BROKEN AND<br>TIEBAR BROKEN (BADLY CORODED<br>RUSTED AND BADLY ENTERGRATED<br>WITH MUD CONCRETSELF)<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/N/CI/GR.II/10-11/26<br>DT.04.02.2011. | <b>33.500</b> | <b>MTS./15</b> | SSE/PW/N/JB<br>P | KM-990/7-9<br>DN SIDE<br>NEAR CYM<br>OFFICE.                          |
|       | MODE OF DELIVERY BY ACTUAL WT.  |               |                |                  |   |
| 29    | <b>JBP631104011</b><br>98011285<br>SCRAP RAIL 52 KG = 48 NOS =544.88 RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/SGO/R/52/169 DT.11.02.2011.   | <b>28.274</b> | <b>MTS./15</b> | SSE/PW/SGO       | KM<br>NO.1051/0-2<br>DN TO<br>1050/20-22<br>& 10<br>1050/25-23<br>UP. |
| 30    | <b>JBP631104012</b><br>98011285<br>SCRAP RAIL 60 KG = 88 NOS = 637.66<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/SGO/R-60/170 DT.11.02.2011.   | <b>38.476</b> | <b>MTS./15</b> | SSE/PWAY/SG<br>O | KM-1051/3<br>TO 1050/5<br>UP AND<br>1050/8 TO<br>1051/1 DN.           |
| 31    | <b>JBP631104013</b><br>98011285<br>SCRAP RAIL 100 LBS ABOVE 1 MTR<br>LONG = 181 NOS = 1798.94 RM IN 3<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/(PWAY)STA/RAIL/100 LBS/33<br>DT.19.02.2011.   | <b>89.407</b> | <b>MTS./15</b> | SSE/PW/SATN<br>A | KM-1178/4-5<br>DN SIDE,<br>KM-1178/5-6<br>DN SIDE<br>SATNA YARD.      |



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|-------|---|----------------|----------------|---------------------|--|
| 32    | <b>JBP631104014</b><br>98011285<br>SCRAP RAIL 90 LBS ABOVE 1 MTR<br>LONG = 349 NOS = 3487.71 RM IN 7<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/(PWAY)STA/RAIL/90 LBS/31<br>DT.18.02.2011. | <b>155.586</b> | <b>MTS./15</b> | SSE/PWAY/SA<br>TNA  | KM-1178/4<br>TO 1178/6<br>DN SIDE STA<br>YARD SATNA. |
| 33    | <b>JBP631104015</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG = 122 NOS = 1312.43 RM (FOR<br>S/HOLDER INF.NO.) SS.11<br>NO.SSE/(PWAY)STA/RAIL/52 KG/32<br>DT.19.02.2011.                  | <b>68.101</b>  | <b>MTS./15</b> | SSE/PW/SATN<br>A    | KM-1178/5-6<br>DN SIDE<br>SATNA YARD.                |
| 34    | <b>JBP631104016</b><br>98011285<br>SCRAP RAIL 90 LBS = 40 NOS = 168.74<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/YD./R-90/16 DT.07.02.2011.   | <b>7.527</b>   | <b>MTS./15</b> | SSE/PW/YARD<br>/JBP | INFRONT OF<br>ART JBP KM-<br>991/0-1 UP<br>SIDE.     |
| 35    | <b>JBP631104017</b><br>98011285<br>SCRAP RAIL 82 LBS = 31 NOS = 216.22<br>RM BADLY CORODED RAIL (FOR<br>S/HOLDER INF.NO.) SS.11 NO.JBP/YD./R-<br>82/15 DT.07.02.2011.                               | <b>8.810</b>   | <b>MTS./15</b> | SSE/PW/YD./<br>JBP  | MML PF NO.3<br>DN SIDE KM-<br>986/5-6                |
| 36    | <b>JBP631104018</b><br>98011285<br>SCRAP RAIL 90 LBS = 36 NOS = 197.40<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/YD./2010-11/R-90/11<br>DT.31.01.2011.  | <b>8.806</b>   | <b>MTS./15</b> | SSE/PW/YD./<br>JBP  | MML PF NO.3<br>DN SIDE KM-<br>986/5-6.               |

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|-------|--|----------------|----------------|---------------------|--|
| 37    | <b>JBP631104019</b><br>98011285<br>SCRAP RAIL 75 LBS DH/BH RAILS<br>BADLY CORODED = 253 NOS = 658.49<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/YD./2010-11/R-75/12<br>DT.31.01.2011. | <b>24.450</b>  | <b>MTS./15</b> | SSE/PW/YD. /<br>JBP | LOCO IN<br>FORNT OF<br>ART JBP KM-<br>991/0-1 UP<br>SIDE.                                    |
| 38    | <b>JBP631104020</b><br>98011285<br>SCRAP RAIL 82 LBS BADLY CORODED<br>AND RUSTED = 73 NOS = 474.11 RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/YD./R-82/10 DT.31.01.2011.                 | <b>19.320</b>  | <b>MTS./15</b> | SSE/PW/YD. /<br>JBP | MML PF NO.3<br>DN SIDE KM-<br>986/5-6.   |
| 39    | <b>JBP631104021</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG (BG) = 268 NOS = 3164.15 RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/NU/R/10-11/11 DT.24.02.2011.                 | <b>164.187</b> | <b>MTS./15</b> | SSE/PW/NU           | KM-899/6-7<br>DN, 899/4-5<br>DN, 899/1-2<br>DN, 898/7-8<br>DN, 898/5-6<br>DN, 898/4-5<br>DN. |

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|-------|--|----------------|----------------|--------------|--|
| 40    | <b>JBP631104022</b><br>98050035<br>SCRAP MS MELTING OF PWAY<br>MATERIAL<br>1-TWO WAY KEYS & ONEWAY KEY =<br>30 MTS<br>2-COTTERS = 24 MTS<br>3-LOOSE JAW = 0.520 MTS<br>4-ALL TYPES OF BOLT AND NUTS =<br>16.200 MTS<br>5-HOOK BOLT (ALL SIZE) = 1.440 MTS<br>6-DOG SPIKES = 0.300 MTS<br>7-ROUND SPIKE = 0.160 MTS<br>8-RAIL SCREW/PLATE SCREW = 2.800<br>MTS<br>9-MS LINERS (T-3738) = 1.500 MTS<br>10-MS LINERS T-3741/42 = 0.350 MTS<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.JBP/GAR/MELTING/10-11/18<br>DT.17.02.2011.<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>77.270</b>  | <b>MTS./15</b> | SSE/PW/GAR   | OFFICE<br>COMPOUND OF<br>SSE/PWAY/GA<br>R.                           |
| 41    | <b>JBP631104023</b><br>98080015<br>SCRAP CI GRADE-I CST-9 PLATES BG<br>INTACT U/S<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SS.11/JBP/GAR/CI GRADE-I /10-11/14<br>DT.14.02.2011.   | <b>817.000</b> | <b>NOS./01</b> | SSE/PW/GAR   | KM-861/9-<br>862/1 UP<br>SIDE<br>ENGINEERING<br>SIDE AT GAR<br>YARD. |
| 42    | <b>JBP631104024</b><br>98011285<br>SCRAP RAIL 52 KG IIIRD (BG) = 296 NOS<br>= 5152.03 RM IN 8 STACK.(FOR<br>S/HOLDER INF.NO.) SS.11 NO.S-4/52KG<br>RAIL DT.17.07.2010.   | <b>267.338</b> | <b>MTS./15</b> | SSE/PW/KTE   | KM-1100/7-8<br>TO 1099/6-7<br>UP RD.NEAR<br>LC/362 C<br>JKE-PKRD.    |

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| Sr No | Lot No<br>Description  | Qty             | Unit           | Stock Holder | Location  |
|-------|--|-----------------|----------------|--------------|---|
| 43    | <b>JBP631104025</b><br>98080015<br>SCRAP CI GR.I CST-9 PLATES SINGLE<br>INTACT (BG) IN 7 STACK.(FOR<br>S/HOLDER INF.NO.) SS.11 NO.S-4/104<br>DT.10.02.2011.  | <b>1508.000</b> | <b>NOS./01</b> | SSE/PW/KTE   | KM-1099/6-7<br>TO 1099/0-1<br>UP RD.JKE-<br>PKRD<br>SECTION.  |
| 44    | <b>JBP631104026</b><br>98050620<br>SCRAP MS MELTING RELEASED<br>BROKEN & CORODED RAIL SCREW<br>PLATE SCREW CORODED BROKEN ERC<br>METAL LINER MAKE BOTH KEYS<br>LOOSE JAW TOWAY KEY,COTTERS,<br>DOG BOLTS, STUD BOLTS, SADDLE<br>PLATE, BROKEN AND CORODED IN 2<br>STACK.(FOR S/HOLDER INF.NO.) SS.11<br>NO.S-4/MELTING/103 DT.08.02.11<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>77.200</b>   | <b>MTS./15</b> | SSE/PW/KTE   | KM-1081/1-2<br>UP RD NEAR<br>SSE/PW/KTE<br>OFFICE<br>COMPOUND.  |
| 45    | <b>JBP631104027</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG = 276 NOS = 3260.74 RM IN 5<br>STACK.(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE(PWAY)/STA/RAIL/52 KG/26<br>DT.15.12.2010.  | <b>169.199</b>  | <b>MTS./15</b> | SSE/PW/STA   | KM-1176/7-<br>8, 8-9 UP<br>SIDE 9-10<br>UP 1177/5-<br>6, 7-8 UP<br>SIDE<br>SATNA.LAGAR<br>GAWAN<br>SECTION. |
| 46    | <b>JBP631104028</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG = 178 NOS = 2117.40 RM IN 2<br>STACK.(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE(PWAY)/STA/RAIL/52 KG/27<br>DT.20.12.2010.  | <b>109.871</b>  | <b>MTS./15</b> | SSE/PW/STA   | KM-1175/5-6<br>DN SIDE,<br>1177/0-1<br>DN, KM-<br>1177/3-4 DN<br>SIDE<br>BET.LGCE-<br>SATNA<br>SECTION.     |

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| Sr No | Lot No<br>Description  | Qty            | Unit           | Stock Holder | Location  |
|-------|--|----------------|----------------|--------------|---|
| 47    | <b>JBP631104029</b><br>98011285<br>SCRAP RAIL 90 LBS = 223 NOS = 2243.35<br>RM IN 4 STACK.(FOR S/HOLDER<br>INF.NO.) SS.11<br>NO.SSE(PWAY)/STA/RAIL/90 LBS/28<br>DT.30.12.2010.   | <b>100.075</b> | <b>MTS./15</b> | SSE/PW/STA   | 1-WEST SIDE<br>OF NMSDG,<br>DN YARD<br>SATNA. 2-<br>EAST SIDE<br>OF NMSDG,<br>DN YARD<br>SATNA 3-KM-<br>1180/3-4 UP<br>SIDE DN<br>YARD SATNA. |
| 48    | <b>JBP631104030</b><br>98011285<br>SCRAP RAIL 90 LBS ABOVE 1 MTR<br>LONG = 100 NOS = 2227.25 RM IN 2<br>STACK.(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE(PWAY)/STA/RAILS/34<br>DT.21.02.11   | <b>99.357</b>  | <b>MTS./15</b> | SSE/PW/STA   | KSB-2-3 DN<br>SIDE, KSB-<br>6-7 DN SIDE<br>SAGMA-KAIMA<br>LINE<br>SECTION.  |
| 49    | <b>JBP631104031</b><br>98011285<br>SCRAP RAIL 100 LBS ABOVE 1 MTR<br>LONG = 268 NOS = 2373.83 RM IN 3<br>STACK.(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE(PWAY)/STA/RAILS/100 LBS/35<br>DT.21.02.11.   | <b>117.979</b> | <b>MTS./15</b> | SSE/PW/STA   | IN SIDE OF<br>BCN SHED<br>FANCING<br>WEST SIDE<br>OF NM<br>SIDING<br>SATNA YARD.  |
| 50    | <b>JBP631104032</b><br>98011285<br>SCRAP RAIL 100 LBS ABOVE 1 MTR<br>LONG = 156 NOS = 1495.21 RM IN 3<br>STACK.(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE(PWAY)/STA/RAILS/100 LBS/36<br>DT.22.02.11.   | <b>74.311</b>  | <b>MTS./15</b> | SSE/PW/STA   | WEST AND<br>NORTH SIDE<br>OF NM<br>SIDING<br>SATNA YARD.  |
| 51    | <b>JBP631104033</b><br>SCRAP MS CONSISTING OF EM<br>PAD,SIDE BEARER PAD, DRAFT PAD<br>WITH OR WITHOUT RUBBER,RUBBER<br>PAD RELEASED FROM BOXN WAGON<br>(FOR S/HOLDER INF.NO.) SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/143<br>DT.23.02.2011. | <b>20.000</b>  | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX<br>NKJ.  |

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| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder | Location                   |
|-------|---|---------------|----------------|--------------|----------------------------|
| 52    | <b>JBP631104034</b><br>SCRAP MS CONSISTING OF DOORS<br>RELEASED FROM BOXN WAGON (FOR<br>S/HOLDER INF.NO.) SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/144<br>DT.23.02.2011.  | <b>25.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX<br>NKJ. |
| 53    | <b>JBP631104035</b><br>SCRAP CS CONSISTING OF PIVOT TOP<br>AND BOTTOM RELEASED FROM BOXN<br>WAGON (FOR S/HOLDER INF.NO.) SS.11<br>NO.LOT NO.JBP/NKJ/C&W/02/11/145<br>DT.23.02.2011  | <b>10.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX<br>NKJ. |
| 54    | <b>JBP631104036</b><br>SCRAP MS CONSISTING OF LIGHT<br>MELTING BODY PATCH, FLOOR PATCH<br>RUSTED CORRODED, MS SHEET<br>ETC.RELEASED FROM BOXN WAGON<br>(FOR S/HOLDER INF.NO.) SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/146<br>DT.23.02.2011 | <b>15.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX<br>NKJ. |

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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder | Location                                   |
|-------|--|---------------|----------------|--------------|--|
| 55    | <b>JBP631104037</b><br>Scrap MS Consisting of Mix melting Pins, nut, Bolt, Rivet, Washer, Cotter Split Pins, Studs, Channels, Angles, Door Lock Pin/Bracket, Gravity cotter, Door Hings, Porter handle, door Rester, Steples, Foot Step, CBC Rest Plate/Wpt, SF Key, shoe Key, H/BK. Wheel, Operating Rod/Bkt. Toggle Assy., Locking piece, Link Storee, retainer, Link Bkt. Tie Rod, SAB Bkt., H/Lever, F/Lever, Steeve Nut, E/L Tie rod, C.O Handle / Bkt., C.O. Rod, C/Link, Bell Crank, LE Link, Clutch Adjuster, Shoe Safety Bkt., Roller SB Plate, C/Rod Head, SAB Head, Trunion Bkt. Fulcrum Bkt. Roller Pocket, Liners, TB Lug, Hangers, TB Support, Push Rod Bkt. Fork, Drag Link, Roller Pin, skidders, Hooks, s/piller, T/Coupling, Pipes, Trimmers, CI Coupling, HP/SP clips, Bk. Shaft, Spg. Planks, Filter, Angle Cock, Flange, Dirt collector, Palm Ends, Chain, Couplings, Small cut Rods, Plate pieces, T/Bars, Eye Bolts, Dome, Mirror Frame, Flusher, silent Block. Push cock, Piston rods, Stuffing Box, Release Valves, Front Follower, Wedge Block, Adopter, Locking Piece, Sandwich Plates. Bk. Cylinder, SB Housing, Pivot Pieces, TBU Cap plate, Bearing pieces Thrower, Bk. Shoe, Wedge Block, Floating Lever Side bearer Housing, Push Rod, Adopter and other small items release from wagons/coach.(FOR S/HOLDER INF.NO.SS.11 NO.LOT NO.JBP/NKJ/C&W/02/11/147 DT.23.02.11. | <b>25.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL & ROH<br>COMPLEX<br>NKJ.IN 3<br>STACK. |
| 56    | <b>JBP631104038</b><br>SCRAP CS CONSISTING OF HELICAL SPRING, OUTER SPRING, INNER SPRING, SNUBBER ALL TYPE HELICAL SPRING RELEASED FROM BOXN WAGON & COACH.(FOR S/HOLDER INF.NO.SS.11 NO.LOT NO.JBP/NKJ/C&W/02/11/148 DT.23.02.11.   | <b>20.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX<br>NKJ.IN 02<br>STACK.  |

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| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder | Location                              |
|-------|---|---------------|----------------|--------------|---------------------------------------|
| 57    | <b>JBP631104039</b><br>SCRAP MS CONSISTING OF OUT<br>ROD,DIFFERENT SIZE AND DIFFERENT<br>ROD MAIN PULL ROD,COUPLKER ROD<br>CONTROL ROD SAB ROD ETC.<br>RELEASED FROM BOXN WAGON.<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/149 DT.23.02.11. | <b>10.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX<br>NKJ.            |
| 58    | <b>JBP631104040</b><br>SCRAP CS CONSISTING OF KNUCKLE,<br>RELEASED FROM BOXN WAGON<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/150 DT.23.02.11  | <b>20.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX NKJ<br>IN 2 STACK. |
| 59    | <b>JBP631104041</b><br>SCRAP CS CONSISTING OF CBC HEAD,<br>DRAFT,BACK STAPPER,FRONT<br>FLOWER, ALL COMPONENTS ARE CBC<br>RELEASED FROM BOXN WAGON<br>(FOR S/HOLDER INF.NO.SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/151 DT.23.02.11                                  | <b>30.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX NKJ<br>IN 2 STACK. |
| 60    | <b>JBP631104042</b><br>SCRAP MS CONSISTING OF BRAKE<br>BEAM RELEASED FROM BOXN<br>WAGON.<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/152 DT.23.02.11  | <b>20.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX<br>NKJ.            |
| 61    | <b>JBP631104043</b><br>SCRAP CS CONSISTING OF BRAKE<br>CYLINDER RELEASED FROM BOXN<br>WAGON & COACH.<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/153 DT.23.02.11  | <b>5.000</b>  | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL ROH<br>COMPLEX<br>NKJ.            |
| 62    | <b>JBP631104044</b><br>SCRAP CONSISTING OF CI BRAKE<br>BLOCK OF DOOR RELEASED FROM<br>BOXN WAGON<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/154 DT.23.02.11  | <b>10.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | NSL COMPLEX<br>NKJ.                   |



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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder | Location                            |
|-------|--|---------------|----------------|--------------|-------------------------------------|
| 63    | <b>JBP631104045</b><br>SCRAP CS CONSISTING OF COMPOSITE<br>BRAKE BLOCK FROM BOXN WAGON<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/155 DT.23.02.11   | <b>30.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL COMPLEX<br>NKJ. IN 02<br>STACK. |
| 64    | <b>JBP631104046</b><br>SCRAP CONSISTING OF TURNING AND<br>BORING,MAXIMUM TURNING AND<br>RUSTED CORODED<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/CS/02/11/156<br>DT.23.02.11                                 | <b>15.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | OSL COMPLEX<br>NKJ.                 |
| 65    | <b>JBP631104047</b><br>SCRAP MS CONSISTING OF END<br>PANEL, SIDE PANEL, FLOOR SHEET,<br>DOOR AND DOOR FITTING<br>ETC.RELEASED FROM NPOH SHED<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.JBP/NKJ/C&W/02/11/157 DT.23.02.11 | <b>40.000</b> | <b>MTS./15</b> | SSE/C&W/NKJ  | NPOH SHED<br>NSL NKJ.               |

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Auction Catalogue No 63110041

Auction Date: 18-04-2011

Auctioneer : Dy CMM(S)

Place : KOTA

| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder | Location   |
|-------|---|-----------------|----------------|--------------|--|
| 1     | <b>KTT631012295</b><br>98011285<br>SC.RAIL 52 KG = 34 NOS =162.12 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.PWI/CAG/SCRAP/2010-11/13<br>DT.13.08.2010.  | <b>8.412</b>    | <b>MTS./15</b> | SSE/PW/CAG   | KM-147/5-6<br>MTPC YD.AND<br>KM-143/4-5<br>NEAR LC<br>NO.82.             |
| 2     | <b>KTT631012330</b><br>98230025<br>SC.ALLUMINIUM OF LOCO SPARE<br>PARTS<br>(FOR S/HOLDER INF.NO.)SS.11 LOT<br>NO.SSE/S/TKD/35/10/31<br><br>MODE OF DELIVERY BY ACTUAL WT.   | <b>1200.000</b> | <b>KGS./13</b> | SSE/S/TKD    | KEPT IN NON<br>FERROUS<br>SCRAP ROOM<br>ADJACENT TO<br>CUSTODY<br>STORE. |
| 3     | <b>KTT631012332</b><br>98414010<br>SC.LOCO BATTERY LEAD ACID TYPE.<br>(FOR S/HOLDER INF.NO.)SS.11 LOT<br>NO.SSE/S/TKD/35/10/22<br><br>MODE OF DELIVERY BY ACTUAL WT.<br><br>[AUTHORIZATION CERTIFICATE OF<br>CPCB IS REQUIRED,] | <b>4.870</b>    | <b>MTS./15</b> | SSE/S/TKD    | KEPT IN<br>BETWEEN M3<br>HR AND PWL<br>ROAD                              |
| 4     | <b>KTT631101382</b><br>98011285<br>SC.RAIL 90 R = 31 NOS = 197.73 RM (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.KTT/RMA/RAIL/000123<br>DT.01.09.2010.   | <b>8.821</b>    | <b>MTS./15</b> | SSE/PW/RMA   | RMA YD.KM-<br>848/36-<br>849/2.  |
| 5     | <b>KTT631101383</b><br>98011285<br>SC.RAIL 90 R = 33 NOS = 258.80 RM (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.KTT/RMA/MKX/RAIL/000124<br>DT.01.09.2010.   | <b>11.545</b>   | <b>MTS./15</b> | SSE/PW/RMA   | MKX YD.KM-<br>858/19-21.   |

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| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder     | Location   |
|-------|---|---------------|----------------|------------------|--|
| 6     | <b>KTT631101390</b><br>98080015<br>SC.CST-9 PLATE 90 R /52 KG BROKEN<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KTT/BWM/CST-9/096 DT.08.09.2010.<br><br>MODE OF DELIVERY BY ACTUAL WT.  | <b>25.060</b> | <b>MTS./15</b> | SSE/PW/BWM       | SE/PW/BWM<br>OFFICE<br>COMPOUND<br>EAST SIDE<br>MATERIAL<br>LYING IN<br>M.P. STATE |
| 7     | <b>KTT631101401</b><br>98050709<br>SC.S.T.SLEEPER BROKEN IN 5 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PWAY/VMA/41/10-11/CMU YD<br>DT.08.12.2010.<br><br>MODE OF DELIVERY BY ACTUAL WT.  | <b>21.500</b> | <b>MTS./15</b> | SSE/PWAY/VM<br>A | KM.758/4-<br>6,758/24-<br>26,758/26-<br>28,758/28-<br>30                           |
| 8     | <b>KTT631101402</b><br>98050620<br>SC.M.S.<br>1-GAUGE TIE PLATE OFF SIZE = 9.339<br>MTS<br>2-G.J.FISH PLATE 52 KG BROKEN =<br>1.932 MTS<br>3-SEJ MOUTH 52 KG = 4.640 MTS<br>4-PLAIN BEARING PLATE 52 KG OFF<br>SIZE =1.904 MTS<br>5-JN. FISH PLATE 52/60 KG BROKEN =<br>0.690 MTS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/VMA/39/10-11/VMA YD.(MP)<br>DT.25.10.10<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>18.505</b> | <b>MTS./15</b> | SSE/PW/VMA       | KM-736/21-<br>23 VMA<br>YD.PWI<br>OFFICE<br>COMPOUND. [M<br>.P.]                   |
| 9     | <b>KTT631101403</b><br>98080015<br>SC.CI SEJ BEARING PLATE BROKEN 52<br>KG<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/VMA/42/10-11/CMU YD.<br>DT.09.12.2010.<br><br>MODE OF DELIVERY BY ACTUAL WT.   | <b>12.440</b> | <b>MTS./15</b> | SSE/PW/VMA       | KM-758/4-6<br>CMU YD.PWI<br>OFFICE<br>COMPOUND.                                    |

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| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder     | Location   |
|-------|---|---------------|----------------|------------------|--|
| 10    | <b>KTT631101406</b><br>98080015<br>SC.GR-II CI POT BROKEN ATTACHED<br>WITH/WITHOUT TIEBAR COTTERS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SC./10-11/02<br>DT.10.06.2010.<br><br>MODE OF DELIVERY BY ACTUAL WT.                  | <b>29.855</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | KM-1091/31<br>TO 1092/7<br>BEHIND<br>SSE/PWI/N/G<br>GC OFFICE<br>AND SSE<br>(SIG.) GGC<br>OFFICE . |
| 11    | <b>KTT631101407</b><br>98090800<br>SC.ST SLEEPER BROKEN 52 KG/90 R IN<br>13 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SC./10-11/04<br>DT.12.06.2010.<br><br>MODE OF DELIVERY BY ACTUAL WT.                                 | <b>54.195</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | KM-1091/31-<br>33 IN FRONT<br>SSE/P/GGC<br>OFFICE .  |
| 12    | <b>KTT631102423</b><br>98415418<br>SC.U/S WOODEN SLEEPER BG/MG/OFF<br>SIZE AND WOODEN BLOCK OFF SIZES<br>IN 5 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PWAY/C/KTT/10-11/01<br>DT.17.12.2010.<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>9.953</b>  | <b>MTS./15</b> | SSE/PW/C/KT<br>T | OFFICE<br>COMPOUND<br>SSE/PWAY/C<br>KTT .  |
| 13    | <b>KTT631102426</b><br>98050709<br>SC.U/S ST SLEEPER BROKEN 90 R/52 KG<br>BG<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SE/PWAY/LKE/ST SLEEPER/10-11/282<br>DT.15.10.2010<br><br>MODE OF DELIVERY BY ACTUAL WT.                                 | <b>5.320</b>  | <b>MTS./15</b> | SSE/PW/LKE       | SSE/PWAY/LK<br>E OFFICE<br>COMPOUND .  |

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| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder      | Location  |
|-------|---|-----------------|----------------|-------------------|---|
| 14    | <b>KTT631102432</b><br>98050709<br>SC.U/S ST SLEEPER<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KOTA/SGZ/SGZ YD/ST/0334/13<br>DT.10/12.01.11                              | <b>3353.000</b> | <b>NOS./01</b> | SSE/PW/SGZ        | KM-787/26-<br>787/32 &<br>787/21-31<br>SGZ<br>YD. [M.P.]  |
| 15    | <b>KTT631102444</b><br>98011285<br>SC.RAIL 90 R/90 LBS U/S = 281 NOS =<br>2690.11 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PWAY/N/KOTA/10-11/08<br>DT.09.08.2010 | <b>120.006</b>  | <b>MTS./15</b> | SSE/PW/N/KO<br>TA | STACK NO.1<br>KTT/1217 C<br>TO<br>KTT/11231<br>GOODS YARD<br>STACK NO.2<br>KM-919/25-<br>27 GOODS<br>YD.STACK<br>NO.3<br>KTT/1141 TO<br>KTT/1131<br>LOCO<br>YD.STACK<br>NO.4<br>KTT/1131 A<br>TO KTT2017<br>LOCO<br>YARD.STACK<br>NO.5<br>918/33-35 |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder      | Location   |
|-------|---|----------------|----------------|-------------------|--|
| 16    | <b>KTT631102445</b><br>98011285<br>SC.RAIL 90 R/90 BS U/S = 291 NOS =<br>2985.600 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PWAY/N/KOTA/10-11/07<br>DT.09.08.2010       | <b>133.190</b> | <b>MTS./15</b> | SSE/PW/N/KO<br>TA | STACK NO.1<br>KTT/1061A<br>TO KTT1053<br>LOCO<br>YD.STACK<br>NO.2<br>KTT/1061A<br>TO KTT/3003<br>LOCO YD.<br>STACK NO.3<br>KTT3065 TO<br>KTT3067<br>GOODS<br>YD.STACK<br>NO.4<br>KTT3063 TO<br>KTT/3065<br>GOODS YD. |
| 17    | <b>KTT631102446</b><br>98011285<br>SC.RAIL 90 R/90 BS U/S = 74 NOS =<br>803.77 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PWAY/N/KOTA/10-11/09<br>DT.09.08.2010          | <b>35.856</b>  | <b>MTS./15</b> | SSE/PW/N/KO<br>TA | STACK NO.1<br>KTT/3015-<br>KTT/3021<br>GOODS<br>YD.STACK<br>NO.2<br>KTT/1097-<br>KTT/1109<br>GOODS YD.   |
| 18    | <b>KTT631102482</b><br>98011285<br>SCRAP U/S RAIL 90 R = 34 NOS =336.07<br>RM<br>IN 2 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/HAN/RAIL/10-<br>11/11 DT.15.11.2010. | <b>14.992</b>  | <b>MTS./15</b> | SSE/PW/HAN        | KM-1160/6-8<br>DY YD.  |
| 19    | <b>KTT631102486</b><br>98011285<br>SCRAP RAIL 90 R 90 LBS U/S = 112 NOS<br>= 883.13 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/SWM/RAIL/25 DT.28.01.2011.             | <b>39.396</b>  | <b>MTS./15</b> | SSE/PW/SWM        | KM-1031/20-<br>26  |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder      | Location                             |
|-------|---|----------------|----------------|-------------------|--------------------------------------|
| 20    | <b>KTT631102489</b><br>98011285<br>SCRAP RAIL 90 R 90 LBS U/S = 93 NOS =<br>754.14 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/SWM/RAIL/26 DT.28.01.2011.  | <b>33.642</b>  | <b>MTS./15</b> | SSE/PW/SWM        | KM-1029/6-<br>10.                    |
| 21    | <b>KTT631102491</b><br>98011285<br>SCRAP RAIL 52 KG U/S = 33 NOS =<br>145.23 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/SWM/RAIL/24 DT.28.01.2011.  | <b>7.536</b>   | <b>MTS./15</b> | SSE/PW/SWM        | KM-1047/27-<br>29.                   |
| 22    | <b>KTT631102519</b><br>98011285<br>SC.RAIL 90 R /90 LBS = 73 PCS = 231.19<br>RM (FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/S/KTT/RAILS/702<br>DT.31.01.2011.  | <b>10.313</b>  | <b>MTS./15</b> | SSE/PW/S/KO<br>TA | SSE/PW/S/KT<br>T OFFICE<br>COMPOUND. |
| 23    | <b>KTT631103537</b><br>98080106<br>US SCRAP CST-9 PLATE<br>BROKEN/UNBROKEN RUSTED WITH OR<br>WITHOUT TIE BAR ETC. = 2600 NOS<br>(FOR STOCK HOLDER INF. NO. )<br>SSE/PW/BTE/10-11/18 (A) DT.06.01.11<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>116.960</b> | <b>MTS./15</b> | SSE/PW/BTE        | BTE<br>YD.1211/35<br>TO 1212/03      |
| 24    | <b>KTT631103539</b><br>98030504<br>SCRAP FISH PLATE 90R/87LBS IN 10<br>STACKS = 450+416 NOS (FOR STOCK<br>HOLDER INF. NO. )<br>KTT/RMA/DRF/FP/000104 DT.01.01.11  | <b>866.000</b> | <b>NOS./01</b> | SSE/PW/RMA        | DRF YD. KM.<br>873/13-11             |
| 25    | <b>KTT631103540</b><br>98050709<br>SCRAP ST SLEEPER 52KG/90R BADELY<br>CORRDED IN 8 STACKS (FOR STOCK<br>HOLDER INF. NO. )<br>KTT/RMA/DRF/ST/000103 DT.01.01.11   | <b>800.000</b> | <b>NOS./01</b> | SSE/PW/RMA        | DRF YD. KM.<br>873/21-23             |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder | Location  |
|-------|---|----------------|----------------|--------------|---|
| 26    | <b>KTT631103570</b><br>98050709<br>SCRAP U/S ST SLEEPER BG 75 R<br>BROKEN IN 3 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BAZ/DXD YD./10-11/20<br>DT.28.12.2010.  | <b>10.470</b>  | <b>MTS./15</b> | SSE/PW/BAZ   | KM-16/5-6<br>AND 16/6-7<br>OHE MAST<br>(RHS) DXD<br>YARD.               |
|       | MODE OF DELIVERY BY ACTUAL WT.  |                |                |              |   |
| 27    | <b>KTT631103572</b><br>98050620<br>SCRAP M.S.<br>1-SCRAP GJ FISH PLATE 52 KG = 132<br>NOS<br>2-SCRAP GJ FISH PLATE 60 KG = 78 NOS<br>3-SCRAP FISH PLATE 90 R = 64 NOS<br>4-SCRAP FISH PLATE 52 KG = 48 NOS<br>5-SCRAP CANTED BEARING PLATE 52<br>KG = 46 NOS<br>6-SCRAP PLAIN BEARING PLATE 52 KG<br>= 19 NOS<br>7-S/CHAIR 52 KG = 29 NOS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/VMA/40/10-11/VMA YD.<br>DT.26.10.2010 | <b>416.000</b> | <b>NOS./01</b> | SSE/PW/VMA   | KM-736/21-<br>23 VMA YARD<br>PWI OFFICE<br>COMPOUND. [M<br>. P. STATE ] |
| 28    | <b>KTT631104001</b><br>98030103<br>1-SCRAP XING B/UP 90 R 1:12= 2.475<br>MTS<br>2-SCRAP XING B/UP 90 R 1:8-1/2 = 3.915<br>MTS 3-SCRAP TONGUE RAIL 90 R 1:12 =<br>2.820 MTS<br>4-SCRAP TONGUE RAIL 90 R 1"8-1/2 =<br>2.366 MTS<br>5-SCRAP CHECK RAIL 90 R (P&C) =<br>3.586 MTS<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/SWM/P&C/32 DT.21.02.11   | <b>15.162</b>  | <b>MTS./15</b> | SSE/PW/SWM   | KM-1029/6-<br>10.   |

NOTE:- DELIVERY BY ACTUAL WT.



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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder | Location                           |
|-------|---|----------------|----------------|--------------|------------------------------------|
| 29    | <b>KTT631104002</b><br>98050035<br>SCRAP MS MELTING CONSISTING ALL<br>TYPE RAILS BANDED RUSTED, NUT,<br>BOLT, WASHER, ERC, BEARING PLATE,<br>FISH PLATES, SLIDE CHAIRS,<br>STRECHER, GAUGE, TYPE PLATES,<br>BROKEN PIECES, OF ANGLE TIEBAR,<br>RAIL CLOUSER, PLATES SCREW, MS<br>LINER & ALL FITTING ETC.ETC.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/SWM/MS/33 DT.22.02.11<br><br>NOTE:- DELIVERY BY ACTUAL WT. | <b>40.000</b>  | <b>MTS./15</b> | SSE/PW/SWM   | KM-1029/0-2<br>OFFICE<br>COMPOUND. |
| 30    | <b>KTT631104003</b><br>98080015<br>SCRAP CI CONSISTING ALL TYPE ACB,<br>CST-9, CI POT, J.N.FISH PLATE,CI<br>CHAIR, BROKEN PCS, CI BLOCK OFF<br>SIZE ALL FITTINGS ETC.ETC.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/SWM/CI/34 DT.22.02.11<br><br>NOTE:- DELIVERY BY ACTUAL WT.   | <b>20.000</b>  | <b>MTS./15</b> | SSE/PW/SWM   | KM-1029/0-2<br>OFFICE<br>COMPOUND. |
| 31    | <b>KTT631104004</b><br>98080015<br>SCRAP CST-9 PLATE 90 R 52 KG<br>UNBROKEN<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/SWM/CST-9/31 DT.21.02.11   | <b>202.000</b> | <b>NOS./01</b> | SSE/PW/SWM   | KM-1029/0-2<br>OFFICE<br>COMPOUND. |
| 32    | <b>KTT631104005</b><br>98050709<br>SCRAP ST SLEEPER ORDINERY 52 KG<br>90 R UNBROKEN 171 LBS<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/SWM/ST/30 DT.19.02.11  | <b>900.000</b> | <b>NOS./01</b> | SSE/PW/SWM   | KM-1029/19-<br>21                  |

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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder       | Location  |
|-------|--|---------------|----------------|--------------------|---|
| 33    | <b>KTT631104006</b><br>98030103<br>SCRAP U/S SURPLUS SWITCHES,<br>T/RAIL, S/RAIL 1:12 AND 1:8-1/2 52 KG<br>90 R/90 LBS WITH ATTACHMENT OF<br>SLIDE CHAIR/WITHOUT SLIDE CHAIRS,<br>HEEL BLOCKS, DISTANCE BLOCKS,<br>NUT, BOLTS, WASHER ETC.IN 02<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/C/KTT/10-11/004<br>DT.18.01.11                | <b>47.468</b> | <b>MTS./15</b> | SSE/PW/C/KO<br>TA  | GQL YARD<br>FROM KM-<br>926/30-32 &<br>KM-926/32-<br>34.  |
|       | NOTE:-MODE OF DELIVERY BY<br>ACTUAL WT.  |               |                |                    |   |
| 34    | <b>KTT631104007</b><br>98030103<br>SCRAP U/S SURPLUS SWITCHES<br>T/RAILS, GUARD RAIL, S/RAILS,<br>1:12/1:8-1/2, 52 KG/90 R/90 LBS WITH<br>ATTACHMENT OF SLIDE<br>CHAIRS/WITHOUT SLIDE CHAIRS,<br>HEEL BLOCK, DISTANCE BLOCK,<br>NUT,BOLT, WASHER ETC.ETC.IN 02<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/C/KTT/10-11/005<br>DT.18.01.11 | <b>10.904</b> | <b>MTS./15</b> | SSE/PWAY/C/<br>KTT | GQL YARD<br>FROM KM-<br>926/32-36 &<br>926/36-<br>927/02. |
|       | NOTE:-MODE OF DELIVERY BY<br>ACTUAL WT.  |               |                |                    |   |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder       | Location   |
|-------|---|----------------|----------------|--------------------|--|
| 35    | <b>KTT631104008</b><br>98030103<br>SCRAP U/S SURPLUS SWITCHES<br>T/RAILS, S/RAILS, 1:12/1:8-1/2, 52 KG/90<br>R/90 LBS WITH ATTACHMENT OF<br>SLIDE CHAIRS/WITHOUT SLIDE<br>CHAIRS, HEEL BLOCK, DISTANCE<br>BLOCK, NUT,BOLT, WASHER<br>ETC.ETC.IN 02 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/C/KTT/10-11/003<br>DT.17.01.11 | <b>10.561</b>  | <b>MTS./15</b> | SSE/PWAY/C/<br>KTT | GQL YARD<br>FROM KM<br>GQL/3050 TO<br>GQL/3048 &<br>KM-926/32-<br>36   |
|       | NOTE:-MODE OF DELIVERY BY<br>ACTUAL WT.   |                |                |                    |  |
| 36    | <b>KTT631104009</b><br>98011285<br>SC.U/S RAIL 90 R/90 LBS = 46 NOS =<br>443.86 RM IN 02 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/C/KTT/10-11/011<br>DT.20.01.11   | <b>19.800</b>  | <b>MTS./15</b> | SSE/PWAY/C/<br>KTT | 1-KTT YARD<br>BET.KM-<br>KTT/1063-<br>KTT/1061 A<br>NEAR PIT<br>LINE 2-KTT<br>YARD<br>BET.KM-0/1-<br>2 UNDER ROB<br>(KTT-BINA<br>LINE) |
| 37    | <b>KTT631104010</b><br>98080015<br>SC.U/S SURPLUS CST-9 PLATES 52<br>KG/90 R INTACT<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/C/KTT/10-11/007<br>DT.19.01.11   | <b>438.000</b> | <b>NOS./01</b> | SSE/PW/C/KT<br>T   | SWM<br>YD.BET.KM-<br>1029/2-4<br>OFFICE<br>COMPOUND<br>SSE/PWAY/SW<br>M.   |

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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder      | Location  |
|-------|--|---------------|----------------|-------------------|---|
| 38    | <b>KTT631104011</b><br>98030103<br>SC.U/S T/RAILS,C/RAILS,SEJ BUILT UP<br>XING D/H RAILS, 60 KG/90 R/60 R/52<br>KG/69 LBS D/H WITH ATTACHMENT IF<br>ANY (NUT, BOLT, WASHER, HEEL<br>BLOCK ETC.)<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/C/KTT/10-11/010<br>DT.21.01.11<br><br>NOTE:-MODE OF DELIVERY BY<br>ACTUAL WT. | <b>16.636</b> | <b>MTS./15</b> | SSE/PW/C/KT<br>T  | 1-BAZ YD.AT<br>KM-65/8-9<br>NEAR GOODS<br>P/F. 2-BAZ<br>YARD AT KM-<br>66/0-1 NEAR<br>WATER TANK<br>3-BAZ YARD<br>AT KM-<br>66/13-14<br>NEAR P/F<br>NO.1. |
| 39    | <b>KTT631104012</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 191 NOS =<br>1390.32 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.SE/PWAY/MLGH/RAIL/10-11/17<br>DT.22.01.11   | <b>72.144</b> | <b>MTS./15</b> | SSE/PW/MLGH       | KM-124-6-7<br>PSLI<br>YD. ,KM-<br>124/5-6 AND<br>125/1-2.   |
| 40    | <b>KTT631104013</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 68 NOS =<br>722.14 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.SE/PWAY/MLGH/RAIL/10-11/20<br>DT.22.01.11   | <b>37.472</b> | <b>MTS./15</b> | SSE/PW/MLGH       | KM-120/13-<br>14 NEAR LC<br>NO.99 C   |
| 41    | <b>KTT631104014</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 86 NOS =<br>1047.75 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.SE/PWAY/MLGH/RAIL/10-11/18<br>DT.22.01.11  | <b>54.368</b> | <b>MTS./15</b> | SSE/PW/MLGH       | KM-120/15-<br>121/0 NEAR<br>LC NO.99 C  |
| 42    | <b>KTT631104015</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 252 NOS =<br>1449.51 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.SE/PWAY/MLGH/RAIL/10-11/11<br>DT.20.01.11   | <b>75.215</b> | <b>MTS./15</b> | SSE/PWAY/ML<br>GH | KM-140/10-<br>11 & 8-9  |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder      | Location                            |
|-------|---|----------------|----------------|-------------------|-------------------------------------|
| 43    | <b>KTT631104016</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 169 NOS =<br>1619.01 RM<br>IN 03 STACK.(FOR S/HOLDER INF.NO.)<br>SS.11 NO.SE/PWAY/MLGH/RAIL/10-11/08<br>DT.17.01.11   | <b>84.010</b>  | <b>MTS./15</b> | SSE/PWAY/ML<br>GH | KM-125/9-<br>125/10 &<br>125/8-9    |
| 44    | <b>KTT631104017</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 114 NOS =<br>518.60 RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PWAY/MLGH/RAIL/10-11/02<br>DT.08.10.10                | <b>26.910</b>  | <b>MTS./15</b> | SSE/PWAY/ML<br>GH | KM-100/0-<br>100/01                 |
| 45    | <b>KTT631104018</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 99 NOS =<br>1281.06 RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PWAY/MLGH/RAIL/10-11/19<br>DT.22.01.11                | <b>66.474</b>  | <b>MTS./15</b> | SSE/PWAY/ML<br>GH | KM-120/14-<br>15 NEAR LC<br>NO.99 C |
| 46    | <b>KTT631104019</b><br>98050709<br>SCRAP U/S ST SLEEPER 52 KG/90 R<br>INTACT.IN 6 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PWAY/MLGH/ST SLEEPER/10-<br>11/34 DT.14.02.11 | <b>554.000</b> | <b>NOS./01</b> | SSE/PWAY/ML<br>GH | SE/PW/MLGH<br>OFFICE<br>COMPOUND    |
| 47    | <b>KTT631104020</b><br>98050709<br>SCRAP U/S ST SLEEPER 52 KG/90 R BG<br>INTACT.IN 4 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PW/MLGH/ST SLEEPER/10-11/35<br>DT.15.02.11 | <b>338.000</b> | <b>NOS./01</b> | SSE/PWAY/ML<br>GH | KM-139/15-<br>16 BSSL<br>YARD.      |

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| Sr No | Lot No<br>Description   | Qty              | Unit           | Stock Holder      | Location                                    |
|-------|---|------------------|----------------|-------------------|---|
| 48    | <b>KTT631104021</b><br>98036000<br>SCRAP U/S TIEBAR FOR 52 KG/90 R<br>RAILS IN 7 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PW/MLGH/TIEBAR/10-11/28<br>DT.15.02.11                     | <b>14168.000</b> | <b>NOS./01</b> | SSE/PWAY/ML<br>GH | SE/PWAY/MLG<br>H OFFICE<br>COMPOUND.        |
| 49    | <b>KTT631104022</b><br>98036000<br>SCRAP U/S TIEBAR FOR 52 KG/90 R<br>RAILS IN 9 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PW/MLGH/TIEBAR/10-11/26<br>DT.15.02.11                     | <b>17229.000</b> | <b>NOS./01</b> | SSE/PWAY/ML<br>GH | SE/PWAY<br>MLGH OFFICE<br>COMPOUND.         |
| 50    | <b>KTT631104023</b><br>98036000<br>SCRAP U/S TIEBAR FOR 52 KG/90 R<br>RAILS IN 7 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PW/MLGH/TIEBAR/10-11/27<br>DT.15.02.11                     | <b>13555.000</b> | <b>NOS./01</b> | SSE/PWAY/ML<br>GH | SE/PW/MLGH<br>OFFICE<br>COMPOUND.           |
| 51    | <b>KTT631104024</b><br>98080015<br>SCRAP U/S CST-9 PLATES 90 R/52 KG<br>BROKEN<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PW/MLGH/CST-9/10-11/16<br>DT.25.01.11                               | <b>98.135</b>    | <b>MTS./15</b> | SSE/PWAY/ML<br>GH | KM-139/13-<br>14 BEHIND<br>STN.BUILDIN<br>G |
|       | NOTE:-MODE OF DELIVERY BY<br>ACTUAL WT.   |                  |                |                   |   |
| 52    | <b>KTT631104025</b><br>98415418<br>SCRAP U/S WOODEN SLEEPER &<br>BRIDGE TIMBER OFF SORT AND SIZES.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PW/MLGH/WOODEN SLEEPER/10-<br>11/29 DT.15.02.11 | <b>44.980</b>    | <b>MTS./15</b> | SSE/PWAY/ML<br>GH | KM-139/15-<br>16 BSSL<br>YARD.              |
|       | NOTE:-MODE OF DELIVERY BY<br>ACTUAL WT.   |                  |                |                   |   |

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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder      | Location   |
|-------|--|---------------|----------------|-------------------|--|
| 53    | <b>KTT631104026</b><br>98415418<br>SCRAP U/S WOODEN SLEEPER &<br>BRIDGE TIMBER OFF SORT AND SIZES<br>IN 16 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PW/MLGH/W SLEEPER/10-11/037<br>DT.14.02.11<br><br>NOTE:-MODE OF DELIVERY BY<br>ACTUAL WT. | <b>88.210</b> | <b>MTS./15</b> | SSE/PWAY/ML<br>GH | SE/PW/MLGH<br>OFFICE<br>COMPOUND.  |
| 54    | <b>KTT631104027</b><br>98415418<br>SCRAP U/S WOODEN SLEEPER &<br>BRIDGE TIMBER OFF SORT AND SIZES<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SE/PW/MLGH/WOODEN SLEEPER/10-<br>11/31 DT.15.02.11<br><br>NOTE:-MODE OF DELIVERY BY<br>ACTUAL WT.            | <b>51.220</b> | <b>MTS./15</b> | SSE/PWAY/ML<br>GH | KM-125/1-2<br>PARSOLI<br>YARD.   |
| 55    | <b>KTT631104028</b><br>98011285<br>SCRAP RAIL 52 KG U/S = 182 NOS =<br>1357.24 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.SSE/PWAY/N/KOTA/2010-11/22<br>DT.02.02.2011.  | <b>70.425</b> | <b>MTS./15</b> | SSE/PW/N/KO<br>TA | KM-927/11-<br>13 ,KM-<br>927/12-<br>14 ,KM-<br>927/10-12 ,<br>KMTTP<br>3066/2070<br>GQL/TP 2060<br>BEHIND.             |
| 56    | <b>KTT631104029</b><br>98011285<br>SCRAP RAIL 60 KG U/S = 122 NOS =<br>505.140 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.SSE/PWAY/N/KOTA/2010-11/23<br>DT.02.02.2011.  | <b>30.477</b> | <b>MTS./15</b> | SSE/PW/N/KO<br>TA | KM-927/11-<br>13 , KM-<br>927/12-<br>14 /KM-<br>927/1-3/TP<br>3060-<br>3067/TP-<br>2060 BEHIND<br>GQL TP<br>3032-3030. |

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| Sr No                          | Lot No<br>Description   | Qty           | Unit           | Stock Holder      | Location  |
|--------------------------------|---|---------------|----------------|-------------------|---|
| 57                             | <b>KTT631104030</b><br>98011285<br>SCRAP RAIL 90 R/90 LBS U/S = 54 NOS =<br>398.83 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.SSE/PWAY/N/KOTA/2010-11/25<br>DT.02.02.2011.                     | <b>17.791</b> | <b>MTS./15</b> | SSE/PW/N/KO<br>TA | KM-927/12-<br>14/ GQL/TP<br>2060 BEHIND<br>GQL/TP<br>3034-3032. |
| 58                             | <b>KTT631104031</b><br>98011285<br>SCRAP RAIL 60 KG = 57 NOS = 575.18<br>RM (FOR S/HOLDER INF.NO.) SS.11<br>NO.044605/2010-11/08 DT.26.12.2010.   | <b>34.706</b> | <b>MTS./15</b> | SSE/PW/BXN        | KM-1167/26-<br>30.  |
| 59                             | <b>KTT631104032</b><br>98011285<br>SCRAP RAIL U/S 90 R/90 LBS = 175 NOS<br>= 1514.56 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.044605/2010-11/11<br>DT.01.01.2011.                            | <b>50.052</b> | <b>MTS./15</b> | SSE/PW/BXN        | KM BXN/1085<br>TO<br>BXN/1095.                                  |
| MODE OF DELIVERY BY ACTUAL WT. |   |               |                |                   |   |
| 60                             | <b>KTT631104033</b><br>98011285<br>SCRAP RAIL U/S 90 R/90 LBS = 187 NOS<br>= 1872.92 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.044605/2010-11/12<br>DT.02.01.2011.                            | <b>66.841</b> | <b>MTS./15</b> | SSE/PW/BXN        | BXN/1075/2<br>BXN/1085  |
| MODE OF DELIVERY BY ACTUAL WT. |   |               |                |                   |   |
| 61                             | <b>KTT631104034</b><br>98011285<br>SCRAP RAIL 90 R/90 LBS U/S = 254 NOS<br>= 822.27 RM IN 02 STACK. (FOR<br>S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/N/GGC/SCRAP/10-11/24<br>DT.11.02.2011. | <b>36.681</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C  | KM-1091/27-<br>31 IN FRONT<br>OF RLY<br>SR.SEC.SCHO<br>OL.      |



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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder     | Location  |
|-------|---|----------------|----------------|------------------|---|
| 62    | <b>KTT631104035</b><br>98011285<br>SCRAP RAIL 52 KG = 157 NOS = 1483.09<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/BD/SCRAP RAIL 52<br>KG/2010-11-56 DT.15.02.2011. | <b>76.958</b>  | <b>MTS./15</b> | SSE/PW/BUND<br>I | KM-42/5-6<br>NEAR SNAR<br>YARD.                         |
| 63    | <b>KTT631104036</b><br>98011285<br>SCRAP RAIL 52 KG = 235 NOS = 2691.29<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/BD/SCRAP RAIL 52<br>KG/2010-11-57 DT.15.02.2011. | <b>139.651</b> | <b>MTS./15</b> | SSE/PW/BUND<br>I | KM-42/6-7<br>NEAR SNAR<br>YD.                           |
| 64    | <b>KTT631104037</b><br>98011285<br>SCRAP RAIL 52 KG = 239 NOS = 2555.02<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/BD/SCRAP RAIL 52<br>KG/2010-11-58 DT.15.02.2011. | <b>132.580</b> | <b>MTS./15</b> | SSE/PW/BUND<br>I | KM-42/7-8 ,<br>42/8-9<br>, 42/13-14<br>NEAR SNAR<br>YD. |
| 65    | <b>KTT631104038</b><br>98011285<br>SCRAP RAIL 52 KG = 356 NOS = 3613.93<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PWAY/BD/SCRAP RAIL 52<br>KG/2010-11-59 DT.15.02.2011. | <b>187.527</b> | <b>MTS./15</b> | SSE/PW/BUND<br>I | KM-42/13-14<br>NEAR SNAR<br>YD.                         |

Report run on: 08 APR 2011

Auction Catalogue No 63110042

Auction Date: 18-04-2011

Auctioneer : Dy CMM(S)

Place : KOTA

| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder         | Location                                |
|-------|---|-----------------|----------------|----------------------|---|
| 1     | <b>631011000300</b><br>SC.FERROUS MATERIAL CONSISTING<br>OF LB SPRING OF IRS AND BVG<br>WAGONS.   | <b>10.000</b>   | <b>MTS./15</b> | DMS-SC-KOTA          | LYING R 2 L<br>TREE NO.22               |
| 2     | <b>631012000357</b><br>SC.CAST IRON CONSISTING OF CI POT,<br>CST-9 PLATE, LEAD BATH, CI BK<br>BLOCK, DV PARTS, VACCUM<br>CYLINDER, CI PIPES, VALVE, PIG IRON,<br>HAND WHEEL, CI FOUNDATION PLATE<br>WITH OR WITHOUT ATTACHMENT. | <b>30.000</b>   | <b>MTS./15</b> | DMS-SC-KOTA          | SC. YD.R 3<br>R SIDE NEAR<br>TREE NO.36 |
| 3     | <b>631012000364</b><br>SC.MECHANICAL WEIGH BRIDGE<br>CAPACITY 20 MTS  | <b>1.000</b>    | <b>NOS./01</b> | DMS-SC-KOTA          | LYING AT<br>SC.YD. NEAR<br>RAIL GATE    |
| 4     | <b>631101000396</b><br>SCRAP COPPER CABLE ARMED<br>INSULATED WITH IRON & RUBBER<br>PVC OF SORT AND SIZES  | <b>1100.000</b> | <b>KGS./13</b> | DMS-NF-<br>WARD-KOTA | NF-WARD                                 |
|       | [AUTORIZATION CERTIFICATE IS<br>REQUIRED OF CPCB.]  |                 |                |                      |   |
| 5     | <b>631102000417</b><br>SCRAP FERROUS MATERIAL<br>CONSISTING OF RUSTY AND CORODED<br>TURNING & BORING, NUT, BOLT,<br>RIVETS, WASHER, LOCKING PLATE.  | <b>30.000</b>   | <b>MTS./15</b> | DMS-SC-KOTA          | SCRAP YD.R<br>4 R SIDE                  |

Report run on: 08 APR 2011

| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder | Location  |
|-------|--|---------------|----------------|--------------|---|
| 6     | <b>631103000422</b><br>SCRAP FERROUS MATERIAL<br>CONSISTING OF RUSTY AND CORODED<br>SHEETS, PLATES, G.I.SHEETS, APD,HS<br>LAMP, G.I.BUCKETS, SMALL & BIG<br>EMPTY DRUMS, PACKING PATTI &<br>SHEETS, WIRE,WIRE ROPE,COMMODE,<br>PUNCHED & UNPUNCHED SHEETS,<br>PLATES,TAGARI, PANTING STAND,<br>RUSTY PCS OF ANGLE, CHANEL, PIPE,<br>M.S.BOX,M.S.CHAIR, M.S.TRAY,<br>COOLER JALI,LADDERS, M.S.DUST<br>SHIELD, GREASE SEAL, LOCKING<br>PLATE, FILTER TRANSFORMER PATTI.<br>[IN 2 STACK.] | <b>25.000</b> | <b>MTS./15</b> | DMS-X-KOTA   | SCRAPYD.<br>MAIN ROAD R<br>SIDE NEAR<br>T. NO.1 &<br>NEAR SCRAP<br>YD OFFICE. |
| 7     | <b>631103000428</b><br>SC.FERROUS MATERIAL CONSISTING<br>OF L.B. SPRING OF BOX & IRS WAGON<br>OF SORT AND SIZES.   | <b>35.000</b> | <b>MTS./15</b> | DMS-X-KOTA   | SCRAPYD R 1<br>L SIDE NEAR<br>TREE NO.15                                      |

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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder | Location          |
|-------|--|---------------|----------------|--------------|-------------------|
| 8     | <b>631103000439</b><br>SCRAP FERROUS MATERIAL<br>CONSISTING OF RUSTY AND CORODED<br>SHEETS, PLATES, G.I.SHEETS, APD,HS<br>LAMP, G.I.BUCKETS, SMALL & BIG<br>EMPTY DRUMS, PACKING PATTI &<br>SHEETS, WIRE,WIRE ROPE,COMMODE,<br>PUNCHED TAGARI, PANTING STAND,<br>RUSTY PCS OF ANGLE, CHANEL, PIPE,<br>M.S.BOX, M.S.TRAY, COOLER<br>JALI,LADDERS, M.S.DUST SHIELD,<br>GREASE SEAL, LOCKING PLATE,<br>FILTER TRANSFORMER PATTI, HAND<br>TROLLEY, TIE BAR FANCING, ANGLE &<br>WIRE FANCING. | <b>25.000</b> | <b>MTS./15</b> | DMS-SC-KOTA  | SCRAPYD. R<br>4 R |

Note:- Scrap Lead acid batteries/Lead sludge, waste oil, drained lube oil, scrap transformer oil waste grease etc can be bid upon only by the firms having valid registration with the Ministry of Environment and Forests, Govt. of India as authorized recyclers/reprocessors of these items and having environmentally sound management facilities for the purpose. The persons actually bidding on behalf of a firm should have original/attested copy of the registration certificate and an authority letter in original on firm's letterhead to bid in the auction on behalf of that firm.

Report run on: 08 APR 2011

Auction Catalogue No 63110043

Auction Date: 18-04-2011

Auctioneer : Dy CMM(S)

Place : KOTA

| Sr No | Lot No<br>Description   | Qty          | Unit | Stock Holder     | Location              |
|-------|---|--------------|------|------------------|-----------------------|
| 1     | <b>631103023WC</b><br><b>Y</b><br>98111061<br>COND.ACCIDENTAL BG WAGON<br>ROLLING STOCK IRON BODY & IRON<br>FLOOR 4 WHEELER BVGT<br>WAGON NO.1-1108 SC/BVGT<br><br>RECLAIM ITEMS.<br>1-BEARING SPRING IRS 11 PLATED = 4<br>NOS (03 NOS COMPLETE + 01 NOS<br>BROKEN NEAR EYE)<br>2-20 T. WHEEL SETS WITH RB AXLE<br>BOX = 02 SETS. | <b>1.000</b> |      | SSE/C&W/KOT<br>A | SWM 'D'<br>CABIN      |
| 2     | <b>631103024WC</b><br><b>Y</b><br>98111061<br>COND. BG WAGON ROLLING STOCK<br>IRON BODY & IRON FLOOR 4 WHEELER<br>WAGON NO.1-YD/DSK/BTE/1BG<br>2-YD/DSK/BTE/2BG<br>3-YD/DSK/BTE/3BG<br>4-YD/DSK/BTE/4BG<br>5-YD/DSK/BTE/5BG<br><br>RECLAIM ITEMS<br>1-IRS WHEEL SET WITHOUT AXLE BOX<br>= 10 NOS                                  | <b>5.000</b> |      | SSE/C&W/KOT<br>A | DSK YARD<br>BHARATPUR |

Report run on: 08 APR 2011

| Sr No | Lot No<br>Description  | Qty          | Unit | Stock Holder     | Location              |
|-------|--|--------------|------|------------------|-----------------------|
| 3     | <b>631103025WC</b><br><b>Y</b><br>98111061<br>COND. MG WAGON ROLLING STOCK<br>IRON BODY & IRON FLOOR 4 WHEELER<br>WAGON NO.1-YD/DSK/BTE/1MG<br>2-YD/DSK/BTE/2MG<br>3-YD/DSK/BTE/3MG<br>4-YD/DSK/BTE/4MG<br>5-YD/DSK/BTE/5MG<br><br>RECLAIM ITEMS<br>1-IRS WHEEL SET WITHOUT AXLE BOX<br>= 10 NOS | <b>5.000</b> |      | SSE/C&W/KOT<br>A | DSK YARD<br>BHARATPUR |