

Report run on: 06 MAR 2012

Auction Catalogue No 63120025

Auction Date: 13-03-2012

Auctioneer : Dy CMM(S)

Place : KOTA

| Sr No   | Lot No<br>Description  | Qty             | Unit           | Stock Holder         | Location                               |
|---|--|-----------------|----------------|----------------------|--|
| 1   | <b>631107000080</b><br>SCRAP COND.FUEL FIRE INCINERATOR<br>WITH MOTOR MAKE-MARIDI<br>ECOTHERM LTD (02 PCS)   | <b>1.000</b>    | <b>NOS./01</b> | DMS-X-KOTA           | SC.YD.R 1 L<br>SIDE NEAR<br>TREE NO.10 |
| 2   | <b>631112000209</b><br>SCRAP COPPER CABLE ARMED<br>INSULATED RUBBER PVC WITH IRON<br>ATTACH OF SORT AND SIZES.   | <b>1500.000</b> | <b>KGS./13</b> | DMS-NF-<br>WARD-KOTA | NF-WARD                                |
| [AUTHORIZATION CERTIFICATE IS<br>REQUIRED OF CPCB.] |  |                 |                |                      |  |
| 3   | <b>631201000233</b><br>SCRAP FERROUS MATERIAL<br>CONSISTING OF RUSTY AND CORODED<br>ATTACHED WITH MUD CST-9, CI POT<br>WITH OR WITHOUT TIEBAR, VACCUM<br>CYLINDER, CI PIPE, MOTOR COVER,<br>GATE POST, CI PLATE ETC. | <b>50.000</b>   | <b>MTS./15</b> | DMS-X-KOTA           | SC.YD R 4 R                            |

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Auction Catalogue No 63120026

Auction Date: 13-03-2012

Auctioneer : Dy CMM(S)

Place : KOTA

| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder     | Location                                |
|-------|---|----------------|----------------|------------------|---|
| 1     | <b>KTT631104049</b><br>98413156<br>SCRAP BP & EP RUBBER HOSE,<br>RUBBER NOSE PAD, SIDE BEARER<br>WITH ATTACHMENT.<br>(FOR S/HOLDER INF.NO.)SS.11 NO.LOT<br>NO.SSE/S/TRS/35/10/57                                  | <b>14.000</b>  | <b>MTS./15</b> | SSE/S/TKD        | NEAR<br>RD.BET.M3HR<br>TO PWL.          |
| 2     | <b>KTT631112209</b><br>98011285<br>SCRAP RAIL 90 R 90 LBS U/S = 44 NOS<br>=390.56 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/09<br>DT.18.11.2011<br><br>MODE OF DELIVERY BY ACTUAL WT.      | <b>16.710</b>  | <b>MTS./15</b> | SSE/PW/N/GG<br>C | GGC UP YARD<br>KM-1093/15-<br>1093/17.  |
| 3     | <b>KTT631112240</b><br>98011285<br>SCRAP RAIL 90 R /90 LBS U/S = 243 NOS<br>= 2561.48 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/13<br>DT.25.11.2011.<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>108.690</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | GGC UP YARD<br>KM-1093/23-<br>1093-/29. |
| 4     | <b>KTT631112244</b><br>98011285<br>SCRAP RAIL 52 KG U/S = 63 NOS =<br>343.06 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/SWM/RAIL/11-<br>12/20 DT.26.11.2011  | <b>17.801</b>  | <b>MTS./15</b> | SSE/PW/SWM       | KM-1020/27<br>TO 1021/3 &<br>1022/2-4.  |
| 5     | <b>KTT631112249</b><br>98011285<br>SCRAP RAIL 52 KG U/S = 88 NOS =<br>1118.08 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/15<br>DT.06.12.2011  | <b>58.020</b>  | <b>MTS./15</b> | SSE/PW/N/GG<br>C | GGC UP YARD<br>KM-1093/21-<br>1093/23.  |

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| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder     | Location  |
|-------|---|---------------|----------------|------------------|---|
| 6     | <b>KTT631201261</b><br>98011285<br>SCRAP RAILS 90 R/90 LBS U/S = 196 NOS<br>= 1934.43 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/16<br>DT.20.12.2011.<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>80.260</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | GGC UP YARD<br>KM-1094/01-<br>1094/07.              |
| 7     | <b>KTT631201262</b><br>98011285<br>SCRAP RAILS 52 KG U/S = 101 NOS =<br>1479.50 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/017<br>DT.20.12.2011.<br><br>MODE OF DELIVERY BY ACTUAL WT.      | <b>72.120</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | GGC UP YARD<br>KM-1094/01-<br>1094/07.              |
| 8     | <b>KTT631201269</b><br>98011285<br>SCRAP RAIL 52 KG = 131 NOS = 913.37<br>RM IN 3 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KTT/RMA/RAIL/122 DT.12.12.2011.   | <b>47.394</b> | <b>MTS./15</b> | SSE/PW/RMA       | KM-848/14-<br>16,849/4-<br>6,849/17-19<br>RMA YARD. |
| 9     | <b>KTT631201270</b><br>98011285<br>SCRAP RAIL 52 KG = 109 NOS = 719.24<br>RM IN 2 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KTT/RMA/MKX/RAILS/123<br>DT.12.12.2011.   | <b>37.320</b> | <b>MTS./15</b> | SSE/PW/RMA       | MKX YARD<br>KM-859/9-11<br>AND 859/13-<br>15        |
| 10    | <b>KTT631201271</b><br>98011285<br>SCRAP RAIL 60 KG = 61 NOS = 247.67<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KTT/RMA/RAILS/124 DT.12.12.2011.   | <b>14.944</b> | <b>MTS./15</b> | SSE/PW/RMA       | RMA YARD<br>KM-849/2-4                              |

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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder      | Location   |
|-------|--|---------------|----------------|-------------------|--|
| 11    | <b>KTT631201272</b><br>98011285<br>SCRAP RAIL 60 KG = 51 NOS = 343.26<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KTT/RMA/DRF/RAILS/125<br>DT.15.12.2011.           | <b>20.712</b> | <b>MTS./15</b> | SSE/PW/RMA        | DRF YARD<br>KM-873/9-<br>11.                       |
| 12    | <b>KTT631201276</b><br>98011285<br>SCRAP RAIL 60 KG U/S = 43 PCS = 387.73<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/S/KOTA/11-12/732<br>DT.26.11.2011.     | <b>23.396</b> | <b>MTS./15</b> | SSE/PW/S/KO<br>TA | KM-911/17-<br>19 BET.UP &<br>DN LINE<br>DKNT YARD. |
| 13    | <b>KTT631201278</b><br>98011285<br>SCRAP RAIL 60 KG U/S = 46 PCS = 368.16<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/S/KOTA/11-12/734<br>DT.26.11.2011.     | <b>22.215</b> | <b>MTS./15</b> | SSE/PW/S/KO<br>TA | KM-904/28-<br>30 DDV<br>YARD.                      |
| 14    | <b>KTT631201279</b><br>98011285<br>SCRAP RAIL 90 R 90 LBS U/S = 21 PCS =<br>130.88 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/S/KOTA/11-<br>12/735 DT.26.11.2011. | <b>5.839</b>  | <b>MTS./15</b> | SSE/PW/S/KO<br>TA | KM-905/27-<br>905/31 A<br>DDV YARD.                |
| 15    | <b>KTT631201291</b><br>98011285<br>SCRAP 60 KG RAIL = 36 PCS = 434.74 RM<br><br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/S/KOTA/11-12/737<br>DT.22.12.2011         | <b>26.232</b> | <b>MTS./15</b> | SSE/PW/S/KO<br>TA | KM-914/17-<br>19.                                  |

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| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder     | Location                                 |
|-------|---|---------------|----------------|------------------|--|
| 16    | <b>KTT631201292</b><br>98011285<br>SCRAP 60 KG RAIL U/S = 164 NOS =<br>792.00 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/LKE/RAIL/11-12/055<br>DT.14.12.2011        | <b>47.790</b> | <b>MTS./15</b> | SSE/PW/LKE       | KM-982/8-10<br>AND 981/2-6<br>LKE YARD.  |
| 17    | <b>KTT631201303</b><br>98011285<br>SCRAP RAIL 90 R/90 LBS U/S = 36 NOS<br>=447.94 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/19<br>DT.05.01.2012. | <b>19.170</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | GGC UP<br>YD.KM-<br>1094/05-<br>1094/09. |
|       | MODE OF DELIVERY BY ACTUAL WT.  |               |                |                  |  |
| 18    | <b>KTT631201306</b><br>98011285<br>SCRAP RAIL 90 R 90 LBS = 29 NOS =<br>228.00 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.044605/2011-12/04<br>DT.05.12.2011.                 | <b>10.171</b> | <b>MTS./15</b> | SSE/PW/BXN       | KM-1170/0-1                              |
| 19    | <b>KTT631201307</b><br>98011285<br>SCRAP RAIL 52 KG = 30 NOS = 174.82<br>RM (FOR S/HOLDER INF.NO.)SS.11<br>NO.044605/2011-12/07 DT.27.12.2011.                          | <b>9.071</b>  | <b>MTS./15</b> | SSE/PW/BXN       | BXN/1111 TO<br>BXN/1107.                 |
| 20    | <b>KTT631201308</b><br>98011285<br>SCRAP RAIL 90 R/90 LBS = 42 NOS =<br>437.80 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.044605/2011-12/08<br>DT.27.12.2011.                 | <b>16.528</b> | <b>MTS./15</b> | SSE/PW/BXN       | BXN/1073A<br>TO<br>BXN/1083A.            |

MODE OF DELIVERY BY ACTUAL WT.

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|-------|---|---------------|----------------|--------------|---|
| 21    | <b>KTT631201310</b><br>98011285<br>SCRAP RAIL90R/90 LBS U/S<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.044605/2011-12/05 DT.17.12.2011<br><br>MODE OF DELIVERY BY ACTUAL WT.                    | <b>19.000</b> | <b>MTS./15</b> | SSE/PW/BXN   | BXN/1075 TO<br>BXN/1079.  |
| 22    | <b>KTT631201312</b><br>98011285<br>SCRAP RAIL 60 KG U/S = 29 NOS =<br>333.50 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/SWM/RAIL/11-<br>12/27 DT.07.01.12.                               | <b>20.123</b> | <b>MTS./15</b> | SSE/PW/SWM   | KM-1027/32-<br>34.  |
| 23    | <b>KTT631201326</b><br>98080106<br>SCRAP STATOR OF TRACTION MOTOR<br>WITHOUT COIL AND POLE SHOE WITH<br>AXLE CUP.(FOR S/HOLDER<br>INF.NO.)SS.11 LOT<br>NO.SSE/S/TKD/35/11/10 DT.09.01.12. | <b>14.000</b> | <b>NOS./01</b> | SSE/S/TKD    | NEAR RD.<br>BET.M3/HR<br>TO PWL.  |
| 24    | <b>KTT631201328</b><br>98413156<br>SCRAP BP,FP,RUBBER HOSE, RUBBER<br>NOSE PAD, SIDE BEARER WITH<br>ATTACHMENT (FOR S/HOLDER<br>INF.NO.)SS.11 LOT<br>NO.SSE/S/TKD/35/11/13 DT.09.01.12.   | <b>5.000</b>  | <b>MTS./15</b> | SSE/S/TKD    | NEAR<br>RD.BET.M3/H<br>R TO PWL.  |
| 25    | <b>KTT631202333</b><br>98050620<br>SCRAP MS GIRDER RELEASE<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KTT/BWM/MS/079 DT.20.04.2011  | <b>14.413</b> | <b>MTS./15</b> | SSE/PW/BWM   | KM-869/14-<br>16 BET.KIW-<br>DARA<br>SECTION<br>WEST SIDE<br>DISTACNE<br>FROM C/L OF<br>DN MAIN<br>LINE- 13.00<br>M |

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|-------|---|-----------------|----------------|-------------------|---|
| 26    | <b>KTT631202334</b><br>98011285<br>SCRAP RAIL 60 KG RELEASED U/S = 71<br>PCS = 868.75 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/S/GGC/11-<br>12/13 DT.28.11.2011  | <b>52.420</b>   | <b>MTS./15</b> | SSE/PW/S/GG<br>C  | KM-1085/23-<br>25 LRU<br>YARD.  |
| 27    | <b>KTT631202335</b><br>98011285<br>SCRAP RAIL 60 KG RELEASED U/S = 66<br>PCS = 1492.76 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/S/GGC/11-<br>12/14 DT.22.12.2011   | <b>90.073</b>   | <b>MTS./15</b> | SSE/PW/S/GG<br>C  | BET. KM-<br>1089/26-<br>1090/0  |
| 28    | <b>KTT631202336</b><br>98011285<br>SCRAP RAIL 60 KG RELEASED U/S = 75<br>PCS = 1544.75 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/S/GGC/11-<br>12/16 DT.14.01.2012   | <b>93.210</b>   | <b>MTS./15</b> | SSE/PW/S/GG<br>C  | KM-1085/32-<br>36 LRU<br>YARD.  |
| 29    | <b>KTT631202341</b><br>98010633<br>SCRAP U/S 52 KG FISH PLATE (ONLY<br>CHAUGE IN SHAPE) LOCALLY<br>CONVERTED INTO JAGGLED FISH<br>PLATE IN 11 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KTT/BWM/FISH PLATE 52 KG/089<br>DT.06.01.2012 | <b>1024.000</b> | <b>NOS./01</b> | SSE/PW/BWM        | SSE/PW/BWM<br>OFFICE<br>COMPOUND<br>EAST SIDE<br>MATERIAL<br>LYING IN<br>M. P. STATE. |
| 30    | <b>KTT631202347</b><br>98011285<br>SCRAP RAIL 60 KG U/S RELEASED = 19<br>PCS = 131.06 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW//S/KOTA/11-<br>12/727 DT.04.10.2011   | <b>7.908</b>    | <b>MTS./15</b> | SSE/PW/S/KO<br>TA | KTSC YARD<br>KM-918/14-<br>18   |

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|-------|--|---------------|----------------|-------------------|--|
| 31    | <b>KTT631202351</b><br>98415418<br>SCRAP U/S WOODEN SLEEPER BG/MG<br>OFF SIZE IN 5 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/C/KTT/11-<br>12/01 DT.12.09.2011   | <b>18.721</b> | <b>MTS./15</b> | SSE/PW/C/KO<br>TA | OFFICE<br>COMPOND<br>SSE/PWAY/C/<br>KOTA                 |
| 32    | <b>KTT631202355</b><br>98011285<br>SCRAP RAIL 100 LBS U/S = 23 NOS =<br>101.83 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/HAN/RAIL/11-<br>12/11 DT.27.01.2012.  | <b>5.050</b>  | <b>MTS./15</b> | SSE/PW/HAN        | KM-1136/9-<br>13 HAN YARD                                |
| 33    | <b>KTT631202356</b><br>98011285<br>SCRAP RAIL 85 LBS U/S = 27 NOS =<br>134.17 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/HAN/RAIL/11-<br>12/10 DT.27.01.2012.   | <b>5.656</b>  | <b>MTS./15</b> | SSE/PW/HAN        | KM-1136/9-<br>13 HAN<br>YARD.                            |
| 34    | <b>KTT631202358</b><br>98030103<br>SCRAP U/S CHECK RAIL, WING RAIL,<br>TONGUE RAIL NOSE OF XING, CHECK<br>RAIL OF L/XING<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.KTT/RMA/MKX/MISC./RAILS/128<br>DT.06.01.2012 | <b>17.360</b> | <b>MTS./15</b> | SSE/PW/RMA        | MKX YARD<br>KM-858/15-<br>17 AND<br>859/3-13             |
|       | MODE OF DELIVERY BY ACTUAL WT.   |               |                |                   |  |
| 35    | <b>KTT631202361</b><br>98011285<br>SCRAP RAIL 60 KG U/S RELEASED = 51<br>PCS = 672.83 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/S/GGC/11-<br>12/18 DT.26.01.2012   | <b>40.598</b> | <b>MTS./15</b> | SSE/PW/S/GG<br>C  | KM-1085/40-<br>1086/02<br>BEHIND STN<br>BUILDING<br>LRU. |



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|-------|--|---------------|----------------|------------------|---|
| 36    | <b>KTT631202362</b><br>98011285<br>SCRAP RAIL 60 KG U/S RELEASED = 49<br>PCS = 631.53 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/S/GGC/11-<br>12/17 DT.26.01.2012 | <b>38.106</b> | <b>MTS./15</b> | SSE/PW/S/GG<br>C | KM-1085/22-<br>26 LRU<br>YARD.                                      |
| 37    | <b>KTT631202363</b><br>98011285<br>SCRAP RAIL 52 KG U/S = 84 NOS =<br>841.42 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/BTE/11-12/3<br>DT.13.12.2011              | <b>43.661</b> | <b>MTS./15</b> | SSE/PW/BTE       | DUM YARD<br>KM-<br>DUM/1040-<br>DUM/1042-<br>DUM/1034-<br>DUM/1036. |
| 38    | <b>KTT631202364</b><br>98011285<br>SCRAP RAIL 60 KG = 90 NOS = 449.82<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/BXN/RAIL/11-12/13<br>DT.13.01.2012        | <b>27.142</b> | <b>MTS./15</b> | SSE/PW/BXN       | KM-1201/27-<br>29 AND KM-<br>1201/30-32.                            |
| 39    | <b>KTT631202365</b><br>98011285<br>SCRAP RAIL 90 R/90 LBS = 36 NOS =<br>278.90 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.BXN/11-12/12 DT.03.01.2012                    | <b>12.442</b> | <b>MTS./15</b> | SSE/PW/BXN       | KM-1201/30<br>TO 1202/2.  |
| 40    | <b>KTT631202366</b><br>98011285<br>SCRAP RAIL 52 KG = 63 NOS = 376.90<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/BXN/RAILS/11-12/11<br>DT.03.01.2012       | <b>19.557</b> | <b>MTS./15</b> | SSE/PW/BXN       | KM-1201/29-<br>1202/01  |
| 41    | <b>KTT631202367</b><br>98011285<br>SCRAP RAIL 52 KG = 57 NOS = 439.54<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/BXN/RAILS/11-12/10<br>DT.03.01.2012       | <b>22.808</b> | <b>MTS./15</b> | SSE/PW/BXN       | KM-1202/10-<br>8.   |

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|-------|--|---------------|----------------|--------------|---|
| 42    | <b>KTT631202370</b><br>98080015<br>SCRAP U/S CST-9 PLATE BROKEN<br>RUSTED WITH TIEBAR PCS<br>ATTACHMENT ETC.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/BTE/11-12/07 DT.28.01.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>63.640</b> | <b>MTS./15</b> | SSE/PW/BTE   | KM-1212/9-3<br>GL-2/24-22<br>BEHIND CPWI<br>OFFICE BTE<br>YARD. |
| 43    | <b>KTT631202372</b><br>98080015<br>SCRAP CI BROKEN PCS OF CST-9<br>PLATE<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/BTE/11-12/06 DT.28.01.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.                                     | <b>18.320</b> | <b>MTS./15</b> | SSE/PW/BTE   | GL-2/24-22<br>BEHIND CPWI<br>OFFICE BTE.                        |
| 44    | <b>KTT631202373</b><br>98080106<br>SCRAP U/S CI POT BROKEN RUSTED<br>WITH TIEBAR & PCS ATTACHMENT<br>ETC.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/BTE/11-12/05 DT.28.01.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.    | <b>9.110</b>  | <b>MTS./15</b> | SSE/PW/BTE   | KM-1212/7-9<br>NEAR CIMCO<br>SIDING BTE<br>YARD.                |
| 45    | <b>KTT631202375</b><br>98011285<br>SCRAP DOUBLE HEADED RELEASED<br>RAIL 69 LBS RUSTED & CORODED U/S =<br>380 PCS = 1133.16 RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.SSE/W/GGC/01/2011/SCRAP<br>DT.19.09.2011               | <b>38.780</b> | <b>MTS./15</b> | SSE/W/GGC    | NEAR<br>SSE/W/GGC<br>OFFICE<br>COMPOUND.                        |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder        | Location                               |
|-------|---|----------------|----------------|---------------------|--|
| 46    | <b>KTT631202376</b><br>98011285<br>SCRAP RAIL 60 KG = 78 NOS = 683.53<br>RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.I4/7/17 DT.19.01.2012   | <b>41.244</b>  | <b>MTS./15</b> | SSE/PW/IDG          | KM-991/26-<br>28 IDG<br>YARD.          |
| 47    | <b>KTT631202378</b><br>98011285<br>SCRAP RAIL 90 R = 38 NOS = 266.28 RM<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.KTT/RMA/RAIL/130 DT.02.02.2012  | <b>11.878</b>  | <b>MTS./15</b> | SSE/PW/RMA          | RMA YARD<br>KM-848/33-<br>35.          |
| 48    | <b>KTT631203379</b><br>1-98415418<br>SCRAP U/S WOODEN TIMBER (BRIDGE<br>SLEEPER) OFF SIZE (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/BR/KTT/S-1<br>DT.19.12.2011<br>QTY = 6.995 MTS<br><br>2-98415418<br>SCRAP U/S WOODEN SLEEPER OFF SIZE<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/BR/KTT/S-1 DT.19.12.2011<br>QTY = 34.695 MTS<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>41.690</b>  | <b>MTS./15</b> | SSE/BRIDGE/<br>KOTA | SSE/BRIDGE/<br>KTT OFFICE<br>COMPOUND. |
| 49    | <b>KTT631203380</b><br>98011285<br>SCRAP RAILS 90 R/90 LBS U/S = 293 NOS<br>= 3275.50 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/25<br>DT.17.02.2012  | <b>146.120</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C    | GGC UP YARD<br>KM-1093/11-<br>19.      |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder     | Location  |
|-------|---|---------------|----------------|------------------|---|
| 50    | <b>KTT631203381</b><br>98011285<br>SCRAP CST-9 PLATE BROKEN<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/08<br>DT.17.11.2011<br><br>MODE OF DELIVERY BY ACTUAL WT.   | <b>28.053</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | BEHIND<br>SSE/SIGNAL<br>GGC OFFICE<br>COMPOUND<br>KM-1091/33-<br>1092/03. |
| 51    | <b>KTT631203382</b><br>98011285<br>SCRAP U/S RAIL 60 KG = 62 NOS =<br>419.27 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/HAN/RAIL/11-<br>12/15 DT.06.02.2012  | <b>25.299</b> | <b>MTS./15</b> | SSE/PW/HAN       | KM-1136/12-<br>16 HAN<br>YARD.  |
| 52    | <b>KTT631203383</b><br>98011261<br>SCRAP U/S RAIL PCS LESS THAN 1 MTR<br>LONG (CLOSER) 60 KG,52 KG,90 R,90<br>LBS,69 LBS (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/HAN/RAIL/11-<br>12/12 DT.06.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>23.250</b> | <b>MTS./15</b> | SSE/PW/HAN       | KM-1136/11-<br>13 HAN<br>OFFICE<br>COMPOUND.                              |
| 53    | <b>KTT631203384</b><br>98011285<br>SCRAP U/S RAIL 75 R BADLY CORODED<br>AND RUSTED RELEASED FROM YARD.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BTE/11-12/10 DT.09.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.                         | <b>7.850</b>  | <b>MTS./15</b> | SSE/PW/BTE       | BAF/14-16<br>PLATFORM<br>NO.2 KTT<br>END BTE<br>YARD.                     |
| 54    | <b>KTT631203385</b><br>98050035<br>SCRAP MS LINER T-3741 & 3742<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BTE/MS/11-12/13<br>DT.13.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.  | <b>45.755</b> | <b>MTS./15</b> | SSE/PW/BTE       | SSE/PW/BTE<br>OFFICE<br>COMPOUND.   |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder | Location  |
|-------|--|---------------|----------------|--------------|---|
| 55    | <b>KTT631203386</b><br>98050035<br>SCRAP MS PAD PLATES, FOR CHANEL,<br>SLEEPER OF SORT AND SIZE (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BTE/MS/11-12/12<br>DT.13.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>17.200</b> | <b>MTS./15</b> | SSE/PW/BTE   | SSE/PW/BTE<br>OFFICE<br>COMPOUND.   |
| 56    | <b>KTT631203387</b><br>98050709<br>SCRAP U/S CHANEL, SLEEPER OF<br>BRIDGE<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BTE/11-12/11 DT.09.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.                             | <b>13.150</b> | <b>MTS./15</b> | SSE/PW/BTE   | GL-2/26-28<br>CPWI OFFICE<br>COMPOUND<br>BTE YARD.  |
| 57    | <b>KTT631203388</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 113 NOS =<br>449.34 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/BTE/11-12/08<br>DT.09.02.2012  | <b>23.316</b> | <b>MTS./15</b> | SSE/PW/BTE   | BAF/12-14<br>PLATFORM<br>NO.2 KTT<br>END BAF/14-<br>16 PLATFORM<br>NO.2 KTT<br>AND BTE<br>YARD. |
| 58    | <b>KTT631203389</b><br>98011285<br>SCRAP U/S RAIL 90 R/90 LBS = 55 NOS =<br>387.45 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.SSE/PW/BTE/11-12/09<br>DT.09.02.2011   | <b>17.284</b> | <b>MTS./15</b> | SSE/PW/BTE   | BAF/14-16<br>PLATFORM<br>NO.2 KTT<br>END BTE<br>YARD.   |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder     | Location  |
|-------|---|-----------------|----------------|------------------|---|
| 59    | <b>KTT631203390</b><br>98080015<br>SCRAP CI SEJ BEARING PLATE 52 KG<br>1-SCRAP SEJ BEARING PLATE T-4163 =<br>76 NOS<br>2-SCRAP SEJ BEARING PLATE T-4162<br>=17 NOS<br>3-SCRAP SEJ BEARING PLATE T-4161 =<br>19 NOS<br>4-SCRAP SEJ BEARING PLATE T-413 =<br>26 NOS<br>5-SCRAP SEJ BEARING PLATE T-414 =<br>27 NOS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/VMA/07/11-12 DT.03.02.2012 | <b>165.000</b>  | <b>NOS./01</b> | SSE/PW/VMA       | KM-757/30-<br>758/4 APWI<br>OFFICE<br>COMPOUND<br>CMU YARD. |
| 60    | <b>KTT631203391</b><br>SCRAP ST SLEEPER ORDINARY U/S<br>RUSTED CRACK BROKEN/END<br>BROKEN.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.044605/2011-12/01 DT.29.11.2011<br><br>MODE OF DELIVERY BY ACTUAL WT.   | <b>20.390</b>   | <b>MTS./15</b> | SSE/PW/BXN       | KM-1170/2-<br>6.  |
| 61    | <b>KTT631203392</b><br>98050709<br>SCRAP U/S ST SLEEPER 52 KG 90 R<br>INTACT BG IN 20 STACK.(FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BD/SCRAP ST<br>SLEEPER/2011-12/12 DT.25.02.2012   | <b>2000.000</b> | <b>NOS./01</b> | SSE/PW/BUND<br>I | KM-32/12-14<br>NEAR<br>STN.BUNDI<br>YARD.                   |
| 62    | <b>KTT631203393</b><br>98011285<br>SCRAP U/S RAIL 52 KG = 227 NOS =<br>2665.61 RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BD/SCRAP RAIL 52 KG/2011-<br>12/13 DT.25.02.2012  | <b>138.319</b>  | <b>MTS./15</b> | SSE/PW/BUND<br>I | KM-59/8-9<br>NEAR LC<br>NO.60<br>BET.SNAR<br>AND JNRI.      |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder     | Location   |
|-------|---|---------------|----------------|------------------|--|
| 63    | <b>KTT631203394</b><br>98050035<br>SCRAP RELEASED BRIDGE GIRDER<br>SMALL SIZE 264 MTR SPAN = 02 NOS<br>AND 4.5 MTR SPAN = 01 NOS<br>REL.DACIKING PLATES OFF SORT AND<br>SIZES MS CHANEL& RSJ OFF SORT<br>AND SIZES WITH ATTACHMENT IF<br>ANY.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/LKE/BRIDGE/11-12/059<br>DT.10.01.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>46.660</b> | <b>MTS./15</b> | SSE/PW/LKE       | KM-973/27-<br>29 LABAN<br>YARD.KM-<br>982/3-9 LKE<br>YARD. |
| 64    | <b>KTT631203395</b><br>98415418<br>1-SCRAP U/S WOODEN SLEEPER OFF<br>SIZE = 40.08 MTS<br>2-SCRAP U/S WOODEN BRIDGE TIMBAR<br>= 8.02 MTS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/27<br>DT.18.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.   | <b>48.100</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | SSE/PW/N/GG<br>C OFFICE<br>COMPOUND<br>KM-1092/03-<br>09.  |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder     | Location  |
|-------|---|---------------|----------------|------------------|---|
| 65    | <b>KTT631203396</b><br>98011285<br>1-SCRAP MS U/S TIEBAR = 0.92 MTS<br>2-SCRAP U/S KEYS = 9.33 MTS<br>3-SCRAP U/S COTTERS = 0.98 MTS<br>4-SCRAP U/S LOOSE JAW = 3.88 MTS<br>5-SCRAP U/S FISH BOLT = 3.18 MTS<br>6-SCRAP U/S MS BOLT OFF SIZES =0.31<br>MTS<br>7-SCRAP U/S FISH PLATE 90 R/90 LBS<br>BROKEN<br>= 15.93 MTS<br>8-SCRAP U/S DOG SPIKE = 0.28 MTS<br>9-SCRAP U/S RAIL/PLATE SCREW = 2.96<br>MTS<br>10-SCRAP U/S FANG BOLTS = 0.19 MTS<br>11-SCRAP U/S MS LINER T-2465 = 1.49<br>MTS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/26<br>DT.18.02.2012 | <b>39.450</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | SSE/PW/N/GG<br>C OFFICE<br>COMPOUND<br>KM-1092/03-<br>09. |

MODE OF DELIVERY BY ACTUAL WT.

|    |  |                |                |                  |  |
|----|--|----------------|----------------|------------------|--|
| 66 | <b>KTT631203397</b><br>98011285<br>SCRAP ST SLEEPER BROKEN<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/24<br>DT.16.02.2012 | <b>178.068</b> | <b>MTS./15</b> | SSE/PW/N/GG<br>C | GGC UP YARD<br>KM-1093/27-<br>1094/03 AND<br>1092/03-07. |
|----|--|----------------|----------------|------------------|--|

MODE OF DELIVERY BY ACTUAL WT.



Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder | Location   |
|-------|---|---------------|----------------|--------------|--|
| 67    | <b>KTT631203398</b><br>98030103<br>SCRAP WING RAIL, TONGUE RAIL,<br>CHECK RAIL, NOSE OF XING, B/U<br>XING, COUPLED 90 R 52 KG 60 KG OF<br>SORT AND SIZES WITH ATTACHMENT<br>IF ANY.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BXN/MSSCRAP/2011-12/21<br>DT.03.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>43.300</b> | <b>MTS./15</b> | SSE/PW/BXN   | KM-1170/2-<br>6,BXN/1115<br>TO<br>BXN/3113,<br>BXN/1115 TO<br>3117,BXN<br>1119 TO BXN<br>3123 AND<br>BXN/3123<br>BXN YARD. |
| 68    | <b>KTT631203399</b><br>98030103<br>SCRAP CMS XING 60 KG,52 KG 1:8-1/2,<br>MS SCRAP 1:12<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BXN/MSCRAP/2011-12/19<br>DT.31.01.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.  | <b>12.660</b> | <b>MTS./15</b> | SSE/PW/BXN   | KM-<br>1169/44,117<br>0/06 AND<br>BXN/1119 TO<br>BXN/3123<br>BXN YARD.   |
| 69    | <b>KTT631203400</b><br>98011285<br>SCRAP U/S GLUED JOINT 52 KG U/S<br>WITH 1 MTR LONG GLUED JOINT FISH<br>PLATE ALONG WITH 6<br>BOLT/NUTS,WASHER ETC.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BXN/GLUED JOINT/2011-<br>12/15 DT.21.01.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.                          | <b>11.620</b> | <b>MTS./15</b> | SSE/PW/BXN   | BXN/1119 TO<br>BXN/3123<br>BXN YD.   |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty            | Unit           | Stock Holder     | Location   |
|-------|--|----------------|----------------|------------------|--|
| 70    | <b>KTT631203401</b><br>98011285<br>SCRAP U/S GLUED JOINT 60 KG WITH 1<br>MTR LONG GLUED JOINT, FISH PLATE<br>WITH 6 BOLTS,NUT, WASHER AND<br>INSULATION ETC.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BXN/GLUED JOINT/2011-<br>12/16 DT.21.01.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.  | <b>17.430</b>  | <b>MTS./15</b> | SSE/PW/BXN       | KM-1170/2-6<br>BXN YARD.                               |
| 71    | <b>KTT631203402</b><br>98050035<br>SCRAP MS CONSISTING OF<br>COTTERS,KEYS,RAIL SCREW, PLATE<br>SCREW, ERC, LOOSE JAW, M/LOOSE<br>JAW, JUCTION FISH PLATE AND FISH<br>PLATE BROKEN,MS BRACKET, MS<br>SLIDE CHAIRS BROKEN, CANTED/B/PTS<br>BROKEN, PCS OF MS PLATE, ANGLE,<br>CHANEL, RAIL CLOSER, SLEEPER, END<br>PCS SEJ END PCS, PCS OF TIEBAR,<br>SATURATION BAR, MS BOLT OF SORT<br>AND SIZES MS SWITCH, FITTING<br>PLATE ETC.ETC.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SSE/PW/BXN/MS SCRAP/2011-12/20<br>DT.02.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>29.465</b>  | <b>MTS./15</b> | SSE/PW/BXN       | KM-1169/32-<br>36<br>SSE/PW/BXN<br>OFFICE<br>COMPOUND. |
| 72    | <b>KTT631203403</b><br>98011285<br>SCRAP ST SLEEPER UNBORKEN (FOR<br>S/HOLDER INF.NO.) SS.11<br>NO.SSE/PW/N/GGC/SCRAP/11-12/23<br>DT.15.02.2012  | <b>851.000</b> | <b>NOS./01</b> | SSE/PW/N/GG<br>C | KM-1093/27-<br>1094/3 UP<br>YARD.                      |

Report run on: 06 MAR 2012

Auction Catalogue No 63120027

Auction Date: 13-03-2012

Auctioneer : Dy CMM(S)

Place : KOTA

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder         | Location  |
|-------|---|---------------|----------------|----------------------|---|
| 1     | <b>JBP631104061</b><br>98210154<br>SCRAP COPPER CABLE WITH<br>INSULATION AND LUG COMPONENTS<br>OF AC LOCO PART (FOR S/HOLDER<br>INF.NO.)SS.11 NO.NKJ/TRS/SC/2010-11/12<br>DT.09.02.2011<br><br>[AUTHORIZATION CERTIFICAT IS<br>REQUIRED OF CPCB.]   | <b>1.500</b>  | <b>MTS./15</b> | SSE/ELS/NKJ          | MATERIAL<br>WILL BE<br>DELIVERED<br>FROM ELS<br>NKJ.      |
| 2     | <b>JBP631110215</b><br>98415816<br>SCRAP RELEASED WOODEN PACKAGE<br>AND BROKEN TREES IN 5 STACK. AT<br>DIFFERENT LOCATION IN SHED<br>PERMISSION.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/14 DT.15.09.2011.  | <b>15.000</b> | <b>MTS./15</b> | SSE/LOCO/DL<br>S/NKJ | MATERIAL<br>WILL BE<br>SUPPLIED IN<br>DIESEL SHED<br>NKJ. |
| 3     | <b>JBP631110216</b><br>98090800<br>SCRAP RUSTY KATCHRA CONSISTING<br>OF SHEETS FILTERS,<br>STRAINERS,DAMAGED BARREL, FIRE<br>EXTINGUISHER BODY PISTON RING<br>AND OTHER SHEET MATERIAL WITH<br>MINOR NF ATTACHMENT.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/15 DT.15.09.2011. | <b>8.000</b>  | <b>MTS./15</b> | SSE/LOCO/DL<br>S/NKJ | MATERIAL<br>WILL BE<br>SUPPLIED IN<br>DIESEL SHED<br>NKJ. |

Report run on: 06 MAR 2012

| Sr No                          | Lot No<br>Description  | Qty           | Unit           | Stock Holder     | Location  |
|--------------------------------|--|---------------|----------------|------------------|---|
| 4                              | <b>JBP631112301</b><br>98080106<br>1-SCRAP CST-9 GR.II (S)BROKEN<br>BADLY CORODED AND RUSTED WITH<br>MUD = 9.830 MTS<br>2-SCRAP CST-9 GR.II PAIR BROKEN<br>BADLY CORODED AND RUSTED WITH<br>MUD = 7.807 MTS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.S4/NKJ/PW/CI/11-12/23 DT.29.10.2011 | <b>17.637</b> | <b>MTS./15</b> | SSE/PW/NKJ       | KM-1033/0<br>TO KM-<br>1033/2 DN<br>SIDE.   |
| MODE OF DELIVERY BY ACTUAL WT. |  |               |                |                  |   |
| 5                              | <b>JBP631201330</b><br>98011285<br>SCRAP RAIL 90 LBS = 76 NOS = 564.28<br>RM (FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/N/R/11-12/3 DT.20.12.2011.  | <b>25.172</b> | <b>MTS./15</b> | SSE/PW/N/JB<br>P | KM-990/8-9<br>NEW WASHING   |
| 6                              | <b>JBP631201331</b><br>98011285<br>SCRAP RAIL 100 LBS = 66 NOS =632.51<br>RM (FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/N/R/11-12/2 DT.20.12.2011.  | <b>31.373</b> | <b>MTS./15</b> | SSE/PW/N/JB<br>P | KM-990/8-9<br>NEW WASHING   |
| 7                              | <b>JBP631201379</b><br>98011285<br>SCRAP 90 LBS RAILS = 18 NOS = 143.61<br>RM IN 2 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.SGAM/SS.11/RAILS/011-012/10<br>DT.25.11.11   | <b>6.406</b>  | <b>MTS./15</b> | SSE/PW/SGAM      | 1-KM-<br>1275/0-1 TP<br>2-KM-<br>1275/0-1<br>TP.  |
| 8                              | <b>JBP631201380</b><br>98011285<br>SCRAP RAIL 100 DH = 173 NOS = 1583.46<br>IN 3 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.S4/NKJ/PW/RAIL/100<br>DH/11-12/25<br>DT.26.11.11  | <b>78.698</b> | <b>MTS./15</b> | SSE/PW/NKJ       | 1-TANKER<br>LINE NEAR<br>ARE TRIPE<br>SHED. 2-<br>TANKER LINE<br>NEAR ARE<br>TRIPE SHED<br>3-KM-1031/9<br>TO 1032/0<br>DN LINE. |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder | Location  |
|-------|---|---------------|----------------|--------------|---|
| 9     | <b>JBP631201382</b><br>98011285<br>SCRAP RAIL 90 LBS = 180 NOS = 1731.42<br>RM IN 7 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.S4/NKJ/PW/RAIL/90<br>LBS/11-12/26 DT.09.12.11     | <b>77.239</b> | <b>MTS./15</b> | SSE/PW/NKJ   | 1-KM-1235/4<br>TO 1235/3<br>MAIN LINE<br>DN RD.2-KM-<br>1236/1 TO<br>1236/0 MAIN<br>DN RD.3-KM-<br>1236//1 TO<br>1236/0 MAIN<br>LINE DN<br>RD.4-KM-<br>1236/1 TO<br>1236/0 MAIN<br>LINE UP<br>RD.5-KM-<br>1236/1 TO<br>1236/0 MAIN<br>LINE UP<br>RD.6-KM-<br>1236/2 TO<br>1236/1 MAIN<br>LINE UP<br>RD.7-KM-<br>1236/5 TO<br>1236/6 MAIN<br>LINE UP RD. |
| 10    | <b>JBP631201403</b><br>98011285<br>SCRAP RAIL 52 KG IIIRD CLASS = 110<br>NOS = 255.94 RM (FOR S/HOLDER<br>INF.NO.)SS.11 NO.JBP/SHR/SCRAP/52 KG<br>RAIL/11/12/10 DT.20.12.2011 | <b>13.281</b> | <b>MTS./15</b> | SSE/PW/SHR   | KM-1044/0-1<br>UP RD.IN 2<br>STACK.   |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder     | Location  |
|-------|---|----------------|----------------|------------------|---|
| 11    | <b>JBP631202407</b><br>98011285<br>SCRAP RAIL 90 LBS = 81 NOS = 776.49<br>RM IN 4 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.S4/NKJ/PW/RAIL 90<br>LBS/11-12/30 DT.04.01.2012               | <b>34.639</b>  | <b>MTS./15</b> | SSE/PW/NKJ       | 1&2-<br>URD2/3223<br>TO<br>URD2/1217<br>NEAR ARE<br>GCI 3-KM-<br>1033/4 TO<br>1033/5 DN<br>RD.4-KM-<br>1033/1 TO<br>KM-1033/3<br>DN RD. |
| 12    | <b>JBP631202408</b><br>98011285<br>SCRAP RAIL 60 KG = 150 NOS = 1717.08<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/BGTA/R/60 KG/01 DT.10.01.2012                                    | <b>103.609</b> | <b>MTS./15</b> | SSE/PW/BGTA      | KM-768/7-8<br>UP.   |
| 13    | <b>JBP631202409</b><br>98011285<br>SCRAP RAIL 90 LBS = 335 NOS = 2386.78<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/N/R/11-12/04 DT.17.01.2012                                      | <b>106.474</b> | <b>MTS./15</b> | SSE/PW/N/JB<br>P | KM-990/8-9<br>UP SIDE.  |
| 14    | <b>JBP631202434</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG = 31 NOS = 200.06 RM (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.KHBJ/SS.11/SCRAP/RAIL/52<br>KG/2012/01 DT.09.01.2012. | <b>10.381</b>  | <b>MTS./15</b> | SSE/PW/KHBJ      | KM-1149/5-6<br>UP SIDE.   |
| 15    | <b>JBP631202435</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG = 37 NOS = 223.17 RM (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.KHBJ/SS.11/SCRAP/RAIL/52<br>KG/2012/02 DT.09.01.2012. | <b>11.580</b>  | <b>MTS./15</b> | SSE/PW/KHBJ      | KM-1154/5-6<br>UP SIDE.   |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder       | Location   |
|-------|---|----------------|----------------|--------------------|--|
| 16    | <b>JBP631202436</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG = 43 NOS = 258.59 RM (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.KHBJ/SS.11/SCRAP/RAIL/52<br>KG/2012/03 DT.10.01.2012.   | <b>13.418</b>  | <b>MTS./15</b> | SSE/PW/KHBJ        | KM-1106/6-7<br>UP YARD.  |
| 17    | <b>JBP631202437</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG = 50 NOS = 245.51 RM (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.KHBJ/SS.11/SCRAP/RAIL/52<br>KG/2012/05 DT.12.01.2012.   | <b>12.740</b>  | <b>MTS./15</b> | SSE/PW/KHBJ        | KM-1143/4-5<br>DN SIDE.  |
| 18    | <b>JBP631202438</b><br>98011285<br>SCRAP RAIL 90 LBS ABOVE 1 MTR<br>LONG = 26 NOS = 222.39 RM (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.KHBJ/SS.11/SCRAP/RAIL/90<br>LBS/2012/06 DT.12.01.2012.   | <b>9.921</b>   | <b>MTS./15</b> | SSE/PW/KHBJ        | KM-1143/4-5<br>TO 1144/1-2<br>UP TO DN<br>SIDE.                |
| 19    | <b>JBP631202450</b><br>98415815<br>SCRAP CONDEMNED DRAINED AND<br>WASTE LUBRICATING OIL 600<br>BARRELS WITH WATER PERCENTAGE<br>5% IN 4 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/45 DT.18.01.2011<br><br>[AUTORIZATION CERTIFICATE IS<br>REQUIRED OF CPCB.] | <b>115.200</b> | <b>MTS./15</b> | SSE/LOCO/D/<br>NKJ | MATERIAL<br>WILL BE<br>SUPPLIED IN<br>DIESEL LOCO<br>SHED NKJ. |

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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder       | Location   |
|-------|--|---------------|----------------|--------------------|--|
| 20    | <b>JBP631202454</b><br>98413508<br>SCRAP U/S RUBBER PAD WITH<br>METALLIC PLATE WDM2,WDG3 DIESEL<br>LOCO MOTIVES.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/32 DT.18.01.2012  | <b>14.000</b> | <b>MTS./15</b> | SSE/LOCO/D/<br>NKJ | MATERIAL<br>WILL BE<br>SUPPLIED<br>FROM DLS<br>NKJ.  |
| 21    | <b>JBP631202458</b><br>98090800<br>SCRAP RUSTY KATCHRA LIKE SHEET<br>FILTER DAMAGE BARRELS AND<br>OTHER U/S SHEET MATERIAL OF<br>DIESEL LOCO SHED IN 2 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/27 DT.18.01.2012                                     | <b>9.000</b>  | <b>MTS./15</b> | SSE/LOCO/D/<br>NKJ | MATERIAL<br>WILL BE<br>SUPPLIED<br>FROM DLS<br>NKJ.  |
| 22    | <b>JBP631202459</b><br>98080719<br>SCRAP EXHAUST MANI FOLDS<br>STAINLESS STEEL MATERIAL WITH OR<br>WITHOUT FLINCH OF LOCO DIESEL<br>MOTIVES.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/28 DT.18.01.2012  | <b>3.500</b>  | <b>MTS./15</b> | SSE/LOCO/D/<br>NKJ | MATERIAL<br>WILL BE<br>SUPPLIED<br>FROM DLS-<br>NKJ. |
| 23    | <b>JBP631202460</b><br>98325073<br>SCRAP & COND.6 NOS TRACTION<br>MOTOR CONSISTING OF IRON AND<br>COPPER MATERIAL OF DIESEL LOCO<br>MOTIVES.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/44 DT.18.01.2012  | <b>18.600</b> | <b>MTS./15</b> | SSE/LOCO/D/<br>NKJ | MATERIAL<br>WILL BE<br>SUPPLIED<br>FROM DLS -<br>NKJ |
| 24    | <b>JBP631202461</b><br>98230062<br>SCRAP ALLUMINIUM PARTS LIKE<br>SCRAP VALVE, PISTON,4 NOS WDS6<br>AFTER COOLER,RADIATOR FAN<br>BLADES AND OTHER U/S ALLUMINIUM<br>PARTS OF DIESEL LOCO MOTIVES.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/39 DT.18.01.2012 | <b>2.600</b>  | <b>MTS./15</b> | SSE/LOCO/D/<br>NKJ | MATERIAL<br>WILL BE<br>SUPPLIED<br>FROM DLS-<br>NKJ  |



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| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder       | Location   |
|-------|---|-----------------|----------------|--------------------|--|
| 25    | <b>JBP631202464</b><br>98210129<br>SCRAP & U/S RUBBER AND PVC<br>COATED CONTROL CABLE AND WIRE<br>SORT AND SIZES OF DIESEL LOCO<br>MOTIVES.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/42 DT.18.01.2012<br><br>[AUTHORIZATION CERTIFICATE IS<br>REQUIRED OF CPCB.] | <b>4.580</b>    | <b>MTS./15</b> | SSE/LOCO/D/<br>NKJ | MATERIAL<br>WILL BE<br>SUPPLIED<br>FROM DLS-<br>NKJ  |
| 26    | <b>JBP631202466</b><br>98090800<br>SCRAP COND.210 LTRS BARRELS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.NKJ/SSE/D/2011/34 DT.18.01.2012   | <b>200.000</b>  | <b>NOS./01</b> | SSE/LOCO/D/<br>NKJ | MATERIAL<br>WILL BE<br>SUPPLIED<br>FROM DLS-<br>NKJ. |
| 27    | <b>JBP631202479</b><br>98011285<br>SCRAP RAILS 52 KG = 64 NOS = 422.73<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SGAM/SS.11/RAILS/011-012/15<br>DT.20.12.11  | <b>21.935</b>   | <b>MTS./15</b> | SSE/PW/SGAM        | KM-1265/6-7<br>NTP SIDE.                             |
| 28    | <b>JBP631202482</b><br>98030504<br>SCRAP FISH PLATE 90 R 24" LONG<br>INTACT.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SGAM/SS.11/F.P.90 R/011-012/14<br>DT.15.12.2011   | <b>1447.000</b> | <b>NOS./01</b> | SSE/PW/SGAM        | KM-1321/8-9<br>NTP SIDE.                             |

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| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder | Location  |
|-------|---|-----------------|----------------|--------------|---|
| 29    | <b>JBP631202483</b><br>98050620<br>SCRAP MS CANTED BEARING PLATE<br>1-SQUARE HOLE = 484 NOS<br>2-ROUND HOLE = 1937 NOS<br>TOTAL = 2421 NOS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.SGAM/SS.11/M.S.CANTED BEARING<br>PLATE/011-012/17 DT.25.12.2011 | <b>2421.000</b> | <b>NOS./01</b> | SSE/PW/SGAM  | KM-1285/5-6<br>NTP SIDE<br>(OFFICE<br>COMPOUND<br>SGAM) |
| 30    | <b>JBP631203484</b><br>98011285<br>SCRAP RAIL 52 KG IIIRD CLASS = 164<br>NOS = 2609.84 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.S4/A/JBP/SHR/SC./52KG RAIL<br>IIIRD/11-12/22 DT.18.02.12   | <b>135.425</b>  | <b>MTS./15</b> | SSE/PW/SHR   | KM-1032/8-9<br>UP, 1032/8-<br>9 UP.                     |
| 31    | <b>JBP631203485</b><br>98011285<br>SCRAP RAIL 52 KG IIIRD CLASS = 133<br>NOS = 2415.55 RM (FOR S/HOLDER<br>INF.NO.)SS.11<br>NO.S4/A/JBP/SHR/SC./52KG RAIL/11-<br>12/21 DT.16.02.12  | <b>125.343</b>  | <b>MTS./15</b> | SSE/PW/SHR   | 1-KM-<br>1031/9-<br>1032/0 DN<br>2-KM-<br>1032/7-8 UP   |

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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder | Location  |
|-------|--|---------------|----------------|--------------|---|
| 32    | <b>JBP631203486</b><br>98011285<br>SCRAP RAIL 90 LBS = 46 NOS = 297.53<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/KYE/R/90/13 DT.08.02.12<br>QTY= 13.273 MTS | <b>27.989</b> | <b>MTS./15</b> | SSE/PW/KYE   | 1-KM-979/2A<br>TO 979/2N<br>MAKR-YARD<br>DN SIDE. 2-<br>KM-984/33-<br>31 UP BJG-<br>YARD. |
|       | 98011285<br>SCRAP RAIL 90 LBS = 39 NOS = 329.89<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/KYE/R/90/14 DT.08.02.12<br>QTY= 14.716 MTS                        |               |                |              |   |
| 33    | <b>JBP631203487</b><br>98011285<br>SCRAP RAILS 52 KG = 130 NOS = 724.85<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/SSE/KYE/10 DT.08.02.12                    | <b>37.612</b> | <b>MTS./15</b> | SSE/PW/KYE   | 1-KM-985/3-<br>5 UP 2-KM-<br>984/31-33<br>UP 3-KM-<br>984/25-27<br>UP BJG<br>YARD.        |
| 34    | <b>JBP631203488</b><br>98011285<br>SCRAP RAILS 60 KG = 139 NOS = 774.66<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/KYE/SSE/11 DT.08.02.12                    | <b>46.742</b> | <b>MTS./15</b> | SSE/PW/KYE   | 1-KM-985/3-<br>5 UP 2-KM-<br>984/31-33<br>UP 3-KM-<br>984/13-17<br>UP.                    |

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| Sr No | Lot No<br>Description  | Qty            | Unit           | Stock Holder     | Location   |
|-------|--|----------------|----------------|------------------|--|
| 35    | <b>JBP631203489</b><br>98011285<br>SCRAP RAILS 52 KG = 267 NOS = 1984.99<br>RM<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/KYE/SSE/12 DT.08.02.12   | <b>103.001</b> | <b>MTS./15</b> | SSE/PW/KYE       | 1-KM-<br>979/4B-3B<br>DN 2-KM-<br>979/2-3 DN<br>RP 3-KM-<br>979/2-3 DN<br>RP 4-KM-<br>979/3-4 DN<br>RP 5-KM-<br>979/4-5 DN<br>RP 6-KM-<br>979/3-4 UP<br>RP 7-KM-<br>979/2-3 UP<br>RP 8-KM-<br>980/1-2 DN<br>RPT. |
| 36    | <b>JBP631203490</b><br>98080015<br>SCRAP CST-9 PLATE BROKEN CI GR-I<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/STA/CI/11-12/27 DT.06.02.2012.<br><br>MODE OF DELIVERY BY ACTUAL WT.              | <b>25.592</b>  | <b>MTS./15</b> | SSE/PW/N/ST<br>A | KM-1179/1-2<br>UP SIDE<br>(OFFICE<br>COMPOUND)   |
| 37    | <b>JBP631203491</b><br>98080015<br>SCRAP CST-9 PLATE INTACT CI GR.I<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.JBP/STA/CI/11-12/26 DT.06.02.2012.  | <b>443.000</b> | <b>NOS./01</b> | SSE/PW/N/ST<br>A | KM-1179/1-2<br>UP SIDE<br>(OFFICE<br>COMPOUND.)  |
| 38    | <b>JBP631203492</b><br>98050709<br>SCRAP SXS = 139 NOS = 543.64 RM IN 3<br>STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.S4/NKJ/PW/SXS/11-12/31<br>DT.07.01.2012.<br><br>MODE OF DELIVERY BY RM. | <b>19.299</b>  | <b>MTS./15</b> | SSE/PW/NKJ       | 1-KM-1236/1<br>TO KM-<br>1236/0 UDL<br>1 DN RD.2-<br>KM-1236/1<br>TO 1236/2<br>UDL 3 UP<br>RD. 3-KM-<br>1235/5 TO<br>1235/6 UDL<br>3 UP RD.  |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder | Location  |
|-------|---|----------------|----------------|--------------|---|
| 39    | <b>JBP631203493</b><br>98080106<br>SCRAP CST-9 GR.II PAIR BADLY<br>CORODED & RUSTED WITH STRICKED<br>MUD<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.S4/NKJ/PW/CI/11-12/33 DT.01.02.2012 | <b>438.000</b> | <b>NOS./01</b> | SSE/PW/NKJ   | 1-KM-1236/1<br>TO KM-<br>1236/2 UP<br>LINE 2-KM-<br>1236/1 TO<br>1236/2 UP<br>LINE 3-KM-<br>1236/0 TO<br>1236/1 UP<br>LINE 4-KM-<br>1236/0 TO<br>1236/1 UP<br>LINE 5-KM-<br>1235/0 TO<br>1236/0 UP<br>LINE 6-KM-<br>1235/5 TO<br>1235/6 UP<br>LINE 7-KM-<br>1235/4 TO<br>1235/5 UP<br>LINE 8-KM-<br>1236/1 TO<br>1236/9 DN<br>LINE 9-KM-<br>1236/0 TO<br>1235/9 DN<br>LINE. |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder | Location   |
|-------|---|----------------|----------------|--------------|--|
| 40    | <b>JBP631203494</b><br>98050709<br>SCRAP STS 171 LBS INTACT.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.S4/NKJ/PW/STS/11-12/34<br>DT.03.02.2012 | <b>360.000</b> | <b>NOS./01</b> | SSE/PW/NKJ   | 1-KM-1236/2<br>TO 1236/3<br>UP LINE 2-<br>KM-1236/0<br>TO KM-<br>1236/1 UP<br>LINE 3-KM-<br>1236/0 TO<br>1236/1 UP<br>LINE 4-KM-<br>1235/5 TO<br>1236/6 UP<br>LINE 5-KM-<br>1235/5 TO<br>1236/6 UP<br>LINE |

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| Sr No | Lot No<br>Description  | Qty            | Unit           | Stock Holder | Location  |
|-------|--|----------------|----------------|--------------|---|
| 41    | <b>JBP631203495</b><br>98080106<br>1-SCRAP LK PLATE GR.II COUPLED &<br>BROKEN = 91.835 MTS<br>2-SCRAP LK PLATE GR.II (S) BADLY<br>CORODED RUSTED STRICKED WITH<br>MUD BROKEN = 23.175 MTS<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.S4/NKJ/PW/CI/11-12/32 DT.10.01.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>115.010</b> | <b>MTS./15</b> | SSE/PW/NKJ   | 1-KM-1235/9<br>TO KM-<br>1236/0 UDL<br>3 UP LINE<br>2-KM-1235/8<br>TO KM-<br>1235/9 UPL<br>3 UP LINE<br>3-KM-1235/8<br>TO KM-<br>1235/9 UPL<br>3 UP LINE<br>4-KM-1235/8<br>TO KM-<br>1235/9 UPL<br>3 UP LINE<br>5-KM-1235/7<br>TO KM-<br>1235/8 UDL3<br>UP LINE 6-<br>KM-1235/7<br>TO KM-<br>1235/8 UDL3<br>UP LINE 7-<br>KM-1235/7<br>TO KM-<br>1235/8 UDL3<br>UP LINE 8-<br>9-10&11-KM-<br>1235/6 TO<br>KM-1235/7<br>UDL 3 UP<br>LINE 12-<br>13-14&15-<br>KM-1235/0<br>TO KM-<br>1235/9 UDL<br>1 DN LINE<br>16-KM-<br>1235/8 TO |

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| Sr No | Lot No<br>Description   | Qty            | Unit           | Stock Holder | Location  |
|-------|---|----------------|----------------|--------------|---|
|       |   |                |                |              | 1235/9 UDL3<br>UP LINE 17-<br>KM-1235/9<br>TO KM-<br>1236/0 UDL<br>3 UP LINE. |
| 42    | <b>JBP631203496</b><br>SCRAP MISC.BRASS SCRAP (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.JBP/C&W/STORE/11-12/03<br>DT.11.11.2011.     | <b>430.000</b> | <b>KGS./13</b> | SSE/C&W/JBP  | OS/STORE/C&<br>W/JBP  |
| 43    | <b>JBP631203497</b><br>SCRAP MISC.ALLUMINUM SCRAP (FOR<br>S/HOLDER INF.NO.)SS.11<br>NO.JBP/C&W/STORE/11-12/01<br>DT.11.11.2011. | <b>430.000</b> | <b>KGS./13</b> | SSE/C&W/JBP  | OS/STORE/C&<br>W/JBP  |



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| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder            | Location   |
|-------|--|---------------|----------------|-------------------------|--|
| 44    | <b>JBP631203498</b><br>98050126<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.<br>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. | <b>80.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | MATERIAL<br>WILL BE<br>SUPPLIED IN<br>SSE/C&W/OSL<br>ROH COMPLEX<br>NKJ IN 5<br>STACK. |
|       | (FOR S/HOLDER INF.NO.)SS.11 LOT<br>NO.JBP/NKJ/C&W/MS/01/12/212<br>DT.31.01.2012  |               |                |                         |  |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder            | Location   |
|-------|--|---------------|----------------|-------------------------|--|
| 45    | <b>JBP631203499</b><br>98050126<br>SCRAP MS CONSISTING OF DOOR<br>RELEASED FROM BOXN WAGON.(FOR<br>S/HOLDER INF.NO.)SS.11 LOT<br>NO.JBP/NKJ/C&W/MS/01/12/209<br>DT.31.01.2012  | <b>15.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL COMPLEX<br>NKJ .                             |
| 46    | <b>JBP631203500</b><br>98050126<br>SCRAP CONSISTING OF LIGHT<br>MELTING BODY PATCH, FLOOR<br>PATCH, MS SHEET, CORODED AND<br>RUSTED RELEASE FROM BOXN<br>WAGON.(FOR S/HOLDER INF.NO.)SS.11<br>LOT NO.JBP/NKJ/C&W/MS/01/12/210<br>DT.31.01.2012       | <b>10.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL COMPLEX<br>NKJ .                             |
| 47    | <b>JBP631203501</b><br>98050060<br>SCRAP CS CONSISTING OF CBC HEAD,<br>DRAFT, BACK STAPPER, FRONT<br>FLOWER, ALL COMPONENTS ARE CBC<br>RELEASE FROM BOXN WAGON.(FOR<br>S/HOLDER INF.NO.)SS.11 LOT<br>NO.JBP/NKJ/C&W/MS/01/12/211<br>DT.31.01.2012    | <b>20.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL ROH &<br>NSL COMPLEX<br>NKJ .IN 3<br>STACK . |
| 48    | <b>JBP631203502</b><br>98050060<br>SCRPA CS CONSISTING OF END PANEL,<br>SIDE PANEL, MS SHEET, PILLER,<br>FLOOR SHEET, DOORS FITTINGS,<br>RELEASED FROM BOXN WAGON.(FOR<br>S/HOLDER INF.NO.)SS.11 LOT<br>NO.JBP/NKJ/C&W/MS/01/12/213<br>DT.31.01.2012 | <b>20.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL ROH &<br>NSL COMPLEX<br>NKJ .                |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder            | Location             |
|-------|---|---------------|----------------|-------------------------|----------------------|
| 49    | <b>JBP631203503</b><br>98050060<br>SCRAP CS CONSISTING OF HELICAL SPRING, OUTER SPRING, INNER SPRING, SNUBBER SPRING ALL TYPE HELICAL SPRING RELEASED FROM BOXN WAGON & COACH (FOR S/HOLDER INF.NO.)SS.11 LOT NO.JBP/NKJ/C&W/MS/01/12/214 DT.31.01.2012 | <b>20.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL COMPLEX<br>NKJ . |
| 50    | <b>JBP631203504</b><br>98050126<br>SCRAP CS CONSISTING PIVOT TOP & BOTTOM RELEASED FROM BOXN WAGON.(FOR S/HOLDER INF.NO.)SS.11 LOT NO.JBP/NKJ/C&W/MS/01/12/215 DT.31.01.2012  | <b>10.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL COMPLEX<br>NKJ . |
| 51    | <b>JBP631203505</b><br>98050060<br>SCRAP CS CONSISTING OF KNUCKLE RELEASED FROM BOXN WAGON.(FOR S/HOLDER INF.NO.)SS.11 LOT NO.JBP/NKJ/C&W/MS/01/12/216 DT.31.01.2012  | <b>10.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL COMPLEX<br>NKJ . |
| 52    | <b>JBP631203506</b><br>98050126<br>SCRAP CONSISTING OF BRAKE BEAM RELEASED FROM CASNUB BOGIE (FOR S/HOLDER INF.NO.)SS.11 LOT NO.JBP/NKJ/C&W/MS/01/12/217 DT.31.01.2012  | <b>20.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL COMPLEX<br>NKJ . |
| 53    | <b>JBP631203507</b><br>98413454<br>SCRAP CONSISTING OF COMPOSITE BRAKE BLOCK RELEASED FROM BOXN WAGON (FOR S/HOLDER INF.NO.)SS.11 LOT NO.JBP/NKJ/C&W/MS/01/12/218 DT.31.01.2012   | <b>15.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL COMPLEX<br>NKJ . |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder            | Location   |
|-------|--|---------------|----------------|-------------------------|--|
| 54    | <b>JBP631203508</b><br>98050060<br>SCRAP CS CONSISTING OF CASNUB<br>TROLLY, BOLSTER SIDE FRAME,<br>PLANK, RELEASED FROM BOXN<br>WAGON.(FOR S/HOLDER INF.NO.)SS.11<br>LOT NO.JBP/NKJ/C&W/MS/01/12/219<br>DT.31.01.2012  | <b>10.000</b> | <b>MTS./15</b> | SSE/C&W/ROH<br>SHED/NKJ | OSL ROH<br>COMPLEX<br>NKJ.   |
| 55    | <b>JBP631203509</b><br>98050709<br>SCRAP STEEL CROSSING SLEEPER BG<br>U/S = 600 NOS = 2195.50 RM<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/GAR/ST XING SLEEPER/11-12/04<br>DT.14.12.2012<br><br>MODE OF DELIVERY BY RM.  | <b>77.940</b> | <b>MTS./15</b> | SSE/PW/GAR              | KM-861/3-4<br>DN,861/4-6<br>DN,861/4-7<br>UP,861/9-<br>862/4 UP &<br>862/2-4 DN<br>SIDE. |
| 56    | <b>JBP631203510</b><br>98050035<br>1-SCRAP MS MELTING TWOWAY KEY<br>AND ONEWAY KEY COTTERS LOOSE<br>JAW, ERC (T-3701) PLATE SCREW, RAIL<br>SCREW, MS LINER (T-3738) HOOK,<br>BOLTS, DOG SPIKE, ROUND SPIKES =<br>82.064 MTS<br>2-98080012<br>SCRAP RAIL 52 KG BELOW 1 MTR<br>LONG, SCRAP RAIL 90 LBS BELOW 1<br>MTR LONG, SCRAP RAIL 75 LBS<br>BELOW 1 MTR LONG = 2.165 MTS (FOR<br>S/HOLDER INF.NO)SS.11<br>NO.JBP/GAR/MS MELTING/11-12/05<br>DT.18.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>84.229</b> | <b>MTS./15</b> | SSE/PW/GAR              | KM-831/2-4<br>UP SIDE  |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty            | Unit           | Stock Holder     | Location   |
|-------|--|----------------|----------------|------------------|--|
| 57    | <b>JBP631203511</b><br>98011285<br>SCRAP RAIL 100 LBS ABOVE 1 MTR<br>LONG = 205 NOS = 1822.57 RM IN 8<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.SSE/PWAY/SOUTH/STA/100 LBS/13<br>DT.14.02.2012   | <b>90.581</b>  | <b>MTS./15</b> | SSE/PW/S/ST<br>A | KM-1179/6-<br>8,7-8,8-<br>9,9-10 UP<br>SIDE,KM-<br>1180/1-2,2-<br>3,3-4 UP<br>SIDE AND<br>MALGODOWN<br>SIDING END.   |
| 58    | <b>JBP631203512</b><br>98080106<br>SCRAP CI POT 100 LBS GR-II BROKEN<br>AND INTACT TIEBAR BROKEN BADLY<br>CORODED RUSTED AND STRICKED<br>WITH MUD.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.SSE/PWAY/SOUTH/STA/CI POT/100<br>LBS GR.II/11 DT.09.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>97.299</b>  | <b>MTS./15</b> | SSE/PW/S/ST<br>A | KM-1178/6-<br>7,7-8,8-<br>9,1178/9 TO<br>1179/1-2<br>KM-1179/4-5<br>DN SIDE,KM-<br>1179/5-6,6-<br>7 NM SIDING<br>DN SIDE KM-<br>1178/9 TO<br>1179/1-2 UP<br>SIDE BEHIND<br>OF<br>SSE/PWAY/S/<br>STA/ |
| 59    | <b>JBP631203513</b><br>98011285<br>SCRAP RAIL 100 LBS ABOVE 1 MTR<br>LONG = 254 NOS = 2334.87 RM IN 3<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.SSE/PWAY/SOUTH/STA/100 LBS/12<br>DT.11.02.2012   | <b>116.043</b> | <b>MTS./15</b> | SSE/PW/S/ST<br>A | KM-1179/4-5<br>NEAR RRI-<br>STA KM-<br>1179/5-6<br>NEAR CYM-<br>OFFICE STA<br>KM-1180/4-5<br>DN SIDE.  |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty            | Unit           | Stock Holder | Location  |
|-------|--|----------------|----------------|--------------|---|
| 60    | <b>JBP631203514</b><br>98050709<br>SCRAP ROLLED STEEL SLEEPER DRG<br>NO.2564<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/SGO/RST/179 DT.08.02.2012   | <b>417.000</b> | <b>NOS./01</b> | SSE/PW/SGO   | KM-1063/33<br>TO 1063/31<br>UP AND<br>1063/14 TO<br>1063/28 DN<br>SSE/PW/SGO  |
| 61    | <b>JBP631203515</b><br>98080106<br>1-SCRAP WMR GR-II (S) BADLY<br>CORODED RUSTED AND STRICKED<br>MUD BROKEN = 30.795 MTS<br>2-SCRAP WMR GR-II BADLY CORODED<br>RUSTED AND STRICKED MUD BROKEN<br>COUPLED BROKEN = 13.010 MTS<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.S4/NKJ/PW/CI/11-12/27 DT.19.12.2011<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>43.805</b>  | <b>MTS./15</b> | SSE/PW/NKJ   | 1-KM-1236/1<br>TO 1236/0<br>DN RD.2-KM-<br>1236/0 TO<br>1235/9 DN<br>RD.3-KM-<br>1235/9 TO<br>1235/8 4-<br>KM-1235/8<br>TO 1235/7<br>DN RD.5-KM-<br>1235/8 TO<br>1235/7 DN<br>RD.6-KM-<br>1235/9 TO<br>1235/8 DN<br>RD.7-KM-<br>1236/1 TO<br>1236/0 DN<br>RD. |
| 62    | <b>JBP631203516</b><br>98050709<br>SCRAP STEEL INTACT COROGATED<br>XING SLEEPER WITH/WITHOUT SLIDE<br>CHAIR = 459 NOS = 1613.70 RM<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/SGO/ST/178 DT.03.02.2012<br><br>MODE OF DELIVERY BY RM.   | <b>59.798</b>  | <b>MTS./15</b> | SSE/PW/SGO   | KM-<br>1057/1,1056<br>/1 UP AND<br>KM-1056/14-<br>MKRN/1018<br>DN<br>SSE/PW/SGO.  |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder | Location   |
|-------|---|-----------------|----------------|--------------|--|
| 63    | <b>JBP631203517</b><br>98080035<br>SCRAP RAIL 90 LBS = 54 NOS = 398.94<br>RM<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/SGO/90 R/180 DT.16.02.2012   | <b>17.796</b>   | <b>MTS./15</b> | SSE/PW/SGO   | SSE/PW/SGO<br>KM-1030/27-<br>29 UP AND<br>KM-1030/26-<br>28 DN.                      |
| 64    | <b>JBP631203518</b><br>98080015<br>SCRAP CST-9 GR.I BROKEN<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/SGO/CST-9/183 DT.17.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT.  | <b>8.526</b>    | <b>MTS./15</b> | SSE/PW/SGO   | KM-1063/26<br>TO 1063/34<br>DN AND<br>1064/7 TO<br>1063/27 UP.                       |
| 65    | <b>JBP631203519</b><br>98050709<br>SCRAP STEEL XING SLEEPER INTACT<br>CORODED WITH OR WITHOUT SLIDE<br>CHAIR = 163 NOS = 578.18<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/SGO/ST XING SLEEPER/181<br>DT.17.02.2012<br><br>MODE OF DELIVERY BY RM. | <b>21.533</b>   | <b>MTS./15</b> | SSE/PW/SGO   | SSE/PW/SGO<br>KM-1030/27<br>TO 31 UP<br>AND 1031/7-<br>9 UP AND<br>1031/16-18<br>DN. |
| 66    | <b>JBP631203520</b><br>98080015<br>SCRAP IIIRD CLASS CST-9 SINGLE<br>INTACT.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/SGO/CST-9/184 DT.17.02.2012  | <b>713.000</b>  | <b>NOS./01</b> | SSE/PW/SGO   | KM-1030/30<br>TO 1031/2<br>DN AND<br>1030/27 TO<br>1031/3 UP.                        |
| 67    | <b>JBP631203521</b><br>98080015<br>SCRAP IIIRD CLASS CST-9 SINGLE<br>PLATE INTACT.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/SGO/CST-9/182 DT.17.02.2012  | <b>1864.000</b> | <b>NOS./01</b> | SSE/PW/SGO   | KM-1064/7<br>TO 1063/9<br>UP AND KM-<br>1063/8 TO<br>1064/4 DN                       |

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| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder | Location   |
|-------|---|-----------------|----------------|--------------|--|
| 68    | <b>JBP631203522</b><br>98050709<br>SCRAP 171 SLEEPER RUSTED AND<br>CORROGATED<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/SGO/185 DT.18.02.2012                             | <b>740.000</b>  | <b>NOS./01</b> | SSE/PW/SGO   | KM-1031/5-7<br>UP AND<br>1031/8-20<br>DN NOI<br>YARD.    |
| 69    | <b>JBP631203523</b><br>98050709<br>SCRAP ST SLEEPER 171 LBS INTACT IN<br>8 STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.BEHR/SS.11/STS 171 LBS/66<br>DT.15.02.2012        | <b>485.000</b>  | <b>NOS./01</b> | SSE/PW/BEHR  | KM-1231/9-<br>10 TO<br>1232/4-5<br>JOBA YARD.            |
| 70    | <b>JBP631203524</b><br>98050709<br>SCRAP ST SLEEPER 168 LBS INTACT IN<br>16 STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.BEHR/SS.11/168 LBS INTACT/65<br>DT.15.02.2012    | <b>1035.000</b> | <b>NOS./01</b> | SSE/PW/BEHR  | KM-1231/9-<br>10 TO<br>1232/4-5<br>JOBA YARD.            |
| 71    | <b>JBP631203525</b><br>98080015<br>SCRAP CST-9 PLATE SINGLE GR.I IN 4<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.BEHR/SS.11/CST-9 INTACT/67<br>DT.15.02.2012         | <b>295.000</b>  | <b>NOS./01</b> | SSE/PW/BEHR  | KM-1231/9-<br>10 TO<br>1232/4-5<br>JOBA YARD.            |
| 72    | <b>JBP631203526</b><br>98011285<br>SCRAP RAIL 52 KG = 229 NOS = 1970.98<br>RM<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.S5/KMZ/SS.11/RAIL/52KG/2011-<br>2012/03 DT.14.02.2012 | <b>102.274</b>  | <b>MTS./15</b> | SSE/PW/KMZ   | KM-1205/2-3<br>DN SIDE<br>BINA<br>END.RIDHI<br>STN YARD. |
| 73    | <b>JBP631203527</b><br>98080015<br>SCRAP CST-9 PLATE INTACT.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.S5/KMZ/SS.11/CST-9/2011-2012/05<br>DT.17.02.2012                       | <b>555.000</b>  | <b>NOS./01</b> | SSE/PW/KMZ   | KM-1205/4-5<br>DN SIDE<br>BINA END<br>RIDHI STN<br>YARD  |



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| Sr No | Lot No<br>Description   | Qty             | Unit           | Stock Holder     | Location  |
|-------|---|-----------------|----------------|------------------|---|
| 74    | <b>JBP631203528</b><br>98030103<br>1-SCRAP CMS XING 60 KG 1.12 INTACT<br>WITHOUT FITTING = 17.290 MTS<br>2-SCRAP CMS XING 52 KG 1.16 INTACT<br>WITHOUT FITTING = 4.040 MTS<br>3-SCRAP CMS XING 52 KG 1.12 INTACT<br>WITHOUT FITTING = 71.795 MTS<br>4-SCRAP CMS XING 52 KG 1.8-1/2<br>INTACT WITHOUT FITTING = 04.920<br>MTS<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.S5/KMZ/SS.11/CMS-XING/52-60/2011-<br>2012/04 DT.16.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>98.045</b>   | <b>MTS./15</b> | SSE/PW/KMZ       | KM-1236/0-1<br>KMZ YARD DN<br>SIDE.SSE/PW<br>/KMZ OFFICE<br>COMPOUND IN<br>FRONT OF<br>KMZ ARK<br>WELDING<br>DEPOT. |
| 75    | <b>JBP631203529</b><br>98080015<br>SCRAP CST-9 PLATE INTACT CI GR.I IN<br>5 STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.JBP/STA/CI/11-12/25 DT.30.01.2012  | <b>2432.000</b> | <b>NOS./01</b> | SSE/PW/N/ST<br>A | KM-1208/3-4<br>UP SIDE<br>BGHI YARD.  |
| 76    | <b>JBP631203530</b><br>98011285<br>SCRAP RAIL 100 LBS ABOVE 1 MTR<br>LONG = 165 NOS = 1779.40 RM<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.SSE/PW/S/STA/100 LBS RAIL/14<br>DT.16.02.2012.   | <b>88.436</b>   | <b>MTS./15</b> | SSE/PW/S/ST<br>A | STARTING<br>LINE NO.5<br>AND NM<br>SIDING.  |
| 77    | <b>JBP631203531</b><br>98011285<br>SCRAP RAIL 52 KG ABOVE 1 MTR<br>LONG = 158 NOS = 1383.64 RM IN 2<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.SSE/PW/S/STA/52 KG RAIL/17<br>DT.19.02.2012.  | <b>71.797</b>   | <b>MTS./15</b> | SSE/PW/S/ST<br>A | KM-1179/5-<br>6,6-7 UP<br>SIDE STA<br>YARD.   |

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| Sr No | Lot No<br>Description  | Qty            | Unit           | Stock Holder     | Location   |
|-------|--|----------------|----------------|------------------|--|
| 78    | <b>JBP631203532</b><br>98011285<br>SCRAP RAIL 90 LBS ABOVE 1 MTR<br>LONG = 168 NOS = 1609.03 RM IN 4<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.SSE/PW/S/STA/RAIL 90 LBS/16<br>DT.18.02.2012.   | <b>71.779</b>  | <b>MTS./15</b> | SSE/PW/S/ST<br>A | KM-1178/5-6<br>DN SIDE AND<br>GOOD SHED<br>SIDING ALD<br>END.          |
| 79    | <b>JBP631203533</b><br>98011285<br>SCRAP RAIL 75 LBS ABOVE 1 MTR<br>LONG = 87 NOS = 1006.70 RM IN 3<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.SSE/PW/S/STA/RAIL 75 LBS/18<br>DT.20.02.2012.  | <b>37.379</b>  | <b>MTS./15</b> | SSE/PW/S/ST<br>A | GOOD SHED<br>PLATFORM.   |
| 80    | <b>JBP631203534</b><br>SCRAP CI POT 100 LBS GR.II BROKEN<br>AND INTACT TIEBAR BROKEN BADLY<br>CORODED AND STRICKED WITH MUD.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.SSE/PW/S/STA/CI POT 100 LBS<br>GR.II/15 DT.18.02.2012<br><br>MODE OF DELIVERY BY ACTUAL WT. | <b>88.302</b>  | <b>MTS./15</b> | SSE/PW/S/ST<br>A | NEAR BCN<br>BOUNDARY<br>WALL<br>TOWARDS ALD<br>END.                    |
| 81    | <b>JBP631203535</b><br>98080015<br>SCRAP STS 171 LBS BG IN 5 STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.S4/STS 171/189 DT.09.02.2012   | <b>379.000</b> | <b>NOS./01</b> | SSE/PW/KTE       | KM-1098/3-4<br>TO 1097/7-8<br>UP AND<br>1097/8-9 UP<br>RD.JKE<br>YARD. |
| 82    | <b>JBP631203536</b><br>98080015<br>SCRAP STS 168 LBS INTACT BG IN 7<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.S4/STS 168/190 DT.09.02.2012   | <b>658.000</b> | <b>NOS./01</b> | SSE/PW/KTE       | KM-1098/3-4<br>TO 1097/8-9<br>UP JKE<br>YARD.                          |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty             | Unit           | Stock Holder | Location   |
|-------|--|-----------------|----------------|--------------|--|
| 83    | <b>JBP631203537</b><br>98080015<br>SCRAP STS 168 LBS INTACT BG IN 5<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.S4/STS 168/213 DT.18.02.2012                         | <b>292.000</b>  | <b>NOS./01</b> | SSE/PW/KTE   | KM-1077/4-5<br>TO 1078/0-1<br>UP AND DN<br>KTE (S)<br>YARD.  |
| 84    | <b>JBP631203538</b><br>98080015<br>SCRAP STS 171 LBS BG INTACT IN 12<br>STACK.<br>(FOR S/HOLDER INF.NO.) SS-11<br>NO.S4/STS 171/214 DT.19.02.2012                        | <b>1013.000</b> | <b>NOS./01</b> | SSE/PW/KTE   | KM-1097/4-5<br>TO 1097/7-8<br>DN JKE<br>YARD.  |
| 85    | <b>JBP631203539</b><br>98011285<br>SCRAP RAIL 52 KG = 217 NOS =2573.22<br>RM IN 3 STACK.(FOR S/HOLDER<br>INF.NO.) SS-11 NO.SSE/PW/MYR/11-<br>12/RAIL/37 DT.18.02.2012    | <b>133.524</b>  | <b>MTS./15</b> | SSE/PW/MYR   | KM-1106/0-1<br>KM-<br>1106/9,1107<br>/0,1107/0-1<br>UP RD.   |
| 86    | <b>JBP631203540</b><br>98011285<br>SCRAP RAILS 60 KG = 118 NOS =912.70<br>RM IN 3 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.S4/NKJ/PW/RAIL 60<br>KG/11-12/40 DT.17.02.2012 | <b>55.072</b>   | <b>MTS./15</b> | SSE/PW/NKJ   | 1-KM-1034/6<br>TO KM-<br>1034/7 UP<br>LINE 2-KM-<br>1034/2 TO<br>KM-1034/1<br>UP LINE 3-<br>KM-1033/3<br>TO KM-<br>1033/4 DN<br>LINE |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder | Location   |
|-------|--|---------------|----------------|--------------|--|
| 87    | <b>JBP631203541</b><br>98011285<br>SCRAP RAILS 52 KG = 217 NOS = 1123.68<br>RM IN 8 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.S4/NKJ/PW/RAIL 52<br>KG/11-12/36 DT.07.02.2012   | <b>58.308</b> | <b>MTS./15</b> | SSE/PW/NKJ   | 1 TO 3-KM-<br>1235/5 TO<br>KM-1235/4<br>DN LINE.4-<br>KM-1236/TO<br>KM-1236/1<br>UDLI DN<br>LINE.5-KM-<br>1236/3 TO<br>KM-1236/2<br>DN LINE.6-<br>KM-1236/1<br>TO 1236/2<br>UP LINE 7-<br>KM-1236/5<br>TO 1236/6<br>UP LINE 8-<br>KM-1236/3<br>TO 1236/2<br>DN LINE. |
| 88    | <b>JBP631203542</b><br>98011285<br>SCRAP RAILS 75 LBS = 241 NOS =<br>1491.23 RM IN 5 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.S4/NKJ/PW/RAIL 75<br>LBS/11-12/35 DT.06.02.2012 | <b>55.474</b> | <b>MTS./15</b> | SSE/PW/NKJ   | KM-1236/1<br>TO 1236/2<br>UDL3 UP<br>LINE. KM-<br>1236/0 TO<br>1236/1 UDL3<br>UP LINE,KM-<br>1235/7 TO<br>1235/8 DN<br>LINE 4-KM-<br>1235/6 TO<br>1235/7 DN<br>LINE,KM-<br>1236/1 TO<br>1236/0 DN<br>LINE UDLI.  |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty            | Unit           | Stock Holder | Location  |
|-------|--|----------------|----------------|--------------|---|
| 89    | <b>JBP631203543</b><br>98011285<br>SCRAP RAILS 90 LBS = 64 NOS = 579.76<br>RM IN 2 STACK.(FOR S/HOLDER<br>INF.NO.)SS.11 NO.S4/NKJ/PW/RAIL 90<br>LBS/11-12/39 DT.15.02.2012 | <b>25.863</b>  | <b>MTS./15</b> | SSE/PW/NKJ   | ELS 107 TO<br>ELS 94, ELS<br>108 TO ELS<br>101 AT<br>SR.DEE TRS<br>NKJ<br>COMPOUND<br>SHED.   |
| 90    | <b>JBP631203544</b><br>98080015<br>SCRAP CST-9 GR.I INTACT IN 3 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.S4/NKJ/PW/CI/11-12/41 DT.18.02.2012                            | <b>359.000</b> | <b>NOS./01</b> | SSE/PW/NKJ   | KM-1236/1<br>TO 1236/0<br>UDLI, KM-<br>1034/5 TO<br>1034/6 KTE<br>KARD LINE<br>UP SIDE, KM-<br>1034/5 TO<br>KM-1034/6<br>KTE KARD<br>LINE DN<br>SIDE. |
| 91    | <b>JBP631203545</b><br>98011285<br>SCRAP RAIL 100 DH IIIRD BG = 96 NOS<br>=938.50 RM IN 2 STACK.<br>(FOR S/HOLDER INF.NO.)SS.11<br>NO.S4/100 DH/210 DT.17.02.2012          | <b>46.643</b>  | <b>MTS./15</b> | SSE/PW/KTE   | KM-1078/0-1<br>TO 1078/2-3<br>DN KTE(S).  |
| 92    | <b>JBP631203546</b><br>98011285<br>SCRAP RAIL 90 LBS BG IIIRD = 184 NOS<br>= 851.71 RM (FOR S/HOLDER INF.NO.)<br>SS.11 NO.S4/90 LBS/211 DT.17.02.2012                      | <b>37.994</b>  | <b>MTS./15</b> | SSE/PW/KTE   | KM-1077/4-5<br>TO 1078/1-2<br>UP & DN KTE<br>(S) YARD.  |
| 93    | <b>JBP631203547</b><br>98011285<br>SCRAP RAIL 90 LBS BG IIIRD = 241 NOS<br>= 2119.63 RM IN 5 STACK.(FOR<br>S/HOLDER INF.NO.) SS.11 NO.S4/90<br>LBS/215 DT.25.01.2012       | <b>94.556</b>  | <b>MTS./15</b> | SSE/PW/KTE   | KM-1079/4-5<br>TO 1078/2-4<br>UP & DN KTE<br>(S) YARD.  |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty             | Unit           | Stock Holder | Location   |
|-------|--|-----------------|----------------|--------------|--|
| 94    | <b>JBP631203548</b><br>98011285<br>SCRAP CI GR.II,CI POT 100 LBS BG<br>RUSTED AND CORODED WITH END<br>BROKEN COUPLED IN 24 STACK.(FOR<br>S/HOLDER INF.NO.) SS.11 NO.S4/CI<br>POT/212 DT.18.02.2012 | <b>69.962</b>   | <b>MTS./15</b> | SSE/PW/KTE   | KM-1077/8-9<br>TO 1078/3-4<br>DN KTE (S)<br>YARD.    |
|       | MODE OF DELIVERY BY ACTUAL WT.   |                 |                |              |  |
| 95    | <b>JBP631203549</b><br>98080015<br>SCRAP CI GR.I CST-9 PLATED SINGLE<br>INTACT BG IN 8 STACK.(FOR S/HOLDER<br>INF.NO.) SS.11 NO.S4/CST-9/188<br>DT.09.02.2012                                      | <b>2061.000</b> | <b>NOS./01</b> | SSE/PW/KTE   | KM-1098/3-4<br>TO 1097/7-8<br>UP JKE<br>YARD.        |
| 96    | <b>JBP631203550</b><br>98080015<br>SCRAP CI GR.I CST-9 PLATE SINGLE<br>INTACT BG IN 8 STACK.(FOR S/HOLDER<br>INF.NO.) SS.11 NO.S4/CST-9/215<br>DT.19.02.2012                                       | <b>1015.000</b> | <b>NOS./01</b> | SSE/PW/KTE   | KM-1097/0-1<br>TO 1097/6-7<br>DN JKE<br>YARD.        |
| 97    | <b>JBP631203551</b><br>98080015<br>SCRAP WMR PLATE COUPLED INTACT<br>RUSTED CORODED BROKEN WITH<br>MUD IN 14 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11<br>NO.S4/WMR/192 DT.10.02.2012                 | <b>67.255</b>   | <b>MTS./15</b> | SSE/PW/KTE   | KM-1097/6-7<br>TO 1098/8-9<br>DN AND UP<br>JKE YARD. |
| 98    | <b>JBP631203552</b><br>98080015<br>SCRAP CI GR.II CI POT 100 LBS BG<br>COUPLED RUSTED AND CORODED<br>WITH BROKEN IN 19 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11 NO.S4/CI<br>POT/214 DT.18.02.2012    | <b>115.346</b>  | <b>MTS./15</b> | SSE/PW/KTE   | KM-1097/1-2<br>TO 1097/7-8<br>DN JKE<br>YARD.        |

MODE OF DELIVERY BY ACTUAL WT.

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder | Location                                      |
|-------|---|---------------|----------------|--------------|---|
| 99    | <b>JBP631203553</b><br>98080015<br>SCRAP CI POT GR.II 100 LBS BG<br>INCLUDED BROKEN RUSTED WITH<br>MUD IN 11 STACK.<br>(FOR S/HOLDER INF.NO.) SS.11 NO.S4/CI<br>POT/187 DT.08.02.2012 | <b>37.800</b> | <b>MTS./15</b> | SSE/PW/KTE   | KM-1098/4-5<br>TO 1098/1-2<br>UP JKE<br>YARD. |

MODE OF DELIVERY BY ACTUAL WT.

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: 06 MAR 2012

Auction Catalogue No 63120028

Auction Date: 13-03-2012

Auctioneer : Dy CMM(S)

Place : KOTA

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| Sr No       | Lot No | Qty | Unit | Stock Holder | Location |
|-------------|--------|-----|------|--------------|----------|
| Description |        |     |      |              |          |

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Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty          | Unit | Stock Holder     | Location   |
|-------|---|--------------|------|------------------|--|
| 1     | <b>631103021WC</b><br><b>Y</b><br>98111061<br>COND.BG COACH 8 WHEELER<br>COACH NO.1-84414 GS/WCR<br>2-84407 GS/AB/WCR<br>3-84432 GS/WCR<br>4-84704 SLR/WCR<br>5-73901 RCC/WCR<br>6-06277 SDV/A/WCR<br>7-84410 SLR/WCR<br>8-84703 GSLR/WCR<br>9-67999 RA/A/WCR<br>TOTAL = 09 COACHES<br>RECLAIM ITEMS.<br>1-ALLUMINIUM WATER TANK = 28 NOS<br>2-FOOT STEP = 51 NOS<br>3-COMPLETE AIR HOSE BP & FP = 32<br>NOS<br>4-CUT OFF ANGLE COCK = 32 NOS<br>5-CENTRE PIVOT PIN WITH SADDLE<br>PLATE = 18 NOS<br>6-RB WHEEL WITH A/BOX & DY-PULLY<br>=36+9<br>7-ICF TROLLEY COMPLETE WITH ALL<br>FITTINGS = 18 NOS<br>8-SEMI SPERICAL (BRONZE PIECES) =<br>36 NOS<br>9-ALL WEATHER SHUTTER = 331 NOS<br>10-ALL GLASS SHUTTER = 326 NOS<br>11-FORSTED SHUTTER = 27 NOS<br>12-ISOLATING COCK =40 NOS<br>13-DISTRIBUTER VALVE WITH CR<br>TANK = 8 NOS<br>14-A/R TANK = 15 NOS<br>15-CHOCK WITH CHECK VALVE = 8<br>NOS<br>16-DIRT COLLECTOR = 16 NOS<br>17-WASH BASIN S/STEEL = 31 NOS<br>18-PLUSH COCK WITH PIPE FITTING =<br>22 NOS<br>19-BUFFER PLUNGER WITH SOCKET<br>ASSLY.=36 NOS | <b>9.000</b> |      | SSE/C&W/KOT<br>A | LYING ON<br>LINE NO.1<br>AND LINE<br>NO.2 IN<br>LOCO SHED<br>KOTA. |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty | Unit | Stock Holder | Location |
|-------|---|-----|------|--------------|----------|
|       | 20-DRAWER HOOK WITH DRAFT GEAR<br>ASSLY. = 18 NOS                                       |     |      |              |          |
|       | 21-SCREW COUPLING = 18 NOS  |     |      |              |          |
|       | 22-PEASD ASSLY.COMPOSITE WITH PIPE<br>= 08 NOS  |     |      |              |          |
|       | 23-BP & FP IRON PIPE DIA 25 MM = (72<br>FEET X 2 ) X 8                                  |     |      |              |          |
|       | 24-BK CYLINDER = 26 NOS   |     |      |              |          |
|       | 25-SAB COMPLETE WITH CONTROL<br>ROD = 6 NOS   |     |      |              |          |
|       | 26-WALL PROTCETOR = 22 NOS  |     |      |              |          |
|       | 27-DOOR GRAVITY COTTERS = 108 NOS   |     |      |              |          |
|       | 28-EMERGENCY WINDOW = 18 NOS  |     |      |              |          |
|       | 29-BP & FP BRANCH PIPE DIA 13 MM =<br>(20 FEET) X 2 + (30 FEET X 2)X 5 + 20<br>FEET X 2 |     |      |              |          |
|       | 30-GUARD VAN VALVE WITH FP& BP<br>GAUGE & PIP = 02 NOS                                  |     |      |              |          |
|       | 31-PUSH COCK & LIFT COCK = 12 NOS   |     |      |              |          |
|       | 32-MIRROR WITH FRAME = 6 NOS  |     |      |              |          |
|       | 33-STOP VALVE = 02 NOS  |     |      |              |          |
|       | 34-SMALL CHAIN = 12 NOS   |     |      |              |          |
|       | 35-BIG CHAIN = 04 NO  |     |      |              |          |
|       | 36-VACCUM CYLINDER = 02 NOS   |     |      |              |          |
|       | 37-MATTRESS SHEET & BEARTH = 09<br>NOS  |     |      |              |          |
|       | 38-ICV WITH SADDLE BLOCK = 01 NOS   |     |      |              |          |
|       | 39-WOODEN SHEET SMALL = 04 NOS  |     |      |              |          |
|       | 40-BEARTH LONG (WOODEN) = 8 NOS   |     |      |              |          |
|       | 41-SAB COMPLETE WITH CONTROL<br>ROD WITH FLOTING LEVER WITH<br>SADDLE BLOCK = 02 NOS    |     |      |              |          |
|       | 42-BEARTH = 06 NOS  |     |      |              |          |
|       | 43-HD.BRAKE WHEEL WITH ROD = 02<br>NOS  |     |      |              |          |
|       | 44-WOOD = 2080 KGS  |     |      |              |          |
|       | 45-PVC = 400 KGS  |     |      |              |          |
|       | 46-LP SHEET = 2300 KGS  |     |      |              |          |

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| Sr No | Lot No<br>Description   | Qty          | Unit | Stock Holder | Location                      |
|-------|---|--------------|------|--------------|-------------------------------|
| 2     | <b>631103022WC</b><br><b>Y</b><br>98111061<br>COND.ACCIDENTAL BG COACH 8<br>WHEELER<br>COACH NO.1-977588 GSLR/WR  | <b>1.000</b> |      | SSE/C&W/GGC  | LYING AT<br>CHCHOTI<br>UDAI . |
|       | RECLAIM ITEMS.<br>1-ALLUMINIUM WATER TANK = 03 NOS<br>2-FOOT STEP = 06 NOS<br>3-COMPLETE AIR HOSE BP & FP = 04<br>NOS<br>4-CUT OFF ANGLE COCK = 04 NOS<br>5-CENTRE PIVOT PIN WITH SADDLE<br>PLATE = 02 NOS<br>6-RB WHEEL WITH A/BOX & DY-PULLY<br>= 4+1<br>7-ICF TROLLEY COMPLETE WITH ALL<br>FITTINGS = 02 NOS<br>8-SEMI SPERICAL (BRONZE PIECES) =<br>04 NOS<br>9-ALL WEATHER SHUTTER = 24 NOS<br>10-ALL GLASS SHUTTER = 24 NOS<br>11-FORSTED SHUTTER = 03 NOS<br>12-ISOLATING COCK =05 NOS<br>13-DISTRIBUTER VALVE WITH CR<br>TANK = 1 NOS<br>14-A/R TANK = 1 NOS<br>15-CHOCK WITH CHECK VALVE = 1<br>NOS<br>16-DIRT COLLECTOR = 02 NOS<br>17-WASH BASIN S/STEEL = 04 NOS<br>18-PLUSH COCK WITH PIPE FITTING =<br>03 NOS<br>19-BUFFER PLUNGER WITH SOCKET<br>ASSLY.= 04 NOS<br>20-DRAWER HOOK WITH DRAFT GEAR<br>ASSLY. = 02 NOS<br>21-SCREW COUPLING = 02 NOS<br>22-PEASD ASSLY.COMPOSITE WITH PIPE<br>= 01 NOS<br>23-BP & FP IRON PIPE DIA 25 MM =72<br>FEET X 2 |              |      |              |                               |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty           | Unit | Stock Holder           | Location                                |
|-------|--|---------------|------|------------------------|---|
|       | 24-BK CYLINDER = 02 NOS  |               |      |                        |   |
|       | 25-SAB COMPLETE WITH CONTROL<br>ROD = 2 NOS  |               |      |                        |   |
|       | 26-WALL PROTCETOR = 02 NOS   |               |      |                        |   |
|       | 27-DOOR GRAVITY COTTERS = 12 NOS   |               |      |                        |   |
|       | 28-EMERGENCY WINDOW = 02 NOS   |               |      |                        |   |
|       | 29-GUARD VAN VALVE WITH FP& BP<br>GAUGE & PIPE = 01 NOS  |               |      |                        |   |
|       | 30-PUSH COCK & LIFT COCK = 06 NOS  |               |      |                        |   |
|       | 31-MIRROR WITH FRAME = 3 NOS   |               |      |                        |   |
|       | 32-BEARTH & BACK REST = 08 NOS   |               |      |                        |   |
|       | 33-SMALL SHEET AND BACK = 08 NOS   |               |      |                        |   |
|       | 34-WOOD = 240 KGS  |               |      |                        |   |
|       | 35-PVC = 60 KGS  |               |      |                        |   |
|       | 36-LP SHEET = 300 KGS  |               |      |                        |   |
| 3     | <b>631112011WC</b><br><b>Y</b><br>98111061<br>COND.BG WAGON ROLLING SROCK<br>IRON BODY & IRON FLOOR & STEEL<br>BODY & STEEL FLOOR 4 WHEELER<br>TL,TK & TP WAGON NO.<br>1.46191 NF/TK/F 2.95577 SE/TK/F<br>3.96009 SE/TL/F 4.46481 NF/TL/F<br>5.100969 CR/TP/F 6.96294 SE/TK/F<br>7.43383 WR/TK/F 8.77974 SE/TK/F<br>9.45381 WR/TK/F 10.35436 CR/TK/F<br>11.44456 WR/TK/F 12.43755 WR/TK/F<br>13.33626 ER/TP/F 14.44879 WR/TK/F<br>15.100593 CR/TP/F 16.43330 WR/TK/F<br>17.95352 SE/TK/F<br>TOTAL = 17 NOS<br>RECLAIM ITEMS :-<br>1.WHEEL SET WITH RBAB = 34 NOS | <b>17.000</b> |      | SSE (C&W)<br>YARD KOTA | LAYING AT<br>MALA PHATAK<br>SIDING KOTA |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description   | Qty           | Unit           | Stock Holder | Location                       |
|-------|---|---------------|----------------|--------------|--------------------------------|
| 4     | <b>631202024WC<br/>Y</b><br>98111061<br>COND. BG WAGON ROLLING STOCK<br>IRON BODY & IRON FLOOR & STEEL<br>BODY & STEEL FLOOR 4 & 8 WHEELER<br>BVGT, BOXN WAGON NO:-<br>1. 69287 SE/BVGT<br>2. 88066 NR/BOXN<br>3. 101425 SE/BOXN<br>4. 46807A ER/BOXN<br>5. 100362 SE/BOXN<br>6. 67901 SC/BOXN<br>7. 42229 ER/BOXN<br>8. 42590 ER/BOXN<br>9. 43705 ER/BOXN<br>10.40507 ER/BOXN<br>11.110221 CR/BOXN<br>12.100566A SE/BOXN<br>13.100029A SE/BOXN<br>TOTAL = 13 NOS<br>RECLAIM ITEMS :-<br>1.WHEEL SET WITH CTRB = 48 NOS<br>2.WHELL SET WITH RBAB = 02 NOS<br>3.CASNUB BOGIE COMPLETE = 22 NOS<br>4.ADOPTER = 88 NOS<br>5.EM PAD = 88 NOS<br>6.CC PAD = 40 NOS<br>7.COUPLER BODY NT = 24 NOS<br>8.COUPLER BODY TRANSITION = 01<br>NOS<br>9.KNUCKLE = 24 NOS<br>10.KNUCKLE PIN = 22 NOS<br>11.YOKE = 26 NOS<br>12.YOKE PIN = 24 NOS<br>13.HIGH CAPACITY DRAFTGEAR<br>COMPLETE = 26 NOS<br>14.TOP LINER FOR CC PAD = 48 NOS<br>15.CBC UNCOUPLING ROD = 24 NOS<br>16.BOGIE END PULL ROD = 19 NOS<br>17.SAB REGULATOR WITH CONTROL<br>ROD = 08 NOS<br>18.STRICKER CASTING = 02 NOS | <b>13.000</b> | <b>NOS./01</b> | CDMS-WCY     | LAYING AT<br>WCY LINE<br>NO. 3 |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder      | Location                      |
|-------|--|---------------|----------------|-------------------|-------------------------------|
|       | Remark:- Reclaim Item Sr. no. 13 - Since it is not visivle whether high capacity or simple.  |               |                |                   |                               |
| 5     | <b>631203025WC</b><br><b>Y</b><br>98111061<br>COND. BG WAGON ROLLING STOCK<br>IRON BODY & IRON FLOOR & STEEL<br>BODY & STEEL FLOOR 8 WHEELER<br>BOXN WAGON NO:-<br>1. 89713 NR/BOXN<br>2. 56956 ER/BOXN<br>3. 43669 ER/BOXN<br>4. 69151 SC/BOXN<br>5. 42189 ER/BOXN<br>6. 109438 CR/BOXN<br>7. 100317 SE/BOXN<br>8. 89071 SE/BOXN<br>9. 68444 SC/BOXN<br>10.67791 SC/BOXN<br>TOTAL = 10 NOS<br>RECLAIM ITEMS :-<br>1.WHEEL SET WITH CTRB = 40 NOS<br>2.CASNUB BOGIE COMPLETE = 20 NOS<br>3.ADOPTER = 80 NOS<br>4.EM PAD = 80 NOS<br>5.CC PAD = 32 NOS<br>6.COUPLER BODY NT = 18 NOS<br>7.KNUCKLE = 18 NOS<br>8.KNUCKLE PIN = 14 NOS<br>9.YOKE = 18 NOS<br>10.YOKE PIN = 14 NOS<br>11.HIGH CAPACITY DRAFTGEAR<br>COMPLETE = 17 NOS<br>12.TOP LINER FOR CC PAD = 40 NOS<br>13.CBC UNCOUPLING ROD = 17 NOS<br>14.BOGIE END PULL ROD = 16 NOS<br>15.SAB REGULATOR = 06 NOS | <b>10.000</b> | <b>NOS./01</b> | CDMS-WCY-<br>KOTA | LAYING AT<br>WCY LINE<br>NO.4 |
|       | Remark:- Reclaim Item Sr. no. 11 - Since it is not visivle whether high capacity or simple.  |               |                |                   |                               |

Report run on: 06 MAR 2012

| Sr No | Lot No<br>Description  | Qty           | Unit           | Stock Holder | Location                       |
|-------|--|---------------|----------------|--------------|--------------------------------|
| 6     | <b>631203026WC</b><br><b>Y</b><br>98111061<br>COND. BG WAGON ROLLING STOCK<br>IRON BODY & IRON FLOOR & STEEL<br>BODY & STEEL FLOOR 8 WHEELER<br>BOXN WAGON NO:-<br>1.56977 ER/BOXN 2. 45375 ER/BOXN<br>3.45140 ER/BOXN 4. 93232 NR/BOXN<br>5.102010 SE/BOXN 6.110411 CR/BOXN<br>7.112045 CR/BOXN 8. 44749 ER/BOXN<br>9.46581 ER/BOXN 10.100759 SE/BOXN<br>11.110418 CR/BOXN 12.93118 NR/BOXN<br>13.89156 NR/BOXN 14.93136 NR/BOXN<br>15.68068 SC/BOXN 16.106529 CR/BOXN<br>17.107349 CR/BOXN 18.44844 ER/BOXN<br>19.93168 NR/BOXN 20.100620 SE/BOXN<br>21.101849SE/BOXN 22.109377 CR/BOXN<br>23.43397ER/BOXN 24.87075 WR/BOXN<br>TOTAL =24 NOS.<br>RECLAIM ITEMS :-<br>1.WHEEL SET WITH CTRB = 96 NOS<br>2.CASNUB BOGIE COMPLETE = 44 NOS<br>3.ADOPTER = 176 NOS<br>4.EM PAD = 176 NOS<br>5.CC PAD = 64 NOS<br>6.COUPLER BODY NT = 48 NOS<br>7.KNUCKLE = 48 NOS<br>8.KNUCKLE PIN = 34 NOS<br>9.YOKE = 48 NOS<br>10.YOKE PIN = 34 NOS<br>11.HIGH CAPACITY DRAFTGEAR<br>COMPLETE = 47 NOS<br>12.TOP LINER FOR CC PAD = 96 NOS<br>13.CBC UNCOUPLING ROD = 43 NOS<br>14.BOGIE END PULL ROD = 46 NOS<br>15.SAB REGULATOR = 18 NOS<br>Remark:- Reclaim Item Sr. no. 11 - Since it is<br>not visivle whether high capacity or simple.<br>Purchasers are informed that domestic LPG<br>cylinders are not permitted for cutting of<br>scrap material, only commercial cylinders are<br>permitted in the premises of | <b>24.000</b> | <b>NOS./01</b> | CDMS WCY     | LAYING AT<br>WCY LINE<br>NO. 2 |

Report run on: 06 MAR 2012

| Sr No | Lot No   | Qty | Unit | Stock Holder | Location |
|-------|--|-----|------|--------------|----------|
|       | Description  |     |      |              |          |
|       | Rly.WCY&POH.This is as per order of district supply officer. |     |      |              |          |