

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No.	3829	Press
652-1-11		Mis.
Dated	10/11/18	

Not to be folded or roughly handled

**Proceedings of the Madras Government, Public Works Department,
30th November 1866.**

No. 652. Read the following letter from the Deputy Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 17th November 1866, No. 440:—

1. I have the honor to acknowledge the receipt of G. O. dated the 15th instant, No. 3,629, communicating copy of a letter from the Secretary to the Government of India, commenting on the Revenue Account of the Madras Railways for the first half of 1866. In paragraph 3 of the letter it is stated that “The expenses formed 44·8 per cent. of the earnings, but taking each line separately, the expenses were 46·6 per cent. on the South-West Line, and 33 per cent. on the North-West Line. There is something remarkable in this singular difference suggestive of inaccurate adjustment of charges between the two lines, and I am to request that the point may be investigated in the detailed review.”

2. The Revenue Account of each line having been examined, I am unable to discover any inaccurate adjustment of charges between the two lines. The difference, noticed by the Secretary to the Government of India, is due chiefly to the cost of the maintenance of the permanent way on the North-West Line being considerably below the cost of maintenance of the South-West Line, as will be seen from the following figures taken from the Revenue accounts, which were submitted with Major Shaw Stewart's note, dated 15th September last, No. 384:—

Per-centage of working expenses to earnings.

	South-West Line.	North-West Line.	Increase.	Decrease.
Locomotive Department	16·52	16·23	.....	·29
Repairs of carriages and wagons	1·34	8·84	.....	1·34
Traffic Department	9·17	0·67	.....	·96
Telegraph	1·63	4·97	.....	9·61
Permanent Way Department	14·58	·72	.....	·72
Ballasting... ..	·72	1·04	.....	·51
General Charges	1·55	0·99	10	.....
Fire Insurance Funds	0·89	0·20	.....	·01
Home expenses of Establishments	0·21	0·20	.....	.....
	46·61	32·94	10	13·77
Net Decrease	13·67			

3. Of the net decrease of 13·67, * 9·61 + ·72, 10·33* per cent. is on account of permanent way and ballasting, and 1·34 for repairs of carriages and wagons. The other items call for no special remark.

4. The cause of the working expenses on the North-West Line for the second half of 1865 having been lower† than those of the South-West Line, was explained in paragraph 20 of Major Shaw Stewart's Report, dated 29th May 1866, No. 235, to be “attributable to the large use of firewood for fuel, and partly to the fact that of the entire mileage open for traffic, varying during the half-year from 79 to 119 miles, the maintenance charges of 41 miles only were debited to Revenue. The universal use of iron pot-sleepers, owing to which the monthly charges for main-

*Proceedings of the Madras Government, Public Works Department,
30th November 1866.*

"tenance of way have been kept down to an average sum of Rupees 65 per mile, has
"doubtless had a share in producing this satisfactory result, &c."

5. This explanation applies equally in the case of the difference of working
expenses for the first half of 1866. The number of miles opened for traffic and the
number of miles of both permanent way and telegraph maintained by Revenue
continued the same.

6. The South-West Line bears the greater share of the cost of the repair of
rolling stock, the North-West Line paying a mileage rate, and the cost of repairs
of only the portion used on it.

7. The general charges are divided between Capital and Revenue on both
lines, in proportion to the gross expenditure on each.

No. 653. ORDER THEREON, 30th November 1866, No. 3,809.

RAILWAY, No. 49.

Ordered that the following letter
be sent:—

(Here enter No. 3,810, dated 30th November 1866.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
30th November 1866.

No. 3,810.

No. 654.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 50.

With reference to your letter of the
20th October 1866, No. 1,054 R., para-
graph 3, I am directed to forward here-

with a letter from the Consulting Engineer for Railways, from which it will be
observed that the difference noticed by the Government of India, in the working
expenses of the North-West and South-West Lines, respectively, during the first
half of 1866, is not due to any inaccurate adjustment of charges, but mainly to the
working expenses of the former having been largely economized by the use of wood
fuel, and to the cost of the maintenance of the Permanent Way on the North-West
Line having been greatly kept down by the universal employment of iron pot-
sleepers. In further explanation of the supposed discrepancy, the Consulting
Engineer states that, of the 119 miles of the North-West Line open for traffic, the
maintenance of only 41 miles was charged to Revenue during the period under
review.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 440.

From

Major A. N. D. Prendergast V.C. R.E.
By Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honor to acknowledge the receipt of L. O., dated the 15th instant. N^o 3629, communicating copy of a letter from the Secretary to the Government of India, commenting on the Revenue Account of the Madras Railways for the first half of 1888. In paragraph 3 of the letter it is stated that - "The expenses former 44.8 per Cent of the earnings, but taking each line separately, the expenses were 46.6 per Cent on the South West Line and 33 per Cent on the North West Line. There is something remarkable in this singular difference suggestive of

of inaccurate adjustment of charges between the two lines, and I am to request that the point may be investigated in the detailed review."

2. The Revenue Account of each line having been examined, I am unable to discover any inaccurate adjustment of charges between the two lines. The difference noticed by the Secretary to the Government of India is due chiefly to the cost of the Maintenance of the Permanent Way on the North West Line being considerably below the cost of Maintenance of the South West Line, as will be seen from the following figures taken from the Revenue Accounts, which were submitted with Major Shaw Stewart's Note dated 15 September last, No 384.

Per Centage of Working Expenses to Earnings.

	South West Line	North West Line	Increase	Decrease
Locomotive Department	16.52	16.23	"	.29
Repairs of Carriages & Waggon	1.32			1.32
Traffic Department	9.14	8.84	.	.33
Telegraph	1.63	0.64	.	.96
Permanent Way Department	14.58	4.97	..	9.61
Ballasting	.72	"	"	.72
General Charges	1.55	1.04	.	.51
Fire Insurance Funds	0.89	0.99	.10	"
Home Expenses of Establishment	0.21	0.20	"	.01
	46.61	32.94	.10	13.67

Net decrease 13.67

* 9.61 + .72.

17.08 per cent.

3. Of the net decrease of 13.67, 10.33 per cent. is on account of Permanent Way and Ballasting, and 1.32 for Repairs of Carriages and Waggon. The other items call for no special remark.

4. The cause of the working expenses on the North West Line, for the second half of 1885, having been lower than those of the South West Line, was explained in paragraph 20 of Major Shaw Stewart's Report dated 29 May 1886, No 235, to be "attributable to the large use of firewood for fuel, and partly to the fact that of the entire mileage open for traffic, varying during the half year from 79 to 119 miles, the maintenance charges of 41 miles only were debited to Revenue.

The universal use of iron foot sleepers, owing to which the monthly charges for maintenance of Way have been kept down to an average sum of Rupees 65 per mile, has doubtless had a share in procuring this satisfactory result."

5. This explanation applies equally in the case of the difference of working expenses for the first half of 1886. The number of miles open for traffic and the number of miles of both Permanent

Permanent Way and Telegraph maintained by Revenue continued the same -

6 The South West Line bears the greater share of the cost of the repair of Rolling Stock, the North West Line paying a mileage rate and the cost of repairs of only the portion used on it -

7 The General charges are divided between Capital and Revenue on both lines in proportion to the gross expenditure on each -

I have the honor to be,
Yr Most Obedt Servt
Madras
17 November 1866
J. B. S. 2
By Consulting Eng for Railways

Forwarding explanation in reference to the letter from the Secy to the Government of India communi- cated in 4. I dated the 15 inst. 1866. Commencing on the 1st of Dec. at the station of Madras for the first half of 1866 -
ewo 3809. 4. 3810 - 30th Nov 1866

Dated 17 November 1866
Received 19

To
The Secretary to Government,
Public Works Department,
Fort Saint George.
From
The Consulting Engineer
for Railways,

15 Nov 1866 ewo 3809
21 Nov 1866 ewo 3810
RAILWAY DEPARTMENT.

Public Works Department.

ewo 3809

PROCEEDINGS of the MADRAS GOVERNMENT
At a meeting held on the 30th Nov 1866.
Read the following

From
The Deputy Consulting Engineer
for Railways.

(Here enter No. 440 dated 17 Nov 1866)

Ordered that the following

letter be sent:-

M. E. S. of
ewo 3810.

The Secretary to the
Government of India

With reference to your letter of the 20th Oct/66, to which para 3. I am directed to forward herewith a letter from the Consulting Engineer for Railways, from which it will be observed that the difference noticed by the Govt of India in the working expenses of the North West and South West Lines, respectively, during the first half of 1866 is not due

Handwritten initials and signature

to any inaccurate adjustment
of charges, but mainly to the
saving expenses of the former
having been largely economized
by the use of wood fuel, and
to the cost of the maintenance
of the permanent way on the
Kath West line having been
greatly kept down by the
universal employment of
iron job-sleepers. In further
explanation of the supposed
discrepancy, the Consulting
Engineer states that of the
119 miles of the N. W. line
open for traffic, the maintenance
of only 44 miles was charged
to Revenue during the period
under review.

P. W. 186 . Department.

No.

PROCEEDINGS OF GOVERNMENT.

Dated

Ref: into copy of No 3809
1st Decem 1865

Part 11, page 1
30 Dec 1865

2222 Nov 1866

12 503
P W Webb Esq

Pres. of Court for C. Ind.

For 3809 & 3810

Pres. of the Madras Court

D/ 30th November 1871

Passing orders on a letter
from the Cons. Eng. & Rala line to the
difference in the working expenses
of the N. W. Line & South West Line
of Railway during the first half
of 1866 noticed by the Govt of India

P 52 @ 554.