

(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. 1617

Press
Mis.

667-68

Dated

29-5-

1867.

Not to be folded or roughly handled

No. 667. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 17th May 1867, No. 156 :—

1. With reference to G. O. No. 1,179, dated 17th April 1867, and to paragraphs V. and VI. of Memorandum included in Minutes of Railway Committee held on 2nd April, I have the honour to report having received the following opinion from Lieutenant Filgate, on the method proposed for keeping the Engineering Accounts of the Madras Railway :—

“ The method of accounting laid down in the first portion of paragraph V. “ will give all the information which the Chief Accountant will require, to pass all “ expenditure incurred on original estimates included in Schedule I. correctly to “ account; and if the Board of Directors are willing to allow all expenditure incur- “ red on estimates included in Schedule II. to be posted to one head, termed ‘ addi- “ tional works,’ I cannot see any objection to the arrangement, as the expenditure on “ any particular work can at any time be obtained by a reference to the Construc- “ tion ledger, and even under the old arrangement the head Brick and Masonry “ includes Stations as well as the other masonry works on the line, the sub-head “ Stations including additional earth-work, new sidings, in fact everything done at “ a station after the opening of a line.”

“ The Chief Engineer should, however, specify the particular estimate to “ which the expenditure appertains, as he has to do for estimates under Schedule I. “ This, I believe, was intended to be done, but I think it right to mention it here, as “ the wording of the paragraph on that point might be interpreted differently.”

2. It was the doubt as to whether expenditure incurred on each work could be obtained under the proposed arrangement of appropriating the whole expenditure to one common head of “ additional works,” which led me to postpone a recommendation in favour of the change until I could consult the Government Examiner on the subject. As it appears that the expenditure on any particular work can be ascertained by a reference to the Construction ledgers, I now beg to recommend the proposed system for the sanction of Government, on the understanding that the particular estimate to which the expenditure refers should also be specified.

3. It is very desirable that there should be a complete record of the expenditure on each work in this Office, as well as in the Office of the Railway Company; as it is only by such means that I should have it in my power to furnish the Government, at any time, with information as to the actual cost of the various classes of works constructed on the lines of Railway, such as station buildings, workshops, bridges, accommodation for establishment, &c. For this purpose I propose that completion certificates should be furnished to the Auditor's Office, after the quarterly inspection of the Deputy Chief Engineer, for all works which may have been completed during the quarter. The accounts of such works would then be closed, and the Government Examiner would furnish me with a list of them, and a statement of the expenditure incurred on each.

4. As regards the mode of preparing fresh estimates under Schedule I., proposed in paragraph VI. of the Memorandum above referred to, I have to explain that the orders of the Government of India have up to this time been adhered to.
G. O. No. 614, dated 23rd November 1863.

*Schedule I. Correctly to account; and if
the*

*Proceedings of the Madras Government, Public Works Department,
29th May 1867.*

to. These orders called for two Schedules of Estimates. Schedule I. to show the estimated amount required to complete all works sanctioned prior to the opening of a section of Railway, and Schedule II. to contain only those works sanctioned subsequent to such opening.

5. The Secretary of State in his Despatch dated 29th September 1864, (G. O. No. 823, dated 21st December 1864,) modified the above orders of the Government of India, and gave the local Government discretionary power to sanction all expenditure required for Railways up to eighteen months or two years subsequent to the opening of the line.

6. By the above orders the original estimates might have been left open for two years after the opening of a line, and Schedule I. estimates might have been dispensed with.

7. I would now recommend that all the estimates which have up to this time been submitted for any section of the line of Railway, excepting those comprised under Schedule II., may lapse at the expiration of two years after the opening of such section for traffic, and that if any further expenditure be required under the same estimates, fresh sanction should be obtained.

No. 668.

ORDER THEREON, 29th May 1867, No. 1,617.

RAILWAY, No. 44.

In noticing the arrangements which were reported to be necessary for giving effect to the transfer of the accounts of the Engineering Department to the Chief Accountant of the Madras Railway, the Government, in their Proceedings of the 17th April 1867, No. 1,179, deferred their sanction to certain proposals in connection with the method of accounting for expenditure until the Consulting Engineer had taken the opinion of the Government Examiner upon the subject. Colonel Anderson having accordingly placed himself in communication with Lieutenant Filgate, reports that when submitting the proposals in question to Government, he had doubts as to whether, under the new system, information would be readily forthcoming regarding the expenditure incurred on any specific work, but that having ascertained that the "Construction ledgers" will supply the requisite particulars, he has now no objection to the arrangement provided that the estimate to which the expenditure entered in the accounts may relate be invariably specified. With this proviso, the Government approve of the arrangements detailed in paragraph 5 of the Memorandum* embodied in the Minutes of the Railway Committee, and of the further proposals submitted by Colonel Anderson in paragraphs 3 to 7 of his letter above read.

(True Extract.)

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

To the Consulting Engineer for Railways.

Ed. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 156

From

Lieut Colonel R. C. Anderson R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to G. O. No. 1179 dated 17th April 1867 and to paras V and VI of Memorandum included in Minutes of Railway Committee held on 2nd April, I have the honor to report having received the following opinion from Lieut Filgate, on the method proposed for keeping the Engineering Accounts of the Madras Railway.
"The method of accounting laid down in the first portion of para V will give all the information which the Chief Accountant will require, to pass all expenditure incurred on original Estimates included in Schedule I. correctly to account; and if the

The Board of Directors are willing to allow all expenditure incurred on Estimates included in Schedule II to be posted to one head, termed "additional works". I cannot see any objection to the arrangement as the expenditure on any particular work can at any time be obtained by a reference to the Construction ledger, and even under the old arrangement the Head Brick and Masonry included Stations as well as the other masonry works on the line. The Sub-head Stations including additional earthwork, new sidings in fact every thing done at a Station after the opening of a line.

"The Chief Engineer should however specify the particular estimate to which the expenditure appertains as he has to do for estimates under Schedule I. This I believe was intended to be done, but I think it right to mention it here as the wording of the para on that point might be interpreted differently."

2. It was the doubt as to whether expenditure incurred on each work could be obtained under the proposed arrangement of appropriating the whole expenditure to one common head of "additional works", which led me to postpone a recommendation in favor of the change until I could consult the Govt. Examined on the subject - As it appears that the expenditure on any particular work can be

be ascertained by a reference to the Construction ledgers, I now beg to recommend the proposed system for the sanction of Government on the understanding that the particular estimate to which the expenditure refers should also be specified.

3. It is very desirable that there should be a complete record of the expenditure on each work in this Office, as well as in the office of the Railway Company; as it is only by such means that I should have it in my power to furnish the Government at any time with information as to the actual cost of the various classes of works constructed on the lines of Railway, such as Station buildings workshops, bridges, accommodation for establishment &c. For this purpose I propose that completion certificates should be furnished to the Auditors Office, after the quarterly inspections of the Deputy Chief Engineer, for all works which may have been completed during the quarter. The accounts of such works would then be closed and the Government Examiner would furnish me with a list of them and a Statement of the expenditure incurred on each.

4. As regards the mode of preparing fresh estimates under Schedule I proposed in para VI of the Memo above referred to, I have to explain the orders of the Government of India

614 dated
1-1868.

have up to this time been adhered to. These orders called for ^{two} Schedules of Estimates Schedule I to show the estimated amount required to complete all works sanctioned prior to the opening of a Section of Railway - and Schedule II to contain only those works sanctioned subsequent to such opening -

5. The Secretary of State in his Despatch dated 29th Sept^r 1864 (G.O. No. 823 dated 21st December 1864) modified the above orders of the Government of India, and gave the Local Government discretionary power to sanction all expenditure required for Railways up to 18 months or 2 years subsequent to the opening of the line.

6. By the above orders the original estimates might have been left open for two years after the opening of a line, and Schedule I estimates might have been dispensed with.

7. I would now recommend that all the estimates which have up to this time been submitted for any Section of the line of Railway excepting those comprised under Schedule II may lapse at the expiration of two years after the opening of such Section for traffic - and that if any further expenditure be required under the same

Estimates

Estimates, fresh sanction should be obtained.

Madras
17th May 1867

I have the honor to be
Sir

Your most obed^t. Servant

Arthur Little Col^l Esq
Consulting Engineer
for Railways

that when submitting the proposals
in question to Govt, he had
doubts as to whether under the
new system, information would
be readily forthcoming regarding
the expenditure incurred on any
specific work, but that having
ascertained that the "Consolidation
ledgers" will supply the requisite
particulars, he has now no ob-
jection to the arrangement provided
that the estimate to which the expendi-
ture entered in the accounts may
relate be invariably specified.
With this proviso, the Government
approval of the arrangements de-
tailed in Para 5 of the Memo.
embodied in the Minutes of the
Railway Committee, & of the
further proposals submitted by
Col. Anderson in Paras 3 to 7 of
his letter above read. -

+ Govt. O. 17: April 1879. 1179

W. B.

To
The Chgo. for Railways
15
2
Sept 31/87

12
Pub: Monte 1867 Departs

Pro: of Govt. for May

No 1617

Pro: of the Madras Govt.

D 29th May 1867

Sanctioning the
arrangements proposed
for the keeping of Accounts
(Engineering), on the Madras
Railway.

No. 664-668