M.R.O. 1—77,006—3.6.57.

(1) Number of pages 54

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3963-64 Press Mis. 456-57

Dated 18—12— 1868.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 18th December 1868.

No. 456. Read the following letter from the Acting Deputy Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 23rd November 1868, No. 422 :—

1. I have the honor to forward a letter* received this day from the Government Examiner of Railway Accounts, and to request that the Government of India may be moved to reconsider the decisions arrived at in the letters forwarded with Madras Government Orders, Nos. 3,095 and 3,247, of 2nd and 14th October, respectively.

* No. 25, dated 20th November 1868.

2. With regard to the bridge at the 171st mile of the North-West Line, sanction for the reconstruction of which is conveyed in the first order above quoted, I cannot see that the question is open to discussion, as the maintenance of lines of Railway out of Capital funds, for a period of two years, is a matter of agreement between the Secretary of State and the Madras Railway Board, and instructions to that effect were conveyed to the Madras Government in Despatch No. 11, of 30th November 1858.

3. I quite concur with the remarks of the Government Examiner relative to the cost of the substitution of wire for thorn fencing, and trust that it may be allowed to be placed to the debit of Capital.

4. The matter referred to in paragraph 6 of the enclosed letter, will be entered into when the replies of the Agents have been received.

From the Examiner of Railway Accounts, to the Consulting Engineer for Railways, dated Madras, 20th November 1868, No. 25.

1. I would beg to draw your attention to Orders of Government, Nos. 3,095, dated 2nd October 1868, and 3,247, dated 14th October 1868. The former sanctions Rupees 35,241 for reconstructing, with improvements, a bridge at the 171st mile of the North-West Line,* and directs that the cost of improvement only should be charged to Capital ; and the latter sanctions Rupees 37,950 and 53,350 for iron wire fencing on the Great Southern of India Railway between Caroor and Erode, and directs that the previous vegetable fence should be charged to Revenue.

* Madras Railway.

2. These two cases are analogous, as the 171st mile of the North-West Line of the Madras Railway, at the time the bridge was carried away, was maintained from Capital funds, and the whole of the line from Caroor to Erode is, and will be for some time also, maintained by Capital.

3. Under these circumstances, I cannot but think that the charging in the one case the original cost of the bridge, and in the latter the cost of the original fence, to Revenue, is wrong in principle.

4. A period of two years has been allowed by the Secretary of State, during which *all* repairs and maintenance are to be debited to Capital, and I do not see any reason why these repairs, as they may both be designated, should be made exceptions. The bridge was carried away by a flood, The vegetable fencing on the Great Southern of India Railway having succeeded on other portions of the line was placed in all good faith, and with the approval of Government, on that portion between Caroor and Erode ; but being found not to grow properly, it was deemed advisable to replace it with iron wire fencing.

5. As these cases involve a matter of principle, I am of opinion that they should be settled definitely, and have therefore brought them to your notice.

6. A very similar case in principle presents itself in paragraph 3 of the Observations appended to Circular from the Government of India, relative to quarters for Railway employés, published in Madras Government Order, No. 3,011, dated 23rd September 1868 ; but as I perceive

that this subject is still under discussion, I would merely invite comparison of this paragraph with paragraph 8 of the Secretary of State's Despatch, No. 17, dated 9th March 1864, published in G. O. No. 233, dated 15th April 1864, in which it is laid down that the expense of the original construction of any work, even those *intended* to be only temporary, ought to be charged to Capital Account.

7. The general tenor of the Despatch indicates, I think, a reference to lines the maintenance of which is chargeable to Revenue. If then any such arrangement as that laid down in the Observations had been contemplated, would it not have been provided for ?

No. 457. ORDER THEREON, 18th December 1868, No. 3,963.

RAILWAY, No. 41.

Ordered that these papers be forwarded to the Government of India.

(Here enter No. 3,964, dated 18th December 1868.)

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 18*th December* 1868.

No. 3,964.

No. 458.

To

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

SIR,

RAILWAY, No. 42.

1. I am directed to forward the accompanying letter from the Consulting Engineer for Railways, giving cover to one from the Examiner of Railway Accounts, in which that Officer comments on the Orders of the Government of India, communicated in your letters, as per margin, suggesting that the cost of the vegetable fence between Caroor and Erode on the Great Southern of India Railway, which it is proposed to replace by an iron wire fencing, should form a charge against Revenue, and that only such portion of the outlay on the reconstruction of the bridge recently destroyed at the 171st mile of the North-West Line of the Madras Railway, as provides for improvements, should be debited to Capital.

7th September 1868, No. 1,036 R.
16th ,, ,, ,, 1,080 R.

2. It will be observed that, under the rule which provides that the cost of the repair and maintenance of works for two years after the opening for traffic of any section of a line of Railway shall be charged to Capital, the portions of the North-West Line and the Great Southern of India Railway on which the proposed works are to be carried out, were maintained from Capital at the time those works became necessary, and the Consulting Engineer and the Examiner of Railway Accounts are, therefore, of opinion that it would be opposed to the arrangements which have been made with the Railway Companies if the charges referred to by the Government of India were debited to Revenue.

3. I am to state that the Government concur in this view.

I have the honor to be,
Sir,
Your most obedient servant,

Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

Railway Department.

Consulting Engineer's Office,

No. 422.

From Captain J. G. Medley R.E.
A.C.E. Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

Secretary to Government,
Public Works Department,
Fort Saint George

Sir,

No. 1025 dated 20th November 1868.

I have the honour to forward a letter received this day from the Government Examiner of Railway Accounts, and to request that the Government of India may be moved to reconsider the decisions arrived at in the letters forwarded with Madras Government orders Nos 3095, and 3247, of 2nd and 14th October, respectively.

2. With regard to the Bridge at the 171st mile of the North West Line mentioned for the reconstruction of which is conveyed in the first order above quoted, I cannot see that the question is open to discussion, as the

maintenance of lines of Railway, out of Capital Funds, for a period of two years, is a matter of agreement between the Secretary of S.t.S., and the Madras Railway Boards, and instructions to that effect were conveyed to the Madras Government, in Despatch No. 11 of 30th November 1858.

3. I quite concur with the remarks of the Government Examiner relative to the cost of the substitution of wire for thorn fencing, and trust that it may be allowed to be placed to the debit of Capital.

4. The matter referred to in para 6 of the enclosed Letter, will be entered into, when the replies of the Agents have been received.

I have the honour to be,
Sir,
Your most obedient Servant
J. Hopkinson Captain R.E.

Madras
23d November
1868

A. J. D. Cox, Esqr. for D.G.

4. A period of two years has been allowed

Engineer Copy

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways.

To

The Secretary to Government,
Public Works Department.
Fort Saint George.

Dated 23rd
Received 24th November 1868.

No. 422.

Enclosures 1
Nos 3963 to 3962 - 68 dated 19th Nov 68
Forwarding Letter
No 25 dated 20th November 1868 and
Nos 3243 from the Examiner
of Railway Accounts and
requesting that the Government
of India may be moved on the
subject

Q. 265 Comp. 1868 Con. Nov.

No 25

From The Examiner
Railway Accounts
To The Consulting Engineer
for Railways
Madras 20th November 1868

Sir,

I would beg to draw your attention to Orders of Government Nos 3095 dated 2nd October 1868, and 3247 dated 14th October 1868.- The former Sanctions Rs. 35,241 for reconstructing, with improvements, a Bridge at the 170th mile of the *North West Line, and directs that the cost of improvements only should be charged to Capital; and the latter Sanctions Rs. 37,950 and 53,350 for iron wire fencing on the Great Southern of India Railway between Caroor and Erode, and directs that the previous vegetable fence should be charged to Revenue.-

* Madras Railway

2. These two Cases are analogous as the 171st mile of the North West Line of the Madras Railway, at the time the Bridge was Carried away, was maintained from Capital Funds, and the whole of the line from Caroor to Erode is, and will be for some time, also maintained by Capital.

3. Under these circumstances I cannot but think that the charging, in the one Case, the original cost of the Bridge, and in the latter the cost of the original fence, to Revenue is wrong in principle.-

4. A period of two years has been

allowed

allowed by the Secretary of State during which all repairs and maintenance are to be debited to Capital, and I do not see any reason why these repairs, as they may both be designated, should be made Exceptions. The Bridge was carried away by a flood. The repetable fencing on the Great Southern of India Railway, being included in this portion of the line, was placed in all good faith and with the approval of Government, as that portion between Caroor and Erode; but being found not to pay properly it was deemed advisable to replace it with iron wire fencing.—

5. As these Cases involve a question of principle I am of opinion that they should be settled definitely, and have therefore brought them to your notice.—

6. A very similar Case, in principle, presents itself in Para 3 of the Observations appended to Circular from the Government of India, relative to Quarters for Railway Employés, published in Government order No 3011 dated 23 September 1868; but as I perceive that this subject is still under discussion I would merely invite comparison of this para with para 8 of the Secretary of State's despatch No 17 dated 9th March 1864 published in G.O. No 233 dated 15th April 1864, in which it is laid down that the Expense of the original construction of any work, even those intended to be only temporary, ought to be charged to Capital

Account

Account.

7. The general terms of the Despatch embodied, I think, a reference to lines, the maintenance of which is chargeable to Revenue. If there any such arrangement as that could been in the Observations had been entered stated would it not have been provided for?

I have the honor to be Sir

Your most obedient Servant

Examiner Railway Accounts

Public Works Department

No 3903

Proceedings of the Madras Government

Under date the 18th Decr 68

Read the following

From The Consulting Engineer for Railways, G.O. No 422 dated 23rd Nov 1868

Ordered that these papers be forwarded to the Government of India.

To The Consulting Engineer for Railways

G.O. No 3964 of 1868

To The Secretary to the Government of India

Sir,

I am directed to forward the accompanying letter from the Consulting Engineer for Railways, in which

1868

From The Consulting Engineer for Railways, Madras, to the Chief Secretary to Government, Public Works Department, dated 23rd November 1868.

No 422.

Drawing attached.

Referring to the correspondence ending with your letter No 3903 dated 2nd Instant, on the subject of

m
Fu
of
ac give Credit to one from
ue the Examiner of Rail
te way Accounts, and which
of that Officer Commencing
3
on the orders of the Govern
of ment of India, Com
of municated in your Letter,
a
to as per margin, suggesting
4 that the Cost of the regulate
of fence between Caroor &
Erode on the Great Southern
of India Railway, which
it is proposed to replace
by an iron wire fencing,
should form a charge
against Revenue, & that
only such portion of the
outlay on the Reconstruction
of the Bridges recently
destroyed at the 17th Mile

of the North West Line of
the Madras Railway, as
provides for improvements,
should be debited to Capital
. It will be observed
that, under the rule which
provides that the Cost of the
Repair & maintenance of
works for two years after the
opening for Traffic of any
Section of a Line of Railway
shall be charged to Capital
the portion of the North
West Line & the Great
Southern of India Railway
on which the proposed works
are to be carried out, were
originally Capital
at the time those works
became necessary, & the

Consulting Engineer Ψ
to the Examiner of Railway
Accounts &c, transfer,
of opinion that it would
be opposed to the arrange-
ments which have been
made with the Railway
Companies, if the charges
referred to by the Govt. of
India were abolished. to
Revenue.

I am to state that
the Government Concurs in
this view.

Recd 15/12/68 with Copy of Ltr
Dated 7 1868

Recd 26th Novr 1868 Dd 11 Decr

Cue 4582

Govt. of India 1868 Madras.

PUBLIC WORKS.

To The Commercial Engr.
for Railways

&c., &c., &c.

Dated

Read. 4 Entd. /

G. O. No. 1868, No. 306 & 307

Nos. 656-657 & 658

Vegetable fences between Earoor and Erode on the S. I. G. I. Ry should be debited.

Bridge (Ry) Letter from the Comy Engr relative to the amount to be paid for the construction of a certain bridge on the Madras Ry, and of the substitution of wire for vegetable fences between Earoor and Erode on the S. I. G. I. Ry should be debited, forwarded to the Govt of India under the approval of the Madras Government.

Bridge (Ry) Passing orders on the letter from the Comy Engr requesting that the sum of Rs. 1,000 may be moved to remain the decision arrived at regarding the amount to be paid for the construction of a certain bridge on the Madras Ry, and for the substitution of wire for vegetable

P. 26th Nov 1868 To 11 Dec