

(1) Number of pages _____
(2) Date of report _____
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	464	Press
		Mis.
Dated	9-9	1899.

Not to be folded or roughly handled

10.

*Proceedings of the Madras Government, Public Works Department,
9th February 1869.*

No. 234. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 22nd December 1868, No. 464 :—

1. I have the honour to request that you will have the goodness to lay before Government, for orders, the accompanying estimate, amounting to Rs. 5,492, submitted by the Secretaries and Agents*

* With letter No. 236, dated 25th November 1868.

of the Tramway Company for building four composite and four third class carriages for use upon that Company's line.

2. The insufficiency of the rolling stock on the line between Arconum and Conjeveram has been more than once† brought to the notice of Government, and the estimate now submitted by Messrs. Arbutnot & Co. is in consequence of my representations to them on the subject.

† *Vide* papers printed with G. O., 9th May 1868, No. 1,461, and 23rd June 1868, No. 1,993.

3. The cost of providing additional rolling stock should properly form a charge against Capital; but so far as I know, the paid-up capital of the Company has been already expended; and it is not easy to name the source from which the expenditure now contemplated can be met. I have been for some time in communication with the Agents on this point.

‡ No. 254, dated 9th December 1868. From a letter‡ of theirs, which I have the honour to submit, it will be seen that there is a sum now in their hands of Rupees 2,804-5-0, being the balance of accumulated revenue standing to the credit of the Tramway Company up to the close of the year 1867, before the guarantee came into operation. This sum the Agents propose to devote towards the cost of the new rolling stock: and they suggest that a sum now held by them, Rupees 2,082-10-4, consisting of refunds from Government on account of duty paid on stores, &c., should also be applied in the construction of the new rolling stock. These two items form together a sum of Rupees 4,886-15-4, leaving Rupees 605-0-8 of the estimated cost of the new rolling stock unprovided for.

4. With reference to this balance, I referred the subject for the opinion of the Examiner of Railway Accounts, and from his letter,§ herewith enclosed, it will be seen that he recommends its payment out of the sum of Rupees 6,728-0-8 charged as Home expenditure in the Revenue Account for the half-year ended 30th June last, and retained in the Agents' hands under the ruling of this Government, in G. O., dated the 3rd instant, No. 3,779. I have had an interview with the Agents on this subject, and as I am assured by them that the Directors are willing that the necessary cost of increasing the rolling stock should be made up from the sum set apart for meeting the Home expenses, I concur in the course recommended by the Examiner; but, as suggested by that officer, it will be advisable to notify this transaction to the Secretary of State, in order that a corresponding deduction may be made from the amount to be paid in England to the Board.

5. It may be well to observe here, that the third clause of the Agreement|| entered into by the Secretary of State, on the 29th November 1867, runs as follows:—“ In the meantime the Company will be bound to work their Arconum line

|| *Vide* G. O., 21st February 1863, No. 588.

*Proceedings of the Madras Government, Public Works Department,
9th February 1869.*

in such manner as the Madras Government may direct or approve: but the Company will not be required to undertake any further expenditure than may be necessary for the due maintenance and working of that line." The provision of additional rolling stock is undoubtedly necessary for the due working of the line; and as it is by no means improbable that similar expenditure will from time to time become necessary, it will be well that the proper course of action, with respect to the provision of the requisite funds, should be clearly laid down.

* No. 252, dated 9th December 1868.

C. In a separate letter* from the Agents, which is also herewith submitted, instructions are requested as to how the sums above alluded to, of Rs. 6,728-0-8 and Rupees 2,082-10-4, are to be dealt with. I concur with Captain Moberly in the opinion that the balance of the former sum, after paying what may be required for the new rolling stock, should be paid to the credit of Government on Revenue account. The sum of Rupees 2,032-10-4 will be absorbed in the provision of rolling stock; and I agree with Captain Moberly, that all future recoveries to the credit of Capital should be retained by the Agents to meet any capital expenditure which may become necessary.

From the Secretaries and Agents of the Indian Tramway Company (Limited), to the Consulting Engineer for Railways, dated Madras, 25th November 1868, No. 235.

As requested by you, we enclose copy of the estimate prepared by Messrs. Leggett and Son for building four Composite and four Third Class carriages, amounting to Rupees 5,492.

ESTIMATE.

Composite Carriages to have under-frames suitable for the English iron work. The body to have straight panelled sides, similar to the English-built carriages, and a second roof like the English too. *First Class*—The first class compartment to have six sliding frames with plate-glasses, and six venetian frames to slide outside, similar to those on the Madras Railway.

Side shades to extend the entire length, and to open with the first class doors. The iron works to be well painted, and the entire carriage well varnished.

Inside of the first class to have spring cushions, and stuffed backs covered with the best leather, cloth, panelled work above the backs, and wire gauze put over the fixed venetians in the sides.

Two nets over the seats, and all the wood work well varnished.

Estimated cost Rupees 840 each.

3rd Class.—Four carriages like those built last year, but without seats and with foot-boards, Rupees 510 each, painting the iron work and giving the wood work two coats of English boiled oil, Rupees 23 each, making the total cost Rupees 533.

(Signed) LEGGETT AND SON.

(True Copy.)

(Signed) ARBUTHNOT AND Co.,
Secretaries and Agents.

From the Secretaries and Agents of the Indian Tramway Company (Limited), to the Consulting Engineer for Railways, dated Madras, 9th December 1868, No. 252.

1. We have the honour to acknowledge receipt of your communication, No. 545, dated the 5th instant, forwarding, for our information and guidance, Order of Government No. 3,779, deciding that the Board of Directors are to obtain from the Secretary of State what money may be required for meeting Home expenses, and that it is not necessary for any remittances to be made from India.

*Proceedings of the Madras Government, Public Works Department,
9th February 1869.*

2. With reference to the above decision, we request your instructions as to how the sum of Rupees 6,728-0-8, which we hold in reserve on account of "Home Expenses," and Rs. 2,082-10-4, refunded on account of import duty, are to be disposed of; we imagine the amounts must be paid into the Bank of Madras for credit of Government, the former on Revenue, and the latter on Capital Account.

3. We shall feel obliged by your favoring us with a duplicate copy of the enclosure of your letter under acknowledgment, and, in future, to furnish us with copies in duplicate of all Proceedings of Government which you may have occasion to forward to us.

From the Secretaries and Agents of the Indian Tramway Company (Limited), to the Consulting Engineer for Railways, dated Madras, 9th December 1868, No. 254.

1. We have the honour to acknowledge receipt of your communication, No. 544, dated 5th instant, enquiring whether the money necessary for the construction of four composite and four third class carriages may not be made available from the amount of accumulated revenue standing to the credit of the Tramway up to the close of the year 1867, before the guarantee came into operation. In reply, we have to inform you that there is a sum of only Rupees 2,804-5-0 available for that purpose, as will be seen from the following particulars:—

	RS.	A.	P.	RS.	A.	P.
Amount paid for credit of Government, being						
nett Revenue earnings for six months ending	2,162	5	3			
30th June 1868						
Amount reserved to pay Home expenses for six						
months ending 30th June 1868, (deducted						
from Revenue earnings for that period, but	6,728	0	8			
not disbursed)						
Import duty on piston rings refunded in Janu-	15	12	0			
ary 1868, (Capital Account)				8,906	1	11
Cash in the hands of Arbuthnot & Co. on						
the 30th June 1868...				11,710	6	11
Balance of cash representing portion of reve-	34,202	2	11			
nue accumulated to 31st December 1867 ...				2,804	5	0

2. We beg to be informed if the Government is prepared to sanction the difference between the cost of building the new rolling stock, Rupees 5,492, and the amount available in our hands, Rupees 2,804-5-0, viz., Rupees 2,687-11-0. We may remind you that under the ruling of Government orders, the sum of Rupees 2,082-10-4, duty refunded to the Company, is to be carried to credit of Capital Account, and perhaps it may be made available for this purpose.

From the Examiner of Railway Accounts, to the Consulting Engineer for Railways, dated Madras, 19th December 1868, No. 39.

Your Memorandum No. 553, dated 16th December 1868, forwarding two letters from the Agents, Tramway Company, herewith returned.

2. They show that they have a sum of Rupees 2,804-5-0 available for the purchase of new rolling stock. This seems to be correct. They have besides a sum of Rupees 2,082-10-4, which was refunded to them by Government on account of duty overpaid. This is a credit to Capital, and I am of opinion that applying this amount to the providing of new rolling stock is perfectly legitimate. Thus there is a sum of Rupees 4,886-15-4, which the Agents hold, and which is available for the purpose, leaving Rupees 605-0-8 to be provided.

3. At Messrs. Arbuthnot & Co.'s office to-day I was shown some letters from the Board, from which it would appear that they desire that some portion of the sum set aside for Home expenses should be devoted to the providing of new rolling stock. I think then that the Rupees 605-0-8 might be taken from the sum of Rupees 6,728-0-8 charged in the Revenue

Conjunct

*Proceedings of the Madras Government, Public Works Department,
9th February 1869.*

Account as Home expenditure, and now in the Agents' hands, the balance of that amount being paid in to Government on Revenue account.

4. It would, I think, be necessary to inform the Home authorities of this deduction, so that the Board might not be paid the full amount.

5. With regard to the second paragraph of your Memorandum, I think that all recoveries to be credited to Revenue should be paid in to Government, but that those to be credited to Capital should be held by the Agents to meet any Capital expenditure which may be necessary.

No. 235. ORDER THEREON, 9th February 1869, No. 414.

RAILWAY, No. 15.

1. Under the circumstances brought to notice in these papers, the Government approve of the two sums of Rupees 2,804-5-0 and 2,082-10-4, which are now in the hands of the Agents of the Indian Tramway Company, together with Rupees 605-0-8 from the sum of Rupees 6,728-0-8 set apart for Home expenditure, being appropriated to the construction of four composite and four third class carriages for use upon the Company's line between Arconum and Conjeveram.

2. As suggested in paragraph 4, the balance of Rupees 6,728-0-8 above referred to, after deducting Rupees 605-0-8 for the new rolling stock, should be paid to the credit of Government on Revenue account, and all future recoveries to the credit of Capital should be retained by the Agents to meet any expenditure that may be incurred under that head.

3. The Home Government will be addressed regarding the transaction referred to in paragraph 5.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE,

Railway Department

No. 464-

From

Major J. H. M. Shaw Stewart R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

Secretary to Government,
Public Works Department,
Fort Saint George

SUB.

I have the honour to request that you will have the goodness to lay before Government, for orders, the accompanying estimate, amounting to Rupees 5,492, submitted by the Secretaries and Agents of the Tramway Company for building 4 composite and 4 third class carriages for use upon that Company's line.

* With letter
No 236 dated
22 November 1868.

2. The insufficiency of the Rolling Stock on the line between Arconum and Conjeveram.

Conjunctum has been more than once brought to the notice of Government, and the estimate now submitted by Messrs. Arbutnot & Co. is in consequence of my representations to them on the subject.

* See report
with G.O. 9th 1868
No. 1461 and 257
1868. 10/1/77

3 The cost of providing additional Rolling Stock should properly form a charge against Capital; but so far as I know the paid up Capital of the Company has been already expended; and it is not easy to name the source from which the expenditure now contemplated can be met. I have been for some time in communication with the Agents on this point. From a letter of theirs which I have the honour to submit it will be seen that there is a sum now in their hands of Rupees 2804-5-0, being the balance of accumulated revenue standing to the credit of the Tramway Company up to the close of the year 1867, before the Guarantee came into operation. This sum the Agents propose to devote towards the cost of the new Rolling Stock; and they suggest that

* No 254 dated
9th December 1868.

2a
that a sum now held by them, Rupees 2082-10-4, consisting of refunds from Government on account of duty paid on stores, &c., should also be applied in the construction of the new Rolling Stock. These two items form together a sum of Rupees 4,886-15-4; — leaving Rupees 605-0-8 of the estimated cost of the new Rolling Stock unprovided for.

4. With reference to this balance I referred the subject for the opinion of the Examiners of Railway Accounts, and from his letter herewith enclosed it will be seen that he recommends its payment out of the sum of Rupees 6728-0-8 charged as Home Expenditure in the Revenue Account for the half-year ended 30th June last, and retained in the Agents' hands under the ruling of this Government in G.O. dated the 2nd Instant, No 3779. I have had an interview with the Agents on this subject, and as I am assured by them that the Directors are willing that the necessary cost

dated
1868

of increasing the Rolling Stock should be made up from the sum set apart for meeting the Home expenses, I concur in the course recommended by the Examiner: but, as suggested by that Officer, it will be advisable to notify this transaction to the Secretary of State, in order that a corresponding deduction may be made from the amount to be paid in England to the Board.

5. It may be well to observe here that the third clause of the agreement entered into by the Secretary of State on the 29th November 1867 runs as follows:

"In the meantime the Company will be bound to work their Arcconum line in such manner as the Madras Government may direct or approve: but the Company will not be required to undertake any further expenditure than may be necessary for the due maintenance and working of that line". The provision of additional Rolling Stock is undoubtedly necessary for the due working of the line; and as it is by

* Vide G.O. 21st February 1868 No 588.

* No 252 dated 9th December 1868.

no means improbable that similar expenditure will from time to time become necessary, it will be well that the proper course of action with respect to the provision of the requisite funds, should be clearly laid down.

6. In a separate letter from the Agents, which is also herewith submitted, instructions are requested as to how the sums above alluded to of Rupees 6,728-4-8, and Rupees 2,082-10-4, are to be dealt with. I concur with Captain Moberly in the opinion that the balance of the former sum, after paying what may be required for the new Rolling Stock, should be paid to the credit of Government, on Revenue Account. The sum of Rupees 2,082-10-4 will be absorbed in the provision of Rolling Stock; and I agree with Captain Moberly that all future recoveries to the credit of Capital should be retained by the Agents to meet any Capital expenditure which may become necessary.

I have the honour to be

Yours most obedient servant

Major R. C. Mansel-Pleydell
Cons: Eng for Railway.

Madras
22nd December 1868

9th a S10 4

Indian Railway Co Ltd
Madras 26th November 1868

No 236.
The Consulting Engineer for Railways
Madras

As requested by you, we enclose
Copy of the estimate prepared by
Messrs Leggett & Co for building
four Composite and four third class
Carriages amounting to Rs 5492-0-0

We have the honor to be
Yours most obedient servants
Arthur Watson
Secretaries & Agents

Copy in P^o 1. Kitten to England
by 18th Decr. 13th of 1869.

P^o 1868 & 1869
of 1869
No 5012
RAILWAY DEPARTMENT.

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

Decr 14 - 90th Decr 1869

Date 22nd
Received 23rd Decr 1868

No. 404
Enclosed 1
Submitting an
estimate amounting to
Rs 5492, from the 1st of Decr
of the Railway Company,
for building 4 composite
and 4 third class carriages
for use upon that Company's
line.

6th Decr 1869 O.A. 19th

No 234

1851

From

The Secretary of the
S. & L. Co.

To
The Com. Engineers
for Railways

Dated 25 Nov. /68
Received 26 Nov. /68

N 236

Nov 50/12/68

Enclosing copy of
estimate prepared by
Messrs. Leggett and Sons
for building 2 composite
and 2 3rd class carriages
amounting to No 5193

Vide letter to Agents No 534 of 2 Dec /68

Dear Sir, I enclose for you and Messrs. Leggett
and Sons a copy of the estimate for the
construction of 2 composite carriages to have under frames
for the English drawing. The body to have
straight panelled sides similar to the English built
carriages and a ~~second~~ roof like the English to
1st class. The first class compartment to have six
sliding frames with plate glasses and six section
frames to slide outside similar to those in the Mason
Railway - side shades to extend the entire length
and to open with the 1st class doors. The iron
work to be well painted and the entire carriage well
varnished.

Inside of the 1st class to have spring cushions and
stuffed backs covered with the best leather cloth, panelled
work above the backs and wire gauze put over the
fixed ventilators in the sides. Two nets over the seats
and all the wood work well varnished.

Estimated cost Rs 840. each

3rd Class

Four carriages like those built last year, but

13⁴

Sir

2. With reference to the, above, decision we request your instructions as to how the sum of Rupies 6728-7-8 which we hold in reserve on account of Home Expenses; and Rupies 2082-10-4 refunded on account of Import duty, are to be disposed of. we imagine the amount must be paid into the Bank of Madras for Credit of Government, the former on Revenue, and the latter on Capital Account. We shall feel obliged by your favoring us with a decision.

We have the honor to be,

Sir,

Your most Obedt^t Servants,

Secretaries and Agents,

Y. G. R. Co.
The Secretary & Agents
of the Company

No.
The Local Engineer
for the Railway

Dated 9th 3 December/68
Received 9th 3 December/68

N^o 252

Respecting instructions
how the sum of Rs 6708-11-8
which they had in Reserve
on account of Home Expenses
and Rs 2082-10-11 refunded
on account of Import Duty,
are to be disposed of.

Indian Railway Co. Limited
Madras 9th December 1868

N^o 254
The Assistant Engineer for Railways
Madras

Sir,
We have the honor to acknowledge receipt of your
communication N^o 544 dated 5th instant, inquiring whether
the money necessary for the construction of 4 Composite
and 4 third class carriages may not be made available
from the amount of accumulated revenue standing
to the credit of the Railway up to the close of the year
1867, before the Guarantee came into operation. In reply
we have to inform you, that there is a sum of only
Rs 2804-5-0 available for that purpose, as will
be seen from the following particulars
Amount paid for deficit of Cont being nett.
Revenue earnings for six months ending 30th June
1868. 2162. 5. 3

Amount received to pay Home expenses for
six months ending 30th June/68 deducted
from Revenue earnings for that period.
but not disbursed) 6728. 8
Import Duty on piston rings refunded
in January 1868. (Capital Account) 15 Rs. 8906. 11.
Cash in the hands of Contractors on
the 30th June 1868. 1170. 6. 11.

Balance of cash representing portion of Revenue
accumulated to 31st Dec^r 67 Rs 31202. 2. 11 2804. 5.
2 We beg to be informed if the Cont is prepared
to sanction the difference between the cost of building
the new rolling stock Rs 5492/- and the amount
available in our hands Rs 2804-5-0. If Rs 2687-10-11
we may remind you that under the ruling of Cont^r
Order the sum of Rs 2082-10-4 duty refunded to

12th

the Company is to be carried to credit of Capital
Account, and perhaps it may be made available
for this purpose.

We have the honor to be
Sir

Your most obedient servants

Arthur Tappan
Secretary & Agents

4
To
The Secretary & Agent
of the Company

The Hon. Engineer
for Railways

Dated 4th Dec/88
Received 9th 3

1888-254

Informing that there
is a sum of only Rs.
2804-5-0 available for
the purpose of constructing
the composite & third
class carriages.

10/12/88

No 39
From The Engineer
Railway Accounts
To The Consulting Engineer
for Railways
Madras 19th December 1888

Sir,
Your memo. No 553 of 16 Decr. 1888 forwarding
two letters from the Agents Tramway Comps.
herewith returned.

2. They show that they have a sum
of Rs. 2804-5-0 available for the purchase
of new Rolling Stock. This seems to be
correct. They have besides a sum
of Rs. 2082-10-4, which was refunded to
them by Government on account of duty
overpaid. This is a credit to Capital,
and I am of opinion that applying this
amount to the providing of new Rolling
Stock is perfectly legitimate.

Thus there is a sum of Rs. 4886-15-4, which
the Agents hold, and which is available
for the purpose, leaving Rs. 605-0-8 to be
provided.

3. At Messrs. Mathurst and Co's Office
today I was shown some letters from the
Board, from which it would appear that
they desire that some portion of the sum
set aside for some expenses should be
devoted to the providing of new Rolling Stock.
I think then that the Rs. 605-0-8 might
be

be taken from the sum of Rs. 6720-0-8 charged in the Revenue Account as ~~Home~~ Expenditure, and now in the Agents' hands, the balance of that account, being paid in to Government on Revenue Account.

4. It would I think be necessary to inform the Home Authorities of this deduction so that the Board might not be paid the full amount.

5. With regard to the 2nd Para of your memo I think that all revenues to be credited to Revenue should be paid in to Government; that those to be credited to Capital should be held by the Agents to meet any Capital Expenditure which may be necessary.

I have the honor to be, Sir,
Yours faithfully,
Jas. M. Moshier, Captain
Examiner Railway Accounts

Copy in Office of the Secretary
11/18/1869

Dec 19/18
Received 22/9 Dec/18
2039
pp 5012/18
ms. 9. 24 119
L 234

Reading 15

Public Works Department.

No 414

23rd

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 9th Feby/69 -

Read the following

From the Treasurer
for Railways

(Here enter No. 414 dated 22nd Dec/68

MA.

Under the circum-
stances brought to notice
in these papers, the Go-
vernment approve of
the two sums of Rs.
2804-5-0 and 2082-10-0
which are now in the
hands of the Agents of
the Indian Tramway
Company, together with
Rs. 605-0-8 from the
sum of Rs. 6728-0-8
set apart for Home
Expenditure, being

appropriated to the
construction of 4 com-
posite and 4 third class
carriages for use upon
the Company's line
between Arcorum and
Conjeveram.

As suggested in
para 4, the balance
of Rs 6728 --- 8 above
referred to, after deducting
Rs 605 --- 8 for the
new Rolling Stock,
should be paid to the
credit of Government
in Revenue Account,
and all future proceeds
to the credit of Capital
Account.

25th

should be retained by
the Agents to meet any
that may be incurred
expenditure, under
that head.

The Home Govern-
ment will be addressed
regarding the transaction
referred to in para 5.

WLB

15th Dec 1899
The Secy
for Railways

h. S. Deshpande 12/2/99
P C 12/2/99

17

6-10-1869
to
19th

Enc 5012

Copy in D. G. Letter to England
31st March. 6th of 1869.

Art. of 1869 Madras.

PUBLIC WORKS.

Consulting Engineer
for Railways

Enc. 5

G. M. 1869 No. 114

Nos. 234-235

Notes (P) Paper orders
The letter from the Comptroller
submitting an estimate
of Rs 5492 for building
a platform and an equal
length of third class carriages
on the Indian
Railway line.