

(1) Number of pages \_\_\_\_\_

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# MADRAS RECORD OFFICE.

## Government of Madras.

*Public works* DEPARTMENT.

|               |               |
|---------------|---------------|
| G.O. No. 1273 | Press<br>Mis. |
| Dated 14-5-   | 1872          |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
14th May 1872.*

No. 337. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 11th May 1872, No. 672-G. R.:-

I AM directed to acknowledge the receipt of your letter No. 1,035, dated the 22nd April 1872, reporting the rates that have been sanctioned by the Government of Madras, subject to confirmation by the Government of India, for the carriage of construction railway materials on the railways in the Madras Presidency.

2. In reply I am directed to observe that the rates agreed upon were deduced from an analysis of the average carrying cost of all classes of goods, some of which are of great bulk, and can hardly be accepted as a guide in determining the cost price rate for the transport of such articles as railway construction materials. Besides this, in arriving at the actual cost of the haulage of goods belonging to the Company, the expenditure on all fixed establishments should apparently be excluded from the calculation as having no real bearing on the outlay due to the transport of these stores, as the Companies are not supposed to make any profit out of the carriage of construction stores, etc.

3. When stores are taken in small quantities on construction account by ordinary trains, they may be said to be carried at little or no expense to the Company, especially when they are taken in the direction of the empty running. When they are taken in large quantities in the same direction (*i. e.*, in the direction of empty running) it must be admitted that the actual cost of haulage is considerably less than the average carrying cost of goods of all descriptions in both directions.

4. It seems also to have been overlooked that, whereas goods for the public cannot be kept for any time, the Company's construction materials may generally be despatched whenever convenient, and in such manner and quantities as economy may dictate.

5. In conclusion I am to add that the Government of India believe that 4 pies per ton mile will more nearly represent the actual cost, *plus* a small margin for contingencies, of carrying construction materials on the railways in the Madras Presidency.

No. 338.

ORDER THEREON, 14th May 1872, No. 1,273.

RAILWAY, No. 49.

COMMUNICATED to the Consulting Engineer for Railways for any remarks he may have to offer.

(True Extract.)

Colonel, R.E.,

Officiating Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

All communications  
should be addressed to  
the Secretary.

No. 672 G.R.  
GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT.

RAILWAY.

The  
Secretary to the Government of Madras,  
P.W. Department (Railway).

Fort William, the 11th May 1872.

Sir,  
I am directed to acknowledge the receipt  
of your letter No. 1035 dated the 22nd April 1872 re-  
porting the rates that have been sanctioned by the  
Government of Madras, subject to confirmation by  
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the Madras Presidency.

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apparently be excluded from the calculation as having no real bearing on the outlay due to the transport of these stores as the Companies are not supposed to make any profit out of the carriage of construction stores, &c.

3. When stores are taken in small quantities on construction Account by ordinary trains, they may be said to be carried at little or no expense to the Company, especially when they are taken in the direction of the empty running. When they are taken in large quantities in the same direction (i.e. in the direction of empty running) it must be admitted that the actual cost of haulage is considerably less than the average carrying cost of goods of all descriptions in both directions.

4. It seems also to have been overlooked that whereas goods for the public cannot be kept for any time the Company's construction materials may generally be despatched whenever convenient and in such manner and quantities as economy may dictate.

5. In conclusion I am to add that the Government of India believe that 4 pias per ton mile will more nearly represent the actual cost, plus a small margin for contingencies of carrying construction materials on the Railways in the Madras Presidency.

I have the honor to be

Sir,  
Your most obedient servant  
W. M. M. Col. R.E.  
Offg. Deputy Secretary.



Cr. 2470

Govt. of 1872, Madras.

PUBLIC WORKS.

To The Secretariat Engg & for  
Railways

Dated

Recd.

Encl.

G. O. 14<sup>th</sup> May, 1872, 1273.

Nos. 937 & 938

Carriage of Construction  
Railway Materials.

ways in the Madras  
Presidency, com<sup>d</sup> the  
Comfy with remarks.

Letter from the Govt of India  
giving orders on the sub.  
set of the rates condition-  
ally sanctioned by the  
Madras Govt. for the Car-  
riage of Construction  
materials on the Rail.