

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1224 & 1225	Press
B.P. No.		Mis.
494-95, 496.		
Dated	29-4-	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
29th April 1873.*

No. 494. Read the following letter from Lieutenant-Colonel J. H. M. SHAW STEWART, R. E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R. E., Secretary to Government, Public Works Department, dated Madras, 26th March 1873, No. 179:—

In compliance with the instructions conveyed in the Order of Government, dated the 8th instant, No. 751, I have the honour to submit the letters noted in the margin, containing an expression of the views of the Railway Agencies in this Presidency upon the rules proposed by the Government of India for the sanction of future expenditure on the

railways under the control of the Governments of Madras and Bombay, in substitution for those contained in Government of India Public Works Department Resolution, Nos. 49—54 A. R., dated 6th February 1871.

2. Paragraph 8 of the draft Resolution contains the only part of the proposed rules which, in my opinion, is open to objection. It seems to me that, under the present circumstances of the Great Southern and Carnatic Railways, with comparatively short portions of line open for traffic, and long portions under construction, the provisional arrangements proposed with regard to stores would not work well. On such a line, however, as the Madras Railway, where construction is reduced to a minimum, or nearly so, I can see no objection to the introduction of the proposed arrangement.

3. The Agents of the Madras and Carnatic Railways object to that part of paragraph 4 of the draft Resolution which provides for an expression of the Directors' opinion being obtained before any new works can be sanctioned upon a line or section of a line open more than two years, with the exception of emergent works and minor works. Messrs. Elwin and Fisher base their objections upon the delay which the proposed procedure would entail; but it seems to me that this point is too much insisted upon, and that in practice little or no inconvenience would result from a measure which would certainly afford the Directors an opportunity of expressing their opinion beforehand upon all contemplated expenditure. Works of an emergent character are specially exempted from its operation; and upon a completed line of railway there should be no difficulty in making provision for all other works in sufficient time to allow of references being made both to London and Calcutta. For example, the schedule of works proposed for execution during the half-year ending the 31st December might be prepared early in January; in which case the opinion of the Company's Directors might easily be received before the end of March. This would allow time for the consideration of the schedule by the local Government, and for its being laid before the Government of India by the 1st June.

4. The remaining paragraphs of the draft Resolution call for no remark.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieut.-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Madras, 18th March 1873, No. 206.

AFTER consultation with the heads of departments concerned, I have the honour to offer the following observations upon the draft Resolution of the Governor-General of India in Council, a copy of which was forwarded to me with your letter No. 259 of the 11th instant.

*Proceedings of the Madras Government, Public Works Department,
29th April 1873.*

2. With reference to paragraphs 2 and 3 of the Resolution, it appears to me that the existing system, under which the original estimate for the construction of a portion of a line of railway is considered cancelled after the lapse of two years from the date of opening for public traffic, has worked so well that it would be impolitic to make the changes now proposed, as only the same results will be produced at a cost of much additional trouble and possible delay. If, however, His Excellency the Governor-General in Council does not take this view, I submit that it should at any rate be understood that no part of an estimate will lapse which may relate to maintenance for two years, and has been included in the original estimate and sanctioned as a charge against Capital.

3. The proposal contained in paragraph 4 of the Resolution, to empower the local Governments to sanction works of the estimated cost of Rupees 10,000 and under, cannot, I think, fail to be productive of the greatest benefit. The proposal, however, that, "as a general rule, no new works, whether debitable to Capital or Revenue, should be sanctioned, or allowed to be undertaken, on a line or a section of a line open more than two years until the opinion of the Company's Directors has been expressed," would in effect add two additional months at least to the already tedious delays that occur between the preparation of plans and estimates and their ultimate sanction. If my Directors wish me to act in the manner proposed (and I will refer the question to them by the next mail) they will instruct me accordingly; but I would suggest that, for the reason given above, the condition should be omitted in the Resolution now under notice.

4. With regard to paragraph 8 of the Resolution, by which a further "provisional arrangement" is proposed as to stores, pending the settlement of the question of the limit of the reserve to be maintained for working purposes, I think that any change at present is undesirable, as it is owing to frequent changes in procedure that so much embarrassment is caused to Railway Companies.

5. The rule under which we are working at present is a "provisional" one, and should, I think, be allowed to remain until final orders have been passed. The proposal now made practically raises again the question of two Store Accounts, one for Capital and another for Revenue, a question which has been so thoroughly discussed in past correspondence and orders.

6. With the above exceptions which I have ventured to suggest at the request of the Government, I see no objection to the proposed Resolution. It will be necessary for me to refer the whole question to my Board before finally accepting the rules on behalf of this Company.

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Negapatam, 20th March 1873, No. 4,974.

Your letter No. 112 of the 11th instant. Upon the understanding that works of an emergent character are excluded, I do not see any grave objection to the proposed rules, save and except that one which relates to the purchase of stores.

2. I consider that during the time one portion of a Railway Company's system is under construction, and another portion is being worked for public traffic, there should be but one Stores Account. It would be impossible at such a time, when articles are purchased for general stock, to determine what proportion of such articles would be consumed on Revenue Account and what proportion on Capital Account. Impossible that is, unless a separate stores establishment was kept up, and separate stores buildings were provided. It would hardly be worthwhile to incur so great an expenditure for so small a result; the result being, as I understand, the non-use by Revenue for a short period of the Capital cost of articles used on the former account. As it is, (with the Company I represent) Revenue pays Capital every month for the value of stores consumed. What I want to guard against is the keeping up of two stores establishments; and the making of "all current purchases of stores" on separate accounts.

*Proceedings of the Madras Government, Public Works Department,
29th April 1873.*

From J. T. FISHER, Esq., Agent and Manager of the Carnatic Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Madras, 14th March 1873, No. 87.

With reference to your letter, dated the 11th instant, No. 79, forwarding copy of the Government Order No. 751, dated the 8th idem, I have the honour to submit that the time within which my opinion on the several points referred to in the draft Resolution is required is insufficient to admit of the subject receiving such consideration as the importance of it should have commanded. In obedience to the wishes of Government however, I have the honour to submit the following observations upon several points which appear to me to be objectionable and likely to lead to inconvenience and unnecessary expense in the circumstances of this Company.

2. Paragraph 2 provides that six months after the opening of any portion of a line of railway for traffic the estimate for the construction of that portion is to be considered cancelled; this period is, in my opinion, too short, and, if adopted, the only effect likely to be produced will be to enlarge, inconveniently and unnecessarily, the schedule of works requiring the subsequent sanction of the Government of India for completion. All lines are, I presume, or should be opened for traffic at the earliest possible moment, in order to make the capital expended productive with as little delay as possible, and I conceive that in very many cases this will be done, when many sanctioned works are incomplete, and which cannot be completed within the time specified, owing to the non-arrival of stores from England; in my opinion at least twelve months should be allowed before the sanctioned estimates are considered cancelled.

3. With reference to paragraph 3, I think at least two years should be allowed for the completion of works sanctioned in the schedule from the date of such sanction, instead of the date of the line or portion of the line being opened for traffic.

4. With reference to paragraph 4, I cannot realize the advantage of placing to the debit of Revenue Account the cost of such minor works as are required for the completion of the line, or for the accommodation of the traffic. Such works appear to me to be a proper Capital charge and should be carried at once to their proper head of account, otherwise I conceive there will be great liability to confusion and inaccuracy.

5. The form of procedure laid down in paragraph 5 would, I think, necessitate the preparation of the schedule of required works, so long before the period at which they were intended to be carried out, in order to obtain first the sanction of the Boards in England and subsequently of the Government of India in Calcutta; that they would in many cases be found insufficient for the requirements of the case, and either the interests of the undertaking must suffer by the delay which would be produced, or otherwise there will be a tendency to demand accommodation beyond the actual requirements of the case.

6. With reference to the purchase of stores from Revenue funds for revenue purposes, I am of opinion that this would be productive of nothing but unnecessary expense and loss in the circumstances of this Company. The amount of Revenue stores used is, as you are aware, quite inconsiderable, and if we were compelled, as we should be, to keep separate the stores (oil, for instance, and fuel) and to purchase only from month to month, as nearly as possible, the amount expended, we should doubtless in many cases have to purchase at higher rates, and as respects the firewood we should continually find it green and be unable to work our trains as satisfactorily as we have hitherto done.

7. I here take leave to mention that it is, as it has ever been in my railway experience, my object to maintain the reserve of stores for working purposes, at the lowest possible limit consistently with the efficient conduct of the business of the Company, and to this end I have during the two years ending December 1872 reduced the balance from Rupees 57,229-1-10 to Rupees 51,035-4-3 = Rupees 6,193-13-7, which will be still further considerably reduced when many of the supplies now on hand are issued for construction purposes; but I deprecate altogether the change proposed in this respect in the Resolution under reference as unsuitable to the circumstances of this Company.

*Proceedings of the Madras Government, Public Works Department,
29th April 1873.*

From the same Officer, dated Madras, 19th March 1873, No. 90.

With reference to your letter, dated the 14th instant, No. 84, I do not know that I can modify materially the opinion expressed in my letter, dated the 14th instant, No. 87, with reference to the draft Resolution of the Government of India, enclosed with your letter, dated the 11th instant, No. 79.

2. The Resolution in question appears to me to have been prepared to meet the circumstances of the railways whose works of construction are completed or nearly so, and that they are, therefore, to a great extent inapplicable to the circumstances of this railway, whose works of construction are not yet really commenced.

3. I have, perhaps, not fully or accurately realized the objects of Clauses 4 and 5 of the Resolution, but I may explain that it appears to me to be unadvisable to charge to Revenue Account the cost of works necessary for the proper completion or equipment of the line, such works, however, may properly be submitted for the approval of the Home authorities, as well as for the sanction of the Government of India; but small works of improvement or re-construction might, I think, with advantage be undertaken under the sanction of the authorities in India alone. Such works could not however in the present circumstances of this Company be undertaken on Revenue Account to anything like the amount fixed in the Resolution.

4. With reference to the purchase of Revenue Stores from Revenue funds, I presume it is intended to fix a sum beyond which the value of stores for Revenue purposes shall not be held; in the present circumstances of this Company, however, the stores required for Revenue purposes is quite inconsiderable as compared with those required for construction purposes, and it does not appear to me expedient to have to adopt two sets of Store Accounts, one for Capital and another for Revenue Stores in order to comply with the wishes of Government in this respect; such a procedure would, I am of opinion, be productive of both expense and inconvenience to an extent which the object the Government has in view would not justify.

No. 495.

ORDER THEREON, 29th April 1873, No. 1,224.

RAILWAY, No. 53.

His Excellency the Governor in Council agrees in the opinion of the Consulting Engineer that the provisions of paragraph 8 of the draft Resolution of the Government of India would be productive of inconvenience on the Great Southern of India and Carnatic Railways where the length of open line is inconsiderable and large expenditure is being incurred on works of construction; and, although these conditions do not exist on the Madras Railway, His Excellency in Council would invite attention to the Agent's suggestion that the present provisional arrangements should be continued until the settlement of the question of the limit of the reserve of stores to be maintained for working purposes.

2. His Excellency in Council would suggest that the procedure laid down in paragraph 5 be omitted from the Resolution until the wishes of the Railway Boards at home can be ascertained, as it is not clear what advantage will be gained while the tendency of the rule to cause delay is obvious.

3. The other rules are concurred in by His Excellency in Council.

(Here enter No. 1,225, dated 29th April 1873.)

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
Exd. E. C. Shunker.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 29th April 1873.

No. 498.

No. 1,225.

From

Colonel G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department.

To

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

RAILWAY, No. 54.

SIR,—With reference to your letter No. 114 A. G. R., dated 27th February 1873, forwarding for remarks a draft

Resolution of the Government of India on the subject of the sanction of future expenditure on Guaranteed Railways in Madras and Bombay, I am directed to submit the accompanying papers containing the views of the Railway Agents in this Presidency and of the Consulting Engineer, together with an expression of the opinions of His Excellency the Governor in Council on the provisions of the proposed rules.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

CONSULTING ENGINEER'S OFFICE

No.

From

LIEUT. COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

SIR,
In compliance with the in-
structions conveyed in the order of Government,
dated the 8th instant, No 451, I have the honour to
submit the letter noted in the margin, contain-
ing an expression of the views of the Railway
agents in this Presidency upon the rules
proposed by the Government of India for
the sanction of future expenditure on the
railways under the control of the Governments
of Madras and Bombay, in substitution for
those contained in Government of India
Public

Indians

* From Agent in W. C.	18 March.	73.	No 206
"	Q. J. of D. R. Co.	20 March.	73
"	Car. Co.	14 March.	73
"	Do.	19 March.	73.

Public Works Department Resolution Nos.
49-54 A.R. dated 6 February 1871.

2. Paragraph 8 of the draft Resolution contains the only part of the proposed rule which in my opinion is open to objection. It seems to me that, under the present circumstances of the Great Southern and Gangetic Railways, with comparatively short portions of line open for traffic, and long portions under construction, the provisional arrangements proposed with regard to stops would not work well. On such a line, however, as the Madras Railway, where construction is reduced to a minimum, or nearly so, I can see no objection to the introduction of the proposed arrangement.

3. The Agents of the Madras
and

and Gangetic Railways object to that part of paragraph 4 of the draft Resolution which provides for an expression of the Directors' opinion being obtained before any new works can be sanctioned upon a line or section of a line open more than two years, with the exception of emergent works and minor works. Messrs. Edwin and Fisher base their objections upon the delay which the proposed procedure would entail: but it seems to me that this point is too much insisted upon, and that in practice little or no inconvenience would result from a measure which would certainly afford the Directors an opportunity of expressing their opinion beforehand upon all contemplated expenditure. Works of an emergent character are specially exempted from its operation; and upon a completed line

The remaining paragraphs of the draft Resolution call for

Non-Engineer for Railways

Madras B
26 March 1873

No. 206

MADRAS RAILWAY. 13

AGENT AND MANAGER'S OFFICE.

Madras, 18th March 1873.

From
A. B. Clavin Esq.
Agent and Manager of the M. R. Co.

To
Rt Hon. J. H. & Shaw Stewart, Esq.
Consulting Engineer for Railways.

SIR,

After consultation with the Heads of Departments concerned I have the honour to offer the following observations upon the Draft Resolution of the Governor General of India in Council, a copy of which was forwarded to me with your letter of 25th of the instant.

2. With reference to paragraph 2 and 3 of the Resolution it appears to me that the existing system, under which the original estimate for the construction of a portion of a line of Railway is considered cancelled after the lapse of two years from the date of opening for public traffic, has worked so well, that it would be impolitic to make the changes now proposed, as only the same results will be produced, at a cost of much additional trouble and possible delay. If however His Excellency the Governor General in Council does not take this view, I submit that it should at least be understood that

No 8 March 12 90 195-96

1873
Railway Department.

To
The Consulting Engineer
for Railways,
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 26th March 1873
Recd. 25th March 1873

No. 159

1225-29th March

Construction, Letter from the Engineer-in-Chief, P. W. Department, regarding the construction of the railway line at the

the construction of the railway line at the

the construction of the railway line at the

15

no part of an Estimate will lapse, which may relate to maintenance for two years and has been included in the original Estimate and sanctioned as a charge against Capital.

3. The proposal contained in paragraph 4 of the Resolution, to empower the Local Governments to sanction works of the estimated cost of Rs. 10,000 and under, cannot I think fail to be productive of the greatest benefit. The proposal however that "as a general rule no new works, whether debitable to Capital or Revenue, should be sanctioned, or allowed to be undertaken, on a line or a section of a line open more than two years, until the opinion of the Company's Directors has been expressed", would in effect add two additional months at least to the already tedious delays that occur between the preparation of plans and Estimates and their ultimate sanction. If my Directors wish me to act in the manner proposed (and I will refer the question to them by the next mail) they will instruct me accordingly, but I would suggest that for the reason given above the condition should be omitted in the Resolution now under notice.

4. With regard to paragraph 8 of the Resolution, by which a further "provisional arrangement" is proposed

17
as to stores, pending the settlement of the question of the limit of the reserve to be maintained for working purposes, I think that any change at present is undesirable, as it is owing to frequent changes in procedure that so much embarrassment is caused to Railway Companies.

5. The Rule under which we are working at present is a provisional one and should I think be allowed to remain until final orders have been passed. The proposal now made practically raises again the question of two store accounts, one for Capital and another for Revenue, a question which has been so thoroughly discussed in past correspondence and orders.

6. With the above exceptions, which I have ventured to suggest at the request of the Government, I see no objection to the proposed Resolution. It will be necessary for me to refer the whole question to my Board before finally accepting the Rules on behalf of this Company.

I have the honour to be

Sir

Yours most obedient Servant.

W. B. Smith

Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

1st

Decr.

No.

No. 4974

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 20th March 1873

19

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

Your letter No 112 of the 11th Instant. Upon the understanding that works of an emergent character are excluded I do not see any grave objection to the proposed rules save and except that one which relates to the purchase of stores.

I consider that during the time one portion of a Railway Company's system is under construction, and another portion is being worked for public traffic, there should be but one stores account. It would be impossible at such a time, when articles are purchased for general stock, to determine what proportion of such articles would be consumed on Revenue Account and what proportion on Capital Account. Impossible that is, unless a separate stores establishment was kept up, and separate stores buildings were provided. It would hardly be worth while to incur so great an

MADRAS RAILWAY.

From

The Agent and Manager,

To

The Consulting Engineer

for Railways

Recd

11th March 1873.

Recd

19th March 1873.

No. 206

Following with reference to the Draft of Rules of the General Account of the Indian Railways in India in connection with the course of the adopted in the execution of the works of the Railways.

P. M. 19th March 1873.

1. 18th March 1873.

MADRAS, 19th March 1873.

No 90

From

J. J. Fisher Esq.

Agent Manager

Carnatic Railway Co.

To

Sir. Col. J. H. M. Shaw Stewart. R.E.

Cons. Engineer for Railways.

Sir,

With reference to your letter dated the 14th Instant; No 84. I do not know that I can modify materially the opinion expressed in my letter dated the 14th Inst. No 87. with reference to the draft resolution of the Govt of India enclosed with your letter dated the 11th Inst. No 79.

2. The resolution in question appears to me to have been prepared to meet the circumstances of the Railways whose works of construction are completed or nearly so and that they are therefore to a great extent inapplicable to the circumstances of this Railway. whose works of construction are not yet really commenced.

3. I have perhaps not fully or accurately realized the objects of clauses 4 & 5 of the resolution, but I may explain that it appears to me to be unadvisable to charge to Revenue of the cost of works necessary for the proper completion or equipment of the line, such works however may properly be submitted for the approval of the Home authorities as well as for the sanction of the Govt of India, but small works of improvement or reconstruction might I think with advantage be undertaken under the sanction of the

SIR,

To

From

THE AGENT,

Great Southern of India Railway,

NEGAPATAM,

AGENTS OFFICE,

GREAT SOUTHERN OF INDIA RAILWAY.

No.

18

P. M. 19/3/73.

Respectfully

Yours truly

24.3

for Railways

to the Consulting Engr

for R.E.

the 24.3

the 24.3

the 24.3

the authorities in India alone. Such works could not however in the present circumstances of this B^e, be undertaken on Revenue account to anything like the amount fixed in the resolution.

4. With reference to the purchase of Revenue Stores from Revenue funds, I presume it is intended to fix a sum beyond which the value of stores for Revenue purposes shall not be held; in the present circumstances of this B^e however the stores required for Revenue purposes is quite inconsiderable as compared with those required for Construction purposes, and it does not appear to me expedient to have to adopt two sets of stores, one for Capital and another for Revenue stores in order to comply with the wishes of Govt. in this respect; such a procedure would, in my opinion, be productive of both expense and inconvenience to an extent which the object the Govt. has in view, would not justify.

I have the honor to be,
Sir,

Your most Obedt. Servant.

J. T. Fisher
Agent & Manager

Carnatic Railway Company, Limited,

AGENT'S AND MANAGER'S OFFICE,

MADRAS, 14th March 1873.

N^o 89.

From

The Agent and Manager
Carnatic Railway Co.

To

The Consulting Engineer
for Railways.
Madras.

Sir,

With reference to your letter dated the 11th Inst. N^o 79. forwarding copy of the Govt. Order N^o 751. dated the 8th idem I have the honour to submit that the time within which my opinion on the several points referred to in the draft resolution ^{is required} is insufficient to admit of the subject receiving such consideration as the importance of it should have commanded. in obedience to the wishes of Govt. however, I have the honor to submit the following observations upon several points which appear to me to be objectionable and likely to lead to inconvenience and unnecessary expense in the circumstances of this Co.

2. Para 2 provides that six months after the opening of any portion of a line of Railway for traffic, the estimate for the construction of that portion is to be considered cancelled; this period is in my opinion too short, and if adopted, the only effect likely to be produced will be to enlarge inconveniently & unnecessarily, the schedule of works requiring the subsequent sanction of the Govt. of India for completion. all lines are I presume or should be opened for

1st Nov.

The Agent & Manager

Carnatic Railway Co.

To The Consulting Engineer

for Railways

Dated 19th March 1873

Recd 20. 10. 1873

No 90

In re the draft resolution
from the Govt. of India

P.R. 1990/73.

27
for traffic at the earliest possible moment, in order to make the Capital expended productive with as little delay as possible, and I conceive that in very many cases, this will be done, when many sanctioned works are incomplete, and which cannot be completed within the time specified, owing to the non-arrival of stores from England. in my opinion at least 12 months should be allowed before the sanctioned estimates are considered cancelled.

3. With reference to Para 3. I think at least two years should be allowed for the completion of works sanctioned in the schedule from the date of such sanction, instead of the date of the line or portion of the line being opened for traffic.

4. With reference to Para 4. I cannot realize the advantage of placing to the debit of Revenue Account, the cost of such minor works as are required for the completion of the line or for the accommodation of the traffic. such works appear to me to be a proper Capital charge and should be carried at once to their proper head of account. otherwise I conceive there will be great liability to confusion and inaccuracy.

5. The form of procedure laid down in para 5 would I think necessitate the preparation of the schedule of required works, so long before the period at which they were intended to be carried out, in order to obtain first the sanction of the Boards in England and

and subsequently of the Govt of India in Calcutta, that they would in many cases be found insufficient for the requirements of the case, and either the interests of the undertaking must suffer by the delay which would be produced, or otherwise there will be a tendency to demand accommodation beyond the actual requirements of the case.

6. With reference to the purchase of stores from Revenue funds for revenue purposes, I am of opinion that this would be productive of nothing but unnecessary expense & loss in the circumstances of this Co. The amount of Revenue stores used, is, as you are aware quite inconsiderable, and if we were compelled as we should be, to keep separate the stores (oil for instance and fuel) and to purchase only from month to month as nearly as possible, the amount expended, we should doubtless in many cases have to purchase at higher rates, and as respects the firewood, we should continually find it green and be unable to work our trains as satisfactorily as we have hitherto done.

7. I here take leave to mention that it is as it has ever been in my Railway experience my object to maintain the reserve of stores for working purposes, at the lowest possible limit consistently with the efficient conduct of the business of the Co., and to this end I have during the two years ending December 1872, reduced the balance from Rs 57,229. 1. 10. to Rs 51,035. 4. 3 = Rs 6,193. 13. 7. which will be still

still further considerably reduced when many of the supplies now on hand are issued for construction purposes, but I deprecate altogether the change proposed in the resolution under reference as unsuitable to the circumstances of this case. I have the honor to be.

Sir,
Your most Obedt. Servant.
For J. Fisher
Agent & Manager

Regarding the draft resolution of the Govt. of India for estimate for work -

From
The Deputy Manager
Carnatic Railway Co.
to the Consulting Engineer
at Bangalore
Dated 14th March 1873
Recd 14.3.73
No 89

P. N. 1990/73.
Dtd 29th April 1873 B. 494.

P. N. D.
Proceedings of the Board of Directors
Read the following
From
The General Manager
for Railways

His Excellency the Governor in Council agrees in the opinion of the Consulting Engineer that the provisions of paragraph 8 of the draft Resolution of the Govt. of India would be productive of inconvenience on the G. S. of I. and the Carnatic Railways where the length of span line is inconsiderable and large expenditure is being incurred in works of construction, but

but sees no objection to the arrangement on the Madras Railway.

The procedure laid down in paragraph 5 with His Excellency's belief, proves beneficial in its operation if no undue delay be caused thereby.

The other rules are concurred in by His Excellency in Council.

H.E. No. of
The Secy to the Govt of India
Sir.

With reference to your letter No. 114 S.G. R. dated 27 February 1873 forwarding for perusal a draft Resolution of the Govt of India on the

should not express a decided opinion but call attention to Mr. Brown's suggestion that the present provisional arrangements should be maintained until the settlement of the question of the limit of the assessable of the to be maintained for working purposes.

I would suggest that the procedure laid down in paragraph 5 be omitted from the Rules until the wishes of the Railway Boards at home can be ascertained. It is not clear what advantage will be gained while the tendency of the Rules to cause delay is avoided.

To The C. E. for Rys.

the subject of the ³¹sanction of future expenditure on Guaranteed Railways in Madras and Bombay, I am directed to submit the accompanying papers containing the views of the Railway Agents in this Presidency and of the Consulting Engineer; together with an expression of the opinions of His Excellency the Govt. in Council on the provisions of the proposed rules.

G.M.W.

No 12 P.H.D. 33

Proceedings of the Madras Govt.
Read the following:-

From
The Consulting Engineer
for Railways } (H.E. & Co 1797 26th Mar/73)

His Excellency
The Governor in Council
agrees in the opinion
of the Consulting En-
gineer that the provisions
of paragraph 8 of the
draft Resolution of the
Government of India
would be productive of
inconvenience on the
Great Southern of India
and Carnatic Railways
where

J. D. S.

where the length of open line is inconsiderable and large expenditure is being incurred on works of construction, and although these conditions do not exist on the Madras Railway, His Excellency in Council would invite attention to the Agent's suggestion that the present provisional arrangements should be continued until the settlement of the question of the limit of the reserve of stores to be maintained for working purposes.

His Excellency in Council would suggest that *I would strongly recommend*

I would have the following added to the list.

by reference to the Railway Boards of India

to increase the number of

that the procedure laid down in paragraph 5 be omitted from the Resolution [until the wishes of the Railway Boards at Home can be ascertained] as it is not clear what advantage will be gained while the ^{new} tendency of the Rule to cause ^{serious} delay is obvious.

The other rules are concurred in by His Excellency in Council.

To the Secy of Govt for Railways
H.E. No 51
Dated 7-5-93

N^o 1225
To
The Secretary to the
Government of India.
Sir,

With reference to your
letter N^o 114 A.G.P. dated
27th February 1873 forwarding
for remarks a draft Reso-
lution of the Government
of India on the subject
of the sanction of future
expenditure on Guaranteed
Railways in Madras
and Bombay, I am directed
to submit the accompanying
papers containing the
views of the Railway
Agents in His Presidency
and of the Consulting
Engineer.

31
Engineer; together with
an expression of the
opinions of His Excellency
the Governor in Council
on the provisions of the
proposed rules.

G.M.W.

25
2
Office 7-8-73 with
50 Copies of G.O. N^o 1224
29th April 1873.

3/14/22
Ray Hunt

h-493-98.

ad

1990

Govt. of India

PUBLIC WORKS.

To the Consulting Engineer
for Railways

To the Secretary to the
Govt. of India

Dated

Recd.

Part. 24

29 April 1224
1225

No. 1224-1225 1226

Railways. Passing Orders

on letter from the Engineer
forwarding correspondence
containing the views of
the Railway Agents on
the subject of the sanction
of future expenditure on
Guaranteed Railways.

Forwarded by Sd/-
on letter from the Engineer

on the subject of the sanction
of future expenditure
on Guaranteed Railways.

6/2/12/2 Returned