

(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. 197-98	Press
B.P. No. 389.390.391 (Rly)	Mis.
Dated 28-1-1874	195

Not to be folded or roughly handled

No. 389. Read the following letter from Lieutenant for Consulting Engineer for Railways, to Colonel G. W. J. L. K. R. E., Secretary to Government, Public Works Department, dated Madras, 20th December 1873, No. 684 :—

I HAVE the honour, with reference to the order of Government, No. 1,954, dated 6th August 1873, to furnish the following explanation for the discrepancies pointed out by the Under-Secretary to the Government of India, in the review of the Revenue Account of the Madras Railway for the half-year ended 30th June 1872, in his letter to this Government, No. 1,203 G. R., of the 13th July 1873.

2. *Capital expended on open mileage (paragraph 3).*—In the review for the second-half of 1871, the total paid-up capital was inadvertently entered. In the subsequent period, the capital expended, £9,524,870, as per Form IV. of the accounts, shows the total outlay both in India and England, while the amount given in Table A. of the review (£9,040,715) only brings to account the expenditure under the following heads :—

	£
On Line open for traffic	8,125,646
„ Rolling Stock	1,009,053
	<hr/>
	9,134,704
Less Home expenditure not borne on the Indian books	93,989
	<hr/>
	9,040,715

i. e., the cost of the open line and rolling stock as shown by the Indian balance sheet. The difference between these amounts consists, therefore, of the following :—

	£
Home Expenditure	93,989
Line in course of construction	178,214
Raichore Station	35,232
Plant	104,543
Establishment	61,828
Contingencies	10,349
	<hr/>
Total...	484,155

To obtain the correct expenditure on the open line, the whole of these items should be included, with the exception of the amount entered against line in course of construction, and the proportion of establishment and contingencies chargeable thereto. This will be observed in future reviews.

3. *Difference in the number of train miles run as given in Form No. XIV. of the Accounts, and in Tables D. I. and F. I. of the Review (paragraph 6).*—The difference between the train mileage given in Table D. I. and that given in Statement No. 14 of the Revenue Account, arises from the mileage in one case having been furnished by the Traffic Manager, and in the other by the Locomotive Superintendent, and to the method of computation in the two cases having differed. The mileage shown in Table F. I. is the engine mileage. It has been explained to the Railway

is Government, Public Works Department,
28th January 1874.

es entered in all three cases should agree, and although it is impossible to reconcile the Locomotive Superintendent's and Traffic Manager's figures in the analysis for the past half-year now under preparation, steps have been taken to have the mileage for the current half-year kept in accordance with the orders of Government on the subject.

4. The other remarks of the Government of India will be attended to, as far as possible, in the preparation of future reviews.

No. 390.

ORDER THEREON, 28th January 1874, No. 197.

RAILWAY, No. 54.

ORDERED that these explanations be furnished to the Government of India with reference to their letter of the 12th July 1873, No. 1,203 G. R.

(True Extract.)

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

Secretary to Government.

No. 391.

DOCKET No. 198, dated 28th January 1874.

Copy of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

Railway Department.

No

084

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,
I have the honour to acknowledge the receipt of your letter of the 12th inst. with reference to the Order of Government No 1974 dated 6 August 1873, to furnish the following explanation for the discrepancies pointed out by the Under Secretary to the Government of India, in the Review of the Revenue Account of the Madras Railway for the half-year ended 30 June 1872, in his letter to this Government No 1203 G. R. of the

Extra on open mileage
 paragraph 31.

In the Review for the second half of 1871, the total paid up Capital was inadvertently entered. In the subsequent period, the Capital expended, £9524,870 as per form IV of the Accounts, shows the total outlay both in India and England, while the amount given in Table A of the Review (£9040,715) only brings to account the expenditure under the following heads

On line open for traffic	£8,25,646
Rolling Stock	1,009,058
Less Home expenditure not borne on the Indian books	93,989
	£ 9,040,715

Rolling Stock as shown in the Indian balance sheet. The difference between these amounts consists therefore of the following:-

Home expenditure	£ 93,989
Loss in course of construction	1,78,214
Raichore station	85,232
Plant	104,543
Establishment	61,828
Contingencies	10,349
	£ 484,155

To obtain the correct expenditure on the open line the whole of these items should be included with the exception of the amount entered against line

the proportion of establishment and contingencies chargeable thereto. This will be observed in future Reviews.

3. - Difference in the number of train miles run as given in form

No 14 of the Accounts and in tables D 1 and E 1 of the Review (paragraph 6).

The difference between the train mileage given in table D 1 and that given in statement No 14 of the

Revenue Account arises from the mileage in one case having been furnished by the Traffic Manager, and in the other by the Locomotive Superintendent, and to the method

of

diffused. The mileage shown in table E 1 is the engine mileage. It has been explained to the Railway authorities that the figures entered in all three cases should agree and although it is impossible to reconcile the Locomotive Superintendent's and Traffic Manager's figures in the analysis for the past half-year now under preparation, steps have been taken to have the mileage for the current half-year kept in accordance with the Orders of Government on the subject.

The other remarks of the Government of India will be attended to, as far as possible, in the preparation of

Qv

Your most obedt. Servt

Madras 2 N. Mosku Lt. Rt.

20 Dec. 1873 } for Cons. Engrs for Railways

No 197
Ordered that three explanations be
furnished to the Comptroller with reference
to their letter of the 12th July 1896.
Dated 18th Aug 1896.

To Long Leong & Co.
Farmers
The Comptroller of Customs
H.M.S. Customs House
Raffles Place Singapore.
Dec 20/96

1645

For the Decembris month
out by the under decembris
to the first of decembris
the Decembris of the Decembris
meant by the 13
for the 13th - year under
3 June 15a

No. *184*

Dated *do* } *Decr* 1873.
Recd. *22*

The Secretary to Government,
P. W. Department,
Fort Saint George

The Consulting Engineer
for Railways,
710

RAILWAY DEPARTMENT.
1873. *Feb 19*
From

Feb. 20 1893

1871/9
Govt. of 1874 Madras.
PUBLIC WORKS.

To The Consulting Eng^rs
for Railways
To the Secretary to the Govt.
of India
Dated
Recd.

28th Sept 1874
198.

Nos. 389-390-391

Furnishing ex-
planations of the
discrepancies noticed
by the Govt of India in
the Rev. Acct of the
Madras Ry for the
1st half of 1872.

Revenue Account. Explana-
tions furnished by the Govt
Eng^rs of the discrepancies
noticed by the Govt of India
in the Rev. Acct. of the
Madras Railway for the
1st half of 1872 ordered to
be submitted to the Govt of
India.