

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENTG.O. No.
B.P. No.

1757

Press
Mis.

Dated

22 - 6 -

0875
195 .Not to be folded or roughly handled

No. 459. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 3rd June 1875, No. 314 :—

With reference to the Proceedings of Government, No. 1,281, dated 5th May 1875, I have the honor to submit letter, No. 561, dated 28th idem, from the Agent, Madras Railway, giving cover to a communication from the Chief Engineer explaining the reasons for which part of the cost of the iron tank at the Pootoor station was allocated to Capital.

2. The proposed allocation of the estimate was based on the provisions of paragraphs 8 and 12 of Sir Charles Wood's Despatch, No. 17, dated 9th March 1864. Paragraph 4 of that despatch, quoted by Government, does not, in my opinion, meet the case. That paragraph runs as follows :—

“ * * * These furnaces having been erected due provision for the purpose they were intended to serve will have been made, and if at any future time any different contrivance should be substituted for the furnaces, the expense of the substitution should be charged to Revenue, &c.”

3. In the present case it is not a different contrivance substituted for an erection where due provision had been made for the purpose it was intended to serve. In the papers embodied in the Proceedings of Government under reference, it was explained that the tank originally erected was insufficient to supply the engines of special troop trains, &c., which take water at the Pootoor station ; and the proposed allocation makes the amount to be charged under Capital the same as if the iron tank had been erected in the first instance.

4. Owing to a slight alteration in the estimate, the sums to be allocated to Capital and Revenue are as follow :—

										rs.
Capital	...	...	...	...	...	...	...	...	...	1,581
Revenue	...	...	...	...	...	...	...	...	...	126
Total										1,707

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 28th May 1875, No. 561.

With reference to your letter, No. 600, of the 25th instant, I have the honor to send you copy of a letter from the Chief Engineer, No. 379, of the 27th idem, in which he explains the reasons for which part of the cost of the iron tank house at the Pootoor station was allocated to Capital.

2. I trust that His Excellency the Governor in Council will be pleased to reconsider the orders which he has passed on the subject.

From B. ANDERSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 27th May 1875, No. 379.

Consulting Engineer's letter, No. 600, dated 25th instant.

I wish to make the following remarks regarding the allocation of the cost of the iron tank house at the Pootoor station, as the allocation shown on the estimate seems to me to be in

Proceedings of the Madras Government Public Works Department,
22nd June 1875.

exact accordance with the rules laid down in the Secretary of State's despatch, No. 8, dated 9th March 1864, except that, by an oversight, the sum of Rupees 25 for taking down the old tank was charged to Capital instead of to Revenue.

2. In paragraph 8 it is stated that "all additions to existing works ought to be charged to Capital Account," but the rule on which I chiefly base my opinion as to the correctness of the allocation in the present instance is that contained in paragraph 12, which is as follows:—

"In relaying rails, if the original rails have proved too light and additional strength in weight of iron or steel be required, the Capital Account should bear the difference between the cost of the new and improved rails and that of replacing the old rails by rails of similar character, Revenue being chargeable for relaying and all other expenses. The same principle should be applied to replacing by iron sleepers those of wood originally laid down."

3. From this clause it appears quite clear that it was the intention to charge to Capital the difference between the original cost of any work and the cost of another work of a superior kind and more expensive nature which it was afterwards found desirable to substitute for that first executed. Had the iron tank been erected in the first instance, the total cost of the tank house would, as a matter of course, have been charged to Capital. The amount now charged under that heading is precisely the same, because the sum spent on the masonry tank is deducted from the total of the present estimate and charged to Revenue, the difference only being charged to Capital.

No. 460.

ORDER THEREON, 22nd June 1875, No. 1,751.

RAILWAY, No. 58.

ON reconsideration the Honorable the Governor in Council is pleased to sanction the allocation of the cost of erecting a wrought iron tank over the tank house at the Pooteor Station in the manner proposed, the iron tank being an important substantive addition, for which the necessity is admitted.

2. The proportions debitable to Capital and Revenue, respectively, will, under these orders, be as follow:—

Capital ...	Rs. 1,581
Revenue ...	126

(True Extract.)

Major, R.E.,

Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.
Examiner of Railway Accounts.

Exd. S. T. Austin.
Spurs Copies

ailway Department.

CONSULTING ENGINEER'S OFFICE.

No. 314 Madras 3rd June 1875

From

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

Consulting Engineer for Railways,

To

Lieut. Col. J. C. Mullins, R.E.,

~~Colonel G. W. WALKER, R.E.,~~

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Proceedings of Government No. 1281 dated 5th May 1875, I have the honour to submit letter No. 561, dated 28th idem, from the Agent, Madras Railway, giving cover to a communication from the Chief Engineer explaining the reasons for which part of the cost of the iron tank at the Pooteor station was allocated to Capital.

2 The proposed allocation of the estimate was based on the provisions of paragraphs

paragraphs 8 and 12 of Sir C.
Charles Wood's Despatch No. 17,
dated 9 March 1864. Para-
graph 12 of that despatch, quoted
by Government, does not in my
opinion meet the case. That
paragraph runs as follows:—

"x x x These furnaces
"having been erected due
"provision for the purpose
"they were intended to serve
"will have been made,
"and if at any future time
"any different contrivance
"should be substituted for
"the furnaces the expense
"of the substitution should
"be charged to Revenue, &c."

3. In the present case
it is not a different contrivance
substituted for an erection where due
provision had been made for the

the purpose it was intended to es-
serve. In the papers embodied
in the Proceedings of Government
under reference, it was explained
that the tank originally erected
was insufficient to supply the
engines of special troop trains,⁸³
which take water at the Pootoor es-
tation; and the proposed allocat-
ion makes the amount to be es-
charged under Capital the same
as if the iron tank had been
erected in the first instance.

4. Owing to a slight alter-
ation in the estimate, the sums
to be allocated to Capital and
Revenue are as follows:—

Capital	Rs. 1,581
Revenue	" 126
Total	<u>Rs. 1,707</u>

No 379.

Madras Railway Company
Chief Engineer's Office
Madras 27th May 1875

The Agent and Managers
Dear Sir,

Consulting Engineer's letter N^o 600 dated
25th instant.

I wish to make the following remarks
regarding the allocation of the cost of the iron
tank house at the Proctor Station, as the allocation
shown on the Estimate seems to me to be in
exact accordance with the rules laid down in
the Secretary of States despatch N^o 8 dated 9th
March 1864, except that, by an oversight the sum
of Rs 25 for taking down the old tank was
charged to Capital instead of to Revenue.

2. In paragraph 8 it is stated that
"all additions to existing works ought to be
charged to Capital account", but the rule on
which I chiefly base my opinion as to the
correctness of the allocation in the present instance,
is that contained in paragraph 12 which is as follows:

"In re-laying rails, if the original rails have proved
too light, and additional strength, in weight of iron
or steel, be required the Capital account should bear
the difference between the cost of the new and improved
rails, and that of re-placing the old rails by
rails of similar character, Revenue being chargeable
for re-laying and all other expenses. The same
principle should be applied to re-placing by
iron sleepers those of wood originally laid down."

From this clause it appears quite clear that
it was the intention to charge to Capital the

difference

Have the honor to acknowledge the receipt of your letter of the 27th inst.

Yours most Obedtly

Wm. Howard

Cons Engineer Railways

From
The Consulting Engineer,
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort Saint George.
Dated 23rd June 1875
Recd. 4th June 1875

22. No. 316

Wm. Howard

allocation of the cost
of the iron tank at
the Proctor station
on the South West
line of the M.R.

Wm. Howard

4457

On 11th July 1875: 645
No. 561

difference between the original cost of any work, and the cost of another work of a superior kind and more expensive nature which it was afterwards found desirable to substitute for that first executed. Had the iron tank been erected in the first instance, the total cost of the tank-house would, as a matter of course, have been charged to Capital. The amount now charged under that heading is precisely the same because the sum spent on the masonry tank is deducted from the total of the present Estimate, and charged to Revenue, the difference only being charged to Capital.

Yours faithfully
Edw. Percival Anderson
Chief Engineer

True copy

W. J. Shaw
Agent and Manager.

25/7

No. 561

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 28th May 1875

From

Robert B. Clavin Esq.
Agent and Manager of the M.R.C.

To

Christophers I. M. Shaw Stewart Esq.
Consulting Engineer for Railways.

Sir,

With reference to your letter of the 25th instant, I have the honour to send you copy of a letter from the Chief Engineer of the 27th section in which he explains the reasons for which part of the cost of the Iron Tank house at the Portor Station was allocated to Capital.

I trust that the Government in Council will be pleased to reconsider the orders which he has passed on the subject.

I have the honour to be
Yours most obedient servant
W. J. Shaw
Agent and Manager

Public Works Dept.

Letter from the Consulting Engineer
for Railways No. 314 dated 3rd June 1875.

Submitted for
orders.

A tank house
has already been pro-
vided from Capital
funds for the Porton
Station, and it is now
proposed to place on
the top of it a wrought
iron tank capable of
holding 3,500 gallons,
or in other words, to
substitute for the existing
structure a different
contrivance

I am disposed to think
that the Iron Tank
may fairly be charged
to Capital. It is an
important substantive
addition.

It is a necessity for
trains conveying troops
(special troop trains) R.M.

11 June 75 J. M. W. 1476

My so-called copy of a
letter from the Chief
Engineer explaining the
reasons for withdrawal
of the cost of the Iron
Tank. Some of the
reasons stated are
unfounded & refuted.

11 June 75
29 May 1875
26/70
No. 561

22 June 75
W. B. M. 457

Contenance for holding
water. It is true that
an improvement will be
effected, as the wrought
iron tank will be of
greater capacity; but
it is affirmed in the
G.O. to which exception
is taken that the enlarge-
ment is not of a nature
to warrant its being
carried out at the expense
of Capital.

A reference to the
papers in the file will
show the policy which
has invariably guided
the Govt of India in
authorizing the expenditure
of guaranteed Capital.

In

to recorded with G.O.
No. 217 of 22nd Jan'y 1873

13
In the case of the
Bellary sidings they
objected to the expendi-
ture of Capital funds
on the ground that the
work was not an im-
portant substantive
addition

Again in their
letter recorded with
G.O. No. 2535 dated 7th
Sept. 1874 the cost of
some minor station im-
provements was ordered
to be charged to Revenue
as each work taken
separately was within
Rs 1000.

And in connection
with the relaying of
the

Conte the line between Vy.
water an in Sarapudy junction and
effect the Central Station of
iron to the Madras Railway
greater with rails of an improved
it is, description, they declined * G.O. 1352 of 21st May 1874
G.O. to sanction the work
is taken unless the Company
ment is agreed to charge the
to war extra cost to Revenue;
Carried the argument in this case
of Cap being that the substitution

It could not be regarded
papers as a necessity, but simply
show the as a convenience.

has in view It seems to follow
the Govt. therefore that in applying
authorizing the rules for the
of guarantee expenditure of guaranteed
funds

funds on work not
entirely new, that the
Govt. should be satisfied

(1) that the proposed
work is an important
substantive addition.

(2) that its cost is in
excess of Rs 1000, and

(3) that the work is a
necessity, and not
simply a convenience.

For what Major R.C.

Offg. Joint Secy. Dy. Secy.
P.W. Dept.

Dir 9/6/75

Proceedings of the Andros Garrison
 1840
 Under date the 3rd 1840
 Read the following
 Resolutions
 Voted for } 11th. 1840
 (Barney) } 22nd 9 votes for

On remembrance
the Middle the Green
in Council is placed a
sanction the alteration
of the cost of making
a wrought iron track
over the track house at
the Porton Station in
the manner proposed,
the iron track being an
important substantial
addition for which the
necessity is admitted.

The proportions
debitable to Capital
and Revenue, respectively,
will, under these orders,
be as follows:-

Capital. Rs 1584
Revenue " 120.

In

S.C. Desp^d 2-7-75

No 454/10

Comd^r Engrs for C^y
Ex^t Ry. Account

at having a receipt
in hand on the tank
near the station
the same has
been forwarded
for the
attention of the
to the same.

3669

Govt. of Madras

PUBLIC WORKS.

The Engineer-in-Chief.

Dated

Forwarded

By

22 June 1951

For the file

est of erecting a wrought-
on Tank over the Tank
use at the Pootoor Station,
V. W. Line, Madras,
Railway. — Sanctioning
allocation of the —,
the manner proposed.