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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.

1361

(Ry)

Press

B.P. No.

Mis.

Dated

/ - 6 -

1876

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
1st June 1876.*

No. 9. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 11th May 1876, No. 235 :—

I HAVE the honor to submit, for the approval of Government, a proposal* from the Agent, South Indian Railway, that in dealing with Credit Notes, errors of less than Rupees 20, on the side either of Government or of the Railway Company, shall be overlooked, and not brought forward for adjustment. This arrangement was sanctioned for the East Indian Railway in the papers embodied in the Proceedings of Government, dated 24th September 1872, No. 2,262, and is again referred to in the Proceedings of Government, dated 13th September 1873, No. 2,265.

2. From the enclosed letters from the Agent and Manager, Madras Railway,* the Quartermaster-General,† and the Inspector-General,‡ it will be seen that no objection is in any case taken to the proposed measure, and I recommend that

the sanction of Government be accorded thereto.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 24th January 1876, No. 1,198.

In introducing the Credit Note system upon the East Indian Railway, it was decided (see papers published with G.O., No. 2,262 of 24th September 1872) that "errors of less than Rupees 20, on the side either of Government or the Railway Company, will be overlooked and not brought forward for adjustment." I have to solicit that the sanction of Government be granted to the introduction of a similar rule upon this Railway.

2. At present, adjustment statements are rendered in which are included sums, as low as 2 Annas, and for each of such items it is sometimes necessary to turn over hundreds of vouchers in the shape of ticket returns, way-bills, or invoices, before the right document to substantiate the entry can be found. The value of the time expended in dealing with such small sums considerably exceeds the amount sought to be adjusted.

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, 9th May 1876, No. 492.

ADVERTING to your letter of the 3rd of March last, No. 235, I have the honor to enclose you a copy of a report* made to me by the Traffic Manager as to the suggestion of the

Agent of the South Indian Railway Company with regard to the adjustment of Credit Notes, and as Mr. Church does not apparently object to the proposal, I shall be prepared to agree that errors of less than Rupees 20 shall not, from and after any date that may be agreed upon, be taken account of as between the Government and this Company, and as between this Company and the South Indian Company.

2. With reference to the 3rd paragraph of your letter under reply, you will observe from the last paragraph of Mr. Church's report that we have not yet adopted the allowance of 20 seers for each man, woman or child. We shall be ready to do so, however, at any time if it is recognized by all concerned.

*Proceedings of the Madras Government, Public Works Department,
1st June 1876.*

3. The practice on this Railway in dealings with Government is to exclude all fractions of an anna in all charges.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 8th May 1876, C/244 A & M-1,610.

Credit Notes.

CONSULTING Engineer's letter, No. 235, dated 3rd March.
I am inclined to think that errors of less than 20 Rupees for and against Government or the Company would balance each other in the course of a year, and as the suggestion of the Agent, South Indian Railway, will save a great deal of correspondence in references, I would recommend that the last clause of paragraph 3 of the letter of the Government of India, No. 1,191 A.R., dated 2nd September 1872, embodied in Proceedings of Government, No. 2,262, dated 24th September 1872, should be made applicable to the adjustment of Credit Notes in this Presidency, as between the Government and this Company, and between this Company and the South Indian, with which through booking arrangements for troops now exist.

2. At the same time I am of opinion that it would not be equitable as between the Railway Company and its servants to hold the latter responsible for undercharges on troops traffic, as the nature of the work renders it extremely difficult to ensure accuracy. The issuing of a ticket to an ordinary passenger and receiving the fare for that ticket is a very simple operation, but not so in the case of a Government passenger booked on a warrant. You will see from the accompanying form C that the booking clerk has first to satisfy himself that all the columns are correctly filled in and the certificate properly signed, and then to fill up in manuscript a ticket (keeping a counterpart) for the number of individuals requiring conveyance which is given to the passenger in exchange for the warrant. But the most intricate part of the operation is the baggage, for while in the case of an ordinary passenger the charges on any excess weight above the railway allowance need only be ascertained, the booking of a Government passenger not only involves the same process, as between the Company and the Government, and as all this work adjustment of the charges as between the Company and the Government, and as all this work has to be performed in a very short period of time errors can scarcely be avoided.

3. With regard to the other arrangements specified in paragraph 3, we have not yet adopted the allowance of 20 seers for each man, woman or child, instead of the intricate calculation of 44½ lbs. for each passenger, but shall be prepared to do so at any time if it is recognized by all concerned. Under the orders of Government we have for many years past excluded all fractions of an anna in all charges.

From Brigadier-General A. HOWLETT, C.B., Quartermaster-General, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Fort St. George, 19th February 1876, No. 1,288.

In reply to the inquiry made in your letter, No. 207, of the 18th instant, transmitting copy of a letter of the 24th ultimo, from the Agent, South Indian Railway, relative to the adjustment of Credit Notes, I have the honor to state that I see no objection to Mr. Betts' proposal, that the arrangement referred to in O.G., No. 2,262, of 24th September 1872, as made with the East Indian Railway, should be adopted on the South Indian Railway.

From Major W. R. ROBERTSON, Assistant Inspector-General of Police, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 29th February 1876, No. 953.

With reference to your letter, No. 206, dated 18th February 1876, I have the honor to inform you that I see no objection to Mr. Betts' proposal that errors of less than 20 Rupees should be overlooked and not brought forward for adjustment.

*Proceedings of the Madras Government, Public Works Department,
1st June 1876.*

No. 10. ORDER THEREON, 1st June 1876, No. 1,361.

RAILWAY, No. 1.

THE proposed arrangement is approved. But His Grace the Governor in Council observes that it would seem very desirable

to simplify a system which causes liability to errors to an amount of 19 Rupees or under so frequently as to render adjustment troublesome.

2. The views of the Railway Authorities on the suggestion will be elicited by the Consulting Engineer.

(True Extract.)

Colonel,

Offg. Under Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.
" Financial Department.
" Revenue "
" Military "

Exd. S. T. Austin.

Spare Copies

No. 1195

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE.

NEGAPATAM, *24 January* 1876.

From

THE AGENT, *South Indian*
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

In introducing the credit-note system upon the East Indian Railway it was decided (see papers published with G. O. 2262 of 24th September 1872) that "errors of less than Rs 20, on the side either of Government or the Railway Company, will be overlooked, and not brought forward for adjustment." I have to solicit that the sanction of Government be granted to the introduction of a similar rule upon the railway.

At present, adjustment statements are rendered for ^{in which are included} sums as low as two annas, and for each of such sums it is some times necessary to turn over hundreds of vouchers in the shape of ticket returns, way-bills, or invoices, before the right document to substantiate the entry can be found. The value of the time expended in dealing with such small sums considerably exceeds the amount sought to be adjusted.

I have the honour to be

Sir,
Your Most Obedt Servant

William Strett

Spent

No. 497

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 9th May 1876.

From

R. B. C. Lewis Esq.
Agent and Manager of the M. R. Co.

To

Mr J. H. Stewart, R.E.
Consulting Engineer for Railways.

Sir,

B 244 & 4th
1876
9 May 1876

In answer to your letter of the 3rd of March last at 235, I have the honour to enclose you a copy of a report made to me by the Traffic Manager as to the suggestion of the Agent of the South Indian Railway Company with regard to the adjustment of Credit Notes, and as Mr. Church does not apparently object to the proposal I shall be prepared to agree that errors of less than Rs 20 shall not, from and after any date that may be agreed upon, be taken account of as between the Government and this Company, and as between this Company and the South Indian Company.

2. With reference to the 3rd paragraph of your letter under reply you will observe from the last paragraph of Mr. Church's report that we have not yet adopted the allowance of 20 seers for each man woman or child. We shall be ready to do

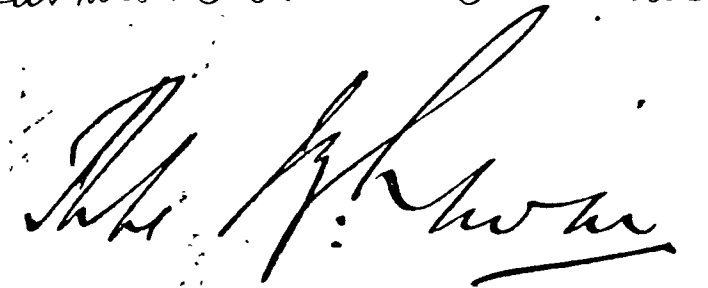
Recd 24 May 1876
J. H. Stewart
R. B. C. Lewis
for the Manager
of the Credit Notes
System

so however at any time if it is required
by all concerned.

The practice on this railway in dealing
with Government is to exclude all fractions
of an anna in all charges.

I have the honour to be,
Sir,

Your most obedient servant,



Agent Bellary.

6 244 arm
1610

Madras Railway
Traffic Manager's Office
8 May 1876

The Agent and Manager
Royapuram

Dear Sir, Credit Notes

Consulting Engineer's letter No 235 dated
13 March

I am inclined to think that errors of less than 20. Rupees for and against Government or the Company would balance each other in the course of a year and as the suggestion of the Agent South Indian Railway, with save a great deal of correspondence in references, I would recommend that the last clause of paragraph 3 of the letter of the Government of India, No 1191 A.R. dated 2nd September 1872 embodied in Proceedings of Government No 2262 dated 24 September 1872 should be made applicable to the adjustment of Credit Notes in this Presidency, as between the Government and this Company, and between this Company and the South Indian, with which through booking arrangements for troops now exist.

At the same time I am of opinion that it would not be equitable as between the Railway Company and its servants to hold the latter responsible for under charges

P. R. S. A. 4/7/76
4

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated

13 May 1876

Recd.

No. 492

Regarding the
adjustment of credit
notes.

on Troops Traffic, as the nature of the work renders it extremely difficult to ensure accuracy. The issuing of a Ticket to an ordinary Passenger and receiving the fare for that Ticket is a very simple operation, but not so in the case of a Government Passenger booked on a Warrant. You will see from the accompanying form C that the Booking Clerk has first to satisfy himself that all the columns are correctly filled in and the Certificate properly signed, and then to fill up in manuscript a Ticket (keeping a counter part) for the number of individuals requiring conveyance which is given to the Passenger in exchange for the Warrant. But the most intricate part of the operation is the Baggage, for while in the case of an ordinary Passenger the charge on any excess weight above the Railway allowance need only be ascertained, the booking of a Government Passenger not only involves the same process, as between the Company and the Passenger, but also the adjustment of the charge as between the Company and the Government; and as all this work has to be performed in a very short period of time errors can scarcely be avoided.

With regard to the other arrangements specified in paragraph 3. we have not yet adopted the allowance of 20 Seers for each man, woman or Child, instead of the intricate calculation of $14\frac{4}{5}$ lbs for

each Passenger, but shall be prepared to do so at any time if it is recognised by all concerned. Under the Orders of Government we have for many years past included all fractions of an Anna in all charges.

Yours faithfully
Sd/- H. E. Church
Traffic Manager

(Price Copy)
H. E. Church
Agent and Manager

1956
Quarter Master General's Office,
Fort Saint George 19 February 1876.

To
From
N^o 1288.
The Quarter Master General.
The Consulting Engineer
for Railways.

Sir,
In reply to the inquiry made
in your letter N^o 207 of the 18th Instant trans-
mitting copy of a letter of the 24th Ultimo from
the Agent South Indian Railway, relative
to the adjustment of Credit Notes, I have
the honor to state, that I see no objection to
Mr. Bell's proposal, that the arrangement
referred to in O. G. N^o 2262 of 24th September
1872 as made with the East Indian Railway,
should be adopted on the S. I. Railway.

I have the honor to be,

Sir,
Your obedient servant,

John L. Brigs. Genl.

Quarter Master General.

P. H. 3147/76

Handwritten notes at the top of the left page, including "15th 12th 1876" and "by 11th 12th 1876".

15th 12th 1876

P. N. 3447/76

Handwritten text on the left page, starting with "I state that there is no objection to the...".

From
The Asst. Engineer
for Railways
Dated 19th Feb 1876
No. 1288.

Handwritten text at the bottom of the left page, including "I am, Sir, very respectfully,
Your obedient servant".

No. 953

Chief Office of the Inspector General
of Police,
Madras, 29th February 1876.

From
The Assistant Inspector General of Police,

To
The Consulting Engineer
for Railways
Madras.

Sir,

Enclosures.

With reference to your letter No. 206 dated 18th February 1876, I have the honor to inform you that I see no objection to Mr. Pitts proposal that errors of less than 20 Rs. should be overlooked and not brought forward for adjustment.

I have the honor to be,
Sir,
Your most Obedt. Servt.,
M. S. S. S.
Asst. Insp. Genl. of Police.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 11 May 1876.

No. 235

From

LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honour to
submit for the approval of Govern-
ment a proposal from the Agent
South Indian Railway that, in dealing
with Credit Notes, previous of less
than Rupees 20, on the side either
of Government or of the Railway
Company, shall be overlooked, and
not brought forward for adjust-
ment. This arrangement
was sanctioned for the East Indian

* See letter
No 1198, dated
24th Jan'y 1876

P. H. 3444/76

From

The Asst. Insp. Genl.

of Police,

To

The Consulting Engineer

for Railways

Madras

Dated 29th February 1876

No. 953.

Objections that are no
objection to the petty proposal
regarding the issue of up to
20 Rupees.

Railway in the papers embodied
in the Proceedings of Government
dated 24th September 1872, No 2262,
and is again referred to in the
Proceedings of Government dated
18th September 1873, No 2265.

2. From the enclosed
letters from the Agent and Manager,
Madras Railway (a), The Quarter-
master General (b), and the Inspector
General of Police (c), it will be
seen that no objection is in any
case taken to the proposed measure,
and I recommend that the
sanction of Government be

recorded

recorded thereto.

I have the honour to be,
Sir,

Your most obt servant,
Mantua
Lt Col PC.

Yours: Eng^d for Railways

2021: Sept 72 No 2262
 1st Nov .. 2566 & 2567
 22nd Apr 73 .. 1161
 6th Augt .. 1952
 13th Sept .. 2265
 18th Oct .. 107.
 13th Nov .. 2762.

P. W. 1876 Department
 3447

The proposed
 Arrangement is approved

[Faint handwritten notes and signatures]

Am Engr for Rys
 Mr. Dy. Secy
 Mil. Dept.
 Rev. Dept.
 Mil. Dept.

Recd. 29-5-76 Date 1-6-76
 Cui-18/5/76 Date 29/5/76

Submitting for
 Order of Council letter
 from the agents in 1875
 1876 and from the
 Public Finance & Statistics
 Council of Public Economy
 Reference to the Secretary
 of Public Works

Dated 11th May 1876
 Received 12th May 1876
 No. 235
 To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.
 From
 The Consulting Engineer
 for Railways,
 RAILWAY DEPARTMENT.

12/3/61 Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 1st June 1876
 Read the following:—

From
 The Consulting Engineer for Railways } No. 235 of 11th May 1876

The proposed arrange-
 ment is approved. But His
 Grace the Governor in Council
 observes that it would seem
 very desirable to simplify
 a system which causes
 liability to errors to an
 amount of 19 Rupees or under
 so frequently as to render
 adjustment troublesome.
 The views of the Railway
 authorities on the suggestion
 will be elicited by the
 Consulting Engineer.

Engr. for Rys
 Secy. Rys. Dept.
 Financial Dept.
 Revenue Dept.
 Military Dept.

Decd 16/6/76

Aug 9-10

Aug 9-10

3447/11.

Govt. of 1876 Madras.
PUBLIC WORKS.

To
The Commr. Eng. & S. W. & S. W.

Dated

Place

Rank

G. O. 1st Decr. 1876. No. 1331

No. 9810

Credit Notes - (P. 1).

Approving of the proposed
arrangements that in dealing
to — errors of less than
Rs. 100 on the side of
P. or of the P. & C. are to
be overlooked and to be
sent forward for adjustment.

17-12-76