P. W. C. No. 2626

No. 1088-9R d/ 10-10-89
„ 1000-1R „ 18-9-89
„ 242 R „ 7-3-89

P. W. DEPART

Current No. 10829

From The Govt of India
P. W. D.

376 R

ENCLOS.—

7 R. S.
4 Novr 1889
ed 13 – do –

No. 100

Stating that
other of these propos
be considered the G. of I. shd be
furnished with full particulars
respecting the proposed charge
of 10 p. c. for depreciation on
the book value of the stock
to be transferred, together with
an example illustrating how
it is intended to apply this charge
for depreciation

DISPOSAL.

No. 5282 C Dated 13th Novr 1889

Referred to the
Consg: Engineer for Railways
for early reply with reference to
his endorsement No: 367 dated 30th Septr 89.
(Sd) C. J. Smith Col. R. E.
Jt. Secy. to Govt P. W. D.
Ry Branch

D 13/11

17TH MARCH 1890, No. 376 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., dated 18th September 1889, No. 1000 R., Public Works.

Read the following papers :—

From Major M. C. BRACKENBURY, R.E., Officiating Deputy Secretary to the Government of India, Public Works Department (Railway Stores), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 16th May 1889, No. 51 R.S.

I am directed to acknowledge the receipt of your endorsement No. 243 R., Public Works, dated the 7th March 1889, forwarding copy of correspondence from the Consulting Engineer for Railways, Madras, relative to the valuation of the rolling-stock taken over from the Cuddapah-Nellore State Railway, and requesting orders as to whether the debit of Rs. 2,90,328 on account of this stock should be adjusted by book transfer or cash payment.

2. In reply, I am to say that from para. 3 of the report, dated 30th January 1889, from the Locomotive Superintendent, South Indian Railway, to the Agent, and para. 10 of Mr. Morton's report, it is observed that a compromise appears to have been effected between these officers, according to which a sum of Rs. 25,148-3-1, on account of the erection of certain temporary workshops, has been debited to the rolling-stock under transfer in lieu of the loss by exchange thereon, which apparently had not been fully charged.

3. I am accordingly directed to request that, with the permission of His Excellency the Governor in Council, the Government of India may, before passing orders on the subject, be furnished with the approximate figures for the loss by exchange that has not been debited to the rolling-stock in question as well as with full particulars connected with the alleged erroneous debit due to the temporary workshops.

No. 2570 C.

Referred to the Consulting Engineer for Railways for report.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

31st May 1889.

From the Consulting Engineer for Railways, dated Madras, 10th September 1889, No. 340 B.

From the Agent, South Indian Railway, dated 16th August 1889, No. 1059.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 28th August 1889, No. 1099.

Your letter No. 753 A., of the 21st instant. The Chief Auditor has further reported to me as follows :—

> "I beg to inform you that I have not been able to find any information among the records here which will enable me to furnish the information required by the Government of India. I have now sent to Mr. Gwyther and asked him to forward me extracts from the stores ledgers relating to the fittings for the rolling-stock, and on the receipt of these I hope to be in a position to, at any rate approximately, arrive at the exchange figures."

Submitted to Government with advertence to para. 3 of the letter from the Government of India, No. 51 R.S., dated 16th May 1889, referred under Public Works Department endorsement No. 2570 C., dated 31st May 1889 (herewith returned).

2. The information promised by the Agent in the latter of his letters will be awaited.

Order—dated 18th September 1889, No. 1000 R., Public Works.

Ordered to be forwarded to the Government of India with reference to para. 3 of its letter No. 51 R.S., dated 16th May 1889.

(Here enter No. 1001 R., dated 18th September 1889.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 18th September 1889, No. 1001 R., Public Works.

Forwarded.

(By order.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

G.O., dated 10th October 1889, No. 1088 R., Public Works.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 30th September 1889, No. 367.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 24th August 1889, No. 1087.

It is proposed to transfer to the Villupuram-Dharmavaram Railway, for use during the construction of that line, some engines and trucks belonging to the South Indian Railway Company. I have to submit, for the consideration of Government, the following terms for the use of such stock.

2. The engines and trucks, when transferred to the Villupuram-Dharmavaram Railway, to be valued and the amount of the valuation to be credited to this Company and debited to the State Railway account. During the time the stock is in use on the State Railway the engines and trucks to be kept in an efficient state of repair at the cost of the State Railway.

3. When the stock is returned to the South Indian Railway Company it should be revalued and such valuation credited in the State Railway account and debited in that of the South Indian Railway Company.

4. Will you please inform me if this arrangement receives the sanction of Government.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 19th September 1889, No. 1202.

Your letter No. 778, of the 30th ultimo. If it be decided that the value of the rolling-stock of the South Indian Railway Company used on the Villupuram-Dharmavaram Railway during its construction is not to be charged to the State Railway, then it will become necessary for the Company to make a charge for the use of such stock.

2. The Locomotive Superintendent purposes that a charge be made of 5 per cent. for hire, and of 10 per cent. for depreciation, on the valuation of the stock as it stands in the books of the Company. Such valuation to be adjusted half-yearly.

3. During construction and until the engines and rolling-stock are returned, the cost of all repairs and upkeep for working must be borne by the Villupuram-Dharmavaram Railway. When they are finally returned to the Company an estimate of the probable cost of repairs to be accepted by the Chief Engineer and on their completion the necessary adjustment to be made between the estimate and actual expenditure.

4. Please let me know if this proposal meets with your approval.

Submitted to Government.

2. It is proposed to transfer some engines and trucks from the South Indian Railway to the Villupuram-Dharmavaram Railway for use during the construction of the line. The Agent, South Indian Railway, in his first letter, suggests that the engines and trucks should, in the first instance, be valued, the amount being credited to the South Indian Railway Company and debited to the State Railway account and that the stock when returned should be revalued and the amount credited to the State Railway account and debited to that of the South Indian Railway Company.

3. In his second letter, the Agent makes an alternative suggestion, viz., that the State Railway should hire the stock, at a charge of 5 per cent. per annum, for its use and pay 10 per cent. for depreciation on its value as it stands in the books of the Company; all repairs and upkeep being borne by the Villupuram-Dharmavaram Railway; and when the stock is returned to the South Indian Railway Company, the actual cost of repairs being accepted by the Villupuram-Dharmavaram Railway.

4. These alternative proposals are submitted for the decision of the Government of India.

Order—dated 10th October 1889, No. 1088 R., Public Works.

Ordered to be forwarded for the orders of the Government of India.

(Here enter No. 1089 R., dated 10th October 1889.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 10th October 1889, No. 1089 R., Public Works.

Forwarded.

(By order.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

G.O., dated 18th January 1890, No. 90 R., Public Works.

Read the following papers :—

From the Secretary to the Government of India, Public Works Department (Railway Stores), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 4th November 1889, No. 217 R.S.

I am directed to acknowledge the receipt of your No. 1089 R., dated 10th October 1889, submitting, for consideration and orders, two alternative proposals for charges for the locomotive and rolling-stock which the South Indian Railway propose to transfer to the Villupuram-Guntakal Railway during its construction.

2. In reply, I am to state that, before one or other of these proposals can be considered, the Government of India should be furnished with full particulars respecting the proposed charge of 10 per cent. for depreciation on the book value of the stock to be transferred, together with an example illustrating how it is intended to apply this charge for depreciation.

No. 5282 C.

Referred to the Consulting Engineer for Railways for early reply with reference to his endorsement No. 367, dated 30th September 1889.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

13th November 1889.

From the Consulting Engineer for Railways, dated Madras, 7th January 1890, No. 4.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 2nd January 1890, No. 2.

Your letter No. 1036 of the 13th November last.

2. The Locomotive Superintendent informs me he did not intend, under his proposal, to charge any particular sum per annum for either engines or wagons, but a certain fraction of the value of both dependent in the first instance on their actual book value.

3. The accompanying statements contain examples of the proposed mode of charging.

4. I am still of opinion that the proposal submitted with my letter No. 1087, of the 24th August last, is the simplest and best.

ENCLOSURES.

Example of valuation of an Iron Ballast Wagon handed over to Construction Engineers.

Assumed life running on open line—years 12.
Do. do. construction—years 6 only.

(The shorter life assumed for construction work is to provide for the invariable bad treatment and rough work experienced.)

	RS.
Original cost of ballast wagon when new	660
Scrap value when worn out	120
Net depreciation during whole life	540

Dividing this by twelve and six, respectively—

	RS.
Annual increment of depreciation on open line	45
Do. do. do. construction	90
Value of ballast wagon on being handed over	660
Interest on this value at 5 per cent. per annum	33
Add to this above depreciation charge	90
Total charge for hire ...	123 per annum.

NEGAPATAM,
23rd November 1889.

(Signed) C. E. CRIGHTON,
Locomotive Superintendent.

Example of valuation of an Engine 15 years old handed over to Construction Engineers.

Assumed life running on open line—years 20.
Do. do. construction—years 10 only.

(The shorter life assumed for construction work is to provide for the invariable bad treatment and rough work experienced.)

	RS.
Original cost of engine when new	20,943
Scrap value when worn out	3,000
Net depreciation during whole life	17,943

Dividing this by 20 and 10, respectively—

Annual increment of depreciation on open line ...	897
Do. do. construction ...	1,794
Value of engine on being handed over	20,943 — (15 × 897) = 20,943 — 13,455 = 7,488
Interest on this value at 5 per cent. per annum ... =	374
Add to this above depreciation charge	1,794
Total charge for hire ...	2,168 per annum.

NEGAPATAM,
23rd November 1889.

(Signed) C. E. CRIGHTON,
Locomotive Superintendent.

Example of valuation of an Engine 2 years old handed over to Construction Engineers.

Assumed life running on open line—years 20.
Do. do. construction—years 10 only.

(The shorter life assumed for construction work is to provide for the invariable bad treatment and rough work experienced.)

	RS.
Original cost of engine when new	21,000
Scrap value when worn out	3,000
Net depreciation during whole life	18,000

Dividing this by 20 and 10, respectively—

Annual increment of depreciation on open line ...	900
Do. do. construction ...	1,800
Value of engine on being handed over	21,000 — (2 × 900) =21,000 — 1,800 =19,200
Interest on this value at 5 per cent. per annum ... =	960
Add to this above depreciation charge	1,800
Total charge for hire ...	2,700 per annum.

NEGAPATAM,
23rd November 1889.

(Signed) C. E. CRIGHTON,
Locomotive Superintendent.

Submitted to Government with reference to its No. 5282 C., dated 13th November 1889 (herewith returned).

2. It is observed that the Locomotive Superintendent proposes to charge 16·6 per cent. instead of 10 per cent. for depreciation in the case of the ballast wagons, estimating the life at 12 years instead of 18 years as in his joint report with Mr. Morton, dated 28th January 1889—Proceedings of Government, No. 242 R., dated 7th March 1889. In my opinion the proposal made by the Agent in his No. 1087,* of the 24th August 1889, best meets the case; but a very prompt decision in the matter is now necessary.

* Embodied in Proceedings of Government, Nos. 1088-9 R., dated 10th October 1889.

Order—dated 18th January 1890, No. 90 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 217 R.S., dated 4th November 1889.

(Here enter No. 91 R., dated 18th January 1890.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 18th January 1890, No. 91 R., Public Works.

Forwarded.

(By order.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper:—

From Major M. C. BRACKENBURY, R.E., Under-Secretary to the Government of India, Public Works Department (Railway Stores), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 27th February 1890, No. 079 R.S.

With reference to correspondence ending with your letter No. 91 R., dated the 18th January 1890, submitting alternative proposals as to charges on certain locomotive and rolling-stock transferred from the South Indian to the Villupuram-Guntakal Railway during its construction, I am directed to say that as these two lines will probably be amalgamated soon it will practically make no difference which of the two proposals is acted on.

2. The Government of India therefore will be glad if the Government of Madras will settle the transaction in whatever manner it considers the most convenient.

ORDER—dated 17th March 1890, No. 376 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsements as under:—

No. 340 B., dated 10th September 1889.
„ 367, „ 30th „ „
„ 4, „ 7th January 1890.

2. The proposal submitted with the Agent's letter, No. 1087, of the 24th August 1889, is sanctioned.

(True Extract.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

Exd. P. L. Pereira.
Spare Copies.

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated March, 17th.

Recd. *Encl.*

G.O., 17th Mar. 1890, No. 376 R.

MARCH.

Locomotive and Rolling-stock for the Villupuram-Guntakal State Railway.

The terms proposed by the Agent, South Indian Railway, for the transfer of certain —, sanctioned.

Read again the following papers

18

No. 51 R. S.

GOVERNMENT OF INDIA.

All communications should be addressed to the Secretary.

PUBLIC WORKS DEPARTMENT.

RAILWAY Stores

To

The Joint Secretary to the Government of Madras
Public Works Department
Railway Branch

Simla, the 16th May 1889.

Sir,

I [illegible] directed to acknowledge the receipt of your endorsement No. 243 R Public Works dated the 7th March 1889 forwarding copy of correspondence from the Consulting Engineer for Railways Madras relative to the valuation of the Rolling stock taken over from the Cuddapah Nellore State Railway, and requesting orders as to whether the debit of Rs 290.328 on account of this stock should be adjusted by book transfer or Cash payment.

2. In reply, I am to say that from paragraph 3 of the report dated 30th January 1889 from the Locomotive Superintendent South Indian Railway to the Agent, and paragraph 10 of Mr. Morton's report, it is observed that a compromise appears to have been effected between these officers, according to which a sum of Rs 25,148-3-1 on account of the erection of certain temporary workshops has been debited to the Rolling Stock under transfer in lieu of the loss by exchange thereon, which apparently had not been fully charged.

3. I am accordingly directed to request that with the permission of His Excellency the Governor in Council the Government of India may before passing orders on the subject be furnished with the approximate figures for the loss by exchange that has not been debited to the Rolling Stock in question as well

as

as with full particulars connected with the alleged erroneous debit due to the temporary workshops.

I have the honour to be
Sir,
Your most obedient Servant

Major R.E.
Offg: Deputy Secretary

Hem. 16/5/9

Documents accompanying
Nil.

No. 2570 C of 31st May 1889

C.S.S.
28.5.

Wel
28 May

Referred to the Consulting Engineer for Railways for report.

C.S. Smith Col R.E.
Jt. Secy: to Govt. P.W.D.
Ry: Branch.

A.D.S.
1.6.89

Copy private letters to A. No. 478 D 11/6/9

Cri 27/5/9.
R 28/5/9

P.W.C. ~~No. 4 8499~~

REGISTER
No. 218
FILE
No.

14 31.5.89

No 23
8810/89

To Govt.
C.S.S.
25.5.9

Letter to A. No. 753 A of 21-8-89 Read G.O. 1060-1071 Endorsement heading

No 1059

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 16th August 1889.

258

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No. 722 of the 14th instant The Chief Auditor informs me that the books connected with the Nellore Branch which have been handed over to him do not enable him to answer the question put by the Government of India relative to the value of the rolling stock. A file of papers has lately been received from the Examiner's Office, and these papers are being gone through to ascertain if the required information can be obtained therefrom.

I am
Sir
Your most obedient Servant
William Betts
Agent.

REGISTER No. 18

No. 1099

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 28th August 1889

58

From
The Agent,
SOUTH INDIAN RAILWAY.

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No 753 A of the 21st Instant

The Chief Auditor has further reported to me as follows

"I beg to inform you that I have "not been able to find any information among "the records here which will enable me to furnish "the information required by the Government of "India. I have now sent to Mr. Glyther and "asked him to forward me extracts from the "Stores Ledgers relating to the fittings for the "Rolling stock, and on the receipt of these I hope "to be in a position to, at any rate, approximately, arrive at the exchange figures."

I am,
Sir,
Your most obedient servant
William Betts
Agent

8810/89

Inform A. that we await the further information promised [illegible] reply [illegible]
29.8.9

From
The Agent,
South Indian Railway,
Trichinopoly.
The Consulting Engineer for
Railways,
Madras.
Dated 16
Received 31 } Augt 1889
No. 1057
Enclosure.

REGISTER
No. 954
FILE
No.

From
The Agent,
South Indian Railway,
Trichinopoly.
To
The Consulting Engineer for
Railways,
Madr

Dated 28th Aug 188
Received 31
No. 1099.
Enclosure.

8800/89

Re-Rolling Stock,
Nilgiri Branch.

Sir,

J.E.R.

---

from the
Office of Cons. Engineer for Rys:
Madras 10th September 1889.

Letter from the Agent, South Indian Railway
No. 1059, dated 16th August 1889.
Letter from Do. Do. No. 1099, dated 28th
August 1889.

No. 340 B.

Submitted to Government with advertence to para: 3 of the letter from the Government of India, No. 51 R.S. dated 16th May 1889, referred under P.W. Dept. Government No. 2570 C dated 31st May 1889. (herewith returned)

2. The information promised by the Agent in the latter of his letters will be awaited.

C. Smith Col. R.E.
Consulting Engineer for Rys.

No. 1000 R of 18th Sep 1889

B 12/9 VAS 11 Sep

Ordered to be forwarded to the Government of India with reference to para 3 of its letter No. 51. R.S. dated 16th May 1889.

(Hd. No. 1001 R. 18th Septr 89)

Forwarded

C.A.S.
9.9.89

R.

D 20/9

P.W. Cus 8810

G 19.9.89
Incl 3

B. No. 1000/1001 R of 18/9/89

Returned to C.E. Ry. No. 1440 D 26/8/89
Replied in No. 7780 30/8/89

No. 1087

South Indian Railway,
AGENT'S OFFICE,

Read G.O. 1088-89

TRICHINOPOLY, 24th August 1889.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

It is proposed to transfer to the Villupuram Dharmavaram Railway for use during the Construction of that line, some Engines and trucks belonging to the South Indian Railway Company. I have to submit for the Consideration of Government, the following terms for the use of such stock.

The Engines and trucks when transferred to the Villupuram Dharmavaram Railway to be valued and the amount of the valuation to be Credited to this Company and debited to the State Railway account. During the time the stock is in use on the State Railway the engines and trucks to be kept in an efficient State of repair at the Cost of the State Railway.

When the Stock is returned to the South Indian Railway Company it should be revalued and such valuation Credited in the State Railway account and debited in that of the South Indian Railway Company.

Will you please inform me if this arrangement receives the Sanction of Government.

I am, Sir
Your most obedient Servant
William [illegible]
Agent.

Referred to [illegible] No 165 [illegible] 21/9/

No 1202

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 19th September 1889.

G P

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No. 778 of the 30th ultimo

If it be decided that the value of the rolling Stock of the South Indian Railway Company used on the Villupuram Dharmavaram Railway during its Construction is not to be Charged to the State Railway, then it will become necessary for the Company to make a charge for the use of such Stock.

The Locomotive Superintendent purposes that a charge be made of 5 per cent for hire, and of 10 per cent for depreciation, on the valuation of the Stock as it stands in the books of the Company. Such valuation to be adjusted half yearly.

During Construction and until the Engines and Rolling Stock are returned the Cost of all repairs and up-keep for working must be borne by the Villupuram Dharmavaram Railway. When they are finally returned to the Company an Estimate of the probable

Cost

938

Exr
PWg 181
89

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Submit to Consd

Dated 29th August 1889.
Received 2nd [illegible]
No. 1087
Enclosure.

Cost of repairs to be accepted by the Chief Engineer and on their completion the necessary adjustment to be made between the estimate and actual expenditure.

Please let me know if this proposal meets with your approval.

I am,
Sir,
Your most Obedient Servant,

William Betts
Agent.

REGISTER
No. 1043
FILE

Ent
PW 9181/89

From
THE AGENT,
South Indian Railway,
Trichinopo

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madi

Dated 14 } Septr 18
Received 20 }
No. 1202
ENCLOSURE.

15-1-90

1088

The D.G.R. refers to the cost & not value and the purchase. I think it is sufficient to [illegible] the right to recommend the procedure and ask a copy of [illegible]. Send to A. before circulating to [illegible]

20 A

13/1/9

MENT.

FFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 30th September 1889.

The Agent, South Indian
ay, No. 1087 dated 24th August 1889
Do
No: 1202, dated 19th September 1889

No. 367.

~~orders of~~ to Government.

2. It is proposed to transfer some engines and trucks from the South Indian Railway to the Villupuram Dharmavaram Railway for use during the construction of the line. The Agent, South Indian Railway in his first letter suggests that the engines and trucks should in the first instance be valued the

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,

Madras, 30th September 1889.

Letter from the Agent, South Indian Railway, No. 1087 dated 24th August 1889

Do

No: 1202, dated 19th September 1889

No. 367.

Submitted ~~for the orders of~~ to Government.

108

2. It is proposed to transfer some engines and trucks from the South Indian Railway to the Villupuram Dharmavaram Railway for use during the construction of the line. The Agent, South Indian Railway, in his first letter suggests that the engines and trucks should in the first instance be valued

the

the amount being credited to the South Indian Railway Company and debited to the State Railway Account and that the stock when returned should be revalued and the amount credited to the State Railway account and debited to that of the South Indian Railway Company.

3. In his second letter the Agent makes an alternative suggestion viz:- that the State Railway should hire the stock, at a charge of 5% per annum for its use, and pay 10% for depreciation on its value as it stands in the books of the Company. All repairs and upkeep being borne by the Villupuram-Dharmavaram Railway, and when the stock is returned to the South Indian Railway Company the actual cost of repairs being accepted by the Villupuram Dharmavaram Railway.

4. These alternative proposals are submitted for the decision of the Government of India.

Sidney Smith
Major R.E.
for Consg. Engr. for Rys

B. No. 1088 R of 10th Oct/89

Form No. 3.

Vig 9/10 dus
8 oct

Ordered to be forwarded for the orders of the Government of India.

A. G. No. 1089 R of 10th Oct/89.

Forwarded.

C. L. 1.
3. 10. 9

R.

despd.
10-x-89

H. W. 7. x. 89

R 9. x. 8

P. W. Cn. 9181

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 367

Dated 30th } September 1889.
Received 1st } October

No. of Enclosures. 2

Subject.

Submitting certain correspondence regarding the transfer of some engines and trucks from the South Indian Railway to the Villupuram Dharmavaram Railway.

B.

No. 1088-89 R of 10th Oct/89.

All communications should be addressed to the Secretary.

No. 217 R. S.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY Stores

To
The Secretary to the Government
of Madras, Public Works Department.

Simla the 4th November 1889

Sir,

I am directed to acknowledge the receipt of your No. 1089 R. dated 10th October 1889 submitting for consideration and orders two alternative proposals for charges for the Locomotive and Rolling Stock which the South Indian Railway propose to transfer to the Villupuram Guntakal Railway during its construction.

2. In reply I am to state, that before one or other of these proposals can be considered the Government of India should be furnished with full particulars

particulars respecting the proposed charge of 10 per cent for depreciation on the book value of the stock to be transferred, together with an example illustrating how it is intended to apply this charge for depreciation.

P.W.C. No. 10829

REGISTER
No. 423.
FILE
No.

I have the honour to be,
Sir,
Your most obedient Servant,

No. 242 Rd/7.3.89
" 1000-1 Rd/18.9.89
" 1088-89 Rd/10.10.89

Rg 13.11.89

for Secretary.

No. 5282 Cd/13th Nov. 1889

140 Referred to the Consulting Engineer for Railways for early reply with reference to his endorsement No. 367, dated 30th Septr. /89.

C. Smith Coll. R.

Jt. Secy: to Govt. P. W. D.
Ry: Branch.

Documents accompanying
— Nil —

13/11/9.

H.W. 15.11.89
R18/-

Read G.O. 90-91
Endorsement heading

No 2

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 2nd January 1890.

150

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No. 1036 of the 13th November last.

The Locomotive Superintendent informs he did not intend under his proposal to charge any particular sum per annum for either engines or wagons, but a certain fraction of the value of both dependant in the first instance on their actual book value.

The accompanying statements contain examples of the proposed mode of charging.

I am still of opinion that the proposal submitted with my letter No. 1087 of the 24th Aug last is the simplest and best.

I am
Sir
Your most obedient Servant,
William Betts
Agent.

(3. Enclos.)

REGISTER
No. 2
FILE
No.

E/
04142/90

Enclosures 16 S.P.

Example of valuation of an Iron Ballast wagon handed over to Construction Engineers.

---

assumed life running on open line years 12
" " construction " 6 only

(The "shorter" life assumed for construction work is to provide for the invariable bad treatment and rough work experienced)

Original cost of Ballast wagon when new	Rs. 660.
Scrap value when worn out	" 120
	Rs. 540.
Net depreciation during whole life Dividing this by 12 and 6 respectively annual increment of depreciation on open line	" 45
" " " " construction	" 90
Value of Ballast wagon on being handed over	" 660
Interest on this value at 5% per annum	" 33
Add to this above depreciation charge	" 90

Total charge for hire Rs. 123 per annum

(Sd) C. E. Crighton
Loco. Supt.

Negapatam
23/11/89.

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 2nd Jany 1890
Received 4/1/90
No. 2
Enclosure 4

Forwarding proposals containing example of the proposed mode of charging.

Papers

E.4
R.W. 142
192/90

Print

17 SP

Example of Valuation of an Engine 15 years old handed over to Construction Engineers.

Assumed life running on open line years 20.
" " " " Construction " 10 only

(The shorter life assumed for construction work is to provide for the invariable bad treatment and rough work experienced.)

Original Cost of Engine when new Rs 20,943
Scrap value when worn out " 3,000
Net depreciation during whole life " 17,943
Dividing this by 20 & 10 respectively:—
Annual increment of depreciation on open line " 897
" " " " Construction " 1794

Value of Engine on being handed over — 20,943 − (15×897)
= 20,943 − 13,455
= 7488.

Interest on this value at 5 % per annum = 374
Add to this above depreciation charge 1794

Total charge for hire Rs 2168 per annum.

(Signed) C. E. Crighton
Loco: Supdt.

Negapatam
23-11-89

E-3
P.W. 142/91

Example of Valuation of an Engine 2 years old handed over to Construction Engineers.

Assumed life running on open line years 20
" " " " Construction " 10 only

The shorter life assumed for construction work is to provide for the invariable bad treatment and rough work experienced.

Original Cost of Engine when new — Rs 21,000
Scrap value when worn out — " 3,000
Net depreciation during whole life — " 18,000
Dividing this by 20 & 10 respectively:—
Annual increment of depreciation on open line — 900
— " — " — " — " — Construction 1,800

Value of Engine on being handed over = 21,000 — (2 × 900)
= 21,000 — 1,800
= 19200.

Interest on this value at 5 % per annum = 960.
Add to this above depreciation charge — = 1,800

Total charge for hire Rs 2700 per annum

Negapatam
23-11-89.

(Signed) C. E. Crighton
Loco: Supdt.

REGISTER
No. 2
FILE
No.

C2

Ch.142/90

5

Form No. 1.

PUBLIC WORKS DEPARTMENT.

From the

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 7th January 1890.

Letter from the agent, South Indian Railway No. 2 dated 2nd January 1890 with enclosures.

No. 4

19 P

SUBMITTED to Government, with reference to its No. 5282 C dated 13th November 1889 (herewith returned).

2. It is observed that the Locomotive Superintendent proposes to charge 16.6 % instead of 10 % for depreciation in the case of the ballast wagons, estimating the life at 12 years, instead of 18 years as in his joint report with Mr Morton dated 28th January 1889, Proceedings of Government No. 242 R

dated 7th March 1889. In
my opinion the proposal
made by the agent in his
1087 of the 24th August 1889 best + embodied in P. G. No 1088-9R
meets the case; but a very dated 10th October 1889.
prompt decision in the matter
is now necessary.

Sidney Smith
Major R.E.
for Cons: Engr for Ry

I think [illegible] for the simple
reason that the average of
life of stock can only come
true over a large number &
a considerable time — condi-
tions which cannot obtain as
the stock lent during constn.

W.L.

Form No. 3.

B. No. 90 of 18th Jany/90

C.L.S. 17.1.90

20

Ordered to be forwarded to the Govt. of India with reference to its letter No. 217 R. S. dated 4th November 1889.

H.E. No. 91 R of 18th Jany 1890.

Forwarded.

C.L.S.
11.1.90

R.

D20/1

No. 1000-1R of 18-9-89
" 242 R - 7-3-89
" 1088-89R - 10-10-89
" 5282C - 13-11-89

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 4

Dated 7th
Received 8th } January 1890.

No. of Enclosures. 5

B. No. 90-91 R of 18th Jany/90

Subject.

Submitting certain correspondence regarding the proposal to transfer some Locomotive and Rolling Stock from the South Indian Railway to the Villupuram Guntakal Railway.

No. 01/9 R. S

2/8

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY Stores.

To

The Joint Secretary to the Government of Madras
Railway Branch Public Works Department

Calcutta, the 27th February 1890

Sir,

With reference to correspondence ending with your letter No 91 R dated the 18th January 1890 submitting alternative proposals as to charges on certain Locomotive and rolling stock transferred from the South Indian to the Villupuram Guntakul Railway during its construction, I am directed to say that as these two lines will probably be amalgamated soon it will practically make no difference which of the two proposals is acted on.

2. The Government of India therefore will be glad if the Government of Madras will settle the transaction in whatever manner it considers the most convenient.

I have the honour to be
Sir,
Your most obdt Servant.

M. Mackenzie Major, R.E.,
Under Secretary.

Documents accompanying

No. 90-1R of 18-1-90
" 5282C - 13-11-89
" 1088-89R - 10-10-89
" 1000-1R - 18-9-89
" 242R - 7-3-89

P.W. C. No. 2316

Rd. 6-3-90.

No. 376 R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 17th March /90.

READ again the following

Progs: of the Madras Govt: P. W. Deptt:— } Nos. No: 1000-1 R of 18th Septr 89

— Do. — Do. — " — " — 1088-89 R of 10th Octr 89

— Do. — Do. — " — " — 90-91 R of 18th Jany: 90

Read also the following:—

Letter from the Govt. of India P. W. Deptt:— } Nos. No: 079 R.S. of 27th Feby 1890.

228

[illegible] not [illegible] is to be settled.

12 Mar

Communicated to the Consulting Engineer for Railways with reference to his endorsements as under

No: 340 B dated 10th Septr: 1889.
— " — 367 — " — 30th — do —
— " — 4 — " — 7 Jany: 1890

2. The proposal submitted with the Agent's letter No 1067 of the 24 Augt. 1889 is sanctioned

To The Consg. Engr. for Rys.

C.S.L. 18.3.90

— " — Exr. Genl. Ry. Accts:

R

A
No. 376 R of 17th March /90-

[illegible]

23

Hu. 11-3-90 R 13-3-90
Hu. 8-3-90 R 10-3-90
R 10-3-90

2316.

Govt. of (18) Madras.

PUBLIC WORKS.

Dated Print two for [illegible]

L.B. 22/3/90 17/3

Recd. Encl.

G.O., 17th March 1890 No. 376 R.

Locomotive & Rolling Stock for the V.-G. S Ry.

The terms proposed by the Agent S I Ry for the transfer of certain — sanctioned.

12/2

12/2

BRC 17/3 -

[illegible] 17/3