

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 191—92 R

DATED 27 January

[Despatch Abstract.]

Rollavanka Bridge.

Revised allocation of the estimate of Rs 57,953 for substituting stronger girders for the — on the Madras Railway, ordered to be forwarded to the Govt. of India for sanction.

Forwarding for sanction a revised allocation of the estimate of Rs 57,953 for substituting stronger girders for the — on the Madras Railway

BACK PAPERS.

[illegible]

FURTHER PAPERS.

[illegible]

27TH JANUARY 1893, No. 191 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Letter to the Agent and Manager, Madras Railway, dated 11th August 1892, No. 662.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th August 1892, No. E. 255/690.

In reply to your letter, No. 662, dated 11th instant, I have the honour to inform you that the cost of the original girders removed from the Rollavanka bridge was Rs. 45,179-5-11. This amount has been entered against Revenue in the estimate and no re-allocation therefore appears necessary.

From the Agent and Manager, Madras Railway Company, dated 26th November 1892,
No. E. 255/1006.

ENCLOSURE.

From the Chief Auditor, Madras Railway, to the Agent and Manager, Madras Railway Company,
dated Madras, 18th November 1892, No. 10831/1175.

I beg to acknowledge receipt of G.O., No. 2493 R., dated 19th ultimo, forwarded with your endorsement No. E. 255, dated 14th instant, containing the orders of the Government of India regarding the allocation of the cost of substituting stronger girders, &c., for the Rollavanka bridge.

2. These orders appear to me to mark a departure from the principles of allocation of expenditure between Capital and Revenue which have been laid down for our guidance.

3. It will be observed also that the ruling contained in the above Government Order, according to the statement made by the Consulting Engineer in his memorandum of the 12th August 1892, "will govern all future restorations."

4. The Secretary of State's despatch of the 9th March 1864, which was drawn up in communication with the Boards of the several Guaranteed Railways, contains the general rules on this subject which have been followed hitherto.

5. Under these rules if a bridge has to be strengthened and improved owing to imperfect construction, the cost of the new work practically becomes the Capital charge, as the cost of the original construction, together with certain charges for labour, is transferred to Revenue.

6. Similarly, the replacement of light rails by new and improved rails and also "a permanent enlargement and improvement in the character and object of the previous imperfect structure" are chargeable to Capital.

7. If works of this kind are capital works as they have hitherto been considered, no question of loss by exchange can arise.

8. Under the present ruling of the Government of India, however, Revenue has not only to bear the cost of the original construction, but also the loss by exchange upon it, although at the time the work was carried out the rupee was worth as much as 2s., which gave a gain to the Government over and above the contract rate.

9. It appears to me that the ruling of the Government of India is incorrect and that the question should be referred for the approval of the Board. Effect should, I think, be given to the ruling pending the Board's decision.

From the Agent and Manager, Madras Railway Company, dated 16th December 1892,
No. E. 255/1052.

No. 30.

Endorsement by the Consulting Engineer for Railways, dated Madras, 20th Jan. 1893.

Submitted to Government for transmission to the Government of India with reference to paragraph 3 of its letter No. 759 R.C., dated 6th July 1892 (G.O., No. 1792 R., dated 23rd July 1892).

2. In accordance with the instructions issued by the Government of India in its No. 1088 R.C., dated 29th September 1892 (G.O., No. 2493 R., dated 19th October 1892), the Agent and Manager, Madras Railway, submits a revised allocation of the estimate of Rs. 57,953 for substituting stronger girders, &c., for the Rollavanka bridge on the Madras Railway. The difference between the cost of the new and the old girders, viz, Rs. 48,240—45,180 or Rs. 3,060, together with contingencies thereon, has been allocated to Capital, the rest of the cost being charged to Revenue, which will also be debited with exchange on the total cost (Rs. 48,240) of the new girders.

3. Funds for the Capital portion of the estimate are available from the grant for unsanctioned works, and the Revenue portion will be met from schedule G, budget of 1892-93. Sanction will lapse at the end of the first quarter after receipt of sanction.

4. The Agent and Manager has requested the orders of his Board on the revised allocation of the estimate as ordered by the Government of India in its letter No. 1088 R.C., dated 29th September 1892, as he is of opinion that the orders of that Government are at variance with the general rules laid down in the Secretary of State's despatch of the 9th March 1864 under which he considers the work should be a capital charge.

5. It is requested that the sanction of the Government of India may be obtained to the revised allocation as now submitted.

ORDER—dated 27th January 1893, No. 191 R., Public Works.

Ordered that the estimate of Rs. 57,953, as re-allocated, for substituting stronger girders, &c., for the Rollavanka bridge on the Madras Railway be forwarded to the Government of India for sanction.

[Here enter No. 192 R., Public Works, dated 27th January 1893.]

(True Extract.)

Offg. Under-Secy. to Major, R.E.,
Govt., P.W.D.,
Railway Branch.

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

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 27th.

Recd.

Encl.

G.O., 27th Jan. 1893, No. 191 R.

JANUARY.

Rollavanka Bridge

Revised allocation of the estimate of Rs. 57,953 for substituting stronger girders for the — on the Madras Railway, ordered to be forwarded to the Government of India for sanction.

27TH JANUARY 1893, No. 192 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. B. WALKER, Esq.,
Officiating Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

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

SIR,

With reference to paragraph 3 of your letter No. 759 R.C., dated 6th July 1892, I am directed to forward, herewith, a revised allocation of the estimate of Rs. 57,953 for substituting stronger girders, &c., for the Rollavanka bridge on the Madras Railway, together with copy of Proceedings of this Government No. 191 R., dated 27th January 1893.

2. The difference between the cost of the new and the old girders, viz., Rupees 48,240—45,180 or Rs. 3,060, together with contingencies thereon, has been allocated to Capital, the rest of the cost being charged to Revenue, which will also be debited with the exchange on the total cost (Rs. 48,240) of the new girders.

3. The Agent and Manager has referred the question of allocation to his Board of Directors, as he is still of opinion that the work should be a Capital charge in accordance with the general rules laid down in the Secretary of State's despatch, dated 9th March 1864. I am, however, to request the sanction of the Government of India to the revised allocation as now submitted.

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

Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

FORT ST. GEORGE,
27th January 1893.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 27th.

Recd.

Encl.

27th January 1893, No. 192 R.

JANUARY.

Rollavanka Bridge

Forwarding for sanction a revised allocation of the estimate of Rs. 57,953 for substituting stronger girders for the — on the Madras Railway.

Cong. Engineer's Form No. 69.

Copy of a communication to the Agent and
Manager, Madras Railway,
From the Consulting Engineer for Railways, Madras,
No. 662, dated 11th August 1892.

In forwarding herewith
Copy of G.O. No. 1792 R, dated 23rd July
1892, on letter from the Government
of India sanctioning an estimate
amounting to Rs 57,953 for sub-
stituting stronger girders &c for the
Rallananka bridge, I request that
you will kindly let me know the
cost of the original girders.

(2 inclos.)
No. ^(No. 11.) E. 225
690

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 17th August 1892

From

The Agent and Manager.
M.R.C.

To

The Consulting Engineer for Railways.

SIR,

In reply to your letter N. 662 dated 11th instant, I have the honour to inform you that the cost of the original girders removed from the Rallavanka Bridge was Rs 45,179.5-11. This amount has been entered against Revenue in the estimate and no reallocation therefore appears necessary.

I have the honour to be
Sir
Your most obed^t Serv^t.

Ernie S. M. J.
Agent & Manager

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N^o 10831
1175

Madras Railway Company,
Chief Auditor's Office,
Madras, 18th November 1892.

The Agent and Manager,
Madras Railway Company.

Dear Sir, I beg to acknowledge receipt of G. O. N^o 2493 R. dated 19th ultimo, forwarded with your endorsement of E 255 dated 14th Instant, containing the orders of the Government of India regarding the allocation of the cost of substituting stronger girders, &c. for the Rollavanka Bridge.

These orders appear to me to mark a departure from the principles of allocation of expenditure between Capital and Revenue which have been laid down for our guidance.

It will be observed also that the ruling contained in the above G. O. according to the statement made by the Consulting Engineer in his memo. of the 12 August 1892 "will govern all future 'restorations'".

The

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

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Recd.

No.

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S. P.

The Secretary of State's despatch of the 9th March 1864, which was drawn up in communication with the Boards of the several Guaranteed Railways contains the general rules on this subject which have been followed hitherto.

Under these rules if a bridge has to be strengthened and improved owing to imperfect construction the cost of the new work practically becomes the Capital charge, as the cost of the original construction together with certain charges for labour are transferred to Revenue.

Similarly the replacement of light rails by new and improved rails and also "a permanent enlargement and improvement in the character and object of the previous imperfect structure" are chargeable to Capital.

If works of this kind are Capital works, as they have hitherto been considered, no question of loss by exchange can arise.

Under the present ruling of the Govt

any one
of the
R.R. Co.
Shelton
W. P. M.
M. P. M.

Government of India however Revenue has not only to bear the cost of the original construction but also the loss by exchange upon it, although at the time the work was carried out the rupee was worth as much as $\frac{1}{2}$, which gave a gain to the Government over and above the contract rate.

It appears to me that the ruling of the Government of India is incorrect and that the question should be referred for the approval of the Board. Effect should I think be given to the ruling pending the Board's decision.

Yours faithfully
(Sd) J. Lamp
Chief Auditor

(True copy)

Edmund
for Agent & Manager.

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563/53

(2 Encls.)
(No. II.)
No. 1006

(No. II.)
E. 255
1006

MPM 28/11

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 26th November 1892

From 22/107/92

2 CR for from
freemans

The Agent and Manager.

M.R.C.

MM 29/11

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To

Hooff Consulting Engineer for Railways.

SIR,

slip E

In compliance with the request contained in your letter of the 25th instant, No. 1039, I have the honour to forward herewith a copy of the Chief Auditor's letter No. 10831/1175 of the 18th idem referred to in para. 3 of my letter to the Board of Directors No. 2066 of the 24th November 1892.

slip D

I have the honour to be,
Sir

Your most Obedt Servt.

Edmund

for Agent and Manager

(2 encls.)
(No. II.)

No. 6255
1052

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 16th December 1892

From

The Agent and Manager.

M.R.C.

To

The Offg. Consulting Engineer for Railways.

Madras

SIR,

With reference to correspondence ending with your letter No. 1084 of the 12th instant, I have the honour to forward herewith, in duplicate, a revised allocation of the Estimate for substituting stronger girders &c for the Rollavonka Bridge.

2. Information as to provision in the Budget and date on which sanction will lapse is given on the Estimate.

I have the honour to be
Sir
Your most obedient servant

J. S. M. V. A.

Agent & Manager

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From

MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

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Recd.

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Recd.

Dated

To

From

MADRAS RAILWAY.

The Consulting Engineer

for Railways.

The Agent and Manager.

No.

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563/53

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 20 January 1893.

Letter to the Agent and Manager Madras Railway,
No. 662 dated 11th August 1892.

Letter from - Do - - - No. E. 225/690 dated 17th August 1892.

Do - - - No. E. 225/1006 dated 26th November 1892.

Do - - - No. E. 225/1052 dated 16th December 1892.

No. 30

SUBMITTED

to

Government for

transmission to the Government of India, with reference to paragraph 3 of its letter No. 759.R.C., dated 6th July 1892, (G.O. No. 1792 R dated 23rd July 1892).

2. In accordance with the instructions issued by the Government of India in its No. 1088 R-C, dated 29th September 1892. (G.O. No. 2493R dated 19th October 1892) the Agent and Manager Madras Railway
Submits

submits a revised allocation of the estimate of Rs 57,953 for substituting stronger girders &c, for the Kollavanka bridge on the Madras Railway. The difference between the cost of the new and the old girders viz Rs 48,240 - 45,180 or Rs 3,060, together with contingencies thereon has been allocated to Capital, the rest of the cost being charged to Revenue, which will also be debited with exchange on the total cost (Rs 48,240) of the new girders.

3. Funds for the Capital portion of the estimate are available from the grant for unsanctioned works, and the Revenue portion will be met from Schedule J, Budget of 1892-93. Sanction will lapse at the end of the first quarter after

after receipt of sanction.

4. The Agent and Manager, has requested the orders of his Board on the revised allocation of the estimate as ordered by the Government of India in its letter No 1088 R.C., dated 29th September 1892, as he is of opinion that the orders of that Government are at variance with the general rules laid down in the Secretary of States despatch of the 9th March 1864 under which he considers the work should be a Capital charge.

5. It is requested that the sanction of the Government of India may be obtained to the revised allocation as now submitted.

A.B.G. Drelley

Captain R.E.

for Offg. Comdg. Engr. for Rygs

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From
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 30
Dated 20th January 1892.
Received 21st January 1892.

No. of ENCLOSURES.

Subject.

Revised allocation of
the estimate of Rs. 57,953
for substituting stronger
girders for the Rallavanka
Bridge. R. W. dice Madras

No 1792 R 423-7-92 ✓
- 2493 R - 19-10-92 ✓

A
No 191 R 27 Jan 1893.
Ordered that the
estimate of Rs 57,953,
as allocated, for substituting
stronger girders for the Ralla-
vanka Bridge on the Madras
Railway be forwarded to the
Govt. of India for sanction

J
W. R

To The Comptroller Genl
- Exd Rly Bd - 31/12

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A

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

27th January 1893.

SIR,

With reference to
paragraph 3 of your letter
No. 759 R.C., dated 6th July
1892, I am directed to forward
herewith a revised allocation
of the estimate of Rs 57,953,
for substituting stronger girders
for the Rallavanka bridge on
the Madras Railway together
with copy of Progs. of this
Government No. 191 R. dated
27th January 1893.

2. The difference between
the cost of the new and the
old girders viz Rs 48,240-45/80
or Rs 3060 together with
contingencies

contingencies thereon has been allocated to Capital the rest of the cost being charged to Revenue which will also be debited with exchange on the total cost (Rs 48,240) of the new girders.

3. The Agent and Manager has referred the question of allocation to his Board of Directors as he is still of opinion that the work should be a Capital charge in accordance with the general rules laid down in the Secretary of State's despatch dated 9th March 1864. I am, however, to request the sanction of the Govt. of India to the revised allocation as now submitted.

No. 191-92 R of 27 Jan'y 1903.

Despatch with no
to calculate 27/11/03
1-8-18/2

No. R

23RD JULY 1892, No. 1792 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Officiating Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 6th July 1892, No. 759 R.C.

I am directed to acknowledge the receipt of your No. 1339 R., dated 26th May 1892, forwarding, for sanction, an estimate, amounting to Rs. 57,953, chargeable in the proportion of Rs. 9,446 to Capital and Rs. 48,507 to Revenue, for substituting stronger girders, &c., for the Rollavanka bridge on the Madras Railway.

2. In reply, I am to communicate the sanction of the Government of India to the estimate in question subject to the approval of the Board of Directors.

3. With regard to the allocation of the cost of the work, I am to say that the difference between the cost of the original girders in rupees as shown in the Company's books and the cost of the new girders as shown in rupees in the said books should be charged to Capital. A revised allocation statement should be submitted if necessary.

4. The sanction accorded in paragraph 2 of this letter has been registered as No. 1, Madras Railway, of 1892.

• ORDER—dated 23rd July 1892, No. 1792 R., Public Works.

• Communicated to the Consulting Engineer for Railways with reference to Proceedings, No. 1338 R., dated 26th May 1892.

2. This sanction has been registered as No. 17 R., dated 23rd July 1892.

(True Extract.)

(Signed) W. H. COAKER, Lieut.-Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
Examiner, Guaranteed Railway Accounts.
Editors' Table.

Exd. S. J. Pereira.
Spare Copies

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated July, 23rd.

Recd.

Encl.

G.O., 23rd July 1892, No. 1792 R.

JULY.

Rollavanka Bridge

Sanction of the Government of India to the estimate for substituting stronger girders, &c., for the — on the Madras Railway, communicated to the Consulting Engineer for Railways.

19TH OCTOBER 1892, No. 2493 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 20th August 1892, Nos. 2047-48 R., Public Works.

Read the following paper:—

MEMO. No. 618.

With reference to para. 3 of letter from the Government of India No. 759 R.C., dated 6th July 1892 (G.O., No. 1792 R., dated 23rd July 1892), sanctioning an estimate, amounting to Rs. 57,953, for substituting stronger girders, &c., for the Rollavanka bridge, the undersigned has the honour to solicit the orders of that Government on the following questions:—

Assuming the cost of the girders to be divisible as follows, the sterling cost being calculated in Indian currency at 1s. 10d. per rupee—

Revenue ...	...	...	...	...	...	...	...	...	Rs. 36,000
Capital ...	...	...	...	...	...	...	...	...	12,000
Total ...									48,000

is the Rs. 36,000 to be treated as a separate issue of English stores on Revenue account and therefore liable to the current rate of exchange, or is no exchange to be charged to the Company and the whole loss borne by Government in the same manner as if the girders were issued to Capital on construction account.

It is requested that the orders of the Government of India may be obtained on these points as the ruling on them will govern all future restorations.

MADRAS,

12th August 1892.

To the Joint Secretary to Government,
Public Works Department, Railway Branch.

(Signed) R. E. TOMLIN, Lieut., R.E.,
for Consulting Engineer for Railways.

Order—dated 20th August 1892, No. 2047 R., Public Works.

Ordered that the Government of India be addressed.

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Letter—from the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 20th August 1892, No. 2048 R.

I am directed to acknowledge receipt of your letter No. 759 R.C., dated 6th July 1892, sanctioning an estimate, amounting to Rs. 57,953, for substituting stronger girders, &c., for the Rollavanka bridge on the Madras Railway; and, with reference to

para. 3 thereof, I am directed to forward, for the orders of the Government of India, copy of a memorandum * from the Consulting Engineer for Railways, embodying certain questions with regard to the allocation of the cost of the work.

Read also the following paper :—

From the Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Secretary to the Government of Madras, Public Works Department, dated Simla, the 29th September 1892, No. 1088 R.C.

I am directed to acknowledge the receipt of your letter No. 2048 R., date 20th August 1892, requesting the further orders of the Government of India with regard to the allocation of the cost of substituting stronger girders, &c., for the Rollavanka bridge on the Madras Railway.

2. In reply, I am to say that it appears from the estimate submitted with your No. 1339 R. of the 26th May 1892 that the work consists of the substitution of girders, costing Rs. 48,240, for others, costing Rs. 45,179-5-11. The main work is consequently a work of substitution and only a small part is improvement, or in other words it is a Revenue work, towards which a small contribution is made from Capital.

3. The Government of India is therefore of opinion that the work must be treated in its entirety as a Revenue work, stores issued for the same being charged to Revenue at the half-yearly rate of exchange for all Revenue stores as laid down in Secretary of State's despatch No. 50 (Railway), dated 24th April 1879 (published under Government of India Resolution No. 171--77 A.—G.R. of the 4th June 1879), and that from the total expenditure a sum representing the difference at 1s. 10d. the rupee in the book value of the original and new girders should be transferred from Revenue to Capital.

4. The revised allocation statement asked for in para. 3 of Government of India letter No. 759 R.C., dated 6th July 1892, is awaited.

ORDER—dated 19th October 1892, No. 2493 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to Proceedings No. 2047 R., dated 20th August 1892.

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated October, 19th.

Recd.

Encl.

G.O., 19th Oct. 1892, No. 2493 R.

OCTOBER.

Rollavanka Bridge

Orders of the Government of India regarding the allocation of the cost of substituting stronger girders, &c., for the — on the Madras Railway, communicated to the Consulting Engineer.