

# Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 262R

DATED 7<sup>th</sup> February

[Despatch Abstract.]

Incidents. — Letter from the Director Genl of Railways on the subject of difference between the estimated Cost of stores as entered in State Railway — and the Secretary of State's estimates as given in the India office returns, Communicated to the Consulting Engineer for Railways and the Engineer in Chief, East Coast Railway, for information and guidance.

# BACK PAPERS.

| G.O. | No.     | Department. | Date.    | G.O. | No. | Department. | Date. |
|------|---------|-------------|----------|------|-----|-------------|-------|
|      | 1003    | R           | 20-10-85 |      |     |             |       |
|      | 678     | R           | 20-8-86  |      |     |             |       |
|      | 1113    | R           | 31-7-90  |      |     |             |       |
|      | 1738    | R           | 7-11-91  |      |     |             |       |
|      | 2699-70 | R           | 13-11-91 |      |     |             |       |

# FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |
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|      |     |             |       |      |     |             |       |
|      |     |             |       |      |     |             |       |

Enclosure to Director General of Railways' No. 61 S., dated 20th January 1893.

## ENGLISH INDENTS.

Under compliance during 1891-92, in which differences of over £100 exist between the amounts of the indents and the cost estimated by Secretary of State.

| INDENT.      |          | Railway.       | Total of indent. | Cost of indent as estimated by Secretary of State. | Increase. | Decrease. |
|--------------|----------|----------------|------------------|----------------------------------------------------|-----------|-----------|
| No.          | Date.    |                |                  |                                                    |           |           |
|              |          |                | £                | £                                                  | £         | £         |
| 5            | 17-6-91  | Burma          | 6,641            | 5,989                                              | ...       | 652       |
| 11           | 25-8-90  | " Mu Valley    | 25,000           | 23,215                                             | ...       | 1,785     |
| 6            | 13-5-91  | " "            | 1,000            | 1,137                                              | 137       | ...       |
| 17           | 3-12-90  | " "            | 9,750            | 14,175                                             | 4,425     | ...       |
| 15           | 26-11-90 | " "            | 11,700           | 9,223                                              | ...       | 2,477     |
| 4            | 28-1-91  | " "            | 24,000           | 23,180                                             | ...       | 820       |
| 5            | 11-2-91  | " "            | 420              | 316                                                | ...       | 104       |
| 4            | 5-8-90   | " "            | 2,250            | 2,423                                              | 173       | ...       |
| 2            | 17-2-91  | " "            | 3,210            | 2,971                                              | ...       | 239       |
| 5            | 10-11-90 | " "            | 18,245           | 13,377                                             | ...       | 4,868     |
| 1            | 24-4-90  | " "            | 5,650            | 6,492                                              | 842       | ...       |
| 14           | 14-10-89 | " "            | 111,049          | 136,113                                            | 25,064    | ...       |
| 9            | 19-12-91 | " "            | 16,143           | 14,527                                             | ...       | 1,616     |
| 9            | 22-4-91  | " "            | 25,400           | 22,046                                             | ...       | 3,354     |
| 15           | 1-9-91   | " "            | 4,452            | 4,073                                              | ...       | 379       |
| 3            | 4-5-91   | " "            | 1,668            | 1,361                                              | ...       | 307       |
| 1            | 20-1-91  | Eastern Bengal | 4,600            | 5,974                                              | 1,374     | ...       |
| 12           | 27-7-91  | " "            | 19,200           | 13,263                                             | ...       | 5,937     |
| 13           | 4-5-91   | " "            | 11,700           | 12,664                                             | 964       | ...       |
| 17           | 14-10-90 | " "            | 1,562            | 1,871                                              | 309       | ...       |
| 14           | 10-9-91  | " "            | 1,200            | 1,409                                              | 209       | ...       |
| 20           | 25-11-90 | " "            | 7,345            | 6,373                                              | ...       | 972       |
| 15           | 10-9-91  | " "            | 200              | 342                                                | 142       | ...       |
| 19           | 14-11-90 | " "            | 1,197            | 1,360                                              | 163       | ...       |
| 17           | 8-9-91   | " "            | 18,500           | 20,045                                             | 1,545     | ...       |
| 18           | 30-12-91 | " "            | 27,200           | 25,410                                             | ...       | 1,790     |
| 22           | 2-12-90  | " "            | 3,323            | 3,103                                              | 442       | 220       |
| 1            | 20-1-90  | " "            | 1,300            | 1,742                                              | ...       | ...       |
| 8            | 18-3-90  | " "            | 1,690            | 1,573                                              | ...       | 117       |
| Carried over |          |                | 365,675          | 376,077                                            | 35,749    | 25,317    |

## ENGLISH INDENTS.

Under compliance during 1891-92, in which differences of over £100 exist between the amounts of the indents and the cost estimated by Secretary of State—contd.

| INDENT. |          | Railway.        | Total of indent. | Cost of indent as estimated by Secretary of State. | Increase. | Decrease. |
|---------|----------|-----------------|------------------|----------------------------------------------------|-----------|-----------|
| No.     | Date.    |                 |                  |                                                    |           |           |
|         |          | Brought forward | £ 385,675        | £ 376,977                                          | £ 35,749  | £ 25,347  |
| 6       | 12-5-91  | Eastern Bengal  | 7,600            | 2,791                                              | ...       | 4,406     |
| 5       | 6-4-91   | " " "           | 4,100            | 24,934                                             | 154       | ...       |
| 7       | 1-6-91   | " " "           | 3,600            |                                                    |           |           |
| 8       | 1-6-91   | " " "           | 16,800           |                                                    |           |           |
| 12      | 19-8-90  | " " "           | 1,029            | 867                                                | ...       | 162       |
| 4       | 7-3-90   | Tishoot         | 6,616            | 2,467                                              | ...       | 4,149     |
| 1       | 24-7-91  | Umaia Colliery  | 3,267            | 2,576                                              | ...       | 691       |
| 1       | 9-3-91   | Warora "        | 7,332            | 6,541                                              | ...       | 790       |
| 2       | 26-6-91  | " "             | 655              | 1,023                                              | 368       | ...       |
| 1       | 3-1-91   | North Western   | 4,300            | 4,142                                              | ...       | 158       |
| 4       | 12-2-92  | " " "           | 1,700            | 1,475                                              | ...       | 225       |
| 4       | 6-2-91   | " " "           | 900              | 793                                                | ...       | 107       |
| 6       | 3-3-91   | " " "           | 3,600            | 4,355                                              | 735       | ...       |
| 9       | 30-3-91  | " " "           | 2,200            | 1,394                                              | ...       | 806       |
| 11      | 9-5-90   | " " "           | 1,979            | 1,842                                              | ...       | 136       |
| 12      | 7-6-90   | " " "           | 405              | 619                                                | 221       | ...       |
| 14      | 23-6-90  | " " "           | 5,763            | 7,860                                              | ...       | 905       |
| 18      | 6-5-90   | " " "           | 17,939           | 14,905                                             | ...       | 3,034     |
| 16      | 8-7-90   | " " "           | 40,064           | 38,076                                             | ...       | 7,988     |
| 23      | 21-10-90 | " " "           | 21,170           | 18,952                                             | ...       | 2,218     |
| 20      | 23-6-90  | " " "           | 4,773            | 4,909                                              | 226       | ...       |
| 29      | 27-10-90 | " " "           | 3,692            | 4,001                                              | 312       | ...       |
| 30      | 1-11-90  | " " "           | 1,118            | 557                                                | ...       | 561       |
| 31a     | 12-11-90 | " " "           | 126,931          | 113,512                                            | ...       | 13,392    |
| 34      | 22-12-90 | " " "           | 650              | 768                                                | 118       | ...       |
| 33      | 19-11-90 | " " "           | 239              | 370                                                | 131       | ...       |
| 23      | 30-8-90  | " " "           | 17,563           | 17,436                                             | ...       | 149       |
| 7b      | 19-3-90  | " " "           | 23,972           | 14,926                                             | ...       | 8,946     |
| 13      | 4-6-90   | " " "           | 4,747            | 4,806                                              | ...       | 141       |
|         |          | Carried over    | 709,609          | 672,912                                            | 38,014    | 74,711    |

## ENGLISH INDENTS.

Under compliance during 1891-92, in which differences of over £100 exist between the amounts of the indents and the cost estimated by Secretary of State—contd.

| INDENT. |          | Railway.            | Total of indent. | Cost of indent as estimated by Secretary of State. | Increase. | Decrease. |
|---------|----------|---------------------|------------------|----------------------------------------------------|-----------|-----------|
| No.     | Date.    |                     |                  |                                                    |           |           |
|         |          | Brought forward     | £ 709,609        | £ 672,912                                          | £ 38,014  | £ 74,711  |
| 10      | 1-4-91   | North Western       | 1,100            | 1,034                                              | ...       | 366       |
| 11      | 7-4-91   | " " "               | 500              | 609                                                | 309       | ...       |
| 12      | 7-4-91   | " " "               | 4,400            | 4,114                                              | ...       | 286       |
| 13      | 23-4-91  | " " "               | 3,500            | 2,726                                              | ...       | 774       |
| 14      | 2-5-91   | " " "               | 19,200           | 18,907                                             | ...       | 293       |
| 15      | 8-5-91   | " " "               | 5,000            | 4,663                                              | ...       | 335       |
| 17      | 28-5-91  | " " "               | 5,700            | 4,015                                              | ...       | 1,685     |
| 19      | 15-6-91  | " " "               | 21,200           | 14,724                                             | ...       | 6,476     |
| 21      | 15-7-91  | " " "               | 2,000            | 2,164                                              | 164       | ...       |
| 33      | 24-10-91 | " " "               | 4,900            | 6,860                                              | 1,960     | ...       |
| 34      | 9-12-91  | " " "               | 1,600            | 1,211                                              | ...       | 389       |
| 23      | 31-7-91  | " " "               | 2,100            | 1,930                                              | ...       | 170       |
| 36      | 15-12-91 | " " "               | 6,600            | 4,996                                              | ...       | 1,604     |
| 30      | 6-10-91  | " " "               | 600              | 875                                                | 275       | ...       |
| 1       | 12-6-91  | Dhond and Manmad    | 4,338            | 3,379                                              | ...       | 1,019     |
| 1       | 13-1-92  | Oudh and Rohilkhand | 24,500           | 23,150                                             | ...       | 1,370     |
| 3       | 31-5-90  | " "                 | 2,800            | 1,608                                              | ...       | 1,192     |
| 7       | 1-10-90  | " "                 | 34,000           | 24,332                                             | ...       | 10,268    |
| 5       | 9-9-90   | " "                 | 12,300           | 9,983                                              | ...       | 2,317     |
| 1       | 6-1-90   | " "                 | 27,000           | 29,366                                             | 2,366     | ...       |
| 6       | 9-9-90   | " "                 | 300              | 188                                                | ...       | 112       |
| 2       | 24-4-91  | " "                 | 7,200            | 6,327                                              | ...       | 873       |
| 2       | 15-4-90  | " "                 | 6,900            | 5,321                                              | ...       | 1,579     |
| 4       | 1-7-90   | " "                 | 4,900            | 3,736                                              | ...       | 1,164     |
| 3       | 23-7-91  | " "                 | 15,200           | 9,994                                              | ...       | 5,202     |
| 4       | 12-8-91  | " "                 | 7,300            | 6,217                                              | ...       | 1,083     |
| 9       | 11-9-90  | East Coast          | 338,000          | 369,050                                            | ...       | 18,950    |
| 10      | 18-8-90  | " K. B.             | 9,780            | 14,618                                             | 4,938     | ...       |
| 14      | 28-10-90 | "                   | 200              |                                                    |           |           |
|         |          | Carried over        | 1,333,637        | 1,244,595                                          | 47,126    | 1,22,018  |

## ENGLISH INDENTS.

Under compliance during 1891-92, in which differences of over £100 exist between the amounts of the indents and the cost estimated by Secretary of State—concl'd.

| INDENT. |          | Railway.                                             | Total of indent. | Cost of indent as estimated by Secretary of State. | Increase. | Decrease. |
|---------|----------|------------------------------------------------------|------------------|----------------------------------------------------|-----------|-----------|
| No.     | Date.    |                                                      | £                | £                                                  | £         | £         |
|         |          | Brought forward                                      | 1,333,687        | 1,244,595                                          | 47,126    | 132,218   |
| 3       | 14-1-91  | East Coast K. B.                                     | 74,000           | 82,447                                             | 8,447     | ...       |
| 20      | 4-11-91  | "                                                    | 101,500          | 107,662                                            | 6,162     | ...       |
| 1       | 14-1-91  | " K. B.                                              | 1,650            | 1,835                                              | 185       | ...       |
| 13      | 6-10-90  | "                                                    | 4,600            | 3,607                                              | ...       | 933       |
| 8       | 22-4-91  | " K. B.                                              | 220              | 909                                                | 689       | ...       |
| 11      | 13-7-91  | " K. B.                                              | 9,400            | 8,904                                              | ...       | 3,416     |
| 12      | 13-7-91  | "                                                    | 97,500           | 76,014                                             | ...       | 21,456    |
| 7       | 7-7-90   | Sind Pishin (Chaman Extension) North Western Railway | 350              | 216                                                | ...       | 134       |
| 16      | 14-10-91 | Peshawar—reserve                                     | 26,700           | 22,394                                             | ...       | 4,306     |
| 19      | 7-10-91  | Bengal-Assam (Northern section)                      | 95,000           | 98,463                                             | 3,463     | ...       |
| 21      | 4-11-91  | Mari Attock                                          | 66,000           | 54,755                                             | ...       | 11,245    |
| 25      | 12-12-91 | Mushkaf Valley (Bolan)                               | 16,100           | 13,613                                             | ...       | 2,347     |
| 23      | 18-11-91 | Lucknow-Rae Bareilly-Jaunpur                         | 46,000           | 42,069                                             | ...       | 3,931     |
|         |          | TOTAL.                                               | 1,872,607        | 1,758,673                                          | 66,192    | 180,096   |
|         |          | Net decrease                                         | ...              | ...                                                | ...       | 113,934   |

NOTE.—At the average rate of exchange for 1891-92 (i.e. 473.33812d. per rupee) this net decrease of £113,934 = Rs. 16 lakhs.

No. 61 S.

FROM

THE DIRECTOR GENERAL OF RAILWAYS,

To

THE MANAGER, NORTH WESTERN RAILWAY.  
THE MANAGER, OUDH AND ROHILKHAND RAILWAY.  
THE MANAGER, EASTERN BENGAL STATE RAILWAY.

Calcutta, the 20th January 1893.

Differences between the estimated cost of stores as entered in state railway indents and the Secretary of State's estimates as given in India Office returns.

SIR,

A comparison which has been made, has shown, that in many instances great differences occur between the estimated figures entered in state railway indents on England sent forward from this Country, and the prices of the stores as estimated by the India Office. I have the honour, therefore, to invite your attention to the following observations, in order, as far as possible, to avoid lapses of grant resulting from larger sums than are necessary being reserved to meet anticipated English outlay.

2. The accompanying statement shows all differences over £100 which have been noticed in connection with indents on England which were under compliance during the year 1891-92.

3. The prices entered in indents appear to have been for the most part based on imperfect data, and the excess over the Secretary of State's estimates must be mainly ascribed to the fact that the trade prices of 1889 (on which the indents of 1890 and 1891 were framed) were unusually high.

4. Much has, however, been lately done towards communicating to indenting authorities, the latest contract rates for state railway stores by the publication more regularly than formerly of the Director General of Railways' annual rate lists, and by the issue, quarterly, of statements showing the latest prices paid by the India Office for the principal kinds of materials required for railway construction and maintenance.

I would request your special attention to these publications which it is hoped will enable you to price your indents more correctly than has hitherto been possible.

5. At the same time, your attention is particularly drawn to the monthly returns of stores under provision by the Director General of Stores, copies of which are supplied direct to each state railway administration (both construction and open lines). These returns show in the column provided for the purpose, "the contract prices" at which the stores are being supplied, and a comparison between these prices and the estimated cost as given in the indents will readily show whether the sums reserved are sufficient or otherwise, and will thereby enable you to address the Director General of Railways monthly with reference to the readjustment of the provision for English expenditure with the view of this information being laid before the Government of India.

F. W. CURRENT No. 907

In making provision for English outlay it should be borne in mind that English sterling prices are to be converted at two shillings to the rupee, exchange being provided for as Indian outlay in the manner laid down in Government of India Circular No. 8 R. of 1892.

6. The procedure suggested above will, it is hoped, reduce to a minimum lapses of grants due to excessive provision for English outlay.

I have the honour to be,

SIR,

Your most obedient servant,

F. B. HEBBERT,

for Director General of Railways.

Document accompanying.

Statement of English indents.

No. 62 S.

Joint Secretary to the Government of Madras,  
Public Works Department, Railway Branch.  
Secretaries to Chief Commissioners, Central Pro-  
vinces, Burma and Assam, Public Works Department.

Copy forwarded to the local govern-  
ments and administrations noted on the  
margin, for information and communica-  
tion to the authorities concerned.

Recd: 1.2.93

F. B. Hebbert

for Director General of Railways.

To  
The Joint Secretary to the Govt of Madras  
Public Works Department, Railway Branch

No. 262 R 7-2-93.

No 1003 R 20-10-85  
- 678 R - 20-8-88  
- 1113 R - 31-7-90  
- 1738 R - 7-11-90  
- 2699 R - 13-11-91  
- 2975-6 R - 10-12-91  
- 2869 R - 30-11-92

1891 5th 11th 1/2

Communicated to the

Consulting Engineer for Railways  
and to the Engineer-in-Chief  
Great Railway for information  
and guidance with reference to  
Prop. No. 2869 R dated 30 November 1892.

G. L. P.

1895 R

To the Consulting Engineer for Railways

Engr. in Ch. G. R. Co. Madras

G. I. C. P. O. No. 880, P. W. D., -25.1.93-200.-S. J. D'S.

Engr. in Ch. G. R. Co. Madras

Engr. in Ch. G. R. Co. Madras

26/11/93

2/12-1893-93 J.C. 1/12