

16.2.68 176/68

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 695. *Py*

DATED 23rd June 1899.

80

2

[Despatch Abstract.]

Fencing

Sanction accorded to the estimate amounting to Rs 22,887 for substituting wire for aloe — on the South West & North West lines of the Madras Railway.

Government {1899} of Madras.
PUBLIC WORKS.

} 1899.

Spare copies

G.O., No. 695 Ry., 23rd June 1899.

JUNE.

Fencing

Sanction accorded to the estimate, amounting to Rs. 22,887, for substituting wire for aloe — on the South-West and North-West lines of the Madras Railway.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 29th May 1899, No. E. 817/604.

I have the honour to forward, herewith, an estimate for substituting wire fencing for aloe fencing on the South-West and North-West lines and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 22,887, chargeable in the proportion of Rs. 14,655 to Capital and Rs. 8,232 to Revenue.

2. A statement showing the details of calculation of the Revenue portion of the estimate is also enclosed.

3. Information as to provision in the budget and date on which sanction will lapse is given on the estimate.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Ootacamund, 6th June 1899, No. 81/O.

I see no indication in your letter No. E. 817/604, dated the 29th May 1899, that in making proposals for the allocation of 16 miles of wire fencing to Capital, you have given due consideration to paragraph 4 of the Government of India's letter, a copy of which reached you under cover of G.O., No. 73 R., dated the 1st February 1897.

2. It seems to me that a proposal to substitute wire for aloe over a 16-mile section of an 800-mile line of railway may very well be looked on as the sort of gradual replacement contemplated by the Government of India.

3. Before advising Government, I shall be glad to learn what you have to say on the subject.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 10th June 1899, No. E. 817/677.

In reply to your letter No. 81/O. of the 6th instant, I have the honour to inform you that the estimate has been prepared and allocated after giving due consideration to the letter of the Government of India to which you refer. This estimate is for the fencing to be erected during the ensuing half-year and represents only a small proportion of the expenditure to be incurred in future throughout the line. Estimates for this expenditure will be submitted in due course.

ORDER—No. 695 Ry., dated 23rd June 1899.

The estimate, amounting to Rs. 22,887, chargeable in the proportion of Rs. 14,655 to Capital and Rs. 8,232 to Revenue, for substituting wire for aloe fencing on the South-West and North-West lines of the Madras Railway, is sanctioned.

2. This sanction has been registered as No. 6 R. of 1899-1900.

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts, Madras.
" Consulting Engineer for Railways.

Brd. T. K. Narayana Aiyangar.

RAILWAY.

Government { 1897 } of Madras.
PUBLIC WORKS.

Recd.

1897.

Enclosures

Regd.

Spare copies

G.O., No. 73 R., 1st February 1897.

FEBRUARY.

Allocation of Expenditure

Government of India letter replying to certain questions regarding the — incurred on new works, &c., on Guaranteed Railways between Capital and Revenue, communicated to the Agents, Madras and South Indian Railways, and to the Examiner of Railway Accounts.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

- From the Agent and Manager, Madras Railway, dated 31st March 1896, No. E. 531/261.
 „ Agent, South Indian Railway, dated 8th April 1896, No. 301.
 „ Agent and Manager, Madras Railway, dated 16th April 1896, No. E. 531/309.
 To the Agent, South Indian Railway, dated 16th April 1896, No. 1196.
 „ Agent and Manager, Madras Railway, dated 1st May 1896, No. 1381.
 From the Agent, South Indian Railway, dated 6th May 1896, No. 381.
 „ Agent and Manager, Madras Railway, dated 7th May 1896, No. E. 531/372.
 To the Agent, South Indian Railway, dated 1st July 1896, No. 81/0.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 15th July 1896, No. 610 R.

I am directed to refer to you the following questions for orders regarding the allocation of expenditure incurred on new works, &c., on Guaranteed Railways between Capital and Revenue.

2. *Case I.*—A new work is proposed (such as the improvement of the accommodation for booking, and sheltering passengers or goods, at a small station where traffic is developing), which involves dismantling a certain amount of existing work and building new work. Under ordinary circumstances, the original cost of the dismantled work and the cost of dismantling it would be allocated to Revenue, which would also be credited with the value of the materials obtained, and the difference between the above and the total cost of the whole work would be charged to Capital. But on making the estimate, it is found that the share chargeable to Capital under the above principle is less than Rs. 1,000, the limit fixed by Circular No. V Ry. of 26th February 1889, as that below which work should not be charged to Capital, but should be considered as new minor works and charged to Revenue. The cost of the whole work is more than Rs. 1,000. How should the expenditure be allocated?

3. The case which gave rise to the above question occurred on the Madras Railway, and the Agent and Manager allocated the estimate thus: Capital Rs. 664, Revenue Rs. 612; total Rs. 1,276. The Government Examiner considered that the circular quoted applies equally to a separate new work, and to new works undertaken conjointly with Revenue, and that its object was to prevent petty additions to the Capital accounts, and that where a large portion of the cost of a work is admittedly chargeable to Revenue, there is rather more reason why any petty additional new work should be transferred to that account than when such work is carried out separately by itself, even if the cost of the whole exceeds Rs. 1,000.

4. The Officiating Consulting Engineer concurs in the above view; and though

Provided, nevertheless, that any item of expenditure properly chargeable to Capital in accordance with this principle on any part of the open system, shall from time to time, if not exceeding Rs. 1,000, be classed as a "minor work," and be charged to working expenses within a maximum amount in each half-year of Rs. 15 per open line of railway.

the wording of the circular quoted is not clear on the point, still he considers that the provision in paragraph 64 of the Contract between the Secretary of State and the South Indian Railway Company, dated 24th November 1890 (copy of extract attached in the margin) sufficiently shows the intention of the Government of India, and he desired the Agent and Manager to allocate the estimate to Revenue. That gentleman, however, objects on the ground that in time past the cost of similar works has, in certain cases, been divided between Capital and Revenue, even though the Capital share has been less than Rs. 1,000. The matter is therefore referred for the orders of the Government of India.

5. *Case II.*—A number of independent works of similar character are proposed simultaneously at a number of different places; these cost individually less than Rs. 1,000 at each place, but in the aggregate they amount to more than that sum. Should they be lumped together and sanctioned against Capital, or should they be considered individually (even if actually sanctioned simultaneously) and charged against Revenue?

6. The case on which this question arose was a number of new quarters for menials required at a number of small stations on the Madras Railway hitherto insufficiently provided therewith. The Agent and Manager says that these form part of a general scheme for improving the housing of the staff at the rate of so many units per annum. But the Officiating Consulting Engineer considers that (after the completion schedule of a railway has been passed) the requirements of each station should be considered separately on its own merits, and that if at any station the cost of petty additions to existing accommodation does not exceed Rs. 1,000, it should be considered as a new minor work chargeable to Revenue. The matter is therefore submitted for the orders of the Government of India.

7. *Case III.*—It is found that the aloe fence on the Madras and South Indian Railways is not satisfactory, as gaps are frequent in it even where the soil is suitable for its growth; and in any case it always dies after flowering when about twenty-five years old and has to be renewed. Consequently, it has had to be supplemented, and is gradually being superseded, by wire-fencing. How should the cost of the wire-fencing be allocated?

8. The original cost of the aloe-fencing is variously stated as from Rs. 2-12-0 to Rs. 4-8-0 per chain of 66 feet, one side only. The wire-fencing, five wires with rail standards, is estimated to cost about Rs. 17 per chain of 66 feet, one side only. Of course, the aloe fence takes a good deal of labour to keep in order, but as this is done by the maintenance gangs; its money value cannot be stated.

9. The practice on the Madras Railway has hitherto been to do the wire-fencing gradually, and to charge it to Revenue. The Officiating Consulting Engineer considers this practice correct. The Agent, South Indian Railway, however, considers that the difference between the present cost of the new fence and the original cost of the old one (i.e., approximately Rs. 14 per chain of 66 feet, one side only), should be charged to Capital. The Officiating Consulting Engineer considers this to be inadvisable, as the work is simply a substitution of one form of fence for another, and although the second form costs more than the first, still it is of a more permanent character and less costly to maintain. The matter is therefore submitted for the orders of the Government of India.

10. I am directed to add that it appears to His Excellency the Governor in Council that the tendency which is often displayed by Railway administrations in endeavouring to charge to Capital many things which, as in the above examples, might very reasonably be borne by Revenue, indicates a short-sighted policy; and, further, that it would be better if Railway administrations would use their revenue for the improvement of their property more largely than is customary in India, rather than increase their Capital account (except of course for *real extensions*, and not mere *improvements*, of the original project, e.g., additions to plant, rolling stock, sidings, &c., called for by increase of traffic) for all future time.

From the Agent, South Indian Railway, dated 2nd September 1896, No. 797.

From the Secretary to the Government of India, Public Works Department (Account—Railway), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, the 11th January 1897, No. 27 A.R.

I am directed to acknowledge the receipt of your letter, No. 610 R., dated 15th July 1896, referring, for the orders of the Government of India, certain questions regarding the allocation of expenditure incurred on new works, &c., on Guaranteed Railways, between Capital and Revenue.

2. In reply, I am to observe as follows:—

Case I.—The view taken by the Government Examiner and Consulting Engineer is correct, as the limit of Rs. 1,000 below which works of a capital nature are chargeable to Revenue as new minor works, should be applied to the Capital share of the estimate in such cases and not to the total cost of the work.

Case II.—The question of the extent to which grouping of works in one estimate for the purpose of allocation of the cost between Capital and Revenue is permissible depends so much on the circumstances of each case that the decision to a very great extent must be left to the discretion of the sanctioning authorities on a consideration of the connection of the several works with one another. As a general indication of the principle to be followed, I am to say that similar works, whether at the same station or at several stations, may properly be grouped, as, for instance, additional signalling arrangements required at the same time and at a number of stations, also additional sleepers of bridges where the cost for each bridge may be small but in the aggregate amounts to a large sum. The grouping of items is also permissible at times in the case of works not of a similar kind, but connected by the same general idea, as, for instance, the construction of additional quarters for staff and additions to station buildings rendered necessary by the growth of traffic. It should, however, be understood that while the Government of India will not insist on the separation of items of work which can be shown to have a reasonable connection with one another, there must not, on the other hand, be any undue grouping of items which are clearly chargeable to Revenue. There is no objection to this discretion being exercised by the Consulting Engineer in respect of estimates within his power of sanction, on the understanding that in any case which seems open to doubt, or, in which the Government Examiner does not concur in the Consulting Engineer's view, the matter should be referred for the orders of the Government of Madras, or, if necessary, for the orders of Government of India.

Case III.—As the substitution of wire-fencing for the aloe-fencing appears to be a substantial improvement, the increased cost of the former on the original cost of the latter is a legitimate charge to Capital, but at the same time the Government of India consider that the practice stated to have hitherto been followed on the Madras Railway of putting up the new fencing gradually at the cost of Revenue is a good one, which might well be continued. Where, however, the substitution is made on a large scale which would involve an excessive charge against Revenue, Capital may be debited with the increased cost of the improvements.

ORDER—No. 73 R., dated 1st February 1897.

Communicated to the Agents, Madras and South Indian Railways, and to the Examiner of Railway Accounts for information and guidance.

(True Extract.)

(Signed) F. D. FOWLER,
Offg. Joint Secy. to Govt.,
Railway Branch.

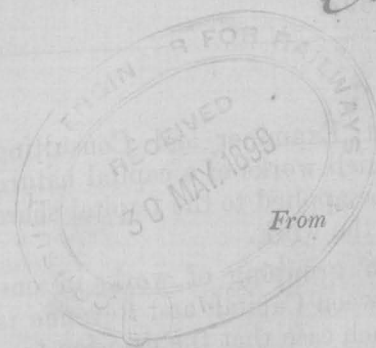
To the Agent and Manager, Madras Railway.
" Agent, South Indian Railway.
" Examiner of Railway Accounts.

No. 604

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 29th May 1899



The Agent and Manager,
Madras Railway

To

The Consulting Engineer for Railways,
Madras

SIR,

I have the honor to forward herewith an estimate for substituting wire fencing for aloe fencing on the South West and North West Lines and to request that the sanction of Government may be conveyed to me for the required outlay, Rs 22,887, chargeable in the proportion of Rs 14,665 to Capital and Rs 8,222 to Revenue.

A statement showing the details of calculation of the revenue portion of the estimate is also enclosed.

Information as to provision in the budget and date on which sanction will lapse is given on the estimate.

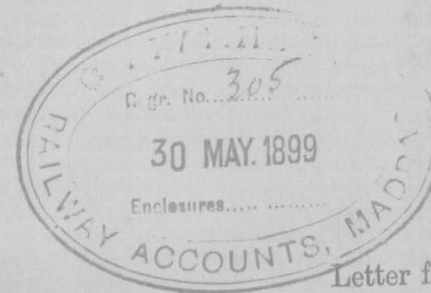
I have the honor to be,

Sir,
Your most obedt. servant,
Ernie S.M.V.S.
Agent & Manager

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 30th May 1899.

No. 1694.

OFFICE NOTE.



Letter from the Agent, Manager Madras Railway, No. 8817/604, dated 29th May 1899, forwarded to the Examiner of Railway Accounts for favor of check as to allocation and credit provision.

Alk
30.5.99
for E. R.

To E.R. for orders.

Is this renewal on so large a scale as to form an excessive charge against Revenue, and be therefore chargeable to Capital? See G.I. No 27. AR. page 4. Para 4

Alk
1.6.99

EXAMINER'S REPLY.

The estimate is correct as to allocation (but please see para 4 of G. of L. No 27 AR. of 11-1-97, M.G. 73 R of 1-2-97) and requires the sanction of the Local Govt.

Funds for the capital portion are available from the grant for unsanctioned works, Schedule B, the Budget for 1899-1900.

Alk 31.5.99

Alk
31.5.99

Madras, Coorg Hill 6th June 1897.

From

THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS,

Reminders.

To

THE AGENT AND MANAGER, M. Ry.

~~S. I. Ry.~~~~H. H. THE N. G. S. Ry.~~~~S. M. Ry.~~~~ENGR.-IN-CHIEF, B. M. Ry.~~~~MANAGER, E. C. Ry.~~Reply No. 2.817
672
dated 10-6-97

SIR,

I am in receipt of your letter No. 2.817 dated the 29th May 97 that in making proposals for the alteration of 16 miles of line from the Capital, you have given due consideration to the fact of the Lodi's letter in reply of which reached you under cover of G.O. No. 73-B dated the 1st July 97.

2. It seems to me that a proposal to substitute wire for steel on a 16 mile section of an 800 mile line of railway may very well be looked on as the sort of gradual replacement contemplated by the fact of Lodi.

3. Before arriving at a decision I shall be glad to know what you have to say on this subject.

I am, Sir,
Yours,
J. K. S.
7/6/97

6/6/97
The Manager's Office

(No. 1)
No. 6817
677

5000-15-3-88.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 10th June 1899.

From

The Agent and Manager,

Madras Railway Company,

The Consulting Engineer for Railways,

Madras.

E. R.
I believe is the
case, the M. R. intend
to go in largely for
wire fencing in place
of above the allocation
is correct - see flag T
last para of Ld's letter
15.6.99.

In reply to your letter N^o. 81 of the
6th instant, I have the honor to inform
you that the estimate has been prepared
and allocated after giving due consideration
to the letter of the Government of India to
which you refer. This estimate is for the
fencing to be erected during the ensuing
half year and represents only a small
proportion of the expenditure to be incur-
red in future throughout the line. Esti-
mates for this expenditure will be sub-
mitted in due course.

I have the honor to be,
Sir,

Your most obed^t. Serv^t,

Edmund.

The Agent & Manager.

Sent
7/6
M

Inc. nil.

Papers to be read in Proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

E.R. Current No. 2737 of 1899, dated 30-5-99, from AM
 do E.R. letters to H.M. No 87 of 6-6-99
 do " " 3007 " 1899, " 12-6-99, " AM
 " " " " 189 , " , "

ORDER.

No 695. Dtd 23/6/99

Sanction is accorded to
 The estimate amounting
 to Rs 22887/chargeable in
 the proportion of Rs 14,655 to
 Capital and Rs 8,232 to Revenue
 for erecting wire fencing
 for along fencing on the Park
 West and North West Lines of
 the Railway is sanctioned.—
 2. This sanction has been
 registered as W.B.R. 7 1899-1900.

2. The Agents & Managers
 a. Executives & Managers
 c. Cur. Engrs for Rg.

Subd in the
 19.6.99.
 for DR

Prepare form for own signature
 time.

Despatched on 4/7/99

19/6/99

19/6/99

19/6/99