

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 717. Ry

DATED 30th June 1899

[Despatch Abstract.]

Review of the Stores transactions, S. Ry.

Coming to the Agent for info. + guidance, letter from the Govt. of India requesting that the —
hitherto submitted with appendices A + B may
in future be submitted yearly with forms G. 35
(a), (b) + (c), + that appendices A + B may be
discontinued.

Government {1899} of Madras.
PUBLIC WORKS.

Spare copies

JUNE.

Communicating to the Agent, South Indian Railway, for information and guidance, letter from the Government of India requesting that the — hitherto submitted with Appendices A and B may in future be submitted yearly with Forms G35 (a), (b) and (c) and that Appendices A and B may be discontinued.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 24th August 1896, No. 373 R.S.

I am directed to forward herewith a note reviewing the stores transactions of the * * * railway for the half-year ended 31st December 1895, together with Appendices A and B thereto, and to request that the stores transactions of the railways under the control of the Government of Madras, may be similarly investigated, the reviews thereon being submitted for the information of the Government of India.

2. The notes and statements should be prepared by the Examiner or Auditor of each railway.

ENCLOSURES.

NOTE on the Statement of Stores Transactions of the _____ Railway for the half-year ended 31st December 1895.

The value of stores in charge of the Chief Storekeeper, distributed over the various classes, stood at Rs. 19,86,801-9-0 at the close of the half-year ended 31st December 1895 against an opening balance on 1st July of Rs. 24,17,403.

The decrease during the half-year thus amounted to Rs. 4,30,601-7-0 * against a decrease, as shown in the general books, of Rs. 4,90,248-14-0.

The details of the differences between the priced stores, ledgers and the general books at these periods will be found in Appendix A to the statement of stores transactions. It will be seen that the untraced difference on 31st December 1895 between the two sets of books was only Rs. 694-7-0.

2. The issue of a half-yearly detailed statement of stores transactions has facilitated considerably the examination of our stores balances and has given us a clearer insight into the transactions generally.

In the subjoined remarks I have, accordingly, been able to comment on the most important features of our stock, class by class, to bring out the points that have received attention and to indicate the direction in which an examination of our stocks may prove conducive to a reduction of our balances to, and their maintenance at a reasonably low figure. Many items of minor importance have necessarily been omitted, as I have dealt only on broad lines with the points which seem to require the attention of the Chief Storekeeper and consuming departments.

3. In bridgework (Class A) much has been done towards bringing the value of the stores within market rates. A sum of Rs. 1,53,961-7-0 has already been written off the ledgers, and a further depreciation of about Rs. 47,000 will shortly be charged off.

Proposals are being made as to the final heads of account debitable with this large depreciation of over two lakhs, which, pending sanction, will be held in suspense.

Though the stores account will thus be relieved of a very considerable debit, the fact should not be lost sight of that the major portion of this material has been scrapped and, though largely reduced in value, that the scrap will still be represented on our books by a debit of over Rs. 70,000.

In regard to the necessity for so large a balance of bridgework, even after allowing for the writes-off mentioned above, I am not in a position to offer an opinion, owing to the demands which may be made on our stock consequent on monsoon damages. The Chief Engineer might, however, examine the stocks and report whether the reserves are susceptible of reduction.

* For details see Appendix B of the statement of stores transactions.

4. In Engineer's Plant (Class B) a very great portion of the debit is attributable to items which have been in stock for a considerable time.
The following items have already received attention, viz.:—

		Value.
	RS. A. P.	
Page 10—Apparatus, diving pumps, air ...	No. 8... 4,118 10 0	
" 11—Pneumatic apparatus ...	2 sets... 2,820 14 0	

The former are, I understand, to be reduced to scrap rate, and the latter are to be sold. Attention might be directed, however, to the stock of "engine-pumping fittings" (pages 10 and 11), of "jackets wrought iron" (page 11), and of "pile engine frames, old," in the depot, which have also been in hand for years without being operated upon.

With the disposal of these articles, the value of stores in class B would be reduced by about one-half.

5. The balance in Workshop Machinery (Class C) may be considered fairly reasonable. But even here, there is a stock of useless material which has been burdening our books for years.

Arrangements have already been made for the disposal of a great portion of the "duplicate parts of machinery" (pages 13 and 14) and of the "Pulleys, Weston's patent, 5 cwt." (page 14). I would, however, invite attention to the "tool-holders for cutting piles" which have been in stock since 1892 without being used.

6. The balance of our Permanent-way stock (Class D) cannot, I think, be considered excessive, except perhaps as regards the reserve stock of crossings, and it is for the Chief Engineer to say whether he considers the balances too large.

There are a few items classed as "incomplete," the most notable of which are the nine "switches or points—line," and the seven "switches or points three-throw," valued at Rs. 1,025-14-0 and Rs. 1,090-1-0, respectively. These are very old stock, and it might be noted for guidance whether they can be utilized.

The old rails are, I understand, to be kept for fencing purposes, and the "fish plates, ordinary," appearing under "old stores" (page 21) are to be retained for re-manufacture in the rolling mill recently erected by the Locomotive and Carriage Superintendent. The progress of issues for these purposes will be watched by this department.

7. Our balance of Rolling-stock (Class E) requires serious attention. The present heavy balance appears to have been caused by a tendency in the past to indent for more material than could possibly be used up within a reasonable period.

The following statement giving the stock in hand on 31st December 1895, with remarks as to the consumption, will bear this out:—

Page.	Particulars.	Balance on 31st December 1895.	Remarks.
		RS. A. P.	
23	Axle boxes, gun-metal, for engines..	8,229 2 0	The consumption during the whole of 1895 was only Rs. 10,774-5-0. It does not seem necessary to always have about nine months' stock on hand, as is done in the case of this material.
"	Axles, carriage and wagon, 10 ton or 3½" journal.	12,410 7 0	The consumption during the two years 1894 and 1895 was only Rs. 7,050.
"	Axles, steel, straight, for carriage and wagon, 4½" journal.	1,211 5 0	First stock received in April 1894. Since then to 31st December 1895 the issues amount to only Rs. 129-2-0.
"	Axles, crank, for engines, M. I. and L class.	15,260 2 0	For the four years commencing 1st January 1892 and ending 31st December 1895 the consumption was only Rs. 7,636-11-0.
29	Carriage fittings, I.R., cushions or pads No. 3.	3,159 8 0	The consumption for the two years commencing 1st January 1894 was only Rs. 1,077-11-0.
37	Hinges, antifriction, 2¼" for carriage door, Deffries' patent.	8,236 8 0	The consumption during 1895 was only Rs. 2,129-14-0. The balance on the 1st July 1895 was already large, viz., Rs. 4,123-13-0, but a further supply of Rs. 4,783-2-0 was received during the half-year ended 31st December 1895 and only Rs. 670-7-0 issued.
"	India-rubber buffer draw springs, 4½" × 1½" × 4½".	2,538 3 0	The consumption during 1895 was Rs. 92-4-0 only. The balance on 1st January 1895 was Rs. 1,267-15-0, but still stock to the extent of Rs. 1,362-8-0 was obtained in 1895.
38	Chain coupling, 2 links ..	2,535 7 0	Consumption during 1895 was only Rs. 80-7-0.
"	" safety, with hook end ..	8,473 10 0	The consumption during 1895 was only Rs. 567-7-0. The balance on 1st January 1895 was Rs. 4,971-12-0, yet stock of the value of Rs. 4069-5-0 was received from 1st January 1895 to 31st December 1895.
"	" link end ..	7,538 0 0	Consumption during 1895 was only Rs. 153-1-0. The balance on 1st January 1895 was Rs. 4,321-9-0, which would appear to have been more than ample. Yet this was increased by a fresh receipt during 1895 of Rs. 3,369-8-0.
39	Lever brake ..	1,083 15 0	Consumption during 1895 was Rs. 325-4-0.

Page.	Particulars.	Balance on 31st December 1895.	Remarks.
40	Shackles for coupling chain ..	Rs. 6,111 A. P. 5 0	Consumption during 1895 only Rs. 248-7-0 against a receipt of Rs. 528-6-0. The balance on the 1st January already stood at the high figure of Rs. 5,831-7-0.
"	Washers, square and round, for safety chain.	1,845 13 0	Issues during 1894 and 1895 aggregate only Rs. 223-9-0.
41	Knees, corner, body ..	9,374 7 0	Consumption in 1895 was Rs. 105-12-9 only.
"	Doubtful plates, capping end, for high-sided wagon.	2,443 7 0	This was not operated upon at all during 1895, and during 1894 the issues amounted only to Rs. 8-15-0.
42	Locks, carriage, private, Colonel Wethered's pattern.	8,522 3 0	The issue during 1894 was Rs. 2-9-0 and during 1895 Rs. 89-5-0 only, allowing for a write-back of Rs. 68-6-0.
"	Lubricators, eight feed ..	2,003 5 0	Consumption during 1895 was Rs. 709-7-0.
44	Rollers, cast-iron ..	1,210 15 0	These have not been operated on since 1894.
"	Springs, bearing, wagon, 3' 10", 14 plates, shoe end.	6,804 14 0	These were received in April 1894. The issues during 1894 amounted to Rs. 1,262-8-0 and in 1895 to Rupees 618-10-0.
"	Springs, conical or buffer, brown ..	7,721 6 0	Consumption during 1895 was Rs. 3,906-1-0; the receipts during that year amounted to Rs. 7,819.
45	Springs, spiral, Timmis' patent, 12" X 6" X 4 1/2" X 2 to 3 hole.	1,748 14 0	This has not been operated upon since 1st January 1894.
"	Springs, spiral, Timmis' patent, for buffers, 5 1/2" long.	1,870 2 0	No issues were made in 1894, and only Rs. 171-3-0 in 1895.
"	Springs, volute, draw, for carriages, 7 1/2".	5,551 7 0	The issue during 1894 was Rs. 74-11-0 and during 1895 "nil."
48	Tyres, steel, loco., 3' 4 1/2" ..	2,368 9 0	This same balance existed on 1st January 1894.
"	" for carriage and wagon, 3' 1 1/2".	2,789 14 0	These were received in 1894, and no issues have yet been made.

Only the most important of the items have been dealt with in the above statement, the total of which comes to the very significant figure of Rs. 1,26,042-12-0, and there seems to be enough evidence to show that the balance might be kept at a much lower figure by judicious indenting. If there are any reasons for keeping such continuous large balances on hand, they should be stated for the future guidance of this department.

From the following items of spare parts of locomotive engines (page 33) no issues have been made for over two years:—

Particulars.	Balance on 31st December 1895.
Plates, copper, B. G., fire-box, tube, flanged, B Class ..	Rs. 859 A. P. 2 0
Do. do. do. E do. ..	1,482 5 0
Do. do. do. K do. ..	1,916 11 0
Do. do. back, flanged, B do. ..	420 2 0
Do. do. do. K do. ..	730 6 0
Do. do. do. L do. ..	869 8 0
Do. fire-box, crown, plain, K Class ..	286 6 0
Do. do. side do. K do. ..	870 11 0
Do. 13' 6" X 4' 2" X 1/2" ..	2,522 9 0
Do. 13' 4" X 3' 10 1/2" X 1/2" ..	1,434 15 0
Do. 12' 6" X 4' 6" X 1/2" ..	1,475 4 0
Do. C, S, P, J, and L Class ..	4,042 5 0
Do. new tank, flanged, B Class ..	553 7 0
Do. iron B. G., smoke box, tube, flanged, A Class ..	1,022 15 0
Do. do. do. B do. ..	236 3 0
Do. do. do. K do. ..	431 12 0
Do. B. G., fire box, crown and side, plain, D and F Class ..	1,093 13 0
Total ..	20,248 6 0

The small issues made from the other items included under spare parts of locomotive engines seem to indicate that the stock in hand is out of all proportion to our requirements.

It is evident from our verifiers' marks that most of this material has been in stock from three to six years, and there is reason to believe that the date of purchase extends even much further back.

The Locomotive Department should, I consider, state how it is proposed to utilize this material.

The large stock of "ferrules" (page 34) and of "tubes, brass" (pages 47 and 48), are receiving attention, and progress in the reduction of these balances will be reported on.

In addition to the stock commented on above, there are minor items of obsolete and surplus stores requiring the attention both of the Locomotive and Stores Departments.

8. The balance of Rs. 64,146-4-0 under "Station Materials and Fencing" (Class F) is much larger than our requirements necessitate.

"Roofing," to which reference was made in my note on the statement of stores transactions for the half-year ended 30th June 1895, represents nearly Rs. 35,000 of the total value.

Much of the material having been in stock for years without being utilized, it has been proposed to reduce the major portion of it to scrap rate. Some portion is, I understand, about to be indented for by the Chief Engineer.

Attention has also been given to the old stock of odd parts of turntables, and these may shortly be expected to be disposed of.

I would, however, further invite attention to the stock of cast-iron pipes which have been lying unutilized in the —depot for some years. The three principal items are—

	RS.	A.	P.
Pipes, cast-iron, spigot and socket, 9' 9" ..	925	0	0
" " " " second hand, doubleflanged, 9' x 4" ..	2,067	0	0
" " " " spigot and socket, 9' x 4" ..	720	10	0

It seems to me that our normal stock of station materials and fencing should not exceed Rs. 20,000 to Rs. 25,000.

9. In classes Ga (tools), Gb-1 (hardware, copper, tin, &c.), Gb-2 (lamps and lamp fittings), and Gb-3 (leather and India-rubber goods), though there does not seem to be any serious accumulation of stores, yet the subjoined comparison of the balances on 31st December 1895 with the consumption during the year 1895, seems to me to point to a possibility of some reduction in these classes also.

Class.	Particulars.	Consumption during 1895.	Balance on 31st December 1895.
		RS. A. P.	RS. A. P.
Ga.	Tools ..	28,674 6 0	22,038 2 0
Gb-1.	Hardware, copper, tin, &c. ..	32,118 1 0	28,529 10 0
Gb-2.	Lamps and lamp fittings ..	15,283 2 0	9,222 7 0
Gb-3.	Leather and India-rubber goods ..	20,484 15 0	9,959 13 0

The consumption in 1895 in the following three items in classes Gb-1 and Gb-3 does not appear to justify the large balances that were in hand on 31st December 1895:—

	Consumption during 1895.	Balance on 31st December 1895.
	RS. A. P.	RS. A. P.
Page 77—Rivets, copper, 2 3/4" x 3/4" ..	11 9 0	1,263 12 0
81—Screws, wood, iron, flat head, 1 1/2", No. 16 ..	6 9 0	1,085 15 0
Page 88—Pipe hose, leather 5" ..	39 6 0	1,023 0 0

10. In class Gb-4 (metals) there is undoubtedly a very serious accumulation of stores. The balance on 31st December 1895 stood at Rs. 2,51,255-2-0. It will be seen that the reduction in the balance during the half-year was only Rs. 15,299-15-0. Seeing that we receive the greater portion of our English stores during the first-half of the year, the balance at the close of the year should stand approximately at a three months' supply. The consumption of "metals" during the year 1895 was valued at Rs. 1,74,458-10-0, and thus with a balance on 31st December 1895 of Rs. 2,51,255-2-0, it is evident that, allowing for all contingencies, there was a surplus stock on that date of between Rs. 1,75,000 and Rs. 2,00,000. The large accumulations cannot be worked off by ordinary issues in a year or so, as would appear at first sight, as the accumulations in certain classes of articles represent over one or two years' consumption.

The following statement shows the consumption during the second-half of 1895 and the balances at the close of the half-year of the most important classes of metals:—

Particulars.	Consumption during 2nd half of 1895.	Balance on 31st December 1895.	Remarks.
	RS. A. P.	RS. A. P.	
Iron, angle and bar ..	(a) 7,513 0 0	27,624 14 0	(a) Excludes special consumption of Rs. 6,299-10-0 on Iron Bar, Staffordshire, 4 1/2" X 1" X 1/2" for fire bars, of which the balance on 31st December 1895 was "nil."
Iron plate ..	3,763 8 0	15,435 7 0	
Steel (including mild steel) ..	8,248 2 0	39,557 6 9	
Steel sheets and plates ..	4,612 0 0	16,479 6 0	
Copper sheets ..	1,989 14 0	7,801 2 0	
Bronze, Stone's patent, Nos. 1, 2 and 3 ..	1,901 14 0	9,937 0 0	
Total ..	28,023 6 0	1,16,835 3 0	

Beyond bringing this to notice, I am not yet, in the absence of remarks by the Chief Storekeeper and consuming departments, in a position to make any suggestions, but it seems to me very desirable that some special steps should be taken to reduce the balances in this class.

The largest accumulations are in the "pearline paints" (page 106) and "body varnish patent for India, inside and outside" (page 107).

The stock of "paint, venetian red" has been in the stores for a very long time, and steps have now been taken to utilize it.

Otherwise I think the balance might be considered reasonable.

In class Gb-4 (metals) on 31st December 1895 (page 105) the value of "iron scrap" of kinds was over Rs. 65,000. A reference to paragraph 3 of this note will show that the value of scrap bridgework will add about Rs. 70,000 to this figure, and allowing for the scrapped "roofing" (paragraph 8 of this note) and other minor items which it has been decided to scrap also, it will be seen that about one and-a-half lakhs of our stores balances will be composed of scrap material. It is, I believe, intended to manufacture a great deal of our iron in India and to utilize scrap also for the manufacture of chairs, sleepers, &c., but, in view of the large stock of "metals" that we already possess and the constant return of iron scrap into stock, I think it would be conducive to a more definite appreciation of our position if consuming departments could frame an estimate of what calls they are likely to make on the Locomotive Department for the manufacture of materials out of scrap in India, and if the Locomotive Department would state how far our large stock of metals will interfere with the reduction of the scrap.

14. From the foregoing remarks it must, I think, be evident that though much has been done in the direction of a reduction of our suspense balances, much yet remains to be done before we can consider that our stores balances have been reduced to a fair and reasonable level.

Such a course will, it seems to me, be more profitable and more conducive to a reduction of balances than a cursory examination from time to time.

APPENDIX A.

APPENDIX A.

SUMMARY of stores transactions for the half-year ended 31st December 1895, and reconciliation between the General Books of the railway and the priced detailed store ledgers.

	Issues	Balance on 31st	Increase or decrease between
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APPENDIX B.

STATEMENT of principal increases and decreases in stock during the half-year ended 31st December 1895.

Endorsement by—The Consulting Engineer for Railways.
Dated—16th September 1896, No. 2922.

Copy forwarded to the Agents of the Madras and South Indian Railways for favour of compliance also to Examiner, Railway Accounts, Madras, for information.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 15th June 1899, No. 890 R.S.

I am directed to state that Public Works Department Forms G35 (a), (b) and (c), in which the annual statements of stores transactions are received in this office from both State and Companies' lines, have been revised to accord with the specimen statements of reviews of the stores transactions, asked for in Government of India, Public Works letter No. 373 R.S., dated 24th August 1896, and to continue the submission of both Form G35 and the Appendices A and B to the review will therefore involve unnecessary repetition of the same information.

2. I am therefore directed to request that in the case of the South Indian Railway the review of the stores transactions hitherto submitted with Appendices A and B may in future be submitted yearly with Forms G35 (a), (b) and (c) and that Appendices A and B may be discontinued.

ORDER—No. 717 Ry., dated 30th June 1899.

Communicated to the Agent, South Indian Railway, for information and guidance.

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent, South Indian Railway.
„ Examiner, Railway Accounts, Madras.
„ Consulting Engineer for Railways.

Exd. Shaik Karim.

No. 373 R. S.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT. 18

RAILWAY STORES.

TO

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.
THE CHIEF COMMISSIONER OF BURMA.
THE DIRECTOR GENERAL OF RAILWAYS.
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW AND ASSAM.

Simla, the 24th August 1896.

SIR,

I am directed to forward herewith a note reviewing the stores transactions of the * * * * railway for the half-year ended 31st December 1895, together with Appendices A and B thereto, and to request that the stores transactions of the railways under ^{the control of the Government of Madras} _{your control}, may be similarly investigated, the reviews thereon being submitted for the information of the Government of India.

2. The notes and statements should be prepared by the Examiner or Auditor of each railway.

I have the honour to be,

SIR,

Your most obedient servant,

G. A. ANDERSON,
Offg. Under Secretary. 70

Documents accompanying.
Note and Appendices A and B referred to.

No. 2922 dt 16.9.96

Copy forwarded to the Agents of the Madras and South Indian Railways for favour of compliance also to CE for information.

G. C. Press, Simla.—No. 962 P. W. D.—4-9-96.—440.

Signed C.T.R.S.
for Cms. Sup.

5. The balance in Workshop Machinery (Class C) may be considered fairly reasonable. But even here, there is a stock of useless material which has been burdening our books for years.

Arrangements have already been made for the disposal of a great portion of the "duplicate parts of machinery" (pages 13 and 14) and of the "Pulleys, Weston's patent, 5 cwt." (page 14). I would, however, invite attention to the "tool-holders for cutting piles" which have been in stock since 1892 without being used.

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There are a few items classed as "incomplete," the most notable of which are the nine "switches or points — Line," and the seven "switches or points three-throw," valued at Rs. 1,025-14-0 and Rs. 1,090-1-0 respectively. These are very old stock, and it might be noted for guidance whether they can be utilized.

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7. Our balance of Rolling Stock (Class E) requires serious attention. The present heavy balance appears to have been caused by a tendency in the past to indent for more material than could possibly be used up within a reasonable period.

The following statement giving the stock in hand on 31st December 1895, with remarks as to the consumption, will bear this out:—

Page.	Particulars.	Balance on 31st December 1895.	REMARKS.
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"	Axles, carriage and wagon, 10 ton or 3½" journal.	12,410 7	The consumption during the two years 1894 and 1895 was only Rs. 7,050.
"	Axles, steel, straight, for carriage and wagon, 4½" journal.	1,211 5	First stock received in April 1894. Since then to 31st December 1895 the issues amount to only Rs. 129-2-0.
"	Axles, crank, for engines, M, I, and L class.	15,260 2	For the four years commencing 1st January 1892 and ending 31st December 1895 the consumption was only Rs. 7,636-11-0.
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"	India-rubber buffer draw springs, 4½" x 1½" x 4½".	2,533 3	The consumption during 1895 was Rs. 92-4-0 only. The balance on 1st January 1895 was Rs. 1,267-15-0, but still stock to the extent of Rs. 1,362-8-0 was obtained in 1895.
38	Chain coupling, 2 links ...	3,535 7	Consumption during 1895 was only Rs. 80-7-0.
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"	" link end ...	7,538 0	Consumption during 1895 was only Rs. 153-1-0. The balance on 1st January 1895 was Rs. 4,321-3-0, which would appear to have been more than ample. Yet this was increased by a fresh receipt during 1895 of Rs. 3,369-8-0.
39	Lever brake ...	1,063 15	Consumption during 1895 was Rs. 325-4-0.

Page.	Particulars.	Balance on 31st December 1895.	REMARKS.
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"	Springs, volute, draw, for carriages, 7½"	5,551 7	The issue during 1894 was Rs. 74-11-0 and during 1895 "nil."
48	Tyres, steel, loco, 3' 4½" ...	2,368 9	This same balance existed on 1st January 1894.
"	" for carriage and wagon, 3' 1½"	2,789 14	These were received in 1894, and no issues have yet been made.

Only the most important of the items have been dealt with in the above statement, the total of which comes to the very significant figure of Rs. 1,26,042-12-0, and there seems to be enough evidence to show that the balance might be kept at a much lower figure by judicious indenting. If there are any reasons for keeping such continuous large balances on hand, they should be stated for the future guidance of this department.

From the following items of spare parts of locomotive engines (page 33) no issues have been made for over two years:—

Particulars.	Balance on 31st December 1895.
Rs. a.	
Plates, copper, B. G., fire box, tube, flanged, B Class ...	859 2
Do. do. do. do. do. do. ...	1,482 5
Do. do. do. do. do. do. ...	1,916 11
Do. do. do. do. do. do. ...	420 2
Do. do. do. do. do. do. ...	730 6
Do. do. do. do. do. do. ...	869 8
Do. do. do. do. do. do. ...	286 6
Do. fire box crown, plain, K Class ...	870 11
Do. do. side do. K do. ...	2,522 9
Do. 13' 6" x 4' 2" x ½" ...	1,434 15
Do. 13' 4" x 3' 10½" x ½" ...	1,475 4
Do. 12' 6" x 4' 6" x ½" ...	4,042 5
Do. C, S, P, J, and L Class ...	553 7
Do. new tank, flanged, B Class ...	1,022 15
Do. iron, B. G., smoke box, tube, flanged, A Class ...	236 3
Do. do. do. do. do. do. ...	431 12
Do. do. do. do. do. do. ...	1,093 13
Do. B. G., fire box, crown and side, plain, D and F Class ...	
Total ...	20,248 6

The small issues made from the other items included under spare parts of locomotive engines seem to indicate that the stock in hand is out of all proportion to our requirements.

It is evident from our verifiers' marks that most of this material has been in stock from three to six years, and there is reason to believe that the date of purchase extends even much further back.

The Locomotive Department should, I consider, state how it is proposed to utilize this material.

The large stock of "ferrules" (page 34) and of "tubes, brass" (pages 47 and 48), are receiving attention, and progress in the reduction of these balances will be reported on.

In addition to the stock commented on above, there are minor items of obsolete and surplus stores requiring the attention both of the Locomotive and Stores Departments.

8. The balance of Rs. 64,146-4-0 under "Station Materials and Fencing" (Class F) is much larger than our requirements necessitate.

"Roofing," to which reference was made in my note on the statement of stores transactions for the half-year ended 30th June 1895, represents nearly Rs. 35,000 of the total value.

Much of the material having been in stock for years without being utilized, it has been proposed to reduce the major portion of it to scrap rate. Some portion is, I understand, about to be indented for by the Chief Engineer.

Attention has also been given to the old stock of odd parts of turntables, and these may shortly be expected to be disposed of.

I would, however, further invite attention to the stock of cast-iron pipes which have been lying unutilized in the ——— Depot for some years. The three principal items are—

	Rs.	a.	p.
Page 59—Pipes, cast-iron, spigot and socket, 9' 9"	925	0	0
" " " " Second hand, double flanged, 9' x 4"	2,067	0	0
" " " " Spigot and socket, 9' x 4"	720	10	0

It seems to me that our normal stock of station materials and fencing should not exceed Rs. 20,000 to Rs. 25,000.

9. In classes G a (Tools), G b-1 (Hardware, copper, tin, &c.), G b-2 (Lamps and lamp fittings), and G b-3 (Leather and India-rubber goods), though there does not seem to be any serious accumulation of stores, yet the subjoined comparison of the balances on 31st December 1895 with the consumption during the year 1895, seems to me to point to a possibility of some reduction in these classes also.

Class.	Particulars.	Consumption during 1895.	Balance on 31st December 1895.
		Rs. a. p.	Rs. a. p.
G. a	Tools	28,674 6 0	22,038 2 0
G. b-1	Hardware, copper, tin, &c.	32,118 1 0	23,529 10 0
G. b-2	Lamps and lamp fittings	15,288 2 0	9,222 7 0
G. b-3	Leather and India-rubber goods	20,484 15 0	9,959 13 0

The consumption in 1895 in the following three items in classes G b-1 and G b-3 does not appear to justify the large balances that were in hand on 31st December 1895:—

	Consumption during 1895.	Balance on 31st December 1895.
	Rs. a. p.	Rs. a. p.
Page 77—Rivets, copper, 2 3/4" x 3/4"	11 9 0	1,263 12 0
" 81—Screws, wood, iron, flat head, 1 1/2", No. 13	6 9 0	1,085 15 0
" 88—Pipe hose, leather 5"	39 6 0	1,023 0 0

10. In class G b-4 (Metals) there is undoubtedly a very serious accumulation of stores. The balance on 31st December 1895 stood at Rs. 2,51,255-2-0. It will be seen that the reduction in the balance during the half-year was only Rs. 15,299-15-0. Seeing that we receive the greater portion of our English stores during the first half of the year, the balance at the close of the year should stand approximately at a three months' supply. The consumption of "Metals" during the year 1895 was valued at Rs. 1,74,458-10-0, and thus with a balance on 31st December 1895 of Rs. 2,51,255-2-0, it is evident that, allowing for all contingencies, there was a surplus stock on that date of between Rs. 1,75,000 and Rs. 2,00,000. The large accumulations cannot be worked off by ordinary issues in a year or so, as would appear at first sight, as the accumulations in certain classes of articles represent over one or two years' consumption.

The following statement shows the consumption during the second half of 1895 and the balances at the close of the half-year of the most important classes of metals:—

Particulars.	Consumption during 2nd half of 1895.	Balance on 31st December 1895.	REMARKS.
	Rs. a.	Rs. a.	
Iron, angle and bar	(a) 7,513 0	27,624 14	(a) Excludes special consumption of Rs. 6,299-10-0 on Iron Bar, Staffordshire, 4 1/2" x 1" x 3/4" for fire bars, of which the balance on 31st December 1895 was "nil."
Iron plate	3,763 8	15,435 7	
Steel (including mild steel)	8,243 2	39,557 6	
Steel sheets and plates	4,612 0	16,479 6	
Copper sheets	1,989 14	7,801 2	
Bronze, Stone's patent, Nos. 1, 2 and 3	1,901 14	9,937 0	
Total	28,023 6	1,16,835 3	

Some action is, I understand, being taken to reduce the stock of "tubes" (pages 103 and 104), of "brass, old" (page 105), and of "iron scrap" (page 105), but the balances under these heads, viewed in conjunction with the redundant stock brought out in the above statement, seem to me to afford ample evidence of the stock having been, as stated above, between Rs. 1,75,000 and Rs. 2,00,000 in excess of our requirements on 31st December 1895.

Beyond bringing this to notice, I am not yet, in the absence of remarks by the Chief Storekeeper and consuming departments, in a position to make any suggestions, but it seems to me very desirable that some special steps should be taken to reduce the balances in this class.

11. The only other classes calling for remarks are G b-5 (Painter's Stores) and G b-10 (Miscellaneous). Though the balances may be considered to be fairly low, I think that in the former class the balance might be kept lower still by more judicious indenting.

The largest accumulations are in the "pearline paints" (page 106) and "body varnish patent for India, inside and outside" (page 107).

A glance at the statement of stores transactions for the two halves of 1895 will show how out of all proportion the stock in hand is to the consumption. The Locomotive and Carriage Superintendent should, I think, report what steps he intends to take to reduce the balances to within a reasonable limit.

The stock of "paint, venetian red" has been in the stores for a very long time, and steps have now been taken to utilize it.

12. In class G 3-10 the only important items seeming to require attention are "buckles, iron, for 10-ton axle-boxes, spring" (page 114), the stock of which on 31st December 1895 was Rs. 2,238 and the consumption during the year 1895, Rs. 836-15-0 only and "gum copal" (page 116) of which the consumption during 1895 was Rs. 747-13-0 against a stock on 31st December 1895 of Rs. 979-11-0.

Otherwise I think the balance might be considered reasonable.

13. Besides the points noted above, I would draw attention to the large quantity of scrap iron with which our stores balances are now and will continue to be burdened, unless steps be taken to dispose of the stock. Seeing the large sum involved, I think the subject requires serious consideration.

In class G 3-4 (Metals) on 31st December 1895 (page 105) the value of "iron scrap" of kinds was over Rs. 65,000. A reference to para. 3 of this note will show that the value of scrap bridgework will add about Rs. 70,000 to this figure, and, allowing for the scrapped "roofing" (para. 8 of this note) and other minor items which it has been decided to scrap also, it will be seen that about one and a half lakhs of our stores balances will be composed of scrap material. It is, I believe, intended to manufacture a great deal of our iron in India and to utilise scrap also for the manufacture of chairs, sleepers, &c., but, in view of the large stock of "Metals" that we already possess and the constant return of iron scrap into stock, I think it would be conducive to a more definite appreciation of our position if consuming departments could frame an estimate of what calls they are likely to make on the Locomotive Department for the manufacture of materials out of scrap in India, and if the Locomotive Department would state how far our large stock of metals will interfere with the reduction of the scrap.

I would also invite the remarks of departmental officers on the opinion expressed in para. 9 of my note on the statement of stores transactions for the half year ended 30th June 1895 as to the curtailment of the number of the different sizes of the same article kept in stock.

14. From the foregoing remarks it must, I think, be evident that though much has been done in the direction of a reduction of our suspense balances, much yet remains to be done before we can consider that our stores balances have been reduced to a fair and reasonable level.

It is, I consider, only by a joint detailed examination, item by item, of the stock by the Chief Storekeeper and the consuming officers that a correct estimate can be formed of the obsolete as well as surplus material that burdens our books. Such an examination can now be conducted with greater facility than formerly, and I would suggest for consideration that lists be prepared by the Chief Storekeeper of all the obsolete and surplus material and submitted to the Stores Committee for scrutiny and subsequently to the ^{Manager} _{Agent} for orders.

Such a course will, it seems to me, be more profitable and more conducive to a reduction of balances than a cursory examination from time to time.

RAILWAY.

Appendix A.

Summary of stores transactions for the half year ended 31st December 1895, and reconciliation between the General Books of the railway and the priced detailed store ledgers.

Class.	Page.	Particulars.	Balance on 1st July 1895.	Receipts during half year.	Total.	Issues during half year.	Balance on hand on 31st December 1895.	Increase or decrease between opening and closing balance.
			Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	
A		Bridge-work ...						
B		Engineer's Plant ...						
C		Workshop Machinery ...						
		(and so on for each class.)						
		Total ...	24,17,403-0	25,96,690-7	50,14,093-7	30,27,296-4	19,86,801-9	
		Rate adjusting account.	1,035-5				—1,524-1	
		Stock adjusting account, being credit allowed on account of the difference between the value of stores shipped and stores paid for since the commencement of stores transactions in England.						
		Stock adjusting account, being value of bridgework written off but not adjusted against final heads, pending sanction.						
		Balance of Vendor's account, being approximate values assigned, in the ledgers, to articles received during November and December for which bills had not been received from vendors up to date of closing the accounts.						
		Difference between General Books and priced store ledgers.						
		Balance as per General Books						

Dated

189

Examiner.
Auditor.Examiner.
Auditor.

636

Enclosure to Government of India, Public Works Department, No. 373 R.S., dated 24th August 1896.

RAILWAY.

Appendix B.

Statement of principal Increases and Decreases in stock during the half year ended 31st December 1895.

Page.	Class.	Description.	Increase.	Decrease.

Examiner,
Auditor,

Dated 189 .

G.O. Office

Public Works (1899) Department.

Read again
CURRENT No. 820.
P.W.D.
Gandhari No. 373 Rs. 24.8.86
Sub A No. 2922 Rs. 16.8.86
Gandhari No. 890 Rs. 15.6.86.

9P
From The Govt of India
No. 717. Dated 30/6/89
Order. Communicated to
the Agent S.I. for
information & guidance.

No. 890 R.S.

Dated 15th June 1889

Received 26th do

Registered do

Enclosures

Spare copies

SUBJECT.

Review of the Store transac-
tions, S.I. Day.

Requesting that the
hitherto submitted with
Appendices A & B may in
future be submitted yearly
with forms G 35 (a) (b) & (c)
& that appendices A & B
may be discontinued.

To A in this Dept. on 30/6/89
CR (M. B. K. & Co.)
ER (M. B. K. & Co.)

Despatched on 13/7/89

2 S.C. Sub on 8/7/07

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STORES.

Simla, the 15th June 1899.

Sir,

I am directed to state that Public Works Department
Forms G 3b (a) (b) and (c), in which the annual statements
of stores transactions are received in this Office from
both State and Companies lines, have been revised to accord
with the specimen statements of reviews of the stores
transactions asked for in Government of India Public Works
letter No. 373 R.S., dated 24th August 1896, and to continue
the submission of both Form G 3b and the appendices A and B
to the review will therefore ~~xxxxx~~ involve unnecessary re-
petition of the same information.

Under Secretary.