M.R.O. 1—77,006—4-6-37.

(1) Number of pages

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press Mis.
372-3	
Dated 27 1	18 71.

Not to be folded or roughly handled

No. 392. Read the following letter from the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 11th August 1871, No. 1,466 R:—

I AM directed to acknowledge the receipt of the Review of the Revenue Account of the Great Southern of India Railway for the half-year ending 30th June 1870, which was covered by your letter No. 1,818, dated 11th July 1871.

2. There appears to have been some hesitation on the part of the Reviewer as respects the way in which certain statements were to be prepared, and I am directed to forward an Office Note, for the use of the Consulting Engineer's Department, explaining the several points. In one or two instances the forms forwarded under cover of Public Works Department Resolution, No. 1,606 R., dated 22nd September 1870, were not sufficiently clear, and a revised specimen analysis will shortly be forwarded, to be substituted for that previously circulated. This revised analysis will not necessitate any alteration of the system of computation, but will merely supply one or two clerical and accidental omissions.

3. The Government of Madras will doubtless concur with the Government of India in considering the information regarding permanent-way desired to be recorded in Tables E. 1. and E. 2. as of very great importance, and I am directed to express a hope that steps may be taken to render these statements as complete as possible in future Reviews.

4. As explained in the above Resolution, it was not intended to confine the Reviews in their new form to a set of uniform tables, and it is desirable that any peculiar features of the working of a half-year that may seem to require elucidation should be briefly explained by the Consulting Engineer's Department when the Review is submitted.

Note prepared in the Public Works Department of the Government of India explanatory of certain points referred to in the Deputy Consulting Engineer's Memorandum on the analysis of the Revenue Account of the Great Southern of India Railway for the first half of 1870.

Table A, Public Traffic.—It is not intended that the several items comprising sundry receipts should be shown in detail. Their total should alone be given under the head of Miscellaneous.

2. *Haulage.*—The number of trains run and train mileage are rightly taken as exclusive of the trains run free on account of Revenue. The reference to Table M. 1. shows that the gross ton mileage was intended to include the ton mileage of Revenue trains, but the erroneous typographical division of this under 'Passenger,' 'Goods,' and 'Mixed,' in the circulated forms, made the matter doubtful. In future only one figure (M. 1.—22.) should be shown under the head 'Total.'

3. *Average composition of Trains.*—The provision and use of seats have been rightly calculated on the basis of the vehicle and passenger mileages. There appears to be an error under the head of 'Average weight of trains,' as 9·42 goods vehicles are shown to have carried an average freight of only 7·0511 tons, while Table M. 1. gives the average load per goods vehicle as 2·218 tons. It is intended that the average weight of trains should show only one figure for passenger trains, or for the passenger vehicles of a mixed train taken together.

4. *Tables B. and C.*—It is intended that the average mileages should be worked out for each kind of passenger ticket and for each class of goods, as well as for the totals.

5. *Table E.*—It is intended that the ton mileage in this as well as in Table F. should include that of stores carried free on Revenue Account.

6 *Table E.* 1.—The heading has been misunderstood. It is intended that the miles of rail weighing —— lbs. per yard should be given, the blank being filled in for each railway according to actual facts. The record of the weight of iron in the way can serve no useful purpose.

It is also intended that the actual headings in Tables E. 1. and E. 2. should be modified according to the descriptions of permanent-way actually in use. It is believed that the specimen heading "pairs of oval bowls 95 lbs." is not a correct description of the cast-iron way in use on the Great Southern of India Railway.

7. *Table M.* 1.—It is supposed from this table that no passenger or goods brake vans not carrying luggage were run.

Items 19 and 20 show a vehicle mileage for stores carried free on Revenue Account identical with the train mileage on this account shown in Table D. 1. This is probably incorrect.

The ton mileage of engines hauling these trains and of their brake vans was accidentally omitted from the circulated forms, and should be inserted after M. 1.—20.

8. *Table M. II.*—The Deputy Consulting Engineer points out that no allocation of special expenditure was made in the prescribed forms. It was not, however, intended that it should be omitted, and it should be inserted where such special expenditure is incurred, and dealt with similarly to 'general charges.'

Where the train mileage of coaching and goods traffic is not separately recorded, maintenance and locomotive charges should be divided for this table according to the ton mileage and the other charges according to the vehicle mileage on each account.

9. *Sketch Revenue Account.*—This was included in the forms simply as a means of elucidating the foregoing tables by means of figures, and it is not intended that it should be reproduced.

There appears to be some discrepancies in the arithmetical calculations in the different tables. Thus dividing the vehicle mileages shown in Table M. 1. by the train mileage, the average numbers of 1st and 2nd class vehicles in a train seem to be 0·321 and 0·636 respectively, instead of 0·480 and 0·177 as shown in Table A. Similarly in Table M. 1. c. the average contents in units of these vehicles should be 0·95 and 2·81 instead of 0·63 and 3·75 as shown. Tables M. II. *a*, *c*, also seem to be incorrect.

No. 393. ORDER THEREON, 29th August 1871, No. 2,209.

RAILWAY, No. 40.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O., No. 1,817, dated 11th July 1871, and for information and guidance in the preparation of future Reviews.

(True Extract.)

Captain, R.E.,

Under Secretary to Government.

Acting Consulting Engineer for Railways.

. Augustin.

37

All communications should be addressed to the Secretary.

No. 1466 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

By

To

The Secretary to the Government of Madras,
Public Works Department, (Railway).

Simla, 11th August 1871.

Sir,

I am directed to acknowledge the receipt of the Review of the Revenue Account of the Great Southern of India Railway for the half year ending 30th June 1870, which was covered by your letter No. 1818 dated 11th July 1871.

2. There appears to have been some hesitation on the part of the Reviewer as respects the way in which certain statements were to be prepared, and I am directed to forward an Office Note, for the use of the Consulting Engineer's Department, explaining the several points.—

account

In one or two instances, the forms for=
=warded under cover of P.W.D. Resolution
No. 1606 R. dated 22nd September 1870 were
not sufficiently clear, and a
revised specimen analysis will shortly
be forwarded, to be substituted for that
previously circulated. This revised
analysis will not necessitate any alter=
=ation of the system of computation, but
will merely supply one or two clerical
and accidental omissions.—

3. The Government of Madras will
doubtless concur with the Government
of India in considering the information
regarding permanent way desired to be
recorded in Tables E.1. and E.2 as of
very great importance, and I am directed
to express a hope that steps may be
taken to render these statements as
complete as possible in future reviews.—

4. As explained in the above
Resolution it was not intended to con=
=fine the reviews in their new form
to a set of uniform tables, and it
is desirable that any peculiar features
of the working of a half year that may
seem to require elucidation should be
briefly explained by the Consulting
Engineer's Department, when the review
is submitted.—

I have the honor to be,
Sir,
Your most Obd.t Servt.

G.V. Clement Major, R.E.

Deputy Secretary

E.J.

account

Note prepared in the Public Works Department of the Government of India explanatory of certain points referred to in the Deputy Consulting Engineer's Memo: on the analysis of the Revenue Account of the Great Southern of India Railway for the first half of 1870.-

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Table A. Public Traffic.

It is not intended that the several items comprising Sundry Receipts should be shown in detail. Their total should alone be given under the head of Miscellaneous.-

Haulage.

The number of trains run and train mileage are rightly taken as exclusive of the trains run free on account of Revenue. The reference to Table M.1. shows that the gross ton-mileage was intended to include the ton-mileage of Revenue trains but the erroneous typographical division of this under 'Passenger', 'Goods' and 'Mixed', in the circulated forms made the matter doubtful.- In future only one figure (M.122) should be shown under the head 'Total'.-

account

Average Composition of trains.

The provision and use of seats have been rightly calculated on the basis of the vehicle and passenger mileages. There appears to be an error under the head of 'average weight of trains', as 9.42 goods vehicles are shown to have carried an average freight of only 7.0511 tons, while Table M.1. gives the average load per goods vehicle as 2.218 tons. It is intended that the average weight of trains should show only one figure for passenger trains, or for the passenger vehicles of a mixed train taken together.—

Tables B & C.—

It is intended that the average ~~mileages~~ mileages should be worked out for each kind of passenger ticket and for each class of goods, as well as for the totals.—

Table E.

It is intended that the tow mileage in this as well as in Table F. should include that of stores carried

free on Revenue Account.—

Table E.1.

The heading has been misunderstood. It is intended that the miles of rail = weighing — lbs per yard should be given, the blank being filled in for each rail = way according to actual facts. The re = = cord of the weight of iron in the way can serve no useful purpose.—

It is also intended that the actual headings in Tables E.1. and E.2. should be modified according to the descriptions of permanent way actually in use.—

It is believed that the specimen heading "pairs of oval bowls 95 lbs" is not a correct description of the cast iron way in use on the Great Southern of India Railway.—

Table M.1.

It is supposed from this table that no passenger or goods brake vans not carrying luggage were run.—

Items 19 and 20 show a vehicle mileage for stores carried free on Revenue Account identical with the train mileage on this account

account shown in Table D.I. This is pro-
-bably incorrect.-

The ton mileage of Engines hauling these trains and of their brake vans was accidentally omitted from the circulated forms, and should be inserted after M.I.

Table M.II.

The Deputy Consulting Engineer points out that no allocation of special expenditure was made in the prescribed forms. It was not, however, intended that it should be inserted, where such special expenditure is incurred and dealt with similarly to 'General Charges'.

Where the train mileage of coaching and goods traffic is not separately recorded, maintenance and Locomotive charges should be divided for this table according to the ton-mileage and the other charges according to the vehicle mileage on each account.—

Sketch Revenue Account

This was included in the forms simply as a means of elucidating the foregoing tables by means of figures,

and it is not intended that it should be reproduced.—

There appear to be some discrepancies in the arithmetical calculations in the different tables- Thus dividing the vehicle mileages shown in Table M.I. by the train mileage, the average numbers of 1st and 2nd class vehicles in a train seem to be 0·321 and 0·636 respectively, instead of 0·480 and 0·477 as shown in Table A- Similarly in Table M.I. c. the average contents in units of these vehicles should be 0·95 and 2·81 instead of 0·63 and 3·78 as shown. Tables M.II a, c, also seems to be incorrect.—

Jm

P. W. 1871 Dept
Pro. 4th Oct. No. 3947.

From.
The Government of
India.

Dated 11th } August 71
Read. 21st }
No. 1466 R.
Encl. one. ✓

No. 2209 - 29th Aug. 71

Forwarding an
Office Note, for the use of the
Consulting Engineer's Dept.,
which explains certain points
referred to in the Dy. Consulting
Engineer's Memo: on the Analy-
sis of the Revenue Account
of the Great Southern of India
Railway for the half year
ending 30th June 1870.

Public Works Department

No. 2209.

Proceedings of the Madras Government

Under date the 29th August 1871

Read the following

From The Government of India, H. E. No. 1466 R. dated 11th Aug. 1871.

Communicated
to the Consulting Engineer
for Railways with reference
to G. O. No. 817 dated 11th
July 1871 and for informa-
tion and guidance in the
preparation of future
Reviews.

Secy. S

To
The Cons.g Engineer
for Railways. ✓
Dec.r 30/8/71

C. No. 3947.

Govt of India Works.

PUBLIC WORKS.

To The Asst Consulting Engr. for Railways

Date

Recd. Encl.

G. 29th Augt. No. 2204

Nos. 2924-293

Remmr account & Traffic analysis & Letter from the Govt of India forwarding an Office Note explaining certain points referred to in the Asst Consulting Engrs Memo on the Analysis of the Revenue account of the Great Southern of India Railway Company Communicated to the Consulting Engineer.