M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2537 Press / ~~Mis.~~
495-496

Dated 29-10- 1872.

Not to be folded or roughly handled

No. 495. Read the following letter from the Officiating 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, 4th October 1872, No. 1,582 G. R.:—

I AM directed to acknowledge the receipt of your letter No. 2,088, dated the 3rd September 1872, submitting the review of the Revenue Account of the Great Southern of India Railway for the second half of 1871, with copy of a letter from the Consulting Engineer requesting instructions on certain points connected therewith, and in reply to communicate the following remarks and explanations on various matters of detail connected with the review, which is very complete in the more essential points.

2. In Table B the number of excess fares is rightly excluded from the total, and in future this figure need not be shown at all unless the Government of Madras desire it. In Table B the ton mileage of parcels and luggage, and in Table C the ton mileage of goods should be exhibited as in the Revenue Account, the tonnage of goods booked being shown in Table A only. In the column for "Rate per ton mile" the average carrying rates, deduced from the data of ton mileage and receipts, are intended to be entered, and not the fixed tariff rates; and rents and demurrage should also be shown in Table C, so that the total of this table may correspond with that of Abstract I of the Revenue Account.

3. In the tables of expenses the nomenclature of the revised forms of Revenue Account should be followed.

4. Table E I. Under heading 1, the number of miles of rail which would seem from Table D to be $363\frac{3}{4}$ should be shown, instead of the number of miles of track. The entries under headings 4 and 6 appear to be incorrect. With regard to heading 8 "Thousands of tons hauled on an average over each kind of rail, etc.," I am to state that in the absence of a complete record the figures must necessarily be approximate, as is pointed out by the Consulting Engineer. The object is to obtain some record of the relationship between the weight passing over rails and their life, and the Government of India will be glad if the Consulting Engineer will try to furnish the best approximate figures he can obtain.

5. Table F I. I am to point out that the number of goods engines erected and made over to the Locomotive Department, as shown under heading 1, is ten, while nine is entered in the statement of rolling stock attached to the Revenue Account. Under heading 5, instead of the average train miles hauled by each of the locomotives constructed, the train mileage hauled on an average by each locomotive at work is intended to be entered.

6. With reference to the inquiries made by the Consulting Engineer in connection with this table, I am to state that (1) under "weight on driving axle" the greatest weight on any one axle should be recorded; that (2) under heading 4 "Train miles hauled by each class of locomotives at work," the train mileage and not the engine mileage should be entered; that (3) the time-table speeds would be sufficient for the purposes of the Government of India if they represent approximately the average speed between stations, and the average through speed of trains; and (4) that the average gross weight of the trains hauled by each class of locomotives may be given approximately as proposed by the Consulting Engineer.

7. The Consulting Engineer is correct in his remarks that the vehicle mileage used for purposes of calculation in Table G (carriage and wagon expenses) ought theoretically to include the mileages of brakes and of vehicles run free on Revenue Account, but in order to simplify the record, it will be sufficient if the traffic vehicle mileage is alone taken as a divisor, under the assumption that the mileage of unprofitable vehicles varies in a somewhat similar proportion. The exhibition of the mileage of ballast vehicles running on Capital Account presents a difficulty, as under recent instructions stores for construction are carried at a rate representing the cost of carriage, but on the whole, for the sake of simplicity, it seems best that these vehicles should be considered traffic vehicles, and their mileage included with that of the vehicle mileage run for public traffic. The ton mileage run for ballasting on Capital Account should also be shown as traffic ton mileage in Table M I, and the total ton mileage in the last column of Table M I 22 should be invariably used as the only divisor for exhibiting ton mileage results in Tables E and F.

8. In communicating these remarks, which will probably prevent the necessity of many future references, I am directed to state that the Government of India appreciate the endeavours of the Consulting Engineer to perfect these reviews which have already been of much practical use in connection with State and other Railways.

No. 496. ORDER THEREON, 29th October 1872, No. 2,537.

RAILWAY, No. 71.

COMMUNICATED to the Consulting Engineer for Railways for information and guidance, with reference to G. O., No. 2,087, dated 3rd September 1872.

2. The number of excess fares may be omitted from the return in future.

3. The Governor in Council is gratified to learn that the endeavours of the Consulting Engineer to perfect these reviews have been so successful.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

No. 2536 Public Works Dept.

Proceedings of the Madras Government.

Read the following:-

From

The Govt of India No. 1582 dated 4th October 1872

Communicated to the Consulting Engineer for Railways for information and guidance with reference to G.O. No. 2087 dated 3rd September 1872

The number of excess fares may be omitted from the return in future.

The Governor in Council is gratified

to learn that the endea-
vours of the Consulting
Engineer to perfect these
Reviews have been so
successful.

W.S.

To
The Consulting Engineer
for Railways.

Civ 18 Oct

Exd of Rly Accts
Dept 4/11/72

C/o 4985

Govt. of [1872] Madras.

PUBLIC WORKS.

To

The Consulting Engineer
for Railways

Dated

Recd. Encl.

G. O. 29 Oct 72. No 2537

Nos. 495-496

Revenue Account of the Govt
of Railways. Letter from the
Govt of India giving orders
on the Report of the Revd
Acct. of the P.W. of Govt for
the second half of 1871.
Cond. the Consulting Engineer with
Remarks.