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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	2071	Press
B.P. No.		Mis.
Dated	30-7	6874
		195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th July 1874.*

No. 693. Read the following letter from Colonel H. DRUMMOND, R.E., Deputy Secretary to the Government of India, Public Works Department, (Railway,) to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 6th July 1874, No. 1,528 R. :—

I AM directed to acknowledge the receipt of your docket, No. 1,215, dated the 7th May 1874, submitting the review of the Revenue Account of the Great Southern of India Railway for the first half of 1873.

2. *Table A.*—The average number of seats provided per vehicle is given differently in different reviews as shown in the margin, and I am to request that you will explain whether this is due to any alteration in the stock or to the allowance to passengers of more or less space than formerly.

	Second half of 1871.	First half of 1872.	Second half of 1872.	First half of 1873.
1st Class ...	20.0	23.37	27.37	31.42
2nd „ ...	51.6	37.39	40.70	37.62
3rd „ ...	46.0	49.75	49.04	49.25

3. The inclination of the steepest gradient worked by locomotive power is shown to be 1 in 100, and the length of such gradient, 1 mile, whereas in one of the preceding columns the length of line having a gradient of 1 in 100 and less is entered at 3 miles 46 chains. An explanation on the point is sought.

4. *Table B.*—In the column for “Fare per mile,” instead of the various prevailing fares, the average fare should be entered, and this for each kind of traffic separately, *i.e.*, for return-journey passengers, troops and Police, luggage, horses, carriages, etc.

5. In calculating the mileage of passengers from the number and average mileage, a slight omission or excess in the latter sometimes leads to a very large difference, especially when the number of passengers counts by lakhs and millions, and I am therefore to request that in future the average mileage may be worked out to two places of decimals. This is generally done in the reviews of Revenue Accounts of other Railways, and it is desirable that there should be uniformity of practice.

6. Calculated from the mileage given in Table M.I., and the number in Table B., the average mileage of total first-class passengers, exclusive of season ticket holders, appears to be 54.47, and not 60.

7. The receipts divided by the mileage of passengers give for third-class single journey a rate of 1.86 Pies per mile, whereas it is shown at 2 Pies. I am to inquire whether the error lies in the fare or in the average mileage. I am also to inquire whether return-journey passengers are counted as two passengers.

8. The number of miles run by special trains should be 826 instead of 86, and the coaching vehicle mileage entered in Tables G. and H. should be 1,163,177 instead of 1,163,117. These differences are, it is presumed, typographical errors.

9. *Table E. I.*—The length of rail in way including sidings appears from Table D. to be 362.5, and not 359.25 miles. In the table of the preceding half-year the former figures were shown, and it is not known why in the present table a shorter length is given. Again in Table M. I., the mileage of engines run for the

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6 Oct 13 July 1874

*Proceedings of the Madras Government, Public Works Department,
30th July 1874.*

carriage of Revenue Stores, etc., is shown to be 3,328, whereas, according to Table D. I., the mileage of such free trains is 3,003 only. These discrepancies should be explained.

10. With reference to Table E. II., I am to request that an endeavour may be made to give in future revised descriptions of the different kinds of wooden sleepers used.

11. *Table M. I.*—The dead weight of goods engines and tenders appears to be 4,590,462 ton miles instead of 7,494,976 ton miles, there being a difference of 2,904,514 ton miles. As the accuracy of the other analytical tables which are based upon this erroneous ton mileage is considerably affected by it, I am to request that the analytical tables may be revised and resubmitted at an early date.

No. 694.

ORDER THEREON, 30th July 1874, No. 2,071.

RAILWAY, No. 77.

Communicated to the Consulting Engineer for Railways, who will submit the explanations called for in paragraphs 2, 3, 7, 9 and 11 with revised analytical tables as directed in the last paragraph.

The instructions in paragraphs 4, 5, and 10 should in future be attended to.
(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

24/10/74 13 July 74

Govt. of 1874 India.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER FOR
RAILWAYS.

Dated July 1874.

Genl.

Encl.

G. O., 6034 JULY 1874, No. 2471.

JULY.

No. 693-694

Great Southern of India Rly. Co. — The
orders of the Government of India on the
review of the Revenue Account of the
for the first half of 1873, commanding to
the Consulting Engineer for Railways for
the submission of the explanations called
for on certain points with revised ana-
lytical tables as directed, and the instruc-
tions in certain paragraphs to be in future
attended to.

to the
Consulting Engineer
discharge July 13/74.

with the explanations called for in Paras 2, 3, 7, 9 and 11, with general Analytical
Tables as directed in the last para — The instructions in paras 4, 5 and 10 should
in future be attended to —

693-694
Recd to Govt 13 July 74

P. W. 1874 Depart
Prig of Govt for July
No 42300.

From.

The Government of
India.

To.
The Secretary to Govt.
P. W. Depart.

Dated 6" } July 1874.
Recd 13"

No 152889.

Q. No. 2071-30-7-74.
Passing orders
on the Review of
the Revenue Account
of the Great Southern
of India Railway
for the first half
of 1873 —

With an order

4300 ✓

Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Comptroller
Genl.

Dated

Recd.

Encl.

G. O. 30 July 1874. No. 4271

Nos. 693-694.

Great In of India Railway

The orders of the Govern-
ment of India on the Re-
venue of the Revenue Account
of the — for the first
half of 1873, Comd to the
Comptroller for Railways
for the submission of the
statements called for in
certain ^{points} with revised analytical
Tables as directed by the
instructions in certain
paras to be in future attended
to —