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MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No. 3203-04 Press
~~B.P. No.~~ ~~Mis.~~
198-199

Dated 12-11-1874 ~~195~~

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 12th November 1874.

No. 197. Read the following letter from Lieutenant W. H. COAKER, R.E., Deputy Consulting Engineer for Railways in charge, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 22nd October 1874, No. 636:—

WITH reference to the Order of Government, under date 30th July 1874, No. 2,071, I have the honor to submit the following explanations regarding the discrepancies noticed by the Government of India in the Analysis of the Revenue Account of the Great Southern of India Railway for the half-year ended 30th June 1873.

2. *Table A.*—The average number of seats provided per vehicle is arrived at as follows:—

—	Proportion of space due to 1st Class.	Number accommodated in this space.	Number which would be accommodated in whole carriage.
New composite carriage	$\frac{17}{17}$	14	$14 \times \frac{17}{17} = \frac{238}{17}$
Old do. do.	$\frac{1}{2}$	10	$10 \times 2 = 20$
First-class do.	...	20	20

—	Vehicle Mileage.	Proportion due to 1st Class.
New composite carriage	109,132	$109,132 \times \frac{17}{17} = 46,381$
Old do. do.	10,322	$10,322 \times \frac{1}{2} = 5,161$
First-class do.	1,024	1,024

∴ Average number of seats provided per whole vehicle $= \frac{(46,381 \times \frac{238}{17}) + (5,161 \times 20) + (1,024 \times 20)}{46,381 + 5,161 + 1,024} = 31{\cdot}42$

These are the figures for the first-class during the first half of 1873, and it will be apparent that the average number of seats provided varies according to the vehicle mileages of the different descriptions of carriages in which first-class accommodation is provided. This is believed to be in accordance with the directions given in the foot-note to Table A. in the original forms supplied by the Government of India.

3. One mile is the length of the longest gradient of 1 in 100. It appears, however, to be the wish of the Government of India that the total length of all portions of the line where the gradient attains the maximum shall be shown, and this will be entered in future, viz., 3 miles 46 chains.

4. *Table B.*—Paragraph 7 of Government of India letter. The average mileage of single journey third-class passengers should be 31·59 instead of 34. The latter figures were furnished by the Agent, but the average mileages will in future be worked out in this Office. Return journey passengers are counted as two passengers. The large increase in the average mileage of return third-clas

passengers is due to the fact that since the introduction of the 2 Pies rate these tickets have not been issued for short distances.

5. Paragraph 8 of Government of India letter. The errors noticed are typographical; the calculations involving these figures are correct.

6. *Table E. I.*—The discrepancy in the length of rails arose from the figures furnished by the Agent. The length of line has now been determined* as 167 miles, and of sidings 12¾ miles, and these figures will be found in the Analysis for the second half of 1873.

* *Vide* Proceedings of Government, dated 6th August 1874, No. 2,162.

7. With regard to the mileage of engines run for the carriage of Revenue stores, through an oversight, engine mileage instead of train mileage has been entered in M. I.

8. Paragraph 10 of Government of India letter. A very few sleepers of Jarrah and of Johore teak were put in the line some years ago, but no record exists to show how many of these have been displaced through renewals. Practically the wooden road may be said to be altogether of creosoted pine, and will be so shown in future.

9. *Table M. I.*—I regret that the mistake pointed out should have occurred in the calculations. A revised set of tables in which the correction referred to in paragraph 7 will also be introduced, shall be forwarded as soon as it can be compiled.

10. The instructions given in paragraphs 4 and 5 of the Government of India letter shall be attended to.

No. 198. ORDER THEREON, 12th November 1874, No. 3,203.

RAILWAY, No. 30.

ORDERED that the above letter be forwarded to the Government of India.

(True Extract.)

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

No. 199. (DOCKET No. 3,204, dated 12th November 1874.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

35

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 636.

From Lieutt W. H. Coaker R.E.
~~Lieut.-Colonel J. H. M. SHAW STEWART, R.E.,~~
Deputy *Consulting Engineer for Railways,*
in charge

To
COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department.
Fort Saint George.

SIR,

With reference to the Order of Government under date 30th July 1874, No 2071, I have the honour to submit the following explanations regarding the discrepancies noticed by the Government of India in the Analysis of the Revenue Account of the Great Southern of India Railway for the half-year ended 30 June 1873.

2. Tables A. — The average

number of seats provided per vehicle is arrived at as follows:—

	Proportion of space due to 1st class.	Number accommodated in this space	Number which would be accommodated in whole carriage.
New composite carriage	$\frac{17}{40}$	14	$14 \times \frac{40}{17} = \frac{560}{17}$
Old Do Do	$\frac{1}{2}$	10	$10 \times 2 = 20$
First class Do	—	20	20

	Vehicle miles	Proportion due to 1st class
New composite carriage	109,132	$109,132 \times \frac{17}{40} = 46,381$
Old Do Do	10,322	$10,322 \times \frac{1}{2} = 5,161$
First class Do	1,024	1,024

∴ average number of seats provided per whole vehicle $= \frac{(46,381 \times \frac{560}{17}) + (5161 \times 20) + (1,024 \times 20)}{46,381 + 5161 + 1,024} = 31{\cdot}42$

There are the figures for the first class during the first half of 1873,

and it will be apparent that the average number of seats provided varies according to the vehicle mileages of the different descriptions of carriages. In which first class accommodation is provided this is believed to be in accordance with the directions given in the footnote to Table A in the original forms supplied by the Government of India.

3. One mile is the length of the longest gradient of 1 in 100. It appears, however, to be the wish of the Government of India that the total length of all portions

of the line where the gradient attains the maximum shall be shown, and this will be entered in future, viz: 3 miles 46 chains.

4. Table B. — Paragraph 7 of Government of Judea letter. The average mileage of single journey third class passengers should be 31·59 instead of 34. The latter figures were furnished by the Agent, but the average mileages will in future be worked out in this Office. Return journey passengers are counted as two passengers. The large increase in the average mileage of return third class passengers is due to the fact that since the introduction of the two pies rate these tickets have not been issued for short distances.

5. Paragraph 8 of Government of Judea letter. The errors noted are typographical; the calculations involving these figures are correct.

6. Table E.I. — The decrease in the lengths of rails arose from the figures furnished by the Agent. The length of line has now been determined as 167* miles, and of sidings 12 3/4 miles, and these

* Vide Pro: of Govt dated 6th August 1874, No 2162.

figures will be found in the Analysis for the second half of 1893.

7. With regard to the mileage of engines run for the carriage of Revenue Stores, through an oversight, engine mileage instead of train mileage has been entered in M.I.

8. Paragraph 10 of Government of India letter. A very few sleepers of Jarrah and of Johore teak were put in the line some years ago, but no record exists to show how many of these have been displaced through renewals. Practically the wooden road

road may be said to be altogether of creosoted fir, and will be so shown in future.

9. Table M.I.—I regret that the mistake pointed out should have occurred in the calculations. A revised set of tables in which the correction referred to in paragraph 7 will also be introduced, shall be forwarded as soon as it can be compiled.

10. The instructions given in paragraphs 4 and 5 of the Government of India letter shall be attended to.

I

I have the honour to be
Sir
Your most obt. servant
W. Monday Lieut R.E.

Madras
22d October
1874

Dy Cons: Engr for Rys
in charge

ended 30th June/73
ordered to be forwarded to the Govt of India —

Forwarding a letter from the Consr for Rys submitting explanations regarding the discrepancies noticed by the Govt of India in the Analysis of the Revenue Account of the Great Sn of India Ry for the half year ended 30th June/73 —

6664

Govt of 1874 Madras.

PUBLIC WORKS.

To The Secretary to Government P. W. Department Fort Saint George

Dated Recd. Encl.

G. O., 12th Nov. 1874, No 3203 3204

Nos. 197-199.

Great Sn of India Ry

Letter from the Consr for Rys submitting explanations regarding the discrepancies noticed by the Govt of India in the Analysis of the Revenue Account of the Great Sn of India Ry for the half year ended 30th June/73 —

Consr for Rys's letter dated 15th/19th Oct 74.

Copy forwarded to the Govt of India.

Copy forwarded to the Consr for Rys.

Copy forwarded to the Accountant General.

Copy forwarded to the Secretary to the Board of Revenue.

197- 199

Proceedings that the 3203 & 3204 Govt letter be forwarded to the Govt of India.

P. W. 1874 Depart. Proc. of Govt for Nov.

RAILWAY DEPARTMENT.

From The Consulting Engineer for Railways in charge

To The Secretary to Government, P. W. Department, Fort Saint George.

No. 6664.

Dated 22nd October 1874.

Recd. 24th

No. 636.

Submitting explanations regarding the discrepancies noticed by the Govt of India in the Analysis of the Revenue Account of the G. S. of I. Ry for the first half 1873. No 3203 & 3204 Victoria 74

Letter ordered