M.R.O. 1—10,006—23-2-50.

(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. 3527-28	Press Original
B.P. No.	Mis.
Dated 14-12-1875	195

Not to be folded or roughly handled

No. 228. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 11th December 1875, No. 657 :—

WITH reference to the Order of Government, dated 7th September 1875, No. 2,537, I have the honor to report as follows :—

1. *Table D.*—The length of sidings, 13·5 miles, is correct. In my letter, No. 636, dated 22nd October 1874, an error was made in the distribution of the total length of rail between main line and sidings though the total length, 179¾ miles, was correctly shown. In reply to a reference to the Agent, I learn that the lengths are as follow :—

		Ms.	Chs.
Main line		*166	24
Sidings		13	50
Total ...		179	74

*This is to buffer end past the junction. Up to the Madras platform the distance is 167 miles—*Vide* Proceedings of Government, dated 6th August 1874, No. 2,162.

The figures now being entered at the foot of Abstract A of the Revenue Accounts are thus arrived at :—

——	Main Line.		Sidings.		Total.	
	Ms.	Chs.	Ms.	Chs.	Ms.	Chs.
Negapatam to Erode	166	24	13	50	179	74
Arconum to Conjeveram	18	60	1	57	20	37
Total ...	185	4	15	27	200	31

2. *Table MI.*—The "number of tons of vehicles and freight per ton of freight" for first-class carriages is correctly shown as 80·234. In this office all these calculations are done by the aid of logarithms, and the apparent discrepancy noticed by the Government of India arises from the decimal under "weight in tons" being taken to three figures only. The logarithm was used and not the corresponding number, which is ·0918186.

3. The information asked for in paragraph 3 of the Government of India letter is now being given in Table EI.

Nos. 229 & 230. ORDER THEREON, 14th December 1875, No. 3,527.

RAILWAY, No. 27.

ORDERED to be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 231. (DOCKET No. 3,528, dated 14th December 1875.)

COPY of the above forwarded to the Government of India with reference to their letter, No. 2,134 R., dated 27th August 1875.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

Exd. E. C. Shunker.
Spare Copies

WAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 11th December 1875.

No. 657.

From

LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Order of Government dated 4th September, 1875, No. 2534, I have the honour to report as follows:-

1. Table D.——The length of sidings, 13.5 miles, is correct. In my letter No 636, dated 22nd October, 1874, an error was made in the distribution of the total length of rail between main line and sidings though the total length, 179 3/4 miles, was correctly shown. In reply to a reference to the Agent, I learn that the

the lengths are as follow:-

	Miles	chains
Main line	× 166	24
Sidings	13	50
	179	74

* This is to buffer end past chief junction. Dist to the Madras platform the distance is 16 miles. Vide Gov. of Govt: dt 6 Augt 74 No 2162.

The figures now being entered at the foot of abstract A of the Revenue Accounts are thus arrived at:-

	Main line	Sidings	Total
	Miles - chains	Miles - chains	Miles - chains
Negapatam to Erode	166. 24	13. 50	179. 74
Arcanum to Conjeveram	18. 60	1. 54	20. 34
Total	185. 4	15. 24	200. 31

2. Table M-I ——— The number of tons of vehicles and freight per ton of freight for first class carriages is correctly shown as 80. 234. In this office all these calculations are done by the aid of logarithms, and the apparent discrepancy noticed by the

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the Government of India arises from the decimal under "weight in tons" being taken to three figures only. The logarithm was used and not the corresponding number, which is .09/8186.

3. The information asked for in paragraph 3 of the Government of India letter is now being given in Table E.I.

I have the honour to be

Sir

Your most obedt Servant.

Worksop R.E. Capt. & Lt.

for Govt Engineer for Railways

P.W. 1875 Deptt.

RAILWAY DEPARTMENT.

No. 7940

From
The Consulting Engineer
for Railways,

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

Dated 11 December 1875.
Recd. 13

No. 657

Submitting explanation to the remarks made by the Government of India on the Report of the G.S.I. Ry for the first half of 1875.

Yours &c
for the Consulting Engineer
for Railways
Secretary

No. 3527
Returned to the Government of India with reference to their letter No. 2934 R dated 27 August 1875.

Consg. Engr. Rys. No. 3528.
Dec 17 Copy of the above forwarded to the Govt. of India with reference to their letter No 2934 R dated 27 August 1875.

R.S. No. 3528 of 14 Decr 75.

21

Govt. Rep. - 5-1-76

1940

Govt. of India 1875 Madras.

PUBLIC WORKS.

Govt of India
Consg. Engr Rys
Rept.

Dated
Recd.
Encl.

G. O. 7/14/12 1875, No. 3527/8
3528

Nos. 2 & 31

Revenue Accts of the G.S.I. Ry for the 1st half of 1874 — Letter from the Engr Submitting explanation in the remarks made by the Govt of India on the — ordered to be forwarded to the Govt of India —

Forwarding Explanation by the Consg. Engr of Rys. to the remarks made on the Revenue Accts of the G.I. of I Rly for the 1st half of 1874.