

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	933-34	Press
B.P. No.		Mis.
Dated	8 - 4 -	1875
		195-

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th April 1875.*

No 168. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 23rd March 1875, No. 173 :—

As directed in the Proceedings of Government, No. 332, of the 5th ultimo, I have the honor to forward, herewith, a revised statement of Rolling Stock No. XII., the omissions in which escaped attention when passing through this office.

2. With reference to the discrepancies between the total length of line sanctioned as given in the returns for the first-half of 1874 and the second-half of 1873, I quote as follows from explanation furnished by the Agent, South Indian Railway :—

“ The Chief Auditor informs me that he has not on record the details of the figures in the mileage statement for the half-year ending 31st December 1873. The mileage entered in that for the following half-year comprises the main line from Madras to the Coleroon, and the branches Arconum to Chingleput and Belpur to the French frontier.”

3. From the above it would appear that the figure entered in the accounts for the first-half of 1874 is correct, thus—

Arconum to Conjeveram	...	...	...	18½
Conjeveram to Chingleput	...	...	...	21
Madras to Cuddalore...	...	...	...	127½
Cuddalore to Coleroon	...	...	...	28½
Belpur to French frontier	...	...	...	*14

* It has since been ascertained that this length is seventeen miles.

209½

Although estimates for some of the above sections have not yet been sanctioned, the Government are aware that these have always been looked upon as necessary parts of the amalgamated system.

FORM No. XII.
SOUTH INDIAN RAILWAY.
Arconum—Conjeveram Section.

Statement of Engine and Rolling Stock for half-year ending 30th June 1874.

Description.	Total Stock authorized up to date.	Total stock constructed against authorization up to 31st Dec. 1873.	Additional stock during the half-year.	Total stock constructed up to 30th June 1874.	Actual stock running on 30th June 1874.	Total number of vehicles renewed during the half-year.	Total number of vehicles repaired during the half-year.	Total number of vehicles undergoing renewal on the 30th June 1874.	Total number of vehicles undergoing repairs on the 30th June 1874.	Actual number under-going repairs and renewal at any one time.
Engines	4	4	...	4	4	...	4			An engine, a carriage, and two wagons.
1st-class carriages	3	3	...	3	3	...	...			
Composite "	4	4	...	4	4	...	...			
2nd-class "	6	6	...	6	6	...	...	Nil.	Nil.	
3rd-class "	20	20	...	20	20	...	...			
Brake Vans	3	3	...	3	3	...	...			
Goods Wagons	40	40	...	40	40	10	8			

NEGAPATAM,
24th February 1875.

(Signed) W. S. BETTS,
Agent.

The corrections in red have been made in this office.

23rd March 1875.

(Signed) W. H. COAKER, Lieut., R.E.,
Deputy Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,
8th April 1875.

No. 169.

ORDER THEREON, 8th April 1875, No. 933.

RAILWAY, No. 22.

ORDERED that these papers be forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

No. 170.

(DOCKET No. 934, dated 8th April 1875.)

COPY of the above forwarded to the Government of India with reference to their letter, No. 21 R., dated 4th January 1875.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 173

From

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

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

As directed in the Proceedings of Government No. 932 of the 5th ultimo, I have the honour to forward herewith a revised statement of Rolling stock, No. XII, the omissions in which escaped attention when passing through this Office.

2. With reference to the discrepancies between the total length of line sanctioned as given in the returns for the first half of 1874 and the second half of 1873, I quote as follows from explanation furnished by the Agent South Indian Railway.

"The Chief Auditor informs me that he has not on record the details of the figures in the mileage statement for the half-year ending 31st December 1873. The mileage entered in that for the following half-year

- half-year comprises the main line from
- Madras to the Coleroon and the branches
- Arcanum to Chingleput and Belpur to
- the French frontier!

3. From the above it would appear that the figure entered in the accounts for the first half of 1874 is correct thus:-

Arcanum to Conjevaram	18 $\frac{3}{4}$	
Conjevaram to Chingleput	21	Note. It has since been as-
Madras to Guddalare	127 $\frac{1}{4}$	certained that
Guddalare to Coleroon	28 $\frac{3}{4}$	this length is 17
Belpur to French frontier	14 $\frac{1}{2}$	miles. -
	<u>209$\frac{3}{4}$</u>	

Although estimates for some of the above sections have not yet been sanctioned the Government are aware that these have always been looked upon as necessary parts of the amalgamated system.

I have the honor to be
Sir
Your most obedient servant

Madras
25th March 1875
W. Walker
Lieut. Col.
for Genl. Engineer for Railways.

Copy of the above to the Secy to Govt.

RAILWAY DEPARTMENT.

AY DEPARTMENT.
20:1946

From
The Consulting Engineer,
for Railways,

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

Dated 23 }
Reel. 24 } March 1875

21.1
No. 130.

No. 130.

21.3

The Secretary to Government,
P. W. Department,
Fort Saint George.
Dated 23^d March 1875
Recd. 24

No. 130.

31.

Forwarding
a revised statement
of rolling stock
to the members
in G. O. No 3329
5th Feb. 1875
J. H. No. 334-8-4-78
J. H. No. 334-8-4-78

1946

PUBLIC WORKS.

Carl Schmeier

Prize always
at the end

Med. *Doct of Med.* 933
Encl.
G. O. Saphir 1875, Nov 31

Nos. 168. 170

[illegible]