

(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. 1503.	Press ~~Mis~~
435-436.	
Dated 18-5-	1867.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th May 1867.*

No. 435. Read the following Proceedings of the Madras Government in the
Military Department:—

Requesting the Public Works Department to
communicate to the Consulting Engineer for
Railways, letter from the Secretary to the
Government of Bombay, transmitting copy of a
report by the Committee appointed to consider
the addition that should be made to the Rolling
Stock of the G. I. P. Railway Company, to
meet the requirements of the new Overland
transport arrangements.

(Here enter 14th May 1867, No. 1,769.)

No. 436. ORDER THEREON, 18th May 1867, No. 1,503.

RAILWAY, No. 32.

Communicated to the Consulting
Engineer for Railways.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

MILITARY DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following papers:—

From the Secretary to Government, Military Department, Bombay Castle, 25th April 1867, No. 1416; to the Secretary to the Government of Madras.

Referring to my letters as per margin, I am directed to transmit, for the information of the Government of Madras, the accompanying copy of a report by a Committee appointed by Government to

consider the additions that should be made to the Rolling Stock of the G. I. P. Railway Company, in order to meet the requirements of the new Overland transport arrangements.

From the Consulting Engineer for Railways, Bombay, 4th April 1867, No. 1078; to the Secretary to Government, Railway Department, Bombay.

I have the honor to forward copy of Minutes of the meeting on G. I. P., Railway Rolling Stock held in accordance with Government Resolution No. 155 of the 22nd March 1867, in the Military Department.

2. It will be observed that a proportion of 3rd class waggons are entered for the conveyance of the men. The railway company's stock of 2nd class carriages is already in excess of what is required for this class of passengers, and they do not propose to increase it for the present.

3. General Rivers will probably address Government on the subject of the return trips for these Military trains when empty.

4. The remainder of the proceedings refers to some alterations in the "conveyance of Troops Regulations" which are still under consideration by Government. It will be seen that the question of the number of men, 32 per railway carriage, has been conceded by General Rivers.

RAILWAY ROLLING STOCK.
Major General Rivers,
Colonel Gell,
Colonel A. DeLisle,

Read Government Resolution, No. 155 of the 22nd March 1867, in the Military Department. The Railway Company agreed to furnish the undermentioned Rolling Stock.

	1st class.	2nd class.	3rd class.	Waggons.
Officers.....	40			
Wives.....	10			
Men.....	900	20	10	
Women.....	110	4		
Children.....	140	3		
Followers.....	200		5	
Baggage.....	1858 Mds.			27
	4	27	15	27
	2	14	7	14
Add for another Wing.....	6	41	22	41
Total Rolling Stock...				

to be available at 24 hours' notice commencing in September next.

2. Mr. Knox, General Traffic Manager, stated that a whole regiment could be moved in 12 hours from Bombay to Bhosawul and after 12 hours rest in 12 hours more on to Nagpore.

3. Colonel Gell stated that this arrangement would not accord with the proposed distribution of rest houses at Deolalee and Akola.

4. General Rivers pointed out that the additional delay caused by two halts of 12 hours on the road involves great loss in the demurrage for the rolling stock.

5. The railway company understand from Colonel Gell that the rest house stations cannot be altered, and in that case consider that the cost of running back long trains of empty vehicles should be met in some way by Government, as it will cost them Rupees 2-8-0 per train mile without estimating the demurrage on the vehicles.

6. It was agreed that troops should be moved by wings on successive nights between Termini and rest houses and between rest houses, and that in no case the actual journey should exceed 12 hours :—

Bombay..... Deolalee,
Deolalee..... Akola,
Deolalee..... Khundwa,
Akola..... Nagpore,

South East line.

Poona..... Sholapore.

7. Rule XVIII to be modified so as to give 12 hours' notice for 100 men when the ordinary train is a small one for one trip on the Ghats. For detachments not exceeding 40 men including followers no notice to be required.

8. The minimum number of troops for which a special train can be demanded to be fixed at 300 men not including women and followers. Twenty-four hours' notice to be given for special trains.

9. The railway company also consented that the number of men per 2nd class carriage should be 32, it being understood that the proportion of 3rd class carriages may be used if no 2nd class are available, to which Colonel Gell makes no objection as a temporary measure.

30th March 1867,

(Signed) A. DE LISLE, Colonel, R. E.,
Consulting Engineer for Railways.

(..) J. S. GELL, Lieut.-Colonel,
Dy. Qr. Mr. General.

(..) H. RIVERS, Major General,
Agent G. I. P. Railway.

ORDER, No. 1769, 14th May 1867.

Communicated to His Excellency the Commander-in-Chief, (Quarter Master General's Department) and through the Public Works Department to the Consulting Engineer for railways.

(True Extract.)

Pharadul Major General,
Secretary to Government.

01

02

To the Quarter Master General.
Public Works Department.
Controller of Military Accounts.

With 20 spare copies.

Exd. J. E. Cashart.

1503
212, 1503

*Recd
1503
212, 1503
Railway*

Communicated to the Consulting Engineer for Railways.

[Signature]

Spent 8th May 1867

Recd 20/5/67

3E..

1867
Pro: of Govt for
1809

Pro: of the Madras Govt
in the Military Dept

Sp 14 } May 1867
Recd 16 }

1867.

no 1573-1815 May 1867.

Requesting the P.W.D. to comm.
municate to the Com: Engrs
for Railways, letter from the
Secy to the Govt of Bombay trans-
mitting copy of a report by
the Comm: appointed to consider
the addition that sh^d be made to
the Rolling Stock of the G.P. Railway
Comp^y to meet the requirements
of the new overland transport
arrangements.

W. H. au Bala

435-436