M.R.O. 1—77,606—4-6-67.

(1) Number of pages 1

(2) Date of repair

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No. 2956

Press

Mis.

526-537

Dated 23 8 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 23rd September 1867.

No. 566. Read the following Circular from the Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 2nd September 1867, No. 9 R:—

1. The Government of India has reason to suppose that a very serious loss of money is occasioned to some, if not all, Railways in India by the inappropriate character of the wagon stock. The existing form of wagon was originally adopted from the English pattern, and appears to be unsuited to the character of the bulk of the goods carried on Indian Railways. It is further believed that, since the introduction of Railways in India, great progress has been made in such matters in England, while the corresponding advance has not extended to this country.

2. The grand defect is understood to be that the carrying capacity of the existing stock is far too small. In order to secure economy of transport, it is plain that the dead weight of the wagon should be reduced to a minimum, while the useful paying load should be a maximum. A fair proportion between paying load and dead weight is understood to be two to one. Thus a wagon of five tons should carry a load of ten tons, and on the best of European Railways it is believed that this is the case.

3. In India the ordinary weight of a wagon is five or six tons, and it is believed that the load carried is rarely more than five tons, and that in many instances far smaller loads are taken. Thus it would seem that the paying loads are not *half* of what they should be for economical working, and it would follow that an enormous amount of dead weight is carried backwards and forwards, wearing out rails and engines, and using up labor and fuel for no useful purpose; and it is not improbable that, with properly constructed wagons, one-third of the locomotive power now needed might be saved, with a corresponding diminution of the number of trains and increase to the working power of the Railways.

4. The Governor General in Council has no doubt that the importance of the subject will commend itself to the Government of Madras, and I am to request that the matter may be taken up by the Consulting Engineer in communication with the Railway authorities, and a report submitted showing the loads of different kinds of goods which the existing wagons are now capable of carrying, and the proportion these loads bear to the weight of the wagons, and what arrangements can at once be made for improving the carrying capacity of the existing wagon stock.

5. If the Government of India is rightly informed, the present state of the wagon stock is wasteful and ought not to be permitted to continue a day longer than can be helped.

No. 567. ORDER THEREON, 23rd September 1867, No. 2,956.

RAILWAY, No. 36.

Forwarded to the Consulting Engineer for Railways for early and full report after communication with the Railway authorities.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Circular No. 9R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway.

To *The Secretary to Govt. of Madras, P.W. Department (Railway)*

SIMLA, *the 2nd September* 1867.

SIR,

THE Government of India has reason to suppose that a very serious loss of money is occasioned to some, if not all, Railways in India by the inappropriate character of the wagon stock. The existing form of wagon was originally adopted from the English pattern, and appears to be unsuited to the character of the bulk of the goods carried on Indian Railways. It is further believed that, since the introduction of Railways in India, great progress has been made in such matters in England, while the corresponding advance has not extended to this country.

2. The grand defect is understood to be that the carrying capacity of the existing stock is far too small. In order to secure economy of transport, it is plain that the dead weight of the wagon should be reduced to a minimum, while the useful paying load should be a maximum. A fair proportion between paying load and dead weight is understood to be two to one. Thus a wagon of five tons should carry a load of ten tons, and on the best of European Railways it is believed that this is the case.

3. In India the ordinary weight of a wagon is five or six tons, and it is believed that the load carried is rarely more than five tons, and that in many instances far smaller loads are taken. Thus it would seem that the paying loads are not *half* of what they should be for economical working, and it would follow that an enormous amount of dead weight is carried backwards and forwards, wearing out rails and engines, and using up labor and fuel for no useful purpose; and it is not improbable that, with properly constructed wagons, one-third of the locomotive power now needed might be saved, with a corresponding diminution of the number of trains and increase to the working power of the Railways.

4. The Governor General in Council has no doubt that the importance of the subject will commend itself to the Government of *Madras* and I am to request that the matter may be

taken up by the Consulting Engineer in communication with the Railway Authorities, and a report submitted shewing the loads of different kinds of goods which the existing wagons are now capable of carrying, and the proportion these loads bear to the weight of the wagons, and what arrangements can at once be made for improving the carrying capacity of the existing wagon stock.

5. If the Government of India is rightly informed, the present state of the wagon stock is wasteful and ought not to be permitted to continue a day longer than can be helped.

I have the honor to be,

SIR,

Your most obedient Servant,

Colonel, R. A.,
Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway.

To

CIRCULAR No. 9 R.

Dated Simla, 2nd September 1867.

Received

Question of increasing generally the carrying capacity of wagon stock on Indian Railways.