M.R.O. 1—77,000—8-6-37.

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MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1945 Press Mis.
404-405

Dated 24. 7 1871.

Not to be folded or roughly handled

1C

Proceedings of the Madras Government, Public Works Department, 24th July 1871.

No. 404. Read the following Proceedings of the Government of India, Public Works Department, (Railway,) dated Simla, 4th July 1871, Nos. 1,154—58-R. :—

Improved form of Rolling Stock for Railways of 5′ 6″ gauge.

Read again—

Public Works Department Resolution No. 561—5-R., of 29th March 1871.

Read also—

Letter No. 1,057-R., dated 5th June 1871, from Joint Secretary, Oudh Commission, to Government of India.

OBSERVATIONS.—The Governor-General in Council has perused with interest this additional correspondence on the subject of improved forms of rolling stock for the Oudh and Rohilkhund Railway, and has noticed with satisfaction that Mr. Cooke, the Locomotive Superintendent, and Captain deBourbel, the Consulting Engineer to the Oudh Commission, are earnestly striving to improve the designs of rolling stock so as to adapt the waggons and carriages to the work which they will have to perform. The valuable suggestions of these officers should be communicated by the Agent to the Board of Directors without delay, in order that in consultation with Mr. Heppel, they may have the opportunity of considering them before giving further orders for vehicle stock.

2. The Government of India have no desire to insist on absolute uniformity in the internal arrangement of passenger carriages on the different lines of Railways, but, on the contrary, believe that occasional diversity of form will eventually lead to substantial improvement. It must, however, be borne in mind that no variety can be permitted which will prevent the waggons and carriages of the same gauge, from all parts of India, being absolutely interchangeable, and trains composed of carriages and waggons, collected at random from any of the broad gauge railways, must be able to travel freely on all such lines.

3. The Government of India do not express any opinion as to the superiority of the open saloon over the carriage divided into lateral compartments, nor do they wish to say where steel, iron, and wood may be best introduced in the construction of an economical vehicle, but the advantages of oil as a lubricator in India, and the injury to rolling stock due to the unyielding nature of the connections, are acknowledged. A distinct preference is, therefore, given in favour of oil-keeps for the journals, and screw couplings for the vehicles, which, as renewals are made, will gradually replace the axle boxes and chain couplings now generally used throughout India.

ORDER.—Ordered that these observations be communicated to the Chief Commissioner of Oudh for information and guidance.

Also to the Governments marginally mentioned for information.

Madras, Bombay, Bengal, and Punjab.

(Signed) E. C. S. WILLIAMS, Major, R.E.,
Dy. Secy. to the Govt. of India.

Proceedings of the Madras Government, Public Works Department,
21th July 1871.

No. 405. ORDER THEREON, 24th July 1871, No. 1,915.

RAILWAY, No. 46.

COMMUNICATED to the Consulting Engineer for Railways.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To

Nos. 1151—58 R.

Dated Simla, 4th July 1871.

Received 18th July 1871.

Improved form of Rolling-Stock for Railways of 5' 6" gauge.

C/o-3356.

Govt of 1871 Madras.

PUBLIC WORKS.

To Hurst & Cementing Engr for Railways

24th July 1945.

Nos. 1401 1405

Rolling Stock. Rocket from the Govt of India forwarding the Memorandum regarding the Interchange of Rolling Stock for Railways of 5'-6" Gauge, etc. & the Engineers for Railways.