M.R.O. 1—77,006—8-6-37.

(1) Number of pages.....

(2) Date of repair.....

(3) Initials of the Reference.....

MADRAS RECORD OFFICE.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

G.O. No. 2 1 12-13 Press Mis.

232-234.

Dated 12-1-16 18-1-12.

Not to be folded or roughly handled

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th June 1872, No. 417.

With reference to my letter No. 321, dated the 17th of May 1872, and to G. O., No. 1,440 of the 11th instant, I have the honour to enclose, for submission to Government, the Minutes of a meeting which was held in my office on the 11th of April last for the purpose of considering the question of the dimensions of fixed buildings and rolling stock for Indian Railways.

2. You will observe that after the subject had been carefully considered by the Committee I undertook to address the Agent of the Great Indian Peninsula Company, and ascertain from him whether, in the event of the platform walls at our terminal station and goods sheds being reduced to a height of 3 feet 9 inches from the level of the rails, the vehicles of his Company would be able to pass.

3. I have the honour to enclose you a copy of the correspondence which passed between Mr. LeMesurier and myself, from which you will gather that a platform of the height mentioned will not be inconsistent with the Great Indian Peninsula Company's working diagram of maximum moving dimensions.

4 I also enclose you the copy of a letter of this date which I have received from the Chief Engineer, in which he states that, in his opinion, it will be necessary to adopt a height of 3 feet 9 inches above the level of the rails at the platforms of our terminal stations and goods sheds in lieu of 4 feet, as heretofore, in order to clear the stock of the Great Indian Peninsula Company. Mr. Anderson states that the alteration can be easily effected by raising the level of rails 3 inches and I have the honour to recommend that the Government will be pleased to accord sanction to the proposal.

MADRAS RAILWAY.

Minutes of a Meeting held in the Agent and Manager's Office on the 11th of April 1872.

Present.

Mr. Beresford ANDERSON. | Mr. H. E. CHURCH.
,, W. Barton WRIGHT. | ,, Robert B. ELWIN.

The Agent and Manager read paragraph 11 of a letter from the Managing Director of the Madras Railway, No. 73, dated the 28th February 1856, which is as follows :—

"The attention of the Boards of the several Indian Railway Companies having been drawn to the importance of uniformity in the dimensions of certain parts of the roadway and rolling stock of the Railways, a memorandum on that subject has been drawn up and agreed to by their respective Consulting Engineers, and adopted by the Directors under the sanction of the East India Company. I am desired by the Board to transmit, herewith, a copy of this memorandum for the guidance of their Engineers, whose immediate attention you will be pleased to direct to its provisions."

2. The following are copies of the memorandum, and of the letter from Mr. Rendel which accompanied it, referred to in the above paragraph, which were also read to the Meeting, namely,—

From J. M. RENDEL, Esq., Madras Railway, to J. WALKER, Esq., dated 8, Great George Street, Westminster 11th February 1856.

With reference to your letter of the 2nd January, enclosing a communication from the Court of Directors on the subject of uniformity in the dimensions of certain parts of the roadway and rolling stock of Indian Railways, I beg to report as follows.

I first conferred with Mr. Robert Stephenson, the Consulting Engineer of the Great Indian Peninsula Railway, and we then invited Colonel Kennedy, representing the Bombay and Baroda Line, and Mr. Yarrow, representing the Scinde Railway, to meet us and consider the subject as desired by the Court.

The result of two meetings was an agreement to recommend certain points of uniformity to be adopted on all the Indian Lines as stated in the memorandum annexed, and the original of which has been signed by all the Engineers concerned.

Should the Board and the Court sanction the adoption of these dimensions, I beg to suggest that they be sent as early as possible for the guidance of our Engineers in India.

Proceedings of the Madras Government, Public Works Department, 14th October 1872.

INDIAN RAILWAYS.

Memoranda of dimensions agreed upon with reference to uniformity on the Indian Lines by the undersigned Engineers :—

	Ft.	In.
Minimum clear width between tracks	6	0
Minimum clear distance of platform wall from rail 2 feet 6 inches. Projection of bosing not more than 3 inches.		
Minimum clear height for all over openings above rails in centre of each line	14	6
Goods loading guage for interchange of traffic to be settled to a pattern.		
Breadth from centre to centre of buffers	6	5
Height of centre of buffer above rail to be 3 feet 6 inches for all rolling stock hereafter to be constructed.		
Passengers carriages—Extreme width of body	8	6
,, ,, of roof	10	6
,, ,, of steps...	10	0
Length between centres of wheels (carriages and wagons) 11 feet maximum.		
Minimum diameter of turn-tables	15	0
The engine and tender to turn on tables	40 feet diameter.	
All carriages and wagons to have spring buffers and draw springs at both ends.		

Agreed, 5th February 1856.
(Signed) Jas. M. RENDEL.
(Signed also by) Robt. STEPHENSON.
(,,) J. F. KENNEDY.
(,,) T. A. YARROW.

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3. Mr. Elwin then read paragraph 19 of the Managing Directors' letter, No. 105 of the 4th of December 1856, as well as the document which accompanied it, namely a letter from Mr. William Pole, dated the 19th of November 1856, with sketch specifying the dimensions which had been agreed upon with a view to secure uniformity on Indian Lines, by Mr. Robert Stephenson, Colonel Kennedy, Mr. Yarrow, and himself. The following are copies of the documents and sketch alluded to :—

Paragraph 19.—Referring to the 11th paragraph of my letter, No. 73, I have now to forward, for your information and guidance, a copy of a letter from Mr. Pole, dated the 19th ultimo, with the tracing therein referred to, showing the standard of loading gauge and bridge gauge agreed upon for Indian Railways. You will please to communicate the information without delay to the Chief Engineer for his guidance.

From W. POLE, Esq., Madras Railway, to J. WALKER, Esq., dated 8, Great George Street, Westminster, 19th November 1856.

Uniformity of dimensions on Indian Railways.

On the 11th February last Mr. Rendel transmitted you a memorandum of dimensions agreed upon with reference to uniformity on Indian Lines by himself, Mr. Robert Stephenson, Colonel Kennedy, and Mr. Yarrow.

The fourth item in this memorandum stated that a goods loading gauge for interchange of traffic would be settled to a pattern.

I now beg to inform you that the pattern of the said goods loading guage has been settled mutually by the same gentlemen on behalf of the various Companies they represent according to the drawing I annex on the fly-sheet.

Should the Board and the Court sanction the adoption of this pattern, I beg to suggest that a copy of the drawing be sent, as early as possible, for the guidance of our Engineers in India. For this purpose I enclose a duplicate copy, etc., etc., etc.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th June 1872, No. 417.

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2. You will observe that after the subject had been carefully considered by the Committee I undertook to address the Agent of the Great Indian Peninsula Company, and ascertain from him whether, in the event of the platform walls at our terminal station and goods sheds being reduced to a height of 3 feet 9 inches from the level of the rails, the vehicles of his Company would be able to pass.

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MADRAS RAILWAY.

Minutes of a Meeting held in the Agent and Manager's Office on the 11th of April 1872.

Present.

Mr. Beresford ANDERSON. | Mr. H. E. CHURCH.
,, W. Barton WRIGHT. | ,, Robert B. ELWIN.

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Passengers carriages—Extreme width of body	8	6
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Length between centres of wheels (carriages and wagons) 11 feet maximum.		
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Minimum diameter of turn-tables	40 feet diameter.	
The engine and tender to turn on tables		
All carriages and wagons to have spring buffers and draw springs at both ends.		

Agreed, 5th February 1856.
(Signed) Jas. M. RENDEL.
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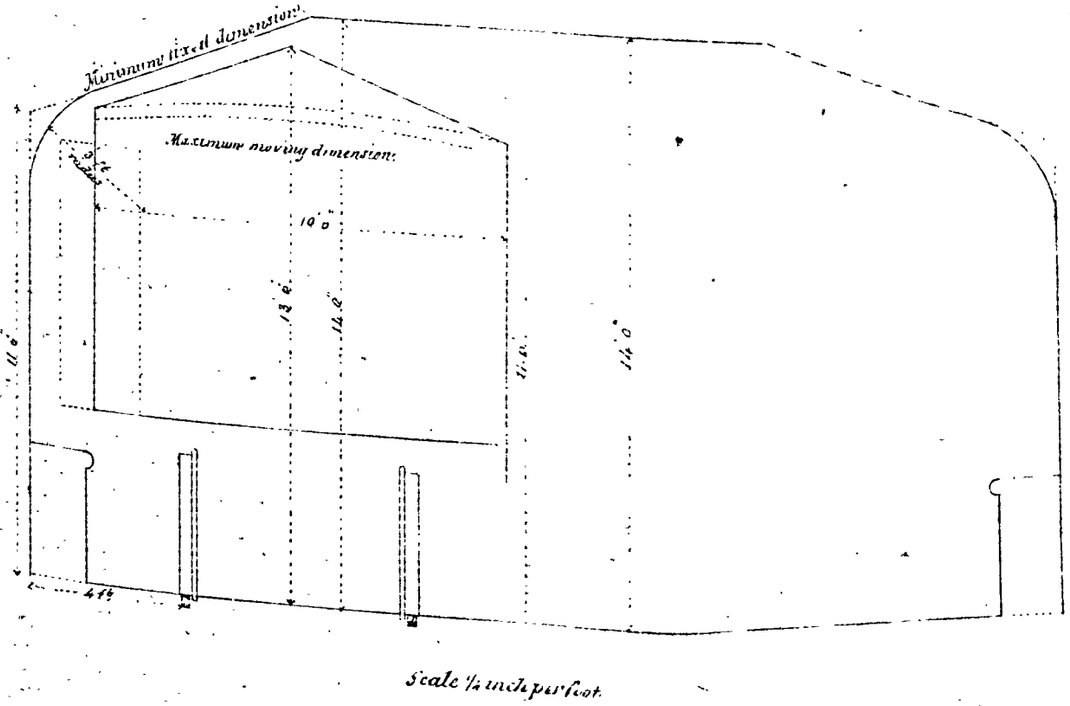
The fourth item in this memorandum stated that a goods loading gauge for interchange of traffic would be settled to a pattern.

I now beg to inform you that the pattern of the said goods loading guage has been settled mutually by the same gentlemen on behalf of the various Companies they represent according to the drawing I annex on the fly-sheet.

Should the Board and the Court sanction the adoption of this pattern, I beg to suggest that a copy of the drawing be sent, as early as possible, for the guidance of our Engineers in India. For this purpose I enclose a duplicate copy, etc., etc., etc.

Indian Railway

Standard Loading Gauge & Bridge Gauge.



Scale ½ inch per foot.

4. Mr. Elwin read also Order of the Madras Government, No. 85, dated the 20th of March 1856, in which it is stated that the Right Honourable the Governor in Council agrees with the Consulting Engineer that the height of the platforms should be, as proposed by him, namely 4 feet at the terminal and 3 feet 3 inches at the minor stations above the rails, and directs that these dimensions be accordingly observed.

5. The Committee having carefully considered the question of the uniformity of dimensions on Indian Railways in connection with the recent correspondence which has passed between the Great Indian Peninsula and this Company, as to certain of the vehicles of the first named Company being unable to pass alongside the Raichore platform, and some vehicles of this Company having come in collision with some of the fixed buildings on the Great Indian Peninsula line, recommend that the height of platforms at terminal stations be reduced to 3 feet 9 inches.

6. Arrangements have been made to alter the few vehicles belonging to the Madras Railway Company which do not come within the limits of the loading gauge which accompanied Mr. Pole's letter of the 19th of November 1856, so as to bring them within the limits of that gauge.

The only Madras Railway Company vehicle which will not be so altered is the upper storied third class carriage which is used on the Bangalore branch, but this vehicle will never be used except for local traffic.

7. With regard to goods platforms it is considered desirable, on the score of uniformity, to reduce their height to a level with those of terminal platforms, namely 3 feet 9 inches.

8. The Agent and Manager undertook to write to the Agent of the Great Indian Peninsula Company, and ascertain from him whether the course proposed would remove all difficulties as regards the running of vehicles belonging to his Company over the Madras Railway.

From the Agent and Manager of the Madras Railway Company, to H. P. LeMESURIER, Esq., Bombay, dated Madras, 11th April 1872, No. 1,295.

I HAVE this morning had a meeting of officers to discuss the question of moving and fixed dimensions in connection with the correspondence which has recently passed between our two Companies as to the damage done to the platform at Raichore by some of your goods vehicles.

We have determined, subject to your reply to this letter, to reduce the height of the platforms at our terminal stations and goods sheds to 3 feet 9 inches.

I shall be much obliged by your letting me know as early as possible, by telegram, to be confirmed by letter, whether this would remove all difficulties as far as all the vehicles belonging to your Company are concerned.

From H. J. P. THOMSON, Esq., Secretary, Great Indian Peninsula Railway Company, to the Agent and Manager of the Madras Railway Company, dated Bombay, 9th May 1872, No. 4,179.

IN reply to your letter of the 11th April, No. 1,295, (of which a duplicate was furnished with your note of the 27th idem,) proposing to reduce the height of your platforms at your terminal stations and goods sheds to 3 feet 9 inches, I am desired to state that our working diagram of maximum moving dimensions does not show that a platform 3 feet 9 inches in height above rail will touch our rolling stock, though it is feared that it might sometimes catch unless care is taken that the coping does not project.

2. I may mention that the ends of some of our passenger platforms have been raised to 3 feet 6 inches for loading goods, but Guards have sometimes been hurt, and it has been therefore proposed to lower them to the ordinary passenger platform height.

Proceedings of the Madras Government, Public Works Department, 14th October 1872.

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 14th June 1872, No. 287.

REFERRING to your endorsement, dated 13th ultimo, on a letter, No. 4,179 of 9th idem, from the Secretary, Great Indian Peninsula Railway, and to the discussion which took place at a meeting held in your office on the 11th April, I am of opinion that it will be necessary to adopt a height of 3 feet 9 inches above level of rails at the platforms of our terminal stations and goods sheds in lieu of 4 feet as heretofore, in order to clear the stock of the Great Indian Peninsula Railway. The alteration can be easily effected by raising the level of rails 3 inches.

No. 233.

ORDER THEREON, 14th October 1872, No. 2,412.

RAILWAY, No. 33.

His Excellency the Governor in Council confirms the sanction accorded by the Consulting Engineer for raising the rail level at terminal stations and goods sheds on the Madras Railway, so as to reduce the height of platforms from 4 feet to 3 feet 9 inches and allow a free passage to all vehicles of the Great Indian Peninsula Railway.

2. It is observed that the question as to how far the prescribed standard dimensions of fixed and moving structures on Indian Railways have been departed from on the Madras and Great Southern of India Lines has been recently referred* to the Consulting Engineer, and his report is now awaited; pending the submission of the required particulars however, His Excellency in Council resolves to forward these papers for the information of the Government of India.

* G. O., No. 1,986, dated 20th August 1872.
" " 2,069, " 29th " "

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 234.

(DOCKET No. 2,413, dated 14th October 1872.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Ed. S. T. Austin.

N° 73 /

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 490.

From Lieut.-Colo. 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,

With reference to the second paragraph of my endorsement dated the 22nd May 1872, No. 252, I have the honour to submit for the information of Government a letter from the Agent of the Madras Railway, and to express my regret that it has not sooner been laid before them. It reached this Office while I was away from Madras on duty, and was put aside to be dealt with on my return. It was however accidentally last night met with, and was brought to notice in the course of a discussion held on the

x Vide G.O. 11th June 1872 No. 1440.

x No. 447-14th June 1872 with enclosures.

the 7th instant with the Madras Railway Authorities as to the best mode of giving effect to the instructions contained in the Order of Government dated the 20th ultimo, No. 1986.

I have already* brought to the notice of Government the insufficient strength of my Office; and I have only to observe that until its strength is increased, I cannot with justice hold any person responsible for such an oversight as that which I now regret to acknowledge.

* vide G.O. No. 1873 - 8th August 1872.

2. With his letter which I have the honour to submit the Agent of the Madras Railway forwards the minutes of a meeting which was held at Royapooram on the 11th April 1872, for the purpose of considering the question of the dimensions of fixed buildings and rolling stock for Indian railways. It will be observed that the remarks of the Inspection which was then held, and of a subsequent correspondence with the Authorities of the Great Indian Peninsular Railway, is a proposal to reduce from 4 feet to 3 feet 9 inches the height of the platforms at the terminal stations and at the goods sheds. It is proposed to effect this by raising the rail level 3 inches at these places. I agree entirely with the Railway Authorities as to the necessity for the proposed alteration. It will be observed that no general rule as to the height of platforms has been laid down among the fixed* dimensions prescribed for Indian railways on the 5'6" feet gauge. The height of passenger platforms at terminal stations was fixed by this Government at 4 feet in accordance with the

Enclosure to G.O. 20th March 1872 No. 1986.

G.O. 20th March 1872 No. 85. Vide Railway Orders I. page 44.

the Consulting Engineer's proposal; and the height of goods platforms seems never to have been fixed by Government.

3. Owing to the break at the Railway the delay in dealing with these papers has not yet caused inconvenience; and to obviate any inconvenience which further delay might cause, I have conveyed to the Agent, in anticipation of sanction, authority to raise by 3 inches the level of the roads at terminal stations and goods platforms. I trust that this will meet with approval.

The cost of raising the road level will be small, and will be met from the provision for maintenance of the line.

I have the honour to be

Sir

Your most obedient Servt.

Madras
12th September
1872

Lieut. Colly RE
Consulting Engineer for Railways

Public Works Department

No. 2412

Proceedings of the Madras Government

Read the following

112

12th Sept

Lieut Colly

Consulting

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Public Works Department
Proceedings of the Madras Government
No. 2492.
Read the following

From The Consulting Engineer for Railways, } M.E. No. 1490 of 12th Sept. 1872

The Excellency
the Governor in Council

confirms the sanctions
accorded by the Consulting
Engineer for raising
the rail level at Tenn
-ral Stations and Goods
Sheds on the Madras
Railway, so as to re-
-duce the height of
Platforms from 4 feet
to

Public Works Department
Proceedings October
No. 2496.

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer
for Railways,

To

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

Dated 12 } September 1872.
Recd. 14 }

No. 2412-2413-16 Rly
No. 490.
Encls: 4

Submitting a letter
received from the Agent
& Manager of the So. R.
Comp.y, regarding the
dimensions of fixed
buildings & Rolling Stock
for Indian Railways.

Copy to Rly Dept. 16 Sept. 72

Madras
12th September
1872

Your most obedient Servt.
Lieut. Colo. R.E.
Consulting Engineer for Railways

to 3 feet 9 inch and allow a free passage to all Vehicles of the Great Indian Peninsular Railway.

It is observed that the question as to how far the prescribed standard dimensions of fixed and moving structures on Indian Railways have been departed from on the Madras and Great Southern of India lines has been recently Referred × to the Consulting Engineer, and his report is now awaited, pending the submission of the required

× G.O. 1986 of 20th Aug 1872
" 2069 " 29th " " —

required particulars however, His Excellency in Council resolved to forward these papers for the information of the Government of India.

No 2413.

H.C. No 81

To
The Com.rs Engr.
for Railways.

Copy of the above forwarded to the Government of India.—

Desp.d 25/9/72.

Desp.d 25/9/72 with 25 Enclosures.

O.S.

G.W.N.

Form of copy of
Form to be sent to the
Secretary for Railways
respecting the duties levied
& levied under Act
Viz. Stock for
Indian Railways

No 4496

Govt. of {1872} Madras.

PUBLIC WORKS.

From

To The Secretary to Govt
Railways
and
To The Secretary to the
Govt of India

Date:

Recd. Encl.

G. O. 14 Dec 2412-2413

Nos. 232-233 & 234-

Standard dimensions for
Rail Railways. Copies
of Orders or Letters from the
Engineer for Railways re-
garding the dimensions
of Fixed Outlays &
Rolling Stock for Rail
Railways.