Proceedings of the Madras Government, Public Works Department, 13th September 1875.

No. 295. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 24th August 1875, No. 470:—

WITH reference to the Proceedings of Government, No. 133-A, dated 10th April 1875, I have the honor to lay before Government letters No. 760, dated 17th July 1875, and No. 808, dated 17th ultimo, from the Agents of the Madras and the South Indian Railway Companies in regard to the fitness of the rolling stock on their respective lines for transporting the gun-carriages, ammunition wagons and limber, referred to in Public Works Department Circular No. 23, dated 1st November 1874.

2. It will be observed that the whole of the military stores above specified can be carried on the open wagon and carriage truck stock of the Madras Railway, the gun-carriages being lifted into the wagons instead of being run in on their own wheels.

3. The South Indian Railway Company's broad gauge open stock is also available for the transport of the artillery and material. The metre gauge stock is not adapted for the purpose.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 17th July 1875, No. 760.

WITH reference to your letters, Nos. 421 and 720, dated respectively the 13th April and 29th June 1875, and to the Circular from the Government of India forwarded therewith, I have the honor to state that I learn from the Traffic Manager that the whole of the gun-carriages, ammunition wagons, and limber can be carried in our open wagon and carriage truck stock.

2. Mr. Church adds, however, that as the whole of the gun-carriages are broader than the door flaps of the Railway wagons, which are only 5 feet broad, it would be necessary to lift the gun-carriages into the wagons, instead of running them into the wagons on their own wheels, and as the height of the sides of our wagon stock is 2 feet 6 inches, the loading could only be performed with the assistance of a crane, or lift, and would occupy a great deal of time.

3. The seventeen drawings received with your letter are herewith returned.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 17th August 1875, No. 808.

HAVING referred your letter, No. 483, of the 20th July last, and its enclosures, to the Locomotive Superintendent, that officer informs me as follows:—"The open stock of our broad gauge will transport all this artillery and material with very little alteration, such as taking out the end planking which could be done in a few minutes at the time. The weights are all under the carrying capacity of our stock. I note a want of correctness in the letter press of some of the drawings. The '10-inch howitzer' has a breadth printed of 9 feet 9 inches, whereas it scales only 6 feet 9 inches; also the 'limber for travelling mortar' is printed 7 feet 8 inches, but scales only 5 feet 9 inches. I have not checked any of the other dimensions, as breadth was the principal feature controlling the capacity of our stock to carry, &c. The metre gauge stock being only 6 feet 3 inches inside measurement is for this purpose."

2. I return herewith the enclosures (18).

Proceedings of the Madras Government, Public Works Department,
13th September 1875.

No. 296.

ORDER THEREON, 13th September 1875, No. 2,631.

RAILWAY, No. 29.

ORDERED that these papers be forwarded for the information of the Government of India, and communicated to the ster-General, through the Military Department. It is observed that the Quartermas e Madras Railway is most defective as regards artillery requirements, and stock on th tion in their construction appears absolutely necessary. Under present some altera es considerable difficulty and inconvenience would be experienced in the circumstanc on of artillery on the open line or at a road-side station where the disembarkati pliances would not be available.

necessary app

2. The metre gauge stock being absolutely useless for transport of heavy artillery, is another argument in favor of retaining the broad gauge between Erode and Trichinop oly as lately advocated.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 297.

COPY of t (DOCKET No. 2,632, dated 13th September 1875.)

Circular No. 2 above forwarded to the Government of India, with reference to their R., dated 1st November 1874.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

Govt. of 1875 Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF INDIA.

Dated September 13*th*.

Issued

Recd. *Encl.*

G. O., 13*th September* 1875. *No.* 2,632.

SEPTEMBER.

Nos. 295-297

FORWARDING copy of Proceedings on letter of the Consulting Engineer for Railways, submitting with remarks letters from the Agents of the Madras and South Indian Railway Companies reporting on the fitness of the rolling stock for artillery requirements.

No. 760

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 14th July 1875.

From

Robt B. Elwin Esq.

Agent and Manager. M.R.Co

To

Lieut Colonel J. F. W. Shaw Stewart

Consulting Engineer for Railways. R.E.

SIR,

With reference to your letters No. 421 and 720 dated respectively the 13th April and 29th June 1875, and to the Circulars from the Government of India forwarded therewith I have the honour to state that I learn from the Traffic Manager that the wheels of the Gun Carriages, Ammunition Waggons, and Timber can be carried in our Open Waggons and Carriage Truck Stock.

Mr Thyer adds however that as the wheels of the Gun Carriages are broader than the door flaps of the Railway Waggons, which are only 5'-0" broad, it would be necessary to lift the Gun Carriages

into the Waggons, instead of running them into the Waggons on their own wheels, and as the height of the sides of our Waggon stock is 2'-6", the loading could only be performed with the assistance of a Crane, or Lift, and would occupy a great deal of time.

3. I do not Drawings required with your letter are herewith returned.

I have the honour to be
Sir
Your most obedient Servt
Robt. Stephenson
Chief Asst. Engineer.

No. 483 South Indian

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 17th August 1875

From

THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

Having referred your letter No 483 of the 20th July last, and its enclosures to the Locomotive Superintendent, that Officer informs me as follows: "The open stock of our Broad gauge will transport all this artillery and material with very little alteration such as taking out the end planking which could be done in a few minutes at the time. The weights are all under the carrying capacity of our Stock. I note a want of correctness in the letter press of some of the drawings. The "10 in Howitzer" has a breadth printed of 9'9" whereas it scales only 6'9" also the "Limber for travelling Mortar" is printed 7'8" but scales only 5'9". I have not checked any of the other dimensions as breadth was the principal feature controlling the capacity of our stock to carry the guns &c. The Metre Gauge stock being only 6'3" inside measurement is not available for this purpose."

I return herewith the enclosures (18)

I have the honour to be,
Sir,
Your most Obedt Servt
[illegible]
Locomotive

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 13 September 1875
Rec'd 17 July 1875

No. 768.

Having no Rly & Car Dept's Engineer Madras
Can Carriage, Carriages
Wagons and Limber
Ammunition Waggons open
Limbers open Waggon
Platform Waggon.

[illegible]
17/9/75

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 470 Madras 24th Aug. 1875.

From

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

Consulting Engineer for Railways,

To

Major General
~~COLONEL~~ G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the Proceedings of Government No. 133A dated 10th April 1875, I have the honour to lay before Government letters No. 760 dated 17th July 1875, and No. 808 dated 17th ultimo from the Agents of the Madras and the South Indian Railway Companies in regard to the fitness of the rolling stock on their respective lines for transporting the gun carriages, Ammunition wagons, and limber, referred to in Public Works Department, Circular No. 23 dated 1st November 1874.

2- It will be observed that the whole of the Military Stores above specified can be carried on the open wagon and carriage

truck

From
The Agent
M. & S. M. Ry. Co.

To
The Consulting Engineer
for Railways.

Dated 11th August 1875.

Sir,

With reference to the Proceedings of Government No. 133A dated 10th April 1875, I have the honour to lay before Government letters No. 760 dated 17th July 1875, and No. 808 dated 17th ultimo from the Agents of the Madras and the South Indian Railway Companies in regard to the fitness of the rolling stock on their respective lines for transporting the gun carriages, Ammunition wagons, and limber, referred to in Public Works Department, Circular No. 23 dated 1st November 1874.

2- It will be observed that the whole of the Military Stores above specified can be carried on the open wagon and carriage truck

Copy to
Secretary to Government
Public Works Department
Fort St. George

No. 1345 M.

Dated 12th August 1875.

Sir,

I have the honour to acknowledge the receipt of your letter No. 470 dated 24th ultimo, and to inform you that I have addressed the Agents of the Madras Railway Company and the South Indian Railway Company on the subject of the fitness of the rolling stock on their respective lines for transporting the gun carriages, Ammunition wagons, and limber, referred to in Public Works Department, Circular No. 23 dated 1st November 1874.

2- It will be observed that the whole of the Military Stores above specified can be carried on the open wagon and carriage truck

EB-13 Letter dated 75
No. 295

truck stock of the Madras Railway, the gun carriages being lifted into the wagons instead of being run in on their own wheels.-

3. The South Indian Railway Company's broad gauge open stock is also available for the transport of the Artillery and material. The metre gauge stock is not adapted for the purpose.-

I have the honour to be,
Sir,
Your most obed.t Servant
Mauthewat
Lieut.t Col.l R.E.
Consulting Engineer for Railways.

Copy

No 2631

Public Works Dept.

Proceedings of the Madras Govt

Yellow date the 13th Sept 1875

Read the following

From

Paul & Smith

To

The Secretary Govt of Madras

(No 470 dated 4th August 1875)

Railways

Ordered that these papers

be forwarded for the information

of the Govt of India

M.L. No dy.

Con Engr for Rlys.

Copy of the above forwarded

to the Govt of India with reference

to their Circular No 23 R. dy 1st Nov 1874.

Genl

I should wish these papers

to be forwarded when finished

to the Ex Roy. Engr for

Artillery Fortresses the stock

on the Arcadian Railway is

most defective. Some alteration

in the Construction appears to be

absolutely necessary - Disembarking

artillery on the open line or at a Road

Level Station may be necessary. Where

would the Crane be.?

30.8.

Rec'd in Govt 10th April 1876 No 1331 A
Orders

P. W. 1875 Dept.

RAILWAY DEPARTMENT.

No: 5461

From

The Consulting Engineer,
for Railways,

To

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

Dated 24
Recd. 25 August 1875

E. 2. No. 470

Ref 13 September 75 No 2631

Submitting letters

from the Agents of the

Madras and S. I. Railway

Companies upon the Fil:

ness of Rolling stock on

their respective Lines

for demi-spherical Mer

gun carriages for

With orders —

No 295

Rec'd 2-9-75 Date 13-9-75

Cir - 27-6-75

Desd Wood 28-8-75

Madras Railway is most defective as regards Artillery requirements, and some alteration in their construction appears absolutely necessary. Under present circumstances considerable difficulty and inconvenience would be experienced in the disembarkation of Artillery on the open line or at a Road side Station where the necessary appliances would not be available.

H.E. docket No. 2632 d/13 Sept/75

Copy

Copy of the above forwarded to the Govt. of India with reference to their Circular No. 23 R dated 1st Nov. 1874.

G.W.W.

G Sc Disp
1-10-75

Addl. para. - The Metre Gauge Stock being admittedly useless for transport of heavy Artillery, ~~render it in the opinion of the Com~~ is another argument in favour of retaining the broad Gauge between Sproule & Trichinopoly, as lately advocated - G.W.W.

5461

Govt. of {1875} Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd. Encl.

G. O., 1875, No. 1131 1132

Nos. ~~293-295~~ 293-295 297

Forwarding copy of Proc. on letter of the Consulting Engr: for Rys; submitting with remarks letters from the Agents of the Madras & S. I. Ry. Cos: reporting on the fitness of the Rolling Stock for Artillery requirements.

~~Fitness of the Rolling Stock for Artillery requirements~~

Passing orders on letter of the Consulting Engr: for Rys: submitting with remarks, letters from the Agents of the Madras & S. I. Ry. Cos: reporting on the ——.