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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2473	Press	<i>Original</i>
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Dated	16-9-1876.	-195-	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th September 1876. No. 2,473.*

No. 255. Read the following Proceedings of the Government of India in the Public Works Department, (Railway,) dated Simla, 11th September 1876, Nos. 2,351—7 R. —

Report of Military Railway Transport Committee

Read again—

Public Works Department Resolution, Nos 2,377—84 R, of 18th October 1875.

Read also—

From Military Department, No 252, ^{Transport} _{Railway}, dated 15th April 1876

From	"	" 557	"	" 10th	"
From	"	" 432 S,	"	" 20th May	"
To	"	" 1,326 R,	"	" 30th	"
From	"	" 457 S,	"	" 19th June	"
From	"	" 18 S,	"	" 1st July	"
From	"	" 289 S,	"	" 8th August	"

OBSERVATIONS.—The report of the Committee relates almost entirely to railways on the 5½ feet gauge, and the most important point discussed is that of end-loading arrangements of all goods rolling stock. Sir Charles Reid strongly advocates the adoption of this system, and there is no room to doubt that if it could be introduced generally, without prejudice to the commercial requirements of railways, a great gain would be effected for military purposes. But there are very strong objections to end-loading on commercial grounds. The disposition of sidings and platforms in all the station yards throughout India has been made with a view to side-loading, it is manifest then that the alteration of this system is now out of the question except at an expense far beyond the necessities of the case.

2. Although the foregoing remarks apply more particularly to Guaranteed Railway Companies, it is obvious that what is commercially a disadvantage to Guaranteed Railway Companies' wagons will also be a disadvantage to the wagons of State Railways. There can be no difference between Guaranteed and State Railways as the stock must be made so as to be freely interchangeable.

3. The goods rolling stock on Indian Railways consists chiefly of

- (a) Ballast and low-sided trucks
- (b) High-sided trucks
- (c) Covered goods wagons

With regard to the two former, Railway Managers raise no very strong objections to their being altered so as to be capable of being loaded from the end when so required. It is a matter of expense only, the usefulness of the stock for commercial purposes will not be impaired.

4. There are on the broad gauge lines in India about 6,500 low and high sided and platform stock of sorts suitable for conversion for end-loading military purposes. The cost of such alterations would be on the average about Rupees 100 a vehicle, or for the whole about 6½ lakhs of Rupees. The sides of the high-sided trucks, and of course the low-sided also, have been pronounced too low for the carriage of horses, and it is advanced by the Railway Companies that to raise the sides would, during

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ordinary use, tend to overload the stock. This objection is fair, but there seems no reason why the suggestion made by some of the Carriage and Wagon Superintendents, present as Members at the Committee, should not be acted upon, viz., that temporary bars should be added to this kind of stock, in times of need, to make the sides of sufficient height for the carriage of horses. Roofs over these trucks are not absolutely essential for the carriage of horses during times of war, and as they would be expensive to maintain, and of very little use ordinarily, the provision of them is unnecessary.

5. By far the largest portion of goods rolling stock in India is composed of covered goods wagons. The doors of these vehicles are too low to admit of horses being loaded in them properly, and the objections to making end openings in this species of stock are very strong. It would weaken the stock, decrease its life, and be expensive, and offer facilities for sparks entering the vehicles on ordinary occasions, and would not afford one single benefit commercially in return. It would, moreover, entail greater expense than the resulting benefit for military purposes would justify.

6. The type of covered goods wagon shown in Plate VI of the illustrations is approved by the Government of India, and should be generally adopted when the wagons are sent into the workshops for renewal, altering only the width to 8½ and the height to 8 feet as recommended by the Committee. It has already been introduced on the Bombay, Barod. and Central India Railway, and also on the South Indian broad gauge. It appears to possess all necessary military requirements except sufficient height of body and door.

7. Certain recommendations were made to alter passenger vehicles, the most notable being wide end-doors in third-class carriages for the admission of doolies carrying sick or wounded men. But here again the change in design is too radical to be capable of being carried out without much inconvenience to the Companies and very considerable expense. When the covered goods wagons are altered to the dimensions recommended, there will be plenty of space to turn round doolies, and to place at least four in each wagon. The springs of the wagons are not so good as the springs of the passenger stock, but this disadvantage could be remedied by swinging the doolies by spiral spring attachments from the roof. The dooly-roof would act as effectually as a protection against sun as the roof of a passenger vehicle, because the wagon roof would be several feet above it. The use of these wagons for the sick and wounded is not intended to preclude the provision of regular hospital carriages. the wagons might simply be used as auxiliary conveyances.

8. It has also been recommended that some of the passenger carriages should be fitted with racks for the carriage of arms. The racks might be made perhaps, and fitted with butterfly-headed screws ready to attach to the interior of the carriages at any moment. These and all other minor fittings, as conveniences for military purposes, can probably be best provided for in the Ordnance Department and kept as military stores in arsenals until required, or issued with the arms, as may seem most advisable.

9. Again it is urged, and very properly so, that ventilation must be provided if either men or horses are conveyed in covered goods wagons. But ventilation cannot

be given without openings which would facilitate the entry of sparks, and under the ordinary conditions of working would render the wagons less safe for the conveyance of goods. Wire-gauze could be used, but that would be expensive, and would be liable to tear, and then be useless as a spark guard. It would however be so easy to make ventilating holes when required that there is no need to make special provision in anticipation on this account.

10. The experiments with the metre gauge rolling stock, not being complete, are to be resumed during the ensuing cold season.

RESOLUTION — Resolved that the thanks of the Government of India be communicated to Lieutenant-General Sir Charles Reid, K C B, President, and to the Members of the Committee for their labors and for the valuable report submitted by them.

ORDER — Ordered, that this Resolution be communicated to the Military Department for information and for communication to the President and Members of the Committee.

Ordered also, that copies of this Resolution and the Report of the Committee be forwarded to the Governments of Madras and Bombay in the Public Works Department (Railway), to the Director of State Railways, and to the Consulting Engineers to the Government of India for Guaranteed Railways at Calcutta, Lahore and Lucknow, for information.

(Signed) H. DRUMMOND, Colonel, R E,
Dy Secy. to the Govt of India

No 256 ORDER THEREON, 16th September 1876, No 2,473

RAILWAY, No 21

COMMUNICATED to the Consulting Engineer
for Railways for information of the Railway
Authorities

(True Extract)

Colonel,
Offg Under Secy to Govt, P W D

to the Consulting Engineer for Railways
,, Military Department

and S T Austin
are Copies

101-11-75 No 3089

20th 1876

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
RAILWAY.

To

The Military Department.
The Governments of Madras and Bombay,
in the Public Works Department (Railway).
The Director of State Railways.
The Consulting Engineers to the Government
of India for Guaranteed Railways, Calcutta,
Lahore and Lucknow.

Nos. 2351-7 R.

Dated Simla, September 11, 1876.

Received

No. 2473 of 10th Sept 76.
Communicated to the
Consulting Engineers for Rail-
ways for information of
the Railway authorities

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Report of Military Railway Transport Com-
mittee.

Comdant Genl. Secy.
For the Secy.

Dated 19/10/76

Cu-22-9-76 Mta 29-9-76
Draft to C. 20-9-76

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Gobt. of 1876 Madras.
PUBLIC WORKS.

To

the Commr. Eng. & S. R.

Dated

Issued

Recd

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G. O. 16th Sept. 1876, No.

2473

Nos.

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