

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	748	(Ry)	Press
B.P. No.			Mis.
Dated	24.3.	1876	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
24th March 1876.*

No. 374. 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, 16th March 1876, No. 135 :—

With reference to the concluding clause of paragraph 6 of the Proceedings of Government, No. 374, dated 11th February 1876, I have the honor to submit for information letter No. 1,334, of the 3rd instant, from the Agent of the South Indian Railway.

2. It will be observed that a second brake-van is now worked on the main line ordinary trains, and that, in addition to the brake on the tenders, one is also being fitted to each engine running over the heavy inclines south of Trichinopoly.

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, 3rd March 1876, No. 1,334.

With reference to the seventh paragraph of your letter, No. 162, of the 18th ultimo, I have to inform you that a second brake-van is now worked on the main line ordinary trains, and a brake is being fitted to the engines (one being already on the tenders) running over the heavy inclines south of Trichinopoly.

2. The Locomotive Superintendent is increasing the weight of four goods brake-vans (now in the workshops under construction) to render them more effective. The weight of a van of this class is 3 tons 14 cwt., by strengthening the springs it will be possible to increase (by a fixed load under the frames) the weight to 6 tons, and a paying load of 3 tons more could be carried, thus giving a weight over each axle of 4½ tons. The passenger brake-vans are 5 tons 4 cwt. net, they are slung on long carriage springs, and Mr. Sheward considers it would be inadvisable to increase their rigidity, as such vehicles are used for postal purposes, and they should run smoothly.

3. Please let me know if you approve of these arrangements.

No. 375. ORDER THEREON, 24th March 1876, No. 748.

RAILWAY, No. 36.

HIS GRACE the Governor in Council would be glad to be furnished with an expression of the opinion of the Consulting Engineer as to whether the precautionary measures in the course of being carried out are sufficient to ensure safety to the traffic and whether the gradient posts have been supplied. If not a further report should be made when all that is necessary to be done has been finally completed.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

No. 1334

GREAT SOUTHERN OF INDIA RAILWAY.)

AGENT'S OFFICE,

NEGAPATAM, 3 March 1876.

From

THE AGENT,

South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

With reference to the seventh paragraph of your letter No. 162 of the 18th Decr. I have to inform you that a second Break Van is now worked on the Main line ordinary trains and a break is being fitted to the engines (one being already on the tenders) running over the heavy inclines south of Trichinopoly.

The Locomotive Superintendent is increasing the weight of four goods break Vans (now in the Workshops under construction) to render them more effective. The weight of a Van of this class is $3.14.0.0$. By strengthening the springs, it will be possible to increase (by a fixed load under the frames) the weight to $6.0.0.0$, and a paying load of 3 tons more could be carried, thus giving a weight over each axle of $4\frac{1}{2}$ tons. The Passenger Break Vans are $5.4.0.0$ net, they are sprung on long carriage springs and Mr. Sheward considers it would be inadvisable to increase their rigidity, as such vehicles are used for postal purposes and they should run smoothly. Please let me know if you approve of these arrangements.

I have the honour to be
Yours most Obedient Servant
William Betts

Mr 2001/76.

* RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 16th March 1876.

No. 135.

From

LIEUT.-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,

Fort Saint George.

SIR,

With reference to the concluding clause of paragraph 6 of the Proceedings of Government No 374 dated 11 February 1876, I have the honour to submit for information letter No 1334 of the 3rd instant from the Agent of the South Indian Railway.

It will be observed that a second brake van is now worked on the main line ordinary trains, and that, in addition to the brake on the tenders, one is also being fitted to each

From Mr. Shaw-Stewart
to Mr. General Walker
for Railways
Dated 16th March 1876
No 1334
In writing of
Chief Secy on the
above line ordinary
trains &c.
Ch. 24 March 1876 BN 34

each engine running over the heavy
inclines South of Trilunopolis.

I have the honour to be

Sir,

Yours most Obedient Servant

Wm. Muntz & Co. Ld. P.E.

Cons. Engrs. for Railways

5011-7267/76 No 374.

No 748

Public Works Department

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 24th March /76-

READ the following:—

From
The Consulting Engineer
for Railways } (N.E. No 135 d/16th March /76)

His Grace the
Governor in Council
would be glad to be
furnished with an
expression of the
opinion of the Con-
sulting Engineer as
to whether the pre-
-cautionary measures
in the course of being
carried out are suffi-
-cient to ensure safety
to the traffic. If not
a further report should
be made when all
that

Pat



Whether the gradients have been supplied —

2011-1976 Paper

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

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

Dated

Recd

16th March 1876.

No. 135.

21st

Submits for
the information of
Govt a letter from
the Supt. of R.R.
having reference
to the sufficient
amount of ballast

24 March 1876 No 374

MR.O. 1-4,002-16 9-48

Consulting Engineer
for Railways
5th St. - 1st Ave. N.D.

374/5

J. P. C. 20-3-26.

2001
 Govt. of 1876 Madras.
 PUBLIC WORKS.

To *Chief Engineer*

27/3

Dated

Issued

Recd.

Encl.

G. O., *Lithur* 1876, No. 748

Nos. 374-375.

Brake power of Engines
S. I. P. S. - Calling orders
 on letter from the *Chief Eng.*
 for *P. S.* submitting informa-
 - tion regarding the — *trans-*
 - mitted over the heavy inclines
 South of *Erichniopolis*.

Admiral
J. H.

for the purpose of
to be 1st April 1876

for the purpose of
to be 1st April 1876