

(1) Number of pages 6

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works

DEPARTMENT.

G.O. No.

37

(Rg)

Press

Mis.

Dated

5-1

18/77.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th January 1877. No. 37.*

No. 70. Read the following Proceedings of the Government of India in the Public Works Department, (Railway,) dated Fort William, 22nd December 1876, No. 3,508—13 R:—

Brake-vans in relation to the dead weight of trains.

Read again—

Letter from the Consulting Engineer, Calcutta, No. 2,105, dated 28th August 1876.
Public Works Department letters, Nos. 2,435—41 R, dated 18th September 1876.

Read also—

Letter from the Chief Commissioner of Central Provinces, No. 6,144, dated 28th Sept. 1876.
" " Director of State Railways, No. 3,554 A, dated 6th October 1876.
" " Consulting Engineer, Lahore, " 1,366, " 14th " "
" " Government of Bombay, " 1,276, " 17th " "
" " Resident at Hyderabad, No. 560 R—A, " 6th November, "
" " Government of Madras, No. 2,960, " 3rd " "
" " Consulting Engineer, Lucknow, No. 2,528, " 22nd " "

RESOLUTION.—It appears from the correspondence just read that a difference of practice has arisen on some railways in regard to the mode of calculating the dead weight of trains; some railways excluding brake-vans from the calculation, and others including them. The foot-note in Table G II shows clearly how brake-vans should be treated under various circumstances for the purposes of Table M I.

Under the provisions of that foot-note a brake-van carrying passengers' luggage becomes a luggage van, and under that designation finds a place in Table A VIII, and thence into Table A VII. The engine tender and brakes of a train, when no luggage is carried in the brake-vans, are appliances to the load-carrying train, and if a comparison is sought between the dead and paying loads, brakes without luggage should be omitted.

The Governments of Madras and Bombay in the Public Works Department (Railway).
The Director of State Railways.
The Consulting Engineers at Calcutta, Lahore and Lucknow.

ORDER.—Ordered, that copies of this Resolution be forwarded to the Governments and Officers noted in the margin for information and guidance.

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

No. 71. ORDER THEREON, 5th January 1877, No. 37.

RAILWAY, No. 10.

COMMUNICATED to the Consulting Engineer for Railways with reference to G.O., No. 2,959, of the 3rd November 1876.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

3-11-76

Secy. to the Govt. of India
Public Works Department (Railways)

All communications
should be addressed
to the Secretary.

Nos. 3508—13 R.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY.

Fort William, December 22, 1876.

Brake-vans in relation to the dead weight of trains.

Read again—

Letter from the Consulting Engineer, Calcutta, No. 2105, dated 23th August 1876.
Public Works Department letters Nos. 2435—41 R, dated 18th September 1876.

Read also—

Letter from the Chief Commissioner of Central Provinces, No. 6144, dated 28th September 1876.
" " Director of State Railways No. 3554 A, dated 6th October 1876.
" " Consulting Engineer, Lahore, " 1366, " 14th " "
" " Government of Bombay, " 1276, " 17th " "
" " Resident, Hyderabad, No. 560 R—A, " 6th November "
" " Government of Madras, No. 2960, " 3rd " "
" " Consulting Engineer, Lucknow, No. 2528, " 22nd " "

RESOLUTION.—It appears from the correspondence just read, that a difference of practice has arisen on some Railways in regard to the mode of calculating the dead weight of trains; some Railways excluding brake-vans from the calculation, and others including them. The foot-note in Table G II shows clearly how brake-vans should be treated under various circumstances for the purposes of Table M I.

Under the provisions of that foot-note a brake-van carrying passengers' luggage becomes a luggage van, and under that designation finds a place in Table A VIII, and thence into Table A VII. The engine tender and brakes of a train, when no luggage is carried in the brake-vans, are appliances to the load-carrying train, and if a comparison is sought between the dead and paying loads, brakes without luggage should be omitted.

The Governments of Madras and Bombay, in the Public Works Department (railway).
The Director of State Railways.
The Consulting Engineers at Calcutta, Lahore and Lucknow.

ORDER.—Ordered, that copies of this Resolution be forwarded to the Governments and Officers noted in the margin for information and guidance.

H. M. M. M. M. Colonel, R. E.,
Deputy Secretary.

N:3508A
To The Secy. to the Govt. of Madras
Public Works Department
(Railway.)

87 No 296073 2nd/76
26097 25/9/76

GOVERNMENT OF INDIA. P.W.D.
PUBLIC WORKS DEPARTMENT 675176
RAILWAY. 11/10

To

Nos. 3508—13 R.

Dated December 22, 1976.

Received

No 37075 5th/77
Communicated to
the Consulting Engineer
for Railways with
reference to G.O. No.
29575 of the 3rd Nov 1976.

AMR.

Brake-vans in relation to the dead weight of
trains.

No. 722, P. W. D. Press—22-12-76—87.

29575 3rd Nov/76
for Rys
Cells with G.O.
2959 3rd Nov/76

9480 ✓
Govt. of 1876 Madras.

PUBLIC WORKS.

To

The Comd^g Eng^g for the

Dated

Issued

Recd.

Encl.

G. O. *1876* 1877, No.

37

Nos. 70 & 71. —

*Crane and — Port of
the Port of India on the
subject of — in relation
to the dead weight of
transit, comm^d to the Eng.
Eng^g for the —*

Eng^g for the