GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., dated 24th January 1890, No. 134 R., Public Works.

From the Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 11th December 1889, No. 1150 R.C.

I am directed to inquire, for the information of the Government of India, whether all vehicles—both coaching and goods stock—on the broad gauge railway under the control of the Government of Madras are fitted with two couplings, one at each end; and if not, whether any inconvenience is experienced in working with one coupling.

No. 5962 C.

Referred to the Consulting Engineer for Railways for report.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

21st December 1889.

From the Consulting Engineer for Railways, dated Madras, 18th January 1890, No. 44.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th January 1890, No. 6735/41.

[Your No. 1084, dated 21st December 1889.]

Sufficiency or otherwise of one coupling only on each vehicle.

In reply to your inquiry, I have the honor to inform you that the great majority of the Madras Railway rolling-stock is fitted with one coupling only to each vehicle. Six hundred and ten vehicles have a coupling at each end; all the rest have a coupling at one end only.

2. As to inconvenience experienced by the use of one coupling only, the Locomotive Superintendent reports that none at all has been felt, but that in practice as the one coupling necessitates the running of all vehicles in one direction only, when trains are stopped on the tops of the ghâts to allow of the brakes being put down on goods wagons, the brake levers are all found on the same side of the train and the work is thereby much facilitated.

3. The Traffic Manager reports that no inconvenience has been suffered by the use of single couplings only.

4. The printed instructions issued are as follows:—

* * * * * *

"1*st*.—On the South-West Line each wagon should be run in either direction with the centre chain facing the west.

"2*nd*.—On the Bangalore Branch each wagon should be run in either direction with the centre chain facing Bangalore.

"3*rd*.—On the North-West Line each wagon should be run in either direction with the centre chain facing Raichur."

* * * * * *

Submitted to Government with reference to Public Works Department endorsement No. 5962 C., dated 21st December 1889.

Order—dated 24th January 1890, No. 134 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 1150 R.C., dated 11th December 1889.

(Here enter No. 135 R., dated 24th January 1890.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 24th January 1890, No. 135 R., Public Works.

Forwarded.

(By Order.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

G.O., dated 28th August 1890, No. 1276 R., Public Works.

From the Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 2nd May 1890, No. 385 R.C.

I am directed to acknowledge the receipt of your No. 135 R., dated 24th January 1890, forwarding a letter from the Agent and Manager of the Madras Railway Company reporting that the majority of the vehicles on this line are fitted with only one coupling and that no inconvenience has been felt from the use of one coupling only.

2. In reply I am to point out that great inconvenience has been experienced on other 5′ 6″ gauge railways in working with one coupling, and that it would be an advantage if the rolling-stock of all broad gauge lines were fitted with two couplings, one at each end, so that junctions could be laid out in the directions most convenient for traffic working.

3. I am therefore to ask whether the Madras Railway Company would be willing to gradually provide two couplings to each vehicle, distributing the expenditure, which would be a capital charge, over several half-years; and to suggest that it would be advisable that in all future indents for rolling-stock two couplings should be provided for each vehicle.

No. 2327 C.

Referred to the Consulting Engineer for Railways for report with advertence to his endorsement No. 44, dated 18th January 1890.

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
20th May 1890. Ag. Joint Secy. to Govt., P.W.D.

From the Consulting Engineer for Railways, dated Madras, 18th August 1890, No. 566.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th August 1890, No. 6735/867.

[Your No. 449, dated 23rd May 1890.]

Supply of two couplings each to all vehicles in the Company's stock.

The Locomotive Superintendent reports that to carry out this order 3,230 new screw couplings will be required and 1,200 centre chains, the cost of which will be—

	RS.
For the couplings	38,760
For the centre chains	7,950
Total ...	46,710

and that they can be manufactured here at the rate of from six to eight hundred a year without inconveniencing the current work. At this rate the work would require from four to five years for completion.

2. There is no provision in the budget for this estimate and I am unable to recommend any heading to which it may be allocated. I have the honor to suggest under these circumstances that the estimate which is a capital one may be allowed to stand over until the budget for the next official year.

Submitted to Government with reference to G.O., No. 2327 C., dated 20th May 1890 (herewith returned).

2. It is estimated that the cost of providing vehicles on the Madras Railway with two couplings will amount to Rs. 46,710. The Locomotive Superintendent reports that 3,230 new screw couplings and 1,200 centre chains will be required, and that they can be manufactured in the Railway Workshops at the rate of from six to eight hundred a year.

3. As there is no budget provision for this work and the Agent and Manager, Madras Railway, is unable to recommend any heading to which it may be charged, it is suggested that it may be allowed to stand over until the next official year.

Order—dated 28th August 1890, No. 1276 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 385 R.C., dated 2nd May 1890.

(Here enter No. 1277 R., dated 28th August 1890).

(True Extract).

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Endorsement—dated 28th August 1890, No. 1277 R., Public Works.

Forwarded.

(By Order.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Read also the following paper:—

From the Officiating Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 18th September 1890, No. 840 R.C.

I am directed to acknowledge the receipt of your No. 1277 R., dated 28th August 1890, forwarding copies of papers regarding certain arrangements proposed by the Madras Railway Company for providing the vehicles on that Railway with two couplings, one at each end.

2. In reply, I am to say that the Government of India approves of the proposal to provide the extra couplings at an estimated cost of Rs. 46,710 chargeable to Capital, the charge being distributed over four or five years commencing from the next financial year.

3. The sanction herein accorded has been registered as No. 7, Madras Railway, of 1890.

ORDER—dated 17th October 1890, No. 1515 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 566, dated 18th August 1890.

2. This sanction has been registered as No. 18 R. of 1890-91.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt, P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated October, 17th.

Recd. *Encl.*

G.O., 17th Oct. 1890, No. 1515 R.

OCTOBER.

Couplings

Sanction of the Government of India to the arrangement proposed by the Madras Railway Company for providing the vehicles on that Railway with two —, one at each end, communicated to the Consulting Engineer for Railways.

No. 1150 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY *Construction*

All communications should be addressed to the Secretary.

19

To

The Joint Secretary to the Government of Madras,
(Railway Branch) Public Works Department.

Calcutta, the 11th December 1889.

Sir,

I am directed to enquire for the information of the Government of India whether all vehicles - both coaching and goods stock - on the broad gauge railway under the control of the Government of Madras are fitted with two — couplings, one at each end; and if not whether any inconvenience is experienced in working with one coupling.

I have the honour to be,
Sir,
Your most obedient Servant,

W Blackenbury Major R.E.

Under-Secretary.

Documents accompanying
Nil

REGISTER
No 700
FILE
No.

Rec'd
P.W.C. No 12485
562/89

No. 5962. C dy 21st Dec 89

Referred to the
Consulting Engineer for
Railways for report.

C. A. Smith Colonel &c.
J. Hay: Lt Col R. E. D.
Ry. Branch.

21-12-89

21-12-9.

(No. 1)

5,000—14-11-85.

No. 6735/41

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 17th January 1890

From

The Agent and Manager. M.R.C.

To

The Consulting Engineer for Railways.

SIR,

Your No 1084 dated 21st Decr 1889.
Sufficiency or otherwise of
one coupling only on each vehicle

In reply to your enquiry I have the honour to inform you that the great majority of the Madras Railway Rolling Stock is fitted with one coupling only to each vehicle. 610 vehicles have a coupling at each end; all the rest have a coupling at one end only.

As to inconvenience experienced by the use of one coupling

H P

only, the Locomotive Superintendent reports that none at all has been felt, but that in practice as the one coupling necessitates the running of all vehicles in one direction only, when trains are stopped on the tops of the ghats to allow the brakes being put down on goods wagons, the brake levers are all found on the same side of the train and the work is thereby much facilitated.

The Traffic Manager reports that no inconvenience has been suffered by the use of single coupling only.

The printed instructions issued are as follows:-

1st On the South West Line each wagon should be run in either direction with the centre chain facing the west.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

"2nd. On the Bangalore Branch each wagon should be run in either direction with the Centre chain facing Bangalore.

"3rd On the North West Line each wagon should be run in either direction with the centre chain facing Raichur."

× × ×

I have the honour to be
Sir
Your most obedt Servt

Agt Agent & Manager.

REGISTER
No. 50
FILE
No.

R & Encl
362/90

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 17th January 1890.
Read. 18th
No. 6735/41.

Acts of Officers
of this Service
are Confirmed
and Ratified
Chief Engineer

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 18th January 1890.

Letter from the Agent and Manager, Madras Railway, No. 6735/41 dy 17th January 1890

No. 44

SUBMITTED to Government with reference to P. W. D. Indorsement No. 5962 C. dy 21st December 1889.

Sidney Smith
Major R.E.
for Secy to Govt for Pubs.

B. Form No. 3 No. 134 R dy 24th Jany 90.

Pub Cel 562

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 44

Dated 18th } January 1890.
Received 20 }

No. OF ENCLOSURES. 2

Subject.

Report from the Agent and Manager, Madras Railway on the subject of sufficiency or otherwise of one coupling only on each vehicle.

Ordered that forwarded to the Government of India with reference to its letter No. 1150 R.C., dated 11th December 1889.

A.G. No. 135 R dy 24th Jany 1890.

Forwarded.

C.L.S.
20. 1. 90
R.

B.
No. 134-35 R dy 24th Jany 90

4.m.21-1-90 R.23-1-90.

See 3/13

No. 385- R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction

All communications should be addressed to the Secretary.

SS/12-5-90

To

The Joint Secretary to the Government of Madras
(Railway Branch)
Public Works Department

Simla, the 2nd May 1890.

Sir,

I am directed to acknowledge the receipt of your No. 135- R. dated 24th January 1890, forwarding a letter from the Agent and Manager of the Madras Railway Company reporting that the majority of the Vehicles on this Line are fitted with only one coupling and that no inconvenience has been felt from the use of one coupling only-

2. In reply I am to point out that great inconvenience has been experienced on other 5'6" gauge Railways in working with one coupling and that it would be an advantage if the rolling stock of all broad gauge lines were fitted with two couplings, one at each end, so that journeys could be laid out in the directions most convenient for traffic working-

3.

to Bn. 1346 of 24.1.90.

PWC No 4490 Encl 2

7813/90

3. I am therefore to ask whether the Madras Railway Company would be willing to gradually provide two couplings to each Vehicle distributing the expenditure which would be a Capital charge, over several half years; and to suggest that it would be advisable that in all future indents for Rolling Stock two couplings should be provided for each Vehicle

I have the honour to be
Sir
Your most obedient servant

R 14.5.90

A.M. Beachcroft Major, R.E.
Under Secretary -

REGISTER
No 500
FILE

Documents Accompanying
Nil.
No 2327C dt/20th May 1890

Recd 17 May

Referred to the Consulting Engineer for Railways for report with reference to this endorsement No 444 dated 18th January 1890.

Archd. Buchanan
Lieut Colonel R.E.
for J.H. Lacy: Govt P.W. Departt

R. 15.5.90

14/5 Hon. 14/5 R 17.5.90 Recd 16.5.90

Letter from the Agent & Manager Madras Railway No 6735/867, 14 Aug 1890

(No. 1.) 5,000—14-11-85.

No. 6735/867

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 14th August 1890

From

The Agent and Manager.
MRC

To

The Consulting Engineer for Railways.

SIR,

Your No. 449 dated 23d May 1890.

Supply of 2 couplings each to all vehicles in the Company's Stock.

The Locomotive Superintendent reports that to carry out this order 3230 new screw couplings will be required and 1200 centre chains the cost of which will be:-

For the couplings . . . . Rs. 38,760
" " centre chains " 7950
Total Rs. 46,710

3.

and that they can be manufactured here, at the rate of from six to eight hundred a year without inconveniencing the current work. At this rate the work would require from 4 to 5 years for completion.

2. There is no provision in the budget for this estimate and I am unable to recommend any heading to which it may be allocated. I have the honour to suggest under these circumstances that the estimate which is a capital one may be allowed to stand over until the budget for the next official year.

I have the honour to be
Sir
Your Most Obedient Servant

W. Lewitschell.

Ag Agent & Manager

REGISTER
No. 1074
FILE
No.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 14 August 1890

Recd. 15.8.90

No. 6735/86

Supply of 2 coupling chains to all vehicles in the Company's stock.

Pw Encl 7813/90

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras. 18th August 1890.

Letter from the Agent and Manager, Madras Railway, No. 6735/867 dated 14th August 1890.

No. 566

SUBMITTED _____ to _____ Government with reference to G.O. No. 2327C, dated 20th May 1890, (here with returned).

Subject.—

2. It is estimated that the cost of providing vehicles on the Madras Railway with two couplings will amount to Rs 46,710. The Locomotive Superintendent reports that 3230 new screw couplings and 1200 centre chains will be required, and that they can be manufactured in the railway workshops at the rate of from six to eight hundred a year.

3.

3. As there is no budget provision for this work and the Agent and Manager, Madras Railway is unable to recommend any heading to which it may be charged, it is suggested that it may be allowed to stand over until the next Official year.

A.D.G. Shelley
Captain R.E.
for Offg: Cang: Engr: for Railways.

R

Form No. 3.

PW Cctr. 7813.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 566.

Dated 18th
Received 19th } August 1890.

No. of Enclosures. 2.

Subject.

Submitting report from the Agent and Manager Madras Railway, regarding the supply of 2 couplings each to all vehicles in the Company's Stock.

Memo No 2327C dy 26-8-90
Fr. B No 134-35R dy 24-1-90
B. No 1276 R dy 28-Aug 1890.

Ordered to be forwarded to the Govt. of India with reference to its letter No. 385 R.C. dated 2nd May 1890.-

Fr. No 1277 R dy 28 Augt-90
Forwarded.
WB: R

Memo despd to India 28/8/90.

B.
No. 1276-77 R dy 28th Augt/90.

R 1-9-90
O/21/8. Adm. 20/9. R 27/1

Enc 5/9/

All communications should be addressed to the Secretary.

No. 840 R. 6.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To

The Joint Secretary to the Government of Madras, (Railway Branch) Public Works Department.

Simla, the 18th September 1890.

Ltr. 26-9-90

Sir,

I am directed to acknowledge the receipt of your No. 1277 R, dated 28th August 1890, forwarding copies of papers regarding certain arrangements proposed by the Madras Railway Company for providing the vehicles on that Railway with two couplings, one at each end.

2. In reply, I am to say that the Government of India approves of the proposal to provide the Extra couplings at an estimated cost of Rs 46,710 chargeable to Capital, the charge being Distributed over 4 or 5 years commencing from the next financial year.

3. The sanction herein accorded has

P. W. Cus: 9126

has been registered as No. 7 Madras Railway of 1890.

I have the honour to be,
Sir,
Your most Obedt: Servt.

F. S. Taylor

Offg: Under Secretary.

Documents accompg:

Nil.

Rec. 26-9-90

No. 1276-7R & 28-8-90
" 2227 e " 20-5-90
" 134-5R " 24-1-90

Am. 7-x-90. RM/-

A.

No. 1515 R

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 17th Oct/90.

again
READ the following

Progs: 9th Madras Govt. P. W. Dept. } No. 134-35 R dt 24th Jany 90

Progs: of the Madras P. W. Deptt: } No. 1276-77 R. dt 28 Augt 90

Read also the following:-

Letter from the Govt. of India P. W. Deptt. } No. 840 R.C. dt 18th Sept 90

Communicated to the Consulting Engineer for Railways with reference to his endorsement No: 566 dated 18th August 1890.-

2. This sanction has been registered as No 18 R of 1890-91.-

HS 10/10 (Gp)

Dr 24/10

To The Consltng Engr for Rys
-- Exr Gr. Rys & dcto:

Dr 14/10

Ue
Offg: R

A

A
No 1515 R of 17th Oct 1790.

15

9126.

Govt. of | 18 | Madras.

PUBLIC WORKS.

1890

Dated

Recd. Encl.

G.O., 7th Oct 1890, No. 1515-R.

Complaint

Sanction of the Govt to the arrangement proposed by the Madras Railway Company for providing the vehicles on that Railway with two —, one at each end. Commund to the Chief for Rys.

80/3

Legislative 18/10/90

Rly

Am 7-X-90 R 14/