

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 1024 R

DATED 20th July

[Despatch Abstract.]

Invalid Carriages. — Letter from the Govt of India approving of the Conversion of two — which were specially constructed in 1872 to meet military requirements on the Madras Railway, into two third-class Carriages, Communicated to the agent and manager, Madras Railway, and to the Military Department.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	661-2	R	12-3-92				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1281	R	14-10-93				

20TH JULY 1893, No. 1024 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Agent & Manager, Madras Railway, dated 12th Dec. 1892, No. 1036, with enclosures.

"	"	"	"	3rd Jan. 1893	"	2	"
"	"	"	"	10th Feb. "	"	105	"
"	"	"	"	24th "	"	146	"
"	"	"	"	15th Mar. "	"	216	with enclosures.
"	"	"	"	7th April "	"	279	

No. 183.

Endorsement from the Consulting Engineer for Railways, dated 10th April 1893.

Submitted to Government.

2. The Agent and Manager requests sanction to convert the two invalid carriages, now forming part of the Company's rolling-stock, into two third-class brake carriages, each holding 24 passengers; this class of carriage being very useful for working heavy inclines.

3. These two carriages were constructed of a special type at the request of Military Department in 1872. They have not been used for troop purposes during the last five years, but are occasionally used by the public when the charge made is 10 second-class fares. Their use by troops is provided for in paragraph 50, page 18, of the Compendium of Orders for the Movement of Troops, the charge being 8 annas per mile.

4. The altered vehicles being provided with double doors can be utilized for ambulance purposes.

5. It is requested that the proposal (which requires the approval of the Military Department) be sanctioned.

Office-note to the Secretary to Government, Military Department, 20th April 1893, No. 1810 C.

G.O., dated 17th May 1893, No. 3275, Military.

Read the following papers :—

From the Public Works Department, Railway Branch, 20th April 1893, No. 1810 C.

From the Quartermaster-General, dated 2nd May 1893, No. 758 A.

With reference to office-note No. 1810 C., dated 20th ultimo, from the Joint Secretary to Government, Public Works Department, Railway Branch (forwarded with Military Department memo. No. 2688 of the 24th idem), in which that officer inquires whether there would be any objection to the conversion into brake vans of two invalid carriages specially constructed in 1872 to meet military requirements on the Madras Railway, I have the honour, by order, to remark that the vehicles in question, which are evidently those referred to in Proceedings of Government No. 982, dated 25th March 1872, and No. 1949, dated 13th June 1872, having been constructed under the sanction of the Government of India, it would appear that their conversion now into brake vans will similarly require the sanction of that Government.

2. As the carriages have not been in demand for military purposes during the last five years, there would seem to be no objection to the proposed conversion being carried into effect; moreover the two ambulance carriages recently fitted up for the conveyance of Lushai and Collis dandies could be utilised whenever necessary for the transport of invalids on the Madras Railway.

3. The reference order quoted above and the office-note and plan forwarded therewith are attached.

Order—dated 17th May 1893, No. 3275, Military.

The foregoing letter from the Quartermaster-General communicated to the P.G., No. 744, dated 15th Mar. 1872. Public Works Department (Railway Branch) with reference to the orders cited in the margin.

" " 1407 " 7th June "

" " 661 R. " 12th Mar. "

(True Extract.)

(Signed) H. R. HOPE, Brigdr.-Genl.,
Secretary to Government.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 6th June 1893, No. 316 D.

In forwarding copy of letter from the Military Department of Madras Presidency, I have the honour to ask sanction to the conversion of two invalid carriages into two third-class brake carriages to hold 24 passengers, this type being a useful one for ghât working in which the Madras Railway are particularly short of vehicles. It appears necessary to ask your sanction as they are military vehicles.

From the Under Secretary to the Government of India, Public Works Department (Railway Stores), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 4th July 1893, No. 230 R.S.

I am directed to acknowledge the receipt of your No. 316 D., dated the 6th June 1893, and enclosure, and, in reply, to convey the approval of the Government of India to the conversion of the two invalid carriages, which were specially constructed in 1872 to meet military requirements on the Madras Railway, into two third-class brake carriages.

ORDER—dated 20th July 1893, No. 1024 R., Public Works.

Communicated to the Agent and Manager, Madras Railway, and to the Military Department.

(True Extract.)

(Sd) F. R. Upcott. M. Ind. Cl.
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway,
through the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Military Department.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated July, 20th.

Recd.

Encl.

G.O., 20th July 1893, No. 1024 R.

JULY.

Invalid Carriages

Letter from the Government of India approving of the conversion of two —, which were specially constructed in 1872 to meet military requirements on the Madras Railway, into two third-class carriages, communicated to the Agent and Manager, Madras Railway, and to the Military Department.

MADRAS RAILWAY COMPANY.
Traffic Manager's Office,
Central Station, Madras 2nd. December 1892.

No. C.64 A & M
18958

To
THE AGENT AND MANAGER,
Rayapuram.

Dear Sir,

Charges for invalid, hospital
and ambulance accommodation on the
Madras Railway.

Your endorsement on Government Order No. 2046 R dated 8th. November 1892, I beg to suggest that in order to assist the Company in complying with the wishes of the Government of India as expressed in para. I of letter No. 613 R.T. dated 18th. October. 1892 the two invalid carriages already forming part of the Company's rolling stock, be, converted into "invalid hospital or ambulance carriages" for troops, provided that Government agree to the new charge being made in all cases for this class of vehicle when conveying troops.

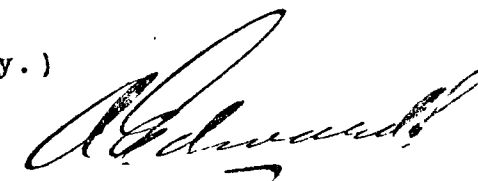
1. When running with load of any description 8 annas per mile.
2. -do- ~~140-~~ to obtain load 2 -do- -do-
3. -do- ~~140-~~ empty no charge.

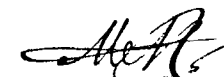
Yours faithfully,

(Sd.) F.W. READ,

Traffic Manager.

(True Copy.)


for Agent and Manager.



the 1st. January 1893.

$\frac{4.2}{3465/93}$

4.

I have the honor to request an early reply to this

letter.

I have the honor to be,

Sir,

Your most obedient Servant,

W. H. M. M. M.
Agent and Manager.

the
in
92
in
red
les
to
is
us
6
4
1

by
by
line

MADRAS, 17th December 1892.

To

AGENT AND MANAGER, M. R.

No.

1108

Reply No.

dated

Reminders.

Subject.

SIR,

With reference to the
~~your~~ proposal made in
 your no. ⁶⁶¹⁶/₁₀₃₆ of 12.12.92
 to convert the two in-
 valid carriages to the
 type of vehicle closed
 as "Ambulance vehicles".
 I have the honor to
 say that as these two
 invalid carriages were
 built at the ^{special} ~~type~~
 request of the ^{the} ~~the~~
 Department (in 1872), I
 shall be glad to be
 furnished with ~~particulars~~
 particulars as to the
 purposes ~~and frequency~~
 for which they
 are at present used.
 The frequency with which
 they are required for
 their special purpose,
 the charges made for

Before forming
 any decision
 to

MADRAS RAILWAY.

The Agent and Manager,

M. R. Co.,

The Consulting Engineer
 for Railways.

188

No.

Recd.

Dated

To

Dec 19
 3065/93

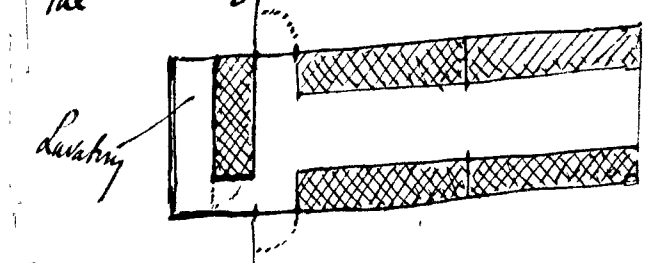
after the Mt. Dept. of the public
 their use, and also
 with a description of
 the vehicles themselves
 & the arrangement of
 the berths & amount
 of accommodation they
 provide:

2. I am not clear
 however, as to what
 is the type of 'am-
 bulance vehicle' to
 which you propose to
 convert them, whether
 it is also a special
 type of vehicle or
 merely a third class
 carriage with doors &
 sides to be raised or
 fitted as to open wide
 enough to admit the
 coolies & stretchers.

3. If ~~either~~ kind of vehicle
 ('invalid' or 'ambulance')
 is to be seen at the
 Central Station, I will
 take an early opportunity
 of visiting & inspecting ~~it~~ ^{them} personally.

with an officer of your Mt. Dept.
 16/12
 16/12

8. The 2 invalid carriages
 were built at the request of
 the Military Department in '72 &
 have not been used for their
 special purpose for the last 5
 years. They contain 10 berths
 5 upper & 5 lower, & 4 being
 arranged lengthwise on each
 side & two at the end of
 the carriage - thus -



I don't think we can alter
 them without reference to the
 Military Department & we should
 think of a sketch from them showing
 what they will be like when
 converted & a rough estimate of
 cost. T.M. says they can't be converted
 to any other standard patterns of amb. carriage.
 As regards the conditions
 on which the rates proposed
 by India will be accepted, viz. that
 they shall be in force whenever
 this class of vehicle is used for
 conveying troops, I suppose the
 ambulance type of 3rd class vehicle
 will not be used except for
 invalids, as to take the case of 3rd
 class vehicles, each vehicle when
 full earns only 7 1/2 annas per mile
 at ordinary 3rd class fares (60 x 1/4)
 whereas the new rate is 8 annas.
 This has been decided by the
 G.O. 2000 of 1909/10.

The only amb. carriage I saw
 at the Central Stn was a 3rd class
 with side & end doors, but I believe
 there are other types -

Madras Railway Company
 Traffic Manager's Office
 Station, Madras, 27th Decr 1892

puram
 nce Vehicles
 of the 20th instant

carriages have not been
 purposes during the last
 troops is provided for in
 Compendium of orders for
 and the charge is 8 annas
 age 56 of the same book. They
 by the public, in which case
 class fares. As regards para 2
 of your letter, I do not think it
 convert them into any other
 ambulance carriages. A
 as seen by the Consulting
 your notice. There are 10 banks
 carriage, with a retiring
 rd of the carriage, containing
 hand basin
 Yours faithfully

J.W. Read
 Traffic Manager

1/1 of the public

N^o 864 am
19073

Madras Railway Company
Traffic Manager's Office
Central Station, Madras, 27th Dec^r 1892

The Agent & Manager
Rayapuram

Dear Sir,

Ambulance Vehicles

Your N^o 6616^c of the 20th instant
9421

These
have the
M.R.C. put
it in

The Invalid carriages have not been used at all for troop purposes during the last 5 years. Their use by troops is provided for in para 50, page 18 of the Compendium of orders for the movement of troops, and the charge is 8 annas a mile, as shown at page 56 of the same book. They are occasionally used by the public, in which case the charge is 10 second class fares. As regards para 2 of the Consulting Engineer's letter, I do not think it would be possible to convert them into any other standard patterns of Ambulance Carriages. A vehicle of each kind can be seen by the Consulting Engineer at a few hours notice. There are 10 bunks in all in the Invalid Carriage, with a retiring compartment at one end of the carriage, containing a commode and wash hand basin.

Yours faithfully

1st of J.W. Read
Traffic Manager

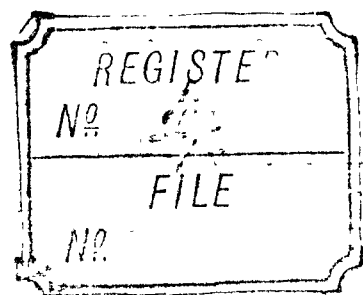
True Copy

for Agent & Manager

The Eng^r for the

NOTE

personally with an Officer of your M^r.
Ret^r 16
16



(No. II.)

No. 6616^c

2

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 3rd January 1893

From

The Agent and Manager,

M. R. G.

To

The Offg. Consulting Engineer for Railways.

Madras

SIR,

With reference to your letter No. 1108 of the 17th ultimo, I have the honour to forward a copy of the Traffic Manager's letter of the 27th idem giving the information called for.

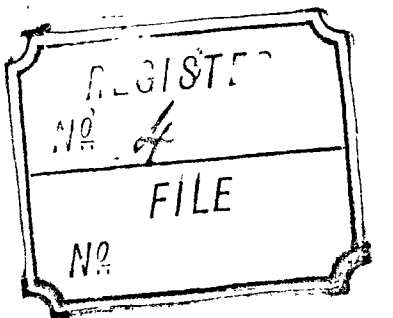
2. The invalid and ambulance carriages will be ready for your inspection at any time upon giving to the Traffic Manager a few hours' notice.

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

Edwards

J. Agent & Manager

OK 84
3465/93



From
The Agent and Manager.
MADRAS RAILWAY.
To
The Consulting Engineer
for Railways.
Dated
188
Recd.
No.

Letter to Secy No 31
14-1-93

OL 3465/93

FORM No. 1.

MADRAS, 14th January 1893.

To

AGENT AND MANAGER, M. R.

No. 31 Reply No. 6616C dated 10. Feby. 93
105

SIR,
With reference to your
letter no. 6616C of 3.1.93, in
the subject of the conversion
of the 2 riveted coaches
to ambulance vehicles,
I have the honor to
say that the approval
of the Military Department
to the conversion will have
to be obtained, & for this
purpose I request that
you will kindly let me
have a sketch showing
what the nature of the
proposed conversion is, &
what the vehicles will
be like when converted.
A rough estimate of cost
should also be supplied.
On receipt of this information
I will address the Mil^y Dept
on the subject in order to
obtain their approval
to the proposal. Recd 14/1

Reminders.

Subject

Wms 14/1

Will you ask how high
about these Carriages on
Tuesday?

It is not understood if
the seats of the converted
vehicles are to be removable
or not. If they are to
be classed as "Ambulance
Carriages", there should be
a double door on each side
& a door in each end.

The tracing only shows one
double door & no end doors.
It would not add much
to the cost to provide them,
& it would seem better to
have them both ambulance
vehicles.

Ret. 18
2

Respectfully as pulling in
and out.

I do not care about this
proposition. The carriage would
make good baggage by
train vans.

(No. 6616)
No. 105
74
144
From

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 10th Feby 1893

Recd
11/2/93
ma
Madras

The Agent and Manager.

M.R.B.

To

The offg Consulting Engineer for Railways.

Sir,

In reply to your letter
No. 31 of the 14th ultimo. I have the
honour to send you a tracing
showing the Invalid Carriages as
they at present stand and the proposal
to convert these two vehicles into 3 class
Carriages, each vehicle to carry 42 passengers.

The cost of the alteration
will amount to Rs. 180/- for each Carriage.

I have the honour to be,
Sir,

Your most Obedt Servt.

Ernie S.M.V.S.

Agent and Manager.

MADRAS, 22nd February 1893.

To

AGENT AND MANAGER, M. R.

No. 158 Reply No. 6616C dated 24.2.93
146*S. for Mr. ...
app^d 24/2*

SIR,

With reference to
 your No. 6616C of 10.2.93
 I have the honor to say
 that I am from the
 Low Inf. that the two
 divided carriages under
 discussion could be more
 conveniently & cheaply
 converted into baggage or
 brake vans. If altered as
 at present proposed they
 will resemble the ^{existing}
 type of vehicle, and I understand
 that though the seats will
 be movable, & the double door
 can be provided at one
 each side, the ~~position~~
 of end doors cannot well
 be put in, so that
 the vehicles would not
 satisfy all the require-
 ments for ambulance
 purposes.

Reminders.

Subject.

189

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Recd.

Dated

188

No.

Letter to Secy No. 158
22/2/93Oks 8.5
3465/93

2. Under these circumstances, I would suggest
I am considering whether
it ~~may~~ ^{may} not be preferable
to convert the carriages
into baggage or brake
vans, the introduction
of an abnormal type
of vehicle ^{such as} ~~which~~ is
not likely to be imitated
again being undesirable.

Res^d 21/2

M²¹

(A. & M. L.)

No 6616^c
146

Arrived at the depot
of a 3rd class vehicle
MADRAS RAILWAY. ^(note)
AGENT AND MANAGER'S OFFICE
Madras, 21st Feb^y 1893

8/4

From

To

Sir,

The Agent and Manager.
M.R.C.

The offg Consulting Engineer for Railways.

In reply to your ck 158
of the 22nd instant, I have the honour
to say that in consultation the
Traffic Manager and I decided to
convert the two vehicles referred to
into 3rd class Carriages knowing that
we were particularly short of that
description of vehicle and that
at times much difficulty is
felt in meeting engagements.

I had the opportunity
yesterday of discussing the matter
again with the Acting Locomotive
Superintendent

REGISTER	
No. 152	FILE
No.	

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer
for Railways.

Letter to Alu No 173
28/2/93

OW 5.7
3465/93

Form No. 4.

MADRAS, 28th February 1893.

To

AGENT AND MANAGER, M. R.

No. 173 Reply No. $\frac{6616^c}{216}$ dated 15.3.93

SIR,

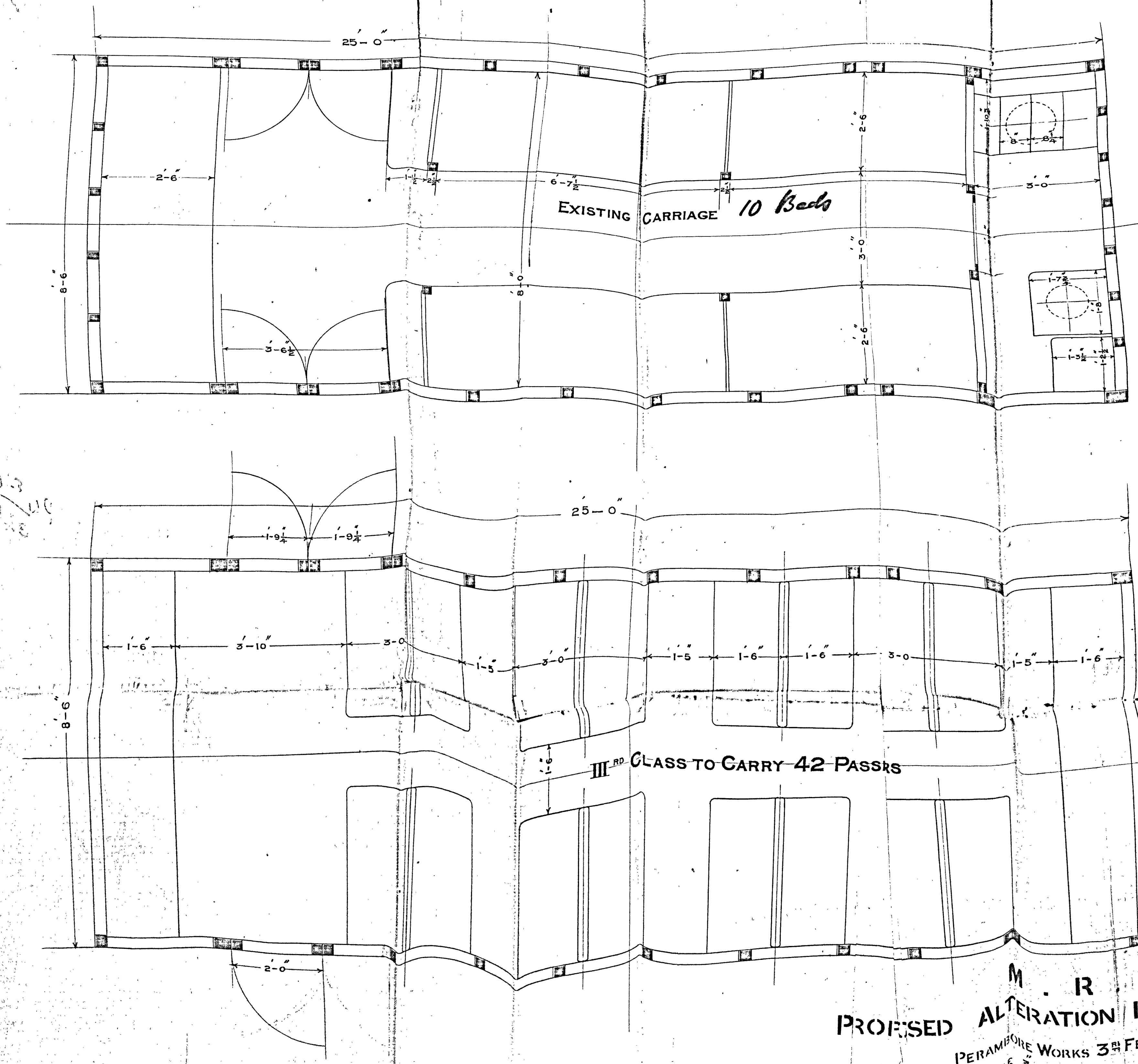
With reference to your letter No. $\frac{6616^c}{146}$ dated 24.2.93, I have the honor to request that you will be so good as to furnish me with a skeleton plan and details of the 3^d class ^{new} beaker vehicle into which you propose to convert the invalid carriage in question.

Tad
28.11.93

M. 28/2

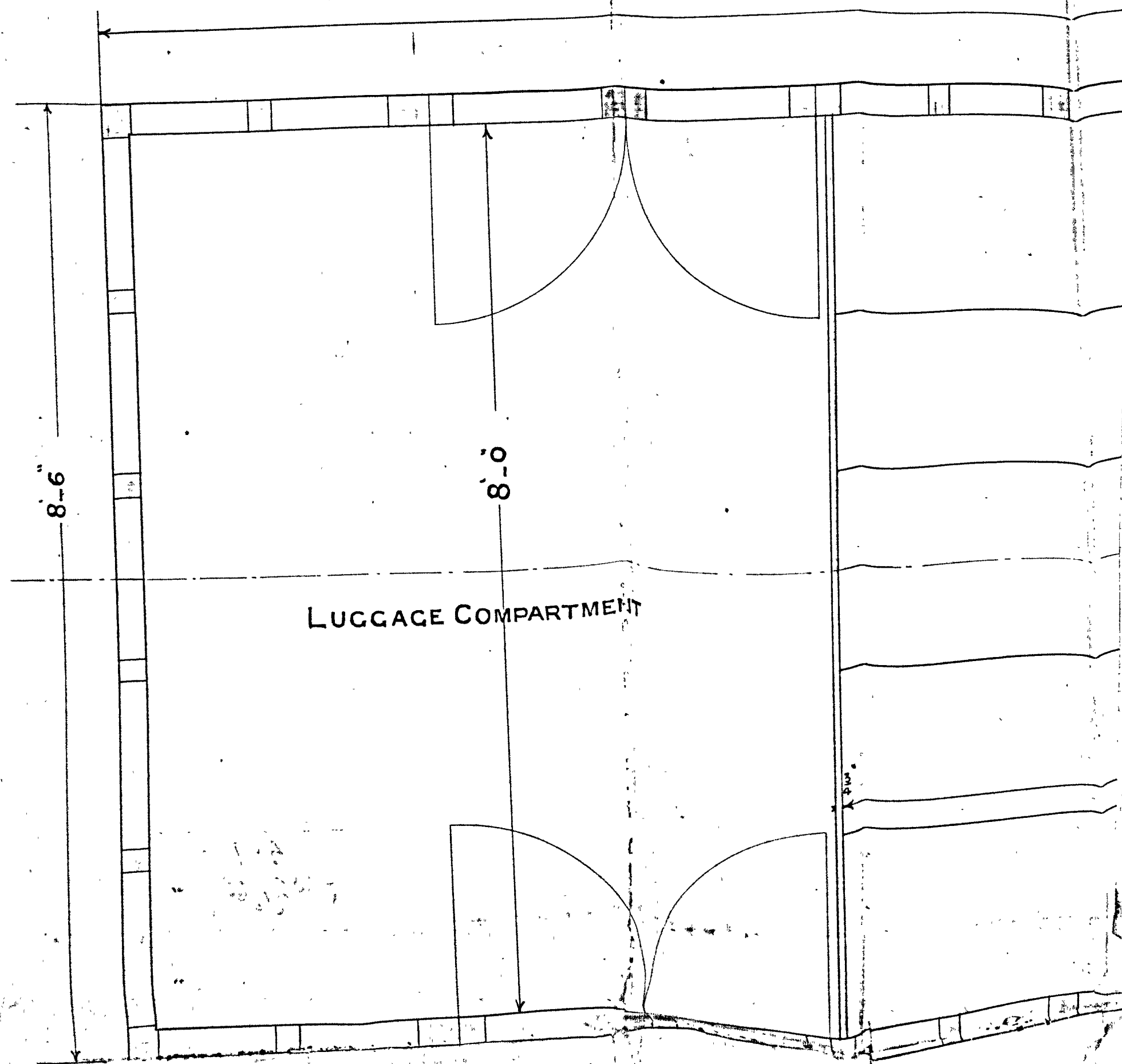
Subject.

Recd 28/2



M. R. C.
PROPOSED ALTERATION INVALID CARRIAGE
 PERAMBORE WORKS 3RD FEBRUARY 1893
 SCALE 1/4" = 1' INCH TO ONE FOOT
 3/3/93

3777



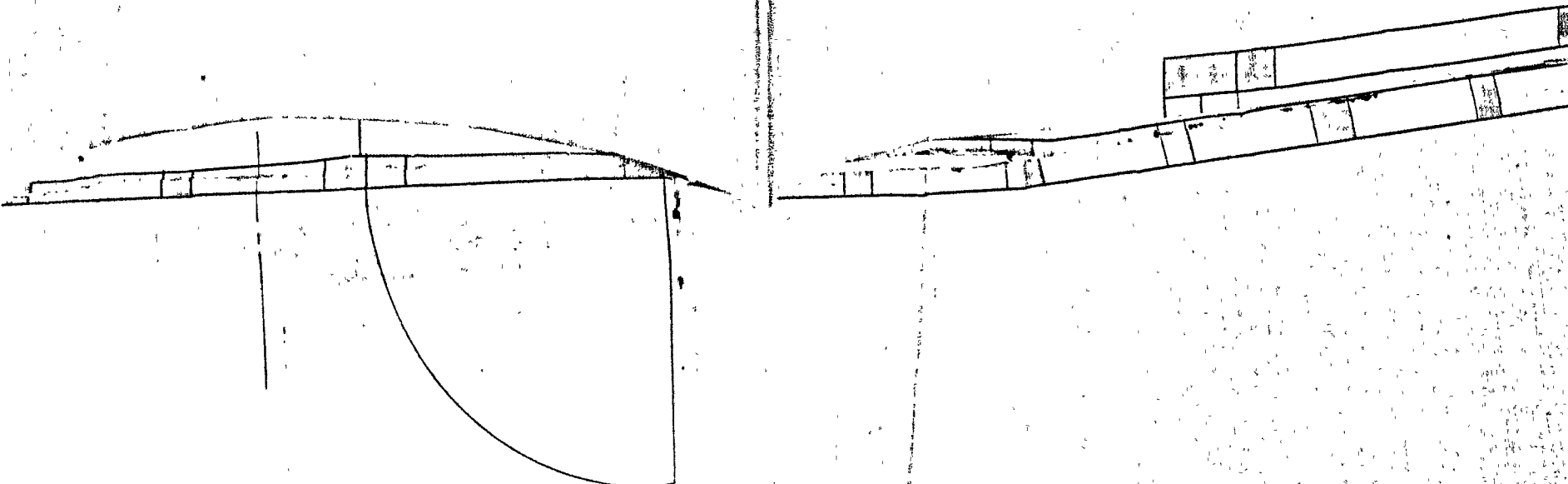
As LOCOMOTIVE SUPERINTENDENT

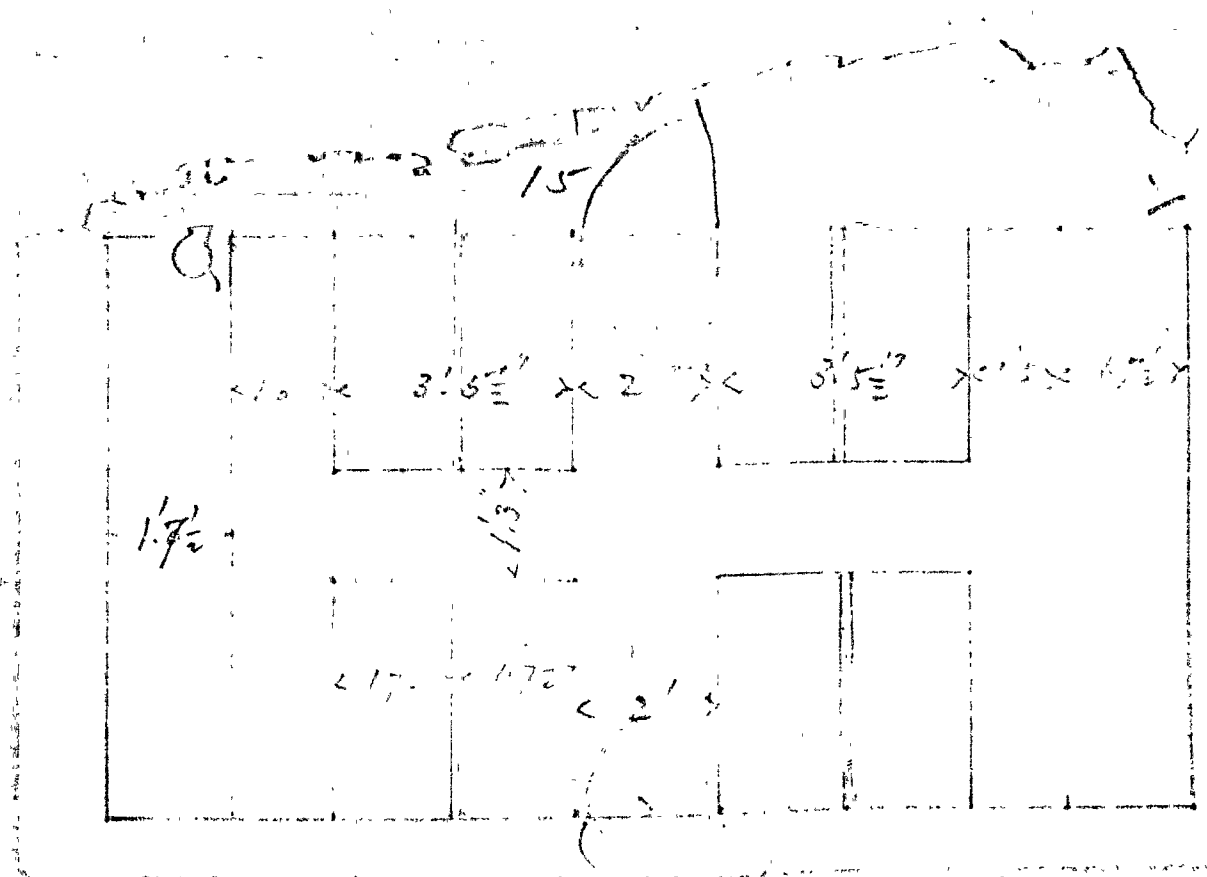
11/12/93

PERAMBUR WORKS 11TH MARCH 1893

M.R.C. OF PROPOSED ALTERATION

SKETCH SHEET





(1 encls.)
(No. II.)
No. 6616^c
216

83/11/16

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 15th March 1893

From

The Agent and Manager.

M. R. C.

To

The Consulting Engineer for Railways.

Madras

Sir,

With reference to your letter No 173 dated 28th February 1893, I have the honour to forward herewith the skeleton sketch of the IIIrd Class brake vehicle into which it is proposed to convert the invalid carriages

I have the honour to be,
Sir,

Your most obedient servant

(Signature)
Agent & Manager

227.



MADRAS RAILWAY.

Iron

The Agent and Manager.

T

The Consulting Engineer

for Railways.

Intro.

Find

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一五

~~Letter to Shukro~~
250 of 17/3/83.

rw $\frac{5.8}{34-6.5/53}$

FORM No. 10.

MADRAS, 17. March 1893

To

Ann

No. 250

Reply No.

, dated

SIR,

Sir, With reference
to your no 6616 C of 15/3/11
216
I have the honour
to say that I approve
of the type of ^{3rd class} Wake
vehicle to which you
propose to convert the
2 invalid carriages
but I would take the
liberty of suggesting that
the arrangements of
the seats in the 3rd
class compartment
does not appear as
~~convenient as~~ ^{convenient as} comfortable

Subject.

As it might be the
Centre goes having us back
I enclose a sketch
plan showing an

Arrangement to which
I think might be
comfortable, while
it gives room for
2 extra passengers -
26 in all, without
adding to the cost of the conversion -
If you think this proposal
deserves consideration?
will apply for the
sanction of the
Chief Deptt to the
Commissioner this 17/3

(No. I.)
No. 279

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 7th April 1893

From

The Agent and Manager.
M.R.C.

To

The Consulting Engineer for Railways.

Sir,

Case
11/11/8/11

I submitted the sug-
gestion contained in your No. 250
of the 17th ultimo to the Acting
Locomotive Superintendent and.
I am now advised by that officer
that the scheme suggested was
before him as an alternative
proposal but that there was a
difficulty in securing the standard
3 class seats.

He omitted to show in
the plan that all the seats had
been provided with backs but
this

297

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 10 April 1893.

From *St. In* by 1036 @ 12-12-92 with enclosures

Do 2 @ 3-1-93 — do — do

Do — 105 @ 10-2 — do — do

Do — 146 @ 24-2-93

Do — 216 @ 15-3-93 with enclosures

Do — 279 @ 7-4-93

No. 183

SUBMITTED.

Government.

Subject.

2 The Am reports Sanchez to convert the two available carriages now forming part of the Car Rolling Stock into 2 third class Brake Cans. each holding 24 passengers. This class of carriage being very useful for working heavy inclines.

3. These 2 cars are constructed of a special type at the request of Sanchez in 1872. They have not been used for troop purposes during the last 5 years. They are occasionally used

MADRAS RAILWAY.

From

The Agent and Manager,

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

PW $\frac{810}{3465/93}$

4. The Public when the
charge ^{made} 10-2nd class fare
their use by troop is provided
for a para 50 para 18
of the Amendment of order
for movement of troop
the charge being 8 annas
per mile.

4. The ~~ambulance~~ vehicle being provided with double doors
calculations for ambulance
purposes -

5. It is requested that
the proposal (which requires
the approval of the Military
Dep^y) be sanctioned

W. 10/4

L.W. CURRENT No. 3465

Encls 10 (2 plans)

Dated: 11.4.93

No 1810C

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station Madras date 20 April 1893.

OFFICE NOTE.

From The Joint Secy. to Govt. P.W.D. Ry.
Branch

To The Secretary to Government
Military Department.

The Agent and
Manager Madras Railway
requests the sanction of
Government to convert the
two invalid carriages which
were constructed of a special
type at the request of the
Military Department in 1872
into two 3rd Class Brake
vehicles as per drawing attached
(to be returned). These carriages
it is reported, have not
been used for troop purposes
during

1. during the last five years.
The undersigned has therefore
the honor to inquire if the
military authorities have
any objection to offer
to the proposal.

Full

18
4

R

Recd 21/4/93

Tramway - Railway

No. 3275

Government of Madras.

MILITARY DEPARTMENT,

Ootacamund, the

17 May 1893.

From the Public Works Department
Railway Branch. No. 1870. C. dated 20 April 1893.

From the Quarter Master General
No. 758. B. dated 22 May 1893.

With reference to Office Note

No. 1870 C. dated 20 ultimo from the Joint Secretary
to Government Public Works Department. Railway
Branch (forwarded with Military Department Memo
No. 2688 of the 24 idem) in which that Office enquires
whether there would be any objections to the conversion
into brake vans of two invalid carriages specially
constructed in 1872 to meet military requirements
on the Madras Railway, I have the honor, by
order, to remark that the vehicles in question, which
are evidently those referred to in O.G. No. 982
dated 25 March 1872 and No. 1949 dated
13 June 1872. Having been constructed under
the sanction of the Government of India, it would
appear that their conversion now into brake vans, will
similarly require the sanction of that Government.

2.

As the carriages have not been

in demand for military purposes during the last five
years, there would seem to be no objection to the
proposed conversion being carried into effect, moreover
the two ambulance carriages recently fitted up
for the conveyance of Lushai and Colles dandies,
could be utilised whenever necessary for the
transport of invalids on the Madras Railway.

* B.P. No 1884 of
18 March 1892

3. The Reference Order quoted
above and the Office note and plan forwarded
therewith are attached.

The foregoing letter from the
Quater Master General communicated to the
Public Works Department, (Railway Branch)
with reference to the order cited in the margin.

B.P. No 744 of 15-3-72
- 1407 - 7.6.72
- 661 R - 12.3.92

(True Extract)

W. M. B. B. B.

Secretary to Govt.

The Public Works Dept. Railway Branch.
With drawing.

Former papers.

10.4731

Current Number

From

THE *Military Department.*

No. 325

Dated 17 May

Received

Registered

Recd. by Ref. Dept.

Disposed of by do.

Rec: 20.5.53

ENCLOSURES */h*

P.G., No. , dated

Replying to the enquiry whether there is any objection to convert the two invalid carriages for troop purposes into two 3rd class British Vehicles.

ask India's sanction
sending copy of letter
from military dept

From 12/5

Oct. 17/5

26/5

543

250-15-11-89.

MADRAS RAILWAY,

AGENT AND MANAGER'S OFFICE,

MADRAS.

From

The Agent and Manager,

M. R. Co.

The Consulting Engineer
for Railways
Madras

DATED 3rd } June 1893.
RECEIVED }

No. $\frac{6616}{476}$

The undersigned has the honor to request the favor of an early reply to his letter No. 279 dated 7th April 1893 on the subject of *the proposed conversion of 2 Invalid carriages to 3rd class Brakes.*

Louis S. M. M.
Agent and Manager.

Received by me on 22.6.98
Chen

Public Works (Railway Branch)

1890-91

Cons. Engr. Madras

2 / Present

to

Works India

— 110

In forwarding copy
of letter from the
Military Dept. of
Madras Pres. I h.
the li. to work sanction
to the conversion
of 2 invalid carriages
into 2 third class
bake carriages to
hold 24 passengers
this type being a
useful one for
fluent working in
which the Madras
Ry. are particularly
short of vehicles.

It appears neces-
sary to ask for
sanction as they
are Military Vehicles

Yours

5/6/90

No. 230 R. S.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Stores.

All communications
should be addressed to
the Secretary.

120
The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 4th July 1893.

Sir,

I am directed to acknowledge the receipt of
your No. 316 D dated the 6th June 1893 and enclosure and
in reply to convey the approval of the Government of India
to the conversion of the two invalid Carriages which were
specially constructed in 1872 to meet Military requirements
on the Madras railway into two 3rd class brake carriages.

I have the honour to be
Sir

Your most obedient servant.

J. S. H. M. S.

Under Secretary.

Documents Accompanying.
til.

No. 316 D of 6-6-93

D-1/1
6/6.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Endorsement from the } H.E. No. 183 of 10 April 1893
Consy. Engr for Railways }

Office Note to the Secy } 1810 C of 20 do
to Govt. Military Depto. }

Progs. of the Madras Govt. } 3275 of 17 May 93
Military Depto. }

Letter to the Govt. of India } 316 D of 6 June 93
P. W. Depto. }

Letter from the Govt. } 230 R.S. of 4 July 93
of India P. W. Depto. }

13. P

Communicated
to the Agent & Manager
Madras Railway and to the
Military Department..

To the Agent & Manager, viz
thru the Consy Engr for Rwy
- Examined by the Secy
- Military Depto.

FM
19 R
7

Recd. 11.7.93

8TH NOVEMBER 1892, No. 2646 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Under-Secretary to the Government of India, Public Works Department (Railway Traffic), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 18th October 1892, No. 613 R.T.

In para. 3 of the resolution embodied in the Government of India No. 939 R.T., dated the 24th December 1890, the hope was expressed that the administrations of the several broad gauge railways would accept the rates quoted in para. 4 of the

- observations made in the same document and which are reproduced in the margin for invalid, hospital and ambulance accommodation.
- (1) When running with load, 8 annas a mile.
 - (2) Do. to obtain load, 2 annas a mile.
 - (3) Do. empty no charge.

2. In the proceedings of the committee which assembled at Madras on the 23rd March 1891, and which are referred to in paragraph 11 of the letter from the Agent and Manager of the Madras Railway, No. 6616-658, dated the 23rd June 1891, received with the Madras Government No. 1576 R., dated the 9th July 1891, it is recorded—

(1) that the ambulance carriages on the Madras Railway might be made to accommodate 16 or 24 patients, and that the charge for such vehicles should be as for 36 third-class seats, and—

(2) that the invalid carriages are specially adapted for invalid purposes, and are, therefore, unsuited for ordinary traffic, the rates recommended being—

- (1) When running with load, 8 annas a mile.
- (2) Do. to obtain load, 2 annas a mile.
- (3) Do. empty, 2 annas a mile.

3. As regards hospital carriages, the committee's report and the papers forwarded with the Madras Government No. 1576 R., dated the 9th July 1891, are alike silent, but from item 18 of the draft of the "Madras Railway schedule of rates for carriage of troops and other passengers travelling on Government requisition by troop extra train" forwarded with the Madras Government No. 610 R., dated the 5th March 1891, it appears that for hospital accommodation the Company proposes to charge as for two compartments according to the class of accommodation provided.

4. All the other broad gauge lines of railway having accepted the rates proposed in the Government of India Resolution No. 939 R.T. of the 24th December 1890, for invalid, hospital and ambulance accommodation, I am directed to request that the matter may be again referred to the Agent and Manager of the Madras Railway and that, under the circumstances of the case and for the sake of uniformity, he may be moved to agree to the proposals of Government as stated in paragraph 1 above.

A

No. 1024 Rg 20 July 1893.

ORDER—dated 8th November 1892, No. 2646 R., Public Works.

Communicated to the Consulting Engineer for Railways for necessary action with reference to Proceedings—

No. 271 R., dated 27th January 1891.

„ 1576 R. „ 9th July „

„ 2810 R. „ 20th Nov. „

(True Extract.)

(Signed) F. B. WALKER,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.
„ Military Department.

*No 986 d/ 11-11-92,
Copy forwarded to Am. with reference
to this office letter No 91 d/ 28.6.91 & end to No 1061
d/ 28 Oct 91 for favour report if he will meet
the wishes of the Govt of India.*

RAILWAY.

Govt. of {1892} Madras.
PUBLIC WORKS.

Dated November, 8th.

Recd.

Encl.

G.O., 8th Nov. 1892, No. 2646 R.

NOVEMBER.

Rates

Letter from the Government of India requesting that the Agent and Manager of the Madras Railway may be moved to agree to the proposals of Government in regard to the — for invalid, hospital and ambulance accommodation, communicated to the Consulting Engineer for necessary action.