

(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. 44, 45	2325	Press Mis.
Dated	3-10-	1872

Not to be folded or roughly handled

No. 44. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 14th September 1872, No 497.—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 11th September 1872, No. 658.

With reference to your letter No 638 of the 9th ultimo, with which was enclosed a copy of G. O., No. 1,804, dated the 30th of July, I have the honour to enclose you a copy of the Circular which was issued* by the Traffic Manager on the 29th of July with reference to paragraph 14 of the Deputy Consulting Engineer's Inspection Report dated the 28th of June.

2. I have also the honour to enclose the copy of a letter from the Locomotive Superintendent, No. 283, of the 17th ultimo, which will, I trust, satisfy the Government that the system of brakes in force on this Railway is well calculated to secure its object, and that a considerable margin is allowed for contingencies.

From the Locomotive Superintendent, to the Agent and Manager of the Madras Railway Company, dated Perambore Works, 17th August 1872, No 283

Waggon Brakes.

With reference to the Consulting Engineer's letter No. 638, dated 9th August 1872, and your endorsement of 10th idem, requesting me to report fully on this subject, I beg to inform you that the Traffic Manager, under whose control the guards work and who are responsible for the condition of vehicles attached to trains, is best able to reply to the inquiry of the Government, but, to the best of my belief, the system at present in force on the Madras Railway is calculated, if duly carried out, to prevent the state of things described by the Acting Deputy Consulting Engineer in paragraph 14 of his report

2 Since writing my letter No 241 of 9th July, I have seen both the guard and driver of the train in question. The guard informs me that, whenever he finds that a waggon-brake does not act, he communicates with the driver, who at once adjusts it. He further explained that, in the case in question, although two or three of the brake-blocks were a good deal worn and allowed the lever handle to go nearly to the bottom of the lever-guard, he did not apply to the driver, because the brakes still had sufficient action, in his opinion, to be effective

3 If, as is probable, Captain Thompson pointed out to the guard the state of the brakes he refers to, it is singular that the guard did not explain that he considered them to be efficient, whilst, on the other hand, if inefficient, as described, it is still more singular that the driver should not have been communicated with before starting his train.

4 The driver states that no application was, on this occasion, made to him to adjust the waggon-brakes, and that he had his train under perfect control throughout the journey down the ghaut

5 As Captain Thompson rode on the engine between the point at which the waggon-brakes were put down and Jollarapet, he can testify if this statement is correct or otherwise. If correct, it goes to show that, whatever the state of some of the waggon-brakes may have been, there was ample brake-power to command the train

6. Perhaps it would be as well to inform the Government that, for many years, trains were worked without accident down the ghauts on this Railway with the ordinary brake-power only, and that the waggon-brakes were originally supplied simply for the purpose of being used in stations and for hand shunting

Proceedings of the Madras Government, Public Works Department,
3rd October 1872.

7. I believe it is not usual to make use of waggon-brakes on other Railways in the same manner as used on the ghauts of this line; the system was introduced here at my suggestion as an additional precautionary measure

8 On reference to some English working time-tables, I find, however, that on one of the principal English Railways, "the Midland," where the inclines are steep, the rule is for—

"15 loaded waggons pin down, one brake.

15 to 20 do. do, two brakes.

20 to 25 do. do, three do.

"On the steepest incline on that line the rule is, for fifteen loaded waggons pin down, one brake; for over fifteen waggons pin down every other brake."

9 If half or even one-third of the waggon-brakes of the train by which Captain Thompson travelled were effective, there was still ample brake-power available for the control of the train I do not state this as any defence for the alleged neglect in the case in point, but with the view of enabling you to satisfy the Government that the precautionary measures taken by the Company in respect of brake-power in descending ghauts are such as to provide a very considerable margin for contingencies.

No 126.

Waggon Brakes

It is the duty of the guard in charge of a train to satisfy himself, by personal inspection, that the brakes of all waggons attached to the train are efficient, and to get any defects remedied before the train is allowed to start from a station. This precaution is particularly necessary in the case of trains working over the Ballapully, Coopum, Salem, and Combatore ghauts. At carriage examining stations, defects will be attended to by the carriage examiners, and at road side stations by the drivers of trains, but in all cases, where defects cannot be effectually remedied without unnecessarily detaining the train, the waggon must be left behind.

MADRAS,
29th July 1872.

(Signed) H. E. CHURCH,
Traffic Manager.

SUBMITTED for the information of Government with reference to their Order dated the 30th July 1872, No. 1,804.

2. I am satisfied that the precautions prescribed in the existing rules are sufficient, if properly enforced, to prevent an occurrence such as the Officiating Deputy Consulting Engineer had occasion to remark on in his recent report.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 45.

ORDER THEREON, 3rd October 1872, No. 2,325.

RAILWAY, No. 5.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E C Shunker

No. 658

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE

Madras, 11th September 1872

From

Capt. B. Edwin Esq.
Agent and Manager.

To

Lieut. Colonel J. H. M. Shaw-Stewart
Consulting Engineer for Railways

SIR,

With reference to

your letter No 638 of the 9th ult.
with which was enclosed a copy
of G.O. No 1804 dated the 30th of
July, I have the honour to enclose
you a copy of the Circular which
was issued by the Traffic Manager
on the 29th of July with reference
to Paragraph 14 of the Deputy
Consulting Engineer's Inspection
Report dated the 28th of June.

I have also the honour
to enclose the copy of a letter
from the Locomotive Superintendent
No 283 of the 17th ult., which

will I trust satisfy the Govern-
ment that the system of Rates
in force on this Railway is well
calculated to secure its object,
and that a considerable margin
is allowed for contingencies.

I have the honor to be
Sir,
Your most obedient servant
J. H. Mellis
for the Agent & Manager

Madras Railway
Locomotive Superintendent's Office
Perambore Works
17th August 1872

To
The Agent and Manager
Dear Sir,

Wagon Brakes

With reference to the Consulting Engineer's letter N^o 638, dated 9th August 1872, and your endorsement of 10th idem, requesting me to report fully on this subject, I beg to inform you that the Traffic Manager, under whose control the Guards work, who are responsible for the condition of Vehicles attached to Trains is best able to reply to the inquiry of the Government. But, to the best of my belief, the system at present in force on the Madras Railway is calculated, if duly carried out, to prevent the state of things described by the Ag. Eng. Consulting Engineer in paragraph 14 of his Report.

Since writing my letter N^o 241 of 9th July, I have seen both the Guard and Driver of the Train in question. The Guard informs me that, whenever he finds that a wagon brake does not act, he communicates with the Driver, who at once adjusts it. He further explained that, in the case in question although two or three of the brake blocks were a good deal worn and allowed the lever handle to go nearly to the bottom of the lever guard, he did not apply to the Driver because

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated 11th 12th 1872
Recd.

N^o 638

At forwarding copy of the circular issued by the Traffic Manager with reference to the report of the Ag. Eng. Consulting Engineer of the 28th of June last in the subject of Wagon Brakes.

P. N. 4520/72.

CIRCULAR No 126.

WAGON BRAKES.

It is the duty of the Guard in charge of a train to satisfy himself by personal inspection that the Brakes of all Wagons attached to the Train are efficient, and to get any defects remedied before the Train is allowed to start from a Station. This precaution is particularly necessary in the case of Trains working over

the Ballipulley Ghaut

the Coorum " " "

the Salem " " "

and the Coimbatore " " "

At Carriage examining Stations defects will be attended to by the Carriage Examiners, and at Road Side Stations by the Drivers of Trains, but in all cases where defects cannot be effectually remedied without unnecessarily detaining the Train, the Wagon must be left behind.

H. C. S. S. S.
Traffic Manager

Received Copy of Circular No.

(Subject.)

Wagon Brakes.

11/10/20/22

No 497-

512

Submitted for the information
of Government, with reference to
their order dated the 30th July 1872,
No 1804 -

2 I am satisfied that the
precautions prescribed in the existing
rules are sufficient, if properly
enforced, to prevent an occurrence
such as the Officiating Deputy
Consulting Engineer had occasion to
remark on in his recent report.

Maoro
14th Sept
1872

Wm Stewart Esq. M. B. I. C. E.

Comm. Engr for Macleay

To The Secretary to Government
Public Works Depart.
St. George

P. M. 4520/72.

Ch 452.

Colt. of 1872 3110115.

PUBLIC WORKS. ✓

To The Consulting Engineer

for Railways

Recd.

Encl 3

6034 Dec 1872 325

Nos. 114 845

Makes - letter from the

Chief-Engineer regarding
the system of making
free on the h. h. h.
license.

Dr 1872 11/11/12

No 452

RAILWAY DEPARTMENT

1872.

From

The Consulting Engineer
for Railways,

To

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

Dated 17th
Recd. 18th September 1872.

Encl. 3.

No. 497-

Substantially as
letter received from the
Chief-Engineer, the
a. D. D. D. on the subject
of wagon hyaline.

W. M. W. W.

12-10-12
12-10-12
12-10-12

Ordered to be recorded.

No 2325

City

Amr

12-10-12