

(1) Number of pages. _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works.

DEPARTMENT

G.O. No.	1635	Press
B.P. No.		Mis.
325-336		
Dated	23. 6.	1873.

Not to be folded or roughly handled

No. 335. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 3rd June 1873, No. 304 :—

In their Proceedings, dated the 15th February 1869, No. 503, the Government signified their approval of orders which had been issued on the Madras Railway, prohibiting the running of more than one engine with any train. Subsequently, on my recommendation, and on the strength of an assurance given by the Railway Authorities that two engines should on no account be attached to any train for the purpose of hauling a double load, the Government removed the restriction in their Order dated the 24th March 1869, No. 991, at the same time calling attention to the necessity of adhering strictly to the maximum loads for engines as laid down in the Company's working time-table.

2. In accordance with the views then expressed by His Excellency in Council, the following departmental order was issued by the Traffic Manager :—

“ The rules limiting the loads of engines must be strictly adhered to. Assisting engines are only permitted for the purpose of relieving a disabled train, or to assist a train over a ghaut, or heavy gradient, but in no instance shall the load of such train exceed the maximum load of one engine.”

3. I have the honour to enclose a letter* from the Agent, requesting permission to modify the last part of the above rule as follows :—

* No. 333, 12th May 1873.

“ But in no instance shall the load of such trains exceed 22 vehicles in ascending the Salem, Coimbatore, Coopum, and Ballypully ghauts, and on all other portions of the line the load of such trains shall not exceed the maximum load of the largest engine, provided such maximum load is not in excess of the limit prescribed in the working time-table.”

4. The Traffic Manager, in the letter forwarded by the Agent, points out that the maximum number of vehicles in a troop train, under the orders† sanctioned by the Government of India, is 22; and that, under the above quoted rule as it now stands, it is impossible to work a train of this size over any one of the ghauts without increasing the maximum load of one engine. The modification of the rule has been proposed in order to obviate the necessity of dividing such trains.

5. I have had an opportunity of discussing the matter with the Railway Authorities, and I recommend the proposal for approval.

From W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 12th May 1873, No. 333.

In enclosing you the copy of a letter from the Traffic Manager, No. C.19,612/294, of the 8th instanc, I have the honour to recommend that the Government will be pleased to authorize the modification proposed by Mr. Church to be made in the Rule regarding “ Assisting engines.”

*Proceedings of the Madras Government, Public Works Department,
23rd June 1873.*

From H. E. CHURCH, Esq., Traffic Manager, to W. B. WRIGHT, Esq., Acting Agent
and Manager of the Madras Railway Company, dated Madras, 8th May 1873,
No. C 19,652/294.

Assisting Engines.

The Government, in Order No. 503, dated 15th February 1869, were pleased to approve of the proceedings of the Consulting Engineer, as reported in paragraph 9 of his letter of the 30th January 1869, "prohibiting the running of more than one engine with any train, without the express permission of Government," but on the recommendation of the Consulting Engineer, based upon a representation from the officers of the Company, the Government were subsequently pleased, in their Order No. 991, dated 24th March 1869, to remove that restriction, at the same time drawing attention "to the necessity of measures being adopted to ensure a careful adherence to the rules limiting the length of trains."

2. Upon the receipt of the Order of Government the following Departmental order was issued:—

"The rules limiting the loads of engines must be strictly adhered to. Assisting engines are only permitted for the purpose of relieving a disabled train, or to assist a train over a ghaut, or heavy gradient, but in no instance shall the load of such train exceed the maximum load of one engine."

3. This rule having in some cases been interpreted to mean "the maximum load of the train engine," I must solicit permission to alter it, as in the case of troop extra trains it is impossible to work them through *intact* without increasing the maximum load of one engine over the ghaut. For instance, the maximum load of a troop train is 22 vehicles, but the maximum load of the largest engine ascending the Coopum Ghaut is 16, Coimbatore Ghaut 16, and the Ballypully Ghaut 20, vehicles.

4. Permission to modify the latter part of the rule as follows will meet all our requirements:—

"But in no instance shall the load of such train exceed 22 vehicles in ascending the Salem, Coimbatore, Coopum, and Ballypully Ghauts, and on all other portions of the line the load of such train shall not exceed the maximum load of the largest engine, provided such maximum load is not in excess of the limit prescribed in the working time-table."

No. 336.

ORDER THEREON, 23rd June 1873, No. 1,635.

RAILWAY, No. 46.

His Excellency the Governor in Council sanctions the proposed modification of the rule limiting the loads of engines on the Madras Railway, in the belief that the altered arrangement is consistent with safe working. It is observed that the maximum load for two engines working together over steep ascending gradients will now be fixed at 22 instead of 16 vehicles as heretofore, and that on other parts of the line the number of vehicles will be restricted to the maximum load of the largest engine, provided this is not in excess of the limit prescribed in the working time-table.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
Exd. S. T. Austin.

3 spare Copies.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 304

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Enclosure 2.

*In their proceedings
dated the 16th February 1869, No 503, the
Government signified their approval
of orders which had been issued on
the Madras Railway, prohibiting the
running of more than one engine
with any train. Subsequently, on my
recommendation, and on the strength
of an assurance given by the Railway
authorities that two engines should on
no account be attached to any train
for the purpose of hauling a double
load.*

load, the Government removed the restriction, in their Order dated the 24 March 1869, No 991; - at the same time calling attention to the necessity of adhering strictly to the maximum loads for engines as laid down in the Company's working time-table.

In accordance with the views then expressed by His Excellency in Council the following departmental order was issued by the Traffic Manager:-

The rules limiting the loads of engines must be strictly adhered to. Assisting engines are only permitted for the purpose of relieving a disabled train, or to assist a train over a gradient,

but in no instance shall the load of such train exceed the maximum load of one engine.

3 I have the honour to enclose a letter* from the Agent, requesting permission to modify the last part of the above rule as follows:-

"but in no instance shall the load of such trains exceed 22 vehicles in ascending the Salen, Coimbatore, Coopers, and Wallypully ghauts, and on all other portions of the line the load of such trains shall not exceed the maximum load of the largest engine, provided such maximum load is not in excess of the limit prescribed

No 333
12 May 70

in the morning time.
The Traffic Manager

4. The Traffic Manager, in the letter forwarded by the Agent, points out that the maximum number of vehicles in a troop train, under the order sanctioned by the Government of India, is 22; and that, under the above quoted rule as it now stands, it is impossible to work a train of this size over any one of the ghauts without increasing the maximum load of one engine.

The modification of the rule has been proposed in order to obviate the necessity of dividing such trains.

5. I have had an opportunity of discussing the matter with the Railway authorities, and

Transport
Regulations.
Part II, page 4.
clause 19

I recommend the proposal for approval.

I have the honour to be
Sir

Your most obedient servant.
Munster L. Col. R.E.
Cons Engineer for Railways

Madras
3 June 1873
Sd.
R. L. S.

P. W. D.

1635-

Proceedings of the Madras Government,

Under date the

187 .

Read the following:—

From the Secy to Govt (28 Dec 304 113 Dec 73)

*His Excellency
the Governor in Council
sanctions the proposed
modification of the
rule limiting the loads
of Engines on the
Madras Railway,
in the belief that the
altered arrangement
is*

W

*P. W. D. 1873. No. 304
Secy to Govt, Secy to Govt*

RAILWAY DEPARTMENT.

From

No. 3242.

The Consulting Engineer

for Railways,

To

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

Dated

21 June

1873.

Recd.

4 June

Dec. 2.

No. 304

28 Dec 304 113 Dec 73

Indemnity Act

From the Secy to Govt (28 Dec 304 113 Dec 73)

Regarding the Secy to Govt

to modify the Secy to Govt

to modify the Secy to Govt

to modify the Secy to Govt

to modify the Secy to Govt

to modify the Secy to Govt

1635-

28 Dec 304 113 Dec 73

is consistent with safe
working. It is desired
that the maximum
load for two Engines
working together over
steep ^{ascending} gradients will
now be fixed at 22
instead of 16 vehicles
as heretofore, and that
on other parts of the
line the number
of vehicles will be
restricted to the
maximum load
of the largest En-
-gine provided this
is not in excess
of the limit pre-
scribed in the
Working

Working Time
Table.

1844

To the Consulting Engineer
for Railways. 17/7/73

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