(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. / B.P.—No. 237-238-39.	771-72.	Press / ~~Mis.~~
Dated	11- 3-	1873.

Not to be folded or roughly handled

No. 237. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 13th February 1873, No. 101 :—

In compliance with the opinion expressed by His Excellency the Governor in Council in paragraph 2 of G. O., dated the 16th ultimo, No. 148, I have the honour to submit a letter* from the Agent of the Madras Railway, forwarding for approval certain Rules which have been drawn up for the guidance of Engine Drivers and Guards in cases when it is found necessary to divide trains in ascending ghauts or steep inclines. These Rules have been prepared with great care, and are approved of by the Heads of the Engineering, the Locomotive, and Traffic Departments. I understand that they have already been brought into force departmentally; but under Sections XXVI. and XXIX. of the amended Railway Act† it is necessary, in order that the rules should have legal force, that they should be submitted for the sanction of the Governor-General in Council, and, when sanctioned, that they should be published in the *Gazette of India*; and I therefore recommend that they be at once laid before His Excellency the Governor-General in Council for sanction and publication.

* No. 14, 12th February 1873.

† XXV. of 1871.

2. The revision of the General Rules and Regulations of the Madras Railway Company, to which allusion was made in my letter of the 19th December 1872, No. 703, is now in progress. It is however a very tedious work, and I do not expect to be able to submit them to Government for some time. The Rules now forwarded, on the subject of dividing trains, will of course ultimately form part of the Company's General Rules, but it is important that they should be sanctioned as soon as possible in order to receive legal force.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 12th February 1873, No. 114.

With reference to the conversation which took place at the Meeting held in my office to-day, I have the honour to forward, herewith, for the sanction of His Excellency the Governor-General in Council, the proposed rules for the guidance of Engine Drivers and Guards when it is found necessary to divide trains in ascending ghauts or steep inclines.

Rules for the guidance of Engine Drivers and Guards when it is found necessary to divide Trains in ascending ghauts or steep inclines.

When the weather is unfavourable, or when from any other cause an Engine Driver has reason to apprehend a difficulty in ascending a ghaut with his full load, he is to make such arrangements as may be considered necessary in consultation with the Station Masters and Locomotive Foremen at Salem, Jollarpett or Tirupetty, and the Station Master at Palghaut or Congeecode, according to the nature of each particular case, but as far as it is possible to judge the load must be limited so as to avoid all risk of the necessity of parting the train on the road.

2. No train nor part of a train must ascend a ghaut without a brake van attached as the last vehicle thereof and a guard in charge. No train nor part of a train must ascend a ghaut without at least one break van or brake carriage to every five passenger vehicles or to every ten goods wagons, and a guard or brakesman in charge of each such brake vehicle. The brake power must be distri-

buted as equally as possible over the train, the first brake being separated from the engine by a number of vehicles equal to its proportion of the total load.

3. Every train working up the Coopum, Salem, Coimbatore and Ballypully ghauts shall be accompanied by a Travelling Porter in addition to the regular Guards of the train.

4. The loads of engines are limited according to the gradient of the various portions of the line, so as to obviate the necessity of dividing a train, excepting under very exceptional circumstances, and the Engine Driver must in all cases satisfy himself that it is impossible to take his whole train up an incline before he decides on dividing it. On being satisfied as to the necessity of parting his train, the Driver must communicate with the Guard, and the following instructions must be strictly acted up to. The Guard must detach such number of vehicles as may best divide the load, but must on no account depart from the Regulations laid down in Clause 2 of these Rules, although their observance may render necessary an unequal division of the train.

5. The first portion of the train must be taken up the ghaut and placed in the nearest siding above the ghaut. At Ballypully the Engine Driver must invariably take the first part of his train along the main line till he clears the northern points of the siding, when he must back it through the siding up to the standing buffers of *the lay bye when empty* or up against the vehicles therein when any are there. The Engine Driver must also invariably, both when going for the rear portion of his train and returning with it, run through the northern points of the siding. The Guard in charge will be held responsible that the brakes of all goods wagons are let down and pinned down *tight*, and that the brakes of his own and every other van on the portion of the train in his charge are tightly screwed down and secured before the engine is detached. Similar precautions must also be taken by the Guard should the train from any cause come to a stand-still before reaching the siding at the top of the ghaut, and in case of the breakage of a coupling, the Guard must immediately screw his own brake down tight and proceed at once to pin down the wagon brakes.

6. The Chief Guard will remain in charge of the portion of the train left behind. He will be responsible that the carriages, etc., are protected in the manner provided for in rule 41, printed at page 80 of the Company's Working Time Table, and upon the return of the engine will see that the portion of the train under his charge is properly attached, and on arrival at the top of the ghaut will take care that it is left on the main line *clear of the siding*, and that the first part of the train is taken out and properly coupled on to it. Before detaching the engine both before ascending the ghaut and on arrival at the top, the Chief Guard must be very careful to secure his vehicles by screwing down his own brake, and must see that all van and carriage brakes are screwed down and all wagon brakes pinned down *tight*, in order to prevent any risk of their running back when the engine is uncoupled.

7. The Engine Driver before taking up the first portion of his train must carefully note the position in which he leaves the remainder, and must exercise great caution in returning for it, by keeping his engine at all times under perfect control so as to avoid moving the vehicles previous to attaching. The Chief Guard must take care that proper signals are shown in front of his vehicles for the guidance of the driver.

8. In ascending inclines the whole of the Guards must keep a sharp look-out, and be always on the alert and prepared to apply their brakes. In case of any portion of the train breaking away, the Guards of the rear portion must immediately apply their brakes, and when the train is brought to a stand-still after screwing his brake down tight, each Guard must pin down the brakes of such wagons as may be in front of his van beginning at the wagon nearest thereto, and must then protect the train or portion of train by exhibiting the proper signals in both directions. It will be the duty of the Guard in charge of each part of the train to satisfy himself that the brakes of all the vehicles under his charge as well as that of his own van are in good working order.

(Signed) R. B. ELWIN,
Agent and Manager.

238. ORDER THEREON, 11th March 1873, No. 771.

RAILWAY, No. 26.

ORDERED that these papers be forwarded to the Government of India, who will be requested to sanction the proposed Rules and publish them in the *Gazette of India*.

(Here enter No. 772, dated 11th March 1873.)

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Austin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 11*th March* 1873.

No. 239.

No. 772.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 27.

SIR,—I am directed to forward, for the information of the Government of India, the accompanying correspondence regarding the recent accident near the Ballypully Ghaut on the North-West Line of the Madras Railway. It will be observed that the necessity for dividing trains on that ghaut has arisen not unfrequently of late, and although the Railway Authorities report that instances of dividing a train on the Madras Railway system are but few, it is clear that some precise rules should be laid down for the guidance of Guards and Drivers. Such rules have now been carefully framed, and are herewith submitted. In order to give them legal force, I am to request that they may receive the sanction of the Government of India and be duly published in the *Gazette of India*.

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

Colonel, R. E,
Secretary to Government.

Ed. S T. Austin.

No. 114

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 12th February 1873.

From

Robt. B. Elwin Esq.
Agent and Manager. of the M.R.Co.

To

Lieut Colonel A. T. A. H. Shaw Stewart R.E.
Consulting Engineer for Railways.

SIR,

With reference to the conversation which took place at the Meeting held in my Office today, I have the honour to forward herewith for the sanction of His Excellency the Governor in Council the proposed Rules for the guidance of Engine Drivers and Guards when it is found necessary to divide Trains in ascending Ghauts or Steep Inclines.

I have the honour to be
Sir
Your most obedt Servt

Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 12 *February* 1870.
Recd. 13.

No. 1114

Forwarding for Revision the accompanied Rules for the Guidance of Engine Drivers & Guards when it is found necessary to divide Trains in ascending Ghauts or steep Inclines.

C. R. 1007/70.

By Mr. Reilly.

Rules for the guidance of Engine Drivers and Guards when it is found necessary to divide Trains in ascending Ghauts or steep Inclines.

1. When the weather is unfavorable, or when from any other cause an Engine Driver has reason to apprehend a difficulty in ascending a Ghaut with his full load, he is to make such arrangements as may be considered necessary in consultation with the Station Masters and Locomotive Foremen at Salem, Jollarpett or Erupetty, and the Station Master at Polghaut or Coimbatore, according to the nature of each particular case; but as far as it is possible to judge the load must be limited so as to avoid all risk of the necessity of parting the Train on the Road.

2. No Train nor part of a Train must ascend a Ghaut without a Brake Van attached at the last vehicle thereof and a Guard in charge. No Train nor part of a Train must ascend a Ghaut without at least one Brake Van or Brake Carriage to every 5 Passenger Vehicles or to every 10 Goods Waggons, and a Guard or Brakesman in charge of each such Brake vehicle. The Brake power must be distributed as equally as possible over the Train; the first Brake being separated from the

Engine by a number of Vehicles equal to its proportion of the total load.

3. Every Train working up the Coorum, Salem, Coimbatore and Dally-pully ghauts shall be accompanied by a Travelling Porter in addition to the regular Guards of the Train.

4. The loads of Engines are limited according to the gradients of the various portions of the Line, so as to obviate the necessity of dividing a Train, except under very exceptional circumstances, and the Engine Driver must in all cases satisfy himself that it is impossible to take his whole Train up an incline before he decides on dividing it. On being satisfied as to the necessity of parting his Train the Driver must communicate with the Guard, and the following instructions must be strictly acted up to. The Guard must detach such number of Vehicles as may best divide the Load, but must on no account depart from the regulations laid down in Clause 2 of these Rules, although their observance may render necessary an unequal division of the Train.

5. The first portion of the Train must be taken up the ghaut and placed in the nearest siding above the ghaut. At Dally-pully the Engine Driver must

invariably take the first part of his Train along the Main line till he clears the North-ern points of the Siding, when he must back it through the siding up to the Standing Buffers of the Loop-line when empty or up against the vehicles thereon when any are there. The Engine Driver must also invariably, both when going for the rear portion of his Train and returning with it, run through the Northern points of the Siding. The Guard in charge will be held responsible that the brakes of all Goods Waggons are let down and pinned down tight, and that the brakes of his own and every other van on the portion of the Train in his charge are tightly screwed down and secured before the Engine is detached. Similar precautions must also be taken by the Guard should the Train from any cause come to a stand-still before reaching the siding at the top of the Shunt, and in case of the breakage of a coupling the Guard must immediately screw his own brake down tight and proceed at once to pin down the waggon brakes.

6. The Chief Guard will remain in charge of the portion of the Train left behind. He will be responsible that the carriages &c are protected in the manner provided for in Rule 41 printed at page 80 of the Company's Working Time Table, and upon the return of the Engine will see that the portion of the Train under his charge

is properly attached and on arrival at the top of the Ghaut will take care that it is left on the Main line clear of the sieding, and that the front part of the Train is taken out and properly coupled on to it. Before detaching the Engine both before ascending the Ghaut and on arrival at the top, the Chief Guard must be very careful to secure his vehicles by screwing down his own brake and must see that all Van and Carriage brakes are screwed down and all Waggon brakes pinned down tight, in order to prevent any risk of their running back when the Engine is uncoupled.

7. The Engine Driver before taking up the front portion of his Train must carefully note the position in which he leaves the remainder; and must exercise great caution in returning for it, by keeping his Engine at all times under perfect control so as to avoid moving the vehicles previous to attaching. The Chief Guard must take care that proper signals are shewn in front of his vehicles for the guidance of the Driver -

8. In ascending Inclines the whole of the Guards must keep a sharp look-out and be always on the alert and prepared

to apply there Breakes. In case of any portion of the Train breaking away the Guards of the rear portion must immediately apply there Breakes, and when the Train is brought to a stand-still after screwing his brake down tight, each Guard must pin down the breakes of such waggons as may be in front of his Van beginning at the waggon nearest thereto, and must then protect the Train or portion of Train by exhibiting the proper signals in both directions. It will be the duty of the Guard in charge of each part of the Train to satisfy himself that the Breakes of all the Vehicles under his charge as well as that of his own Van are in good working order.

Chas. F. Smith
Agent & Superintendent.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 101

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,

In compliance with the opinion expressed by His Excellency the Governor in Council in paragraph 2 of G.O. dated the 16 ultimo, No 148, I have the honour to submit a letter from the Agent of the Madras Railway, forwarding for approval certain rules which have been drawn up for the guidance of engine-drivers and guards in cases when it is found necessary to divide trains in ascending ghauts or steep inclines. These rules have been prepared with great care, and are approved of by the heads

No 14
12 Feb. 73

heads of the Engineering, the Locomotive, and Traffic Departments. I understand that they have already been brought into force departmentally; but under Sections XXVI and XXIX of the amended Railway Act, it is necessary, in order that the rules should have legal force, that they should be submitted for the sanction of the Governor General in Council, and when sanctioned, that they should be published in the Gazette of India; and I therefore recommend that they be at once laid before His Excellency the Governor General in Council for sanction and publication. X XXV of 1871

2. The revision of the general rules and regulations of the Madras Railway Company to which allusion was made in

in my letter of the 19 December 1872, No 703, is now in progress. It is however a very tedious work, and I do not expect to be able to submit them to Government for some time. The rules now forwarded, on the subject of dividing trains, will of course ultimately form part of the Company's general rules; but it is important that they should be sanctioned as soon as possible, in order to receive legal force.

I have the honour to be

Sir

Your most obedient servant

Madras
13th January 1873.

Lt. Col. R.E.
Con Engineer for Railways

No 711 P.W.D. 73

Proceedings of the Madras Government

Read the following:-

From

The Consulting Engineer
for Railways

{ M. E. No 101 dated 13th February 1873.

Addressed Fort Saint George

Forwarding for the information of Government the letter noted in the margin from the Agent for Railways in Southern India, requesting to be furnished with a copy of the Rules & Instructions issued by the Agent of the Madras Railway Company for the guidance of Engineer Drivers and Guards

To the Chief Engineer for Roads &c.
Dated 13/3/73.

To the Secretary to Government
Public Works Department
Fort St George

Sir

I am directed to forward for the information of the Government, a copy

P. W. 1873 Dept. Original for Circulation

RAILWAY DEPARTMENT.

1873

From No 1001.

The Consulting Engineer
for Railways,

To

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

Dated 13th February 1873.
Recd. 14th February "

Enc: 2.

No. 101

Forwarding letter from the Agent S.M.R. Dy. with Rules for the guidance of Engine Drivers and Guards

No 237
G 21 Feb 1873

No 16 January 1873 No 293
294

the accompanying Correspondence regarding the recent accident near the Ballapuddy Ghaut on the North West Line of the Madras Railway. It will be observed that the necessity for dividing trains on that Ghaut has arisen not unfrequently of late; and although the Railway authorities report that instances of dividing a train on the Madras Railway system are but few, it is clear that some precise rules should be laid down for the guidance of guards & drivers. Such rules have now been carefully framed, and are herewith submitted;

Desp^a 13/3/73 with Gen^l of Gov^t 771 of 1873.

25

In order to give them legal force, I am to request that they may receive the sanction of the Govt of India & be duly published in the Gazette of India.

G.W.

O.S.

Madras Rly: Forwarding
for sanction & publication
in the Gazette of India.
Rules for the guidance
of Engine Drivers &
Guards when driving
trains.

E N:237.239.

B 21 Feb/73

C/2001

Govt. of [1873] Madras.

PUBLIC WORKS.

To The Consulting Engr for Railways
&
To The Secretary to the Govt of India

Dated

Rect

Encl 2

G. O. "Secrets" No. 771-772

Nos. 237-238-239

Rules. Passing trains on

Letter from the Engineer forwarding Rules for the guidance of Engine Drivers & Guards when dividing trains.

Forwarding Correspondence regarding the recent accident near the Bally Gunge Shunt on the Sth. Line of Rly

E N. 237.239.

Encl 7 Feb/73