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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	<i>1692</i>	Press
B.P. No.		Mis.
Dated	<i>18-6-1954</i>	

Not to be folded or roughly handled

12

*Proceedings of the Madras Government, Public Works Department,
18th June 1874.*

Read the following papers:—

No. 398. 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, 17th March 1874, No. 155.

WITH reference to paragraph 10 of my letter No. 37, dated 17th January 1874, I have the honour to submit a copy of the amended rules for dividing trains in ascending ghauts or steep inclines.

2. The alterations occur in Clauses 3 and 4, which now fix more definitely the responsibility of the Station Master and the Guard.

MADRAS RAILWAY.

RULES FOR DIVIDING TRAINS.

Amended Rules for dividing trains in ascending Ghauts or steep inclines.

"When the weather is unfavourable, or when for 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 Conjeevore, 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 brake 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 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. No train shall be allowed to start from Palghaut eastward, from Salem eastward, from Jollarpett westward on the Bangalore Branch, or from Tirupetty northward, unless accompanied by a travelling porter, and it will be the duty of the Station Master and of the Chief Guard to see that he accompanies 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 bring his train to a stand. The Guard must then proceed at once to the engine, and, on being informed that the train is to be divided, will strictly act up to the following instructions. 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 Ballypull 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, which 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

*Proceedings of the Madras Government, Public Works Department,
18th June 1874.*

come to a stand-still before reaching the siding at the top of the Ghaut, and, in cases 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 103 of the Company's working time table, dated 31st August 1873, 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 at 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 vehicles under his charge as well as that of his own van are in good working order."

TRAFFIC MANAGER'S OFFICE,
MADRAS,
26th January 1874.

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

No. 399. 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,
14th May 1874, No. 290.

WITH reference to memorandum No. 295, dated 27th April 1874, I have the honour to state that the "travelling porter," alluded to in paragraph 3 of the amended rules for dividing trains in ascending ghauts or steep inclines, will act under the orders of the Chief Guard, and an addition to that effect will be made to the rule.

2. I have discussed the matter with the Railway Authorities, and agree with them that it is not desirable to define further the duties of the travelling porter, even if it were possible to do so. I trust His Excellency in Council will concur in this view.

No. 400. ORDER THEREON, 18th June 1874, No. 1,642.

RAILWAY, No. 67.

WITH this letter the Consulting Engineer for Railways submits the Rules sanctioned in G. O., No. 1,827, dated 16th July 1873, for working divided trains on steep inclines on the Madras Railway, amended as regards Clauses 3 and 4.

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18th June 1874.*

2. His Excellency the Governor in Council approves of the amended rule No. 4; and of No. 3, with the retention of the words "in addition to the regular guards of the train," which occurred in the former draft rule, and with the insertion of a clause to the effect that the travelling porter shall work under the orders of the Chief Guard. The new Rules so amended will be adopted on the conditions specified in the orders of the 16th July 1873, No. 1,827.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies

MADRAS RAILWAY.

RULES FOR DIVIDING TRAINS.

Amended Rules for dividing 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 Conjeevode, 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 brake 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 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. No train shall be allowed to start from Palghaut eastward, from Salem eastward, from Jollarpett westward on the Bangalore Branch, or from Tirupetty northward, unless accompanied by a Travelling Porter, and it will be the duty of the Station-Master and of the Chief Guard to see that he accompanies 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 bring his Train to a stand. The Guard must then proceed at once to the Engine, and, on being informed that the Train is to be divided, will strictly act up to the following instructions. 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 Ballypally 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, &c., are protected in the manner provided for in Rule 41, printed at page 108 of the Company's Working Time Table, dated 31st August 1873, 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 vehicles under his charge as well as that of his own van are in good working order."

TRAFFIC MANAGER'S OFFICE, }
MADRAS, 26th January 1874. }

H. E. CHURCH,
Traffic Manager.

Mr 1582/74

MADRAS RAILWAY.

RULES FOR DIVIDING TRAINS.

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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 brake 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 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. No train shall be allowed to start from Palghaut *eastward*, from Salem *eastward*, from Jollapett *westward* on the Bangalore Branch, or from Tirupetty *northward*, unless accompanied by a Travelling Porter, and it will be the duty of the Station-Master and of the Chief Guard to see that he accompanies 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 bring his Train to a stand. The Guard must then proceed at once to the Engine, and, on being informed that the Train is to be divided, will strictly act up to the following instructions. 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 Ballypally 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, &c., are protected in the manner provided for in Rule 41, printed at page 103 of the Company's Working Time Table, dated 31st August 1873, 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.

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TRAFFIC MANAGER'S OFFICE,

MADRAS, 26th January 1874.

H. E. CHURCH,

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MADRAS RAILWAY.

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TRAFFIC MANAGER'S OFFICE,
MADRAS, 26th January 1874.

H. E. CHURCH,
Traffic Manager.

35 pages
Mr 1582/74

MADRAS RAILWAY.

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TRAFFIC MANAGER'S OFFICE,

MADRAS, 26th January 1874.

H. E. CHURCH,
Traffic Manager.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 155

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,

With reference to paragraph 10 of my letter No 37 dated 17 January 1874, I have the honour to submit a copy of the amended rules for dividing trains in ascending gradients or steep inclines.

The alterations occur in clauses 3 and 4, which now fix more definitely the responsibility

P.W. 1582/7

29. 7/10 June/74
L. 871-378

No. 290

Following explanation
as to the duties upon
which the travelling
parties are to be
observed when
dividing trains in
ascending gradients or
steep inclines.

G. W. Walker, R.E.

No. 294

Refer to Order 15 May 1874

Ref. No. 2875.

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

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

Dated

14 May 1874.

Recd.

Your most obedt. servt
Wm. L. L. R. C.
Cons. Engineer for
Railways

UNITED STATES DEPARTMENT OF JUSTICE

1874
No. 1582

Prüfung

The Consulting Engineer

for Railways,

53

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

Dated 27th Dec 1874
Recd. 18

Recall

Submitting copies
of the amended rules
for dividing boards
are ascending plants
a sharp increase
C. O. H. 2. R. 1. 1. 1.

CONSULTING ENGINEER'S OFFICE.

No. 2444

Front

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

Consulting Engineer for Railways,

Colonel G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department.

Fort Saint George.

With reference to
Memorandum No 295 dated 24th
April 1874, I have the honour to
state that the "travelling porter"
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in ascending gradients or steep inclines,
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2.

I have discussed the matter with the Railway Authorities, and agree with them that it is not desirable to define further the duties of the travelling porter, even if it were possible to do so. I trust His Excellency in Council will concur in this view.

I have the honour to be

Sir

A your most obedient servant.

Madras 11th May 1874
Mantua 24th Col. R. E.
Cons. Engrs. for Railways

Public Works Department
Proceedings of the Madras Government
From The Cons. Engrs. for Railways (H. E. to 155 of 11th March 1874)
To
The
(H. E. to 290 of 14 May 1874)

With this letter the Consulting Engineer for Railways submits the rules sanctioned in G.O. No. 1827 dated 16 July 1870 for working loaded trains on steep inclines on the Madras Railway, amended as regards clauses 3 and 4.

His Excellency the Governor in Council approves of the amended Rule No. 4, and of No. 3, with the retention of the words

words "in addition to
the regular guards of
the train" which oc-

curred in the former

draft rule. The new

rules so amended will

be adopted on the con-

ditions specified in the

orders of the 16th July 1876

N^o 1827.

G.M.W.

and with the insertion of a
clause to the effect that
the travelling Porter shall
work under the orders of
the Chief Guard.

G.M.W.
22/7

G.M.W.

50.

for Ensign
L. Capier despatched 20/6/74.

398-400.

RD 22/7/76

in 16th July 1876. Received 22/7/76

158
1873
Govt. of Madras.
PUBLIC WORKS.

To
The ^{Star} Commr. Engrs
for Mys.

Dated

Recd.

And

18th January 1873

Nos. 358-100.

orders the Chief Engr
of the amended Rules
to be adopted on
conditions specified
in the orders of the
July 1873 No 1827

Rules for dividing Trains
in ascending gradients

Approving of the amended
Rule No. 4 and of No. 3 for
dividing trains in ascending
gradients or steep inclines
with the retention of the words
in addition to the regular
guards of the train "which oc-
curred in the former draft rule
with the insertion of a clause
to the effect that the Travelling
Men shall work under the
orders