

Public Works (1896) Department.

SERIAL

No. 11

G.O., No. 980 R.

DATED 17. Nov 1896

732 R. 31.8.96.

[Despatch Abstract.]

Working Time Table of the Madras Ry. Sanction
accorded to a modification of Rule 153(4) &
to certain addition to Rule 153(9) of Part
II of the —.

G.O.	No.	Department	Date.	G.O.	No.	Department	Date.

The

1.21 ✓

2. The necessity for making such an exception in the case of Ballast or Loco. Wood Trains was discussed at an Officers' Meeting when it was decided that the note now proposed was essential inasmuch as it has been found frequently necessary in the past when working ballast trains up the ghauts to push them with the Engine in rear as authorised in rule 159.h. of the Working Time Table, Part II. It is with a view to bring the rules into unison and regulate a practice which has always been in force that the present amendment is asked for.

3. As the "Rules for working ghauts" on page 53 of the Working Time Table were specially sanctioned in G. O. N. 926 R. dated 26 June 1890, it is considered that the approval of Government will be requisite for the modification now submitted.

I have the honor to be,
Sir,
Your most obedient Servant,
Edmund,
The Agent & Manager.

Enclosed.

No 732. Dated 31.8.96
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Bf

PROCEEDINGS OF THE MADRAS GOVERNMENT.

SERIAL
No. 2

Read the following

Letter from the Agent Manager
Madras

No. 8570
725 dt 17.8.96.

Sanction is accorded
to the insertion of the subjoined
additional note, as modified,
to Follow Rule 153 g on page
53 Part II of the Working Time
Table of the Madras Railway.

"N.B. An exception to the
rule may be allowed in the case
of ballast and locomotive road
trains consisting of not more
than 18 vehicles besides brakes
which, to save unnecessary
running, may be pushed up
a shaft with the engine
attached at the lower end of
the train. In such a case the
brake of the engine may be
counted in lieu of the brake
van required to be attached,
in case under the above rule."

Wm.

27/8

Agent Manager Madras
for F. R. Acc'ts.

3/9/96

R

27/8

MADRAS RAILWAY
The Agent and Manager,
M. R. Co.,
The Consulting Engineer
for Railways.

188

(No. 1.)

No. 8570⁶

795

MADRAS RAILWAY.

SERIAL

No. 3

AGENT AND MANAGER'S OFFICE,

Madras, 9th Sept 1886

From

The Agent and Manager. M.R.C.

To

The Consulting Engineer for Railways.

Sir,

I have the honour to acknowledge receipt of G.O. No. 732 of the 31st ultimo and to point out that in the opinion of the As Traffic Manager the modification made in the rule forwarded by this office is likely to lead to a misunderstanding on the part of the staff. Rule 153(g) requires a brakeman to every 10 vehicles in a train. Ballast trains as a rule are worked with one brakeman only. The intention of the proposed rule was to dispense with the second brakeman if the train consisted of not more than 18 vehicles and if the engine was at the lower end of the train.

A

3/-
No. 732. R. dated 31.8.86

As altered it is not ^{at} all clear that a second brake van may be dispensed with.

I shall be glad therefore if you will accord your sanction to the rule as proposed by this office.

I have the honor to be
Sir,
Your most Obedt Servt

Henry C. West

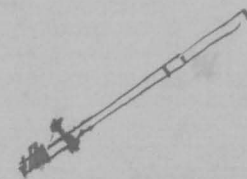
Ag Agent & Manager

ER.

I really cannot understand what the MR want.

Rule 153 (g) provides

- (1) That every train ascending a flat must have a BV in rear
- (2) That every good train must have 1 BV to each 10 vehicles, properly distributed.
- (3) That when an Assisting Engine is pushing in rear its brake may be coupled in lieu of that of one of the extra Brake Vans.



Letter No 725 of 17/8 para 2. says they want to regulate the pushing of an engine (not assisting) pushing Ballast fuel trains up the flats.

Letter No 795 of 9/9 says they merely wanted to disburse with an extra van when the train was being pushed.

This latter point was carefully kept back in the first letter and I do not think should be conceded. as ballast trains have frequently to go down the flat loaded in which case the brake horse would be insufficient with only one brake van. C.W.M. 11/9

3910
Recd. 10/9/96

Dated
Recd.

No.

188

The Consulting Engineer

for Railways.

To

The Agent and Manager.

From

MADRAS RAILWAY.

SERIAL
No. 4

To all.

No 3032
24/9/96

Sir with ref to correspondence
ending with your letter
N. 3570^c d 9/9/96 I have
755

considered the matter carefully
and can see no reason for
altering the S.O in question.

2. Under the rule 153g as it
now stands in the Working time
table, a train of not more

than 18 vehicles ascending a
gradient must have two brake-

vans of which one must
be in rear (unless there is
an assisting engine attached).

The modification sanctioned in the
S.O. allows the rear brake van
to be dispensed with when the
engine is attached in rear of
the train, instead of in front.

As the effect of the rule will be
that the train will consist
of 18 vehicles with a brake van
in the middle and the
engine in rear.

Yours faithfully
J. H. T.
22/9
d. before issue for
Mudra
J. H. T.
24/9

Despatched on 24-9-96

No. 9549

889

Madras Railway Company.

AGENT & MANAGER'S OFFICE,

RAYAPURAM TERMINUS,

Madras, 9th October 1893.

SERIAL
No. 5

From

The Ag. Agent & Manager,

Madras Railway Company.

To

The Consulting Engineer for Railways,

Madras.

Sir,

With reference to your letter No. 3052, dated 24th September 1893, I have the honour to inform you that the wording of the concluding sentence of the additional note as modified in G.O. No. 752, dated 31st August was carefully considered at the Officers' Meeting held on the 2nd October 1893, when it was decided that in its amended form its provisions could not be carried out, and I regret very much that the modification was not referred back to this office before the rule was submitted to Government.

I desire to point out that the wording of the last sentence of the rule as originally submitted stood thus:-

"In such a case the brake of the Engine may be counted in lieu of an extra brake van required to be attached under the above rule"

The modified form reads as follows:-

"In such a case the brake of the Engine may be counted in lieu of the brake van required to be attached in rear under the above rule."

It is explained that Rule 155(g) requires a brake van to every 10 vehicles, but as ballast and wood trains are worked with one brake van only, it is not made clear in the modified form that the second or extra brake van can be dispensed with. What is required to be clearly specified is that when a ballast train (of not more than 13 vehicles) is ascending a ghaut, the leading vehicle will be a brake van, and the engine will be in rear.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 20th October 1896.

To

AGENT AND MANAGER, M. R.

No. 330/Reply No. 951, dated 26/10/96

SIR,
With ref to your letter
No 889 dated 9 Oct 96
in 1st to enquire if
any authority exists for
working ballast trains,
consisting of 18 wagons,
with on the flats with
one brake van out, in
contravention of rule
133(g) which requires
that each train shall
have 2 brake vans ^{(the load being}
more than 10 vehicles).

Reminders.

In para 2 of
your letter No
725 dated 17 Augst- you
state as the reason for
the necessity of ordering
the rule that you wished
to regulate the practice
of B. train being pushed
up the flat with a
Single Engine in rear

Subject.

4420
10/10/96

(2)

Form No. 4.

In order, therefore, to prevent all possible risk of misunderstanding
on the part of the staff, I request that the rule or note may be sanctioned
in the original form as submitted by this office.

I have the honour to be,

Sir,

Your most obedient servant,

W. J. M. S.

Asst. Agent & Manager.

ET
I suggest that you
to prevent any misunderstanding
of Ballast train
consisting of 18 wagons
and one brake van
it is necessary to
order that each
train shall have
2 brake vans
when the load
is more than
10 vehicles.
The rule
is now
being
revised
and
it
is
hoped
that
the
rule
will
be
settled
soon.

In reply to the concluding sentence of ^{para of} your letter under reply I beg to say that there is no thing in the rule or modification to prevent the leading vehicle being a trade van and the engine pushing or rear.

Cons. $\frac{19}{10}$

ER
JH 19/10

Despatched on 20/10/96

No. 9549

957

SERIAL

No. 7

AGENT AND MANAGER'S OFFICE.

Madras, 26th October 1896.

From

The Ag Agent and Manager.

Madras Railway.

The Consulting Engineer for Railways.

Madras.

With reference to your letter No 3301 dated 20th October 1896, I have the honor to explain that it was with a view to bring the rules into unison and regulate a practice which has always been in force that the additional note to follow Rule 153 (g) was asked for. It has always been the practice to permit a ballast train to be pushed up a ghaut with a brake van as the leading vehicle and the engine at the lower end, i.e. in the same order as it has gone down the ghaut. To descend the ghaut only one brake van is required, and only one brake van has been used on the train in the past. To ascend the ghaut, Rule 39, would require a second brake, but a ballast train marshalled as above instead of "Goods" inserted explained the then practice.

explained this is not necessary for safety, and the object of the note is to save the interference with traffic, and the extra train and vehicle mileage which literal compliance with the rule would involve.

2. The modification introduced into the note under G. O. 732 R of 31st August 1896, although not a very material one, renders it capable of being read in the way desired by the Company's officers; but from your office letter No. 3032 dated 21st September, it is shown that the reading given therein was one which was not intended, and as a similar mis-reading might be made by the staff it seemed preferable to adhere to a wording which was not ambiguous.

3. I shall therefore feel obliged if the subject can be reconsidered in the light of the explanation now given.

I have the honor to be,
Sir
Your most obedient Servant,
Henry C. West
Ag Agent & Manager.

Encl^d nil.

Telephone

SERIAL
No. 8

From

E R

To

A. M.

Your No. $\frac{9529}{951}$

26th instant. re addition

to Rule 153(9) page 53

Part II. working time

table. Please put

this subject on Agenda

for tomorrow's meeting

CUM $\frac{27}{10}$

Despatched -

4-50 P.M.

$\frac{27}{10} / 95$

96

MADRAS RAILWAY.

From

To

The Consulting Engineer

The Agent and Manager

for Railways.

Dated

Recd.

No.

188

4699
27-10-95

~~Government of Madras.~~~~PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.~~

To

A. M.

~~THE SECY. TO THE GOVT. OF INDIA,~~~~P. W. DEPARTMENT.~~2nd November 1896.

SIR,

- in reply to your letter
 No. 9549 d. 26 Oct 1896, I
 have the h. to inform you
 that the practice of allowing
 ballast-trains of 18 loaded
 vehicles to descend the shaft
 with only one brake van ^{is considered} ~~is~~ ^{to be}
 dangerous, unless all brakes
 are dropped at the top of
 the shaft as is done in
 the case of goods trains (vide
 rule 153 g)
2. There is not the same objection
 to a ballast-train being
 pushed up the shaft with
 the engine at the lower end
 of the train; and in this instance
 I think one brake van for
 not more than 18 loaded ~~vehicles~~
 waggons might be allowed.

3. Suggest therefore that rule 153d may be modified so as to read "All trains ~~other than~~ which do not carry passengers" instead of "goods trains" and that ~~rule 153g~~ the proposed addition to rule 153g may read thus

"The following exception to this rule may be made in the case of ballast and loco. wood

trains. ~~Such trains, consisting of an engine, one brake van and not more than 18 wagons may be pushed up a gradient with one brake van attached: provided that the engine is attached at the lower end of the train & that the brake van is the leading vehicle~~

I think, will be more easily understood by the Staff than either of the two rules previously proposed

HT 2/11

Despatched on 2/11/96

(No. 1.)

No. 9549
1007

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 13th November 1896.

From

The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways,

Madras.

SIR,

In reply to your N^o 3451 dated 2nd November 1896, I have the honour to inform you that the modification of Rule 153(d) and addition to Rule 153(g) as proposed by you are accepted.

Wine S.O. consulting N. 752
HT 14/11

I have the honour to be,
Sir,

Your most obedient servant,

Henry West

Ag. Agent & Manager.

Encl. 1.



1007
2222

dp. 12/11/1907

enclosed

Letter from the Agent
+ Murray Madras Ry

at 10/11/1907

at 10/11/1907

at 10/11/1907

at 10/11/1907

at 10/11/1907

PROCEEDINGS OF THE MADRAS GOVERNMENT.

SERIAL
No. 11

Read the following

- Letter from the Agent } H.E. No. 8370^C of 9 Sept 1907
+ Murray Madras Ry } 795
- Letter to do do do 3032 of 26 do -
- Letter from do do do 9529 of 9 Oct 1907
889
- Letter to do do do 3307 of 20 do -
- Letter from do do do 9529 of 26 do -
957
- Letter to do do do 3451 of 2 Nov 1907
- Letter from do do do 9529 of 13 do -
1007

Sanction is accorded to the following modification of Rule 153(d), and addition to Rule 153(g) ^{Part II} of the New Time Table of the Madras Railway. -

Rule 153(d) For goods to read

"All trains which do not convey passengers."

Rule 153 (g) "N. B. - The following exception to this rule may be made in the case of ballast and locomotive road trains."

Such trains consisting of not more than 18 wagons may be pushed up a grade with only one brake van attached, provided that the engine is attached at the lower end of the train & that the brake van is the leading vehicle."

2. This caused E.D.
No. 732 R of 31st Aug 96.

Wm H

W R

To the Agent & Manager
- "S. & P. Co. Agents"

