

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(1) &
by certain addition to Rule 153(3) of Part
II of the —

12/20/11
[11-15-10-11]

21/11

[illegible]

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

6000-14-2-80

725

No. . .

AGENT AND MANAGER'S OFFICE.

MADRAS, 17th August 1896.

From

The Agent and Manager.

Madras Railway Company.

To

The Consulting Engineer for Railways.

SIR,

Madras.

I have the honor to request that the sanction of
of Government may be accorded to the insertion
of the subjoined additional note to follow Rule
153 g on page 53 of Part II of the current
Working Time Table:-

OK
No problem I think
I think however my
address would be
my house
Dell.

7/22 ²⁷/₈

N. B. An exception to this rule may be allowed
in the case of ballast and loco. wood trains
consisting of not more than 15 vehicles besides
brakes which, to save unnecessary running,
may be pushed up a ghaut with the Engine
attached at the lower end of the train. In
such a case the brake of the Engine may be
counted in ^{the brake van} lieu of an extra brake van required
to be attached ^{in use} under the above rule.

The

of temporary

control.

and as it is found that the present rule is not sufficient to cover the case of Ballast or Loose Wood Trains, it is proposed to amend the rule so as to include these trains, and to provide for the use of the engine in rear as authorised in rule 159. h. of the Working Time Table. Part II. It is with a view to bringing the rules into unison and regulating the practice which has always been in force that the present amendment is asked for.

As the Rules for working ghauts on page 53 of the Working Time Table were specially sanctioned in G. O. No. 926 R. dated 26 June 1890, it is considered that the approval of Government will be requisite for the modification now submitted.

2. The necessity for making such an exception, in the case of Ballast or Loose 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 bringing the rules into unison and regulating the 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. No. 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,
Chief Agent & Manager.

Encl. 1.

1048

No 732. Dated 31.8.96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

13/

PROCEEDINGS OF THE MADRAS GOVERNMENT.

SERIAL
No.

Read the following

Letter from the Agent ^{Manager} ^{No 8570} ⁷²³ dt 17.8.96.
Madras

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."

11/27/10

Agreed ^{Manager} ^{Madras}
for F. R. Acc to. 3/9/96

R

MADRAS RAILWAY
The Consulting Engineer
for Railways.
The Agent and Manager.
M. R. Co.
188

(No. 1)
No. 8570⁶
795

SERIAL
No. 3

MADRAS RAILWAY.

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 Ag 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

B/-
No 732. R dated 31.8.86

206 7/9

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. Webb

Ag Agent & Manager

BR.

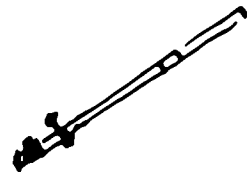
I really cannot understand what the MR want.

Rule 153 (g) provide

(1) That every train ascending a plot must have a 3V in rear

(2) That every good train must have 1 BV to each 10 vehicles, pushed distributed.

(3) That when an assisting engine is pushing in rear its brake may be counted in lieu of that of one of the extra Brake Vans.



Letter No 725 of 17/9 para 2. says they want to regulate the pushing of an engine (not assisting) engine pushing full train up the plot.

Letter No 745 of 9/9 says they merely wanted to dispense with an extra van when the train was being pushed.

Thickett point was carefully kept back in the last letter and I do not think should be conceded. as ballast trains have frequently to go down the plot loaded in which case the brake horses would be insufficient with only one brake van. UTM. 11/9

3710

B
C

5557

MADRAS RAILWAY.

To From

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 188

No.

No 3032
24/9/96

To Mr.

SERIAL
No. 4

Sir with ref to correspondence
ending with your letter
N. 3570 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.

As before issue for
reference
22/9

24-9-96

(A. & M. V. Co.)

Enclosures

No. 3549

889

Madras Railway Company.

AGENT & MANAGER'S OFFICE

RAYAPURAM TERMINUS,

Madras,

9th October 1903.

SERIAL

No. 5

From

The Asst. Agent & Manager.

Madras Railway Company.

To

The Consulting Engineer for Railways.

Madras.

Sir,

With reference to your letter No. 6082, dated 24th September 1903, I have the honour to inform you that the wording of the concluding sentence of the additional note as modified in S.D. No. 762, dated 31st August was carefully considered at the Officers' Meeting held on the 2nd October 1903, 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.

2. 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 15E(2) 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 10 vehicles) is ascending a gradient, the leading vehicle will be a brake van, and the engine will be in rear.

4420

(3)

Form No. 4.

SERIAL

No. 6

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 9
h 1 h to enquire if
any authority exists for
working ballast train,
consisting of 18 wagons,
with in the flat with
one brake van out, in
contravention of rule
133(g) which requires
that such train should
have 2 brake vans ^(the last being)
more than 10 vehicles).

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

Reminders.

Subject.

referred to in your letter
of 18th Oct. 96. It was
stated that the train
consisting of 18 wagons
pushed up the flat with
one brake van out, in
contravention of rule
133(g) which requires
that such train should
have 2 brake vans
more than 10 vehicles.

It was not until receipt
of your letter No 795 dated
8 Sept that I gathered
it was your wish to
exclude ballast train
from the operation of Rule
133(g) -

In reply to the concluding
sentence of ^{para 2 of} your letter
under reply I beg to say
that there is no change
in the rule as modified
to prevent the leading
vehicle being a brake van
and the engine pushing
in rear.

W.M. 19/10

ER

W.M. 19/10

Despatched on 20/10/96

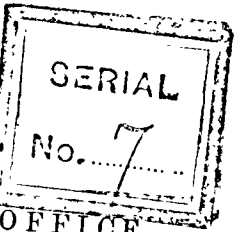
(No. 1.)
No. 9549

957

MADRAS RAILWAY

AGENT AND MANAGERS' OFFICE

Madras, 26th October 1896.



From

To

SIR,

yes say it - my
k. f. m. k.
Amuda Murt
M.

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 153(g), would require a second brake, but a ballast train marshalled as above ^{initial of "G.M." inserted} explained

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 N^o 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 Clvesh
Ag Agent & Manager.

Encl^d/nil.

Telephone

SERIAL
No. 8

From

E R

To

A. M.

Yours No. 9549
951

26th instant re addition
to Rule 153(g) page 53
Part II. working time
table. Please put
this subject on Agenda
for tomorrow's meeting.

CUM ²¹/₁₀

Legd.

4-50 P. M.

²¹/₁₀ / 95

From

MADRAS RAILWAY.

To

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

~~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 ghats
 with only one brake van ^{is considered} ~~is~~ ^{to be}
 dangerous, unless all brakes
 are dropped at the top of
 the ghat as is done in
 the case of goods trains (vide
 rule 153 d)

2. There is not the same objection
 to a ballast-train being
 pushed up the ghat 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~~
 wagners might be allowed.

3. Suggested therefore that rule 153d may be modified so as to read "All trains other than those 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. wgon trains."

~~Such trains, consisting of an engine, a brake van and not more than 18 wagons may be pushed up a shaft with the engine which must be attached at the lower end of the train the brake van being the leading vehicle~~

Such trains consisting of not more than 18 wagons may be pushed up a shaft 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

4. 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

1107

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 13th November 1896.

From

Ag.
The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways,

SIR,

Madras.

In reply to your No. 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. amending N. 752
HT 11/11/96

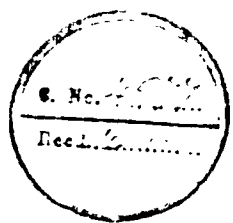
I have the honour to be,
Sir,

Your most obedient servant,

Henry West

Ag. Agent & Manager.

Inc/pil.



1001

by 10/11/95

enclosed.

Letter 1001: The receipt of the letter
 regarding the proposed modification of Rule
 153 (a) of the Madras Railway
 Rules, 1907, is hereby acknowledged. The
 proposed modification is being considered by
 the Government and the necessary action will
 be taken as soon as possible.

Approved by the Government

Approved by the Government

10/11/95

18/

No 980 R date 17.11.95

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT

SERIAL
No. 11

READ the following

- Letter from the Agent } H.E. No. $\frac{8570}{795}$ of 9 Sept 96
- Letter to do do do 3032 of 24 do
- Letter from do do do $\frac{9529}{889}$ of 9 Oct 96
- Letter to do do do 3307 of 20 do
- Letter from do do do $\frac{9529}{957}$ of 26 do
- Letter to do do do 3457 of 2 Nov 96
- Letter from do do do $\frac{9529}{1007}$ of 13 do

Sanction is ac-
 corded to the following
 modification of Rule
 153 (a), and addition
 to Rule 153 (b) ^{Part II} of the Madras
 Railway Rules of the Madras
 Railway. -

Rule 153 (a) For "goods train"
 read

