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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 69 Press Misc

132-33

Dated 7. 1 1870.

Not to be folded or roughly handled

No. 132 * Read the following circular from the Government of India, Public Works Department, (Railway,) dated Fort William, 22nd November 1869, No. 37.—

Lighting of Railway Semaphore Signals

Read again—

Punjab, No 365P 216 D, dated 5th August 1869
Public Works Department, Nos 1,130—3R, dated 13th August 1869

Read, also—

Oudh, No 1,134R, dated 28th August 1869
Bengal, ,, 1,884G, ,, 28th ,, ,,
Madras, ,, 3,128 ,, 27th Sept ,, ,,
Bombay, ,, 1,853, ,, 29th ,, ,,

OBSERVATIONS.—The Traffic Manager of the Punjab and Delhi Railways having issued a working order requiring Station Semaphores to be lighted only in time to give the station applying for line clear a statement with the line clear message that the semaphores are lit, the Punjab Government felt some doubts as to whether risk was not run by the course proposed, and desired to ascertain the practice of other lines. The papers just read describe the practice and rules in force in this respect on the different Railways, and should be communicated for information to the several Companies, to whom it may, in the opinion of the Government of India, be left to decide on the system to be adopted on their respective lines, subject to the approval of the controlling Officers of the local Governments.

From the Acting Traffic Superintendent, to the Agent of the Oudh and Rohilkhund Railway, dated 24th August 1869, No 417-A

WITH reference to your Memorandum, No. 2,386, of 20th instant, I beg to inform you that the Semaphore Signals are lit at the stations on the open line as follows —

Lucknow, from	...			7-0 PM	to 5-0 AM
Hurrownee, ,,				8-30 ,,	to 9-30 PM.
Ajgaen, ,,	..			8 0 ,,	to 9-0 ,,
Oonao, ,,	.	...		7-0 ,,	to 9-0 ,,
Cawnpoor, ,,	...	..	.	7-0 ,,	to 8-0 ,,

No 2,447, dated 25th August 1869

Endorsed by Agent, O and R Railway Company

COPY forwarded to the Officiating Consulting Engineer to Government of Oudh, in reply to his docket, No 1,069, of 18th instant

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No 1,134-R, dated 28th August 1869

Endorsed by Officiating Joint Secretary to Chief Commissioner, Oudh, in the Public Works Department, Railway Branch

COPY forwarded to Secretary to Government of India, Public Works Department, in reply to No 1,133-R of 13th August 1869 It will be observed that the signals are kept lighted at Lucknow throughout the night, but at the other stations are only lighted for the evening up train, which leaves Cawnpoor at 7-30 and reaches Lucknow at 10 P.M

O. W. Nepal Railway

From the Officiating Joint Secretary to the Government of Bengal in the Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 28th August 1869, No 1,884-G

In reply to your letter, No 1,132 R, dated 13th instant, I am directed to forward a copy of the letters noted in the margin, stating the practice and rules in force on the several Railways in Bengal as to the lighting of Semaphore Signals

No 472 G, dated 26th August 1869, from Chairman, Board of Agency, East Indian Railway
No 3,507, dated 24th August 1869, from Committee of Agency, Eastern Bengal Railway
No 474, dated 24th August 18 9, fromCommittee of Management, Calcutta and South Eastern State Railway

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From the Chairman, Board of Agency, East Indian Railway Company, to the Officiating Consulting Engineer to the Government of Bengal, Railway Department, dated 26th August 1869, No 472 G

In reply to your docket, No 1,794-G, of the 19th instant, I have the honour to state that the practice and rule in force is that all station signals are to be kept burning from sunset to sunrise without intermission

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From the Committee of Agency, Eastern Bengal Railway, to the Officiating Consulting Engineer to the Government of Bengal, Railway Department, dated 26th August 1869, No 3,507

In compliance with the Officiating Joint Secretary's Office No 1,756 G, the Committee of Agency have the honour to state that on this Railway night trains are exceptional, and, when booked to run, the signal lamps at passing or stopping stations are lit up and kept burning from sunset to sunrise

2 The accompanying copy of Circular Order No 94, issued under instructions by the Acting Traffic Superintendent to all Station Masters and Guards, explains fully the rules in force at stations where night trains are not booked to stop

3 In the event of any special train being booked to run at night, special and efficient arrangements would be made

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From the Acting Traffic Superintendent, to all Station Masters and Guards, dated 26th June 1868, (Circular No 94)

With reference to the following note (in the present working time-bills) "no signals will be shown at stations when Nos 7 and 11 up, and 9 and 11 down, trains are not booked to stop, the points being locked," it must, to prevent misconception, be clearly understood—

1*st*—That the points must be locked for the main line

2*nd*—Station Masters at the stations referred to must personally see that their signals are down, that is, set for "all right" for the trains in question as soon as it becomes dark, but it must be distinctly understood by Station Masters Guards, and Drivers that, although trains in this special case run through stations when dark without signals being exhibited, so soon as it becomes day-light and the signals can be seen, they will be worked as laid down in the Book of Rules and Regulations, and must be observed accordingly

2 Drivers have strict orders not to pass a danger signal of any kind, so that, in the event of any obstruction, &c, which would render it necessary to stop a train, Station Masters at such stations could do so when dark by having their signal lamps lit up

3 This special arrangement renders it necessary that the Guards and Drivers of these trains should use extra caution in observing and obeying any such signals

4 This cancels Memorandum No 7—150 of 24th instant Acknowledge, and say if understood

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From the Committee of Management Calcutta and South-Eastern State Railway, to the Officiating Consulting Engineer to the Government of Bengal, Railway Department, dated 24th August 1869, No. 474

The Committee of Management have the honour to acknowledge receipt of the Officiating Joint Secretary's docket, No. 1,796 G, dated the 19th instant, and, in compliance therewith, to forward

Proceedings of the Madras Government, Public Works Department, 7th January 1870.

copy of the Acting Traffic Superintendent's letter, No A 3—1,400, detailing the practice and rules in force on the State Railway as to the lighting of Semaphore Signal lamps

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From the Acting Traffic Superintendent, Calcutta and South-Eastern State Railway, to the Committee of Management, dated 23rd August 1869, No A 3—1,400.

I beg to acknowledge the receipt of your Office docket, No 470, of the 21st instant, forwarding copy of Government of India's letter, No 1,132-R, dated 19th instant, to the address of the Officiating Joint Secretary to the Government of Bengal, Public Works Department, Railway Branch

2 As the trains on this Railway arrive at the present time during day-light, there is no necessity for lighting the Semaphore Signals, but during the cold season the practice on this line has been as follows —

The Semaphore Signals are lighted at dusk, and are kept burning until the last train has arrived at its destination, when the Telegraph Signaller in charge sends the "stop work" signal to all stations after this has been received the Semaphore Signals are put out

3 In the event of it being necessary to run night trains, I should issue special instructions to all Station Masters to light their Semaphore Signals at dusk, and, on the arrival of such trains at their destination, should telegraph "stop work," when the Semaphore Signals would be put out

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From the Consulting Engineer for Railways, Madras, to the Secretary to the Government of Madras, Public Works Department, Railway Branch, dated 13th September 1869, No 294

In reply to the Order of Government, dated the 26th ultimo, No 2,798, I have the honour to state that on the Madras Railway the only line in this Presidency on which there is a regular night traffic, the rules observed with regard to the lighting of Semaphore Signals are as follows —

On those sections of the line where trains run after sunset, the lamps of Semaphore Signals are lit at sunset, or in a doubtful light, and are kept burning until the last night train has passed

At some stations this involves a lamp thoughout the night, whilst at others the lamps are kept burning for only a few hours after sunset Thus, at a station where night trains are due at 9 P M and ½ A M, the lamp is not put out until ½ A M; and at stations where night trains are due at 10 P M and 1 A M, the lamps are put out at 1 A M.

2 Upon the Great Southern of India Railway Land on the Indian Tramway Company's line, where there is no regular night traffic, the rules observed are similar, viz, that whenever a train is expected at a station after sunset, whether from late arrival or otherwise, the signal lamps are lighted at sunset, and extinguished as soon as possible after the arrival of the train in question

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No 3,128, dated 27th September 1869

Copy of the above forwarded to the Government of India with reference to their letter dated 13th August 1869, No 1,130-R

From the Secretary to the Government of Bombay, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 29th September 1869, No 1,853

In reply to your No 1,131-R I am directed to inform you that the practice on Railways in this Presidency as regards the lighting of Semaphore Signals is as follows

2 On the great Indian Peninsula Railway, in the Concan District, the signals are kept lighted all night, on the South-Eastern and North Eastern Districts, they are only lighted when trains are running after dark, and if there are no night trains the signals are put out after the last evening train has passed By the rules of the Company the signals should be kept alight all night, but the rule is relaxed by special instruction when trains are not running after dark in the case of a special train, Station Masters are ordered by District Traffic Superintendents to keep their signals burning until the train has passed These points are provided for in the revised rules which will be shortly submitted for approval.

G. W. Nepean Railway

3 On the Baroda Railway on the single portion of the line, the lamps are lit at dusk and extinguished after the last train has passed, and on the double line near Bombay, where the line-clear system is not in force, the lamps are kept alight all night

4 On the Sindh Railway, the Station Semaphores are only lighted in time to give the station applying for line clear a statement, along with the "line clear" report, to the effect that the Semaphores are lit The Semaphore at the end of the station from which the train has arrived can be extinguished fifteen minutes or so after train departs, if no other train is expected from same direction The Semaphore at the other end of the station must continue lighted until train arrives at station in advance These arrangements are modified in case of late or special trains The procedure in force on the Sindh Railway is the most economical, and answers all requirements of safety in the working of the traffic, and might with advantage be generally followed on other lines

ORDER —Ordered that copy of these Observations and of the papers read be forwarded to the Governments and Administrations named in the margin

Madras	Punjab
Bombay	Oudh
Bengal	Hyderabad
N W. Provinces	

No 133. ORDER THEREON, 7th January 1870, No 69.

RAILWAY, No 19

COMMUNICATED to the Consulting Engineer for Railways for information and guidance.

(True Extract.)

Colonel, R E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Ind A S Reggrs.

It is requested that the reply to this Circular may be addressed to the Secretary to the Government of India in the P W Department

CIRCULAR No 37 RAILWAY.

GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT.

RAILWAY.

FORT WILLIAM, NOVEMBER 22, 1869.

Lighting of Railway Semaphore Signals.

Read again.—

Punjab No [illegible] P, dated 5th August 1869
Public Works Department Nos 1130—3 R, dated 13th August 1869

Read also —

Oudh	No 1134 R,	dated 28th August	1869
Bengal	„ 1884 G,	„ 28th „	„
Madras	„ 3128,	„ 27th September	„
Bombay	„ 1859,	„ 29th „	„

OBSERVATIONS —The Traffic Manager of the Punjab and Delhi Railways having issued a working order requiring Station Semaphores to be lighted only in time to give the Station applying for line clear, a statement with the line clear message that the semaphores are lit, the Punjab Government felt some doubts as to whether risk was not run by the course proposed, and desired to ascertain the practice of other lines. The papers just read describe the practice and rules in force in this respect on the different Railways, and should be communicated for information to the several Companies, to whom it may, in the opinion of the Government of India, be left to decide on the system to be adopted on their respective lines, subject to the approval of the controlling Officers of the Local Governments.

ORDER —Ordered, that copy of these Observations, and of the papers read, be forwarded to the Governments and Administrations named in the margin.

Madras.	N W Provinces
Bombay	Punjab
Bengal.	Oudh
	Hyderabad.

Major, R. E,
Depy. Secy. to the Govt. of India.

To
The Secy: to the Govt of Madras
P. W. Dept (Railway)

GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT.

RAILWAY

To

THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, THE NORTH WESTERN PROVINCES, AND THE PUNJAB, THE CHIEF COMMISSIONER OF OUDH, AND THE RESIDENT AT HYDERABAD

CIRCULAR No. 37 RAILWAY.

Dated November 22, 1869

Received

Lighting of Railway Semaphore Signals.

P. W. D. Press—22 11 69—184.

Cue 5036

Govt. of {1869} Madras.

PUBLIC WORKS.

To

The Consulting Engineer
for Railways

Dated

Read

7 Jan 70 No 69

Nos. 132 - 133

Lighting of Ry Semaphore Signals

Acknowledging the receipt of the Govt. order regarding the lighting of Ry Semaphore Signals. Cuds & other Offrs concerned.

Under 1869 - Ord Number