M.R.O. 1—10,006—28-2-50.

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MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	2440	Press
~~B.P. No.~~		~~Mis.~~
153-154		
Dated	11- 11-	~~105~~ 873

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
11th November 1873.

No. 153. Read the following letter from Colonel C. H. DICKENS, R.A., Secretary to the Government of India, Public Works Department, (Guaranteed Railways,) to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 30th September 1873, No. 1,691 G. R.:—

I AM directed to acknowledge the receipt of your letter, No. 1,522, dated 9th June 1873, forwarding for the sanction of the Governor General in Council a new set of Rules and Regulations for the working of the Madras Railway.

2. The revision of the Regulations of this Railway was first proposed in 1867 in consequence of the existing Regulations not providing adequately for the punishment of offences, and again on other occasions, but the Government of India, as explained in the letters noted in the margin, were unable to sanction any new set of Rules until a report was submitted showing what changes were desired in the existing Rules, and why those changes were considered necessary. It was, however, stated in reply by the Agent of the Madras Railway that such a report would entail much labour, and that he preferred to make the best of the existing Rules pending the issue of a new Code for all Indian Railways, the preparation of which was then contemplated.

No. 1,135 R, dated 31st December 1867.
„ 946 R, „ 17th August 1868.

3. On further consideration, however, it was thought undesirable to promulgate any new Code of this kind; and a change was made in the Railway Law, which defined the procedure to be followed in regulating the working of Railways. Under the Railway Act Amendment Act XXV. of 1871, the Governor General in Council alone can sanction general Rules and Regulations, but a Railway Company may make any necessary subsidiary Regulations, and, provided that these do not contravene any sanctioned General Regulations, they have the same force and effect as if they had been sanctioned by the Governor General in Council.

4. Under the old law, all Regulations had to be "allowed" by the Governor General in Council, and the Regulations now in force on the Madras Railway were so allowed in 1854. Under the present law, Regulations embodying general principles require the sanction of the Governor General in Council, while Regulations regarding the precise way in which those principles are to be carried out in practice may be made and enforced by each Railway Company without further sanction.

5. The Regulations now submitted for sanction are not thus discriminated, but deal partly with matters of principle and partly with matters of detail. The Government of India do not consider it desirable that, so far as Guaranteed Railways are concerned, Rules that can be finally dealt with by the Railway Authorities should receive the sanction of the Governor General in Council, which adds nothing to their force.

6. That there is a mixture of principle and detail is evident from a perusal of the draft Regulations; and as no explanation has been given of the objects contemplated by the proposed departure from the existing Rules, I am directed to state that the Government of India are unable either to approve the suggested alterations, or to authorize any new Regulations without a report showing in what way such changes are desirable.

7. In order, however, to prevent any needless labour in furnishing such complete information as would be necessary in order to obtain the sanction of the Governor General in Council to any changes involving principles, I am directed to explain the views of the Government of India regarding the proposed alteration in the system of working trains.

8. The existing Regulations, which were framed twenty years ago, on the basis of the Rules then in force on some of the great English Railways, prescribe that it shall be ascertained by telegraph that the line is clear as far as the next station, before a train is allowed to start from any station. If this Regulation is read as applying to trains moving in both directions, an absolute interval of space is secured between every two trains while moving on the line. This would be "the block system." But the Regulation has been generally interpreted as not applying to following trains, which are only protected by an interval of time; and this may be called the present "line clear" system or "permissive block system," as it is sometimes described in England.

9. On the Madras Railway it is proposed to adopt the system which may be called the "time table" system, as opposed to the "line clear" and "block" systems. Under the proposed Regulations, ordinary trains, passenger and goods, would run to a time table, and other trains, special and extra, not so timed, would in the absence of special orders, have to "keep clear" by being at any station where another train is expected twenty minutes before it is due.

10. In the case of such a train, not running to fixed times, breaking down between two stations, it would under the "block" system be protected on both sides by the blocking of the section of line between the two stations; under the "line clear" system it would be protected in front, but would have to depend on its signals in rear; under the "time table" system it would have to depend on its signals on both sides.

11. Granting that such a system has been worked for a considerable time on lines with light traffic, without resulting in an exceptional number of accidents, it has to be considered whether the system is one which should, in the interests of the public safety, be now allowed.

12. Since the time when the existing Regulations were drawn up, much valuable experience in railway working has deen gained, and progress has been made in the elaboration of systems which secure the greatest immunity from danger. The latest summary of the opinions of the highest authorities on the matter will be found in the Report of the Select Committee of the House of Lords on the Regulations of Railways (Prevention of Accidents) Bill, 1873. After very careful consideration of the subject, the Government of India have come to the conclusion that the "block" system is necessary on some, and desirable on all railways, which cannot be worked with a "train staff." The block system will be adopted on all State Railways in India except on such short isolated lengths or branches as can be worked either by "train staff" or by one engine. The system of "train staff" is not suitable for working long lines of railway, and when a branch section is worked by one engine only it is evident that there can be no risk of collision.

13. The time may not have come for the enforcement of the absolute block system on all the older Indian Railways, if its introduction would be costly, but it should be kept in view as probable in the future, for no system of working can be considered satisfactory that does not provide to the utmost for the public safety; and the Government of India believe that it has been fully established that of all the arrangements yet adopted, the "train staff" and "block" systems alone effect this.

14. I am, therefore, directed to request that the Agent of the Madras Railway Company may be informed that the Governor General in Council cannot sanction the system of working trains which is embodied in the proposed Rules, and that no alteration of the "line clear" system can be permitted, except by the adoption of such more perfect safe-guards as are provided by the "block" or "train staff" systems.

No. 154. ORDER THEREON, 11th November 1873, No. 2,740.

RAILWAY, No. 19.

COMMUNICATED to the Consulting Engineer for Railways with reference to G. O., No. 1,251, dated 9th June 1873.

2. It will be observed that the Government of India decline to sanction the suggested alterations in the Rules for working trains, or to authorize any new Regulations without a report showing in what way such changes are desirable. It will be also observed that, in communicating their views in regard to the system which should be adopted to ensure safety in the working of trains, the Government of India intimate that they are not prepared to sanction any change in the "line-clear" system, unless the arrangements which may be proposed shall provide for the safe-guards which are secured by the "block" or "train staff" system. In acquainting the Railway Authorities with the views of the Government of India, the Consulting Engineer will request that in the submission of revised proposals care be taken to discriminate between matters of principle and detail, the Company being itself competent to sanction without reference to higher authority any necessary subsidiary rules which do not contravene the general Regulations.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies.

All communications should be addressed to the Secretary.

No. 1691. G.R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Guaranteed Railways

To

The Secy: to the Govt of Madras
Public Works Department (Railways)

Simla, 30th September 187

Sir,

I am directed to acknowledge the receipt of your letter No. 1522 dated 9th June 1873 forwarding for the sanction of the Governor General in Council a new set of Rules and Regulations for the working of the Madras Railway. —

2. The revision of the Regulations of this Railway was first proposed in 1867, in consequence of the existing Regulations not providing adequately for the punishment of

offence

offences, and again on other occasions but the Government of India as explained in the letters noted in the margin were unable to sanction any new set of Rules, until a report was submitted showing what changes were desired in the existing rules and why those changes were considered necessary. It was however stated in reply by the Agent of the Madras Railway that such a report would entail much labour and that he preferred to make the best of the existing rules, pending the issue of a new Code for all Indian Railways, the preparation of which was then contemplated.

+ No. 1135 R. of 31st Dec. 1867
+ 946 R. of 17th August 1868.

3. On further consideration, however, it was thought undesirable to promulgate any new Code of this kind, and a change was made in the Railway Law, which defined the procedure to be followed in regulating the working of Railways. Under the Railway Act Amendment Act XXV of 1871, the Governor General in Council alone can sanction general rules and Regulations, but a Railway Company may make any necessary subsidiary Regulations, and, provided that these do not contravene any sanctioned General Regulations, they have the same force and effect as if they had been sanctioned by the Governor General in Council.

4. Under the old law, all Regulations had to be "allowed" by the Governor General in Council, and the Regulations now in force on the Madras Railway were so allowed in 1854. Under the present law, Regulations embodying general principles require the sanction of the Governor General in Council, while Regulations regarding the precise way in which those principles are to be carried out in practice, may be made and enforced by each Railway

Railway Company without further sanction.—

5. The Regulations now submitted for sanction are not thus discriminated, but deal partly with matters of principle, and partly with matters of detail. The Government of India do not consider it desirable that, so far as Guaranteed Railways are concerned, Rules that can be finally dealt with by the Railway authorities should receive the sanction of the Governor General in Council which adds nothing to their force—

6 That there is a mixture of principle and detail is evident from a perusal of the draft Regulations; and as no explanation has been given of the objects contemplated by the proposed departure from the existing Rules, I am directed to state that the Government of India are unable either to approve the suggested alterations or to authorize any new Regulations without a Report showing in what way such Changes are desirable.—

7. In order however to prevent any needless labour in furnishing such complete information as would be necessary in order to obtain the sanction of the Governor General in Council to any changes involving principles, I am directed to explain the views of the Government of India regarding the proposed alterations in the System of working trains.

8 The existing regulations which were framed 20 years ago, on the basis of the Rules then in force on some of the great English Railways, prescribe that it shall be ascertained by telegraph that the line is clear as far as the next station before a train is allowed to start from any station. If this regulation is read as applying to trains moving in both directions,

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cured between every two trains while
moving on the line. This would be "the
block system". But the regulation has
been generally interpreted as not ap-
plying to following trains, which are
only protected by an interval of time;
and this may be called the present
"line clear" system or "permissive block
system", as it is sometimes described
in England. —

9. On the Madras Railway
it is proposed to adopt the system
which may be called the "time
table" system, as opposed to the "line
clear" and "block" systems. Under
the proposed regulations, ordinary
trains, passenger and goods, would
run to a time table, and other
trains, special and extra, not so timed,
would, in the absence of special orders,
have to "keep clear" by being at any
station where another train is expected
twenty minutes before it is due. —

10 In the case of such a train,
not running to fixed times, breaking
down between two stations, it would
under the "block" system, be pro-
tected on both sides by the blocking
of the section of line between the two
stations; under the "line clear" system
it would be protected in front, but
would have to depend on its signals
in rear; under the "time table" system
it would have to depend on its signals
on both sides. —

11. Granting that such a system
has been worked for a considerable
time on lines with light traffic,
without resulting in an exceptional
number of accidents it has to be
considered whether the system is
one which should, in the interests
of the public safety, be now allowed.

12. Since the time when the
existing regulations were drawn up,
much valuable experience in railway
working has been gained and
progress

progress has been made in the elaboration of systems which secure the greatest immunity from danger. The latest summary of the opinions of the highest authorities on the matter will be found in the Report of the Select Committee of the House of Lords on the Regulations of Railways (Prevention of Accidents) Bill 1873. After very careful consideration of the subject, the Government of India have come to the conclusion that the "block" system is necessary on some, and desirable on all Railways, which cannot be worked with a "train staff". The block system will be adopted on all State Railways in India except on such short isolated lengths or branches as can be worked either by "train staff" or by one Engine. The system of "train staff" is not suitable for working long lines of Railway, and when a Branch can be worked by one Engine only it is evident that there can be no risk of collision on that section. —

13 The time may not have come for the enforcement of the absolute block system on all the older Indian Railways, if its introduction would be costly, but it should be kept in view as probable in the future, for no system of working can be considered satisfactory that does not provide to the utmost for the public safety: and the Government of India believe that it has been fully established that if all the arrangements yet adopted, the "train staff" and "block" systems alone effect this

14. I am therefore directed to request that the Agent of the Madras Railway Company may be informed that the Governor General in Council cannot sanction the system of working trains which is

is embodied in the proposed rules, and that no alteration of the "line clear" system can be permitted, except by the adoption of such more perfect safe-guards as are provided by the "block" or "train staff" systems.

I have the honor to be
Sir
Your most obed.t Servt.

(Signed) H. L. R. A.
Secy. to the Govt. of India

Simla
The 15th Sept. 1875

15D

P. W. 1873 Despatch from
Govt of Madras November
No 5485.

From

The Govt. of India.

To

The Secretary to Govt.
Public Works Dept.

Dated 30th Sept.
Rec'd 8th Oct. 1873.

No. 1691 G. R.

Replying orders on the proposed new Rules and Regulations for the working of the Madras Railway.

No 153

No 2740; 11th Nov 1873.

(R. 30th Oct 1873
Mad. Pub. Wks 10th Oct 1873

Pub Dept

No 2740

Proceedings of the Madras Government
Read the following

From
The Govt of India (H. & No 1691 G. R. 30th Sept

Communicated to the
Consulting Engineer for
Railways with reference
to Gn. O. No 1254 dated
9 June 73.

It will be observed
that the Govt of India
decline to sanction the
suggested alterations in
the Rules for working
trains, or to authorize
any new regulations
without a report showing
in what ways such
changes are desirable.

It will be also observed that, in Communicating their views in regard to the system which should be adopted to ensure safety in the working of trains, the Govt. of India intimate that they are not prepared to sanction any change in the "line clear" system unless the arrangements which may be proposed shall provide for the safeguards which are secured by the "block" or "tram staff" system - In reorganising the Railway authorities with the views of the Govt. of India, the Consulting Engineer will request that in the

submission of revised proposals care be taken to discriminate between matters of principle & detail, the Company being itself competent to sanction without reference to higher authority any necessary subsidiary rules which do not Contravene the general Regulations.

G.W.W.

To The Consulting Engineer

S.C. dated 17/11/73

P 2485

Govt. of {1873} Madras.

PUBLIC WORKS.

To Tho Memorializing Engrs for Railways

Dated

Recd. Encl.

G. O., 11th Nov 1873, No. 2740.

Nos. 153 & 154

Beadas Railway. Rules

Letter from the Govt of India passing orders on the proposed new set of rules and Regulations for the working of the Madras Ry. Com'n and the Ry. Engineer with instructions.