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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 990 & 991 (Ry) Press
B.P.—No. —Mis.—

Dated 16-4-1874 —195—

Not to be folded or roughly handled

No. 176. Read the following letter 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, 9th February 1874, No. 84:—

THE Proceedings of Government under date the 5th December 1873, were communicated to the Agents of the Madras and the Great Southern of India Railway Companies, for an expression of their opinion on the points noticed by the Government of India in their letter, No. 1,986 G. R., dated the 17th November 1873, and their replies* are submitted herewith.

* From Agent, Madras Railway Company, No. 1,048, 17th December 1873, with three enclosures.
Do. Great Southern of India Railway Company, No. 5,376, 6th February 1874.

2. Rule 3, Section XV., of the General Rules and Regulations of the Guaranteed Companies, to which attention is drawn by the Government of India, has always seemed to me to be incomplete. As remarked by the Chief Engineer of the Madras Railway Company, Section XIX. of Act XVIII. of 1854 provides for two classes of gates at level crossings, viz, those which close across the railway, and those which close across the road. Of these two classes the rule in question deals only with those gates which close across the railway. The second class of gates, those which close across the road, are not alluded to in the General Rules and Regulations, except in Rule 8, Section I., and provision is no where made for the mode in which they are to be worked. In the revised rules which were submitted for approval with my letter* of the 10th May 1873, No. 263, Rules 194 and 195, Section XVI., were drawn up with a view to remedy this defect in the original code. The revised code has not been sanctioned by the Government of India, but the above-quoted portions of it are worthy of consideration.

* Proceedings of Government, 9th June 1873, No. 1,521.

3. With regard to the general question mooted by the Government of India, whether it is advisable that gates at level crossings should be kept open to the roads as a rule, or open to the railway and closed to the roads as a rule, there can be no doubt that, so far as this Presidency is concerned, the latter course is correct. In cases where important public thoroughfares cross a line of railway on the level, specially in or near large towns, the gates should be kept open to the roads as a rule, but such cases are comparatively few in number; and *the rule*, with reference to level crossings, should be that the gates are to be open to the railway and closed to the road.

From W. BARTON-WRIGHT, Esq., Acting Agent and Manager of the Madras Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 17th December 1873, No. 1,048.

WITH reference to your letter, No. 1,173, dated the 10th instant, and to the Proceedings of Government, dated the 5th instant, No. 2,935, I have the honour to enclose you copies of two letters, from the Acting Chief Engineer* and the Traffic Manager,† respectively, in which the views of those officers are expressed as to the practical working on this railway of Rule 3, Section XV., of the General Rules and Regulations of the Guaranteed Railways.

* No. 835, dated 15th December 1873.
† C,996-749, dated 17th December 1873.

No. 1048

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 17th December 1873.

From

The Acty Agent and Manager. of the all R. Co.

To

Lt Col. J. Hall. R. Shawl Clement R.E.
Consulting Engineer for Railways.

SIR,

With reference to your letter
c/o 1173 dated the 10th instant and to
the Proceedings of Government dated
the 5th instant c/o 2935, I have the
honour to enclose you copies of two
x No. 835-15th Dec 1873. letters, from the Acting Chief
+ C 996/749 - 17th Dec 1873. Engineer and the Traffic Manager
respectively, in which the views of
those Officers are expressed as to
the practical working on this
Railway, of Rule 3 Section XV
of the General Rules and Regulations
of the Guaranteed Railways.

2. I have the honour to
enclose copies of the Rules, referred
to by Mr Church, which in conse-
quence of the difficulty we experi-
enced in carrying out the existing
Rules as to level crossing, Rules,
were prepared and submitted for

the approval of Government with this Office letter No 267 of the 10th April 1873. The refusal of the Government of India to sanction these and the other revised General Rules and Regulations proposed by this Company was communicated in your letter No 1107 of the 18th of November 1873.

I have the honour to be,
Sir,
Your most Obedient Servt.

J. H. Mellis.
for the Ag. Agent & Manager

Madras Railway Company
Chief Engineers Office
Madras 15th December 1873

No. 835

The Ag: Agent and Manager

Dear sir

With reference to Consulting Engineers letter No. 1173 of 10th instant I beg to offer the following observations.

In the first place rule 3 Section ~~XX~~ of the General Rules and Regulations is incomplete, since it only deals with one of the two classes of level crossing gates provided for under clause ~~XIX~~ of the "act relating to Railways in India" viz: those which close across the Railway and those which close across the Public Road. The rule in question only deals with the case of gates which are kept closed across the Railway. The other case viz: that of gates which are kept closed across the road (as the large majority of our gates are) is left untouched by this rule. It therefore requires to be expanded to include the second and largest class of gates. An element of great danger to both Road and Rail traffic would be introduced were the rule as it stands at present to be literally carried out by keeping all gates open to the public Roads unless a semaphore signal were established at each crossing and this would cause great delay to trains as well as being otherwise costly.

There are crossings however where the road traffic is so continuous as

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2645 A

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 19th December 1873

Recd. 19th

No. 1048.

Forwarding Copies of Letter from the Chief Engineer of Bridges Respecting an Error which has occurred in working on the Bridges at Pallavaram and Tambaram Stations and Copies of Rule and Regulation XIX of the Railway Act.

Ans. 31st

Copies of Rule & Regulation XIX of the Railway Act.

to demand that the gates should be kept open to it.

Yours faithfully
/sd/ T. H. Gaing
Ag. Chief Engineer

/True Copy/

I. W. Mellis.
for the Ag. Agent & Manager

Madras Railway
Traffic Managers Office
Madras 17th December 1873

No c 996/749

The Ag. Agent and Manager
Madras Railway Company

Dear Sir,

Gates at Level Crossings

With reference to the Consulting Engineer's letter No 1173 dated 10th instant, enclosing Proceedings of Government No 2935 dated 5th idem, I beg to inform you that, in consequence of the practical difficulty of carrying out Rule 3 Section XV of the General Rules and Regulations, with safety, amended Rules were recommended by this company, and will be found in the Draft Rules recently submitted for sanction. (see section XVI Page 54 Rules Nos 194 & 195)

The proposed alteration seems to be very necessary, on this Line at least, to meet the case of Village Road crossings, where the Gates do not close across the Railway, and where there is therefore greater risk of cattle straying on to the Line of Railway, however acteve and vigilant the Gateman may be in the discharge of his duties.

Yours faithfully
/sd/ H. E. Church
Traffic Manager

/True Copy/

I. W. Mellis.
for the Acting Agent & Manager

D C D

D C D

Ag. Chief Engr's
No 1173 dt 10/12/73
3

Gates

194. Gates which are constructed to close across the Railway must be kept open to the public road, except when any Engine or Train is due, and expected, or is heard, or seen approaching, at which times such Gates are to be closed, and fastened across the Public Road; and until such Engine, or Train has passed clear of such Public Road, the Gates are to be kept closed across the Public Road, and no person, or thing to be allowed within them. While the Gates are closed across the Railway, the Danger Signal is to be exhibited both up, and down the line.

Gates not constructed to close across the Railway.

195. Gates which are not constructed to close across the Railway shall, as a rule, stand closed across the Public Road, and shall only be opened to allow Carts, Cattle, & c. to cross the Railway.

/True Copy/
J. W. Sellis.
for the Ag. Agent & Manager.

O.R. 8141/14
Rly. Dept. Circular
No. 12 of 1914

15

No. 5376 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 6th February 1874

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
to Railways
Madras

SIR,

Your No 321 of the 10th of December last
directs public roads which are much frequented
to cross a railway, I consider the railway gates should
be kept open to the public road as provided in
Rule 5 Section XV

Within the limits of the Town of Trichinopoly we have four such roads, the number of ordinary trains leaving daily is four, and therefore the gatemen have but to open and close each gate four times daily. If the gate were kept open to the railway each gatemen would be called upon to open and shut the gate practically four hundred times a day instead of four. The public would suffer great inconvenience & be exposed to the chances of accident until the increased
by have the sanction of
Government to the
proposed alteration

I have &c

Lieutenant Pears
Agent

Received 10th Feb. 1874

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 84

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,

I have the honor to forward herewith the Proceedings of Government under date the 5th December 1873 (1874) were communicated to the agents of the Madras and the Great Southern of India Railway Companies, for an expression of their opinion on the points noticed by the Government of India in their letter No. 1986 R. R., dated the 17th November

From
The Agent
G.I.P. Railway
To
The Consulting Engr
for Railways

Letter No. } Railway 1874
Rec'd 9th } Railway 1874

No. 6396

Regarding
Public roads crossing
B.G. D.W.R. Chintadripet
Ln. B. No. 1926
P.W. 814/74
5

November 1873; and their replies are submitted herewith.

2. Rule 3 Section XV, of the General Rules and Regulations of the Guaranteed Companies, to which attention is drawn by the Government of India, has always seemed to me to be incomplete. As remarked by the Chief Engineer of the Madras Railway Company, Section XIX of Act XVIII of 1854 provides for two classes of gates at level crossings, namely those which close across the railway, and those which

* Minn Consult Proc. Pro. Govt. 9 June 1873 No 1521

* Pro of Govt 9 June 1873 No 1521

which close across the road. Of these two classes the rule in question deals only with those gates which close across the railway. The second class of gates, those which close across the road, are not alluded to in the General Rules and Regulations, except in Rule 8 Section I; and provision is nowhere made for the mode in which they are to be worked. In the revised rules which were submitted for approval with my letter* of the 10th May 1873, No 263, Rules 194 and 195 by Section

Section XVI, were drawn up with a view to remedy this defect in the original Code. The revised code has not been sanctioned by the Government of India; but the above-quoted portions of it are worthy of consideration.

3. With regard to the general question mooted by the Government of India, whether it is advisable that gates at level crossings should be kept open to the roads as a rule, or open to the railway and closed to the roads as a rule,

there

there can be no doubt th
so far as this Presidency
concerned, the latter cours
correct. In cases where
important public thoroughf
cross a line of railway on
level, specially in or near to
towns, the gates should be
kept open to the road as a
rule; but such cases are
comparatively few in number,
and the rule with reference
to level crossings should be
that the gates are to be open
to the railway and closed to

the

the road.

Thave the honour to be
Sir
Your most obedt servt

Madras
9 Febry
1874

V Munttwort
Lt Col RE
Com Engineer for
Railways

the road.

Railway Department.

From 1874 No. 814.

The Consulting Engineer
for Railways,

To

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

Dated 9th February 1874
Recd. 11th February 1874

Rece: 5-V

No. 84

Submitting letters
from the Agents of the Great Southern of India
Railway Company respecting an
exemption of the Level
and gate-keeper arrangements
of Guaranteed Railways

No. 990-991-16-4-74

No. 176.

Cir. 16th Feb/74

25

P. W. D.

990

Proceedings of the Madras Government,

Under date the 187

Read the following :—

From the Consulting
Engineer for Railways (R.O. No. 814 dy 9th February 1874)

His Excellency the Governor
in Council does not concur
with the view taken by the
Consulting Engineer for
Railways in respect to the
rule which should be adopted
in regard to level crossings,
and considers that the
thoroughfares of the country
should not be obstructed
beyond

beyond what cannot possibly be avoided and then only for as short a time as possible. The rule proposed should accordingly be reversed, the gates closing against the Railway as a rule, and against the thoroughfares only when the traffic on the latter i.e. men, carts and animals is trifling, the Collector being required to decide in each case.

No.

From

The Secretary to the
Government of India P.W.D.

No. 991

Sir,

I am directed to acknowledge the receipt of your letter P.W.R. 1st November No. 1986 1873 calling for an expression of opinion on Rule 3 Sect XV of the General Rules and Regulations of the Guaranteed Railways, and in reply to forward a copy of the accompanying Proceedings in which the views of His Excellency the Governor in Council

No.

To

The Consulting Engineer for Railways
The Revenue Department

& Copies despatched 22/4/74

Council are stated.

Govt.

6. S. Copies despd. with 6 Previous Proceedings to G. of I. 22/4/74.

176-178.

29 R

P.W.D.

Proceedings of the Madras Government

Read the following:-

From

The Cons. Engineer for Railways

(H. E. Dis. 8th & 9th July: 1874.)

Ordered that these reports be forwarded for the information of the Government of India

His Excellency the Governor in Council concurs with the Consulting Engineer that in the Presidency gates at level crossing should as a rule close across the public roads, and be open to the Railway, but that in cases where important public thoroughfares cross a line

Copy to

I do not concur in this view. It is reversing the order of things now.

20/2

I disagree entirely with the Consulting Engineer for Railways as to the rule in respect to Level Crossings. The Government of India have evidently approved

(Con

line of Railway on the level, the gates should be kept open to the roads as a rule.

The change in Rule 3 Section XV of the General Regulations which is considered necessary has already been laid before the Government of India in No. 194 and 195 of the proposed new Rules submitted with letter No. 1522 of 9th June 1873, extract from which will again be submitted to them.

A.-E. No. dated

To

The Secy: to the Govt. of India.

Sir, I am directed to acknowledge the receipt of

b. s. C.

the Engg. of the matter viz that the thoroughfares of the Country should not be obstructed beyond what cannot possibly be avoided, and that only for as short a time as possible, and therefore did not lay down the rule now urged. I am surprised at the one-sided character of the proposals I would dispense of the Consulting Engineer of Railways recommendations and adopt the Equitable precedent of all Countries as the rule.

2/2 1874.

To The Consg Engineer for Railways

I agree in the Reasoning in the 2nd Rule I should be very loth - the fewer

closing against the Rail as a rule - and against the necessity for the traffic on the latter - i.e. men - carts & animals - is trifling - the other being far

of this

L.B.E.

of your letter No. 1986 G.C. dated 14th November 1874 calling for an expression of opinion on Rule 3 Section XV of the General Rules and Regulations of the Guaranteed Railways

In reply I am to state that it is the opinion of this Government that the Rule with reference to level crossings should be that the gates are to be open to the Railway and closed to the Road; except in those comparatively few cases where important public thoroughfares, specially in or near large towns cross the lines of Railway - and that the

amendments of Rule 2 Section XV which are considered desirable are those expressed in Nos. 194 and 195 of the proposed new Rules submitted with letter No. 1522 of 9th June 1873, copy of which is appended for information together with the reports of the Consulting Engineer and Railway Authorities on the subject.

Lyon.

Extract from Section XVI of proposed new Rules and Regulations - Madras Railway.

Gates.

"194. Gates which are constructed to close across the Railway must be kept open to the public road, except when any Engine or Train is due, and expected, or is heard or seen approaching, at which times such gates are to be closed and fastened across the Public Road, and until such Engine or Train has passed clear of such Public Road, the gates are to be kept closed across the Public Road, and no person or thing to be allowed within them. While the gates are closed across the Railway, the Danger Signal must be exhibited both up and down the Line."

"195.

"195. Gates which are now constructed to close across the Railway shall, as a rule stand closed across the Public Road and shall only be opened to allow Carts Cattle &c. &c. to cross the Railway."

Gates not constructed to close across the Railway.

Noted J.D. Sim. C.I.

21.2.24

814

☆

Govt. of {1874} Madras.

PUBLIC WORKS.

To

The Govt. Engineer
for Railways

Dated

Recd. Encl. 5

G. O. 16th April 1874, No. 990 & 991

Nos. 176-177.

Forwarding papers containing an expression of the views of the Madras Government on the practical working of Rule 3 section XV of the Genl Rules & Regulations of the Guaranteed Railways in the subject of gates & gate keepers at road crossings —

Road Crossings

Passing orders on letter from the Comp: Engr submitting correspondence from the Agents of the Madras & Great Sn of India Railways reporting on the working of the rules for gates & gate keepers at crossings of Guaranteed Railways —

c-16-2-74