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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.

1096-97

Press

B.P. No.

Mis.

Dated

19 - 4 - 1955

Not to be folded or roughly handled

No. 485. 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, 2nd April 1875, No. 185 :—

In compliance with the instructions conveyed in the Order of Government, dated the 26th January 1875, No. 224, I have the honor to submit two* letters from the Agent of the South Indian Railway Com-

* No. 428, 1st March 1875.
" 485, 27th " "

pany, explanatory of the system of working trains in force upon that line.

2. It will be seen that the system corresponds closely with that in force upon the Madras Railway, the ordinary trains being worked to a time-table, upon which the regular meeting stations are marked. The power to alter these meeting stations is vested in the Traffic Manager. Special trains are worked under the same rule, the meeting stations with other trains being previously arranged and notified to all concerned.

3. As an additional precaution "line clear" is asked and given, and no station master is allowed to start a train after such message has been given by him until the arrival at his station of the train for which the question was asked. There is, however, no station-to-station wire; and, although no difficulty appears to have been experienced from the want of it, the "line clear" system cannot, in my opinion, be depended upon in its absence. The papers printed with the Proceedings of Government, under date the 19th October 1874, No. 2,981, show that on the Madras Railway there have been several cases of false telegrams sent, and messages received by stations other than those for which they were intended; and, under those circumstances, the "line clear" system could not be trusted to without a separate station-to-station wire. I understand that similar errors in the transmission of telegrams have been of not unfrequent occurrence upon other lines of railway, both in India and in England.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Negapatam, 1st March 1875, No. 428.

Your letter No. 76, of the 2nd ultimo.

The Traffic Manager reports the system now in force for working trains upon the railway to be as follows :—

"The trains are worked on the "line clear" system." Before a train is due to leave a station the line clear is asked and given by written message, and no station master is allowed to start a train after such message has been given by him, until the arrival at his station of the trains for which the question has been asked.

"All ordinary trains have fixed passing stations, and alterations, when necessary, are made by the Traffic Manager.

"Special trains are worked under the same rule, and when trains have to be passed, whether ordinary or special, advices are sent to the station at which the passing takes place, and to the guards and drivers of the trains as soon as possible before arrival at the passing station as circumstances will permit.

*Proceedings of the Madras Government, Public Works Department,
19th April 1875.*

"All messages are repeated back to check correction, and signatures obtained for delivery."

2. In reply to the 2nd paragraph of your letter, I have to state that the rope and bell communication between driver and guard has never been adopted upon this line. The carriage doors are not locked, each door being furnished with an Italian handle or catch in addition to the ordinary mode of fastening. That, as night trains are not run, signal lamps are not kept burning from sun-set to sun-rise; and that "caution" signals are not displayed on each semaphore for 15 minutes after the passing of each train; the "danger" signal is exhibited directly after a train passes a "semaphore" signal.

From the same Officer, dated Negapatam, 27th March 1875, No. 485.

Your letter, No. 146, of the 9th instant. I look upon the line clear system, called for in Clause 2, Section 1 of the general regulations as an *additional* means of security for safe work, especially when two trains are proceeding in the same direction with only a short interval of time allowance (say that required for running from one station to the next) to separate them.

2. The rule followed in altering the passing places of ordinary trains is this. Assuming that No. 2 train is timed to pass No. 4 train at Boodalore, but from some defect in its working the former is so late as, in the opinion of the Traffic Manager, to call for an alteration in the ordinary arrangements, he would communicate by telegraph with the clerk in charge of the station at which it is determined the passing shall take place. That clerk in charge has to repeat back by telegraph the instructions so received, and the Traffic Manager would then instruct by telegraph the Clerk in charge of the Boodalore station to send on No. 4 train. In addition to this the guards and drivers of the two trains are separately informed by telegraph (and acknowledgment obtained from them of the receipt of such notice) of the altered arrangements.

3. We have no station-to-station wire, if by that is meant a wire by means of which one station can communicate with the next and no other station. The precaution adopted to ensure the right station answering a message is the signalling by the station called of its code name. It is in fact the plan adopted in the Government Telegraph Department as described in Rule 1, page 151 of the Traffic Code.

4. A signaller might *wilfully* answer wrongfully, but so could a *line clear* message be given on the block system, when the line was *blocked*, if a signaller wished *wilfully* to mislead.

No. 486.

ORDER THEREON, 9th April 1875, No. 1,096.

RAILWAY, No. 60.

ORDERED to be forwarded to the
Government of India.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. W. J. Lewis.

Spare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 19th April 1875.

No. 487.

No. 1,097.

FROM

COLONEL G. W. WALKER, R.E.,

Secretary to the Government of Madras,
Public Works Department,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,

Public Works Department.

RAILWAY, No. 61.

SIR,—With reference to your letter
No. 29 R., dated 5th January 1875, I am
directed to forward the accompanying

reports which describe the system of working trains which is in force on the South
Indian Railway.

I have the honor to be,

Sir,

Your most Obedient Servant,

Colonel, R. E.,

Secretary to Government.

Exd. W. J. Lewis.

Spare Copies

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 185.

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,

In compliance with the instructions conveyed in the Order of Government, dated the 26th January 1875, No. 224, I have the honour to submit two letters from the Agent of the South Indian Railway Company, explanatory of the system of working trains in force upon that line.

2. It will be seen that the system corresponds closely with that in force upon the Madras Railway; the ordinary trains being worked to a time-table, upon which the regular meeting stations are marked. The power to alter these meeting stations is vested in the Traffic Manager. Special

trains

trains are worked under the same rule, the meeting stations with other trains being previously arranged, and notified to all concerned.

3. As an additional precaution, "line clear" is asked and given; and no Station-Master is allowed to start a train after such message has been given by him until the arrival at his station of the train for which the question was asked. There is, however, no station-to-station wire; and, although no difficulty appears to have been experienced from the want of it, the "line clear" system cannot in my opinion be depended upon in its absence.

The papers printed with the Proceedings of Government under date the 19th October 1874, N^o 2981, show that on the Madras Railway there have been several cases of false telegrams sent, and messages re-

-ceived

-ceived by stations other than those for which they were intended; and under those circumstances the "line clear" system could not be trusted to without a separate station-to-station wire. I understand that similar errors in the transmission of telegrams have been of not unfrequent occurrence upon other lines of railway, both in India and England.

I have the honour to be
Sir
Your most obedient servant

W. M. Muntz

Lieut. Col. R. E. M.

Consulting Engineer for Railways

Madras
2nd April
1875

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the

Read the following:—

From
The Consulting Engineer
for Railways

Hb. No. 185 of 2nd April 1875.

1096

Ordered to be
forwarded to the Govt.
of India.

Cono^g. Eng^r. for Rys.
Desps 23-4-75

To,
The Secretary to the Govt. of India
Public Works Department.

1097

Sir,
With reference to
your letter No. 29 R
dated 5th January 1875,
I

A. N. 1875 de lli.

RAILWAY DEPARTMENT.

From

The Consulting Engineer,
for Railways,

To

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

Dated 2nd April 1875
Recd. 5th April 1875

No. 185.

En 21

Subscribed
two letters from the
agent of the South
Indian Ry. Co. for
of the system of working
trains in force upon
West Line.

G. O. No. 1096. 19-4-75

2. 6. 1875

I am directed to forward
the accompanying reports
which describe the
system of working trains
which is in force on
the South Indian
Railway.

lmm

211

Govt. of Madras

PUBLIC WORKS.

To *Chief Engineer*
Public Works

Chief Engineer

Dated

Recd.

Madras

Encl.

G. O. 1941/1875, No. 1096

1097

Dec. 485-484

Trains (By) Order

The Reports, submitted by
the Engineer, describing
the system of working trains
now in force on the South
Indian Railway be forwarded
to the Govt. of India

Forwarding Reports
describing the system of
working trains now in
force on the South Indian
Railway.

Desp. 23-4-75 into 6 files
copies + 6 copies of G.O. 1096 of 1875

c. 6. 4. 75
x-Attch