

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	3334-35	Press	<i>Original</i>
~~B.P.~~ No.		Mis.	
Dated	9. 12.	195-	
		1876	

Not to be folded or roughly handled

No 198. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 1st December 1876, No. 585 —

In acknowledging the receipt of the Proceedings of Government, under date the 20th November 1876, No 3,099, I have the honor to observe that the object in view in the reference to the Government of India proposed in my letter No 196, of the 22nd April 1876, has apparently been misapprehended

2 The rule regarding which that reference was suggested is contained in clause 2 of Section I of the General Rules and Regulations. It prescribes that the Railway shall be worked under what is termed the 'line clear' system, viz, that, before a train is allowed to start from any station, it shall be ascertained by telegraph that the line is clear as far as the next station of any train moving in the opposite direction.

3 This 'line clear' system has never been in force upon the Madras Railway, which has always been worked upon what may be termed the 'time-table' system. In order to bring the rules and the practice into accordance, application has been made more than once to the Government of India for the introduction of a revised Code of

Rules. The last application was made in May 1873, and in reply the Agent was 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

Proceedings of Government, 11th November 1873, No 2,740

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."

4 Upon receipt of this reply from the Government of India, the subject was closely investigated and reported on at length by the railway officials. It was shown that the 'line clear' system never

Proceedings of Government, 19th October 1874, No 2,981

had been in force, the 'time-table' system, which had been adopted from the first opening of the railway, was clearly explained, and the objections to the introduction of the 'line clear' or the 'block' system were stated. In forwarding the papers for the orders of the Government of India, the Madras Government remarked that "the principle on which the Madras Railway is worked appears not to have been clearly understood, the 'line clear' system not having been in use, but (in the opinion of the Madras Government with marked success) the 'time-table' system"

5 Upon this the Government of India desired, before passing orders on the subject, to be informed regarding the system of working trains in force on the South Indian Railway. In reply they

Proceedings of Government, 26th January 1875, No. 224

were informed that it corresponded closely with the system in force on the Madras Railway, the trains being worked to a time-table, and 'line clear' being asked and given as an additional precaution

Proceedings of Government, 19th April, 1875, No 1,096

6 Up to the present time no orders have been passed by the Government of India upon the question at issue. The Madras Railway is still worked upon the

*Proceedings of the Madras Government, Public Works Department,
9th December 1876. No 3,331.*

'time-table' system; but this is distinctly at variance with the practice prescribed in the General Rules and Regulations, and as that is a most unsatisfactory state of matters, I trust that His Grace the Governor in Council may be pleased to move the Government of India for an early disposal of the subject.

No. 199 ORDER THEREON, 9th December 1876, No. 3,331.

RAILWAY, No. 1C

ORDERED that a reference be made to the Government of India

(Here enter No 3,335, dated 9th December 1876)

(True Extract)

Major-General, R E,
Secretary to Government

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 9th December 1876

No 200.

No 3,335

FROM MAJOR-GENERAL 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 17

To Govt of India, No 1,522, dated 9th June 1873
From do " 1,691 G—R, " 30th Sept "
To do " 2,982, " 19th Oct 1874
From do " 29 R, " 5th Jan 1875
To do " 1,097, " 19th April "

SIR,—I am directed to invite attention to the correspondence quoted in the margin, and to request the early orders of the Government of India on the subject of the system of working trains on the Railways of this Presidency.

I have the honor to be,

Sir,

Your most obedient servant,

Major-General, R.E.,
Secretary to Government

Exd S T Austin.

Spare Copies

Letter from the Consulting Engineer
for Railways No 505 dated 1st Decr 76

FOR ORDERS.

Submitted with
original file of G.D. No 3099
dated 20th November 1876.

No. 1000 of a
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Commander Major General
Secy to Govt. P.W.D.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, *21st Decem^r* 1876.

No. *565*

From
LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,

To
MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I acknowledge the receipt of the Proceedings of Government under date the 20th Novem-ber 1876 N^o 3097. I have the honour to observe that the object in view in the reference to the Government of India proposed in my letter N^o 176 of the 22nd April 1876 has apparently been misapprehended.

The rule regarding which that reference was suggested is contained in clause 2 of section I of the General Rules and Regulations.

Regulations. It prescribes that the railway shall be worked under what is termed the "Line clear" system, namely, that, before a train is allowed to start from any station, it shall be ascertained by telegraph that the line is clear as far as the next station of any train moving in the opposite direction.

3. This "Line clear" system has never been introduced upon the Madras Railway, which has always been worked upon what may be termed the "Time Table" system. In order to bring the rules and the practice into accordance, application has been made more than

once to the Government of India for the introduction of a revised Code of rules. The last application was made in May 1873; and in reply the Agent was 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 safeguards as are provided by the 'block' or 'train staff' systems".

Upon receipt of this reply from the Government of India, the subject was closely investigated and reported on at length by the Railway Officials. It was shown that the "line clear" system was not safe.

Proceedings of Government of India
9th June 1873
No. 1521

Proceedings of Government of India
11th November 1873
No. 2740

Proceedings of Government of India
19th October 1874
No. 2981

"clear" system never had been
in force: the "time-table" system,
which had been adopted from
the first opening of the rail-
way, was clearly explained:
and the objections to the intro-
duction of the "line clear" or
the "block" system were stated.

On forwarding the papers for
the orders of the Government
of India, the Madras Govern-
ment remarked that "the prin-
ciple on which the Madras
Railway is worked appears not
to have been clearly understood;
the 'line clear' system not is
having been in use, but (in
the opinion of the Madras
Government with marked
success) the 'time table' system".

5. Upon this the
Government of India decided,
before

Proceedings of
Government
26th January
1875 No. 224

Proceedings of
Government
19th April 1875
No. 1096.

11X
before passing orders on the subject;
to be informed regarding the sys-
tem of working trains in force
on the South Indian Railway.
In reply they were informed that
it corresponded closely with the
system in force on the Madras
Railway; the trains being worked "a
time-table; and 'line clear' being
being asked and given as an
additional precaution.
b. Up to the present time,
no order has been passed by
the Government of India upon the
question at issue. The Madras
Railway is still worked on
upon the "time-table" system; re-
but this is distinctly at variance with the
practice pre-
scribed in the General Rules and
Regulations, and as that
is a most important matter
it is a most important matter
to be decided by the Government of India.

20070
5712

Sir,

Mention Sept. 24, '88

2-52-6-73 1521 & 1522
 11-11-73 2740.
 17-10-74 2482
 26-1-75 226.
 17-4-75 1076 & 1097
 20-11-76 3079- orig.
 By Rules & Regulations together with the det-
 19

60-15-12-76 - 198

Regarding that
the kind of medicine
he used for an ear
disorder of the right
of several months ago
I have for some time
been thinking of trying
on the left ear. As they
said nothing

Date _____
Received _____

No 1589

1876.

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

RAILWAY DEPARTMENT.
From
The Consulting Engineer
for Railways,

Public Works Department

From the Comptroller for
Railways } H.E. No. ⁵⁸⁵~~79~~ of ^{14 December}~~22 April~~ 1901

Ordered, that in
reference be made to the
Government of India
No 3835 of 9 Decr
to Secy. to the Govt
of India.

Sir, I am directed to
invite attention to the cor-
respondence quoted in
the margin, and to re-
quest the early orders of the
Government of India on the
Subject of the System of work-
ing trains on the Railways
of this Presidency

Chitt.

Det'd 10/12/6

To Post of India - No 1522 of 9 June/73
 From - do - No 1691 R of 30 Sept/73
 To - do - No 2982 of 19 Oct/74
 From - do - No 29 R of 5 Jan/75
 To - do - No 1027 of 19 April/75

Chambers, Rep^y Dec^r 12/14/78

Govt. of 1876 Madrid.

PUBLIC WORKS.

To
The Com^o de In^{te}rior

Debt

Iss. of

Rec^d

60,900 Pes.
3334
3335

Nos. 1

System of Working Roads
in the Kingdom of Spain
Madrid, 1876.

By the Com^o de In^{te}rior
and the Com^o de Fomento
- Madrid, 1876.

By the Com^o de In^{te}rior
and the Com^o de Fomento
- Madrid, 1876.

By the Com^o de In^{te}rior
and the Com^o de Fomento
- Madrid, 1876.