

Public Works (1890) Department.

RAILWAY BRANCH.

G.O., No. 105 *Ry.*

DATED 21st January.

[Despatch Abstract.]

Rules for working station signals, Madras Railway.

The revised draft—, approved.

Indexed.

38.

FURTHER PAPERS.

CIRCULAR No. T. 89921.

MADRAS RAILWAY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, *October 1889.*

Station and Distant Signals.

(To be inserted at page 65 of Working Time Table No. 34.)

The following Rules are substituted for Rule No. 9, **Station Signals** and Rule No. 10, **Distant Signals** printed on pages 65 & 66 of Working Time Table, which rules are hereby cancelled.

9. Station Signals.—(No. 70 of General Rules) Station signals are placed at stations, junctions, sidings outside station limits, and signal boxes, and when at “danger” no train or engine must pass them, or foul the crossings or points to which they apply, except as prescribed in General Rules 72 and 77.

1. Station Semaphores will shew "Danger" and "Caution" signals only.
2. The "*danger*" signal on both sides of the station must always be kept "on" and only lowered to "*caution*" to allow a train to enter the station; immediately after which it must be raised to "*danger*" again.
3. The "*caution*" signal will only be shewn when no impediment to the safe passage of the train exists. At stations on the double line it conveys permission for a train not booked to stop, to pass through the station. At stations on the single line such "*caution*" signal only gives permission for a train to enter the station, or draw up to the platform.
4. When it is desired to allow a train to pass through a station on the single line without stopping, the Station Master will hand to the driver the usual line clear ticket as provided in the Block Rules, and will also shew an "all right" hand signal, and no train can pass through a station on the single line until such line clear ticket has been handed to the driver and such "all right" hand signal shewn by the Station Master.
5. Two trains must *not* be allowed to enter a station on the single line at the same time.
6. Should a second train arrive before the first train has been brought to a stand, it must be kept outside the points, and not allowed to move into the station except as directed in the following rules:—
 - (a). At meeting stations, where *one* platform *only* is provided, the second train, if it requires to use the platform must not be allowed to move into the station until the work of the first train standing at the platform has been completed. When the work of the first train standing at the platform is done, it must (if not a Mail train) "*Shunt back*" and when in motion the Station Master must lower the signal for the second train to "*caution*" to allow it to come up to the platform. If the second train does not require to use the platform, it may be allowed to move into the station.
 - (b). At meeting stations where *two* platforms are provided the second train must not be allowed to move into the station until the first train is *perfectly clear of the crossings on both sides* of the station, and when the Station Master has satisfied himself that the first train is clear he will direct the *caution* signal to be shown on the semaphore for the second train to enter the station. Trains must *unless otherwise ordered* keep their proper (left hand) side.
 - (c). Should *two* Mixed or Goods trains arrive at the same time, the Station Master will exercise his discretion which of the two he first brings up to the platform, but Mail trains must always have the preference and are not to shunt back for other trains and *Passenger* trains must in all cases take precedence of *Goods* trains.
 - (d). At Jalarpet and Guntakal Junction stations, when two trains are due to enter either station, the second train will be allowed to move up to the platform as soon as the first train has come to a stand at the platform, and is *clear of the centre points and crossings*. Should two trains arrive at the same time, the train from the East at Jalarpet and the train from the South at Guntakal Junction shall have the preference, but at Jalarpet should a Mail train running East or at Guntakal station should a Mail train running South, arrive at the same time as trains running in the contrary direction the Mail trains will have the preference, and the train from the East at Jalarpet or from the South at Guntakal will stand within the distant signal until the Mail trains have cleared the centre points and crossings and come to stand at the platform.

stand at the platform.

7. Except under the following circumstances the station signal shall be lowered either by day or by night as soon as the train arrives in sight, but the signal shall not be lowered until the Station Master has satisfied himself that the line is clear, and the pointsmen are on the alert, by requiring the pointsman (in the direction the train is approaching) to exhibit towards the platform a green signal (by day a flag, by night a light) and then and not until then shall the station signal be lowered. The pointsman in exhibiting his signal shall hold it in a raised position and wave it to and fro in the direction of the station.

Signe

(No. 1)

No. 6640

1197

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 28th October 1889

From

The Agent and Manager.

Mr R. C.

To

The Consulting Engineer for Railways.

SIR,

I have the honor to forward herewith for the approval of Government a proof copy of Revised Rules, which it is proposed to introduce when the alteration of the Distant Signals, causing them to show "Danger" and "Caution" signals only, has been carried out.

These rules will cancel Rules Nos 9 and 10, applicable to Station Signals printed on pages 65 and 66 of the Working Time Table, at present in operation.

J.

signal

EXCEPTIONS TO RULE 7.

(a). At stations on the single line, where trains are required to meet or pass between the hours of 6 p. m. and 6 a. m. the station signal shall be kept at "danger" until the train to which it refers has come to a dead stop outside the station points which is to be indicated by the pointsman exhibiting a caution signal to the station and then and not until then the signal shall be lowered to "caution" as an intimation that the train may draw into the station.

(b). The station signal shall not be lowered for the purpose of signalling a train to draw inside a station on the single line after it has set back to the points to allow another train to come up to the platform; but the train so set back must be signalled to draw within the points by a hand signal, being a green flag by day and a green light by night, and it will be the duty of the Station Master to exhibit the signal at the end of the platform nearest to the points where the train is standing.

(c). The station signal shall be kept at danger whenever either by day or by night it may be necessary to stop trains at the extreme points of a station on the single line for the purpose of attaching vehicles to the train or for the purpose of stopping a train at a station where it is not booked to stop. A train so stopped may be signalled by hand over the outermost points to shunt under protection of the station signal, and after the shunting is completed, or if no shunting is required, the station signal shall be lowered to caution as an intimation that the train may draw up to the platform.

10. Distant Signals.—(No. 74 of General Rules). Distant Signals are fixed at a considerable distance from the station and are constructed to exhibit the "Danger" and "All right" signals only, or "Danger" and "Caution" signals only.

1. On the Madras Railway Distant Semaphores will shew "Danger" and "Caution" signals only.

2. As a rule, Distant Semaphores will shew the same signals as the main or station semaphore, that is, when the Main semaphore indicates "Caution," the Distant Semaphore is to indicate "Caution," and when the Main Semaphore indicates "Danger," the Distant Semaphore is to indicate "Danger."

3. When there is any obstruction at a station or when an approaching train is required to stop at the extreme outermost points, the Main and Distant Semaphores must both shew "Danger," and any incoming engine or train must approach very cautiously and must be brought to a stand close outside the Distant Semaphore. The Engineman will then open his whistle and if he is satisfied that the line is clear, he will draw his train within the protection of the Distant Semaphore and remain there until he receives a caution signal from the Main or Station Semaphore authorizing him to proceed to the platform.

4. If the distant semaphore is out of order a person must be stationed not less than two telegraph posts beyond the distant semaphore post with detonating and hand signals and will act under the instructions of the man in charge of the Main or Station Semaphore.

A. W. DARKE,
Offg: Traffic Manager.

T. Received copy of Circular No. 89921. (Subject): Station and Distant Signals.

Station,
1889.

Signature.

I have the honor to be
Sir.

Your Most Obedient Servant

James H. Bayne

Agent & Manager.

REGISTER	
No.	1087
FILE	
No.	1087

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 29 October 1887
Recd. 30 4 7

No. 6640

1197

For forwarding
a copy of the
new rules
to the
Chief Assistant
Engineer

Signals -

On S. I. R.

Stations are provided with Home Signal and two Distant Signals. or with two distant signals only.

There are no stations with Home Signal only.

On M. R.

Some stations have Home Signal only.

On S. I. R. The Home Signal is for Pointmen only.
"Drivers & Guards of Trains or Engines will not take their signals therefrom"

On M. R. A train drawn up within a distant signal at danger receives a signal to draw up to the platform from the Home signal Rule 10(2).

(Rule 7. (4). S. I. R. requires ~~attention~~ addition of Rule 10. (2) & M. R. except that the last two lines should be "within the protection of the distant signal and remain there until he receives a signal to proceed to the platform -")

Rule 7.

Rule 74. Distant signals are constructed to exhibit the Danger, and all right, signals only on Danger and Caution signals only.

There is no rule that a Home Signal shall show "all right" -

The proposed substitution for present rules cancel all orders now in force concerning "all right" signals -

Signal

See Rule 294
in driver's

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 15th January 1890.

Letter from the Agent and Manager,
Madras Railway, No. $\frac{6640}{1197}$, dated 29th
October 1889, with enclosure.

No. 33

SUBMITTED

for the sanction of Government.

2. The rules at present in force on the Madras Railway with regard to station or home signals, provide for the semaphore arms shewing "danger", "caution" and "all right"; and with regard to the distant signals provide for the arms, as a rule, shewing the same as the ^{station} semaphore viz:— that when the main signal indicates "all right" the distant signal

E-2
PN. 433/90

AA

There have been some recent alterations in the working time table. Will these alterations be sent to G.O. or S.R.?

E-2
9-1-90

Lii

I have put up some cases.

T.A.D.
11-1-90

signal is to indicate "all right", and when the main signal indicates "danger" the distant signal is to indicate "danger".

3. The Agent and Manager, Madras Railway, now proposes to do away with the "all right" signal in the case of both the station and distant signals, and that they should in future both shew "danger" and "caution" only. He accordingly submits a copy of the revised rules he proposes to introduce in modification of rules 9 and 10 of the Working Time Table in order to accord with the proposed practice.

4. In the General Rules for

"for the working of Indian Railways" it is laid down that distant signals are constructed to exhibit, "danger" and "all right" signals only, but "danger" and "caution" only, but this rule does not apply to station signals.

5. As the alterations proposed by the Agent and Manager, Madras Railway, do not in any way infringe the General Rules, I recommend that they be approved.

Sidney Smith

Major R.E.

for Consq. Engr. for Rys.

D/
me

B Form No. 3
No. 105 R of 21st Jan/90.
10.1.90
18 Jan
The revised draft.

rules submitted by the Agent
and Manager, Madras Railway
for the working of station
signals are approved.

C.S.S.
16.1.90
R.

From P.W.C. 433
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 33

Dated 15th
Received 16th January 1890.

No. of ENCLOSURES. 4

Subject.

Submits for the sanction of
Government proof of Revised
Rules for the working and
observance of Home and Dist.
-Kant-Semaphore signals,
Madras Railway.

B

No. 105 R of 21st Jan/90.

B

The Comdant for Rys.
Inf despts to G.R.
21/1/90.

H. no. 17-1-90 R. 18-1-90.

29/1

1892