Public Works (1897) Department.

SERIAL No. 29-31

G.O., No. 104 R

DATED 16 February 1897

100

[Despatch Abstract.]

Semaphores: Letter to the Govt. of India stating that only 30 now — on the S.I. Railway remain to be counterweighted and that of these arms are now being fitted to 14 and that the remaining 16 will shortly be put in hand.

T.C. 24/2/97

P.W. 25. 5,000—30-11-96.

Indexed. 26/2/97

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
486	R	30-5-96.					

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

LETTER No. 104 R., 16TH FEBRUARY 1897.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 6th May 1896, No. 325 R.T.

In continuation of Government of India letter, No. 234 R.T., dated 24th March 1896, and with reference to your letter, No. 366 R., dated 24th April 1896, regarding the alterations of the signals on the Madras Railway, I am directed to request that early steps may also be taken with the permission of His Excellency the Governor in Council with a view to the signals on the South Indian Railway being brought into strict conformity with the requirements of rule 70 of the General Rules of 1895, so that the signals may be ready by the time the new rules come into force.

2. I am also to request that the date on which the alterations are expected to be completed may be reported for the information of the Government of India.

Endorsement thereon by the Consulting Engineer for Rys., dated 22nd May 1896, No. 36 O.

Copy forwarded to the Agent, South Indian Railway, for early action.

2. Attention is invited to paragraph 2 of the letter.

From—The Agent, South Indian Ry.
To—The Consulting Engineer for Rys.
Dated—Trichinopoly, 25th May 1896, No. 441.

With reference to your endorsement No. 36 O., dated 22nd May 1896, I have the honour to inform you that, with one exception, all the distant signals have been counterweighted to show danger in case of any failure in the connections. The home semaphores, however, which apparently come under the operation of rule 70 of the General Rules of 1895, are not so counterweighted and it will be impossible for this to be done by July 1st, as about 200 semaphore arms will have to be fitted with counterweights.

2. In my letter, No. 777, dated 23rd August 1895, I enquired whether it was necessary for home semaphores to comply with rule 70, as in your letter, No. 2533, dated 7th August 1895, you apparently considered such compliance only necessary in the case of distant signal. In reply, I was informed that the question, in so far as it related to home signals, would be taken up when the revised rules had been complied with in the case of distant signals. It may now be considered that the time has come for a settlement of the question, and I shall be glad to know what action you wish taken.

3. I may remark that on this railway the home semaphore is not a signal which must be obeyed by drivers, but is merely used for the purpose of informing the pointsman at the facing points that he may lower the distant signal. Using the home semaphore for this object hardly brings it within the spirit of rule 70, and it seems to me immaterial whether the arm is counterweighted or not.

* * * * *

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept., Simla.
Dated—Ootacamund, 30th May 1896, No. 486 R.

In reply to your No. 325 R.T., dated 6th May 1896, I am directed to forward a copy of paragraphs 1—3 of letter, No. 441 of 25th May 1896, from Agent, South Indian Railway, and to solicit orders as to whether it is considered essential to counterbalance the arms of home signals located on, or close to, the station platform and worked under the immediate control of the Stationmaster as a mere indicator to the pointsman in the manner described by the Agent. The cost will be considered.

Telegram from—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 15th June 1896, No. 445 R.T.

Your letter numbered and dated as follows, 486 R., 30th ultimo. Home signals on South Indian Railway should be counterweighted to fly to danger on any failure of connections.

Telegram from—The Consulting Engineer for Rys.
To—The Agent, South Indian Ry.
Dated—16th June 1896, No. 30 C.

My letter 55 O., 1st instant. India wires that home signals should be counterweighted to fly to danger on any failure of connections.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 5th January 1897, No. 9 R.T.

In continuation of correspondence ending with Government of India telegram No. 445 R.T., dated the 15th June 1896, I am directed to enquire when the alterations to all the signals on the South Indian Railway are expected to be completed so as to comply with the requirements of rule 70 of the Open line General rules of 1895.

Endorsement thereon by the Consulting Engineer for Rys., dated 14th January 1897, No. 158.

Copy forwarded to the Agent, South Indian Railway, for favour of report with reference to this office telegram No. 30 C., dated 16th June 1896.

From—The Agent, South Indian Ry.
To—The Consulting Engineer for Rys.
Dated—Trichinopoly, 11th February 1897, No. 165.

With reference to your endorsement No. 158, dated 14th January 1897, I have the honour to inform you that only 30 home semaphores remain to be couterweighted. Of these 30, arms are now being fitted to 14, and the remaining 16 which require different pattern weights will shortly be put in hand.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept., Calcutta.
Dated—Madras, 16th February 1897, No. 104 R.

With reference to your letter, No. 9 R.T., dated 5th January 1897, inquiring when the alterations to all the signals on the South Indian Railway are expected to be completed so as to satisfy the requirements of rule 70 of the Open line General rules of 1895, I am directed to inform you that only 30 home semaphores remain to be counterweighted. Of these, arms are now being fitted to 14, and the remaining 16 which require different pattern weights will shortly be put in hand.

SERIAL
No. 12

All communications should be addressed to the Secretary.

Print

Ypf 13/5

1P/b

No. 325 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 6th May 1896.

Sir,

+ Slip O
o Slip P

In continuation of Government of India letter No.234 R.T.dated 24th March 1896, and with reference to your letter No.366 R.dated 24th April 1896, regarding the alterations of the signals on the Madras railway, I am directed to request that early steps may also be taken with the permission of His Excellency the Governor in Council with a view to the signals on the South Indian railway being brought into strict conformity with the requirements of rule 70 of the general rules of 1895, so that the signals may be ready by the time the new rules come into force.

2. I am also to request that the date on which the alterations are expected to be completed may be reported for the information of the Government of India.

I have the honour to be,
Sir,
Your most obedient servant,

E. A. Anderson

Offg. Under Secretary.

Documents accompanying :-
Nil.

A.R.K.

W. CURRENT No. 4436

Recd: 13-5-96

OZ5129

P.W.C. No. 36

SERIAL No. 13

Press

India's No. 325 R.T. of 6th May 1896.

No 36/8 of 22d May 1896.

Copy forwarded to the Agent, S. I. Ry for early action.-

2. Attention is invited to para 2 of the letter

E.R.

24/5

Despatched on 22/5/96.

No. 36/O d/ 22d May 1896.

No. 441 [illegible]

South Indian Railway Co., Ld.

AGENT'S OFFICE,

SERIAL No. 15

TRICHINOPOLY, 25th May 1896.

4 [illegible]/16

From

THE AGENT.

SOUTH INDIAN RAILWAY,

To

THE Offg. CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

With reference to your endorsement No. 36/O dated 22nd May 1896, I have the honor to inform you that with one exception all the distant signals have been counterweighted to show danger in case of any failure in the connections. The Home Semaphores however which apparently come under the operation of Rule 70 of the General Rules of 1895 are not so counterweighted and it will be impossible for this to be done by July 1st, as about 200 semaphore arms will have to be fitted with counterweights.

4/7/95 [illegible]

2. In my letter No. 777 dated 23rd August 1895 I enquired whether it was necessary for Home semaphores to comply with Rule 70 as in your letter No. 2533/O dated 7th August 1896 you apparently considered such compliance only necessary in the case of distant signal. In reply I was informed that the question in so far as it related to home signals would be taken up when the revised rules had been complied with in the case of distant signals. It may now be considered that the time has come for a settlement of the question and I shall be glad to know what action you wish taken.

[illegible]

3.

3. I may remark that on this railway the Home Semaphore is not a signal which must be obeyed by drivers, but is merely used for the purpose of informing the pointsman at the facing points that he may lower the distant signal. Using the Home Semaphore for this object hardly brings it within the spirit of rule 70, and it seems to me immaterial whether the arm is counterweighted or not.

4. I may add that I do not approve of this limited use of the home signal, and consider that it should command the two entrance points to a station yard. This duty is, for facility of interlocking, better attained by the use of a separate signal - as suggested by you - at each of the outermost points, but I see no reason why the station semaphore should not be employed in ordinary cases to command the entrance points of a station.

I have the honor to be
Sir
Your most obedient Servant
A. D. G. Shelley
Captain, R.E.,
Agent

M.G.S.

C. No. 2205
Recd. 27/6/96

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated } 189
Received }

No.

Enclosure.

OLS 156

R. Form No. 12.

Print

No. 486 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL
No. 16

3 P B

To

The Secy. to the Govt. of India,
P. W. Department.
Simla

Ooty, the 30th May 1896.

Sir,

In reply to your No 325 RT of 6-5-96 I am directed to forward a copy of para 1-3 of letter No 441 of 25-5-96 from Agent S.I.Ry & to solicit orders as to whether it is considered essential to countenance the use of home signal located ~~on~~ on or close to the ~~[illegible]~~ platform & worked ~~[illegible]~~ under the immediate control of the S.M. as a mere indicator to the pointsman in the manner described by the Agent. The case will be considered

C

30/5

Documents Accompanying:
Copy of para 1-3 of Ri letter 441 of 25/5/96

Despatched on 30.5.96

B/C 486 R of 30/5/96

2/8/6

Code Class. D.S.

INDIAN TELEGRAPHS.

Monthly Number. SERIAL No. 18

YB 16/6

To (Office) Ootacamund			From (Office) Simla	
Words. 30/6	Day. 15	Hour. 19	Minute. 56	Official Instructions. Sfd

To (Person) Madras Works Railway

From (Person) Works

6 P B

445 R S (1) applauding 486 R
(2) annotate home signals on (3) Silora
should be counterweighted to fly
to danger on any failure of connec

32 Word Form.

F. C1.

(1) Your letter numbered & dated as follows
(2) 30th ultimo
(3) South Indian Railway

Recd. from	LN.	Sent to	LN.		
At Hrs.	Mts. by	At Hrs.	Mts. by	Telegraph Master.	

O G P—No. 833 T—25 4 96—10,00,000

OOTACAMUND 16-6-96

The previous papers are
for index & return - In our letter 530
we told A that the matter was referred to
India for decision.

EM 16/6

16/6/96

SUBJECT.

Signals on the S. I. Ry.

Enquiring when the alterations to all the — are expected to be completed so as to comply with the requirements of rule 70 of the Open line Gl. Rules of 95

EM 13/1

Form No. 20.

Print

TELEGRAM ~~Urgent~~ ~~Ordinary~~ Deferred

No. 19

From E. R. To 7 P

A

No. 30. C

My letter 55 O first instant. India wires that home signals should be counterweighted to fly to danger on any failure of connections.—

JHF 16/6

DR

The previous papers were sent to India for index + relation – In our letter 55 O we told A that the matter was referred to India for decision.

16/6/96

EM 16/6

C 8 of 1895

General Rules S. I. Ry + [illegible] R

SERIAL No. 29

Public Works (1897) Department.

CURRENT No. 368

Print

8 P/B

Order

No 158 of 14/1/97.

Copy forwarded to A for favour of report with reference to this Office telegram No. 30 C of 16 June 1896.

13/1/97

for R

Despatched on 14/1/97.

From The Govt of India

No. 9 R.T.

Dated 5th January 1897

Received 11. 1. 97

Enclosures

Spare copies

SUBJECT.

Signals on the S. I. Ry.

Enquiring when the alterations to all the —— are expected to be completed so as to comply with the requirements of rule 70 of the Open line Gl. Rules of '95

Rd 13/1

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Print

Fbt 11/1/97

All communications should be addressed to the Secretary.

No. 9 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

9. P
9.13

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Calcutta, the 5th January 1897.

Sir,

Flag I.

In continuation of correspondence ending with Government of India telegram No.445 R.T., dated the 15th June 1896, I am directed to enquire when the alterations to all the signals on the South Indian railway are expected to be completed so as to comply with the requirements of rule 70 of the open line General Rules of 1895.

I have the honour to be,
Sir,
Your most obedient servant,

G. A. Anderson
Under Secretary.

Fw.

Documents accompanying:-
Nil.

M.L.M.

SERIAL No. 30

No. 165

South Indian Railway Co., Ld.

AGENT'S OFFICE.

TRICHINOPOLY, 11th February 1897.

104R / 1612

From

THE AGENT,
SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

With reference to your endorsement No 158 dated 14th January, 1897, I have the honor to inform you that only 30 home semaphores remain to be counterweighted. Of these 30, arms are now being fitted to 14 and the remaining 16 which require different pattern weights will shortly be put in hand.

I have the honor to be
Sir
Your most obedient Servant
A. D. G. Shelley
Captain, R.E.,
Agent.

phores

C. No. 691
Recd. 12/2/97

From

The Agent,
South Indian Railway,
Trichinopoly.

To

The Consulting Engineer for
Railways,
Madras.

Dated } 189
Received }

No.

Enclosure.

R. Form No. 12.

Paris

No. 104 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

SERIAL
No. 31

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta.

Madras, Tenth February 1897.

Sir,

10 Pk

With reference to your letter No. 9 R.T. of 5th January, 1897, enquiring when the alterations to all the signals on the SIR are expected to be completed so as to ~~comply with~~ satisfy the requirements of rule 70 of the Open line General rules of 1895, I am directed to inform you that ~~the~~ ~~Agent~~ ~~reports that~~ only 30 home semaphores

Semaphores remain to be counterweighted. Of these ~~30~~, arms are now being fitted to 14 and the remaining 16 which require different pattern weights will shortly be put in hand.

13/2/97

B/ No. 104. R dated 16.2.97.

16.2.97

Documents accompanying:-

-Nil-

13/2/97