

Public Works (1897) Department.

G.O., No. 290 R

DATED 27th April 1897

[Despatch Abstract.]

General Rules & Regulations of 1895
for Indian Railways
Letter to the Govt. of India suggesting certain
modifications to rule 231 of the —.

6/5/97

BACK PAPERS.

FURTHER PAPERS.

No. 318

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 19th March 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

 T_0

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

I have the honor to be,
Sir,

The difficulty is this - That sufficient
a length in the middle of a long
section is removed according to rule
5 min before a train is due to enter
the section, or 30 min before the train
is due to pass it - it is conformable to
advise the station master as
required by General Rule 231
& avoid delay to the train.

ATN. 23/3

1289
20/3/97

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 24th March 1897.

To

AGENT AND MANAGER, M. R.

No. 1119 Reply No. 360, dated 10/4/97

Reminders.

SIR, I L L L to enquire whether any difficulty is experienced on your Railway in working the General Rule No 231. in case where the distance between Stations is great.

CMW. 23/3
28/3/97

Despatched on 24/3/97

Subject.

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Tychinopoly.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated
Received
No.
189
ENCLOSURE

(No. II.)
No. 9547
360

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 10th April 1897.

From

The Ag. Agent and Manager.

To

Madras Railway.

SIR,

The Consulting Engineer for Railways.

Madras.

In reply to your letter No. 1119 of the 24th ultimo, I have the honor to inform you that when the General Rules were discussed it was understood that Rule 231 referred to obstructions within the station limits only. It is now considered that with regard to the main line the rule is impracticable.

I have the honor to be,
Sir,
Your most obedient Servant.

W. C. C. C.

Ag Agent & Manager.

Enclosed.

operation are to be carried on which involves the use of

No. 290. *cl*

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE *Secretary to the Govt of*
Ind. P.W.D.
*Sivula**Cotacamund, 27th April 1897.*

SIR,

Section 226 to 231 of the General

Rules for open line ^{of} 1895 are intended to regulate the working of hand shunted waggons, trucks, locomotives, and trollies. Locomotives and trollies are apparently intended to be defined in Sect 226 in which ^{designed} ~~intended~~ ^{respective} ~~conveyance~~ of materials and of men. Locomotives are nowhere differentiated from waggons or trucks, though it may be assumed that it was in the mind of the designer of the rules that locomotives ^{should} differ from waggons and from trucks in being capable of being lifted out of the way, whereas the waggons and trucks must be shunted. This locomotive is nowhere defined.

2. - The South Indian and Madras Railways have complained that it is impossible, when station distances are long and train frequent, to observe rule 231 if operations are to be carried on which involve the use of

From

MADRAS RAILWAY.

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

1640

10/4/97

locomotive, because ^{frequently} no time is available for going to
the nearest station master, the notice permitted in
the Section -

3 - It is evident that when materials are sent
out on the line in vehicles like waggons or trucks
which cannot ordinarily be lifted off, it is quite
essential that rule 231 should be strictly observed.
However the observance of the rule in this case is
not impossible because the person in charge of the
heavy vehicle has no resource but to hand shunt it
back to the station, & there he can inform the
Station Master.

4 - It suggests itself that, if locomotives & trucks
were specially defined as vehicles for the conveyance
of materials and men respectively, & both capable
of being easily removed from the line without the
necessity for hand shunting; and if a rule were
made that both must invariably be accompanied
by enough men to enable them to be thrown or lifted
off the line in say one minute, the rule necessitating
information being given to a station master need not
be made applicable to locomotives, though it would of
course still have to apply to the case of waggons
or trucks.

5 - I am inclined to suggest some such modification of
the rule as is indicated above.

Documents & Accounts
Nil -

I have & 7 MS
14/4/57

α. FOF 14/4/57
α. CWT