

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 761-62. *Ly*

DATED *12th July 1899*

[Despatch Abstract.]

Light Rys & Steam trainways in India
Directing that a copy of a Note prepared by
the Cons. Engr. for Rys, Madras, on the subject
of the necessity or otherwise of rules for
the guidance of Inspectors of narrow
gauge and —, be forwarded to the Ry. S.

Forwarded

FURTHER PAPERS.

P. W. R₃.
CURRENT No. 845.

From The Govt. of India

Order

No. 1176 R-C

Dated 21st June 1899

Received 29th — do —

Registered _____ do _____

Enclosures

Spare copies

SUBJECT.

Light railways and steam
trains in India

Requesting to be favored
with suggestions as to how
existing rules should be
modified so as to frame
special rules for the guidance
of Inspecting Officers in
passing ——— on 2'-6" &
2'-0" gauges.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.



No.1176 R.C.
GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT
RAILWAY CONSTRUCTION

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

Simla, the 21st June 1899.

Sir,

I am directed to inform you that with the object of encouraging economy in construction the Government of India have under their consideration the advisability of framing special rules for the guidance of Inspecting Officers in passing light railways and steam tramways in India on the 2' 6" and 2' 0" gauges.

2. I am to remark that at present there are no special orders on the subject and Inspecting Officers when passing such lines are therefore guided by standard dimensions and the general rules governing the opening of all railways promulgated with Government of India Circular No.6 Railway of the 7th September 1893. As, however, light railways and tramways are likely often to be laid on roads and with much more primitive bridging, fencing, ballast, signalling and station arrangements than are usually thought necessary for railways likely to develop heavy traffic, I am to say that it would appear desirable to relax the standard of requirements in proportion to the lower speeds at which such lines will be worked so that while providing what is reasonable for securing the safety of the public, greater latitude will be allowed both to the constructing engineers and to the Inspecting Officers in the case of such lines than seems to have been thought permissible under the rules promulgated with the Government of India Circular quoted above.

C. No.

NOTE FOR R.

Rules for passing light railways.
letter from Govt. of India inviting
suggestions for framing —

It will be a difficult thing
to frame rules, to be rigidly
adhered to, for passing for
opening light railways whether
on or off the roads.

Standard dimensions for 2'0" x 2'6" ^{Flag J.}
lines are laid down in G.O. of
Circular No. 1 of 1897 (Serial 51 of
new case) and I would have drawn

attention to the note which rules
that all buildings above rail
level shall follow the standard
dimensions of the parent line. This
apparently refers to all light
feeder lines whether constructed by
the working agency of the parent
line or not. The only exception is
"Mountain railways". I do not think
it would be fair to enforce this
rule in many cases. Another point
is that the minimum distance

Par. 11. 49
Flag J. 7/11.

I am, therefore, to request that you will favour the
Government of India with your suggestions as to how existing
rules should be modified so as to fix the standard desirable
for light railways and steam tramways in order to attain
the end in view.

I have the honour to be,

Sir,

Your most obedient servant,

Secretary.

Documents accompanying:—

Nil.

C. No.

NOTE FOR

centre to centre of track in station yards must be 12 feet for both 2'-6" & 2'-0 gauge. Are we to enforce this at crossing places? It is too much at any rate for 2'-0 gauge on which the maximum permissible width of stock is only 6 feet. An Inspector before opening a line is obliged to satisfy himself (1) that standard dimensions have been observed (2) that general rules have been applied & (3) that works etc. have been properly designed. The "general rules for open lines of Railway" have not been framed to meet the case of a light railway or tramway & we should not be bound to apply them. As to an Inspector's further duties they are simply to all really contained in (3) above. For guidance the Govt of I in para 2 of duties of Inspectors have enumerated special points requiring attention; but in my opinion it is quite unnecessary for an Inspector to even touch on many of these points in his report.

No Inspector for instance would think of reporting that "~~There are no sleepers on bridges~~ There are no floors on sleepers on bridges to be protected from fire or "The line is unfenced because it runs on a road". He would simply not touch on these matters. It appears some ruling should be made as to how far, if at all, general rules for railways should apply to light railways. Many light railways with, I should say, require no signals, certainly not detonators, but under general rules every S. M. must keep a supply of these.

C. No. $\frac{845}{29-6-99}$ NOTE ~~FOR~~ By the Com. Engr. for Railways. Madras.

The Government of India bring to our notice that in passing light railways and steam tramways for opening for traffic Inspecting Officer (one case), in the absence of special rules for such lines, guided by the general rule, for the inspection of all railways, which was promulgated with the Govt. of India Circular No. 6. B. of the 7th Sept. 1893; and ~~that~~ ^{that} in view of the above stated ~~circumstances~~ ^{fact}, it seems desirable that greater latitude should be allowed, both to the Inspecting Engineer and to the Inspecting Officer, than seems to have been thought permissible under the rule.

I have been working under the rule for some years, and I have now carefully studied them again, and must confess that I can see nothing in them which would enable an intelligent Inspecting Officer to insist on a higher ^{construction} standard ~~of~~ ^{than} the necessities of the speed at which he is obliged to allow ~~the~~ ^{such} ~~train~~ ^{train} to be run.

For a 2'6" line in good order with the lower permitted in the standard division, viz 24° (238 ft. radius), I would consider from 14 to 20 miles per hour a fairly high speed, and would give the maximum, within these limits, according to the condition of the road and rolling stock, under given circumstances.

For a 2'0" line in good order, with 28° (204 ft. radius),

canoe. I would usually require from 10 to 15 miles per
hour a fair limit of speed, and could fix the maximum
according to the state of the road and stroke.

But there are not high speeds, and loads being light, and broken presumably efficient, the little risk of accidents, to and from men carts and cattle, is to be apprehended.

An Inspecting Officer of ordnance intelligence, therefore, would not be likely to insist on as high a standard in such matters as fencing, ballast, or wire marking, — or on a heavy life guard sailing. Neither do I see anything in the Rules which would compel him to do so.

The fact says that he must examine & enquire
into all matters which may appear to him necessary to satisfy
himself that the public safety has or far as practicable been
secured. This seems to me to leave a wide discretion to the
Inspector, — if he has not the brain to judiciously
avail himself of that discretion, the remedy is not to make
strict regulations for the guidance of persons of his sort, but
to back up him for a more ~~intelligent~~^{enlightened} & more intelligent.

In the Reply the
 The attention of the Legislature is directed to a great variety
 of another interpretation. There there are three tests of the
 deflection and oscillation
 of girder, which as we have
 even if they give no information of any appreciable value.

with the finger in the other commissure. Finally

I. that the policy be opened unconditionally to all.

ii that it be opened at once with restrictions.

C. No.

NOTE FOR

I find it is that anything more is wanted when it is considered that it would be fair to promote the construction of light railways, and turning up, with a view to such equalisation of the varying degrees of intelligence, and capacity to accept responsibility, of Inspecting Officers, a Memorandum was added to the paper explaining that safety in railway is a relative matter depending on several factors of which speed is one of the most important, and that in the case of the narrow gauge and of cheap lines intended to be run over at slow speeds, their safety must be brought on a level with that of the more expensive and broad gauge and better finished railways, the speed being fixed by the Inspecting Officers at a figure which in his judgment will secure what is wanted.

Then if the frontier, ocean, construction, or
losses of the light railway want a lighter speed, all
they have to do is to go on improving and spending
more money until the Engineer finds himself able to
recommend that the speed be raised.

I refrain from criticizing the standard Democratic
which I take it are good enough, even if complain
with the Note at the head of them is rather a high
~~misnomer~~ presumption to pay for business against a
very recent outgiving. Fks.

7 hrs.

5/7/95

Papers to be read in Proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated 20 - 5 -

1899 , No. 592. Pj.

Current No. 764

of 1899 , dated June 3rd , from

} Int. of L.R.

" " 845

" 1899 , " June 21st , "

Letter " 697. Pj.

" 1899 , " June 26th , to Int. of L.R.

Note date 5-7-99 of the L.R. for Pj.

ORDER.

No. 762. Pj dated 12/7/99
The Int. of L.R. is to be addressed.

H.R. G.O. - draft for

approval.

7/11/99

5/7/99

8.7.99

M

10/7

7/11/99
No. 762. Pj dated 12/7/99
L.

I refer to you letter No. 1176. P.C.

dated the 21st June 99. I am directed to forward
a copy of the Not proposed by the Int. of L.R. on the
subject of the necessity in the Int. of L.R. for the
guidance of the Int. of L.R. of the Int. of L.R. and
Int. of L.R. and the Int. of L.R.

2. The Committee's views are accepted by
the Int. of L.R.

I have to
7/11/99

Despatched on 12/7/99

Documents accounts

12/7/99 10/10/99 Copy of Note by R.R.
referred to