

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 815. Ry.

DATED 26th July 1899.

Includes G. O. No. 828 Ry. of 18/6/98

[Despatch Abstract.]

Interlocking Signal Apparatus.

Coming to the Ry. Board, Memorandum from the Govt of India forwarding for info. Copy of a report by the Cons. Engr. at the India office regarding the omission for the present of the starter lock, from the details of — sent on to India.

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

Railway
CURRENT No. 709

The Govt of India

Communicated to
the Railway Administration
under the control of this
Government.

No. 581 RT

Dated 2nd June '98

Registered

Enclosures

Spare copies

SUBJECT.

Open line Gl. Rules

7.

Forwarding for information & for communication to Ry: administrations a copy of his letter quoted in the margin re: the interpretation of Rule 101 of the

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 581 R. T.

GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY TRAFFIC.

To

THE JOINT SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.
THE SECRETARY TO THE GOVERNMENT OF BOMBAY, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.
THE SECRETARY TO THE GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT.
THE SECRETARY TO THE GOVERNMENT OF BURMA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.
THE CHIEF COMMISSIONER OF ASSAM.
THE RESIDENT AT HYDERABAD.
THE AGENT TO THE GOVERNOR-GENERAL FOR RAJPUTANA.
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, LUCKNOW AND ASSAM.
THE MANAGERS, NORTH-WESTERN, OUDH AND ROHILKHAND, EASTERN BENGAL AND EAST COAST (STATE) RAILWAYS.

Simla, the 2nd June 1898.

SIR,

As some doubt appears to exist as to the interpretation to be placed on the proviso to Rule 101 of the General Rules for working open lines of railway, especially as to whether it is the intention of this proviso to abolish the use of the distant signal as a stop signal on (lines whether double or single) worked under the absolute block system, I am directed to forward herewith, for information and for communication to the railway administration (s) under ^{the control of the Government of} your control

No. 402 R. T., dated 19th April 1898.

a copy of the Government of India's letter, quoted in the margin.

I have the honour to be,

SIR,

Your most obedient servant,

W. J. Macnamara Captain, R.E.,
Offg. Under Secretary.

Documents accompanying.

Copy of letter noted in the margin.

G. C. Press, Simla.—No. 339-P.W.D.—3-6-98.—391.

To The Joint Secy: to the Govt of Madras,
Public Works Dept., Ry: Bd.

Enclosure to Government of India letter No. 581 R. T., dated the 2nd June 1898.

No. 402 R. T., dated 19th April 1898.

From—The Government of India, Public Works Department,

To—The Consulting Engineer to the Government of India for Railways, Calcutta.

I am directed to acknowledge receipt of your No. 759 of the 3rd ultimo, reporting that on the Howrah-Khana section of the East Indian Railway trains do not stop at distant signals when arms are at danger, but stating that on the 26th February a revised rule was published (whereof you attached a copy) ordering that drivers of trains on that section, as well as elsewhere on the East Indian Railway, are in future to stop dead when they find a distant signal at danger, and then draw cautiously within it, and take their instructions from the home signal or the starter as the case may be.

2. In reply, I am to state that this revised rule may be approved as it complies with the intention of Government of India No. 969 R. T. of 21st December 1896, which was that the correct interpretation of rule 101 is that all trains must stop dead when the distant signal is against them; and that, having come to a stand, the train may draw up cautiously within the protection of the distant signal and then stop again, unless or until permitted to proceed by the fixed or hand signal exhibited in front of it.

3. I am to add that the proviso at the end of Rule 101 is not to be understood as permitting the issue of special instructions under which trains may pass a distant signal at danger without previously coming to a stand as ordered in the rule itself.

ER.
The CIR has been
instructed to ensure
the distant signal, until
which they had
found unworkable
C.M. 13/6

Public Works (1899) Department.

P.W. R.

CURRENT No. 933

Case New General rule 1885
for the line of 2 circuits

B

B

From The Govt of India

Order

No. 815. R. dated 26/7/99

Communicated to

Railway Administration in No. 1031 R.S.
Continuation of G.O. No. 828 R.
dated 18th June 1898.

Dated 8th July 1899

Received 18th do

Registered do

Enclosures

Spare copies

SUBJECT.

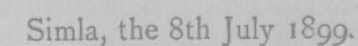
Interlocking Signal
Apparatus.

Forwarding for information
Copy of a report by the
Genl. Insp. at the India
office, London of 16/5/99
regarding the mission
for the present of the
interlocking from the details
of — sent out to India

Despatched on 26/7/99

To Mr. Thomas
A. 26/7/99
E.R. 26/7/99

25.7.99



Omission for the present of the Starter lock, from the details of interlocking signal apparatus sent out to India.

The following is forwarded to the Local Governments, administrations and officers noted on the margin for information, with reference to Government of India, Public Works Department, letter No. 581 R.T., dated 2nd June 1898.

The Joint Secretary to the Government of Madras, and Secretaries to the Governments of Bombay, Bengal and Burma, Public Works Department (Railway Branch).
The Resident at Hyderabad.
The Agent to the Governor General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Lucknow, and Assam.
The Managers. North Western, Oudh and Rohilkhand, Eastern Bengal State, and East Coast Railways.

By order,

C. J. Cole
Under-Secretary.
Hmc

*Copy of a report by the Consulting Engineer at the India Office,
dated London, 16th May 1899.*

The existing regulations in respect to signalling were framed to meet the imperfect arrangements employed in India in the early days of the railway system, when traffic was small and the class of labour obtainable not reliable for the more complicated methods in use in England.

As traffic has increased and skilled labour become obtainable, a better system of signalling has become necessary and practicable, and on the more important lines the interlocking of signals is now more or less in force, or is on the point of being introduced.

In interlocking, the rule is that the distant signal shall be released by the starter, and this detail was therefore adopted in the apparatus sent out from England to India. So long as this rule cannot be carried out under the Indian Regulations without delay to traffic (it cannot properly be said to be "unworkable"), this particular lock can be omitted until the regulations admit of the practice approved by English experience on interlocked lines.

I may remark that signalling has now become so important a matter on the East Indian Railway, that an Engineer has been appointed specially to take charge of this branch of the working of the line.

To The Joint Secretary to the Govt. of Madras.
Public Works Department
Railway branch