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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	112	Press
~~B.P.~~ No.		Mis.
Dated	20-4-1874	~~196~~

Not to be folded or roughly handled.

*Proceedings of the Madras Government, Public Works Department,
16th Feb 1874.*

No. 176. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 9th February 1874, No. 84:—

THE PROCEEDINGS of Government under date the 5th December 1873, were communicated to the Agents of the Madras and the Great Southern of India Railway Companies, for an expression of their opinion on the points noticed by the Government of India in their letter, No. 1,986 G. R., dated the 17th November 1873, and their replies* are submitted herewith.

* From Agent, Madras Railway Company, No. 1,048, 17th December 1873, with three enclosures.
Do. Great Southern of India Railway Company, No. 5,376, 6th February 1874.

2. Rule 3, Section XV., of the General Rules and Regulations of the Guaranteed Companies, to which attention is drawn, seems to me to be incomplete. The Madras Railway Company, Section X, deals with two classes of gates at level crossings, those which close across the roadway, and those which close across the road. The former class of gates, those which close across the roadway, is dealt with in the General Rules and Regulations, except in Rule 8, Section XV., which deals with the mode in which they are to be worked.

* Proceedings of Government, 9th June 1873, No. 1,521.

with a view to remedy this defect in the original code. The revised code has not been sanctioned by the Government of India, but the above-quoted portions of it are worthy of consideration.

3. With regard to the general question mooted by the Government of India, whether it is advisable that gates at level crossings should be kept open to the roads as a rule, or open to the railway and closed to the roads as a rule, there can be no doubt that, so far as this Presidency is concerned, the latter course is correct. In cases where important public thoroughfares cross a line of railway on the level, specially in or near large towns, the gates should be kept open to the roads as a rule, but such cases are comparatively few in number; and the rule, with reference to level crossings, should be that the gates are to be open to the railway and closed to the road.

From W. BARTON-WRIGHT, Esq., Acting Agent and Manager of the Madras Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 17th December 1873, No. 1,048.

With reference to your letter, No. 1,173, dated the 10th instant, and to the Proceedings of Government, dated the 5th instant, No. 2,935, I have the honour to enclose you copies of two

* No. 835, dated 15th December 1873.
† C, 996-749, dated 17th December 1873.

letters, from the Acting Chief Engineer* and the Traffic Manager,† respectively, in which the views of those officers are expressed as to the practical working on this railway of Rule 3, Section XV., of the General Rules and Regulations of the Guaranteed Railways.

112

Proceedings of the Madras Gen.
16th Ap

2. I have the honour to enclose copies of consequence of the difficulty we experience in gates, were prepared and submitted for t. No. 267, of the 10th April 1873. The refusal the other revised General Rules and Regulations in your letter, No. 1,107, of the 18th November

From T. H. GOING, Esq., Acting Chief Engineer and Manager, Madras Railway.
With reference to Consulting Engineer's following observations.

2. In the first place Rule 3, Section XV, since it only deals with one of the two classes XIX. of the "Act relating to railways in India" those which close across the public road. Those which are kept closed across the railway. Those closed across the road (as the large majority) therefore requires to be expanded to include of great danger to both road and rail traffic present, to be literally carried out by keeping signal were established at each crossing, and otherwise costly.

3. There are crossings however where the gates should be kept open to it.

From H. E. CHURCH, Esq., Traffic Manager
and Manager, Madras Railway, date
Gates of

WITH reference to the Consulting Engineer's
Proceedings of Government, No. 2,935, dated
of the practical difficulty of carrying out Rule
tions, with safety, amended rules were recom
Draft Rules recently submitted for sanction.
195).

2. The proposed alterations seem to be in the case of village road crossings, where the gates are therefore greater risk of cattle straying on to the highway. The gateman may be in the discharge of his duty.

194. *Gates.*—Gates which are constructed *to close across the railway* must be kept *open* to the public road, except when any engine or train is due, and expected, or is heard, or seen approaching, at which times such gates are to be *closed* and *fastened across the public road*; and until such engine or train has passed clear of such public road, the gates are to be *kept closed across the public road*, and no person or thing to be allowed within them. While the gates are *closed across the railway*, the danger signal must be exhibited both up and down the line.

195. *Gates not constructed to close across the railway.*—Gates which are not constructed to close across the railway shall, as a rule, stand *closed across the public road*, and shall only be opened to allow carts, cattle, etc., etc., to cross the railway.

(True Copy.)

(Signed) J. W. MELLIS,
for Acting Agent and Manager.

rules referred to by Mr. Church, which, in
giving out the existing rules as to level crossing
approval of Government with this office letter,
of the Government of India to sanction these and
as proposed by this Company was communicated
1873.

ineer, to W. BARTON-WRIGHT, Esq., Acting
ated Madras, 15th December 1873, No. 835.
tter, No. 1,173, of 10th instant, I beg to offer the

of the General Rules and Regulations is incomplete, level crossing gates provided for under Clause viz., those which close across the railway, and in question only deals with the case of the other case, viz., that of gates which are not gates are) is left untouched by this rule. Second and largest class of gates. An element to be introduced were the rule, as it stands at present open to the public roads, unless a semaphore could cause great delay to trains as well as being

and traffic is so continuous as to demand that

W. BARTON-WRIGHT, Esq., Acting Agent
as, 17th December 1873, No. C/996-749.
crossings.

etter, No. 1,173, dated 10th instant, enclosing
idem, I beg to inform you that, in consequence
Section XV., of the General Rules and Regula-
ted by this Company, and will be found in the
ee Section XVI., page 54, Rules Nos. 194 and

necessary, on this line at least, to meet the
to not close across the railway, and where there is
the line of railway, however active and vigilant
ties.

Proceedings of the Madras Govern
16th A

From W. S. BETTS, Esq., Agent of the Great
J. H. M. SHAW-STEWART, R.E., Col.
6th February 1874, No. 5,376.

YOUR No. 521 of the 10th December last. Were public roads, which are much frequented, cross a railway, I consider the railway gates should be kept open to the public road as provided in Rule 3, Section XV.

2. Within the limits of the town of Trich ordinary trains passing daily is four, and therefore gate four times daily. If the gates were kept open to open and shut his gate probably four hundred would suffer greater inconvenience and I am increased.

No. 177.

ORDER THEREON, 16th

RAILWAY, No. 26.

Railways in respect to the rule which shou
ings, and considers that the thoroughfares
beyond what cannot possibly be avoided, a
sible. The rule proposed should accor
against the railway as a rule, and age
traffic on the latter, i.e., men, carts, and
required to decide in each case.

(Here enter No. 991, da

(True Ext. it.)

nt, *Public Works Department*,
1874.

ern of India Railway, to Lieutenant-Colonel
ing Engineer for Railways, dated Negapatam,

ere public roads, which are much frequented, be kept open to the public road as provided
ly we have five such roads, the number of e gatemen have but to open and close each the railway each gateman would be called times a day instead of four. The public l to think, the chances of accident would be

il 1874, No. 990.

His Excellency the Governor in Council does not concur with the view by the Consulting Engineer for the adopted in regard to level cross-roads in the country should not be obstructed only for as short a time as possible, the gates closing the thoroughfares only when the work is trifling, the Collector being

h April 1874.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
Revenue Department.

Exd. E. C. Shunker.

Spare Copies

Revenue 1874 Sept

No 1258

Govt. of 1187-4 Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER

FOR RAILWAYS.

Ac. Ac. Ac.

Dated April 1874.

Recd. 20 April 74. Recd.

G. O. 10th April 1874, No. 990.

APRIL

Nos. 176-177

20 / 4

By Mr.

For the Consulting Engineer on letter from the Consulting Engineer submitting correspondence from the Agents of the Madras and Great Southern of India Railway's reporting on the working of the rules for gates and gatekeepers crossings.

For the Board
Revenue C. C. C.
20 April 74

12. 1. 74. By Mr. 24 April 74