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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	1909	Press.
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Dated	4.4.1877	197 .

Not to be folded or roughly handled

1908
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No. 500. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 15th March 1877, No. 165 :—

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 10th February 1877, No. 275.

I HAVE the honor to inform you that the Traffic Manager has requested authority for the immediate introduction of the "block system" for working the traffic between Raichore and Adoni. I request that you will be so good as to communicate sanction for the required expenditure at once, pending the submission of a regular estimate which shall be forwarded with as little delay as possible.

2. In anticipation of your compliance I have requested the Chief Engineer to send Mr. Winter up to make the necessary arrangements.

From the same Officer, dated Madras, 1st March 1877, No. 358.

WITH reference to the correspondence noted in the margin, I have the honor to state, for the information of Government, that at the

From Consulting Engineer, No. 250, 12th February 1877.	the information of Government, that at the
From " " " 258, 15th " "	meeting of the Committee which was held in
From " " " 291, 22nd " "	my office yesterday, it was determined that of
To " " " 338, 23rd " "	the two systems, one of which the Government
From " " " 309, 26th " "	of India wish to be adopted for working the

traffic on this Railway, the "absolute block" will be more suitable than the "line clear" system.

2. The introduction of the block system will however involve the expenditure of a large sum of money in the provision of extra wires and the necessary instruments, and I shall therefore have to obtain the instructions of the Board of Directors before taking any steps in view to the adoption of the system over the whole of the line.

3. I will address the Directors upon the subject by this week's mail, and in the meantime under the authority conveyed in your letter
See letter from the Agent, No. 418, dated 13th March 1877. No. 250 of the 12th ultimo, steps are being taken for working the traffic between Raichore and Adoni on the block system, which will enable us to form a judgment as to how the system would work over the entire length of the Railway.

4. As requested in your letter of the 15th of February, No. 258, I beg to enclose a copy of the proposed rules for working the block system.

From the same Officer, dated Madras, 6th March 1877, No. 377.

ADVERTING to the discussion which took place at the last meeting of the Stores Committee with reference to the proposed introduction of the block system on this Railway, I have the honor to enclose an Indent* on the Board for 500

* No. 301 (in triplicate).

plates of carbon, 500 LeClanche's batteries,

*Proceedings of the Madras Government, Public Works Department,
19th March 1877. No. 950.*

500 Muirhead's batteries, and 500 spare glass chambers, and I request that you will be so good as to authorize me to transmit the same to England for compliance.

2. I also request that you will kindly ascertain from the Government Telegraph Department whether they can spare us 200 miles of No. 9½ telegraph wire, and, if so, if you will arrange for its transfer to the Company.

3. With reference to the foregoing I beg to enclose, for your information, the copy of a letter addressed by Mr. Winter to the Chief Engineer, No. 66, dated the 17th of February 1877.

From G. K. WINTER, Esq., Telegraph Engineer, to W. R. ROBINSON, Esq., Chief Engineer of the Madras Railway Company, dated Arcunum, 17th February 1877, No. 66.

Probable further extension of the Block System.

Telegraph Wire.—I beg to bring to your notice that the erection of the block wire between Raichore and Adoni has nearly exhausted my stock of telegraph wire. On my return from the North-west Line with Mr. Elwin, Colonel Shaw-Stewart, and Mr. Church, we talked over the subject and thought it would be advisable to telegraph to England for 200 miles of No. 10 wire. I have since inquired whether the Government Telegraph Department could help us, and I enclose a copy of a letter received from the Superintendent in Madras. I think it would be advisable at once to apply for this wire. If this is not available, any gauge between No. 5 and No. 11 could be used, but the estimate would have to be altered accordingly. No. 9½ would suit us very well indeed.

2. *Batteries.*—I have a large number of Daniels' batteries available, but they are not satisfactory. I can alter 840 cells of these to LeClanche's if I can obtain carbon plates of the proper size, viz., 5" x 2½" x ½". Five hundred of these were ordered in my indent of October last. It would be well to order 500 more, and also an additional 1,000 cells of LeClanche batteries, Muirhead's modification of this battery is very highly spoken of. It removes some of the defects of the original form, but I am very well satisfied with those I have. It would be advisable, I think, to telegraph to hasten the despatch of the batteries asked for in my October Indent and to order an additional 1,000 cells.

From K. F. DALLAS, Esq., to G. K. WINTER, Esq., Telegraph Engineer, dated Madras, 15th February 1877.

We have in Madras sufficient 9½ wire weighing 300lbs. a mile, to supply 200 miles, so if this does for you, you had better get the Agent to address the Director-General through me for it, and I can then telegraph Calcutta and ascertain if it can be spared. I do not know at all what our probable demands on it are. Perhaps the application had better say the range of gauges that would suit you in event of the above failing.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 10th March 1877, No. 399.

With reference to your letter of the 2nd instant, No. 333, I have the honor to enclose, for your information, copy of a Circular which was issued by the Traffic Manager on the 27th of January last, in view to limit the number of messages sent by the Railway telegraph wires.

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CIRCULAR No. 1504.

TELEGRAPH.

THE present exceptional demands made on the wires, in connection with the working of trains, consequent on the heavy grain traffic, render it absolutely necessary that the use of the wires for other purposes should be reduced to a minimum, and with this view it is hereby ordered that, until further notice, reports by telegraph of "goods not to hand" and "goods received unentered" shall be discontinued, and such reports shall be made in writing only on the usual printed form.

2. Station Masters are enjoined not to make use of the telegraph for any purpose if it can be served by a written communication.

3. Divisional officers will very materially discourage the present indiscriminate use of the telegraph by taking serious notice of telegrams which, in their opinion, are unnecessary.

(Signed) H. E. CHURCH,
Traffic Manager.

MADRAS,
27th January 1877.

SUBMITTED for the consideration of Government, with reference to their Proceedings under date the 23rd February 1877, Nos. 65 and 631.

2. The Government of India having ordered the adoption on the Madras Railway of either the "line clear" system, or the "absolute block" system, the question was fully discussed by me with the principal officials of the Company, and preference was unanimously given to the latter.

3. The Agent has been called on to submit an estimate showing the cost of the arrangements necessary for working the whole of the Madras Railway by the "absolute block," but much preparation, involving considerable delay, will be necessary before the system can be generally introduced.

4. In the meantime the Agent, recognising the unsuitableness of the "timetable" system to deal with the existing traffic, applied for the immediate introduction of the "block" system between Raichore and Adoni as an auxiliary. The Traffic Manager urged strongly the necessity for this measure, and represented that by no other means could the difficulty be met.

5. Authority was accordingly given for the immediate introduction of the "block" system between Raichore and Adoni. It was understood that the necessary length of wire was available for the erection of a station-to-station wire between those points; and that the number of block instruments required for that short section would shortly be ready. The cost will form part of the general estimate which the Agent has been called on to submit.

6. The Agent has also been authorised to send to England for the materials named in his letter No. 377.

7. The proposed rules for working the "block" system, alluded to in paragraph 4 of the Agent's letter No. 358, have not yet been received. The rules shall be laid before His Grace the Governor in Council before they are issued for adoption.

8. The Agent's letter No. 399, is in reply to a suggestion from this office that the number of railway messages sent by wire should be restricted within the narrowest possible limits. It was suggested to the Agent that, during the existing

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pressure, no railway message should be sent by wire unless it has reference to the working of the trains, to an accident, or to an equally urgent matter.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Col., R.E.,
Consulting Engineer for Railways.

No. 501.

ORDER THEREON, 19th March 1877, No. 950.

RAILWAY, No. 66.

As much time must lapse before the "block" system can be generally introduced upon the Madras Railway, and much difficulty is experienced in transmitting messages necessary for working the heavy grain traffic upon the "time-table" system, in consequence of the Railway telegraph wires being occupied with other messages, whereby not only delay but additional risk of error and accident is caused, the Railway authorities have already directed the discontinuance of telegraphing some important particulars in working, and His Grace the Governor in Council is of opinion that the transmission of private messages upon the Railway wires should for the present be altogether suspended.

2. This can be done without any serious inconvenience to the public, provided that at Cuddapah, on the North-west Line, and at Salem and Coimbatore, on the South-west Line, communications be made between the Government wires and the Railway stations; and that Signallers belonging to the Government Telegraph Department be posted at each of these places during the usual hours of the day to receive and transmit private and service messages.

3. The Government Telegraph Department will accordingly be called on to make, as promptly as possible, with the permission of the Agent, the necessary communications with the Government wires at the Railway stations at Cuddapah on the North-west, and at Salem and Coimbatore on the South-west Lines; and the Agent of the Madras Railway will be requested to allot accommodation at those stations sufficient for the Signallers to transact their work. The Governor in Council trusts that these arrangements will be made with the least possible delay.

4. The Agent of the Madras Railway will also be requested to issue a general prohibition against the transmission of any message, other than a Railway message, upon the Railway wires: with this one exception, that the Collector of each district through which the line passes shall be authorised to use the Railway wires for the transmission of messages of great urgency to any intermediate station of his district.

5. A notification informing the public that the Railway Telegraph Offices are closed till further notice will be published in the *Fort St. George Gazette* and the *Gazettes* of the districts concerned. Notice will also be given in the usual manner through the Telegraph Department.

6. His Grace the Governor in Council also desires to impress upon the Agent of the Madras Railway the urgent necessity that exists for limiting the number of Railway messages more stringently than has yet been done. His Grace is of opinion

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that, for the present, Railway telegrams should be restricted to those matters which will not admit of the delay of a post or telegraph message; and that the necessity for this, and for curtailing the length of messages, should be forcibly impressed upon all departments.

7. The action of the Consulting Engineer in sanctioning the immediate introduction of the block system between Rajahmundry and Adoni, and in authorising the transmission to England of the Indent for Telegraph Stores, is approved.

8. A copy of the foregoing Proceedings will be forwarded for the information of the Government of India.

(True Extract.)

M. Stewart

Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Superintendent of Telegraphs, Madras Division.
" Revenue Department.
" Public Department.

Exd. S. T. Austin.

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Govt. of 1877 Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
&c., &c., &c.

Dated March 19th.

Issued

Recd. on 31st

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G. O., 19th March 1877, No. 930.

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Nos. 500-501.

per 31st 27

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1909

Command to the Branch Agents
4 April/77.

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