

Public Works (1896) Department.

SERIAL

G.O., No. 134 R

DATED 2. November 1896

Includes 508 R of 7. 8. 95
 366 R of 24. 4. 96
 447 R of 30. 5. 96
 692 R of 15. 8. 96
 767 R of 11. 9. 96
 520 R of 2. 4. 98.

[Despatch Abstract.]

Rules. Letter to the Govt of India Subj. Enjoining a copy of the rule which the Agent + manager had proposed to print in the Company's subsidiary - in lieu of rule 110 of the Amended General Rules of 1895 and stating that if sanction is received in time the Agent is prepared to introduce the General Rules from 1st December 1896.

[illegible]

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

002

2427

Minutes of Meeting held at Bangalore on 26rd, 24th and 27th May 1895 to consider the draft of the revised General Rules forwarded with Circular No. 6, Railway, dated

11th March 1895.

P R E S E N T.

Mr. C. E. PHIPPS, Locomotive Superintendent.

.. F. W. READ, Traffic Manager.

.. E. W. STONEY, Offg. Chief Engineer.

.. G. K. WINTER, Telegraph Engineer.

The Rules were carefully read and considered and the Committee recommend that application shall be made for their adoption upon the Madras Railway, subject to the following modifications.

- (1) Rule 67 should be re-drafted. As it at present stands, it would, on lines where the absolute block system is in force, permit an infringement of block rules by allowing two trains to be in the blocked section at the same time and would prevent the conviction of a railway servant prosecuted for committing such breach of Rules. For block working on the Madras Railway the rule should run as follows:-

(No. 67) No ballast trains or other impediment shall be allowed to remain on any part of the main line outside station limits within an interval of 10 minutes of a train being dispatched.

Refused under 1879

17/5/95

17/5/95

den

(11)

Where trains are worked on the absolute block system no ballast train or other impediment shall be allowed on any part of the main line outside station limits within an interval of 5 minutes of the time any other train is due or expected to enter either end of the section.

(2) Rule 70. So far as fixed or permanent semaphore signals to be erected in the future or existing semaphores to be renewed or altered or concerned, we recommend that this rule be accepted under the condition that it has no retrospective effect in regard to the semaphores already in use.

(3) Rule 76(2). The last line of this rule should run:-

by day, and a red, green or other prescribed light by night.

(4)

Rule 85(1) The wording of this rule is not clear. It is suggested the rule should read:-

When after having once lowered the distant signal it is for any reason necessary to cause an obstruction within station limits upon either the main line or other line upon which it is intended to admit a train the person about to cause the obstruction must, before causing it, satisfy himself that any such train, which may have been near to, or inside the distant signal, at the time that signal was placed at a stand has been brought to a stand.

(5) Rule 86(1) The object of making these exceptions is

It is suggested the rule shall be altered as follows:-

Platelayers or other workmen employed upon the permanent way shall not depend solely upon the fixed or permanent signals but must use special signals. When working within station limits all fixed or permanent signals must be also placed at danger. Sec No. 218.

and that rule No. 218 shall also be altered as follows:-

(1) In within station limits,-

until the Gangster has obtained the permission of the Station Master and all necessary signals have been placed at danger and has seen that special signals, as provided in Rule 86(2) are clearly exhibited at a sufficient distance in both directions from the place of obstruction.

x x x x

(2). In case (a), the fixed and special signals must be kept at 'danger' until the Station Master has been informed by the Gangster that the line is again clear and safe for traffic.

(6) Rule 110. This rule is not in force on the Madras Railway and the Committee do not recommend its introduction. The present practice is to leave the side lights in their normal position where, with the tail lights, they are readily recognized by an incoming driver as train lights.

(7) Rule 126. The incessant whistling prescribed under

would, the Committee consider, create an intolerable nuisance in a large or crowded station and it would seem to be sufficient to lay down that the driver must keep a sharp look out and sound his whistle whenever it is necessary to give warning or to call attention.

- (8) Rule 211. On the Madras Railway this duty is imposed upon the Permanent Way Inspector and his Assistants. It is not considered advisable to alter the present practice or to place such responsibility upon the ganger; subject to the substitution of "Permanent Way Inspector, Sub-Inspector, or Inspector's Assistant" for "Ganger" the rule may be accepted.

- (9) Rule 212(c) On the Madras Railway other arrangements are made for the maintenance of the fences, the Permanent Way Inspector being held directly responsible for this work. It is not recommended that the present practice should be altered.

- (10) Rule 231. Under the Madras Railway Rules all lorries are compelled to be clear on the main line within an interval of 30 minutes before a train is due or expected. The Committee consider that this interval cannot, with safety, be reduced.

- (11) Rule 259(2). The wording of this rule is not in the Committee's opinion clear and the 1st and 2nd paras. of clause 2 seem to be contradictory. It would be well to ask for an explanation as to the intention of the rule.

- (12) Rule 26, Part II. The Committee point out that this rule, if accepted, will render the carriage of explosives by the Madras Railway all but impracticable as, with the exception of special or E trains, all goods traffic is worked on this line by mixed trains. The first para. of the rule should be modified as follows:-

Vehicles loaded with explosives shall be

(v)

a Goods or Mixed train and when attached to a Mixed train shall be placed towards the rear of the train and be separated from the Passenger carriages by at least 2 Goods vehicles. When attached to a Goods train they shall be attached in the rear of the train but not next the rear brake van.

(12) Rule 23(1) Part II. The rules for breach of which a fine of Rs. 10/ is leviable are not specified. It is assumed that each administration is at liberty to name the rules to which the section applies and in doing so obtains the power of punishing for breaches of such rules under the Railway Act of 1900. If this is so the Committee would suggest that the following rules shall be entered against this section Nos. 16, 17, 21.

(14) Rule 22(2). See above No. (11)

(Sd.) C. K. PHIPPS,
Locomotive Superintendent.
.. F. W. READ,
Traffic Manager.
.. E. W. STONEY,
Offg. Chief Engineer.
.. G. K. WINTER,
Telegraph Engineer.

(True Copy.)

Henry West

Offg. Agent and Manager.

Original

N^o 1899
17.6.95

Reply No 681
27.7.95

SERIAL

No.

503

Agreeing to your letter of 21 June 95 - I have the honor to say following the recommendations recommended for the maintenance of the roads.

No 1. I consider the footway of rule 67 and your own to be identical & suggest your accepting the former -

No 2 Rule 70 - I believe all permanent signals are constructed to fly to danger on the wires connections breaking & request that steps be taken to insure this in signals already in use that are not so constructed -

No 3 Rule 73 (2) This applies only to temporary signals in place of permanent signals & might be accepted -

No 4 Rule 85 (4) I consider the footway reading to be plain than your recommendation

No 5 Rule 86 (1) This is a very obscure universal & prevents the footway from interfering with traffic except in emergencies which are specified under Rule 218 -

No 6 Rule 110

I would suggest if you
can accept the prop. rule
that your own rules might
provide for this -

This remark applies also.

No 7 Rule 126

No 8 Rule 211

No 9 Rule 212(c)

with reference also to other
2 last. Rule 211 & Rule
212(c) it is not generally
possible for the Port. way
inspector who is ubiquitous
to be able to
see to these duties being
carried out -

No 10 Rule 231 The time
given is ~~the outcome of~~
sufficient on State road
pavement lines and if protected
by signals the time appears
sufficient -

with reference to your
objection to No 11, Rule 244,

No 12 Rule 231 part II

No 13 Rule 33(1) part II

No 14 Rule 32(2) part II

These might be recorded
by you under your ap-
plication but I suggest
that the adoption of
the prop. rules noted

as the objection was 1 to
No 10 for the kind re-
consideration of the
heads of your Depto-
under the explanation
given by me -

The special reference
with regard to Rule
269 shall be referred
as desired -

Free
14
6

This' business office for
information of D. O. S.

D. O. S.
D. O. S.

Revised General Rules

S. R.

Chap. X. R. 67.

modification
noted.

After the 5th. yesterday Agent Madras
Rt. asked me to attend an officers
meeting to consider your reply to Agent's
letter suggesting modifications, in order
that I might be more fully acquainted
with the reasons which for making
such modifications as the Agent was
willing to explain them to me personally.
The Railway committee considers that the
Govt. rule permits two trains to be on
a blocked section at the same time.
The Madras Rt. being worked on the
Absolute Block system it is impossible
for them to accept this rule without
the principles of Absolute Block working.

As I read the ^{Govt} rule a train may be despatched
from B to A and the ballast train may
be allowed to remain outside the facing
point of A ~~within~~ ^{up to} within five minutes
of the arrival of the train at A. In
addition I don't suppose the rule is in-
tended to show this construction and
the addition proposed "to enter either
End of the section" would I think be
an improvement.

Chap XI rule 70.

This is the case in the
state of mind also - and
the H. B. subject is
port. and subject to
conventions meaning to
write up to typical form

disturb-
The signals on the H. B. fly banners in
can be broken wire but would fall
to "all right" in case of failure of the
rod from the signal arm which is
one of the "conventions" of the Standard
Signal. The home signal is kept at
danger of a pin and that breaks
it will fall to "all right". After
back "conventions" of means the
the subject. The only way to comply with the
rule is to make all their Standard
believe to fly banners this will
contain some sort of proof. After
held that the words "conventions" does
does not include the rod for the
signal arm the rule could be amended

Rule 73.

Notes

The committee considers that every
signal must be able to show danger
and "all right" and cannot con-
tinue any instance in which
a signal would show danger of

Rule 85 (4)

do

The committee complains that
the Gov. rule is too vague the
expression "sufficient time" is ob-
jected to and ~~the~~ "to pass" are
indeterminate also that it is not
advisable to limit the rule to obstacles
on the main line since similar
precautions ought to be taken when
other lines are about to be obstructed
I suggested to their rule that added all
cases the case of main running through
the committee agreed that the words
or allowed to "or has passed through the
station" might be added to their rule.
As I understand the rule that

be provided for is one in which a
 train is expected and the dist signal
 is accordingly lowered: in the mean time
 the station master finds he has some
 shunting to do and orders the dist to be
 put to danger: but it may have happened
 that in the interval the train expected
 has come inside the signal & having been
 given all right runs up to the platform
 or if a through train runs through in
 such a case the station master must
 satisfy himself that the train has been
 either brought to a stand either outside
 or inside the dist. signal or has passed
 through the station before he begins his shunting.
 It is the committee's view that the same way
 of dealing with the dist. signal and neither
 the fact nor the committee's reading is quite
 lucid but I think the Committee has
 the advantage of being more definite.

Rule 86(1) The Committee consider advocating the use
 of special signals under all circum-
 stances: they object that Rule 218
 makes an exception in clause (a)
 which afterwards cancels in (2) and
 is a bit of a puzzle.

The Traffic Man: gives an instance that
 in the case of death line a ganger some-
 times tells the block signal man that he
 is going to take out a rail or something &
 asks him to protect him & his signal
 & neglects to use his special signals: the
 signalman forgets and on getting line
 clear from next station allows a train
 to enter the section when the ganger is
 working.
 The suggested alteration is on the side
 of safety.

but it is manifest that
 if the signal is put to
 danger no one can
 provide for this!!

Rule 110.

noted

This was Philip's objection but I do not think that the side light shows which I thought they were given

very probable I think

The committee object that the construction of their lamp brackets makes it impossible to adapt the rule without altering their own lamp arrangements, that a white light is no signal and that a driver entering the station & seeing a red light will take it for danger signal, that the attention will be given that the guards will forget to put them back in their normal position and finally that they see no possible advantage in the rule.

Rule 126.

noted

Rule 211.

The committee agree to accept this under the Madras rules the ganger has no authority to remove defective rails etc without permission from the P.W.C. even in cases of minor. Since the committee does not consider it advisable to put this responsibility on him.

Rule 212(c)

noted

The rule is meant for iron fences. The M.R. the fence is an alloy one when repairs are necessary they are done by a special gang under the P.W.C. who is responsible: the gangers can do it as they see fit. Labour to carry out the work.

Rule 231 -

The Madras Railway rule provides 30 minutes and on the M.R. goods trains and S. trains are allowed to run 20 minutes before their booked time & to pass through stations without stopping: if this time is reduced to five or ten minutes the long night service is "caught".

269 (2)

Committee understands that you are going to refer this to works

Part II (23)

On the M.R. there are no goods, practically every train is a mixed so if the rule were complied with explosions would be banned although the passenger carriages are always placed at rear of train in mixed consequently the committee wording suits them

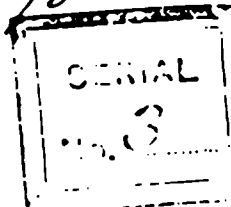
3361 The committee has gone into the thing very thoroughly and has sat for four days! Read who was at the R.R. Conference says that several of the rules are very different from what the conference agreed to - Para 2 of the Res of Sec 6 contemplates that Agents and Managers of non-Govt railways will make modifications and the order of communications to us for information so that I do not think we are called upon to do more than forward the Agents' Modifications

Will you now note measure of to submit motion letter in place of those 503 of 1/1/95

25/6
Dec 1/95

No 2295 d/16.7.95

Am.



12

with ref. to correspon-
dence ending with my
letter No. 1889 d. 17.6.95
on the subject of New General
Rules for working Railways
I have the h. to request that
you will submit another
letter of application in place
of No. 503 dated 1st June
It will be more convincing
if you will state therein
specifically the modifications
you propose and your reasons
for making them.

15/7

Do. to Am.

My dear Sir,

I sent the letter I made at
the meeting to E.H. who has
asked me to paraphrase with
a view suggesting the submission of
another letter in place of No. 503.
I sent copy of my letter with E.H.'s
remarks. I was not quite clear as
to his wishes and meant to ask him
yesterday but unfortunately not having
the time with me I forgot to do so. I
saw that in a note given to me
modifications & suggested with the view
of your letter with your reasons for
making them I enclosed in the form
of a letter & enclosed.

Office in copying letter
omit last para X 15/7

Do.

My dear Sir,
I enclose the letter of which
I spoke at the meeting of the
17th. I hope you will find it
satisfactory. I am very glad
to hear that you have asked me
to assist you to submit
another letter. I am sure
you will find it very
satisfactory.

(A. & M. 1.)

No. 8570

681

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 27th July 1895.

From

The Offg. Agent and Manager,

M.R. Coy.

To

The Consulting Engineer for Railways.

Sir,

Madras.

With reference to your letter No. 1899 of the 17th ultimo, I have the honour to enclose a memorandum showing the modifications in the general rules for open lines proposed by the Committee which met to consider the rules. The reasons assigned for the proposed alterations are also given.

I agree with the proposals of the Committee which appear to me to be on the side of safety.

I have the honour to be,

Sir,
Your most obedient servant.

W. C. B. Ch.

Offg. Agent & Manager.

any other train is due
or expected to enter
either end of the section

3286

29.7.95

Proposed alterations

Reasons for the
speed alterations

1. This rule by

so that, however

Proposed amendments stand, it should, on the
 absolute block train where the absolute block
 or other impediment system is in use per-
 shall be allowed to admit an infringement
 remain on any part of block rules by station
 of the main line. Two trains to be in the
 outside station. blocked section at the
 limits within same time and as it
 an interval of ten prevent the conviction
 minutes of a train of a Railway servant
 being due or expect- prosecuted for commit-
 -ed. ting such breach of a
 Rules. For block work

Where trains are on the Madrid Railway,
 worked on the abso- the rule should therefore
 -lute block systems run as amended.

no ballast train or
 other impediment
 shall be allowed on
 any part of the main
 line outside station
 limits within an
 interval of 5 mi-
 nutes of the time
 any other train is due
 or expected to enter
 either end of the section

Ch. XI. Rule 70.

as far as fixed or permanent semaphores signals to be erected in the future or existing semaphores to be renewed or altered are concerned, we recommend that this rule be accepted under the condition that it has no retrospective effect in regard to the semaphores already in use.

The rule of Government of India is correct in principle but it is questionable if it be expedient for the Madras Railway to incur the outlay necessary to make all existing semaphores conform to this rule.

3 Ch. XI Rule 70-(2) - The last line of this rule should read, "by day and a red, green or other prescribed light by night."

The Committee consider that every signal must be able to show danger and all right and cannot contemplate

any instance, in which a signal would show danger only.

4. Ch. XI. Rule 55-(4). Proposed to be amended as follows:

When after having once lowered the distant signal it is for any reason necessary to cause an obstruction within station limits upon either the main line or other line upon which it is intended to admit a train, the person about to cause the obstruction must, before causing it, satisfy himself that any such train which may have been near to, or in view of the distant signal, at the time that signal was

The Committee complain that the present rule is too vague, the expression "sufficient time" is objected to, and the words "to pass" are indeterminate; also that it is not advisable to limit the rule to obstructions on the "main line", since similar precautions ought to be taken when other lines are about to be obstructed. The case to be provided for by the Rule appears to be one in which a train is expected and the distant signal is accordingly lowered in the meantime the station master

placed at danger, and he has some
has been brought running to do, and
to a stand or has orders the distant
passed the point to signals to be put to
be obstructed " danger, but it may have
happened that in the
interval the train ex-
pected has come inside
the signal and having
been given "all right"
runs up to the plat-
form, or if a through
train, runs through,
in such a case
the station master
must satisfy him-
self that the train
has been brought
to a stand either
outside or inside
the distant signal,
or has passed through
the station, before
he begins his
shunting.

5th XI Rule 86(1). To read the committee advise
as follows. - state the use of spe.

Tracklayers or other rail signals under
workmen employed all circumstances;
upon the permanent they object that Rule
way shall not de. 218 makes an excep.
pend solely upon the tion in clause (a)
fixed or permanent which it afterwards
signals, but must cancels in (2) and
use special signals. of sentence.

When working within the suggested altera.
station limits all tions are on the side
fixed or permanent of safety and enforce
signals must be also the principle that
placed at danger. the ganger ^{should} rely on
See etc. 218. his own special

Rule etc. 218 should his own special
also be altered as signals for protection.
follows. For instance a

(a) If within station limits, signal man has been
until the ganger has known to promise to
obtained the permission protect a ganger by
of the station master his fixed signals, but
and all necessary signals have been having blocked the
placed at danger and line for a train,
has seen that special he forgot and lower
signals as provided ed the signals. adi
in Rule 86(2) are

24
clearly exhibited at
a sufficient distance
in both directions
from the place of
obstruction.

(c) In case (a) the
fixed and special
signals must be kept
at "danger" until the
station master has
been informed by
the ganger that the
line is again clear
and safe ^{for} traffic.

6th XI Rule etc etc.

This rule is not in
force on the Madras
Railway and the Com-
mittee do not recom-
mend its introduction.
The present practice
is to leave the side
lights in their normal
position where, with
the tail lights they
form a triangle of 3
red lights and are readi-
ly recognized by an
incoming driver as

Train

7

Train lights. Under the Government rules a driver might mistake a red danger signal exhibited to stop him if flanked by two platform or other white lights for train lights in a siding, and in consequence pass the danger signal.

7 Ch. XIV. Rule 6211 - Proposed to substitute Under the Madras Railway rules the Permanent Way Inspector, Sub Inspector or Inspectors Assistant for ganger. Ranger has no authority to remove defects or rails &c without permission from the Permanent Way Inspector except in case of emergency and the Committee does not consider it advisable to put this responsibility on him. Without this modification in the Government rule

8

rule a Permanent
Way Inspector or his
assistants, who under
the Madras Railway
rules are the persons
held responsible, could
not be convicted.

S. Sec. XIV. Rule No 212 (c) The Government
rule is meant for
main fence. On the
Madras Railway the
fence is chiefly a
vegetable one; when
repairs are necessary
they are done by a spe-
cial gang under the
Permanent Way Ins-
pector who is res-
ponsible; the ganger
cannot execute re-
pairs as he has not
enough labour for

to put the work

in repair, so as to

It would

the Government

as to sanction
applies also in the
case.

9th XV Rule ch 231.
Proposed to be
altered as follows:-

The Madras Railway
Lorry and Lorry rules
provide 30 minutes
and on the Madras Rail
way goods trains and
pediment shall be
allowed to remain
on any part of the
main line within
an interval of 30 mi-
nutes of a train
being due or expected
before their booked
times and to pass
through stations with-
out stopping; if the
time is reduced to
five or ten minutes
the lorry might even
be run over.

10th XVIII. Rule ch 269 (2)
Proposed to be
re-drafted.

The wording of the
rule is not in the
Committee's opinion
clear and the 1st &
2nd paras of Ch. 269
seem to be con-
flicting. It would

be better to have

explanation as to the intention of the rule and a further reference appears necessary.

Part II Ch. III Rule 23. The Committee point out that this rule, if accepted, will render the carriage of explosives shall be sent only by a goods or mixed train Railway all but impracticable, as with the exception of special or E. trains, all goods traffic is worked on this line by the passenger car. at least

No 508. Dated 7.8.95
Water India -

8/-

in continuation of my
No 459 R dated 12 July
1895

12-

11

Part II Ch IV Rule 33(1). The rules for breach of which a fine of not less than Rs 10/- is leviable are words "fine which not specified. It is may extend to ten assumed that each rupees; the rules administration is at liberty to name the rules to which the section applies and in doing so obtains the power of punishing for breaches of such rules under the Railway Act of 1890.

Part II Ch IV Rule 33(2). Pro. The wording of the

No 508. Dated 7.8.95
8/- Wals India -

In continuation of my
No 459 R dated 12 July
I am directed to do

12-
an explanation
as to the intention
of the rule, and a
further reference
appears necessary.

Harry Avest
offg agent & manager

No 508. Dated 7.8.95
 8/-
 W. K. India -

In continuation of my
 No 454 R dated 12 July
 I am directed to forward
 an application from
 the Agent Indian Ry
 (503 of 1 June 95) for the
 adoption of the financial
 rules for working of
 lines of Railway on the
 Indian Ry. subject to the
 modifications proposed in
 the accompanying note.

2. I am to say that the
 delay in forwarding this
 application is due to cor-
 respondence between the
 Com. Insp. for the Indian
 & the Agent Indian Ry -
 The Agent Indian Ry
 has been requested to

File 5
 8-95

Date from Osh. Office
 7/8/95

Enclosures

503 of 1/6/95
 601 of 27/7/95

ENCLOSURE
 TO THE
 NO. 681 OF 27-7-95
 FROM A.M.

SERIAL
300-118.9-93.6

R.

From

The Agent and Manager,
Madras Railway Company,
Madras,

To

The Consulting Engineer
for Railways
Madras.

Dated

25th September 95.

Received

No 8570

877

The undersigned has the honour to
request the favour of an early reply to his
letter No. ~~2570~~ ⁶⁸¹ dated 27th July 1895
on the subject of ^{the revised general}
rules for working open lines
of Railway.

[Signature]

Agent and Manager.

By this under consideration
with note 10/11.

*Ans to reply
to him*

Bf
No 508. Dated 7.8.95

2.11/8 12/8

4266
20/7/95

Form No. 10.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, _____ 189 .

Revenue Department.

To

Am.

No.

Reply No.

, dated

Reminders.

SIR,

Adverting to your
reminder N^o 8570 dated
26. Sept. 1895. I have the
honor to state that your
letter N^o 8570 d. 27.7.95
is still under consideration
with the Govt of India.
It will be sent to
you on receipt.

W. J.
2/10

W. J.

All communications
should be addressed
to the Secretary.

SERIAL
No. 7

No. 234 R.T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

To

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

Calcutta, the 24th March 1896.

Sir,

With reference to your letter No. 508 R., dated the 7th August 1895, and the schedule attached to Government of India letter No. 709 R.T., dated the 28th November, 1895, I am directed to state that the signals on the Madras railway should be altered in order that they may be brought into strict conformity with the requirements of Rule 70 of the open line General Rules of 1895, and I am accordingly to request that necessary steps may be taken at once, with the view to the required alterations of the signals being carried out, so that they may, if possible, be ready by the time the new General Rules come into force, viz., on 1st July 1896.

2. If the signals cannot be altered by that date the Agent should be requested to state by what date the alterations

3252

(7)

alterations can be completed.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. Arundell

Offg: Under Secretary.

M/L

Dec: 31. 3. 5 6

Documents accompanying:-

Nil.

J. W. Curran No. 3252
No. 8

*India's letter No: 2344
of 24th March 1896.*

*No 1033
1.4.96.*

*Copy forwarded
to the Agent & Manager
Madras Railway with
reference to his letter
No. 8570 of 27 July 1895.*

*2. Attention is invited
to para 2 of the letter.*

CRW

4/3

(1.2.2.9)

Madras Railway Company, SERIAL
AGENT & MANAGER'S OFFICE
RAYAPURAM TERMINUS,

No. 301

Madras, 14th April 1896.

Wait reply from India
to me 17th R 26.2.9
Will 20/2

From
The Agent and Manager,
Madras Railway Company.

To
The Offg. Consulting Engineer for Railways,
Madras.

Sir,
With reference to para. 35 of the Government Inspector's Report on the Madras Railway for the half year ended 31st December 1895, I have the honour to point out that in regard to the new general rules which are to come into force in July next, special instructions have been issued by this Railway authorizing the Driver to draw his train within the protection of the distant signal after he has satisfied himself that the line is clear, and therefore it is considered that the new rule will be complied with. I shall be glad to learn if, in these circumstances, the distant signal may continue to be designated as such, and the arms may remain notched.

I have the honour to be,
Sir,
Your most obedient Servant,

Henry C. Webb
Ag. Agent & Manager.

Si.
per
not 28/4/96

1622
1896

108

(No. II.)
No. 306

MADRAS RAILWAY.

SERIAL
No. 10

AGENT AND MANAGERS' OFFICE,

Madras, 16th April 1896.

From

The *Ag* Agent and Manager.
Madras Railway.

To

The *offg* Consulting Engineer for Railways.
Madras.

SIR,

With reference to your letter No. 1033 of the 1st inst. I have the honor to state, the Acting Chief Engineer writes as follows:-

It is hoped that all the Distant Signals on this Railway will be altered so as to comply with Rule No. 70 by the end of the current year, and that all Home semaphores will be so altered by the 30th of June 1897.

I have the honor to be,

Sir,

Your most obedient Servant.

W. C. Cress

Ag Agent & Manager

Encl^{osure}

MS 119

1616
Recd. 17/4/26

From
To
The Consulting Engineer
The Agent and Manager
No. 186
for Railways

MADRAS RAILWAY

Note on the D₂ signal on
disturbance

(1) In the old rules of 1892, when
the distant signal was ^{not} noticed &
the train was ~~not~~ of it
was at danger, the driver was
to stop short of the signal & then
draw return it.

(2) Under the new Rules of 1895,
the distant signal is to be noticed
(Rule 72.2), but it is still a
stop signal, vide Rule 101, which
requires that if it is at danger
the driver must stop short of it.
When the line is worked on the
absolute block system or not.

(3) After stopping the driver may draw
return it, if he has satisfied himself
that the line ^{within} ~~before~~ is ~~clear~~
signal is clear, except in case where
the absolute block is in force. In this
case he may only do so if special
instruction for the same has been issued.

(4) I fail to see the object of this
rule, provided, further it is that if
the absolute block is in force there
cannot possibly be a following train
(as there may be in the district
& Central system) and therefore there

0254

is no need for the driver to get
within the protection of the signal.
Place there can be no ~~stop~~ line
in his way so if ~~the~~ he is
satisfied that the line is clear it
is clear. and then is no more danger in
the driver's mind. The system then is any other
(5) Consequently I have no objection

Why the M.R. should not come
the instruction, signed 2nd in
A.M.S. 101 of 14.4.96, ordering
this driver to draw when
distance apart on North station if
they find the line clear.

(6) But such an instruction is
a general instruction and not a
special instruction and in such
matters is concerned in operation
to the new Rule 101. If so
I suppose it would be signed 1st
of 20 I shall have to
draw specially for I do not
understand the driver will refer
at all to our 171 R of 26.2.96

(7) On regard the suggestion
made by D₂ in the letter. I do
not see why a distinction need
be drawn between single & double
line on absolute block. - 1/2
appears to be right line in Dist.

Signal should be ~~an~~ absolute stop signal
but the on the double line it shall
not. Why? And a distinction
in consequence.

(8) It appears to me the the difference
between English & American practice is
this -

In England the distant signal is never
a stop signal. Train does stop
at it, but if they find it at
danger run straight past it,
with the train well under control
so as to stop at the
next signal. It is noted to
show that they may do so (the
way, but is it dangerous
or not? D₂?)

In America the distant signal is always
a stop signal. If it is at danger
train must stop outside it, &
then may draw to within it.
and there is no earthly reason
why they should not do so as
more when the absolute block system
is used in any other.

The watching ~~signal~~ in America therefore
appears to me merely to indicate
that the signal is not the end
of a block station & not showing
it is a stop signal or not. If
so America the distant signal

on Alaskan Alaska sections are
very much.

(9. It seems to me that it is
better to alter a rule than to
alter several hundred signs.
and ~~that~~ all this is bound to
be very good: ^{cancel the last} ~~and~~
part of Rule 101, or at least
to permit the N.B. 9. as so
by the case of the instruction
they say they have heard.

(16) $D_1 + D_2$ will show not
these results. and if growth continues
for 1845 continue that this time
in the motion and the drop for
approval.

23/4/56

The definition in the rules of a "derailment" is "a signal placed at a considerable distance from the station or wharves -
Shoppers often by mistake or P.M.R. remain switched rule 1016 must
be attended unless ^{signal} as available is closed by Indian - The P.M.R.
rules at present is that driver brings his train to stand; then
driver inquired and remains there until horn is blown to continue.
This certainly in contradiction of Rule 101 and we may ask
Indian either to allow closed the part of the rule after (b) which
would be the best thing to do or to allow the P.M.R. under a special case
with

Letter from

No.

Dated

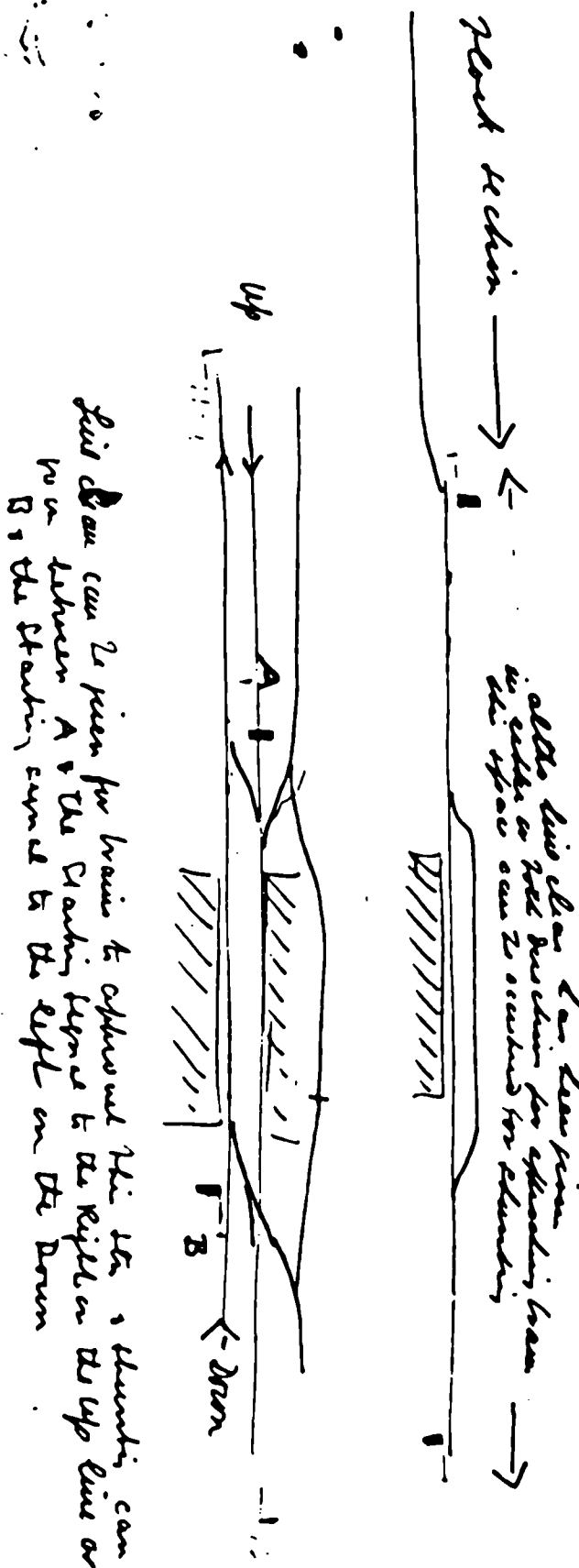
Distant signals

TO E. R.

graus para 7+8.

The Distant signal is the
end of the block section and
Genl Rules 1 (13)(c), & 8(1)(a), 67 from
which it is obvious that the
Distant signal is the end of
the block section on single line
~~the~~ ~~section~~ so, &c.
There appears to be no rule
for double line, but in England
the block section extends up
to the Home signal as it does
also on single line.

also on page 14
If you refer to the 2 diagrams
opposite. one single and double
line - you will see I have
marked on them the position for
the stop signal at end of the
block section - It is impossible
for a train under block rule &
unnecessary for presence of shunt
for a train to be standing outside
any of these signals while another
is approaching - but in the case
of the single line the position of
the signal ^{should} be that of the distant
& that of in the case of the double
line that of the home -
Hence the necessity for having
different rules



What really has occurred is this. The notching of distant signals was introduced in India simply because distant signals were notched in England, forgetting that these signals have quite different meanings in the two countries.

I think considering the mess the signal rules are now in the best thing we can do is to write to India to allow the M.R.C. to introduce a special rule allowing their trains to draw under the distant signal -

What should be done however I think is to revise the General Rules on the following lines.

1. The home signals should be erected at the place you wish to stop the train i.e. at the end of a block section & clear of any obstruction that may be taking place at the home signal.
2. In the case of platform locations an outer home should be erected at the place the present distant signal are & should be the end of the block section.
3. Where necessary, notched distant signals at which trains are not obliged to stop should be erected 1200 ft. beyond the home (or in the case of outer home signals only if considered necessary as the outer home would practically take the place of the present distant).
4. The block section to extend from the starting signal, if any, or if not from the home or outer home signal of one station to the home or outer home of the next.

C.M.A. 20/4

D.2.

Your note of 28.4.56.
(under the rules section)

(1) Generally the one distant signal in the end of the block section is Indian single line, which has only one arm 2 Dist. Signal & 1 Home at the platform.

(2) These two signals ought to be stop signal & should not have the notched, according to English practice.

(3) Can they have home in notched by special order of Govt. of India in view of definition of the term notching means. - Evidently the only way it can mean is the application of a train may draw under them, or the driver ~~may~~ must stop, if the signal is notched, if the signal is notched the train must stop. Even if the signal is a single line.

(4) This is equivalent to implying that the notched distant signal is not the end of the block section. As we want a rule stating explicitly what it is or no. & if not what it is.

(5) Evidently the signal rules are (as you say) in a mess, but I do not think I have been long enough at the C.M.A. Dept. I justifying me in taking of the matter off your hands. Fortunately J.R.B. has given me an opportunity of putting in our opinion & I will send you

Yours

See Note for remarks.

(6, March 1896) I think it is
not likely to be the case. The
more the time is given to the
the district agent the more is
the possibility of a better time. If
the day, I think it is better to
~~be in the district agent's office~~ cutting off the
watching. I may give an
opportunity to the district agent to
have more

5/5/96

Yes. I agree with all you
have written.
C.M. 16/5.

Form No. 12.

No. 366.2

Government of Madras.

PUBLIC WORKS DEPARTMENT

RAILWAY BRANCH

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Copy to the 24th April 1896.

SIR,

With reference to your
letter No. 234 RT dated 24th
March 1896, I am directed
to state that the Agent
& Manager Madras R.
reports that all the dist.
signals on ^{the M.R.} ~~the M.R.~~ will
be altered so as to comply
with Rule 70 by the end
of the current year and
that all home signals
semaphores will be so altered
by the 30th June 1897.

Document Account:

- Nil -

Indorsed in R. office
on 24.4.96

27/4

28/4

C.M. 20/4

DR

20-4-96

MADRAS RAILWAY.

(STANDARD 5' 6" GAUGE.)

Total mileage worked (849 Miles).

Inspection report for the half-year ended 31st December 1895.

The inspection of the North-West line was made between the 8th and 10th January 1896, and that of the South-West line between the 27th January and the 1st February 1896.

The Chief Engineer accompanied the inspection throughout, while the Resident Engineers accompanied the party over their respective divisions. The Agent was present on the North-West line.

2. Formation.—Banks and cuttings have been maintained to proper section.

3. Fencing.—Calls for no remarks.

4. Bridges and Culverts.—*Tungalhadra Bridge*, 58 spans of 64 feet.—The girders of this bridge are weak. The Chief Engineer is now preparing proposals for strengthening. In my opinion the cheapest plan will be to insert intermediate piers in the 18 land spans, to obtain 20 new pairs of girders and duplicate the remaining 20 spans with those set free by the new girders.

5. Referring to paragraph 4 of the inspection report for the half-year ended December 1894, the cracked opening at 343/11, North-West line, was closed and although there was a heavy monsoon, no inconvenience was felt. The culvert may be permanently closed up.

6. The cracked rail-top opening at 343/13, North-West line, has been converted into an arch.

7. The cracked 6 feet rail-top at 344/12 will be converted into an arch.

8. Owing to a large tank bursting, the bank across a narrow deep valley at 168/10, Bangalore Branch, was topped last monsoon and traffic interrupted for three days. The area of the present railway bridge, a 30 feet arch, is 533 square feet. The area required to pass the discharge as calculated by the Chief Engineer assuming a velocity of 6 feet per second, is 520 square feet, while that required from figures supplied by the Mysore Government is 480 square feet.

The proposal of the Chief Engineer to convert the arch into a girder and raise the bank 2 feet giving 720 square feet water-way at a cost of Rs. 10,674, has since been sanctioned.

If the tank is again repaired it should be provided with an ample weir.

9. Girder strengthening.—The following table shows the present state of this work :—

Span feet.	Number of spans on the railway.	Already strengthened.		Require strengthening.		Remarks.
		Up to Board of Trade requirements.	Up to Government of India requirements.	By Board of Trade rules.	By Government of India Rules.	
1	2	3	4	5	6	7
6	297	..	297	..	212	42 nearly strong enough.
9	234	..	..	..	208	
13	268	..	..	..	87	
15	37	..	..	..	10	
18	10	..	..	..	177	
20	181	91	..	..	36	
23	38	30	2	..	1	
23 1/2	4	1	..	..	..	
24	4	..	..	..	139	
30	148	26	..	..	6	
36	6	..	..	..	2	Of three 242, 40 are nearly strong enough, but 147 are weak.
39	3	..	..	..	17	
43 1/2	17	..	..	14	14	
50	17	..	..	94	243	
64	243	118	..	..	..	
121	9	..	..	..	..	
131	47	..	..	..	..	

The strengthening in column 8 was carried out in 1890 to 1893. That in column 6 has been done in 1894 and 1895.

Ref No 366 R dated 24.4.20

Of the above, the following were strengthened during the last half-year:—

2 spans of 60 by building intermediate piers.
 4 " of 24)
 2 " of 24) by additional plates.
 2 " of 20)
 125 " of 6 by duplicating.

The policy up to the present has been to strengthen those girders which were weak by the Board of Trade requirements and these have since 1894 been strengthened up to the full requirements of the Government of India. Proposals for strengthening the remaining girders are being considered by the Chief Engineer in consultation with the Consulting Engineer to his Board.

10. **Stations and Buildings—Salt Cotaurs, Madras Goods Depot.**—Should the Madras Harbour Improvement scheme be carried out, a portion of the traffic now dealt with at Salt Cotaurs will doubtless be transferred to the harbour, and therefore proposals for extension of shedding and sidings should be deferred for the present.

11. **Nandulur.**—This new engine-changing station is to take the place of both Cuddapah and Kénigunta, the existing engine-changing stations. The new sidings are all laid, but the engine shed and staff quarters have not yet been begun.

12. **Bangalore City.**—The new station-house platform, foot over bridge, public road under bridge, are practically complete. The new coal tranship platform and lines have just been commenced. The principal works still to be done include covering over passenger platform, watering arrangements, and the building and purchase of quarters for the staff.

13. **Bowringpet.**—The new gravitation sorting sidings as sanctioned are complete, except the second gathering line. One of the principal objects, which it was hoped to gain by the construction of these sidings, was the saving of a shunting engine, but to ensure this the weighbridge must be placed on the train line beyond the lower neck and must be of such a pattern that, when out of gear, engines can pass over it.

It appears that the most important feature in the scheme has been omitted, viz., the inclined shunt line from which wagons can be run off with sufficient velocity to carry them into the grid-iron.

It is said that it will be necessary to shift the position of the turn-table, as the branch train engines at present lose much time in getting to the present one and are not ready to start back with their trains to time.

I think that by erecting a water column near the branch platform line and, if possible, by some improvement in the timing of trains, the necessity for shifting the turn-table will be avoided.

14. **Mysore Mines.**—So much time is now wasted in turning engines at this station, that, at present, engines have to be run tender foremost on the Gold Fields branch. The Consulting Engineer has sanctioned this temporarily. By a slight alteration in the line leading to the turn-table, the approach can be much improved. Some time would also be saved if drivers moved their engines about a little less leisurely.

15. **Locur Station, mile 186/10.**—This new crossing station was opened in October to facilitate traffic working and to save ghât engine mileage. There is a rail level platform.

16. **Mettupálaiyam.**—The lines on the new Madras Railway side of the Island platform are ready and those on the Nilgiri Railway side can be vacated whenever the Nilgiri Railway is ready to open.

17. **Pódanúr.**—Additional third-class waiting accommodation is badly wanted.

18. **Olavakkót.**—It is proposed to shift the position of the turn-table and extend the sidings at the west end. This is a work I consider can lie over.

19. **Washermanpet.**—The platform at this station has been widened and converted into an Island platform to accommodate the Ennore line. A foot over bridge is about to be erected and some alterations have been made in the station buildings.

20. **Rádyapuram.**—The old arrival platform will be used as the arrival and departure platform for Ennore trains. A temporary booking office has been erected.

21. The stations and their compounds are, as usual, kept very neat and clean.

22. A new bungalow for the Assistant Traffic Manager has been sanctioned for Jalarpet. I understand an estimate is about to be submitted for two others for the Resident Engineers and Assistant. It is hoped this will not involve the abandonment of bungalows now occupied by them.

23. **Permanent-way.**—The old iron rails are much worn in places between Madras and Arkouam on the down line and between miles 65, 66, 73—90, North-West line. These places are being very carefully watched and new rails inserted when necessary. The road was opened and examined at the following places selected at random: 15/15, 20/13, 38/8, 55/9, 108/16, 154/11, 197/19, 224/6, 271/14, 292/13, 309/11, 333/5, 369/12, 408/6 on South-West line; 285/0 North-West line; 139/3, 155/9, 198/15 on Bangalore branch. Except at 369/12 where the pots were slightly rusted, and at 20/13 where one was cracked, it was found in every case that the pots, tie-bars, fastenings, were standing well. Many of the pots examined had been in the road 30 years bearing dates 1859, 1863, 1864.

24. Several chairs in Bangalore cantonment station were found to be quite rotten. They were all situated on the lines between the platforms and under the station roof. It is presumed some local chemical influence has caused them to deteriorate.

25. The following table shows the renewals of permanent-way during the year:—

Renewals of Permanent-way.

4,670 Bull headed steel rails (= 13.27 miles) laid.
 3,683 Second hand steel double headed rails (= 6.78 miles) laid.
 3,956 Pot sleepers renewed (= 3.714 per mile of line including sidings).

26. The length of road under charge of each Permanent-way Inspector has recently been increased from about 30 to about 38 miles; the result will be saving of some Rs. 5,000 per half-year.

27. **Stone Ballast Covering.**—In the North-West line 18 miles have been stone-covered; on the Bangalore branch, 26 miles. The present state of this work is as follows:—

Section.	Covered.	Not covered.
Madras-Mettupálaiyam	327	111
Pódanúr-Caliout	26	61
Jalarpet-Bangalore	18	290
Arkouam-Kaichur		

28. The distance between the main line and the loop siding has up to date been widened at 19 stations to give a 8 feet instead of a 6 feet way.

29. **Points and Crossings.**—The interlocked points at Tirutani and Pudi were carefully inspected and found in good order. The detector boxes should be fixed to the point sleepers; for, if the slightest side movement now takes place in the stock rails, the home signals cannot be pulled off, and delay is caused to trains.

30. The interlocking at Mamandur (Stoney's patent) which was inspected and reported on in paragraph 49 of the inspection report for the half-year ended December 1894, was, owing to difficulty in working caused by excessive friction on the pulleys and buckling of the rodding, not put into use. These defects have now been remedied and the system has been otherwise improved by the addition of divided stetcher bars and machine-made detector boxes. I recommend that trains be allowed to run through the facing points at this station at a speed not exceeding 30 miles an hour. I would recommend that the lay-bye points be still kept padlocked, as they are not fitted with divided stetcher bars.

31. The outer facing points at nearly all stations were inspected and found to be in good order.

32. **Signals—Bangalore City.**—A point detector fitted to the signal wires would be useful. I would suggest placing the signal levers on the north end of the station building roof instead of where it is intended to fix them.

33. **Rádyapuram.**—The interlocked bracket semaphore at this station requires alteration in order to signal the Ennore line. Facing the station, the extreme right hand signal should control trains entering and leaving the station on the Perambúr

line. The left hand signal should control trains arriving from Ennore. The centre signal should be on a lower post than either of the former and should control engines going to the locomotive shed from the Perambur line. Starting signals will be erected for trains out to Ennore and for engines leaving the north locomotive shed. These should be interlocked with the points and with the signals on the bracket posts.

34. At some junction stations I notice that certain semaphore signals have quite different meanings to what they have at others, though the signal posts are of precisely the same pattern: for instance, at Bowringpet there is a two-armed semaphore controlling trains arriving from the Gold Fields branch. The upper arm controls the right hand (branch) platform line, and the lower arm the left hand (main) platform line. At Jalarpet there is also a double arm semaphore. The upper arm controls trains arriving from Salem and admits them to the right hand platform line. The lower arm controls trains arriving from Bangalore and admits them to either the left or right hand (branch or main) platform lines; that is, similar signals in the former case control diverging lines, and in the latter case converging lines.

As traffic increases improved signalling will doubtless become more and more necessary. I therefore think the Company should come to some understanding as to the system they will eventually adopt, and in all cases where a station is altered or remodelled the new signals should be erected to conform to this system only. I would suggest that a committee of the Company's officers be formed to decide on a suitable system.

35. Under the new general rules which come into force next July, trains worked, as they are on the Madras Railway, on the absolute block are, in the absence of special instructions, obliged to stop at the so-called distant signal and not draw inside it until lowered. The signal therefore becomes an "outer home" and as such should not be notched.

36. It is proposed to put in a siding to some tile works situated about half-way between Olavakkot and Palghat. The points, I think, need not be provided with any signals, if locked by an Annett's key which could be kept in charge of the station-master, Palghat, and given to the guard of any train which requires to shunt at the siding.

37. Feeder roads.—A feeder road is being made to Kulipalayam in the Coimbatore district. The Agent has recently submitted a list of stations to which feeder roads are badly wanted, and the Madras Government has called on the Local Fund authorities to show cause why they should not be constructed.

38. Workshops.—The new Engineering workshops at Arkonam are ready for roofing.

39. Ghats.—The stopping place for dropping brakes of goods train at the top of the Walyar ghât has been altered from 312½ to 309½, in accordance with suggestions made by me in the report of an accident which occurred in September 1895.

40. The advisability of putting in a catch siding at the entrance to Walyar station will be considered.

41. Owing to Mallanur having been built since the ghât rules were originally framed the stopping place at the top of the Kuppam ghât (Bangalore branch) has been changed from mile 148/13 to the south end of the station.

42. Rolling stock.—The following table shows the progress made towards fitting the stock with the vacuum brake:—

	Vacuum brake.		Not fitted.
	Fitted with.	Piped for.	
Engines	4		143
Coaching vehicles	6	29	143
Goods vehicles	0	1	2,361

Fittings for 10 locomotives and 50 carriages have just been received from England.

43. Gas lighting.—The works for manufacture of Pintsche's oil gas have been completed and most of the night trains are now lit by gas.
The following table shows the progress made under this head:—

	Fitted with gas.		Not fitted.
	During half year.	To date.	
Saloon	43	43	105
First class			
Second class	54	54	327
Composites			
Third class	5	5	177
Vans			
Post office carriages, &c.			

44. Couplings.—The couplings in use on this railway and the manner in which vehicles are coupled require attention. On the passenger train by which I travelled on the 4th February 1896, owing to the screw couplings being too long, no less than eleven were hanging quite slack. On another occasion the jerking at starting and stopping being very severe, I found three wagons coupled by link couplings, although they were each also provided with screw couplings.

45. Watering arrangements.—The water-supply on the Bangalore branch is still somewhat uncertain towards the end of the dry season. The most copious supply on the branch exists at 203/12, about a mile from Whitefield, where all mixed and goods trains stop and take water. It is proposed to make Whitefield a watering station by pumping water from here. The advisability of laying troughs and of fitting engines with a pick-up apparatus might, however, be considered. Picking up water from troughs laid on some of the long bridges, or on level banks, through paddy land—places where water is generally abundant—if practicable at the comparatively slow speeds of Indian trains, would solve the water difficulty on the Madras Railway, and Whitefield is an excellent place to make the experiment.

46. General.—The Agent and Manager has, I understand, made arrangements with the Great Indian Peninsula Railway Company for running a 3rd-class carriage and a brakeman through on the Madras-Bombay mail train (*vide* paragraph 56 of the report for half-year ending December 1894).

47. Since the fees payable for the use of the native rest-house at Rénigunta have been reduced, it has been considerably more used and is now almost paying its way.

MADRAS, 21st February 1896. (Signed) C. T. R. SCOVELL,
Government Inspector.

Note by Senior Government Inspector.

Girders.—The girders needing early alteration are 14 spans of 50 feet and 96 spans of 64 feet. In dealing with these it would be well to bring them up at once to the sectional area imposed by the Government rules; at my request the advice of the Consulting Engineer to the Board is being taken as to this course.

Signals.—A uniform definition of grouped signals regarding the lines they protect is very necessary; also whether they should be arranged on one level or at different levels.

The committee which is suggested by the Deputy Consulting Engineer, should include one or two experienced drivers.

The arrangements for the through running of the mail trains between Bombay and Madras have advanced, but the ultimate solution is to run the whole train through.

The Consulting Engineer to the Board of Directors in his letter of November 1895 on the question raised by me of safety appliances, gives a guarded preference to interlocking signals, over automatic brakes, but states both are desirable.

MADRAS, 28th February 1896. (Signed) F. R. UPCOTT,
Senior Government Inspector.

Form No. 10.

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 8 May 1896.

To Asst. Secy.

SERIAL
No.

No. 1439 Reply No. , dated

SIR,

Ref. to your
N. 251 of 14.4.96 & 46
to point out the
instructions referred to, and
offer to 2 of the nature
of "General instructions" with
the "Special instructions" and
as such would require the
sanction of the Govt. of India
~~as they would require to be~~
as they might be altered at any time
and as they are in operation in
Rule 101 of the new General
Rules, and will come into force
next July. I am prepared to offer
for the sanction of the Govt.
it, and will print and give
to the papers for consideration
for

Reminders.

for the ref. of Govt. who can decide
if demand is direct in
direct or direct in time
"within the protection of the
direct signal." When there
is no ^{probably} ~~possibility~~ of such protection
being required on the line being
looked on the whole then
system that includes and
following time also the whole system
be in hand.

C

7/5

See ~~143~~ 7/5
C.M.

(No.)
No. 8961
487

3 letters
MADRAS RAILWAY No. 13

AGENT AND MANAGERS OFFICE,

Madras, 16 May 1896

From

The Agent and Manager. *C.M.C.*

To

The offg Consulting Engineer for Railways.

SIR,

*See 143
See letter 6/5
C.M. 12/5*

*See 143 3/5
11.5.96*

With reference to your
letter No. 1439 dated 8 May 1896, I have
the honour to inform you that the
Company's Offg. Traffic Manager
writes as follows:-

"I beg to state that if trains
"had to remain outside the distant
"signal when at danger the staff
"would in each case have to protect
"the rear of the train as prescribed
"in General Rule No. 182, and this in
"itself is, I think sufficient to
"justify the circumstances of the
"practice in force on the Madras
"Railway

*No. 184
Rule
27/5*

Railway, viz: to require a driver when he is satisfied that there is no obstruction to draw within the protection of the distant signal.

It is laid down in No 29 of the new general rules as well as in our own block rules that the block system does not in any way dispense with the use of hand and station signals. If therefore the Consulting Engineer does not agree with the view of this office that the final words of rule ch. 101 of the new rules will justify our present rule 135 (C) on page 45 of the Working Time Table Part II being continued when the new general rules come into force without the special sanction of the Government of India, I would ask that special sanction be obtained.

2. I fully concur in the opinion expressed by the off. Traffic Manager

Manager and request therefore that you will be so good as to obtain the sanction of the Government of India to the retention of the Company's present rule. I desire to add that as the term "special"; and not "general," instructions is used ~~now~~ both in No. 101 of the new Rules, and also in para: 35 of the Government Inspector's Report for the half year ended 31st December 1895, it was adopted in connection with this subject.

I have the honour to be,
Sir,
Your most Obedt Servt

Henry West
of agent & manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

925137-

~~Black~~
In cont. of this office
No 171 R. of 26.2.96 I ~~the~~
am directed to inform
you that the attention
of the A.M. N.Ry ~~has~~ ^{has} been
~~drawn to~~ ^{drawn to} Rule
drawn, in para 35 of the
Inspector Report of the Ry for
half year ending 31.12.95. I am
~~drawn to~~
drawn to the end of Rule 101
of the new Rule for rating
Open Cuts which are to come
into force next July. and that
this office replies in (the
No 301 of 14.4.96) in attached
copy of the copy of Rule 135 of the
N.Ry. ~~copy of the copy of~~ ^{copy of the copy of}
N.Ry. ~~copy of the copy of~~ ^{copy of the copy of}
(2. A letter by the Com.
Engr. in the subject is also
attached. and I am
~~drawn to~~
drawn to the subject of the

"unimpaired" that if it is covered
 under the 101 before July
~~the 101 is covered by the 101~~
~~the 101 is covered by the 101~~
~~the 101 is covered by the 101~~
~~the 101 is covered by the 101~~

the sanction of the Gov. of India
 may be covered by the ~~101~~
 instructions issued by the AM
~~the 101 is covered by the 101~~
~~the 101 is covered by the 101~~

(3) I am to add that the
 sanction of the Gov. of India
 those instructions ~~are~~
 more of the nature of "General
 instructions" rather than "Special
 are" and are issued by the
 Rule 101 in 1892

26/1/26

Note by the Com. Eng. Major on Dist. Signal

Under the old Rules of 1892 and
 earlier, the dist. signal arm
 was not notched; and the rule
 was that if it is at danger, the
 driver must stop short of it; and
 then, after stopping, he may proceed
 when it is clear for
 him to do so.

Under the new Rules of 1895
 the arm is notched just. all
 dist. signals must have notched
 arms. But the dist. signal
 still carries the "stop signal" under
 similar rules to the old ones. What then
 does the "notching" mean?

(3) In England a notched arm
 at danger means that the driver
 is not expected to stop at the signal,
 but only to 2. Prepare to stop at the
 next (i.e. at the next signal or
 that the first is a dist. signal).

Section Vicksburg
~~which in case of heavy rain~~
~~and preventing another train from~~
 follows. And in case of heavy traffic may
 be increased:

(7. However it is easier to alter a rule than to undo the mischief of many kinds of signs, and some confusion would at any rate be avoided if the proviso of Rule 101 be (referred to in para. 5) be abolished - It is certainly quite unnecessary to mention

Summary of the proposed amendments
to the Indian Railway Rules.

and

C

26/1/28

Note by the
Consulting Engineer for Railways, Madras

on
Distant Signals

Under the old Rules of 1902 and earlier, the distant signal arm was not notched; and the rules were that, if it be at danger, the driver must stop short of it, and ^{then} after -- stopping, he may draw within it when he has satisfied himself that the line is clear for him to do so.

2. Under the new Rules of 1905 which come into force -- next July, all distant signals must have notched arms. But -- the distant signal still remains a "stop signal" under similar rules to the old ones. What then does the "notching" -- mean?

3. In England a notched arm at danger means that the driver is not expected to stop at the signal, but only to be prepared to stop at the next (i.e. at the home signal to which the first is a distant signal).

4. This is not the case in India. Here the driver must stop if the arm is at danger, and then he may draw within its protection except when the absolute block system is in force (see proviso at end of Rule 101) in which case he must not pass the distant signal at all till its arm is lowered.

5. The object of this proviso is not clear, and it -- nullify appears to ~~annul~~ the whole meaning of the notching of distant signal arms (if indeed there be any meaning in it). -- Perhaps it was thought that there is no need for a train to --

draw

draw within the protection of the distant signal if the absolute block system is in force. Because no train could -- ^{possibly} follow till the first has ^{cleared} the block system section. Put on the other hand to keep a train outside the distant signal means keeping the section blocked an unnecessarily long time, and preventing another train being allowed to follow, which in case of heavy traffic may be undesirable.

6. It appears to me that the notching of the arm of what are usually called "distant signals" is a mistake, when applied to the ordinary Indian arrangement of a home signal on the platform, and two (so called) distant signals at a ^{length} trains ~~bracket~~ outside the points. The position of these latter signals indicates their real purpose, viz to permit shunting to go on in the direction of an expected train after line clear has been given. They are ~~therefore~~ therefore not distant signals at all (in the English sense) but "outer home signals" and as such should not have had their arms notched. Notching should have been confined to true distant signals, i.e. to signals ^{whose} sole purpose is to warn the driver what signal he is to expect a little further on. Such signals are rare in India, except where interlocking is being introduced.

7. However it is easier to alter a rule than to undo the notching of many hundreds of signals, and some confusion would at any rate be avoided if the proviso to Rule 101 (referred to in para 5) be abolished. It is certainly quite unnecessary, and I therefore recommend that it be cancelled forthwith.

Office Consulting Engineer for Railways.

No 4872

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT,
SIMLA.

Coimbatore, the 30th May 1896.

SIR,

In continuation of this office letter No. 171 R. dated 26th February 1896, I am directed to inform you that the attention of the Agent and Manager, Madras Railway has been drawn, in para 35 of the Inspection Report of that Railway for half year ending 31st December 1895, to the proviso at the end of Rule 101 of the new Rules for working open lines which are to come into force next July, and that that officer's reply (his No. 701 of 14th April 1896) is attached together with a copy of Rule 135 of the Madras Railway, working timetable to which he refers.

2. A note by the Consulting Engineer on the subject is also attached, and I am to recommend that if it be considered undesirable to cancel the proviso to Rule 101 before July, the sanction of the Government of India may be accorded to the instructions referred to by the Agent and

Manager

Sanction remaining in force.

I am to add that this sanction appears necessary - because those instructions are more of the nature of "General instructions" rather than "special" ones, and are proposed to Rule 101 as it stands.

I have the honor to be,

Sir,

Your Most Obedient Servant,

Erwin
Offr: Joint Secretary to Government, P.W.D.
Railway Branch.

Bp. No. 487. Dated 30.5.96

Documents accompanying:-

- 1- Copy of letter No. 301 of 14/4/96 from A.L.
- 2- Copy of Rule 135 from the Working Time Table
- 3- Note by ER

525102

2/5

8/6

No. 525 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

SERIAL

15

To

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

Simla, the 10th July 1896.

Sir,

I am directed to acknowledge the receipt of your
Slip A No. 464 R., dated 22nd May 1896.: letters marginally noted
" 3 No. 487 R., dated 30th May 1896.: requesting orders on the
modifications proposed in certain of the general rules of
1895 for working open lines of railway, and recommending,
Slip C with reference to letter No. 301, dated the 14th April 1896,
from the Agent, Madras railway, that if it be considered
undesirable to cancel the proviso to rule 101, the sanction
of the Government of India may be accorded to the special
instructions issued by the Agent, with reference to that
proviso.

2. In reply to your letter first quoted, I am to refer you
to the modifications issued under Government of India
Circular No. 3 Railway dated 22nd May 1896.

3. As regards the point raised in your letter No. 487 R.,
dated 30th May 1896, I am to say that at the Railway conference of 1893, few questions were more exhaustively
discussed than that of signals, and that the existing rules
are more or less of a compromise and will doubtless be
improved upon as time goes on.

I am further, to invite your attention to the revised
rule 72(2) contained in the schedule to Government of India
Circular No. 3 Railway of 1896, which provides that, when used
as

No. 6381

as stop signals, distant signals shall not be notched; and to state that the proviso to rule 101 evidently contemplated special instructions in special circumstances where, although working on the block system, railway administrations prefer not to use their distant signals as stop signals.

The special sanction of the Government of India to the instructions issued by the Agent, Madras railway, therefore does not appear necessary.

I have the honour to be,

Sir,

Your most obedient servant,

G. A. Anderson

Offg. Under Secretary.

Documents accompanying:-

Nil.

(No. 1.)
No. 5570

618

MADRAS RAILWAY.

SERIAL

16

AGENT AND MANAGERS' OFFICE.

Madras, 17th July 1896

From

Therby Agent and Manager.

To

Therby Consulting Engineer for Railways.

Sir,

Liby to
with usual
alter
27
1/7

7/17
With reference to your en-
dorsement on Circular No. 526 R dated
13th June 1896, I have the honour to in-
form you that the Madras Rail-
way Company are prepared to accept
the General Rules of 1895, with the ex-
ception of Rule, No. 110, for working open
lines as promulgated in Circular No. 26
Railway dated 12th March 1896, with the
modifications embodied in Circular
No. 3 Railway dated 22nd May 1896.

2. In regard to the exception
made of Rule No. 110, it is the unani-
mous opinion of the Heads of the
principal

principal Department that the rule now adopted on this Railway is safer. On this subject the Locomotive Superintendent offers the following explanation:-

The practice now ordered serves no useful purpose that I can see and I look upon the reversal of the side lights as dangerous. The special object of these lights is to protect the train and it appears to me that they are probably more especially required in a station than elsewhere. It is true that the red tail light will still remain but, this, a single red light, being as it must and should be under all possible circumstances a danger signal, I consider it is opening the door to very possible accidents

to leave it to the discretion of a Driver to decide whether a red light shown him on the ground, as a tail light is, or is not, a signal at which he must stop. The triangle of 3 red lights is distinct and unmistakable and cannot, as can a single light, be confounded by an approaching driver with anything but what it really is:

3. In these circumstances I request that as far as this line is concerned, Rule 110 as it now stands may therefore be disregarded.

I have the honor to be,
 Your most obed^t Serv^t

Henry West
 Agent & Manager

MADRAS RAILWAY.

From

To

The Consulting Engineer

for Railways.

188

Indt

Recd.

No.

3053
Recd. 18/7/96

To
The Agent and Manager,
The Consulting Engineer
for Railways.
188

MADRAS RAILWAY.

(No. 4)

SERIAL

No. 17

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS

Madras, 25th July 1896.

To

AGENT AND MANAGER, M. R.

No. 2213 Reply No. , dated

Sir,

With ref to your
letter no 8961 dated
16 May '96 - I L L 2
to enclose forward
copy of G of I letter
no 525 RT dated
10 July & to say that
Special instructions
may be issued to the
effect that when the
New General Rules
come into force, the
distant signals will
remain notched as at
present & will not be
absolute stop signals

Reminders.

Subject.

ER

CM. 20/7

Publication 25-7-96

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

189

Sir,

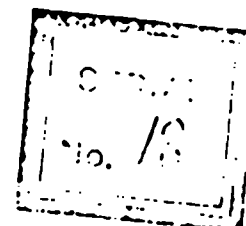
With reference to
of India circular N^o 3 Railway
of 22nd May 1896, I am directed
to forward herewith an
application (N^o 8570 of 17th July
1896) from the Agent
Manager M. R. for formal
sanction to the adoption
with the exception of
Rule 110, of the amended
General Rules of 1895 for
working open lines of
railways in British India
administered by the Govt.

Telephone to AM &
ask him from what
date he wishes to
understand the new G. Rule
then insert in the letter
in the letter

1897

DR
28/7/97

Am



5000-15-3-01

NAGER'S OFFICE.

_____ 31st July 1896.

c2
 he Agent and Manager,

Madras Railway Company.

The Consulting Engineer for Railways.

Madras.

Your 618, 17th inst.
Please say from what
state you wish to introduce
the new general rules.

CRM. $\frac{29}{7}$

2K.

$$\frac{29}{7}$$

10. 24/7

Despatched

4/30.

nce to your telephone message
 , I have the honor to state that
 dly favour me with a reply
 dated 22nd July 1896, informing
 are likely to be furnished with
 vernacular editions of the General
 then be in a position to say
 ate the rules may be introduced
 I presume the rules should not
 d until we are in a position
 staff with copies of the rules for
 nce.

it has been received today from
Calcutta

Calcutta of the despatch of a portion of the
English copies of the rules indented for.

I have the honor to be,
Sir,

Your most obedient servant,

Henry Clerk
Agent & Manager.



Form No. 1.

Only 14th August 1896
MADRAS

To

AGENT AND MANAGER, M. R.

No. $\frac{130}{0}$

Reply No.

dated

SIR,

With reference to
your letter No. $\frac{8570^a}{66}$
of 31st July 1896, I have
the honour to refer you to
my letter No. $\frac{127}{8}$ of
this date & to state
that the Superintendent
Government Press has
been asked to let you
know the probable
date he will be able
to supply you with
the vernacular copies
of the General rules.
On receipt of this
information will you
kindly

Reminders.

Subject.

14/8/96

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

for Railways.

188

Dated

1896

No.

188

Kindly notify the
 same to the office
 for communication
 to the Govt. of India.
 The date from which you
 wish to introduce the new
 rule.

12/1

no: 130 of 14 August 1896.

B. Form No. 12.

13/



No. 692.R

Government of Madras.

**PUBLIC WORKS DEPARTMENT,
 RAILWAY BRANCH.**

To
 THE SECY. TO THE GOVT. OF INDIA,
 P. W. DEPARTMENT.
 Simla

Coaty, the 15th August 1896

SIR,

With reference to
 Government of India Cir-
 cular no: 3 Railway dated
 22nd May 1896, I am
 directed to forward herewith
 an application
 (No. 8570/618) of 17th July 1896,
 from the Agent and Manager
 Madras Railway for
 formal sanction to
 the adoption, with the
 exception of rule 110, of
 the amended General
 Rules of 1895 for working
 open

Open lines of railway
in British India admini-
stered by the Government.

2. The date from which
the Agent & Manager may
be prepared to introduce
the rules on his line
will be intimated in
due course.

C

12/8

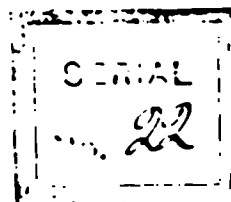
B. No 692. R dated 15.8.96

Documents accompanying
Letter from A. No 8570 of
17.7.96

W. S. 19/5

(No. II.)
No. 8570
760

MADRAS RAILWAY.
AGENT AND MANAGERS' OFFICE,
Madras, 28th August 1896



From

The Agt and Manager,
M. R. & C.

To

The Consulting Engineer for Railways,
Madras

Sir,

In reply to your letter No. 2654 dated
27th August 1896, I have the honour to invite
attention to my letter No. 8570⁷⁰⁵ dated 11th idem
in which you were advised that the numbers
of Vernacular copies of Part II of the General
Rules required by this Railway were as follows:-

Tamil . . 500 copies

Telugu . . 500

Malayalam 250

If these copies of the Vernacular rules can
be supplied by the 15th September next, we
shall be prepared to adopt the Rules on this
Railway from the 1st of October and I shall
be obliged if you will obtain the sanction
of the Government of India to their adoption.

I have the honour to be,

Sir,
Your most obedient servant,

W. S. West.

Ag. Agent & Manager.

SERIAL

No. 23

Telephone

To The Superintendent
Coat Dress

Please say if you
can supply to the Agents
Manager M.R. by the 15th
of the current month the
copies of the Vernacular
translations of Part II of
the General Rules asked for
in this office No. 133 of 14.8.96.
Also whether the copies of
the translations of Part I
asked for in this office
No. 126 of 14.8.96 have been
supplied to that office.

Recd H. 85 Hm
7/9

108
7/9

D.A.R.

P.T.O. 7/9

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

3739

19/9/96

Reply

The Copies of the Vernacular translation of Part II of the General Rules will be despatched tomorrow.

The Copies of the translation of Part I were despatched on the 20th August.

7/9/96

B. Form No. 12.

No. 767. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Shule

Copy, Recd 11th September 1896.

Sir,

With reference to para 2 of my letter No. 692 R dated 15th August 1896, I am directed to state that the Agent and Manager, Madras Railway will be prepared to adopt the General Rules on his line from the 1st October 1896 and to request the sanction of the Govt of India thereto.

Documents accompanying this adoption.

Nil

J. M. 719

Public Works (1896) Department

CURRENT No. 8473

Order No. 154 a/25/9/96

Copy forwarded
to the Agent & Manager
Madras Railway for
favorable compliance.

2. The information
required in para 2 has
already been furnished.

[Signature]
S.R.

From The Govt of India

No. 721 R.T.

Dated 15. 9. 96

Received 21. 9. 96

Enclosures

Spare copies -

SUBJECT.

open line General Rules.

Asking for a copy of
the rule proposed to be
substituted for Rule 110,
with reference to the
application from the M.R.
for sanction to the adoption
on that line of the new

25/9/96

P. W. D.
1 (N) - 2-20

15/9/96

Bf
No 767 dated 14.9.96

14/9

[illegible][illegible]

Railway Traffic.

N11.

CPA 21/4

(No. 1.)

No. 9547

7/17
2/1/10
947

MADRAS RAILWAY

AGENT AND MANAGER'S OFFICE

Madras, 26th October 1896

From

The Agt Agent and Manager.

Madras Railway.

To

The Consulting Engineer for Railways.

Sir,

Madras.

With reference to your endorsement
N^o 154 of the 25th ultimo on letter N^o 721 R. I
of the 15th idem from the Government of
India, I have the honor to forward the rule
which it is proposed to print in the Company
subsidiary rules.

Inform Mella
VPM 27/10

Tail and side lights when a train is shunted.

On the Madras Railway, the tail and side
lights must not be removed, but must be
left in their normal position showing three
red lights in a triangle to an approaching
train, and care must be taken that they
are burning brightly.

Note - General Rule N^o 110 which directs
the reversal of the side lights of a shunted
train is not in force on the Madras Railway.

With

With regard to the introduction of the general rules on this line the 1st December next is considered to be a convenient date to fix and if sanction is received in time to make the necessary arrangements, the rules will be introduced from that date.

I have the honor to be,

Sir,

Your most obedient Servant,

Henry Alcock.

Ag Agent & Manager.

Encl^y nil.



From
MADRAS RAILWAY.
To
The Agent and Manager.
The Consulting Engineer
for Railways.
Dated
1896
Recd.
No.

B. Form No. 12.

No. 934 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

SERIAL
No. 97

To
THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla
November
Madras, the 2nd October 1896.

Sir,

With reference
to your letter No. 721 R.T.
of 15th Sept 1896, I am
directed to submit a
copy of the rule which
the Agent & Manager
Madras Railway propose
to print in the Company's
subsidiary Rules in
line of rule 110 of the
amended General Rules
of 1895.

"Tail and side lights when a
train is shunted - on the
Madras Railway, the tail
and"

"and side lights must not be removed, but must be left in their normal position showing three red lights in a triangle to an approaching train, and care must be taken that they are burning brightly"

"Note. General Rule No 110 which directs the period of the side light of a shunted train is not in force on the Madras Railway."

2. The Agent states that, if sanction is received in time to make the necessary arrangements, he is prepared to introduce the General Rules from 1st December next. -

Document accompanying.
- Nil -

(No. 11.)

No. 9547

1003

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 12th November 1896

From

The Agt. Agent and Manager.

M.A.C.

To

The Consulting Engineer for Railways.

Sir,

Madras.

I have the honour to confirm my telephone message of to-day's date as quoted below:-

"If the sanction of the Government of India to the introduction of the revised General Rules is not received soon, further postponement of the date of the introduction will be necessary as we cannot print Part II of Working Time Table and issue it to the staff until the sanction is received."

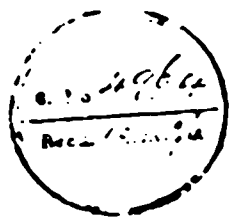
I have the honour to be,

Sir,

Your most obedient servant,

A. C. C. C.

Ag. Agent & Manager.



MADRAS RAILWAY.
From
The Agent and Manager.
To
The Consulting Engineer.
for Railways.
Dated
1896
No.

Public Works (1896) Department.

SERIAL

No. 30

CURRENT No. 1110

Order
No 3911 of 8-12-96.

Copy forwarded
(12207)
to A.M. with reference
to correspondence ending
with his letter No 9527
7003
of 12 Nov: 1896.

Y.S. 8/12

FRER

6 S.C. Sent 6-2-96.

From
The Govt of India

No. 912 R.T.

Dated 30th Nov: 1896

Received 7.12.96

Enclosures

Spare copies

SUBJECT.

Open line General Rules
of 1895.

Sanctioning the application
to such portions of the
M.Ry. and the Ry. worked
by it as are situated in
British territory, of the
— with the proposed
modification of rule

110.

G.O.	No.	Department.	Date.
	7		6

G.O.	No.	Department	Dyos.

G. L. C. P. O.—No. 738 P. W. D.—30-11-9 —100, N. C. D.

A.C. with reference

Public Works (1896) Department.

CURRENT No. 11107

2. 11107-15

Order

no 3912 8/8/12/36

Copy forwarded
to A. M. in continu-
ation of this office no
3911 of 8th Decr. 1896.

From

The Govt of India

No. 914 R.T.

Wt 8/12

for R

Dated 1st December 1896

Received

Enclosures

Spare copies

8/12/96

SUBJECT.

open line General of 1895

Informing that, pending
the issue of a formal noti-
fication, there is no objection
to the — as sanctioned for
such portions of the M. Ry.
as are situate in British
territory being adopted
on those portions as are
situate in Native States
and on the Kolar Gold
Fields Railway.

Wt 8/12

[illegible]

G.O.	No.	Department	Page

No. 914 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

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

Calcutta, the 1st December 1896.

Sir,

With reference to correspondence ending with the Government of India resolution No.912 R.T.,dated the 30th November 1896,in which sanction has been accorded to the adoption of the General Rules of 1895,with certain modifications,on such portions only of the Madras railway system as are situate in British territory,I am directed to inform you that,pending the issue of a formal notification,the Governor General in Council has no objection to the adoption of the same rules on those portions of the Madras railway as are situate in Native States and on the Kolar Gold Fields railway.

I have the honour to be,

Sir,

Your most obedient servant,

Ed. Anderson

Under Secretary.

Documents accompanying:-

N11.

M.L.M.

P. M. D. R. M. Board
Hdgo of the Madras Govt
Recd the following

1639
5-4-98

No. 283 R. T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Calcutta, the 17th March 1898.

General Rules of 1895 for working open lines of railway in British India.
Modification of Rule 110 of Part I.

READ—

Section 47 of the Indian Railways Act, 1890.

Government of India, Public Works Department, notification No. 118, dated the 21st March 1895, publishing—in Part I of the *Gazette of India* of the 23rd March 1895—the Government of India circular No. 6 Railway, dated 12th March 1895, and the General Rules therewith promulgated for all open lines of railway in British India administered by the Government.

Sec 2 included
Sec 19 included

Government of India, Public Works Department, notification No. 257, dated the 28th May 1896, publishing—in Part I of the *Gazette of India* of the 30th May 1896—the Government of India circular No. 3 Railway, dated the 22nd May 1896, and the amended rules therewith promulgated.

Sec 30

Government of India, Public Works Department, notification No. 500, dated the 2nd December 1896, publishing—in Part I of the *Gazette of India* of the 5th December 1896—the Government of India resolution No. 912 R. T., dated the 30th November 1896, sanctioning the application to the Madras railway, and to the lines worked by it, of the open line General Rules of 1895, with certain modifications.

Letter from the Government of Madras, Public Works Department, Railway Branch, No. 310 Ry., dated the 25th February 1898, forwarding letter from the Agent and Manager of the Madras Railway Company, No. 9547—150, dated the 19th February 1898.

OBSERVATIONS.—The Agent and Manager of the Madras Railway Company has applied that the following modification of rule 110, Part I, of the General Rules for working open lines of railway in British India, which have been published under the Government of India, Public Works Department, notification No. 118, dated the 21st March 1895 (*vide* the *Gazette of India* of the 23rd March 1895), as modified by the Government of India circular No. 3 Railway, dated the 22nd May 1896, and resolution No. 912 R. T., dated the 30th November 1896, which were published under the Government of India, Public Works Department, notifications Nos. 257, dated the 28th May 1896, and 500, dated the 2nd December 1896 (*vide* the *Gazette of India* of the 30th May and 5th December 1896), may be made applicable to the Madras railway, and to the railways worked by it:—

Sec 19 included
Sec 30

"Rule 110.—When a train has been shunted for another train to pass the side lamp next the line on which the following train is to be admitted must be reversed, the other side lamp and the tail lamp being left in their normal position showing red."

RESOLUTION.—The Governor General in Council is pleased, under section 47 (4) of the Indian Railways Act, IX of 1890, to sanction the application to such portions of the Madras railway, and to the railways worked by it, as are situate in British territory, of the modification of rule 110 of the open line General Rules of 1895 cited in the foregoing observations.

ORDER.—Ordered that this resolution be published under a notification in Part I of the *Gazette of India*, as required by section 47, sub-section (3), of

RAILWAY TRAFFIC.

Modified rules 231 and 232 of Part I.

Simla, the 26th May 1898.

Documents accompanying.

Order. Stevens N^o 520 R^u Dated 2nd April 1898
Consummated. to the Agents and
Manager Malacca Railway for information
with reference to his letter N^o 9547 dated
10th February 1898.

(Lecture - Lecture)

L. Parker

Cluster Secretary

2 The Agent & Manager M. J.
 " " R. J. J.
 " Consulting Engineer for R. J.

Section 47 of the Indian Railways Act, 1890.

Government of India, Public Works Department, notification No. 257, dated the 28th May 1896, publishing—in Part I of the *Gazette of India* of the 30th May 1896—the Government of India circular No. 3 Railway, dated the 22nd May 1896, and the amended rules therewith promulgated.

Government of India, Public Works Department, notification No. 500, dated the 2nd December 1896, publishing—in Part I of the *Gazette of India* of the 5th December 1896—the Government of India resolution No. 912 R. T., dated the 30th November 1896.

Government of India, Public Works Department, notification No. 134, dated the 23rd March 1898, publishing—in Part I of the *Gazette of India* of the 26th March 1898—the Government of India circular No. III Railway, dated the 15th March 1898, and the amended rules 231 and 232 of Part I, therewith promulgated.

Letter from the Government of Madras, Public Works Department, Railway Branch, No. 696 Ry., dated the 6th May 1898, forwarding letter from the Agent and Manager of the Madras railway, No. 9547-368, dated the 27th April 1898.

OBSERVATIONS.—The Agent and Manager of the Madras railway has applied that the amended rules 231 and 232 of Part I of the General Rules for working open lines of railway in British India which were promulgated with the Government of India circular No. 111 Railway, dated the 15th March 1898, and published under the Government of India, Public Works Department, notification No. 134, dated the 23rd March 1898, in Part I of the *Gazette of India* of the 26th March 1898, may be made applicable to the Madras railway and to the railways worked by it, in supersession of the corresponding rules 231 and 232 which were promulgated with the Government of India circulars Nos. 6 Railway and 3 Railway, dated, respectively, the 12th March 1895 and 22nd May 1896, and published in Part I of the *Gazette of India* of the 23rd March 1895 and 30th May 1896, under Public Works Department notifications Nos. 118 and 257, dated, respectively, the 21st March 1895 and 28th May 1896.

RESOLUTION.—The Governor General in Council is pleased to sanction, under section 47 (3) and (4) of the Indian Railways Act, (IX) of 1890, the application to such portions of the Madras railway, and of the railways worked

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by it, as are situate in British territory, of the amended rules 231 and 232 of the open line General Rules of 1895 which are referred to in the foregoing observations.

ORDER.—Ordered that this resolution be published under a notification in Part I of the *Gazette of India*, as required by section 47, sub-section (3), of the Indian Railways Act, 1890; also that the General Rules as amended—which have already been published in the *Gazette of India*—be kept at railway stations as directed by sub-section (6) of the same section.

Ordered, also, that this resolution be communicated to the Government of Madras, for information and guidance.

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

Document accompanying.
Nil

Telephonic

SERIAL

No. 11

From

The Agent & Manager,
Madras City.

To

The Comptroller & Cashier.

If the sanction of the Government of India to the introduction of the revised General Rules is not received soon, further postponement of the date of the introduction will be necessary as we cannot send Part II of Working Time Table and issue it to the staff until sanction is received.

EP

12/11/36

Recd.

1/30 P.M.

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